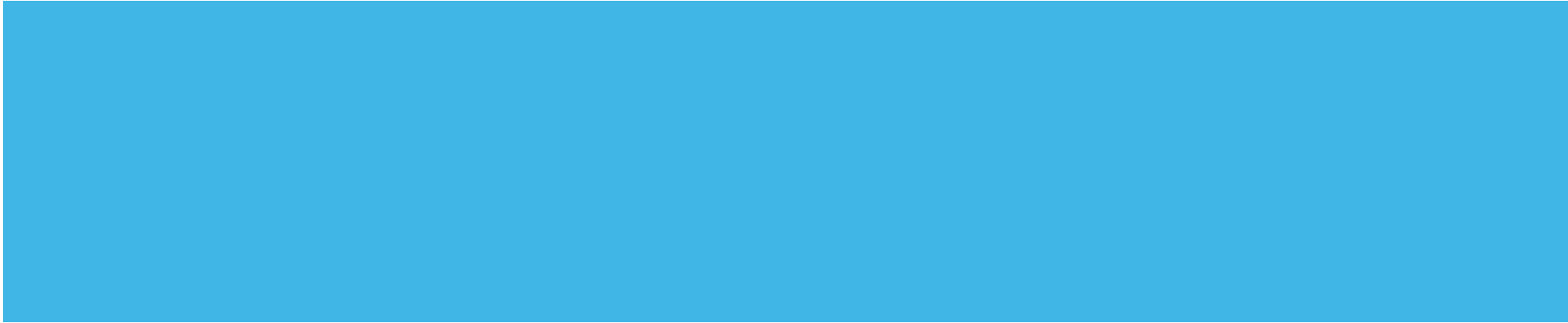

MAIN STREET PLANNING STUDY

**BUILT FORM AND PUBLIC REALM
ANALYSIS**

SEPTEMBER 2019



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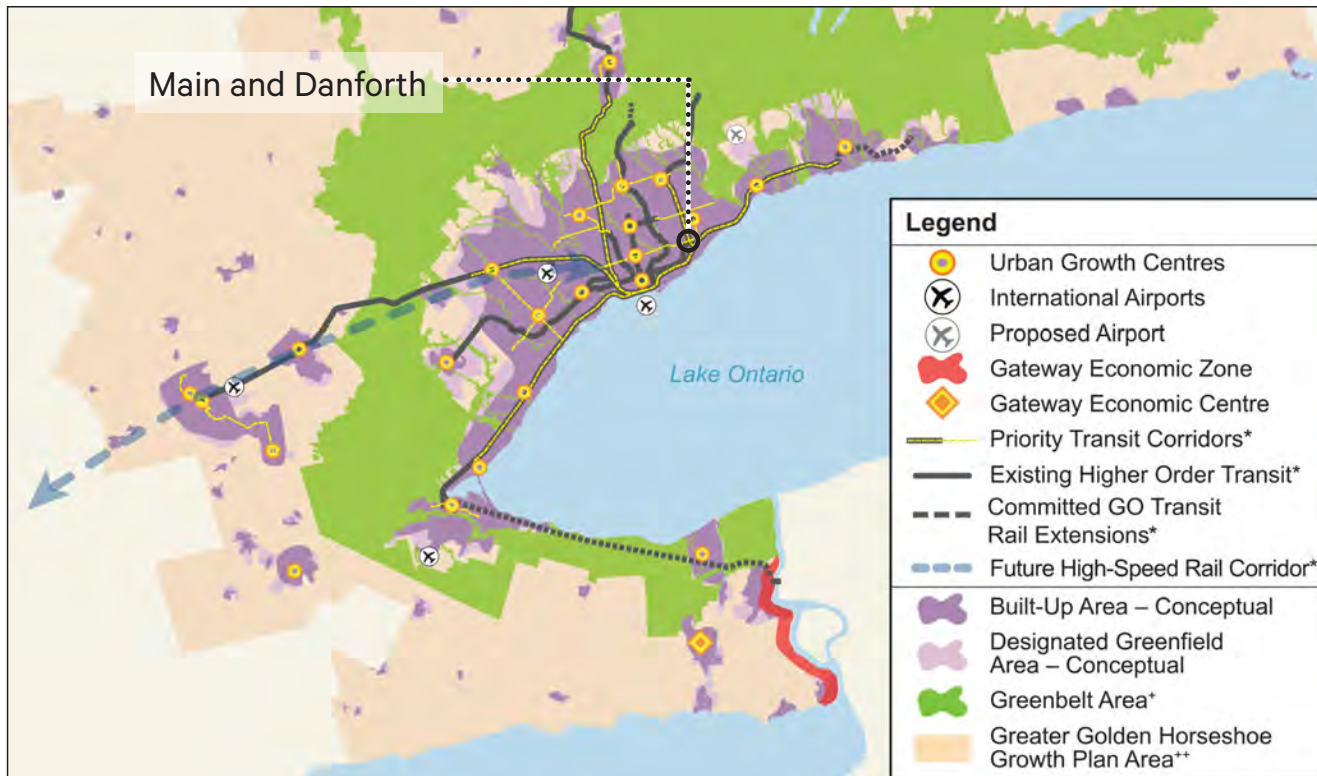
1.0 INTRODUCTION

1.0 INTRODUCTION

1.1 STUDY PURPOSE

On November 7, 2017, City Council requested that City Planning initiate a planning study of the area within proximity of the Main Street subway station and Danforth GO station. The focus of the study is on built form and public realm, but will include other aspects of city building such as establishing a good mix of residential and employment uses, providing for additional community services and facilities to meet the needs of new growth, and encouraging affordable housing.

Provincial Plans require the City to intensify within 500-metres of transit stations, such as the Main and Danforth study area near the TTC and GO stations. This intensification is intended to take the form of a **complete community**, which the Province’s A Place to Growth Plan (2017) defines as mixed-use communities that “**offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs,**

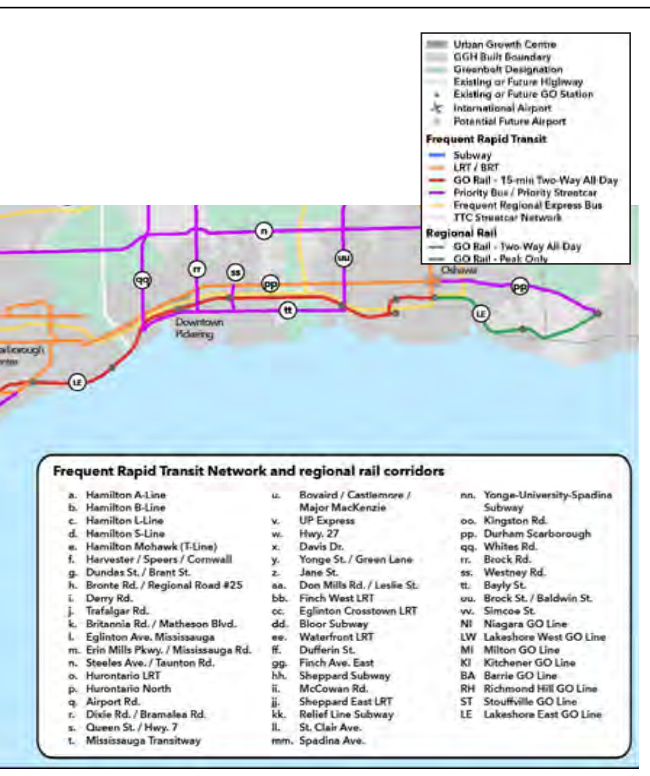


Places to Grow Growth Plan for the Greater Golden Horseshoe 2017
Moving People and Transit

