

Authority: Planning and Transportation Committee Report No. 9, Clause No. 2,  
adopted as amended, by City of Toronto Council on October 26, 27, 28 and 31, 2005  
Enacted by Council: October 28, 2005

**CITY OF TORONTO**

**BY-LAW No. 949-2005**

**To adopt Amendment No. 1145 to the Official Plan for the former City of Scarborough respecting the Golden Mile Employment District Secondary Plan, the Oakridge Employment District Secondary Plan, the Birchmount Park Community Secondary Plan and the Warden Woods Community Secondary Plan.**

WHEREAS authority is given to Council under 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 has held at least one public meeting in accordance with the *Planning Act*;

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

1. The text and maps attached hereto as Schedule "A" are hereby adopted as amendments to the Official Plan of the former City of Scarborough.
2. This is Official Plan Amendment No. 1145.

ENACTED AND PASSED this 28th day of October, A.D. 2005.

DAVID R. MILLER,  
Mayor

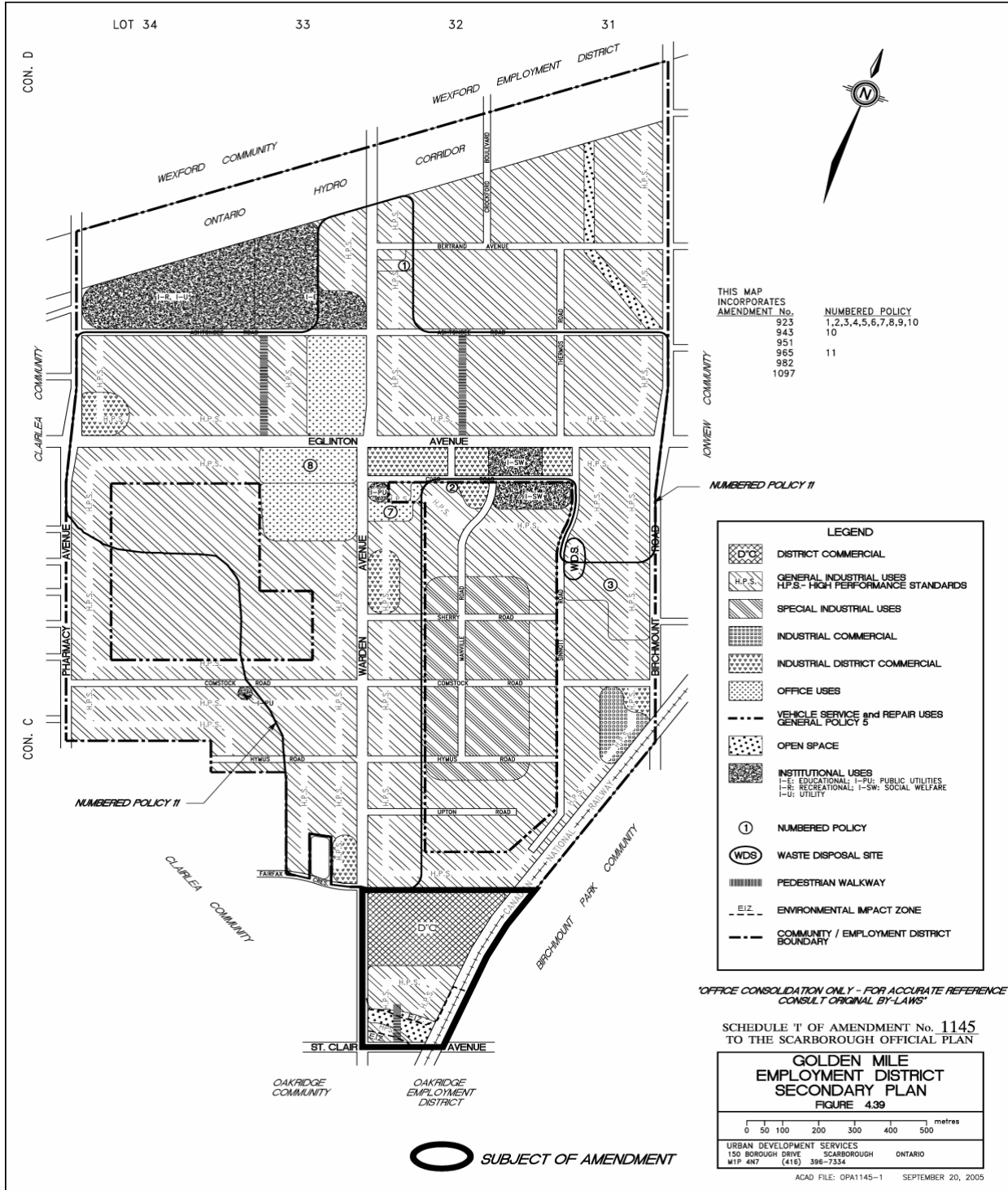
ULLI S. WATKISS  
City Clerk

(Corporate Seal)

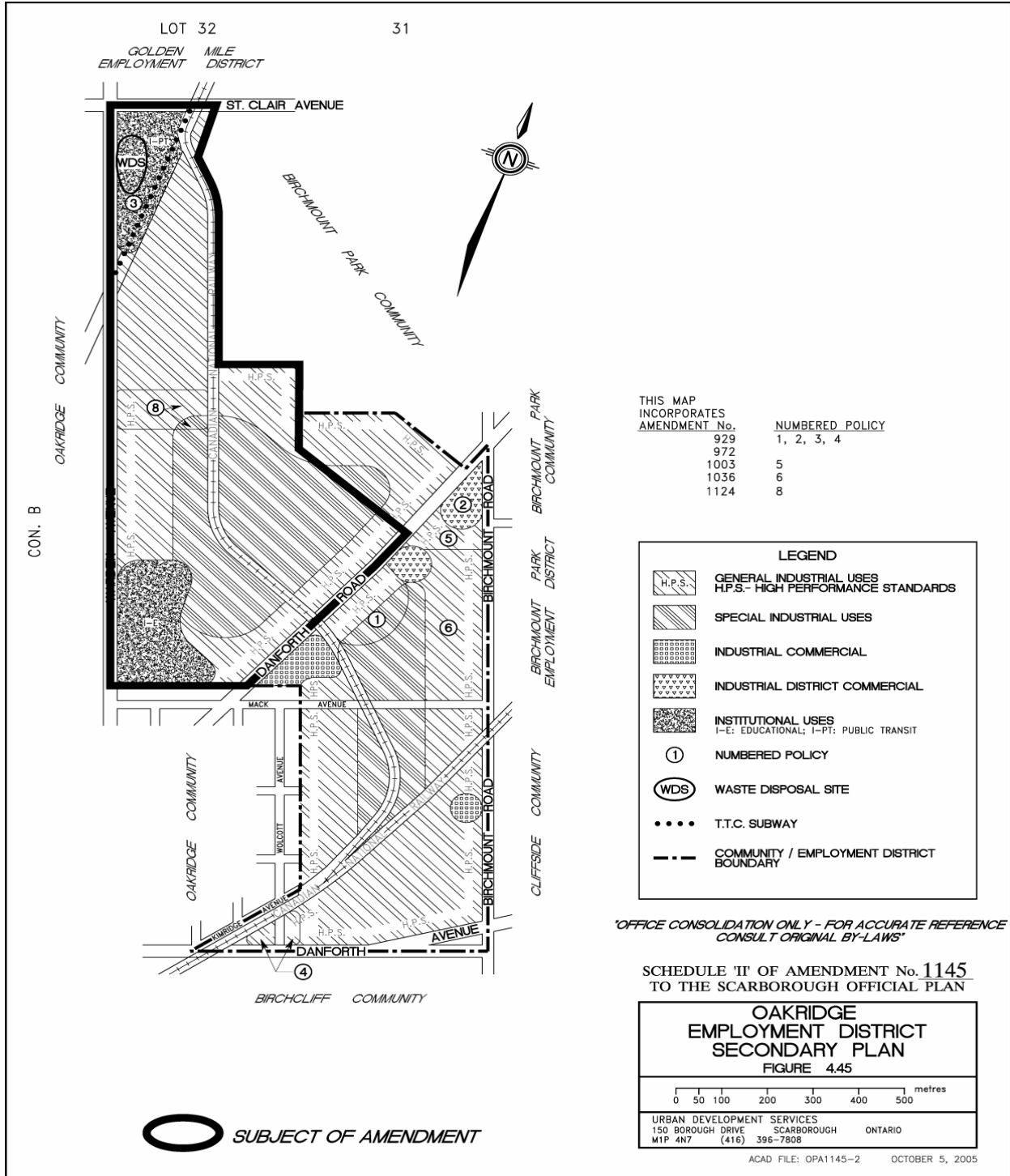
**SCHEDULE “A”**

- A.** Section 4.39, the Golden Mile Employment District Secondary Plan is amended as follows:
1. Figure 4.39, the Land Use Map for the Golden Mile Employment District Secondary Plan, is amended by removing the lands from the Golden Mile Employment District as shown on Schedule ‘I’.
  2. Section 4.39.2, General Policies, Policy 6 is amended by deleting the policy and replacing it with the following wording:  
  
“Council supports the provision of an extension of Sinnott Road, south of Hymus Road to service further development/redevelopment of the Golden Mile employment lands south of Hymus Road. The actual alignment and connections to the road network will be determined through the Environmental Assessment process and will require Public Consultation.”
- B.** Section 4.45, the Oakridge Employment District Secondary Plan is amended as follows:
1. Figure 4.45, the Land Use Map for the Oakridge Employment District Secondary Plan, is amended by removing the lands from the Oakridge Employment District as shown on Schedule ‘II’.
  2. Section 4.45.3, Numbered Policies, is amended by deleting Numbered Policy 3 in its entirety.
  3. Section 4.45.3, Numbered Policies, is amended by deleting Numbered Policy 8 in its entirety.
- C.** Section 4.7, the Birchmount Park Community Secondary Plan is amended as follows:
1. Figure 4.7, the Land Use Map for the Birchmount Park Community Secondary Plan, is amended by removing the lands from the Birchmount Park Community as shown on Schedule ‘III’.

