

Danforth Avenue Planning Study

Area Profile Report

Broadview Avenue to Coxwell Avenue

An Integrated Complete Street and Planning Study



January 2020

Area Profile Report
Prepared by
City of Toronto
City Planning Division
Transportation Services
Economic Development
Parks, Forestry and Recreation
Toronto Water
www.toronto.ca/danforthstudy
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1.0 About the Planning Study

This Area Profile Report provides an overview of the Danforth Avenue Planning Study Area (Broadview Avenue to Coxwell Avenue). It is part of the integrated Danforth Avenue Complete Street and Planning Study.



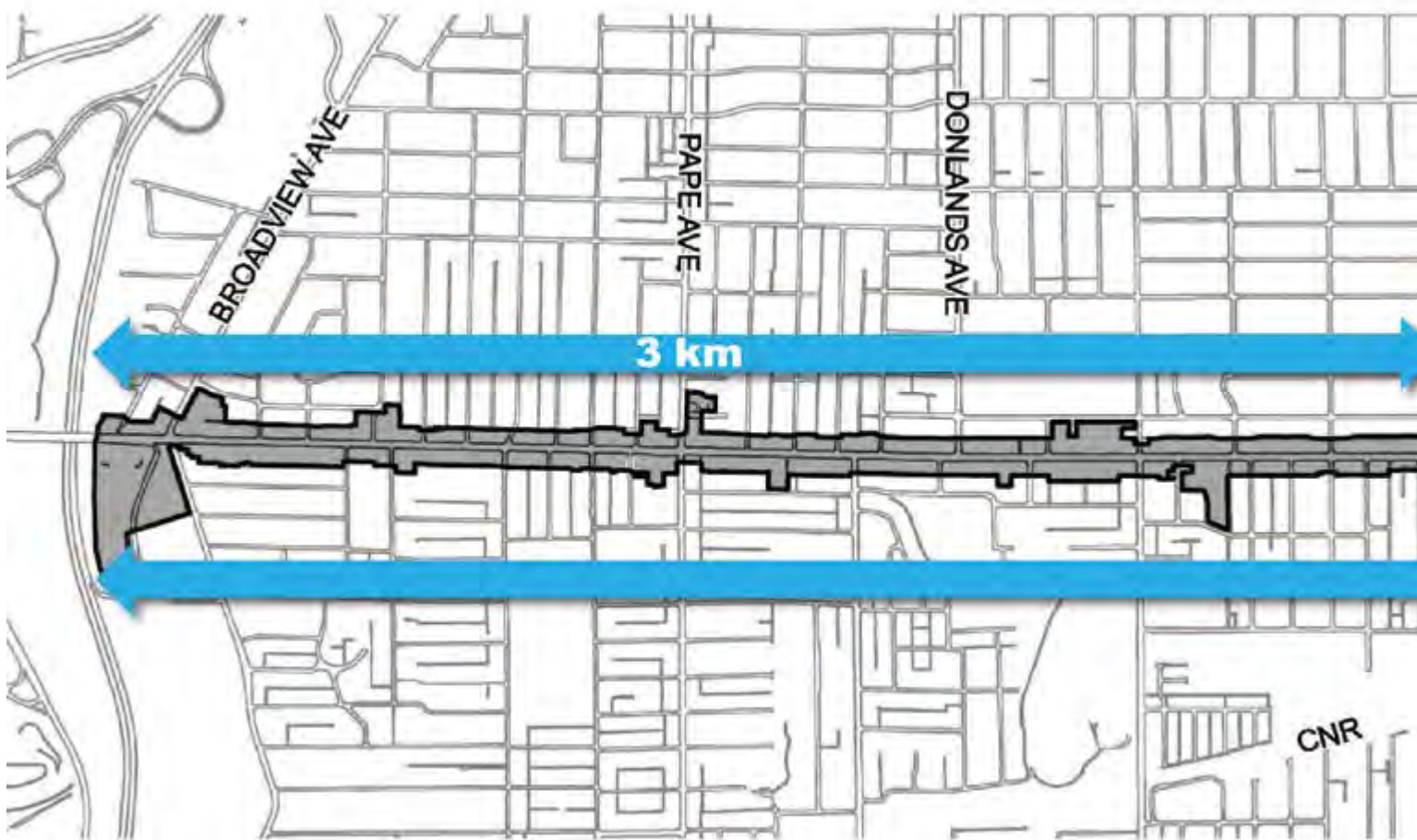
1.1 Study Overview

The Danforth Study is an integrated initiative involving three City of Toronto Divisions: City Planning, Transportation Services, and Economic Development and Culture. The study covers two study areas, including the second stage of the Danforth Avenue Planning Study between Broadview Avenue and Coxwell Avenue (3kms), and the Complete Street and Retail Study between Broadview Avenue and Victoria Park Avenue (6kms).

