



## STAFF REPORT ACTION REQUIRED

### Danforth Avenue Planning Study (Coxwell Avenue to Victoria Park Avenue) – City-Initiated Official Plan Amendment – Supplementary Report

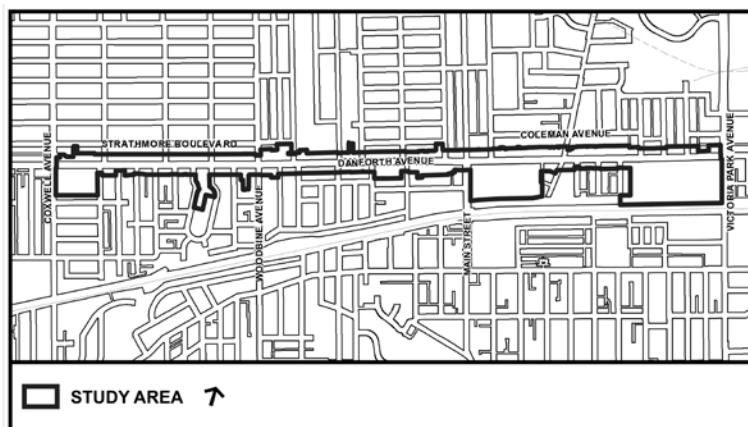
<b>Date:</b>	July 17, 2018
<b>To:</b>	City Council
<b>From:</b>	Chief Planner and Executive Director, City Planning
<b>Wards:</b>	Wards 31 and 32 – Beaches-East York
<b>Reference Number:</b>	16 129539 SPS 00 OZ

### SUMMARY

On July 4, 2018, Toronto and East York Community Council adopted item TE34.22, and requested a report directly to the July 23-25, 2018 City Council meeting detailing an amendment to the draft Site and Area Specific Policy #552 (SASP 552) to specifically include a policy on creating a complete laneway system adjacent to the Danforth Avenue Planning Study (Coxwell Avenue to Victoria Park Avenue) area.

This report provides an amended SASP 552 to respond to this direction from Toronto and East York Community Council. The amended SASP 552 now includes a policy on creating a complete laneway system.

City Planning are of the opinion that this policy is good planning and articulates the City objective to create a complete, public laneway system adjacent to the Study Area over time.



## RECOMMENDATIONS

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### The Chief Planner and Executive Director, City Planning, recommends that:

1. City Council amend Toronto and East York Community Council Recommendation 1 by replacing Attachment 13 to the Report (June 15, 2018) from the Acting Director, Toronto and East York District with Attachment No. 1 to the report (July 17, 2018) from the Chief Planner and Executive Director, City Planning.

### Financial Impact

The recommendations in this report have no financial impact.

### DECISION HISTORY

On July 4, 2018, Toronto and East York Community Council adopted item TE34.22 that included the final staff report and recommended the associated draft Official Plan Amendment for the Danforth Avenue Planning Study (Coxwell Avenue to Victoria Park Avenue). Toronto and East York Community Council directed staff to report to the July 23-25, 2018 meeting of City Council with an amendment to the draft Site and Area Specific Policy #552, as shown as Attachment No. 13 to the report (June 15, 2018) from the Acting Director, Community Planning, Toronto and East York District, to include a policy on creating a complete laneway system adjacent to the planning study area.

The minutes from this Council meeting and item can be viewed at the following link:  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.TE34.22>.

### ISSUE BACKGROUND

Section 2.2 – Structuring Growth in the City: Integrating Land Use and Transportation of the City's Official Plan ("the Plan") states that "the Plan protects the integrity of the City's transportation network and provides for its planned expansion through designation of public rights-of-way...and policy on laneways". Policy 2.2.3 states that "The City's transportation network will be maintained and developed to support the growth management objectives of this Plan by:

- c) acquiring over time lands to ensure that public lanes serving...commercial, mixed commercial-residential, institutional, or industrial lands on at least one side will be at least 6 metres wide...
- g) ensuring that laneways are not closed to public use and stay within the public realm where they provide present and future access and servicing to adjacent development(s)."