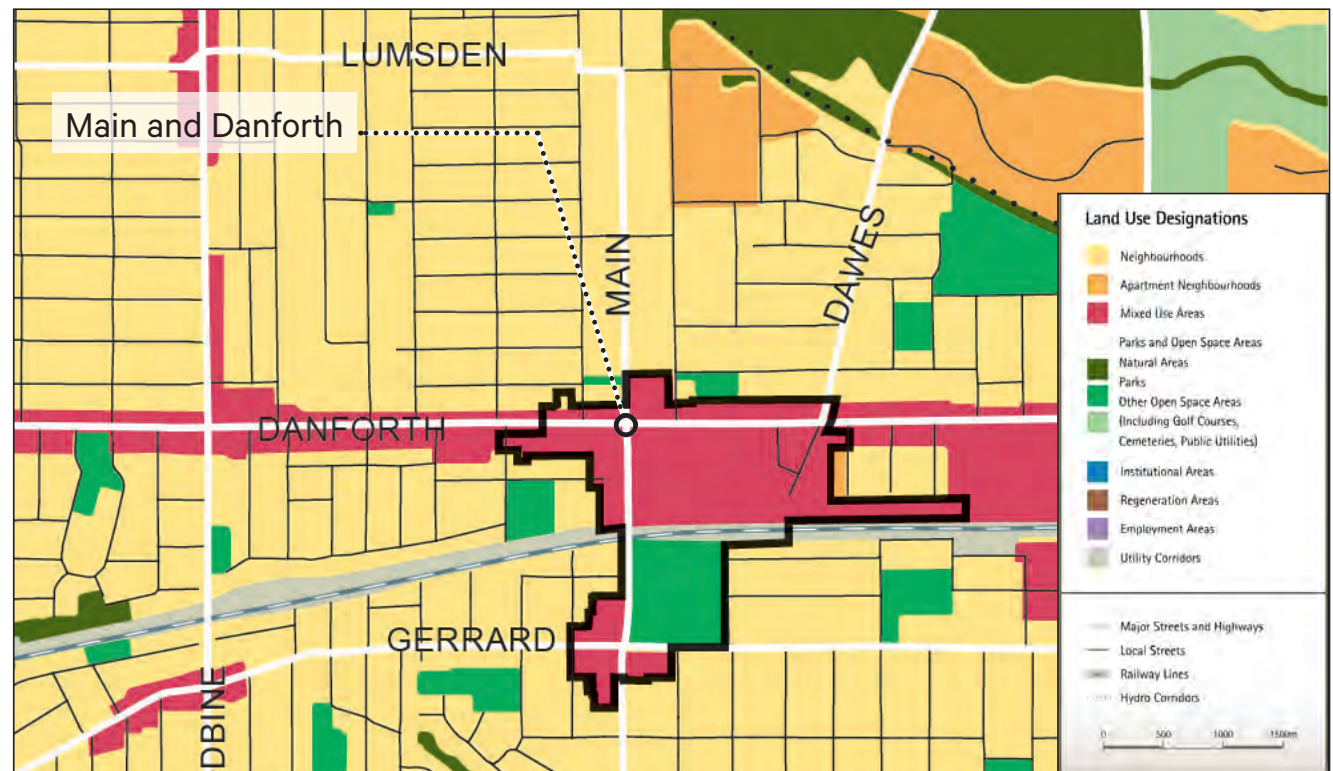
local stores, and services, a full range of housing, transportation options and public service facilities.” Essentially, this means building sustainable and equitable communities where people can live, work and play. The City’s Official Plan is aligned with this policy as a major goal is to integrate land use and transportation planning to create a better urban environment, a competitive economy and a more equitable City.

Growth, intensification and density can lead to many benefits such as new parks, new roads, new community services and facilities, new jobs, improved public health and easier access to transportation options. The Official Plan policies that will come out of the Main Street Planning Study will ensure new development supports complete communities.

The Main Street Planning Study is a proactive study looking to ensure appropriate growth and development with a complete community lens.



2041 Regional Transportation Plan
Frequent Transportation Network



Official Plan 2015
Land Use

1.0 INTRODUCTION

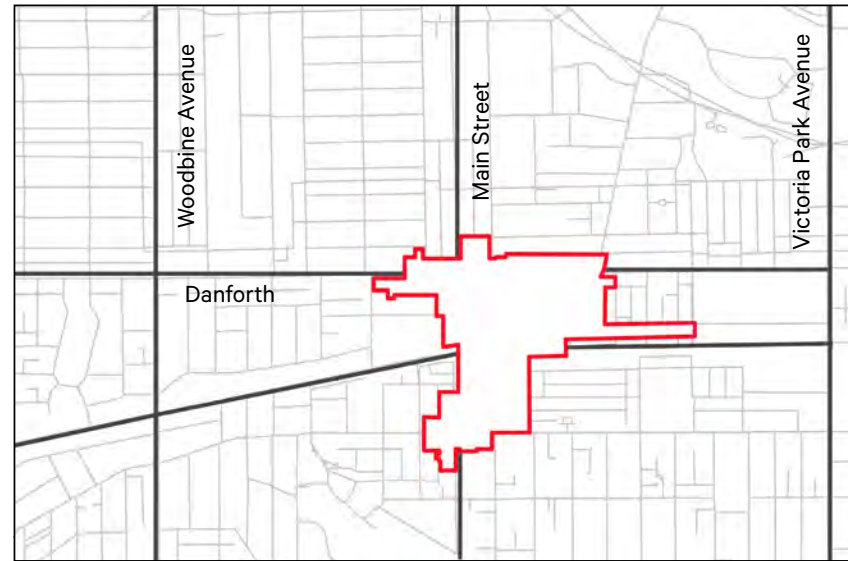
1.2 STUDY AREA

City Planning chose the study area based on three factors: 1) land use; 2) lot size; and 3) a 5-10 minute walking distance from the Main Street TTC and Danforth GO stations.

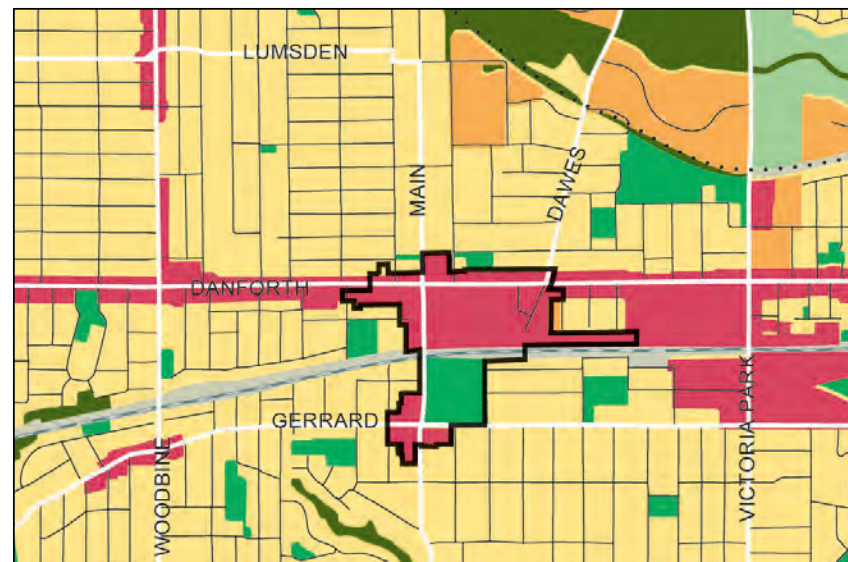
Land Use _ The Official Plan designates the properties within the study area as Mixed Use Areas, which are targeted for growth and intensification, and Parks and Open Space Areas, which are not targeted for growth but where green connections and improvements to the public realm can occur.

Lot _ The sites within the study area are generally larger in size than the narrower lots seen on Danforth Avenue. As such, these sites require further evaluation for their development potential.

Walking Distance _ The Official Plan seeks to coordinate land use and built form with transportation planning, ensuring that homes and jobs are supported by good and affordable transit services, as well as other infrastructure.



Key Plan



Key Plan Land Use



Study Area
Existing Conditions

1.0 INTRODUCTION

1.3 GUIDING PRINCIPLES AND FRAMEWORK PLAN

Provincial Plans and the City's Official Plan place an emphasis on compact built forms that make efficient use of existing infrastructure, including transportation infrastructure. The Main Street Planning Study encourages developers to work collaboratively with Metrolinx, the City, and local residents to integrate transportation infrastructure into new development. Other cities in North America and Europe have implemented integrated development to great success.

There are two opportunities for integrated development with Metrolinx:

1 _ An integrated development east of Main Street and north of the rail corridor, which includes the integration of not only the Danforth GO station but also the recreation centre at Main Square. This integration will also improve how local residents move through the site and this area, providing more permeability.

2 _ An integrated development at the foot of Dawes Road and north of the rail corridor. This site is intended to be a pick-up/drop-off for the Danforth GO station. There is an opportunity to integrate that use into a modest development that transitions down to the low rise neighbourhoods to the east.

