

The consistent streetwall of 1920s-era commercial buildings in the western half of the Study Area begins to shift east of Woodbine. There, development in the 1950s and 1960s either filled in remaining vacant lots or redeveloped other partially built-up lots with car-oriented 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.

Little York and East Toronto

Moving eastward from Woodbine, the pattern of development shifts again east of Oak Park/Morton Road, which was the boundary of the historic village of Little York/Town of East Toronto. Land here was subdivided earlier, in the late 19th century, and had more generous lot widths along Danforth Avenue – a reflection of the rural, village character of the settlement at the time. On the south side of the Danforth Avenue, the consistent 1920s streetwall gives way to large lots, including car-oriented commercial buildings and late twentieth 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 in the eastern half of the Study Area 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-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-Morton Road boundary remained. The Town of East York, in turn, was annexed into the City of Toronto in 1908. Little York remained a small community on the edges of the City of Toronto with the eastern boundary, Victoria Park, marking 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



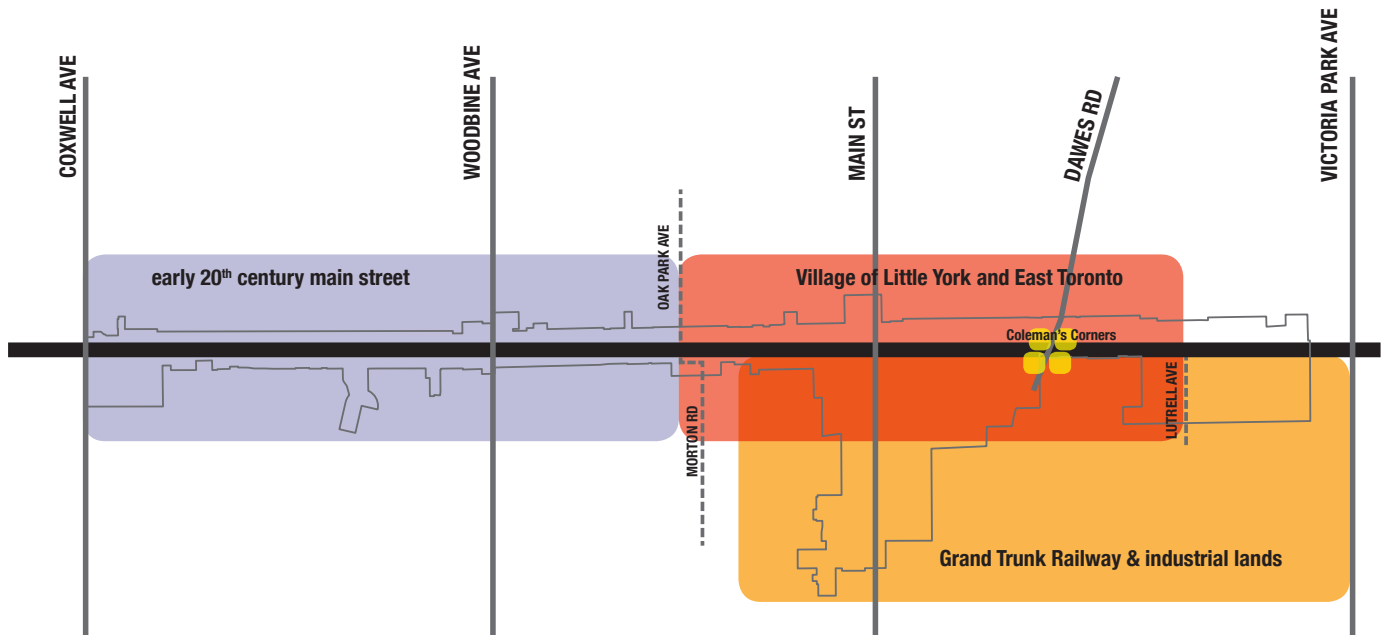
Inhabitants of Little York. Danforth Avenue. North side, west from Dawes Road c1900 (Toronto Public Library)



Coxwell TTC Barns at Coxwell Avenue and Danforth Avenue in 1935.



Danforth Avenue in 1960.



Map 3: Historic Context Map

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 character area is largely characterized by pre-1900 subdivision village lots along Danforth Avenue, and the persistence of large industrial lots resulting from the impact of railway development, particularly on the south side of Danforth Avenue east of Main Street. The railway was cut through 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



Danforth Avenue with streetcars

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 Avenue. 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 the edge of the City at the time by Victoria Park Avenue. Rail spurs ran into lots on the south side of Danforth Avenue between Dawes Road and Main Street. The new rail yard 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 Danforth Avenue, 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 East. In the second half of the twentieth century, the freight yards shrank until, after the 1990s, they were reduced to through tracks, and replaced with a GO Station. In the same period, 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 Avenue and Main Street, 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.

The larger village lots in the historic community of Little York 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. 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 Danforth 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.

2.2 HERITAGE REGISTER

Properties listed on the City's Heritage Register will be conserved in accordance with relevant legislation, including the Official Plan's heritage conservation policies, the Ontario Heritage Act (OHA), and the Provincial Policy Statement, and with regard to the Standard and Guidelines for the Conservation of Historic Places in Canada.



