



STAFF REPORT ACTION REQUIRED

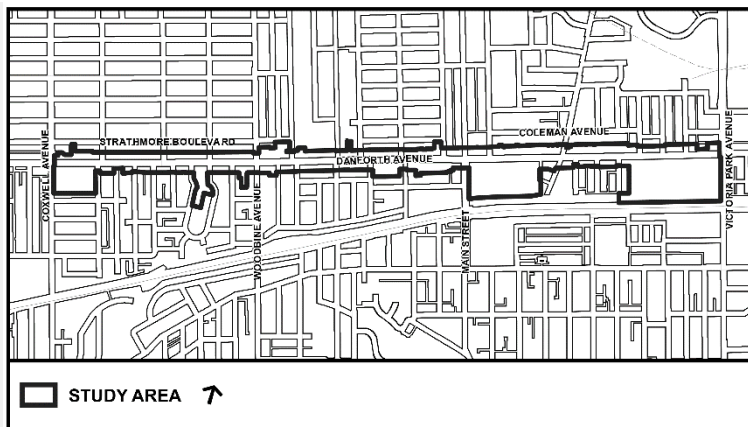
Danforth Avenue Planning Study (Coxwell Avenue to Victoria Park Avenue) – City-Initiated Official Plan Amendment – Final Report

Date:	June 15, 2018
To:	Toronto and East York Community Council
From:	Acting Director, Community Planning, Toronto and East York District
Wards:	Wards 31 and 32 – Beaches-East York
Reference Number:	16 129539 SPS 00 OZ

SUMMARY

On July 8, 2014, City Council adopted a motion to request the Chief Planner and Executive Director, City Planning to undertake a planning study of Danforth Avenue (the Study) in two segments, from the Don River to Coxwell Avenue and from Coxwell Avenue to Victoria Park Avenue, and to report on the funds necessary to complete these studies. City Planning commenced the Danforth Avenue Planning Study (Coxwell Avenue to Victoria Park Avenue)(the Study Area) in June 2016.

This report summarizes the outcome of the study, provides an Official Plan Amendment (OPA) in the form of a Site and Area Specific Policy (SASP) to guide development in the study area, and requests direction on finalizing the area-specific Urban Design Guidelines.



RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Official Plan, for the lands fronting Danforth Avenue between Coxwell Avenue and Victoria Park Avenue substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 13 to the report (June 15, 2018) from the Acting Director, Community Planning, Toronto and East York District.
2. City Council direct the Acting Director, Community Planning, Toronto and East York District, to complete a final draft of the Danforth Avenue (Coxwell Avenue to Victoria Park Avenue) Urban Design Guidelines and to post them online for further public comment by the end of the 3rd quarter of 2018.
3. City Council direct the Acting Director, Community Planning, Toronto and East York District, to bring the completed Danforth Avenue (Coxwell Avenue to Victoria Park Avenue) Urban Design Guidelines to Toronto and East York Community Council by the end of the 1st quarter of 2019.
4. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment as may be required.
5. City Council direct the Director, Urban Design, City Planning, to research and evaluate properties with potential cultural heritage value identified within Attachment 10 to the report dated (June 15, 2018) from the Acting Director for inclusion on the City's Heritage Register.
6. City Council direct the Acting Director, Community Planning, to require that a Heritage Impact Assessment be submitted with a development application that includes any of the properties identified within Attachment 10 as properties with heritage potential.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY AND BACKGROUND INFORMATION

Directions to initiate the Study

On July 8, 2014, through item TE33.15, City Council adopted a motion to request the Chief Planner and the Executive Director, City Planning to undertake a planning study of Danforth Avenue in two segments, from the Don River to Coxwell Avenue and from Coxwell Avenue to Victoria Park Avenue, and to report on the funds necessary to complete these studies. The motion was the result of Council's review of a rezoning

application at 2359 Danforth Avenue and with the intent of taking a proactive approach to managing change on Danforth Avenue.

The minutes from this Council meeting and item can be viewed at the following link:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.TE33.15>

On May 10, 2016, Toronto and East York Community Council adopted a staff report and recommendations from City Planning staff to begin the Danforth Avenue Planning Study (Coxwell Avenue to Victoria Park Avenue) and consult on the Terms of Reference.

The minutes from this Community Council meeting can be viewed at the following link:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.TE16.39>

On February 22, 2017, Toronto and East York Community Council adopted a staff report and recommendations from City Planning staff to finalize the Terms of Reference and complete the Danforth Avenue Planning Study per the finalized Terms of Reference.

The minutes from this Community Council meeting can be viewed at the following link:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.TE22.44>

On November 7, 2017, City Council adopted a motion to request the Chief Planner and Executive Director, City Planning to initiate and undertake a study focussing on development potential, built form, and public realm within the proximity of the Main Street TTC station and the Danforth GO station.

The minutes from this Council meeting can be viewed at the following link:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.TE27.42>

Reasons for the Study

Danforth Avenue is primarily characterized by low-rise (two to three storey) mixed-use buildings and is identified as an *Avenue* in the City of Toronto Official Plan. This particular *Avenue* segment was selected as it is experiencing some development interest, there are sites that may attract redevelopment interest due to their size, attributes or availability, and a local framework to guide and manage growth is needed at this time. The Study discussed in this report will focus on the segment from Coxwell Avenue to Victoria Park Avenue and the Study Area is shown on Attachment 1.

It is intended that development requiring either a rezoning application or minor variance application will be evaluated against both the proposed Official Plan policies recommended in this report and the Urban Design Guidelines for this Study Area.

Study Website

The Study website contains detailed background information about the Danforth Avenue Planning Study, including background documents, meeting summaries, and other material of relevance. The study website can be found at: www.toronto.ca/danforthstudy.

Study Area and Surrounding Area

The Study Area included all properties fronting Danforth Avenue, between Coxwell Avenue and Victoria Park Avenue (the Study Area). The Study Area is approximately 3 kilometres in length, with properties generally ranging in depth from 30 to 45 metres. The width of the Danforth Avenue right-of-way (ROW) is 27 metres.

The Study Area itself is large, and encompasses varying building typologies and lot patterns. Moving from west to east within the Study Area there is significant variation in built form, public realm, and street block sizes and lot sizes. There is also variation in the sidewalk widths, number of trees, and street furniture.

The predominant built form in the Study Area is low-rise, one- to three-storey single-use and mixed-use buildings. The as-of-right Zoning By-law height for a majority of the Study Area is 14 metres, or approximately four-storeys. Based on the predominant built form and the as-of-right Zoning By-law height, this would suggest an appropriate character defining feature is a streetwall height that is low-rise, generally between two- to four-storeys. However, it is also important to note that the built form of the Study Area is evolving and the Study examined what character aspects are important to identify and reinforce as the Study Area evolves.

The less predominant built form examples in the Study Area include mid-rise mixed-use buildings, high-rise mixed-use buildings, as well as landscape setback forms (buildings separated from the street by at-grade soft landscaping). These forms are found scattered throughout the Study Area, though generally clustered towards the eastern section of the Study Area. Though currently less predominant, mid-rise buildings may become a more predominant form as the Study Area intensifies.

In addition, there are surface parking lots associated with existing car dealerships, service stations, and grocery stores, as well as single-user "big-box" retail sites with surface parking lots that dominate larger stretches of the streetscape closer to the east end of the Study Area.

The street block sizes vary moving west to east within the Study Area, and also vary on the north and south side of Danforth Avenue. The variation in street block sizes adds to variation in the pedestrian experience within the Study Area. Another matter that adds to variation of the pedestrian experience is the size of retail storefronts. The storefronts range from active, fine-grain small store fronts to less active, large blank walls associated with the "big-box" retail stores at the east end of the Study Area.

The lot sizes also vary considerably throughout the Study Area, and range from narrow and shallow lots to wide and deep lots, with varying public realm character throughout.

The following uses surround the Study Area:

North: To the north of the Study Area are predominately low-rise residential properties and institutional (schools, hospitals, civic centres, etc.) uses.

East: To the east of the Study Area (east of Victoria Park Avenue) is the former municipality of Scarborough. The area is comprised primarily of low-rise residential dwellings and mixed-use mid and high-rise buildings. The Victoria Park TTC subway station is northeast of the Study Area.

On January 30, 2008, City Council adopted Official Plan Amendment #42 (Site and Area Specific Policy #120), Zoning Bylaw No. 104-2008 and Urban Design Guidelines that were the culmination of an Avenue Planning Study for the area of Danforth Avenue between Victoria Park Avenue and Medford Avenue. The western terminus of this study abuts the eastern terminus of the Study Area of this report.

West: To the west of the Study Area (west of Coxwell Avenue) is an area with some similar characteristics as the Study Area (low- to mid-rise, mixed-use buildings fronting the *Avenue* with primarily residential areas to the north and south) though a fulsome examination of that area will be required to complete a character assessment. Danforth Avenue west of Coxwell Avenue is also an intensification corridor (*Avenue*) in the Official Plan and is planned for future growth. City staff will conduct a planning study of this segment of Danforth Avenue at a future date.

South: To the south of the Study Area are predominately low-rise residential properties, institutional uses, parks and open spaces, and the GO railway corridor.

Heritage Context Statement

The existing condition of the Study Area is a result of the historic events and conditions that have shaped it. The strong consistency of a predominantly two-storey commercial streetscape from Coxwell Avenue to just past Woodbine Avenue is a result of its rapid development over a short period of time in the 1910s and 1920s. The expansion of streetcar service to the area in 1913, and the completion of the Prince Edward Viaduct over the Don River in 1919, made the area easily accessible. A wave of commercial development then ran along Danforth Avenue - and residential development north and south of it - between 1913 and 1930. Along with the consistent commercial streetwall, legacies of this period are the Coxwell TTC Barns, Toronto Hydro's new Danforth Avenue Substation, the East Toronto Masonic Lodge, and Hope United Church.

The consistent streetwall of 1920s-era commercial buildings begins to shift east of Woodbine Avenue. Development in the 1950s and 1960s either filled in remaining vacant lots or redeveloped other partially built-up lots with large-format buildings, including car dealerships and service stations.

The pattern of development shifts again east of Oak Park Avenue/Morton Road, which was the boundary of the historic village of Little York/Town of East Toronto. Development was shaped in part by the establishment of a small rural crossroads village at the corner of Danforth Avenue and Dawes Road. Dawes Road may have been based on an Indigenous trail and was an important early road that provided a shortcut to markets in Toronto. Traffic along Dawes Road made the intersection with Danforth Avenue a site of inns and hotels from at least the 1850s. The building at 2726 Danforth Avenue is a rare legible example of the wood-frame hotels that were a key feature to the development of this intersection. In the area of Little York, pre-1900 subdivision left behind larger village lots, which in some cases have been consolidated and redeveloped into large format buildings.

The area east of Main Street, in particular, is distinguished by the major impact of the railway, which was built through the area in the 1850s. In the 1880s, a large rail freight yard was built immediately south of the intersection of Danforth Avenue and Dawes Road. The freight yard resulted in large surrounding industrial lots, employment, new houses on lots fronting Danforth Avenue, and new residential streets north and south of Danforth Avenue.

In the 1960s, a new subway line introduced subway stations into the area, and resulted in the removal of streetcars from Danforth Avenue. In the remaining decades of the twentieth century, the freight yards shrank and historic industries in the area also went into decline. Their large lots resulted in the current large format uses, including residential towers on the southeast corner of Danforth Avenue and Main Street, and an enclosed shopping mall at the east end of the Study Area (Shopper's World Mall).

A fulsome review of the Study Area's context and history is found within Attachment 11.

POLICY FRAMEWORK

Land Use policy in the Study Area is covered by Provincial and municipal planning policies, as well as municipal guidelines and Zoning By-laws. These policies, by-laws and guidelines provide a planning framework that helps the City to manage growth and change in the area. One of the goals of the Study is to prepare a set of local policies and guidelines that will provide a context-specific planning framework for the Study Area that addresses local circumstances. The following section reviews the existing Provincial and local policies that currently apply to the study area.

The Planning Act

Section 2 of the *Planning Act* (the Act) requires that municipal councils in carrying out their responsibilities under the Act shall have regard to matters of provincial interest such as are listed in the Act. There are several matters of Provincial interest listed in the Act, and some examples that are pertinent to this specific study include the following:

- the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;

- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- the orderly development of safe and healthy communities;
- the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- the adequate provision of a full range of housing, including affordable housing;
- the adequate provision of employment opportunities;
- the protection of public health and safety;
- the appropriate location of growth and development;
- the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and
- the promotion of built form that,
 - is well-designed,
 - encourages a sense of place, and
 - provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

Provincial Policy Statement, 2014

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.

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;
- Long-term economic prosperity by enhancing the vitality and viability of downtowns and mainstreets; and
- Encouraging a sense of place in communities, by promoting well-designed built form and cultural planning, 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 is more than a set of individual policies. It is to be read in its entirety and the relevant policies are to be applied to each situation.

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."

Growth Plan for the Greater Golden Horseshoe, 2017

The Growth Plan for the Greater Golden Horseshoe, 2017 (the Growth Plan) provides a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which Toronto forms an integral part, including:

- Establishing minimum density targets within strategic growth areas and related policies directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl;
- Cultivating a culture of conservation and promoting compact built form and better-designed communities with high quality built form and an attractive and vibrant public realm established through site design and urban design standards;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Building complete communities with a diverse range of housing options, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable employment lands and encouraging municipalities to develop employment strategies to attract and retain jobs;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure;
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas; and
- Conserving cultural heritage resources in order to foster a sense of place and benefit communities.

The Growth Plan builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

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.

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.

Official Plan

The Official Plan is the principal policy document that sets out how the City will grow and change. Provincial policy requires that municipalities update their plans every five years. The City of Toronto is currently engaged in its five year review of the Official Plan.

Chapter 2 – Shaping the City

Section 2.2 Structuring Growth in the City: Integrating Land Use and Transportation

The Official Plan states that future growth within Toronto will be directed to areas which are well served by transit, the existing road network, and which have a number of properties with redevelopment potential. Generally, growth areas in the City are locations where good transit access can be provided along bus and rapid transit routes. Areas that can best accommodate this growth are shown on Map 2 of the Official Plan (which includes the *Avenues*).

Section 2.2.3 Avenues: Reurbanizing Arterial Corridors

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, while 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.

Planning studies on Avenues are intended to create a vision and implementation plan to show, among other matters:

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

Chapter 4 – Land Use Designations

The Study Area consists of various applicable land use designations. The lands fronting Danforth Avenue, from Coxwell Avenue in the west to Victoria Park Avenue in the east, are primarily designated Mixed Use Areas, with some lands designated Parks and Open Spaces, as shown on Attachment #4.

Section 4.3 Parks and Open Space Areas

The Parks and Open Space Areas designation generally prohibits development within such areas except for recreational and cultural facilities, conservation projects, cemetery facilities, public transit and essential public works and utilities where supported by appropriate assessment.

Within the Study Area there is one large park, East Lynn Park, that is designated Parks and Open Space Areas by the Official Plan.

Section 4.5 Mixed Use Areas

The Mixed Use Areas designation permits a broad range of commercial, residential and institutional uses and includes policies and development criteria to guide development and its transition between areas of different development intensity and scale. These Mixed Use Areas are located along Danforth Avenue.

Development within Mixed Use Areas should provide for new jobs and homes on underutilized lands, while locating and massing new buildings to provide a transition between areas of different development intensity and scale. Particular care should be taken to provide appropriate setbacks and/or stepping down of heights towards lower scale Neighbourhoods.

Furthermore, new buildings should be massed so as to adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the vernal and autumnal equinoxes. Similarly, development in Mixed Use Areas should be located and massed to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

Development in Mixed Use Areas should also provide attractive, comfortable and safe pedestrian environments, have access to schools, parks and community centres as well as libraries and childcare. It should also take advantage of nearby transit services; provide good site access and circulation as well as an adequate supply of both visitor and resident parking. In addition, service areas should be located to minimize impacts on adjacent streets, and any new multi-unit residential development should provide indoor and outdoor amenity space for residents.

Among the development criteria for Mixed Use Areas are:

- creating a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- providing for new jobs and homes for Toronto's growing population on underutilized lands;
- locating and massing new buildings to provide a transition between areas of different development intensity and scale, through means such as providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale Neighbourhoods;
- locating and massing new buildings to frame the edges of streets and parks;
- providing an attractive, comfortable and safe pedestrian environment; and
- providing indoor and outdoor recreation space for building residents in every significant multi-residential development.

Many other policies in the Official Plan, particularly in Chapter 3 – Building a Successful City (including, but not limited to, the public realm, built form, and heritage conservation), were referenced throughout the course of the Study and continue to apply to the Study Area.

The Official Plan is meant to be read as a comprehensive and cohesive whole. The study took all relevant chapters, sections, and policies of the Official Plan into account. The Official Plan is available here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

Official Plan Amendment 320

As part of the City's ongoing Official Plan Five Year Review, Council adopted Official Plan Amendment No. 320 (OPA 320) on December 10, 2015 to strengthen and refine the Healthy Neighbourhoods, *Neighbourhoods* and *Apartment Neighbourhoods* policies to support Council's goals to protect and enhance existing neighbourhoods, allow limited infill on underutilized *Apartment Neighbourhood* sites and implement the City's Tower Renewal Program.

In addition, OPA 320 adds new criteria to existing Healthy Neighbourhoods policy 2.3.1.2 in order to improve the compatibility of new developments located adjacent and close to *Neighbourhoods* and in *Mixed Use Areas*, *Apartment Neighbourhoods* and *Regeneration Areas*. The new criteria address aspects in new development such as amenity and service areas, lighting and parking.

The Minister of Municipal Affairs approved and modified OPA 320 on July 4, 2016, and this decision has been appealed in part. On December 13, 2017 the OMB issued an Order partially approving OPA 320 and brought into force new Policies 10 and 12 in Section 2.3.1, Healthy Neighbourhoods and Site and Area Specific Policy No. 464 in Chapter 7. Other portions of OPA 320 remain under appeal, and these appealed policies as approved and modified by the Minister are relevant and represent Council's policy decisions, but they are not in effect. More information regarding OPA 320 can be found here: www.toronto.ca/OPreview/neighbourhoods.

Zoning

The majority of the Study Area is zoned MCR T3.0 C2.5 R2.5 and MCR T3.0 C2.0 R2.5 under the former City of Toronto Zoning By-law 438-86. 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 between 14 and 16 metres.

The majority of the Study Area is zoned CR3.0 (c2.5; r2.5) SS2 and CR3.0 (c2.0; r2.5) SS2 under City-wide Zoning By-law 569-2013, which is currently under appeal at the Ontario Municipal Board (OMB) and is not in-force and in-effect. The zoning permissions are consistent with those outlined in Zoning By-law 438-86.

There are some properties within the Study Area that are zoned G and Gr (Parks Zone), Tr (Industrial Zone) and R2 (Residential Zone) under the former City of Toronto Zoning By-law 438-86.

There are some properties within the Study Area that are zoned ON and OR (Open Space Zone) and R (Residential Zone) under City-wide Zoning By-law 569-2013.

The zoning information is shown visually on Attachments #5, #6, and #7.

Avenue and Mid-Rise Buildings Guidelines

Toronto City Council at its meeting of July 8, 2010 adopted the recommendations contained in the staff report prepared by City Planning entitled Avenues and Mid-Rise Buildings Study and Action Plan, with modifications. The main objective of this study is to encourage future intensification along Toronto's "Avenues" that is compatible with the adjacent neighbourhoods through appropriately scaled and designed mid-rise buildings.

The Avenues and Mid-rise Buildings Study identifies a list of best practices, categorizes the Avenues based on historic, cultural and built form characteristics, establishes a set of performance standards for new mid-rise buildings, and identifies areas where the performance standards should be applied.

The Performance Standards are intended to be used as tools to implement both the Official Plan's Avenues and Neighbourhoods policies, maintaining a balance between reurbanization and stability. The Performance Standards provide guidance pertaining to size, shape and quality of mid-rise buildings and are intended to implement Section 2.3.1 of the Official Plan.

The Avenue and Mid-Rise Buildings Guidelines apply to this section of Danforth Avenue and have been used as a tool to guide the review of previous development applications in addition to the Mixed Use Area development criteria.

In addition, the Guidelines reviewed each Avenue to identify portions of Avenues where there is an existing character that should be considered in the development of new mid-rise buildings. These Character Areas have characteristics that require additional consideration of the existing context in terms of architectural and urban design. The intent of identifying Character Areas is not to prohibit redevelopment, but to highlight the role that the existing context can play in shaping the form and function of new mid-rise buildings on the Avenues. Danforth Avenue has been identified as a Character Area by the Guidelines.

Mid-Rise Building Performance Standards Monitoring

Toronto City Council at its meeting on June 7, 2016 adopted the revised Mid-Rise Building Performance Standards Addendum for City staff to use together with the previously approved Mid-Rise Building Performance Standards in the preparation of area studies and during the evaluation of development applications where mid-rise buildings are proposed and the Performance Standards are applicable. The Addendum will be in use until such time as City Council considers and adopts updated Mid-Rise Building Design Guidelines in Q4, 2017.

The Mid-Rise Building Performance Standards Addendum incorporates a number of revisions that reflect and respond to the additional feedback concerning the Mid-rise Building Performance Standards received at the recent meetings of Committee and Council and based upon the monitoring review process.

Key revisions contained within the Addendum include:

- clarification concerning the relationship between Secondary Plan Areas and the use of the Performance Standards (Applicability of Performance Standards);
- the addition of recommended actions for Consultation, Context and Infrastructure;
- extensive clarification regarding the definition and determination of mid-rise building height (Performance Standard #1); and
- clarification on the presence and integration of rooftop equipment and mechanical penthouses (Performance Standard #13).

Danforth Avenue Planning Study Process

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

Terms of Reference

To initiate the Danforth Avenue Planning Study, Coxwell Avenue to Victoria Park Avenue (the Study), City Planning staff prepared and finalized a Terms of Reference, including a detailed scope of work. The final document can be found in Attachment 3 to this report.

The final deliverables for the study include the preparation of:

- an Area Profile Report (available on the study website at www.toronto.ca/danforthstudy);
- a final Staff Report to Council;
- an Official Plan Amendment, in the form of a Site and Area Specific Policy; and,
- Urban Design Guidelines.

The Area Profile Report was completed and posted on the study's website in February 2017. This staff report now provides two of the remaining deliverables for the study. The Urban Design Guidelines are expected to be provided in draft form for further public comment before the end of the third quarter of 2018.

Scope of Work

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

- Character and Place;
- Built Form;
- Public Realm;
- Retail/Commercial Vitality;
- Complete Streets;

- Transit Stations;
- Community Services and Facilities; and,
- Heritage and Historic Character.

To complete the scope of work, Community Planning staff worked with other staff in City Planning (Urban Design, Heritage Preservation Services, Transportation Planning, and Strategic Initiatives, Policy, and Analysis), and staff in various related divisions (Parks, Forestry, and Recreation, Transportation Services, and Economic Development) to ensure the Study remained multi-disciplinary.

The Study involved an extensive review of the existing character of Danforth Avenue, from Coxwell Avenue to Victoria Park Avenue. An analysis of built form, land use, cultural heritage resources, streetscape and public realm, parks and open spaces, community services and facilities, complete streets, and a review of applicable Official Plan and Zoning By-law policies was undertaken to ensure staff were aware of the key matters that comprise the Study Area. This review formed the basis of the Area Profile Report.

Based on this information, City staff conducted a lot analysis of the Study Area. The analysis identified opportunities for incremental mid-rise intensification throughout the Study Area, as well as challenges to intensification, including ensuring appropriate transition to existing low-rise neighbourhoods adjacent to the Study Area. Other opportunities to build complete communities also evolved as the Study progressed, including the Coxwell TTC Barns, the lands near Danforth Avenue and Main Street, and the large retail site near Victoria Park Avenue (Shopper's World), which are discussed in further detail below.

This analysis helped staff to begin to identify other measures of growth, such as parks and community services, which will be required over time to support new development.

In addition to internal analysis and discussion, City staff consulted with the community throughout the Study process. This work is summarized briefly below, and in more detail in Attachment 12.

Community Consultation

The Study process included a robust plan for community consultation. A key goal of the Study was to fully engage and work with the community directly. The City retained an independent facilitator, Lura Consulting, to assist with community engagement.

The local community, including residents, land owners, business owners, community members, ratepayer associations, and business improvement areas, participated in the consultation process and provided substantial input and feedback throughout the Study process.