Guiding Principles



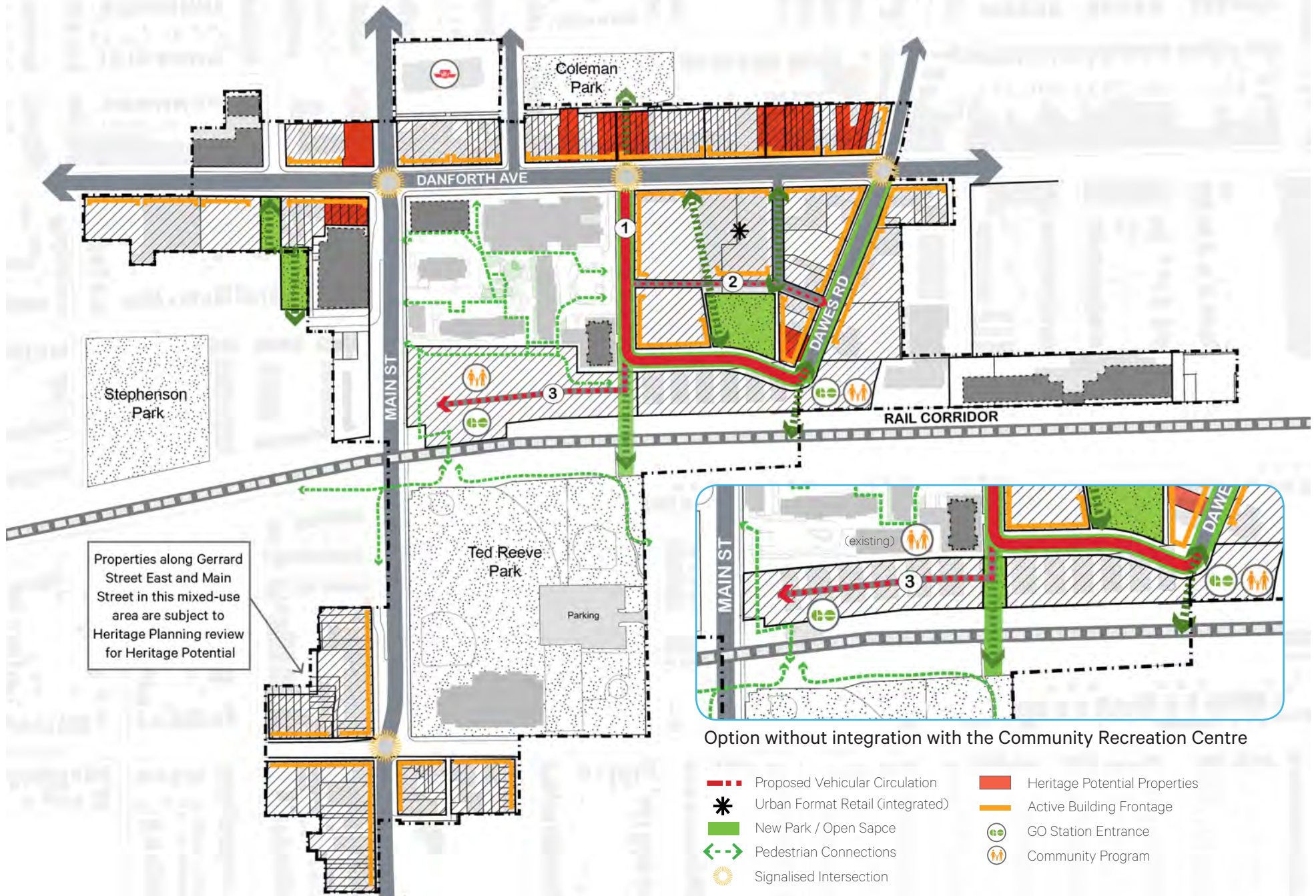
Key Features

Land Use _ New development will be required to provide both residential and non-residential uses. Non-residential uses will typically be located in the base of new buildings, particularly tall buildings. These uses can be commercial, retail, office, medical uses, community services, and creative spaces for small business and studios. There is also potential for the GO Station to be integrated in a new development that may include the Community Recreation Centre at Main Square.

Heights _ Tall buildings will transition down in height from Main Street to the lower-scaled buildings on Trent Avenue. New development will be appropriately massed to adequately limit shadowing on new and existing public parks and low-rise stable neighbourhoods. Due to lot sizes and surrounding context, new development along Danforth Avenue and Gerrard Street East and Main Street will be midrise with appropriate transitions. New buildings will also be massed to respect existing buildings with heritage characteristics or heritage potential.

Circulation_ A new street (20 metre right-of-way) (1) will connect Danforth Avenue to Dawes Road. A private 12-metre mid-block connection (2) will connect the new street (1) to Dawes Road. Lastly, a private lane (3) will provide access to the building at 6 Dawes; or may be located below grade in the event of an integrated development that includes the GO station and the Main Square Community Recreation Centre. Pedestrian circulation is also improved through midblock connections and enhanced public realm.

Open Space_ A series of new parks and open spaces are introduced within the study area in location that will benefit new and existing residents within the study area. A linear 'green spine' leads from north of Danforth Avenue (Coleman Park) to the GO Station and beyond to Ted Reeve Park.



Properties along Gerrard Street East and Main Street in this mixed-use area are subject to Heritage Planning review for Heritage Potential

Option without integration with the Community Recreation Centre

- Proposed Vehicular Circulation
- Heritage Potential Properties
- * Urban Format Retail (integrated)
- Active Building Frontage
- New Park / Open Space
- Pedestrian Connections
- G GO Station Entrance
- 👤 Community Program
- ☀ Signalised Intersection

2.0 BUILT FORM ANALYSIS

2.0 BUILT FORM ANALYSIS

2.1 BUILT FORM PLAN

Building on the analysis and recommendations from the Danforth Avenue Planning Study, the Main Street Planning Study outlines a demonstrative built form plan that generally sites mid-rise buildings along Danforth Avenue, Main Street and the intersection of Main Street and Gerrard Avenue, with appropriate transitions to the surrounding context.

Tall buildings are generally sited interior of the deeper blocks east of the proposed north-south street west of Main Street, as well as along the mid to southern portion of Dawes Road. According to Metrolinx’s Market Driven Transit Oriented Development Strategy, announced in December 2018, if Integrated Development is achieved on the lands along the north side of the rail corridor, tall buildings are envisioned on the western segment of the 6 Dawes site, as integrated with Danforth GO Station. If Integrated Development is achieved at the 9 Dawes site with Danforth GO Station’s secondary entrance (at the base of Dawes Road), a tall building is anticipated.

New development will be appropriately massed to adequately limit shadow on new and existing public parks and low-rise stable neighbourhoods. Buildings on the eastern

end of Main Street and along the east side of Dawes Road are to transition down to the lower-scaled buildings on Trent Avenue. As part of the built form analysis, shadow studies were conducted on the demonstration built form plan and heights depicted. Buildings within the demonstration plan were sited and massed in order to limit shadow on neighbourhoods on March 21 beyond 4:18 pm and maintain the majority of new and existing public parks within sun for minimum 5 continuous hours on June 21.

New buildings will also be massed to respect existing buildings with heritage characteristics or heritage potential.

The City of Toronto conducted a planning study for Danforth Avenue, from Coxwell Avenue to Victoria Park, which City Council approved on July 23, 2018, resulting in Official Plan Amendment 552 (OPA 552). A review of heritage buildings along Danforth Avenue and Dawes Road was completed as part of the Danforth Avenue Planning Study, and the Final Report for the study includes a list of properties with heritage potential.

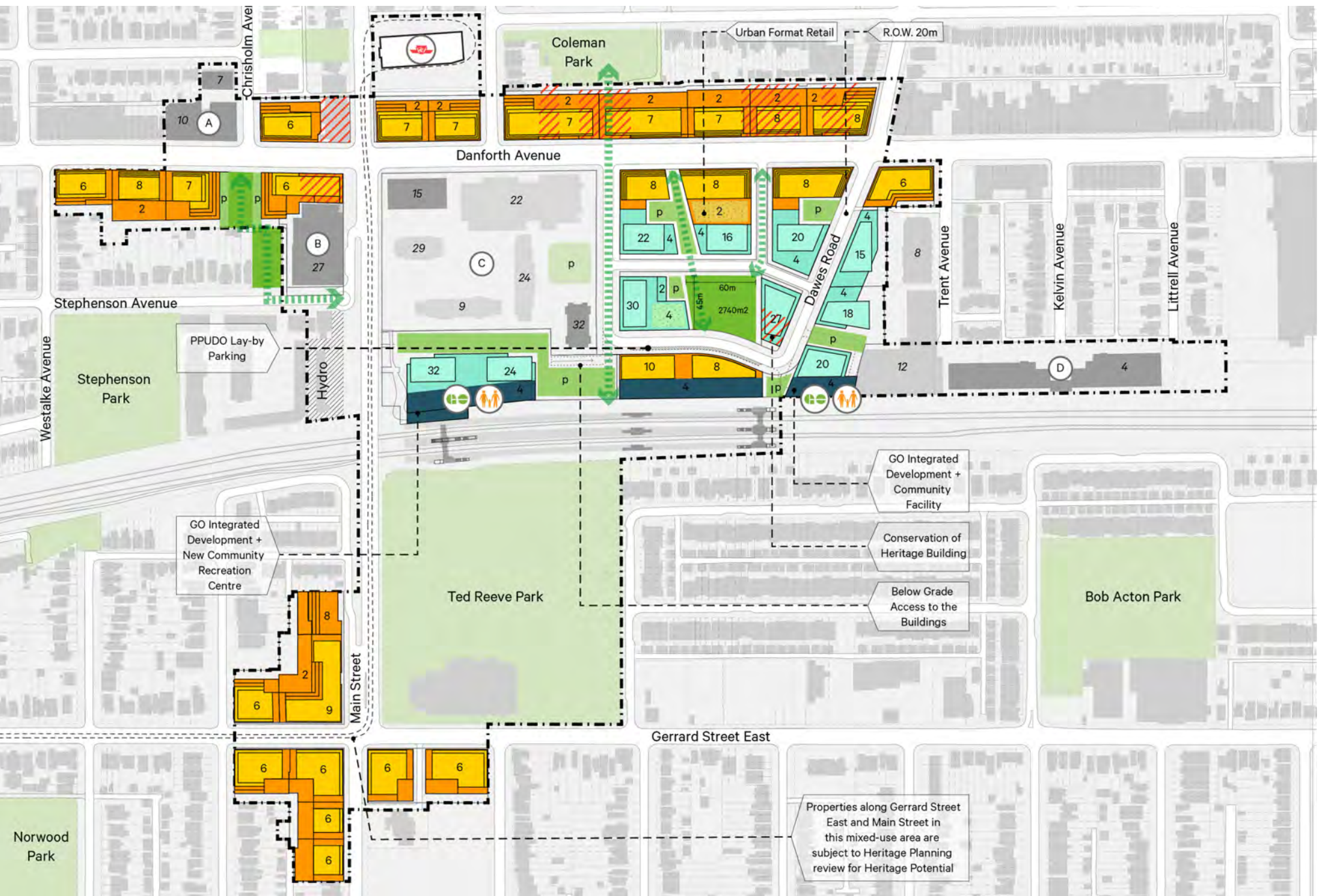
However, the Danforth Avenue Planning Study did not include a review of properties at Gerrard Street East and Main Street. Through