This Area Profile Report is part of the Danforth Avenue Planning Study work program. The Planning Study will continue the planning work of the previous Danforth Avenue Planning Study that was conducted for the segment between Coxwell Avenue and Victoria Park Avenue focusing on the second segment of the study area between Broadview Avenue to Coxwell Avenue. The purpose of the Planning Study is to conduct a planning review and analysis to inform future city-building opportunities, guide development and growth, and enhance the public realm and quality of place towards developing a new planning framework and urban design guidelines.

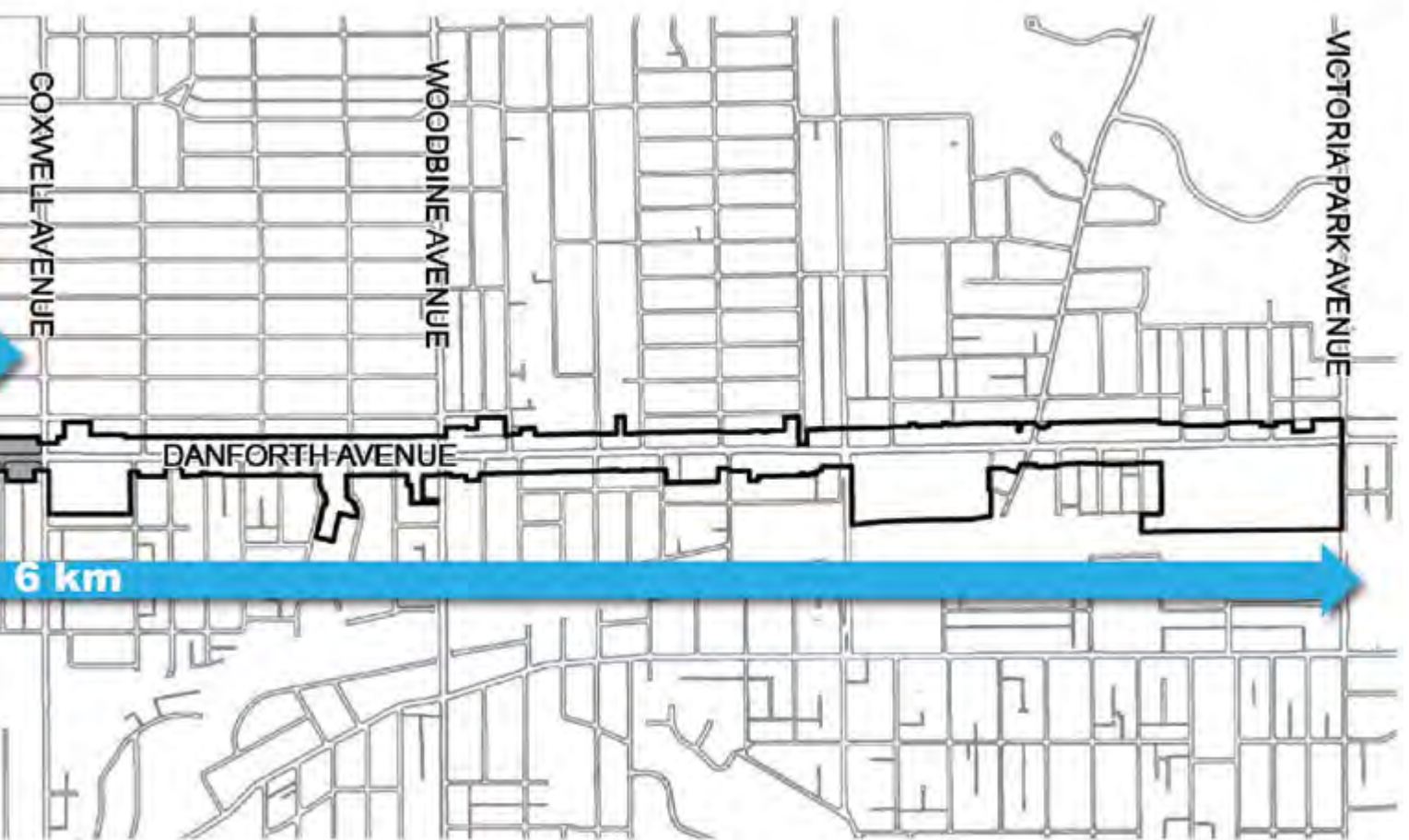


Figure 1: Danforth Avenue Complete Street and Planning Study Approach



- Study Area A** Planning Study (3 km from Broadview Avenue to Coxwell Avenue)
- Study Area B** Complete Street Study/Economic and Retail Study (6 km from Broadview Avenue to Victoria Park Avenue)

