

Gerrard-Carlaw Planning Study-City-initiated Official Plan Amendment - Preliminary Report

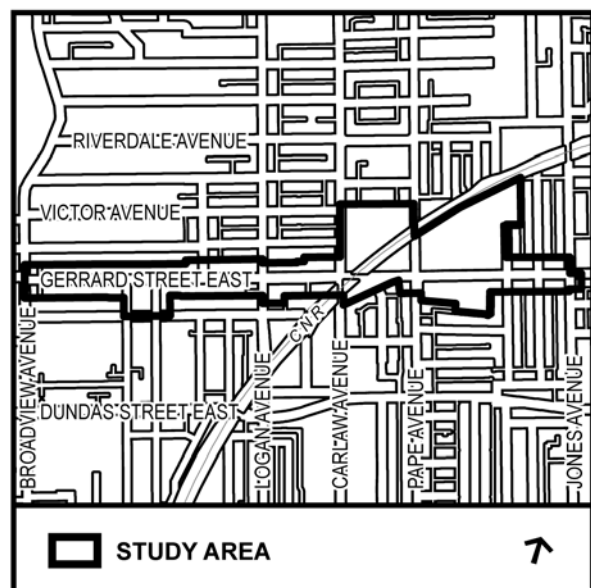
Date:	June 4, 2018
To:	Toronto and East York Community Council
From:	Acting Director, Community Planning, Toronto and East York District
Wards:	Ward 30 – Toronto Danforth
Reference Number:	18 153757 SPS 00 OZ

SUMMARY

On February 1, 2018, City Council adopted a motion directing the Chief Planner and Executive Director, City Planning, to prepare a draft terms of reference for a planning study in the Gerrard-Carlaw area to achieve transit supportive development in the context of neighbouring low-rise residential uses and broader City-building objectives in recognition of the transit investments being made for the proposed Gerrard-Carlaw SmartTrack/Relief Line interchange station, in consultation with the local Councillor and community members.

The purpose of this report is to outline the draft Terms of Reference and establish the parameters of the study including study area and scope. The report further addresses timelines and resource requirements. This report seeks Community Council’s directions on the study and overall community consultation process.

Planning staff anticipate presenting the draft terms of reference to the community for comment and refinement and initiating the study by Q2 or Q3 of 2019.



RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff be directed to schedule a community consultation meeting together with the Ward Councillor to present the draft Terms of Reference for comments and refinements, as set out in Attachment #2 to the report (June 4, 2018) from the Acting Director, Community Planning, Toronto and East York District.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.
3. Staff be directed to report back to Toronto and East York Community Council on the results of the community consultation meeting, the final Terms of Reference and with a completed area profile in Q3 of 2019.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

On February 1, 2018, through item MM36.30, City Council adopted a motion directing the Chief Planner and Executive Director, City Planning, to prepare a draft terms of reference for a planning study to achieve transit supportive development in the context of neighbouring low-rise residential and broader City-building objectives in recognition of the transit investments being made for the proposed Gerrard-Carlaw SmartTrack/Relief Line interchange station, in consultation with the local Councillor and community members, and request the Chief Planner and Executive Director, City Planning to report to the Toronto and East York Community Council in the second quarter of 2018 on the proposed study timelines and resource requirements.

The minutes from this Council meeting and item can be viewed at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.MM36.30>

The Gerrard-Carlaw area has been identified as one of six locations for new SmartTrack/GO Stations.

In July 2016, City Council considered the report EX16.1 Developing Toronto's Transit Network Plan to 2031, and approved a SmartTrack project scope based on an Initial Business Case prepared by Metrolinx, including a SmartTrack Stations Program with six new SmartTrack stations on the Kitchener and Stouffville/Lakeshore East GO corridors.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.EX16.1>

In November 2016, City Council considered the report EX19.1 Transit Network Plan Update and Financial Strategy, and endorsed a Summary Term Sheet that established terms and conditions for funding the SmartTrack Stations Program. The Summary Term Sheet also established a Stage Gate Process developed by the City and the Province that allows for key decisions at defined stages of the project. City Council committed to fund the preliminary planning and design costs for SmartTrack and directed staff to work with Metrolinx to complete the planning and design for the new stations.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.EX19.1>