EXISTING DEVELOPMENT PLANNING APPLICATIONS IN THE STUDY AREA

- A** **2494 Danforth Avenue.**
7/10 storey, Residential + Retail
Status: OPA & Rezoning Under Review
- B** **276-294 Main Street.**
27 storey mixed use
Status: Site Plan Approval Under Review
- C** **2575 Danforth Avenue - Main Square Apartments**
15 to 22 storeys rental apartment buildings
Status: Site Plan Approval Under Review
- D** **2 Kelvin Avenue**
4 storey Self Storage Building
Status: Site Plan Approval Under Review

LEGEND

Existing Buildings	Mid-rise Podium
Proposed Buildings	Mid-rise Upper Levels
Main Street Study Area	Tall Building Base
Existing Open Space	Tall Building Tower
Proposed Open Space	Integrated Development Parking or Non-Residential Use Podium
Proposed POPS (Privately Owned Public Space)	GO Station Entrance
Heritage Potential Properties	Main Street Subway & Streetcar Station
	Community Program



2.0 BUILT FORM ANALYSIS

2.2 BUILT FORM MASSING, YIELDS & PROGRAM

the Main Street Planning Study, City staff is researching which properties at Gerrard and Main have heritage potential.

New development will be required to provide both residential and non-residential uses. Non-residential uses will typically be located in the base of new buildings, particularly tall buildings. These uses may be commercial, retail, office, medical uses, community services and creative spaces for small businesses and studios. There is also potential for the GO Station to be integrated in a new development that may include the Community Recreation Centre at Main Square.

This demonstration scenario has been developed to illustrate how the application of the previously described design criterias might shape development in the area. The build-out for the area is contingent on a number of factors including: level of transit investment, market uptake, further transportation studies, as well as implementation of the public realm elements.

Integrated Development:

GO Station + Residential Towers +
New Community Recreational Centre



Integrated Development :

GO Station Secondary Access +
Residential Tower+ Employment
Opportunities + Community Facility







Mid-Rise Development
along Danforth Avenue
and Gerrard Street East



Properties along Gerrard Street East and Main Street in this mixed-use area are subject to Heritage Planning review for Heritage Potential



-  Heritage Potential Properties
-  Building Height (Storeys)
-  GO Station Entrance
-  Proposed Community Program

Building #	Category	Site Size (m2)	Height m	Parcel Ownership	Use	GFA (sqm)						# People				People and Jobs
						Res Apt	Office	Retail	Community	Transit	Parking/Non-Sensitive Use	Residential	Office	Retail / Commercial	Community / Institutional	
1	CR 3.0(c2.0 ; r2.5) SS2 (x2219)	2,446	25.5	n/a	Mixed-use with Retail	9,114	-	2,047	-	-	-	254	-	51	-	305
2	CR 3.0(c2.0 ; r2.5) SS2 (x2219)	2,059	25.5	n/a	Mixed-use with Retail	7,124	-	1,782	-	-	-	198	-	45	-	243
3	CR 3.0(c2.0 ; r2.5) SS2 (x2219)	2,283	25.5	n/a	Mixed-use with Retail	8,237	-	2,077	-	-	-	229	-	52	-	281
4	CR 3.0(c2.0 ; r2.5) SS2 (x2219)	3,166	22.5	n/a	Mixed-use with Retail	10,560	-	2,692	-	-	-	294	-	67	-	361
5	CR 3.0(c2.0 ; r2.5) SS2 (x2219)	3,278	22.5	n/a	Mixed-use with Retail	11,727	-	2,814	-	-	-	327	-	70	-	397
6	CR 3.0(c2.0 ; r2.5) SS2 (x2219)	1,645	22.5	n/a	Mixed-use with Retail	5,969	-	1,293	-	-	-	166	-	32	-	199
7	CR 3.0(c2.0 ; r2.5) SS2 (x2219)	1,751	22.5	n/a	Mixed-use with Retail	6,119	-	1,309	-	-	-	170	-	33	-	203
8	CR 3.0(c2.0 ; r2.5) SS2 (x2219)	1,780	19.5	n/a	Mixed-use with Retail	5,670	-	1,543	-	-	-	158	-	39	-	197
9	Former CoT -I1	1,764	19.5	n/a	Mixed-use with Retail	6,790	-	1,498	-	-	-	189	-	37	-	227
10	Former CoT -I1	2,301	25.5	n/a	Mixed-use with Retail	10,230	-	1,682	-	-	-	285	-	42	-	327
11	CR 3.0(c2.0 ; r2.5) SS2 (x2219)	4,774	49.5	Canadian Tire	Mixed-use with Retail	18,940	-	6,794	-	-	-	528	-	170	-	697
12	CR 3.0(c2.0 ; r2.5) SS2 (x2219)	1,567	25.5	Canadian Tire	Mixed-use with Retail	6,774	-	1,017	-	-	-	189	-	25	-	214
13	CR 3.0(c2.0 ; r2.5) SS2 (x2219)	2,491	19.5	Centron	Mixed-use with Retail	6,493	-	1,954	-	-	-	181	-	49	-	230
14	CR 3.0(c2.0 ; r2.5) SS2 (x2219)	2,510	22.5	n/a	Mixed-use with Retail	6,342	-	1,718	-	-	-	177	-	43	-	220
15	CR 3.0(c2.0 ; r2.5) SS2 (x2219)	2,332	25.5	n/a	Mixed-use with Retail	7,143	-	1,783	-	-	-	199	-	45	-	244
16	CR 3.0(c2.0 ; r2.5) SS2 (x2219)	1,985	19.5	n/a	Mixed-use with Retail	5,529	-	1,274	-	-	-	154	-	32	-	186
17	Former CoT -I1	2,177	46.5	n/a	Mixed-use with Retail and Employment Opportunities	8,240	4,545	1,415	-	-	-	230	227	35	-	492
18	Former CoT -I1	2,428	61.5	Trolley Bus	Mixed-use with Retail and Employment Opportunities	12,100	5,292	1,664	-	-	-	337	265	42	-	643
19	CR 3.0(c2.0 ; r2.5) SS2 (x2219)	2,309	67.5	n/a	Mixed-use with Retail	17,914	-	1,338	-	-	-	499	-	33	-	532
20	CR 3.0(c2.0 ; r2.5) SS2 (x2219)	5,147	61.5	n/a	Mixed-use with Retail and Employment Opportunities	22,220	7,101	1,299	868	255	1,832	619	355	32	43	1,050
21	CR 3.0(c2.0 ; r2.5) SS2 (x2219)	1,438	82.5	Trolley Bus	Mixed-use with Retail and Employment Opportunities	17,350	3,747	1,149	-	-	-	483	187	29	-	699
22	Former CoT -I1	2,837	91.5	Canadian Tire	Mixed-use with Retail	25,788	-	2,066	-	-	-	718	-	52	-	770
23	Former CoT -I1	15,583	97.5	Centron	Light Industrial and Residential and Employment Opportunities	47,750	6,465	1,465	5,656	1,280	16,501	1,330	323	37	283	1,973
24	CR 3.0(c2.0 ; r2.5) SS2 (x2219)	1,620	25.5	n/a	Residential	6,317	-	-	-	-	-	176	-	-	-	176
25	CR 3.0(c2.0 ; r2.5) SS2 (x2219)	4,009	28.5	n/a	Mixed-use with Retail	4,701	-	3,231	-	-	-	131	-	81	-	212
26	CR 3.0(c2.0 ; r2.5) SS2 (x2219)	1,701	19.5	n/a	Residential	6,674	-	-	-	-	-	186	-	-	-	186
27	CR 3.0(c2.0 ; r2.5) SS2 (x2219)	2,509	19.5	n/a	Residential	9,428	-	-	-	-	-	263	-	-	-	263
28	CR 3.0(c2.0 ; r2.5) SS2 (x2219)	1,883	19.5	n/a	Mixed-use with Retail	6,493	-	1,549	-	-	-	181	-	39	-	220
29	CR 3.0(c2.0 ; r2.5) SS2 (x2219)	2,051	19.5	n/a	Mixed-use with Retail	7,637	-	1,845	-	-	-	213	-	46	-	259
30	CR 3.0(c2.0 ; r2.5) SS2 (x2219)	2,108	19.5	n/a	Residential	8,291	-	-	-	-	-	231	-	-	-	231
31	CR 3.0(c2.0 ; r2.5) SS2 (x2219)	1,567	19.5	n/a	Residential	4,874	-	-	-	-	-	136	-	-	-	136
32	CR 3.0(c2.0 ; r2.5) SS2 (x2219)	1,522	19.5	n/a	Residential	5,676	-	-	-	-	-	158	-	-	-	158