Five community meetings, as well as five stakeholder advisory committee meetings, were held during the Study. The community meetings were well attended, averaging approximately 150 people per meeting. In addition, feedback was gathered via online surveys (which garnered approximately 350 responses throughout the course of the study) and e-mail correspondence. City staff also hosted two Planners in Public Spaces (PiPS) events at the East Lynn Park Farmer's Market in the fall of 2016 and 2017. In total, it is estimated approximately 1,300 individuals were consulted or provided feedback throughout the Study process.

City staff discussed the following topics in varying levels of detail with the community, as summarized briefly below. A more detailed summary, prepared by Lura Consulting, is found in Attachment 12.

Community Visioning

Through this discussion, staff learned of important community assets within the study area that are valued by members of the community. These assets include various public spaces (i.e. public parks, like East Lynn Park, and community spaces, like the TTC Danforth Garage and the Main Square Community Centre), and the small, independent, and diverse retail within the study area.

In addition, the community articulated values and visionary ingredients for the future context of the Study Area. The results are displayed in the word cloud below (the size of the words represents how often they were heard in feedback):



The word cloud captures the community's vision of the Study Area, with a clear emphasis on ensuring the Study Area evolves as a walkable, cyclist-friendly, diverse, dense, green, and vibrant area. These values helped guide the work completed by staff, ensuring that the policy framework and future Urban Design Guidelines are based around this vision established by the community.

Built Form

A major focus of the study was creating built form guidelines. Part of the discussion with the community included the reasons to plan for intensification within the Study Area, both from a Provincial and municipal perspective, and what shape that intensification should take.

City staff heard that most participants were generally satisfied with the proposed mid-rise focus for intensification. Most participants found 7- to 8-storeys to be an appropriate height for incremental intensification within the Study Area and understood why Danforth Avenue needs to intensify. Some community members did have concerns with mid-rise building heights, but proposed modifications to the Avenues and Mid-rise Guidelines (based on streetwall height and scale) were found to be more reflective of the existing character of the area.

Public Realm

In addition to discussing built form at length with the community, City staff engaged in a detailed discussion on public realm matters, including appropriate streetscape solutions for an intensifying area, and the need for new public (Parks and Open Spaces) and private (POPS) spaces, within and adjacent to, the Study Area. City staff heard generally positive responses for the proposed sidewalk spaces and for supporting smaller, fine-grain store fronts that leads to a more walkable and active streetscape.

Land Use

On issues of land use, it is clear that members of the community support the provision of more residential and employment uses to ensure Danforth Avenue continues to be a lively, vibrant, and successful destination. Beyond typical retail/commercial opportunities at grade in existing and new developments, the community expressed a desire to see more non-residential development that would bring employees and visitors during the day-time hours.

Economic Development

Throughout the engagement process the community regularly expressed interest in seeing considerations for economic development in the Study. These considerations include some of the themes already mentioned, such as requirements for developers to maintain opportunities for small independent retailers and policy that would encourage office space development (employment opportunities) in new mixed-use buildings. The community requested that city staff consider how the Study could also support the economic development of the Study Area.

Complete Streets

There was strong support from the community for bringing forward Complete Streets principles and policies to the Study Area. Community members generally described their most desirable future ROW of Danforth Avenue as one that maximizes sidewalk widths, provides bicycle infrastructure (e.g. separated, protected bicycle lanes and maximizes availability of bike parking), reduces auto lane widths to ensure safer, lower speeds, and provides street parking. Wayfinding signage, bicycle infrastructure (protected bicycle

lanes and bike parking), and wider sidewalks with amenities (e.g. street trees and benches) were mentioned as the Complete Streets amenities the community would most like to see on Danforth Avenue. The community also expressed the desire for stormwater management infrastructure.

Heritage

The community in general was very interested in learning about the heritage of the Study Area, but had mixed views on the area's heritage characteristics and historic nature beyond a general appreciation for the existing scale and age of its buildings, form, and streetscape.

Several individual buildings were cited by the community of having special meaning and potential heritage value. These buildings include the TTC's Coxwell Barns (1627 Danforth Avenue), the Hydro One building (2357 Danforth Avenue), and the area's places of worship (Danforth Mennonite Church and Hope United Church, 2174 Danforth Avenue and 2550 Danforth Avenue, respectively).

Metrolinx

While the City's study was ongoing, Metrolinx staff were in the process of moving forward with an environmental assessment for the Lakeshore GO East line to review the addition of a new railway track to support express rail. As well, Metrolinx staff were also engaged in a specific review of Danforth GO station, from a design and connectivity perspective (Metrolinx Connectivity Study).

City Planning and Metrolinx staff worked together to share the Connectivity Study with the community and collect feedback. There was a strong consensus from the community of the need to improve the pedestrian connection between the Main Street TTC station and the Danforth GO station.

Bangladeshi Community

According to the most recent available demographic statistics within the City of Toronto ward profiles, the Bangladeshi community represents approximately 5 to 6% of the total community population. They are the second largest demographic group within the study area. It was noted throughout the course of the study that the Bangladeshi community was not actively engaging with the consultation process. In order to ensure that all members of the community were consulted, City Planning made a concerted effort to reach out directly to this affected community within the study area.

On March 6, 2018, City Planning, with both local Councillors, held an information meeting specifically to update the Bangladeshi community within the Study Area with the purpose of the study and to listen to their thoughts on their community. 45 members of the community attended and shared their feedback and vision for their community.

Stakeholder Advisory Committee (SAC)

The SAC for the study consisted of 18 members that were selected by the independent facilitator in consultation with the Ward Councillors. The SAC included interested and affected residents, members of stakeholder organizations and businesses/BIA's. Some of the SAC members were also local professionals with skills/experience in urban planning, urban design or architecture. The SAC meetings were generally held in advance of the community meetings. The members provided constructive feedback that resulted in revisions to the presentations that were given at the community meetings.

Study Outcomes

A summary of the findings and outcomes from the Study process are as follows:

- Mid-rise, incremental intensification on Danforth Avenue is an appropriate form to accommodate new housing and employment opportunities. There are also areas within or adjacent to the Study Area to explore other opportunities for mixed-use development that supports complete communities, including the community asset at Coxwell TTC Barns and the area near Danforth Avenue and Main Street that is adjacent to two transit stations (TTC and GO);
- Encouraging additional residential and non-residential growth will ensure Danforth Avenue continues to evolve as a mixed-use corridor that supports vibrant, main street retail and new housing and employment;
- Opportunities to incentivize or encourage the specific development of non-residential uses within mixed-use buildings should be explored;
- Minimum 4.8 metre minimum sidewalk widths should be achieved adjacent to all new development to provide greater space for accessible pedestrian movement, seating and landscaping opportunities, and bicycle parking that will emphasize the walkability of the Study Area. It is acknowledged that this may not be achieved where buildings with heritage value will be retained as part of new development;
- Public realm improvement opportunities should not be restricted to Danforth Avenue, and should be encouraged on flanking streets as well;
- Variable retail opportunities should be encouraged, focussed primarily on including small-scale retail storefronts that support independent retail and active uses at grade;
- Opportunities for new publicly-owned parks and open spaces, within especially large development sites, should be pursued, in addition for opportunities for new privately-owned and publicly accessible open spaces (POPS) within the Study Area;
- Mid-block connections in key locations should be identified and secured in future development to provide better pedestrian access to the existing transit stations and to introduce pedestrian permeability through larger street blocks;
- Danforth Avenue should be reviewed moving forward as an "Avenue and Neighbourhood Main Street" as established in the City's Complete Streets Guidelines;

- Outcomes from the Cultural Heritage Resource Assessment (CHRA) that detail a historic context statement and overview, which is outlined further in Attachment 11, should be leveraged to identify place-making opportunities and reinforce built form recommendations within the Urban Design Guidelines; and
- Growth in community services and facilities, along with residential and non-residential intensification, is necessary to ensure a principle of complete communities is achieved.

The findings support the evolution of Danforth Avenue, based on the vision established by the community. Intensification can support an active, walkable, diverse, and green Danforth Avenue that will continue to play a key role, and act as a major destination, for this community and the City at-large.

Agency Circulation

The study was multi-disciplinary and required City Planning staff to work closely with staff in Parks, Forestry, and Recreation, Transportation Services, Economic Development and Culture, and Children's Services. In addition, Community Planning staff engaged in discussion with other City Planning sections, including Urban Design, Transportation Planning, Heritage Preservation Services, and Strategic Initiatives, Policy, and Analysis.

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

COMMENTS

The purpose of the Study was to conduct a review of the Study Area to identify the existing and planned character, including cultural heritage resources and character-defining features, which will inform future development opportunities and built form, guide new development proposals, and enhance the public realm. Conserving cultural heritage resources, enhancing the public realm, providing direction for small-scale retail/active uses, and supporting complete streets initiatives make our communities unique and attractive places to live and these planning ideals represent important parts of the future planning framework for the Study Area.

The Study findings are highlighted in summary above, and provided in more detail below. Based on the outcome of the Study process, City staff are recommending the adoption of an Official Plan Amendment (OPA), in the form of a Site and Area Specific Policy (SASP), that will provide a strong policy direction to guide the future evolution of the Study Area.

Site and Area Specific Policy (SASP) for Danforth Avenue

The Official Plan recognizes that not all *Avenues* are the same and that there is no "one size fits all" program for reurbanizing the *Avenues*. It is important to consider the existing character and local context when determining whether a development proposal is appropriate within the area. City Planning staff have determined that an area-specific

Official Plan policy is necessary to provide direction regarding how the Official Plan applies to Danforth Avenue within the Study Area.

Proposed Site and Area Specific Policy No. 552 (SASP 552) (Attachment 13) provides a character statement for the area and includes development criteria in addition to Official Plan Policy 4.5.2 for proposed development in *Mixed Use Areas*. The policy also clarifies how the Urban Design Guidelines should be utilized to evaluate development proposals against the Official Plan and SASP 552.

The policies proposed in SASP 552 implement a vision for the Study Area according to the guiding vision established with the community. This area is intended to experience intensification in an incremental mid-rise form that is fully compatible with the area's existing physical character. The area around Main Street and Danforth Avenue, identified for additional review, as shown on Attachment 2 is being studied to provide a framework for a different type of intensification than is anticipated on Danforth Avenue and is discussed in further detail below.

Mid-rise intensification is anticipated throughout the Study Area; however, many existing sites are currently not considered appropriate for mid-rise intensification, given a combination of small lot frontages, small lot depths, and lack of laneway access among other matters. Through the study, City staff identified key criteria for sites that can support mid-rise buildings and used those sites to model mid-rise buildings and analyze various development criteria. These criteria are established within SASP 552 and will be emphasized in the Urban Design Guidelines.

The policies within SASP 552 set clear direction that will guide future development to ensure intensification respects the existing and planned character of the Study Area, provides appropriate transition to the low-rise neighbourhoods adjacent to the Study Area, and ensures that as the Study Area continues to evolve in a manner that links residential and non-residential growth with public realm improvements.

The policies help to establish the vision for Danforth Avenue that generally maintains the existing fine-grained, low- to mid-rise character of the street and identifies built form compatibility, public realm improvements, employment opportunities, heritage conservation, and complete streets as key priorities. Key civic sites are also identified for their potential to act as a catalyst for neighbourhood revitalization and the development of complete communities.

SASP 552 provides direction on the following matters:

- objective of the SASP, based on the analysis undertaken within the Study Area and the vision established by the community;
- public realm policy direction is provided to ensure the public realm develops in accordance with the goals of providing increased walkability and activity within the Study Area;

- parks and open spaces policy direction is provided to direct new park and open spaces, and POPS, in appropriate locations within the Study Area;
- built form policy direction is provided to ensure new development appropriately responds to the existing and planned character of the Study Area and the vision established by the community;
- complete streets; policy direction is provided to ensure the Study Area is clearly identified as an "Avenue and Neighbourhood Main Street" based on the typology established within the Complete Streets Guidelines;
- heritage policy direction is provided to ensure the appropriate conservation of cultural heritage resources within the Study Area; and
- community services and facilities; policy direction is provided to prioritize investment in needed community services and facilities for the Study Area.

SASP 552 also outlines the role of the Urban Design Guidelines to implement the policies. SASP 552 will become an important tool to help guide and manage future intensification within the Study Area and represents good planning that will ensure Danforth Avenue evolves as a complete community based on the vision established by the community through the Study process.

Provincial Policy Statement and Provincial Plans

As discussed above, the Provincial Policy Statement, 2014 (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. The PPS, 2014 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.

The proposed Site and Area Specific Policy No. 552 (SASP 552) described in this report, and as shown as Attachment #13, builds on the policy framework established in the PPS, 2014, as follows:

- encouraging efficient development patterns that will sustain healthy, liveable, and safe communities;
- providing accommodation for an appropriate range and mix of residential, employment, institutional, recreational, park and open space, and other uses to meet long-term needs;
- promoting economic competitiveness by encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities and by encouraging the development of employment opportunities near existing transit stations;
- providing for an appropriate range and mix of housing types and densities in an area already served by existing transit and outlined for intensification within the Official Plan;
- promoting healthy, active communities by providing streetscape direction for Danforth Avenue to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity; and

- supporting economic prosperity by promoting opportunities for economic development, maintaining and enhancing the vitality and viability of the Study Area, and by encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character.

Finally, SASP 552 meets the provincial goal of accommodating forecasted growth within complete communities by directing growth to an existing settlement area within the City of Toronto, identified by the City's Official Plan for development. Therefore, SASP 552 is considered good planning that is consistent with the PPS, 2014.

Also as discussed above, the Growth Plan for the Greater Golden Horseshoe (Growth Plan), 2017 provides a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which Toronto forms an integral part.

SASP 552 builds on this strategic framework for managing growth and environmental protection in the region, as follows:

- providing policy direction to ensure the Study Area evolves to meet the vision of the Growth Plan;
- supporting the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living;
- prioritizing intensification and higher densities to make efficient use of land and infrastructure and support transit viability;
- supporting a range and mix of housing options to serve all sizes, incomes, and ages of households;
- improving the integration of land use planning with investment in infrastructure, transit, and community services;
- providing for a context-specific approach to managing growth;
- conserve and promote cultural heritage resources to support the social, economic, and cultural well-being of this community; and
- encouraging population and employment growth in an appropriate manner within an existing settlement area.

Therefore, SASP 552 represents good planning and the policy conforms with, and does not conflict with, the Growth Plan, 2017.

Guiding Vision for the future of Danforth Avenue

As part of the scope of work for the Study, City Planning staff were directed to work with the community to establish a vision for future growth within the Study Area and to establish a character statement that encapsulates this vision. The community identified their vision through several community meetings and discussions.

The vision for Danforth Avenue within the study area is based on the visioning feedback obtained through discussions with the community, and is provided as follows:

"Danforth Avenue will evolve as a liveable, walkable place, which serves as a destination for the larger community. Danforth Avenue will remain economically competitive and vibrant by welcoming and sustaining diverse non-residential uses. Growth on Danforth Avenue will consist of both residential and non-residential opportunities, and will generally occur in a mid-rise and mixed-use form, respectful of the existing main street typology. Residential and non-residential growth will be balanced by green, place-making opportunities, investments in community services and facilities, and an emphasis on complete streets. As a transportation corridor, Danforth Avenue will serve a variety of users and modes, ensuring safe, walkable and cyclist-friendly opportunities."

City Planning staff will incorporate the statement and vision into the Urban Design Guidelines.

Development Criteria and Policies

The intent of the development policies is to support and reinforce the Study Area as a complete community. By intensifying residential and employment uses on Danforth Avenue, City staff are providing a framework for the continued evolution of Danforth Avenue as a vibrant, walkable neighbourhood that encourages activity throughout the day and provides for convenient access for most of the necessities of daily living.

For individual development applications, the criteria emphasizes the need for attractive development that fits into the existing character context, provides for better streetscape opportunities, appropriate conservation of cultural heritage resources (where applicable), and continues a primary trend of small-scale, grade-related retail uses. Development in key areas will be also encouraged to support employment/office growth, in addition to providing new residential and retail opportunities.

Land Use and Built Form

Land Use

The entire section of Danforth Avenue within the Study Area is identified as an *Avenue* and the majority of properties fronting Danforth Avenue (with the exception of East Lynn Park) are designated as *Mixed-Use Areas* in the City's Official Plan, as shown on Attachment 4. These policies reaffirm Danforth Avenue as an area for growth and intensification to accommodate new residential and employment opportunities. A key priority is ensuring appropriate growth of both new residential and employment (office and commercial/retail) opportunities that will help Danforth Avenue evolve as a destination and will keep the street and area active throughout the day and night.

According to the most recent City of Toronto publication "How Does the City Grow" (<https://www.toronto.ca/city-government/data-research-maps/research-reports/planning-development/how-does-the-city-grow/>), between January 2012 and December 2016,

8.5% of the City's non-residential GFA within the development pipeline occurred within the City's *Avenues*, as compared to 41.3% within the Downtown and Central Waterfront Area, and 40.5% within traditional employment areas within the city. When compared to residential growth in the same time period, 20.1% of the City's residential GFA is occurring with the City's *Avenues*, and 38.8% with the Downtown and Central Waterfront Area.

City staff have directed policies to encourage greater non-residential use growth within the Study Area. This includes encouraging the creation of second-floor office spaces, in addition to grade-related retail opportunities, integrated within mixed-use buildings, at key locations in close proximity to existing transit stations.

In addition to residential and employment growth, in order to meet the vision for the area and ensure that it evolves as a complete community, cultural uses and community services are also encouraged. There are two major sites/consolidation of lots in close proximity to existing transit stations (Coxwell and Woodbine TTC stations) that present an opportunity to permit specific intensification of various forms of residential, employment, and cultural/community-oriented uses.

The Coxwell TTC Barns, close to Coxwell TTC station, represents a major opportunity to revitalize a City-owned site and bring new affordable residential, employment and cultural/community uses to this area.

The privately held lands adjacent to Woodbine TTC station also present another unique opportunity to intensify for market and affordable residential, employment, and community services/cultural uses within the study area. If these lands were to be consolidated to form one larger development block, additional building envelope for residential density may be considered above eight storeys, through a comprehensive development application process to achieve various city-building objectives that are consistent with the vision established by the community and creating complete communities.

Built Form

Mid-rise development with maximum building heights of seven or eight storeys is generally recommended in the Study Area. This height would only be permitted on lots that could also accommodate key design standards, such as appropriate rear transitions and site access from laneways or side streets. The City conducted a review of existing lots within the study area where these standards could be applied, and this is discussed further in the lot analysis criteria section below.

The maximum height is consistent with the intent of the *Avenues* and Mid-rise Guidelines (Mid-rise Guidelines) that are applied citywide for mid-rise development proposals. The Mid-rise Guidelines provide for mid-rise intensification on the City's *Avenues* with heights generally up to the maximum adjacent right-of-way width. Achieving the standards for height, transition, streetwall height, and sidewalk width for

the majority of the Study Area will ensure new development respects the intent of the Mid-rise Guidelines (i.e. to provide for buildings to fit into the area context and contribute positively to the overall character of the Avenues). However, refinements to these guidelines, based on the existing area context, discussions with the community and ongoing City Planning staff analysis, has led to the following specific changes and deviations from the Mid-Rise Guidelines to better capture local context and character:

- streetwall heights have been reduced from the Mid-rise Guidelines standard of 6-storeys (80% of the right-of-way width) to 3- or 4-storeys depending on the applicable 'character area';
- local character elements, such as the use of traditional building materials (e.g. brick, masonry), will be emphasized for new development;
- small-scale retail, as a key character-defining trait of the study area, will be explicitly encouraged for all new development. Variability in unit sizes and active ground floor elements will also be encouraged in new developments; and
- local historic built form character elements that reflect the historic main street typology condition will be conserved in new development.

This concept is outlined within the SASP 552 and will be elaborated further within the Urban Design Guidelines.

In order to reduce the overall appearance of building height, new development will be required to have a maximum streetwall height of 4 storeys, or 3 storeys, depending on which character area is applicable, at which point the building will be required to stepback. New development above or adjacent to heritage buildings listed on the City's Register of Heritage Properties will be required to provide a stepback above the height of the existing building. New development on corner lots will be required to provide stepbacks above the streetwall height for both Danforth Avenue and the flanking street frontages. These stepbacks will also ensure that shadow impacts are mitigated along Danforth Avenue.

A 45-degree angular plane will be required at the rear of the sites in order to provide appropriate transition to adjacent, low-rise *Neighbourhoods*. The Urban Design Guidelines will outline in more detail the intent of appropriate transition for deep and shallow lots.

In recommending an 8-storey maximum building height for the majority of the study area, City staff also acknowledge past approval of development applications that exceed the 8-storey height form, specifically for the following two development applications:

- 2359 Danforth Avenue (10-storey mixed-use building); and
- 2055 Danforth Avenue (12-storey mixed-use building).

Both development applications approved above 8-storeys had unique site or development characteristics that provided for an appropriate form of intensification on a site-specific, contextual basis. This is not expected to continue for a majority of the future incremental development within the study area.

On sites in close proximity to existing transit stations, delineated as Office Priority Areas as shown on Attachment 8, City Planning staff are encouraging the development of second-storey office spaces, by incentivizing the development of these spaces in exchange for heights greater than the maximum right-of-way width of Danforth Avenue, up to a maximum height of 10 storeys. Any building greater than 8 storeys in height shall still be subject to the remainder of the design criteria outlined in the Urban Design Guidelines. A large majority of the community supported the concept of second-storey office spaces, and City staff are of the opinion that incentivizing the creation of these office spaces in specific locations can positively contribute to the successful growth and evolution of Danforth Avenue as a complete community that is walkable, pedestrian-friendly, and active throughout the day, by providing additional opportunities for economic development.

Beyond maximum building height, key features of appropriate streetwall height, rear transition to low-rise *Neighbourhoods*, retail unit heights, sizes and active ground floor spaces, and streetscape elements, will all play a role in shaping final building design for new development within the study area. All of these matters will be further articulated within the Urban Design Guidelines.

Lot Analysis Criteria

In order to define lots that would be appropriate to model and test draft policies for future mid-rise buildings within the Study Area, City staff developed a list of criteria and reviewed and refined that list with the community. The following represents the final criteria:

- Lots shall have a minimum frontage on Danforth Avenue of 15 metres in width;
- Lots shall allow for a minimum building depth of 11.6 metres;
- A lot shall have a minimum depth of 30.6 metres;
- Lots for future development shall have access to an existing public laneway, or shall have access to a side street (be a corner lot condition) to permit vehicular and loading access off of the laneway or the side street only

Based on the criteria, 23 lots were identified that met the minimum criteria established above. This does not mean that development will occur immediately on these lots nor that development will not occur on other lots. Incremental development is expected to occur over the long-term within the entire Study Area, distributing density along the street that would be in appropriate built-form proportion to the right-of-way width of Danforth Avenue.

Mid-rise development will only be permitted to occur on lots meeting the above criteria. Using this method will ensure that the criteria will apply to all new development on Danforth Avenue and will further ensure that the vision established with the community will be successfully applied.

Interim Building Condition

New mid-rise development that occurs on lots adjacent to lots that do not meet the sufficient lot criteria, or lots that are not expected to redevelop, shall have specific consideration for unique treatment on any blank side walls (east and/or west frontages) of the development. This treatment can include murals or other artwork to enhance the public realm and the positive experience of someone visiting, shopping, or travelling on Danforth Avenue. Any mural or artwork treatment shall reference the history and historic context statement of Danforth Avenue developed through the Cultural Heritage Resource Assessment process.

Housing

The community articulated an interest in realizing new affordable housing and a range of unit sizes. The Official Plan states that a full range of housing, in terms of form, tenure and affordability will be provided and maintained to meet the needs of residents. While developing a strategy for inclusive housing options is of City-wide interest and is not specifically addressed in the proposed Official Plan Amendment and Guidelines, it is being pursued by the Affordable Housing Open Door Program. This program recognizes that the construction of new affordable rental and ownership homes is an important City strategy to help achieve the goal of providing a full range of housing opportunities.

In terms of providing a range of unit sizes and types, the City's Growing Up: Planning for Children in New Vertical Communities guidelines will apply to the study area and will encourage the creation of 2- and 3-bedroom units within new development, providing for a range of different housing options for families in this neighbourhood.

Heritage

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 existing and potential heritage properties within the study area. 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.

As part of the Study, City Planning retained an expert heritage consultant to conduct a Cultural Heritage Resource Assessment (CHRA) of the Study Area, and of a portion of Dawes Road, north and south of Danforth Avenue. The CHRA was intended to inform the Study, in order to ensure that all properties of cultural heritage value or interest, located within the Study Area, were appropriately identified, understood and conserved as part of an up-to-date planning framework. The CHRA includes a historical overview of the study area, provides a historic context statement and, through applying provincial criteria, identifies potential cultural heritage resources for inclusion on the City's Heritage Register.

