



A simple and elegant contemporary glass addition allows the heritage property to remain visually prominent.

4.3.1 RHYTHM, ARTICULATION AND WINDOW PLACEMENT

Danforth Avenue has a generally consistent pattern of lower scaled two- to three storey buildings, which help to create the fine-grain character of the street. With intensification anticipated for the Study Area, new buildings should play a role in ensuring the character of the area is maintained by respecting the distinctive architectural rhythm and articulation of the context. By providing appropriate responses to the horizontal datum lines, vertical building bays, and window openings, a comfortable and pedestrian-scaled street character will be achieved.



A good example of a building design where attention to the architectural rhythm and datum lines resulted in window openings, signage band, and cornice lines to align with adjacent buildings.

GUIDELINES

- a. Provide architectural rhythm and datum lines to help new buildings fit in and complement the architectural rhythm of the street. The design of new buildings will provide:
 - i. Horizontal datum lines to align with existing buildings in the surrounding context by referencing cornice lines, signage bands, window heads, window openings, etc.
 - ii. Vertical rhythm and articulation in the form of building bays that generally range from 4.5 metres to 8.0 metres in width.
 - iii. Articulated ground floors with canopies, recessed entries, display windows, and other features.
 - iv. Architectural rhythm of building bays and articulation to address all street frontages for corner properties.
- b. Design facades of new developments to provide a solid to void ratio reflective of the streetwall character of Danforth Avenue by considering the amount of glazing and its placement.
- c. Organize windows, door openings, and other building features of new development to maintain the character and appearance of the street.
 - a. Consider using bay windows to provide articulation and variations in the building facade.

4.3.2 BUILDING MATERIAL

The use of brick and stone is prevalent in the Study Area, which is typical of many Toronto main streets. This material character is important to the identity of the Study Area and should be reinforced. New buildings should be clad in high-quality materials reflective of the character of the street, in both materiality and colour. A combination of traditional materials, such as brick and stone, should be used for the new streetwall to reinforce the main street character of the Study Area.

GUIDELINES

- Use solid materials such as brick and stone for the new streetwall to reflect and reinforce the architectural character of the area.
- Avoid large and continuous glass surfaces on buildings and retail storefronts, or divide glass areas with solid materials to create a finer-grained retail frontage.
- Provide articulation, textures, and reliefs in the cladding of buildings to create depth and interest in the facade design.

New Additions on Heritage Properties

- Conserve and restore original exterior building features rather than replacing them. Replace only those original building features that have deteriorated beyond repair.
- Ensure that the material selection of an addition on a heritage property maintains the visual prominence of the heritage property and prevailing character of the street.
- Use exterior materials that are physically and visually complementary to the prevailing character of the street, and that do not negatively impact the integrity of the heritage property.
- Select cladding materials for additions on heritage properties to be distinctive from but complementary to the heritage building.

4.3.3 GROUND FLOOR HEIGHT, FRONTAGE AND SIZE

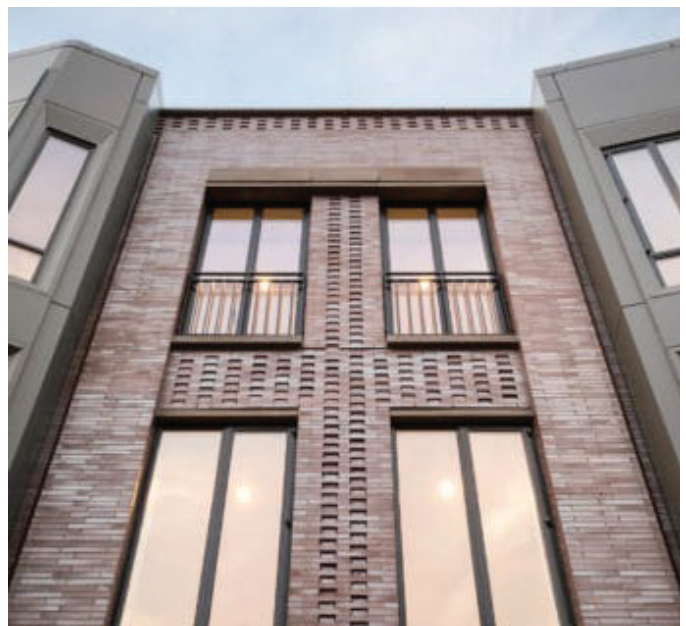
Danforth Avenue has retail frontages which are typical of Toronto main streets with fine-grain units of smaller retail stores and consistent ground floor heights. New developments should continue this contextual pattern to maintain the



The existing streetwall on Danforth Avenue is predominantly 2-3 storeys.