In April 2018, City Council considered the report EX33.1 Implementation of the SmartTrack Stations Program and the Metrolinx Regional Express Rail Program, confirming that the Stage Gate Process as articulated in the November 2016 report had Stage 5 conditions satisfied, and proposing a funding and financing strategy.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.EX33.1>

Provincial Policy Statement and Provincial Plans

Section 2 of the *Planning Act* outlines matters of provincial interest, which City Council shall have regard to in carrying out its responsibilities. The matters include:

- the orderly development of safe and healthy communities;
- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- the conservation of features of significant architectural, cultural, historical and archaeological or scientific interest;
- the appropriate location of growth and development; and
- the promotion of a built form that is well-designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

The Provincial Policy Statement (2014) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- Protection of the natural and built environment;

- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- Residential development promoting a mix of housing types and affordability to meet projected requirements of current and future residents; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit;
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character; and
- Providing that significant built heritage resources and significant cultural heritage landscapes shall be conserved.

The City of Toronto uses the PPS to guide its Official Plan and to inform decisions on other planning and development matters. The PPS is issued under Section 3 of the *Planning Act* and all decisions of Council affecting land use planning matters "shall be consistent with" the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

The Growth Plan for the Greater Golden Horseshoe (2017) provides a strategic framework for managing growth in the Greater Golden Horseshoe region including:

- Setting minimum density targets within settlement areas and related policies directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, cultivate a culture of conservation and promote compact built form and better-designed communities with high quality built form and an attractive and vibrant public realm established through site design and urban design standards;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Building complete communities with a diverse range of housing options, public service facilities, recreation and green space that better connect transit to where people live and work;

- Retaining viable employment lands and encouraging municipalities to develop employment strategies to attract and retain jobs;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure;
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas; and
- Conserving heritage resources in order to foster a sense of place and benefit communities, particularly in strategic growth areas.

The Growth Plan builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

In accordance with Section 3 of the Planning Act all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

Policy 5.1 of the Growth Plan states that where a municipality must decide on a planning matter before its official plan has been amended to conform with this Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of its decision as it relates to the policies of the Growth Plan which require comprehensive municipal implementation.

Staff will be applying the Provincial Policy Statement and Growth Plan to the Study, ensuring that the outcomes of the study are consistent with the PPS (2014) and conform with the Growth Plan (2017).

Official Plan

The land use policy context anticipates and encourages intensification along this portion of Gerrard Street, which is identified as an *Avenue* on Map 2 – Urban Structure in the Official Plan. The majority of the lands within the study area are designated *Mixed Use Areas* within the Official Plan, with some areas designated *Parks* on the south side of Gerrard Street. The lands surrounding the study area are predominantly designated *Neighbourhoods*. Further south are lands designated *Employment Areas*.

Section 2.2.3 Avenues: Reurbanizing Arterial Corridors

Avenues are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities, while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents.

The *Avenues* will be transformed incrementally. They will change building-by-building over a number of years. The framework for new development on each *Avenue* will be established through a local *Avenue* study, created in consultation with the local community.

Planning studies on *Avenues* are intended to create a vision and implementation plan to show, among other matters:

- how the streetscape and pedestrian environment can be improved;
- where public open space can be created and existing parks improved;
- where trees should be planted;
- how use of the road allowance can be optimized and transit service enhanced.

Section 4.5 Mixed Use Areas

The *Mixed Use Areas* designation permits a broad range of commercial, residential and institutional uses and includes policies and development criteria to guide development and its transition between areas of different development intensity and scale.

Among the development criteria for *Mixed Use Areas* are:

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

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

The majority of the properties surrounding the study area are designated *Neighbourhoods* in the Official Plan, which are considered to be physically stable areas. Policy 2 of Section 2.3.1 – "Healthy Neighbourhoods" states that developments in *Mixed Use Areas* that are adjacent or close to *Neighbourhoods* will:

- Be compatible with those *Neighbourhoods*;
- Provide a gradual transition of scale and density through the stepping down of buildings towards and setbacks from those *Neighbourhoods*;
- Maintain adequate light and privacy for residents in those *Neighbourhoods*; and
- Attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those *Neighbourhoods*.

Section 4.3 Parks and Open Space Areas

The *Parks and Open Space Areas* designation generally prohibits development within Parks and Other Open Space Areas except for recreational and cultural facilities, conservation projects, cemetery facilities, public transit and essential public works and

utilities where supported by appropriate assessment. These areas generally include the parks and open spaces, valleys, watercourse and ravines, golf courses and cemeteries that comprise a green open space network in Toronto.