Development Applications

#	Category	Site Size (m2)	Height m	Parcel Ownership	Use	Res Apt	Office	Retail	Community	Transit	Parking/Non-Sensitive Use	Residential	Office	Retail / Commercial	Community / Institutional	People and Jobs
A	CR 3.0(c2.0 ; r2.5) SS2 (x2219)		83		Mixed-use with Retail	21,510	2,389	905	-	-	-	599	-	-	-	599
B	CR 3.0(c2.0 ; r2.5) SS2 (x2219)		92		Mixed-use with Retail and Office	26,214	1,537	139	-	-	-	730	-	-	-	730
C	CR 3.0(c2.0 ; r2.5) SS2 (x2219)		71		Residential	42,100	-	-	-	-	-	1,173	-	-	-	1,173
D	Former CoT -I1		71		Office Light Industrial	-	-	-	-	-	15,488	-	-	-	-	-

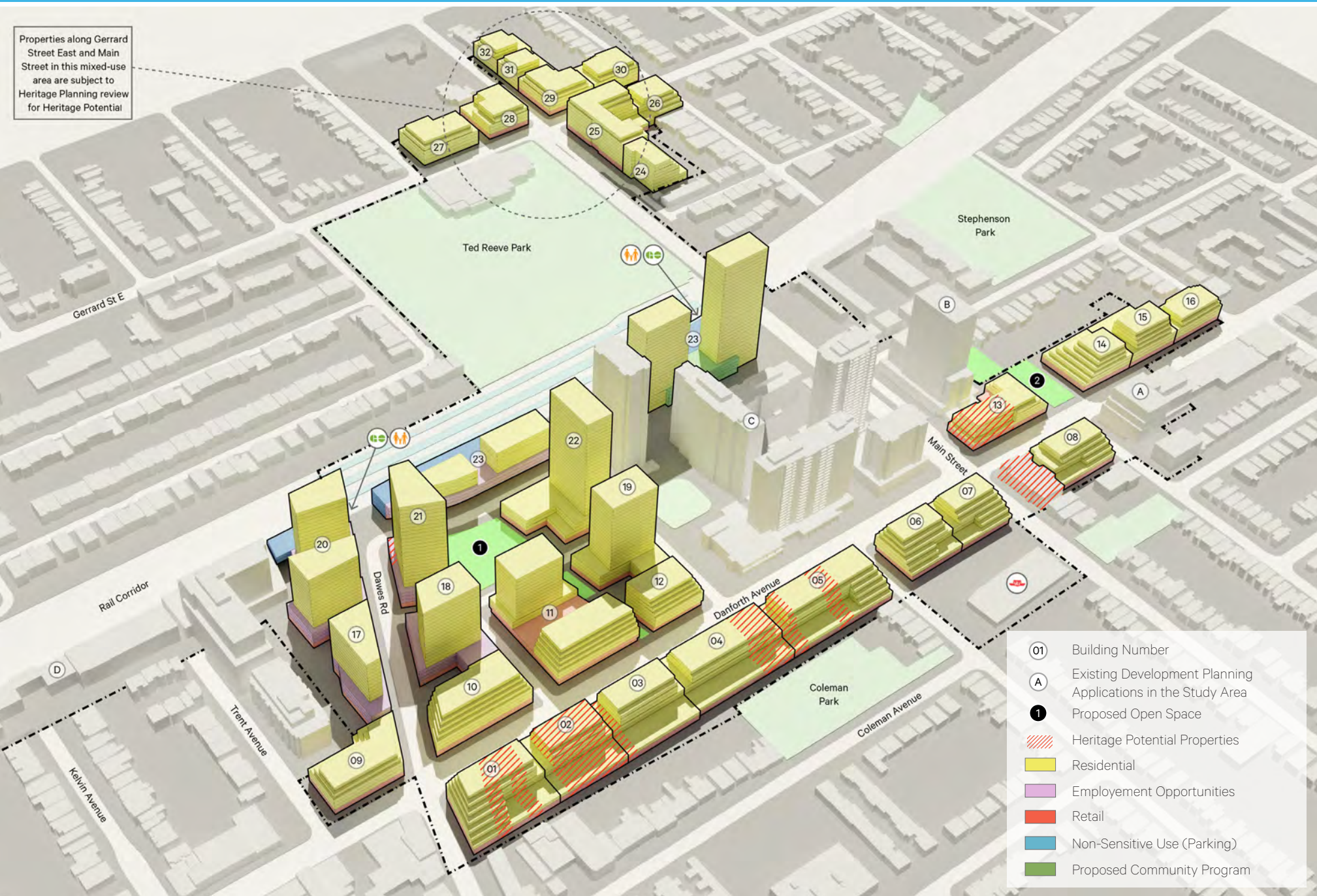
Total						434,038	31,076	50,298	6,524	1,535	33,821	12,091	1,358	1,257	326	15,032
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Study area (Ha.)	26
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Gross People and Jobs per Ha in Study Area	578
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Properties along Gerrard Street East and Main Street in this mixed-use area are subject to Heritage Planning review for Heritage Potential

