

TORONTO STAFF REPORT

April 14, 2003

To: Etobicoke Community Council

From: Director of Community Planning, West District

Subject: Avenues Pilot Study – Implementation Report (Phase 3)
The Queensway between the Mimico Creek Valley and Kipling Avenue
Etobicoke-Lakeshore (Ward 5)

Purpose and Summary:

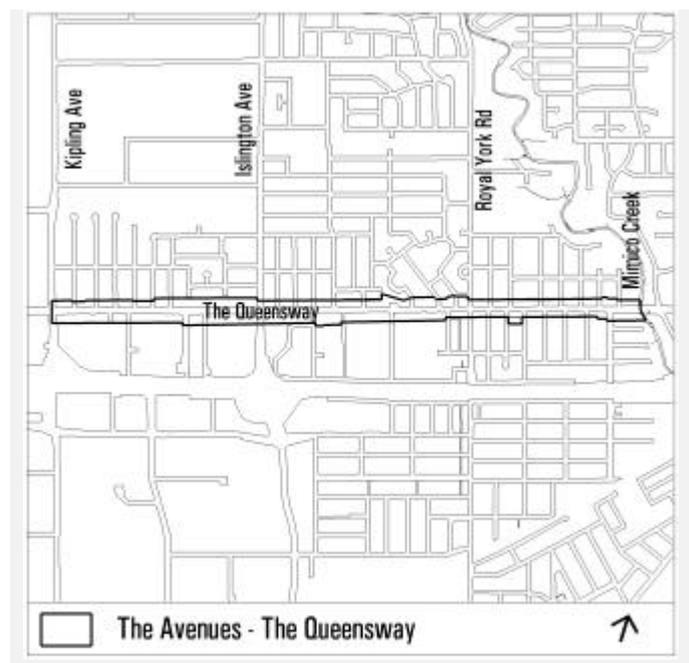
This report outlines implementation strategies to achieve, over time, the revitalization of The Queensway between the Mimico Creek Valley and Kipling Avenue as an “Avenue”. This portion of The Queensway was selected as one of four pilot study areas for the Avenues. The Avenues Studies were undertaken as a part of the ongoing work leading to the development of the City’s new Official Plan. The purpose of these Studies was to establish guidelines and principles for selected City Avenues and to develop a tool kit to assist the City and landowners in directing and implementing change along them.

The proposed initiatives of this report support Council’s focus on the investment in quality of life, the desire to link public initiatives with private investment in order to stimulate development, and the need to strategically create opportunities that reflect the desired future of the area.

Financial Implications/ Impact Statement:

There are no current year financial implications resulting from the adoption of this Report. The Study’s other recommended initiatives are to be implemented through established work programs and processes.

Recommendations:



It is recommended that:

- (1) the Etobicoke Official Plan be amended substantially in accordance with the draft Official Plan amendment appended to this report as Attachment No. 3, if the new City of Toronto Plan has not yet come into force as it affects the subject area;
- (2) the Etobicoke Zoning Code be amended substantially in accordance with the draft Zoning By-law amendment appended to this report as Attachment No. 4;
- (3) the City Solicitor be authorized to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required;
- (4) City Council support in principle the streetscape improvements to The Queensway right-of-way, shown conceptually on Attachment Nos. 5a, 5b and 5c and that Urban Development Services (City Planning) in consultation with the Works and Emergency Services and the Economic Development, Culture and Tourism Departments, the Toronto Parking Authority and the Toronto Transit Commission, further develop the streetscape improvements for the area, and City staff report the findings to Community Council in 2004;
- (5) Urban Development Services Department (City Planning) through the development application review process, ensure that new or renovated buildings are designed in a manner that supports the objectives of this report;
- (6) Urban Development Services (City Planning) and the Economic Development, Culture and Tourism (Parks and Recreation Planning) Departments work with local land owners to secure publicly accessible open space, parkland, and other landscaped open space that may create linear connections within the Study Area as shown on the Concept Plan (Attachments Nos. 2A, 2B and 2C), and in particular that staff be directed to initiate discussion with the owner of 784 The Queensway (The Beer Store) to achieve these objectives;
- (7) Urban Development Services (City Planning), through any initiatives related to streetscape, bikeway connections, and access improvements, work with the appropriate Departments/Agencies to review opportunities to enhance lighting and signage in the area;
- (8) Urban Development Services (City Planning), in consultation with the Works and Emergency Services Department, the Toronto Parking Authority and the Toronto Transit Commission, prepare a strategy for increasing public parking supply, both on-street and in municipal parking lots, to support the objectives of this report, and City staff report the findings to Community Council in 2004 ;
- (9) City Council adopt the Design Guidelines included as part of Attachment No. 5 to this report, to serve as a framework for growth along this section of The Queensway; and,

- (10) City Council request that Urban Development Services (City Planning) establish a District Public Art Plan, and City Planning staff report the findings to Community Council in 2004.

Background:

(1) The Avenues Studies

The “Avenues” are identified in the new Official Plan (new Plan) as distinct areas located along and adjacent to City arterial roads, where gradual or incremental change is expected to occur over a period of time. Avenues are often underdeveloped at one or two storeys and may have sites visually dominated by large areas of parking adjacent to the street and in front of buildings. Although the Avenues exhibit great variation in existing local conditions, they also represent a tremendous opportunity for re-urbanization and intensification along designated transit corridors and/or existing major transit routes and facilities, without significant impacts on established residential neighbourhoods that exist nearby.

As part of the preparation work on the new Plan, Planning staff examined growth opportunities along four Avenues, selected because of their reurbanization potential as well as their need for special attention and some form of reinvestment. In January 2000, the Kirkland Partnership Inc. was retained by Urban Development Services to develop a Concept Plan and related recommendations for each of the Study Areas. The consultants Concept Plan is appended to this report (Attachment 2A, 2B and 2C) and represents an area consisting of a depth of approximately 35 metres (115 feet) along The Queensway.

The four Avenues studied as a part of the pilot project were:

- (a) Bloor Street West between Dundas Street West and Lansdowne Avenue;
- (b) The Queensway between Mimico Creek and Kipling Avenue;
- (c) Kingston Road between the Guildwood GO Station and Highland Creek; and
- (d) Finch Avenue centred at Weston Road between Signet Road and Milvan Avenue.

Each study focused on the type of overall development that would be most desirable, as well as determining appropriate standards with respect to the number of storeys, building setbacks and landscaped open space. Beyond the quantitative details, qualitative issues of how the look and feel of the street could be improved were also discussed. The new vision developed for each Avenue is intended to give local residents and the community some certainty about the form of new development, and provide landowners greater opportunities for redevelopment now lacking on many Avenues throughout the City. The vision will also establish a context to guide the implementation of improvements to local infrastructure.

(2) Study Process and Community Consultation

Phase 1 of the Study (completed April 2000) consisted of a general analysis of existing conditions, including land use patterns, lot sizes, building forms, transportation network characteristics, and an examination of cultural and heritage resources. As part of the process, a

local Advisory Panel was established to provide input into the planning process at key stages and to help develop a Concept Plan that would guide the development of the Study Area. The Advisory Panel consisted of the local Councillors (at that time, two Ward Councillors represented this portion of The Queensway), area residents and business owners, and other groups with an interest in the community.

Phase 2 began with a community design charrette or “visioning” workshop, in May 2000, organized around the issues and opportunities identified in Phase 1. The charrette helped promote a shared understanding of the opportunities and constraints in the Study Area. It also provided staff with insights regarding local issues and priorities, as well as specific ideas to form the Phase 2 Concept Plan. Phase 2 was completed in February 2001 with the development of the Concept Plan’s ‘shared vision’ for the improvement and re-urbanization of the study area.

A Community Information Meeting for the public was held in April 2001 to present the findings of the Phase 2 Concept Plan for The Queensway Avenues Study report. Meeting participants were generally supportive of the Study in principle and of efforts to re-urbanize the area. Since that time, City Planning staff have been working further with the Advisory Panel, The Kirkland Partnership, and other Departments and Agencies to develop implementation initiatives that reflect the principles of the Concept Plan.

In February 2003, Planning staff met with the Advisory Panel to detail the recommendations of the Concept Plan and to discuss the proposed Zoning By-law. Members of the Panel were in support of the initiative to provide for greater development density as well as higher building forms of 6 to 8 storeys. It was also determined that the City should take a role in kick-starting the rejuvenation of the area through street tree planting and other improvements within the public boulevard.

The implementation work, Phase 3, is being conducted by City Planning staff in consultation with other City departments and is the subject of this report.

(3) Concept Plan Recommendations

A mixed-use character has already been identified as an objective for significant parts of The Queensway. Existing Etobicoke Official Plan policies presently designate the majority of The Queensway as a Commercial-Residential Strip providing for a variety of uses either mixed or independent of each other. Within the scope of these land use policies, there is a need to establish a density that fits into the larger context, where the Avenues abut an area of low-density residential uses. Accordingly a zone of 35 metres (115 feet) was established by the consultant, as the basis for creating an appropriate area to represent an Avenue.

The Concept Plan identified a number of matters that had to be addressed in order to implement the strategies required to foster a successful Avenue. These matters include; Infill versus Large Lot Redevelopment sites, Scale and Fit, Quality of Development/ Pedestrian Environment, Land Use and Density, and Amenities. Generally the Concept Plan (Attachment Nos. 2A, 2B and 2C), as prepared by the consultant, contemplates the build-out of vacant and under-utilized sites, the creation of a street network on larger sites where it does not currently exist, and new public open

space and “green” linkages. Based on a review of the matters described above, the consultant made a number of recommendations in order to establish a critical mass of development. These recommendations include:

- (a) a floor space index of 3.0 times the lot area;
- (b) a building height of 6 storeys (in cases where lots exceed certain depths, the building height may be increased);
- (c) maintenance of a 45 degree angular plane from adjacent low density residential areas;
- (d) providing green linkages to and around the Avenue; and
- (e) improving the streetscape along the Avenue.

(4) Area Characteristics

The Queensway, from Mimico Creek to Kipling Avenue, is approximately 3 kilometres (1.8 miles) long, and contains approximately 15.5 hectares (38.3 acres) of land, most of which has redevelopment potential. It is designated as a major arterial road in the Council approved Road Classification System, carrying relatively high volumes of traffic, especially during morning and evening peak periods. Intersections at Islington and Kipling Avenues are particularly busy during peak periods as both of these major arterial roads provide access to the F.G. Gardiner Expressway. Occasionally, severe congestion on the F.G. Gardiner Expressway results in motorists diverting onto The Queensway.

The majority of lot frontages on the north side of The Queensway are smaller than those on the south side. These smaller frontages are divided into smaller development blocks by public roads that connect to The Queensway. These breaks created by public roads along The Queensway provide an opportunity to break up the building mass. The south side of The Queensway between Royal York Road and Kipling Avenue has larger frontages and development parcels that are not divided by regular intersecting side streets.

The Queensway Avenues is comprised of three different sub-areas:

(4.1) Sub-area 1: Mimico Creek to Royal York Road

The lot depths along this sub-area are shallow when compared to the rest of The Queensway. Development consists of street-related low rise-commercial and mixed-use buildings, as well as a number of cottage-style single-family homes. A stretch of this segment of The Queensway has begun the re-urbanization that is identified in The Queensway Avenues Study. Development along this stretch backs onto low density residential neighbourhoods on both the north and south sides of the street.

The designated right-of-way in both the new Official Plan and the existing Metropolitan Official Plan is 30 metres (98 feet). The existing right-of-way across most of this sub-area is less than the designated right-of-way, and is as narrow as 26 metres (85 feet). The travelled portion of the roadway is comprised of four lanes of traffic (i.e. two in each direction). Some on-street metered parking is provided in bays along portions of both sides of the street west of Grand Avenue.

(4.2) Sub-area 2: Royal York Road to Islington Avenue

Some conventional street-related mixed-use buildings currently exist in this sub-area. There are also some larger parcels of land. These deep lots are along the north side of the street, in proximity to Royal York, and are similar to the majority of the lots along the south side of The Queensway. Development along this stretch backs onto low density residential neighbourhoods on the north side of the street, while on the south side development backs onto industrial areas, except for a small pocket near Royal York Road.

The designated right-of-way in both the new Official Plan and the existing Metropolitan Official Plan is 30 metres. The existing right-of-way across much of this sub-area is less than the designated right-of-way, ranging between 26 and 28 metres (85 and 92 feet) through most of the sub-area. The travelled portion of the roadway is generally comprised of five lanes of traffic (i.e. two in each direction plus a continuous left-turn lane through most of the corridor). Some on-street metered parking is provided in bays along portions of both sides of the street.

(4.3) Sub-area 3: Islington Avenue to Kipling Avenue

This sub-area is reflective of two contrasting forms of development. Lands on the south side of the street are primarily large land parcels having depths from The Queensway to the Gardiner Expressway. Lands on the north side of the street are primarily two-storey mixed-use buildings, backing onto existing low density residential areas.

The designated right-of-way in both the new Official Plan and the existing Metropolitan Official Plan is 36 metres (118 feet). The existing right-of-way across approximately half of this sub-area is less than the designated right-of-way, ranging between 30 and 36 metres (98 and 118 feet). The travelled portion of the roadway is generally comprised of seven lanes of traffic (i.e. three in each direction plus a continuous left-turn lane through most of the corridor). No on street parking is permitted through this sub-area.

(5) Recent Redevelopment Approvals and Proposals

Since the early 1990's, there have been 3 prominent redevelopment proposals approved that contain some of the necessary elements to begin the transformation of The Queensway towards an Avenue. These include the Lessmark (773 and 781 The Queensway) and Cloisters (964 The Queensway) sites, as well as the Queenston Square (1001 The Queensway), which is currently vacant.