Section 4.6 Employment Areas

The Official Plan describes *Employment Areas* as "hothouses where we grow our enterprises and jobs", and recognizes that businesses increasingly require flexibility in order to compete effectively in the global economy.

A broad and inclusive approach to employment uses in *Employment Areas* is needed for the City's economic future. Uses that support the prime economic function of *Employment Areas*, such as parks; small scale retail stores and services to meet the daily needs of business and employees; and restaurants must also be readily accessible within *Employment Areas*. Uses that detract from the economic function of these lands will not be permitted to locate in *Employment Areas*.

Site and Area Specific Policy 154 (SASP 154) applies to lands located in the Carlaw-Dundas area. The SASP allows for a mix of employment and residential use with conditions.

Zoning

The majority of the study area is zoned MCR T2.5 C1.0 R2.5 and MCR T2.5 C2.0 R2.0 under the former City of Toronto Zoning By-law No. 438-86. The zone permits a wide range of commercial and residential uses with a maximum density of 2.5 times the area of the lot. The maximum permitted height is 14 metres.

The majority of the study area is zoned CR 2.5 (c1.0; r2.5) SS2 and CR 2.5 (C2.0; r2.0) SS2 under City-wide Zoning By-law 569-2013, which is currently under appeal at the Ontario Municipal Board (OMB) and is not in-force and in-effect. The zoning permissions are consistent with those outlined in Zoning By-law 438-86.

There are some properties within the study area that are zoned G (Parks Zone) and R4 Z1.0 (Residential Zone) under the former City of Toronto Zoning By-law 438-86.

There are some properties within the study area that are zoned O and OR (Open Space Zone) under City-wide Zoning By-law 569-2013.

Heritage Conservation District

The Riverdale Heritage Conservation District includes the properties on First Avenue and is located directly adjacent to the properties on the south side of Gerrard Street East included in Study Area 'C'.

City-Wide Tall Building Design Guidelines

In May 2013, Toronto City Council adopted the updated City-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of all new and current tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts. The City-wide Guidelines are available at <http://www.toronto.ca/planning/tallbuildingdesign.htm>

Avenue and Mid-Rise Buildings Guidelines

Toronto City Council at its meeting of July 8, 2010 adopted the recommendations contained in the staff report prepared by City Planning entitled Avenues and Mid-Rise Buildings Study and Action Plan, with modifications. The main objective of this study is to encourage future intensification along Toronto's "Avenues" that is compatible with the adjacent neighbourhoods through appropriately scaled and designed mid-rise buildings.

The Avenues and Mid-rise Buildings Study identifies a list of best practices, categorizes the Avenues based on historic, cultural and built form characteristics, establishes a set of performance standards for new mid-rise buildings, and identifies areas where the performance standards should be applied.

The Performance Standards are intended to be used as tools to implement both the Official Plan's Avenues and Neighbourhoods policies, maintaining a balance between reurbanization and stability. The Performance Standards provide guidance pertaining to size, shape and quality of mid-rise buildings and are intended to implement Section 2.3.1 of the Official Plan.

Complete Streets Guidelines

The City's Complete Street Guidelines are now available, and will be considered by the Public Works and Infrastructure Committee. These guidelines focus on improving safety and accessibility for all street users in Toronto, and acknowledge the vital role streets play in creating a sense of place. They are intended to assist in implementing the vision for Toronto's streets set out in the City's Official Plan. The Complete Streets Guidelines are available at www.toronto.ca/completestreets.

Draft Privately Owned Publicly-Accessible Space ("POPS") Guidelines

Guidelines respecting the design and development of POPS were presented to Planning and Growth Management Committee in 2014. These guidelines assist in the interpretation of the OP Public Realm and Built Form policies related to shaping private open spaces. The POPS Guidelines are available at www.toronto.ca/planning/POPS.

COMMENTS

Transit Planning Context

The Gerrard-Carlaw Planning Study is directly tied to the provision of significant transit infrastructure that includes the proposed Gerrard-Carlaw SmartTrack Station design and planning, as well as the proposed Gerrard Relief Line Station. The transit services will be well integrated and will result in the Gerrard-Carlaw area becoming one of the most transit –accessible locations in the City. The connectivity and integration between the transit infrastructure and future development within the study area will be critical to its success as a transit-oriented development and achieving a complete community.