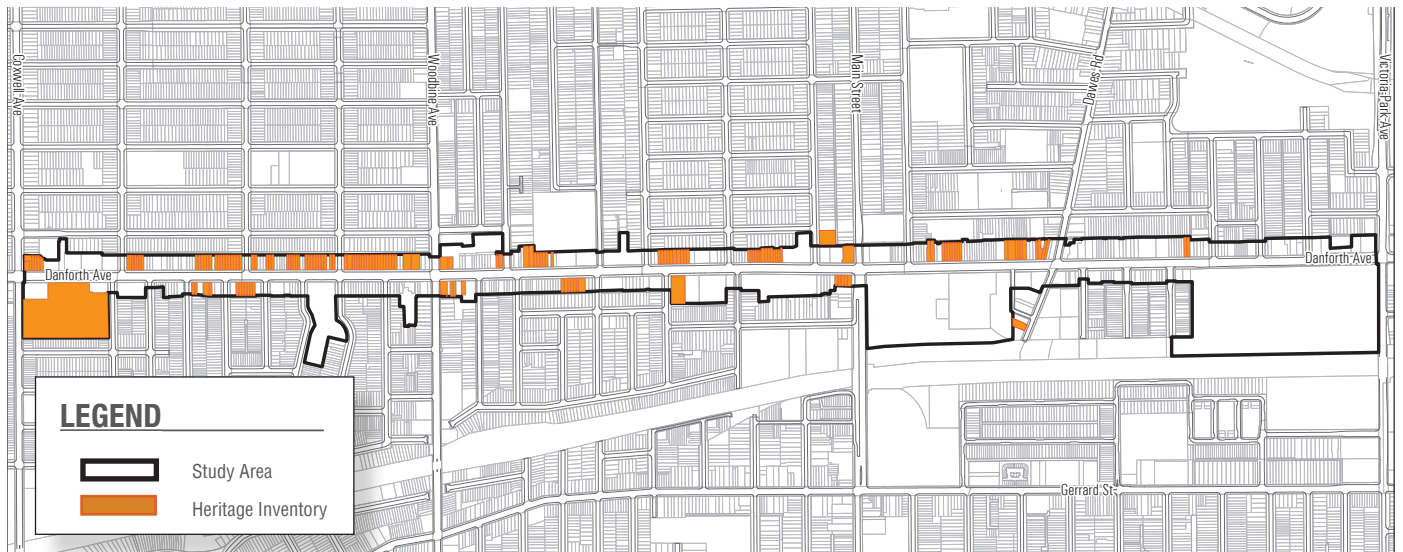
Danforth Avenue and Ladysmith Avenue, 1936.



East Lynn Avenue south of Danforth Avenue, 1923.



Danforth Avenue and Woodbine Avenue, 1915.



Map 4: Heritage Inventory Map

2.3 HERITAGE INVENTORY

To understand and identify the cultural heritage, values and attributes of the Study Area, staff undertook research on the area's history and evolution (Appendix A), and conducted a building survey to create a Heritage Inventory of properties in the Area (see Map 4 and Inventory in Appendix E). The Danforth Avenue (Coxwell Avenue to Victoria Park Avenue) Heritage Inventory includes Study Area properties which are already on the City's Heritage Register and properties having potential cultural heritage value or interest to be evaluated for possible listing on the Register. In order to shorten the time it takes to research and evaluate properties for listing, staff will undertake an abbreviated approach, one that still applies provincial criteria as required in the Official Plan, but which sets out a preliminary, not exhaustive, set of values. An understanding and articulation of contextual value will be prioritized and, where information is readily available, additional values may be identified. The primary aim will be to achieve an informed and timely listing of properties.

2.4 HERITAGE CONSERVATION

The heritage research and heritage property survey have informed the heritage inventory, the Urban Design Guidelines and the Site and Area Specific Policy. These tools will promote the conservation of the cultural heritage values of the Study Area, including the urban pattern and scale of the existing main street character and the individual building attributes, while allowing for context-sensitive new development. New development or alterations within the study area will respect,

conserve and maintain the integrity of existing and potential cultural heritage properties. Heritage Impact Assessments will be required for development applications that affect existing and potential heritage properties within the Study Area.



Luttrell Avenue looking north to Danforth Avenue, 1961 and 2018.

3.0 Vision

- 3.1 Vision and Planned Character Statement
- 3.2 Guiding Development Principles

3.1 VISION AND PLANNED CHARACTER STATEMENT

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 consultation with the community. New development should fulfill the intent of the Vision and Planned Character Statements.

Vision

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.

Planned Character Statement

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 and fine-grain active ground floor spaces, with emphasis on improving the public realm on Danforth Avenue. The design of buildings will maintain the vertical and horizontal architectural rhythms of the street with traditional building materials, and varied storefronts, which contribute to Danforth Avenue's strong street character.

3.2 GUIDING DEVELOPMENT PRINCIPLES

The Guiding Development Principles provide direction for future developments to achieve the vision for the study area.

1. New development will appropriately respond to the area's existing and planned character.
2. New development will contribute to place-making and improve the public realm.
3. New development will contribute to the creation of a complete street on Danforth Avenue.
4. New development will contribute to the creation of complete communities.
5. New development will provide connections to surrounding neighbourhoods, parks, and opportunities.



