



STAFF REPORT ACTION REQUIRED

Danforth Avenue Study – Victoria Park Avenue to Medford Avenue – Official Plan, Zoning – Final Report

Date:	December 18, 2007
To:	Scarborough Community Council
From:	Director, Community Planning, Scarborough District
Wards:	Ward No. 35 – Scarborough Southwest
Reference Number:	File No. 04 187581 EPS 35 TM

SUMMARY

This City-initiated amendment is subject to the new provisions of the Planning Act and the City of Toronto Act, 2006.

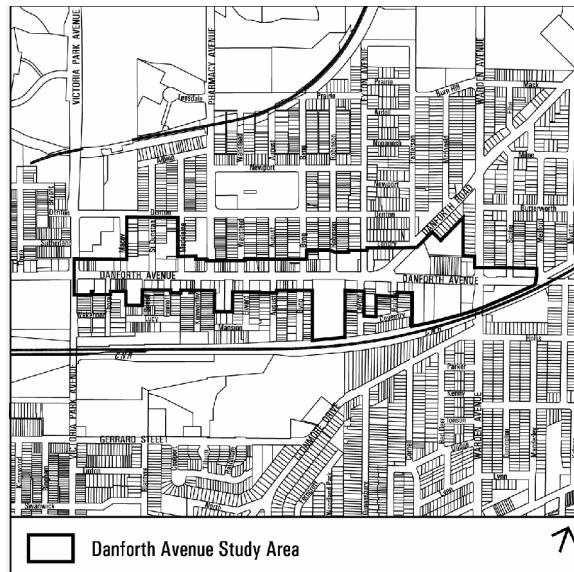
The Danforth Avenue Study has created a vision for revitalization and enhancement of the segment of Danforth Avenue located between Victoria Park Avenue and Medford Avenue.

The vision for this Avenue is intended to guide development over a 20 to 25 year horizon. It seeks to create a vibrant, transit oriented, mixed-use main-street.

To implement results of this study this report recommends approval of the amendments to the official plan and the Oakridge Community Zoning By-law presented in Attachments 3 and 4. The report also recommends adoption of urban design guidelines in Attachment 5.

RECOMMENDATIONS

The City Planning Division recommends that:



1. City Council amend the official plan substantially in accordance with the draft official plan amendment attached as Attachment No. 3.
2. City Council amend the zoning by-law for the Oakridge Community By-law No. 9812 substantially in accordance with the draft zoning by-law amendment attached as Attachment No. 4.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft official plan amendment and draft zoning by-law amendment as may be required.
4. City Council adopt the Urban Design Guidelines, attached as Attachment 5, to guide the development of Danforth Avenue, in accordance with the official plan policy set out in Attachment 3.
5. City Council direct the General Manager of Transportation Services to investigate possible road connections and intersection improvements identified in this report and report back with implementation recommendations, as appropriate.
6. City Council request Toronto Parking Authority to actively pursue the establishment of municipal parking lots in the subject area.
7. City Council direct Parks, Forestry and Recreation staff to investigate park improvements and acquisitions within the area, as identified in Attachment 2, Concept Plan, and as outlined in the Urban Design Guidelines, Attachment 5, including, but not limited to investigation of the retention of 37 Mansion Avenue for park purposes, and the retention of the lands at 11 Macey Avenue and 20 St. Dunstan Drive for parks purposes, and report back on this matter.
8. City Council direct Parks, Forestry and Recreation staff and Real Estate staff to investigate possible future acquisition of Oakridge Park from the Toronto District School Board and report back on this matter.
9. City Council direct Parks, Forestry and Recreation staff, Real Estate Staff, Technical Services Staff and Transportation Staff to investigate further the acquisition of 2 Madelaine Avenue and closure of the section of Madelaine Avenue extending north from Danforth Avenue for a future courtyard, park entrance and extension of Madelaine Park, as outlined in the Concept Plan, Attachment 2 and report back on this matter.
10. City Council direct Toronto Water staff to investigate further the sewer capacity within the study area to determine available capacity and identify any infrastructure improvements which may be necessary to support the proposed intensification of this area and report back on this matter. City Council further directs that if existing capacities prove to be sufficient, that City Planning staff is

- to bring forward a zoning amendment to lift the holding provision currently set out in the zoning by-law.
11. City Council direct Technical Services staff and Transportation Services staff to incorporate the streetscape improvements outlined in the Urban Design Guidelines, Attachment 5, as a feature of all construction and or maintenance projects within this section of Danforth Avenue.

Financial Impact

The recommendations in this report have no financial impact.

ISSUE BACKGROUND

The City's new official plan identifies selected corridors along major streets as "Avenues" where transit-supportive reurbanization can create new jobs and housing while improving local streetscapes, infrastructure and amenities. The plan also sets out, in Section 2.2.3, parameters and considerations for Avenue studies, which are intended to create a vision and implementation plan to show:

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

This particular Avenue segment was selected as a priority for study on the basis that it is a predominantly commercial strip with many sites in a state of disrepair or underutilization. The area has access to the Bloor Danforth subway line via the nearby Victoria Park subway station. It presents a range of opportunities for revitalization and intensification.

The firm of Urban Strategies Inc., and subconsultants BA Consulting Limited, were hired by the City to undertake the first two of three phases of this study. Their work began in 2004 and ultimately culminated in the preparation of a Consultant's Final Report in April 2006.

Planning staff prepared a Status Report that was considered by Scarborough Community Council at its meeting on May 9, 2006 which presented the consultant's final report, and set out a framework for the third phase, the implementation phase, of the study. The report can be found at the following link:

www.toronto.ca/legdocs/2006/agendas/committees/sc/sc060509/it015.pdf

Danforth "Avenue" Study – A Vision for Danforth Avenue

The Danforth Avenue Study has created a vision for revitalization and enhancement of the segment of Danforth Avenue located between Victoria Park Avenue and Medford

Avenue. The vision for this Avenue is intended to guide development over a 20 to 25 year horizon and seeks to create a vibrant, transit-oriented, mixed-use main street.

To implement this vision, recommended official plan policy changes (Attachment 3) will provide a framework for establishment of detailed urban design guidelines (Attachment 5), and establish priorities for transportation and public parking improvements, and for prohibition of automotive services.

A corresponding zoning by-law amendment (Attachment 4) will introduce mixed use zoning which will permit and regulate a wide range of commercial, institutional, and residential land uses. A Holding Provision will ensure that adequate servicing capacity exists to serve each new development. These changes are intended to encourage the redevelopment of this area, and are consistent with Provincial legislation guiding planning decisions.

Community Consultation

At the commencement of the study, a Local Advisory Committee was established to work with the Ward Councillor, Councillors for nearby Wards, City staff and the City's consultants to identify issues and opportunities within the study area, discuss and review conceptual development scenarios, and refine the vision for what the "Avenue" should become over the next 20 to 25 years. The Committee was comprised of representatives of the local community, including both residents and business owners.

The Local Advisory Committee met six times during the course of the study. The Committee was invaluable to the study, providing positive, constructive feedback and support throughout the study. Two Community Consultation meetings were held as part of the study, each meeting was advertised to anyone who had requested notification of the study, and through a postal-walk delivery to approximately 8,000 residences and businesses. A design charrette was also held. It was a full-day event that took place on April 9, 2005 and was attended by approximately 50 people.

As part of the study, a web page was created so that anyone interested in the study could read about the background to the study. The web site provided links to Planning staff's April 2006 Status Report, as well as Urban Strategies' Final Report. The site has been updated, throughout, to include current information about the study, including meeting notices, and staff presentation materials. This page is found at www.toronto.ca/planning/danforth.htm.

The draft concept plan and preliminary official plan policies and zoning permissions and regulations being considered for the area were presented to the Local Advisory Committee on September 18, 2007. The comments and suggestions made at that meeting, particularly in relation to the suggested prohibition of new auto related uses, parkland strategy and the use of the 45 degree angular plane provided important guidance and support leading to the development of Official Plan policies and Zoning By-law amendments as set out in Attachments 3 and 4.

A meeting with the broader community and all stakeholders took place on October 18, 2007. Approximately 70 people attended and Planning staff presented an overview of the study, the draft concept plan, suggested zoning and official plan policies, urban design guidelines and transportation improvements for the area.

The comments received at the community meeting included concerns about the deficiency of parkland within the area, and the implications of allowing additional residential development without also increasing the supply of park space. Suggestions in this regard related to the expansion of Madelaine Park and the lands to the west at 11 Macey Avenue and 20 St. Dunstan Drive. Concerns were raised about the proposed road connections south of Danforth Avenue, and the proposed connection of Denton Avenue with Danforth Road. In regard to zoning regulations, questions were raised about the criteria that might be used to allow exceptions to the 45 degree angular plane regulation, the flexibility of building setbacks along Danforth Avenue to allow for restaurant patios, the proposed building heights at specific locations and the proposed parking requirements. Suggestions for use of sustainable design, public art, the provision of additional waste receptacles and weather shelters for crossing guards and noise mitigation of new development on surrounding low density residential uses were also made. Questions and concerns were raised about the proposed mixed-use 12-storey development at 3520 Danforth Avenue, at the north-east corner of Danforth Avenue and Warden Avenue.

Based on feedback received from the Local Advisory Committee, those attending the community meeting, and from City divisions and agencies, the proposed official plan policies, zoning permissions and regulations, and concept plan and urban design guidelines have been further refined, and the final versions, recommended for approval, are presented in Attachments 2, 3, 4 and 5. Other comments and suggestions pertaining to infrastructure operation issues have been forwarded to the relevant operating divisions or agencies for their consideration.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement 2005 (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and, protecting public health and safety. City Council's planning decisions are required to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation.

City Council's planning decisions are required by the Planning Act to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The new City of Toronto Official Plan identifies the majority of this portion of Danforth Avenue as an “Avenue”.

Avenues are intended to be transformed incrementally, changing building by building over a number of years. Official Plan policies provide the framework for redevelopment of the Avenues. Redevelopment plans will be established by a new zoning by-law and design guidelines created in consultation with the local community.

The growth and redevelopment of the Avenues should be supported by high quality transit services, along with urban design and traffic engineering practices that promote a street that is safe, comfortable and attractive for pedestrians and cyclists.

The properties fronting onto Danforth Avenue within the study area, with the exception of Oakridge Park and Scotia Parkette, are designated Mixed Use Areas within the Toronto Official Plan on Maps 20 and 21 – Land Use Plan. These areas are made up 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.

In Mixed Use Areas, Section 4.5.2, sets out that development will, among other things:

- 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;
- provide for new jobs and homes;
- locate and mass new buildings to provide a transition between areas of different development intensity and scale as necessary to achieve the objectives of the official plan, through such means as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods;
- locate and mass new buildings so as to adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes;
- locate and mass new buildings to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

Mixed Use Areas are intended to create an attractive, comfortable and safe pedestrian environment. They are to have access to nearby schools, parks, community centres, libraries and childcare, and take advantage of nearby transit services. They are to provide for good site access and circulation and an adequate supply of parking for residents and visitors, locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences, and provide for indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

The plan also contains policies for developments in Mixed Use Areas that are adjacent to or close to Neighbourhoods. In this case, much of the study area abuts a Neighbourhoods designation. These policies are outlined in Section 2.3.1 Healthy Neighbourhoods. Developments in the Mixed Use Areas will be compatible with those Neighbourhoods;

provide a gradual transition of scale and density as necessary to achieve the objectives of the Plan through 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.

Oakridge Park and Scotia Parkette are both designated Parks and Open Space Areas - Parks on the Land Use Plan, Maps 20 and 21. Development within Parks and Open Space Areas is generally prohibited within these areas, except for recreational and cultural facilities, conservation projects, cemetery facilities, public transit and essential public works and utilities where supported by appropriate assessment.

The properties fronting onto Danforth Avenue within the study area are also subject to a Site Specific Policy, Number 120, which states that service stations, used car sales lots and public garages are not permitted within the Mixed Use Areas designation except where they existed on February 24, 1986.

Several of the properties that form part of the study area are designated Neighbourhoods within the Official Plan. These properties may form the back portions of properties fronting onto Danforth Avenue, or may not have frontage on the Danforth Avenue. The Neighbourhood policies in the Official Plan identify neighbourhoods as physically stable areas providing for a variety of lower scale residential uses. Policies and development criteria aim to ensure that physical changes to established neighbourhoods be sensitive, gradual and generally "fit" the existing physical character.

Zoning

The existing zoning along the Danforth Avenue corridor is primarily for Highway Commercial (HC) uses. Sites zoned Neighbourhood Commercial (NC), Apartment (A), Community Commercial (CC), Institutional (I), Place of Worship (PW), Office Uses (OU), Two-Family Residential (T) and Park (P) are also found along the Avenue.

The commercial zones, including the HC, NC and CC zones do not permit residential uses. The focus in these zones is strictly commercial uses, with automotive related uses being permitted in all three zones.

Agency Circulation

The Final Report prepared by Urban Strategies in April 2006 was circulated to all appropriate agencies and City divisions. Extensive internal and agency staff review was completed to develop detailed, practical and implementable recommendations. Responses received have been used to assist in evaluating the study and to formulate appropriate by-law standards.

COMMENTS

Proposed Official Plan Amendment

Site and Area Specific Official Plan Policy, No. 120 applies to the area designated Mixed Use Areas through the study area and somewhat beyond. This policy states that “Service stations, used car sales lots and public garages are not permitted within the Mixed Use Areas designation except where they existed on February 24, 1986.”

It is proposed that this Area Specific policy be amended to incorporate a number of area specific policies applying to the study area, while retaining the existing policy, unchanged, for the areas beyond the study area to which it applies. The area to which Area Specific policy 120 applies will be expanded slightly in order to cover all portions of the study area where either the proposed “Commercial Residential (CR)” zoning, and or urban design guidelines, apply.

