

Main Street Planning Study – City-Initiated Official Plan Amendment – Final Report

Date: November 15, 2019

To: Toronto and East York Community Council

From: Director, Community Planning, Toronto and East York District

Ward 19 - Beaches-East York

Planning Application Number: *18 159105 SPS 00 OZ*

SUMMARY

The Main Street Planning Study (the Study) was initiated after a request from City Council on November 7, 2017 that the City Planning Division undertake a study of the area within proximity of the Main Street subway station and Danforth GO station. This request was associated with a preliminary report on the zoning amendment application for 286-294 Main Street, which had been a proposal for a 30 storey mixed-use building on a heritage potential property.

This report summarizes the outcome of the Study, including a heritage survey, and provides an Official Plan Amendment (OPA) in the form of a Site and Area Specific Policy (SASP) to guide development in the study area. The report also requests direction on a future Community Services and Facilities Study that is intended to respond to the growth targeted for this area as well as direction on transportation improvements at existing key intersections.

The proposed OPA is consistent with the Provincial Policy Statement (2014) and conforms with A Place to Growth Plan for the Greater Golden Horseshoe (2019). The proposed OPA also conforms to Official Plan policies respecting directing growth in the form of complete communities in areas in proximity to higher order public transit.

It should be noted that a version of the recommended SASP was provided on November 13, 2019, 20 days prior to the December 3, 2019 Toronto and East York Community Council meeting for this agenda item. The version of the recommended SASP in this report, as Attachment 7, is a revised version that was made available to the public on November 15, 2019. The revisions to the recommended SASP provide additional clarity on the intent of the policies on the parks and open spaces within the Main Street Planning Study, and specifically to the large, central park located in Character Area C, as discussed in this report.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Official Plan substantially in accordance with the draft Official Plan Amendment No. 478 appended as Attachment No. 7 to the report (November 15, 2019) from the Director, Community Planning, Toronto and East York District.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment as may be required.
3. City Council direct the Deputy City Manager and the Chief Planner and Executive Director, City Planning and the Social Development, Finance and Administration Division, Parks, Forestry and Recreation Division, Children's Services Division and related City Divisions, to initiate a community engagement process and to undertake the necessary studies in conjunction with the Main Street Planning Study, with the process to include partners at the Toronto District School Board, Secord Public School, other community service providers, resident associations and local Ward Councillors to develop:
 - a. A Social Development Plan that identifies the necessary service providers and programs for the Main Street and Danforth Avenue area including those that already exist and the need to expand and/or provide new services to serve the planned population (including Ward 14); and
 - b. A Community Service and Facilities Plan that identifies the necessary services and facilities for the Main Street and Danforth Avenue area including those that already exist and the need to expand and/or provide new services to serve the planned population (including Ward 14) in anticipation of increased intensification in this area.
4. City Council direct Transportation Services in consultation with City Planning to review the Main Street and Stephenson Avenue intersection from a safety and functionality perspective, and/or improvements to the intersection, and to report to a future Community Council meeting with recommended changes, if deemed necessary.
5. City Council direct Transportation Services in consultation with City Planning to study and implement intersection improvements at the intersections of Main Street and Danforth Avenue and Main Street and Gerrard Street East and report to a future Community Council meeting, if necessary.

FINANCIAL IMPACT

The recommendations in this report have no financial impact.

DECISION HISTORY

On November 7, 2017, City Council adopted recommendations pertaining to the initiation of a study focusing on development potential, built form and public realm within proximity of the Main Street subway station and Danforth GO station. As part of this recommendation, staff were also directed to establish a community consultation process. The meeting minutes from that meeting are available at the following link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.TE27.42>

On July 4, 2018, Toronto and East York Community Council received an update report (dated June 15, 2018) on the Main Street Planning Study which outlined the purpose of the study, the draft terms of reference, and details on the first community consultation meeting. Toronto and East York Community Council also adopted a motion requesting that Transportation Services review safety improvements and/or opportunities for public realm enhancements at the intersection of Main Street and Stephenson Avenue as well as for Parks, Forestry and Recreation staff to review opportunities for parkland acquisition within the study area. The meeting minutes from that meeting are available at the following link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.TE34.91>

At its meeting of July 23, 2018 City Council adopted the report “Danforth Avenue Planning Study (Coxwell Avenue to Victoria Park Avenue) - City-Initiated Official Plan Amendment - Final Report” and its associated Official Plan Amendment 420 (By-law 1136-2018). The report concluded the first phase of a larger Avenue Study on Danforth Avenue. The Official Plan Amendment was appealed to the LPAT and is currently not in force. <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.TE34.22>

On October 29, 2019, City Council adopted a recommendation to develop a facility plan to ensure the Main Square Community Recreation Centre's continuation, through either future revitalization of the existing facility or new facilities to accommodate the growth expected through the forthcoming Main Street Planning Study and report on capital needs to support the plan as required in future years' Capital Plans. The meeting minutes from that meeting are available at the following link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.EX9.5>

PROPOSAL

This report recommends amendments to the Official Plan in the form of a Site and Area Specific Policy (SASP) that unlocks the development potential of the study area and guides the study area's growth and intensification into a transit-oriented complete community that conforms to and is consistent with Provincial Plans and policies. The policies provided in the draft OPA require that each redevelopment within the study area contribute to the achievement of complete communities by providing residential homes of various sizes, types, tenure and affordability as well as employment opportunities that are in proximity to higher order public transit. The recommended SASP provides built form policies that conserve cultural heritage resources, provides an urban structure and built form character, and requires that new developments gradually transition down in

height from Main Street to Dawes Road. The SASP also provides public realm policies that include new streets, new connections, and new parks and open spaces. Lastly, the SASP sets policy direction for community services and facilities that will also be required from new development in order for the area to intensify and grow into a sustainable complete community.

Study Area and Surrounding Area

The study area (Attachment 1) encompasses properties along Danforth Avenue, Main Street, Dawes Road, and the intersection of Gerrard Street East and Main Street, all generally within 500-800 metres of the Main Street subway station and the Danforth GO station. The Lakeshore GO East Rail Corridor, operated by Metrolinx for commuter rail service, bisects the study area east to west. The study area is approximately 26 hectares.

Main Street, between Danforth Avenue and Gerrard Street East, is in proximity to public transit services such as the Main Street TTC subway station and the Danforth GO station. Properties that front on Danforth Avenue and Gerrard Street East typically have low-rise, one- to three-storey single-use and mixed-use buildings.

There are larger parcels of land bordered by Main Street to the west, Danforth Avenue to the north, Dawes Road to the east and the Lakeshore Go East Rail Corridor to the south. This portion of the study area includes Main Square, a tall building complex with four existing tall buildings and two additional approved tall buildings. Moreover, the properties that front Dawes Road in this area have a predominantly non-residential, industrial character, including storage, auto-related, and warehouse uses. The Royal Canadian Legion is also located along Dawes Road.

Toronto East Athletic Field, a public park located south of the Lakeshore GO East Rail Corridor, is also included within the study area as it is a large and well-used park that serves the study area and provides context for the public realm enhancements included in the recommended SASP.

The area's historic development is described in the Historic Overview section of this report. A number of properties in the study area have been identified as potential built heritage resources through a Cultural Heritage Resource Assessment.

Generally, low-rise residential properties surround the study area. Low-rise mixed use properties abut the study area along Danforth Avenue. East of Dawes Road, immediately adjacent to the study area, are two apartment buildings at 8 and 12 storeys.

Within the study area, there are five development applications:

- *276-294 Main Street (file nos. 17 190775 STE 32 OZ and 17 190775 STE 32 SA)*. A 27 storey mixed-use building that was approved by the Local Planning Appeal Tribunal based on a settlement offer accepted by City Council on February 2, 2019. A site plan application has also been submitted and is currently under review;

- *2494 Danforth Avenue (file no. 17 278384 STE 31 OZ)*. A 10 storey building proposed as a seniors' assisted living that incorporates retail uses on the first and second floors. The proposal also includes a 4- storey rental apartment building at the rear of the site;
- *2575 Danforth Avenue (Main Square) (file no. 06 157044 STE 32 SA)*. Two rental apartment buildings at 15 and 32 storeys. These buildings received zoning approval in 2003. The buildings are currently under site plan review.
- *10-30 Dawes Road (file no. 19 124138 STE 19 OZ)*. A proposal for a mixed-use building containing two towers at 26 storeys and 33 storeys. This application is currently under review; and
- *9-25 Dawes Road (file no. 19 18673 STE 19 OZ)*. A proposal for a mixed-use building containing two towers at 24 storeys and 30 storeys. This application is currently under review.

The study area was determined according to three main factors: land use, lot size, and a 5-10 minute walking distance, equating to approximately 500-800 metres, from the Main Street TTC and Danforth GO stations. The land use designations that are within the study area are *Mixed Use Areas*, which are targeted for growth and intensification, and *Parks and Open Space Areas*, which are not targeted for growth but where green connections and improvements to the public realm can occur. The sites within the study area also tend to be larger in size than the typically narrower lots on Danforth Avenue.

Reasons for the Study

The Main Street Planning Study encompasses a study area that includes both the Main Street TTC Station as well as the Danforth GO Station. Due to the transportation opportunities unique to this study area, the existence of tall buildings within the study area, and the large lots in and around the Dawes Road portion of the study area, development interest is anticipated. The study area has already experienced development interest which include proposals for tall buildings. A planning framework is required in order to guide and manage the growth and intensification anticipated for the area and which the local area is experiencing in the form of development applications that are under review.

It is intended that development proposals requiring either a zoning by-law amendment application or minor variance application will be evaluated against the policies in the recommended SASP in this report for this study area.

Historic Overview

The current context of the Main Street Planning Study Area is closely tied to the evolution of transportation networks through the area, and to the historic community of Little York and the former municipality of East Toronto.

The early development of the study area into the late 19th century was tied to two principal roads. Dawes Road, likely originally an Indigenous trail, was the north-south road which provided access to Kingston Road and the City of Toronto. Today's Danforth Avenue was the 2nd Concession Road north of the Lake Ontario shoreline, running between 200-acre farm lots. The intersection of these two roads became known for its inns and hotels that served travelers en route to Toronto. The crossroads community became known as Little York. The building at 2726 Danforth Avenue (1880s) is a rare legible example of the wood-frame hotels that were a key feature to the development of this intersection.

The development of the study area changed with the opening of the Grand Trunk Railway (GTR) through the area in 1856. In 1884, the Grand Trunk Railway opened a large rail yard just south of Dawes Road and Danforth Avenue, stretching all the way to today's Main Street. The impact of the railway and rail yards was dramatic. Dawes Road was closed on the south side of the rail corridor, and by 1885, north-south traffic was moved to Main Street, newly constructed to pass over the railway tracks west of the rail yards. The south side of Danforth Avenue, east of Main, became dominated by industries related to the railyards. The former Chalmer's Milling Company building (1890s) at 10 Dawes Road is a rare remnant of this period.

South of the rail corridor, the GTR rail yards led to an initial wave of residential and commercial development in the area. In the latter half of the 1880s, Gerrard Street East was extended into the area and the intersection of Gerrard and Main was born. Much of the land south and west of the rail yards was quickly subdivided. The Village of East York, centred at Main and Gerrard, was incorporated as a municipality in 1888. In 1903, when East York became a town, it also expanded its boundaries to include Little York. After 1903, the intersection of Main Street and Gerrard Street East quickly developed into the Town of East Toronto's commercial and social hub. The two-storey red brick buildings on the south east and south west corners of Main Street and Gerrard Street East, relate to this important period in the development of East Toronto.

Annexation of the Town of East Toronto by the City of Toronto followed swiftly in 1908. As a result, the area received infrastructure and transportation improvements, including a new streetcar line on Gerrard Street East in 1912. Improved accessibility also included ease of access across the Don Valley and River to the downtown core with the completion of a permanent steel bridge spanning the Don River at Queen Street in 1911, and the Prince Edward (Bloor) Viaduct connecting Bloor Street with Danforth Road by 1919. By the end of the 1920s, this railway town-turned-streetcar suburb was largely developed. The two and three-storey commercial buildings fronting Danforth Avenue and Main Street south of Gerrard Street East relate to this key period in the development of the area.

The post-WWII period saw the redevelopment of some properties, and infill on vacant lots. North of the railway tracks, the larger village lots created through late nineteenth century subdivision were in some cases consolidated and redeveloped into large-format buildings. During the same period, the freight yards shrank until they were reduced to through-tracks and replaced with a GO station. Historic industries in the area also fell into decline, and their large lots were replaced with other large-format uses, including the Main Square residential towers on the southeast corner of Danforth Avenue and

Main Street. In 1968, the Main Street subway station opened along the TTC's Bloor-Danforth line, resulting in the removal of streetcar service along Danforth Avenue and creating greater transit access to and from the area for local residents and visitors.

A fulsome review of the context and history of Danforth Avenue can be found in the Danforth Avenue Planning Study final report, Attachment 11. For the Main-Gerrard area, see Attachment 6 of this report.

POLICY CONSIDERATIONS

The Provincial Policy Statement (2014)

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

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

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the [Planning Act](#) and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement.

Comprehensive, integrated and long-term planning is best achieved through official plans."

Provincial Plans

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

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

A Place To Grow: Growth Plan for the Greater Holden Horseshoe (2019)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (the "Growth Plan (2019)") came into effect on May 16, 2019. This new plan replaces the previous Growth Plan for the Greater Golden Horseshoe, 2017. The Growth Plan (2019) builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the Greater Golden Horseshoe region. The policies of the Growth Plan (2019) take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

The Growth Plan (2019) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The strategic framework establishes the following:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space that better connect transit to where people live and work;
- Conserving cultural heritage resources in order to foster a sense of place and benefit communities;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;

- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

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

The Growth Plan (2019) contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500-800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs achieve appropriate densities. At the time of the MCR, municipalities can make a request to the Province for alternative targets to those set out in the Growth Plan.

Ontario Heritage Act

The Ontario Heritage Act (OHA) is the key provincial legislation for the conservation of cultural heritage resources in Ontario. It regulates, among other things, how municipal councils can identify and protect heritage resources, including archaeology, within municipal boundaries. This is largely achieved through listing on the City's Heritage Register, designation of individual properties under Part IV of the OHA, or designation of districts under Part V of the OHA.

Toronto Official Plan

The Official Plan is the City's primary land use planning document. The Official Plan contains policies which guide where and how the City grows its housing, commercial and employment areas, ensures the stewardship of the City's green spaces, and directs expansion and improvement of the City's transportation network, among other directions.

The Study Area comprises properties designated Mixed Use Areas and Parks and Open Space Areas in the City's Official Plan. The properties that front along Danforth Avenue are also identified as an Avenue as shown on Map 2 – Urban Structure of the Plan.

Making Choices (Chapter 1)

Chapter 1 of the Official Plan contains a series of vision statements about the future of the City and the decisions which will help achieve this vision. Section 1.1 of the Official Plan outlines the Principles for a Successful Toronto as a City of Diversity and

Opportunity, a City of Beauty, a City of Connections, and a City of Leaders and Stewards. Section 1.2 discusses the implementation of the Plan, stating that Toronto's future is about re-urbanization and its continuing evolution that will involve a range of situations and decisions.

Shaping the City (Chapter 2)

Chapter 2 of the Official Plan contains policies that steer future growth to targeted areas which are well served by transit and onto properties with redevelopment potential. Generally, growth areas are locations where good transit access can be provided along bus and streetcar routes and at rapid transit stations. In order to create a better urban environment, a competitive local economy, and a more socially cohesive and equitable city, the integration and coordination of transportation planning and land use planning is necessary.

Building a Successful City (Chapter 3)

Chapter 3 of the Official Plan contains policies for built form, the public realm, heritage, housing and community services and facilities. Policies guide the provision of a range of housing across Toronto, directing that a full range of housing, in terms of form, tenure and affordability, will be provided across the City. Additionally, there are policies that guide the development of streets, sidewalks, boulevards and other areas within the public realm. Built form policies also require that the City will maintain a Heritage Register, that potential and existing properties of cultural heritage value or interest will be identified and included in area planning studies and plans with recommendations for further study, evaluation and conservation, and that new development be located and organized to fit within an area's existing and/or planned context.

Land Use Designations (Chapter 4)

Chapter 4 of the Official Plan contains policies specific to land use designations that apply across the entirety of the City of Toronto. These land use designations are among the Official Plan's key implementation tools for achieving the growth strategy set out in Chapter Two.

The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

Official Plan Amendment 420 (Danforth Avenue Planning Study)

In July 2014, City Council requested the City Planning Division to undertake a study of Danforth Avenue between the Don River and Victoria Park Avenue. Given the size of the study area, City Planning segmented the study into two phases.

The Study was a multi-disciplinary review conducted as a comprehensive and integrated planning study. Phase I of the Danforth Avenue Planning Study extended from Coxwell Avenue to Victoria Park Avenue and is complete. The Study included a review of the character, placemaking, built form, public realm, retail vitality, community services and facilities, heritage and historic character of Danforth Avenue in the context of the various surrounding neighbourhoods.

At its meeting on July 23, 2018, City Council adopted OPA 420. However, OPA 420 was appealed to the Local Planning Appeal Tribunal. While not yet in-force, OPA 420 is Council-adopted and was the result of a lengthy planning study and public consultation.

The Main Street Planning Study includes properties on Danforth Avenue that are subject to OPA 420. The recommended SASP for the Main Street Planning Study would also apply to these Danforth Avenue properties; however, the recommended SASP does not conflict and is consistent with OPA 420.

Phase 2 of the Danforth Avenue Planning Study extends from the Don River to Coxwell Avenue and is underway.

Zoning

Zoning By-law 438-86

Under the former City of Toronto Zoning By-law 438-86, the following zoning categories apply to the Study Area:

- Along Danforth Avenue, properties are zoned MCR T3.0 C2.0 R2.5 (Main Street Commercial Residential). This zone permits a wide range of commercial and residential uses with a maximum density of 3.0 times the area of the lot. The maximum permitted height is 14 metres.
- At the Main Street and Gerrard Street East intersection, properties are zoned CR T2.0 C0.5 R2.0 (Commercial Residential). This zone permits a wide range of commercial and residential uses with a maximum density of 2.0 times the area of the lot. The maximum permitted height is 12 metres.
- The properties in proximity to Dawes Road and south of Danforth Avenue are zoned I1 D2 (Industrial) and I1 D1 (Industrial). This zoning permits industrial uses with a maximum density of either 2 times the area of the lot (for properties zoned I1 D2) or 1 time the area of the lot (for properties zoned I1 D1). The maximum permitted height is between 12 and 14 metres.
- Public parks are zoned G, which permit public parks and public recreational uses.
- Properties which have undertaken a public planning process, such as Main Square at 2757 Danforth Avenue and 276-294 Main Street, benefit from site specific zoning by-laws.

Zoning By-law 569-2013

Under the City of Toronto Zoning By-law 569-2013, the following zoning categories apply to the Study Area:

- Along Danforth Avenue, properties are zoned CR 3.0 (c2.0; r2.5) SS2 (Commercial Residential). This zone permits a wide range of commercial and residential uses with

a maximum density of 3.0 times the area of the lot. The maximum permitted height is 14 metres.

- At the Main Street and Gerrard Street East intersection, properties are zoned CR 2.0 (c0.5; r2.0) SS2 (Commercial Residential). This zone permits a wide range of commercial and residential uses with a maximum density of 2.0 times the area of the lot. The maximum permitted height is 12 metres.
- The properties in proximity to Dawes Road and south of Danforth Avenue are not included in Zoning By-law 569-2013.
- Public parks are zoned OR (Open Space - Recreation Zone), which permit public parks and public recreational uses.
- Properties which have undertaken a public planning process, such as Main Square at 2757 Danforth Avenue and 276-294 Main Street, benefit from site specific zoning by-laws.