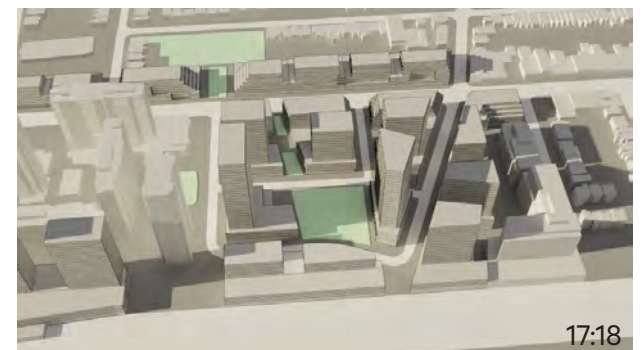
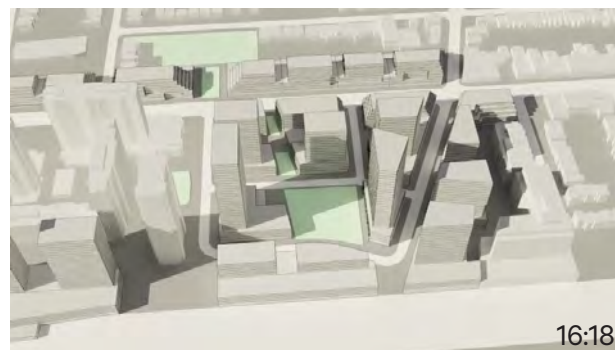
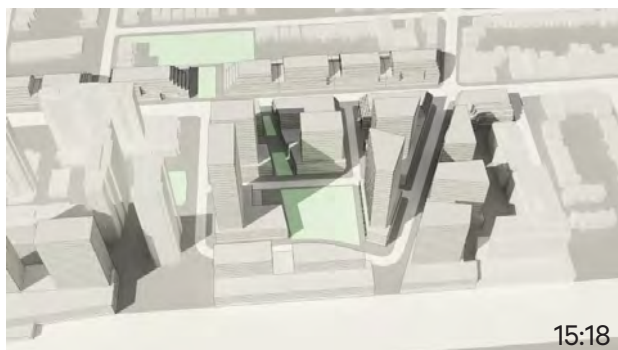
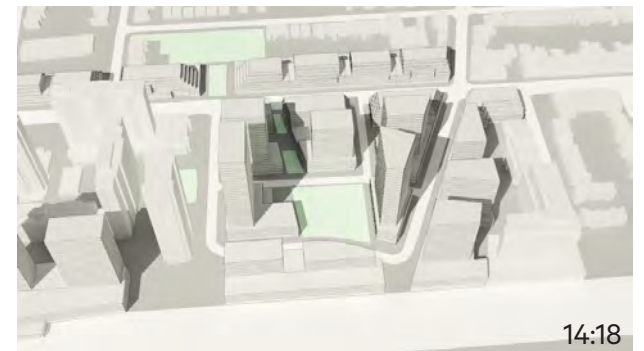
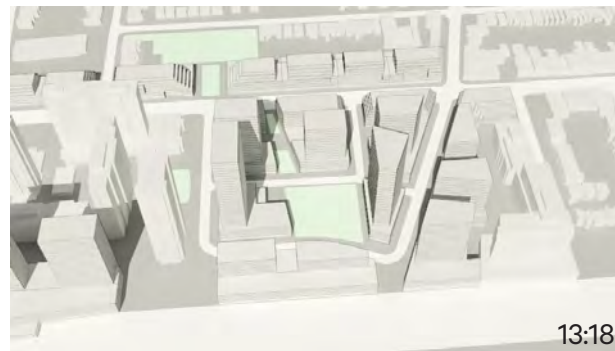
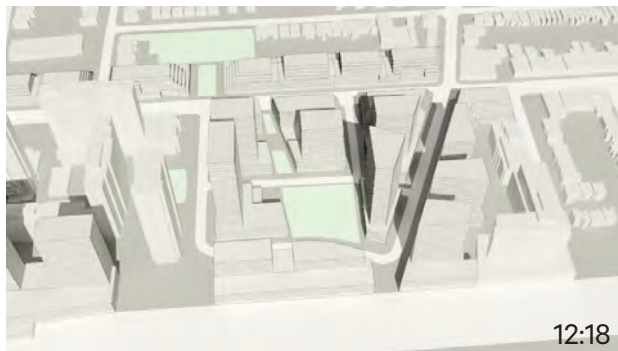
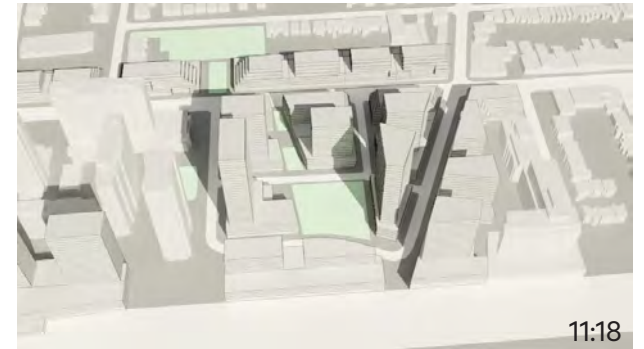
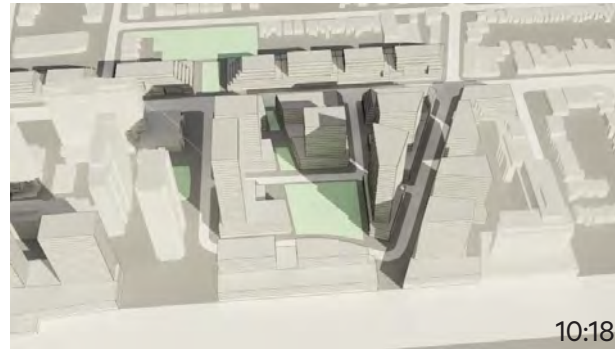


- 01 Building Number
- A Existing Development Planning Applications in the Study Area
- 1 Proposed Open Space
- Heritage Potential Properties
- Residential
- Employment Opportunities
- Retail
- Non-Sensitive Use (Parking)
- Proposed Community Program

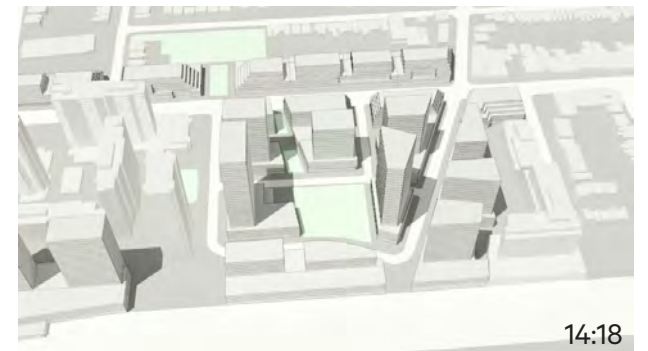
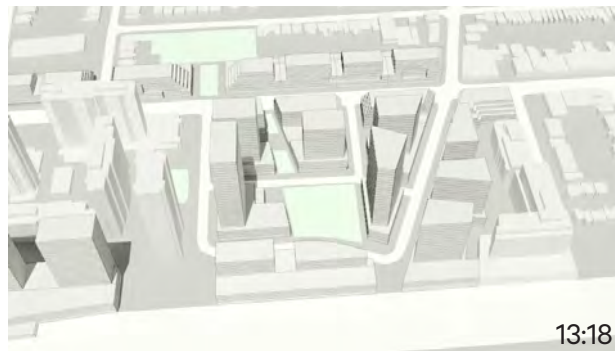
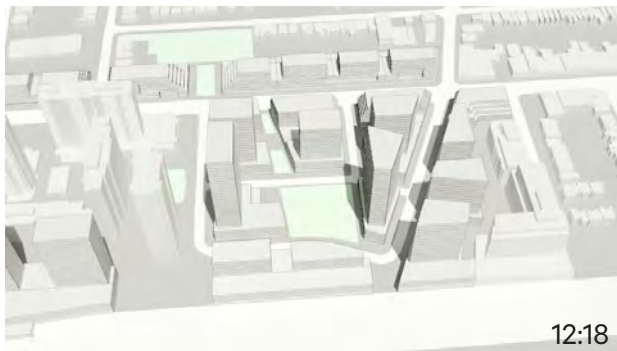
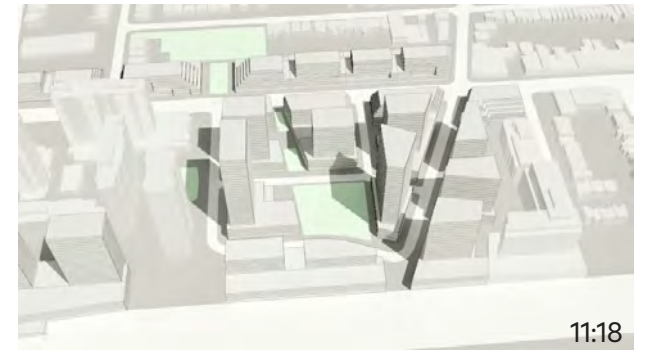
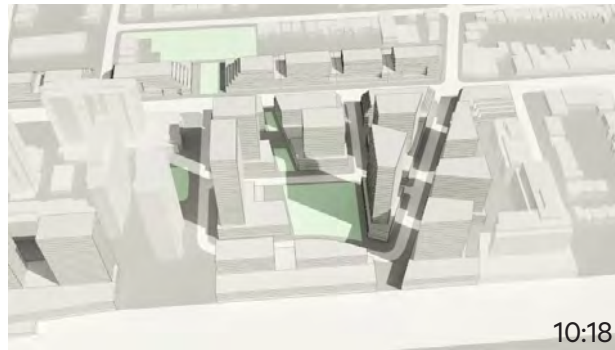
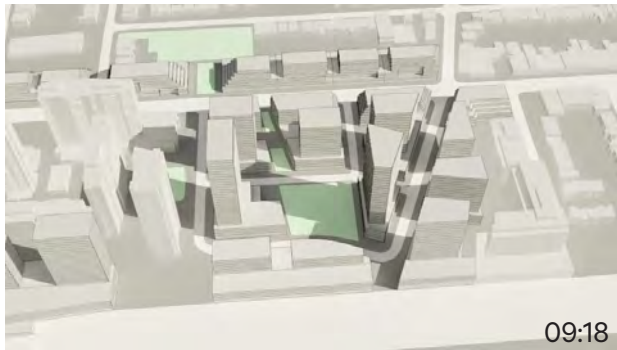
2.0 BUILT FORM ANALYSIS

2.3 SHADOW STUDY

March 21st, 2019



June 21st, 2019



3.0 PUBLIC REALM ANALYSIS

3.0 PUBLIC REALM ANALYSIS

3.1 PUBLIC REALM PLAN

The public realm policy direction for the Main Street Planning Study is to introduce new parks that will be obtained through a combination of on-site and off-site parkland dedication. The policy will also encourage that new development explore opportunities to provide open spaces in the form of Privately-Owned Publicly Accessible Spaces (POPS). New streets will be wide enough to support landscape treatment and existing streets, such as Dawes Road, will be redesigned and implemented as new development proceeds, and to accommodate pedestrian, cyclist and vehicular movement in a shared street condition. The redesign of Dawes Road will utilize high quality, durable material to articulate the streetscape, the various zones of use, soft landscape as well as street furniture and pedestrian-scaled lighting.