Regarding specific growth structured on the City's *Avenues* and the completion of *Avenue* studies (such as the Danforth Avenue Planning Study), policy 2.2.3.2. states that "To

facilitate and shape growth, each *Avenue* study will engage local residents, businesses, the TTC, Toronto Parking Authority, and other local stakeholders and will set out:

- a) investments in community improvements by public agencies or public/private partnerships that are needed to support city living and make the area attractive for residents and businesses including:
  - ii. transportation improvements such as...new or improved laneways..."

These policies describe the importance of widening the existing laneway network and investing in improvements to facilitate and shape growth by providing new or improved laneways.

The direction from Toronto and East York Community Council requests an additional policy within the localized Danforth Avenue Planning Study (Coxwell Avenue and Victoria Park) to articulate the importance of creating a complete laneway system.

## **COMMENTS**

Currently, the laneway system as established within the area adjacent to Danforth Avenue (Coxwell Avenue to Victoria Park Avenue) is a mix of publicly and privately-held lands.

City staff are of the opinion that the inclusion of this guiding policy will provide further clarity that the laneway network should not just be widened, as is necessary to support growth, but also expand to comprise a complete and public laneway network over time. Therefore, the following policy 4.2 has been added to the draft SASP 552, as shown within Attachment 1 to this report, as follows:

- 4.2** The existing public and private laneway system associated with Danforth Avenue, between Coxwell Avenue and Victoria Park Avenue, will expand over time to comprise a complete and connected laneway system that is publicly-owned and generally serves all properties fronting onto Danforth Avenue.

The addition of this policy will provide appropriate clarity and direction for the acquisition of lands to complete a connected and public laneway network. This policy represents good planning within this context.

Toronto and East York Community Council has also requested Transportation Services, City Planning, Engineering and Construction Services, and Toronto Real Estate Services, in cooperation with CreateTO, to undertake a review of the laneway system that runs parallel to Danforth Avenue and develop a strategy for creating a complete public laneway system along Danforth Avenue (from Broadview Avenue to Victoria Park Avenue) to provide public access for vehicles, servicing, and parking. This review will result in a strategy to implement the recommended policy.

While the policy provided for in the revised SASP 552 addresses the laneway system associated with Danforth Avenue from Coxwell Avenue to Victoria Park Avenues, the opportunity to provide additional policy guidance for the laneway system associated with Danforth Avenue from Broadview Avenue to Coxwell Avenue will occur during the second phase of the Danforth Avenue Planning Study (Broadview Avenue to Coxwell Avenue), scheduled to begin in 2019.

Transportation Services staff were consulted in the preparation of this report.

## **CONTACT**

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## **SIGNATURE**

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Gregg Lintern, MCIP, RPP  
Chief Planner and Executive Director  
City Planning

## **ATTACHMENTS**

Attachment 1: Draft Official Plan Amendment (Site and Area Specific Policy No. 552)

**Attachment 1: Draft Official Plan Amendment (Site and Area Specific Policy No. 552)**

Authority: Toronto and East York Community Council Item ~ as adopted by City of Toronto Council on ~, 2018

Enacted by Council: ~, 2018

**CITY OF TORONTO**

**Bill No. ~**

**BY-LAW No. ~-20~**

**To adopt an amendment to the Official Plan for the City of Toronto with respect to the lands along Danforth Avenue, from Coxwell Avenue to Victoria Park Avenue, municipally known in the year in 2018 as 85 – 95 Cedarvale Avenue, 110 – 120 Cedarvale Avenue, 695 – 699 Coxwell Avenue, 1586 – 3060 Danforth Avenue, 1577 – 3003 Danforth Avenue, 31 – 49 Dawes Road, 3 – 7 Glebemount Avenue, 298 – 300 Main Street, 299 – 305 Main Street, 1 Sibley Avenue, 2A Thyra Avenue, 69 – 73 Westlake Avenue, 955 – 991 Woodbine Avenue, 1 – 7 Woodmount Avenue, and 6 – 10 Woodmount Avenue.**

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

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The attached Amendment No. 420 to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

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

JOHN TORY,  
Mayor

ULLI S. WATKISS,  
City Clerk

(Corporate Seal)