Figure 2: Danforth Avenue Complete Street and Planning Study Area Boundaries



The Complete Street Study will include a detailed examination of the right-of-way and a feasibility design study to review traffic, parking, and other impacts specific to determining a complete streets design, including the potential for on-street cycling facilities along Danforth Avenue from Broadview Avenue to Victoria Park Avenue.

The Economic and Retail Study will include an analysis of the retail profile and identify economic characteristics including trends, market types, gaps, and an origin and destination survey. The Economic and Retail Study will be aligned with the Complete Street study area between Broadview Avenue and Victoria Park Avenue.

City Council Direction

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 in two segments, from the Don River to Coxwell Avenue and from Coxwell Avenue to Victoria Park Avenue. The first stage of the study from Victoria Park Avenue to Coxwell Avenue was adopted by TE34.22 by City Council on July 23, 2018.

In July 2018, City Council directed the General Manager, Transportation Services and the Chief Planner and Executive Director, City Planning, in cooperation with Economic Development and Culture, to initiate a comprehensive Complete Street Study of the Danforth corridor in 2019 with a focus on Danforth Avenue as a "complete street" with a vibrant commercial sector, and include a consultation process that involves a broad range of stakeholders such as Business Improvement Areas, resident, community, and cycling groups.

On October 10, 2019, Community Council adopted a motion TE9.81, brought forward by Councillor Paula Fletcher, to include options to secure new affordable rental housing along Danforth Avenue as part of the Terms of Reference for the Danforth Planning and Complete Streets Study.

1.2 Purpose of the Planning Study

The Danforth Avenue Planning Study will follow a multi-disciplinary approach. The Study includes a background review and an extensive stakeholder consultation in order to assess existing conditions, identify community priorities, culminating in a comprehensive Planning Framework.

The Danforth Avenue Planning Study is intended to address a broad range of objectives and issues identified below.

- Create a Plan for the study area that is informed by and reflects the input and interests of a broad range of community members.
- Establish an updated planning framework and urban design guidelines to support healthy and inclusive communities, which supports the provision of affordable housing, local business activity, and growth while preserving the historic fabric and identify defining characteristics of the study area.

- Integrate strategies to incorporate green infrastructure, encourage resiliency, and address climate change.
- Identify public realm and streetscape improvements that considers character-defining features and incorporate community input to improve the public realm.
- Align the development of a planning framework with complete street designs and other parallel initiatives in the area.
- Align planning strategies to support growth, including consideration of growth management objectives, affordable housing, and other development opportunities.

- Ensure the development of a vibrant retail and business environment to support continued economic growth and prosperity, and support Danforth Avenue as a destination and protect and encourage cultural vibrancy.

The Planning Study is scheduled to be completed by the 4th Quarter of 2020 and may include amendments to the Official Plan, new Urban Design Guidelines, as well as recommended additions to the Heritage Register, with potential updates to relevant City strategies and capital plans.



Photo from Community Meeting #1, November 7, 2019 - Danforth Avenue Complete Street and Planning Study

1.3 Study Approach and Related Studies

This Area Profile Report provides a background analysis and review related to the Planning Study between Broadview Avenue and Coxwell Avenue.

The broader Danforth Avenue Complete Street and Planning Study is a joint project between Transportation Services, Economic Development and Culture, and City Planning to develop a Complete Street Design and Implementation Plan, Economic Analysis and Retail Study, and a Planning Framework. The study will bring together these elements through a coordinated public engagement process.

