

31. QUEEN-RIVER SECONDARY PLAN

1. INTERPRETATION

- 1.1 The lands affected by the Queen-River Secondary Plan are shown on Map ___-1.
- 1.2 The boundaries of this area are approximate and minor adjustments do not require an Official Plan Amendment.

2. MAJOR OBJECTIVES

- 2.1 Attract new investment to the Queen-River Area.
- 2.2 Provide a framework for future development.
- 2.3 Provide for a mixture of compatible land uses with the flexibility to evolve over time.
- 2.4 Create a high quality working and living environment in the Queen-River area.
- 2.5 New development will contribute to the achievement of inviting, attractive, pleasant and safe streets and open spaces which meet high standards of urban design.
- 2.6 Minimize conflict between commercial and residential uses.
- 2.7 Enhance the embankment along Bayview Avenue through naturalization and landscaping and by respecting the appropriate setbacks from the established top-of-bank and most recent flood plain mapping by the Toronto and Region Conservation Authority.

3. URBAN STRUCTURE AND BUILT FORM

- 3.1 New buildings will locate along the front property line in such a way that they define and form edges along streets and midblock pedestrian routes.
- 3.2 The lower levels of new buildings associated with the pedestrian realm will be sited and organized to:
 - (a) enhance the public nature of streets, open spaces and pedestrian routes;

- (b) encourage the design and location of servicing and vehicular parking so as to minimize pedestrian/vehicular conflicts. Curb cuts and driveways will be restricted and access points should be directed to use laneways where possible.
- 3.3 New buildings will be sited and massed to provide adequate light, view and privacy for neighbouring properties.
- 3.4 New buildings will achieve a compatible relationship with their planned and existing built form context through consideration of such matters as building height, massing, scale, setbacks, stepbacks, roofline and profile and architectural character and expression.
- 3.5 new buildings will be massed to provide appropriate proportional relationships and will be designed to minimize the wind and shadowing impacts on the surrounding area.
- 3.6 new developments will provide comprehensive, high quality, co-ordinated streetscapes and open space improvements to promote increasing tree canopy coverage, landscape enhancements, access, orientation and confidence of personal safety in the Queen-River area.
- 3.7 new developments will provide street tree planting on the City owned right-of-way in accordance with the City of Toronto Streetscape Manual where possible and provide for a continuous, linear sidewalk.
- 3.8 if there is not enough room in the City owned right-of-way for street tree plantings, new developments will be required to be setback from the street or convey land to the City in order to accommodate new street trees in accordance with the City of Toronto Streetscape Manual.
- 3.9 Where applicable, studies of noise and vibration may be required to be submitted in support of applications proposing the development of residential and other sensitive land uses in proximity to sources of noise and vibration, such as the CN Rail line and road corridors or existing industrial operations. These studies will assess existing and forecast conditions, evaluate existing on-site mitigation features and recommend additional mitigation measures.

4. Land Use

4.1 Mixed Use Area 'A'

- 4.1.1 *Mixed Use Area 'A'* is a low-rise, small scale, fine grained community generally comprised of small properties. The area will be considered stable and gradual change is encouraged. New development will consist

of small scale infill development and building conversions that are sensitive to the existing character and form of the community.

- 4.1.2 Permitted uses of the lands within Mixed Use Area 'A' of this Secondary Plan Area are as indicated in the *Mixed-Use Areas* section of the Official Plan.
- 4.1.3 New development in the area must be compatible with existing uses.
- 4.1.4 New development on properties abutting Carfrae Lane will be designed to address pedestrian safety in the laneway through adherence to Crime Prevention Through Environmental Design (CPTED) principles.
- 4.1.5 New development along River Street will be designed to enhance the streetscape and contribute to a vibrant mix of commercial and residential uses.