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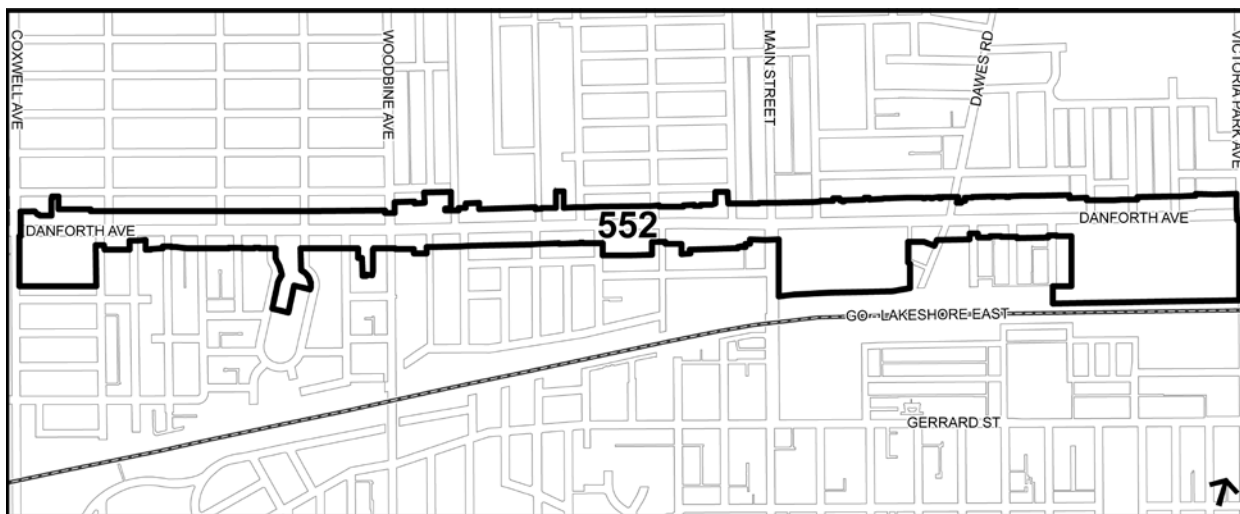
**AMENDMENT NO. 420 TO THE OFFICIAL PLAN  
LANDS MUNICIPALLY KNOWN IN THE YEAR 2018 AS 85 – 95 CEDARVALE AVENUE, 110 – 120 CEDARVALE AVENUE, 695 – 699 COXWELL AVENUE, 1586 – 3060 DANFORTH AVENUE, 1577 – 3003 DANFORTH AVENUE, 31 – 49 DAWES ROAD, 3 – 7 GLEBEMOUNT AVENUE, 298 – 300 MAIN STREET, 299 – 305 MAIN STREET, 1 SIBLEY AVENUE, 2A THYRA AVENUE, 69 – 73 WESTLAKE AVENUE, 955 – 991 WOODBINE AVENUE, 1 – 7 WOODMOUNT AVENUE, AND 6 – 10 WOODMOUNT AVENUE**

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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. 552 for lands known municipally in 2018 as 85 – 95 Cedarvale Avenue, 110 – 120 Cedarvale Avenue, 695 – 699 Coxwell Avenue, 1586 – 3060 Danforth Avenue, 1577 – 3003 Danforth Avenue, 31 – 49 Dawes Road, 3 – 7 Glebemount Avenue, 298 – 300 Main Street, 299 – 305 Main Street, 1 Sibley Avenue, 2A Thyra Avenue, 69 – 73 Westlake Avenue, 955 – 991 Woodbine Avenue, 1 – 7 Woodmount Avenue, and 6 – 10 Woodmount Avenue, as follows:

**552. Danforth Avenue between Coxwell Avenue and Victoria Park Avenue**



**1. Purpose and Objective**

- 1.1 This Site and Area Specific Policy is intended to guide and manage incremental development on Danforth Avenue, between Coxwell Avenue and Victoria Park Avenue; respect and reinforce the existing mixed-use and physical character of Danforth Avenue;

ensure an appropriate built form and transition between new development and existing *Neighbourhoods* north and south of Danforth Avenue; ensure a coordinated public realm and streetscape network; provide direction for complete streets for Danforth Avenue; conserve and reinforce the area's cultural heritage; and identify the future urban structure of the study area.