The work will be undertaken over five phases:

- **Phase 1** Work Plan Development: Consultation on Terms of Reference & Area Profile Report
- **Phase 2** Background Review and Analysis: Issues Identification & Data Analysis
- **Phase 3** Input and Strategy: Develop Planning Framework and Complete Street Design Options
- **Phase 4** Final Danforth Avenue Planning/ Complete Streets Reports & Final Designs
- **Phase 5** Detailed Complete Street Designs/ Implementation & Phasing

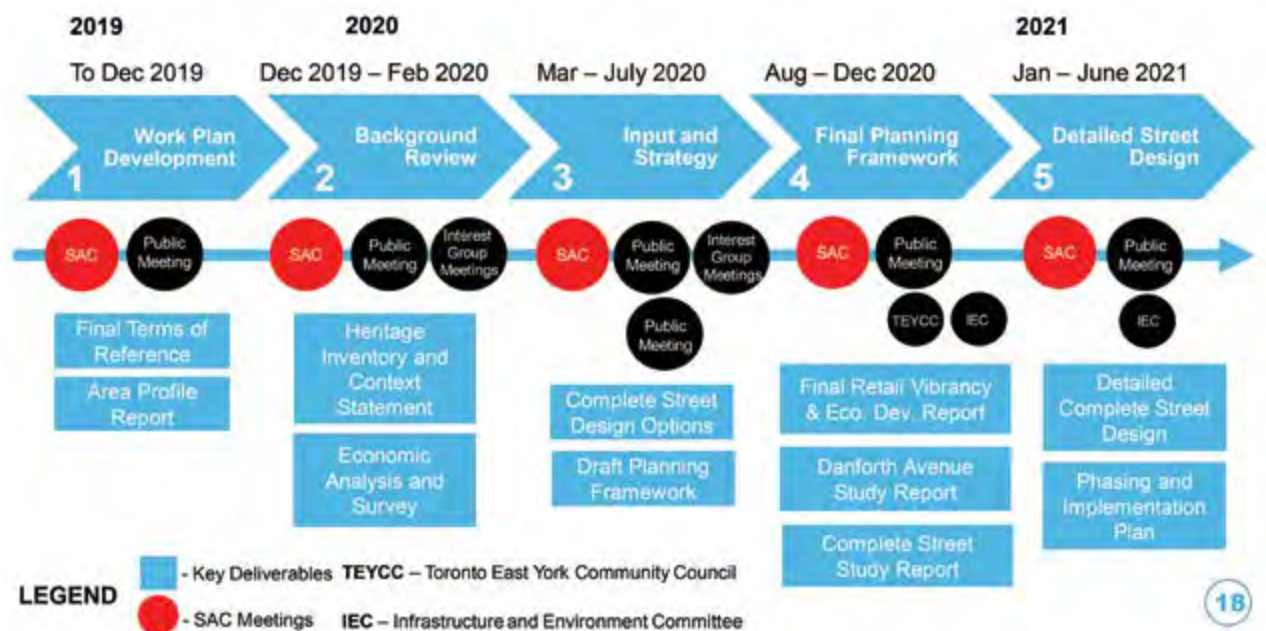


Figure 3: Danforth Study Work Plan Flow Chart

Related Studies

As part of the Danforth Study a number of related studies and initiatives will be considered. These include the approved Danforth Avenue Planning Study (Coxwell Avenue to Victoria Park Avenue) Vision Zero Road Safety Plan (2017-2021); Cycling Network 10-Year Plan (2016); City of Toronto Bicycle Parking Strategy (ongoing); Coxwell TTC Barns Master Plan (2019); TTC Second Exits Program; City of Toronto Parkland Strategy; Ontario Line; Danforth Mosaic BIA – Streetscape and Public Space Master Plan; and Alexander the Great Parkette Redesign Study; among others.

Planning Study Areas

This Area Profile Report is intended to provide an overview of the Study Area between Broadview Avenue to Coxwell Avenue. In addition, two broader areas are included in order to highlight insights into demographic, employment and other statistics about the community. The report will inform City staff and assist in long-term planning.

For the purposes of the analysis, the Area Profile Report references three different geographic areas including:

The Danforth Study Area - represents the areas adjacent to Danforth Avenue with direct frontage along the corridor from Broadview Avenue to Coxwell Avenue.

The Local Study Area - includes a larger area based on Statistics Canada dissemination blocks used for collecting demographic and employment information, generally within a 500 meter to 800 meter radius walking distance from Danforth Avenue.

A Community Services and Facilities Study Area – includes Ward 14 lands within an area bounded by Eastern Avenue to the south, Coxwell Avenue to the east, and the Don Valley Ravine to the north and west.

Areas south of Eastern Avenue are not included in the analysis since they represent largely employment areas that do not provide relevant statistical measures to illustrate comparisons across the predominately residential and mixed-use areas throughout Ward 14.