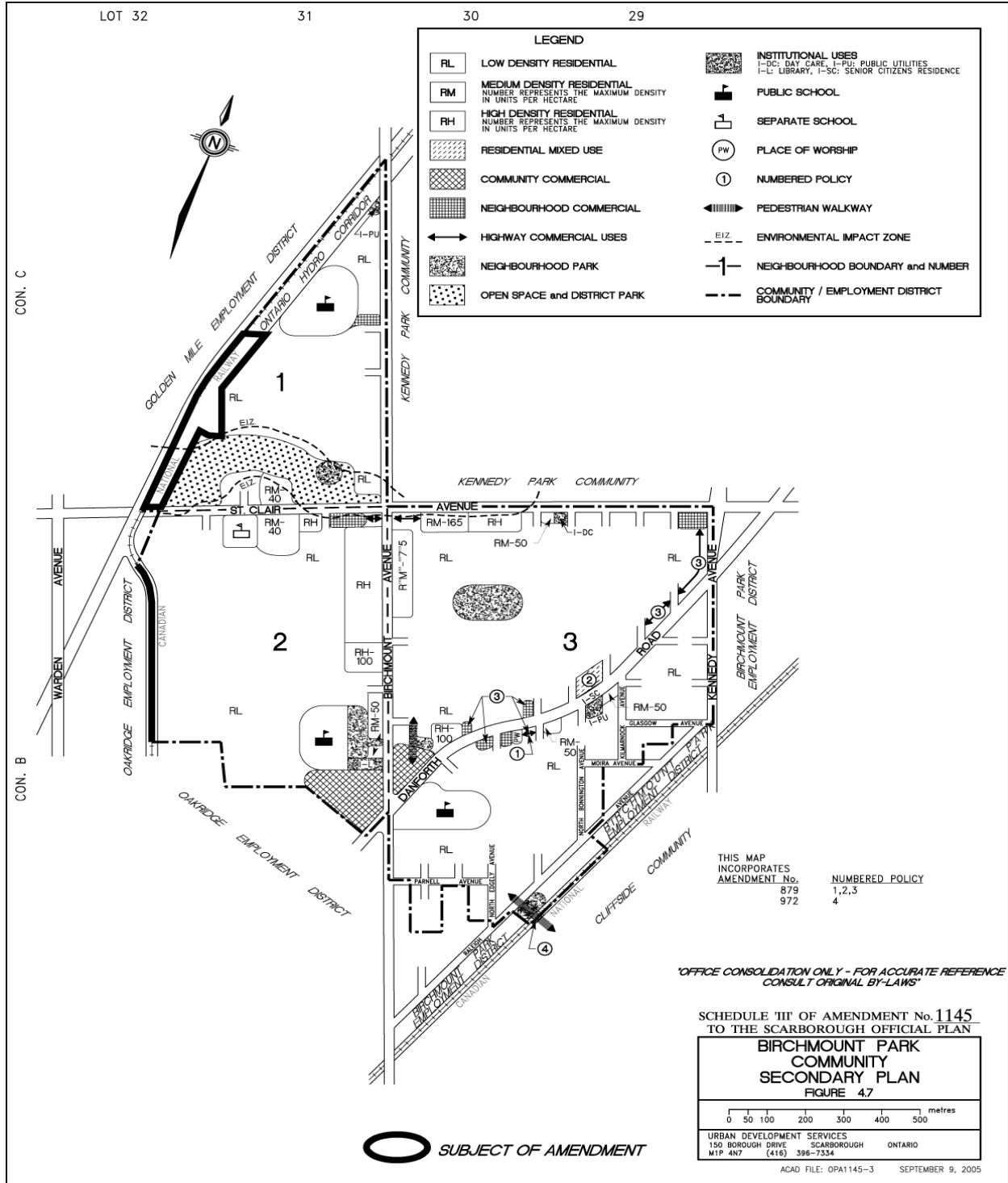
**SCHEDULE 'I'**



**SCHEDULE 'II'**



SCHEDULE 'III'



**D.** Section 4, Secondary Plans, is amended as follows:

1. A new Section 4.52, the Warden Woods Community Secondary Plan, is added as follows:

#### **4.52 WARDEN WOODS COMMUNITY SECONDARY PLAN**

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#### **SECTION 1 VISION FOR A NEW COMMUNITY**

##### **1.1 THE BASIS FOR CHANGE**

Warden Woods is an area of approximately 68 hectares stretching 1.8 kilometres along Warden Avenue, north and south of St. Clair Avenue East. The community is comprised of a mixture of public and private lands, including lands owned by the City and Ontario Hydro, a section of the Massey Creek ravine, heritage resources including the Bell Estate and the Lily Cups building, and a variety of active and former employment uses.

Warden Woods is located in the midst of existing residential communities and employment areas, and is served by the TTC Warden subway station. The area has undergone a number of changes in recent years, creating the circumstances which have led to the creation of this new

residential community. The City has undertaken a comprehensive review of the area and this Secondary Plan establishes the planning framework to guide the development of this new residential community.

It has become clear that the optimal use of the lands currently used for the TTC Warden North and Warden South commuter parking lots is not commuter parking. The TTC is considering options for the relocation of some or all of the existing commuter parking spaces to the Hydro Corridor south of St. Clair Avenue. The relocation of the commuter parking lots would free up City-owned lands close to the Warden subway station for transit-supportive redevelopment, including appropriate community infrastructure.

It is important to recognize that there are still a number of viable industrial uses in the area south of St. Clair Avenue, which will continue to be accommodated. Attention will need to be paid to the interface between industry and new residential uses.

The Warden Woods Community will be built on a strong foundation. Assets including a subway station, ravine system, and adjacent residential and employment areas are all in place. Although the surrounding residential neighbourhoods include schools, a library, and other community facilities, additional community infrastructure is required to support a new residential population.

A strong liveable community can be created with the amenities and community infrastructure needed to support new residents, and integrated with the surrounding neighbourhoods and employment areas. Sizeable land parcels capable of supporting comprehensive redevelopment and City ownership of the key parcels of land near the subway station add to the ability of the area to meet the objectives of this Secondary Plan.

## **1.2 PRINCIPLES FOR SUCCESS**

The Warden Woods Community Secondary Plan establishes a framework to guide the coordinated development of new mixed use and residential neighbourhoods with all the ingredients for success including adequate community facilities, excellence in urban design, and a balanced transportation system. The intent of the Secondary Plan is to support private and public investment in the creation of a new community, integrated with the surrounding residential communities and ravine system, and to establish compatible interfaces with residual and abutting employment areas.

The vision for a vibrant, healthy and liveable Warden Woods Community is based on a number of principles:

### **Strategic Use of City-Owned Lands and Assets**

The Warden subway station and the network of feeder bus routes represent a significant asset for the area. The TTC, the development industry and other agencies will be encouraged to enhance the built form, appearance, and functionality of the station and to increase linkages and connections to it. Development will be encouraged to be transit-supportive in terms of design, connections, intensity and reduced parking standards.

The Secondary Plan supports transit-oriented redevelopment of the City-owned lands close to the subway station, which will accommodate the greatest heights and densities in the Secondary Plan area. This is consistent with City policies respecting intensification. The City land will also help to meet other City objectives such as the provision of affordable housing, parks, and other community facilities and amenities.

### **A Healthy Community**

The Secondary Plan encourages a mix of uses that supports a healthy community including community facilities, health services, parks and a range of employment uses compatible with residential uses such as retail, live-work and offices on the lands designated as Mixed Use Areas. Existing viable industrial uses in Warden Woods will be accommodated, with appropriate buffer areas and attenuation measures between these uses and residential development. Compatible relationships will be established between new development in Warden Woods and the designated Employment Areas to the north and south.

### **Connection**

The creation of a coherent and inter-connected public realm will be planned for and promoted, comprised of existing and new public streets, sidewalks, public open spaces and publicly accessible areas within private developments. A system of public streets and pedestrian walkways integrated with adjoining neighbourhoods will provide internal connections and link Warden Woods to the arterial road system and public transit. Key linkages will physically integrate Warden Woods with adjoining neighbourhoods.

### **Housing Diversity**

The community will provide a full range of housing to accommodate a broad range of household incomes and sizes, under varied forms of tenure and with a range of building forms. Higher density residential uses are promoted adjacent to the subway station to enhance opportunities for transit use to place of work.

### **Improvement of Natural Environmental Conditions**

Natural environmental conditions will be improved by such measures as creating better public access to natural areas where appropriate, protecting sensitive natural areas including Massey Creek, and removing alien and invasive species. The Secondary Plan encourages feasible green technologies such as green roof development and environmentally advanced stormwater management practices. Opportunities for significant tree planting on public lands will also be pursued.

### **Preservation of Heritage Resources**

The Secondary Plan encourages the preservation of heritage resources and the appropriate reuse of buildings, grounds and landscapes.



**SECTION 2 A ROAD MAP TO SUCCESS – CREATING A LIVEABLE COMMUNITY**

A highly functioning and liveable community must be well designed, and provide a wide array of services and facilities to meet the needs of residents and businesses. Integrated planning for community services and facilities, parks, housing and transportation is essential to the creation of a liveable community.

The following policies will guide both public and private investment in Warden Woods.

**2.1 LAND USE**

Warden Woods will be a community with both residential and mixed use areas. Similar to other healthy communities across Toronto, Warden Woods will include diverse land uses to accommodate a variety of services and economic opportunities for its residents and contribute to the vibrancy of the community.

Industrial uses remaining within Warden Woods will be accommodated. Appropriate buffering, screening, and other attenuation measures will be provided by developers of new residential uses between residential uses and employment uses within and outside the community.

**Policies**

2.1.1 Lands within the Secondary Plan area will be designated as Neighbourhoods, Apartment Neighbourhoods, Mixed Use Areas, Natural Areas, Parks, or Utility Corridors, as shown on Map 1, Land Use.

**Neighbourhoods**

2.1.2 Neighbourhoods will consist of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes, townhouses and interspersed walk-up apartments. Parks, local institutions, home occupations, and cultural and recreational facilities are also permitted.

2.1.3 Local institutions play an important role in the rhythm of daily life in Neighbourhoods and include such uses as schools, places of worship, community centres, libraries, day nurseries and private home daycare, seniors and nursing homes and long-term care facilities, public transit facilities, utility and telecommunications installations, and public services and facilities provided by the local, provincial and federal governments.

2.1.4 Compatible industrial uses are permitted within Neighbourhoods designations.

2.1.5 Development will respect and reinforce the physical patterns and character of established Neighbourhoods, with particular regard to:

- (a) patterns of streets, blocks and lanes, parks and public building sites;
- (b) size and configuration of lots;

- (c) heights, massing, scale and type of dwelling unit compatible with that permitted by the zoning by-law for nearby residential properties;
  - (d) prevailing building type(s);
  - (e) setbacks of buildings from the street or streets;
  - (f) prevailing patterns of rear and side yard setbacks and landscaped open space;
  - (g) continuation of special landscape or built-form features that contribute to the unique character of a neighbourhood; and
  - (h) conservation of heritage buildings, structures and landscapes.
- 2.1.6 Zoning by-laws will contain numerical site standards for matters such as building type and height, density, lot sizes, lot depths, lot frontages, parking, building setbacks from lot lines, landscaped open space and any other performance standards to ensure that new development will be compatible with the physical character of established residential Neighbourhoods.
- 2.1.7 Infill development on properties that vary from the local pattern in terms of lot size, configuration and/or orientation in established Neighbourhoods will:
- (a) have heights, massing and scale appropriate for the site and compatible with that permitted by the zoning for adjacent and nearby residential properties;
  - (b) provide adequate privacy, sunlight and sky views for residents of new and existing buildings by ensuring adequate distance and separation between building walls and using landscaping, planting and fencing to enhance privacy where needed;
  - (c) front onto existing or newly created public streets wherever possible, with no gates limiting public access; and
  - (d) locate and screen service areas and garbage storage to minimize the impact on existing and new streets and residences.
- 2.1.8 Mitigation measures such as buffering, screening and/or other attenuation will be required for developments adjacent to industrial uses and TTC facilities.

### **Apartment Neighbourhoods**

- 2.1.9 Apartment Neighbourhoods are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. All land uses provided for in the Neighbourhoods designation are also permitted in Apartment Neighbourhoods.

2.1.10 Non-residential uses in Apartment Neighbourhoods will be compatible with adjacent residential uses and support the objective of providing a mix of uses to support a healthy community.

2.1.11 Development in Apartment Neighbourhoods will contribute to the quality of life by:

- (a) locating and massing new buildings to provide a transition between areas of different development intensity and scale, particularly providing setbacks from and a stepping down of heights towards lower-scale Neighbourhoods;
- (b) locating and massing new buildings to minimize shadow impacts on properties in adjacent lower-scale Neighbourhoods during the spring and fall equinoxes;
- (c) locating and massing new buildings to frame the edge of streets and parks with good proportion and maintaining sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- (d) including sufficient off-street motor vehicle and bicycle parking for residents and visitors;
- (e) locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;
- (f) providing indoor and outdoor recreation space for building residents;
- (g) providing additional landscaped open space;
- (h) providing ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces; and
- (i) providing buildings that conform to the principles of universal design, and wherever possible contain units that are accessible or adaptable for persons with physical disabilities.