## **2. Planned Character**

- 2.1** The planned character of Danforth Avenue is grounded in its history and role as a main street. The land use character will provide for a mix of residential and non-residential uses to ensure activity throughout the day and night. The built form character will comprise mid-rise buildings that are compatible with low-rise buildings and provide varied, pedestrian-scaled streetwall heights. The public realm will be enhanced by larger sidewalk widths, articulated and fine-grain active ground floor spaces, and by treating the Danforth Avenue right-of-way as public space. The design-quality of buildings will ensure vertical and horizontal rhythms, traditional building materials, and varied store fronts, all contributing to an enhanced public realm.

## **3. Public Realm**

- 3.1** The public realm will be expanded and improved to be generally consistent with Map 2 – Public Realm Structure.
- 3.2** A fine-grained pedestrian network that offers network choices through the use of mid-block connections on Danforth Avenue is encouraged. Mid-block connections should be pursued to provide better pedestrian access to transit stations and parks and open spaces. Mid-block connections are shown on Map 2 – Public Realm Structure.
- 3.3** Development will expand and enhance the area's network of parks by providing on-site and off-site parkland dedication to create new parks and expand existing parks. Cash-in-lieu will only be accepted as an alternative to on-site or off-site dedications at the discretion of the City.

## **4. Complete Streets**

- 4.1** The right-of-way of Danforth Avenue will be modified over time to enhance walkability and to improve the safety of all users based upon principles of complete streets and road safety.

- 4.2 The existing public and private laneway system associated with Danforth Avenue, between Coxwell Avenue and Victoria Park Avenue, will expand over time to comprise a complete and connected laneway system that is publicly-owned and generally serves all properties fronting onto Danforth Avenue.

## 5. Development Criteria – Entire Study Area

- 5.1 In addition to the existing development criteria policies for *Mixed Use Areas* within the Official Plan, all new development in *Mixed Use Areas* along Danforth Avenue will:
- a) respect and reinforce the existing and planned character of the area;
  - b) provide a transition in scale towards existing buildings in Neighbourhoods, Parks and Open Space Areas through appropriate setbacks, stepbacks, a rear angular plane, and side angular planes;
  - c) include building articulation, windows and entrances on the building façade(s) that are generally consistent with the prevailing building characteristics of the area;
  - d) include traditional building materials within the streetwall that are complementary to materials traditionally used on Danforth Avenue;
  - e) have a ground floor height that generally is in keeping with existing commercial ground floor heights within the adjacent development block that will reinforce the existing horizontal articulation of building façades;
  - f) have vertical articulation that generally is in keeping with existing non-residential storefronts within the adjacent development block;
  - g) define appropriate streetwall heights through the use of stepbacks between a height of 8 metres to a maximum height of 14 metres, which will apply to the building facades on Danforth Avenue and any flanking street;
  - h) provide quality pedestrian-scale streetscapes and amenities on and adjacent to the site, including street trees/greening, public seating, and bike parking;
  - i) accommodate sidewalk widths of a minimum of 4.8 metres from the face of the building to the street curb, except where there is a conflict with in situ conservation of a heritage building;
  - j) be encouraged to provide additional setbacks to allow for active marketing zones and other accessory features to active uses at grade on the private portion of the streetscape;



- k) provide active, non-residential uses at grade with consideration for small-scale, independent retail spaces;
- l) provide variability in scale of retail spaces to contribute to a healthy retail economy along Danforth Avenue; and
- m) provide a minimum 3 metre setback from property lines adjacent to a park to allow for access and servicing.

**5.2** Where it can be demonstrated that lots have sufficient width, depth, and appropriate access for parking and servicing, additional building height beyond what is permitted in the Zoning By-law may be considered by way of a Zoning By-law Amendment or Minor Variance process provided that:

- a) lots with a depth of 36.5 metres or less will have a maximum building height of 24 metres (excluding mechanical penthouse);
- b) lots with a depth greater than 36.5 metres will have a maximum building height of 27 metres (excluding mechanical penthouse); and
- c) lots located within the areas identified in Section 7 of this SASP will have maximum building heights in accordance with the site-specific criteria of that section.

**5.3** Notwithstanding policy 5.2 a) and 5.2b), lands located within Office Priority Areas, as shown on Map 1, that are developed with active non-residential uses at grade and at least one dedicated floor of office or other non-residential use above-grade, may develop to a maximum height of up to 33 metres (excluding mechanical penthouse);

**5.4** New development will be encouraged to provide the following:

- a) publicly-accessible parking lots, to be managed by the Toronto Parking Authority, where appropriate and feasible;
- b) the provision of affordable rental and/or ownership housing, where appropriate and feasible; and
- c) the provision of affordable and adaptable non-residential spaces at grade to support small-scale arts, culture, and business uses.