The use of brick on the first three floors of the building help to relate the new development to the adjacent heritage buildings with the upper levels visually receding to the background. Credit: Utile, Inc., Boston Photo by: Ryan Maheu Photography



An example of good articulation of the facade design and mix of complementary materials with simple brick detailing to give additional depth and interest. Credit: Hacin + Associates, Boston Photo by: Trent Bell Photography

character of the Danforth Avenue with its significant historical and cultural value. Creative solutions are encouraged to help retailers of various sizes to contribute positively to the enhancement of the street character. Based on survey results conducted by the Danforth Mosaic BIA, the most appropriate retail unit size ranges from 1000 to 2000 square feet.

GUIDELINES

- a. Ensure the design of the ground floor of new developments is compatible with the existing fine-grain context of Danforth Avenue and meets the following:
 - i. Ground floor height between 3.5- to 4.5 metres for mid-rise buildings;
 - ii. Ground floor frontage with building bays and vertical articulations of 4.0 to 8.0 metres in width; and
 - iii. Ground floor unit sizes generally in keeping with existing fine-grain character of the street.
- b. Provide recessed building entrances along the street frontage to create a consistent building articulation and rhythm at a pedestrian level.
- c. Limit the use of continuous glass frontages on the ground floor for buildings with long frontages on Danforth Avenue. Divide long building frontages with vertical articulation to reinforce the fine-grain character of Danforth Avenue.

4.3.4 STOREFRONT DESIGN

The design of retail frontages can have a large impact on the pedestrian experience on a commercial main street such as Danforth Avenue. The current main street character made up of fine-grain and distinctive retail frontages makes for an eclectic yet cohesive street frontage. By carefully preserving the special character of the evolving streetscape, Danforth Avenue can continue to enjoy the success it has had and grow into a more desirable retail environment attracting new businesses and residents to the area.

Well-designed retail frontage should address five key areas: knee wall/window base; entry area; display window; signage; and retail fascia. Each of these key areas have a multitude of options and responses to create a consistent street frontage with individual interpretations. The objective is to create a cohesive pedestrian experience at a scale and form that is familiar and proven to be desirable throughout the city.



An example of a typical main street store fronts with recessed entrances, signage band, and a variations in the facade treatment on the ground floor.



Canopies and well-designed signage help to maintain the character of the street.



Thoughtful sidewalk displays activate the public realm while providing adequate clearway for pedestrian movement.

GUIDELINES

- a. Ensure the overall storefront design integrates and respects the architectural design of the building and character of the street.
- b. Provide a knee wall/window base with a height that is generally consistent with adjacent retail frontages and along the street.
- c. Consider opaque knee wall/window base for businesses with seating at the window wall to provide some privacy for customers.
- d. Install appropriate commercial-grade entry doors with glazing to provide visibility into retail space.
- e. Use transparent glass for storefront glazing, with the exception of original windows or window components with heritage attributes.
- f. Do not cover or block windows with opaque graphic appliques, shelving or other equipment.
- g. Align the signage band on the building to be consistent with adjacent retail frontages and along the street.
- h. Avoid installing backlit and oversized signs on the signage band that obscure architectural details of the building or extend beyond the signage band area.

4.3.5 SIDE WALL CONDITIONS

Blank side walls of buildings may negatively affect the aesthetics of the public realm. Creative and attractive interventions should be considered to reduce their impact. There are currently many examples of positive, innovative, and community-driven murals and public art interventions on side walls of buildings, creating dynamic focal points along the street. New developments are encouraged to consider unique treatment on side walls and engage the community to develop meaningful, artistic collaborations.