Terms of Reference

Staff have prepared a draft Terms of Reference (ToR) as set out in Attachment #2.

The ToR is an important document to move the study forward and will be reviewed with the community prior to being finalized.

Resource Requirements

The Gerrard-Carlaw planning study will be a multi-disciplinary review to be conducted as a comprehensive and integrated planning study. The study will be led by the City Planning Division (Community Planning with support from SIPA, Transportation Planning, Urban Design and Heritage Preservation Services). Transportation Services and Parks, Forestry and Recreation Divisions will also support the study as required. It is anticipated that the Study will require the retention of consultants to support Urban Design, Heritage Preservation Services and Transportation Planning. The City will also need to retain an independent facilitator to engage and lead community engagement. City Planning will make any necessary budget requests via the 2019 Capital Budget process.

Study Area

There are three study areas: Study Areas 'A', 'B' and 'C', as illustrated on Attachment #1. These study areas were selected based on land use, lot size and proximity to the proposed Gerrard-Carlaw SmartTrack Relief Line interchange station. The lands within the study area are predominantly designated *Mixed Use Areas*, which are targeted for growth and intensification. There are also lands designated as *Parks and Open Space Areas* within the study area, which are not targeted for growth but can support green connections to the station and improvements to the public realm. A project Study Area for the Community Services and Facilities Strategy will include lands within a 1000 metre radius surrounding the corner of Gerrard Street and Carlaw Avenue.

The sites within Study Area 'A' are larger in size and will need to be evaluated for their development potential in order to develop policy objectives and framework that supports transit supportive development. Study Areas 'B' and 'C' reflect a lot fabric generally comparable to many Avenues within the Toronto and East York District.

Scope of Work

In order to determine the appropriate land-use mix within the study areas, City Planning staff will undertake a scope of work that will include:

- Completing an area profile report which provide information on the existing policy framework, demographics, community facilities and infrastructure.
- Developing a Vision Statement for the study area with the local community.
- Developing a streets and blocks strategy which will demonstrate how larger sites can redevelop to support mixed use development in association with the planned transit infrastructure;
- Developing built form and urban design guidelines to provide a framework and development standards to guide the massing and organization of buildings;
- Updates to the Official Plan and Zoning designations within the Core Study Area as required.
- Ensuring connectivity to the transit stations and surface transit routes, as well as public realm and streetscape opportunities.
- An inventory of existing parks, open spaces and streetscapes within the study area. This will also include identifying needed improvements and locations for new parks and open spaces.

Community Engagement

The study will include a series of four to five community meetings, as needed, which may take the form of formal meetings, workshops and charrettes. The first meeting is anticipated to occur in the second or third quarter of 2019, with additional meeting dates to be determined.

A Stakeholder Advisory Committee (SAC) will be established to maintain ongoing communication and feedback from the community. The SAC will include representation from the general public, residents associations, landowners and businesses. A separate terms of reference will be established for the SAC.

Landowners within the study area will be consulted as part of the engagement process.

Estimated Timelines

The following represents an estimated timeline for the study. The timeline will continue to be refined as the study progresses.

Q4 2018 to Q1 2019	Conduct research and prepare Area Profile Report.
Q2 2019	Initial Community consultation meeting to consult on ToR and establish a vision for the study area.
Q3 2019 to Q2 2020	Continue Community engagement. Conduct analysis and develop built form options. Develop Planning and Urban Design Guidelines.