Attachment 3 presents the proposed official plan amendment.

The Official Plan Amendment proposes that within the study area the policy excludes consideration of service stations, used car sales lots and public garages within the Mixed Use area designation, and establishes a policy framework for the realignment of the Danforth Road/Danforth Avenue intersection, public parking provision as well as urban design guidelines.

While the urban design guidelines do not form part of the amendment, the policies in the proposed Official Plan Amendment call for City Council’s adoption of urban design guidelines as an important tool to guide development within the area. The guidelines contain specific recommendations on site planning, building massing and design along with public realm improvements. They also establish criteria to guide consideration of requests for increases in height for buildings within the study area.

Proposed Zoning By-law Amendment

The draft zoning by-law, Attachment 4, contains the detailed land use permissions and regulations to guide the development of the study area. Key aspects of the proposed zoning amendment are summarized below.

Uses

Much of the study area is currently zoned Highway Commercial (HC), and to a lesser extent Neighbourhood Commercial (NC) and Community Commercial (CC). These zones permitted a broad range of commercial uses, including automotive uses, ranging from vehicle service and repair, to auto sales rooms within the various zones. These zones do not, however, permit residential or institutional uses. In order to achieve the vision for the avenue, and to allow mixed use development consistent with the official plan, the introduction of a Commercial-Residential Zone (CR) is recommended. This zone will permit a range of commercial, institutional and residential uses, but will not permit automotive uses. In order to maintain the main-street commercial character of this

area, stand-alone residential uses are not permitted along the Danforth Avenue frontage. Residential uses are instead permitted only on or above the second storey.

Building Heights and Density

Proposed permissions for building heights range from a minimum of 2 storeys throughout the corridor, to a maximum of either 4, 7 or 10 storeys. For buildings that permit either a maximum of 7 or 10 storeys, an additional storey, not exceeding 4.5 metres in height for use as a mechanical penthouse is also permitted. Additionally, for properties which abut a lower density residential zone (Single Family Detached (S) or Two-Family Residential (T) zone), building heights will not be allowed to exceed a 45 degree angular plane extending from grade at the nearest lower density residential property line. This may mean that properties with limited lot depth will be unable to achieve the maximum number of storeys otherwise permitted in the zoning by-law. Danforth Avenue properties separated from nearby lower density residential properties by a public laneway will be subject to the 45 degree angular plane, measured from the far side of the laneway. While maximum heights are specified, a range and stepping of heights is expected in accordance with the Urban Design Guidelines. This will enable a transition in height to the pre-war building fabric, accentuate the prominence of the nodes identified on the Concept Plan, and allow for sensitivity to adjacent heights and uses.

A minimum density of 1.0 times the lot area, and maximum densities of 2.5, 3.5 and 4.5 times lot area corresponding to the maximum heights of either 4, 7 or 10 storeys, is recommended.

Setbacks

Proposed building setbacks from Danforth Avenue allow buildings to be built to the Danforth Avenue street edge with no setback, and also specify that buildings can be setback a maximum of 3 metres from Danforth Avenue. This will ensure that buildings are constructed close to the street line and provide flexibility for setbacks to provide for such things as patios and awnings. Setbacks from streets other than Danforth Avenue will be 1.5 metres and setbacks from lower-density residential zones will be 7.5 metres. There will be a minimum building setback of 30 metres required abutting the CN rail line.

Parking

Vehicular parking will not be permitted between buildings and the street line along Danforth Avenue. A minimum bicycle parking requirement of 0.5 spaces per dwelling unit is proposed. Changes to the existing vehicle parking requirements are not recommended. Further discussion on this issue is found in the Transportation section of this report.

Minimum ground floor ceiling height

To assist in achieving a main-street character for properties fronting onto Danforth Avenue, a minimum ground floor-to-ceiling heights of 4.5 metres is recommended for all development excluding the Pre-War main street buildings (which are built with a lower floor-to-ceiling height, but are intended and encouraged to remain). This more generous

floor to ceiling height will create a higher quality of retail/commercial space than is afforded by typical floor-to-ceiling heights.

Build-to Area

Minimum “build-to” standards have been established which will require that the main wall of the building fronting or flanking on Danforth Avenue occupy a minimum of 70% of the frontage or flankage of the lot on Danforth Avenue, for lots with a lot frontage or flankage on Danforth Avenue of 30 metres or more. For lots with a lot frontage or flankage of less than 30 metres on Danforth Avenue, a 60% “build-to” is required. These provisions will ensure that a desirable built edge along streetscape is achieved.

Adjacent Properties

A number of changes to the zoning of adjacent properties not fronting on Danforth Avenue are also recommended. These changes involve the removal of Highway Commercial (HC) zoning and replacement with a Two-Family Residential zone or a Commercial-Residential Zone (CR), depending on the underlying official plan designation. Where properties are designated Mixed Use Areas, the properties will be zoned for Commercial-Residential uses with a holding provision. This will include provision for the appropriate use of the property in advance of the lifting of the holding designation. Where the properties are designated as Neighbourhoods, the zoning will be reflective of this designation.

Exceptions

There are a number of site specific exceptions applying to one or more properties within the study area. Exceptions rendered redundant by the proposed zoning will be deleted. For example, the deletion of an existing exception which prohibits Departmental Stores, Supermarkets and Discount Stores that currently applies to lands zoned Highway Commercial on the south side of Danforth Avenue between the CN Rail line and Victoria Park Avenue, is recommended. Existing exceptions prohibiting non-accessory ground signs will be retained.

Urban Design

The primary urban design objective for this segment of Danforth Avenue is to create a vibrant, coherent, pedestrian friendly and high quality main street consisting of enhanced pre-war buildings and new mid-rise developments that are compatible with the existing neighbourhood.

This objective is achieved through area specific policies, zoning regulations on heights, uses, build-to areas, etc., as well as the Danforth Avenue Urban Design Guidelines and the Concept Plan, as described in the following section.

Urban Design Guidelines and Concept Plan

Attachment 5 presents urban design guidelines and a concept plan for the area. They have been developed based on community consultation and on the guidelines and plans prepared by Urban Strategies and presented in the consultant’s April 2006 Final Report,

but with a number of adjustments and refinements from the consultant's recommendations.

Many of the comments and concerns raised by the community and stakeholders were taken into account in the formulation of the Urban Design Guidelines and the Concept Plan. This includes suggested improvement of existing parks and parkland expansions, building heights, criteria for consideration of exceptions to the 45 degree angular plane regulation, public art, streetscape improvements, green roofs and sustainable design elements, and consideration related to noise impacts of new development on existing residential neighbourhoods.

The Danforth Avenue Urban Design Guidelines provide detailed guidance for the design and organization of the built environment along the Study corridor. The guidelines include specific recommendations on issues such as building orientation and height; application of the 45 degree angular plane; massing of new mid-rise developments; additions to pre-war buildings; architectural features; site landscaping; loading, storage, noise mitigation; and parking and access. Guidelines also contain recommendations on improvements in the public realm including streetscape improvements, improvements to parks and open spaces, and public art installations.

While the urban design guidelines do not form part of the official plan amendment, they are an important tool to guide development within the area.

The Danforth Avenue Concept Plan (Attachment 2) illustrates and indicates key components of the vision for the Avenue, including building locations, development heights and envelopes, locations of parking and access, potential municipal parking, locations of existing and potential new public parks and open spaces, and publicly accessible open spaces. Features of the concept plan are identified below and explained in more detail in the following sections.

The concept plan illustrates potential for development, and envisions consolidation of smaller parcels to form larger development sites. It identifies potential development arrangements for sites along the Avenue for a range of building heights, which have been categorized into one of three categories. These categories include two mid-rise building envelopes, one for heights of 2 to 7 storeys, and the second for heights of 2 to 10 storeys, the third category is the pre-war main street building envelope for heights of 2 to 4 storeys. All heights are subject to consideration of the 45 degree angular plane where sites abut lands zoned Single Family Residential (S) and Two-Family Residential (T).

The concept plan also illustrates a movement system including a rear laneway system and pedestrian access points between buildings. It illustrates the recommended reconfiguration of the Danforth Road/Danforth Avenue intersection. Included also are icons depicting the potential for municipal parking in the vicinity of certain areas. These icons are intended to be conceptual only, and not suggestive of precise locations for parking lots.

The concept plan identifies existing parks within the area, as well as City-owned land for possible park use. It also includes potential parks and open space areas such as public parks/plazas, institutional open space, and suggested locations for publicly accessible open space. The concept plan also includes a side-bar illustration of potential improvements and reconfiguration of Oakridge Park, for future consideration, in the event that the City is able to purchase the Oakridge Park property from the Toronto District School Board.

Streetscape Improvements

A streetscape improvement project for this area was implemented by the City in 2004. Among other things, this included street reconstruction along with installation of decorative unit pavers, and street tree planting. Through the City's Transportation Services Division a coordinated street furniture program, which addresses transit shelters, benches and litter receptacles has commenced. The Danforth Avenue Study area will be further investigated by the Transportation Services staff as a priority candidate for inclusion in this program.

Transportation

Various initiatives on matters such as parking, road connectivity/improvements and the pedestrian and cycling realm have been addressed through either area specific policies or zoning as described below.

Parking

The Urban Strategies report identified potential locations for Toronto Parking Authority (TPA) parking lots in the area. An area specific official plan policy to promote the creation of such lots is recommended. This report recommends that the TPA be requested to consider creating parking lots in the subject area.

The Oakridge Community By-law features dramatically reduced parking requirements for smaller retail, service, office and restaurant establishments. Further reductions on the required parking rates may be considered on a site-specific basis when justified by detailed analysis of the parking needs of a specific development proposal. If the required parking cannot be accommodated on-site for the commercial uses, the City's existing cash-in-lieu policy for parking could be applied. This, in turn, will support the TPA's participation in supporting this Avenue.

For sites with a mixture of uses on a site which generate parking demand at varying peak times, it may also be possible to rationalize reductions in on-site parking requirements. This will be reviewed on a site by site-specific basis in association with individual development applications.

Road Connectivity/Improvements

North of Danforth Avenue, in the broader study area, Denton Avenue offers a parallel route linked to Danforth Avenue by a number of north-south roads. This parallel route affords area residents a great deal of convenience and flexibility when accessing businesses on Danforth Avenue or travelling about within their neighbourhood. It allows

them to avoid much of Danforth Avenue's traffic congestion. Denton Avenue stops short of connecting to Danforth Road in the east, however the connection exists informally through an existing retail plaza. Staff contemplated formalizing the connection by extending Denton Avenue to Danforth Road. Public response to the initiative was negative with concerns about the potential increase in through traffic and accordingly the initiative is no longer being recommended by staff.

The area south of Danforth Avenue lacks such a continuous parallel route. The street and block patterns include a number of dead-end streets and residents living south of Danforth rely on Danforth Avenue to traverse their neighbourhood or access Danforth Avenue businesses. In order to enhance accessibility within this area, it is recommended that further investigation be initiated to consider the feasibility of connecting Lucy Avenue, Mansion Avenue and Coventry Street south of Danforth Avenue.

A further area where transportation improvements are recommended is the west end of Danforth Road. The geometry of the existing intersection of Danforth Road and Danforth Avenue, at an oblique angle, restricts certain movements and also poses some challenges to pedestrians crossing the intersection. As a result, it is recommended that further investigation be conducted to consider realigning the intersection to a more normal angle. The redesign would involve some land acquisitions and conveyances which could materialize through redevelopment opportunities. The realignment would enable all traffic movements to occur at the intersection, improve the quality of pedestrian crossing environment, and enable a more appropriate main street built form on the corner properties.

Pedestrian and cycling initiatives

In order to enhance the walking experience along Danforth Avenue, it is important to reduce the conflicts between vehicles accessing the properties along the street and pedestrians. Accordingly, it is recommended that vehicular access to properties fronting along Danforth Avenue be provided via a rear public laneway system, where feasible. Rear laneways should be designed and constructed as public lanes in conjunction with Development Infrastructure Policy and Standards (DIPS) policy.

The provision of bicycle parking within private developments and along the public realm is an important component of encouraging cycling in the area. Specific bicycle parking standards have been recommended for residential developments in the zoning by-law.

Transit

The City and the TTC have commenced an environmental assessment (EA) study to identify potential transit improvements along the Kingston Road corridor from Victoria Park Avenue to Eglinton Avenue East. The study will also look at ways of integrating transit service along the corridor with other transit services in the area. As part of that, a route linking Kingston Road to the Victoria Park subway station, along the subject stretch of Danforth Avenue was identified by TTC in "Building a Transit City" announcement in January 2005.

The EA study will assess this route, amongst others, through the study process. The subject stretch of Danforth Avenue is not presently identified in the official plan for any form of higher order transit. If the EA recommends Danforth Avenue route as the preferred alternative to link the potential transit service along Kingston Road to the Bloor-Danforth subway, the operations of such a link and its impact on the right-of-way and on-street parking along Danforth Avenue, amongst other issues, will have to be assessed at that time. The EA study is targeted for completion by the end of 2008.

Community Services and Facilities

Community services and facilities (CS&F) are vital resources that help meet the everyday needs of local residents and make the area attractive for future development. A review of these resources can identify service provision issues and assist in determining CS&F improvements. For the Danforth Avenue Study, a review of schools, child care facilities, libraries, community centres, parks and open space was undertaken. The programs and services provided locally by human service agencies were also examined. The CS&F review covered a larger geographic area than the Avenue Study as service areas vary widely. An inventory was compiled of existing community services and facilities. As a follow-up, local community agencies were invited to attend two consultation meetings to discuss their service and facility priorities.

Children's Services staff reported that there is a shortage of child care spaces to meet the current demand. Given the existing deficiency, child care should be a top priority to service any future growth in the area. More subsidized child care spaces would help make child care accessible to the many low-income families who reside in the area.