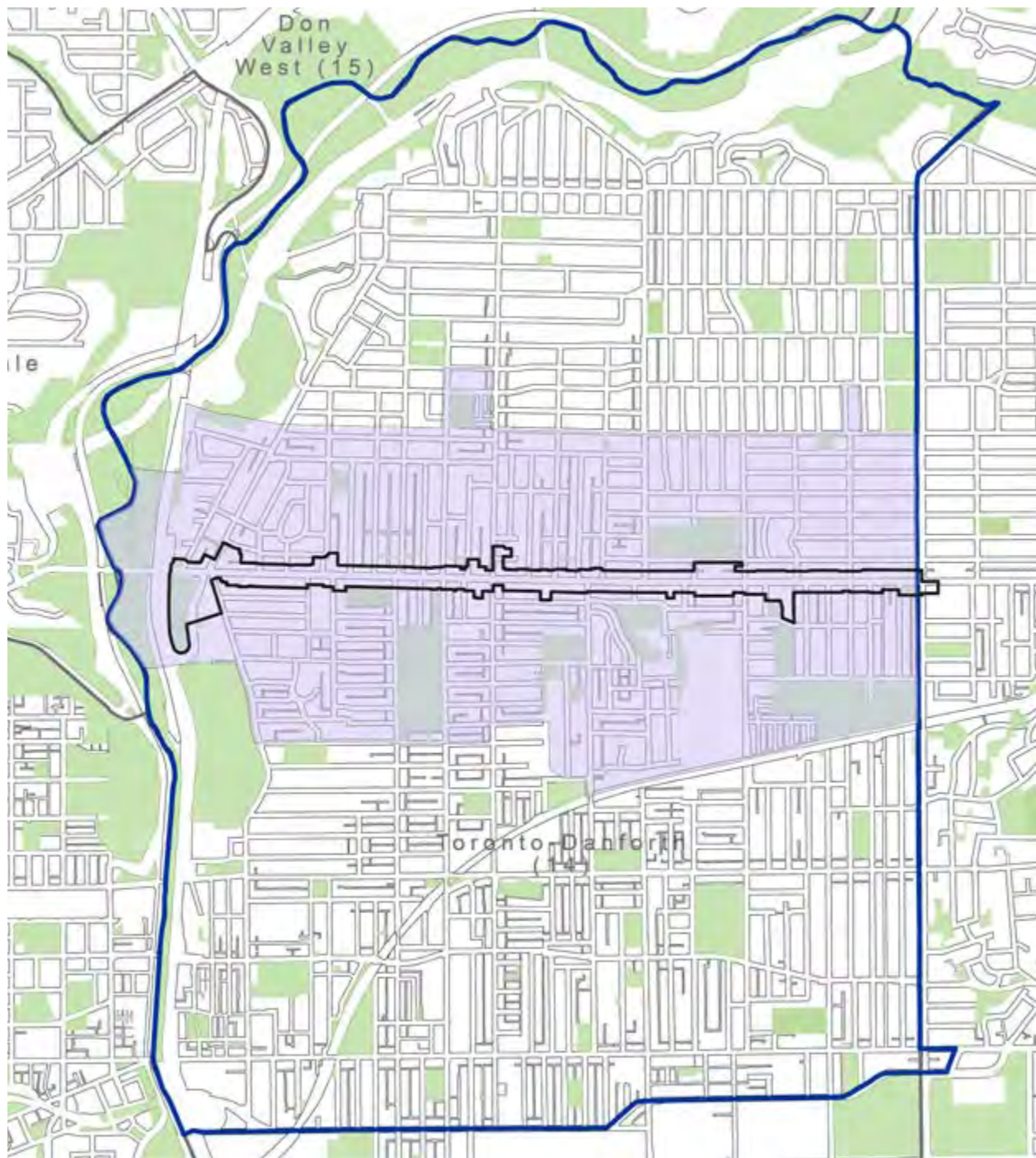


Figure 4: Study Area Boundaries

Study Areas

- Community Services and Facilities Study Area
- Local Study Area
- Danforth Study Area

1.4 Public Engagement

A key aspect of the study will be to fully engage and work with the community on all portions of the study as it progresses to completion.

Community meetings, workshops, pop-ups and online surveys will be utilized in order to build consensus and broad based support by engaging with the community, stakeholders and decision makers.

Stakeholder Advisory Committee

A Stakeholder Advisory Committee (SAC) of up to 30 members has been established for the project that is composed of a diverse membership that reflects the community and provides a variety of perspectives on key issues.

The first stakeholder meeting was held on November 4, 2017 with City staff and stakeholders. This first meeting focused on discussing the overall study, roles, scope of work, study timelines, and community engagement. In total, 26 people attended the meeting.