Q3 2020	Preparation of Official Plan Amendment and Final Report to Toronto East York Community Council.
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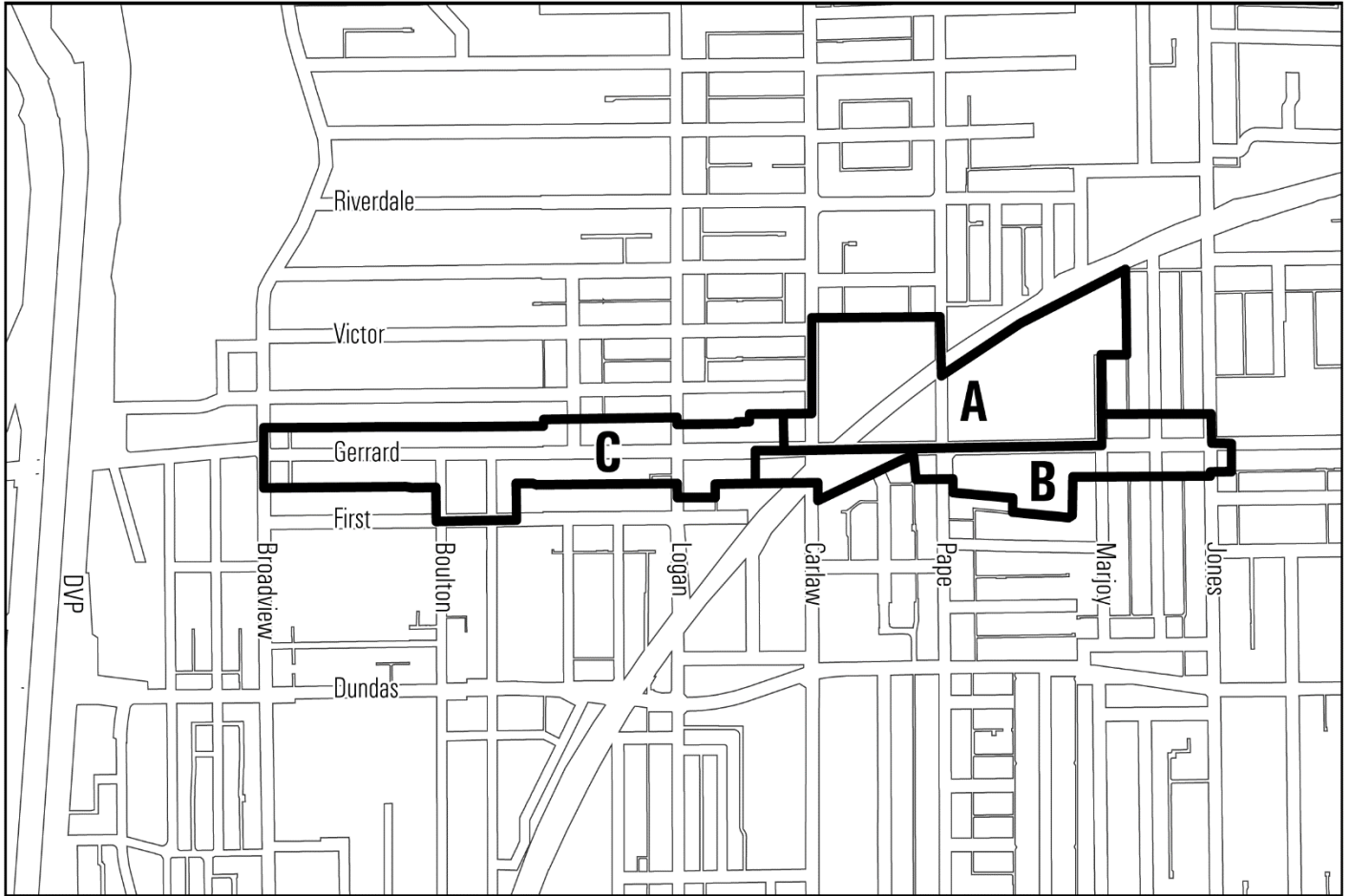
Lynda H. Macdonald
Acting Director, Community Planning
Toronto and East York District

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ATTACHMENTS

Attachment 1: Study Area
Attachment 2: Terms of Reference

Attachment 1: Study Area



Study Area

Gerrard – Carlaw

Not to Scale
05/31/2018



File # 18 153757 SPS 00 02

Attachment 2: Terms of Reference

Gerrard-Carlaw Planning Study Terms of Reference

Purpose

On February 1, 2018 City Council adopted a motion directing the Chief Planner and Executive Director, City Planning, to prepare a draft terms of reference for a planning study to achieve transit supportive development in the context of neighbouring low-rise residential and broader City-building objectives in recognition of the transit investments being made for the proposed Gerrard-Carlaw SmartTrack/Relief Line interchange station, in consultation with the local Councillor and community members, and request the Chief Planner and Executive Director, City Planning to report to the Toronto and East York Community Council in the second quarter of 2018 on the proposed study, timelines and resource requirements.

The intent of the study is to develop a vision and planning framework for a complete community within the Study Area which supports the Growth Plan 2017 policies regarding Transit Corridors and Station Areas.