2.1.12 Mitigation measures such as buffering, screening and/or other attenuation will be required for developments adjacent to industrial uses and TTC facilities.

### **Mixed Use Areas**

2.1.13 In Mixed Use Areas development will:

- (a) consist of a broad range of commercial, residential, and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities, and
- (b) promote economic health and employment opportunities for local residents, reduce automobile dependency and take advantage of nearby transit services.

2.1.14 Compatible industrial uses are permitted within Mixed Use Areas designations.

2.1.15 Large-scale, stand-alone retail stores and/or “power centres” are not permitted in Mixed Use Areas with the exception of a retail food store (supermarket) in a location south of the Utility Corridor, designed to serve the local population.

2.1.16 In Mixed Use Areas development will:

- (a) create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- (b) provide new jobs and homes for Toronto’s growing population;
- (c) locate and mass new buildings to provide a transition between areas of different development intensity and scale, particularly providing setbacks from and a stepping down of heights towards, lower scale Neighbourhoods;
- (d) locate and mass new buildings to minimize shadow impacts on adjacent Neighbourhoods during the spring and fall equinoxes;
- (e) locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- (f) provide an attractive, comfortable and safe pedestrian environment;
- (g) have access to schools, parks, community centres, libraries, and childcare;
- (h) take advantage of nearby transit services;
- (i) provide good site access and circulation and an adequate supply of parking for residents and visitors;
- (j) locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- (k) provide indoor and outdoor recreation space for building residents.

2.1.17 Mitigation measures such as buffering, screening and/or other attenuation will be required for developments adjacent to industrial uses and TTC facilities.

### **Parks and Open Space Areas**

2.1.18 The open space system in Warden Woods will include new local parks, both north and south of St. Clair Avenue, stormwater management ponds in appropriate locations, and a section of the Massey Creek ravine.

- 2.1.19 Parks and Open Space Areas – Parks will be used primarily to provide public parks and active and passive recreational opportunities.
- 2.1.20 Development within Parks and Open Space Areas will be limited to the following municipal purposes: recreational, cultural, and community service facilities, conservation projects, and essential public works and utilities (where supported by appropriate assessment).
- 2.1.21 Parks and Open Space Areas -Natural Areas, which are part of the larger ravine system, will be maintained primarily in a natural state while allowing for conservation projects and public works that are designed to have only minimal adverse impacts on natural features and functions. Natural Areas will be enhanced or restored wherever possible.
- 2.1.22 Parks and Open Space Areas - Natural Areas include open spaces associated with stormwater management practices.
- 2.1.23 Any development provided for in Parks and Open Space Areas will:
- (a) protect, enhance or restore trees, vegetation and other natural heritage features;
  - (b) preserve or improve public visibility, safety and access, except where access will damage sensitive natural heritage features or areas, or unreasonably restrict private property rights;
  - (c) maintain, and where possible, create linkages between parks and open spaces as part of continuous recreational and pedestrian corridors;
  - (d) maintain or expand the size and improve the usability of publicly owned parks and open spaces for public park, recreational and cultural purposes;
  - (e) respect the physical form, design, character and function of Parks and Open Space Areas; and
  - (f) provide comfortable and safe pedestrian conditions.
- 2.1.24 No city-owned lands in Parks and Open Space Areas will be disposed of.

### **Utility Corridors**

- 2.1.25 Utility Corridors may be used for hydro transmission and public transit facilities, as well as for secondary purposes such as parks and open space, pedestrian and bicycle trails, parking lots, essential public services, and stormwater management ponds. Secondary uses in Utility Corridors will:
- (a) be compatible with the primary use of the corridor and the existing and proposed use of adjacent lands in terms of environmental hazard, visual impacts, grading and site drainage; and

- (b) protect for an open space corridor link to develop or extend pedestrian or bicycle trails.

2.1.26 Redevelopment on lands adjacent to Utility Corridors will:

- (a) protect for access to any potential pedestrian and bicycle trail or park and open space; and
- (b) screen and secure the property edge abutting Utility Corridors through such measures as setbacks, fencing, site grading, berms and landscaping.

2.1.27 Protection, enhancement or restoration of natural heritage areas within Utility Corridors will be pursued wherever possible.

## **2.2 URBAN DESIGN**

This Secondary Plan establishes urban design principles to guide the development of this community. Urban design guidelines will be adopted by Council to provide further guidance to both public and private investment.

### **Policies**

#### **The Public Realm**

2.2.1 The public realm in the Warden Woods Community Secondary Plan Area will be designed to support integrated and connected communities, to create a pedestrian friendly and transit supportive environment, and to promote a sense of safety and community identity.

#### **Parks and Open Spaces**

2.2.2 New parks will be created as focal points of the community. Where possible, new developments will front onto the parks across public streets.

2.2.3 Parks will be visually and physically integrated with adjacent open spaces.

2.2.4 Man-made open spaces, such as stormwater management ponds, will be designed to be esthetically pleasing and incorporate landscaping and pedestrian amenities.

#### **Streets and Pedestrian Connections**

2.2.5 A safe, attractive and connected pedestrian environment will be created to make walking an attractive and effective means of movement through the area, and to encourage transit use by existing and future residents and employees.

2.2.6 New streets will be designed as pedestrian oriented public streets with an urban character and right-of-way widths appropriate to their function.

- 2.2.7 Upgraded streetscape treatments such as pedestrian scale lighting, decorative paving, street furniture, gateway features, and enhanced landscaping will be provided along key streets including:
- (a) Warden Avenue, St. Clair Avenue, and Danforth Road;
  - (b) Streets adjacent to parks and streets leading to the parks; and
  - (c) Streets leading to major destinations such as the community centre.
- 2.2.8 The built form and streetscape on Warden Avenue, St. Clair Avenue, and Danforth Road will be designed to support mixed use developments and promote a vibrant street frontage.
- 2.2.9 Developments will be physically integrated within the new community and with the surrounding urban fabric and the rest of the City. Pedestrian connections and linkages will be provided throughout the Secondary Plan Area, to existing communities, schools, bus and subway stations, stops, and terminals, existing natural areas and open spaces, and proposed new parks and open spaces.

The potential linkages and connections shown on Map 2 include connections to arterial roads, key linkages between neighbourhoods within the Warden Woods Community, linkages to natural and open space areas, and pedestrian and bicycle routes, etc. The detailed planning of the road and pedestrian networks will ensure that these linkages and connections are achieved, and may entail one or more routes to achieve each element.

The connection objectives of this Secondary Plan include the following:

- (a) A continuous north-south green pedestrian corridor extending from Danforth Road to the north end of the Secondary Plan Area. The green pedestrian corridor will consist of open spaces with walkways and/or trails, sidewalks along public streets, and other necessary elements. Appropriate landscaping and public amenities such as lighting and seating will be provided in the green pedestrian corridor, and public safety will be a key consideration. The green pedestrian corridor should be designed to be as direct as possible to encourage pedestrian movement in the area. The former Canadian National GECO Spur rail bridge over St Clair Avenue East should be considered for re-use to link the lands north of St. Clair Avenue with the Warden subway station, associated mixed use development on the southeast corner of Warden and St. Clair Avenues, and the community to the south of the station.
- (b) Connections to existing streets and places:
  - (i) Street connection to Fairfax Crescent;
  - (ii) Street connection to Warden Avenue opposite the driveway of 684 Warden Avenue;

- (iii) The cycling trail between Birchmount Road and Warden Avenue shown in the Toronto Bike Plan;
  - (iv) Street connection(s) from Warden Avenue to the TTC Warden Station site;
  - (v) Street connection to Warden Avenue south of the Hydro Corridor;
  - (vi) Street connection to Warden Avenue opposite Firvalley Woods Park; leading to the Bell Estate building;
  - (vii) Street connection to Warden Avenue in the Mixed Use Area north of the Bell Estate;
  - (viii) Street connection to Warden Avenue opposite Firvalley Court;
  - (ix) Pedestrian walkway connection to Warden Avenue opposite Cataraqui Crescent;
  - (x) Street connection to Warden Avenue opposite Warden Avenue Public School;
  - (xi) Pedestrian walkway connection between 350 Danforth Road and Santamonica Boulevard;
  - (xii) Street connections to Danforth Road; and
  - (xiii) Pedestrian connections to schools.
- (c) Connections to TTC bus and subway stations, stops, and terminals:
- (i) Linkages between the developments north and south of St. Clair Avenue and the TTC Warden Station, and the green pedestrian corridor;
  - (ii) A well-integrated pedestrian link through the development at the southeast corner of Warden Avenue and St. Clair Avenue, and the TTC Warden Subway Station;
  - (iii) One or more pedestrian walkway connections between Santamonica Boulevard and the TTC Warden Subway Station; and
  - (iv) Mid-block breaks and walkways near TTC bus stops along Warden Avenue and Danforth Road.
- (d) Connections to the existing open spaces and new parks and open spaces:
- (i) Visual and physical linkage between the new north park and Massey Creek/St. Clair Avenue;



- (ii) An enhanced pedestrian linkage between the Massey Creek trails west of Warden Avenue and the green pedestrian corridor east of the TTC tracks;
  - (iii) Connections from the proposed green pedestrian corridor to: Warden Woods Trail at the southwest corner of St. Clair and Warden Avenue, the Massey Creek ravine north of St. Clair, the new parks, and the street networks serving the new residential and mixed use areas; and
  - (iv) A pedestrian walkway along the northern edge of the Massey Creek ravine north of St. Clair Avenue, connecting the developments on the TTC north parking lot to Warden Avenue.
- (e) Linkages between neighbourhoods:
- (i) Public street linkages between the neighbourhoods north and south of the park north of St. Clair Avenue;
  - (ii) Public street linkages between the mixed use area north of the Bell Estate and the neighbourhoods abutting Danforth Road;
  - (iii) Public street linkages between the neighbourhoods abutting Warden Avenue and those abutting Danforth Road; and
  - (iv) Public street linkages between the neighbourhoods along Warden Avenue south of the Bell Estate.

### **Public Buildings and Facilities**

2.2.10 Public buildings such as community centres and transit stations, will be located and designed to be the focal points of the community with high quality architecture, and will be visible and easily accessible from arterial streets.

### **Density, Heights, and Built Form**

2.2.11 The built form of the Secondary Plan Area will frame the edges of streets and parks, promote community identity at prominent locations, and support a pedestrian friendly walking environment. Diverse building types with high quality architecture will be encouraged.

2.2.12 The lowest densities will be permitted in low-rise residential areas, further away from the arterial roads and the Warden subway station, especially in areas near the existing low density residential neighbourhoods. Mixed use development with mid-range densities and heights will be permitted and encouraged along the arterial road frontage of Warden Avenue and Danforth Road. The highest densities and heights will be permitted in the Mixed Use and Apartment Neighbourhoods designations closest to the subway station. The tallest buildings will be permitted at the southeast corner of the Warden/St. Clair intersection.

### **Public Safety**

2.2.13 Physical development of buildings, streetscapes, parks and other spaces will be encouraged to promote a sense of safety and reduce the incidence and fear of crime through careful and effective design.

### **Public Art**

2.2.14 In the planning and design of public and private buildings and spaces, a range of public art opportunities, some reflecting the area's history and identity, will be pursued. Potential public art locations are identified in the Urban Design Guidelines.