Design Guidelines

The following design guidelines were used to inform the built form and public realm analysis of the Main Street Planning Study:

- Avenues and Mid-Rise Buildings Study and Mid-Rise Performance Standards Addendum
- Tall Building Design Guidelines
- Growing Up: Planning for Children in New Vertical Communities
- Danforth Avenue Urban Design Guidelines

City-Wide Tall Building Design Guidelines

City Council has adopted city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts. The link to the guidelines is here:

<https://www.toronto.ca/legdocs/mmis/2013/pg/bgrd/backgroundfile-57177.pdf>.

Avenues and Mid-rise Buildings Study and Performance Standards

City Council adopted the Avenues and Mid-rise Buildings Study and an addendum containing performance standards for mid-rise buildings. They identify a list of best practices and establish a set of performance standards for new mid-rise buildings. Key issues addressed include maximum allowable building heights, setbacks and step backs, sunlight and skyview, pedestrian realm conditions, transition to Neighbourhoods and Parks and Open Space Areas, corner sites, and consideration of character areas in the design of redevelopment projects on the Avenues. The link to the guidelines is here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/mid-rise-buildings/>.

City Council also adopted a revised Mid-Rise Building Performance Standards Addendum, for staff to use together with the 2010 approved Mid-Rise Building Performance Standards in the preparation of area studies or during the evaluation of development applications, where mid-rise buildings are proposed and Performance Standards are applicable, until such time as City Council adopts updated Mid-Rise Building Design Guidelines. Council's decision is here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7> and <http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>.

MAIN STREET PLANNING STUDY PROCESS

The following section reviews the Study process, including the work conducted by staff and the consultants retained for the study to complete the scope of work for the study.

Terms of Reference

In the Update Report for the Main Street Planning Study, dated June 15, 2018, City Planning prepared and finalized a Terms of Reference, including a detailed scope of work. The final Terms of Reference can be found in Attachment 4 to this report.

The final deliverables for the study include the preparation of a final Staff Report to City Council and an Official Plan Amendment in the form of a Site and Area Specific Policy.

Scope of Work and Guiding Principles

As outlined in the Terms of Reference, City Planning staff were directed to undertake a scope of work that included review of the following topic areas:

- Land Use
- Built Form
- Parks and Public Realm
- Transportation
- Transit Stations
- Cultural Heritage Resources
- Community Services and Facilities
- Section 37 Community Benefits

Through the Main Street Planning Study process, five guiding principles were developed to guide the formulation of plans and policies. These principles are based on Provincial and Official Plan policies and represent good planning. The guiding principles are as follows:

- Building Complete Communities
- Bolstering a Local, Competitive Economy

- Connecting People with Places
- Supplying a Range of Housing
- Integrating Transportation with City Building

To complete the scope of work that would align with the guiding principles, Community Planning staff retained SvN Architects + Planners to conduct a built form and public realm analysis of the study area. SvN's analysis involved an extensive review of the existing conditions of the study area as well as an analysis of the potential built form and public realm improvements that could contribute to intensification as prescribed in Provincial and municipal policies and contribute to the achievement and continued growth of a transit-oriented complete community.

Based on the analysis, SvN recommended various built forms depending on location, lot size, existing built form context, and impacts to light, view and privacy and identified opportunities for public realm enhancements that include new parks, privately-owned publicly accessible open spaces (POPS) and midblock connections. This analysis helped staff to begin to identify other soft and hard infrastructure, such as parks and community services, which will be required over time to support new development and serve new growth, as well as envision the opportunities for intensification in an area that has been experiencing development interest.

SvN's process included three phases:

- *Phase 1 - Background Research and Existing Conditions Analysis.* During this phase, SvN reviewed and considered all relevant studies, documents, plans, policies, legislation and data that pertain to the study area. This research provided SvN with the knowledge to identify opportunities and constraints within the study area.
- *Phase 2 - Built Form Analysis.* During this phase, SvN identified lots within the study area that could accommodate new growth and the potential form of that growth (low-rise, mid-rise or high-rise). This phase included sun/shadow testing as well as angular plane testing. In addition, in order to determine the appropriate forms of growth, SvN developed a framework plan, which included the extension of Dawes Road and various opportunities for connections through the study area, including connections to and from existing transit stations.
- *Phase 3 - Public Realm Analysis.* During this phase, SvN built upon the work they had initiated through the Metrolinx Danforth GO Station Connectivity Study and identified opportunities for public realm improvements, including improvements related to the intersections at Main Street and Stephenson Avenue, Main Street and Danforth Avenue, and Main Street and Gerrard Street East. This phase identified preferred locations for new parks and POPS, as well as new midblock connections.

In addition to the above three phases, SvN was also retained to attend two community consultation meetings to help explain their process and to hear the feedback of local residents and stakeholders.

Lastly, SvN's work culminated into a Built Form and Public Realm Analysis Report which can be found in Attachment 8 to this report. The analysis in the report demonstrates how the study area may grow in the future.

Cultural Heritage Resource Assessment

As required by Official Plan Policy 14, Section 3.1.5, City Planning staff undertook a Cultural Heritage Resource Assessment to identify properties of cultural heritage value or interest for further study, evaluation and conservation. CHRAs are used to document and evaluate properties to identify the area's heritage resources and, in turn, to inform policy development.

Potential built heritage resources in the portion of the planning study area north of the rail corridor were previously identified through the Danforth Avenue CHRA, which was conducted as part of the Danforth Avenue Planning Study adopted by City Council on July 23, 2018. The results of the Danforth Avenue CHRA were included as an appendix in the Danforth Avenue Urban Design Guidelines, adopted by Council on July 16, 2019. Through the Danforth Avenue CHRA, 27 properties were identified as potential built heritage resources.

As part of the Main Street Planning Study, City Planning staff undertook a Main-Gerrard CHRA to identify potential built heritage resources in the remaining portions of the study area not covered by the earlier Danforth Avenue CHRA. The areas not previously covered generally included Main Street south of the rail corridor and Gerrard Street East.

The approach taken through CHRAs prioritizes an understanding of the historic context of an area and how properties relate to and support that context. Where information is readily available, consideration of design or the unique history of a particular property may also be identified. The research and analysis of the CHRA includes a Historic Overview which identifies periods of significance and themes that have informed the area's present-day built form and landscape and can assist in the subsequent evaluation of properties for cultural heritage value.

The Main-Gerrard CHRA was commenced in March 2018. In order to gain a better understanding of the CHRA study area, including its social and community values, City staff sought input from the local community. City staff conducted a walking tour of the CHRA study area with members of the Beach and East Toronto Historical Society and received from them historical research on the study area and its properties. That community input informed research and the development of a Historical Overview of the study area, which in turn informed an assessment of all properties within the Main-Gerrard CHRA boundary.

The Historic Overview and outcomes of the assessment, including a draft list of identified potential built heritage resources, were presented to a Heritage Focus Group on September 26, 2019, for its feedback and advice. The Heritage Focus Group was comprised of members of the Beach and East Toronto Historical Society and former members the Heritage Focus Group for the related Danforth Avenue CHRA. The Heritage Focus Group generally confirmed the results of the Main-Gerrard CHRA.

Finally, the outcomes of the CHRA were presented to the third Main Street Planning Study community meeting on October 7, 2019. The Main-Gerrard CHRA identified 18 properties within the CHRA boundary as potential built heritage resources which should be further evaluated for inclusion on the City's Heritage Register. Those properties are identified in Map 7 of the recommended SASP.

Community Consultation

The City Planning Division held three community consultation meetings through the course of the Main Street Planning Study. Consultations included a staff presentation, a segment for questions of clarification, and an opportunity for attendees to provide their comments and feedback on the study.

The first community consultation meeting was held on June 13, 2018. Approximately 60 members of the public attended. At this meeting, City Planning introduced the purpose of the study and obtained feedback on the guiding principles which were used to guide the progression of the study.

The second community consultation meeting was held on March 4, 2019. Approximately 92 members of the public attended. At this meeting, City Planning, together with SvN, presented a proposed framework plan which showed a new streets and block network, a new parks and open space network, and locations where development of different intensities could be located. City staff also presented panels providing information about the Main-Gerrard CHRA. Members of the public were asked to provide their feedback on what they heard at the meeting and on the framework plan and to share their understanding of the area's heritage value.

The third community consultation meeting was held on October 7, 2019. Approximately 87 members of the public attended. At this meeting, City Planning presented the findings of SvN's built form and public realm analysis as well as the policy directions that would be part of the Site and Area Specific Policy for the Main Street Planning Study. City Planning also presented the findings of the Main-Gerrard CHRA, including a draft map of properties identified as potential built heritage resources. This community consultation meeting included an open house segment with display boards. Staff from various departments were also available to answer questions and consider feedback.

A focused landowner's meeting was also held on November 28, 2018. Invitations were sent to landowners who had expressed interest in redeveloping their lands and who had lands that could accommodate greater intensification. The purpose of the meeting was to discuss various opportunities and challenges of future development.

As referenced above, City staff also convened a Heritage Focus Group on September 26, 2019 to seek further community input into the identification of potential built heritage resources through the Main-Gerrard CHRA.

Comments received as part of the community consultation meetings are summarized below:

- Intensification was generally seen as positive to the community. However, there were differences in opinion regarding the amount of intensification. Some

stakeholders felt that new development should be no taller than 12-15 storeys whereas others welcomed greater intensification, including the allowance for tall buildings. Other stakeholders commented that moderate intensification should also be explored in the low-rise neighbourhoods, which could help to more gently accommodate intensification.

- New development should provide a mix of land uses, particularly employment uses, artist studios, and medical and dental offices;
- New development should be sensitive to surrounding low-rise neighbourhoods and should limit shadow and wind impacts and transition down in height;
- Additional community services and facilities in the area as well as new parks and open spaces should be provided through redevelopment;
- New development should enhance the public realm, including improving public laneways and emphasizing pedestrian connectivity;
- New housing should be mixed, including family-sized units, affordable units, purpose-built rental, and affordable rental units;
- The plan should include improvements for integration and access to TTC and GO transit;
- Heritage resources should be identified and conserved and the area's industrial history acknowledged and integrated with new development;
- Concerns were raised regarding traffic congestion and parking issues as a result of new development;
- Concerns were also raised regarding public infrastructure keeping pace with new development;
- Policies should be included regarding impacts of new development adjacent to a rail corridor, including safety, vibration and noise.
- Mixed comments were received regarding the proposed street configurations, particularly at the intersections at Main Street and Stephenson Avenue, Main Street and Danforth Avenue and Main Street and Dawes Road. Some stakeholders commented that these intersections needed to be reviewed and reconfigured to improve safety and functionality while others felt that those intersections were acceptable in their current states.

The comments received above were considered in the formulation of the recommended SASP.

SvN Architects + Planners - Study Outcomes

SvN's built form and public realm analysis resulted in a demonstration plan of how future intensification and growth could be accommodated within the Main Street Planning Study. The demonstration plan is one outcome of the anticipated growth in the area and reflects a full build-out scenario. That analysis and demonstration plan are available in SvN's report (Attachment 8).

SvN's analysis reflects the planned mid-rise context for Danforth Avenue, as evidenced through the Danforth Avenue Planning Study through OPA 420. Mid-rise buildings could also be accommodated at the Main Street and Gerrard Street East intersection. These mid-rise buildings at this intersection would be appropriately massed in accordance with the Avenues and Mid-rise Building Study.

SvN's findings demonstrate that tall building development could be accommodated in the area south of Danforth Avenue, east of Main Street, west of Trent Avenue and north of the rail corridor. In the demonstration plan, SvN shows these tall buildings transitioning down in height, with the greatest heights located closer to Main Street and the lower heights closer to Trent Avenue. In order for these tall buildings to be appropriate, SvN proposed the extension of Dawes Road to eliminate its current condition as a dead end street and connect it to Danforth Avenue through an existing signalized intersection.

Within new developments, SvN has shown that a variety of residential and non-residential uses can be accommodated, both along Danforth Avenue and within the area where tall buildings could be located. Uses such as community services and facilities or transit stations could also be integrated within new development with the help of public-private partnerships.

SvN's report also identified opportunities for new publicly-owned parks and open spaces as well as privately-owned, publicly accessible open spaces (POPS), within larger development sites or where a tall building is proposed. A central public park is proposed in an area where the greatest intensification is expected, serving those residents and workers as well as the broader community, and maintaining Danforth Avenue's fine-grained, retail-focused main street character. Additionally, mid-block connections were also identified to provide porosity and interest through the study area for an improved pedestrian and cycling experience.

Lastly, SvN explored potential improvements to the safety and functionality of key intersections including Main Street and Stephenson Avenue, Main Street and Danforth Avenue, and Main Street and Gerrard Street East.

The built form and public realm analysis conducted by SvN helped City staff to identify further issues that required review and the creation of the recommended Site and Area Specific Policy.

Agency Circulation

The Study was multi-disciplinary and required City Planning staff to work closely with staff in Parks, Forestry and Recreation and Transportation Services. In addition,

Community Planning staff engaged in discussion with other City Planning sections, including Urban Design, Transportation Planning, Heritage Planning, and Strategic Initiatives, Policy and Analysis (which include Housing staff and Community Services and Facilities staff).

This report and its associated attachments were reviewed and developed in consultation with all pertinent divisions associated with city building.

COMMENTS

Provincial Policy Statement and Provincial Plans

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision, and site plans.

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

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

The Provincial Policy Statement (2014)

The recommended SASP for the lands within the Main Street Planning Study area is consistent with the PPS.

The recommended SASP will provide for mixed-use development consisting of a range of housing types, commercial, retail, office and institutional uses in a variety of building types supported by new public parks, streets and open spaces consistent with the direction of Policy 1.1.1. The range of housing types will, over the long term, enhance the range and mix of residential uses that already exist in the surrounding area. The SASP policies are also designed to bolster a local economy, requiring non-residential uses in taller buildings. In order to unlock the development, Dawes Road is proposed to be extended and various midblock connections are secured in an effort to support porosity through the study area.

Consistent with Policy 1.1.3, the SASP will establish a comprehensive policy framework to guide the form and location of appropriate development and intensification of the subject lands in an efficient and compact built form. The recommended SASP provides for intensification at different scales and intensity depending on lot size and location. The SASP directs mid-rise development to properties that abut low-rise Neighbourhood, and directs tall building development to properties that are larger in size, located near

an existing tall building context, and are further set back from low-rise Neighbourhoods. This development is supportive of the existing Main Street TTC and Danforth GO stations. The SASP will also ensure that the comprehensive redevelopment of the lands within the study area is supported by a connected network of open spaces, enhanced pedestrian, bicycle and vehicular connections and will encourage other modes of active transportation.

Policy 1.5 provides direction for achieving healthy, active communities. The recommended SASP will secure new parks that will improve the existing park system and enhance access and connectivity among open spaces and the public realm. The SASP requires that parks be large enough to be programmed with a number of recreation opportunities. The SASP also speaks to providing Privately Owned Public Spaces (POPS) to further enhance the public realm framework of streets and parks.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

The recommended SASP for the lands within the Main Street Planning Study area conforms with A Place to Grow (2019) (the "Growth Plan").

Section 1.2.1 of the Growth Plan's guiding principles supports the achievement of complete communities that are designed to support healthy and active living, prioritizes intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability; and supports a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.

The recommended SASP will result in a complete mixed-use community that includes residential, recreational, parks and open spaces, institutional, and non-residential (employment such as office and retail) uses, all within a compact urban form in close proximity to existing higher order transit. This conforms with the Growth Plan (2019) Guiding Principles (Section 1.2.1) as well as Section 2.2.1 Policy 2 and Policy 3 which direct development to settlement areas with a priority on proximity to existing and planned higher order transit.

The SASP includes a provision for community services and facilities, which may include but are not limited to daycare(s) and a multi-purpose community space. This conforms with Section 2.2.1 Policy 4 as the complete community provided by the recommended SASP will optimize public investment in higher order transit at Main Street TTC and Danforth GO stations. The recommended SASP will also identify a range of pedestrian and cycling improvements that will enhance connectivity to the surrounding area and to higher order transit and provides for intensification that is transit-supportive as directed by Section 2.2.4 of the Growth Plan.

Planning for Major Transit Station Areas

The Growth Plan (2019) contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-

minute walk. The Growth Plan requires that at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSA's achieve appropriate densities.

The Main Street TTC station is identified as Existing Higher Order Transit and the Danforth GO station is identified as a Priority Transit Corridor in the Growth Plan. The lands within the Main Street Planning Study are located within 500 to 800 metres of the existing Main Street TTC and Danforth GO stations. The redevelopment that will be unlocked through the recommended SASP will contribute to meeting the minimum Growth Plan target of 200 residents and jobs around Main Street TTC station and 150 residents and jobs around the Danforth GO station. The development envisioned for the Main Street Planning Study and reflected in SvN's final report and the recommended SASP meets or exceeds the minimum density target required by the Growth Plan.

Section 5.2.3, Policy 2 provides for the implementation of strategic growth areas like MTSA's through a municipal comprehensive review pursuant to Section 26 of the Planning Act. The Growth Plan requires municipalities to achieve this conformity by 2022. Staff will report to Planning and Housing Committee on an approach to undertake a Section 26 review of MTSA's within the required conformity timelines.

Vision and Urban Structure

The Official Plan states that transportation and land use planning will be coordinated and integrated in order to attract more people and jobs to targeted growth areas in the City that are supported by good and affordable transit services (Section 2.2, Policy 1(a)). The Main Street Planning Study builds upon this policy through the recommended SASP that is specific to the study area. Because the study area includes both a TTC station and a GO station, it is a targeted growth area.

Through the SASP, this area is intended to grow into a strong, healthy complete community. This complete community will be mixed-use, offering and supporting opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and community services and facilities. The mix of uses will make this complete community lively throughout the day and into evenings and weekends. New transportation and servicing infrastructure will enable this change and connect the study area to its broader surroundings.

This community will grow the number of people and jobs within the broader community, making efficient use of existing transit services, namely Main Street TTC Station and Danforth GO. One of the goals of the recommended SASP is for new development to integrate with these transit stations and improve accessibility. The increase in people and jobs in this community are planned within a 5-10 minute walk to these transit stations, thereby reducing automobile dependency and encouraging active modes of transportation.

In order to make appropriate and efficient use of the transportation infrastructure to allow for growth, the recommended SASP requires that Dawes Road will be extended and reconnect with a second access point to Danforth Avenue at an existing signalized

intersection. This extension will effectively eliminate the dead-end condition and make this portion of Dawes Road, south of Danforth Avenue, U-shaped. This extension of Dawes Road allows for additional public frontage on development parcels and would aid in improving the public realm and porosity of the area and allow for appropriate access to service areas of new development (parking and loading areas). This extension of Dawes Road will be provided through redevelopment, requiring developers to convey a portion of their lands to the City for the purposes of a public street. Without this street extension, redevelopment would be unable to meet Official Plan policies regarding the public realm (Section 3.1.1) and built form (Sections 3.1.2 and 3.1.3).

The provision of new infrastructure and new street networks will support the residential and non-residential intensification. Additionally, a new network of publicly accessible parks and open spaces, both publicly and privately-owned, will service new and existing residents and workers, as well as visitors. The SASP also identifies various mid-block connections that enable porosity through the study area and link new development to the broader community, such as to existing public parks (East Toronto Athletic Field) and to transit stations (Danforth GO). New development will provide these spaces and connections, contributing to the achievement of a complete community.