A new public street of 20 m right-of-way is introduced that will connect Danforth Avenue (at the existing signalized intersection west of Main Street) to the base of Dawes Road. A new private connection (2) of 12 metres width provides a mid-block connection between the new street (1) and the mid-point of Dawes Road. A new private lane (3) will provide access to the building at 6 Dawes Road; or may be located below grade in the event of an integrated development that includes the GO station and the Main Square Community Recreation Centre.

Pedestrian circulation is improved through multiple proposed mid-block connections and an enhanced

public realm, including improvements proposed for Main Street and Dawes Road.

A series of new parks and POPS are introduced within the study area in locations that will benefit new and existing residents.















A linear 'green spine' leads from north of Danforth Avenue (Coleman Park) to the GO Station and beyond to Ted Reeve Park.

The location of the new POPS proposed of approximately 750 sq.m. at the base of the 'green spine' is to be located to provide pedestrian and cyclist access to the mid-platform tunnels planned as part of the redesign of the GO Station infrastructure.

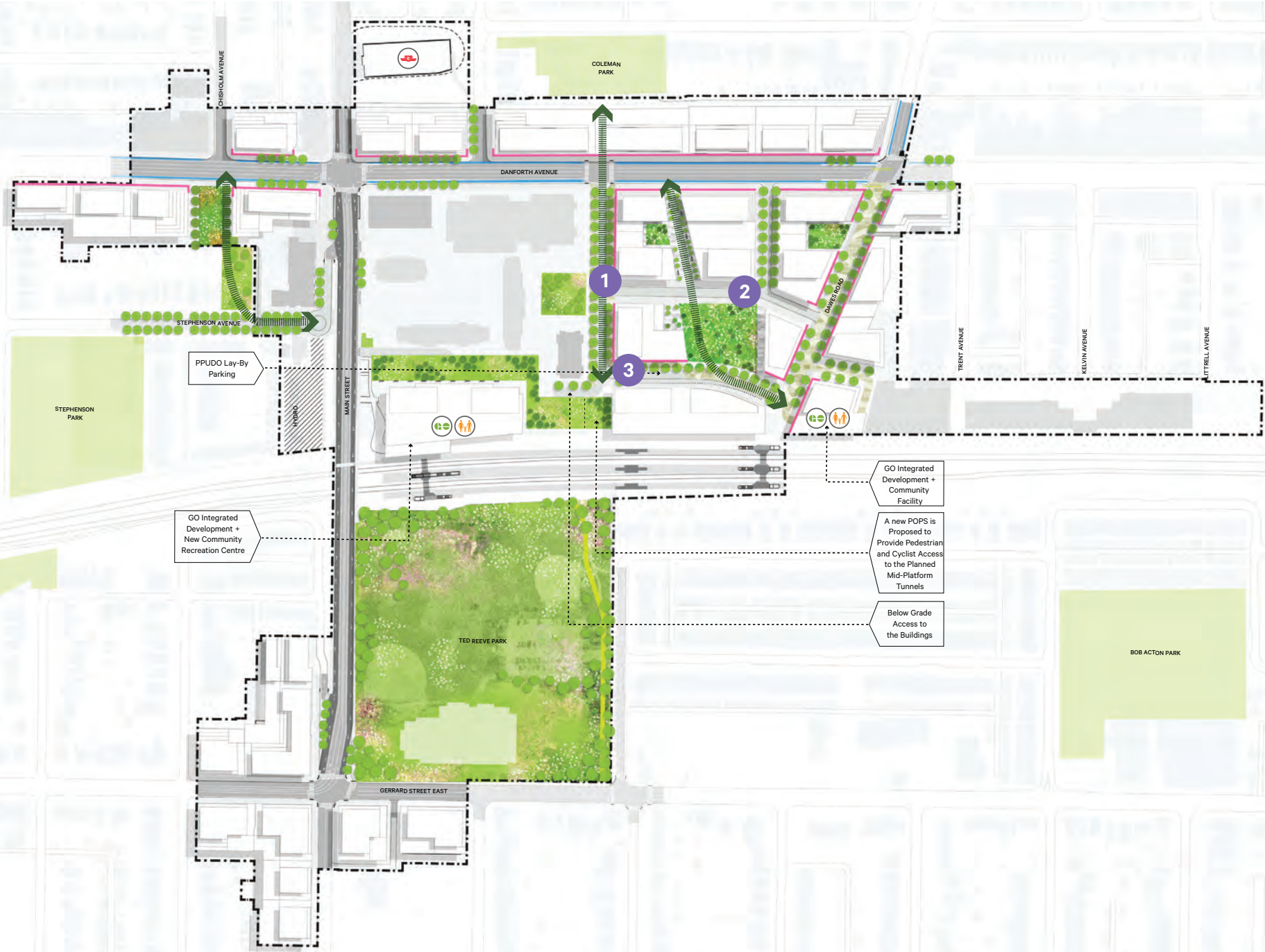
A new park of approximately 0.2 acres is intended at Stephenson Avenue as per the recommendations of the Danforth Avenue Study. The intent is to create a mid-block connection between Danforth Avenue and Main Street.

A park of approximately 0.3 acres is also proposed to be centrally located off of the proposed street (1).

Legend:

-  BUILDINGS
-  CURB AND GUTTER
-  DROPPED CURB
-  ON-STREET BIKE LANE
-  SIDEWALK
-  TREES AND TREE GRATES
-  PEDESTRIAN PRIORITY ZONE
-  VEHICULAR LANES
-  SHARROW LANES
-  ACTIVE FRONTAGE
-  GO TRANSIT
-  COMMUNITY SPACE
-  TTC SUBWAY
-  KEY PEDESTRIAN CONNECTIONS

0m 50m 100m



GO Integrated Development + New Community Recreation Centre

PPUDO Lay-By Parking

GO Integrated Development + Community Facility

A new POPS is Proposed to Provide Pedestrian and Cyclist Access to the Planned Mid-Platform Tunnels

Below Grade Access to the Buildings

3.0 PUBLIC REALM ANALYSIS

3.2 DETAILED PUBLIC REALM PLAN

Changes in this area includes:

-New park centrally located to serve existing and new residents.

-Design of a green spine connection between Danforth Avenue, the GO station and beyond, providing pedestrian and cyclist access to the proposed mid-platform tunnels.

-A series of midblock connections and a system of POPS will enhance the pedestrian connectivity from Danforth Avenue to both Main and Secondary entrances to the GO station.

-A new public street of 20 m right-of-way is introduced that will connect Danforth Avenue to the base of Dawes Road, where the secondary access to the GO station and a Community Facility are located.

-A new private connection of 12 metres width provides a mid-block connection between the new street, the new park and the mid-point of Dawes Road.

-A new private lane will provide access to the building at 6 Dawes Road that includes the GO station and the Main Square Community Recreation Centre.















