

## AVENUE SEGMENT REVIEW TERMS OF REFERENCE

<p><b>Study</b></p>	<p style="text-align: center;"><b><i>Avenue Segment Review</i></b></p> <p style="text-align: right;">Updated: November 2010</p>
<p><b>Description</b></p>	<p>The <i>Avenues</i> as shown on Map 2 of the Official Plan are important corridors along major streets where reurbanization is anticipated and encouraged. Contextual and appropriate reurbanization of the <i>Avenues</i> will be achieved through the preparation of <i>Avenue</i> Studies. These studies will be undertaken by the City and will set out the terms of reurbanization and include urban design guidelines and a comprehensive zoning by-law for the <i>Avenue</i>. Due to the significant number of <i>Avenues</i>, the program to complete all the studies will take several years. In the meantime, development in <i>Mixed Use Areas</i> on an <i>Avenue</i> prior to the completion of an <i>Avenue</i> Study may proceed provided the applicants of such proposed development undertake an <i>Avenue</i> Segment Review.</p> <p>As described in policy 2.2.3.3b) of the Official Plan, Segment Reviews are required to:</p> <ul style="list-style-type: none"> <li>i. include an assessment of the impacts of the incremental development of the entire <i>Avenue</i> segment at a similar form, scale and intensity, appropriately allowing for distinguishing circumstances;</li> <li>ii. consider whether incremental development of the entire <i>Avenue</i> segment as identified in the above assessment would adversely impact any adjacent <i>Neighbourhoods</i> or <i>Apartment Neighbourhoods</i>;</li> <li>iii. consider whether the proposed development is supportable by available infrastructure; and</li> <li>iv. be considered together with any amendment to the Official Plan or Zoning By-law at the statutory public meeting for the proposed development.</li> </ul> <p>For a more fulsome explanation of the <i>Avenues</i> and the relevant development policies, applicants should refer to Section 2.2.3 of the Official Plan.</p>
<p><b>When Required</b></p>	<p>The Official Plan requires that all applicants submit an <i>Avenue</i> Segment Review as part of their Official Plan Amendment and/or Zoning By-law Amendment application package for any proposed development in the <i>Mixed Use Areas</i> on <i>Avenues</i> where an <i>Avenue</i> Study has not yet been completed, and where the <i>Avenues</i> &amp; Mid-Rise Study does not apply.</p> <p>For applications within areas where a Segment Review has been previously submitted a full Segment Review may not be required. This depends however on when the previous Segment Review was completed, and the applicant's ability to demonstrate that their proposed development would not alter the findings of the previous Segment Review(s) and that the proposed development would continue to establish a positive precedent for the rest of the <i>Avenue</i> Segment. In these scenarios applicants are encouraged to consult with City Planning staff as early in the development approval process as possible to determine if a full Segment Review is required and the elements to be studied.</p> <p>It should also be noted that applications on sites designated <i>Apartment Neighbourhood Areas</i>, do not require a Segment Review but applicants are expected to discuss and address <i>Avenue</i> policies in the associated planning rationale. Further, applications on sites designated <i>Employment Areas</i> and/or on sites designated <i>Mixed Use Areas</i> proposing employment uses without a residential component may not be required to submit a full Segment Review. As with the above, applicants with these scenarios are encouraged to consult with City Planning staff as early in the development approval process as possible.</p>

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<p><b>Rationale</b></p>	<p>The overall goal of the <i>Avenue</i> Segment Review is to ensure that the proposed development will <b>establish a positive precedent</b> for the future reurbanization of the <i>Avenue</i>, with particular regard to building form, massing and intensity. Acceptance of the review is dependent upon the Segment Review reasonably demonstrating that the proposed development will have no adverse impacts and will establish a positive precedent for the Avenue Segment that is subject to the review. A clear indication as to how the policies of Section 2.2.3.3b) of the Official Plan have been addressed, along with the other <i>Avenue</i> policies and other relevant policies of the Plan is required.</p>
<p><b>Required Contents</b></p>	<p>The Official Plan identifies criteria <i>Avenue</i> Segment Reviews are to meet in policy 2.2.3.3b) and specific details regarding content can be found in the sidebar on page 2-16 (<i>Avenue</i> Studies and Development Applications). Although the sidebar refers to the contents of an actual <i>Avenue</i> Study it does state that an application for development on a site where an <i>Avenue</i> Study has not yet been completed will be evaluated through a process that mirrors that of an <i>Avenue</i> Study. In other words, a Segment Review may cover similar study topics but would not produce a specific set of development and design guidelines or an implementing zoning by-law beyond the development site.</p> <p>Final determination of the boundaries and content of a Segment Review will be determined by City Planning staff based on a review of the area's context and from discussions with the applicant's consultant. During pre-application consultation, City Planning staff will work with the applicant's consultant to determine the specific requirements of the Segment Review based on the nature of the proposed application and the context of the study area.</p> <p><b>Determining <i>Avenue</i> Segment Review Boundaries</b>  Generally speaking, the <i>Avenue</i> segment to be reviewed is defined by the context of the area and/or how similar the subject site is to other properties and land uses along the segment. Boundary indicators <u>can include but are not limited to:</u></p> <ul style="list-style-type: none"> <li>• lands designated as <i>Mixed Use Areas</i>;</li> <li>• land uses;</li> <li>• built form;</li> <li>• zoning;</li> <li>• land uses along the segment frontage;</li> <li>• natural and or manmade features that act as a boundary (i.e. ravines, rail lines, roads, highways etc.); and</li> <li>• lot size and pattern.</li> </ul> <p>At a minimum the Segment Review should address an area large enough that the impacts of the proposed development, including the precedent setting (i.e. cumulative) impacts, can be assessed.</p> <p><b>General Outline of Contents</b></p> <p><u>Purpose and Summary</u>  Need to meet OP <i>Avenue</i> policy 2.2.3.3b).</p> <p><u>Discussion of the Proposal</u>  What is being proposed - same as contained in the submitted planning rationale.</p> <p><u>Policy Context</u>  Identify relevant provincial, OP policies and zoning provisions.</p>