The recommended SASP directs that intensification will be accommodated in both mid-rise buildings and tall buildings. The highest level of development, in the form of tall buildings, are directed to larger lots that are appropriately separated from surrounding low-rise neighbourhoods and which can accommodate tall buildings that are broadly spaced apart. These larger lots are located south of Danforth Avenue, east of Main Street, west of Trent Avenue and north of the rail corridor. This is also the location where the Dawes Road extension is required and would be provided through redevelopment. New development that would be adjacent to the Lakeshore GO East Rail Corridor is contemplated in the recommended SASP; however, redevelopment potential would require noise, vibration and rail safety reports by qualified specialists, and implement appropriate mitigation measures.

The SASP also directs appropriately massed mid-rise development along the periphery of where tall buildings are anticipated and adjacent to low-rise neighbourhoods. This urban structure creates appropriate transition between areas of different intensities and scale and helps to mitigate impacts to light, view and privacy to low-rise neighbourhoods. Through OPA 420, Danforth Avenue currently has a planned mid-rise character. The recommended SASP recognizes the planned character of Danforth Avenue, is consistent with it, and builds upon that character by directing mid-rise buildings adjacent to tall buildings. New development will be required to conserve cultural heritage resources and to incorporate the industrial railyard history of the area within the design of streetscapes.

The recommended SASP provides policy support for the achievement of a complete community in an area targeted for growth and intensification. Area-specific considerations within the study area ensure that the growth and intensification will provide a mix of uses, welcoming people of different age groups and mixed incomes, and fostering a local economy.

Land Use

The recommended SASP advances Provincial Plans and Official Plan objectives by directing an appropriate mix of uses in a mix of building types, complemented by non-residential uses that include retail, office, services, parks and open spaces. Both the Growth Plan (Section 2.2.1, Policy 4 and Section 2.2.4, Policy 3) and the Official Plan (Section 2.2, Policy 1(a)) place an emphasis that growth in areas well served by higher order public transit should include both uses for population growth (residential) and employment growth (non-residential).

The SASP makes it clear that the uses, both residential and non-residential, are only permitted when appropriate infrastructure and mitigation are secured. Such infrastructure may include roads, servicing, public realm design, parkland and open space, and community services and facilities. Such mitigation may include safety measures for developments adjacent to the rail corridor as well as noise and vibration mitigation measures. These infrastructure and mitigation measures may be delivered through redevelopment or through public sector investment.

Employment Priority Areas: Non-Residential Growth

The recommended SASP requires non-residential uses that provide employment opportunities in an established "Employment Priority Area". This area comprises the properties fronting Dawes Road within the study area. The non-residential uses that may be permitted in this area are office, commercial, creative industry (e.g. music, arts, "makerspaces"), medical, tourism, cultural, institutional, studio, service, civic uses, and other uses to be determined through a Zoning By-law Amendment process. The policy directs these non-residential uses on the first, second and third floors of tall building development.

The Employment Priority Area is located along Dawes Road because Dawes Road has an existing character of predominantly non-residential uses such as warehouse, auto-related, storage and industrial railyard uses. Additionally, the Zoning By-law for these properties is in the I1 zone (Industrial District 1), with a maximum height of 12 metres for properties at 9-25 Dawes Road and 10-30 Dawes Road and 14 metres for the property at 6 Dawes Road. The I1 zoning category permits a range of non-residential uses, including community services, retail and service shops, workshops and studios, offices, automobile related uses, and warehousing and other light industrial uses. The I1 category does not permit residential uses.

Given that the existing zoning permissions for non-residential uses are for buildings of 12 metres, three floors of non-residential space would generally be at that height, assuming a 4.5 metre ground floor height and 3.6 metre heights for the second and third non-residential floors.

The Employment Priority Area in the recommended SASP recognizes Dawes Road's existing non-residential land use character and enhances it, while allowing residential uses that were not permitted previously.

Along Danforth Avenue, policies in the Council-approved SASP 552, the result of the Danforth Avenue Planning Study, currently provide incentives for landowners to include

a dedicated floor of office space in exchange for additional height of up to ten storeys, with this floor of office usually expected to be located on the second floor. The recommended SASP is consistent with and builds upon this policy in SASP 552.

The "Employment Priority Area" meets the Main Street Planning Study's guiding principle to bolster a local economy, recognizes and enhances the existing character of Dawes Road, and meets Provincial and Official Plan policies in targeting employment growth to growth areas well served by higher order public transit. Together with the employment uses encouraged in SASP 552, the recommended SASP provides for generally 20-25% of non-residential space throughout the study area.

Built Form

The Official Plan provides policy direction and development criteria to locate and mass new buildings in order that new development: a) fits within the existing and planned context; b) gradually transitions down in height to buildings of different scale and intensity; and c) limits and mitigates impacts to surrounding areas.

The Built Form policies in Section 3.1.2 Policy 1 of the Official Plan direct that new development in the City fit harmoniously within the existing and/or planned context of the area. The existing character of the study area is predominantly low-rise mixed-use buildings with Main Square (2575 Danforth Avenue) being the only existing tall building context. The planned context includes mid-rise buildings, where massed appropriately, along Danforth Avenue, and three tall buildings approved (two approved on the Main Square site and the third tall building approved at 276-294 Main Street).

The Healthy Neighbourhoods policies of the Official Plan (Section 2.3.1 Policy 2) provide guidance for development in Mixed Use Areas to ensure the adjacent neighbourhood areas are not adversely affected. In particular, Section 3.1.2 Policy 3 directs that new development will be massed and designed to fit harmoniously into its existing and/or planned context and create an appropriate transition in scale to neighbouring existing or planned buildings. Furthermore, Section 4.5 of the Official Plan directs that development in Mixed Use Areas will be located and massed to provide a transition between areas of different development intensity and scale through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods.

Lastly, the Tall Building Design Guidelines, Section 1.3 - Fit and Transition in Scale, state that a) when a tall building is proposed within an identified growth area, towers nearer to the edge of the growth area should be progressively lower in height than those in the location of greatest intensity and highest order transit; and b) when a tall building or group of tall buildings is proposed on a site surrounded by other tall buildings of consistent height, relate the height and scale of the proposed tower to the existing context.

The recommended SASP requires that the scale and form of new development is contextually appropriate and provides a transition to neighbouring properties of different scale and intensity. The SASP contains three Character Areas to provide specific built form standards to each area. These Character Areas reflect the existing built form

character within the area as well as its surroundings. By providing built form policies to specific Character Areas, impacts to light, view and privacy can be adequately limited and can ensure that new development fits harmoniously within the existing and/or planned context.

The three Character Areas are described below.

Character Area A

The area designated Character Area A is along Danforth Avenue. The built form policies for Character Area A maintain the planned character established in SASP 552. SASP 552 generally permits mid-rise buildings of 7-8 storeys. A 10 storey building may be permitted provided that a floor of dedicated office uses is included in the proposal. Maintaining the planned character established in SASP 552 acknowledges the extensive public planning process of the Danforth Avenue Planning Study and its fit within the broader vision and urban structure of the recommended SASP.

Character Area B

The area designated Character Area B is at the intersection of Main Street and Gerrard Street East. This node is currently designated Mixed Use Areas in the Official Plan. The built form policies for Character Area B allow for low-rise and mid-rise development that is appropriately massed and scaled in order to limit impacts on light, view and privacy to adjacent properties designated Neighbourhoods. Generally, mid-rise development in this area is expected to have regard for the City of Toronto's Avenues and Mid-rise Building Study. Tall buildings would not be appropriate in this area given that the land parcels within Character Area B abut low-rise neighbourhoods and, as such, tall buildings would not provide appropriate transition in scale and intensity, resulting in greater impacts to light, view and privacy.

Character Area C

The recommended SASP also provides additional built form criteria for Character Area C including base building heights to frame streets, parks and edges, tower separation distances of 25 metres between towers, and tower floor plate sizes of 750 square metres.

The area designated Character Area C is generally bordered by Main Street to the east, Danforth Avenue to the north, Dawes Road to the west, and the rail corridor to the south. The built form policies for Character Area C envision slender, point-form towers with compact floor plates as well as mid-rise buildings that reinforce the urban structure of the study area and its surroundings. Tall buildings are directed to Character Area C because this area generally includes larger parcels of land as opposed to the narrower, fine-grained, main street character of Danforth Avenue and Gerrard Street East. As well, unlike the properties along Danforth Avenue and Gerrard Street East, the properties in Character Area C do not immediately abut properties designated *Neighbourhoods*. Lastly, this area also includes an existing and planned tall building context at Main Square, the tallest building of which is approved at 32 storeys.

Because Character Area C includes built form policies on both tall buildings and mid-rise buildings, the character area provides further built form direction in three building height areas.

Character Area C directs the tallest buildings within a 'Height Peak' area. This area is situated north of the East Toronto Athletic Field and the rail corridor. Building heights for tall buildings proposed in the Height Peak must generally be consistent with existing and/or approved building heights within the area. Currently, the tallest building in the Height Peak area is the approved 32-storey building at the Main Square site. This policy ensures that new tall buildings fit that established built form context. Tall buildings proposed in this area that do not fit this context and would therefore set a new and different context, would not be permitted. Moreover, tall buildings will only be permitted if noise, vibration and rail safety standards (as found in the Federation of Canadian Municipalities and the Railway Association of Canada Guidelines for New Development in Proximity to Railway Operations) are met.

Character Area C requires that tall buildings outside of the 'Height Peak' must transition down in height to the prevailing existing and planned built form character of properties adjacent to the northerly and easterly limits of Character Area C. New development in this area, termed the 'Transition Area (Tall)' in the recommended SASP, must demonstrate that tall buildings are stepping down in height toward properties with a different existing and/or planned built form character as well as adequately limit shadow impacts and pedestrian-level wind impact. Further studies and analysis may be required through a Zoning By-law Amendment process in order that appropriate conditions within the public realm and compliance with other policies of the recommended SASP are achieved. It should also be noted that this Transition Area (Tall) includes Main Square and 276-294 Main Street, both of which benefit from approved site-specific zoning by-laws.

Lastly, Character Area C directs mid-rise development specifically within a 'Transition Area (Mid-rise)'. This area contemplates new development in the form of mid-rise buildings and is intended to be consistent with the existing built form character of the study area and its surrounding built form to ensure a harmonious fit. Mid-rise buildings, existing and planned, border the Transition Area (Tall). To the north of the Transition Area (Tall) are planned mid-rise buildings along Danforth Avenue; on the eastern edge of the Transition Area (Tall) is 276-294 Main Street, which includes a mid-rise building next to low-rise neighbourhoods with the 27 storey tower pushed further north and away from the low-rise neighbourhoods; and finally, to the east of the Transition Area (Tall) are 8 and 12 storey apartment buildings. The purpose of the Transition Area (Mid-rise) is to reinforce the existing and planned built form character of the study area and its surroundings, ensuring that new development across Character Area C fits appropriately. In addition, this Transition Area (Mid-rise) will provide appropriate transition to low-rise neighbourhoods to the south and adequately limit shadow impacts to existing and planned parks and open spaces.

Together, the Height Peak, Transition Area (Tall), and Transition Area (Mid-rise) establish a built form character that is consistent with Official Plan policies. The Height Peak provides for the tallest buildings (provided rail safety is met) with the Transition Area (Tall) allowing for tall buildings provided these tall buildings step down in height to

buildings of different intensity and scale. The Transition Area (Mid-rise) reinforces the existing urban structure of tall buildings next to mid-rise buildings next to low-rise buildings.

Base Building Heights for Tall Buildings

The height of base buildings is also prescribed in the recommended SASP, requiring that base buildings be a maximum of four storeys (generally 16-18 metres). This base building height will fit harmoniously within the planned context of tall buildings and respect the scale and proportion of adjacent streets, parks and public or private open space. According to the Tall Building Design Guidelines, base buildings should be between 10.5 metres and 24 metres, depending on the existing streetwall context and the adjacent street right-of-way width, which, in the case of Dawes Road, is approximately 16 metres.

The policy in the recommended SASP does allow for additional height of a base building with predominantly non-residential uses to a maximum of 24 metres with a 3-metre stepback generally at 18 metres. This policy also aligns with the Tall Building Design Guidelines, which state that additional base building height may be appropriate with a stepback of at least 3 metres, provided that the total height of the base building does not exceed 24 metres.

Heritage

The Heritage Conservation policies of the Official Plan (Section 3.1.5) provide direction for the identification and conservation of cultural heritage resources in the context of a growing and evolving city. Policies in this section promote the preservation of the significant cultural heritage values and attributes of our heritage properties, as well as the public views of them, for the enjoyment of Torontonians. Cultural Heritage is an important component of sustainable development and place-making. The preservation of our cultural heritage is essential to the character of this urban and liveable city that can contribute to other social cultural, economic and environmental goals of the City.

The SASP includes heritage policies that work together with built form policies and streets and block network policies to conserve the potential built heritage resources identified through Cultural Heritage Resource Assessments. All potential built heritage resources within the Main Street Planning Study area are shown on Map 7 of the recommended SASP.

Properties currently listed on the City of Toronto Heritage Register will be conserved in accordance with relevant legislation, including the Official Plan's heritage conservation policies, the Ontario Heritage Act, and the Provincial Policy Statement, and with regard to the Standards and Guidelines for the Conservation of Historic Places in Canada. New development or alterations within the Study Area will respect, conserve and maintain the integrity of cultural heritage properties. Heritage Impact Assessments will be required for development applications that affect potential built heritage resources identified through Cultural Heritage Resource Assessments, as well as properties on the City's Heritage Register. In addition, areas identified as having archaeological potential

in the City of Toronto Archaeological Master Plan will require, at minimum, a Stage 1 Archaeological Resource Assessment as part of any planning application.

The SASP also requires additional consideration for heritage properties, above and beyond specific built form policies, by requiring for additional setbacks, stepbacks and stepping down of building heights in order to complement the scale and character of a property included on the Heritage Register. Finally, parks and public realm policies reference the need for heritage interpretation to be included in public realm improvements.

Housing

The recommended SASP requires a range of housing in terms of tenure, affordability, and building type (including purpose built rental) to accommodate people at all stages of life and the needs of all household sizes and incomes. To achieve a balance of unit types and sizes, the SASP specifies that a minimum of 25% of units must contain two bedrooms and 10% must contain three bedrooms.

Public Realm (Streetscapes, Parks and Open Spaces, POPS)

The Public Realm policies (Section 3.1.1 of the Official Plan) promote high quality architecture, landscape and urban design. The policies speak to the importance of providing safe, attractive and interesting spaces for pedestrians and incorporating a Complete Streets approach for existing City streets.

Section 3.1.2, Policy 1 of the Official Plan directs new development to be located and organized to fit with its existing and/or planned context and frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual views to these spaces from the development.

The recommended SASP provides policy direction to ensure that the public realm will be designed to be a connected network of spaces. The connectivity of publicly accessible spaces will allow residents, employees and visitors to gather, interact and enjoy active and passive recreational opportunities while improving access to and from the surrounding community and transit stations.

Streetscapes and Midblock Connections

New and existing public streets will be designed and enhanced to ensure pedestrian comfort and safety through the provision of generous landscape boulevards and street furniture. New development will be required to provide these improvements to the streetscape and comply with the City's Streetscape Manual, which provides standards for the design of sidewalks and boulevards.

Unless impacted by a building on the City's Heritage Register, new development will be required to provide a minimum 4.8 metre setback (measured from curb to the front of building) for mid-rise and low-rise buildings, and a minimum 6 metre setback for tall buildings. This setback will create opportunities for wider sidewalks, street trees,

benches, and bicycle infrastructure and ensure accessible and clear sidewalk spaces for users of all abilities.

In addition to sidewalk widths and streetscape infrastructure, midblock connections are identified in the SASP to improve connectivity and permeability within and to the Study Area.

Parks and Open Spaces

Parks and open spaces provide for recreation activities, passive uses, and social gathering for people of all ages and abilities, promoting mental and physical health and a sense of community. As growth occurs in the Study Area, there is a need for improved and expanded parks and open spaces to address the needs of a growing and changing community. The recommended SASP aims to enhance and expand the network of parks and open spaces and create a high-quality public realm and streetscape to ensure a more complete community and continued vitality and quality of life.

The City of Toronto Parkland Strategy is a 20-year plan that will guide long-term planning for new parks, park expansions and improvements, and improved access to existing parks. The Parkland Strategy was before the November 14, 2019 Executive Committee. Previously, on November 28, 2017, the City's Executive Committee reviewed a preliminary report on the Parkland Strategy. Full meeting minutes for this meeting can be accessed at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EX29.3>

The Parkland Strategy (PLS) provides a city-wide strategic parks planning framework that will inform future parks planning, decision making, land acquisition, and park investment and development. The PLS includes an updated methodology to measure and assess parkland provision, using the baseline of residential population against the area of parkland available across the city. According to the Parkland Strategy methodology, the parkland provision level in the Study Area (ranging from 4 to 28 metres squared of parkland per person) is below the city-wide average parkland provision level (over 28 metres squared of parkland per person). The parkland provision level immediately north of the study area (north of Danforth Avenue), however, is only 0 to 4 square metres of parkland per person and well below the city-wide average. Given the future growth planned along Danforth Avenue and the Study Area itself, the parkland deficit will be exacerbated if no new parks are created. Therefore, this deficit must be addressed through new and improved parkland, as contained in the recommended SASP.

The recommended SASP indicates preferred locations for parks and open spaces. Two new parks are identified: one larger park within Character Area C and one smaller park with frontage on Danforth Avenue that will provide a mid-block connection from Danforth Avenue to Stephenson Avenue. Policies in the SASP also direct how new parks will be designed.

With regards to the larger park identified in Character Area C, this park will have public frontage on the new extended Dawes Road. This location was chosen to serve new and existing residents and workers. It was also chosen because it is north of the Transition

Area (Mid-rise) in Character Area C to allow for more sunlight on the park. Moreover, because Character Area C is contemplated for tall buildings, the preferred park location would allow for relief between these tall building forms.

This public park in Character Area C is located internally. An analysis of the broader community also reveals that several parks are located internal to neighbourhoods, such as Stephenson Park, Bob Acton Park, Norwood Park, and Maryland Park, all of which are well used and easily accessible. Some community feedback suggested that staff consider a park location with frontage on Danforth Avenue; however, the Danforth Avenue Planning Study recognizes that main streets, such as Danforth Avenue, are strongest with successful retail and that it is typical of main streets to have good retail and active uses at grade close to the street. Regardless, the Danforth Avenue Planning Study already identifies opportunities for new open space along Danforth Avenue such as the Danforth Garage site at Danforth and Coxwell Avenues and the site at 2455-2495 Danforth Avenue (currently a Sobey's grocery store), which is within the study area for the Main Street Planning Study.

The recommended SASP also includes a policy that this public park in Character Area C (as shown on Map 4 of the SASP) would be achieved by assembling parkland dedications and parkland conveyances from more than one development. Such dedications and conveyances may be secured through landowner agreements. It is expected that new development within Character Area C will contribute to the creation of this larger park.

Alternative locations for public parks may be considered where it can be demonstrated that parkland contributions are unable to provide for the new parks identified in their preferred locations. The alternative locations would need to demonstrate conformity with a set of criteria provided in the recommended SASP.

Privately Owned Public Spaces (POPS)

Potential POPS locations are identified in the SASP which are to be implemented at strategic locations to enhance the quality of the public realm. New development in the form of tall buildings will be required to provide a POPS for community gathering and to complement active uses at grade. The City's existing design guidelines for new POPS apply to the study area and will be used to inform the design and creation of new POPS as part of private development applications.