### **Cultural Heritage**

2.2.15 Where appropriate, development in the Secondary Plan Area will incorporate elements representing the heritage and history of the area, through:

- (a) Incorporating heritage elements, themes or commemoration into building design;
- (b) Incorporating heritage elements, themes or commemoration into the design of view corridors and open spaces;
- (c) Installing public art;
- (d) Creating historic markers and plaques; and
- (e) Introducing historically relevant names for new streets, the community centre, and other public places in the Warden Woods community.

## **2.3 COMMUNITY SERVICES AND FACILITIES**

Building a new Warden Woods community will require the integrated planning of both the physical and social infrastructure. Balancing the area's growth with the provision of a range of community services will meet the objective of creating a truly liveable community. Social infrastructure includes the whole system of community resources, programs, facilities and social networks that contribute to people's health, safety, mobility and well-being. The intent of this Secondary Plan is to ensure that an appropriate range of new facilities and/or services are provided in a timely manner and that opportunities are taken to access and improve the existing social infrastructure. The policies in this Plan encourage new facilities to be situated in close proximity to the new and existing resident population and at highly visible and accessible locations. A Warden Woods Community Service Strategy has been developed to implement the social infrastructure objectives of this Plan.

## **Policies**

- 2.3.1 New and expanded community services and facilities required for the Warden Woods community will be:
- (a) delivered in a timely manner to support residential growth;
  - (b) located in close proximity to the Warden Woods residents;
  - (c) located in highly visible and accessible locations with strong pedestrian and transit connections;
  - (d) incorporated as part of development sites or as stand alone facilities, and where possible, to allow for the sharing of facilities, including joint programming; and
  - (e) designed in a manner that promotes the development of flexible multi-purpose facilities which can be adjusted to meet the varied needs of all Warden Woods residents.
- 2.3.2 In order to ensure a liveable residential community, the provision of community services and facilities will be encouraged in all developments within the Warden Woods Community Secondary Plan area. Where the provision of community services and facilities cannot be achieved on site, consideration will be given to accepting appropriate contributions pursuant to Section 37 of the *Planning Act* to help the City achieve this objective at locations in or convenient to the Warden Woods Community.
- 2.3.3 Planning approvals and the development of public lands will have regard for the need for an equitable distribution of community services and facilities including access to a range of services and facilities both north and south of St. Clair Avenue, in accordance with the priorities of this Plan. When publicly-owned lands are made available for development, appropriate contributions toward the community infrastructure priorities of this Plan will be secured.
- 2.3.4 Partnerships between developers, community-based organizations and/or the City will be encouraged as a means to cost-effectively achieve the timely provision of community facilities and delivery of community services.
- 2.3.5 Community services and facility priorities identified for the Warden Woods Community include but are not limited to: a community centre, a community health centre, multi-purpose community service space, child care facilities, and a parent and child resource centre.
- 2.3.6 It is recognized that there is an existing shortfall of community recreation facilities in the surrounding area, and early provision of a community centre in the Warden Woods Community is of primary importance. Accordingly, in considering development approvals early in the establishment of the new community Council may determine that this priority takes precedence over achievement of other community services and facilities and housing objectives of this Plan.

2.3.7 Community based agencies will be encouraged to develop:

- (a) community capacity building initiatives (e.g. service network groups) through inclusive processes involving consultations with Warden Woods residents and key stakeholders in the design and delivery of community services and facilities; and
- (b) service coordination initiatives by identifying partnership opportunities to maximize existing resources such as community space, funding, staffing and volunteers.

2.3.8 Priorities for changes in community service provision will be monitored periodically and further assessed based on an examination of:

- (a) the changing demographic profile of Warden Woods residents;
- (b) inventories of existing facilities and services; and
- (c) identification of gaps in service provision.

## **2.4 PARKS, OPEN SPACES, AND NATURAL HERITAGE**

The liveability and desirability of Warden Woods will be enhanced by the creation of new parks. Privately managed but publicly accessible open spaces can augment formal parks and open space areas. Stormwater management ponds required to service development should be designed as an asset contributing positively to the overall open space system, but will not be considered as a statutory parkland dedication.

Maintenance and enhancement of the natural heritage area at the Warden/St. Clair intersection will provide a connection to the natural environment and relief from the urban context of the area.

### **Policies**

#### **Parks and Other Open Spaces**

2.4.1 The development of two local parks, one north and one south of St. Clair Avenue, each approximately 2.0 to 2.5 hectares in size, is of primary importance in the establishment of a healthy Warden Woods community. The general location for the parks is shown on Map 1, Land Use.

2.4.2 As set out in the Community Services and Facilities Policies, provision of a community centre in the Warden Woods Community (contemplated to be located in the park north of St. Clair Avenue) is of primary importance in the establishment of a healthy Warden Woods community.

2.4.3 The adverse impacts of development on adjacent properties and on parks and open spaces, including shadows, noise, traffic and wind, will be minimized.

- 2.4.4 All development will be subject to the dedication of 5% of lands for parks purposes for residential development and 2% for all other uses unless the alternative parkland dedication rate applies.
- 2.4.5 Lands for park and recreational purposes will be provided at an alternative parkland conveyance rate pursuant to Section 42(3) of the *Planning Act*, R.S.O. 1990, which may be taken as a cash payment in lieu of a land dedication. To achieve Council's priority for parkland in the Warden Woods Community, a parkland dedication rate of 0.4 hectares per 300 dwelling units, or 5% of the land area, whichever is greater, will be applied.
- 2.4.6 The specific combination of land and/or cash-in-lieu of land will be determined as part of the consideration of each specific proposal.

### **Natural Heritage**

- 2.4.7 Improvements to the environmental conditions affecting Massey Creek in and near Warden Woods, including tree planting and the introduction of appropriate vegetation and landscaping in the vicinity of the Warden/St. Clair intersection, will continue to be pursued in consultation with area residents and other stakeholders.

### **City-Owned Lands**

- 2.4.8 For the City-owned lands north and south of St. Clair (Warden North Parking lot and the southeast corner of Warden and St. Clair Avenues), it is intended that parkland contributions associated with the development of the two sites be located on the lands north of St. Clair Avenue. The over-contribution of parkland from the Warden North parking lot will be credited with respect to future development approvals for the land at the southeast corner of Warden and St. Clair Avenues.

## **2.5 HOUSING**

A diversity of housing will provide opportunities for a wide range of people to call Warden Woods their home. A broad range of housing opportunities will provide residents with the ability to remain in their neighbourhoods and retain their connections and social networks as their housing needs change.

### **Policies**

- 2.5.1 A wide range of housing tenure and affordability levels will be promoted. The housing stock in Warden Woods will reflect the diversity of the City's residents and their housing needs, with a wide range of housing types, sizes and affordability, encompassing ownership and rental housing to ensure the development of a diverse, mixed income community.

- 2.5.2 Large residential developments provide an opportunity to achieve a mix of housing in terms of types and affordability. On large sites, generally greater than 5 hectares in size:
- (a) a minimum of 30% of the new housing units will be in forms other than single-detached and semi-detached houses, such as row housing, triplexes, and multi-unit residential buildings; and
  - (b) a minimum of 20% of the new housing units must be affordable.
- 2.5.3 Any planning approvals or disposition of City-owned lands in Warden Woods will consider the ability of such lands to deliver *affordable ownership housing* and/or *affordable rental housing*.

### Housing Definitions

“*affordable rental housing*” means housing where the total monthly shelter costs (gross monthly rent including utilities – heat, hydro and hot water – but excluding parking and cable television charges) is at or below one times the average City of Toronto rent, by unit type (number of bedrooms), as reported annually by the Canada Mortgage and Housing Corporation.

“*affordable ownership housing*” is housing which is priced at or below an amount where the total monthly shelter cost (mortgage principle and interest – based on a 25-year amortization, 10% down payment and the chartered bank administered mortgage rate for a conventional 5-year mortgage as reported by the Bank of Canada at the time of application – plus property taxes calculated on a monthly basis) equals the average City of Toronto rent, by unit type, as reported annually by the Canada Mortgage and Housing Corporation. Affordable ownership price includes GST and any other mandatory costs associated with purchasing the unit.

## **2.6 TRANSPORTATION**

A balanced transportation network will support reurbanization and promote the development of a connected community.

### **Policies**

- 2.6.1 The Secondary Plan area will be planned and designed to encourage walking, cycling, and transit use as a means to reduce the use of private automobiles.
- 2.6.2 New street connections to the surrounding arterial road network will align with existing streets where possible and will provide a number of choices for safe access to the various parts of the community. Location and spacing of street connections will be designed to ensure safe and effective functioning of existing and future traffic controls.
- 2.6.3 Right-of-way widths for new streets will reflect the function of the street in serving the community, with adequate space for all the necessary components such as pavement, sidewalks, utilities and street trees, and must accommodate emergency and other municipal services.

- 2.6.4 Utilizing the planned right of way of Warden Avenue for enhanced streetscaping and wider sidewalks, to improve the pedestrian realm, has a higher priority than providing for increased traffic-carrying capacity.
- 2.6.5 Commuter parking and/or passenger pick-up and drop-off facilities in the Utility Corridor will be designed to facilitate walking and cycling to it, within it and through it as part of the trail system.
- 2.6.6 On-street parking will be permitted where appropriate to enhance street activity, provide a buffer between vehicular traffic and sidewalks, create a desirable pedestrian environment and contribute to the community's parking supply.
- 2.6.7 Reduced parking requirements for sites in proximity to the subway station may be considered and implemented through the Zoning By-law.
- 2.6.8 The provision of bicycle parking will be encouraged in all public and private development projects.
- 2.6.9 Public Transportation systems provide an essential service, fundamental to the healthy and successful development and operation of the Warden Woods Community. Facilities necessary to the operation of the transit system are permitted within all land use designations. New developments will be planned and designed so as not to negatively impact on the operation and maintenance of the public transit system and to mitigate impacts such as noise, vibration, electromagnetic interference, and traffic congestion.

## **2.7 INDUSTRIAL USES**

Existing industrial uses both within and outside the Warden Woods community are important assets to the community providing jobs within walking distance of area residents, and tax assessment for the City. New community land uses should be planned to provide a comfortable interface with existing employment uses.

### **Policies**

- 2.7.1 Compatible industrial uses are permitted within specified land use designations in the Warden Woods Community.
- 2.7.2 Where industrial uses in the neighbouring employment areas, or in the Warden Woods Community, will be in close proximity to new sensitive uses such as residential, mixed use or community facilities, buffers, screening, berming and/or other attenuation measures will be implemented based on studies and analysis to be conducted by the developers of the sensitive uses, to the satisfaction of the City.
- 2.7.3 For sensitive uses developed in proximity to industry, warning clauses may be required to in any agreements imposed as a condition of approval such as subdivision or site plan agreements, and in agreements of purchase and sale

- 2.7.4 Land uses, streets and blocks at the northern boundary of the Warden Woods Community will be arranged to preclude future expansion of the residential area in order to protect the stable employment area to the north. Publicly owned reserves will be established to preclude vehicular access between the new community and the employment area to the north.

## **SECTION 3 IMPLEMENTATION**

### **3.1 REGULATORY TOOLS**

The *Planning Act* offers a number of tools to assist the municipality in achieving community objectives in conjunction with its review and approval of development applications. The strategic use of these tools is essential if the vision outlined in this Secondary Plan is to be achieved. These regulatory tools provide a legal framework to help ensure that future planning approvals contribute positively to the evolution of a healthy community. Parkland dedication has not been included in this section, as detailed policies have been included in Section 2.4, Parks, Open Spaces, and Natural Heritage.