In order to gain a better understanding of the CHRA study area, including its social and community values, City staff and their heritage consultant sought community input at a heritage focus group meeting held in May 2017. Feedback received during this meeting informed the identification of historical themes and patterns within the CHRA study area, and informed the recommendations regarding potential heritage properties. Furthermore, Heritage Preservation Services interviewed key stakeholders including members of the Toronto and East York Community Preservation Panel (TEYCPP) to receive their insight on heritage evaluation methodology and recommended potential heritage properties.

Through the CHRA, Heritage Preservation Services has identified properties of heritage potential and interest. These properties will be further reviewed by Heritage Preservation Services prior to a report for inclusion on the City's Heritage Register. The properties of heritage potential and interest are shown within Attachment 10.

Building Typologies

The potential heritage properties identified within Attachment 10 can be categorized into one of two typologies:

- a) Landmark and Other Buildings; or
- b) Main Street Buildings

Through the CHRA, thirteen potential cultural heritage properties have been identified as "Landmarks and Other Buildings". These properties include places of worship as well as significant institutional, industrial and commercial buildings.

The other potential cultural heritage properties represent the "Main Street" typology and date to the period between 1910 and 1930. The properties have been described as predominantly two-storey structures with glazed commercial ground floors and residential or commercial uses above. These buildings were often designed in cohesive groups and contribute to a continuous streetscape.

The CHRA study area also identified thirteen properties outside of the Danforth Avenue Planning Study Area that have heritage potential.

Additional cultural heritage review is currently ongoing, which includes final identification of building typologies based on the two typologies listed above. This review will help inform the final character areas and built form guidelines that will be included within the draft Urban Design Guidelines to be posted for public review and comment, and to determine which properties merit listing on the City's Heritage Register. This is discussed in further detail in the report below.

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

Streetscapes

Attractive and welcoming streetscapes are a key character feature that contributes to the walkability of the Study Area. The walkability of the Study Area is paramount to its continued success and evolution.

Danforth Avenue includes a range of retail, residential, employment and open space uses that serve the local community. The streetscape conditions vary throughout the Study Area and there are many opportunities for improvement which will generally occur incrementally as sites redevelop. New development will be required to provide 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) at grade that will create opportunities for wider sidewalks, street trees, benches, and bike infrastructure and ensure accessible and clear sidewalk spaces for users of all abilities. In certain locations, a minimum 6 metre setback (measured from curb to the front of building) at grade is recommended to be achieved to provide even greater pedestrian space. These areas are shown on the public realm structure map, as shown on Attachment 9.

In addition to sidewalk widths and streetscape infrastructure, the treatment of at-grade, active spaces in new development will help to encourage a better streetscape and improved walkability of the Study Area. Features such as recessed entrances, patios, and the size of the storefront shall be planned appropriately through new development applications to ensure a continued positive evolution of the streetscape.

To further enhance the streetscape and walkability of the Study Area, direction within the Guidelines will identify key north/south flanking streets where additional areas for wider sidewalks, more directed streetscape investment, and possible new open spaces will be considered.

Parks and Open Spaces

Easy and equitable access to parks and public open spaces for recreation activities, passive uses, and social gathering for people of all ages and abilities promotes mental and physical health and a sense of community. As Danforth Avenue evolves, there is a need for improved and expanded public spaces to address the needs of a growing and changing community. The associated SASP 552 and Guidelines aim 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, currently underway, is a 20-year plan that will guide long-term planning for new parks, park expansions, and improved access to existing parks. It will provide a comprehensive analysis of the availability and function of parkland and provide new approaches and tools to support decision making and prioritization of parkland acquisition and investment across Toronto. The Strategy proposes an updated methodology to measure and assess parkland provision, using the baseline of residential population against the hectares of parkland available across the City.

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>

This section of Danforth Avenue is within a broader area that currently has a shortfall of parkland per capita compared to the citywide average parkland provision. The Parkland Strategy methodology has determined a City-wide parkland provision average rate of 28 square metres per person, based on 2016 Statistics Canada Census data. The parkland provision in the Study Area falls below the City-wide average, with a large portion of the Study Area containing between 4-12 square metres of parkland per person. While the Strategy has not set a targeted parkland provision benchmark, it is evident that there is a parkland shortfall in this area compared to other areas in the city. This parkland shortfall requires the identification of opportunities to secure new parks and to expand and improve existing parks. East Lynn Park, the only park within the Study Area boundary, contains a wide variety of amenities and programming for all ages and is a well-used and admired community park. While a concentration of larger parks and recreation amenities are located to the north and south of the Study Area, new parks and open spaces closer to Danforth Avenue will be required to complement East Lynn Park and introduce amenities that are more accessible to people living and working along Danforth Avenue.

While the lot fabric along Danforth Avenue is generally relatively narrow and shallow, there are several larger potential redevelopment sites that can provide on-site parkland dedications. Smaller dedications can also be consolidated to create larger parks and expand existing parks. Improvements to current parks, such as the addition of amenities that support active and passive functions and the renewal of aging amenities to better

serve local needs, is also a key objective. The strategy for the Study Area will be to identify key locations for the creation of new parks where lot size provides this opportunity.

Improvements to the public realm, through new and improved physical and visual connections to parks and public spaces will be required to ensure more people have park access. The public realm (streets and mid-block connections) can be harnessed to expand the park-like experience beyond park boundaries.

POPS

In addition to enhanced streetscapes, and new opportunities for parks and open spaces, new Privately-Owned, Publicly Accessible Spaces (POPS) will be encouraged, where appropriate, to provide more opportunities for community gathering open spaces as the Study Area intensifies. The City's existing design guidelines for new POPS shall apply to the Study Area and will be used to inform the design and creation of new POPS as part of private development applications.

Public Art

Public Art shall also be encouraged in specific locations to help enhance the public realm and the existing and new shared gathering spaces. New Public Art shall comply with the existing *Percent for Public Art Program* guidelines.

Opportunities for new locations for public parks and open spaces, POPS, and public art are shown on Attachment 9.

Transportation

Danforth Avenue maintains an average right-of-way (ROW) width of 27 metres, and, typical of the City's main streets, experiences peak conditions during AM and PM rush hour periods. The Study Area is generally pedestrian-friendly and walkable, and the area has access to many transit options in close proximity to Danforth Avenue. Further improvements to the overall public realm within and adjacent to the Study Area are recommended to enhance the pedestrian-friendly and walkable nature of the Study Area and provide better opportunities for movement of a variety of modes throughout the day.

Throughout the Study, City staff also discussed with the community the need to integrate built form, public realm, and transportation discussions, as all these matters can have a direct and positive impact on each other. The community expressed their desire to ensure this area grows as a pedestrian-friendly, walkable, and multi-modal area, where the street is a destination in and of itself and users can successfully move within, and throughout, the Study Area on various modes of transportation (including, transit, active transportation, and driving). The built form policies and future intensification will encourage growth of active transportation (walking, cycling, etc.) and transit use, rather than supporting an auto-dominated landscape.

Complete Streets

The City has developed Complete Streets guidelines that provide directions for planning and designing our streets and public spaces. Complete streets are designed to consider the needs of all users, such as people who walk, cycle, take transit or drive, and people of varying ages and levels of ability. They also consider other uses such as sidewalk patios, street furniture, street trees, utilities, and stormwater management.

City staff discussed the concept of complete streets with the community and found consistent support to bring the concept of complete streets as described in the City's Complete Streets guidelines to Danforth Avenue. At a community meeting in December 2017 (CCM #4), community members were tasked with imagining the existing Danforth Avenue ROW as a complete street, as well as provide high-level visionary options for a future potential Danforth Avenue ROW. All of the options created are provided in the CCM #4 meeting summary available on the study website.

Key to note from the community consultation on complete streets is that most participants included on-street bike lanes within their concept designs for Danforth Avenue and a large number of participants spoke very positively about the concept of complete streets and, in particular, the provision of separated, on-street bike lanes to provide greater and safer cycling opportunities within the study area and to also enhance the walkability of the area, as bike lanes could serve to buffer pedestrian traffic from faster moving vehicular traffic.

Of the 218 feedback-form responses received by members of the community after CCM #4, 34% responded that they use their bicycle as their most frequent mode of travel in the Study Area (and 81.6% claim active transportation, walking, transit, or cycling, as their most frequent mode of travel). These responses speak to the need to re-imagine Danforth Avenue using a complete streets approach to support the continued growth of active transportation and transit use, increased safety for active transportation, and to reduce dependence on the vehicle.

Parking

There are several options for parking in the Study Area serving the various land uses. For parking analysis purposes the Study Area has been divided into three areas: Area 1 from Coxwell Avenue to Woodbine Avenue; Area 2 from Woodbine Avenue to Main Street; and Area 3 from Main Street to Victoria Park Avenue. These areas, and their corresponding parking, traffic, pedestrian, and cycling numbers, will be shown in more detail within the Urban Design Guidelines. The data for the parking counts was obtained by City Planning through on-field research. The data for traffic, pedestrian, and cycling numbers was obtained using existing data counts held by the City, supplemented with data from external sources.

Area 1 has a land use mix of residential (in a low- and mid-rise, single and mixed-use form), commercial (retail, restaurants, financial institutions), office, park, and institutional (public library) uses. On-street parking is provided along Danforth Avenue, with a few commercial properties providing customer parking on site (surface parking). There is a lane providing parking for the exclusive use of the lot owners behind the buildings fronting onto Danforth Avenue.

Area 2 has a land use mix of residential (in a low- and mid-rise, single and mixed-use form), commercial (retail, restaurants, financial institutions, car dealerships and gas stations/service centres), and office uses. On-street parking is provided along Danforth Avenue, with a few commercial properties providing customer parking on site (surface parking). There is a private lane providing parking for the exclusive use of the lot owners behind the buildings fronting onto Danforth Avenue. There is also a Toronto Parking Authority lot off of Amroth Avenue.

Area 3 has a land use mix of residential (in low-, mid-, high-rise and single and mixed-use forms), commercial (retail and big-box retail, restaurants, financial institutions, and gas stations/service centres), and office uses. On-street parking is provided along Danforth Avenue, with a few commercial properties providing customer parking on site (surface parking). There is a private lane on the north side of Danforth Avenue providing parking for the exclusive use of the lot owners behind the buildings fronting onto Danforth Avenue.

Danforth Avenue is within permit parking area 9A of the City. There are 2,186 permit parking spaces, of which 1,696 permits have been issued for the entirety of permit parking area 9A.

The total on-street parking supply on Danforth Avenue within the Study Area (Areas 1-3 as noted above) is 489 parking spaces. Also, within this area are 1866 off-street (private surface parking lots) parking spaces.

Parking Issues for Local Retail Needs

As part of the final Terms of Reference, City staff were directed to identify if there are any parking issues for local retail needs. Throughout the course of the study, City staff conducted a review of the existing parking supply and parking utilization at various times throughout weekday peak periods and weekend peak periods. The following table summarizes the parking utilization rates based on City staff's analysis:

Count Day	Location	Area 1	Area 2	Area 3
Monday (October 2017)	On-street	69%	64%	52%
	Off-street	47%	53%	51%
Friday (October 2017)	On-street	86%	73%	58%
	Off-street	56%	68%	55%
Saturday (October 2017)	On-street	85%	73%	70%
	Off-street	72%	61%	57%

Certain sections of the Study Area have a higher demand and higher use of the existing parking supply (Area 1). No specific parking issues have been identified, as the current supply provides the necessary parking to support the current land use mix and density of uses within the entire study area. However, as the area intensifies incrementally, new

parking opportunities may need to be provided below grade as part of mixed-use buildings to ensure an appropriate supply of parking is continuously maintained for public and commercial access.

Further analysis and monitoring of the parking supply (both on- and off-street) within the study area should be conducted as part of the future Danforth Avenue Major Corridor Study.

The Urban Design Guidelines will outline strategies for parking and servicing to be accessed on public laneways and secondary streets at the rear of properties or underground. In addition, vehicular curb cuts on Danforth Avenue will be restricted in order to preserve the pedestrian and public realm environment, and also to maintain overall traffic safety and efficiency. While parking standards may vary on a site-specific basis, this study does not alter the existing zoning standards for parking. Shared parking is encouraged between users with different peak characteristics in new developments or on existing parking facilities and the Zoning By-law also provides regulation on this. Further, Toronto Parking Authority lots should be considered as part of any new private development applications, to ensure a greater provision of public parking is made available as the area intensifies incrementally.

Transit

The Study Area contains three TTC stations (Coxwell, Woodbine, and Main Street stations), and is in close proximity to a fourth TTC station (Victoria Park). There is also a Metrolinx GO, and future RER, station within close proximity to the Study Area (Danforth GO station).

A key component of the study was to explore ways to improve pedestrian connectivity to the existing TTC stations within the study area and connectivity between Main Street TTC station and Danforth GO station.

For Coxwell, Woodbine and Main Street TTC stations, new mid-block connections are recommended to provide better pedestrian connectivity to these stations from Danforth Avenue and will be encouraged through new private development applications. These are shown on Attachment 9.

For connectivity between Main Street TTC and Danforth GO station, City staff have been in consultation with TTC, Metrolinx, and the community on specific improvements to enhance the public realm in this area and provide improved pedestrian connectivity between these two transit stations. Danforth GO station is undergoing improvements as part of the RER program and Metrolinx completed a connectivity study to determine new

station entrances and connections to those station entrances. The results of the study reaffirmed Main Street as the primary pedestrian entrance for Danforth GO station, while providing a secondary entrance at the foot of Dawes Road for vehicular, cyclist, and pedestrian traffic. A new pick-up and drop-off (PUDO) shelter will be developed in this area with dedicated short-term vehicular parking and sheltered bicycle parking. A mid-block entrance, halfway between Main Street and Dawes Road is being considered by

Metrolinx and is proposed to be secured within SASP 552 (Attachment 13) and the associated public realm structure as shown on Attachment 9). Pedestrian connections to the south side of the existing LakeShore GO East railway corridor were also reviewed by Metrolinx staff.

The connections between Main Street TTC and Danforth GO stations will be further explored by City, TTC, and Metrolinx staff, as well as with the community, through the Main Street Planning Study, discussed in further detail below.

Laneways

City staff have mapped the existing public laneway network adjacent to the study area. The City's Official Plan policy direction on laneways provides that laneways should not be closed to public use and stay within the public realm where they provide present and future access and servicing to adjacent developments; and that laneways should be expanded and upgraded to improve access to the parking spaces along laneways. New development within the Study Area will be encouraged to only provide vehicular access from an existing public laneway, or access from a flanking street, to ensure the sidewalk space as part of the Danforth Avenue right-of-way will remain unencumbered by curb cuts and vehicular access points.

In addition, the approved directions of the Changing Lanes: The City of Toronto Review of Laneway Suites study will apply to the Study Area. The Danforth Study staff team consulted with staff team working on Changing Lanes and there are no conflicts between these two studies. The Changing Lanes direction does only apply to lands zoned R (Residential), whereas the lands within the Danforth Study area zoned MCR (Mixed Commercial Residential).

Community Services and Facilities

Community Services and Facilities (CS&F) are important to creating well functioning, liveable, and complete communities. As part of this study, City staff reviewed the growth projections determined through the lot criteria against the existing CS&F in the study and adjacent area to determine needs and priorities for the study area. Based on the overall modest future growth potential within the study area, there is an identified need for improvements to existing public library and community recreation facilities or securing space within new development for human services. These improvements may help address the need for accessible and affordable community spaces. There is also a need and demand for child care spaces. There are opportunities through future growth (e.g. Section 37 contributions) to support and contribute to these identified CS&F needs.

In addition, as new residents move to the area, review and evaluation of community services and facilities will be done through the requirement for studies completed in support of development applications. The guidelines rely on the existing policies in the Official Plan which call for preserving and improving existing community services and facilities and ensuring that an appropriate range of services and facilities are provided in areas of incremental growth.

As a result, City staff will consider the City's capital budget and Section 37 contributions to either support new and existing facilities and/or programs. This will be in addition to incorporating recommendations of the recently adopted Parks and Recreation Facilities Master Plan 2019-2038 in all review of development applications submitted for new development within the study area.

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 and the lack of affordable housing. The school boards are notified when 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.

Municipal Infrastructure

Municipal infrastructure including the water distribution system, sanitary sewers and storm sewers are essential in maintaining the quality of life in the study area. Servicing infrastructure is also central to efforts to 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.

Draft Urban Design Guidelines

The Urban Design Guidelines ("Guidelines") will be an important tool to implement SASP 552. The draft Guidelines will be made available to the public in Q3 2018 for further review and opportunity to comment, prior to finalizing. The Guidelines will review and provide additional direction on the topic areas discussed below, as well as act as a tool to implement the policies contained within SASP 552. The Guidelines will also provide clear direction to potential developers, applicants, community members, and other key stakeholders, on expectations for new development within the Study Area and how development should be designed and massed to fit within the planned context of the

Study Area and provide a good public realm, all based on the vision of the Study Area established by the community.

Once the Guidelines are reviewed by the community, they will be brought to Toronto and East York Community Council, in the first quarter of 2019, for final adoption.

The draft Guidelines will provide additional direction on the following topic areas:

- vision statement;
- public realm;
- land use;
- built form;
- character areas and place-making;
- heritage;
- transportation and complete streets; and
- community services and facilities

Future Work

Character Areas and Heritage Review

Given the large Study Area segment, character areas will be proposed to identify place-making opportunities and specific built form features based on the existing and planned character of the Study Area. This concept will be refined using information obtained from the CHRA study process.

The character area and final cultural heritage review will be completed in draft and provided within the Guidelines to be posted online for public comment within the third quarter of 2018. This work, when completed, will help to inform future development and will contribute to place-making opportunities to enhance the planned character of Danforth Avenue.

Danforth Avenue - A Complete Street

This Study was fully coordinated with the City's approved Ten Year Cycling Network Plan with City Planning staff and Transportation Services staff working closely on this study process, particularly related to Complete Streets. The entirety of Danforth Avenue within the Toronto and East York District is currently recommended for a Major Corridor Study.

Given the multiple planning and transportation studies ongoing or scheduled for Danforth Avenue (e.g. segment one and two of the planning study and the Major Corridor Study), and the potential for private streetscaping studies conducted by various BIAs within and

adjacent to the Study Area, City Planning staff and Transportation Services staff have discussed key next steps for Danforth Avenue to ensure it is planned, designed, and implemented as a Complete Street.

Also, given the information obtained through the consultation program of the Study, and the identification of a Major Corridor Study for Danforth Avenue, Transportation Services staff, in consultation with City Planning staff, will prioritize the completion of the Major Corridor Study for Danforth Avenue, with a specific focus to bring a Complete Street "street type" and support the continued success of the retail sector on this important "Avenue and Neighbourhood Main Street" and to consider the coordination of this work with the City's Economic Development & Culture Division commencing in 2019. This approach would respond appropriately to addressing some of the contents of Item BU44.11 (Letter from Councillor Fletcher, Ward 30, Toronto-Danforth).

City Planning staff will continue to work with Transportation Services staff throughout the Major Corridor Study to ensure key recommendations for each respective study are fully coordinated, as needed.

Coxwell TTC Barns and the Toronto Police Services 54/55 Division Site Selection Process

On January 31, 2018, City Council adopted Item EX30.11, which outlined the Coxwell TTC Barns site at 1627 Danforth Avenue as the preferred location of a new consolidated 54 and 55 Toronto Police District facility. The meeting minutes can be accessed at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.EX30.11>

As part of the site selection process, City Council directed City staff to undertake a Master Plan exercise for the site with the goal of creating a vibrant, multi-use community hub as part of the redevelopment of the site. This process is in line with the community's vision of the Coxwell TTC Barns as a major community asset that has an opportunity to help revitalize this section of the study area.

As a result of this process, and its relationship to the study, City Planning staff have proposed a high-level policy direction as part SASP 552, based on initial feedback from the community and to ensure the Master Plan process proceeds on a basis of good planning.

Future Planning Studies

As the study progressed, City staff came to the conclusion that further planning work would be required to provide better direction for intensification to ensure the development of complete communities will be achieved, regarding two sections of the study area. This work is beyond the scope of the originally approved terms of reference for the study. These two sections of the study area are within the area of Main and Danforth, and the site known as Shopper's World at the east end of the study area.

Main Street Planning Study

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. Full meeting minutes for this meeting can be accessed at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.TE27.42>

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 policy objectives and a framework for 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*. The Main Street Planning 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.

The Main Street Planning Study recognizes the proximity to the transit stations, within an identified provincial mobility hub, and the different lot sizes and characters which may support additional growth and intensification in achieving complete communities. The study will be reviewing the potential for tall buildings, the implementation of a mix of land uses including residential, retail, employment, and community services, and the appropriate locations for new parkland and public realm improvements to support intensification.

The current, draft study area is shown on Attachment 2. The study area may be refined through discussions with the community at future community consultations. This process is outlined in a related report by Community Planning, also on the agenda for the July 4, 2018 Toronto and East York Community Council meeting.

Shopper's World

In addition to the Main Street Planning Study, staff have identified the Shopper's World site, 3003 Danforth Avenue, as needing a more focussed, comprehensive review given the size of the site, its proximity to Victoria Park TTC station, and its potential to realize greater city-building, complete community initiatives. Timing for this comprehensive review has not been determined.

City staff recommend further assessment of cultural heritage resources of the proposed Main Street Planning Study as well as the Shopper's World site to ensure that all properties of cultural heritage value or interest are appropriately identified, understood and conserved.

Conclusion

The proposed SASP for Danforth Avenue, between Coxwell Avenue and Victoria Park Avenue, emphasizes the planned character for the Study Area based on: principles of a mix of residential and non-residential uses; intensification, in the form of mid-rise buildings, that will co-exist and appropriately respond to the existing low-rise scale; streetscapes as having cultural heritage value; and providing active uses that ensure the Study Area increases daytime activity. Improvements to the public realm will occur incrementally resulting in wider sidewalks with street trees, bicycle parking, seating, and new parks and open spaces. The street will accommodate all modes of transportation, based on the principle of complete streets, which will balance the needs of pedestrians, cyclists, vehicles and transit users and ensure Danforth Avenue will continue to evolve as a walkable street. Staff recommend the adoption of the Official Plan Amendment to provide appropriate and good planning direction for the future growth of Danforth Avenue, to be supplemented by future Urban Design Guidelines.