Transportation

New development within the study area will be organized around a new street and block network. Through the recommended SASP, Dawes Road is intended to be extended to provide two points of access from signalized intersections on Danforth Avenue. Without this road extension, new development would not be possible. The new extension of Dawes Road will be provided as new development is proposed (through future *Planning Act* applications, such as Draft Plans of Subdivision or Site Plan Control applications).

Developers will be required to convey land to the City for the extension of Dawes Road. This extension of Dawes Road will create an appropriate block pattern and allow for

improved vehicular, pedestrian and cyclist circulation. This proposed transportation network will enhance the public realm with high quality streets and connections that will provide direct routes to key destinations and points of interest, such as the Danforth GO station.

The SASP ensures that the proposed transportation system will support transit investments by making transit more accessible and convenient, through future mid-block connections and better access to existing higher-order transit stations. The transportation network is proposed to encourage active transportation (walking and cycling) and transit use, rather than supporting an auto-dominated transportation network.

Parking, Loading and Transportation Impacts

Provincial Plans (Growth Plan Policy 2.2.1 and 2.2.4) and Policies (PPS Policy 1.1.1), as well as the Official Plan (Section 2, Policy 1), direct growth to areas of the City that are served by higher order public transit. One of the reasons growth is directed to these areas is to limit urban sprawl and to reduce the dependence on automobile use. By ensuring that appropriate intensification is located in proximity to higher order public transit, the overall impact to road congestion and the City's carbon footprint can be reduced and cities can grow in a way that achieves complete communities. The recommended SASP contributes to this Provincial and municipal goal by locating growth in proximity to Main Street TTC and Danforth GO stations, promoting efficient development and land use patterns in a strategic location.

The recommended SASP includes policies that encourage the reduction of parking through the provision of car-share facilities and shared parking among uses that have different peaking characteristics. Moreover, such parking is directed below grade, but can be located on the ground floor if enclosed by active uses (such as retail). Above-grade parking structures may be permitted in the base of buildings for development that abut the rail corridor, which may help to provide additional safety for sensitive uses adjacent to the rail corridor. The SASP also encourages development to share consolidated access points for parking and loading.

Transportation impacts will be reviewed through the development review process. As part of that process, the applicants are required to provide and implement appropriate travel demand management strategies to reduce peak period automobile trips and facilitate alternative modes of travel such as transit, walking, and cycling.

Municipal Infrastructure

Municipal infrastructure, including the water distribution system, sanitary sewers and storm sewers, is essential in maintaining the quality of life in the study area. Servicing infrastructure is also central to efforts in building a sustainable community by ensuring management of Toronto's water resources and protecting water quality.

The City requires new development applications to be supported by reports (servicing and stormwater management) that demonstrate that there is sufficient infrastructure capacity and that the proposed development will not negatively impact the area. The

types of studies required to support development applications are listed in the City of Toronto Development Guide. In the event that there is insufficient infrastructure capacity to support development, the cost of upgrades to infrastructure will be borne by developers.

Sustainability and Resilience

Section 3.4 of the Official Plan states that "by promoting growth in locations and in forms that support the use of transit, we will reduce energy consumption and air pollution caused by auto use. Through better sustainable design and construction practices we can save energy and reduce the impacts of stormwater run-off." To mitigate climate change, the City has set a target to reduce greenhouse gas emissions by 80 per cent from 1990 levels by 2050.

The recommended SASP includes policies specific to maintaining good sustainable practices for new development. These policies will support green infrastructure such as stormwater capture and tree planting. It will also encourage development to target near-zero energy use and emissions, incorporate low-carbon/renewable thermal energy technologies, provide backup power for resilience to area-wide power outages, and retrofit and renovate existing older buildings in order to reduce energy use and greenhouse gas emissions.

Community Services and Facilities

Community Services and Facilities (CS&F) are important to creating well functioning, liveable, and complete communities. Strategic investment in community services and facilities encourages greater levels of equity, equality, access, participation, and social cohesion across the city and within communities. Community services and facilities include child care facilities, human services, libraries and community recreation centres.

The recommended SASP recognizes the importance of new development to provide community services and facilities necessary to serve future growth as a result of permitting dense development within the study area. New and/or improved community services and facilities, including but not limited to child care facilities, library enhancements, and community recreation centres will be provided through development and the City's capital plan (established through the Facilities Master Plan). The SASP identifies these service and facility priorities and encourages innovative approaches to the delivery of these requirements, including the development of shared-use spaces. These priorities may change or be expanded as development applications are submitted and reviewed.

A preliminary review of recreation facilities was undertaken as part of the SASP work. Planning for recreation facilities is guided by the Parks and Recreation Facilities Master Plan 2019 - 2038 (FMP), which is based on the principles of quality, sustainability, innovation, and equity. The FMP seeks to upgrade or renew existing recreation facilities. It also addresses recreation facility gaps and growth-related needs by providing new or replacement facilities where appropriate. Lastly, it maximizes opportunities for partnerships to leverage investments for the development of recreation facilities. The FMP generally recommends mid-size and large multi-component

community recreation centres, ranging from at least 45,000 square feet to 65,000 square feet, anchored by a regulation-sized gymnasium and/or indoor pool.

The Implementation Strategy for the Parks and Recreation Facilities Master Plan 2019-2038 was adopted by City Council at its meeting on October 28th and 29th, 2019. The City's objectives in planning for the future of the Main Square community recreation centre are to retain and expand service levels and capacity in community programs, community space and aquatic programming.

The Main Square Community Centre is an existing community recreation centre within the study area. The community centre is on land that is privately owned and leased to the City for the purposes of a City-operated recreational facility. The Main Square Community Centre is at risk should the lease not be renewed and/or extended. The FMP assumes no net loss of community recreation facilities, which means the retention or replacement of existing recreation facilities would be required. As Main Square Community Centre is the only City-operated recreation facility in the study area, it is a priority to ensure its continued viability so that it can meet the area's growing needs. Through the adoption of the Implementation Strategy Parks and Recreation Facilities Master Plan 2019-2038, City Council requested the development of a facility plan specifically to ensure the Main Square Community Centre's continuation, either through future revitalization of the existing facility or new facilities to accommodate the growth expected through this study. Parks, Forestry and Recreation staff will be advancing discussions to extend the current lease for the existing Main Square Community Centre and are working with City Planning to determine how best to plan for a future community recreation centre to serve this community. In the event that a replacement facility is secured through redevelopment in the area, it should be built, sized, and designed to modern standards and requirements, such as those from the Accessibility for Ontarians with Disabilities Act (AODA).

In addition to the new policies within the recommended SASP, when development applications are submitted, applicants will be required to include in their Planning Rationale a discussion of new facilities and/or facility improvements that the proposed development may contribute towards the creation of complete communities.

The community raised certain issues that could not be addressed as part of this planning study. Concerns were expressed regarding the capacity of local schools to support population growth. The school boards are notified when development applications are submitted to the City and they provide advice regarding existing capacity and alternative arrangements in the event that children cannot be accommodated in local schools. A strategy for ensuring that future school age children can be accommodated is usually considered by both the Toronto District School Board and the Toronto Catholic District School Board as development proceeds. The district schools boards have been notified of the Main Street Planning Study.

Rail Safety and Mitigation

The operation of rail corridors is under Federal jurisdiction. The City, however, has the authority under the Planning Act to regulate land use on the properties adjacent to the rail corridor. As well, Policy 21 of Section 3.4 of the Official Plan states:

"Major facilities such as airports, transportation/rail infrastructure, corridors and yards, waste management facilities and industries and sensitive land uses such as residences and educational and health facilities will be appropriately designed, buffered and/or separated from each other to prevent adverse effects from noise, vibration, odour and other contaminants, and to promote safety. To assist in identifying impacts and mitigative measures, the proponent may be required to prepare studies in accordance with guidelines established for this purpose. The proponent will be responsible for implementing any required mitigative measures."

This policy in the Official Plan requires buffering and separation between sensitive uses and the rail corridor and requires that the obligation for implementing any required mitigative measures will be the responsibility of the proponent. The recommended SASP includes policies for rail safety and mitigation that are consistent with this policy.

Currently, City Planning is undertaking a study to implement Guidelines for Development Close to Rail Corridors and Yards. The purpose of the study is to review land use and regulations for new development in proximity to rail operations. The study began, in part, due to the demand for redevelopment of lands in proximity to rail operations across the city. The main concerns regarding development near rail corridors is for safety, noise and vibration. Ultimately, the study seeks to balance growth pressures with development viability.

Generally, new development in proximity to a rail corridor must be set back a minimum of 30 metres from the rail corridor and protected by an earthen berm. This standard is recognized in the Federation of Canadian Municipalities (FMC) and the Railway Association of Canada's (RAC) Proximity Guidelines.

The recommended SASP requires that new development submit noise and vibration studies and that applicants will be required to implement any mitigation measures through the redevelopment process. Moreover, a rail safety report will also be required for any new development that abuts the rail corridor. This rail safety report must respond to how the proposed development meets or exceeds the standard mitigation practices recommended by the Federation of Canadian Municipalities and the Railway Association of Canada.

Future Work

In addition to recommending that City Council adopt the draft SASP for the Main Street Planning Study, staff also recommend two specific studies that will may help to implement the vision of this transit-oriented, complete community.

Community Services and Facilities Study

Staff recommend that City Council direct appropriate City staff involved in the planning and procurement of community services and facilities to conduct a community services and facilities study in the area within and around the Main Street Planning Study, taking into consideration the planned growth and intensification for the area. This study may result in linking community services and facilities needs to the City's capital and service

plans as well as other key documents. The purpose of the study should be to identify what additional needs, priorities, and opportunities may result from the future growth to align with capital funding.

It should be noted that a range of service planning has been conducted in this area. This recommended study would update those service plans if necessary. It should also be noted that development applications are reviewed against these service plans and adjustments to the City's capital budget may be made accordingly.

Transportation Safety Improvements

Staff recommend that City Council direct Transportation Services to conduct a transportation study at key intersections within the study area. Those intersections include Main Street and Stephenson Avenue, Main Street and Danforth Avenue, and Main Street and Gerrard Street East. Through the public realm analysis, it became clear that these intersections should be evaluated from the perspective of pedestrian and cyclist safety and functionality. SvN provided conceptual plans on these intersections that result in narrower streets and expanded sidewalks and the public realm. The recommendations as part of this report would require Transportation Services to study these intersections and recommend any changes to the respective roadways for the purpose of improved pedestrian and cyclist safety, functionality and an improved public realm.

Community Consultation

The recommended SASP, as well as the future work recommended as part of this Final Report, responds to the comments received from the community consultation meetings in the following manner:

- Intensification that meets the Provincial growth targets for areas around major transit stations has been achieved. The intensification is located and massed to reinforce the existing and planned character of the community, provide appropriate transition to low-rise neighbourhoods, and limit light, view and privacy impacts;
- The policy requires non-residential uses in Employment Priority Areas which is the area along Dawes Road that has a non-residential character. Policies in SASP 552 currently incentivize non-residential uses along Danforth Avenue;
- New community services and facilities as well as new parks and open spaces are required as part of new development;
- A new streets and block plan, as well as policies specific to the public realm, will improve the connectivity, porosity, and public enjoyment of this transit-oriented, complete community. These policies will also help to improve the access and integration of TTC and GO transit;
- Policies are provided to require a mix of housing, including family-sized units, purpose-built rental, and affordable units;

- Policies identify cultural heritage resources and speak to the conservation of those resources in the event of a redevelopment.;
- New development will be required to provide and/or contribute to the provision of new community services and facilities;
- Where necessary, new development must provide and pay for municipal infrastructure improvements;
- By locating intensification in proximity to higher order public transit, active transportation will be encouraged. Car-share facilities are also encouraged, and applicants will be required to submit appropriate transportation studies in support of new development; and
- Policies are provided that encourage new development to integrate with transit stations and require that new development improve accessibility where feasible.

Conclusion

The recommended SASP is the outcome of a comprehensive, multidisciplinary study, careful policy consideration, and three community consultation meetings. The SASP provides a policy framework for orderly and managed growth to facilitate the achievement of a complete community with a broad mix of uses, a shift from auto dependence, and the provision of necessary infrastructure.

The recommended SASP is consistent with the Provincial Policy Statement (2014), conforms to A Place To Grow: Growth Plan for the Greater Golden Horseshoe (2019) and conforms to the City's Official Plan. The recommended building heights reflect an appropriate built form and scale that fits within the local context, provides appropriate transition to lower-scaled buildings, and adequately limits shadow impacts. The SASP will unlock new uses and built form together with a new street network, public realm enhancements, and new parks and open spaces.

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ATTACHMENTS

City of Toronto Data/Drawings

Attachment 1: Study Area

Attachment 2: Official Plan Land Use Map

Attachment 3: Zoning By-law Map

Attachment 4: Terms of Reference

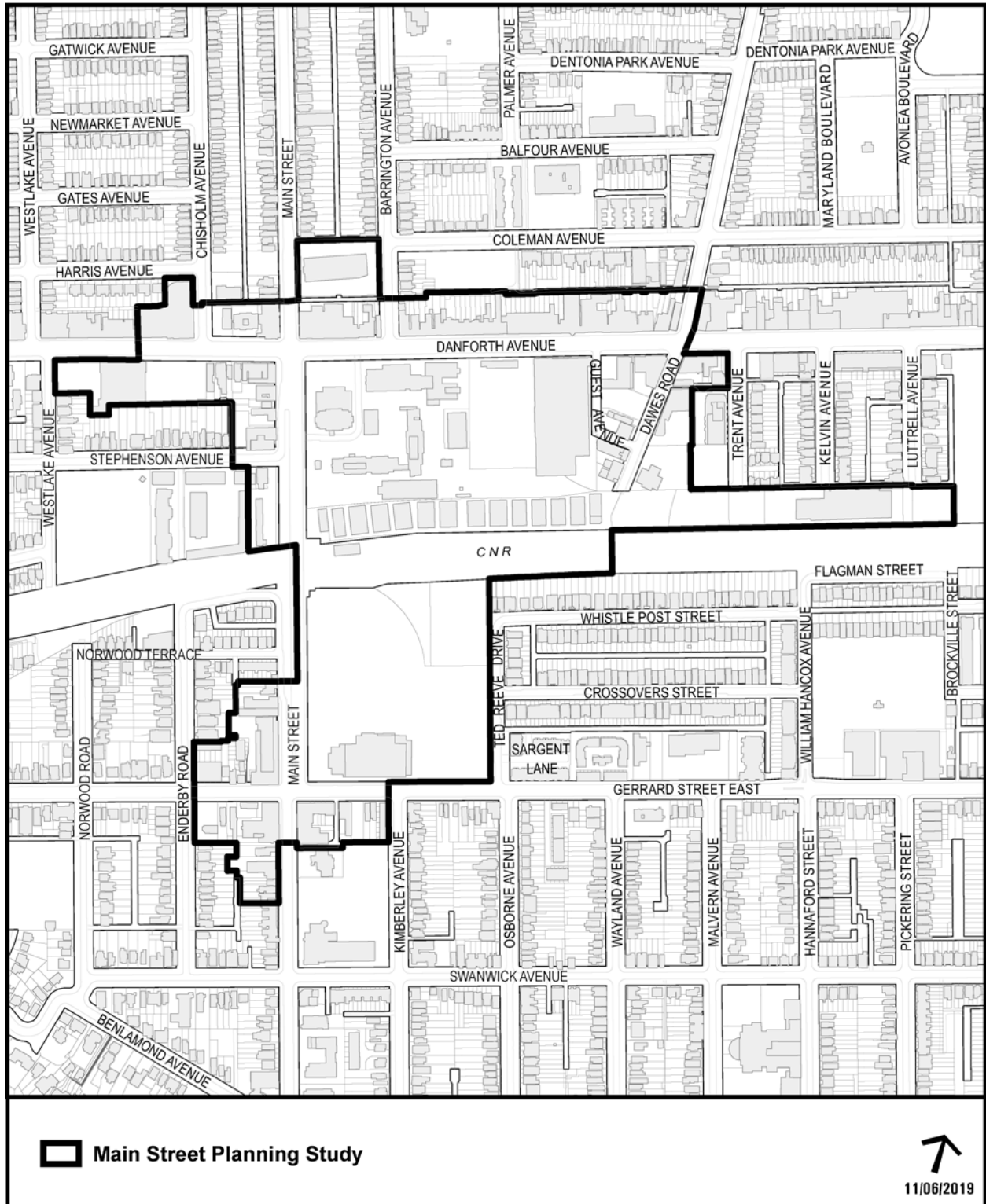
Attachment 5: Potential Built Heritage Resources in Study Area

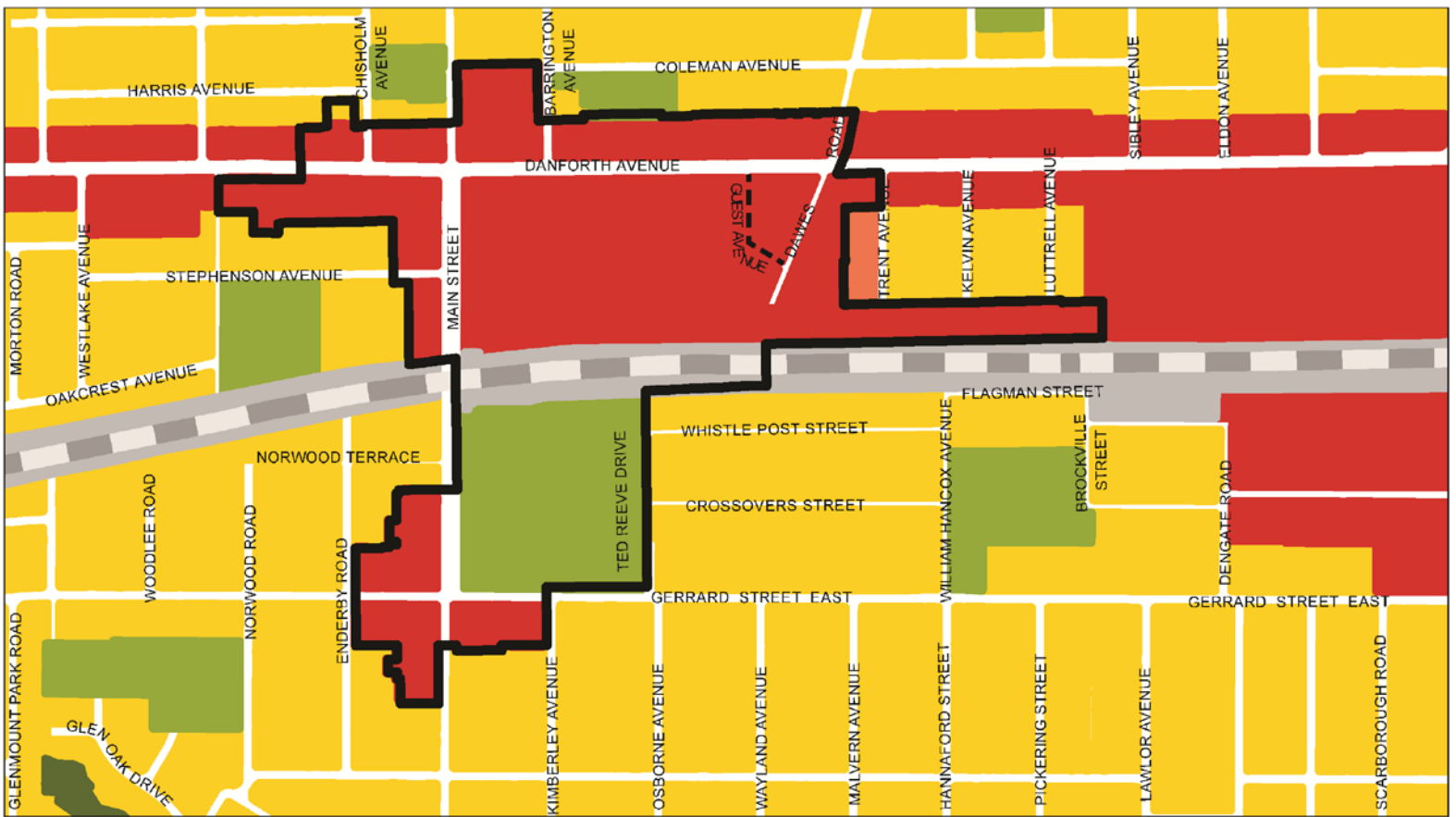
Attachment 6: Main-Gerrard Historical Overview