Community Meeting #1

In order to gain feedback on the study Terms of Reference, City staff held a “kick-off” community meeting on November 7, 2019. Approximately 450 people participated in the first community meeting.

During the meeting, the study was presented to the community and staff engaged participants in various exercises to gain a better understanding of community interests and issues surrounding

the study, and a draft proposed Terms of Reference (ToR).

The feedback received provided inputs into the development of the study terms of reference and will help shape the outcomes of the overall study. Meeting participants were presented with a series of questions to answer in groups and individually.

A brief summary of the feedback and response received during the meeting is listed below.

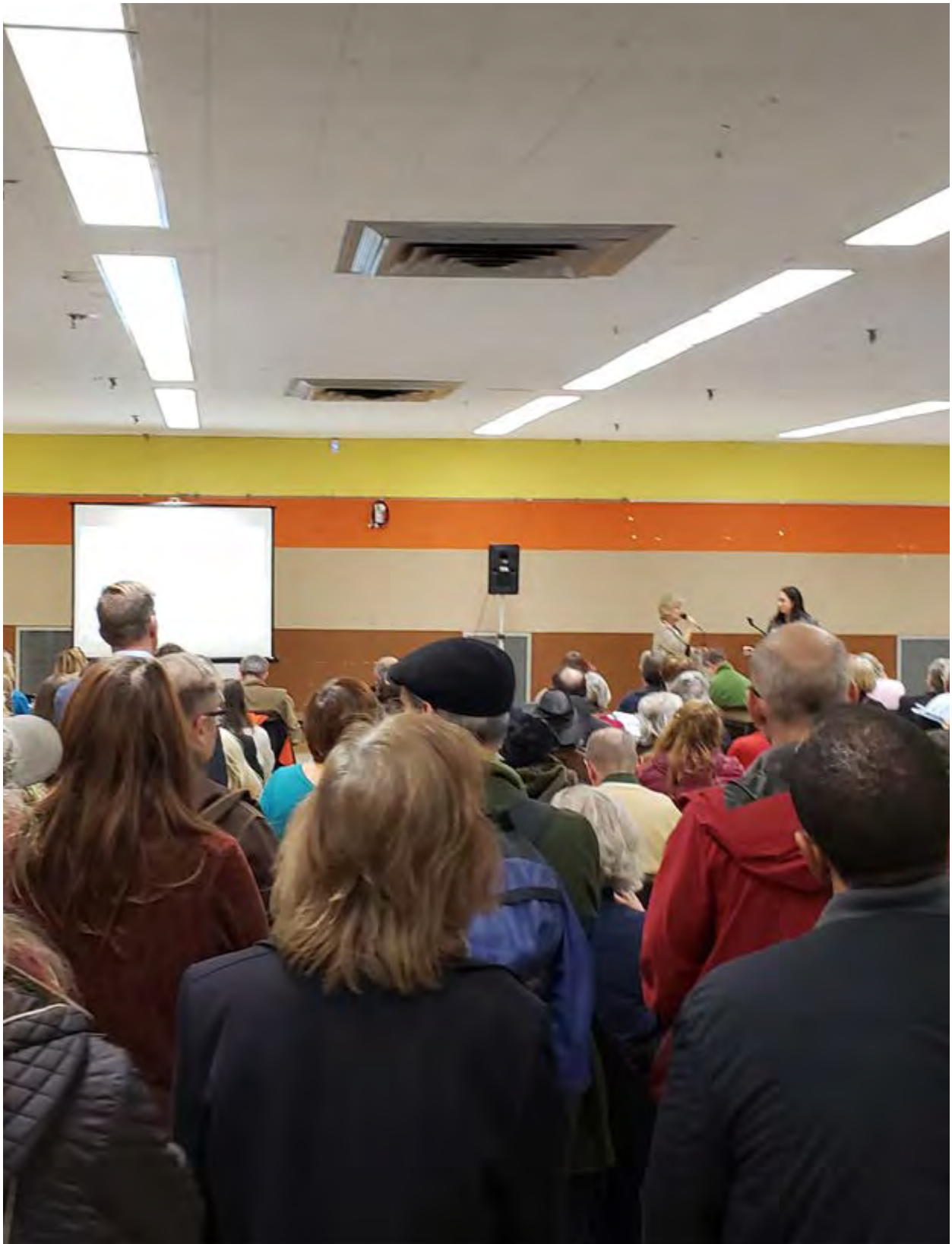
Community Feedback on the Study Scope of Work

- Incorporating sustainability and climate change considerations in the development of the plan.
- Review and consider approaches to ensure small businesses will invest and stay in the area and contribute to a greater sense of identity and to attract business and jobs.
- Establish building height limitations to preserve views, avoid obstructing sunlight, and maintain the existing streetscape.
- Provide greater emphasis on affordable housing.
- Undertake a review of best practices to learn from other studies and pilot projects implemented in Toronto and other jurisdictions.