The CS&F review identified a common concern for improved access to large program rooms such as gyms for local area residents. The City will be constructing a new Ward 35 Community Centre at Warden Avenue and St. Clair Avenue in the near future. However, the new centre will be located north of the Danforth Avenue Study Area and may not help meet the need identified for local residents living closer to Danforth Avenue and Victoria Park Avenue. Expansion at existing area community centres, for example, with new gym facilities should be considered. In the meantime, greater access to neighbourhood school gyms would be a good approach.

There are also indications that additional community space should be considered when the opportunity presents itself. Increased multi-use space would reduce the burden on the community recreation centres as service agencies would have other space alternatives in the area.

The north-east quadrant of Victoria Park Avenue and Danforth Avenue is limited in the availability of local parkland. It is recommended that Madelaine Park be expanded north to Denton Avenue to begin to address this shortfall. In addition, Parks and Recreation staff should be requested to consider other options for use of City-owned land in the area

for parks purposes, as illustrated in the Concept Plan, Attachment 2. A recommendation to this effect has been included.

Toronto Green Development Standard

Any new development within the study area will be encouraged to incorporate sustainable features in accordance with the City's Green Development Standard adopted by City Council in July 2006.

Development Application at 3520 Danforth Avenue

A rezoning application and associated site plan control application have been submitted by Icon Developments Limited for the lands at 3520 Danforth Avenue, located at the north east corner of Danforth Avenue and Warden Avenue. The rezoning application seeks to rezone the property from Highway Commercial to an appropriate residential category to permit a mixed-use development consisting of a 12-storey building comprised of 126 residential units and ground floor commercial uses. To date the applicant has not provided Planning staff with all of the requested supporting information necessary to allow the applications to be processed.

While the recommendations of this Avenue study report address the land use component of the proposed development at 3520 Danforth. They do not implement the intensity of development that the rezoning application seeks. The proposed rezoning at 3520 Danforth seeks both a greater height and density, and lesser building setbacks and parking provision than this study recommends. The rezoning application will be considered through the standard planning review process, as was recommended in the Preliminary Report considered by Scarborough Community Council in March 2007, once the applicant has provided the requested supporting information.

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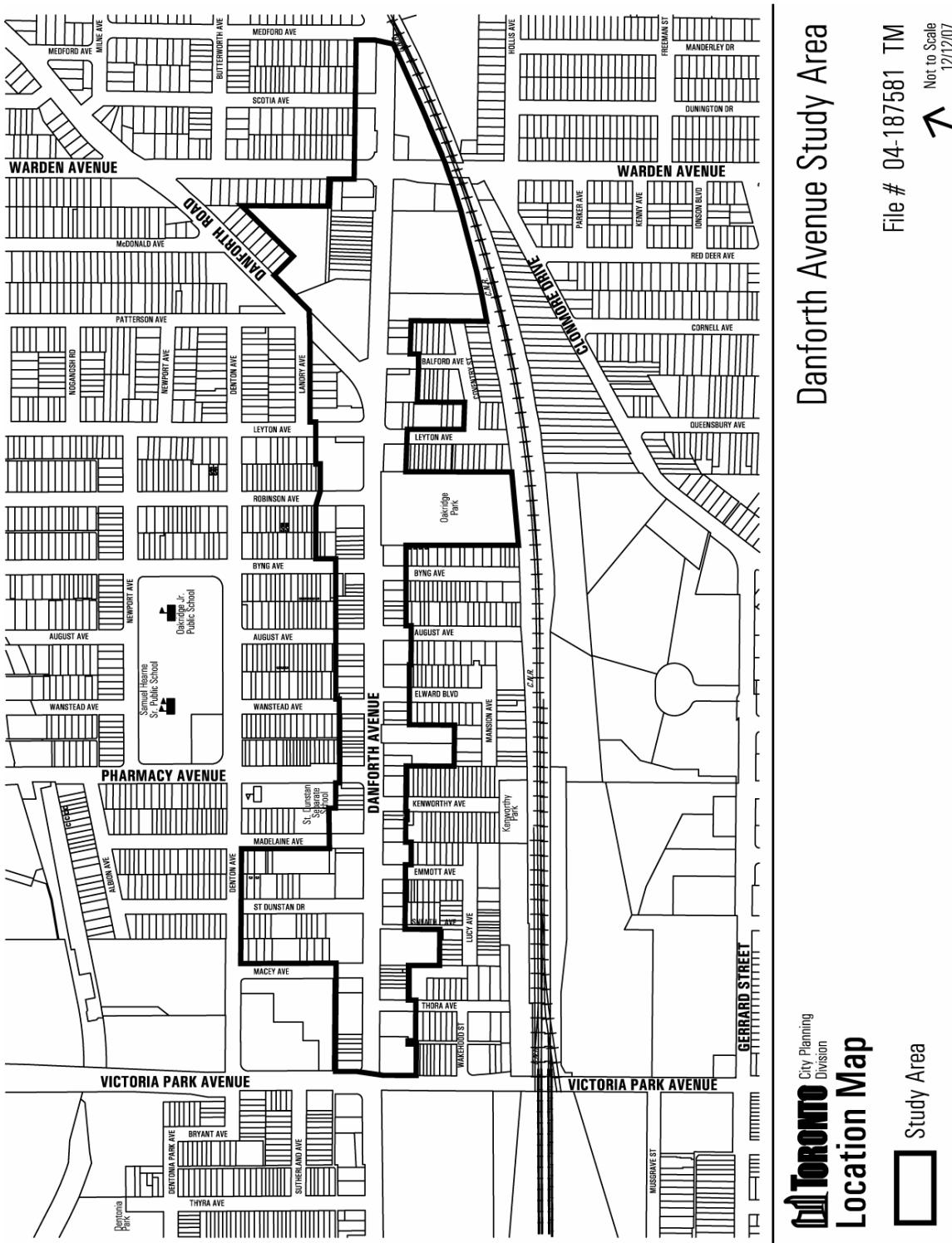
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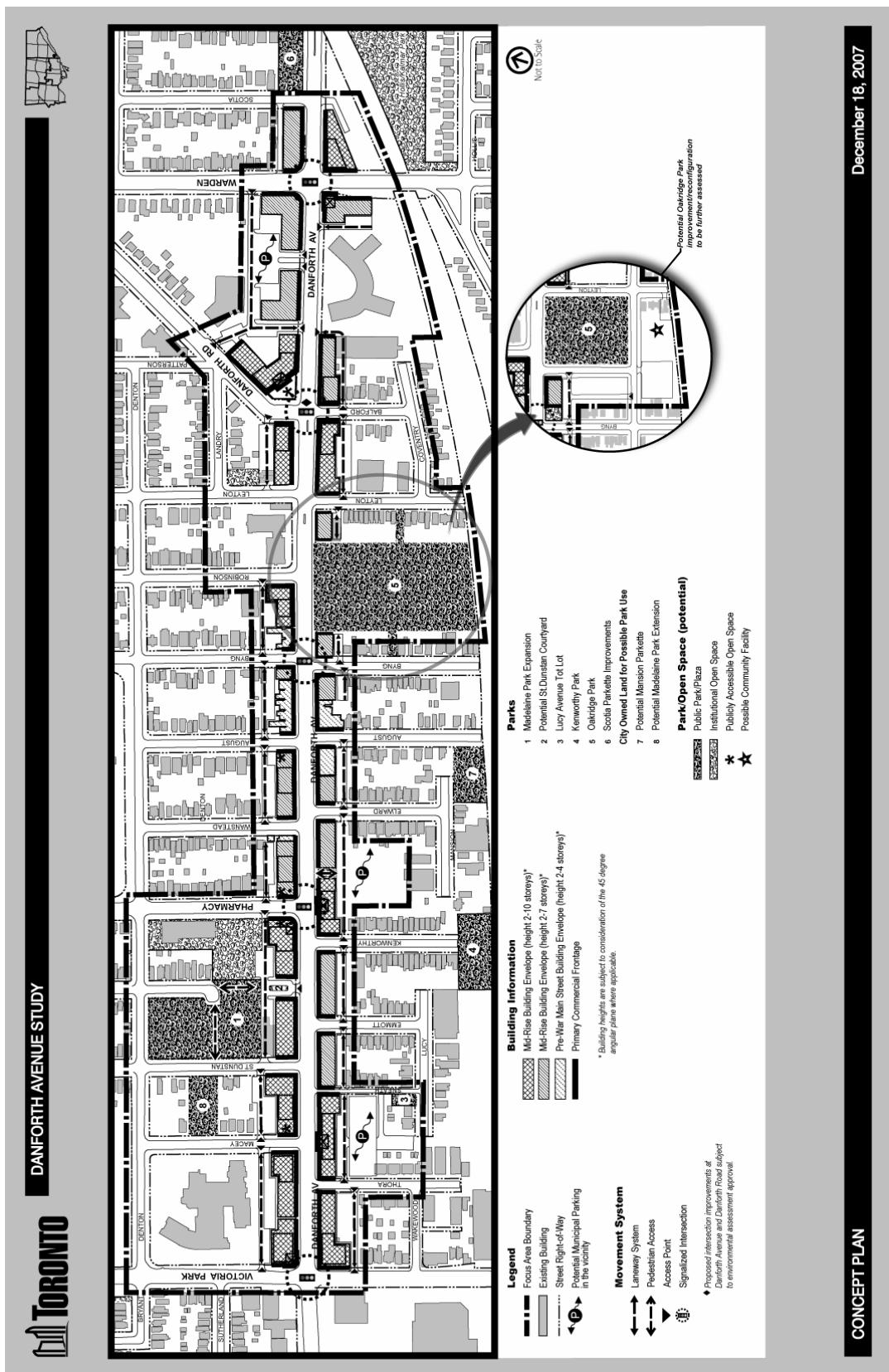
ATTACHMENTS

- Attachment 1: Study Area
- Attachment 2: Concept Plan
- Attachment 3: Draft Official Plan Amendment
- Attachment 4: Draft Zoning By-law Amendment
- Attachment 5: Urban Design Guidelines
- Attachment 6: Community Services and Facilities Review

Attachment 1: Study Area



Attachment 2: Concept Plan



Attachment 3: Draft Official Plan Amendment

Authority: Scarborough Community Council Item ~ [or Report No. ~, Clause No. ~]
as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

**To adopt an amendment to the Official Plan
for the City of Toronto
respecting the lands municipally known as,
Danforth Avenue Study,**

**lands on the north and south sides of Danforth Avenue between Victoria Park
Avenue to Medford Avenue**

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 attached Amendment No. 42 to the Official Plan is hereby adopted pursuant
to the *Planning Act*, as amended.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

DAVID R. MILLER,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

AMENDMENT NO. 42 TO THE OFFICIAL PLAN

Lands on the north and south sides of Danforth Avenue, between Victoria Park Avenue and Medford Avenue

The Official Plan of the City of Toronto is amended as follows:

1. Chapter 7, Site and Area Specific Policies, is amended by deleting Site and Area Specific Policy No. 120 and replacing it with the following:

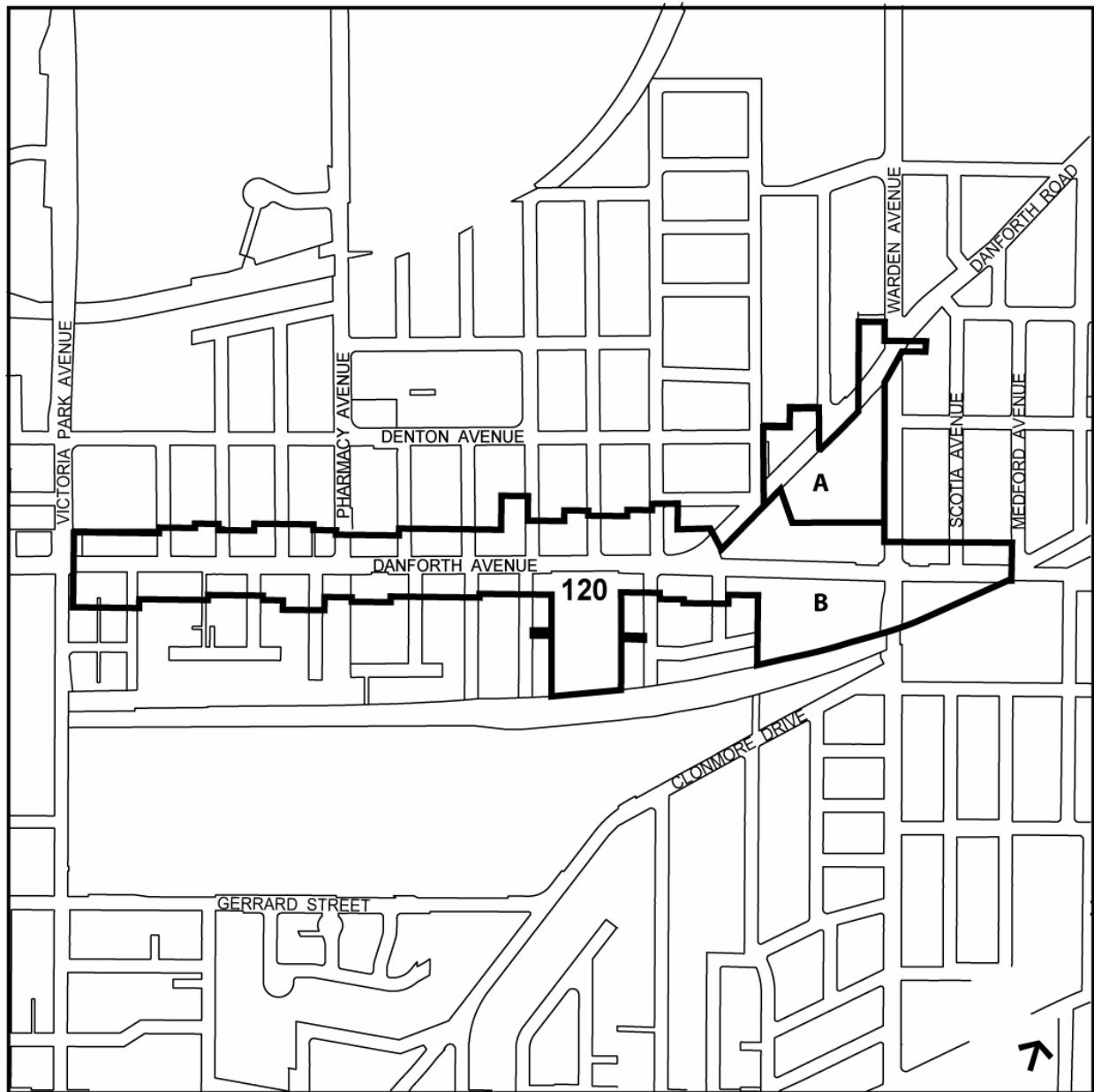
120. Danforth Avenue and Danforth Road

Area A

- (a) Service stations, used car sales lots and public garages are not permitted within the Mixed Use Areas designation except where they existed on February 24, 1986.