Attachment 7: Official Plan Amendment 478

Attachment 8: SvN Main Street Planning Study - Built Form and Public Realm Analysis

Attachment 1: Study Area



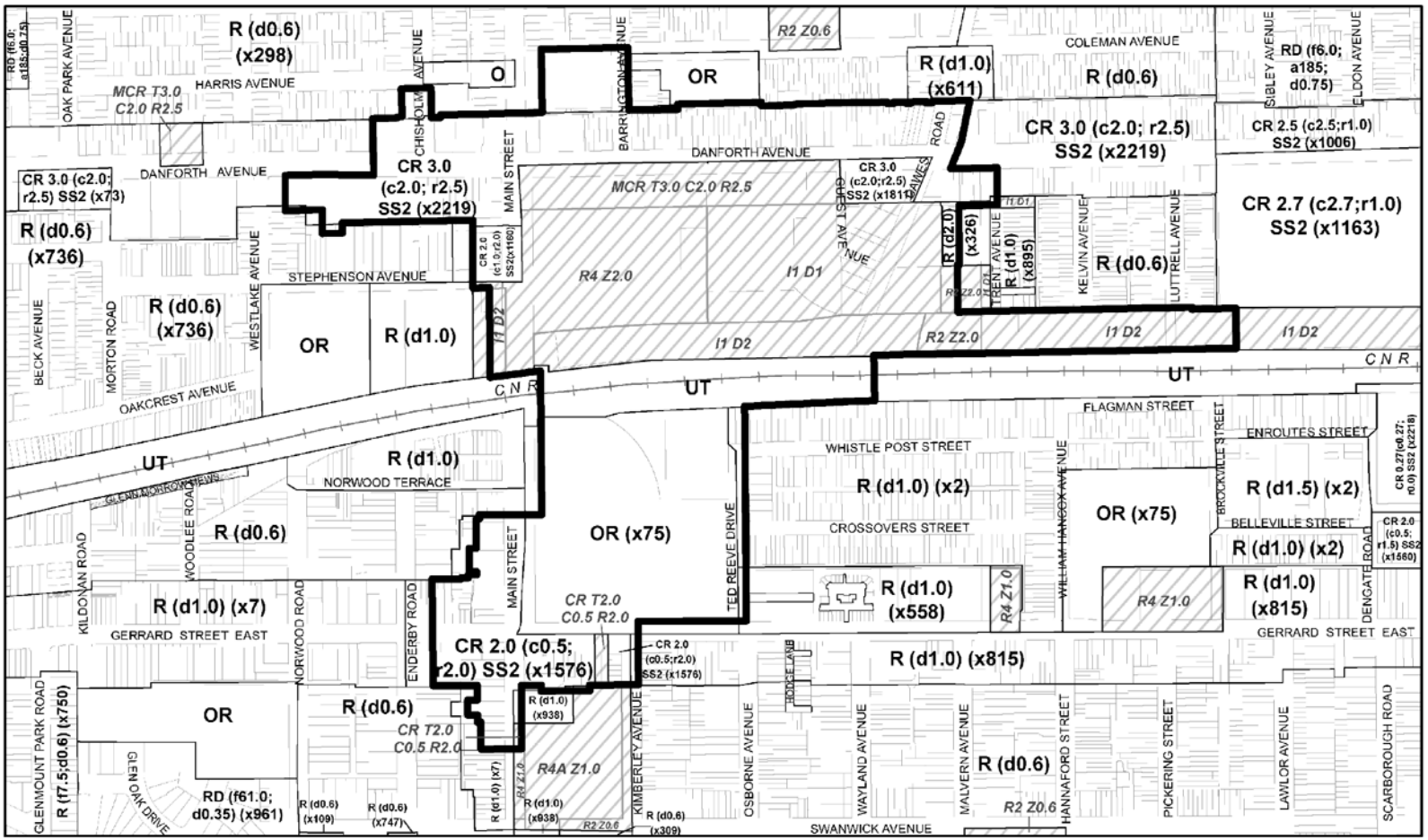


TORONTO Official Plan Land Use Map #21 Main Street Planning Study

File # 18 159105 SPS 00 0Z

Location of Application	Natural Areas	Institutional Areas	General Employment Areas	Roads not currently shown on Land Use Map
Neighbourhoods	Parks	Regeneration Areas	Core Employment Areas	
Mixed Use Areas	Other Open Space Areas	Utility Corridors	Special Policy Area	

Not to Scale
11/06/2019



Zoning By-law 569-2013

Main Street Planning Study

File # 18 159105 SPS 00 02

Location of Application

See Former City of Toronto By-law No. 438-86

- R** Residential
- RD** Residential Detached
- CR** Commercial Residential
- O** Open Space
- OR** Open Space Recreation
- UT** Utility and Transportation

- R2** Residential District
- R4** Residential District
- R4A** Residential District
- CR** Mixed-Use District
- MCR** Mixed-Use District
- I1** Industrial District



Not to Scale
Extracted: 11/08/2019

Attachment 4: Terms of Reference

Terms of Reference

Main Street (Danforth Avenue to Gerrard Street East) Planning Study

Purpose

On November 7, 2017, City Council adopted a recommendation in the Preliminary Report for 286-294 Main Street zoning amendment application directing the Acting Chief Planner and Executive Director, City Planning, to undertake a planning study focusing on development potential, built form and public realm within proximity of the Main Street subway station and Danforth GO station.

This recommendation was made and adopted based on the following factors:

- The recent development interest of tall buildings within the boundary of the study area;
- A need to determine an appropriate land-use mix, including residential and employment (office, retail, creative industries) growth, within walking distance of existing transit stations;
- The ability to accommodate a wide range of uses to support the development of complete communities within a tall building context;
- The existence of different lot character and fabrics that could support tall buildings, as opposed to the predominant lot character and fabric of Danforth Avenue which generally supports a mid-rise built form context;
- The need to provide a land-use, built form, and public realm framework that will leverage the existing and planned transit infrastructure to make efficient use of land and infrastructure and support transit viability;
- To create a policy objective and framework of intensification near existing transit stations; and
- Recognizing the existing tall building context.

Through the ongoing Danforth Avenue Planning Study (DAPS), City staff have provided for a planned context of mid-rise buildings that are the appropriate form for intensification and growth given the existing lot character and fabric along the Avenue. This study will function as an addendum to the ongoing DAPS, by specifically looking at relating tall buildings to the mid-rise planned context of Danforth Avenue and supporting a policy objective of intensification around TTC and GO transit stations.

Goals

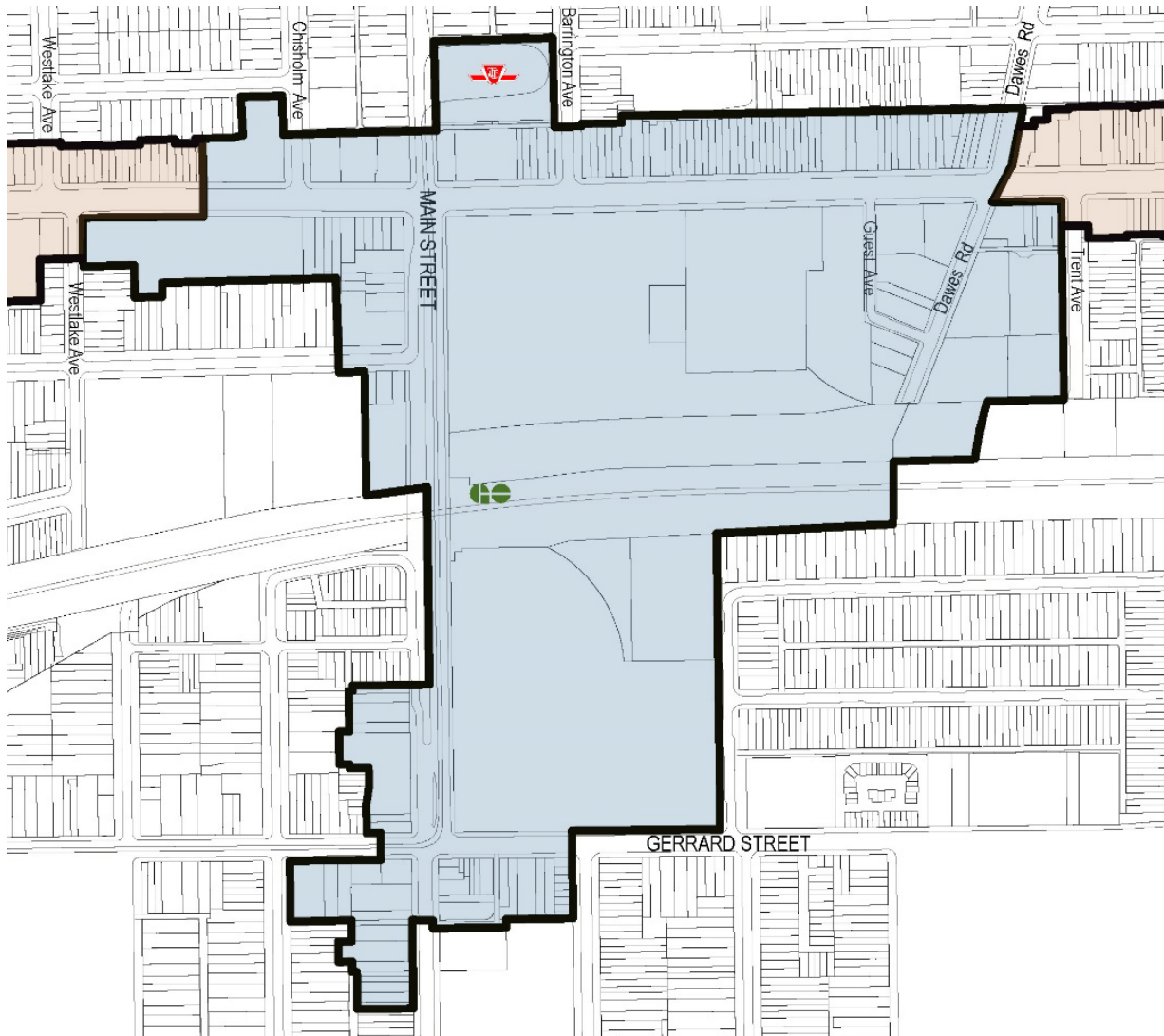
The goals of the study are to:

- Implement a new area specific policy for the study area;
- Provide for a mix of land uses that include both residential and employment;
- Identify specific height limits that support complete communities and transit-oriented development, which may include tall buildings, where appropriate;
- Identify public realm improvements, such as pedestrian connections and complete streets, and areas for new parkland;
- Identify transportation barriers and safety issues (of Stephenson/Main) and provide an implementation strategy to resolve those issues; and
- Identify community benefits and where such benefits should be allocated to support development.

Study Area

The study area will include all properties designated Mixed-Use Areas and Parks and Open Spaces in the Official Plan in proximity to Main Street subway station and Danforth GO station.





Policy Context

The land use policy context anticipates and encourages intensification along Danforth Avenue and for properties in proximity to transit. For the area of the study area that includes Danforth Avenue, it is identified as an Avenue on Map 2 – Urban Structure in the Official Plan.

The lands which form the study area are designated primarily Mixed Use Areas on Map 21 – Land Use Plan in the Official Plan.

Avenue

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

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

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

Mixed Use Areas

The designation permits a broad range of commercial, residential and institutional uses, and includes policies and criteria to guide development. New development should comply with the development criteria in Mixed Use Areas as outlined in the Official Plan.

Parks and Other Open Space Areas

This designation generally prohibits development except for recreational and cultural facilities, conservation projects, cemetery facilities, public transit and essential public works and utilities where supported by appropriate assessment.

Neighbourhoods

Areas adjacent to the study area are designated Neighbourhoods. This designation permits residential development in a low-rise form. New development in established residential areas must respect and reinforce the existing physical character of the surrounding neighbourhood.

Avenues and Mid-Rise Buildings Study

City Council adopted the Avenue and Mid-Rise Buildings Study in 2010, and further adopted revised Mid-Rise Building performance standards in 2016, to be used together with the 2010 approved Study and performance standards. The study, and its related performance standards, apply to Danforth Avenue.

Tall Buildings Design Guidelines

On May 9, 2013, City Council adopted the updated city-wide Tall Building Design Guidelines, which establish a set of performance standards for the evaluation of all tall building development applications city-wide.

Study Overview

The Main Street Planning Study will be a multi-disciplinary review to be conducted as a comprehensive and integrated planning study. The study will be focused on working with internal staff, private landowners within the study area, and the broader local community.

Staff will include the following divisions and agencies:

- City Planning, including Community Planning, Urban Design, Strategic Initiatives, Research and Analysis, Transportation Planning and Heritage Preservation Services;
- Parks, Forestry and Recreation;
- Transportation Services;
- Toronto Transit Commission; and
- Metrolinx.

The study will be led by the City Planning Division.

Scope of Work

Staff will undertake the following scope of work:

Land Use

- Provide for a mix of residential and employment uses;
- The residential use will include providing an appropriate mix of family-sized and mixed-income units; and
- Determine an appropriate ratio of residential and employment uses, and other community-serving uses, to create a complete community.

Built Form

- Identify appropriate built form principles, including maximum heights, densities, and separation distances, within the study area that support transit-oriented development; and
- Examine where tall buildings could be accommodated based on achieving a policy objective of intensification near transit stations.

Public Realm

- Identify public realm improvements such as wide sidewalks, patios and street furniture, and tree planting and planters;
- Review opportunities to create more permeability and walkability within the study area;
- Identify new parks and open spaces that would be required through parkland dedication (Section 42 of the Planning Act); and
- Identify opportunities for pedestrian connections to be secured through new development.

Transportation

- Investigate the intersection at Stephenson Avenue and Main Street for its safety and functionality and provide a recommendation for safety improvement; and
- Consider opportunities for active transportation based on an objective of complete streets.

Transit Stations

- Explore opportunities to improve pedestrian connectivity between Main subway station and the Danforth GO station and work with Metrolinx and the TTC to leverage opportunities, using information obtained through the Danforth Avenue Planning Study and Metrolinx's Danforth Connectivity Study.

Heritage and Historic Character

- Identify heritage resources and provide conservation strategies that are compatible with potential new development, using information obtained through the heritage assessment from the Danforth Avenue Planning Study.

Section 37 Community Benefits

- Identify priorities for community benefits to be obtained through new development.

Community Engagement

The study will include a minimum of two community consultation meetings, which may take the form of workshops or formal meetings. The first meeting is anticipated for the beginning of January 2018 to serve as a kick-off meeting.

Working group meetings will be held with private landowners within the study area to workshop development potential and compatibility between the built form and the public realm. A minimum of two working group meetings will be held with private landowners.

Additional consultation may be undertaken if warranted.

Study Deliverable

The study will conclude with a Final Report to Council recommending a site and area specific Official Plan Amendment.

Estimated Timelines

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

Q1 2018	Kick-off Meeting with local community
Q1 2018	Conduct research and consult with private landowners Draft a plan for circulation
Q2 2018	Consult with local community Revise plan Prepare OPA and Final Report to TEYCC

Attachment 5: Potential Built Heritage Resources in Study Area

This list includes properties identified as potential built heritage resources through the Danforth Avenue Planning Study (Phase I) and the Main Street Planning Study

On the north side of Danforth Avenue:

2550 Danforth Avenue
2632 Danforth Avenue
2634 Danforth Avenue
2646 Danforth Avenue
2650 Danforth Avenue
2652 Danforth Avenue
2656 Danforth Avenue
2658 Danforth Avenue
2662 Danforth Avenue
2666 Danforth Avenue
2668 Danforth Avenue
2720 Danforth Avenue
2726 Danforth Avenue
2734 Danforth Avenue
2736 Danforth Avenue
2740 Danforth Avenue
2742 Danforth Avenue
2754 Danforth Avenue
2756 Danforth Avenue
2766 Danforth Avenue
2768 Danforth Avenue

On the south side of Danforth Avenue:

2533 Danforth Avenue
2535 Danforth Avenue
2541 Danforth Avenue
2543 Danforth Avenue
2547 Danforth Ave
10 Dawes Road

On the south side of Gerrard Street East:

2201 Gerrard Street East
2203 Gerrard Street East
2205 Gerrard Street East
2207 Gerrard Street East

On the west side of Main Street:

126 Main Street
128 Main Street

132 Main Street
134 Main Street
136 Main Street
144 Main Street
152 Main Street
154 Main Street
164 Main Street
292 Main Street

On the east side of Main Street:

143 Main Street
155 Main Street
161 Main Street
167 Main Street

Attachment 6: Main-Gerrard Historical Overview

The historical development of the lower portion of the Main Street Planning Study Area, focused around the intersection of Gerrard Street East and Main Street, is closely tied to the evolution of the former municipality of East Toronto. This intersection formed the commercial core of an area fueled by advances in transportation, including the nearby Grand Trunk Railway (GTR) yards located at the northeast end of the municipality, the extension of Gerrard Street East through the area, and streetcar connections in the early twentieth century. East Toronto was incorporated as a Village in 1888 and as a Town in 1903, and was amalgamated into the City of Toronto in 1908.

The City of Toronto has been inhabited by Indigenous peoples for millennia. The line of Dawes Road, which varies from the British grid of concessions, may have originated with an Indigenous trail. In the 1780s, as the British government prepared to settle the Toronto area, it signed treaties with Mississauga and Chippewa First Nations to obtain title to the land. Toronto remains part of the traditional homelands of First Nations, and remains home to many Indigenous peoples today.

Following the establishment of Toronto (then the Town of York) in 1793, a new population of settlers spread out from the shores of Lake Ontario to clear and farm the land. Today's Danforth Avenue was surveyed as the 2nd Concession Road north of the Lake Ontario shoreline, running between two-hundred acre farm lots in York Township, east of the City of Toronto. Dawes Road, which was once the community's principal north-south road, was improved in 1848.¹ In the 1850s, a plank road was laid out along the route of today's Danforth Avenue, and a new railway line, the forerunner of today's GO Transit line, was opened to the area. A village named "Little York" took shape at the corner of Danforth and Dawes Road, an intersection which also became known for its inns that served travellers to market in downtown Toronto.

Historical maps indicate that by 1883 only the GTR line from Toronto to Montreal and a couple of undeveloped subdivision plans existed around today's East Toronto neighbourhood.² The opening of Grand Trunk Railway's freight yard and roundhouse in 1884 just south of Danforth Avenue between Dawes Road and today's Main Street spurred an initial wave of residential and commercial development in the area. This included the subdivision and development of former estate lots to support an influx of workers for the railway and related industries. Underlining the significance of the railway to the area, by 1885 the at-grade railroad crossing and southern extension of Dawes Road were removed and replaced with a new railway overpass and a north-south road called Main Street. An existing row of purpose-built wood frame workers' housing was completed by the GTR between 1884-1889, just outside the southern boundary of the Study Area on the west side of Main Street. In the same period, the intersection of Gerrard and Main was born with the eastward extension of Gerrard Street East into the area from its former termination at Logan Avenue.