The Lessmark development is a mixed-use development containing residential, retail/commercial and industrial uses at the rear. The buildings are 4 storeys in height, having elements that provide for a 5 storey height, and are "L" shaped to provide a building edge along The Queensway. The development was completed in the mid 1990's and is one of the more successful "main streets" developments along this portion of The Queensway.

The Cloisters development currently nearing completion consists of 14 townhouse units having a live/work component on the ground floor. The building mass is at the streetline and all parking

has been located at the rear of the site. The 4 storey building height strengthens the street edge and provides the built form to establish an Avenue.

The Queenston Square development concept included a mixed-use development consisting of residential, retail/commercial and office uses. The development contemplated building heights of 9 storeys at the street edge of The Queensway, with higher building heights at the Gardiner Expressway of 18 storeys. In order to accommodate this scale of development, new public roads and a central public park were included. This project has not yet been constructed.

In addition to these approved applications, a current application for 1050 The Queensway (TA CMB 2002 0014), proposing two 12-storey buildings containing 342 dwelling units and ground related commercial floor space has been referred to the Ontario Municipal Board (OMB). The application is being reviewed by Planning staff and will be reported to Council independently from this report.

(6) Official Plan Policies

(6.1) Metropolitan Toronto Official Plan

The Metropolitan Toronto Official Plan contains policies for the re-urbanization of the former Metro Toronto and designates The Queensway as a Metropolitan Corridor (Map 2), a Transit Corridor (Map 3), and the portion east of Islington Avenue to Park Lawn Road as a Metropolitan Mainstreet (Map 6).

Metropolitan Corridors provide for intensification of residential and employment uses in areas well served by transit. Transit Corridors have the potential for rapid transit in the long term and surface transit improvements in the short to medium term. Metropolitan Mainstreets encourage street oriented, predominantly medium density development for residential, commercial or a mix of residential and commercial uses. A multi-storey built form, with at-grade retail, is promoted, and urban design elements to facilitate both pedestrian activity and transit use are encouraged. Alternatives to on-site parking are advocated. Accordingly, the Avenues concept along this portion of The Queensway is consistent with this vision, and therefore complies with the aforementioned policies.

(6.2) Etobicoke Official Plan

The portion of The Queensway subject to this report is predominately designated Commercial-Residential Strip and includes a portion that is designated District Retail.

The Commercial-Residential Strip designation “generally takes the form of a series of stores, offices and other uses along an arterial road, directly orientated to the public sidewalk and is often served by on-street parking or public parking lots”. Specific development policies include a maximum building height of six (6) storeys, wherein a building must be stepped down to a lower height or separated by a distance or buffers where necessary to respect the proximity of nearby low density residences. As well, the height adjacent to areas designated for low density

residential is regulated by the absolute height limit, based on the site-specific zoning, and a 45 degree angular plane requirement from the rear lot line.

Development policies of the District Retail designation provide for an opportunity to redevelop sites with retail/commercial uses. Residential uses are also permitted subject to a number of criteria. These include the proximity of the site to other residential designations; the adequacy of local social services; the level of accessibility to arterial and collector roads; the effect of increased traffic on local streets; and, the proximity of the site to significant open spaces. As such, the Avenues concept along this portion of The Queensway is consistent with the Commercial-Residential Strip and District Commercial designation of the Etobicoke Plan. It should be noted that an Official Plan Amendment is required in order to allow greater building heights as discussed in this report. The draft Official Plan Amendment is appended as Attachment 3.

(6.3) New Official Plan

In November 2002 City of Toronto Council adopted the new City of Toronto Official Plan. Chapter 2 of the new Plan contains policies regarding the Avenues (Reurbanizing Arterial Corridors). The Avenues are important corridors along major streets where reurbanization can create new housing and jobs while improving the look of the street, shopping opportunities and transit service. The Avenues will be transformed incrementally and will change over a number of years. As discussed earlier in this report, The Queensway was selected as an Avenue to be studied as a pilot for future Avenues.

The new Plan designates The Queensway Avenue as a “Mixed Use Area”. Mixed Use Areas are made up of a broad range of commercial, residential and institutional uses, as well as parks and open spaces. These areas are intended to absorb, over time, a portion of Toronto’s expected growth. As well, these areas will vary in scale and intensity subject to local conditions and considerations.

The new Plan contains a number of policies to guide the development of Mixed Use Areas, including: the creation of a balance of uses that reduces automobile dependence and meets the needs of the community; the provision of new jobs and homes on underutilized lands; the location and massing of buildings to frame streets, minimize shadow impacts and provide areas of transition towards lower scale Neighbourhoods; and, the provision of an attractive, safe and comfortable pedestrian environment.

The Queensway is included in the City’s Surface Transit Priority Network (Map 5). The implementation of transit priority measures in the corridor will offer local resident’s and employees with improved transit service along The Queensway, and improved access to a network of transit priority routes focused on Downtown Toronto. The implementation of the network is a long term planning objective. Details on how improved levels of transit service will be achieved have yet to be addressed. In part, improvements in transit service will follow the pace and scale of redevelopment in the corridor.

(7) Zoning

The Queensway Avenues study area is currently zoned Limited Commercial (CL), Class 1 Industrial (I.C1) and District Commercial (DC). Within these zoning categories, various sites along The Queensway can be developed for a mix of commercial and residential uses, and stand alone retail/commercial uses, provided it does not exceed 14 metres (46 feet) in height. The current zoning limits the opportunity for change and requires modifications. Development within the CL Zoning Category is regulated by a maximum lot coverage of 50 percent of the lot area. Development within the I.C1 Zoning Category is based on a floor space index of 0.6 times the lot area. In order to implement the concept plan vision and the Avenues policies of the new Official Plan, amendments to the Etobicoke Zoning Code will be required redefining the uses, development standards, building heights and parking requirements. The draft Zoning By-law Amendment is appended as Attachment 4.

In October 2002 Council enacted a zoning by-law regulating Drive-Through Facilities (By-law No. 776-2002). The By-law prohibits drive-through facilities where residential dwelling units above business uses are permitted on the same lot. As well, the new Drive-Through By-law established a separation distance between drive-throughs and any residential zones. Included as part of this separation are commercial zones, which permit residential dwelling units above business uses. A minimum separation distance of 30 metres (98 feet) was established. Within The Queensway study area, there are currently 3 restaurant uses that contain a drive-through facility.

The intent and purpose of the Drive-Through By-law is to restrict the location of new drive-through facilities adjacent to residentially zoned areas. As part of the Avenues rezoning initiative, Planning staff are recommending that the provisions of the new Drive-Through By-law continue to apply to the Avenues. The amending By-law includes this prohibition.

Comments:

To achieve the transformation of The Queensway Study Area into an Avenue, the area requires guidance with respect to the appropriate form of new development, streetscape improvements, and Zoning provisions that more accurately reflect the desired future of the area. Also critical to success are improvements to open spaces and other public amenities in the area.

The following sections outline the proposed re-urbanization strategies for The Queensway, the general themes of which were developed by The Kirkland Partnership with input from the local Advisory Panel and further refined by City staff.

(8) Intensification Strategies

The Queensway corridor will achieve the status of an Avenue through intensification of large, vacant or under-utilized sites, the establishment of active frontages along the streetline, the introduction of formalized connections to the existing park system and the resulting revitalization of the Study Area.

(8.1) Area Subject to Avenue Zone

As discussed in this report, there are a number of lots that vary in depth within the study area. The purpose of the amending By-law is to establish a framework within which new development will occur along The Queensway, based on its linear character. As part of this initiative, the consultant determined that a lot depth of approximately 35 metres (115 feet) be established as the building zone (the area subject to the Avenues by-law).

The majority of lot depths on the north side of the street vary from approximately 24 metres (79 feet) to 48 metres (157 feet) in width. These lots back onto a residential zone or onto a public laneway. In these circumstances, staff are proposing to change the existing Limited Commercial zoning classification to an Avenue zone, while maintaining the existing zoning boundary between the Avenue and the area to the north.

The south side of The Queensway between Royal York Road and Kipling Avenue, generally has larger average lot depths, where in some cases lots have frontages on The Queensway and back onto the F.G. Expressway. The Avenues zoning category will apply only to a depth of approximately 35 metres (115 feet) along The Queensway frontage. These deeper lots provide additional redevelopment potential that has not been reviewed as part of this initiative. This ensures that the full site will be subject to a more detailed review before use and density permissions are changed.

(8.2) Land Use

A range of residential, commercial and office uses should be permitted. While residential intensification is a priority in the overall Study Area, mixed-use buildings with street orientated uses at grade, including live/work units, should be permitted to create a vibrant street edge that provides opportunities for business and services compatible with the Avenues concept to locate within the Avenue, and provide residents with employment and shopping opportunities close to home. Heavy industrial uses, automobile service-type uses, drive-through facilities and adult oriented services (i.e. massage parlours, adult video stores, etc.) that are inconsistent with the vision for this Avenue would be prohibited.

(8.3) Building Heights

As discussed under Section 4 (Area Characteristics) of this report, the predominant building height of The Queensway Avenue is presently one and two storeys. Occasional development has been built up to 4 storeys (eg. Lessmark and the Cloisters). The approved Queenston Square development has an approved height of 9 storeys along The Queensway frontage. The former Etobicoke Official Plan, under the Commercial-Residential Strip Designation, permitted building heights of 6 storeys. The concept plan prepared by the consultant provides for a building height of 6 storeys, based on a lot depth of 35 metres (115 feet), and in cases where there are deeper lots, building heights may be increased. The 6 storey height will allow the Avenues to develop a building mass along the street edge that will foster the evolution of the Avenue.

Even though this stretch of The Queensway is long and linear, there are significant intersections along this corridor that have the potential for increased building heights. Three major arterial

roads that connect to The Queensway study area are Royal York Road, Islington Road and Kipling Avenue. All three roads have a connection to the Bloor-Danforth subway line, via surface transit. These roads provide an entranceway onto the Avenue.

There is an opportunity to establish a building form at these intersections that represents the area's vision and acts as a gateway to the Avenue. As such, staff are recommending that greater building heights of 8 storeys be established for lots that are located at these intersections. Through design principles such as maintaining a 45-degree angular plane, stepping buildings and providing effective corner treatments, the impact of a higher building form can be reduced. The draft Zoning By-law amendment, shown as Attachment No. 4, establishes the building heights along this Avenue.

Typical developments along this portion of The Queensway have been one or two storeys. In order to achieve an Avenue, a minimum building height is being recommended to establish an effective critical mass. An appropriate minimum building height of 2 storeys or 7.5 metres (24.6 feet) is prescribed. The proposed minimum height of 7.5 metres (24.6 feet) takes into account a base height of 4.5 metres (14.8 feet) for the grade related floor (which would typically consist of commercial/retail or office uses) and 3 metres (10 feet) for the residential component above grade.

Due to the current built form of The Queensway, there will be cases of existing developments that do not comply with the new standards. As such, they will be deemed as lawful non-conforming. However, new development proposals would be required to meet the minimum building height and built form standards of the proposed Avenues By-law. This will ensure that new developments will meet the objectives of the Avenues report.

(8.4) Minimum Building Frontage

A continuous wall of buildings defines a mainstreet as an urban space. The more continuous the enveloping wall, the more complete the space becomes. To assist The Queensway in becoming a comprehensive urban space, each lot should have a minimum length of its Queensway frontage lined with building wall. Accordingly, a build-to-zone of 70 percent of the lot frontage has been incorporated into the draft Zoning By-law attached to this report. In areas with long frontages not interrupted by public roads/streets, breaks in the building mass will be encouraged.

(8.5) Density

Existing zoning provisions along this portion of The Queensway permit a building coverage of 50 percent and a floor space index of 0.6 of the lot area, for commercial and industrial uses respectively. For a four-storey mixed-use building, the existing zoning provision would permit a maximum floor space index of 2 times the lot area. A mixed-use building at six-storeys would represent a floor space index of 3 times the lot area. Within the commercial zoning category, residential uses typically include residential units above grade related commercial/retail or office uses. Apartment uses are also permitted.

The case study prepared by the Kirkland Group determined that additional density was required to establish a critical mass that would assist in creating an Avenue. The consultants' concept plan recommends a density permission of 3 times the lot area. It is anticipated that the potential build out (on an incremental basis) would be marginally greater than the current zoning permissions of the Etobicoke Zoning Code for this portion of The Queensway, based on the historical development of this study area. It is anticipated that there would be greater levels of residential development than previously envisioned, which is consistent with the Avenues policies of the new Plan. Accordingly, planning staff support a gross floor space index (fsi) of 3 times the lot area along this portion of The Queensway.

While the potential build out may occur on an incremental basis, larger sites may also build out in greater amounts than anticipated. Such sites as the former Canadian Tire store site, or even the Kipling-Queensway Mall site, may potentially develop with larger projects that extend south to the Gardiner Expressway. As such, there may be more redevelopment than expected/anticipated. Accordingly, it is recommended that the Avenues zoning category only apply to the front 35 metres (115 feet) of these sites. Larger sites require further detailed review on a site-by-site basis to ensure that matters, such as but not limited to transportation impacts and servicing requirements can be adequately addressed.

(8.6) Setbacks

Mainstreets have traditionally developed directly adjacent to the streetline. The existing right-of-way widths contained in Map 3 of the new Plan provide for opportunities to expand the existing right-of-way. As part of the initial streetscape work, staff have determined that in most locations sufficient space will be available to provide planting within the public boulevard as the City secures the lands required to satisfy the dedication requirements of the new Plan. Accordingly, the amending By-law contains a maximum setback of 30 metres (10 feet) and a minimum setback of 0.0 metres along the Avenue.