## **6. Heritage**

**6.1** A designated heritage property, or property listed on the City's heritage register, or a property adjacent to a designated or listed property, will require additional consideration and design solutions through development to conserve the cultural heritage value of

these properties. The design approach will include upper level stepbacks of new development to provide a varied streetwall based on the planned context and on appropriate heritage conservation.

## **7. Site-specific Development Criteria**

### **7.1 Coxwell TTC Barns**

- a) the lands located at 1627 & 1675 Danforth Avenue, referred to as the Coxwell TTC Barns, are an important publicly-owned asset to leverage the creation of a vibrant, multi-use community hub; and
- b) due to the size of the consolidated lot, the maximum building heights shall be determined through a comprehensive development review process that addresses the following principles:
  - o utilize City-owned lands to provide a city-building opportunity;
  - o create a multi-functional site that will be home to various civic and employment-generating uses;
  - o incorporate multiple public uses;
  - o conserve and adaptively re-use heritage buildings;
  - o provide employment opportunities;
  - o align with other City-initiatives, studies, and policies;
  - o appropriately integrate design within the existing neighbourhood context and ensure the siting and massing of the buildings provide sufficient area and prominence for the public and community uses; and
  - o ensure universal accessibility.

### **7.2 Lands adjacent to Woodbine TTC station**

If a consolidated, comprehensive development proposal for the lands adjacent to Woodbine TTC station is submitted for review, than the following policies shall apply to guide the development of the proposal:

- a) the development will include a minimum land-use mix of 80% residential gross floor area and 20% non-residential (commercial and office) gross floor area;
- b) the development will include a Privately-Owned Publicly Accessible Space (POPS) with a total size to be determined through the site-specific development application;
- c) the development will provide for sidewalk widths of a minimum of 6 metres (from curb to building-face) on the

Danforth Avenue frontage, and a width of 4.8 metres (from curb to building-face) on the Woodbine Avenue frontage, excluding where in situ conservation of buildings on the City's Heritage Register conflicts with this minimum sidewalk width;

- d) the development will provide a mid-block pedestrian connection within the site to provide convenient pedestrian access to Woodbine TTC station from Danforth Avenue, in accordance with Map 2; and
- e) due to the size of the consolidated lot, the maximum building heights shall be determined through a comprehensive development review process based on the policies above.

### **7.3 Shopper's World (Further Study)**

- a) lands shown on Maps 1 and 2 as subject to further study will undergo comprehensive study to determine site-specific policy and/or development guidelines prior to redevelopment.

## **8. Community Services and Facilities**

### **8.1 Priorities for Community Services and Facilities growth within the study area include the following:**

- a) capital improvements to area libraries and community recreation centres, in particular those that would contribute to achieving increased or improved programming space
- b) securing space within new development for human services; and
- c) child care spaces