GUIDELINES

- a. Provide attractive treatments and articulation on visible side wall(s) on buildings.
- b. Consider murals for side wall(s) that are visible from the public realm. Any mural or artwork treatment shall reference the history and historic context statement of

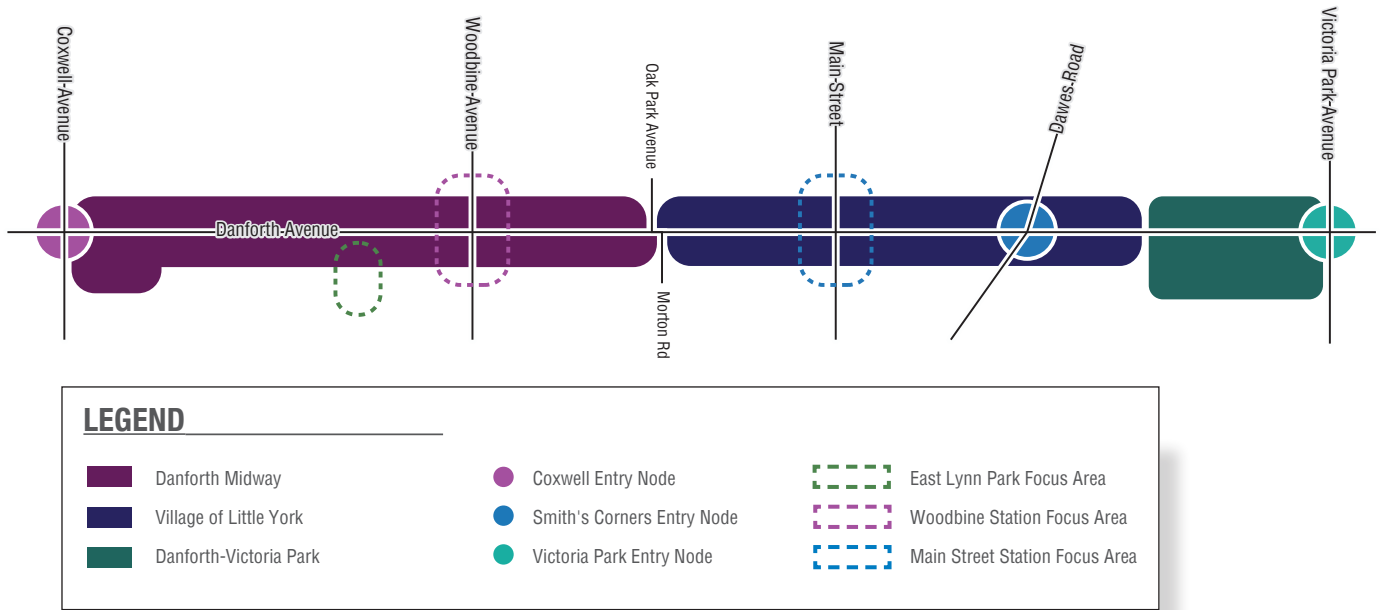
Danforth Avenue developed through the Cultural Heritage Resource Assessment process. Ensure consultation with the community is included in the process of selection for murals.

4.3.6 VEHICULAR ACCESS, LOADING AREA AND UTILITY

The location and design of accesses and loading areas should reduce or eliminate the potential negative impact these areas have on the public realm. Curb cuts, surface parking, servicing and loading should be located away from public view and located towards the rear of development. Parking spaces should be contained within below-grade structures of new developments, with vehicular access located and designed to minimize negative impacts from noise and views from the public realm. New curb cuts for vehicles on Danforth Avenue will not be permitted due to the interruption the pedestrian environment and continuous streetscape improvements.

GUIDELINES

- a. Avoid curb cuts, vehicular accesses, surface parking, and loading areas from the Danforth Avenue frontage.
- b. Provide access to site servicing and parking at the rear of the building/site from a lane or from a shared driveway.
- c. Incorporate parking garage ramps, access stairs, garbage collection/storage areas, and loading areas into the rear of the building.
- d. Provide decorative screenings or planted landscape buffers to reduce the negative impacts of vehicular access, loading, and utilities.