#### **Policies**

#### **Zoning**

- 3.1.1 Council will adopt a new zoning by-law for Warden Woods. The intent of the zoning by-law will be to secure important physical elements of development, and establish standards for development and built-form consistent with and in conformity with the objectives and policies of the City's Official Plan and this Secondary Plan. The zoning by-law will regulate uses, heights, setbacks, building massing, floorplates, parking and other matters, as appropriate.
- 3.1.2 The existing employment uses in the area will retain their industrial zoning until such time as Council approves the redevelopment of those sites, however zoning permissions for special industrial uses and open storage, activities less likely to be compatible with the new residential uses will be removed. Certain public lands will be rezoned for public utility and transportation purposes.
- 3.1.3 Lands may be zoned to permit the continuation and expansion of a legally existing land use which does not conform to this Secondary Plan, provided that the long term ability to meet the goals of this Secondary Plan are not compromised.
- 3.1.4 Council will withhold the enactment of implementing zoning by-laws for development until satisfactory arrangements have been made to secure the timely provision of community facilities in accordance with the priorities of this Secondary Plan and the Community Services and Facilities Strategy, and/or other fundamental infrastructure, or mitigation measures, in accordance with the policies of this Secondary Plan.



## Holding Zones

- 3.1.5 To provide for the orderly sequencing of development and appropriate infrastructure and services, the holding symbol provisions of Section 36 of the *Planning Act*, as amended, may be utilized within the Secondary Plan Area. Where a holding symbol is in place, development may not take place before the holding symbol is removed through a by-law amendment. The Zoning By-law may specify certain existing uses, interim uses and minor alterations that are permitted without requiring the removal of the holding symbol.
- 3.1.6 The holding symbol may be removed incrementally or in phases, upon application by the owner to the City and only as the appropriate plans and studies have been provided and appropriate conditions secured through an agreement or agreements binding on the owner entered into pursuant to Section 37, 41, 51 or 53 of the *Planning Act*. The plans and studies which may be required include:
- (a) Housing Issues Update;
  - (b) Community Facilities and Services Update;
  - (c) Archaeology Assessment and Heritage Impact Statement;
  - (d) Arborist/Tree Preservation Report;
  - (e) Environmental Site Assessments or other reports with respect to relevant environmental considerations, including compatibility with adjacent uses;
  - (f) Transportation Impact Study and Update, including appropriate consideration of parking, loading, and traffic operations, and assessing the impact the proposed development will have on road operations and on transit operations, buildings and structures, mitigation of the impacts of transit operations on the proposed development, and proposing measures to optimize pedestrian connections to from the development to the TTC Warden Station;
  - (g) Servicing and Stormwater Management Report; and
  - (h) Consideration of financial implications and the timing of the provision of municipal infrastructure and services set out above.
- 3.1.7 In addition to the policies of 3.1.6, the following specific matters will be addressed prior to the removal of the holding provision from the City-owned lands (TTC), north and south of St. Clair Avenue, for which the height and density have been established through this Secondary Plan and associated zoning by-law:
- (a) Parkland in accordance with the policies and objectives of this Plan.

- (b) Appropriate contributions equivalent to the contributions pursuant to Section 37 of the *Planning Act*, which would have been required if the appropriate height and density had not been established in advance;
- (c) Satisfactory arrangements to ensure that the City's intensification objectives for transit-supportive development will be addressed.

3.1.8 The requirements for the removal of the holding symbol may be reduced upon consideration of circumstances unique to a phase of development and the achievement to date of municipal infrastructure and services.

### **Plans of Subdivision**

3.1.9 Major development blocks in the Secondary Plan Area will be created by plan of subdivision in accordance with Section 51 of the *Planning Act*, as amended. Major development blocks may be further divided by plan of subdivision, by exemption from part lot control, or by consent to sever.

3.1.10 All division of land will create land parcels that facilitate development consistent with the intent and objectives of this Secondary Plan, and which can be feasibly developed in accordance with urban design guidelines adopted by Council.

### **Site Plan Control**

3.1.11 Applications for Site Plan Approval will be reviewed to ensure consistency with the objectives and policies of this Secondary Plan. The site plan approval process will be used to implement urban design guidelines adopted for the Secondary Plan Area. Site plan review will consider the context of a proposal within the larger block on which the site is located to ensure coordinated development.

### **Section 37**

3.1.12 Section 37 of the *Planning Act* will apply to increases in height and density as set out in the Zoning By-law. Agreements pursuant to Section 37 of the *Planning Act* may be used to secure facilities and matters including community benefits such as:

- (a) the conservation of heritage resources designated and/or listed on the City's Inventory of Heritage Properties;
- (b) fully furnished and equipped non-profit child care facilities;
- (c) public art;
- (d) other non-profit arts, cultural, community or institutional facilities;
- (e) parkland and/or park improvements and enhanced pedestrian connections to parkland;

- (f) public access to ravines and valleys;
- (g) streetscape improvements on the public boulevard not abutting the site;
- (h) purpose built rental housing with mid-range or affordable rents, land for affordable housing, or, at the discretion of the owner, cash-in-lieu of affordable rental units or land; and
- (i) improvements to transit facilities including pedestrian connections such as direct connections to the Warden Subway Station.

3.1.13 Section 37 community benefits will be selected on the basis of local community needs, the nature of the development application, any implementation guidelines or plans adopted by Council and the strategic objectives and policies of this Secondary Plan. Priority will be given to on-site or local community benefits.

3.1.14 It is the policy of Council to ensure, that when the-City-owned lands on the east side of Warden Avenue north and south of St. Clair Avenue are made available for development, appropriate contributions are made to the community amenities and other objectives of this Secondary Plan.

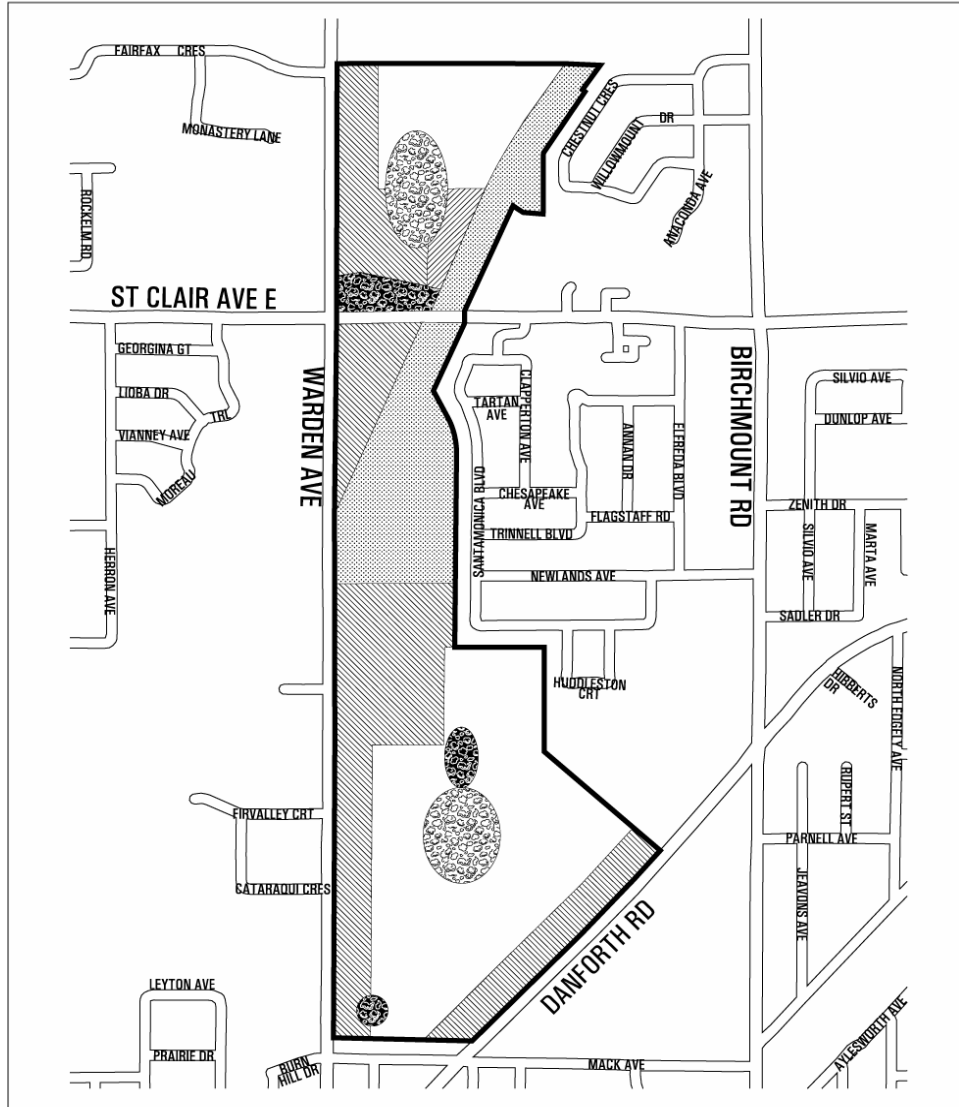
## **3.2 INTREPRETATION**

The following policies provide guidance for the understanding of the text and maps of this Secondary Plan.

### **Policies**








- 3.2.1 The Secondary Plan should be read as a whole to understand its comprehensive intent as a policy framework for priority setting and decision making.
- 3.2.2 The numbered policies of the Warden Woods Community Secondary Plan are the Secondary Plan's policies. Other non-policy text under each section heading is provided to give context and background and assist in understanding the intent of Policies.
- 3.2.3 Boundaries of land use designations on Map 1 are general except where they coincide with fixed distinguishable features. Where the general intent of the Secondary Plan is maintained, minor adjustments to the boundaries will not require amendment to this Secondary Plan.
- 3.2.4 Where there is conflict between the policies and maps of this Secondary Plan and the City's Official Plan, the policies of this Secondary Plan will prevail.
- 3.2.5 The implementation of this Secondary Plan will take place over time and the use of words such as "will" or "must" should not be construed as Council's commitment to proceed with all of these undertakings immediately. These will typically occur in a phased manner, subject to budgeting and program availability.

- 3.2.6 The indication of any proposed roads, parks, municipal services or infrastructure in policy text or on Secondary Plan maps will not be interpreted as a commitment by the City to provide such services within a specific time frame. Minor adjustments to the location of these features do not require an amendment to the Plan provided they meet the general intent of the Plan.
- 3.2.7 The indication of any proposed roads, parks, services or infrastructure in policy text or on the maps or schedules of the Secondary Plan will not be interpreted as necessarily being specifically or solely the responsibility of the City to provide, finance or otherwise implement.