4.2 Mixed Use Area 'B'

- 4.2.1 Mixed Use Area 'B' is a low-rise area generally comprised of larger properties and commercial uses.
- 4.2.2 Permitted uses of the lands within Mixed Use Area 'B' in this Secondary Plan Area are as indicated in the *Mixed-Use Areas* section of the Official Plan.
- 4.2.3 New development will enhance the Bayview Avenue streetscape through landscaping and open space improvements.
- 4.2.4 The embankment along Bayview Avenue will be defined by the required top-of-bank setback and most recent flood plain mapping by the Toronto and Region Conservation Authority. A built form edge and landscaping should enhance the appearance, stability and biodiversity of the embankment in accordance with Urban Forestry Ravine and Natural Feature Protection and Toronto and Region Conservation Authority requirements.
- 4.2.5 New development will minimize its impact on the embankment by stepping back from the required top-of-bank setback for heights exceeding three storeys and by reducing the need for new retaining structures.
- 4.2.6 New development will be compatible with the adjacent built form in Mixed Use Area 'A'.
- 4.2.7 Building elevations facing east will be of a high level of architectural quality.

4.2.8 Building elevations facing east will not be designed specifically for the purpose of advertising.

4.3 Central Area

4.3.1 The Central area is currently a low-rise area situated at the view terminus of Shuter Street.

4.3.2 Midrise development will be considered in this area provided the criteria outlined in Section 3 - Urban Structure and Built Form of this secondary plan can be met. New development in this area will also have a built form of high quality architectural design and finish.

4.3.3 New development will transition to surrounding low-rise area through stepbacks, setbacks and appropriate separation distances.

4.4 View Promontory Sites and Connections to Bayview Avenue

4.4.1 At the east ends of Labatt and Mark Streets, facing the Don River Valley lands, the potential shall be explored to create viewing opportunities and/or connections to a Bayview Avenue pedestrian way.

5. GATEWAY SITES

5.1 New development on gateway sites will be permitted increases in height beyond what is permitted on surrounding sites provided they conform to Section 3 - Urban Structure and Built Form - of this Secondary Plan.

5.2 New development at gateway sites will exhibit a high level of architectural quality.

5.3 Public Art will be encouraged for new development at gateway sites and will reflect and complement the unique history of the area.