A view down Danforth Avenue in front of East Lynn Park showcases the fine-grain and low-rise character of Danforth Avenue. Intensification of the area will have to respect the context and complement the character of the street.



Parts of Danforth Avenue have undergone significant developments with large format retail and clusters of apartment towers.

4.0 Design Guidelines

4.1 SITE CHARACTERISTICS

4.2 BUILT FORM

- 4.2.1 Mid-Rise Buildings
- 4.2.2 Office Priority Area
- 4.2.3 Additions and Low-Rise Buildings

4.3 BUILDING DESIGN

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- 4.3.2 Building Material
- 4.3.3 Ground Floor Height, Frontage and Size
- 4.3.4 Storefront Design
- 4.3.5 Side Wall Conditions
- 4.3.6 Vehicular Access, Loading Area and Utility

4.4 PUBLIC REALM

- 4.4.1 Special Areas, Parks and Open Spaces
- 4.4.2 Pedestrian Connections and Safety
- 4.4.3 Streetscape
- 4.4.4 Public Art

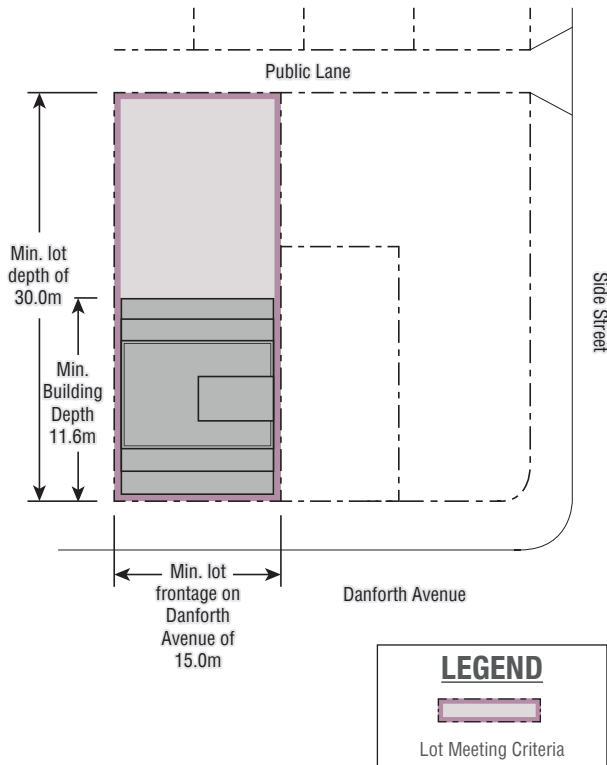


Diagram 1: Site Criteria for Mid-Rise Building Diagram

4.1 SITE CHARACTERISTICS

A range of lot configurations, sizes, and characteristics exist within the Danforth Avenue Study (Coxwell Avenue to Victoria Park Avenue). The variation in lot pattern necessitates guidance on what criteria a lot shall meet in order for mid-rise building developments to occur. The development of mid-rise buildings may be appropriate if a site can meet a set of criteria for frontage, size, and access, or if the application can demonstrate appropriateness on a site that does not meet the criteria in full. However, meeting the criteria does not automatically permit the approval of a mid-rise building. Additional considerations outlined in these Guidelines will have to be considered to determine a development's appropriateness.

Some sites within the Study Area have characteristics which make intensification in the form of additions and low-rise buildings within the existing height limit more appropriate. When a site is limited in size, frontage, and access to a public lane, additions and low-rise buildings may be a viable built form. If a site is located in or adjacent to a grouping of properties with a consistent streetwall, lower scale development in the form of additions and low-rise buildings can be more desirable and appropriate in maintaining the character of the street.

GUIDELINES

Mid-Rise Building Site

- a. Sites appropriate for a mid-rise building should have the following characteristics:
 - i. A minimum frontage of 15.0 metres in width along Danforth Avenue;
 - ii. A minimum lot depth of 30.0 metres; and
 - iii. Access to a public lane or private driveway to allow for vehicular and loading access from the rear of the property.

Addition and Infill Building Site

- b. Sites more appropriate for an low-rise building or an addition to an existing building will have the following characteristics:
 - i. A frontage of less than 15.0 metres in width along Danforth Avenue;
 - ii. No access to a public lane or private driveway to allow for vehicular and loading access; and
 - iii. Location within or adjacent to a group of properties with a consistent streetwall height and transition of streetwall height cannot be achieved.



Two-storey main street buildings line most of Danforth Avenue creating a consistent streetwall character.



Conceptual sketch of a mid-rise building with variations in the design of the base of the building to maintain a fine-grain built form character.

4.2 BUILT FORM

A range of City-wide policies, guidelines, and best practices have been considered in determining the appropriate built form for the Danforth Avenue Study Area. The objectives of the built form guidelines are the following:

- Ensure the existing and planned character of Danforth Avenue is respected by providing guidelines to help achieve appropriate developments;
- Illustrate a variety of built form solutions to address different site characteristics, constraints, and opportunities;
- Protect the living conditions and enjoyment of sensitive land uses such as designated Neighbourhoods and Parks; and
- Increase and enhance the public realm space including public sidewalks, open spaces, and amenities.