Several major landowners in the area were integral to developing the land in East Toronto as well as its governance. Donald George (D.G) Stephenson, a local

¹ Milanich, "Dawes Road".

² Goad's Atlas, Plate 38, 1884.

landowner, realtor, lumber merchant and builder, was instrumental in petitioning the province to incorporate the area as the Village of East Toronto in 1888. He then became the Village's first Reeve. He is credited with building many of the earliest dwellings in the area, including the surviving row of brick railway workers' houses³ on the south side of Norwood Terrace (formerly Bridge Street). D. G. Stephenson's own house (1894) still stands at the northwest corner of Gerrard Street East and Enderby Road, and is listed on the City of Toronto's Heritage Register.

D. G. Stephenson's business partner, Benjamin Morton, was one of the largest local landowners at the time, and worked as a development speculator and realtor in the area. Morton was likewise involved in the village's political life, serving as one of its first elected officials alongside Stephenson. Today, several of the local streets are still named after these influential figures, including Stephenson Avenue, Morton Road and Swanwick Avenue, the latter having been named after Benjamin Morton's wife, Mary Swanwick Hutton Morton. It was Mary Morton who, in 1885, registered Survey Plan 635 which subdivided much of what would soon be the Village of East Toronto, including the three corners of Main and Gerrard not occupied by the railway yards.⁴

Prior to 1900, historical maps indicate that development was gradual in East Toronto. Following the turn of the 20th century, however, the intersection of Main Street and Gerrard Street East quickly developed into the Village of East Toronto's commercial and social hub. A good portion of that development was due to the English-born baker William H. Snell and his family. Following the incorporation of the Village of East Toronto into a Town in 1903 (a move which now included Little York within East Toronto boundaries) William and his brothers, Walter and Ernest, were responsible for building out the southwest and southeast corners of Main and Gerrard with the two-storey red brick and masonry buildings that continue to define those corners today. In the early 1900s, the buildings contained retail and commercial uses at ground level and residential or office space above. The space above the Bank of Nova Scotia (formerly the Metropolitan Bank) at the southwest corner was known during the early 20th century as Snell's Hall and accommodated meetings of varied local organizations as well as municipal council sessions. To the west of Main Street on the south side of Gerrard Street East, the Snell family built three large brick houses, two of which remain today. The YMCA moved to the northeast corner of Main and Gerrard in 1903.⁵

Annexation of the Town of East Toronto to the City of Toronto followed swiftly in 1908. As a result, the area received infrastructure and transportation improvements necessary to spur a second, larger wave of residential and commercial development in the Study Area and surrounding neighbourhood. These civic improvements included the eastern extension of the Toronto Civic Railways streetcar line from its previous terminus at Greenwood Avenue along Gerrard Street East to Main Street by 1912.⁶ In an era when

³ The property at 292 Main Street is also attributed to D.G. Stephenson and is being recommended for Designation under Part IV, Section 29 of the Ontario Heritage Act in a separate report to City Council.

⁴ Myrvold, Main and Gerrard Intersection Heritage, 10.

⁵ Myrvold, 45-52, 18.

⁶ Over the course of the 1880s and 1890s, Gerrard Street East was planned from west to east, with the earliest portion between Broadview and Logan Avenues having been laid out by 1883. This stretch was originally known as Rambler's Road after the landowner who registered the plan for the eastward road extension. Interestingly, the owner's name is still referred to today as Paul

the automobile was still rare, the streetcar made it possible for people to live in the area and easily commute to work elsewhere. Improved accessibility also included reliable connections across the Don Valley to the downtown core with the completion of a permanent steel bridge spanning the Don River at Queen Street in 1911, and the Prince Edward (Bloor) Viaduct connecting Bloor Street with Danforth Avenue by 1919. A further sign of the area's growth and improved servicing was a Toronto Public Library, which opened in the old YMCA building on the northeast corner of Main and Gerrard before moving to its current site on the east side of Main Street, south of Gerrard in 1921. By the late 1920s, this railway town-turned-streetcar suburb was largely developed.

Several additional significant developments helped shape the current condition of the Main-Gerrard CHRA Area. The replacement of older buildings and infill on vacant lots in the post-war boom further impacted Gerrard Street East in particular, both west and east of Main Street. The old YMCA building that stood at the northeast corner of the intersection of Main Street and Gerrard Street East was demolished by 1935, and the Ted Reeve Community Arena was built on the site in the 1950s. At the northwest corner of Main and Gerrard, the early-1900s block of two and three-storey buildings that included the McMillin & Costain Block were demolished by 1975 to make way for the current five-storey residential co-op building, allegedly the "first venture into low-income housing by the Metro Toronto Labour Council."⁷ In 1968, the Main Street subway station was opened along the TTC's Bloor-Danforth line, creating greater transit access to and from the area for local residents and visitors.

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Rambler, however, the historical record and genealogical forums reveal that his name was actually Rembler Paul. The earlier Gerrard Street East streetcar line opened in 1898 and ran from the recently-built Gerrard Street bridge east to Greenwood Avenue.
7 Myrvold, 35.

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Attachment 7: Official Plan Amendment 478

Authority: Toronto and East York Community Council Item ~ as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill XXX

BY-LAW XXX

To adopt an amendment to the Official Plan for the City of Toronto respecting the lands known municipally in the year 2019, as 2451-2763 Danforth Avenue; 2494-2774 Danforth Avenue; 143-315 Main Street; 124-308 Main Street; 2185-2225 Gerrard Street East; 2192-2210 Gerrard Street East; 90-76 Kimberly Avenue; and 6-30 Dawes Road.

Whereas authority is given to Council under the Planning Act, R.S.O. 1990, c.P. 13, as amended, to pass this By-law;

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 enacts:

1. The attached Amendment No. 478 to the Official Plan is hereby adopted pursuant to the Planning Act, as amended.

Enacted and Passed this ~ day of ~, A.D. 20~.

Frances Nunziata, ULLI S. WATKISS,
Speaker City Clerk

(Seal of the City)

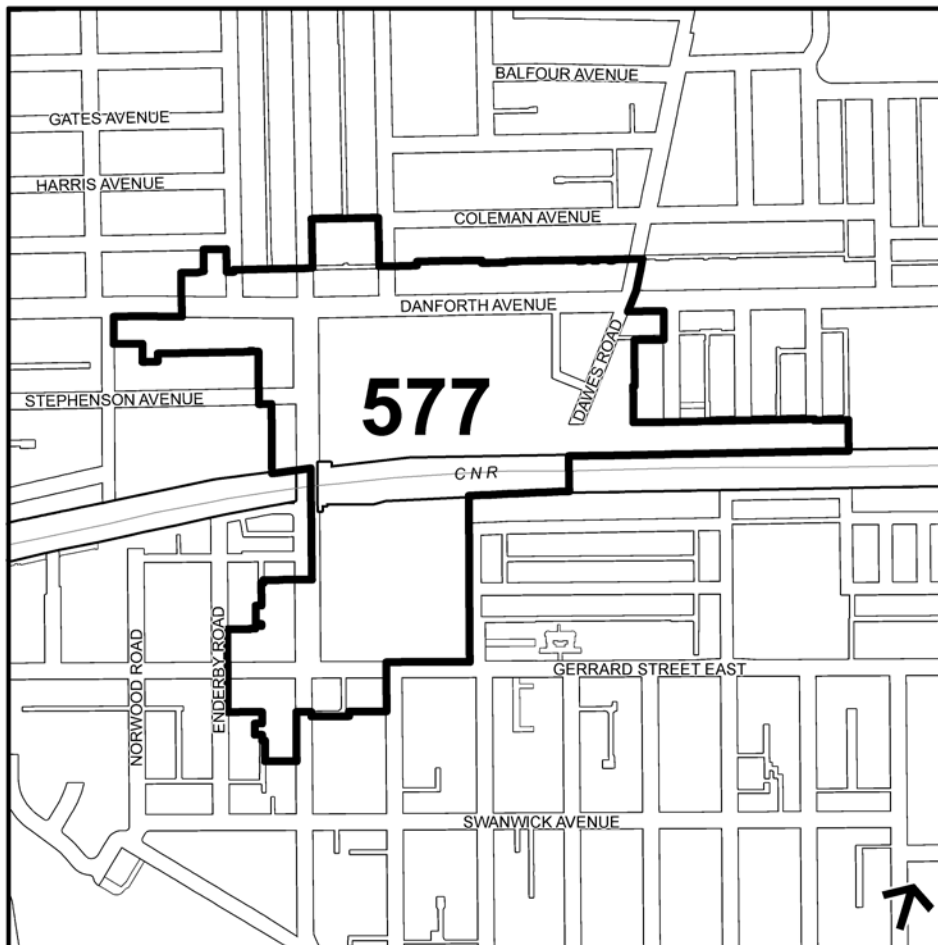
AMENDMENT NO. 478 TO THE OFFICIAL PLAN

LANDS MUNICIPALLY KNOWN IN THE YEAR 2019 AS 2451-2763 DANFORTH AVENUE; 2494-2774 DANFORTH AVENUE; 143-315 MAIN STREET; 124-308 MAIN STREET; 2185-2225 GERRARD STREET EAST; 2192-2210 GERRARD STREET EAST; 90-76 KIMBERLY AVENUE; AND 6-30 DAWES ROAD

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

1. Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 577 for lands known municipally in 2019 as 2451-2763 Danforth Avenue; 2494-2774 Danforth Avenue; 143-315 Main; 124-308 Main Street; 2185-2225 Gerrard Street East; 2192-2210 Gerrard Street East; 90-76 Kimberly Avenue; and 6-30 Dawes Road, as follows:

577. Main Street between Danforth Avenue and Gerrard Street East, and Danforth Avenue between Main Street and Dawes Road



1. Objectives

This Site and Area Specific Policy has the following objectives:

- 1.1 Establish a public realm structure of streets, parks, and open spaces that create opportunities for orderly development and intensification.
- 1.2 Establish a complete, mixed-use, mixed-income community with an appropriate land use mix that includes a full range of housing, employment uses, community service facilities, and parks and open spaces.
- 1.3 Create employment opportunities that support a vibrant local economy.
- 1.4 Establish a network of public streets and mid-block connections that create a highly permeable community with connections both within and to the surrounding area to support this complete community and create opportunities for redevelopment.
- 1.5 Organize the complete community to have a network of programmable parks, and open spaces such as Privately-Owned Publicly-Accessible spaces (POPS) interspersed to provide passive and active outdoor recreational opportunities for residents, employees, and visitors.
- 1.6 Promote opportunities for complete streets and active and safe transportation.
- 1.7 Provide built form and massing in good proportion that responds to existing built heritage resources. Built form will include mid-rise buildings as well as consistent, pedestrian-scaled base buildings punctuated by broadly spaced towers that gradually transition down in height to the east and north from a height peak in the southwest quadrant.
- 1.8 Ensure land uses and built form are compatible with, support, and do not negatively impact light, view and privacy to surrounding properties and neighbourhoods.
- 1.9 Conserve and promote cultural heritage resources.
- 1.10 Create a sustainable and resilient community with a focus on higher energy efficiency, lower greenhouse gas emissions, retaining stormwater, and enhancing the quality and quantity of biodiversity.
- 1.11 Promote integration of new development with public transit stations.
- 1.12 Promote design excellence and high quality architectural and landscape design through the effective use of resources, high-quality materials, innovative, sustainable and universally accessible design for development/redevelopment, public realm improvements, and parks and open space design.

2. Public Realm

2.1 Streets and Block Network

2.1.1 New development will create a fine-grained, walkable public street network generally in accordance with Map 2A (Streets and Block Plan) that will improve pedestrian permeability and site access.

2.1.2 Despite 2.1.1, minor expansions to existing land uses and buildings are generally permitted and may not require conveyance of new public streets in accordance with Map 2A (Streets and Block Plan).

2.1.3 Streets will be designed with consideration for opportunities to interpret and commemorate the historic environment, including Indigenous histories, related to Dawes Road, the Grand Trunk Railway yards and related industries, and Little York.

2.2 Sidewalks and Midblock Connections

2.2.1 Streets will generally have a minimum sidewalk width (i.e. curb to building face) of at least 6 metres, inclusive of street trees, where a tall building is proposed, and 4.8 metres, inclusive of street trees, where a mid-rise or low-rise building is proposed.

2.2.2 Where there is a strong, legible, historic character of street-oriented buildings on or adjacent to a development site, narrower sidewalk widths than outlined in policy 2.2.1 may be considered. Minimum sidewalk widths may also be less than the required minimums where sidewalks are adjacent to properties on the Heritage Register.

2.2.3 Midblock connections that are safe and accessible will be provided generally in accordance with those areas identified on Map 4 (Parks and Public Realm Plan). Soft landscaping is encouraged on midblock connections where feasible.

2.2.4 Pedestrian connections to improve access to Main Street TTC Station and Danforth GO Station will be required through redevelopment.

2.3 Parks and Open Space

2.3.1 Preferred locations for new public parks and open spaces are shown on Map 4 (Parks and Public Realm Plan).

2.3.2 The new parks identified in Map 4 (Parks and Public Realm Plan) will include:

One larger park within Character Area C that will be a focal point for the new community and provide opportunities for a mix of active and passive programming and promote social gathering.

One smaller park with frontage on Danforth Avenue that will act as a mid-block connection from Danforth Avenue to Stephenson Park as well as the neighbourhoods to the south, and provide opportunities for passive uses.

2.3.3 A larger, central park is a priority within Character Area C, as shown on Map 4. Assembling parkland dedications and parkland conveyances from more than one development in Character Area C will contribute to the creation of this larger, central park. These parkland dedications and conveyances may be secured through landowner agreements.

2.3.4 New parks will:

- a) have a functional size, shape and appropriate public frontage;
- b) be developed as a focal point in the community, providing easy access for surrounding residents, workers and visitors;
- c) be located with generous street frontage(s) to provide the greatest possible benefit to safety and visibility for those accessing the park or POPS, and be seamlessly integrated and connected to the broader public realm;
- d) fit harmoniously within the planned built form context of each of the three Character Areas, allowing for relief between existing and new buildings;
- e) create a seamless relationship between streets, parks and other elements of the public realm;
- f) contribute to a fine-grain pedestrian network that offers multiple mobility choices through mid-block connections linking various elements of the public realm;
- g) where possible, provide opportunities for expansion when adjacent properties redevelop;
- h) create spaces that provide visual interest and achieve design excellence;
- i) encourage public life through pedestrian amenities that foster social interaction, including a range of seating options, landscaping, active uses at grade and programming;
- j) provide site-specific place-making opportunities through public art, heritage interpretation and cultural expression, including celebrating Indigenous histories;
- k) support a community-based planning and design process for creating interesting and engaging parks that are safe, accessible, and comfortable;
- l) accommodate people of all ages and abilities year-round;
- m) include green infrastructure that enhances the ecological function of the public realm, supports storm water management and promotes biodiversity, in accordance with best practices and standards;
- n) be designed and built with high-quality and durable materials that can be maintained and that support the intensity of use by residents, workers and visitors; and
- o) be designed for thermal comfort through maximizing sunlight access and minimizing wind impacts to improve usability, enjoyment and opportunities for vegetation growth.

2.3.5 Parkland provision will be considered in the following order of priority:

- a) on-site dedication;
- b) off-site dedication;
- c) cash-in-lieu of parkland.

2.3.6 Where, as part of a development, an on-site parkland dedication is determined to not be technically feasible or desirable by the City, an off-site parkland dedication that is in the vicinity of the development site, or that contributes to the Parks and Public Realm

Plan shown in Map 4, may be substituted for an on-site dedication prior to the consideration of cash-in-lieu of land, at the City's discretion.

2.3.7 Where parkland contributions are unable to provide for the new parks identified in Policy 2.3.2 and on Map 4, alternative locations and configurations for public parkland may be considered, provided the alternative location and/or configuration meets Policy 2.3.4 of this SASP.

2.3.8 Additional parks and open spaces may be added to the network conceptually illustrated on Map 4, without amendment to this Plan, as opportunities arise.

2.4 Privately Owned, Publically-Accessible Spaces (POPS)

2.4.1 New development in Character Area C will provide Privately-Owned Publicly-Accessible Spaces (POPS) at the ground level of tall building development to supplement the parks and open space network; increase the variety of public spaces with a range of uses and amenities for the enjoyment of all users, and provide transitions between buildings and the public realm.

2.4.2 POPS will not be used to satisfy parkland dedication.

2.4.3 The open space proposed to be adjacent to the rail corridor will be in keeping with all rail safety guidelines. This open space will provide unrestricted access to the general public and be a high quality, sustainable, attractive, and safe space. Its design should engage with the Lakeshore GO East rail corridor.

2.4.4 POPS will be designed generally in accordance with the City's Design Guidelines for Privately-Owned, Publicly-Accessible Spaces (POPS).

3. Community Services and Facilities

3.1 New and/or improved community facilities will be required in order to achieve the amount and range of community services and facilities necessary to serve future growth as a result of greater intensification near higher order public transit.

3.2 Community services and facilities will be:

- a) located in highly visible and accessible locations, on public streets with strong pedestrian, cycling and transit connections;
- b) designed in a manner that promotes flexible multi-purpose facilities that can be adjusted to meet the varied and evolving needs of the complete community; and
- c) delivered in a timely manner to support residential and non-residential growth.

3.3 Innovative approaches for providing community services and facilities will be encouraged, including shared uses and integrating facilities within private developments that maintain public accessibility.

3.4 Development that is phased will include required facilities as part of the first phase of development.

3.5 Community services and facilities priorities for the area governed by this SASP are listed below:

- a) capital improvements to and/or the replacement of area libraries and community recreation centres, in particular those that would contribute to achieving increased or improved programming space;
- b) securing space within developments for non-profit community-based organizations that are eligible for the City's Community Space Tenancy Policy; and
- c) child care spaces.

Priorities may change or be expanded based upon monitoring and review of needs and demand as the area develops and/or changes.

3.6 Development will replace the total gross floor area of any existing on-site community services and facilities to ensure no net loss of community space. The replacement of any existing community services and facilities off-site will be at the City's discretion.

4. Sustainability and Resilience

4.1 New development will be strongly encouraged to achieve the highest level of the Toronto Green Standard, including achievement of near zero emissions and retention of 100% of rainfall and snowmelt.

4.2 Development will be encouraged to:

- a) incorporate low-carbon/renewable thermal energy technologies such as geo-exchange and solar thermal systems, as well as heat recovery from sources such as sewers, data centres, and industry to reduce greenhouse gas emissions;
- b) develop or incorporate connections to an existing or planned thermal energy network (district energy system);
- c) integrate on-site renewable energy and electricity production to reduce electricity demand;
- d) provide backup power for resilience to area-wide power outages informed by guidelines developed by the City; and
- e) limit the loss of embodied energy and emissions contained within the existing building stock.

4.3 Owners of existing apartment buildings will be encouraged to renovate and retrofit older apartment buildings in order to reduce energy use and greenhouse gas

emissions, absorb more stormwater, reduce urban heat island impacts and improve resilience, especially when proposing new infill development on their lands.

5. Parking and Loading

5.1 The following are encouraged to reduce parking demand:

a) car-share facilities; and

b) shared parking among uses that have different peaking characteristics.