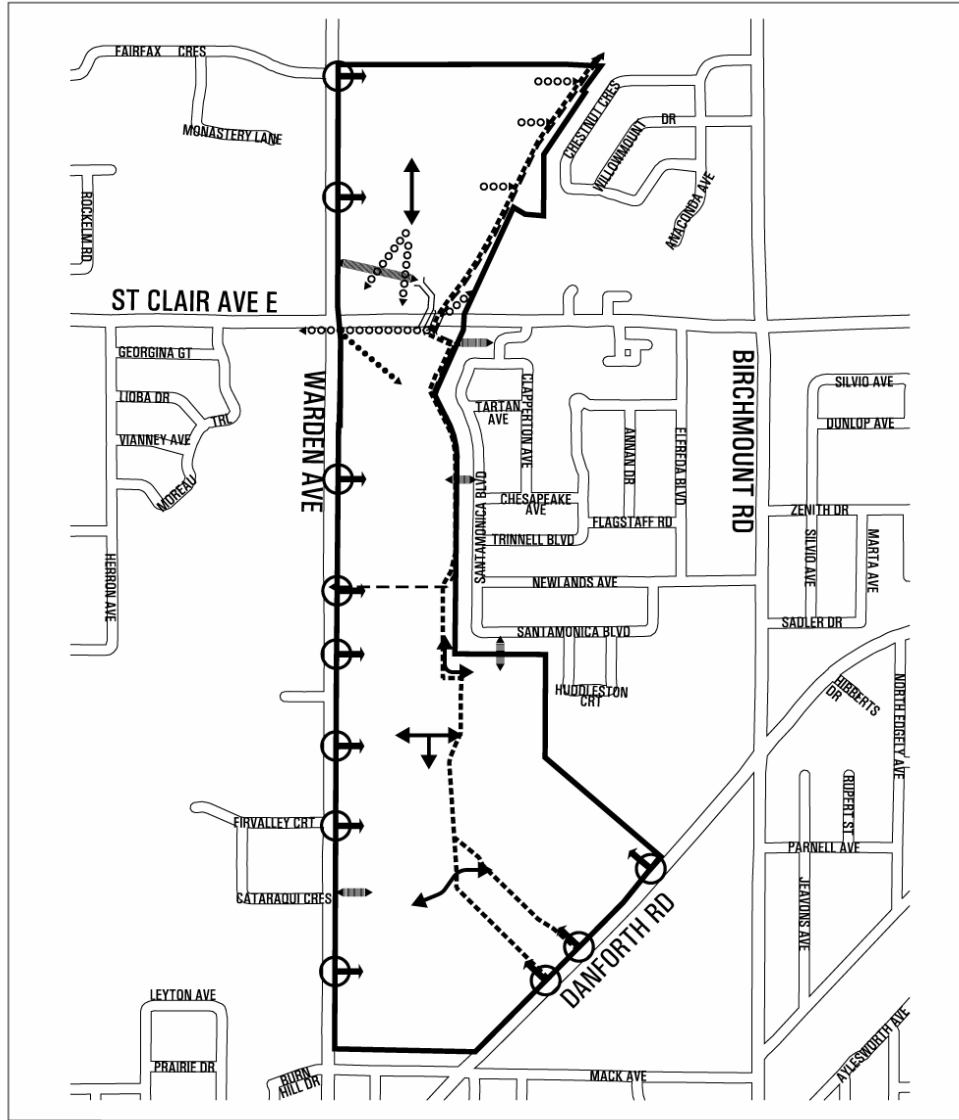
Warden Woods Community Secondary Plan

Map 1 Land Use

-  Secondary Plan Boundary
-  Neighbourhoods
-  Apartment Neighbourhoods
-  Mixed Use Areas
-  Natural Areas
-  Parks
-  Utility Corridors



Not to Scale  
10/05/05



**Warden Woods Secondary Plan**  
 Map 2 Potential Linkages and Connections

- |  |                               |  |                                      |  |                     |  |                               |                              |
|--|-------------------------------|--|--------------------------------------|--|---------------------|--|-------------------------------|------------------------------|
|  | Secondary Plan Boundary       |  | Linkage to Natural Area & Open Space |  | Pedestrian Corridor |  | Pedestrian Walkway Connection | <br>Not to Scale<br>10/05/05 |
|  | Connections to Arterial Roads |  | Pedestrian Link                      |  | Bicycle Trail       |  | Pedestrian Bridge             |                              |
|  | Key Linkages                  |  |                                      |  |                     |  |                               |                              |

## Appendix

### **Warden Woods Community Urban Design Guidelines and Conceptual Master Plan**

The following guidelines and conceptual master plan are attached to the Warden Woods Community Secondary Plan for convenience but do not form part of the policies of the Secondary Plan.

## **Warden Woods Community Urban Design Guidelines and Conceptual Master Plan**

The Warden Woods Community Urban Design Guidelines provide detailed clarification, interpretation and illustration of the Secondary Plan Policies as well as guidance for development of lands in the Secondary Plan Area. They are intended for the use of developers in the preparation of development proposals, and by the City of Toronto in the review and assessment of development proposals, and in the planning of public realm projects.

Within the general context of the Toronto Official Plan, the urban design guidelines build on the vision for physical planning and design established in the Warden Woods Community Secondary Plan. The Vision focuses on community building and aims at creating:

- (1) a transit supportive community with a coherent and pedestrian friendly public street and walkway system;
- (2) a community that draws strengths from its natural attributes as well as its cultural heritage;
- (3) a vibrant community that promotes mixed uses and activities;
- (4) a beautiful community with high quality architecture, public art, streetscapes, parks and open spaces, and distinct places and features; and
- (5) a connected community that fits with and contributes to the existing neighbouring communities.

The guidelines cover four general areas. These are “the Public Realm”, “Built Form”, “Priority Areas”, and “Public Art and Cultural Heritage”.

A Conceptual Master Plan is attached to illustrate the overall vision for the area and key urban design considerations outlined in this document. Detailed planning of specific public or private projects may lead to adjustments to the conceptual master plan, provided that the key objectives continue to be met.

1. Guidelines for the Public Realm
  - 1.1 Parks and Open Spaces
  - 1.2 New Streets
  - 1.3 Pedestrian Connections
  - 1.4 Public Buildings and Facilities
  - 1.5 Public Safety
  - 1.6 Views and Gateways
2. Guidelines for Built Form
  - 2.1 Building Heights, Setbacks, and Build-to Zones
  - 2.2 Parking and Servicing



- 2.3 Low-rise Residential Buildings
- 2.4 Stacked Townhouses
- 2.5 Mid-rise (4-8 storeys) and Taller Buildings (9-12 storeys)
- 2.6 Tallest Buildings (12 storeys and above)
  
- 3. Guidelines for Priority Areas
  - 3.1 The Arterial Road Frontages
  - 3.2 The TTC Station and Facilities
  - 3.3 The Landmark Buildings at Warden Avenue/St. Clair Avenue Intersection
  - 3.4 The Community Centre and Surrounding Area
  - 3.5 The Park-side Streets and Buildings
  - 3.6 The Streets Leading to the Bell Estate Building
  - 3.7 The Green Pedestrian Corridor
  - 3.8 The Firvalley Court Node
  - 3.9 The Pedestrian Connection from Cataraqui Crescent to the Park South of St. Clair Avenue
  - 3.10 The Gateway Opposite the Warden Avenue Junior Public School
  - 3.11 The Potential Supermarket
  - 3.12 Creating a Comfortable Interface Between Industry and Sensitive Land Uses
  
- 4. Guidelines for Public Art and Cultural Heritage

## **1. Guidelines for the Public Realm**

The public realm in the Warden Woods Community will include parks and open spaces, streets, pedestrian connections and linkages, and public buildings and facilities such as a community centre, public transit facilities, and community health services. The public realm will be designed to support integrated and connected communities, to create a pedestrian friendly and transit supportive environment, and to promote public safety and a sense of community identity.

### 1.1 Parks and Open Spaces

New parks should be considered as the focal points for the new community and an amenity for the existing neighbouring communities.

- Create the parks at central locations with easy access from Warden Avenue, St. Clair Avenue, Danforth Road, and other areas of the community.
- The parks should be visually and physically integrated with adjacent man-made or natural open spaces. In particular, future developments on the current TTC north parking lot should be located along Warden Avenue and on the eastern portion of the site, so that a central park can be created and linked with the Massey Creek Ravine north of St. Clair Avenue.
- Man-made open spaces, such as stormwater management ponds, should be designed to be aesthetically pleasing and should include pedestrian amenities. Adjacent buildings should have adequate fenestration and articulated architectural design to enhance the quality of the open space and to promote pedestrian safety.

## 1.2 New streets

New streets should be designed as pedestrian oriented streets with an urban character.

- Reduced Rights-of-Way (under 20 metres) may be considered. Street dimensions and features should match their functions and importance in the public framework.
- Collector routes shall be established to traverse and link the development sites, directly accessing key locations within the developments, such as the parks and other community facilities, and linking a fine grid of local streets to the arterial network at strategic locations.
- Enhance the quality of the public realm by providing upgraded streetscape treatment along key streets such as:
  - (a) Warden Avenue, St. Clair Avenue, and Danforth Road;
  - (b) Park-side streets, and major streets leading to the parks; and
  - (c) Streets leading to major destinations such as the community centre.

Detailed treatments may include pedestrian scale lighting, special paving, decorative fencing, and enhanced landscaping.

- Provide continuous pedestrian friendly streetscape along the above noted key streets and minimize the interruption of individual driveways and the impact of integral front garages. Locate garages behind the buildings, off side streets or provide underground parking.

## 1.3 Pedestrian Connections

Pedestrian connections and linkages will be provided throughout the Secondary Plan Area, to existing communities, schools, bus and subway stations, stops, and terminals, existing natural areas and open spaces, and proposed new parks, open spaces and community facilities. Map 2 in the Warden Woods Community Secondary Plan shows the key linkage and connection opportunities, including but not limited to the following:

- (a) A continuous north-south green pedestrian corridor generally along the former CN rail spur, extending from Danforth Road to the north end of the Secondary Plan Area. (See 3.7 The Green Pedestrian Corridor).
- (b) Connections to existing streets and places:
  - (i) Street connection to Fairfax Crescent;
  - (ii) Street connection to Warden Avenue opposite the driveway of 684 Warden Avenue;
  - (iii) The cycling trail between Birchmount Road and Warden Avenue shown in the Toronto Bike Plan;

- (iv) Street connection(s) from Warden Avenue to the TTC Warden Station site;
  - (v) Street connection to Warden Avenue south of the Hydro Corridor;
  - (vi) Street connection to Warden Avenue opposite Firvalley Woods Park; leading to the Bell Estate building;
  - (vii) Street connection to Warden Avenue south of the potential supermarket;
  - (viii) Street connection to Warden Avenue opposite Firvalley Court;
  - (ix) Pedestrian walkway connection to Warden Avenue opposite Cataraqui Crescent;
  - (x) Street connection to Warden Avenue opposite Warden Avenue Public School;
  - (xi) Pedestrian walkway connection between 350 Danforth Road and Santamonica Boulevard;
  - (xii) Street connections to Danforth Road; and
  - (xiii) Pedestrian connections to schools.
- (c) Connections to TTC bus and subway stations, stops, and terminals:
- (i) To provide a linkage between the developments north of St. Clair Avenue to the TTC Warden Station, a possible new bridge west of the existing TTC subway line should be considered to replace the existing pedestrian bridge across the Massey Creek north of St. Clair Avenue; a staircase should be provided to link the bridge and the street level of St. Clair Avenue on the south side;
  - (ii) As an alternative to the pedestrian bridge and staircase described above in item i), an overpass across the TTC tracks at the south-east corner of the TTC north parking lot site may be considered;
  - (iii) A well-integrated pedestrian link through the development at the southeast corner of Warden Avenue and St. Clair Avenue, and the TTC Warden Station;
  - (iv) One or more pedestrian walkway connections between Santamonica Boulevard and the TTC Warden Station;
  - (v) Mid-block breaks and walkways near TTC stops along Warden Avenue and Danforth Road.