- Include a greater emphasis on placemaking and arts & culture.
- Incorporate a greater emphasis on accessibility and diversity in the community engagement process and overall study approach.

Public engagement summary reports will be published on the study website (www.toronto.ca/danforthstudy) which will summarize and analyze all the engagement feedback and comments. Additional details on how the engagement feedback has shaped the development of the Danforth Study Terms of Reference is also available on the study website.





Photos from Community Meeting #1, November 7, 2019 - Danforth Avenue Complete Street and Planning Study





2.0 Area and Site Context

The Danforth is a community destination and a vibrant main street. It is the 'heart' of tight-knit neighbourhoods, which collectively make up the Danforth.

This section of the report provides a portrait of the Danforth Study Area and the surrounding urban context.

2.1 Danforth Avenue Planning Study Area Context

The Danforth Planning Study Area is bound by Broadview Avenue on the west, Coxwell Avenue on the east (3 kms), and generally includes properties fronting onto Danforth Avenue.

Neighbourhoods

The Danforth Study Area is directly adjacent to a number of neighbourhoods including North Riverdale, Playter Estates-Danforth, Blake-Jones, Greenwood-Coxwell, and Danforth.

The neighbourhoods within and adjacent to the Danforth Study Area include a mix of densities and a variety of housing types and styles. Some of the most prominent open spaces in the city such as, the Don Valley Ravine system, Withrow Park, and Riverdale Park are all accessible to the Danforth Study Area.

Danforth Avenue is one of Toronto's most important retail streets and is a significant community gathering place for all of the adjacent neighbourhoods.

Although the Danforth Study Area is made up of a variety of neighbourhoods, each is cohesively connected to Danforth Avenue as a community gathering place with access to a diversity of retail, community services, and direct access to the Bloor-Danforth Subway Line.