The study will identify existing and planned character which will help to determine an appropriate land-use mix, including residential and employment growth within walking distance of the future interchange station, helping to guide future development opportunities. It will include developing a public realm and built form framework to guide future development that is integrated with the proposed transportation network.

Physical Context and Study Area

The area is characterized by a range of uses along Gerrard Street East, including commercial, residential and parks and open space uses. There are two larger commercial sites within the immediate area, as well as some smaller retail units with residential above. There are community facilities and parks along this portion of Gerrard Street. Further south are lands that are designated and used for employment uses.

The typical built form along this portion of Gerrard Street east is predominately low rise-commercial and residential buildings, typically 2-3 storeys in height. The larger retail sites have generous surface parking. There is an existing rail line that bisects the area and acts as a grade separated barrier.

The larger study area has been broken down into three smaller areas: Study Areas 'A', 'B' and 'C'. A larger Community Services and Facilities Study Area will be assessed.

Study Area 'A'

Study Area 'A' will be the core study area and will include the large parcels of land on the north side of Gerrard Street East including Riverdale Plaza and Gerrard Square.

A larger area may be impacted or influenced by development within the Core Study Area, such as those designated Neighbourhoods and Parks and Open Space, which are not expected to undergo significant physical changes. However these lands may be impacted by development in the Core Study Area. The impacts to the broader area need to be studied and evaluated to understand the area context and to provide recommendations in relation to the Core Study Area.

Study Area 'B'

Area 'B' includes parks and mixed use areas on both the north and south side of Gerrard Street East between Jones Avenue and Carlaw Avenue. It also includes the property at the northwest corner of Carlaw Avenue and Gerrard Street. These lands will be studied concurrently with Area A.

Study Area 'C'

This area will comprise the lands fronting onto Gerrard Street East between Carlaw Avenue and Broadview Avenue, which are designated as Mixed Use Areas. This study area will exclude the property at the northwest corner of Carlaw Avenue and Gerrard Street, which will be included in *Study Area B*.

Study Areas 'B' and 'C' reflect a lot fabric generally comparable to many Avenues within the Toronto and East York District.

Community Services and Facilities Strategy

The project Study Area for the Community Services and Facilities Strategy covers a 1000 metre radius from the corner of Gerrard Street and Carlaw Avenue.

Policy Context

Provincial Policy Statement

The Provincial Policy Statement, 2014 (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- Protection of the natural and built environment;
- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- Residential development promoting a mix of housing; recreation, parks and open space;
- Transportation choices that increase the use of active transportation and transit;
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character; and
- Ensuring the conservation of significant built heritage resources and significant cultural heritage landscapes.

The City of Toronto uses the PPS to guide its Official Plan and to inform decisions on planning and development matters.

Growth Plan

The Growth Plan for the Greater Golden Horseshoe, 2017 (the "Growth Plan") provides a strategic framework for managing growth in the Greater Golden Horseshoe region including:

- Setting minimum density targets within settlement areas and related policies directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, cultivate a culture of conservation and promote compact built form and better-designed communities with high quality built form and an attractive and vibrant public realm established through site design and urban design standards;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Building complete communities with a diverse range of housing options, public service facilities, recreation and green space that better connect transit to where people live and work;

Like other provincial plans, the Growth Plan builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the Greater Golden Horseshoe region.

Official Plan

The land use policy context anticipates and encourages intensification along this portion of Gerrard Street, which is identified as an *Avenue* on Map 2 – Urban Structure in the Official Plan.

The lands fronting on Gerrard Street from Jones Avenue to the east and Broadview Avenue to the west are designated *Mixed Use Areas*. The majority of lands surrounding Gerrard Street are designated *Neighbourhoods*, with the exception of the lands at Carlaw and Dundas which are designated as *Employment Areas* and subject to Site and Area Specific Policy 247.

Avenues

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

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

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

Neighbourhoods

A large portion of the lands directly adjacent to the study area are designated as *Neighbourhoods*. *Neighbourhoods* are considered physically stable areas made up of residential uses in lower scale buildings and interspersed walk-up apartments that are no higher than 4-storeys. Parks, low scale local institutions, home occupations, cultural and recreational facilities and small-scale retail, service and office uses are also permitted in *Neighbourhoods*.