- (vi) To provide a linkage between the developments north of St. Clair Avenue to the TTC Warden Station, a possible new bridge west of the existing TTC subway line should be considered to replace the existing pedestrian bridge across the Massey Creek north of St. Clair Avenue; a staircase should be provided to link the bridge and the street level of St. Clair Avenue on the south side;
  - (vii) As an alternative to the pedestrian bridge and staircase described above in item i, an overpass across the TTC tracks at the south-east corner of the TTC parking lot may be considered, and
  - (viii) Connections, via the green pedestrian corridor, between the Warden Woods developments south of St. Clair Avenue and the Warden Subway Station.
- (d) Connections to the existing open spaces and new parks and open spaces:
- (i) Visual and physical linkage between the park north of St. Clair Avenue and Massey Creek/St. Clair Avenue;
  - (ii) Connections from the proposed “Green Pedestrian Corridor” to: Warden Woods Trail at the south-west corner of St. Clair and Warden Avenue, the Massey Creek ravine north of St. Clair, the new parks, and the street networks serving the new residential and mixed use areas; and
  - (iii) A pedestrian walkway along the northern edge of Massey Creek ravine north of St. Clair Avenue, connecting the developments on the TTC north parking lot site to Warden Avenue.

#### 1.4 Public Buildings and Facilities

- Locate public buildings and facilities such as a community centre and health services on or close to arterial roads, and design them to be the focal points of the community.
- Maximize visibility and accessibility by locating the community facilities at ground level. When the building fronts onto two streets, locate the facilities at the corner near the intersection.
- Enhance the quality of the public realm by providing articulated architectural details and adequate fenestration.

### 1.5 Public Safety

Public safety will be one of the key considerations for the planning and design of Warden Woods Community. The design of buildings, streetscapes, parks and other spaces should strive to promote a sense of safety and reduce the incidence and fear of crime.

- Building entrances should be directly accessible from public sidewalks or walkways.
- On street parking should be permitted, where appropriate, to shield pedestrians from traffic.
- All outdoor spaces should be designed in accordance with recognized “Crime Prevention Through Environmental Design” (CPTED) principles.
- Natural surveillance opportunities are encouraged by strategically orienting building entrances and other active uses near vulnerable areas.
- Buildings should be designed to promote their safe use and the safe use of adjacent streets and open spaces.

### 1.6 Views and Gateways

New and existing distinct places and features contribute to a memorable and legible public realm and play an important role in creating a sense of place. These may include heritage buildings, potential public art installations, and significant public or private buildings. View corridors should be created to celebrate and enhance these places and features.

- Create view corridors leading to the following:
  - (a) The community centre (See 3.4 The Community Centre and Surrounding Area);
  - (b) The Bell Estate (See 3.6 The Streets Leading to the Bell Estate Building);
  - (c) Potential public art installations (See 4. Public Art and Cultural Heritage and the attached Conceptual Master Plan for locations);
  - (d) The parks; and
  - (e) Other view termini.

Key entranceways or gateways to the community help to create and strengthen the community identity. Special architectural and streetscape treatments should be considered for these locations. Detailed treatments should be determined based on the location and the significance of the entranceway/gateway and may include taller buildings, corner buildings, distinct architectural features, and upgraded streetscape treatments.

- Create gateways at strategic locations such as:
  - (a) Intersection of Warden Avenue and Firvalley Court (See 3.8 The Firvalley Court Node);
  - (b) Intersections of Danforth Road and streets leading from Danforth Road to the park south of St. Clair Avenue;
  - (c) Intersection of Warden Avenue and the new street opposite the Warden Avenue Junior Public School (See 3.10 The Gateway opposite the Warden Avenue Junior Public School);
  - (d) Intersection of Warden Avenue and the new street leading to the community centre (See 3.4 The Community Centre and Surrounding Area); and
  - (e) The north-east and south-east corners of Warden Avenue and St. Clair Avenue.

## **2. Guidelines for Built Form**

Buildings in the Warden Woods Community Secondary Plan Area will frame the edges of streets and parks, promote community identity at prominent locations, and support a pedestrian friendly environment.

### 2.1 Building Heights, Setbacks, and Build-to Zones

A variety of building forms and types are encouraged within the Warden Woods Community Secondary Plan Area. These may include high-rise mixed use buildings, mid-rise mixed use or residential buildings, and low-rise residential buildings such as townhouses, and single or semi-detached dwellings.

Buildings are required to be set back from the street lines to provide transition from the public realm to the buildings.

In order to create a continuous street edge to frame and animate the public realm and to minimize the impact of curb cuts and surface parking, buildings may also be required to fill the “build-to zone” by occupying a certain percentage of the frontage.

- **Building Heights**

Locate low-rise buildings (single or semi-detached dwellings and townhouses) in the areas away from the major arterial roads, and in areas adjacent to existing low density residential communities.

Mid-rise buildings from 4 to 8 storeys are encouraged generally along the Warden Avenue and Danforth Road frontages.

Taller buildings from 9 to 12 storeys (possibly combined with low-rise to mid-rise components) should be located north of St. Clair Avenue around the southern portion of the new park.

The tallest buildings (12 storeys or above) should be located at the south-east corner of Warden Avenue and St. Clair Avenue.

- **Setbacks**

Building setbacks from the arterial street lines should be 3-5 metres to allow for a high quality pedestrian environment, including generous space for tree growth, landscaping, and street furniture, while bringing buildings close enough to the streets to frame and animate them. The 3-5 metre setback will also help to ensure that parking occurs in the rear or on the side of the building.

Setbacks for low-rise residential buildings in the interior of the Secondary Plan Area should be 3-6 metres. Above grade projections such as stairs, porches, and bay windows will be permitted within the setback area. However, no below-grade projections (i.e. foundations) that could interfere with servicing access will be permitted in the setback area.

- **Build-to Zones**

In general, on Warden Avenue, St. Clair Avenue, and Danforth Road, when the lot frontage is 30 metres or above, buildings should fill the lot frontage to a minimum of 70% with a minimum of 2 storeys (1 storey for the potential super market) of the building mass. When lot frontage is less than 30 metres, buildings are required to fill 60% of the lot frontage with a minimum of 2 storeys of the building mass.

## 2.2 Parking and Servicing

- Minimize the impact of garages by locating them behind the buildings or by providing underground parking where possible, especially along parkside streets and streets leading to the parks and other key destinations such as the community centre, the Bell Estate Building, etc.
- Where possible, underground access ramps should be incorporated into the ground floor of buildings.
- Where servicing and access ramps are within the block interiors, they should be incorporated into the landscape design, and not dominate the private landscaped areas.
- Surface parking for apartments should be minimized and limited to spaces assigned for visitors.

- Surface parking lots should be well landscaped. One shade tree per five parking spaces should be provided and organized as “islands” or “peninsulas”. (Commuter parking facilities in the Hydro Corridor, will not be subject to this requirement, but should be designed to provide as comfortable an environment as possible, recognizing the constraints imposed by the Hydro transmission facilities).
- Parking, automobile drop-off and servicing access should be designed to minimize potential impact on the continuity of the public sidewalk and regularity of street tree planting.
- Shared rear driveways and service courts between or behind buildings are encouraged.
- Where appropriate, adequate bicycle parking should be provided for apartments, commercial developments, community centre and other community service facilities, and parks.

### 2.3 Low-rise Residential Buildings

Townhouses, single-detached and semi-detached dwellings should be designed to have grade-related living spaces, strong emphasis on the front entrance, adequate spacing between buildings, and variety in overall architectural expressions. Impact of the garages and driveways should be minimized.

- Refer to the City of Toronto Infill Townhouse Guidelines for additional guidance on townhouse design.
- Rooflines: A variety of ridge orientations and massing, including front gable and side gable roofs are encouraged.
- The main entrance: The main entrance should have visual dominance in the composition of the front façade of the building. A porch or balcony is encouraged as part of the main entry. Overhangs or recesses are encouraged to provide shelter. The use of transoms, sidelights or door glazing is encouraged to provide natural light to the interior of the house.
- Porches and verandas: Porches and verandas should be deep enough for seating, be integrated in the front elevation to provide a connection between the house and the street, and to add to community safety by promoting “eyes on the street”.
- Projecting elements: Projecting elements are encouraged to add detail and variety to the building elevation. These items include: bay windows, bow windows, entry stoops, porches, porticoes, roof extensions, cantilevered elements, buttresses, roof dormers, balconies, chimney projections, and alcoves.
- Where possible, roof vents and gas vents should be located so as not to be visible from street, or located close to the ridgeline. All roof and gas vents should be coloured or painted to match the roof colour.



- Utility service meters and mechanical equipment such as meters for gas, hydro, and water, and cable and telephone connection boxes, should be carefully located and screened to minimize the visual impact.
- Integral front garages should be properly recessed into the house form without creating large shadowed areas in front of the garages. The distance from the outside edge of the second storey overhang to the garage wall should not exceed 1.5 metres.
- The width of the driveway leading to the garage shall not exceed the exterior width of the garage.
- Corner lot: All exposed elevations (front, flankage and rear) of the building should be given special attention in relation to architectural design, detailing, and finishes. Architectural features such as wrap-around porches, turrets or bay windows are encouraged. Fencing should be provided on all flankage lots where the side yard is exposed to the street. Corner lot fencing should be consistent in detail, colour, and material.
- Rear and Side Yard: Where buildings are visible from streets, public walkways, parks or other significant open spaces, the exposed elevations should have similar quality and treatment of detail as the front elevation. Where portions of the first floor elevation are not visible due to fencing, greater attention should be given to the architectural treatment of all remaining visible portions of the elevation, including the second floor and the roof.

#### 2.4 Stacked Townhouses

- In general, in order to promote a continuous streetscape, ensure privacy, and encourage grade-related access to the units, below-grade entrances and patios are discouraged, especially along Warden Avenue, St. Clair Avenue, and Danforth Road.
- Where below-grade entrances and patios are provided, a minimum of 50% of the units on each block face should have above grade entrances and amenity spaces.
- Where appropriate, locate the bedrooms at the lower level and replace the below-grade patios with window wells and landscaping. Locate the entrances above grade and provide decks on the second storey as amenity spaces.
- Entrances should have a grade-related appearance. Exterior steps leading to the upper level units should not exceed 1.5m above grade. The depth of the below-grade patio should not exceed 0.8 metre below grade.
- Buildings should be massed to have a pedestrian friendly scale and appearance. Step-backs, projecting elements, and enhanced streetscape features are encouraged to provide transition between the building and the sidewalk.
- The below-grade patio should be a usable space with a minimum size of 3.1m by 3.1m.
- Allow for a minimum of 15 metres facing distance between building blocks.

- All elements of the building facing the street should be designed to contribute to a positive image of the public realm. Pavilions and fencing for the upper level terraces should be designed with the same level of design quality as the building.
- Window, doors, and articulated architectural treatment should be provided on side elevations facing streets and walkways to promote pedestrian safety and to animate the public realm.
- Underground garages should be provided to minimize surface parking and allow for high quality landscaping and amenities.

#### 2.5 Mid-rise (4-8 storeys) and Taller Buildings (9-12 storeys)

- Buildings should be sited to be parallel to the street edges with the primary elevation facing the major street.
- Where appropriate, provide animated ground floor uses such as retail and community service facilities to reinforce the public realm.
- Fit within a 45-degree angular plane projecting from the property line between the subject site and the adjacent low-rise residential site.
- Buildings should be sited and massed to form usable landscaped courtyards or other open spaces within a block.
- Buildings should be designed with a pedestrian friendly scale by incorporating elements such as base buildings, step-backs, horizontal architectural expressions, and/or low-rise components where appropriate.

#### 2.6 Tallest Buildings (12 storeys and above)

See Section 3.3 Landmark Buildings at Warden Avenue/St. Clair Avenue Intersection.

### **3. Guidelines for Priority Areas**

The priority areas are the areas that have the most significant impact on the quality and character of the new Warden Woods Community. The following special guidelines should be considered for these areas.