(9) Streetscape

The Queensway streetscape varies from property to property, and from one sub-area to another. While portions of The Queensway have some of the physical attributes of an Avenue, improvements are required across the entire corridor if an attractive pedestrian friendly environment is to be achieved. A measure of continuity across the corridor will also help to establish a unique identity for the area. Opportunities for new tree planting have been identified as one component of an improved streetscape, not only along the corridor, but along streets and pedestrian connections linking existing parks and the Mimico Creek Valley with The Queensway.

In order to implement the concept plan vision, and to establish an Avenue, improvements are needed to beautify The Queensway Avenue and to create a unified "foreground" for both new and old buildings on The Queensway. Planning staff have also established Urban Design Guidelines (Attachment 5). These guidelines serve as a framework for growth along this section of The Queensway.

(9.1) Pedestrian Environment

The study area is currently dominated by the automobile, both in terms of The Queensway's arterial road function and the orientation of a significant amount of the corridor's commercial activity. To improve the pedestrian environment, both aesthetically and functionally, initiatives will be pursued to:

- (a) increase sidewalk widths where possible;
- (b) minimize, or ideally eliminate, mid-block driveways in favour of rear laneway access to parking, loading and other service facilities with new development or redevelopment;
- (c) eliminate front yard parking in favour of rear yard or underground parking with new development or redevelopment;
- (d) increase opportunities for safe pedestrian crossing of The Queensway through the installation of new traffic control signals, where appropriate; and
- (e) maximize on-street parking opportunities to buffer sidewalk activity from arterial road traffic.

Opportunities to implement these initiatives will be pursued through the development of a streetscape plan in consultation with staff from the Works and Emergency Services and Economic Development, Culture and Tourism Departments, the Toronto Parking Authority and the Toronto Transit Commission. The streetscape plan will be implemented over time through the approval of individual development proposals and capital infrastructure budgets.

(9.2) Landscaping

Where possible, sidewalk paving, tree planting and pedestrian lighting should be implemented to the standards of the (former) City of Toronto Streetscape Standards. Over the long term, and in the larger context of The Avenues objectives, opportunities to install additional green strip buffers on residential collectors (i.e. Delroy Drive, Daniels Street and Dalesford Road) should be explored to assist in implementing the studies' landscaping vision. New streetscape improvements should comply with the following: maximizing tree planting opportunities within public boulevards; establishing a consistent theme of boulevard tree planting; and providing pedestrian scale lighting. These will be secured as part of development applications and City initiated infrastructure improvements.

Planning staff have developed a tree planting plan (Conceptual Streetscape Improvements- Attachment 5a, 5b and 5c) in order to achieve this important initiative that is possible in the short term. This strategy can be accomplished as part of the City's budget process through existing capital work programs.

The consultant's Concept Plan identifies potential tree planting opportunities within the right-of-way (Attachment 2A, 2B and 2C). This conceptual improvement illustrates the intended desire to provide significant greening of the Avenue, and the area around the Avenue. The feasibility of the illustrated improvements have not been fully evaluated and will be further reviewed through the development review process and/or through the periodic review of progress of the

study area. As part of the long term vision, Planning staff have also prepared cross sections of the potential Avenue, which are appended to this report (Attachment 5ai and 5aii).

(9.3) Active Frontages

New buildings fronting on The Queensway should be designed to incorporate accessible retail, commercial or residential frontages that will animate the street at the sidewalk level. There may be future opportunities to improve The Queensway's relationship to existing at-grade retail, by rethinking parking areas in front of stores. These opportunities have been explored by staff and the proposed building setbacks contained in the By-law reflect these.

(9.4) Public Streets

The consultant's Concept Plan (Attachment 2A, 2B and 2C) identifies several potential new public roads and new ramps from the Gardiner Expressway. These conceptual links illustrate the intended desire to extend public roads through the larger development parcels and to improve vehicular circulation in the corridor. The need or the feasibility of the illustrated connections has not been established at this time. The need for new public road connections and other road improvements will be determined either through the development review process, particularly when evaluating proposals on large sites, and/or through the periodic review of traffic operations in the corridor.

(10) Parking

Parking requirements are one of several factors that affect the built-form and density that can be achieved on any given site. Surface parking is land consumptive and can hinder the achievement of urban design objectives. Underground parking, while desirable from an urban design perspective may not always be feasible. To achieve the desired transit supportive densities and built-form within the study area, opportunities to reduce parking requirements should be investigated and implemented wherever possible.

To ensure that an adequate supply of parking is available in a manner that can be shared by multiple users, initiatives will be pursued to increase the amount of municipal parking, both in the form of on-street parking and in parking lots operated by the Toronto Parking Authority. The availability of municipal parking will become an increasingly important component of parking supply as the corridor intensifies.

(10.1) Parking Standards

An opportunity has been identified to reduce minimum parking requirements, and to permit shared parking arrangements within future mixed residential/commercial developments within the study area. The Etobicoke Zoning Code currently requires 1.25, 1.4 and 1.55 parking spaces for one, two and three bedroom apartment units respectively. These ratios include a provision of 0.2 spaces per unit for visitor parking. The current general commercial (i.e. Limited Commercial zoning category) parking requirement is 3 parking spaces for every 93 square metres (1,000 square feet) of commercial floor area, excluding uses such as, restaurants, hotels,

theatres, undertaking establishments, athletic/fitness establishments, health centres, bowling alleys/curling rinks, commercial schools, nursery schools/day nurseries, government uses and institutional uses. Medical/dental offices are required to provide 5.5 parking spaces for every 93 square metres (1,000 square feet) of commercial floor area.

Staff have concluded that the following reduced parking requirements would be acceptable in mixed residential/commercial developments:

- (a) a minimum of 1.0 parking space for each residential unit (excluding townhouses) having two bedrooms or less, excluding visitor parking;
- (b) a minimum of 1.2 parking spaces for each residential unit (excluding townhouses) having more than two bedrooms, excluding visitor parking;
- (c) a minimum of 0.2 visitor parking spaces per residential unit;
- (d) a minimum of 25 parking spaces for every 93 square metres (1,000 square feet) of commercial floor area, excluding, restaurants, hotels, theatres, undertaking establishments, athletic/fitness establishments, bowling alleys/curling rinks, nursery schools/day nurseries, race tracks, stadia, animal hospitals and government and institutional uses which will continue to be governed by existing zoning code requirements; and
- (e) a minimum of 40 parking spaces for every 93 square metres (1,000 square feet) of medical/dental office floor area.

These reduced standards have been incorporated in the draft Zoning By-law Amendment appended to this report (Attachment No. 4).

Staff have determined that shared parking should be permitted in mixed residential/commercial developments. Specifically, residential visitor and commercial parking may be shared. The total number of residential visitor and commercial parking spaces shall be the greater of either the residential visitor parking requirement or the commercial parking requirement.

Further work is required to identify additional opportunities to reduce the Zoning Code parking requirements and to achieve efficiencies in the design of parking facilities. These issues will be examined in more detail through the City-wide Zoning By-law Project.

(10.2) Municipal Parking

On-street metered parking is currently available along portions of The Queensway east of Islington Avenue and on some local streets at intersections with The Queensway, adjacent to the flankage of commercial development fronting onto The Queensway. Such parking is generally found in front of street-oriented store-fronts. As new store-fronts are added to the streetscape, opportunities to maximize on-street parking supply should be pursued.

On-street parking is not currently permitted on The Queensway between Kipling and Islington Avenues. Planning staff have identified the introduction of on-street parking as an objective in this area to assist in implementing The Queensway Avenue vision. Further work is required to pursue the implementation of on-street parking during off-peak traffic periods through this

portion of The Queensway. Also, opportunities of adding parking on local streets, along the flankage of development fronting onto The Queensway, should be investigated.

Opportunities to introduce off-street municipal parking lots, operated by the City of Toronto Parking Authority, should also be pursued. Further work is required to establish criteria that would warrant the construction of such facilities. Funding mechanisms to implement new parking facilities should also be investigated.

(11) Open Space and Community Amenities

(11.1) Open Space Linkages

The Mimico Creek Valley provides a significant opportunity to be promoted as a gateway and focal point to The Queensway Avenue Study Area. There is a need to enhance the visibility of and access to Mimico Creek, in order to increase enjoyment of this natural asset and capitalize on its proximity to the Study Area. An appropriate access should be made available into the Mimico Creek valley lands from The Queensway. This will provide an enhanced public use of the open space, recognizing that limited City land ownership in the valley lands will require negotiations with private and other public agencies.

Etobicoke Council in June 1997 considered and received a report from the Parks and Recreation Services Department titled 'The Continuation of Linear Trails/Bicycle Paths within Mimico Creek and Humber River Valley Areas'. At that time the Mimico Creek Trail concept included the provision of a connection into the valley at The Queensway bridge. No work has been initiated to date however, recent land acquisition on the north side of The Queensway Bridge has improved the opportunity for access to the valley lands. As such, this project should be implemented as part of this initiative.

Additional opportunities to create open space linkages in the area exist. These include the provision of additional street planting on roads that run parallel to The Queensway, such as Delroy Drive, Daniels Street and Dalesford Road effectively creating, over time, shaded east-west public linkages through the Study Area. These open space linkages should be reviewed in conjunction with any new development applications in the area.

(11.2) Parks

The September 2001 Parkland Acquisition Strategic Directions Report identified priority acquisition areas based on parkland provision levels across the City. This portion of The Queensway was not identified as one of the parkland acquisition priority areas, however, the Report acknowledges that 'areas of gradual change' (which includes The Queensway Study Area) should be monitored over time with respect to future parkland acquisition opportunities.

Pursuant to the Parks and Open Space policies of the new Plan, including Maps 8a and 8b, staff are evaluating opportunities for additional parkland in the study area. There is no immediate parkland in the westerly area of the Avenue. Currently parkland and open space is available in the easterly portion of the Avenue as a result of recent development approvals where public

parks have been secured (south of The Queensway at Grand Avenue and Mendota Road). Also, the Mimico Creek Valley provides additional open space.

Queensway Park, situated behind a large commercial lot occupied by The Beer Store (784 The Queensway), represents an opportunity to make better use of the existing park system adjacent to The Queensway. A direct connection to The Queensway is obstructed by this retail development. Currently access to the park is available via Smith Crescent, a side street. A strong, formalised connection, including signage and a consistent line of trees along Smith Crescent can help to establish Queensway Park as a more prominent fixture in The Queensway Avenue Study Area. This will require the co-operation of the current property owner. As such, staff recommend that when the subject site is redeveloped in the future, that staff investigate the possibility of working with the property owner to provide the connection adjacent to Smith Crescent. This will then allow the formalized connection to be made to The Queensway.

Opportunities for parkland will be pursued as development proceeds, with particular attention to opportunities on the south side of The Queensway. Potential large development applications that incorporate lands beyond the 35 metre (115 feet) area within the Avenue designation will provide further opportunity for parkland.

(11.3) Community Facilities and Amenities

The Concept Plan report advocates the need for community amenities. These amenities consist of the Mimico Creek Valley and Queensway Park (which have been discussed in this report), and the central park that was part of the Queenston Square proposal.

An objective of the consultant's concept plan was to create a central civic space adjacent to Queensway Park. This will provide a community focus and sense of public identity for The Queensway. While The Queensway Study Area has not been specifically identified as an area in need of additional community facilities recently (as an area of gradual change), The Queensway will continue to be monitored over time regarding community needs. A need for funding has been identified for improvements to The Queensway Park. These improvements would consist of reconstruction and expansion of the fieldhouse and rink facilities, which will further enhance the Park's role in the Study Area. While the objective to create a central civic space is limited by the separation from The Queensway (as described earlier), the utilization of landscaping and architectural treatments across The Queensway to this park node can assist in achieving a successful Urban Avenue.

The new Plan encourages adequate and equitable access to community services. Specifically the policies ensure that an appropriate range of community services and facilities are provided in areas of major or incremental physical growth. Since The Queensway is expected to grow incrementally over the next two to three decades, it would be appropriate to continue to evaluate the need for community facilities in this area on an ongoing basis. The matter of funding should be reviewed. Sources such as Development Charges could assist in meeting funding needs.

(11.4) Public Art

A high quality public realm along The Queensway will help develop a sense of pride amongst residents and help improve the commercial profile for the area. The provision of public art in the public realm will further assist the creation of a sense of place and overall recognition of The Queensway. Public art can create identity and can help to celebrate the history and character of the area and its community.

Because development is anticipated to occur incrementally along The Queensway, and individual contributions to public art may not be significant enough to generate a full-scale piece or installation, a District Public Art Plan can be created as a mechanism to pool public art funds and co-ordinate locations, funding and artist selection processes over time. Accordingly, Planning staff recommend the creation of a District Public Art Plan, thereby encouraging the inclusion of public art projects or financial contributions along The Queensway.

(12) Servicing

Existing servicing along The Queensway has been reviewed within the context of the proposed density increase of 3 times the lot area. The sewage generation for both the north and south side of The Queensway generally does not produce an increase in flows that would be of concern to the City's overall sewer system. When redevelopment proposals are submitted to the City, as part of the Site Plan Control review process (pursuant to Section 41 of the Planning Act), the availability of any servicing requirements and/or improvements will be assessed.

(13) Business Improvement Area

There is an active Business Association along this portion of The Queensway. The Queensway Business Association is currently exploring opportunities to become a formal Business Improvement Area (B.I.A.). The current capital cost sharing program between the City and B.I.A.'s offer opportunities to fund streetscape improvements. The formation of a B.I.A. could be a cost effective way to achieve commercial area improvements.

(14) Policy Tools

(14.1) Official Plan Amendment

An Official Plan Amendment is required as a part of The Queensway Avenues Study. While the majority of the prescribed policies are consistent with the existing Commercial-Residential Strip designation currently in place, an amendment is required to allow greater building heights at key intersections. The Commercial-Residential Strip designation allows for a maximum building height of 6-storeys. Planning staff recommend the existing Etobicoke Official Plan permit increases in height beyond 6 storeys at key intersections subject to meeting other development standards. This proposed amendment is appended to this report (Attachment 3).