Area B

- (a) Service Stations, used car sales lots and public garages are not permitted within the Mixed Use Areas designation.
- (b) The re-alignment of Danforth Road – Danforth Avenue intersection to align with Balford Avenue to the south, conceptually shown on the Concept Plan in the Urban Design Guidelines, will be pursued.
- (c) Publicly owned and operated Municipal Parking lots, provided by Toronto Parking Authority, will be encouraged in the area.
- (d) Urban Design Guidelines will be adopted by Council to provide detailed guidance on the design and organization of the built environment along the corridor. They include specific recommendations on site planning, building massing and design as well as public realm improvements. Consideration will be given to these guidelines during the preparation and review of development applications within this site and area specific policy area.



Attachment 4: Draft Zoning By-law Amendment

Authority: Scarborough Community Council Item ~ [or Report No. ~, Clause No. ~]
as adopted by City of Toronto Council on ~, 20~
Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

To amend ~ Zoning By-law No. 9812, as amended, With respect to the lands municipally known as, 1 East District Study

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, and under Section 113 (1) of the City of Toronto Act, S.O. 2006, 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. **CLAUSE IV – ZONES** is amended by adding the Commercial-Residential (CR) Zone.
2. **CLAUSE V – INTERPRETATION (f) Definitions** is amended by adding the following:

Bicycle parking space

means an area designed and equipped for the purpose of parking and securing a bicycle.

Personal Service Shop

means premises in which services with respect to grooming of persons or the care of their apparel is provided.

45 degree Angular Plane

means a plane extending at right angles to a line extending at a 45 degree angle from the horizontal mid point of the **rear lot line** or **side lot line** or the nearest “S” or “T” lot line, and extending over the lot to the mid point of the **front lot line**. The resulting plane shall extend throughout the width and breadth of the lot.

3. CLAUSE VI – PROVISIONS FOR ALL ZONES is amended by adding the reference of the Commercial-Residential “CR” zone to sub-clauses between the “CC” and “HC” zone: sub-clause 5, Landscaping Requirements, sub-clause 12, Underground Structures in “NC”, “CC”, “HC” and “OU” Zones, sub-clause 13, Lands Not Covered by Buildings, and sub-clause 16, Non-Accessory Signs, paragraph 16.1 and paragraph 16.4.

4. CLAUSE VIII – ZONE PROVISIONS is amended by adding the following:

17. **Commercial-Residential Zone (CR)**

(a) **Permitted Uses**

- **Day Nurseries**
- **Dwelling Units**
- Educational and Training Facility Uses
- Financial Institutions
- Fraternal Organizations
- Hotels
- Medical Centres
- Municipally owned and operated Parking Lots
- Nursing Homes
- Offices
- **Personal Service Shops**
- **Place of Entertainment**
- **Place of Worship**
- **Private Home Day Care**
- **Recreational Use**
- Restaurants
- Retail Stores
- Retirement Homes

(b) **Prohibited Uses**

- Automobile Sales, Service and Maintenance Uses
- Auto Sales Rooms
- Automobile Service Stations
- Mechanical or Automatic Car Washes
- **Single-Family Dwellings**
- **Two-Family Dwellings**
- **Multiple-Family Dwellings**
- **Duplex**
- **Split Level Dwelling**

(c) Supplementary Regulation

- Properties abutting Danforth Avenue: **Dwelling Units** shall only be permitted on or above the second **storey**, or where no portion of the **dwelling unit** is located within 18 metres of the Danforth Avenue **street** line. For the purposes of this supplementary regulation, the **basement** shall not be considered a **storey**.

5. Schedule “A” is amended by deleting the Zoning for the lands outlined on Schedule “1” and adding the following Zoning to the outlined lands:

CR (H) – 39 – 140 – 144 – 145 – 146 – 147 – 148 – 149 – 150 – 407 – 410

CR (H) – 39 – 141 – 144 – 145 – 146 – 147 – 148 – 149 – 150 – 407 – 409

CR – 39 – 142 – 145 – 146 – 148 – 149 – 150 – 407 – 408

CR (H) – 39 – 142 – 146 – 147 – 148 – 149 – 150 – 407 – 408

CR (H) – 39 – 39A – 141 – 144 – 145 – 146 – 147 – 148 – 149 – 150 – 407 – 409

CR (H) – 39 – 39A – 140 – 144 – 145 – 146 – 147 – 148 – 149 – 150 – 407 – 410

T – 7 – 29 – 41 – 66 – 88

T – 7 – 23 – 29 – 41 – 66 – 88

P

6. Schedule “B”, PERFORMANCE STANDARDS CHART, is amended by adding the following Performance Standards:

Minimum Building Setbacks

39. Minimum 7.5 metre building setback abutting “S”, “T”, “M”, or “A” zones.
- 39A. Minimum 30 metre building setback from the CN rail line.

MISCELLANEOUS

140. Minimum 2 **storeys** and maximum 10 **storeys**, excluding **basements** and mechanical penthouses, is permitted and shall not exceed an overall **height** of 32 metres. An additional **storey** used exclusively for mechanical penthouse purposes, which includes mechanical equipment for the building and elevator machine rooms, not exceeding an overall **height** of 4.5 metres is also permitted.
141. Minimum 2 **storeys** and maximum 7 **storeys**, excluding **basements** and mechanical penthouses, is permitted and shall not exceed an overall **height** of 23 metres. An additional **storey** used exclusively for mechanical penthouse purposes, which includes mechanical equipment for the building and elevator machine rooms, not exceeding an overall **height** of 4.5 metres is also permitted.
142. Minimum 2 **storeys** and maximum 4 **storeys**, excluding **basements**, not exceeding an overall **height** of 14 metres.
143. Minimum 2 **storeys** and maximum 3 **storeys**, excluding **basements**, not exceeding an overall **height** of 11 metres.
144. Minimum first **storey** floor-to-ceiling **height** at the first floor at or above grade shall be 4.5 metres.
145. No **parking space** shall be located in any **street yard** abutting Danforth Avenue.
146. (i) If the property abuts a “S” or “T” zone, no portion of any building shall exceed a **45 degree angular plane**.
(ii) If the property is separated from the “S” or “T” zone only by a public laneway, no portion of any building shall exceed a **45 degree angular plane** plus an additional **height** equivalent to the width of the laneway at the midpoint of the **rear lot line** or **side lot line** nearest to the “S” or “T” zone.
147. The front wall of a building fronting or abutting Danforth Avenue shall be a minimum width of 70% of the lot at the **street** line for lots having a frontage or flankage of 30 metres or more abutting Danforth Avenue, and 60% for lots having a frontage or flankage of less than 30 metres abutting Danforth Avenue, and shall have a minimum **street yard** building **setback** of 0 metres from Danforth Avenue for all buildings, and a minimum **street yard** building **setback** of an additional 1.5 metres in relation to the **setback** of

the first floor at or above grade from Danforth Avenue for the uppermost two **storeys** of the building where the building contains 5 or more **storeys**, excluding **basements**; maximum **street yard** building **setback** 3 metres from Danforth Avenue.

The main wall of a building fronting or abutting any **street** other than Danforth Avenue shall be setback from the **street** line a minimum of 1.5 m.

148. **Bicycle parking spaces** shall be provided with a capacity of 0.5 bicycles per **dwelling**, of which 80% is for occupant use, and 20% is for visitor use. **Bicycle parking spaces** shall not be provided within a **dwelling** or on a balcony associated thereto, and shall be provided as follows:

- a) where the bicycles are to be parked in a horizontal position, the space shall have horizontal dimensions of at least 0.6 metres by 1.8 metres per bicycle and a vertical dimension of at least 1.9 metres;
- b) where the bicycles are to be parked in a vertical position, the space shall have horizontal dimensions of at least 0.6 metres by 1.2 metres per bicycle and a vertical dimension of at least 1.9 metres;
- c) in the case of a bicycle rack, it shall be located in a secured room or area.

149. **CLAUSE VI – PROVISIONS FOR ALL ZONES**, Section 6, **Coverage**, shall not apply.

150. Within the lands shown on Schedule "1" attached to this By-law, no person shall use any land or erect or use any building or structure unless the following municipal services are provided to the lot line and the following provisions are complied with:

- (a) all new public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway, and
- (b) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

INTENSITY OF USE

407. Minimum **Gross Floor Area** 1.0 times the area of the lot or parcel.

408. Maximum **Gross Floor Area** 2.5 times the area of the lot or parcel.
 409. Maximum **Gross Floor Area** 3.5 times the area of the lot or parcel.
 410. Maximum **Gross Floor Area** 4.5 times the area of the lot or parcel.
7. Schedule “C” is amended by adding Exception Number 60 to the lands outlined on Schedule “2” (Map A) as follows:
60. On those lands identified on the accompanying map, the following provisions shall apply:
- (a) Public parking lots operated by the City of Toronto or a municipal authority shall be permitted.
 - (b) Parking ancillary to the main use on the lot shall be permitted.
 - (c) Commercial or Institutional uses legally established prior to the date of passage of this by-law shall continue to be permitted.
8. Schedule “C” is amended by adding Exception Number 61 to the lands outlined on Schedule “2” (Maps A and B) as follows:
61. On those lands identified on the accompanying map, the following provisions shall apply:
- (a) Permitted uses prior to the removal of the Holding Provision (H) from the zoning shall be restricted to all uses permitted in a Commercial-Residential (CR) zone together with the following performance standards:

CR - 39 - 143 - 144 - 145 - 147 - 148 - 149 - 150 - 407 - 408
 - (b) The Holding Provision (H) used in conjunction with the Commercial-Residential (CR) Zone shall be removed by amending By-law when:

Council is satisfied that a servicing study has been submitted and has been satisfactorily reviewed, and that

any recommended improvements have been implemented, or financially secured through a Servicing Agreement.

9. Schedule “C” is amended by adding Exception Number 62 to the lands outlined on Schedule “2” (Map B) as follows:

62. On those lands identified on the accompanying map, the following provisions shall apply:

- (a) Permitted uses on the site prior to the removal of the Holding Provision (H) from the zoning shall be restricted to all uses permitted in a Commercial-Residential (CR) zone together with the following performance standards:

CR - 39 - 39A - 143 - 144 - 145 - 147 - 148 - 149- 150- 407 - 408

- (b) The Holding Provision (H) used in conjunction with the Commercial-Residential (CR) Zone shall be removed by amending By-law when:

Council is satisfied that a servicing study has been submitted and has been satisfactorily reviewed, and that any recommended improvements have been implemented, or financially secured through a Servicing Agreement.

10. Schedule “C” is amended by adding Exception Number 63 to the lands outlined on Schedule “2” (Map A) as follows:

63. On those lands identified on the accompanying map, the following provisions shall apply:

- (a) Permitted uses on the site prior to the removal of the Holding Provision (H) from the zoning shall be restricted to all uses permitted in a Two-Family Residential (T) zone together with the following performance standards:

T – 7 – 29 – 41 – 66 - 88

- (b) The Holding Provision (H) used in conjunction with the Commercial-Residential (CR) Zone shall be removed by amending By-law when:

Council is satisfied that a servicing study has been submitted and has been satisfactorily reviewed, and that

any recommended improvements have been implemented, or financially secured through a Servicing Agreement.

- 11.** Schedule “C” is amended by adding Exception Number 64 to the lands outlined on Schedule “2” (Map B) as follows:

64. On those lands identified on the accompanying map, the following provisions shall apply:

- (a) Permitted uses on the site prior to the removal of the Holding Provision (H) from the zoning shall be restricted to all uses permitted in a Single Family Residential (S) zone together with the following performance standards:

S – 1 – 23 – 44 - 61

- (b) The Holding Provision (H) used in conjunction with the Commercial-Residential (CR) Zone shall be removed by amending By-law when:

Council is satisfied that a servicing study has been submitted and has been satisfactorily reviewed, and that any recommended improvements have been implemented, or financially secured through a Servicing Agreement.

- 12.** Schedule “C” is amended by deleting Exception Numbers 18, 26, 35, 57 and 59.

- 13.** Schedule “C” is amended by deleting Exception 54 and replacing it with the following:

54. On the lands indicated as Exception 54 on the accompanying Schedule “2” (Map A), the following provisions shall apply:

1. Deleted.
2. Notwithstanding the provisions of Clause VII, **parking spaces** adjacent to the south lot line may have a length less than 5.7 m but shall not be less than 4.3 m in length; and **driveways** may have a width less than 6.0 m but shall not be less than 5.3 m in width.
3. Repealed by By-law Number 22345.