Map 6: Public Realm Area Context Map

4.4 PUBLIC REALM

The experience for visitors and residents of Danforth Avenue is greatly influenced by the character of its public realm, often described as "living rooms" for community life. The public realm is an important part of any community's urban fabric consisting of publicly-owned streets, parks, open spaces, lanes, and walkways. A successful public realm should aim to do the following:

- create unique and distinctive spaces reflective of the community's value;
- improve mobility by creating physical connections to the neighbourhood and its amenities;
- incorporate streetscape designs that can enhance the pedestrian experience while providing necessary functional uses such as seating and wayfinding; and
- encourage public art opportunities in the public realm.

4.4.1 PUBLIC REALM OPPORTUNITIES

Within the context of public realm improvements or through the review of development applications, opportunities to create, improve and contribute to the interpretation of the Study Area's public realm and history is important. Collaborations with appropriate City Divisions and in consultation with indigenous communities and stakeholder representatives are encouraged.

Entry Node

Entry Nodes are places of entry into an area or neighbourhood. They are the celebrated entrances into a community where special features such as public art, open spaces, and area-defining features are located. Currently, the Study Area is part of a main street with a generally consistent character punctuated with Entry Nodes - an example of this is the plaza at the north-east corner of East Lynn Park. When considering developments near Entry Nodes, ensure well-designed spaces or features are included to welcome visitors into the neighbourhood to nurture a sense of community and civic pride.

Focus Area

Focus Areas are the centres of the community where people come not only to use the services in the area, but also as the gathering spot for special events and activities. Additional attention should be paid to the public realm design of Focus Areas to ensure they can function well as the heart of a community. Proposed developments in or adjacent to Focus Areas must enhance the success and functionality of Focus Areas through their public realm design.

Boulevard Space

Boulevard Spaces are publicly-owned portions of the right-of-way on side streets between the curb and the property line. Much of these public spaces are often fenced off, neglected, or used for surface parking. In some instances, restaurant patios or seasonal retail are set-up within this space and are

essential to the profitability of the associated businesses. Boulevard Spaces should be designed to increase the amount of accessible open space for use by the public and contribute positively to the attractiveness of the streetscape.

POPS (Privately-Owned Public Space)

POPS (Privately-Owned Publicly-Accessible Spaces) are a specific type of open space which the public are invited to use, but remain privately owned and maintained. They are a key part of the City's public realm network, providing open spaces in much needed locations across the city and complementing existing and planned publicly owned parks, open spaces and natural areas. 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.

GUIDELINES

- Provide additional open space and/or building setback to increase the public realm space at grade for development in or adjacent to an Entry Node and/or Focus Area will
- Provide additional public realm improvements such as street trees, street furniture, bicycle rings, and other pedestrian amenities for development adjacent to Boulevard Space.
- Refer to the POPS (Privately-Owned Publicly Accessible Spaces) Guidelines to determine the appropriate location, scale, and design of POPS.

4.4.2 LOCAL OPPORTUNITIES

Based on the Historic Context Statement and associated Map 3, City staff have identified a larger public realm context to connect the historic development of the Study Area with future opportunities for improvement to the public realm. The public realm is an opportunity to learn from the area's history and create identity for this Study Area. This section and Map 6 outlines how new development, growth, and overall change to the existing streetscape by public agencies or the local BIAs can contribute to this identity, while supporting the area's heritage.

Danforth Midway

The section of Danforth Avenue from Coxwell Avenue to Oak Park Avenue/Morton Road has a main street character with a concentration of heritage properties, providing unique opportunities to create attractive destinations for the local



An example of an under-utilized Boulevard Space where public realm improvements can help to create an attractive and useful space.