The Built Form guidelines are divided into four sections to address the particular built form concerns of each built form type/condition. Portions of the Study Area, identified in Map 1, will require separate and additional studies to determine appropriate built form and related planning issues.



An example of a newer development (right) without proper transition to lower two-storey buildings on Danforth Avenue. Future development will respect the existing lower-scaled character of Danforth Avenue with appropriately scaled streetwall heights.

4.2.1 MID-RISE BUILDINGS

The City's Official Plan and the Avenue and Mid-Rise Buildings Study identifies Danforth Avenue as an 'Avenue' where growth is expected and encouraged to occur. The Study Area is also identified as a 'Character Area' in the Avenue and Mid-Rise Buildings Study, which require mid-rise developments to meet additional performance standards to ensure the proposed buildings fit within the existing built form context. Through the course of this Study, a context-specific approach to the Avenue and Mid-Rise Building Study was applied to the Study Area and the general intent of the Avenues and Mid-Rise Buildings Study is maintained. These guidelines contextualize the mid-rise built form within the local context of Danforth Avenue, characterized by a predominant two-storey streetwall with articulations of three- to four storey buildings.

For a majority of the Danforth Avenue Study Area, mid-rise buildings up to seven to eight storeys in height are appropriate. In order to ensure mid-rise buildings fit within the existing context, additional guidelines are provided. Angular planes along the Danforth Avenue frontage help to maintain access to sky view and sunlight, while additional setback and streetwall height guidelines are intended to preserve street character and transition to heritage properties.

GUIDELINES

Building Height

- a. Lots with a depth of 36.5 metres or less will have a maximum building height of 24.0 metres (excluding mechanical penthouse).
- b. Lots with a depth greater than 36.5 metres will have a maximum building height of 27.0 metres (excluding mechanical penthouse).
- c. Maximum mechanical penthouse height of 5.0 metres above the roof level.
- d. Maximum ground floor height of 4.5 metres.

Building Setback and Angular Plane

- e. Provide a minimum curb-to-building face dimension of 4.8 metres at grade or 6.0 metres (see Map 8).
- f. Provide a 65 degree front angular plane taken at a height of 14.0 metres on the property line along the Danforth Avenue and flanking street frontages.

Rear Transition

- g. Provide a minimum rear yard setback of 7.5 metres from the lot line of adjacent properties with land use designated as *Neighbourhoods* or *Parks* and *Open Space Areas* for all mid-rise development.
- h. Provide a 45 degree angular plane taken at a height of 7.5 metres above the 7.5 metre rear yard setback for deep lots with a lot depth greater than 36.5 metres.
- i. Provide a 45 degree rear angular plane taken at a height of 10.5 metres above the 7.5 metre rear yard setback for shallow lots with a lot depth of 36.5 metres or less.

Heritage Adjacency, Streetwall Height, and Stepback

- j. For mid-rise buildings adjacent to or in close proximity to heritage properties, determine the prevailing streetwall height by identifying the average height of existing main street buildings on the city block, and provide the following:
 - i. Transition the streetwall height of the new building to the prevailing streetwall height of the city block along Danforth Avenue frontage and/or the adjacent heritage property(s).
 - ii. Provide a minimum 2.0 metres building setback from the Danforth Avenue building elevation for the portion of the building above the determined streetwall height and conform to the front angular plane.
 - iii. For corner properties, provide a minimum 1.5 metres building setback from the flanking street building elevation for the portion of the building above the prevailing streetwall height of Danforth Avenue and conformity to the front angular plane.
 - iv. Mid-rise buildings with frontage greater than 30.0 metres along Danforth Avenue may provide variations in streetwall height, provided the streetwall height can transition downward in height to adjacent properties.
- e. Avoid balcony projections into the building setback above heritage property(s).
- f. Minimize impacts to the perception of heritage properties or their prominence within the existing context.
- g. For developments adjacent to heritage properties, design the building to align with the streetwall height of the heritage properties on both sides.