6. PEDESTRIAN ENVIRONMENT, TRANSPORTATION AND PARKING

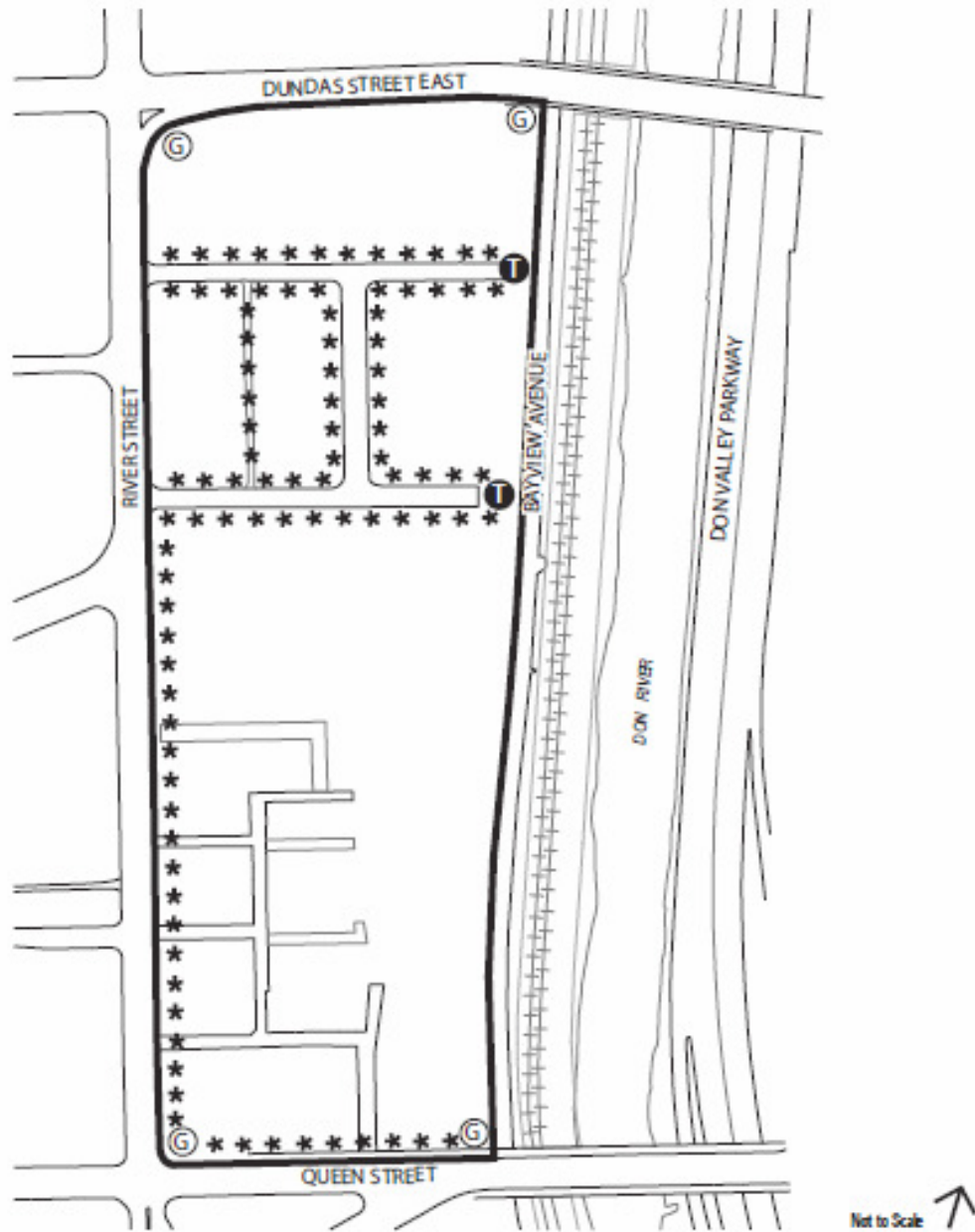
6.1 Streetscape improvements that promote a healthy and vibrant pedestrian environment will be encouraged in the public right-of-way and adjacent privately-owned lands.