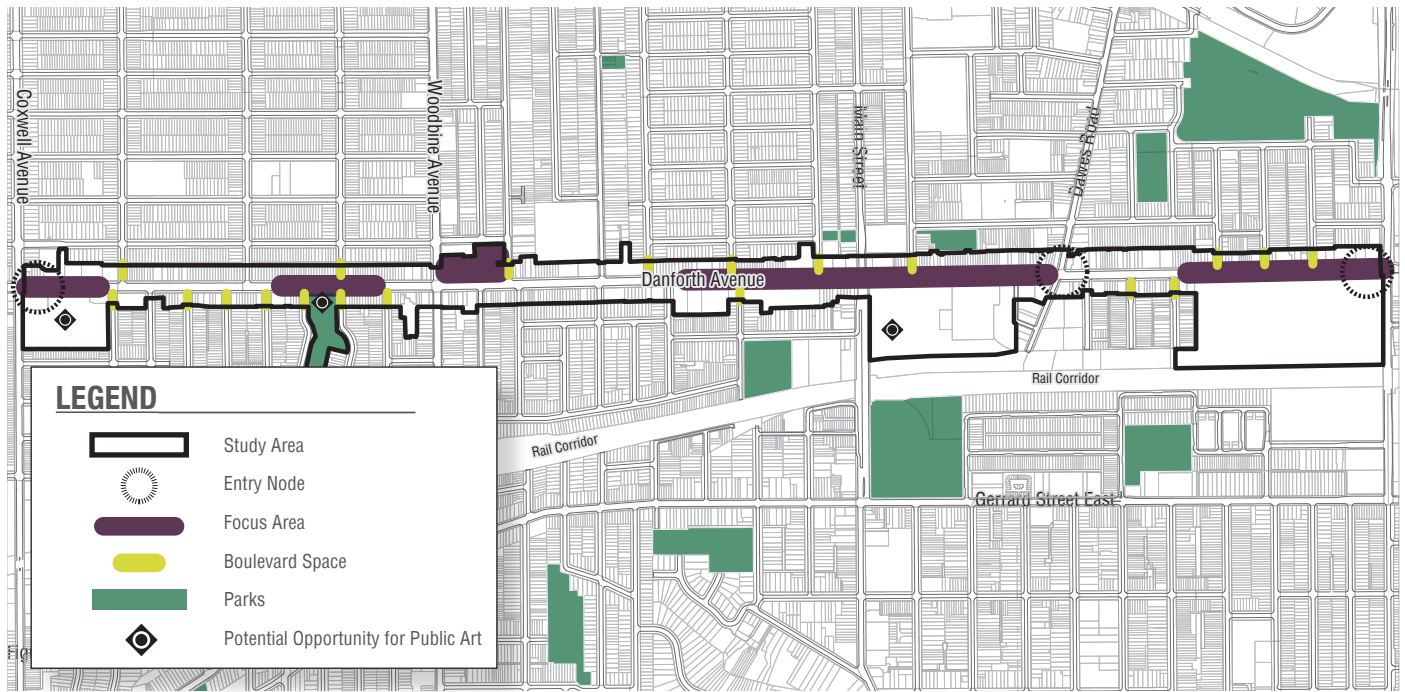


An example of Boulevard Space improvement on Dundas Street West where unused public space is transformed into small-scale parkettes along the street.

community and visitors. With these development opportunities, the improvements to the public realm will play a crucial role in creating an unified identify for the area. Each development will contribute to a cohesive vision of the public realm and create a flexible, imaginative, and accessible public realm experience. Buildings such as the Coxwell TTC Barns and Morton Road Power Station represent opportunities for an enhanced public realm that marks the significance of these buildings and areas. Three Public Realm Opportunities have been identified in the Danforth Midway area:

Coxwell Entry Node

Public realm enhancements such as public art, murals, expanded sidewalks, and new street trees are encouraged to reinforce the entry gateway into the Danforth Midway neighbourhood at the intersection of Coxwell and Danforth Avenue. With the Coxwell Barns to the south and the Coxwell Subway Station to the north, the intersection strongly reflects



Map 7: Public Realm Map

the historic role that public transit had on the establishment and rapid development of the area with the expansion of the streetcar service in 1919 and the extension of the Bloor-Danforth subway line in the 1960s. Pedestrian visibility and accessibility to the Coxwell Station Subway entrance from Danforth Avenue should be prioritized and integrated with open spaces, POPs, or mid-block connections.

East Lynn Park Focus Area

East Lynn Park should be maintained as a prominent open space along the Danforth Avenue frontage. Public realm improvements in this area can help to further enhance the enjoyment of is area with additional opportunities for public art, landscape enhancements, and pedestrian amenities.