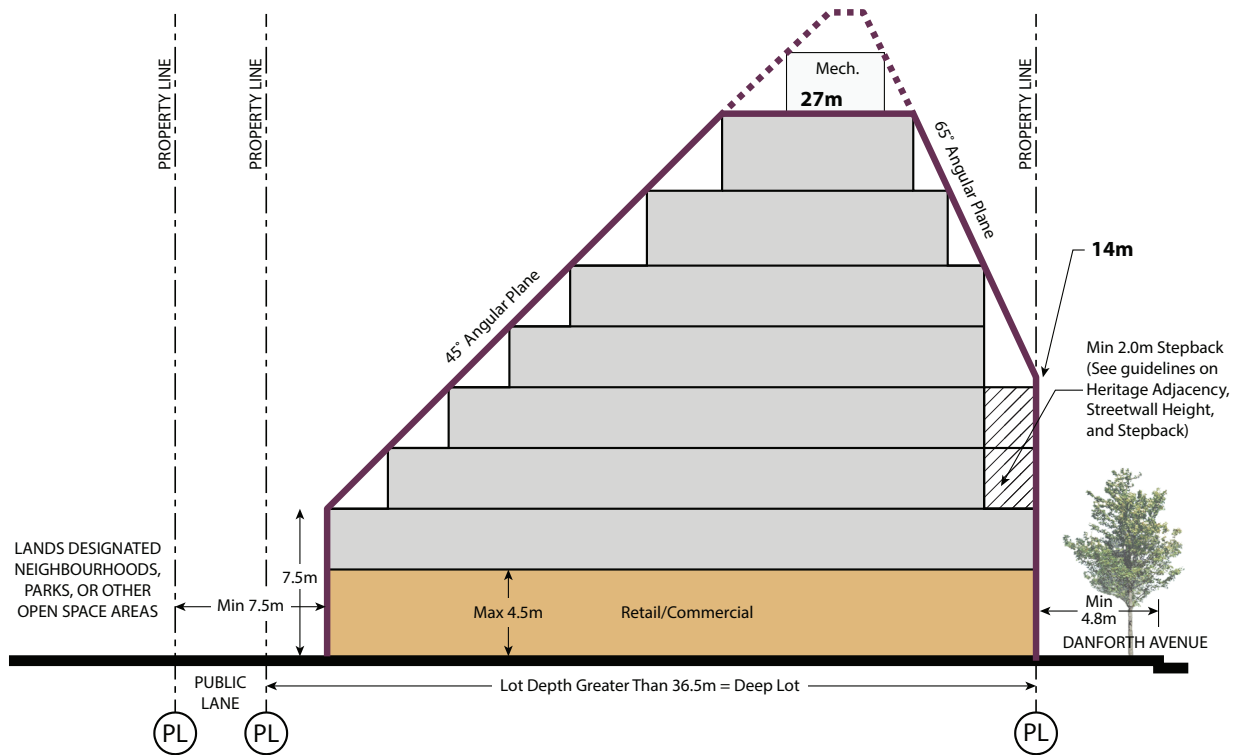


Diagram 2: Mid-Rise Building Section for Deep Lots

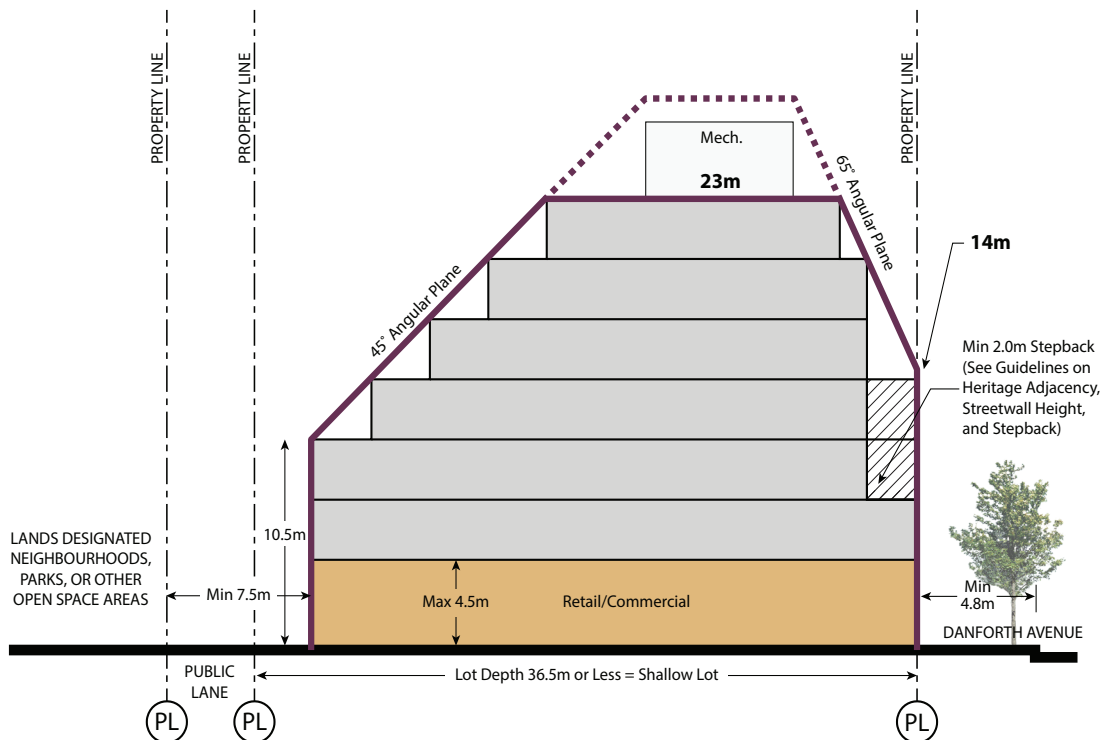


Diagram 3: Mid-Rise Building Section for Shallow Lots

4.2.2 OFFICE PRIORITY AREA

Sites in close proximity to existing transit stations, as shown in Map 6, are identified as Office Priority Areas where development of second-storey office spaces are encouraged. Second-storey office spaces are typically not included in mid-rise buildings, however the addition of office spaces can contribute to the creation of employment opportunities around transit station areas. The positive impacts can include improved opportunities for economic development, contribution to the growth and evolution of Danforth Avenue as a complete community, and encourage an active, walkable, and pedestrian-friendly environment throughout the day.