(14.2) Zoning By-law Amendment

Zoning standards have been created to permit an appropriate mix of residential and non-residential uses along The Queensway frontage, while recognizing the existing residential areas that abut the Avenue to the rear. These standards also include provisions related to maximum and minimum building heights, minimum building frontages, build-to lines and setbacks in order to create appropriate building envelopes. The draft Zoning By-law Amendment incorporating these standards is attached (Attachment 4).

Conclusions:

As one of four pilot study areas, The Queensway between the Mimico Creek Valley and Kipling Avenue offers significant potential to develop, over time, as an Avenue. This Study recommends strategic initiatives to realize the Avenue's potential through streetscape improvements, as-of-right zoning, parking reductions, and improved open space and community amenities. These changes are expected to occur incrementally, through initiatives of both the private sector and various public sector agencies.

Contact:

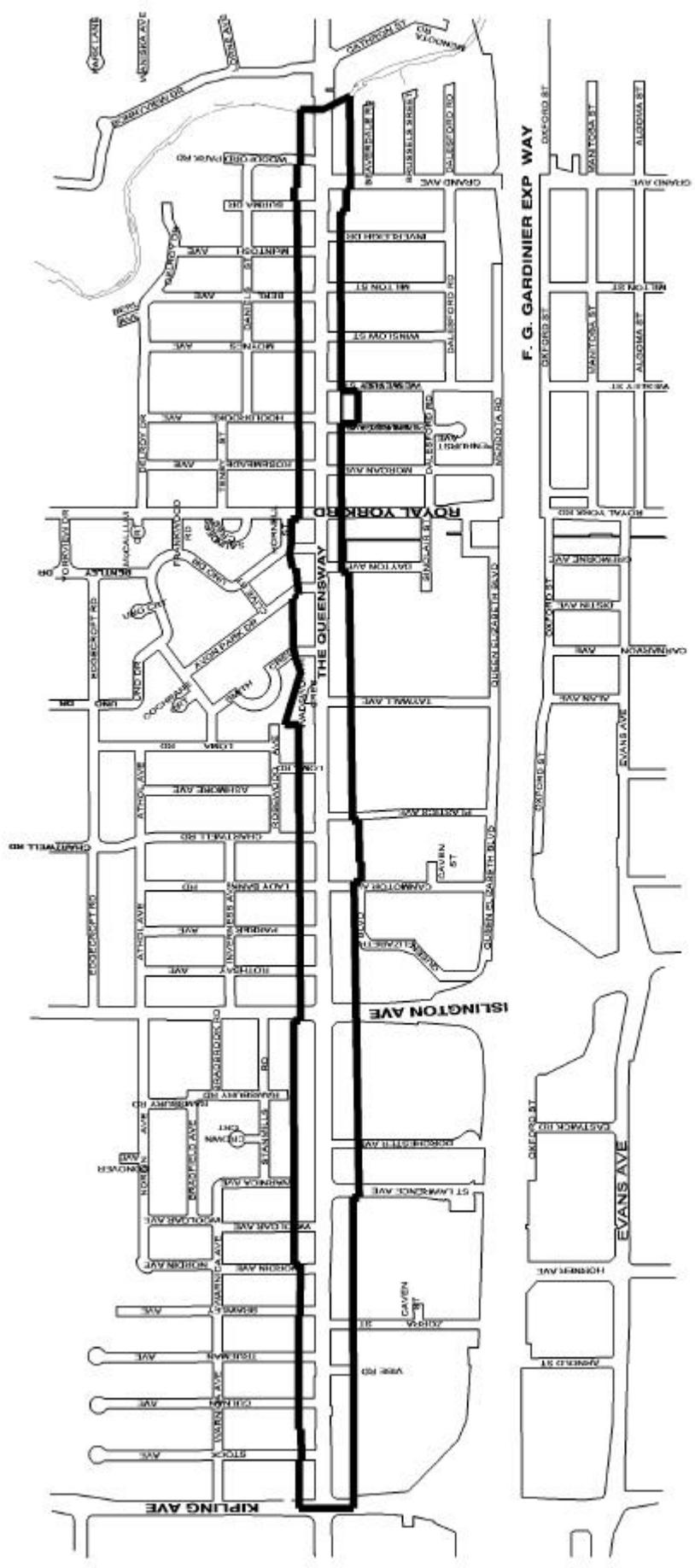
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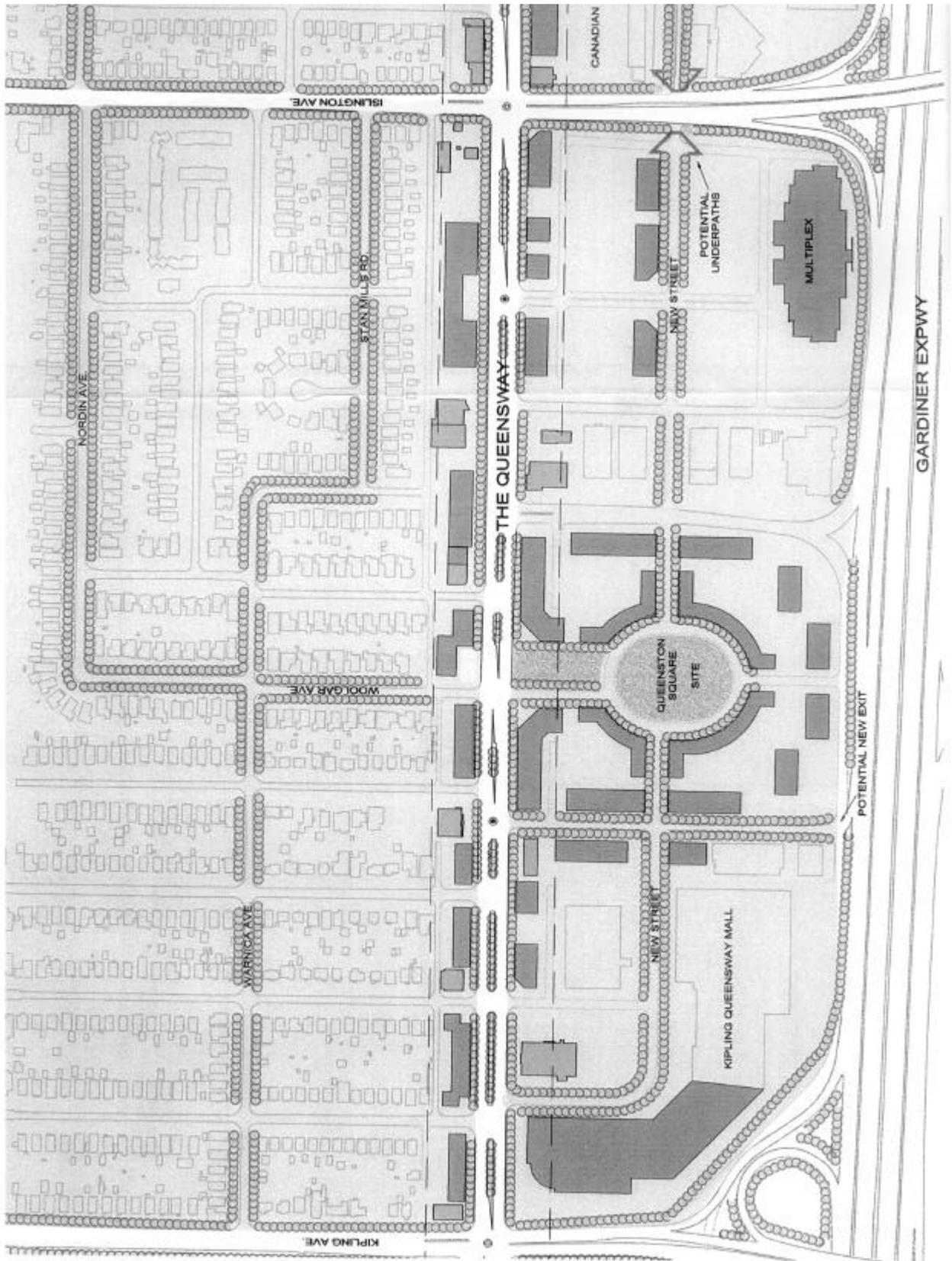
List of Attachments:

Attachment 1:	Location Map
Attachment 2A:	Concept Plan (Kirkland Partnership)
Attachment 2B:	Concept Plan (Kirkland Partnership)
Attachment 2C:	Concept Plan (Kirkland Partnership)
Attachment 3:	Draft Official Plan Amendment
Attachment 4:	Draft Zoning By-law
Attachment 5:	Queensway Avenue Design Guidelines
Attachment 5a:	Conceptual Streetscape Improvements
Attachment 5b:	Conceptual Streetscape Improvements
Attachment 5c:	Conceptual Streetscape Improvements
Attachment 5ai:	Conceptual Street Section
Attachment 5aii:	Conceptual Street Section