14. Schedule “C” is amended by deleting Exception 39 and replacing it with the following:

39. On the lands indicated as Exception 39 on the accompanying Schedule “2” (Map A), the following provisions shall apply:

1. Deleted.
2. Deleted.
3. Existing parking may be provided in tandem with each **parking space** having a minimum size of 2.4 m by 4.5 m.

15. Schedule “C” is amended by deleting Exception 46 and replacing it with the following:

46. On the lands indicated as Exception 46 on the accompanying Schedule “2” (Map B), the following provisions shall apply:

- (a) Only the following uses are permitted:
 - **Ground Signs** which are **non-accessory**
 - **Marketplace Signs**
 - **Wall Signs** which are **non-accessory**

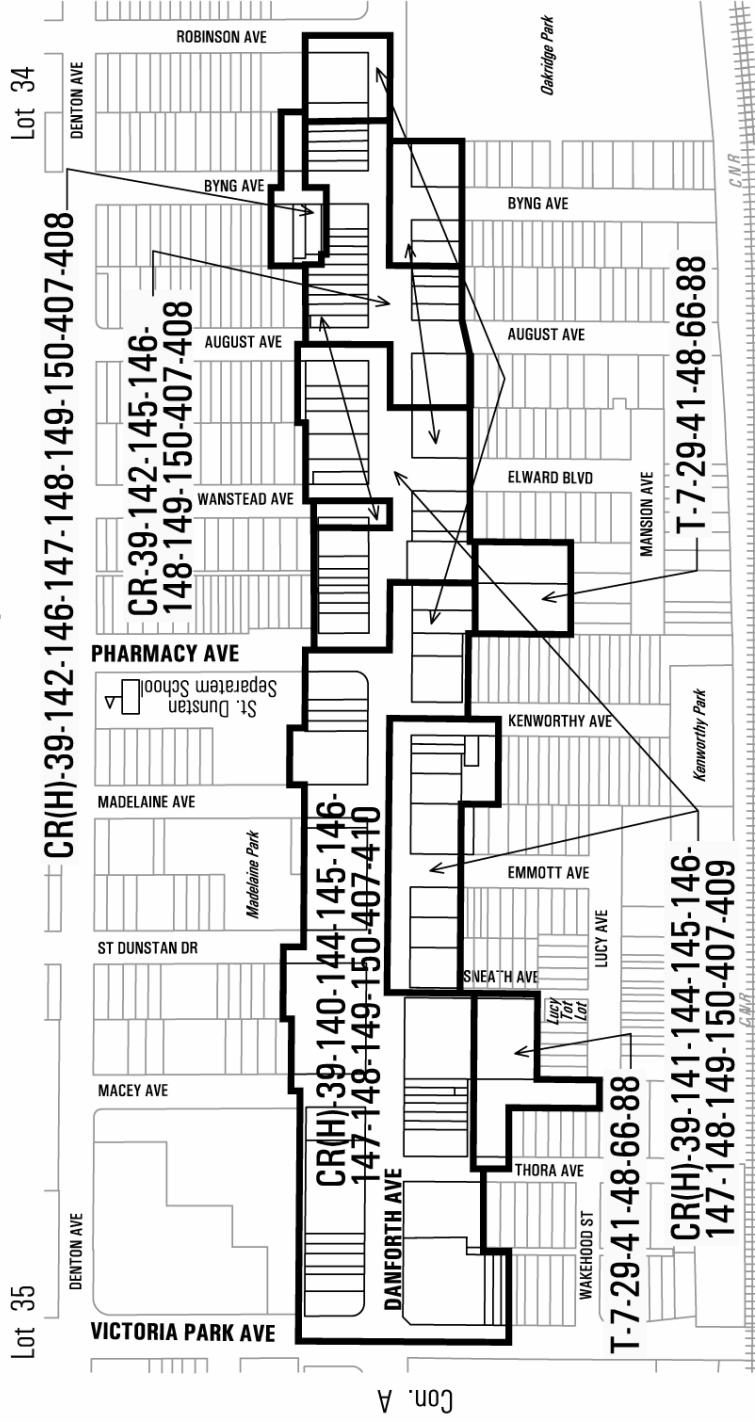
ENACTED AND PASSED this ~ day of ~, A.D. 20~.

DAVID R. MILLER,
Mayor

(Corporate Seal)

ULLI S. WATKISS,
City Clerk

Schedule '1', Map 'A'



**Toronto City Planning Division
Zoning By-Law Amendment**

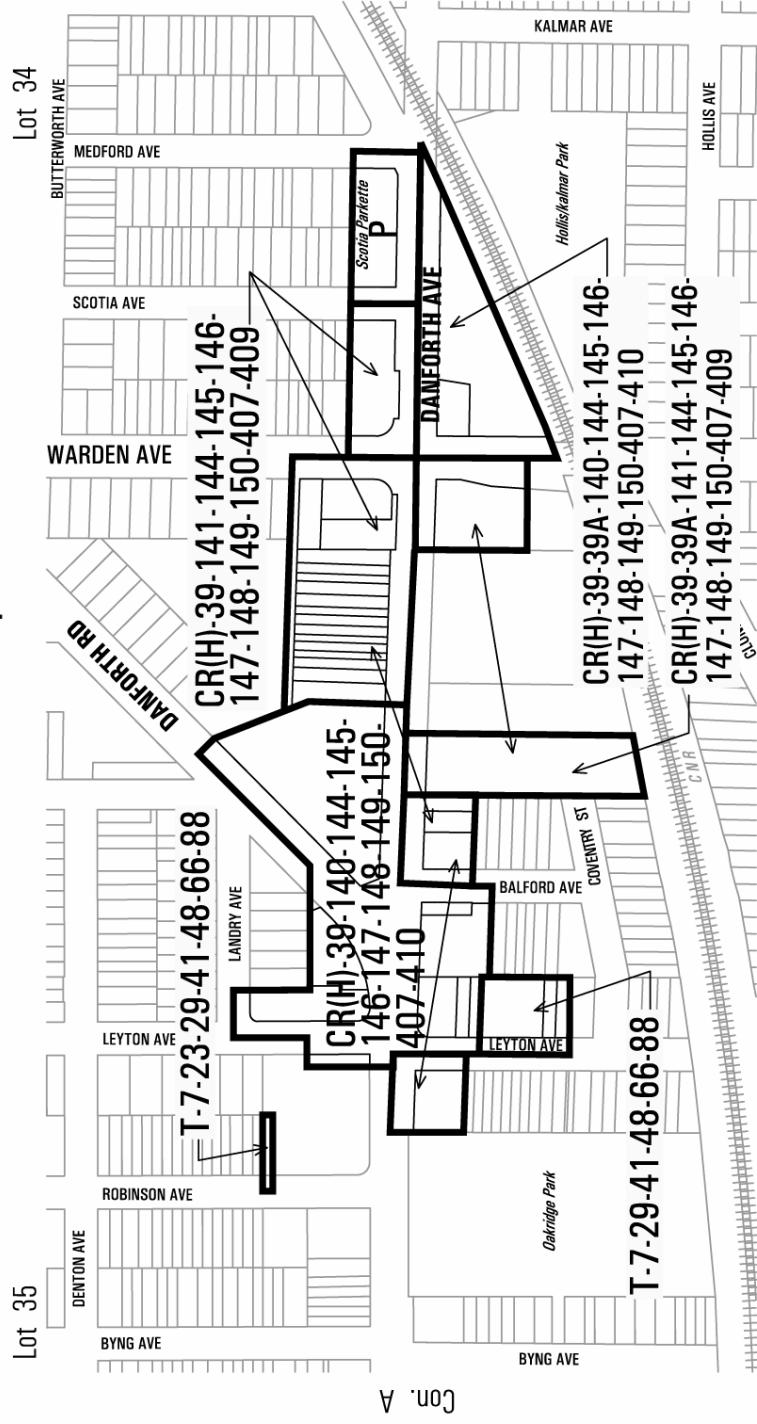
Area Affected By This By-Law

Danforth Avenue Study

File # 04-187581 0Z

Oakridge Community By-Law
Not to Scale
12/18/07

Schedule '1', Map 'B'



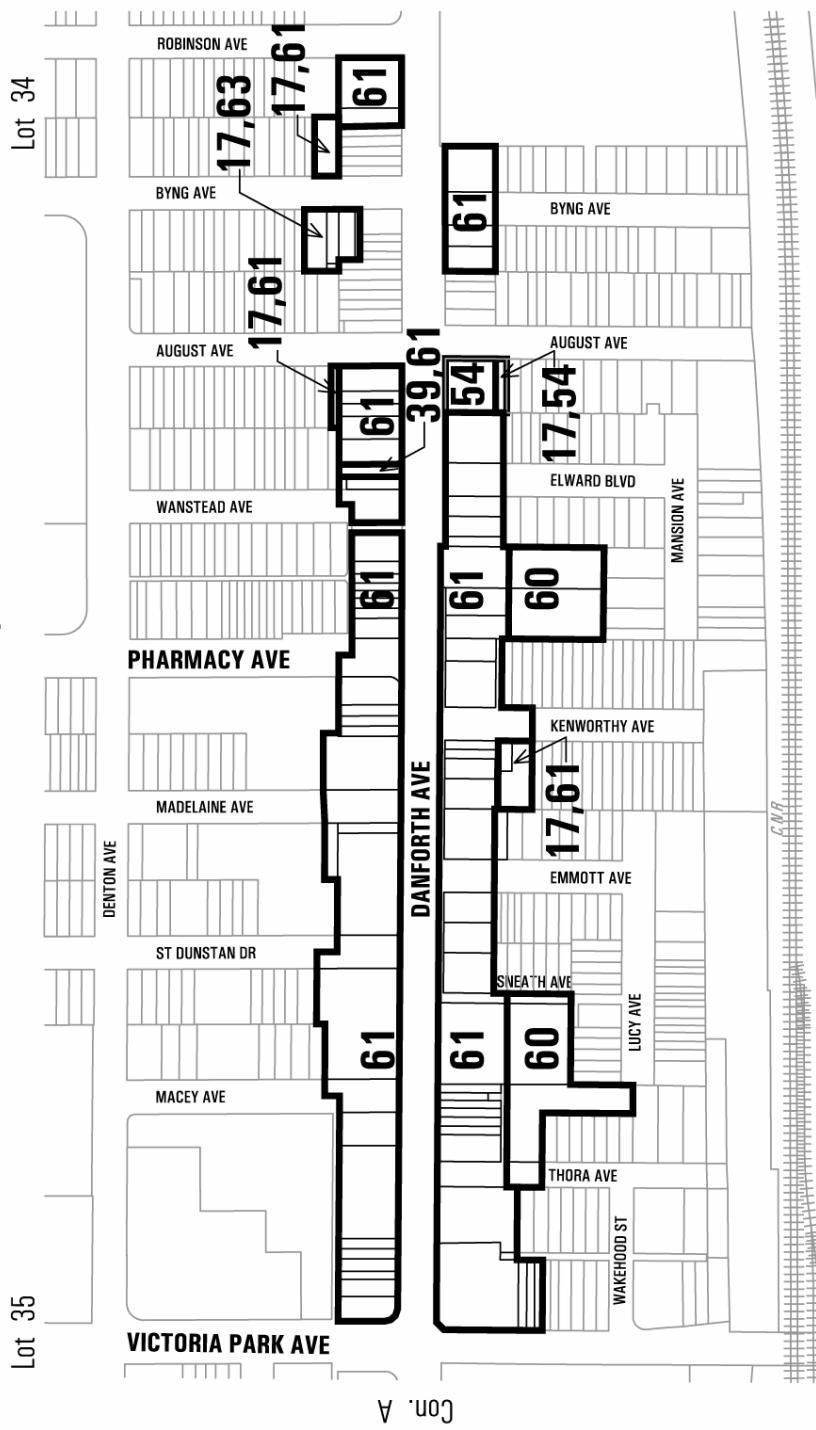
**Toronto City Planning Division
Zoning By-Law Amendment**

Danforth Avenue Study

File # 04-187581 0Z

Oakridge Community By-Law
Not to Scale
12/19/07

Schedule '2', Map 'A'



TORONTO City Planning Division
Zoning By-Law Amendment

Area Affected By This By-Law

Danforth Avenue Study

File # 04-187581 0Z

Oakridge Community By-law
Not to Scale
12/10/07

Schedule '2', Map 'B'



**Toronto City Planning Division
Zoning By-Law Amendment**

Area Affected By This By-Law

Danforth Avenue Study

File # 04-187581 0Z

Oakridge Community By-Law
Not to Scale
12/19/07
↑

Attachment 5: Urban Design Guidelines

Danforth Avenue Study

**Urban Design Guidelines
and Concept Plan**

City of Toronto
December, 2007

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1.0 Introduction

The Danforth Avenue Study Urban Design Guidelines provide detailed guidance on the design and organization of the built environment along the Study corridor between Victoria Park Avenue and Medford Avenue. They include specific recommendations on site planning, building massing and design, and public realm improvements.

The Danforth Avenue Study Concept Plan illustrates key components of the vision for the Avenue, including building locations, development heights and envelopes, locations of parking and access, etc.

The Guidelines and the Concept Plan are intended for the use of developers in the preparation of development proposals, and by the City of Toronto in the development review process, and in the planning of public projects.

2.0 Built Form and Site Development Guidelines

The Avenue is characterized by distinct pre-war buildings with diverse architectural styles and frontages over a short main street distance. The Guidelines respect and support this traditional development pattern by developing a strategy which humanizes the scale and massing of development along the street.

This approach will result in a collection of buildings and a hierarchy of composite building elements typically associated with small lot main street development, ensuring that new developments are compatible with each other and with the existing pre-war buildings, and contribute to a cohesive main street.