#### 3.1 The Arterial Road Frontages

With the current and future developments in the Warden Woods Community Secondary Plan Area and building on the opportunities created by direct access to the transit system, the frontage areas along Warden Avenue, St. Clair Avenue, and Danforth Road have the potential to be transformed into vibrant and attractive places where people can live, work, shop, and play, and should be designed to support this vision.

- Grade level public spaces such as community service facilities, retail, and commercial uses serving the local community, as well as residential uses, are encouraged at appropriate locations to support an animated public realm.
- In general, mid-rise mixed-use buildings (4 to 8 storeys) are encouraged along Warden Avenue and Danforth Road frontages, except for areas near the Warden Avenue and St. Clair Avenue intersection, where taller mixed-use buildings (9 storeys and above) are promoted to take advantage of the close proximity to the TTC Warden Station.

Priority locations for mid-rise buildings are:

- (a) Warden Avenue frontage at the former Warden Power Centre;
  - (b) Warden Avenue frontage opposite the Warden Avenue and Firvalley Court intersection;
  - (c) Warden Avenue frontage adjacent to the potential supermarket;
  - (d) Warden Avenue frontage opposite the existing Warden Woods Community Centre (owned by the Mennonite Conference of Eastern Canada) and the Firvalley Plaza;
  - (e) Warden Avenue frontage opposite the Warden Avenue Junior Public School; and
  - (f) Danforth Road frontage at the former Lily-Cup building site.
- Over time, ground floor uses may change to adapt to a variety of community needs. The design of buildings along the arterials should anticipate potential changes in the future. A floor-to-ceiling height of at least 3.6 metres for grade level spaces should be provided to allow for flexibility, especially at the above noted priority locations for mid-rise buildings.
  - Buildings should have high quality architectural design, grade-related entrances, and adequate fenestration to frame, define, and animate the street edge.
  - Upgraded streetscape treatments such as pedestrian scale lighting, special paving, and enhanced landscaping should be provided. Detailed treatments need to be coordinated between the public and private realm.

### 3.2 The TTC Station and Facilities

Detailed guidelines will be developed concurrently with the design of the new station and will be included in this document at that time.

### 3.3 Landmark Buildings at Warden Avenue/St. Clair Avenue Intersection

With direct access to the TTC Warden Subway Station, the Warden Avenue/St. Clair Avenue intersection is a significant intersection in the Secondary Plan Area. Future developments at the south-east corner should be designed as landmark buildings with proper heights, density, and design

excellence. Open Spaces at the south-west, north-west, and north-east corner should be protected and enhanced.

- This location is where the tallest buildings (12 storeys and above) in the Warden Woods Community should be.
- Buildings taking the form of point towers with podiums or base buildings will define the streets, and emphasize the significance of the intersection.
- The buildings may also take the form of a combination of a tall building at the corner and mid-rise building(s) along Warden Avenue, with a shared podium/base building. One large and continuous building mass along Warden Avenue should be avoided.
- The tallest buildings should be located close to the intersection and the street edges to frame the streets and to minimize the visual impact on the existing Santamonica area to the east. Shadow impacts, views, and micro-climate conditions are important considerations in determining appropriate building location, height, and massing.
- A direct and clear pedestrian passageway should be designed as part of the development to make a publicly accessible, weather-protected connection between the Warden Avenue and St. Clair Avenue intersection and the TTC Warden Station.
- A public art installation should be considered a priority for this location.

### 3.4 The Community Centre and Surrounding Area

If a community centre is developed in combination with the public park north of St. Clair Avenue:

- The building should be located at the end of the street between Warden Avenue and the park, fronting onto the park-side street, facing Warden Avenue, to provide easy access and good visibility.
- Upgraded streetscape treatments such as special paving and pedestrian-scale lighting should be provided to enhance the quality of the streets leading to the Park and the Community Centre.
- The community centre should be designed with attention to architectural detail respecting its public accessibility and visibility from all sides. A rear entrance and a walkway leading to the park-side street to the east should be provided.
- A public art installation at the community centre location or the nearby intersection at Warden Avenue should be considered a priority.

### 3.5 Park-side Streets and Buildings

Where possible, park-side streets should be provided between the parks and the developments to enhance accessibility, visibility and safety, and to provide on-street parking opportunities to support

the parks' functions.

- Where possible, new buildings adjacent to the parks should front onto the public streets, facing the parks.
- For buildings adjacent to the parks, to the extent possible, minimize the impact of driveways, garages, and parking areas by locating them at the side or back of the buildings or underground.
- Enhance the quality of park-side streets and major streets leading to the parks by providing upgraded streetscape treatment such as pedestrian scale lighting, special paving, decorative fencing, and abundant landscaping.

### 3.6 The Streets Leading to the Bell Estate Building

The Bell Estate Building is one of the key cultural resources in the Secondary Plan Area and should be considered as one of the focal points.

- A north-south park-side street should be provided along the western boundary of the park south of St. Clair Avenue, and aligned to lead to the Bell Estate Building.
- The views towards the Bell Estate Building should be an important consideration in the design of the surrounding buildings and open spaces. In particular, the area to the west of the stormwater management pond should be carefully designed. Two alternatives may be considered:
  - (a) The area may be designed as an open space area or landscaped parking area, without buildings, to maintain an open view towards the Bell Estate Building from the park and the associated storm water management pond;
  - (b) Alternatively, a row of low-rise buildings may be provided to frame the park-side street and the view corridor leading to the Bell Estate Building.

### 3.7 The Green Pedestrian Corridor

A continuous "Green Pedestrian Corridor" extending from Danforth Road to the north end of the Secondary Plan Area will be created as a north-south pedestrian spine connecting all areas of the new community, and to provide a high-quality, safe, and convenient connection from the new community to the Warden Subway Station.

- The "Green Pedestrian Corridor" will consist of open spaces with walkways and/or trails, sidewalks along public streets, and other necessary elements such as staircases leading from the street level on St. Clair Avenue to the former CN bridge and the potential new pedestrian bridge west of the TTC tracks.

- The former CN bridge over St Clair Avenue East should be considered for re-use as a pedestrian bridge to link the northern and southern portions of the “Green Pedestrian Corridor”.
- Where appropriate, landscaping and public amenities such as lighting and seating will be provided in the corridor. Public safety will be a key consideration.
- The corridor should be designed to be as direct as possible to encourage pedestrian movement in the area.

### 3.8 The Firvalley Court Node

At the intersection of Warden Avenue and Firvalley Court, there is a small commercial/institutional node with existing traffic lights, a street leading to the existing Firvalley/Cataraqui community, Warden Woods Community Centre, and the Firvalley Plaza. This node could be further enhanced in conjunction with development on the east side of Warden Avenue.

- Any extension of Firvalley Court to the new park south of St. Clair Avenue should be designed with continuous pedestrian friendly streetscape by minimizing driveways and curb cuts.
- The buildings around the intersection are encouraged to take the form of mid-rise buildings with ground floor retail or other public uses, and should be designed with articulated architectural details and features.
- Particular attention should be given to the corner treatments of the buildings.
- Upgraded landscaping and pedestrian amenities should be provided to enhance the street corners.
- A public art installation should be considered as a priority for this location.

### 3.9 The Pedestrian Connection from Cataraqui Crescent to the Park South of St. Clair Avenue

A walkway connection opposite Cataraqui Crescent is an important pedestrian linkage between the existing Firvalley/Cataraqui neighbourhood, the park south of St. Clair Avenue, and the new Warden Woods community.

- Where possible, the walkway should be designed as part of the public street system.
- The building elevations facing the walkway should have articulated design and adequate fenestration to animate the public realm and ensure pedestrian safety. Building entrances facing the walkway and connections to the walkway should be provided.
- High quality landscaping and pedestrian amenities including trees, shrubs, and lighting should be provided.

### 3.10 The Gateway Opposite the Warden Avenue Junior Public School

The intersection of Warden Avenue and the proposed new street opposite the Warden Avenue Junior Public School is one of the main gateways to the southern portion of the new Warden Woods Community.

- The existing pedestrian crosswalk should be relocated to align with the new street.
- The buildings around the intersections should be designed to form an entry way to the area. Corner buildings are encouraged. Buildings on the new street should front onto the street wherever possible.

### 3.11 The Potential Supermarket

If a large site on Warden Avenue is to be redeveloped to accommodate a supermarket and associated retail stores, planning and design of the site should contribute to the overall vision for the area.

- New buildings should be located in such a way that they form edges on Warden Avenue and the potential public street near the southern boundary of the site.
- Internal layouts should be designed to accommodate main entrances on Warden Avenue.
- All sides of the buildings that face an abutting public street should include at least one customer entrance and should be designed to include windows and/or other features which enhanced streetscapes.
- A portion of any street elevation should include windows placed at eye level for pedestrians to see into the building. To promote visibility and a better sense of public safety, these openings should not be completely obscured with advertising.
- Entrances and exits should be planned to permit logical and safe connections with existing or future TTC stops.
- New buildings with long facades should be massed and articulated by design elements including texture, punctuation, canopies, transparency, and the vertical expression of structural bays so that the scale of larger buildings does not overwhelm streetscapes.
- New buildings should incorporate traditional horizontal expressions such as building bases, lintels, sills, cornices, and roof lines.
- A variety of materials, colours, or exterior treatments is encouraged. Extensive blank facades should not be exposed to the public streets.
- Canopies, cantilevers, arcades, and awnings are encouraged as weather protection measures.
- Rooftop mechanical equipment should be screened from public view.

- Loading, service and garbage areas should not be located along or visible from the public streets, and should be designed and screened with a fence or landscaping to mitigate impacts on adjacent properties.
- Large surface parking areas should be broken up visually through the provision of landscaping within the parking area.
- The parking lot should be designed to screen parked cars from the public sidewalk with: low, dense planting; a low wall; trees; berms; or a combination of the above.
- Driving aisles and vehicular access routes within a large site should be designed as extensions of the public realm, with connections to adjacent roads and routes, and pedestrian sidewalks connecting to public sidewalks.
- Buildings and the parking lot should be designed to encourage informal surveillance of parking lots at all times from the building, from public streets, or from adjacent development.
- Adequate lighting should be provided at all building entrances, along pathways, through out the parking lot, and along routes to transit stops. Potential entrapment spots such as service lanes and loading docks should be illuminated.

### 3.12 Creating a Comfortable Interface Between Industry and Sensitive Land Uses.

A variety of measures may be used to minimize land use conflicts between industry and sensitive land uses, including:

- (a) Maintaining separation distances;
- (b) The use of berms, walls, fences, vegetation, screening and other measures;
- (c) The use of source controls (at the industry);
- (d) The use of destination controls (at the sensitive use) such as the location and orientation of buildings and activity areas, noise attenuation measures for the exterior façade (window and wall treatments) and the use of central air conditioning or air conditioning units.

## **4. Guidelines for Public Art and Cultural Heritage**

There should be a range of public art installations, some of which should reflect the area's history and identity. Potential public art locations are identified as the following (see attached Conceptual Master Plan):

- (a) South-west end of the park south of St. Clair Avenue;
- (b) South-east corner of Warden Avenue and St. Clair Avenue;



- (c) In front of the potential community centre, or at the intersection of Warden Avenue and the street leading to the community centre; and
- (d) At the intersection of Firvalley Court and Warden Avenue.

Development will incorporate, where possible and appropriate, elements representing the heritage and history of the area through:

- (a) Incorporating heritage elements, themes, or commemoration into building design;
- (b) Incorporating heritage elements, themes, or commemoration into the design of view corridors and open spaces;
- (c) Public art installations;
- (d) Creating historic markers and plaques; and
- (e) Introducing historically relevant names for new streets, community centre, and other public places in the Warden Woods Community.