To incentivize the development of second-storey office spaces, mid-rise building heights greater than the right-of-way width of Danforth Avenue are contemplated, up to a maximum height of 10 storeys or 33.0 metres in height. Proposed developments containing such office spaces will meet other guidelines contained in this document in addition to Secondary Plan and Official Plan Policies.

GUIDELINES

Building Height

- a. Maximum building height of 33.0 metres when second-storey office space is provided in new development on lots within Office Priority Areas (see Map 6).
- b. Maximum mechanical penthouse height of 5.0 metres above the roof level.
- c. Maximum ground and second floor height of 4.5 metres.

Building Setback and Angular Plane

- d. Provide a minimum curb-to-building face dimension of 4.8 metres at grade or 6.0 metres for Enhanced Streetscape Areas (see Map 8).
- e. Provide a 65 degree front angular plane taken at a height of 14.0 metres on the property line along the Danforth Avenue and flanking street frontages.

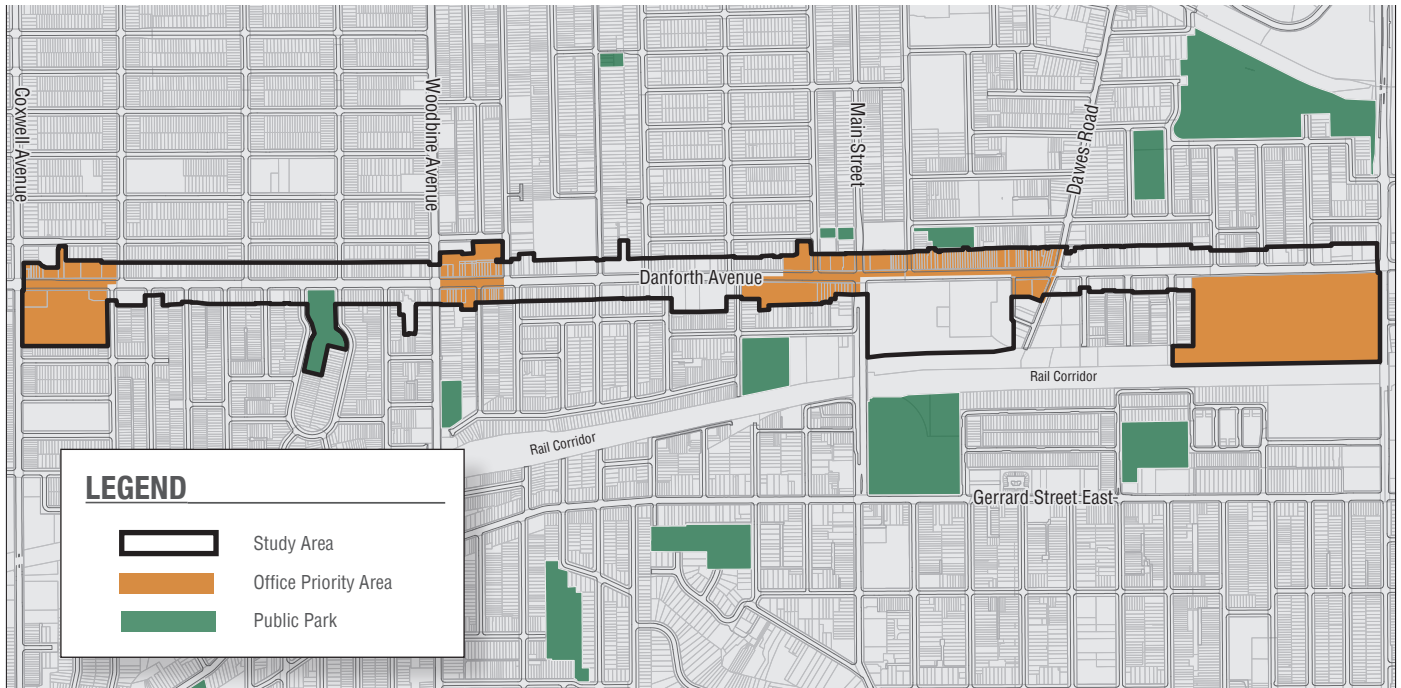
Rear Transition

- f. Provide a minimum rear yard setback of 7.5 metres from the lot line of adjacent properties with land use designated as *Neighbourhoods* or *Parks and Open Space Areas* for all mid-rise development.

- g. Provide a 45 degree rear angular plane taken at a height of 10.5 metres above the 7.5 metre rear yard setback for shallow lots with a lot depth of 36.5 metres or less.
- h. Provide a 45 degree angular plane taken at a height of 7.5 metres above the 7.5 metre rear yard setback for deep lots with a lot depth greater than 36.5 metres.