Building Orientation

- Priorities for the siting of buildings on



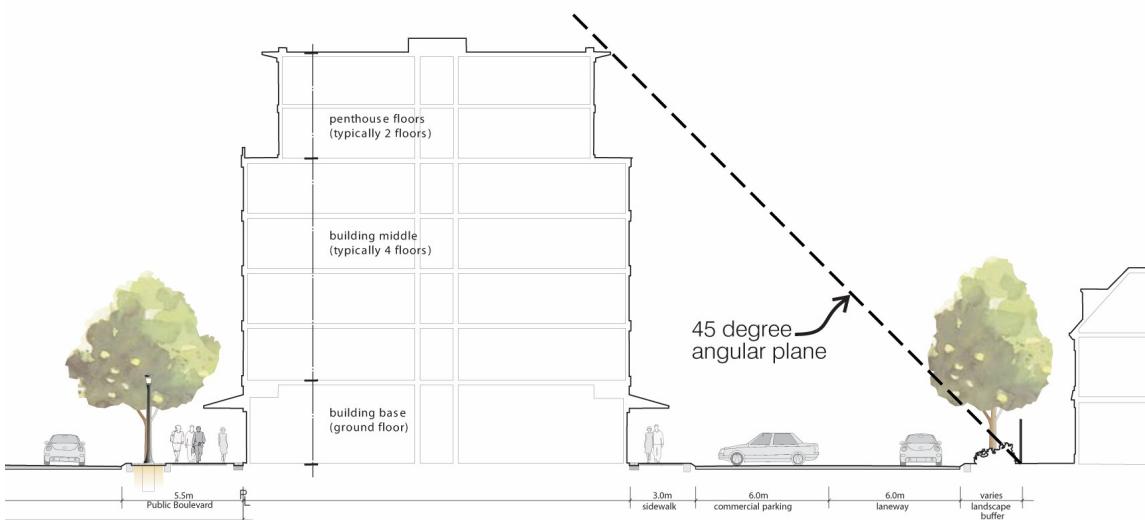
Pedestrian friendly pre-war main street fabric along Danforth Avenue

Danforth Avenue should be: first, addressing the street intersection or corner location, second, occupying the Danforth Avenue street frontage, and third, occupying the side street frontage.

- Except at locations where side yard setback is required and/or open space is desired, buildings fronting onto Danforth Avenue are encouraged to occupy the entire frontage. A minimum of 70% (for lots 30m and wider) or 60% (for lots under 30m) of the lot frontage should be occupied by building mass located at or near the Danforth Avenue street line.

Building Height

- Developments should be in either the form of mid-rise buildings or as small additions to the existing pre-war buildings.
- General height and massing characteristic should reflect a 5 storey base plus 2 storey setback penthouse condition, provided that the buildings conform to the 45 degree angular plane restriction.



A seven storey building appears as a five storey building from the street

- Greater heights, from 8 to 10 storeys, are encouraged at some locations, also utilizing a base building plus 2 storey setback penthouse condition, provided that the buildings conform to the 45 degree angular plane restriction. These locations include frontages along Danforth Avenue within approximately 30m from the street lines of
 - Victoria Park Avenue;
 - Macey Avenue;
 - St. Dunstan Drive (north side);
 - Pharmacy Avenue (south side and north-west corner only);
 - Robinson Avenue (west side);
 - Reconfigured Danforth Road (The 30m distance may be extended on the east side, provided that a publicly accessible open space is located at the north-east corner of the intersection);
 - Warden Avenue (south-east corner);
 - Balford Avenue;

Or, within approximately 15m from the projected centre line of Macey Avenue or Pharmacy Avenue, along the south side of Danforth Avenue.

45-Degree Angular Plane

- Buildings along the Danforth Avenue frontage should not exceed the 45-degree angular planes from the lot lines of abutting low rise residential properties.
- Exceptions to the 45 degree angular plane restriction may be considered on a site by site basis if the building is located along Danforth Avenue within approximately 70m



An eight storey building with step backs at the top addresses a key intersection

from the street lines of

- Victoria Park Avenue;
- Pharmacy Avenue;
- Reconfigured Danforth Road; and
- Warden Avenue;

Or, within 35m from the centre line of Pharmacy Avenue, along the south side of Danforth Avenue.

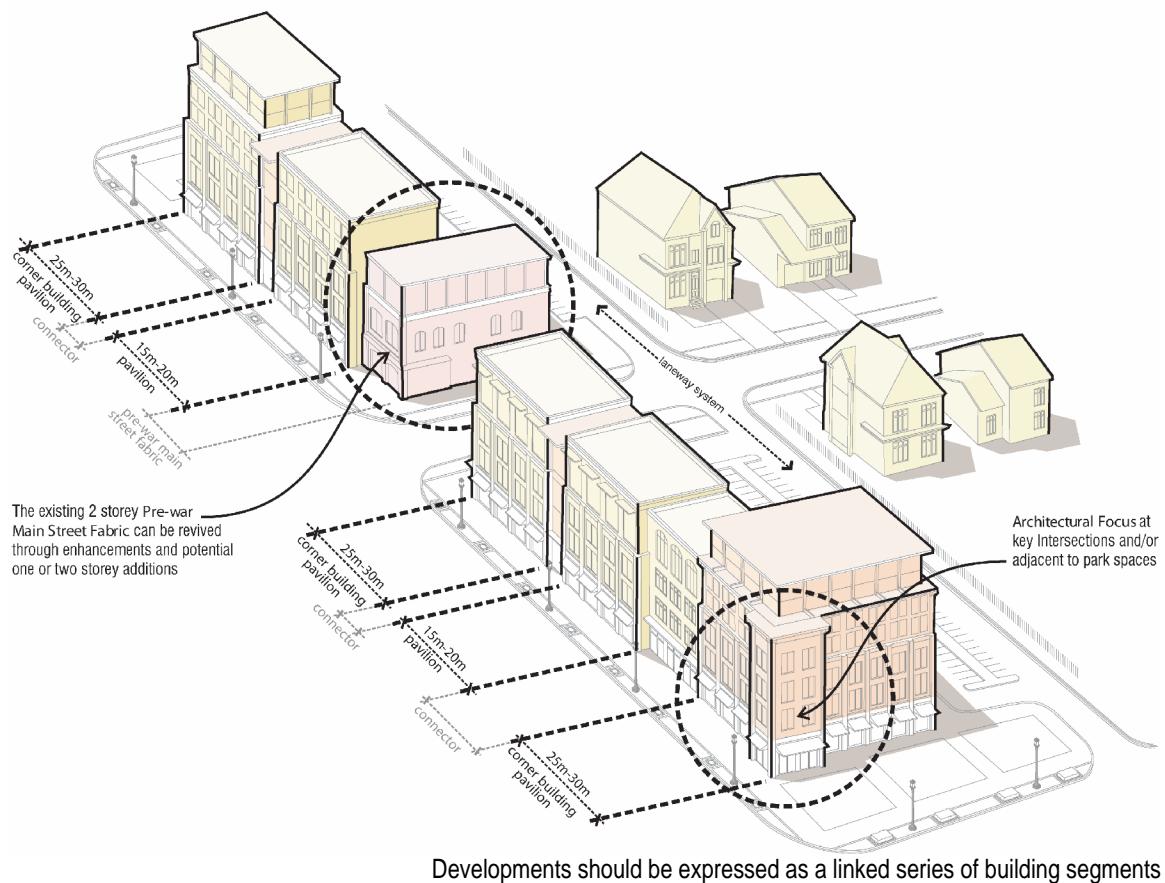
- Where exceptions are considered, developments should provide proper transition in scale to the low rise residential area and ensure adequate light, view and privacy conditions through setbacks, step-backs, terracing, and landscaping. Applicants will be required to submit sun/shadow studies and other necessary analyses to demonstrate that appropriate light, view and privacy conditions can be protected through appropriate building design.



Setback and step-backs help to reduce new development's impact on adjacent low rise residential area

Massing of New Mid Rise Developments

Large redevelopment parcels should be expressed as a linked series of pavilion-type buildings with distinctive and interesting built form expressions, some with greater importance than others.



Corner Segments



Distinct architectural features are encouraged for corner building segments

- Corner building segments should be expressed as the most significant building component.
- Architectural features or foci are encouraged to enhance the visual prominence and identity of the district.
- Corner segments should generally occupy 25 - 30m of the street frontage with a 0m setback from Danforth Avenue.

Mid-block Segments



Recessed connector segments provide variation on the façade and space for landscape enhancements

- Mid block building segments will generally occupy 15 - 20m of the street frontage with a 0m setback from Danforth Avenue, to assert the prominence of the corner unit.

Recessed Connector Segments

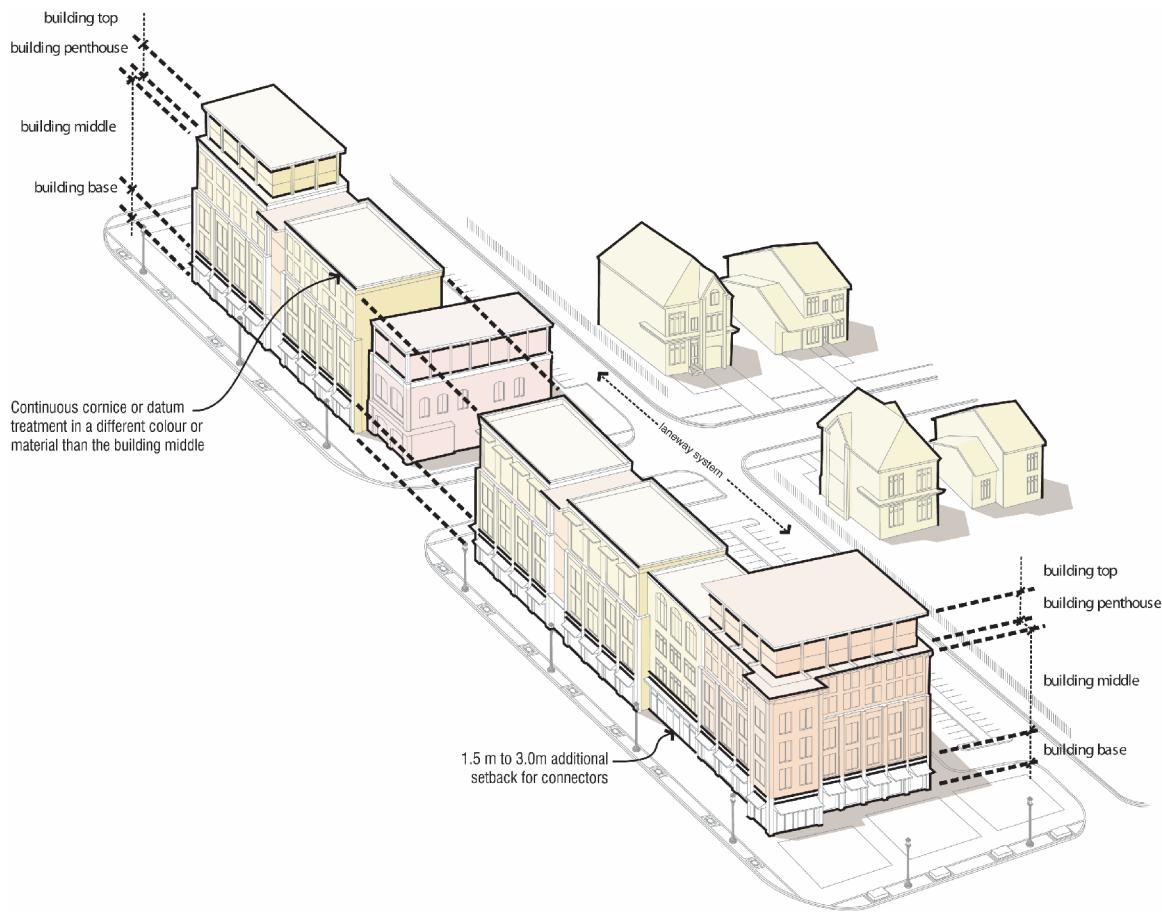
- Recessed connector segments should be setback 1.5 - 3.0 m from the street line.
- Recessed connector segments should generally occupy 6 - 15m of the street frontage.
- These locations are appropriate for private landscape enhancements including street furnishings, seating, and plantings.

Pedestrian Connections

- Pedestrian through building connections from Danforth Avenue to rear commercial parking areas are encouraged for any development exceeding 50m of continuous building frontage.