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SIGNATURE

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ATTACHMENTS

Attachment 1: Study Area

Attachment 2: Main Street Study Area

Attachment 3: Study Terms of Reference

Attachment 4: Official Plan

Attachment 5: Zoning

Attachment 6: Zoning

Attachment 7: Zoning

Attachment 8: Urban Structure

Attachment 9: Public Realm Structure

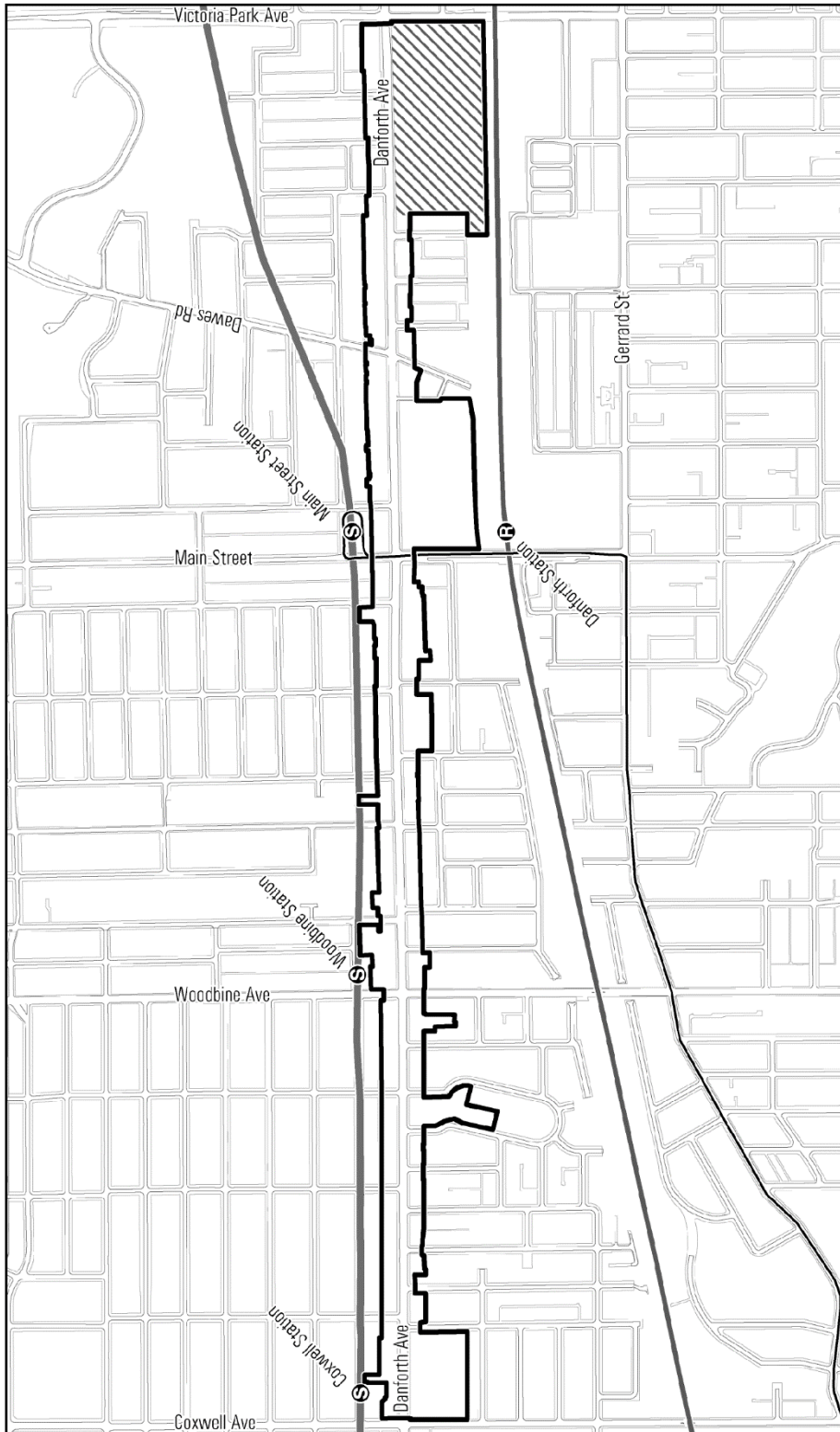
Attachment 10: Map of Potential Heritage Properties

Attachment 11: Heritage Context Statement

Attachment 12: Consultation Summary Report

Attachment 13: Draft Official Plan Amendment (Site and Area-Specific Policy No. 552)





Attachment 1: Study Area



Danforth Avenue Planning Study

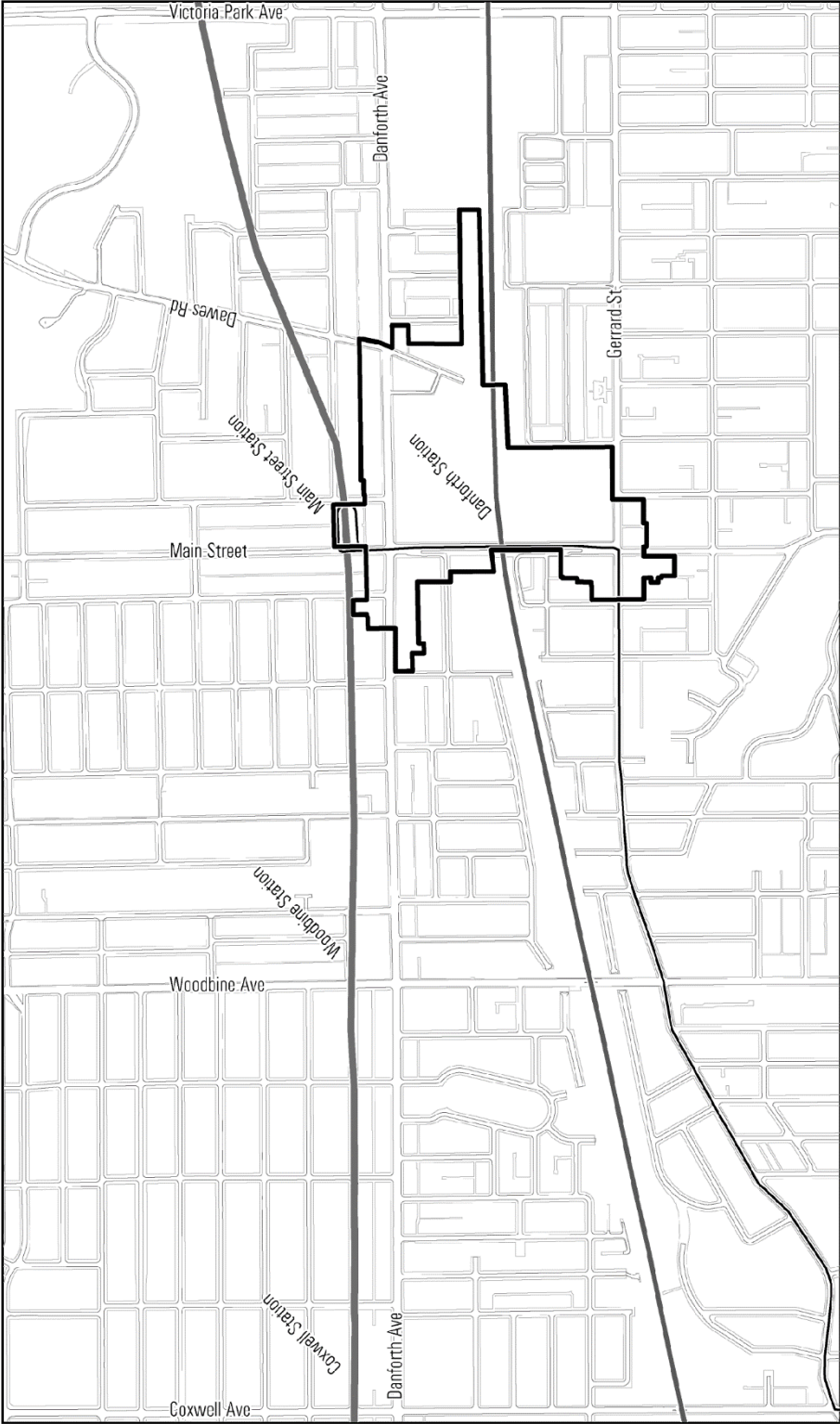
Study Area

File # 16 129539 SPS 00 02

-  Secondary Plan Boundary
-  Subway Station
-  GO Station
-  For Further Study

↑
Not to Scale
06/13/2018

Attachment 2: Main Street Study Area



Main Street Planning Study

Danforth Avenue Planning Study

File # 16 129539 SPS 00 02

— Main Street Planning Study Boundary

S Subway Station

G GO Station



Not to Scale
06/13/2018

Attachment 3: Study Terms of Reference

Purpose

On July 8, 2014, City Council adopted a motion to request the Chief Planner and the Executive Director, City Planning to undertake a planning study of Danforth Avenue in two segments, from the Don River to Coxwell Avenue and from Coxwell Avenue to Victoria Park Avenue, and to report on the funds necessary to complete these studies.

The purpose of the study is to conduct a review of the study area to identify the existing and planned character, including heritage resources and character-defining features, which will inform future development opportunities, guide new development proposals and enhance the public realm.

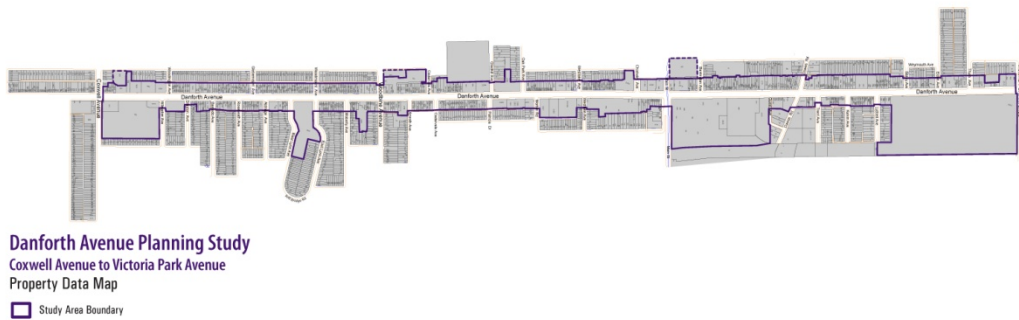
Goals

Based on the purpose of the study, the goals of the study are to:

- implement a new site and area specific policy for the study area;
- create new Urban Design Guidelines that support the implementation of a site and area specific Official Plan policy and that will supplement the existing Avenues and Mid-Rise Building Guidelines;
- identify specific public realm and streetscape improvements that use local character-defining features to enhance the public realm of Danforth Avenue;
- determine area demographics, existing community services and facilities inventory, and growth projections;
- outline areas for future investment to support growth; and
- examine potential future rights-of-way for Danforth Avenue that are based on a principle of Complete Streets.

Study Area

For the purposes of this study, the study area includes properties with frontage on Danforth Avenue between Coxwell Avenue to the west and Victoria Park Avenue to the east. The study area will also include existing TTC subway stations (Coxwell, Woodbine and Main Street) north of Danforth Avenue, for the explicit purpose of reviewing connectivity to the stations.



Policy Context

The land use policy context anticipates and encourages intensification along Danforth Avenue. The entire section of Danforth Avenue, from the Don River to Victoria Park Avenue, is identified as an *Avenue* on Map 2 – Urban Structure in the Official Plan.

The lands fronting Danforth Avenue from Coxwell Avenue, in the west, to Victoria Park Avenue, in the east, are primarily designated *Mixed Use Areas* on Map 18 and 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, while 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

The designation generally prohibits development within *Parks and Other Open Space Areas* except for recreational and cultural facilities, conservation projects, cemetery facilities, public transit and essential public works and utilities where supported by appropriate assessment.

Avenues and Mid-Rise Buildings Study

City Council adopted the Avenue and Mid-Rise Buildings Study in 2010. The study, and its related performance standards, apply to this segment of Danforth Avenue.

Study Overview

The Danforth Avenue planning study will be a multi-disciplinary review to be conducted as a comprehensive and integrated planning study. The study will focus on working with the community and other important stakeholders to develop the final set of deliverables.

Scope of Work

The study will be led by the City Planning Division (Community Planning with support from Urban Design, Heritage Preservation Services and Transportation Planning). Transportation Services, Economic Development and Parks, Forestry and Recreation Divisions will also support the study as required.

City Planning staff will undertake the following scope of work:

Character and Place

- Articulate the existing and planned character of the Danforth, including establishing a vision for future growth and development;

Staff report for action – Final Report – Danforth Avenue Planning Study

- Establish a character statement that reflects the rich history of Danforth Avenue and provides a vision for future growth

Built Form

- Examine the Avenues and Mid-Rise Buildings Study within the local context of Danforth Avenue (from Coxwell Avenue to Victoria Park Avenue);
- Supplement the existing Avenue and Mid-Rise Buildings Study to respond to specific local character by creating local Urban Design Guidelines to manage future growth and built form;
- Identify best practices for transitioning to adjacent low-scale neighbourhoods

Public Realm

- Identify strategies to enhance and animate the public realm and streetscaping on both the north and south side of Danforth Avenue within the study area to improve amenity and walkability;
- Identify opportunities for new parks and open spaces along Danforth Avenue;
- Identify opportunities for public art within the study area

Retail/Commercial Vitality

- Identify any planning tools that may support a strong and diverse retail and commercial sector;
- Identify parking issues for local retail needs;

Cycling

- Coordinate the study outcomes with the City's 10-year Cycling Network Plan and program;
- Develop complete streets policies for the study area;

Transit Stations

- Explore how to improve pedestrian connectivity between the Main subway station and the Danforth GO station and work with Metrolinx to leverage opportunities from their Danforth GO planning study;
- Identify site-specific public realm and streetscaping improvements (such as improved wayfinding opportunities) within the existing Gateway Hub at the intersection of Danforth Avenue and Main Street;

- Examine pedestrian connectivity, public realm and other issues related to the Coxwell and Woodbine subway stations;

Community Services and Facilities

- Outline neighbourhood demographics, future growth projections and a community services and facilities inventory;
- A review of community services and facilities for the area is underway and includes demographic analysis, as well as a community and facilities inventory. Based on the development and built form analysis being undertaken for this study, staff will identify future community service and facilities needs and priorities for the area;

Heritage and Historic Character

- Identify built form heritage resources within the study area and strategies to achieve conservation;
- Review the local history, existing cultural heritage resources and character-defining features to determine heritage items that should be conserved.

Community Engagement

The City will retain an independent facilitator to engage and lead community engagement. The facilitator will have no vested interest in the outcome of the study.

The study will include a series of four community meetings, as needed, which may take the form of workshops, charrettes or formal meetings. The first meeting is anticipated in June 2016 with additional meeting dates to be determined.

A Stakeholder Advisory Committee (SAC), comprised of 12 to 15 members and including various residents, landowners, business-owners and other community stakeholders, will be established to maintain ongoing communication and provide advice to City staff with respect to the study and the community engagement process. The independent facilitator will be responsible for selecting the members of the SAC, in consultation with the City Planning Division and the local Councillors. Three to four meetings with the SAC are anticipated.

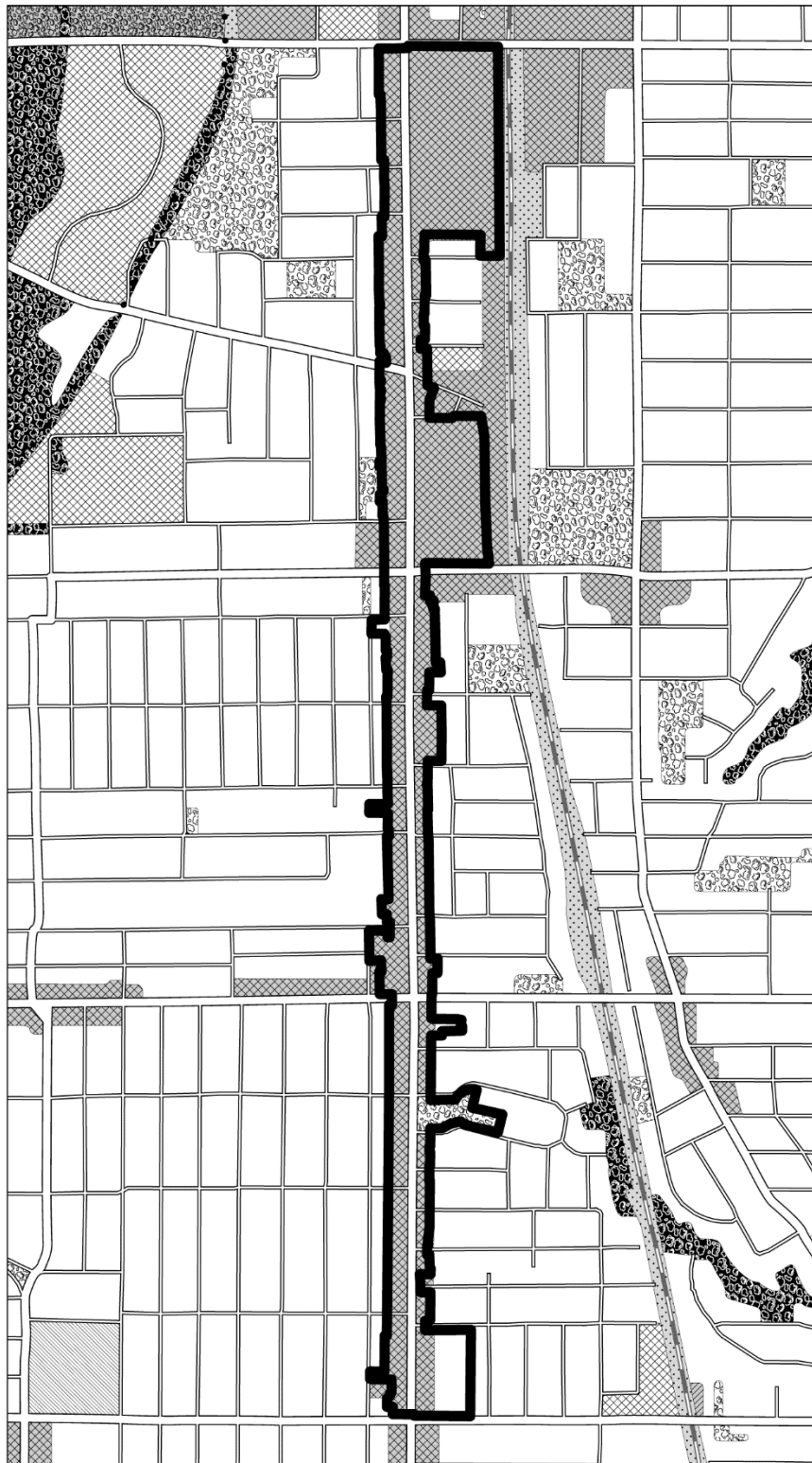
The community will have a fully integrated role in this study. The feedback gained from the community will inform the study process and outcomes, while guiding City staff throughout the study.

Study Deliverables

Key deliverables expected from the study are as follows:

- Profile Report;
- Final report to Council that includes draft amendments to the Site and Area Specific Policies in the Official Plan;
- Official Plan Amendment, which includes development criteria for proposed development within the study area and provides clarity on how the Planning and Urban Design Guidelines are to be utilized; and
- Planning and Urban Design Guidelines.

Attachment 4: Official Plan



Official Plan Land Use Map #20

Danforth Avenue Planning Study

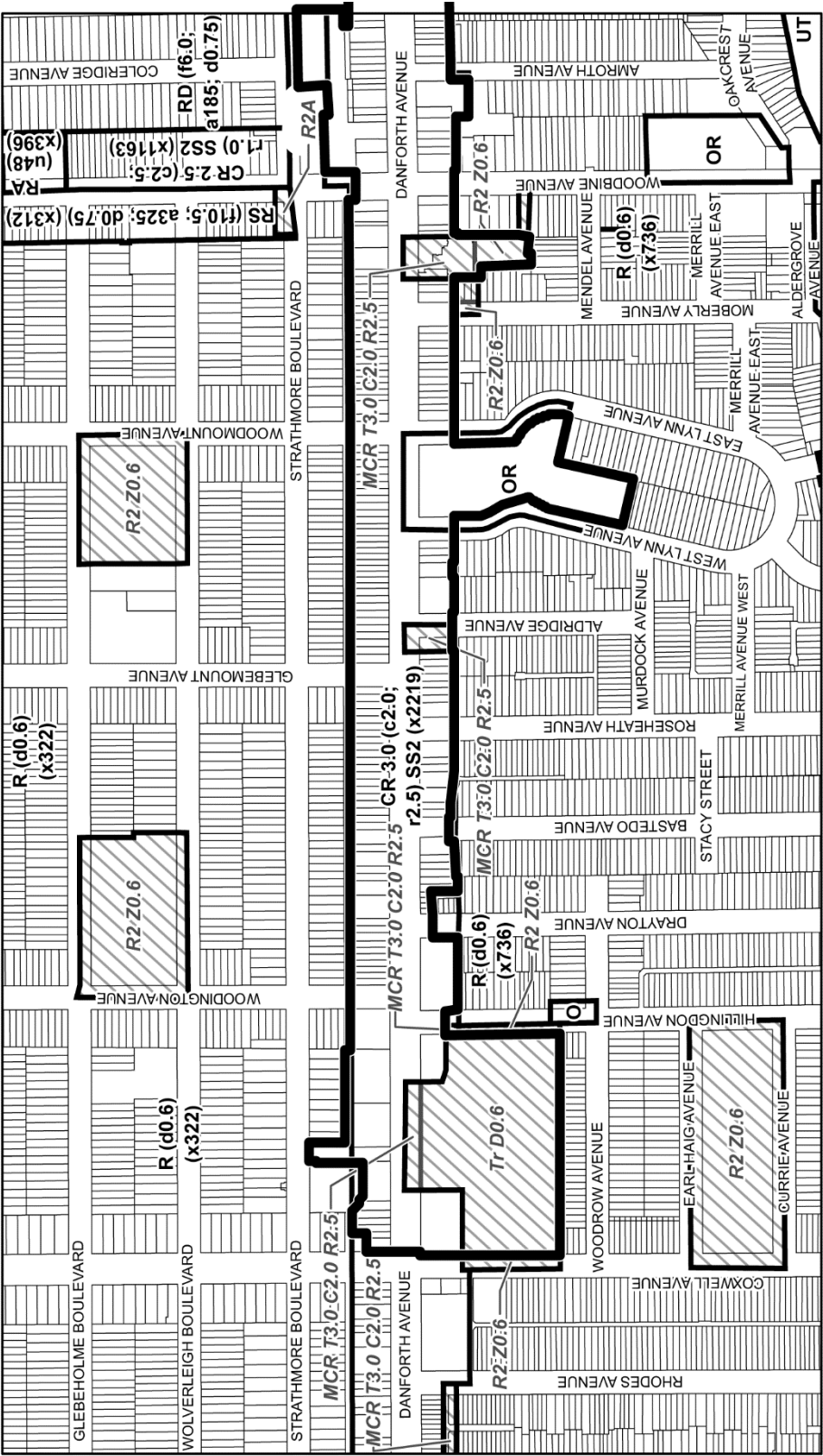
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	Study Area		Parks & Open Space Areas
	Neighbourhoods		Natural Areas
	Apartment Neighbourhoods		Parks
	Mixed Use Areas		Other Open Space Areas
			Utility Corridors



Not to Scale
05/28/2018

Attachment 5: Zoning



Toronto
Danforth Avenue Planning Study

File # 16 129539 SPS 00 0Z

Toronto
Zoning By-law 569-2013

Study Area

- R Residential
- RD Residential Detached
- RS Residential Semi-Detached
- RA Residential Apartment
- CR Commercial Residential
- O Open Space
- ON Open Space Natural
- OR Open Space Recreation
- UT Utility and Transportation

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

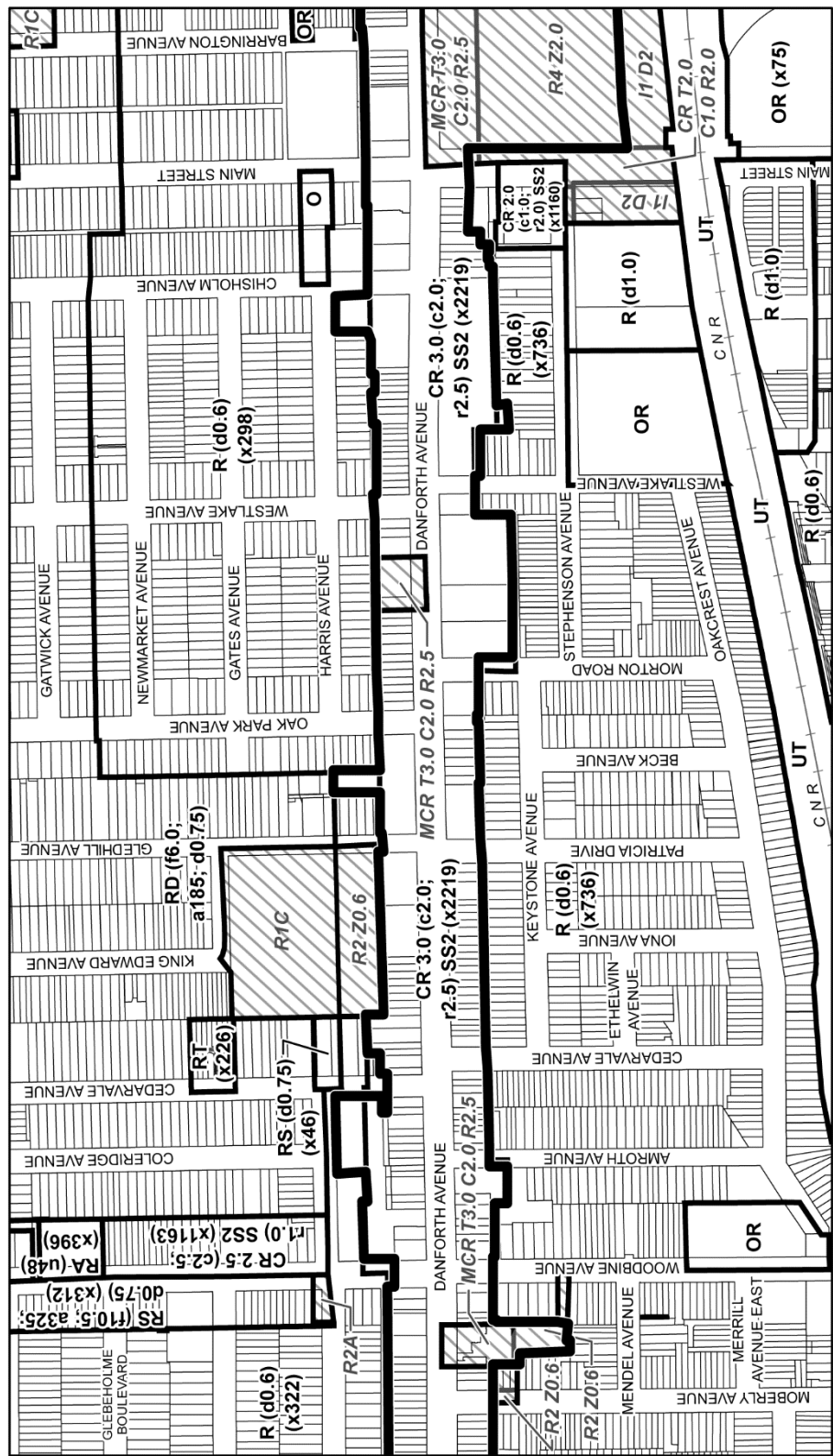
- R2 Residential District
- MCR Mixed-Use District
- Tr Industrial District