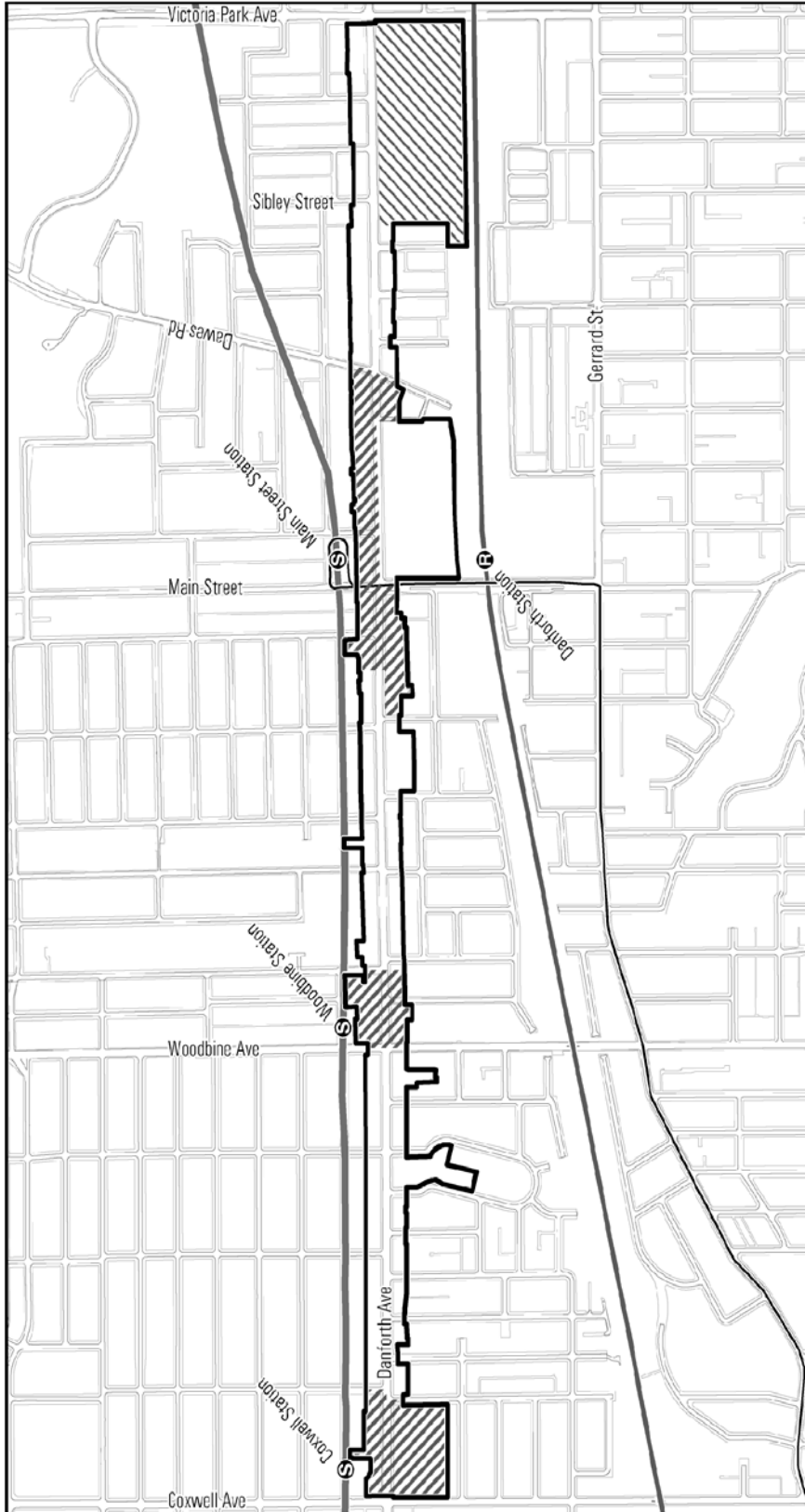
## **9. Urban Design Guidelines**

### **9.1 Urban Design Guidelines for Danforth Avenue will be used as a tool to evaluate new development in the area and to ensure consistency with the Official Plan and this SASP. All development will have meaningful and appropriate regard for the Council-adopted Urban Design Guidelines for Danforth Avenue as well as all other applicable Council-adopted Guidelines, including the Avenues and Mid-rise Guidelines. To this end, Urban Design Guidelines for Danforth Avenue will:**

- a) implement the policies of the Official Plan and this SASP;

- b) supplement the Avenues and Mid-Rise Buildings Study, and associated Guidelines;
- c) provide an understanding of the area's local character and provide for the planned character;
- d) explain how development can complement local character and provide the planned character;
- e) articulate planning priorities for the area;
- f) provide built form guidelines including setbacks, stepbacks, height, and massing for development appropriate within the area;
- g) identify buildings of heritage potential that could be studied for inclusion on the City's Heritage Register; and
- h) illustrate how the public realm can be improved and provide concepts for a future vision based on complete streets.