Woodbine Station Focus Area

Pedestrian visibility and accessibility to the Woodbine Station Subway entrance from Danforth Avenue should be prioritized and achieved through new parks, open spaces, POPs, or mid-block connections.

Village of Little York

The Village of Little York, which grew from the small settlement at Danforth Avenue and Dawes Road known as Smith's Corners, is a vibrant commercial area with a range of retail options from fine-grain to large-format retail. The area has good access to transit with TTC subway and GO

transit stations. Improvements to the public realm in this area will require thoughtful planning and design to enhance the pedestrian experience through better connections to transit and community destinations. The historical significance should inspire the design and identity of the public realm in new developments. Two Public Realm Opportunities have been identified in the Village of Little York area:

Smith's Corners Entry Node

Danforth and Dawes was the earliest portion of the Study Area to be developed. Dawes Road is likely to have evolved from an Indigenous trail and served as a shortcut in the 19th century from farming communities to the north and east to markets in the city. A small settlement called "Smith's Corners" emerged at the intersection as early as the 1850s. Though there are few remnants of this historic settlement, public realm enhancements are encouraged to commemorate the importance of this historic intersection with a possibility of extending public realm enhancements to the south along Dawes Road to commemorate this historically important route into the city.

Main Street Station Focus Area

Improvements to the visibility and pedestrian accessibility to the Main Street Subway Station entrance from Danforth Avenue should be prioritized. New developments are encouraged to improve the experience of the public realm with wider sidewalks, weather protection, street trees, and lighting.

Danforth-Victoria Park

The Danforth-Victoria Park area is currently dominated by a retail plaza to the south and fine-grain local shops lining the north side of Danforth Avenue. However, its history speaks to a past of manufacturing with the Ford Motor Company of Canada located in between the railway and Danforth Avenue. The future for this area has the potential to become a vibrant area with mix-use developments, parks, and open spaces, for people to live, work, and play. The lands south of Danforth Avenue is subject to further study, however, one Public Realm Opportunity has been identified in the Danforth-Victoria Park area:

Victoria Park Entry Node

Victoria Park Avenue was historically the boundary of the Town of East York and the City of Toronto until the 1990's when the boundary was erased with the city's amalgamation. Future developments should consider the contextual and historical significance of this location and provide appropriate acknowledgement through the design of the public realm. Open spaces, POPS, and/or parks can be effective and desirable spaces for place-making at Entry Nodes.

4.4.3 PEDESTRIAN CONNECTION AND SAFETY

Pedestrian Connections

The Study Area generally has good pedestrian connections to the surrounding neighbourhoods. However, some major barriers, such as the rail corridor and irregular street intersections, impede the access to other areas of the city and destinations. New developments are encouraged to provide mid-block connections to transit stations and open spaces.

Pedestrian Safety

Pedestrian safety is a key concern for the community and an important part in creating a walkable and pedestrian-friendly neighbourhood. The Study Area also has multiple challenging locations for pedestrians due to pedestrian volumes around transit stations, lighting, and distance between signalized intersections. Pedestrian connections throughout the Study Area should be improved to create a safer pedestrian environment with seamless access to the surrounding neighbourhoods, amenities, and open spaces.