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	<p><u>Avenue Segment Review Boundaries</u>  As per 2.2.3.3b;</p> <ul style="list-style-type: none"> <li>• define the boundaries based on indicators above (pictures help).</li> <li>• unless there are unique circumstances to the contrary, the depth of the study area should generally be limited to the properties fronting the <i>Avenue</i> or to a reasonable depth.</li> </ul> <p><u>Precedent Projects</u>  Applicant to include a table of all projects constructed and/or approved in the segment area over the last 5 years comparing:</p> <ul style="list-style-type: none"> <li>• OP designation;</li> <li>• zoning category;</li> <li>• lot dimensions;</li> <li>• massing;</li> <li>• building height (metres and storeys); and</li> <li>• density.</li> </ul> <p><u>Identification of Potential “Soft Sites”</u>  “Soft sites” are generally under-utilized and/or vacant sites that front onto the <i>Avenue</i> where opportunities to redevelop to a more intense, urban and transit-oriented land use and built form have been identified. Examples may include single use and/or auto-oriented strip plazas, car dealerships, gas stations and/or one to two storey mixed-use commercial buildings.</p> <p>Criteria for identifying candidate or “soft sites” could include, but are not limited to: lot size, depth, current use, accessibility to the <i>Avenue</i> (i.e.: site must front or flank the <i>Avenue</i>), interface with neighbouring land uses, ownership and assembly requirements.</p> <p><b>NOTE:</b> As per policy 2.2.3.4 of the Official Plan, <u>the underlying land use designations and relevant polices as contained in Chapter 4 of the Official Plan prevail for all sites within the <i>Avenue</i>.</u> Sites with designations that do not permit significant growth (i.e.: <i>Neighbourhood Areas</i>) should not be identified as potential soft sites, and sites designated <i>Employment Areas</i> along the <i>Avenue</i> Segment are intended to support employment intensification.</p> <p><u>Development Scenario for Potential “Soft Sites”</u>  Should be the same or similar to what’s being proposed unless the site or development has unique features that preclude a similar approach. Also, if an identified soft site has an associated development proposal, the Segment Review should incorporate the proposed development’s details (density, height, etc.).</p> <p><u>Implications for the Segment</u>  The Segment Review should identify the following:</p> <ul style="list-style-type: none"> <li>• projected number of residential units and commercial GFA;</li> <li>• surrounding land use impacts: <ul style="list-style-type: none"> <li>- i.e. shadow, transition to surrounding neighbourhoods, design and streetscape considerations, pedestrian flow, water, sanitary, stormwater and other related servicing issues;</li> </ul> </li> <li>• identification of the time horizon each soft site is expected to develop (i.e.: short, medium, long term);</li> <li>• transportation report on existing and future conditions, including transit service,</li> </ul>

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	<p>walking and cycling environment, site access, opportunities for new links, parking, and bike parking: forecast conditions/impacts; and</p> <ul style="list-style-type: none"> <li>• recommended measures to mitigate transportation impacts, .Traffic analysis will be carried out in a manner consistent with the City's Guideline for Traffic Impact Studies, and other relevant transportation policies, guidelines and criteria. Where transportation planning issues are not be suited to this type of detailed assessment, a strategic review may be considered, in consultation with appropriate City staff;</li> <li>• estimate of new worker and residential populations arising from all development scenarios proposed for the site.</li> </ul> <p><u>Community Services and Facilities</u> As part of a Segment Review a <i>Community Services and Facilities Study</i> must be undertaken. (See Terms of Reference for <i>Community Services and Facilities Study</i>).</p> <p>The Segment Review may also suggest recommended actions that the City should consider in order to address any of the identified issues associated with the projected development of the segment. Segment Reviews should also provide maps of services and facilities serving the Segment Review area.</p> <p>In certain cases, applicants may be required to submit stand alone Community Services and Facilities Studies in addition to an <i>Avenue</i> Segment Review. In these situations, the Segment Review may only provide a summary of and reference the larger Community Services and Facilities Study. For further information and assistance on these matters applicants are encouraged to consult with City Planning staff.</p> <p><u>Conclusions</u> Based on the above, the Segment Review should conclude by addressing the following questions:</p> <ul style="list-style-type: none"> <li>- what does the Segment Review reveal?</li> <li>- are the impacts acceptable and /or can they be mitigated?</li> <li>- are there any recommended mitigation methods?</li> <li>- is the proposed form, scale and intensity of development appropriate for the site and area?</li> <li>- has it been reasonably demonstrated that the development will establish a desirable and positive precedent for the <i>Avenues</i> segment?</li> </ul>
<p><b>Comments</b></p>	<p>In addition to a hard copy, applicants should also submit a PDF version of their Segment Review.</p> <ul style="list-style-type: none"> <li>- Heritage Character Area</li> <li>- Transit City route</li> <li>- Sidewalk Widths</li> <li>- Setback requirements (4.8 or 6m)</li> </ul>