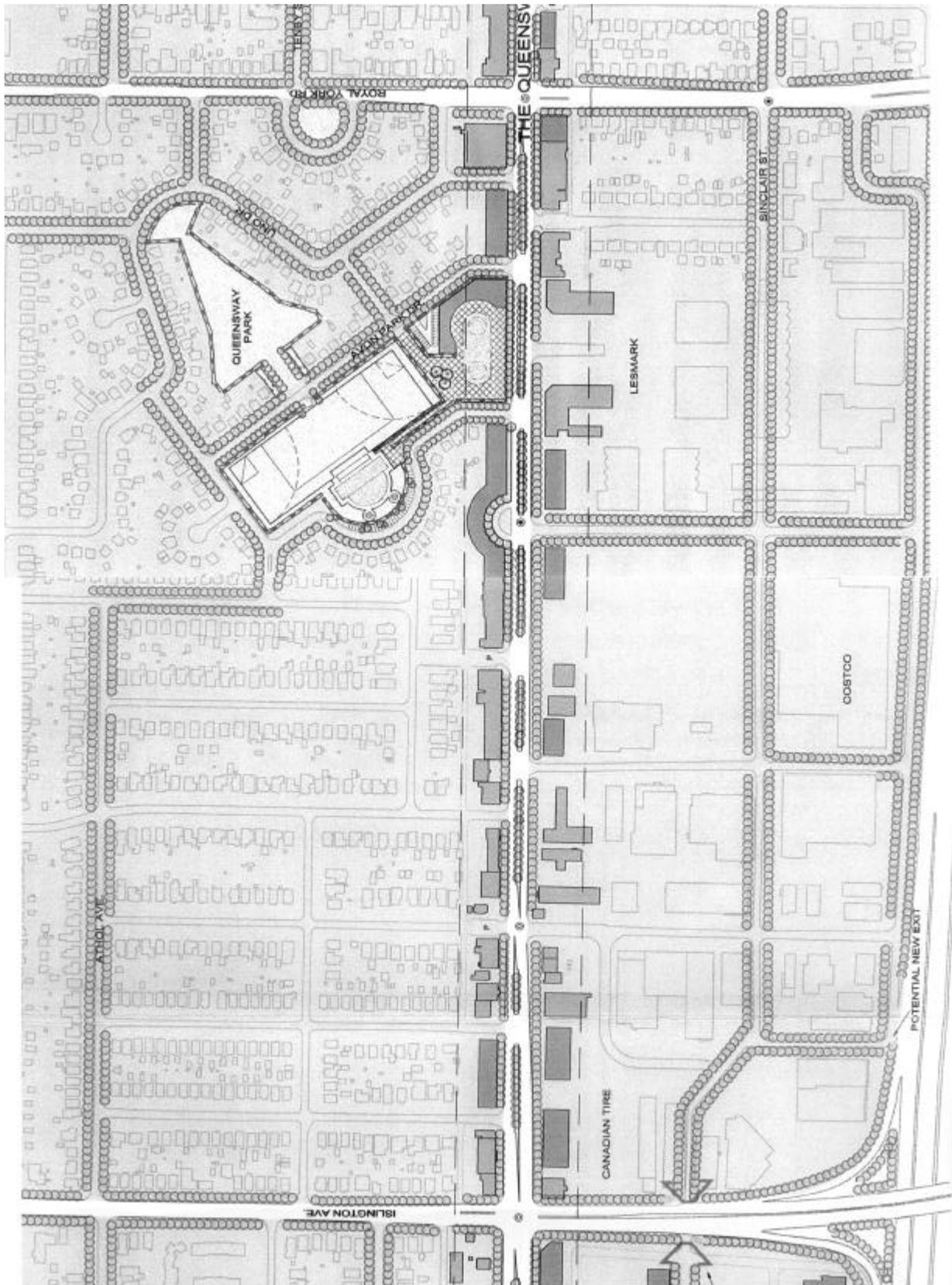
The Avenues-The Queensway

Attachment 1



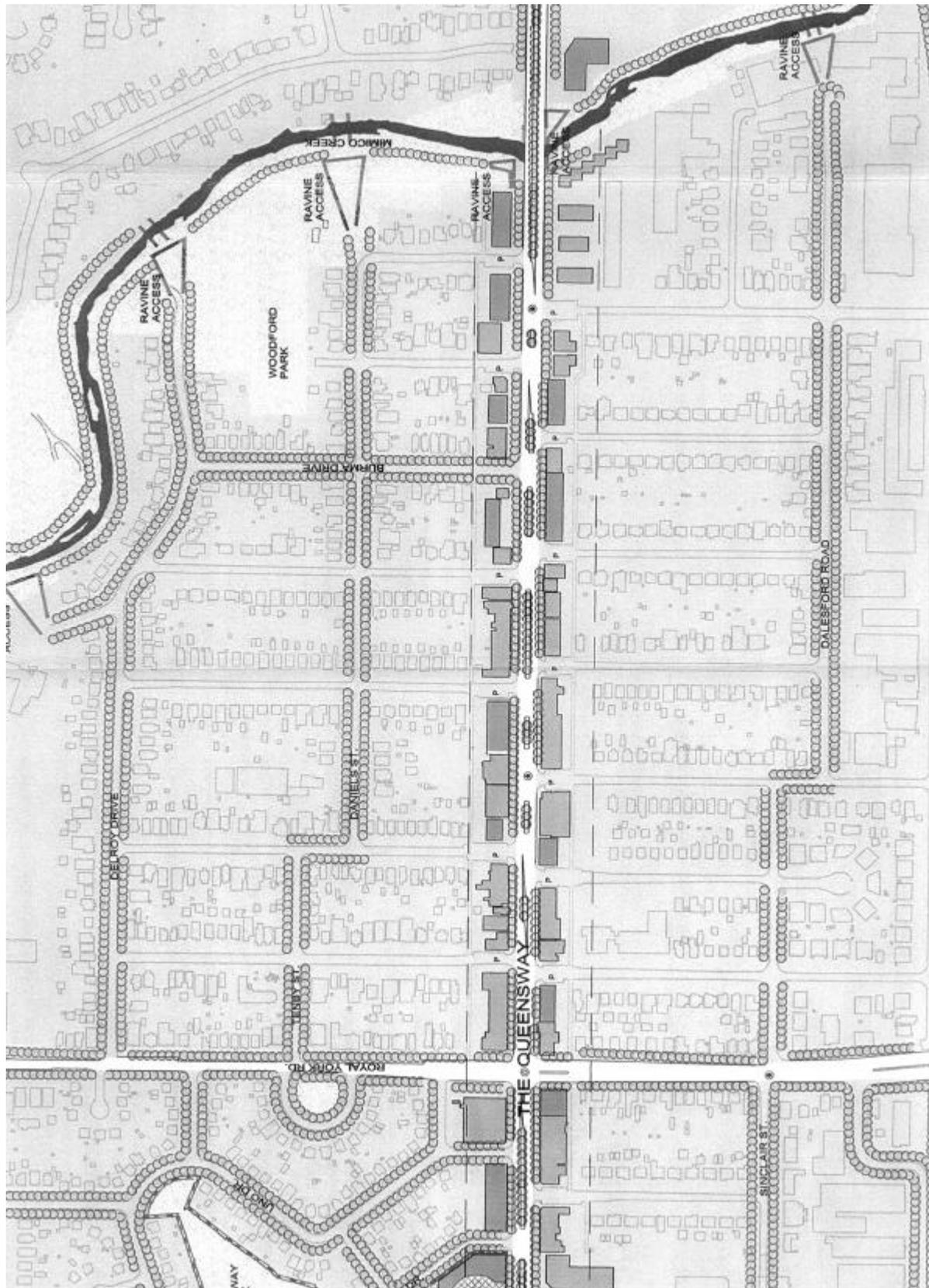
Concept Plan (Kirkland Partnership)

Attachment 2A



Concept Plan (Kirkland Partnership)

Attachment 2B



Concept Plan (Kirkland Partnership)

Attachment 2C

Attachment 3

Authority: Etobicoke Community Council Report No. , Clause No. , as adopted by
City of Toronto Council on and , 2003
Enacted by Council: and , 2003

CITY OF TORONTO
By-Law No. ____ - 2003

To adopt Amendment No. 95-2002 to the Official Plan of the Etobicoke Planning Area in order to allow increased building heights within the Commercial-Residential Strip designation, affecting the lands located on the north and south side of The Queensway, between the Mimico Creek Valley and Kipling Avenue.

WHEREAS authority is given to Council by Section 17 of the Planning Act, R.S.O. 1990, c.P 13, as amended, to pass this By-law;

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

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

THAT the attached Amendment No. 95-2002 to the Official Plan of the Etobicoke Planning Area, consisting of Part Two of the accompanying amendment, is hereby adopted pursuant to the *Planning Act, 1990*.

ENACTED AND PASSED this of , A.D. 2003.

Mayor
(Corporate Seal)

City Clerk

PART ONE - PREAMBLE

1.1 PURPOSE/LOCATION

Official Plan Amendment No. 95-2002 applies to a linear stretch of The Queensway comprising approximately 3 kilometres (1.8 miles). The lands affected by this policy are generally located on the north and south side of The Queensway, between the Mimico Creek Valley and Kipling Avenue.

The purpose of this amendment is to introduce a site-specific policy allowing increased building heights within the Commercial-Residential Strip designation that applies to the aforementioned lands. This amendment effectively carries on the Avenues policies of the new Toronto Official Plan, thereby allowing the lands to be developed over time with a mix of uses. It is anticipated that the redevelopment of this portion of The Queensway will occur on an incremental basis over the next 2 to 3 decades.

1.2 BASIS

This amendment outlines an opportunity to achieve, over time, the revitalization of The Queensway between Mimico Creek and Kipling Avenue as an “Avenue”. This portion of The Queensway was selected as one of four pilot areas for the Avenues contained in the new Toronto Official Plan. The Avenues Studies were undertaken as part of the ongoing work leading to the development of the City’s new Official Plan. The purpose of these Studies was to establish guidelines and principles for selected City Avenues and to develop a tool kit to assist the City and landowners in directing and implementing change along them.

The results of the Study concluded that an increase in building heights, greater than 6 storeys, is appropriate for certain areas of The Queensway. Accordingly, the site-specific policy introduces an opportunity to achieve increased heights along this portion of The Queensway.

PART TWO-THE AMENDMENT

2.1 INTRODUCTION

All of this part of the Amendment, consisting of the following text and attached map designated as Schedule “A”, constitute Amendment No. 95-2002 to the Official Plan for the Etobicoke Planning Area. The Plan is hereby amended as follows.

2.2 MAP CHANGE (SCHEDULE “A”)

The area affected by Official Plan Amendment No. 95-2002 is hereby added to Chapter 5- Site Specific Policies of the Etobicoke Official Plan. Map 5- Site Specific Policies as shown on Schedule "A" of Official Plan Amendment No. 95-2002 is hereby amended by adding Site Specific Policy No. 84.

2.3 TEXT CHANGES

The development of the lands affected by this Amendment will be consistent with the applicable policies contained in the Official Plan of the Etobicoke Planning Area and with the following Site-Specific Policy, which is hereby added to Section 5.1.2 of the Etobicoke Official Plan:

- "84. Lands located on the north and south side of The Queensway, between the Mimico Creek Valley and Kipling Avenue.

Notwithstanding the provisions of Section 4.4- Commercial-Residential Strip designation, greater building heights will be permitted along The Queensway only at key intersections.

2.4 IMPLEMENTATION

The policy established by this Amendment will be implemented by a site specific amendment to the Zoning Code and Council's conditions to approval.

2.5 INTERPRETATION

The provisions of the Official Plan as they may be amended from time to time with respect to the interpretation of the Plan shall apply with respect to this Amendment.

Etobicoke Official Plan Amendment No. 95 - 2002 Schedule "A"

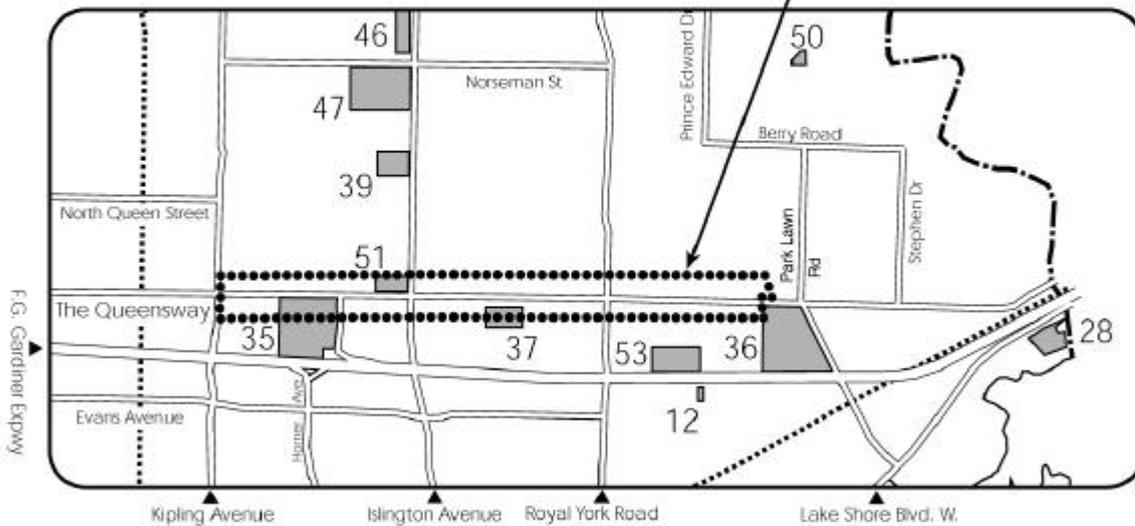


Area of Amendment

Map 5

Is amended by introducing Special Site Policy No. 84

The Queensway 'Avenues'



Site Specific Policies

Area Affected By Site Specific Policy

36 Site Reference Number (see Section 5.1.2)



Not to Scale

Attachment 4

Authority: Etobicoke Community Council Report No. , Clause No. , as adopted by
City of Toronto Council on and , 2003
Enacted by Council: and , 2003

CITY OF TORONTO

BY-LAW No. ____-2003

To amend Chapter 320 of the Etobicoke Zoning Code with respect to certain lands fronting on the north and south side of The Queensway, between the Mimico Creek Valley and Kipling Avenue, to introduce an Avenues zoning area and associated development standards.

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c.P 13, as amended, to pass this By-law; and

WHEREAS the matters herein set out are in conformity with Official Plan Amendment No. 95-2002, as adopted by the Council of the City of Toronto; and

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

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

1. THAT the Zoning Map referred to in Section 320-5, Article II of the Zoning Code, and originally attached to Township of Etobicoke By-law 11,737, be and the same is hereby amended by changing the classification of the lands located in the former Township of Etobicoke as described in Schedules 'A1', 'A2' and 'A3'- Zoning Map, annexed hereto from Limited Commercial (CL), Class 1 Industrial (IC.1), and Second Density Residential (R2) to Limited Commercial- Avenues (AV).
2. Where the provisions of this By-law conflict with the provisions of the Etobicoke Zoning Code, the provisions of this By-law shall apply, otherwise the provisions of the Etobicoke Zoning Code shall continue to apply.
3. The following development standards shall now be applicable to the (AV) lands described on Schedules 'A1', 'A2' and 'A3'- Zoning Map, attached hereto.

A. Permitted Uses

Residential: apartment houses; dwelling units above a business use, retail and/or office use; live/work units; and townhouses.

All Business, Institutional, and Public Uses permitted under the Limited Commercial (CL) zone, and shall include public parking areas and holistic clinics.

The following uses shall be prohibited: service stations and public garages; new and used car sales rooms and lots; the manufacture of confectionery; drive-through facilities; monuments related to cemeteries; and adult video and massage parlours.

B. Building Heights

- (1) For the purposes of this By-law, the maximum building heights permitted on lands zoned Limited Commercial- Avenues (AV) on Schedules 'A1', 'A2' and 'A3'- Zoning Map attached hereto, shall be as shown on Schedules 'B1', 'B2' and 'B3'- Building Heights Map. In no situation shall the height exceed the following measurements; 6 storeys (21 metres) and 8 storeys (27 metres).
- (2) All buildings and structures shall maintain a minimum building height of two (2) storeys or 7.5 metres in height, excluding the mechanical penthouse. Parking attendant booths and monuments shall be excluded from this requirement.
- (3) Notwithstanding Section 320-109 (A)(1) of this By-law, one mechanical penthouse shall be permitted having a maximum size of 25 square metres. The said mechanical penthouse shall not encroach within the 45-degree angular plane of the property.
- (4) Notwithstanding the height provisions in Schedules 'B1', 'B2' and 'B3'- Building Heights Map, where a building exceeds two (2) storeys, all additional storeys above the 2 storey level and up to the 6th storey shall be setback a minimum of one (1) metre. Where a building exceeds the 6 storey level, all additional storeys above the 6 storey level shall be setback a minimum of three (3) metres.

C. Angular Plane

- (1) All buildings and structures shall maintain a 45-degree angular plane, as defined, beyond which no building or structure shall be permitted from any lot line of abutting properties that are zoned Second Density Residential (R2) and Third Density Residential (R3). Where a public laneway abuts the development site, the portion of the laneway that abuts a (R2) and/or (R3) zone may be included for the purposes of establishing the 45-degree angular plane.
- (2) In cases where a development has been constructed and a laneway is deemed surplus and sold by the Municipal Council, the development shall be deemed to comply with the 45-degree angular plane provision.

D. Building Setbacks

(1) Front Yard:

- i) The minimum front yard building setback shall be 0.0 metres, and the maximum front yard building setback shall be 3.0 metres on the lands zoned Limited Commercial- Avenues (AV) on Schedules 'A1', 'A2' and 'A3'- Zoning Map attached hereto.
- ii) Notwithstanding i) above, for the lands on the south side of The Queensway, between Zorra Street and Islington Avenue, a minimum building setback of three (3) metres is required.
- iii) Notwithstanding i) above, for the lands on the south side of The Queensway, having municipal addresses from 935 to 997 The Queensway inclusive (located between Canmotor Avenue and Islington Avenue), a minimum building setback of three (3) metres is required.

(2) Rear Yard:

- i) A landscape strip shall be provided within the rear yard having a minimum width of two (2) metres, where the site abuts a Second Density Residential (R2) and/or Third Density Residential (R3) zone.
- ii) Where a laneway abuts a development site, the landscape strip shall not be required.