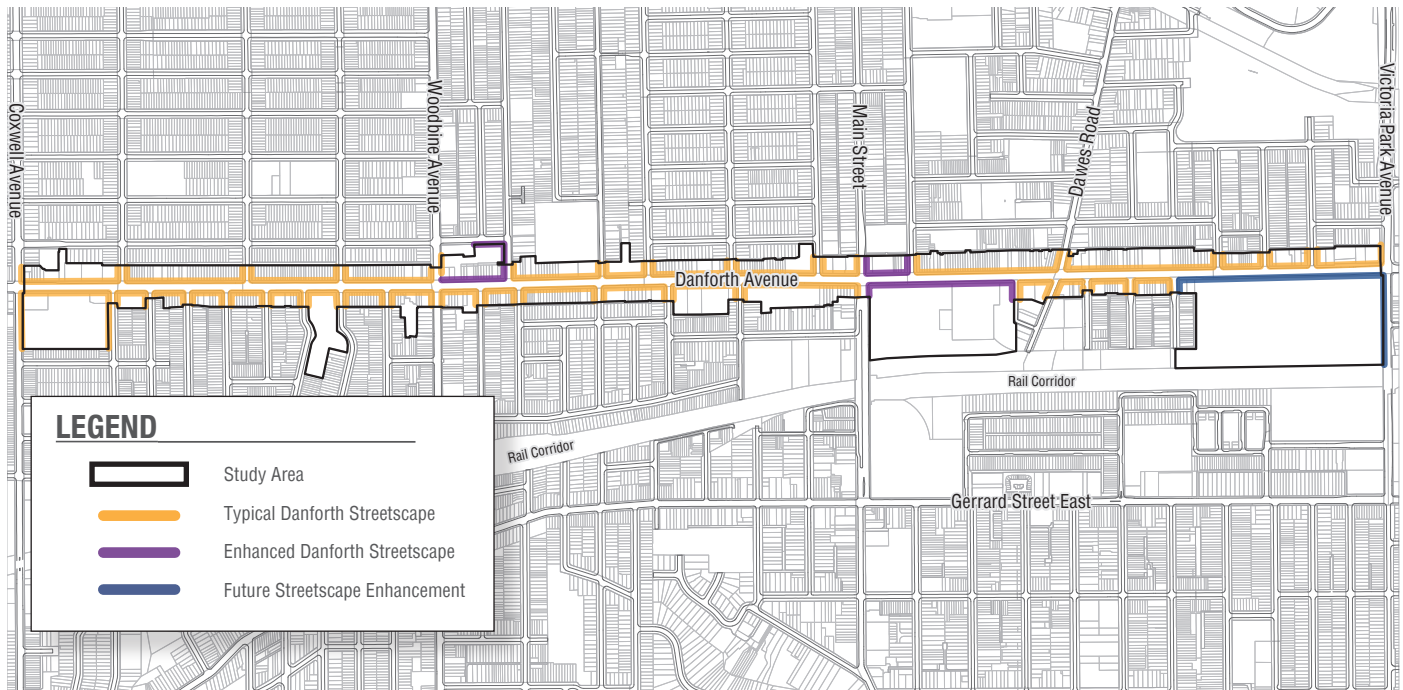
Pedestrian amenities and street trees contribute positively to the public realm.



An example of a well-designed and landscaped public pedestrian connection located between a private development and a surface parking lot.

GUIDELINES

- Provide pedestrian connections to improve connectivity in the Study Area and the surrounding neighbourhoods, including transit stations, parks and open spaces.
- Consider future developments and opportunities to connect across rail corridors where possible.
- Consider opportunities to improve pedestrian safety at intersections and crossings. Refer to the City of Toronto Vision Zero Road Safety Plan.



Map 8: Streetscape Map

4.4.4 STREETScape

An attractive and welcoming streetscape design can contribute positively to the enjoyment of visitors to an area. Danforth Avenue has undergone some streetscape improvements in recent years which have contributed to the continued success and evolution of the area.

Due to the wider right-of-way on Danforth Avenue, the existing streetscape has generous space for pedestrian clearways, street trees, and pedestrian amenities. New developments will be required to provide improvements to the streetscape and comply with these guideline, as well as the City's Streetscape Manual, local BIA master plans, and other applicable documents.

Pedestrian activity along Danforth Avenue is expected to increase over time with intensification in the Study Area. The increase in pedestrian activity, especially in areas close to transit stations, will require additional building setbacks to provide more pedestrian space to accommodate a safe and comfortable pedestrian experience. In cases where a building is identified as a heritage property, alternate solutions will be provided on a case-by-case basis in order to achieve heritage conservation and public realm objectives.

The public realm is also dependent on the good design of ground floors of buildings with appropriate active uses at grade to ensure a vibrant and engaging street character. Features

such as recessed building entrances, seasonal patios, weather protections, and street furniture all help to provide a lively street and comfortable streetscape.