5.2 Parking facilities may be provided on the ground floor only if enclosed by active uses, such as retail spaces and other active uses.

5.3 Above-grade parking structures may be permitted in the base of buildings for development that abut the rail corridor.

5.4 Developments adjacent to each other are encouraged to share consolidated access points from the public street or public laneways for parking and loading. Parking and loading entry areas will be designed to be integrated with the overall design of the façade.

6. Land Use

6.1 The introduction of greater residential and non-residential uses, as permitted in this SASP, will only be considered when appropriate infrastructure and mitigation is provided and/or secured through appropriate agreements. Appropriate infrastructure includes, but is not limited to: roads, servicing (including water, sewer and stormwater infrastructure), parkland and open space, affordable rental housing, community services and facilities, and sustainability measures. Appropriate mitigation includes, but is not limited to, rail safety measures for developments adjacent to the rail corridor, and wind, shadow, noise, and vibration mitigation measures.

6.2 Non-residential uses that provide for employment opportunities are required in Employment Priority Areas, as shown on Map 3. Tall buildings within the Employment Priority Areas must provide dedicated non-residential uses generally on the first, second and third floors. Non-residential uses can include: office, commercial, creative industry (e.g. music, arts, "makerspaces"), medical, tourism, cultural, institutional, studio, service, civic uses, and other uses to be determined through a site-specific Zoning By-law Amendment process. Uses required for the functionality of the building, such as elevators, lobbies, loading areas and parking ramps are also permitted on the floors dedicated for non-residential uses in accordance with this policy.

6.3 Active uses will be located along the ground floor of development with frontages along public streets, public parks, and privately owned, publicly-accessible open spaces. Active uses include, but are not limited to: retail uses, restaurants, commercial uses that service the local residents and workers, recreational and arts facilities, institutional uses, and building lobbies.

7. Built Form

7.1 Character Area A

7.1.1 Development in Character Area A, as shown on Map 5 (Character Areas Map), will conform to those policies set out in Site and Area Specific Policy 552.

7.2 Character Area B

7.2.1 Development in Character Area B, as shown on Map 5 (Character Areas Map), may be low-rise or mid-rise. The maximum building height will generally be no taller than the width of the adjacent right-of-way with appropriate transition to adjacent properties designated Neighbourhoods.

7.2.2 New and modified mid-rise buildings in Character Area B will employ setbacks, stepbacks, and angular planes in order to limit impacts on light, view and privacy to adjacent properties designated Neighbourhoods.

7.2.3 Mid-rise building design will have regard for the City of Toronto Council adopted Avenues and Mid-rise Building Study.

7.3 Character Area C

7.3.1 New development in Character Area C, as identified on Map 5 (Character Areas Map), will include new tall buildings in slender point-form towers with compact floor plates, and new mid-rise buildings where appropriate for the purposes of transitioning down to lower scale buildings.

7.3.2 The maximum height of base buildings will be four storeys (generally 16-18 metres). A base building containing non-residential uses may be a maximum of 24 metres with a minimum 3 metre stepback generally at 18 metres.

7.3.3 The tallest buildings will be located in the 'Height Peak' area as shown on Map 6, provided the following criteria are met:

- a) the building heights are generally consistent with existing and/or approved building heights within the 'Height Peak' area; and
- b) provided the proposed tall buildings meet noise, vibration and rail safety standards as per Policy 10.1, 10.2 and 10.3 of this SASP.

7.3.4 New tall buildings located in the 'Transition Area (Tall)', as shown on Map 6, will transition down in height from the 'Height Peak' to the prevailing existing and planned built form character of properties adjacent to the northerly and easterly limits of Character Area C.

7.3.5 New development in the 'Transition Area (Mid-rise)', as shown on Map 6, will be in the form of a mid-rise building, adequately limiting shadow impacts to existing and

planned parks and open spaces and providing an appropriate transition to the low-rise neighbourhood to the south.

7.3.6 Site-specific zoning by-law amendments will establish building heights for each property. In addition to the direction of Policies 7.3.2, 7.3.3, 7.3.4 and 7.3.5 above, studies such as sun/shadow studies, pedestrian-level wind and skyline view studies, and any other studies as necessary to demonstrate appropriate conditions within the public realm and compliance with other policies contained within this SASP will inform building height.

7.3.7 A minimum tower separation distance of 25 metres between existing and proposed towers internal and external to the lands will be provided to allow for improved sky view, privacy, and daylighting.

7.3.8 Tall buildings will have a floor plate no larger than 750 square metres, unless required for institutional or commercial uses or where it can be demonstrated that the impact of a larger floor plate (sunlight/shadow, transition, skyview and wind) can be sufficiently mitigated.

7.3.9 Tall buildings and base buildings will be massed and articulated to mitigate wind and shadow impacts on public rights-of-way and public and publicly-accessible open spaces, such as parks and POPS. Wind conditions at grade will be suitable for sitting and standing, with higher standards applying within parks and other open spaces where people are expected to linger.

7.4 Transit Integration

7.4.1 Development adjacent to public transit is encouraged to integrate with public transit stations, such as Main Street TTC Station and Danforth GO Station. This integration should improve visibility, accessibility, and make efficient use of both private and public lands for the benefit of residents, workers, and visitors.

8. Heritage

8.1 A Heritage Impact Assessment will be submitted to the satisfaction of the City for any development proposed on or adjacent to those properties identified as potential built heritage resources on Map 7.

8.2 Properties on the Heritage Register, or properties adjacent to a property on the Heritage Register, will require additional consideration and alternate design solutions which may include additional setbacks, stepbacks and stepping down on building heights over and above the minimum site and urban design standards, and specialized material articulation and treatments.

9. Housing

9.1 New residential development will provide a diverse range and mix of housing options, including seniors housing and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes.

9.2 To achieve a balanced mix of unit types, and to support the creation of housing suitable for families, development containing more than 80 new residential units will include:

a) a minimum of 10 per cent of the total number of units as three-bedrooms units; and

b) a minimum of 25 per cent of the total number of units as units with at least 2 bedrooms.

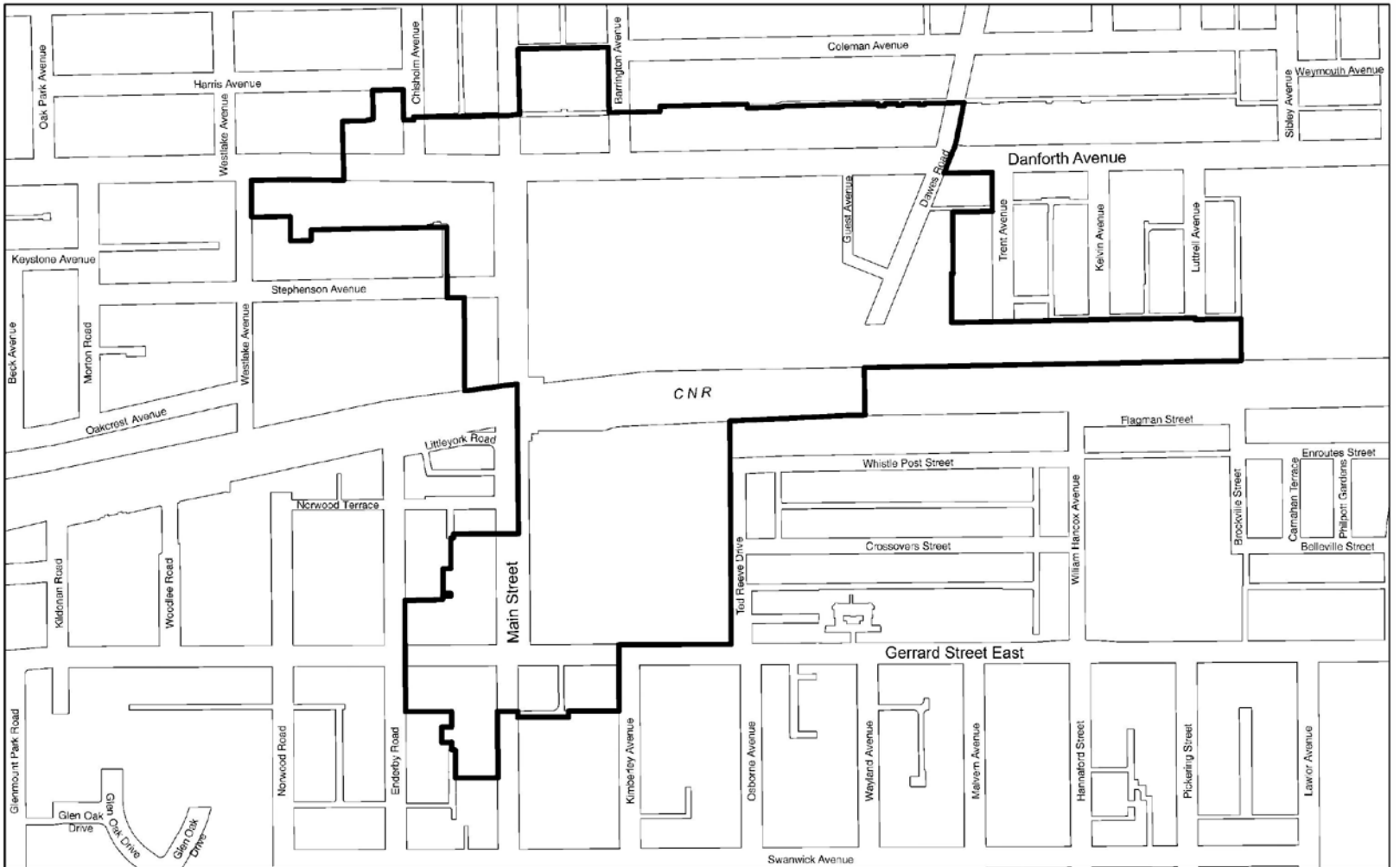
9.3 Indoor and outdoor amenity spaces provided in development containing residential uses are encouraged to be suitable for a range of households, including families with children and pet owners.

10. Noise, Vibration and Rail Safety

10.1 Noise and vibration studies submitted in support of development will specifically review the noise and vibration that will be reflected from the rail corridor to the properties surrounding the tracks as a result of the redevelopment of any new building to the tracks. The noise and vibration study will recommend mitigation measures for noise reflection and be implemented through the development by the owner.

10.2 New development adjacent to rail lines, spurs and yards must provide appropriate mitigation and safety features to implement the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC) Guidelines for New Development in Proximity to Railway Operations.

10.3 New development adjacent to rail lines, spurs and yards must prepare a rail safety report that will be circulated to Metrolinx (or the appropriate rail authority) and reviewed to ensure that the proposed safety measures meet applicable rail safety standards.



— Study Boundary

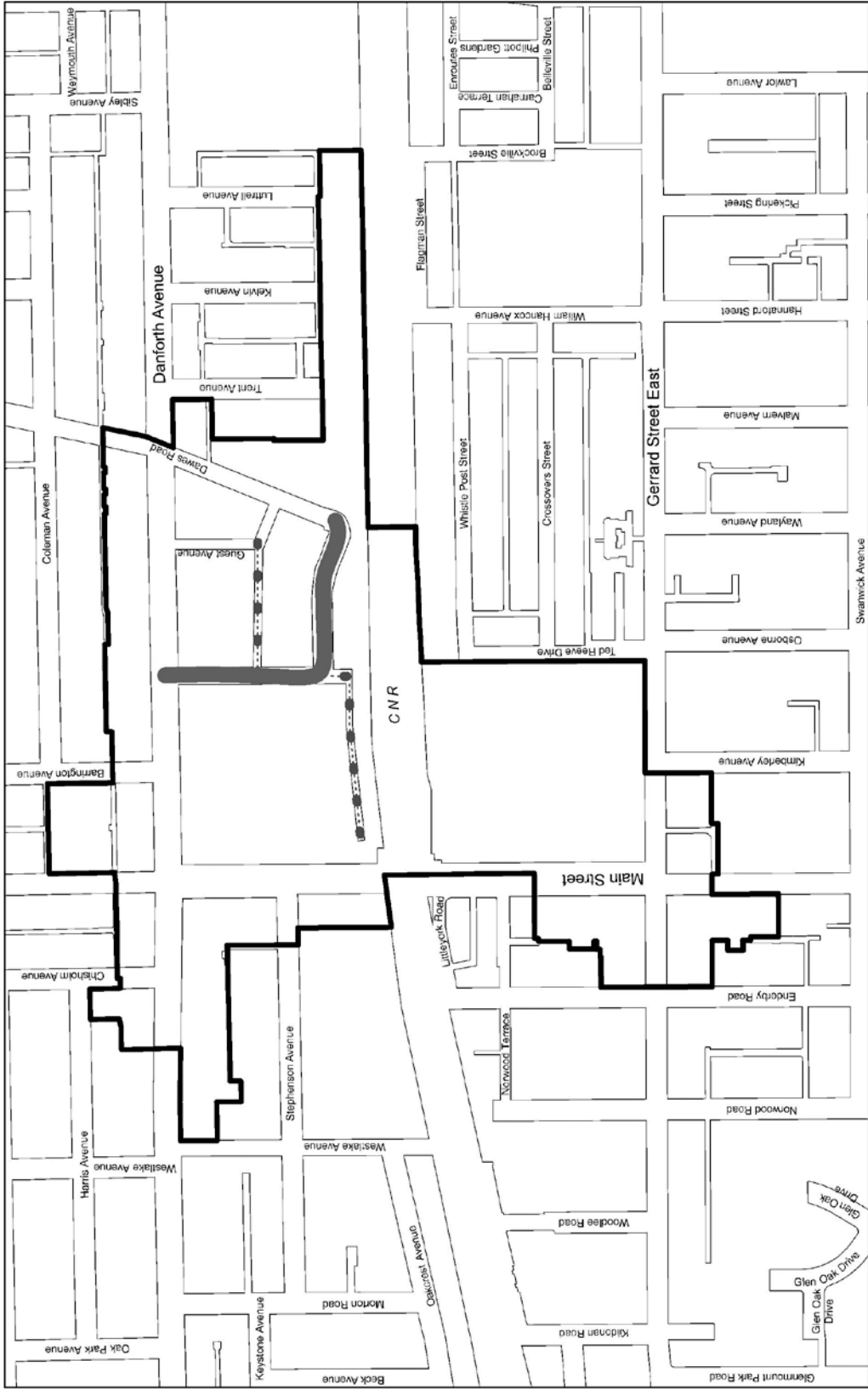
Main Street Planning Study

MAP 1 Planning Study Boundary

File # 18 159105 SPS 00 02







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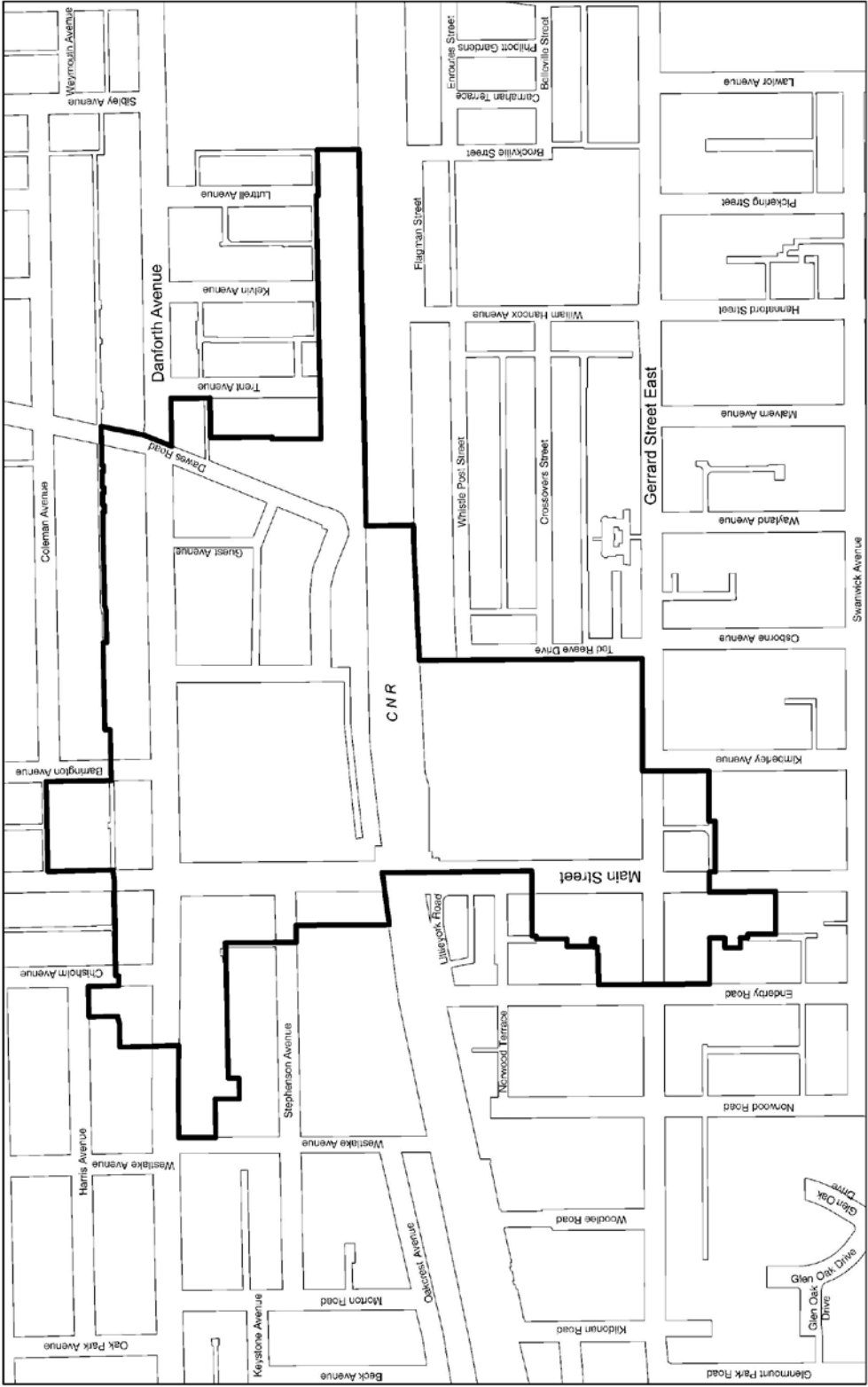


Main Street Planning Study
 MAP 2A Streets and Block Plan
 File # 18-159105 SPS 00 OZ