See Former Borough of East York By-Law No. 6752

- R2A Residential

Not to Scale
Extracted: 05/28/2018

Attachment 6: Zoning




Toronto
Danforth Avenue Planning Study

File # 16 129539 SPS 00 02

Toronto
Zoning By-law 569-2013



Study Area



R Residential
RD Residential Detached
RS Residential Semi-Detached
RT Residential Townhouse



RA Residential Apartment
CR Commercial Residential
O Open Space
OR Open Space Recreation
UT Utility and Transportation



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



See Former City of Toronto By-Law No. 438-86
R2 Residential District
R4 Residential District
CR Mixed-Use District
MCR Mixed-Use District
I1 Industrial District



See Former Borough of East York By-Law No. 6752
R1C Residential
R2A Residential



Not to Scale
Extracted: 05/28/2018

Danforth Avenue Planning Study

File # 16 129539 SPS 00 0Z



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

See Former Borough of East York By-Law No. 6752

CL Commercial Local
CR Commercial Residential
I Institutional
O Open Space
OR Open Space Recreation
UT Utility and Transportation

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

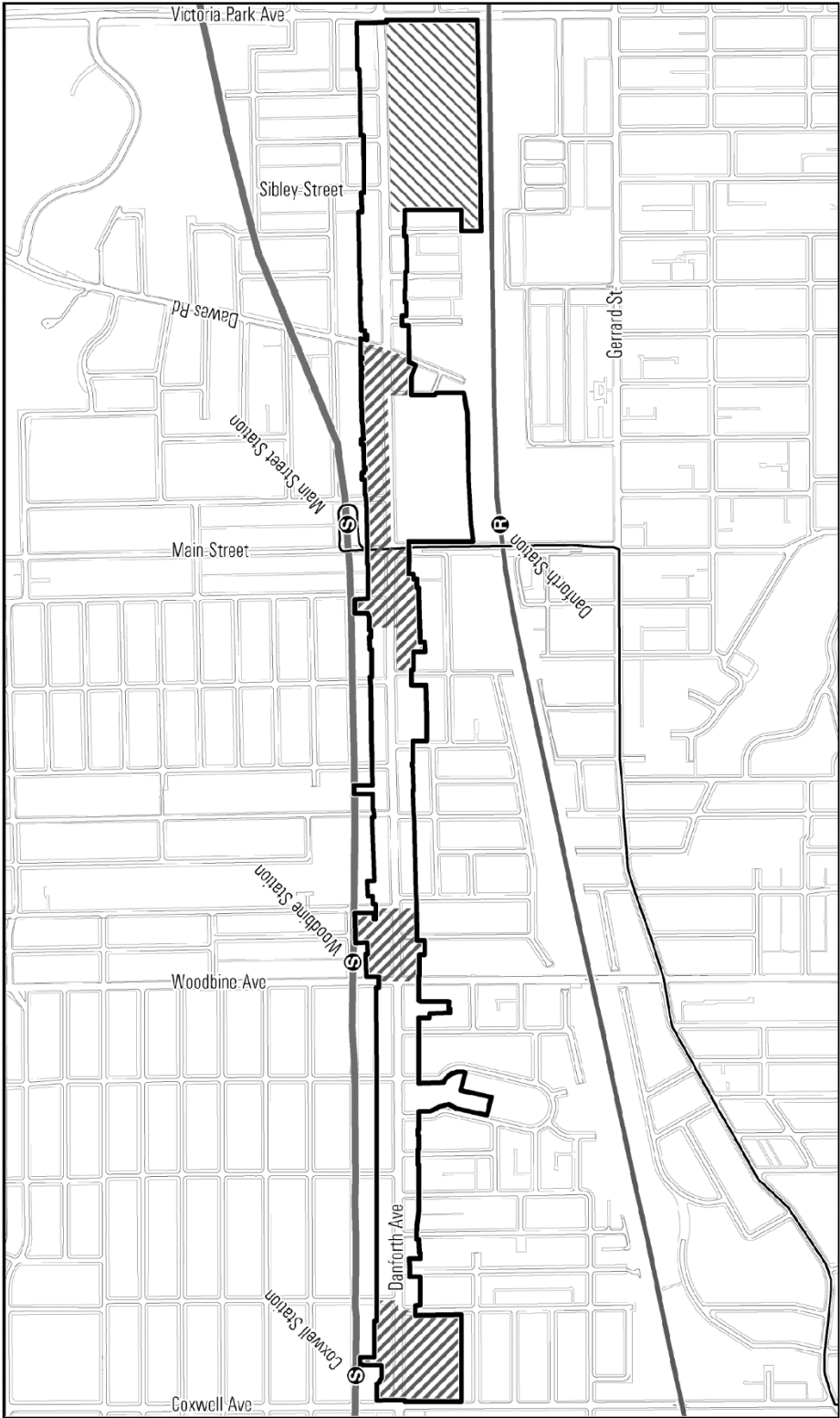
R1C Residential
C Commercial

See Former City of Scarborough Oakridge
Community By-Law No. 9812

MG General Industrial Uses



Attachment 8: Urban Structure



Urban Structure

- Study Boundary
- For Further Study

- Office Priority Areas

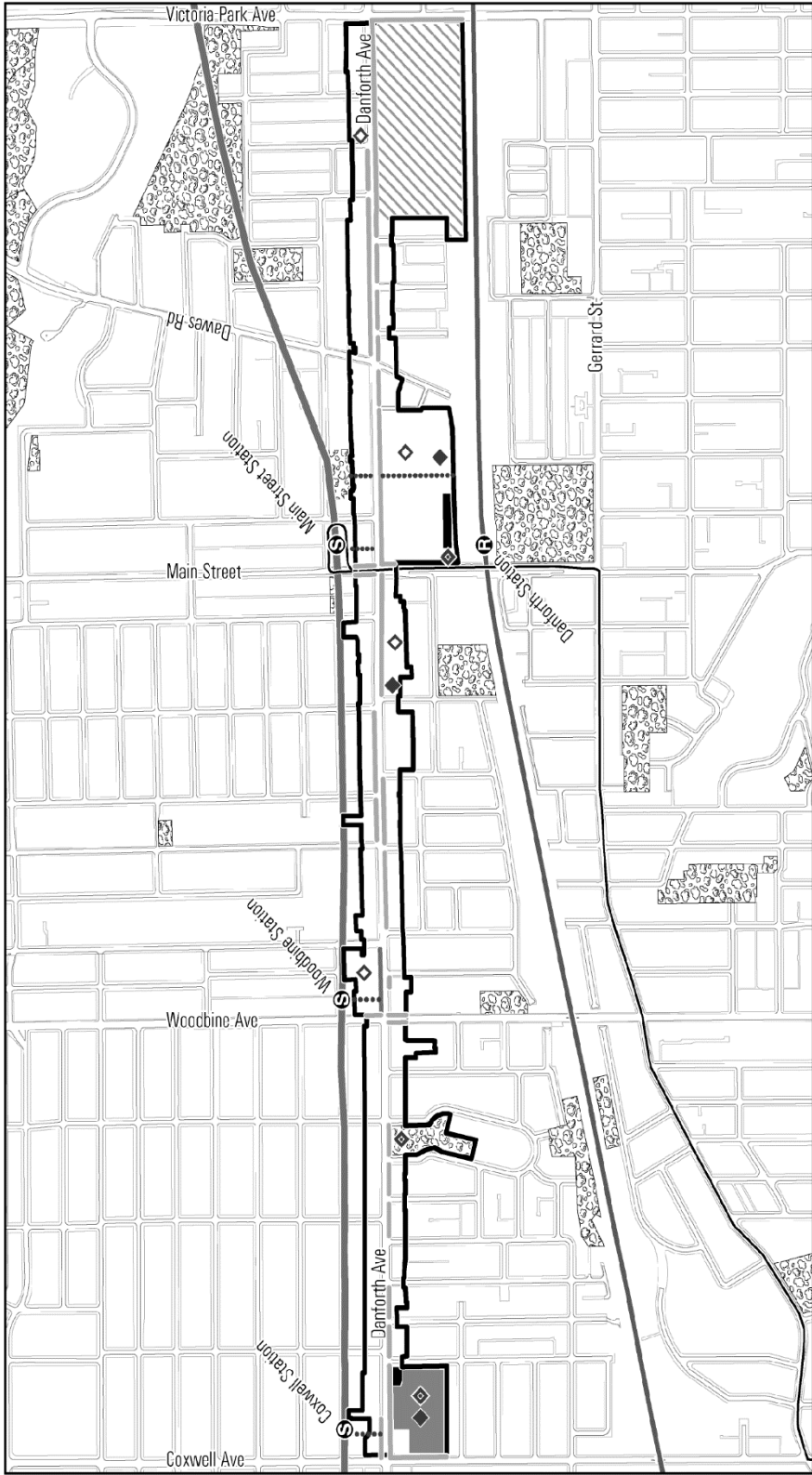
- Subway Station
- GO Station

Danforth Avenue Planning Study

File # 16 129539 SPS 00 02

Not to Scale
06/13/2018

Attachment 9: Public Realm Structure



Danforth Avenue Planning Study

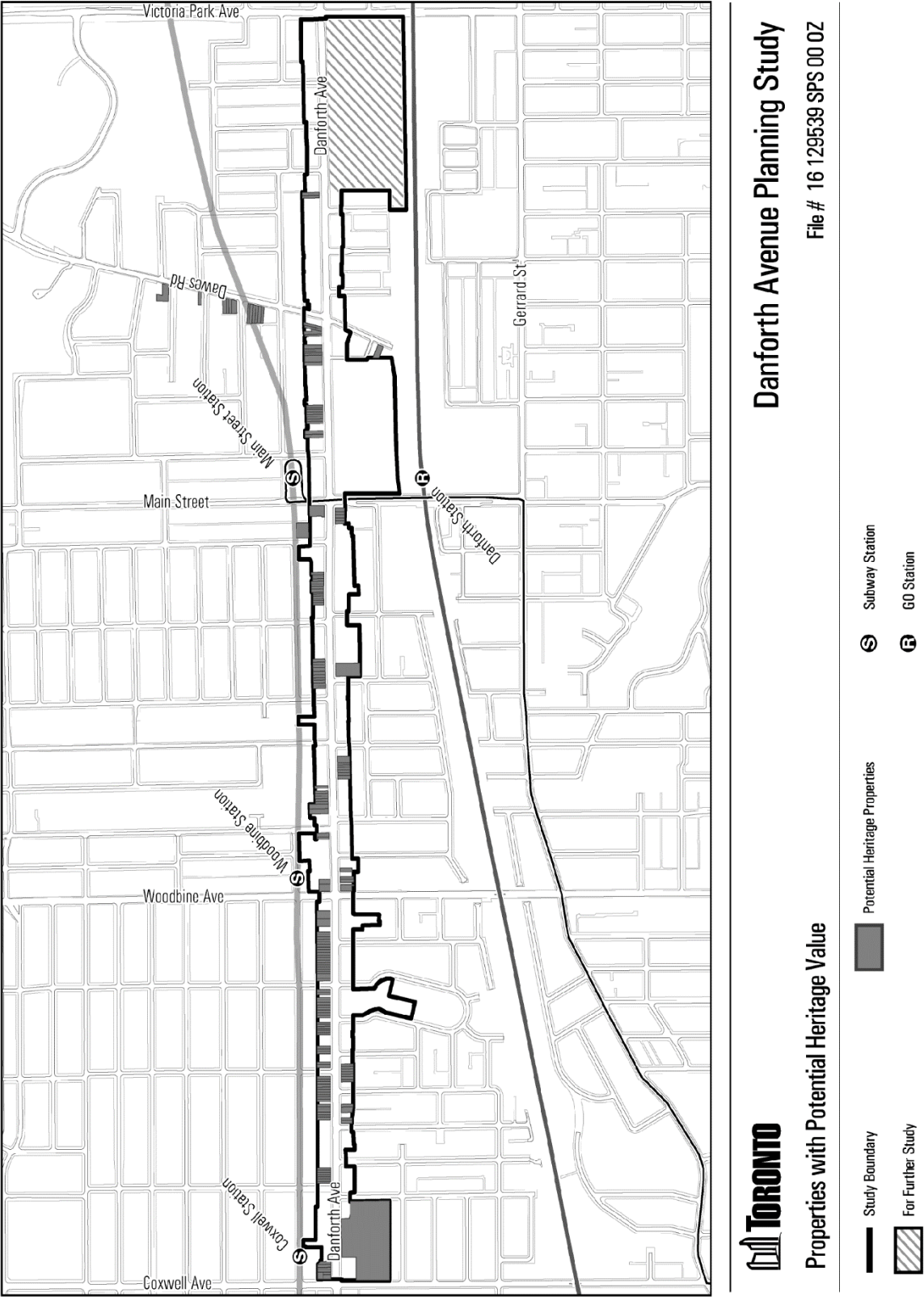
File # 16 129539 SPS 00 02

Public Realm

- 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

Attachment 10: Map of Potential Heritage Properties



Not to Scale
06/13/2018

Addresses of Potential Heritage Properties

DANFORTH AVENUE – NORTH SIDE

Block 1: Coxwell Ave. to Woodington Ave.

699 Coxwell Avenue
1586 Danforth Avenue
1590 Danforth Avenue
1594 Danforth Avenue
1598 Danforth Avenue
1602 Danforth Avenue
1606 Danforth Avenue

Block 2: Woodington Ave. to Glebemount Ave.

1686 Danforth Avenue
1690 Danforth Avenue
1692 Danforth Avenue
1696 Danforth Avenue
1702 Danforth Avenue
1706 Danforth Avenue
1708 Danforth Avenue
1784 Danforth Avenue
1786 Danforth Avenue
1792 Danforth Avenue
1794 Danforth Avenue
1800 Danforth Avenue
1802 Danforth Avenue
1810 Danforth Avenue
1814 Danforth Avenue
1820 Danforth Avenue
1822 Danforth Avenue
1828 Danforth Avenue
1832 Danforth Avenue
1834 Danforth Avenue
1840 Danforth Avenue
1842 Danforth Avenue
1846 Danforth Avenue

Block 3: Glebemount Ave. to Woodmount Ave.

1852 Danforth Avenue
1854 Danforth Avenue
1870 Danforth Avenue
1872 Danforth Avenue
1878 Danforth Avenue
1902 Danforth Avenue
1904 Danforth Avenue
1908 Danforth Avenue
1910 Danforth Avenue
1912 Danforth Avenue
1914 Danforth Avenue
1928 Danforth Avenue
1930 Danforth Avenue
1936 Danforth Avenue
1938 Danforth Avenue

1942 Danforth Avenue
1944 Danforth Avenue
1946 Danforth Avenue
1948 Danforth Avenue
1952 Danforth Avenue
1954 Danforth Avenue

Block 4: Woodmount Ave. to Woodbine Ave.

1956 Danforth Avenue
1958 Danforth Avenue
1968 Danforth Avenue
1972 Danforth Avenue
1974 Danforth Avenue
1980 Danforth Avenue
1982 Danforth Avenue
1990 Danforth Avenue
1992 Danforth Avenue
1998 Danforth Avenue
2000 Danforth Avenue
2034 Danforth Avenue
2036 Danforth Avenue
2038 Danforth Avenue
2040 Danforth Avenue
2042 Danforth Avenue
2046 Danforth Avenue
2048 Danforth Avenue
2050 Danforth Avenue
2056 Danforth Avenue
2064 Danforth Avenue

Block 5: Woodbine Ave. to Cedarvale Ave.

2078 Danforth Avenue
2086 Danforth Avenue
2144 Danforth Avenue
2146 Danforth Avenue

Block 6: Cedarvale Ave. to Gledhill Ave.

2170 Danforth Avenue
2174 Danforth Avenue
2180 Danforth Avenue
2184 Danforth Avenue
2188 Danforth Avenue
2192 Danforth Avenue
2196 Danforth Avenue
2202 Danforth Avenue

Block 8: Oak Park Ave. to Westlake Ave.

2326 Danforth Avenue
2328 Danforth Avenue
2330 Danforth Avenue
2336 Danforth Avenue
2338 Danforth Avenue
2344 Danforth Avenue
2346 Danforth Avenue
2350 Danforth Avenue

2354 Danforth Avenue
2360 Danforth Avenue
2362 Danforth Avenue

Block 9: Westlake Ave. to Chisholm Ave.

2428 Danforth Avenue
2430 Danforth Avenue
2436 Danforth Avenue
2438 Danforth Avenue
2442 Danforth Avenue
2444 Danforth Avenue
2448 Danforth Avenue
2452 Danforth Avenue
2454 Danforth Avenue
2460 Danforth Avenue
2464 Danforth Avenue
2466 Danforth Avenue
2472 Danforth Avenue
2474 Danforth Avenue

Block 10: Chisholm Ave. to Main Street

2550 Danforth Avenue

Block 12: Barrington Ave. to Dawes Rd.

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

Block 13: Dawes Rd. to Sibley Ave.

2928 Danforth Avenue
2930 Danforth Avenue

DANFORTH AVENUE – SOUTH SIDE

Block 1: Coxwell Ave. to Hillingdon Ave.

1627 Danforth Avenue

Block 4: Bastedo Ave. to Roseheath Ave.

1779 Danforth Avenue

1781 Danforth Avenue

1799 Danforth Avenue

1811 Danforth Avenue

Block 5: Roseheath Ave. to Aldridge Ave.

1839 Danforth Avenue

1841 Danforth Avenue

1847 Danforth Avenue

1849 Danforth Avenue

1855 Danforth Avenue

1857 Danforth Avenue

1863 Danforth Avenue

Block 10: Woodbine Ave. to Amroth Ave.

2083 Danforth Avenue

2093 Danforth Avenue

2097 Danforth Avenue

2107 Danforth Avenue

Block 12: Cedarvale Ave. to Patricia Dr.

2215 Danforth Avenue

2217 Danforth Avenue

2219 Danforth Avenue

2223 Danforth Avenue

2229 Danforth Avenue

2231 Danforth Avenue

2237 Danforth Avenue

Block 14: Morton Rd. to Westlake Ave.

2357 Danforth Avenue (listed)

Block 15: Westlake Ave. to Main Street

2533 Danforth Avenue

2535 Danforth Avenue

2541 Danforth Avenue

2543 Danforth Avenue

2547 Danforth Avenue

POTENTIAL HERITAGE PROPERTIES OUTSIDE OF THE PLANNING STUDY AREA

10 Dawes Road

72 Dawes Road

74 Dawes Road

76 Dawes Road

78 Dawes Road

80 Dawes Road

82 Dawes Road

88 Dawes Road
90 Dawes Road
92 Dawes Road
94 Dawes Road
104 Dawes Road
15 Chisholm Avenue
122 Dawes Road (listed)

Attachment 11: Heritage Context

The History and Evolution of the Danforth Avenue Study Area

Danforth Avenue between Coxwell Avenue and Victoria Park avenues is a street with a storied past. While some pieces of that story are buried or lost, many others remain as tangible reminders of this area's unique history.

The City of Toronto, and Danforth Avenue within it, have been inhabited by Indigenous peoples for millennia. Small groups of Indigenous peoples once moved across this land, hunting and gathering the food they needed according to the seasons. Creeks and rivers were vital sources of fresh water and nourishment, and areas around rivers were important sites for camps. The banks of Massey Creek, just north of the Study Area, have been identified as areas of Archaeological Potential.

Approximately 1500 years ago, maize (corn) was introduced to what is now Southern Ontario. As it became an important food source, it shaped the way of life of those who farmed it. Small mobile groups gathered into larger villages, surrounded by fields of corn, bean and squash. Archaeologists have identified the remains of an ancestral Huron-Wendat village (known as the Doncaster Site) just north of the Study Area, and south of Massey Creek. Indigenous people may have also left us the base route of Dawes Road, which may have originated as an Indigenous trail.¹

In the 1780s, as the British government prepared to settle this 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.

Quickly 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 originally laid out as the first Concession Road, running between a first row of two hundred acre lots to the south fronting on Queen Street, and a second row of two hundred acre lots to the north. Outside of Toronto's city limits until 1908-1909, Danforth Avenue within the Study Area originally ran through the Township of York to today's Victoria Park - the boundary with the Township of Scarborough. At its west end, the concession road stopped at the top of the east bank of the Don Valley.

The development of the rural concession road into the urban Danforth Avenue can be closely tied to moments of improvement in transportation which made access to the area easier.² In 1851, the Don and Danforth Plank Road Company was established to

¹ Milanich, "Dawes Road".

² ERA.

fund and construct a plank road along today's Danforth Avenue between the Don River to just past today's Victoria Park.³ Even with this improvement, "the road was often not passable due to the creeks that crossed it, and the surrounding area remained rural, comprising open fields and dotted by farms, brickyards, and hotels."⁴

The lack of development along the route was compounded by two unique aspects of this stretch of Danforth. From today's Woodbine to Coxwell avenues, on the north side of Danforth Avenue, was a portion of one large two hundred acre lot, oriented east-west instead of north-south. Danforth Avenue ran along its long, unimproved edge.⁵ Equally important, that lot was a Clergy Reserve – land that was owned by the Anglican Church of Canada, and generally rented. Only in 1913 were significant portions in the study area sold for residential and commercial development.

Along this country road, the intersection of Danforth Avenue and Dawes Road acquired its own distinct local identity.⁶ Dawes Road developed as a convenient route – a short cut - from farming communities to the north heading east to the markets in the City of Toronto, running as a diagonal from Victoria Park Avenue all the way to Kingston Road (it was later replaced by Main Street, south of Danforth Avenue). Though in use earlier, it was widened as an official highway in 1848 after local residents petitioned for its improvement.⁷

The traffic on Dawes Road attracted inns, which emerged at the crossroads of Dawes and Danforth, providing food and rest for travellers. Those inns were building blocks of a small rural hub. That hub was known Smith's Corners in the 1860s and 1870s, named for innkeeper William Smith.⁸ Clem Dawes, for whom Dawes Road was named, ran a hotel at the northwest corner of the intersection.⁹ Later in the 1870s and 1880s, the vicinity became known as Coleman's Corners after Charles Coleman, another innkeeper and the first postmaster of the area.¹⁰

The success of the inns and hotels at Dawes Road and Danforth Avenue were also tied to the railway industry. The Grand Trunk Railway Company (GTR) opened its main line from Toronto to Montreal in 1856. The railway passed just to the south of Danforth, and eventually included a stop where it crossed Dawes Road.

The significance of the railway stop to the area was demonstrated abundantly in June, 1868, when a major event marked the history of Danforth Avenue. The famous Queen's

³ "Plank Road Meeting in Scarboro." The Globe. 27 March 1851, p. 146.

⁴ ERA, 8; Myrvold, 7.

⁵ Myrvold, 2.

⁶ ERA, 8.

⁷ Milanich, "Dawes Road."

⁸ ERA, 8.

⁹ Milanich, "Who was Clem Dawes?"

¹⁰ Myrvold, 4.

Plate horse race took place on a now long-forgotten local racetrack called Newmarket. It was owned by Charles Gates and was behind his hotel between today's Woodbine Avenue and Main Street. Contemporary reports guessed that 12,000 people attended. Thirty-train cars were apparently piled high with people for the ride home. The site of the racetrack today is commemorated in streets called Gates and Newmarket, as well as Gatwick, Epsom, and Doncaster (names of famous English racetracks.) ¹¹

In the 1880s, the impact of the railway grew significantly when the GTR constructed a new station building and a large freight yard at Dawes Road just south of Danforth Avenue. The importance of the railway to the area became apparent as the name of the local station, York Station, contributed to a new name for the crossroads community – Little York. ¹² Large lots with such uses as lumber and coal yards were established to take advantage of the nearby rail transport. More significantly, lots were subdivided into residential streets to serve a growing community. Around 1900, Little York's population was about 700-800. ¹³ In 1903, it joined the Village of East Toronto, centred at Main and Gerrard streets to the south, to become the Town of East Toronto. Then, in 1908 and 1909, both sides of Danforth Avenue from Coxwell Avenue almost to Victoria Park Avenue – including East Toronto - became part of the rapidly expanding City of Toronto. Significant reminders of the area's early development include the Danforth Mennonite Church (1910) at 2174 Danforth Avenue, a Gothic Revival style house (1885) at 122 Dawes Road, and Chalmer's Mill (1890s) at 10 Dawes Road.