Mixed Use Areas

The designation permits a broad range of commercial, residential and institutional uses, and includes policies and criteria to guide development. New development should comply with the development criteria in *Mixed Use Areas* as outlined in the Official Plan. Development in *Mixed Use Areas* is required to provide a gradual transition of scale and density to adjacent *Neighbourhoods*.

Parks and Other Open Space Areas

The designation generally prohibits development within *Parks and Other Open Space Areas* except for recreational and cultural facilities, conservation projects, cemetery facilities, public transit and essential public works and utilities where supported by appropriate assessment.

Employment Areas

Employment Areas are to be protected and promoted for economic development and will encourage transit use, walking and cycling by creating safer and more attractive conditions.

Avenues and Mid-Rise Buildings Study

City Council adopted the Avenue and Mid-Rise Buildings Study in 2010. The study, and its related performance standards, apply to this segment of Gerrard Street.

Study Overview

The Gerrard-Carlaw planning study will be a multi-disciplinary review to be conducted as a comprehensive and integrated study that will focus on determining how intensification can occur while ensuring compatibility with the existing adjacent land uses. The study will focus on working with the community and other important stakeholders to develop the final set of deliverables.

Scope of Work

As part of developing the vision and planning framework, City Planning staff will undertake the following scope of work:

Streets and Blocks Strategy

- Develop a streets and blocks plan for larger sites that demonstrates how the area can redevelop to support mixed use development within the study area, in association with the planned transit infrastructure.
- Demonstrate thorough a streets and blocks plan how to improve and expand the existing public realm, providing amenities for the employees and residents within the study area. The aim will be to provide for a diverse mix of uses including both fine grain and larger format retail, commercial and non residential uses, affordable housing, parks and open spaces.
- Identify opportunities to improve street connections and to encourage active transportation, focusing on pedestrian connectivity and bicycle lanes.

Built Form and Development & Urban Design Guidelines

- Provide a framework for the massing and organization of buildings.

- Provide an analysis of existing built form.
- Identify opportunities for new development within the study area.
- Identify planned densities for each parcel within the study area.
- Provide built form and urban design guidelines to be developed which outline development standards for those sites that can support higher density. This includes setbacks, height, massing.
- Provide guidelines on transition to the adjacent uses, specifically *Neighbourhoods* and *Parks*.
- Secure for streetscape improvements in the Study Area.

Heritage

- Identify built form heritage resources within the study area and strategies to achieve conservation that are coordinated with built form recommendations. .
- Review local history and existing cultural heritage resources in the study area and develop strategies for conservation.

Transit Stations

- Determine how to ensure pedestrian and cycling connectivity to transit stations, as well as existing and surface transit routes.
- Identify public realm and streetscape improvements associated with the transit station and surface routes.
- Establish the appropriate interface between future transit stations, adjacent development and public realm.

Parks, Open Space and Public Realm Strategy

- To be coordinated with the City's Community Services and Facility Strategy.
- Review inventory of existing parks, open spaces and streetscapes within the study area.
- Identify opportunities for improvements and potential locations for new parks and open spaces, greening of existing open spaces, and new private open spaces.
- Develop a comprehensive public realm plan that identify opportunities for enhanced sidewalks, mid-block connections and connectivity between buildings and public and private open spaces.

Community Services and Facilities

- Undertake a review of existing community services and facilities and demographic analysis for the area.
- Identify future community services and facility needs and priorities for the area based on analysis of future development potential in the area.

Policy Framework

- Updates to the existing Official Plan and Zoning designations as required.

Community Engagement

- The study will include a series of community meetings, which may take the form of formal meetings, workshops and charrettes. The first meeting is anticipated to occur in the first quarter of 2019 with additional meeting dates to be determined.
- A Stakeholder Advisory Committee (SAC) comprising of 12-15 members will be established to maintain ongoing communication and provide advice to City staff with respect to the study and the community engagement process. The SAC will include various residents, landowners, businesses and other community stakeholders. The independent facilitator will be responsible for selecting the members of the SAC in consultation with the City Planning Division and the local Councillor. 4 to 5 meetings with the SAC are anticipated.
- There will be a project website and social media related to the study.

Study Deliverables

- Area Profile Report providing a comprehensive overview on the study area. The report will contain information on the existing policy framework, demographics, employment, parks, heritage and transportation infrastructure;
- A Vision Statement for the study area;
- Development & Urban Design Guidelines that support the site and area specific Official Plan Policy;
- Site and area specific Official Plan policy for the area;
- Final staff report.