Heritage Adjacency, Streetwall Height, and Stepback

- i. For buildings within Office Priority Areas and adjacent to or in close proximity to heritage properties, determine the prevailing streetwall height by identifying the average height of existing main street buildings on the city block, and provide the following:
 - i. Transition the streetwall height of the new building to the prevailing streetwall height of the city block along Danforth Avenue frontage and/or the adjacent heritage property(s).
 - ii. Provide a minimum 2.0 metres building stepback from the Danforth Avenue building elevation for the portion of the building above the determined streetwall height and conform to the front angular plane.
 - iii. For corner properties, provide a minimum 1.5 metres building stepback from the flanking street building elevation for the portion of the building above the determined streetwall height of Danforth Avenue and conform to the front angular plane.
 - iv. Building sites within Office Priority Areas with frontage greater than 30.0 metres along Danforth Avenue may provide variations in streetwall height, provided the streetwall height can transition downward in height to adjacent properties.
- e. Avoid balcony projections into the building stepback above heritage property(s).
- f. Minimize impacts to the perception of heritage properties or their prominence within the existing context.
- g. For developments adjacent to heritage properties, design the building to align with the streetwall height of the heritage properties on both sides.



Map 5: Office Priority Area Map

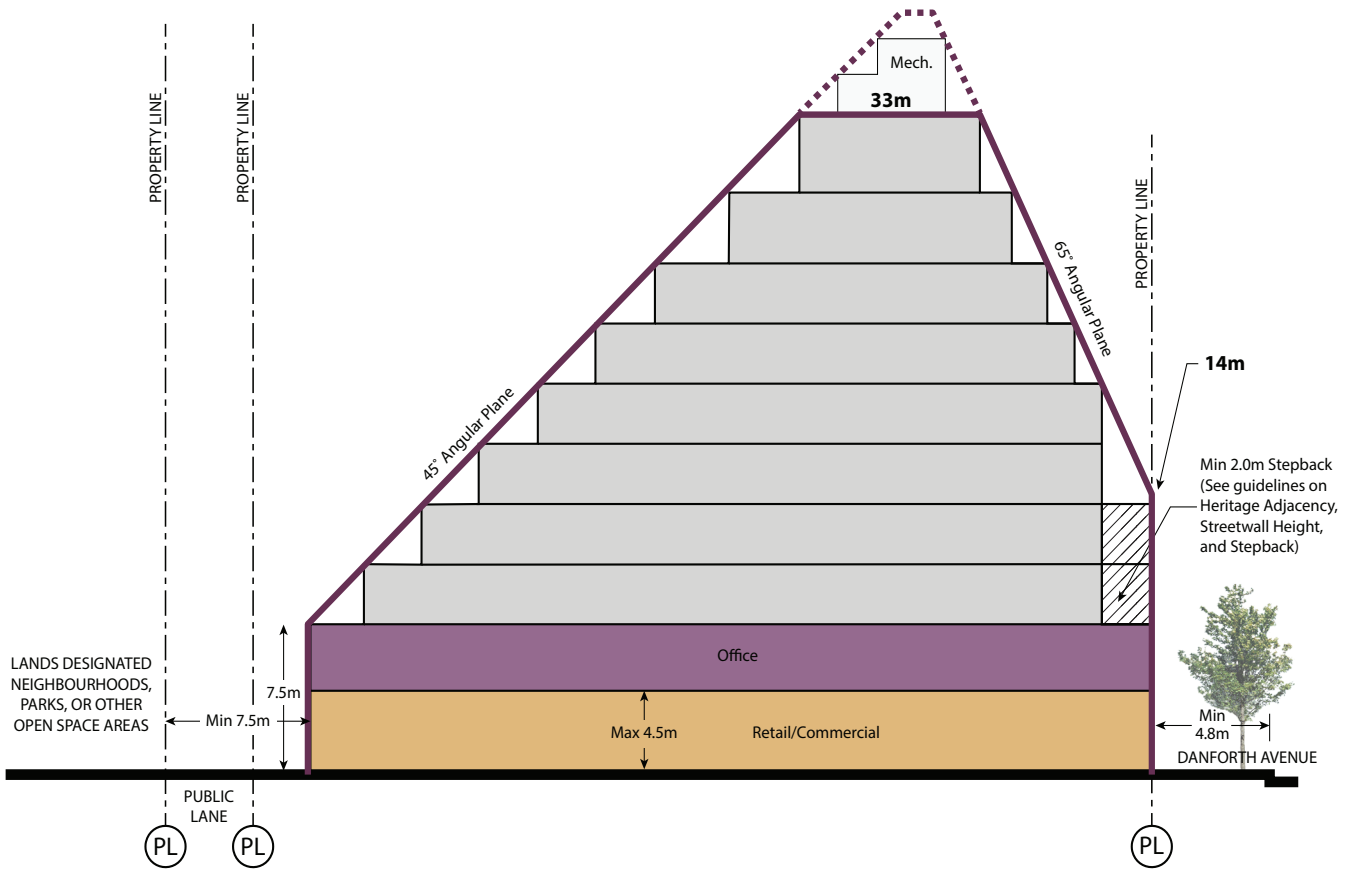


Diagram 4: Mid-Rise Building Section for Office Priority Area

4.2.3 ADDITIONS AND LOW-RISE BUILDINGS

This section is only applicable to buildings that are listed, designated or adjacent to a listed or designated main street typology buildings. Currently the Study Area consists of mostly two to three-storey buildings, lower than the permitted building height of 14.0 metres (approximately four storeys) on most properties. This allows for additions on existing buildings or construction of new low-rise buildings up to the permitted height, which can be an appropriate and practical way of intensifying the Danforth Avenue Study Area.