New park centrally located to serve existing and new residents

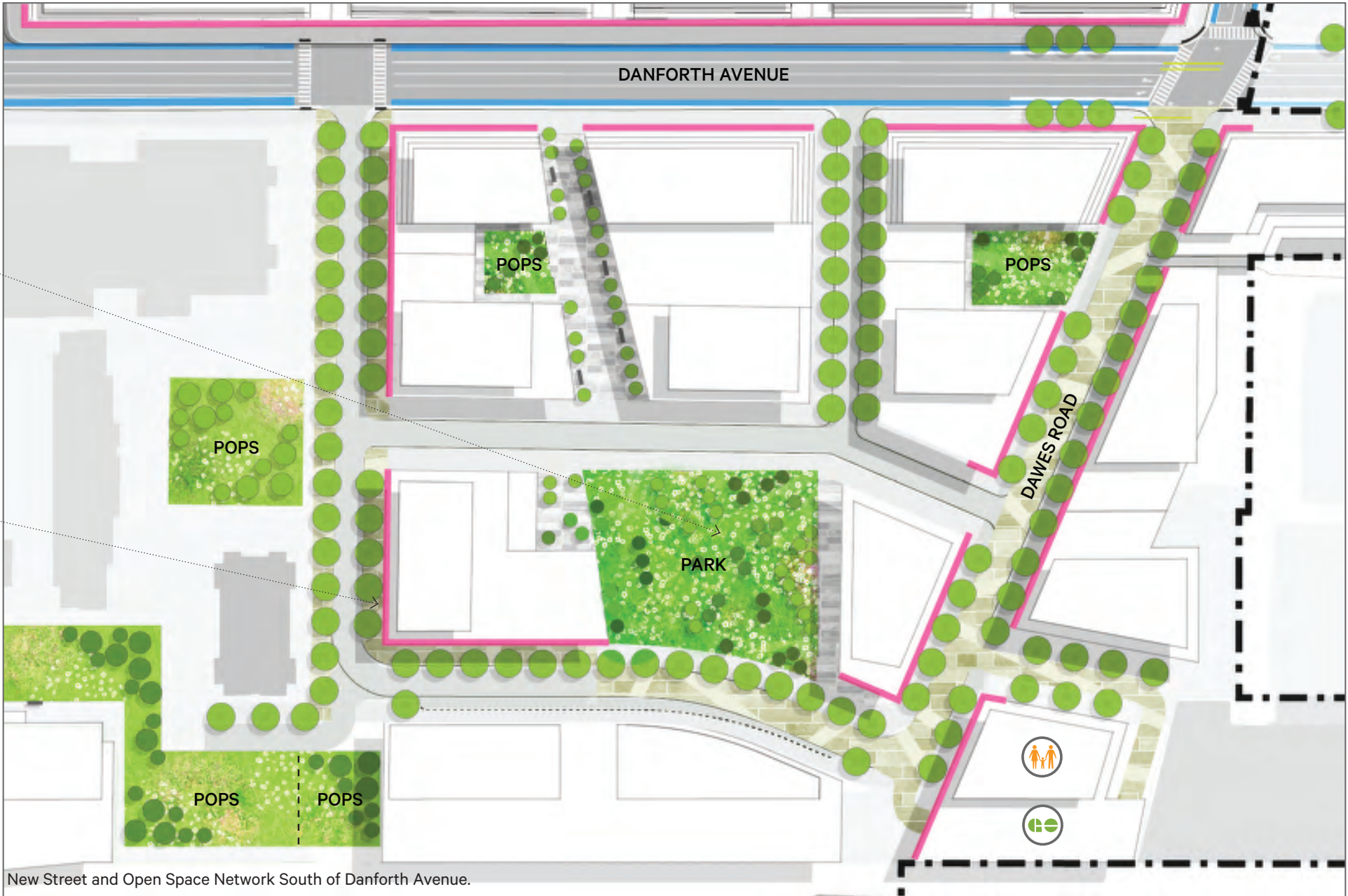


Green Spine creating North - South connection between Danforth Avenue, the GO Station and beyond



Legend:

- | | |
|--|--|
|  BUILDINGS |  VEHICULAR LANES |
|  CURB AND GUTTER |  SHARROW LANES |
|  DROPPED CURB |  ACTIVE FRONTAGE |
|  ON-STREET BIKE LANE |  GO TRANSIT |
|  SIDEWALK |  COMMUNITY SPACE |
|  TREES AND TREE GRATES |  TTC SUBWAY |
|  PEDESTRIAN PRIORITY ZONE |  KEY PEDESTRIAN CONNECTIONS |



New Street and Open Space Network South of Danforth Avenue.

3.0 PUBLIC REALM ANALYSIS

3.2 DETAILED PUBLIC REALM PLAN

Changes in this area includes:

- Consolidation of a green spine connection between Danforth Avenue and Stephenson Avenue.
- Pedestrian circulation is improved by enhanced sidewalks and safer intersections.
- Redesign of the intersection of Main Street and Stephenson Avenue, improving sidewalks and pedestrian circulation.
- Pedestrian access to the Danforth GO station is upgraded.
- A new Community Recreation Centre will activate the POPS that connects Main Street to the new central park and developments on the East.















Active street related uses along Danforth Avenue and Main Street

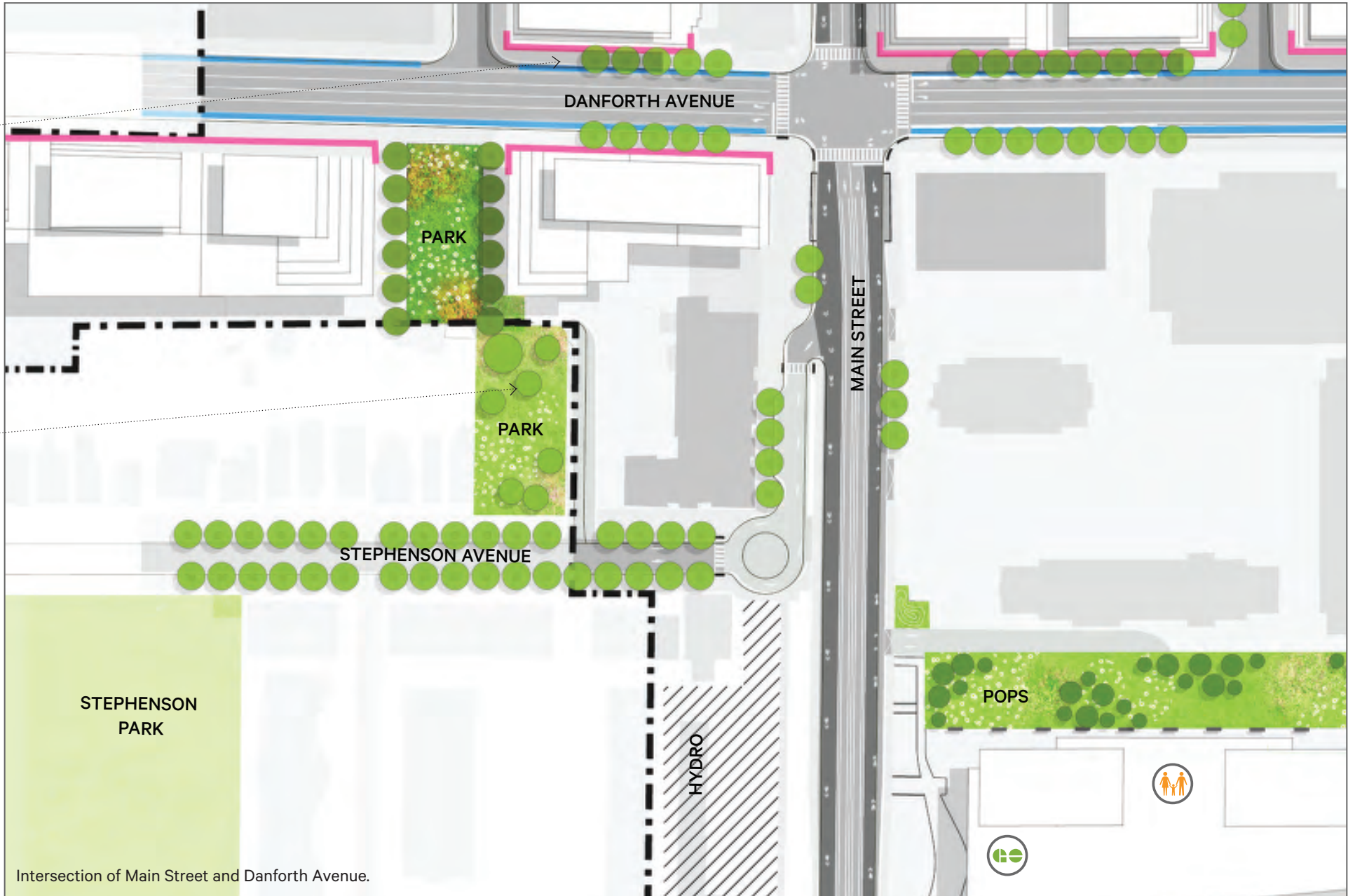


New green connection between Danforth Avenue, and Stephenson Avenue



Legend:

- | | | | |
|---|--------------------------|---|----------------------------|
|  | BUILDINGS |  | VEHICULAR LANES |
|  | CURB AND GUTTER |  | SHARROW LANES |
|  | DROPPED CURB |  | ACTIVE FRONTAGE |
|  | ON-STREET BIKE LANE |  | GO TRANSIT |
|  | SIDEWALK |  | COMMUNITY SPACE |
|  | TREES AND TREE GRATES |  | TTC SUBWAY |
|  | PEDESTRIAN PRIORITY ZONE |  | KEY PEDESTRIAN CONNECTIONS |



3.0 PUBLIC REALM ANALYSIS

3.2 DETAILED PUBLIC REALM PLAN

Changes in this area includes:

- Pedestrian circulation is improved by enhanced sidewalks with more greenery and space for public activation.
- Redesign of the intersection of Main Street and Gerrard Street East improving sidewalks, overall safety and pedestrian circulation.















Active street related uses along Gerrard Street East and Main Street



Properties along Gerrard Street East and Main Street in this mixed-use area are subject to Heritage Planning review for Heritage Potential



Legend:

- | | |
|--|--|
|  BUILDINGS |  VEHICULAR LANES |
|  CURB AND GUTTER |  SHARROW LANES |
|  DROPPED CURB |  ACTIVE FRONTAGE |
|  ON-STREET BIKE LANE |  GO TRANSIT |
|  SIDEWALK |  COMMUNITY SPACE |
|  TREES AND TREE GRATES |  TTC SUBWAY |
|  PEDESTRIAN PRIORITY ZONE |  KEY PEDESTRIAN CONNECTIONS |



Intersection of Main Street and Gerrard Street East.