(3) Side Yard:

- i) No side yard setback is required.
- ii) Notwithstanding i) above, a minimum side yard building setback of 1.2 metres shall be required only where the development site abuts a Public Open Space (OS) zone or Utilities (U) zone.

E. Density

- (1) For the purposes of this By-law, the maximum gross Floor Space Index (FSI) permitted on lands zoned Limited Commercial- Avenues (AV) on Schedule 'A1', 'A2' and 'A3'- Zoning Map attached hereto, shall be 3 times the lot area, as defined by Section 304-3 of the Etobicoke Zoning Code.

F. Build-to Area

- (1) The Build-to Area, as defined, for any lot within the lands identified on Schedules 'A1', 'A2' and 'A3'- Zoning Map attached hereto, shall be a

minimum of seventy (70) percent of the lot frontage abutting a public street.

G. Lot Frontage

- (1) Property/properties with a minimum lot frontage of less than twenty-four (24) metres are permitted to have a development having a maximum building height of six (6) storeys.
- (2) A minimum lot frontage of twenty-four (24) metres shall be required in order to permit any development having a building height of greater than six (6) storeys.

H. Lot Coverage

- (1) No minimum or maximum lot coverage is required.

I. Parking

- (1) Where a development consists of a mix of residential and commercial uses, parking for residential uses (excluding townhouses) shall be required on the basis of one (1) parking space per residential dwelling unit (where there are 2-bedroom units or less); and 1.20 spaces per residential dwelling unit where there are three or more bedrooms.
- (2) A minimum of 0.2 visitor parking spaces shall be required per residential dwelling unit.
- (3) Notwithstanding (1) above, where a development is residential only, parking shall be provided subject to Sections 320-18 and 320-19 of the Etobicoke Zoning Code.
- (4) Notwithstanding Section 320-18C., parking for commercial uses (excluding restaurants, hotels, theatres, undertaking establishments, athletic/fitness establishments, bowling alleys/curling rinks, nursery schools/day nurseries, race tracks, stadia and animal hospitals) shall be required on the basis of 2.5 parking spaces per 93 square metres of gross floor area.
- (5) Notwithstanding Section 320-18, parking for medical/dental offices shall be required on the basis of 4.0 parking spaces per 93 square metres of gross floor area.
- (6) For the purposes of this by-law, residential visitor and commercial parking may be shared. The total number of residential visitor and commercial parking spaces shall be the greater of either the residential visitor parking

requirement or the commercial parking requirement on the same parcel of land and/or situated within the same building or structure.

J. Miscellaneous

- (1) For the purpose of the Avenues (AV) zone lawful non-conforming uses shall be subject to Section 320-13 to 320-15.3 inclusive, of the Etobicoke Zoning Code.
- (2) Main building entrances shall front onto and be directly accessible to the public street.
- (3) Where a lot abuts a flanking street or laneway, all vehicle access shall be restricted to the flanking street or laneway.
- (4) Every building containing more than 400 square metres of gross floor area shall provide a loading space with minimum dimensions of 15 metres in length, 4.0 metres in width, and with a vertical clearance of 4.5 metres.

4. For the purposes of this By-law, the following definitions shall apply:

- (i) **'Minor projections'** means minor building elements which may project from the main wall of the building into required yards, including but not limited to roof eaves, window sills, railings, cornices, guard rails, balustrades, porches, balconies and bay windows.
- (ii) **'Height'** shall mean the vertical distance between grade and the highest point of the roof surface of the building, but shall exclude mechanical equipment, mechanical penthouses, parapets, stairs and stair enclosures located on the roof of the building.
- (iii) **'Grade'** shall mean the average elevation of the finished ground level at the main front wall of the building.
- (iv) **'Live/work'** shall mean a unit that contains a subsidiary business, which business is conducted only by an individual that lives/resides in the dwelling and which does not occupy any more than 30 percent of the entire dwelling unit. The subsidiary business use shall be restricted to the ground/ main floor only. The uses allowed as a subsidiary business include restricted business offices (not including any medical, dental, medical laboratories, massage therapy, holistic office, restaurant, food preparation, food retail, video sales/rentals, automotive repair, rental or parts, printing or photo finishing, dry cleaning establishments), but shall exclude retail stores.
- (v) **'Townhouse dwelling'** shall be defined as “multiple dwellings consisting of a series of attached dwelling units each having a direct access from the outside, and shall include group dwellings and row dwellings, and may include a live/work component”.
- (vi) **'Build-to Line'** means the area of the lands within which a streetwall of a building or structure shall be located.

- (vii) **'Streetwall'** shall mean any exterior wall of a building abutting a public street.
 - (viii) **'45 degree Angular Plane'** shall mean a point originating at a residential lot line and projecting at a 45 degree angle towards The Queensway streetline.
5. By-law #1991-13, as it applies to lands located on the south side of The Queensway, east of Taymall Avenue, shall continue to apply notwithstanding the provisions of this By-law.
 6. By-law #1992-130, as it applies to lands located on the south side of The Queensway, between Zorra Street and St. Lawrence Avenue, shall continue to apply notwithstanding the provisions of this By-law.
 7. By-law #1992-169, as it applies to lands located on the south side of The Queensway, between Grand Avenue and the Mimico Creek, shall continue to apply notwithstanding the provisions of this By-law.
 8. By-law # 1995-59, as it applies to lands located on the south side of The Queensway, west of Morgan Avenue, shall continue to apply notwithstanding the provisions of this By-law.
 9. The subject By-law shall take precedence over By-law # 280-2001, only as it applies to the lands zoned Limited Commercial- Avenues (AV) on Schedules 'A1', 'A2' and 'A3'- Zoning Map attached hereto.
 10. By-law # 2002-699, as it applies to lands located on the north side of The Queensway, between Rothsay and Parker Avenues, shall continue to apply notwithstanding the provisions of this By-law.
 11. By-law # 776-2002, as it applies with respect to Drive-Through facilities shall continue to apply notwithstanding the provisions of this By-law.
 12. For the purposes of this By-law, gross floor area and coverage as per Section 304-3 of the Etobicoke Zoning Code do not apply.
 13. Chapter 324, Site Specifics, of the Etobicoke Zoning Code, is hereby amended to include reference to this by-law by adding the following to Section 324-1, Table of Site Specific By-laws:

BY-LAW NUMBER ENACTMENT DATE	DESCRIPTION OF PROPERTY	PURPOSE OF BY-LAW
_____-2003 _____, 2003	Lands located on the north and south side, fronting onto The Queensway, between the Mimico	To rezone the lands from Class 1 Industrial (IC.1), Limited Commercial (CL)

Creek Valley and Kipling Avenue. and Second Density Residential (R2) to Limited Commercial- Avenues (AV).

ENACTED AND PASSED this ____ day of _____, 2003.

Mel Lastman,

Mayor

Uli Watkiss,

City Clerk

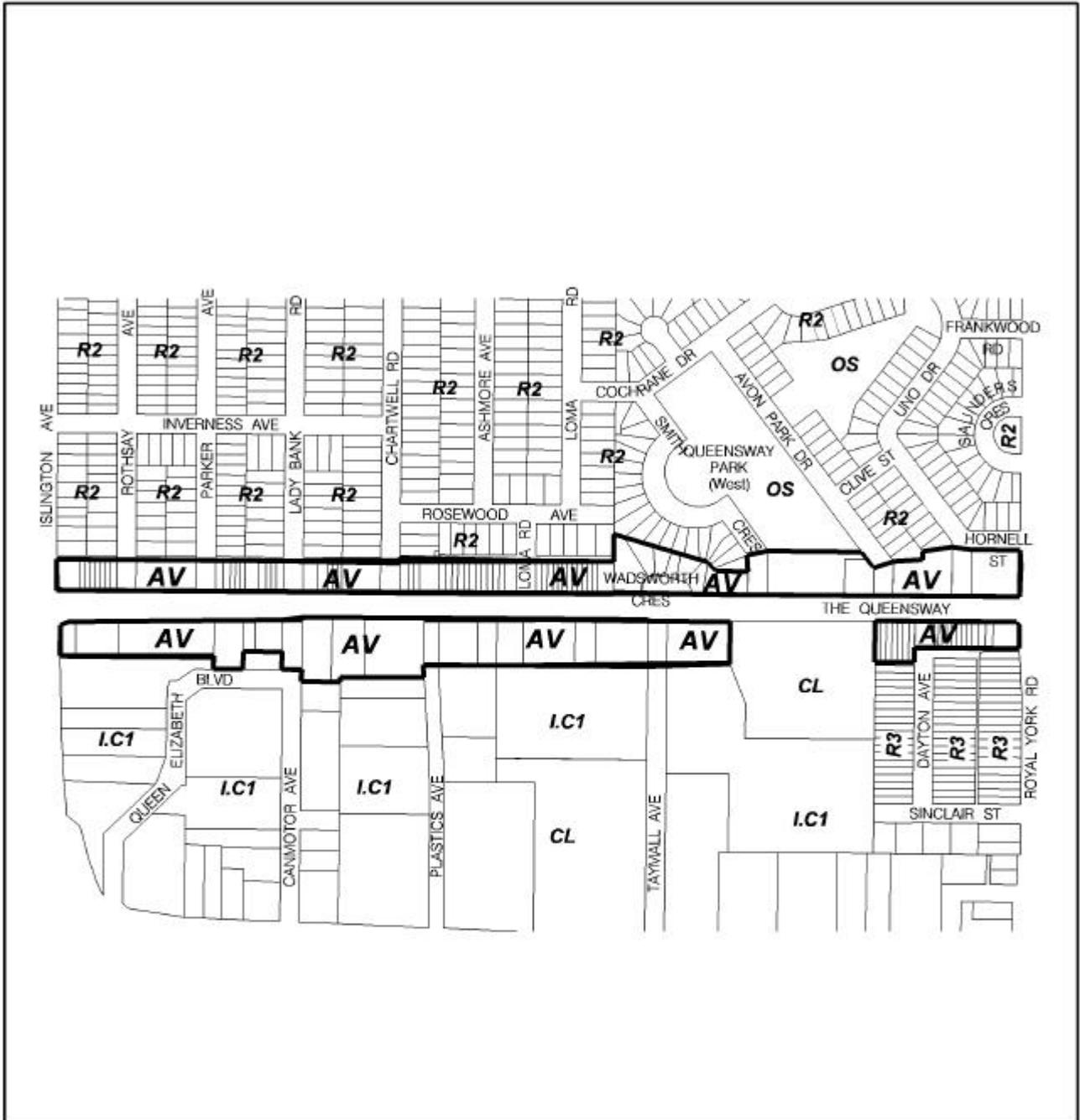
Toronto Schedule 'A1' BY-LAW



**THE AVENUES – THE QUEENSWAY
ZONING MAP**

Applicant's Name:		CITY OF TORONTO	
Assessment Map C12	Zoning Code Maps C12		0 120 240 scale _____ m 60 180
File No.	Drawing No.	Drawn By: K.P.J.M.	

Toronto Schedule 'A2' BY-LAW

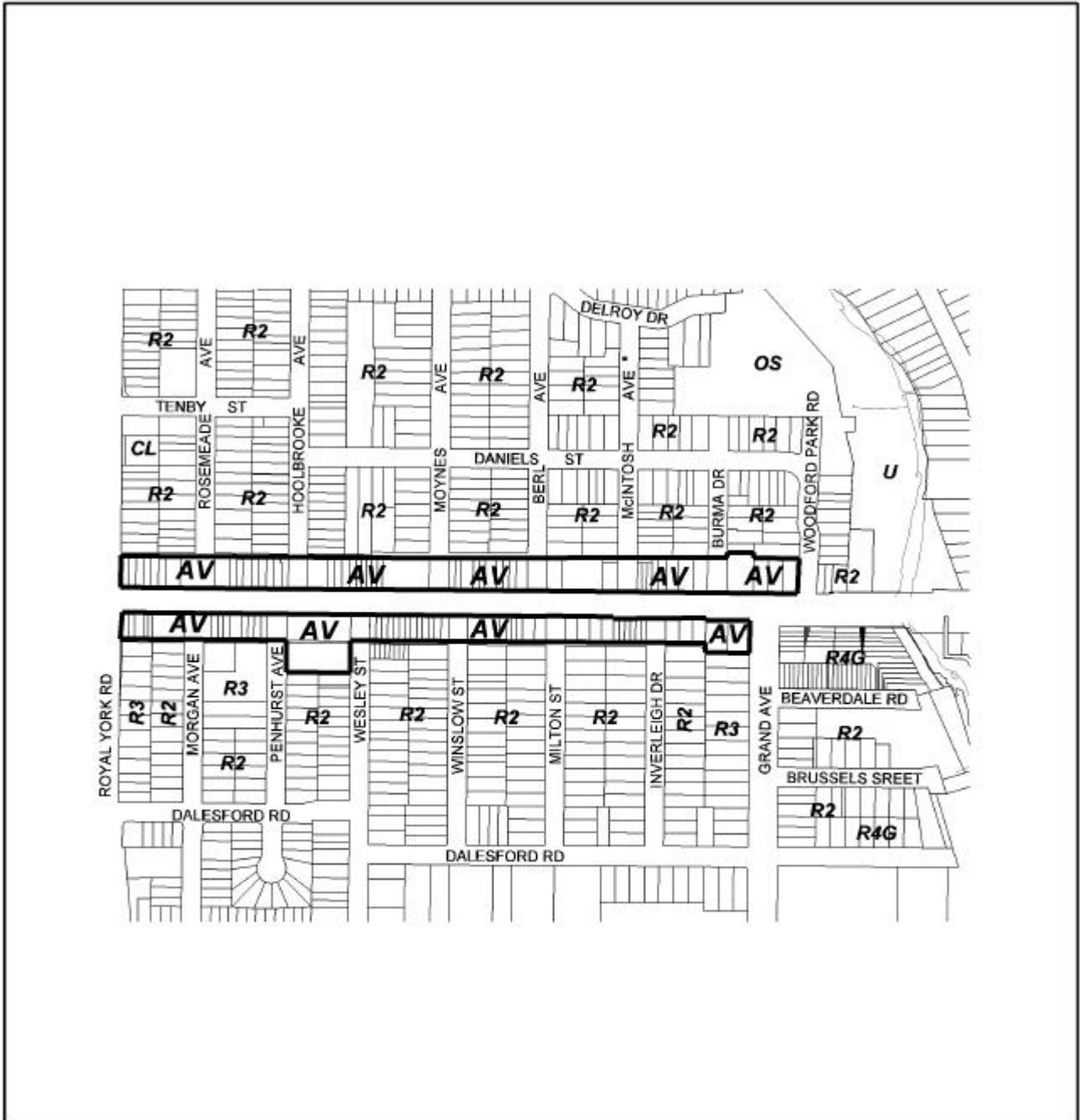


**THE AVENUES – THE QUEENSWAY
ZONING MAP**

Applicant's Name:		CITY OF TORONTO	
Assessment Map: C12	Zoning Code Maps: C12		0 120 240 scale _____ m 60 180
File No.:	Drawing No.:	Drawn By: K.P./J.M.	