Additions and low-rise buildings in the Study Area will generally conform to the existing zoning by-laws. However, these guidelines provide additional refinement in the built form to further minimize the impact on the character of the street and the predominant streetwall height of Danforth Avenue. The built form of additions and low-rise buildings should respect the prevailing streetwall height and provide setbacks to maintain the prominence of the two-storey character found in the majority of the Study Area.

GUIDELINES

- Refer to applicable zoning by-law for maximum building height, setbacks, and other zoning requirements.
- Design new additions and low-rise buildings to align with and respect the prevailing streetwall height of the block.
- Provide a minimum 2.0 metre building setback of the building above the prevailing streetwall height is recommended.
- For corner properties, provide a minimum 1.5 metres building setback from the flanking street building elevation for the portion of the building above the determined streetwall height of Danforth Avenue and conform to the front angular plane.
- Avoid upper level projections such as balconies and canopies into the building setback area.
- Maximum ground floor height of 4.0 metres.

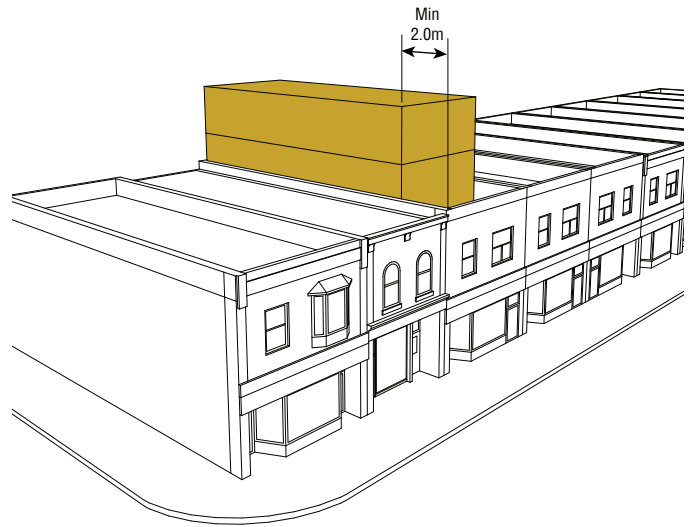


Diagram 5: Addition on Existing Building

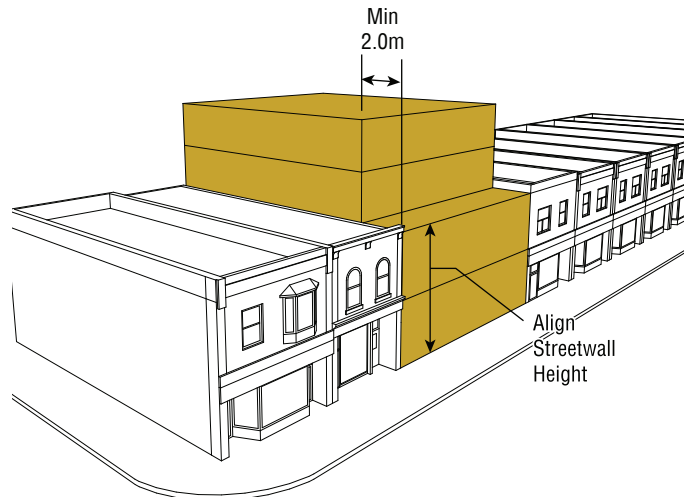


Diagram 6: Low-Rise Building



Example of a well-integrated one storey addition to a low-rise building.



A good example of a building with a well-designed facade along the street frontage with vertical rhythm, bay windows, and articulation. Carefully designed brickwork, subtle variations in facade depth all help to reduce the visual bulk of the building. Credit: Hacin + Associates, Boston Photo by: Trent Bell Photography

4.3 BUILDING DESIGN

Good building design that reflects an area's character is essential to creating a comfortable public realm. In general, smaller-scaled buildings with narrow frontages create a fine-grain pattern of buildings which is distinctive to Danforth Avenue and is an area feature treasured by the community and supported by the City through OPA 420.

New buildings or additions to existing buildings should pay attention to the aesthetics of all building facades. To knit new developments more cohesively into their surrounding urban fabric, elements of building design should be considered, such as articulation of building bays; references to horizontal datum lines; building materials; side wall conditions; and the design of access and loading areas.

GUIDELINES

- Design new buildings to complement the area's existing context by respecting the prevailing characteristics of the area.
- Avoid creating a false historic appearance. Design new development to be complementary to but not replicate the architectural style of heritage properties.

- Design new buildings to be complementary to the design, scale, form and massing of the prevailing streetwall and area character.
- Design additions to heritage properties to be visually subordinate to the heritage property(s), emphasizing the prominence of the heritage property(s).



The base of a six-storey building is designed to reference the horizontal datum line of the adjacent three storey building by using similar materials and aligning the height of the building base. Upper storeys are stepped-back and differentiated in the material and colour choice while respecting the architectural rhythm with the placement of the window openings. Credit: Utile, Inc., Boston Photo by: Ryan Maheu Photography