In the first decades of the twentieth century, further transportation improvements lead to a rapid period of development which overwhelmingly shaped the streetscape we know today. ¹⁴ In 1913, streetcars came to Danforth Avenue, connecting the area to downtown Toronto via Broadview Avenue. As part of the new service, the Danforth carhouse was opened in 1915 at Danforth and Coxwell avenues. The carhouse still exists, though it was later converted to a bus garage after streetcar service was replaced by the subway.

Following the new streetcar line, the official opening of the Bloor Viaduct in 1918 further accelerated development along Danforth Avenue by directly connecting to downtown Toronto at Bloor Street. As a result of these improvements, the 1920s marked a dramatic transformation along Danforth Avenue. ¹⁵ By the end of the 1920s, rows of predominantly two-storey, brick, main street typology buildings created a commercial streetscape all the way to Victoria Park, punctuated by older residential and industrial lots, and some vacant ones, in the vicinity of Little York. At the same time, much of the land north and south of Danforth Avenue, including the former Clergy

¹¹ Myrvold, 23.

¹² ERA, 8.

¹³ ERA, 9.

¹⁴ ERA, 12.

¹⁵ Myrvold, 4.

Reserve, was developed as residential neighbourhoods. New employers also arrived. In 1921, the Ford Motor Company constructed its primary Canadian assembly plant Model T and Model A cars on the south side of Danforth Avenue, just west of Victoria Park.¹⁶

With new residences and businesses came better services, including Toronto Hydro's new Danforth Avenue Substation in 1925, and new community institutional landmarks, including the East Toronto Masonic Lodge and Hope United Church, both dating from 1930. All remain as important historic buildings today.

Following the end of WWII in 1945, another period of change occurred on Danforth Avenue. After its establishment in 1953, Metropolitan Toronto began immediately to improve transportation connections throughout the City. According to ERA, "Danforth was one of the network of arterial 'Metro roads' that Metro Toronto began to widen and resurface, improving connectivity and responding to a vast increase in car ownership."¹⁷ Metro Toronto was interested in subways as much as the automobile. The Bloor-Danforth subway line was extended to Woodbine Station in 1966, and Main Street Station and Victoria Park Station opened in 1968.

The predominance of the automobile and the arrival of the subway brought changes to Danforth Avenue. The automobile, in particular, led to the introduction of service stations, car parts stores, and car dealerships. This stretch of Danforth Avenue, in fact, developed a reputation as the place to go in Toronto to buy a car.¹⁸ According to the 1955 *Might's Directory*, Danforth Avenue from Coxwell Avenue to Main Street hosted at least 22 new or used car dealers, and at approximately 20 service stations, garages, or auto parts shops.¹⁹ These large-format land uses either filled in remaining vacant lots, particularly east of Woodbine Avenue, or redeveloped and consolidated sparsely built upon lots.

The automobile also brought other car-oriented retail, with parking lots. As an extreme example of this new retail form, in 1962, the former Ford Motor Company site was redeveloped into what was then a new concept in Canada – an indoor shopping mall. In May 1962, an advertisement for the Shoppers World Danforth billed it as "the world's largest, all-electrically heated and air-conditioned mall."²⁰ Shopper's World also became "a clear example of how later retail patterns in the area have ultimately detracted from the pedestrian experience of Danforth's main street."²¹

The conversion of the Ford Motor Company site to retail indicated the impact of a much larger trend on the area. Along the rail line, industrial uses went into decline. Eventually,

¹⁶ ERA, 12.

¹⁷ ERA, 14.

¹⁸ Parker; Myrvold, 33.

¹⁹ *Might's Greater Toronto Directories*, 1955.

²⁰ Ad in *Toronto Daily Star*, Tuesday May 15, 1962.

²¹ ERA, 14.

the large railyard itself closed down. Former railway and industrial lands have since been converted to other uses, including residential.

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Historic Context of Study Area

This historic context statement differs from the "History and Evolution of the Danforth Avenue Study Area", above, in that it specifically relates key historical themes to the extant historic resources or associated property types. The context statement distills much of what we know about the Study Area's evolution and development to explain the historical and architectural significance of the existing heritage resources.

The existing condition of the study area must be understood as a result of the unique historic events and conditions that have shaped it. The influence of historic events and conditions on three distinct areas of the study area is summarized in Figure 1.

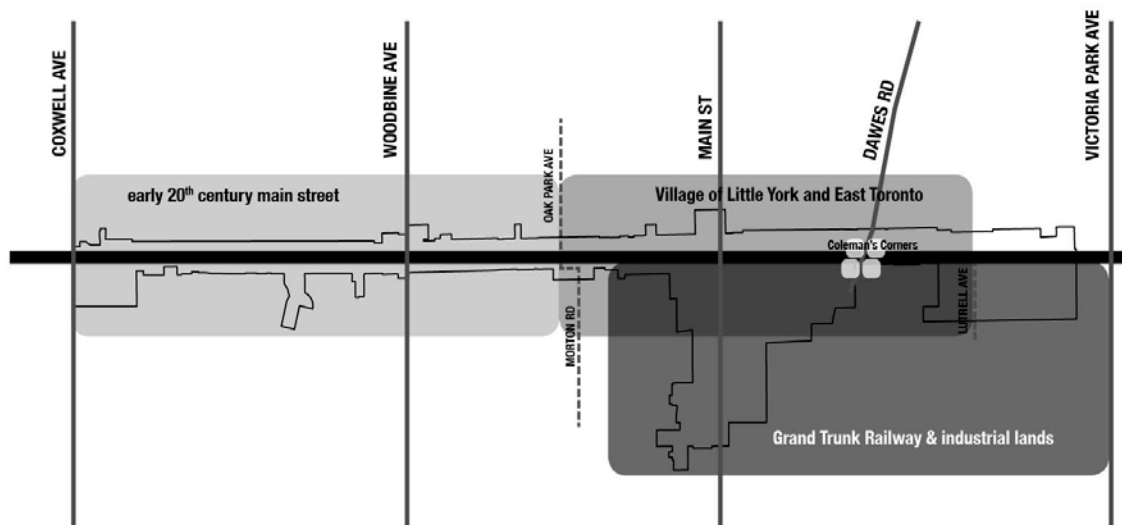


Figure 1. Historic context of Danforth Avenue Planning Study Area.

The section of Danforth Avenue from Coxwell Avenue to just east of Woodbine Avenue is defined by a largely intact early twentieth-century streetscape, characterized by a predominantly main street typology - rows of predominantly two-storey brick commercial buildings articulated by intermittent three-storey commercial buildings. The buildings are predominantly brick, with decorative masonry along cornice lines, and with some decorated parapets.

The consistency of this streetscape is a result of its rapid development over a short period of time in the 1910s and 1920s. Prior to that period, development was limited in this area by at least three factors. First, Danforth Avenue remained a rural road in character, cut off from the City of Toronto by the Don Valley and a lack of transit connections. Second, the north side of Danforth Avenue was defined both by its history as a Clergy Reserve, which delayed development, and by the location of an animal processing plant in the centre of the Clergy Reserve in the early 1900s. Third, this portion of Danforth Avenue remained outside of the City of Toronto until 1909, when it was annexed under the name of Midway. (See Figure 2)

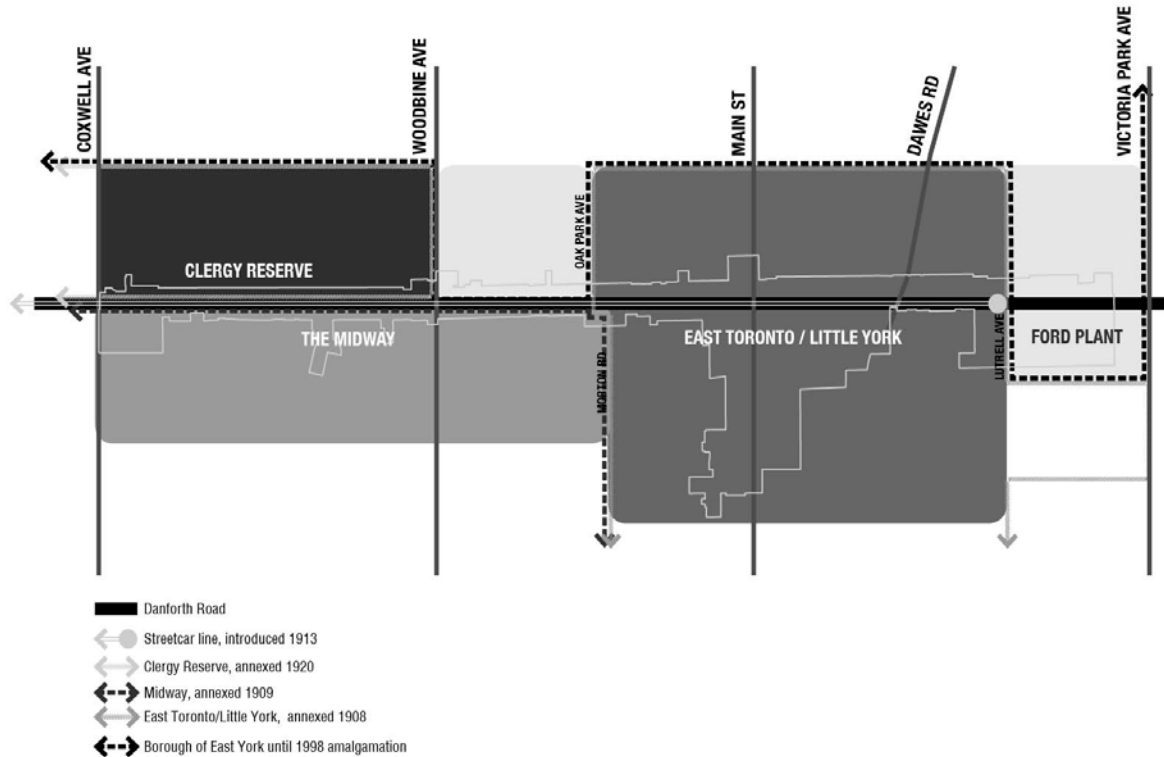


Figure 2. Annexation map of Danforth Avenue Study Area

The annexation in 1909, the expansion of streetcar service to the area in 1913, the sale of large parts of the Clergy Reserve in the same year, and the completion of the Prince Edward Viaduct over the Don River in 1918, all sparked a wave of commercial development along Danforth Avenue - and residential development above and below it - between 1913 and 1930. Along with the consistent commercial streetwall of predominantly 1920s buildings, legacies of this period are the Coxwell TTC Barns, a landmark at the western end of the study area, Toronto Hydro's new Danforth Avenue Substation, the East Toronto Masonic Lodge and Hope United Church.

A unique feature of this area are the longer blocks on the north side of Danforth Avenue, the result of development plans on the former Clergy Reserve, after 1913, that oriented residential blocks above Danforth Avenue on an east-west basis, following the east-west orientation of the original two hundred acre lots which were surveyed in the late-18th century to facilitate the settlement of the region (see Figure 3). Blocks on the south side of the street are shorter, and reflect similar lot sizes west of Coxwell Avenue.

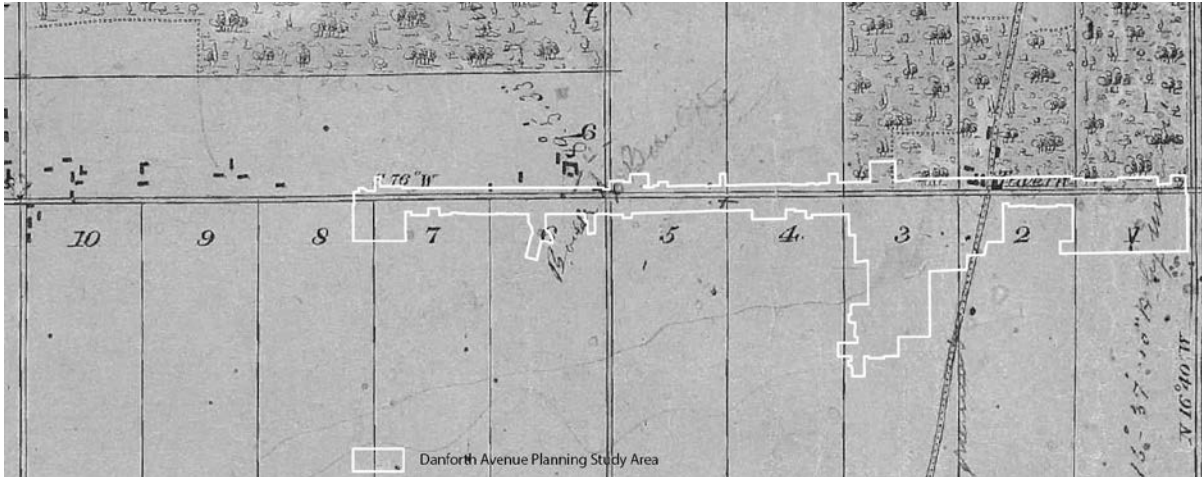


Figure 3. Excerpt from 1851 Map of the Township of York, JO Browne, with Danforth Avenue Planning Study Area.

The consistent streetwall of 1920s-era commercial buildings begins to shift east of Woodbine Avenue. There, development in the 1950s and 1960s either filled in remaining vacant lots or redeveloped other partially built-up lots with large-format buildings, including car dealerships and service stations. The result - buildings with larger footprints that deviate from the predominant early 20th-century streetwall – continues to exist today.

The pattern of development shifts again east of Oak Park Avenue/Morton Road, which was the boundary of the historic village of Little York/Town of East Toronto. Land here was sometimes subdivided earlier, in the late-19th-century, and had more generous lot widths along Danforth Road – a reflection of the rural, village character of the settlement at the time. On the south side of Danforth Avenue, the consistent 1920s streetwall gives way to large lots, including car-oriented commercial buildings and late-20th-century apartment towers. On the north side, intact sections of 1920s buildings are interspersed with larger format buildings built after 1950.

The pattern of development on the rest of Danforth Avenue, east of Oak Park Avenue/Morton Road, was shaped by two key historic factors – the establishment of a small rural crossroads village at the corner of Danforth Avenue and Dawes Road, and the impact of a railway freight yard which marked the area for over 100 years. Oak Park Avenue/Morton Road marked the westerly edge of the early crossroads community known as Little York. In 1903, when Little York was annexed to become the Town of East Toronto, the Oak Park Avenue/Morton Road boundary remained. The Town of East York, in turn, was annexed into the City of Toronto in 1908. The eastern boundary, Victoria Park Avenue, marked the boundary of Scarborough until that municipal boundary was erased with amalgamation in the late 1990s.

The crossroads community of Little York developed at Danforth Avenue and Dawes Road, and was the earliest settler community in the study area. Dawes Road may have been based on an Indigenous trail, and was an early road that crossed concession lots on an angle, connecting to Kington Road to the south. Serving as a shortcut from farming

communities to the north and east to markets in the city, Dawes Road also avoided the difficult crossing of Massey Creek along what would eventually be Victoria Park Avenue. Dawes Road was an important regional road – more significant than Danforth Avenue in the earlier period. It was closed south of Danforth Avenue and replaced by Main Street in the 1880s.

Traffic along Dawes Road made the intersection with Danforth Avenue a site of inns and hotels from at least the 1850s. Eventually, the inns and hotels were joined by other shops, and a post office. The area was known historically as Smith's Corners and Coleman's Corners, named after different proprietors of businesses at the intersection. The building at 2726 Danforth Avenue was once known as the White House Hotel, according to local historians, and is a rare legible example of the wood-frame hotels that were a key feature to the development of this intersection.

The historic pattern of development in this area is largely characterized by pre-1900 subdivision village lots along Danforth Avenue, and the persistence of large industrial lots resulting from the very significant impact of the railway, particularly on the south side of Danforth Avenue east of Main Street. The railway opened to the immediate south of Danforth Avenue in the 1850s, and it was the railway stop at Dawes Road, named York Station, which gave the community its name of Little York.

In the 1880s, the Grand Trunk Railway built a large freight yard immediately south of the intersection of Dawes Road and Danforth Avenue, creating a significant and lasting impact on the area. While the four corners at Danforth Avenue and Dawes Road were developed with street-oriented commercial buildings and hotels, the building of the freight yard resulted in large industrial lots abutting the commercial and residential lots on the south side of Danforth. The railway and large available lots attracted the Ford Motor Company of Canada to the area in the 1920s, when a new automobile plant was constructed south of Danforth Avenue, near Victoria Park Avenue. Rail spurs ran into lots on the south side of Danforth Avenue between Dawes Road and Main Street. The new railyard disconnected Dawes Road from Kingston Road, and Main Street was introduced as a new north-south connection over the railway and yards. The yard also resulted in employment, new houses on village lots fronting Danforth Avenue, and new residential streets north and south of it, including Trent, Kelvin and Luttrell avenues.

At its height in the early twentieth century, the railyards extended from Main Street to Victoria Park Avenue, and from one block south of Danforth Avenue to the backyards of homes on Gerrard Street. In the second half of the twentieth century, the freight yards shrank until they were reduced to through tracks and replaced with a GO Station. Historic industries in the area also went into decline. The large lots were replaced with other large-format uses, including residential towers on the southeast corner of Danforth and Main, and an enclosed shopping mall, Shopper's World Mall, which took over the site of the former Ford Plant in 1962. A significant portion of the south side of the railyards became a residential neighbourhood.

On Danforth Avenue within the boundaries of Little York/Town of East Toronto, the larger village lots of the area may have allowed for easier consolidation in the 1950s and 60s, when larger-format buildings either filled in vacant lots, or redeveloped existing building sites. On the north side of the Danforth Avenue, east of Dawes Road, some residential lots were replaced with large format stores. With the extension of the Bloor-Danforth line through the area from 1966-1968, subway stations were introduced at Coxwell, Woodbine, Main Street and Victoria Park. On the south side, the streetcar terminal between Luttrell and Kelvin streets became redundant after the introduction of the subway, and was replaced by a modern two-storey row of shops with apartments above.

The connection to rail and transportation remains an important legacy in the study area with the future redevelopment of the Main Street GO Station. The intersection of Danforth Avenue and Dawes Road also marks an important commemorative opportunity to link to the Indigenous heritage of the Dawes Road/Massey Creek area.

Attachment 12: Consultation Summary Report (prepared by Lura Consulting)



Consultation Summary Report
April 2018



This meeting summary report was prepared by Lura Consulting, the independent facilitator and consultation specialist for the Danforth Avenue Planning Study. If you have any questions or comments regarding the report, please contact either:

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Executive Summary

Background

In July 2014, City Council directed the City Planning Division to undertake a study of Danforth Avenue, in two segments, between the Don River and Coxwell Avenue and between Coxwell Avenue and Victoria Park Avenue. The Danforth Avenue Planning Study commenced with the first segment, Coxwell Avenue to Victoria Park Avenue in mid-2016. The study area was revised (figure 1) to respond to Toronto and East York Community Council item TE27.42. The item requested City Planning to initiate a study focusing on the development potential, built form, and public realm within proximity of the Main Street TTC station and the Danforth GO station.

The Avenue Study worked to create a community-supported long-term vision of change for the study area. The final deliverable of the study was to develop a comprehensive planning and urban design framework that addressed land use, built form and retail vitality, public realm, Complete Streets and transportation, community services and facilities, heritage, and parks and open spaces. The final policy document and planning and urban design guidelines will create the framework to guide intensification and growth within the study area. The framework will apply to the review of any Planning Act development application within the study area and for other city initiatives.

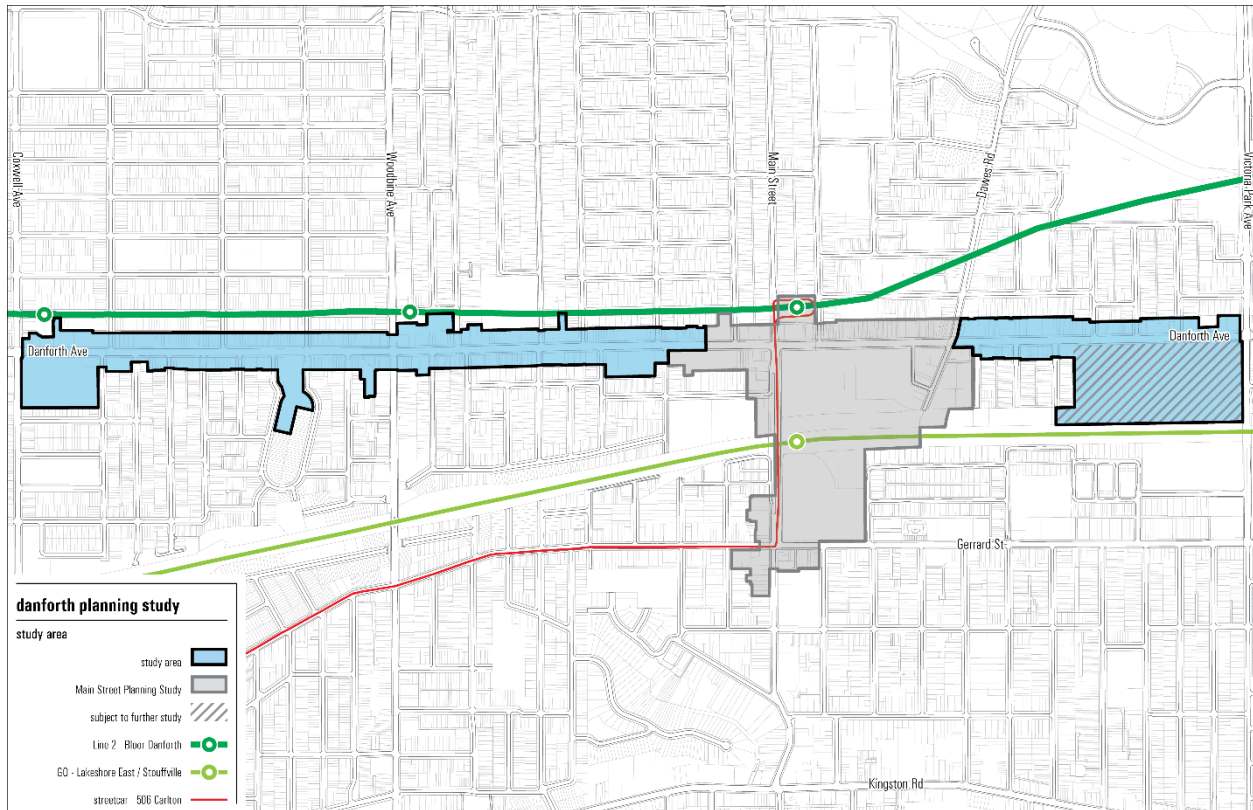


Figure 1: Revised Danforth Avenue Planning Study Area

Consultation Process Overview

Public and Stakeholder consultation played a key role in shaping the Danforth Avenue Planning Study (Coxwell Avenue to Victoria Park). Five rounds of consultation were conducted between June 2016 and April 2018 designed to obtain feedback at key project milestones. Consultation activities included Stakeholder Advisory Committee Meetings, Community Consultation Meetings, Planners in Public Spaces (PiPs) events, and a Bengali Community Information Meeting.

Participant Feedback

Public participation was integral to the Danforth Avenue Planning Study process. Members of the community provided their feedback to help shape the study through feedback forms, online surveys, emails and other methods of correspondence during each round of consultation. Public input assisted the City in understanding the community's priorities related to the seven focus areas identified in the project's Terms of Reference; built form, public realm, retail vitality, complete streets, community services and facilities, heritage and historic character and character and place. Community input was used to continuously refine the approach of the Avenue Study at each stage of the process and was central to the development recommended policy directions drafted by City staff.

Next Steps

The final deliverables, include City Planning's final report, site and area-specific policies and area-specific guidelines will be submitted to Toronto and East York Community Council

(tentative date May 2, 2018). Several complementary planning studies are in the works and will be scheduled in the near future. These include the Main Street Planning Study, the Coxwell TTC Barns Master Plan and the Shopper's World Future Study.