Schedule 'A3' BY-LAW

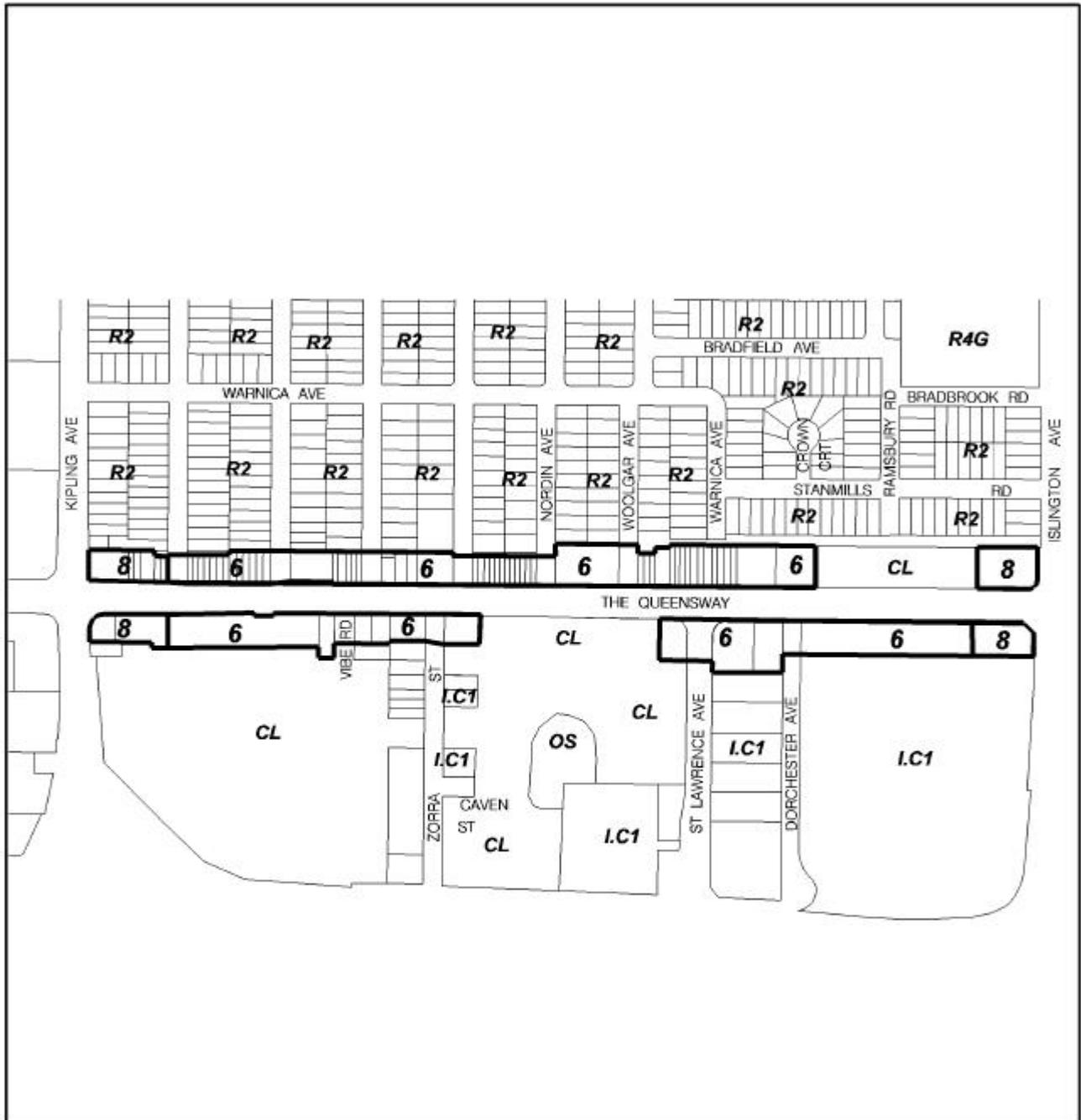


THE AVENUES – THE QUEENSWAY
ZONING MAP

Applicant's Name:		CITY OF TORONTO	
Assessment Map C12	Zoning Code Map/s C12		scale:
File No.	Drawing No.	Drawn By: K.P./J.M.	



Toronto Schedule 'B1' BY-LAW

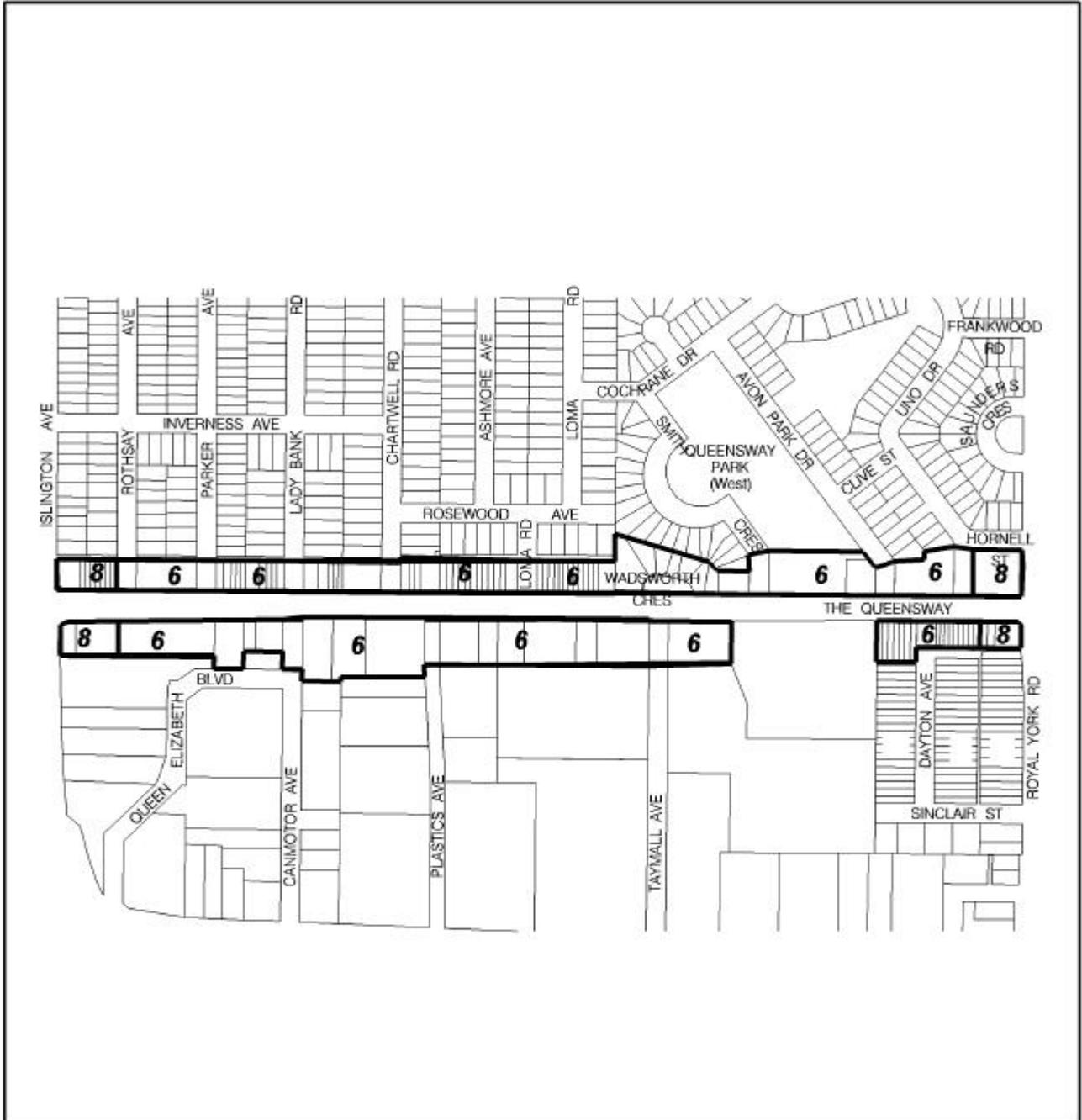


**THE AVENUES – THE QUEENSWAY
BUILDING HEIGHTS**
(maximum height based on number of storeys)

Applicant's Name:	CITY OF TORONTO		
Assessment Map C12	Zoning Code Map's C12		0 120 240 scale: 60 180 m
File No.	Drawing No.	Drawn By: K.P.J.M.	



Toronto Schedule 'B2' BY-LAW

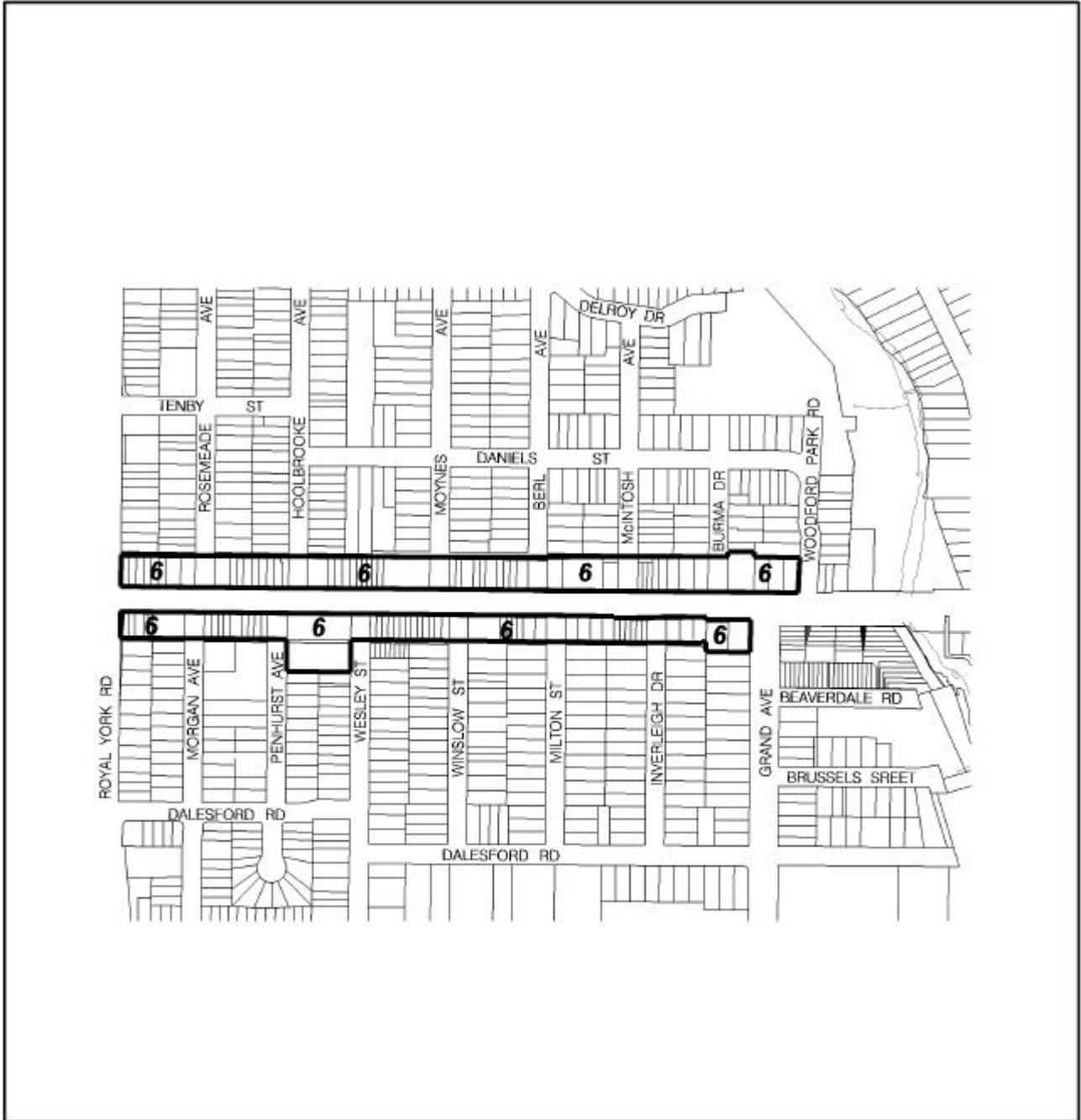


**THE AVENUES – THE QUEENSWAY
BUILDING HEIGHTS**
(maximum height based on number of storeys)

Applicant's Name:	CITY OF TORONTO		
Assessment Map C12	Zoning Code Map6 C12		0 120 240 scale: 60 180 m
File No.	Drawing No.	Drawn By: K.P./J.M.	