Distinct Building Elements

- Buildings should include the following distinct elements:
 - Building base;
 - Building mid section;
 - Building top or cornice; and
 - Setback penthouse floors

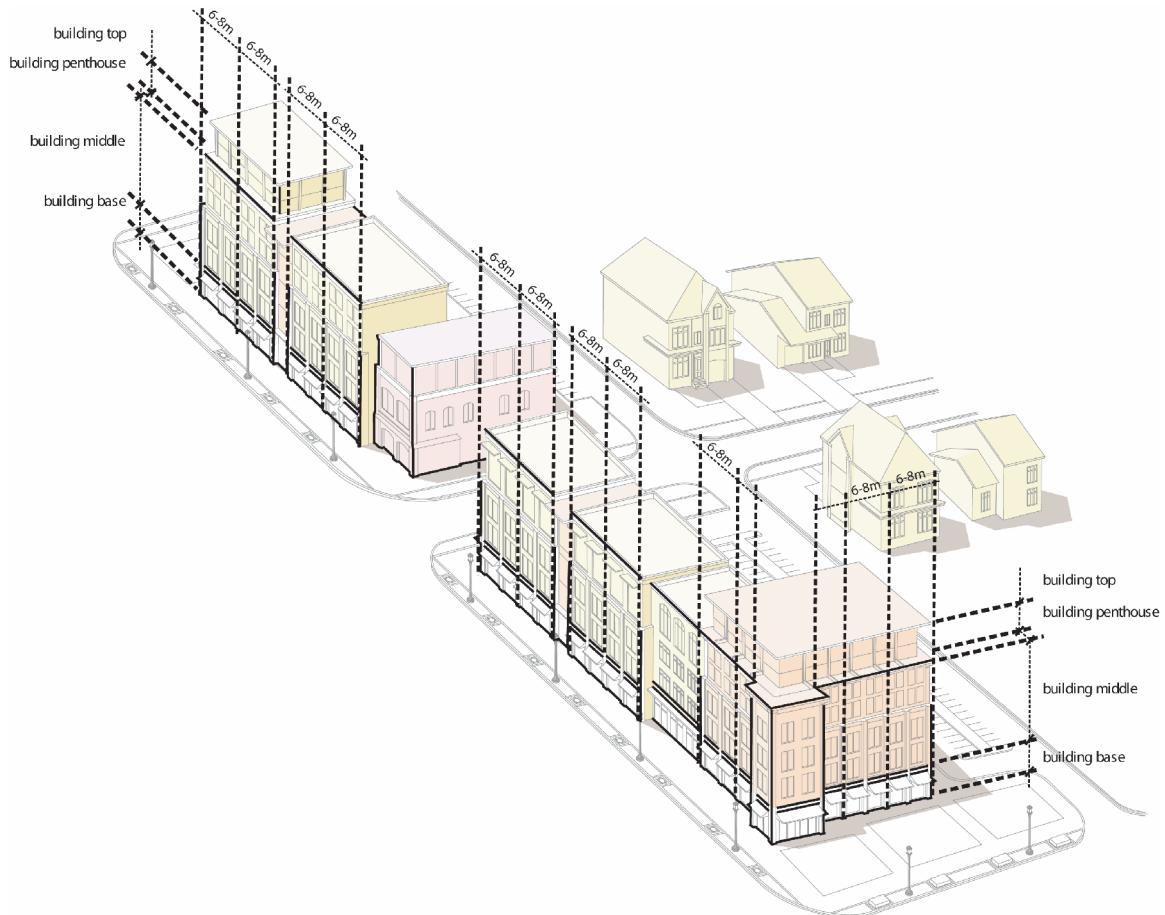


Building Base

- The commercial ground floor should have a minimum floor to ceiling height of 4.5m.
- All buildings along Danforth Avenue should have entrances fronting onto Danforth Avenue that are easily identifiable and appropriately signed. Privately provided landscaping, including planters and benches, is encouraged at entrance locations. Corner entrances are encouraged at all corner locations at street intersections.
- The commercial ground floor should be composed of a minimum 75% glazing for retail window displays.
- The height of window and door articulation on the commercial ground floor should respond to the greater ground floor to ceiling height. 4 m of glazing height is recommended.
- Weather protection in the form of window awnings is encouraged. Projected concrete canopies or balconies should be avoided at the top of the building base.
- The top of the building base should be marked with a 0.6 - 1.0m cornice feature. Storefront signage may be mounted as a marquee within the cornice feature zone.
- The building base should exhibit a material change from that exhibited along the building mid section above. The use of high quality materials, including stone or parged concrete is encouraged.
- The building base and cornice feature may be expressed to the second storey level. This treatment is appropriate for residential entry lobby locations and will help to establish variation along the street frontage.



Building base exhibits a material change from building above



Vertical relief and articulation should be provided on the building mid section

Building Mid Section

- The building mid section should exhibit a distinctive and regular pattern of vertical articulation along the street frontage occurring from the building base cornice to the building top or cornice occurring at the top of the building middle.
- A 6.0 - 8.0m interval of vertical articulation is recommended.
- The articulation of windows should vary along the building mid section. The use of divided windows and top and bottom lintels is encouraged. Corner pavilion locations are appropriate for additional architectural details including horizontal relief, special



Vertical relief and articulation on the building mid section break down building mass along the street frontage

window articulation and wider window sill articulation.

- The use of brick is encouraged for building mid sections. Vinyl siding should be avoided. Stucco can be used, however, window lintels and other details should not be articulated in the same material.
- Projected concrete balconies should not occur below the 3rd floor or project into the public right of way. They should occur along recessed connector building segments only as an integrated design element. The use of black decorative railings at window and balcony locations is encouraged. Opaque glass is encouraged to conceal private outdoor furniture and unify the overall building presentation.
- Mirrored curtain walls and coloured windows should be avoided.



Balconies designed as an integral part of the building mid section

Building Top

- A distinctive building top roof feature or 0.6 - 1.0m cornice element should be provided at the top of the building.
- Cornice features should exhibit relief and project beyond the mid building segment.
- Mansard roof and windowed gables may occur at the building top.

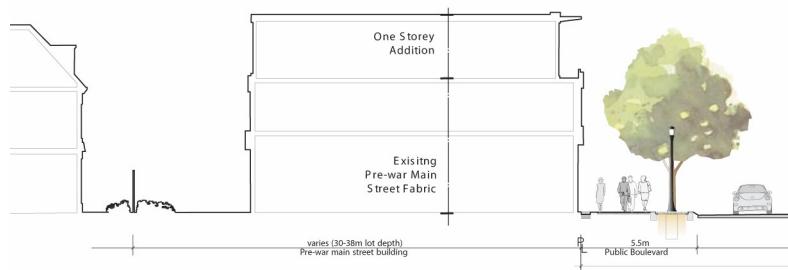
Penthouse Floors

- At mid block building segments, all additional storeys above the building mid section should be set back 1.5m from the edge of the building mid section and may be fully glazed. Projected balconies are allowed at these locations provided that they do not extend into the public right-of-way. A distinctive roof or canopy feature is encouraged to complete the building.

- At corner building segments, all additions to the building mid section are considered an extension of the building mid section. The first additional storey above the 5th or 6th storey may be projected directly up and should be completed with a building top or cornice feature. Additional floors should be set back a further 1.5m, with the top floor completed with a building top or cornice feature.
- Green roofs and other sustainable building features are encouraged for all new developments.

Additions to Pre-war Buildings

- For the pre-war buildings identified for protection in the Concept Plan, a maximum of 2 storeys may be added to the existing buildings (See Concept Plan for locations).
- Additions should be set back a minimum of 1.5m from the existing façade.
- Façade improvements are encouraged to preserve and enhance the character of the existing buildings.



One to two storey additions may be added to the existing pre-war buildings

Architectural Features

- General architectural features should not replicate any particular period or style. They should balance with new and historical built form elements, and add to the character and distinct image of the corridor.

- Canopies and awnings should reinforce the vertical rhythm of the mid building segment, and be configured with breaks at each vertical pier or articulated vertical relief element to avoid uniformity and bland application of these decorative features.
- Architectural lighting is encouraged for all pre-war main street buildings. Lighting specialists should be retained to design a low voltage lighting strategy for these structures, to ensure that light pollution will not adversely affect adjacent uses or elements of the natural environment, and to enhance the distinct character of the pre-war main street fabric.
- Architectural lighting is encouraged for all new mid rise developments. Lighting specialists should be retained to design a low voltage up lighting strategy to light the mid building segment, reinforce the verticality of the structure, ensure light pollution will not adversely affect upper storey uses, and enhance the character of the main street environment.
- Signage should be located along the building base cornice line. Painted and relief signage is encouraged.
- Projected signage located perpendicular to the primary building frontage, neon and internal or rear lit signage, and sandwich board signage within the public realm should be avoided.

Site Landscaping, Loading, Storage, and Noise Mitigation

- At the interface between residential and non-residential properties, a minimum of 1.5m landscaped buffer consisting of tightly planted coniferous hedge material to a height of 2m should be provided.

- Loading, garbage storage and other service areas should not be visible from any public street. Screening in the form of fencing or landscaping should be provided.
- Ensure adequate noise mitigation measures for HVAC equipments and other mechanical equipments.
- Rail safety, noise and vibration should be considered in the design of any development within 300m of the CN right of way. Matters to be considered may include berthing, fencing and building construction features.

Parking and Access

- A system of connected public laneways parallel to Danforth Avenue and behind the buildings is encouraged.
- Direct vehicular access onto Danforth Avenue is discouraged. Access to surface parking behind Danforth Avenue should be from side streets or rear laneways.
- Parking for development along Danforth Avenue should be internal to the block and on parking spaces located behind the buildings that front onto Danforth Avenue.
- Parking should not be visible from the public street and should be screened from view with a minimum 1.5m landscape buffer with coniferous hedge material or a combination of plantings and a 0.6-1.0m high brick wall.
- Trees and other landscaped areas are encouraged to break up large areas of parking. A 1 tree/5 parking spaces ratio should be achieved.
- Any frontage of above grade deck parking structure adjacent to a public street should be lined with active uses which obscure the



Parking and access laneway located at the back of a mixed use building



Examples of bicycle parking

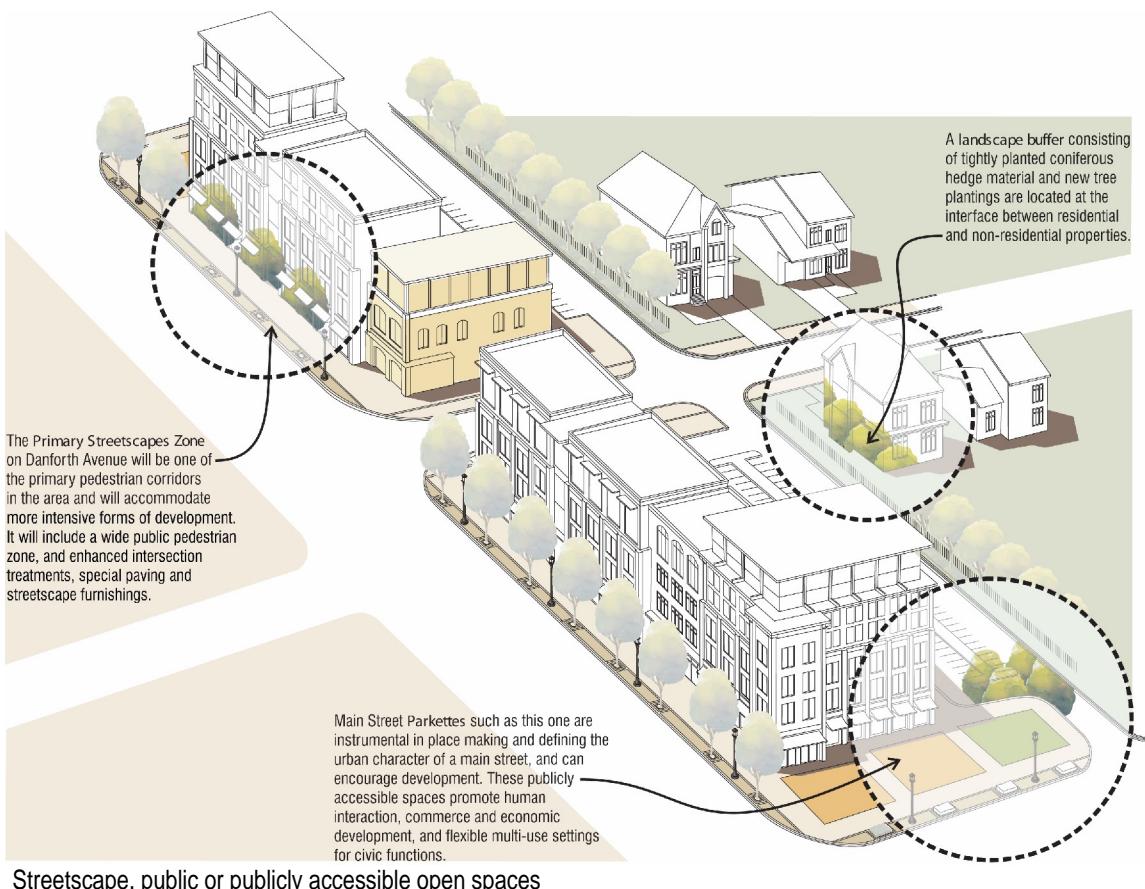
parking structure from the street.

- Parking facilities for bicycles should be provided for commercial and residential developments.

3.0 Public Realm Guidelines

Public realm improvements in the Study Area will improve connections to neighbourhoods, encourage pedestrian oriented activities, and establish a renewed setting for the main street redevelopment.

The public realm includes streetscape, public parks and open spaces, as well as publicly accessible private open spaces.



Streetscape

Danforth Avenue

- Danforth Avenue is the most significant street and the primary pedestrian corridor within the Study Area. A streetscape improvement project was implemented by the City in 2004. The improvements included street tree planting, decorative pavers for the sidewalk, seating walls, etc. Future improvements should include:
 - Street furnishings; pedestrian scale street lighting; decorative elements such as banners, flower baskets, etc.;
 - Special intersection paving and design treatments; and
 - Additional enhancements at key intersections

Danforth Road, Victoria Park Avenue, Pharmacy Avenue, and Warden Avenue

- Similar design treatments as those on Danforth Avenue should be carried out on Danforth Road, Victoria Park Avenue, Pharmacy Avenue, and Warden Avenue, especially at the locations near the Danforth Avenue intersections.
- The streetscape treatments along Victoria Park Avenue should be further extended to the TTC Victoria Park Station.

Denton Avenue, Coventry Street, Mansion Avenue, and Lucy Avenue

- Streetscape improvements for these streets should be focused on lands adjacent to commercial uses and pre-war main street



Street furnishings and decorative elements enhance the character of a main street

buildings and may include the upgrading of sidewalks, special paving, and pedestrian scale lighting and street tree plantings.

Public Parks/Open Spaces



Madelaine Park can become the focal point for the community through enhancements and expansion

Madelaine Park

- Madelaine Park is envisioned to be vibrant, accessible and beautiful focal point for the community. Overall improvements and potential expansion to Denton Ave. and St. Dunstan Dr. are recommended.