# Map 1: Urban Structure



## Danforth Avenue Planning Study

File # 16 129539 SPS 00 02

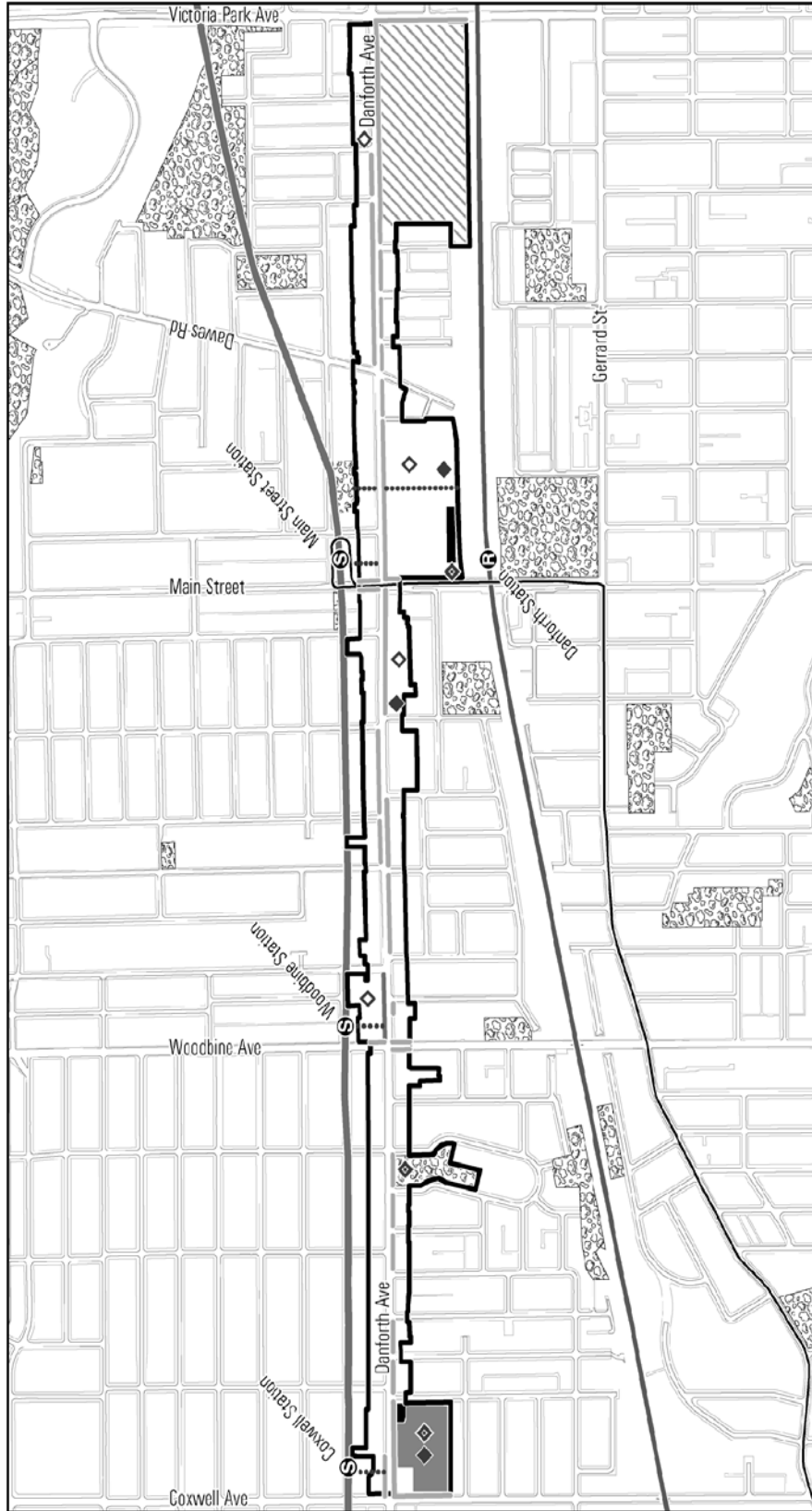
## TORONTO Official Plan Amendment #552 Urban Structure

-  Study Boundary
-  Office Priority Areas
-  For Further Study
-  Subway Station
-  GO Station



Not to Scale  
06/13/2018

## Map 2: Public Realm Structure



### Danforth Avenue Planning Study

File # 16 129539 SPS 00 02

### TORONTO Official Plan Amendment #552 Public Realm Structure

- Study Boundary
- For Further Study
- Existing Parks
- Community Facilities
- City-owned Opportunity Sites
- potential sidewalk widening - 4.8m min
- potential sidewalk widening - 6m min
- Potential Opportunity for Parks
- Potential Opportunity for POPs
- Potential Opportunity for Public Art
- Subway Station
- GO Station

↑  
Not to Scale  
06/13/2018