Toronto
 Official Plan Amendment #478

 Study Boundary
 20 Metre Public Road
 Private Lane

 Not to Scale
 11/12/2019

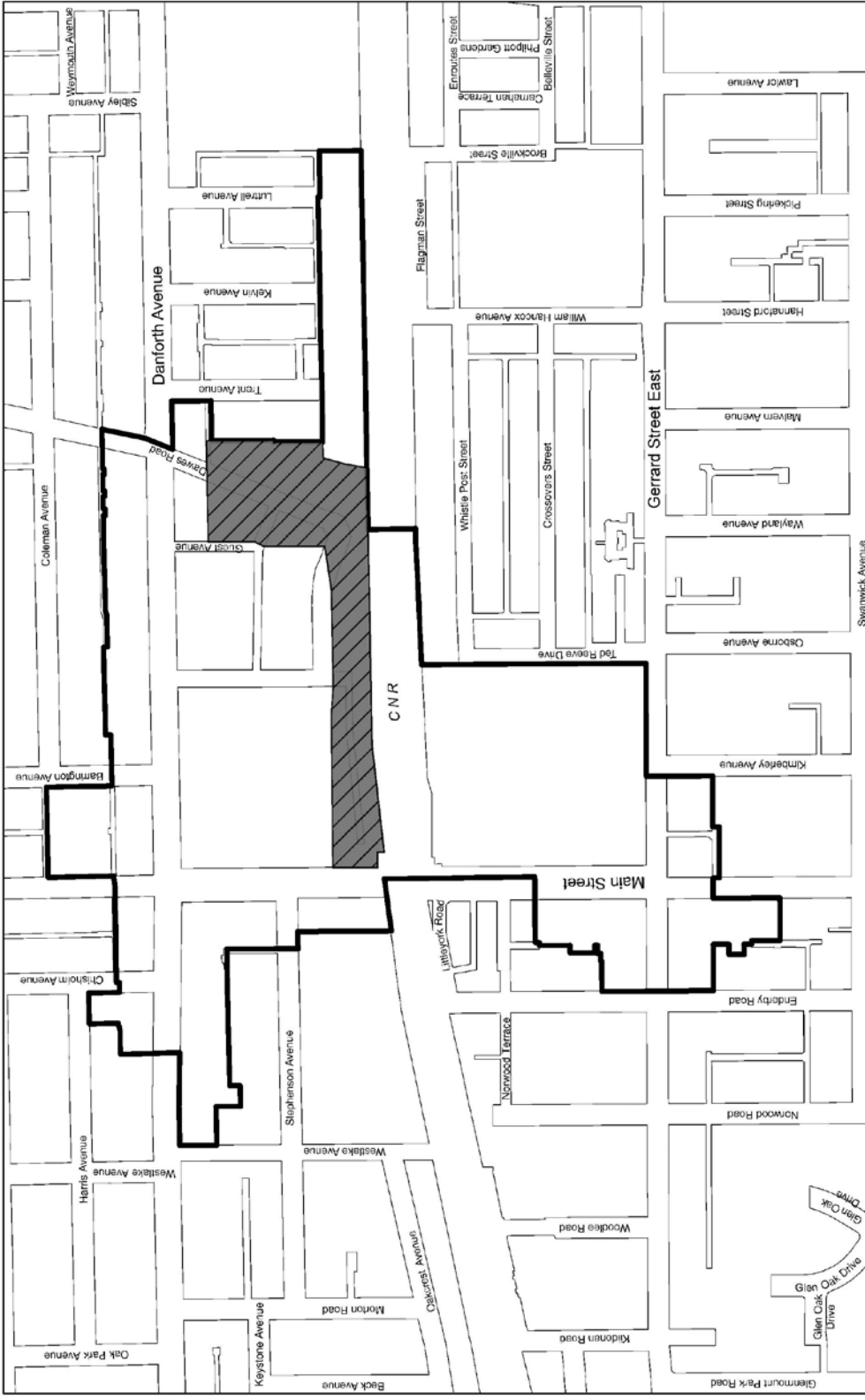


Main Street Planning Study
MAP 28 Streets and Block Plan
 File # 18 159105 SPS 00 0Z

Toronto
Official Plan Amendment #478

↑
 Not to Scale
 11/12/2019

— Study Boundary

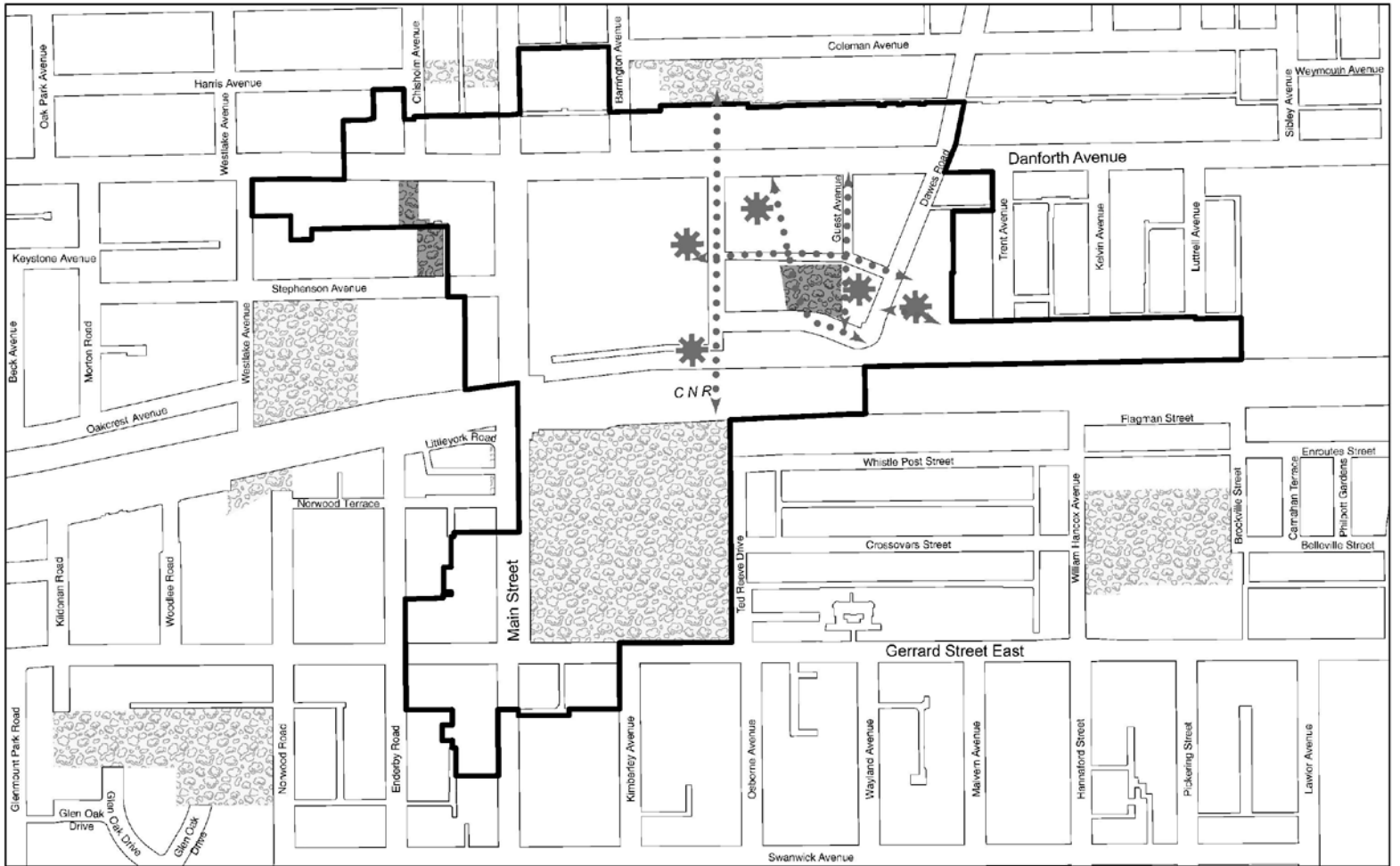


Main Street Planning Study
 MAP 3 Employment Priority Area
 File # 18 159105 SPS 00 07

Toronto
Official Plan Amendment #478

Not to Scale
 1/16/2019

Study Boundary
 Employment Priority Area

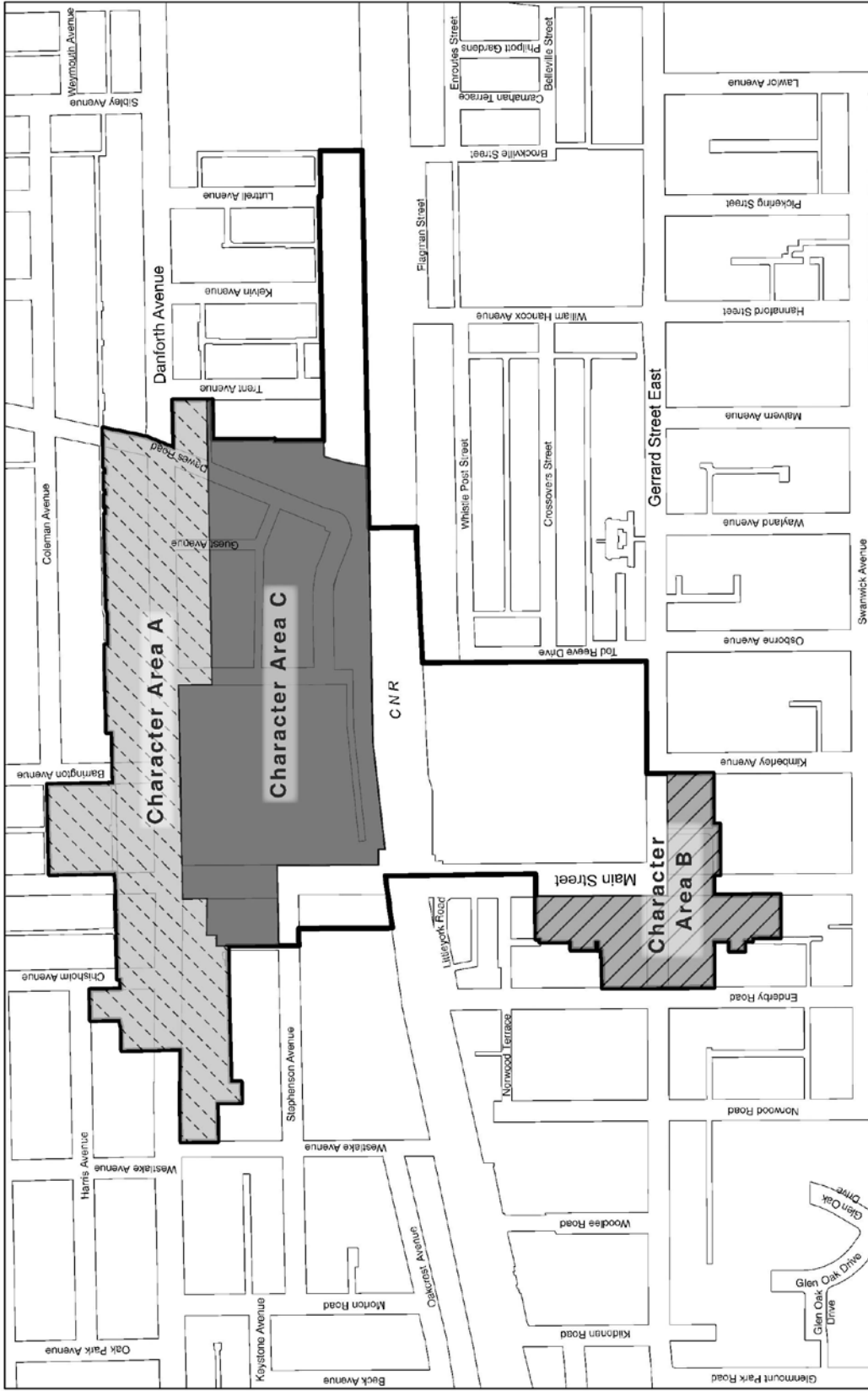


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Main Street Planning Study
MAP 4 Parks and Public Realm Plan
 File # 18 159105 SPS 00 02

- Study Boundary
- Potential New Privately Owned Publicly-Accessible Space
- Preferred New Public Park Location
- Existing Parks and Open Space
- Midblock Connection

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 11/12/2019

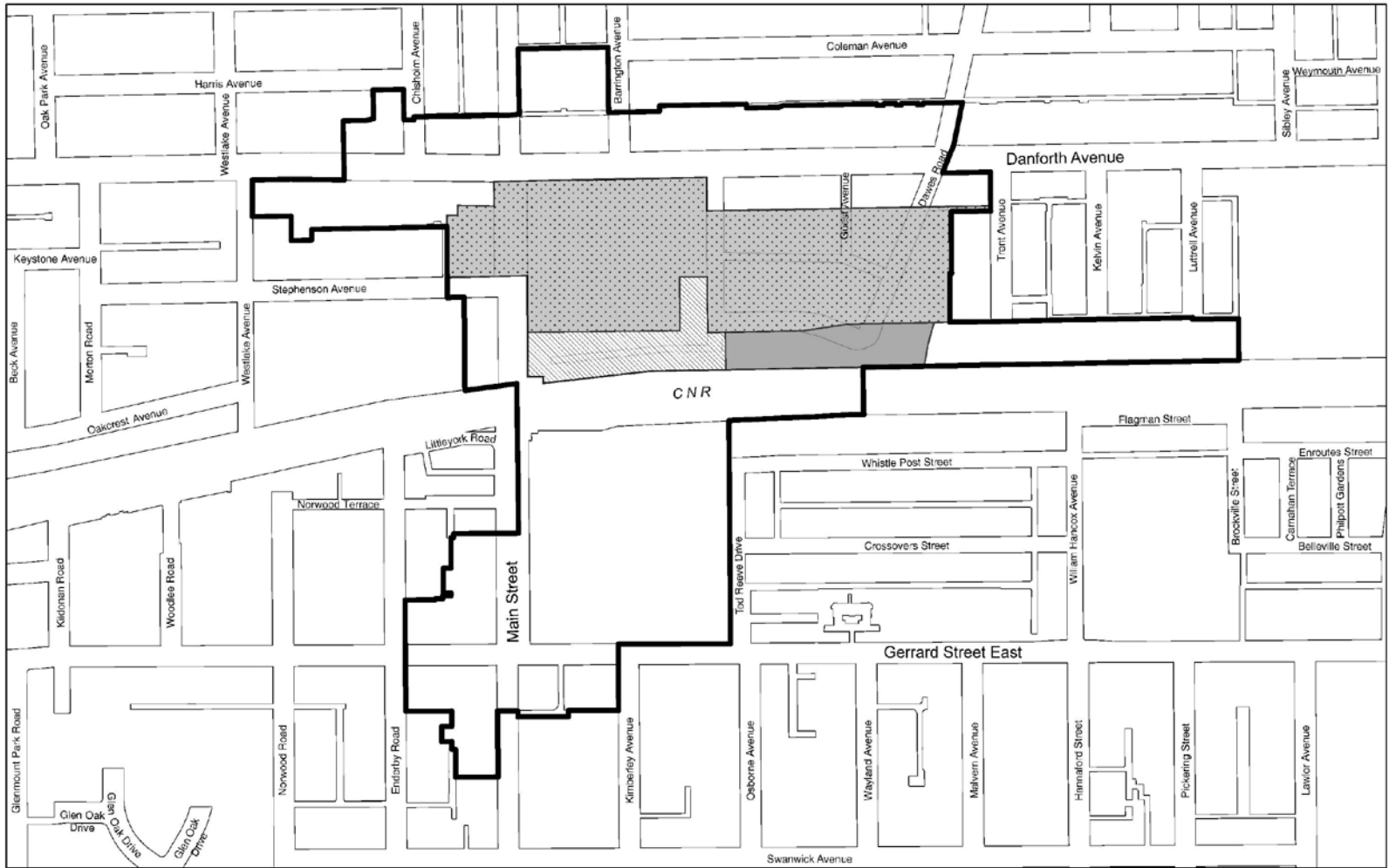


Main Street Planning Study
MAP 5 Mixed Use Character Areas Plan
 File # 18-159105 SPS 00 07

Toronto
Official Plan Amendment #478

Study Boundary
 Character Area A
 Character Area B
 Character Area C

Not to Scale
 11/12/2019

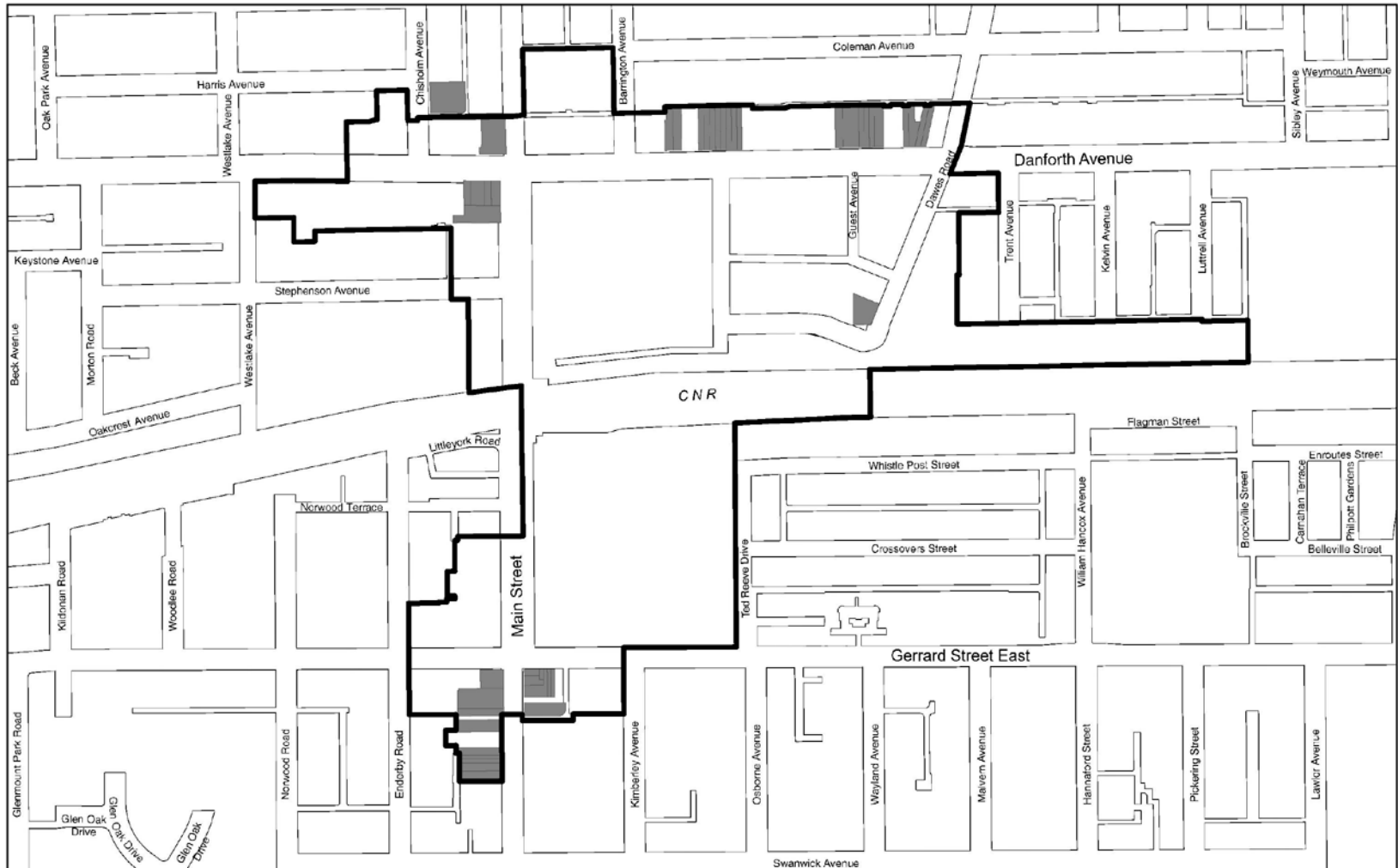


TORONTO
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Main Street Planning Study
MAP 6 Tall Building and Transition Height Map
 File # 18 159105 SPS 00 02

-  Study Boundary
-  Height Peak
-  Transition Area (Tall)
-  Transition Area (Midrise)

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 11/12/2019



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Main Street Planning Study
MAP 7 Potential Built Heritage Resources
 File # 18 159105 SPS 00 02

- Study Boundary
- Potential Built Heritage Resources

↑
 Not to Scale
 11/12/2019

Attachment 8: SvN Main Street Planning Study - Built Form and Public Realm Analysis

Available as a separate link to the Toronto and East York Community Council meeting on December 3, 2019