GUIDELINES

- Refer to Map 8 and streetscape section Diagrams 7 and 8 to determine the appropriate streetscape design.
- Provide a pedestrian-oriented and Green Street streetscape design when future development is proposed for street frontage identified as Future Streetscape Enhancement on Map 8.
- Ensure street trees have appropriate soil volume, growing medium, and protection for mature growth.
- Conform to the cafes and sidewalk marking display standards as set out by the City of Toronto's Municipal Licensing and Standards division.
- Consult and refer to City policies, documents, and manuals such as the Streetscape Manual, Toronto Green Streets Technical Guidelines, and other streetscape related documents developed by local BIAs for the design of streetscapes.

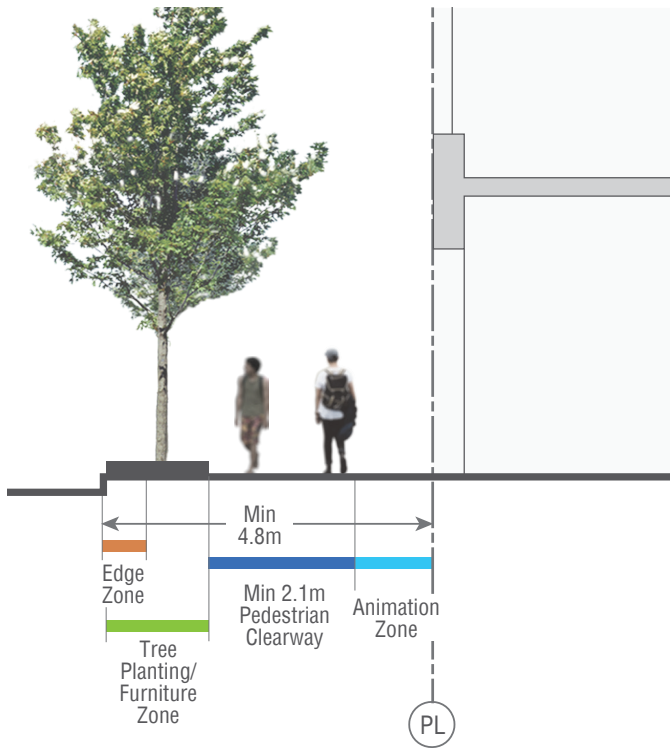


Diagram 7: Typical Danforth Streetscape Section



The Study Area generally has generous public sidewalks and tree planting zones which allows for a pleasant pedestrian experience and is a key characteristic of the area.

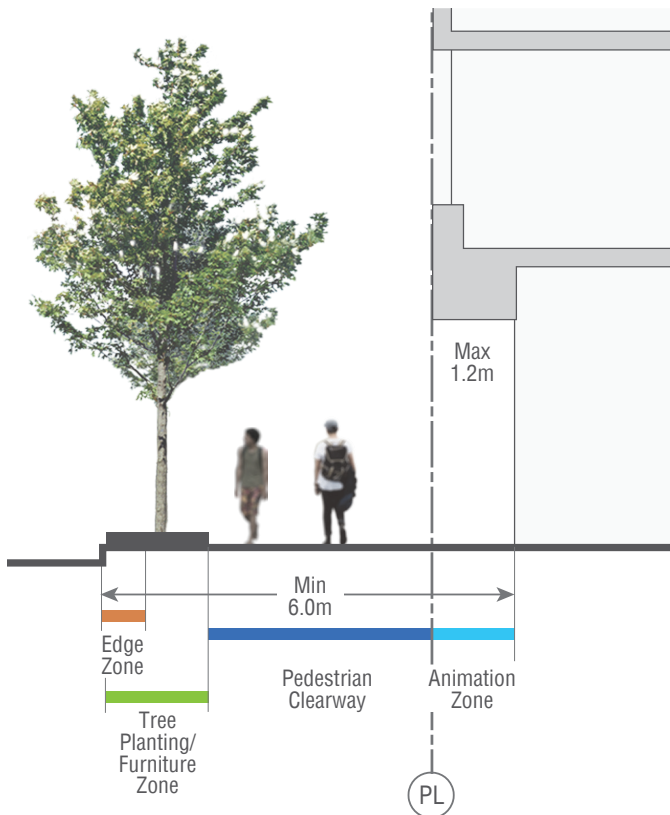


Diagram 8: Enhanced Danforth Streetscape Section



Streetscape improvements have been made recently with decorative pavers and tree planter guards.