Introduction

Background – About the Danforth Avenue Planning Study

In July 2014, City Council directed the City Planning Division to undertake a study of Danforth Avenue, in two segments, between the Don River and Coxwell Avenue and between Coxwell Avenue and Victoria Park Avenue. The Danforth Avenue Planning Study commenced with the first segment, Coxwell Avenue to Victoria Park Avenue in mid-2016.

The Avenue Study worked to create a community-supported long-term vision of change for the study area. The final deliverable of the study was to develop a comprehensive planning and urban design framework that addressed land use, built form and retail vitality, public realm, Complete Streets and transportation, community services and facilities, heritage, and parks and open spaces. The final policy document and planning and urban design guidelines will create the framework to guide intensification and growth within the study area. The framework will apply to the review of any Planning Act development application within the study area and for other city initiatives.

Study Area

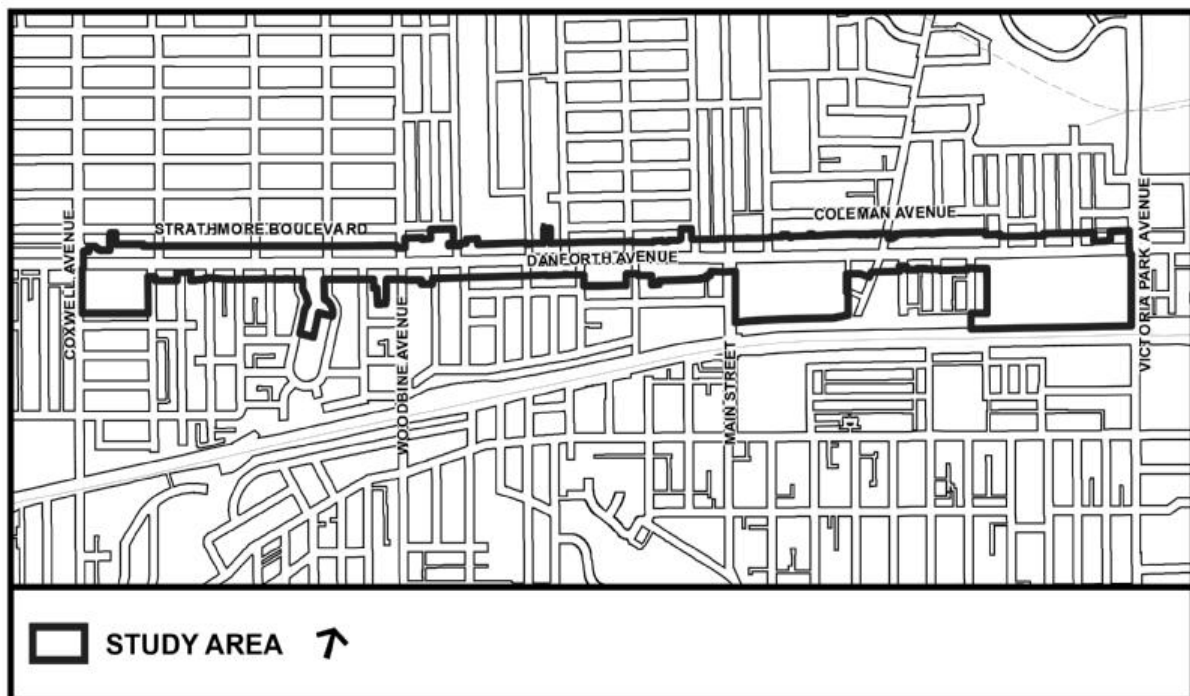


Figure 2: Original Danforth Avenue Planning Study Area

The original study area (Figure 2) included properties with frontage on Danforth Avenue between Coxwell Avenue to the west and Victoria Park Avenue to the east. Existing TTC

subway stations (Coxwell, Woodbine, and Main Street) north of Danforth Avenue were also included for the explicit purpose of reviewing connectivity to the stations.

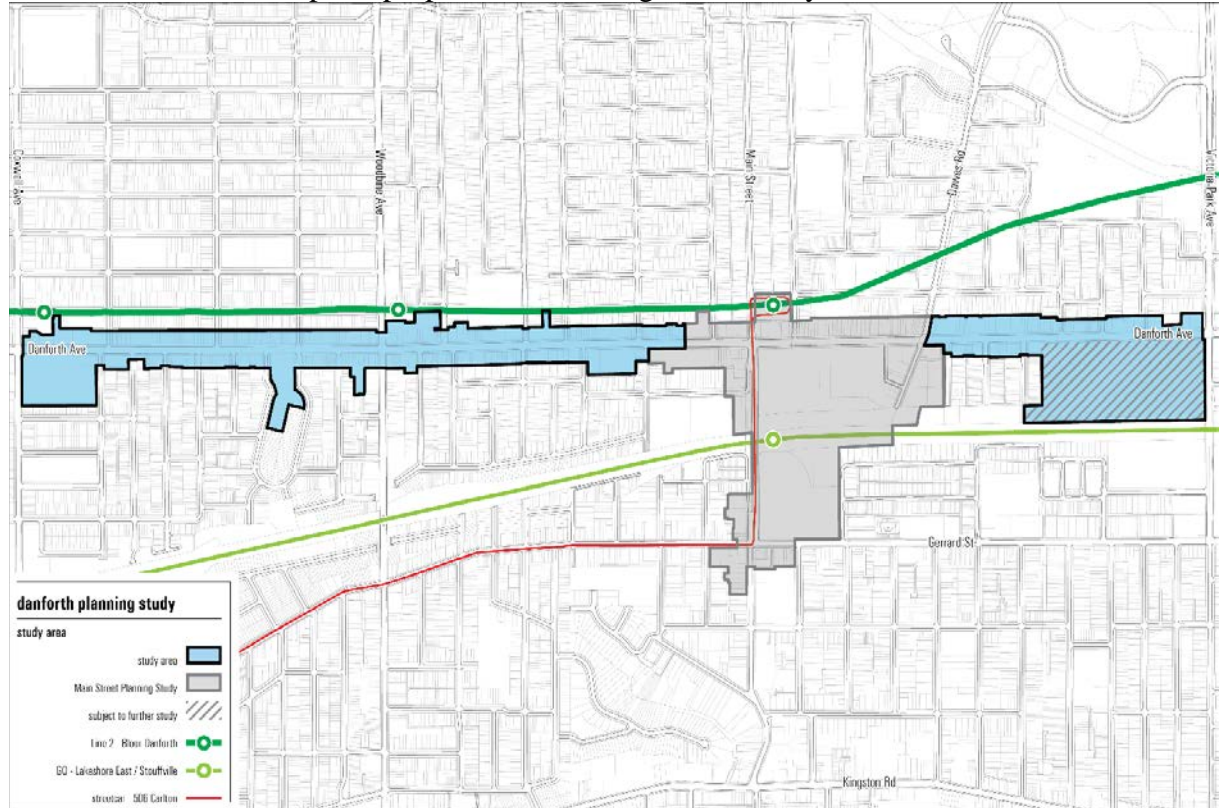


Figure 3: Revised Danforth Avenue Planning Study Area

The study area was revised to respond to Toronto and East York Community Council item TE27.42. The item requested City Planning to initiate a study focusing on the development potential, built form, and public realm within proximity of the Main Street TTC station and the Danforth GO station. Figure 3 shows the extent of the Danforth Avenue Planning Study and the new study area for the Main Street Planning Study, which will commence in the near future.

Terms of Reference & Scope of Work

The Terms of Reference defined seven key areas of focus for City staff. A final Terms of Reference and scope of work for the study was adopted by Toronto and East York Community Council on February 22, 2017. The final Terms of Reference can be found on the study website (www.toronto.ca/danforthstudy). The seven topic areas identified in the Terms of Reference are as follows:

- Built Form
- Public Realm
- Retail Vitality
- Complete Streets
- Community Services and Facilities
- Heritage and Historic Character

- Character and Place

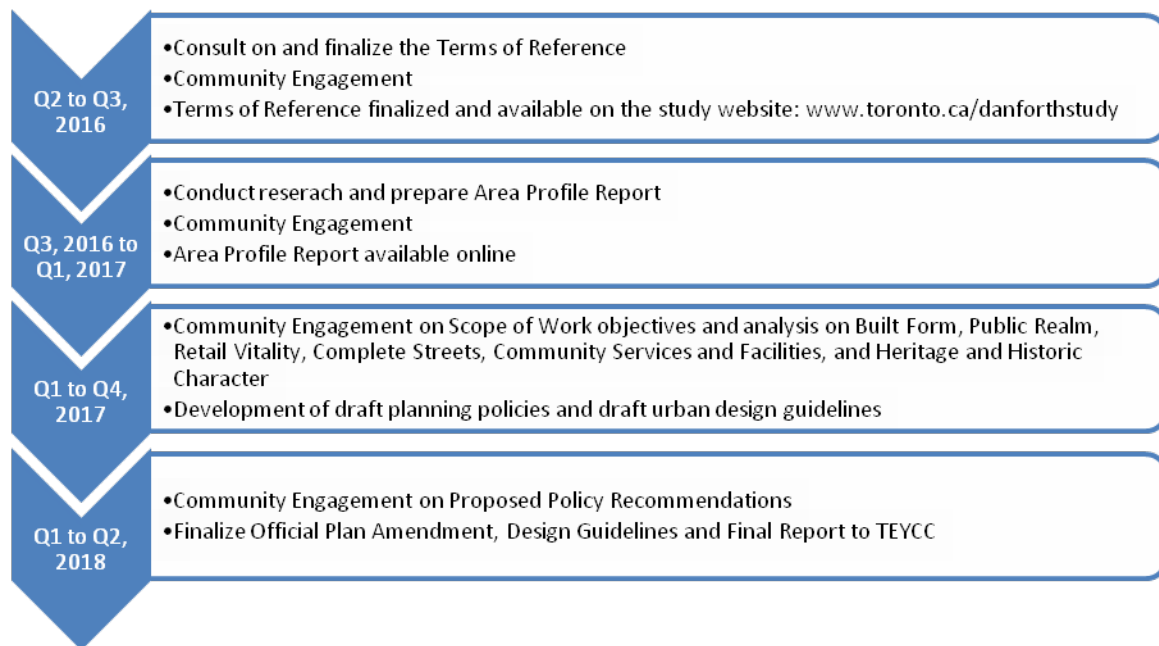
Project Goals

Six key project goals, based on the Terms of Reference, were identified to guide the project:

- Goal 1:** Implement a new site and area specific policy for the study area;
- Goal 2:** Create new Urban Design Guidelines that support the implementation of a site and area specific Official Plan policy that will supplement the existing Avenues and Mid-Rise Building Guidelines;
- Goal 3:** Identify specific public realm and streetscape improvements that use local character-defining features to enhance the public realm of Danforth Avenue;
- Goal 4:** Determine area demographics, existing community services and facilities inventory, and growth projections;
- Goal 5:** Outline areas for future investment to support growth; and
- Goal 6:** Examine potential future rights-of-way for Danforth Avenue that are based on a principle of Complete Streets.

Study Process and Timeline

The Danforth Avenue Planning study included the preparation of an Area Profile Report, a final report to Council that includes draft amendments to the Site and Area Specific Policies in the Official Plan, Official Plan Amendment, and Planning and Urban Design Guidelines. A key objective of the study was to fully engage and work with the community at each of the project milestones to obtain feedback, and to inform and guide the process. An overview of the study process and timeline is provided below.



Report Contents

This Record of Consultation provides an overview of the public consultation process. Section 2 below provides an overview of the consultation program and key consultation mechanisms used to encourage broad participation throughout the study. An overview of stakeholder and public input received during the study is included in Section 3. The next steps in the study process are briefly outlined in Section 4.

Consultation Process Overview

Consultation Program

Public and stakeholder consultation played a key role in shaping the Danforth Avenue Planning Study (Coxwell Avenue to Victoria Park Avenue). Consultation activities during the study included Stakeholder Advisory Committee (SAC) meetings, public meetings, and online engagement. Engagement opportunities were aligned with key project milestones to ensure that public input, advice, and concerns shaped the direction of the study. The following section provides a synopsis of the engagement methodologies that were used to generate community input.

Communication and Promotional Tactics

Public Notices

Formal notices were published approximately two weeks before scheduled Community Consultation Meetings and were posted online (or a combination of both), to launch each round of consultation and promote and encourage participation. Notices were also mailed to local residents and members of the community within 360 metres around the study area and who signed up for project updates.

Project Website

The project website (www.Toronto.ca/danforthstudy) served as a portal for all information and engagement activities during the study consultation process. The website included a comprehensive overview of the study, relevant documents and resources, information about consultation events and opportunities to provide feedback, including engagement activities such as online surveys (which included presentation materials from each community meeting). The project website also included links to background information and relevant policy documents.

Social Media

The City of Toronto's City Planning Division used its Twitter account @CityPlanTO to advertise Community Consultation Meetings.

Consultation Activities

The following consultation activities were implemented during the Danforth Avenue Planning Study to ensure broad participation from key stakeholders and members of the public during each round of the consultation process.

Stakeholder Advisory Committee

A Stakeholder Advisory Committee (SAC) was established following the first Community Consultation Meeting in 2016 and included members of approximately 12

interest groups, community associations, and community members. The mandate of the SAC was to provide an ongoing forum for advice and guidance to the Project Team at key points during the Danforth Avenue Planning Study. A total of 5 SAC meetings were convened during the study, as summarized in the table below.

Table 2: Stakeholder Advisory Committee Meetings

Meeting No.	Meeting Date	Purpose
1	October 24, 2016	<ul style="list-style-type: none"> • Review SAC mandate and roles; • Provide an update on study process and timeline; and • Discuss and develop a vision statement for the study area.
2	January 26, 2017	<ul style="list-style-type: none"> • Provide an update on study process and timeline; and • Review and discuss presentation materials for CCM 2, including proposed character areas, public realm analysis, and heritage review.
3	June 28, 2017	<ul style="list-style-type: none"> • Provide an update on study process and timeline; • Preview and discuss presentation information and format for CCM 3; and • Provide information on the Metrolinx Connectivity Study.
4	November 15, 2017	<ul style="list-style-type: none"> • Provide an update on study process and timeline; • Continue the discussion on built form analysis, discussion on Complete Streets guidelines; and • Preview and discuss presentation materials and format for CCM 4.
5	March 8, 2018	<ul style="list-style-type: none"> • Review and discuss the draft presentation for CCM 5 on recommendations for the Danforth Avenue Planning Study.

Summaries of each SAC meeting, including feedback provided by SAC members can be found in **Appendix A**.

Community Consultation Meetings

Five Community Consultation Meetings (CCMs) were held during Danforth Avenue Planning Study process. The meetings were designed to encourage broad participation through a variety of engaging formats (e.g., open houses, presentations, questions of clarification, facilitated discussions, and group activities.) All CCM participants were provided with feedback forms that could be submitted in person or by email or traditional mail. Feedback surveys, mirroring the feedback forms, were made available online following all CCM meetings. The table below outlines the timing and purpose of each CCM.

Table 3: Community Consultation Meetings

CCM No.	Meeting Date	Purpose
1	June 27, 2016	<ul style="list-style-type: none"> • Introduce the Danforth Avenue Planning Study; • Engage participants in a discussion to identify community assets and opportunities for improvement in the study area; and • Provide an opportunity for feedback on the draft Terms of Reference.
2	February 23, 2017	<ul style="list-style-type: none"> • Provide an update on the study process and timeline; • Share the community feedback received so far and the project team's analysis; and • Obtain feedback on the proposed vision, character areas, public realm analysis, heritage review and Complete Streets.
3	September 14, 2017	<ul style="list-style-type: none"> • Provide an update on the study process and timeline; and • Obtain feedback from the community on built form analysis, provision of parks and other work done to date.
4	December 11, 2017	<ul style="list-style-type: none"> • Provide an update on the study process and timeline; • Obtain feedback from the community on built form analysis and Complete Streets guidelines; • Obtain feedback from the community related to desired street configurations; and • Offer the community the opportunity to ask questions of the Project Team.
5	March 20, 2018	<ul style="list-style-type: none"> • Obtain community feedback on the draft policy framework and general policy direction for the Danforth Avenue Planning Study; and • Receive final public feedback on how the City should proceed prior to the submission of its policy guidelines to Toronto and East York Community Council.

Summaries of the Community Consultation Meetings and feedback received from participants are available for review in **Appendix B**.

Planners in Public Spaces (PiPS)

Two PiPS events were held at the East Lynn Park Farmer's Market in the fall of 2016 and 2017 to engage a range of community members in an informal setting.

Bengali Community Information Meeting

A special community information meeting was held for the Bengali Community on March 6th, 2018. The purpose of the meeting was to provide an update on the Danforth Avenue Planning Study, obtain community input, and provide clarity on the process

moving forward. A summary of the Bengali Community Information Meeting can be found in **Appendix C**.

Summary of Participant Feedback

What We Heard

The Danforth Avenue Planning Study consultation engaged an approximate 1,300 individuals, generating significant feedback, ideas and actions to inform the development of the City planning staff's draft policy directions. Feedback collected during each round of the consultation process was used to refine City staff's approach to the avenue study. City staff reserved time at each community consultation meeting to demonstrate what they had heard and how community input had influenced proposed policy directions. For example, office priority areas were added to the study area to respond to recurring feedback that asked City staff to consider economic development as a part of the avenue study.

The following section is a high-level synopsis of the overarching recurring comments, concerns and/or advice received through all consultation activities. It is not intended to be a verbatim summary of all feedback received. The summary has categorized participant feedback into the main subject areas covered in the study and discussed throughout the consultation process.

Built Form

Feedback covered a range of themes including discussions about building heights and density, building stepbacks, development impacts, and building design and function. The emerging themes in this section highlight the range of opinions that were captured:

Building Heights and Density – The proposed increase of building heights from seven to eight storeys was a key point of conversation. Many participants indicated that they were either fully supportive or somewhat supportive of the increase to maximum building heights within the study area. They noted that increased density made sense because of the transit-rich nature of Danforth Avenue and that increased density would improve the area's economic vibrancy. Some participants were supportive of development beyond the recommended threshold provided that the design of the building incorporated the appropriate stepbacks or were proven to have minimal impacts on the surrounding area.

A range of conditions were placed on the support of increased building heights and density:

- Development should be monitored, controlled, studied, and occur at a reasonable pace;
- Seven to eight storeys should not become the new minimum. Participants do not want to see developers exploit the new threshold to then propose even taller developments. The proposed 30 storey development at the intersection of Danforth Avenue and Main Street was noted as an example of a development seemed excessive by several participants;
- New height guidelines should not create a consistent eight storey streetwall along the entire stretch of the study area. Limit the number of mid-rise developments per-block;

- Mid-rise development should only be permitted at certain sites, such as large lots with adequate depth and laneway access, intersections, near transit stations, or sites where the structure will not cast shadows or impede on neighbouring low-rise buildings. Conduct site-specific analysis to determine which lots would be appropriate;
- Mid-block sections should only be permitted to reach a maximum of six storeys; and
- Adequate transitions areas from high-rise to low-rise development.

Concern for increased building heights and density was also recorded, suggestions were provided, such as:

- Danforth Avenue should be built to the human-scale;
- Limit heights to four-six storeys;
- Heights should be restricted to three or four storeys or less to match the existing character of the neighbourhood and preserve the privacy of single-detached homes; and
- No opportunity was given to discuss maximum heights or the possibility of not increasing height or density at all.

Building Stepbacks – The importance of stepbacks was noted for the design of new mid-rise developments, as they are seen as a way to mitigate the impact of new developments on adjacent properties, the street, and the pedestrian experience. For some, mandating stepbacks was the only way to make mid-rise development suitable for Danforth Avenue. However, some participants found the proposed building stepbacks and angular planes to be visually unappealing and not in line with the character of the existing neighbourhood.

Development Impacts – A prominent concern is that development will place significant strain on local infrastructure (e.g., roads, public transit, water, electricity, and sewage) and services (e.g., medical facilities, schools, community gathering spaces). Some worry that the City will be unable to keep up with the pace of development. Others are concerned there are not enough parks or greenspace the neighbourhood to support a growing community. Additionally, some participants questioned why impact studies (e.g., wind, shadow and infrastructure requirement studies) were not conducted to complement the draft policy directions on built form. Other concerns include the impact of development on skyline views, the study area's existing character and community.

Building Design and Function – Suggestions were made for the use of specific materials such as mass timber or the incorporation of design features such as green roofs. Some participants made suggestions for environmentally sensitive design such as requirements for LEED standards. It was noted that all buildings should be required to meet accessibility standards. Specific comments were also received regarding the height and size of mechanical penthouses (e.g., visual appearance and the inclusion of mechanical penthouses within building height limitations, reducing or limiting protrusions [i.e., balconies], and rear setbacks.)

In addition, participants expressed concern that new development would be limited to luxury condominiums. Several requests were made for the City to encourage the developers to build rental, co-op and affordable housing buildings. Others suggested that residential building developers should be required to construct certain percentages of

affordable or subsidized units and family-sized (three and four bedroom) units. Participants regularly expressed the desire for mixed-use developments that contain retail, office, and residential uses. Some participants want to see spaces for small-scale arts and culture hubs.

Public Realm

Recurring themes included discussions about parks and outdoor spaces, patios and cafés, street furniture, streetscaping, and pedestrian friendliness. The summary of key themes in this section highlight the range of opinions that were captured:

Parks and Outdoor Spaces – Parks and outdoor spaces were consistently highlighted as an important element of the study area’s public realm. East Lynn Park, Stephenson Park and Coleman Park were noted as some of the community’s important assets. Participants urged the City to identify opportunities to incorporate more parks, parkettes and green space into the study area. Many also requested that the City consider providing outdoor gathering spaces such as piazzas or public squares. A few participants recommended that surface lots and alleyways be permitted for community events or converted into green space. Participants said that the area is deficient in outdoor spaces, which could increase by development pressure. It was suggested that development funds received by the City should be funneled into the creation and maintenance of parks and outdoor spaces.

Patios and Cafés – Consistent support was shown for sidewalk patios and cafés. However, some participants worried that patios and cafés might cause pedestrian bottlenecks or create obstacles for those with limited mobility. Some participants suggested that policy directions mandating 4.8 metre widths may not adequately support patios and cafés or other merchandising zones.

Street Furniture – Participants encouraged the installation of additional street furniture. Benches and other seating were highlighted as important street furnishings, particularly for aging populations. Additional trash receptacles are also desired.

Streetscaping – Participants want to see the beautification of Danforth Avenue. This includes the planting of trees, the planting and maintenance of flower beds and native plant gardens, replacement of dying ash trees, and other beautification measures. Some participants noted that tree planting and other landscaping can be used as stormwater management tools. Developers should work with the study area’s Business Improvement Areas (BIAs) to ensure consistent streetscaping. Better lighting is also needed. In addition, public art and points of interest such as murals, fountains and other landmarks were requested by community members.

Pedestrian Friendliness – Public realm features that contribute to walkability and pedestrian friendliness are desired. Several participants stated that Danforth Avenue needs to be made safer for pedestrians. Additional signalized cross-walks are needed on Danforth Avenue to address long blocks and offset intersections. Several participants stated that accessibility standards should be addressed, including timely snow clearance,

increasing sidewalk traction, creating barrier-free walkways and considerations for the elderly. Wayfinding signage and public washrooms should also be considered.

Retail Vitality

Participants provided feedback on retail vitality in their community. Comments discussed the value of small, independent retail and storefront design. The following section captures the feedback that was heard:

Small, Independent Retail – Many participants value the small, independent businesses that operate on Danforth Avenue and want the City to implement policy that will preserve the community’s retail character. Preference was repeatedly shown for small, independent retail over big-box and chain operations. Some participants indicated a preference for high-end or boutique-style retail. Many suggested that retail frontages should be required to stay within the current size ranges (approximately 2,000 square feet). Several participants expressed concern about the affordability of rents and taxes for retail spaces for small business owners in new developments. Independent retail operations should not be priced out of the neighbourhood. Specifically, the concern is that long-term storefront vacancies may increase. One solution may be to end tax breaks for vacant storefronts. Some participants requested that retail studies be conducted to determine why retail on certain streets is struggling in order to prevent potential issues on Danforth Avenue.

Storefront Design – Frequent comments regarding storefront design were captured. Particular emphasis was placed on recessed entrances and small store frontages. Small store frontages were considered by many to improve the public realm and walkability of the neighbourhood. Some participants want regulations placed on storefront signage to create a unified and cohesive character for Danforth Avenue. Other considerations included better storefront lighting and awnings to provide weather protection for pedestrians.