Toronto Schedule 'B3' BY-LAW



**THE AVENUES – THE QUEENSWAY
BUILDING HEIGHTS**
(maximum height based on number of storeys)

Applicant's Name:		CITY OF TORONTO	
Assessment Map C12	Zoning Code Map's C12		0 120 240 scale: m NORTH
File No.	Drawing No.	Drawn By: K.P./J.M	

Attachment 5

The Queensway Design Guidelines and Street Improvements

Tree Planting Strategy

Planning and Forestry staff conducted a survey of The Queensway between Kipling Avenue and the Mimico Creek Valley to identify potential locations for tree planting in the short-term. The feasibility of these locations would be determined through site specific co-ordination with the Works and Emergency Services and the Economic Development, Culture and Tourism Departments. The objective would be to maximize the opportunities for tree planting while minimizing the likelihood of disruption to these trees in the long-term.

These potential tree planting locations are described on Attachments 5a, 5b and 5c. In some instances the tree would be planted in sod, but in most instances the tree would need to be inserted into a tree pit within the sidewalk and topped with a concrete cover.

It should be noted that tree planting on private property (as illustrated on these drawings) would only be undertaken in consultation with property owners and with their consent.

Design Guidelines

The following guidelines are intended to promote a co-ordinated approach to the development of The Queensway Avenues. They are not to be read in isolation, but as a complement to other, more general City of Toronto design guidelines and Official Plan policies. The intent of these guidelines is to foster the creation of a high quality, safe urban environment with attractive streetscapes, pedestrian friendly public and semi-public open spaces, and a consistent, vibrant street frontage.

These guidelines apply to the lands on both sides of The Queensway between Kipling Avenue and the Mimico Creek Valley.

Large Sites:

- Large sites will be subject to urban design concept plans that will look for opportunities to create new secondary streets, parks and other open spaces.

Buildings

- Buildings will provide a uniform street edge by complying with minimum and maximum building heights, minimum frontage lengths, and set-backs required by the site specific by-law.
- New developments will respect adjacent single family development through extensive buffering and the concentration of building mass along The Queensway frontage.

- New developments will be subject to the application of a 45° angular plane from the adjacent residential rear lot line.
- Buildings will occupy a minimum of 70% of a development's frontage along The Queensway.
- All buildings will have their main entrances opening directly onto The Queensway.
- Buildings will not create adverse shadows on adjacent public and private outdoor spaces, and will maximize sunlight penetration to sidewalks.

Streetscape:

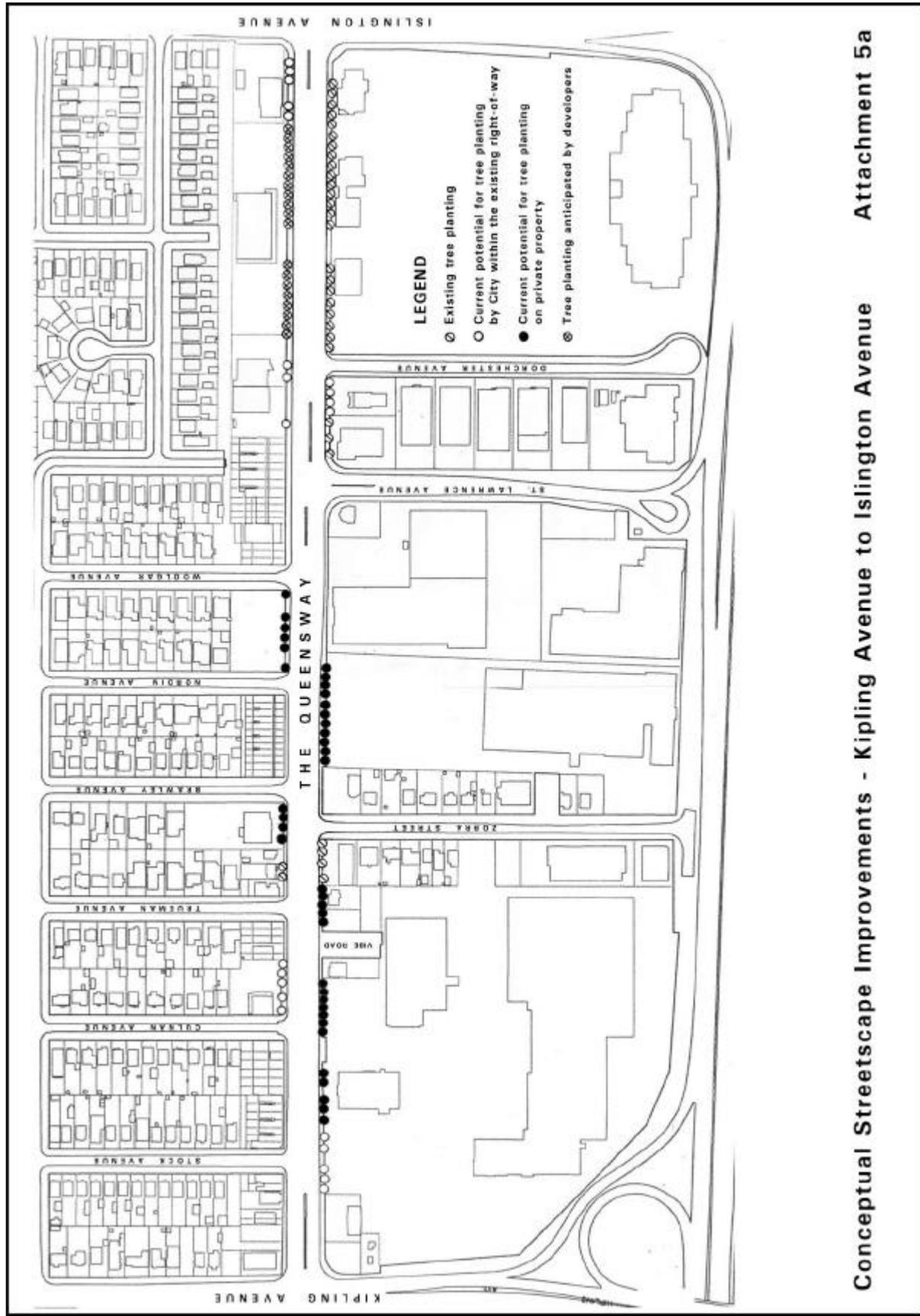
- Mixed use buildings along The Queensway will be occupied at grade with retail and/or commercial businesses or office uses. There will be occasional breaks in this commercial street edge for landscaped spaces in front of grade related residential developments.
- All grade related residences will have 3.0 metres of additional landscaping between the front facades and the public boulevard. This area will be planted in such a way as to provide additional privacy for the residents and shade for the sidewalk.
- Street trees will be required along The Queensway as part of all developments. Street trees will be planted at a spacing of between 5 and 8 metres apart on centre.
- Street trees will be planted in a continuous tree pit with irrigation whenever possible.
- The design and installation of street furniture will be co-ordinated to reinforce the pedestrian focus of The Queensway, to promote pedestrian comfort and to increase the street's attractiveness.
- Building facades at grade along The Queensway will be extensively glazed.
- Buildings along The Queensway will be designed to promote comfortable pedestrian level micro-climates.

Services and Utilities:

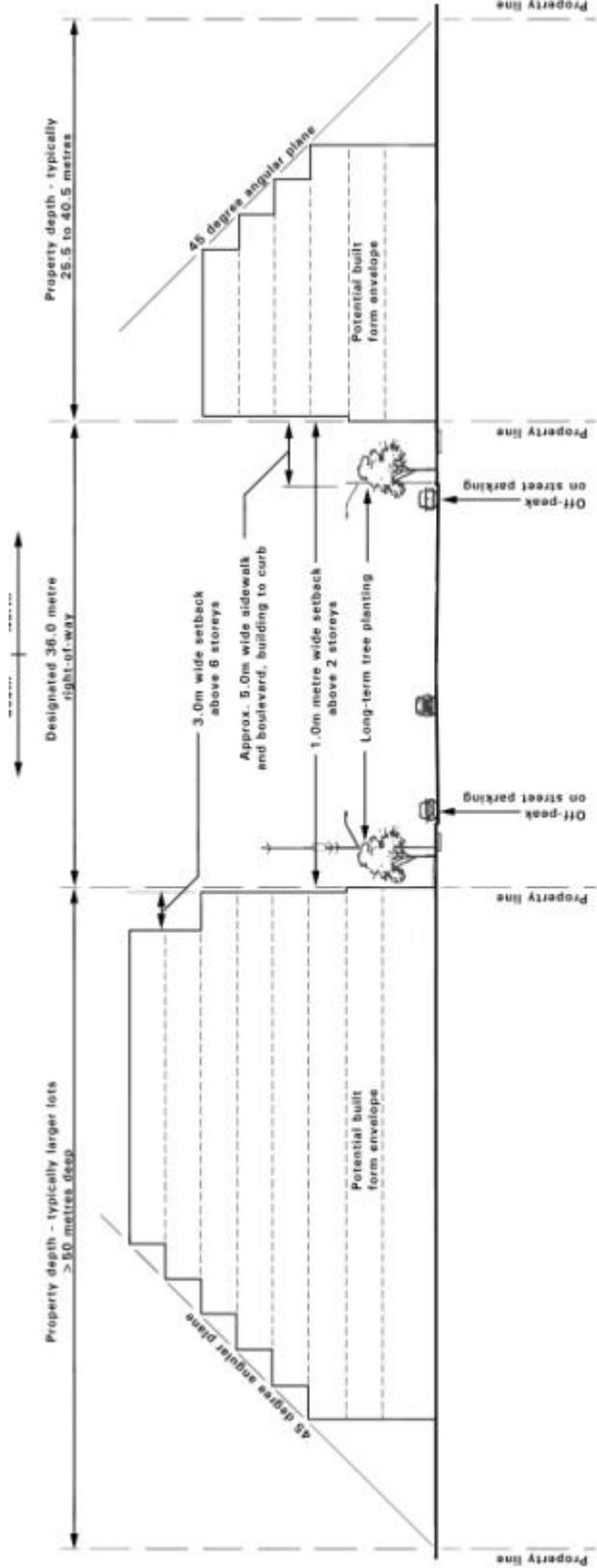
- Parking areas will be located underground or at the rear of buildings to minimize their impact on The Queensway streetscape.
- Access to all underground parking areas will be integrated into the rear or sidewall of buildings.
- Service areas and driveways will be accessed from rear laneways when possible and will not adversely impact The Queensway streetscape.
- Exhaust vents from underground garages will be oriented away from the public realm and located to have no adverse affect on any adjacent property.
- Garbage storage will be enclosed within the envelope of each building.
- All loading areas will be screened.
- Utility boxes and transformers will be located to minimize their impact on the Neighbourhood by placing them to the rear of all buildings, out of view of the public sidewalk and adjacent residents.

Public Safety:

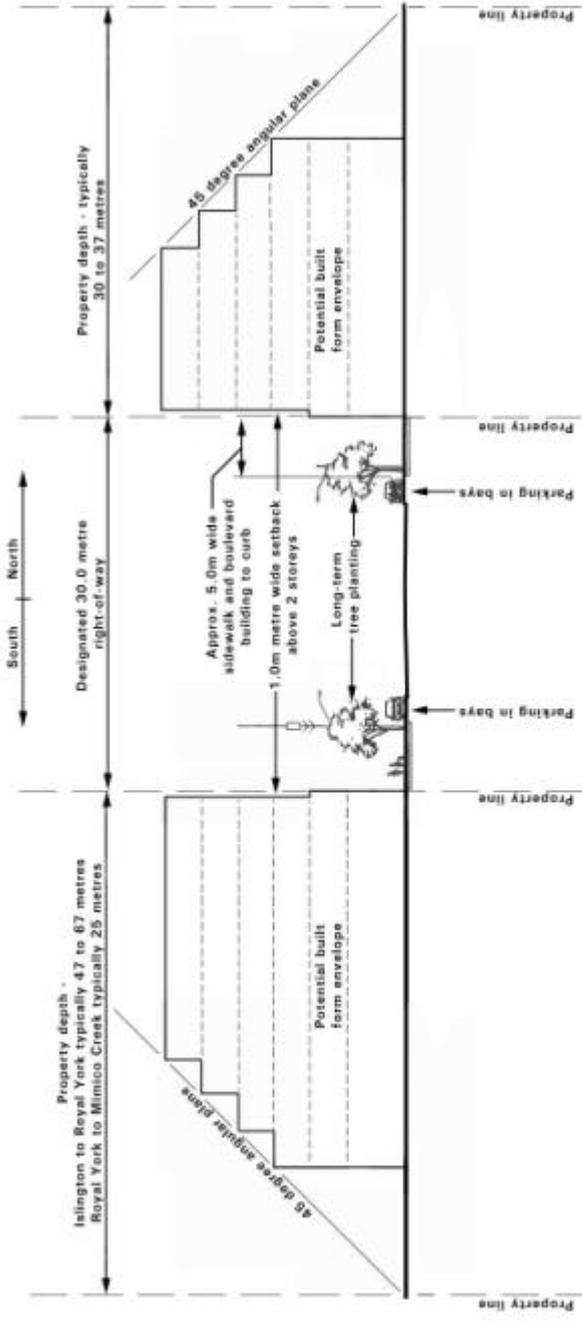
- All buildings will be designed to promote public safety by maximizing the amount of clear glazing at grade.
- Particular attention will be given to the illumination of public and semi-public spaces to promote public safety.
- All buildings will contain a clearly visible street address.



Conceptual Streetscape Improvements - Kipling Avenue to Islington Avenue Attachment 5a



Attachment 5ai
 Conceptual street section Kipling Avenue to Islington Avenue
 after potential build-out, NTS



Attachment 5aii
 Conceptual street section Islington Avenue to Mimico Creek
 after potential build-out, NTS