6.2 Laneway improvements that enhance the pedestrian environment and reflect CPTED principles will be encouraged.

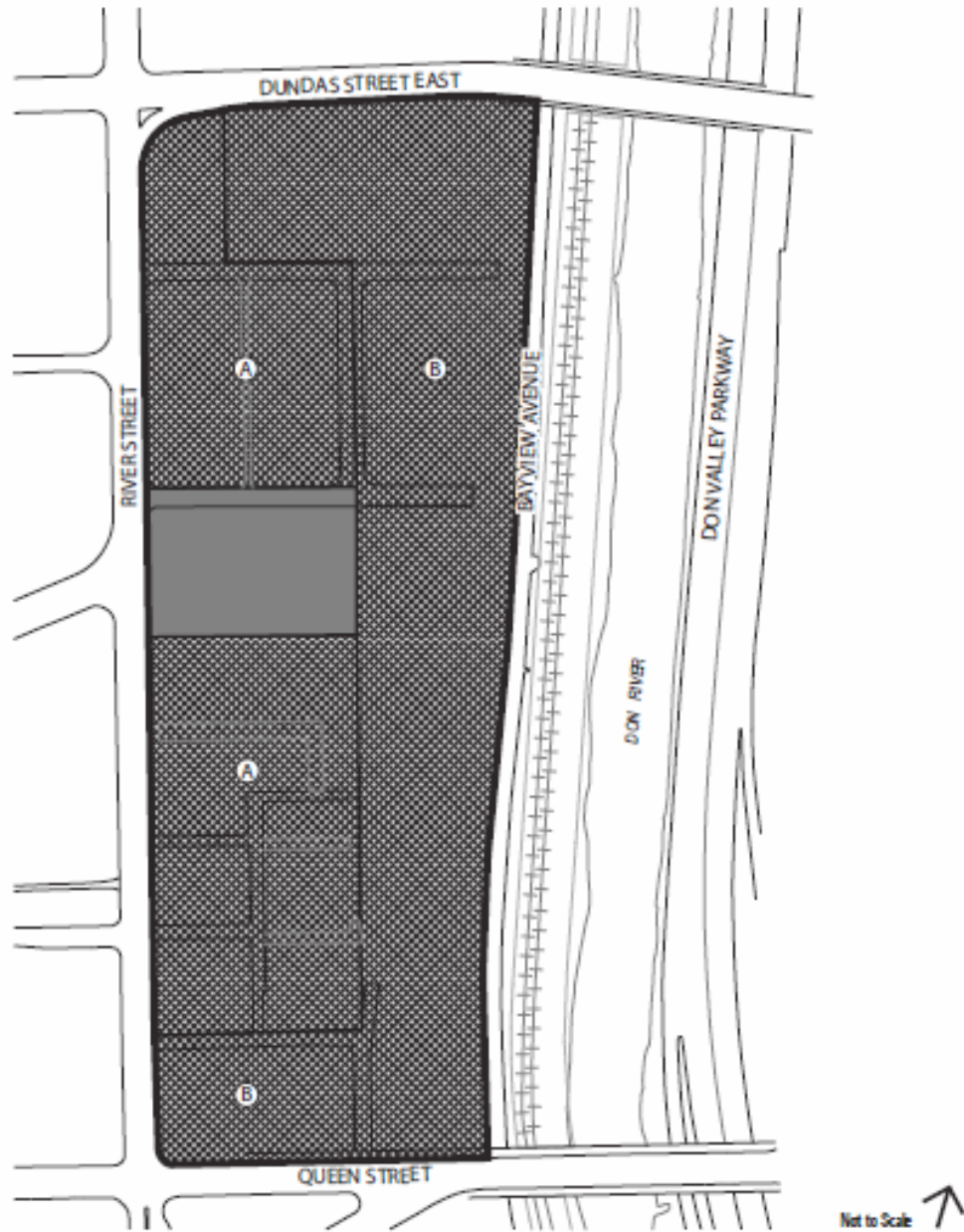
- 6.3 The improvement of informal pathways to Bayview Avenue from Mark Street and Labatt Street will be encouraged to increase pedestrian safety.
- 6.4 Provide a connected, attractive, safe and comfortable system of pedestrian and bicycle routes.
- 6.5 Boulevard parking will not be permitted in the Queen-River area.
- 6.6 The establishment of new surface parking lots and the expansion of existing surface parking lots in the Queen-River area is prohibited.
- 6.7 Streetscapes should be designed to minimize pedestrian and vehicular conflicts. Redevelopment shall use laneways for site access and servicing. Existing curb cuts shall be removed and laneways should be widened wherever possible to City standard.
- 6.8 If a property does not have access to a lane, then access should be designed so that it can be shared by adjacent the properties. Driveways for loading should be consolidated with adjacent land owners wherever possible.
- 6.9 Continuous stretches of on street parking should be encouraged
- 6.10 Streets should be modified wherever possible to incorporate bump outs at intersection to improve pedestrian crossings and to provide boulevard space for landscape beautification.




7. ENVIRONMENT

- 7.1 Environmental conditions consistent with approved environmental regulations of the Ministry of Environment and other relevant agencies will be achieved through co-operation with land owners and other levels of government.
- 7.2 The use of risk assessment and risk management techniques and emerging soil and groundwater remediation technologies, including the natural regeneration of lands, for the management of contaminated soil and groundwater is encouraged where appropriate.



-  Secondary Plan Boundary
-  Potential View Terminus
-  Area for Streetscape Improvement
-  Gateway



-  Secondary Plan Boundary
-  Mixed Use Areas
-  Central Site