Complete Streets

A range of opinions were collected regarding traffic lanes, bike lanes, pedestrian walkways and parking. Traffic calming and traffic infiltration were other key themes that emerged. The following section summarizes the input received over the course of engagement:

Traffic Lanes – Inconsistent feedback was received regarding traffic lanes. Some participants encouraged the City to reduce traffic lanes to support the introduction of wider sidewalks and buffered or protected bike lanes. Some participants indicated that Toronto is too “car-centric”. Alternatively, other participants do not want lane reductions. They indicated that Danforth Avenue is a major thoroughfare that already faces serious traffic congestion issues, and any lane reduction would exacerbate traffic congestion, decrease safety for motorists and pedestrians, and reduce air quality. They noted that increased density on Danforth Avenue would compound the issue. Some participants noted that they rely on their car due to age, mobility issues, or to transport children and family members. Some participants suggested that lane reduction would negatively affect

local businesses. Multiple traffic studies were requested including baseline traffic statistics and studies that might predict the impact of potential lane reductions.

Traffic Calming – Frequent requests for traffic calming measures were made by participants. Requests ranged from the introduction of bike lanes, additional traffic lights, narrowed lanes and reduced speed limits on Danforth Avenue.

Traffic Infiltration – Several participants expressed concern regarding traffic infiltration. Some participants worried that any form of lane reduction or increase in traffic congestion on Danforth Avenue would cause motorists to cut through residential streets, thus reducing safety on local roads. Some participants are already noticing increases to traffic infiltration on their streets. One suggested solution is to create a complex network of one-way streets like what was introduced in the Annex.

Bike Lanes – Multiple participants encouraged City staff to implement bike lanes on Danforth Avenue. Participants provided a range of protection options they felt would be suitable (e.g., bollards, painted buffers, physical buffers, and raised-curbs). Some participants expressed support for cycle tracks. The addition of bike lanes should connect to the City's existing cycling network and be paired with the installation of bike signals and bike lock-up facilities. Conversely, some participants do not want bike lanes on Danforth Avenue. These participants indicated that the introduction of bike lanes would affect traffic congestion issues, and some stated that bike lanes would be better suited to secondary roads. The Woodbine bike lanes was a consistent example that was used. Some individuals appreciated the bike lanes, while others noted that they had caused traffic, parking and accessibility issues. The City was asked to conduct studies to determine the impact of bike lanes on Danforth Avenue before making decisions.

Parking – Some participants want to see existing parking spaces on Danforth Avenue preserved or increased. They cautioned that a reduction in parking may negatively impact businesses or cause (or exacerbate) parking issues on residential streets like Coleman Avenue and Gledhill Avenue. However, other participants want to see parking lanes reduced. A few participants wanted to see parking removed from Danforth Avenue altogether. Several participants requested that the City establish additional Green P parking lots or work with developers to mandate public parking in new developments. Some suggested that street parking could be used as a buffer to increase cyclist and pedestrian safety. Some individuals asked for additional accessible parking spaces. A few suggested that laybys or taxi-stands be added to provide space for vehicles (e.g., taxis, Uber and Lyft drivers, delivery vehicles, and WheelTrans) to drop-off passengers or materials without causing traffic back-up.

Pedestrian Walkways – Pedestrian safety was consistently said to be a number one priority. Many participants indicated support for widened sidewalks. Although some participants requested wider sidewalks, 4.8 metre pedestrian walkways received the most support. However, some participants did not approve of widened sidewalks if they would reduce traffic lanes. Curb cuts and surface parking lots and driveways (especially in front of stores) should be limited to increase pedestrian safety. Participants frequently asked

for porous blocks, shortened block lengths, and more signalized cross-walks. Some participants requested that e-bikes be banned from using sidewalks.

Character and Place

Common themes regarding character and place revolved around economic development and auto-related land uses. The following section highlights the range of feedback that was received for each of these themes:

Economic Development – Participants regularly urged City staff to consider how the Danforth Avenue Planning Study could provide policy directions to improve Danforth Avenue’s economic competitiveness and contribute to the economic revitalization of the neighbourhood. Participants want the study area to be a “live, work, and play” neighbourhood that serves as a vibrant community both day and night. Some said that the community vision of enhancing streetscapes, improving walkability, and preserving the community’s existing character will all contribute to economic prosperity. However, the City should develop specific policy guidelines that will create employment opportunities in the area. Several suggestions were made for new development to contain a better mix of office, retail/commercial and residential space. Specific recommendations were made for new residential towers to include at-grade retail, mid-building office space, and residential units on upper floors. Several participants approved of the office priority areas identified in the draft policy directions. Participants feel that adding office space and other employment opportunities to the neighbourhood will help the study area become a destination rather than a dormitory neighbourhood.

Auto-related land uses – Mixed responses were received regarding auto-related land uses such as auto-repair shops, car washes, gas stations and car dealerships. Some participants noted that they did not want to see auto-related land uses on Danforth Avenue as they are perceived to be a “waste of space,” visually unappealing or not fitting within the proposed plan to increase height and density in the study area. For some, the issue with auto-related land uses is the number of auto-repair shops, gas stations, car dealerships and surface parking lots that occupy space on Danforth Avenue. They do not want to see the removal of *existing* auto-related land uses, but have limitations placed on the introduction of *additional* uses of this type. Alternatively, some participants noted their approval of auto-related land uses in the neighbourhood. Some participants said that they appreciated having auto-repair shops and car wash facilities within proximity of their home. Other participants said that auto-related land uses provide good jobs in the neighbourhood and should not be removed or restricted in any way.

Community Services and Facilities

Danforth/Coxwell Public Library, Hope United Church and Main Street Community Centre were identified as important community assets. However, participants want more community services and facilities in their neighbourhood. This includes schools, hospitals, fire departments, libraries, grocery stores, homeless shelters, safe injection sites, child care facilities, community centres and community hubs. Some participants want to see new arts and cultural spaces for youth, seniors, families and new immigrants like Regent Park’s Daniel’s Spectrum. It was suggested that some at-grade retail spaces

could be used for community space. The TTC Coxwell Barns site was identified as a potential site for a community hub. Several participants are concerned that increased density on the Danforth Avenue will place a strain on community services. Community service provision should be planned in parallel with intensification.

Heritage and Historic Character

Participants regularly cited the importance of heritage and the contribution of existing building design to the community's overall character. The following section captures the key themes that emerged in heritage discussions:

Heritage Preservation – City staff were encouraged to identify and preserve the study area's heritage buildings and structures. Several sites were listed for their heritage significance (e.g., Hope United Church, TTC Coxwell Barns, Bus Terminal Diner, 10 and 10A Dawes Road [and several other sites on Dawes Road], the Luttrell Loop, the Morton Road hydro building, the Hakim Optical Building, and the East Toronto Masonic Lodge). Some participants said that heritage zones should be established. It was suggested that design elements should be included to promote the history of the area through plaques, public art, and historical signage. Participants expressed concern that allowing increased height and density along Danforth Avenue will result in the loss of key heritage sites or that large-scale development will occur within close proximity of heritage buildings, thus reducing their appeal. Alternatively, some participants noted that not all “old-buildings” should be identified as heritage sites. Some are concerned that too many properties will receive heritage designation.

Traditional Building Materials – Regarding design, some participants requested that policy directions require the use of traditional materials (e.g., brick and masonry) to complement the character and history of the study area. Many participants said that they did not want to see the street turn into a monotonous row of modern, “glass-box” buildings. New developments should incorporate traditional materials to complement and respect the history and character of Danforth Avenue. Alternatively, some participants said that prescriptive policies may limit building design creativity or cause the neighbourhood to appear “outdated.” They felt that the City should not limit creativity, innovation or variation in building design.

Transit

Participants want to see transportation improvements and increased connectivity in their neighbourhood. Recurring feedback discussed a connection between Main Subway Station and Danforth GO Station, increased public transit, station improvements and the creation of a transit hub. The emerging themes from transportation discussions are captured in the section below:

TTC/GO Station Connection – Participants support the creation of a connection between Main Subway Station and Danforth GO Station. Suggestions included a weather-protected pathway, an over-head pedestrian walkway with retail and shopping spaces, or an underground tunnel. Several other enhancements were recommended for the existing transit stations. This included an additional entrance for Main Subway Station, support

for the proposed secondary entrance to Danforth GO station on Dawes Road, safety improvements at Danforth GO station, and better wayfinding signage for the transit stations on Danforth Avenue.

Increased Public Transit – Concerns about existing transit capacity were frequently raised and participants are worried that increased height and density will increase transit demand and contribute to capacity issues. Potential solutions include introducing and bolstering bus services on Danforth Avenue (e.g., new routes or a dedicated bus lane), light rail, and redesigning and adding capacity to existing subway stations. Although not directly part of the study area, many participants noted support for the Downtown Relief Line.

Transit Hub Potential – Access to transportation (both TTC and GO transit) was identified as an important feature of the study area. While some worry about the capacity of existing transit services, others believe that Danforth Avenue and Main Street should be identified and transformed into a transit hub. These participants felt that increased height and population density is appropriate for the study area due to a relative high degree of transit access.

Additional Feedback

Character Areas - The character areas defined by City staff were modified several times to address comments received during each round of consultation. The overarching theme regarding proposed character areas urged City staff to draft policy that recognizes and respects the distinct character and needs of multiple sections of the broader study area.

Study Area - Several participants noted from the early stages of consultation that the Planning Study should consider how increased height and density, changes the right-of-way configuration of Danforth Avenue, and other policy changes might affect areas outside of the study area (e.g., both north and south of Danforth Avenue). Some participants requested that the City provide information about what the impacts of planning policy changes might be on neighbouring residential communities and surrounding streets.

The change to the study area around the intersection of Danforth Avenue and Main Street and extending south to Gerrard was a point of controversy. There are several development proposals within proximity of the Danforth Avenue and Main Street intersection, including a proposed 30-storey tower. Some participants are worried that the change to the study area might result in planning policy that differs from what is proposed for the rest of Danforth Avenue (e.g., greater height and density than the proposed seven to eight storey mid-rise guidelines).

Process Feedback

While some participants expressed support for the study and thanked City staff for their work, others provided input as to how the process could have been improved. A summary of the process feedback is captured below:

Consultation – Some participants felt the presentation materials prepared by City staff were inaccessible for the general public. Additionally, some participants noted that more materials such as presentations should always be made available on the project website. City staff were encouraged to use less jargon and technical language and to explain information in plain language.

While some participants indicated that City staff are “on the right track,” others said that more meetings could be conducted. Feedback was also received about the demographics of those engaged in the consultation process. Participants said that more should have been done to engage various communities, including the study area’s significant Bengali population. Others said that the area’s shelter users and street involved population should have been consulted.

Studies and Evidence – In nearly every round of engagement, participants wanted to know if the City would conduct studies to determine the impacts of any potential changes to the community. Study suggestions included determining the effects of increased height and density on shadows, wind tunnels, the pedestrian experience, and the infrastructure capacity (e.g. water, sewage, public transit, roads) and the strain to community services and amenities (e.g., schools, medical facilities, parks and greenspace). Additional studies were requested to determine the potential outcomes of any Right of Way (ROW) configuration changes (e.g., road capacity in relation to development, reducing or narrowing lanes, adding bike lanes, removing parking). Participants also wanted to know what changes might be experienced in neighbouring residential areas (e.g., traffic infiltration and non-resident parking). The community wants assurance that policy changes that may affect their neighbourhood will be made in tandem with the careful study of potential outcomes. Policy changes that will result in changes to the area should be anticipated and defensible.

General Process Feedback – Some participants felt that the vision and policy directions established by the City were too high-level or too vague. Some information regarding policy parameters and enforcement was left unexplained (e.g., assuring that mid-rise development occurs on adequate lots or assuring that development occurs within the proposed height guidelines). Additionally, it was suggested that a completed version of the draft policy should be made available for public review prior to the final round of consultation. One participant felt that the Danforth Avenue Planning Study did not conform to the standards of a traditional Avenue Study.

Process Review

The community engagement process for the Danforth Avenue Planning Study will inform City staff’s approach to public consultation in the future. City staff learned that the community values ample opportunity to ask questions of staff through facilitated plenary discussions. Related to this, community members found that they benefited from hearing the concerns of their neighbours in an open forum format. Residents also noted the value of having City staff reiterate what had been heard from the public at previous meetings and how their feedback had been incorporated into the project. While most community consultation meetings were held in the evening hours, City staff learned that afternoon

sessions, such as the well-attended afternoon session hosted for Community Consultation Meeting #5, are a good option for future consultation.

The Danforth Avenue Planning Study consultation process demonstrated the effectiveness of round table discussions. Round table discussions were seen as a useful tool for members of the community to work collaboratively to provide feedback to influence the development of the avenue study. In particular, participants responded positively to the interactive exercises used at some meetings, one example was the design charrette exercise at Community Consultation Meeting #4. More round table discussions and interactive exercises should be incorporated into future engagement opportunities.

Feedback collected through the consultation process indicates that City staff can improve the way it relates information to the community. Staff should reduce the amount of jargon it uses and provide information in plain language that can be easily digested. This may include providing more information related to the planning and decision-making processes through a “Planning 101” document or incorporated into staff presentations. Questions directed to the public for feedback should also be worded in plain language. Future consultations should consider less open-ended questions to assist residents in developing feedback that can influence project outcomes.

City staff can also improve its methodologies for consulting diverse community groups. Focused sessions may be needed to involve members from specific demographic groups (e.g., age, ethnicity, gender, sexual orientation, etc.) to ensure adequate representation from the City’s diverse communities. Meetings such as the Bengali Community Information Meeting was effective, however the City should continue to be organized for future engagement processes with concerted efforts to foster diversity in the City’s consultation processes, and possibly request that presentations could be made at meetings that are already being held by community groups or organizations.

Consistent feedback heard over the course of the consultation process also indicates that residents want tangible evidence that demonstrates the projected impacts of changes to planning policy in their community. Participant feedback suggests that the community wants assurance that the City plans for growth and change in a way that is controlled, monitored, and responsible.

Next Steps

The final deliverables, which include City Planning’s final report, site and area-specific policies and area-specific guidelines will be submitted to Toronto and East York Community Council (tentative date May 2, 2018). Several complementary planning studies are in the works and will be scheduled in the near future. These include the Main Street Planning Study, the Coxwell TTC Barns Master Plan and the Shopper’s World Future Study.

Attachment 13: 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

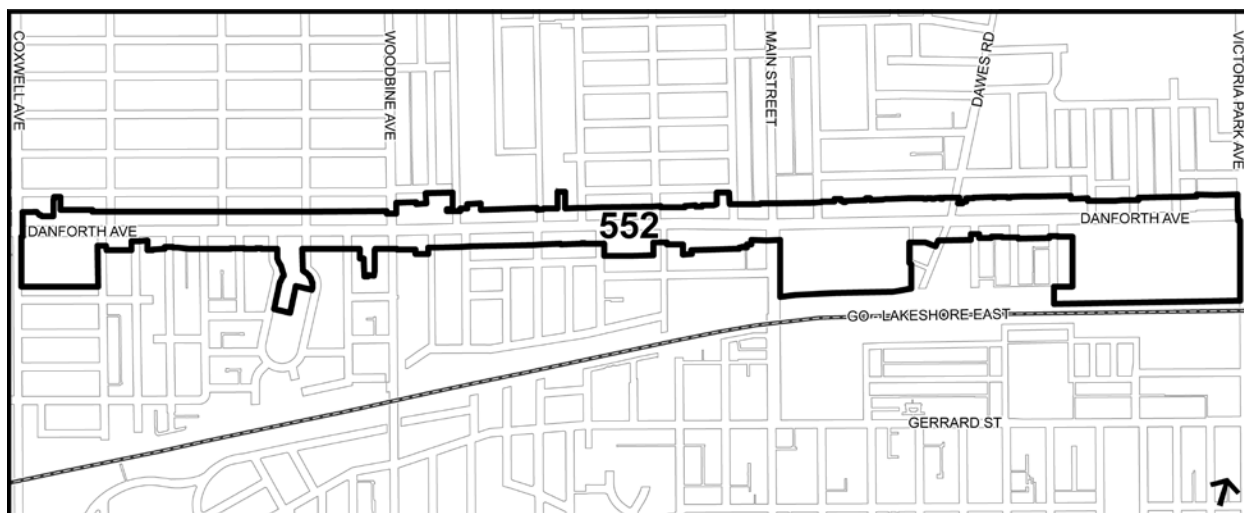
(Corporate Seal)

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

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.

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:
 - utilize City-owned lands to provide a city-building opportunity;
 - create a multi-functional site that will be home to various civic and employment-generating uses;
 - incorporate multiple public uses;
 - conserve and adaptively re-use heritage buildings;
 - provide employment opportunities;
 - align with other City-initiatives, studies, and policies;
 - 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
 - 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, then 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

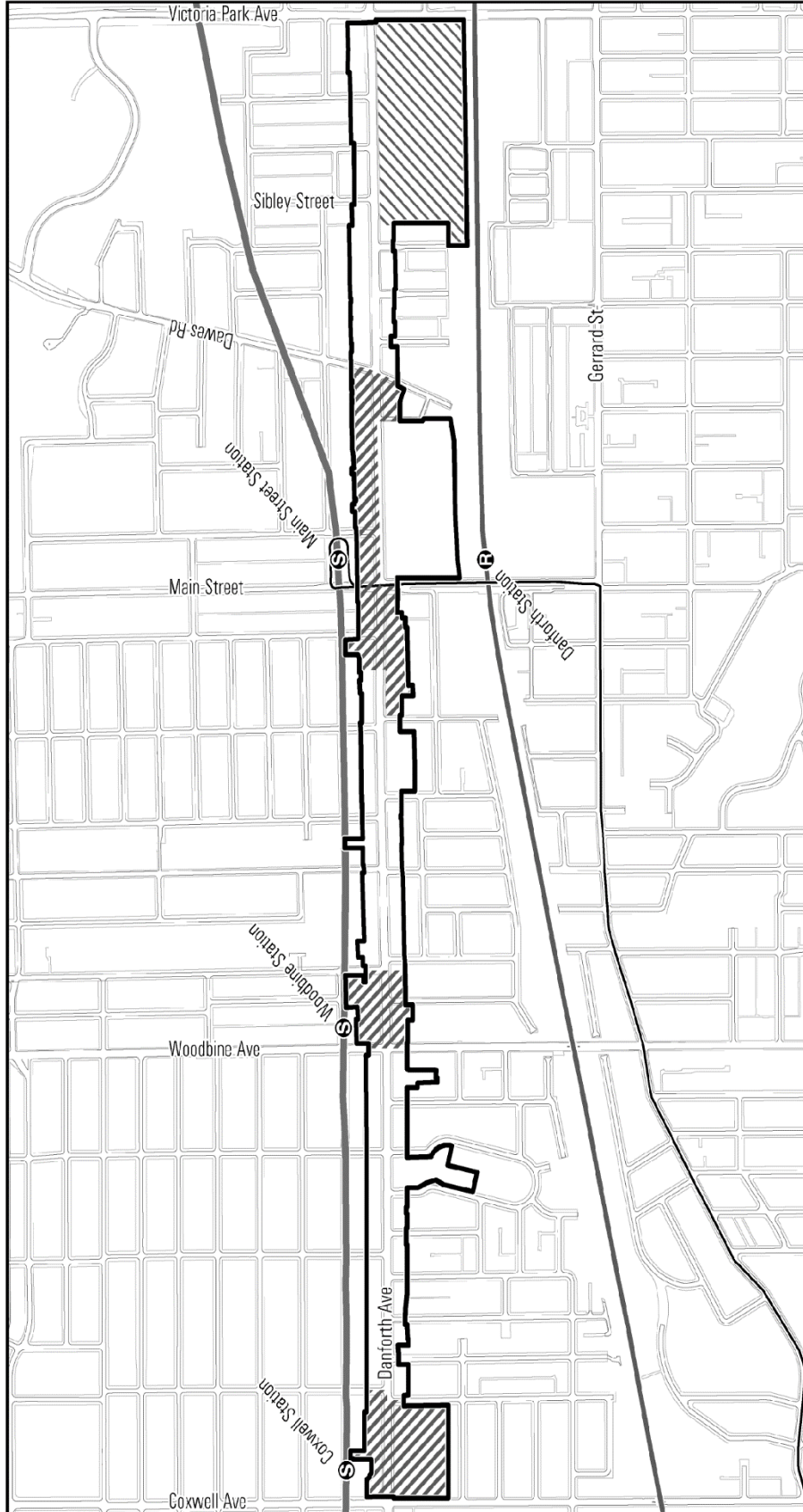
9. Urban Design Guidelines

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



Official Plan Amendment #552

Urban Structure

Danforth Avenue Planning Study

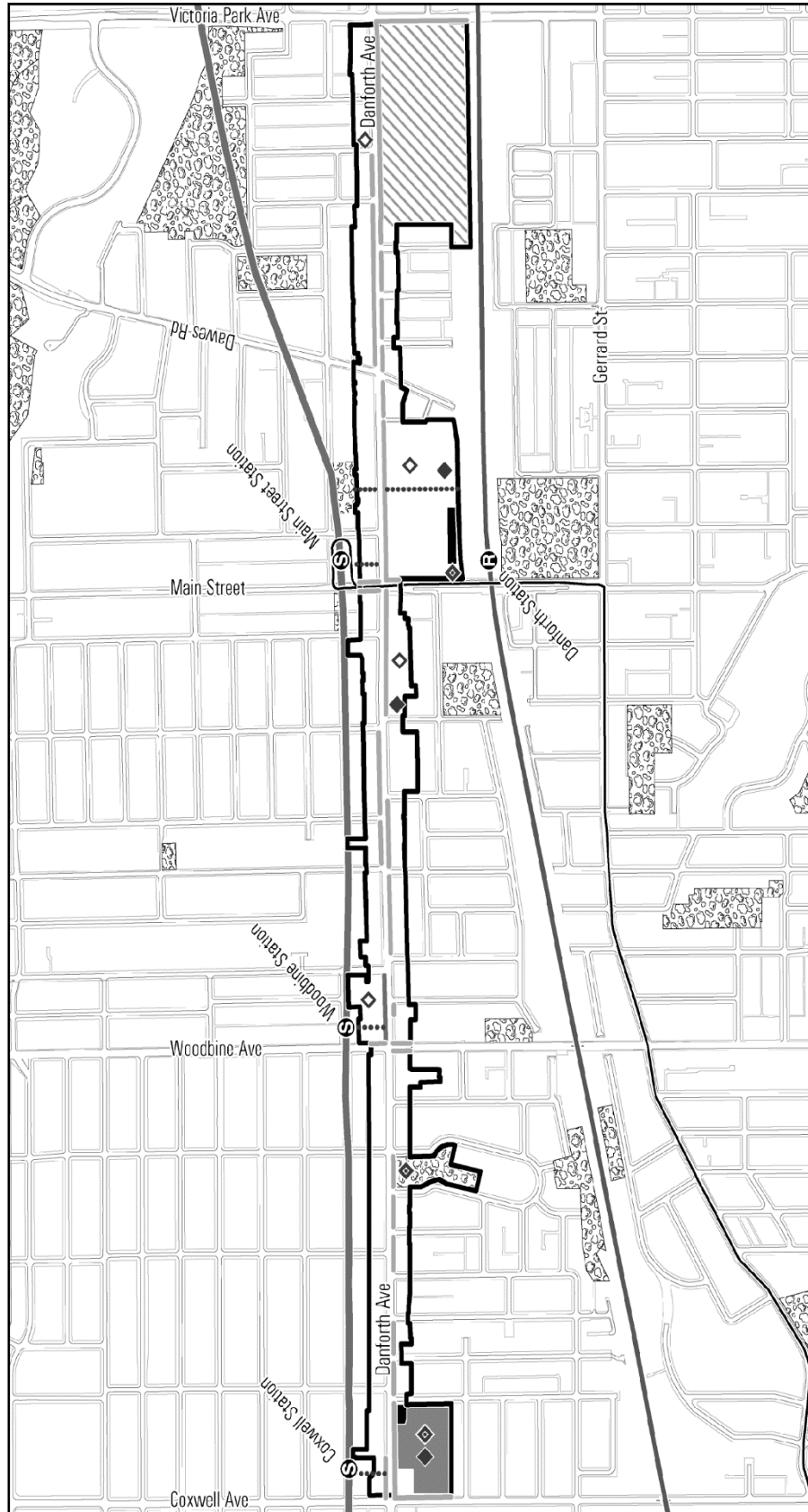
File # 16 129539 SPS 00 02

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



Not to Scale
06/13/2018

Map 2: Public Realm Structure



Official Plan Amendment #552

Public Realm Structure

Danforth Avenue Planning Study

File # 16 129539 SPS 00 02

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



Not to Scale
06/13/2018