St. Dunstan Court

- This court-like space is a priority to improve the prominence of Madelaine Park by acting as an urban forecourt and pedestrian connection to Madelaine Park from Danforth Avenue, and may also be designed to provide limited parking.

Lucy Avenue Tot Lot

- The small neighbourhood park can be improved through overall improvements to the active play area and enhancements to hard and soft landscaping.

Kenworthy Park

- Additional access and park frontage would be possible with Mansion Street extension.

Mansion Parkette

- The underutilized lot is a potential neighbourhood park location with generous street frontage and access.

Scotia Parkette

- The main street parkette provides transition to the residential neighbourhood to the north. Overall park improvements can make

it a more desirable destination.

Oakridge Park

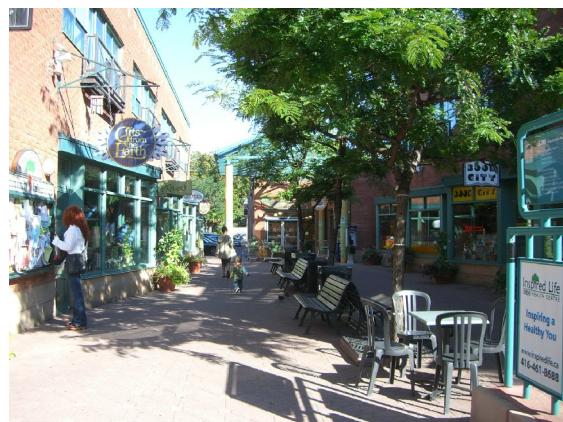
- Oakridge Park is currently owned by the Toronto District School Board. If the park ownership can be conveyed to the City in the future or if its long term use as a park can be secured, it has the potential to be reconfigured to be a focal point for the community. A possible reconfiguration plan is illustrated on the Concept Plan.



Oakridge Park has the potential to be reconfigured and improved to be another community focal point

Publicly Accessible Open Spaces

- Small open spaces for pedestrians should be provided along the Danforth Avenue frontage, especially at corner locations at intersections.
- While these areas may not be in full public ownership, they should be publicly accessible.
- These spaces should be designed to provide a flexible multi-use setting for pedestrians. They should be small and intimate, and capable of accommodating day-to-day use. They should be comprised of a mix of durable hard and soft landscaping with many places for sitting.
- The following locations are identified as potential locations for such spaces (See Concept Plan). Other locations along the Danforth Avenue frontage should also be considered when redevelopments occur.



Small open spaces along a main street frontage encourage urban interaction and enhance the character of the main street

Danforth Avenue/Pharmacy Avenue

The spaces at the north-west and north-east corners of the intersection should be designed to enhance the urban character of the Pharmacy node and its role as an identifiable place along the corridor.

Danforth Avenue/August Avenue



Potential new open space at the reconfigured Danforth Avenue and Danforth Road intersection

The north-east corner should be designed to be a small and intimate urban space capable of accommodating a variety of day-to-day uses and encourage urban interaction with an opportunity for commercial uses.

Danforth Avenue/Danforth Road

- As a focal point, the triangular area at the north-east corner of the realigned intersection should be designed as an urban plaza, including both hard and soft landscaping to enhance the commercial presence of the bordering development.

Public Art

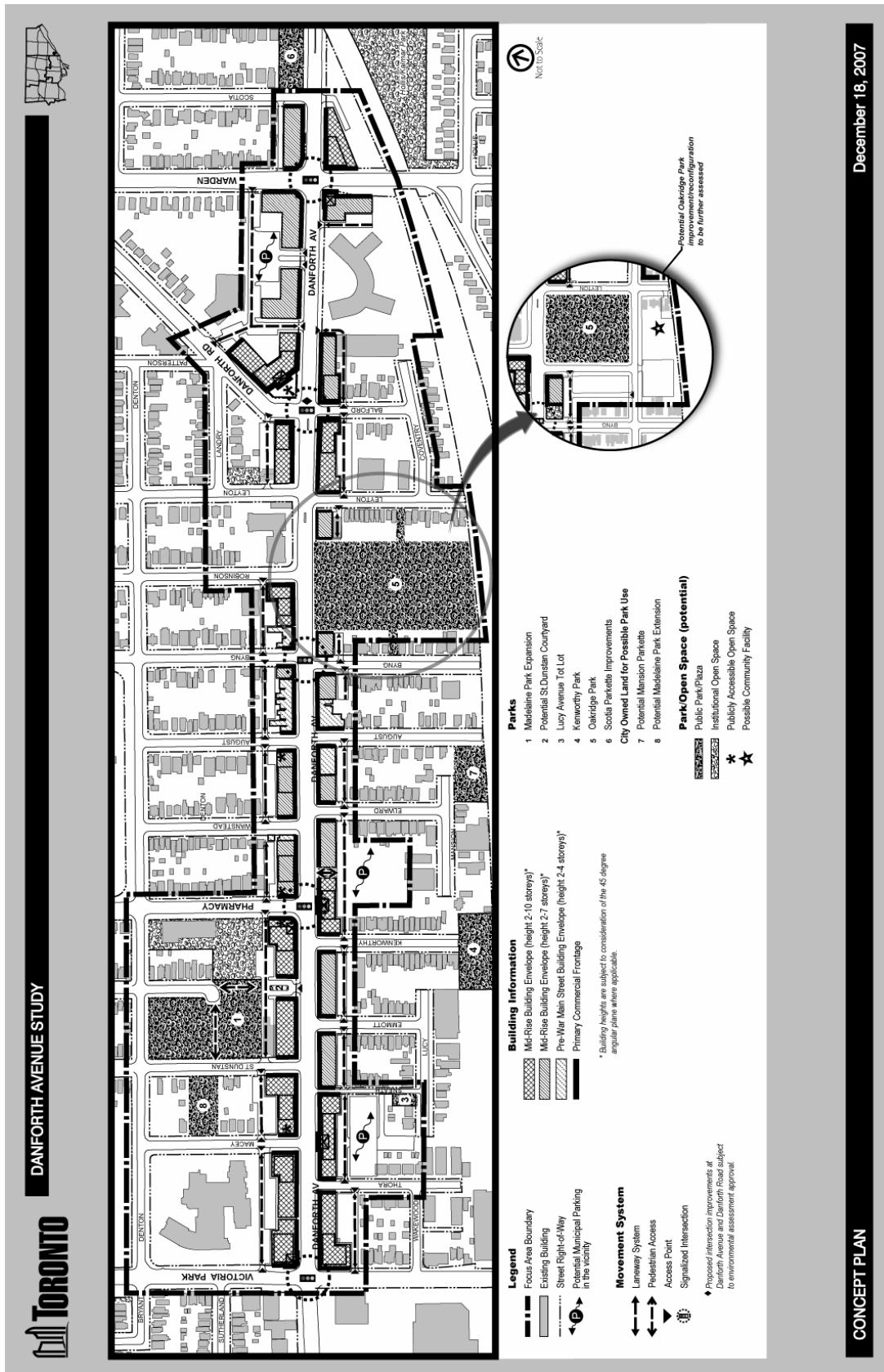


Public art reflects community heritage and values and serves as markers for important places

- Public art enhances the pedestrian experience and contributes to place-making and should be part of the redevelopment of Danforth Avenue.
- Public art should be incorporated into the landscape adjacent to buildings, along paths and within parks.
- Potential locations for public art installation include:
 - Danforth Avenue / Victoria Park Avenue;
 - Danforth Avenue / Pharmacy Avenue;
 - Danforth Avenue / Danforth Road;
 - Danforth Avenue / Warden Avenue;
 - Madelaine Park; and
 - Oakridge Park

4.0 Danforth Avenue Study Concept Plan (See next page)

4.0 Danforth Avenue Study Concept Plan



Attachment 6: Community Services and Facilities Review

Community services and facilities (CS&F) are vital resources that help meet the everyday needs of local residents and make the area attractive for future development. As background information to guide planning staff in their study, we prepared a demographic profile of area residents and compiled an inventory of existing community services and facilities. We looked at publicly funded schools, child care facilities, libraries, community centres, parks and open space. We also examined the programs and services provided locally by human service agencies. The consultants, Urban Strategies provided input; their findings and recommendations are presented in their Final Report, April 2006.

The CS&F review covers a larger geographic area than the *Avenue Study* as service areas vary. In addition to the Danforth Avenue Study, City Planning staff have been working on three other planning studies in the same general area: Victoria Park Station Land Use Study, Birchcliff Quarry Lands Study, and Kingston Road Revitalization Study. In the case of these four studies it became apparent that residents were being served by essentially the same community resources. For the Phase 2 assessment of emerging priorities, we decided to address all four study area populations together in a consolidated East District Studies CS&F Study Area. Local community agencies were invited to attend two consultation meetings to discuss their service and facility priorities. The CS&F Review for the East District Planning Studies reports what we have learned about community resources in the overall area. The key findings and priorities of the Review as they relate to the Danforth Avenue Study are summarized below.

Demographic profile

Census data for the Danforth Avenue CS&F Study Area were analyzed to develop a demographic profile of area residents. The high proportion of recent international immigrants find accommodation in the area's many older high-rise apartment units particularly in the Crescent Town and Teesdale areas. Crescent Town was identified by the Strong Neighbourhoods Task Force as a priority area in October 2005. Renters outnumber homeowners. The unemployment rate is higher and residents earn on average less than city-wide. Compared to the city as a whole, there are more families here with young children, and more seniors living alone.

Schools

Two of the elementary schools in the immediate vicinity, Oakridge Elementary Public School and Crescent Town Public School are operating at or over capacity. For these schools, Toronto District School Board protocol stipulates that only students residing within the school's attendance area will be accepted for admission for the 2007-8 term. Board staff concluded that school facilities collectively are adequate for current elementary student enrolments and alternate arrangements are available if needed to accommodate a moderate increase in students. Toronto Catholic District School Board staff reported that elementary and secondary schools serving students in this area are operating at or above capacity. Students generated by new development may need to be

accommodated in portable classrooms or transported to schools outside the immediate area subject to the availability of space.

Public libraries

Library services in the area meet the Board's service area guidelines. Residents are located within the neighbourhood service area of Taylor Memorial Library on Kingston Road near Warden Avenue. In addition, the study area is also partially covered by three other branches, including Main Street and Dawes Road, as well as the Albert Campbell District Library.

In April 2006, the Library Board introduced a new bookmobile stop at the Oakridge Community Centre with bi-weekly service (6-7:15 pm). Though the current use at the stop has been low, the Library confirmed that it will continue to offer the bookmobile service at this location throughout 2007 and 2008. The Library Board undertakes an extensive review process for the Boards city-wide bookmobile schedule every two years. For 2009, Board staff will analyze the performance of the Oakridge Community Centre bookmobile stop and may identify possible ways to improve use. This may include a review of stop location and schedule.

Child care

Children's Services staff estimated that licensed child care centres in the area can accommodate only about one-quarter of the area's children whose parents would choose to use a child care centre. Many centres are operating near capacity; nearly all have waiting lists for subsidized spaces and the lists are increasing (due to recent changes to eligibility requirements). Ward subsidy data confirmed a need for more subsidized infant and toddler spaces in this area. Staff in several centres commented on an increasing need for more preschool subsidized spaces as well.

Community centres

Availability of space was a common concern, with recreation staff at several centres in the area commenting that if they had more space, they could offer more programs for school-age children, youth and the working adult population. The impact is particularly felt at Oakridge Community Recreation Centre, where staff reported a very heavy demand for programs, especially for the preschool population (0-4 years). The centre lacks major amenities such as a gym or pool. It is a Priority Centre that offers free programming to any Toronto resident. It is also a vital resource to area residents. Most of its users live in the high density neighbourhoods of Crescent Town and Teesdale nearby and walk to the centre. There are several other facilities accessible by public transit for residents in this area. However, transportation costs would be a significant expense for a low-income family with several children. Traveling to get to programs elsewhere may not be a viable option.

Consultants working on the Danforth Avenue Study envisioned locating a new community facility on the southern edge of a reconfigured Oakridge Park. This location would be able to serve residents living closer to Danforth Avenue and help meet the shortage of space for community and recreation uses in the study area. However, it is a

long-term option that would require further study. The Oakridge Community was not identified in the Recreation Facilities Report approved by Council in 2004 as a priority area for a new community centre. Other options to consider would include on-site facility expansion at existing centres for large program rooms such as gyms and, in the interim, increased access to neighbourhood school gyms.

The challenges of youth engagement were also raised by agency staff. They spoke of the need for a suitable preferably dedicated space that teens and young adults can call their own and is open for extended hours. This isn't possible in the shared multi-use spaces that are common in most of the area's recreation facilities.

Human service agencies

Human service agencies provide a broad range of services including home support services, family resource programs, health services, family and youth counselling, employment and job training, immigrant services, and legal services. For the area's many recent immigrants, low income families and seniors living alone, it is important to have these resources available within the community. In many cases, agencies meet clients and offer their programs in the public libraries, community centres, schools and places of worship. However, agency use is secondary to the primary functions of these facilities and therefore their access to space is limited. A common theme expressed by agency staff was the shortage of administration and meeting space in the area for service agencies and community groups.

Additional multi-purpose community space is a priority to ensure these agencies have enough space to adequately serve local residents in convenient and affordable locations.

Conclusions

Given the existing deficiency, child care should be a top priority to service any future growth in the area. More subsidized child care spaces would help make child care accessible to the many low-income families.

Expansion at existing community centres, for example, with new gym facilities should be considered. In the meantime, greater access to neighbourhood school gyms would be a good approach. There are indications that additional community space should be considered when the opportunity presents itself. Increased multi-use space would also reduce the burden on the community recreation centres as service agencies would have other space alternatives in the area.

With respect to local parkland, the provision is limited in the north-east quadrant of Victoria Park Avenue and Danforth Avenue. Options for increasing local parkland should also be considered when development occurs in this area.