Pape Avenue looking south of Danforth Avenue



Pape Avenue looking east at Danforth Avenue



View towards Logan Avenue Parkette

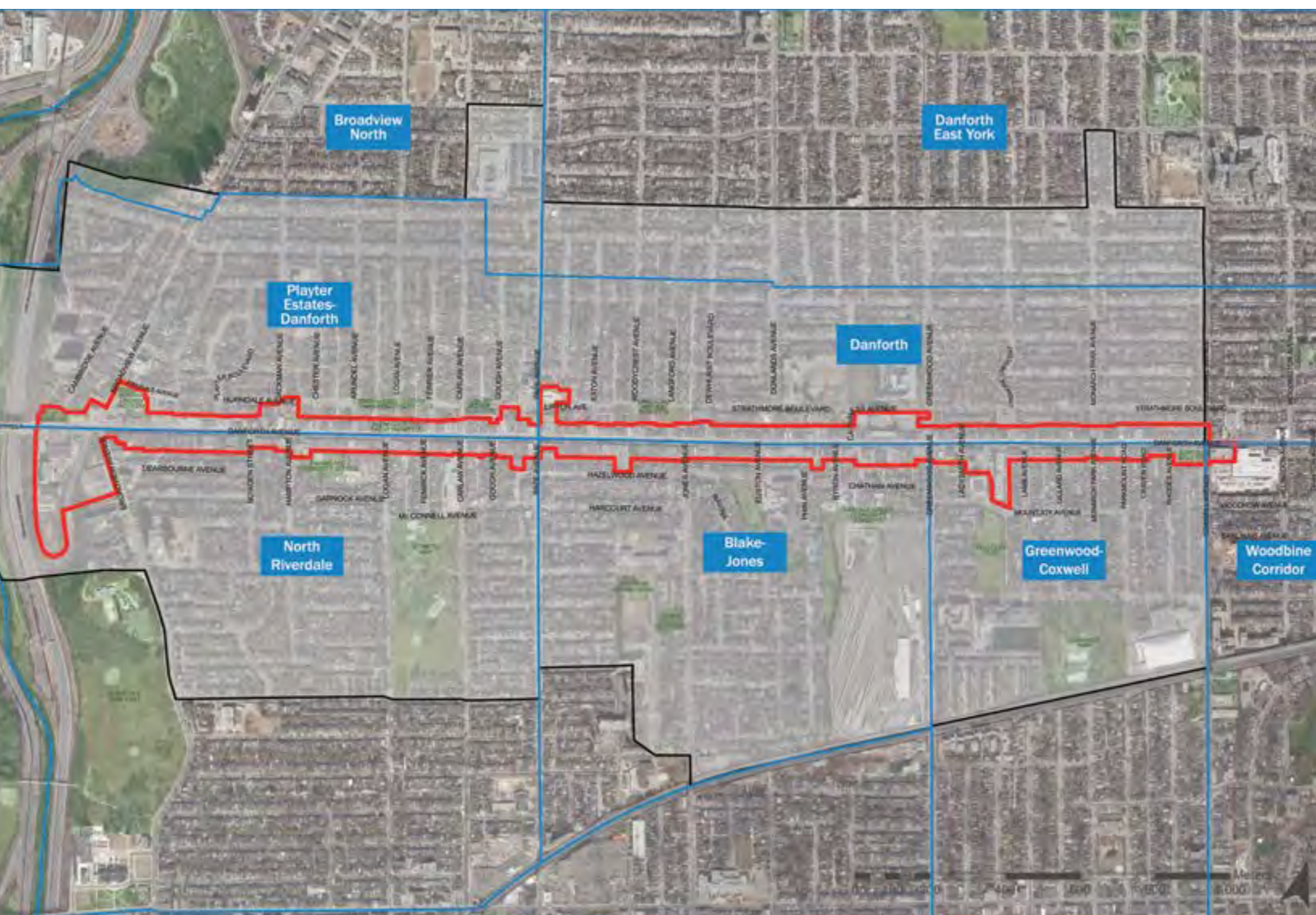


Figure 5: Neighbourhoods in the Danforth Study Area

The Street

Danforth Avenue is one of Toronto's most vibrant main streets. It supports a range of uses and users, and has a connected public realm, all accessible to the rest of the city and regionally through direct access to the Bloor-Danforth Subway Line.

The Danforth Avenue right-of-way is defined as 27-metres in the Toronto Official Plan. Right-of-ways include the public space between

buildings, including space dedicated to vehicles, pedestrians, cyclists, street furniture, and landscaping. Other major streets in Toronto are generally between 20 metres to 45 metres, with the majority of rights-of-way measuring 20 metres within the Toronto and East York Planning District.

Danforth Avenue has one of the widest rights-of-way in the Toronto and East York Planning District. Leveraging the abundant size of the



Figure 6: Parcel Fabric in the Danforth Study Area * Represents approximate parcel sizes.

right-of-way provides opportunities to improve the function and quality of place for a diversity of users and uses.

Overall, the 27 metre right-of-way provides opportunities to better utilize existing public and private space to help support the evolution of Danforth Avenue. Coordinated streetscape and public realm planning can also aid in enhancing the sense of place and character of the street.

Other opportunities include providing more clear and direct access to existing TTC subway stations and aligning with the TTC's secondary exits program for enhanced pedestrian movement.

Parcel and Block Structure

Danforth Avenue is one of Toronto's most significant major arterial streets. It is made up of a diversity of retail facades generally measuring 7.5 metres to 15

metres in width. These patterns express how it has evolved through different phases of the city's development.

Danforth Avenue is intersected by a network of streets creating a fine-grained urban block structure. The predominant lot sizes along Danforth Avenue include small-to-mid sized retail uses with some larger parcels occupied by churches, parks, libraries, and grocery stores.

Many of the existing properties along Danforth Avenue are not large enough to support mid-rise development without lot consolidation. The majority of the lots in the Danforth Study Area are between 7.5 metres and 15 metres.

The architectural massing along Danforth Avenue is generally characterized by low-to-mid-rise mixed-use buildings of 2-4 storeys.



Future Planning Framework

As part of the Danforth Avenue Planning Study, future development opportunities will be examined in the context of the existing neighbourhood and long-term growth management objectives.

The fine-grained retail character and neighbourhood context provides key considerations for examining growth opportunities and defining a neighbourhood character. This Study presents an opportunity to crystallize the character aspects of Danforth Avenue between Broadview Avenue to Coxwell Avenue and ensure they are well represented in future development. Urban Design Guidelines will be developed as part of the Danforth Avenue Planning Study to ensure a consistent design approach for all new development.

Supporting retail activity is essential to the evolution of Danforth Avenue and in

supporting a vibrant main street. Aligning planning and urban design with economic development will provide for better coordination of strategies to enhance the Danforth area for all users.

2.2 Development Context

Between January 2014 and December 2018 there have been approximately 67 development projects in the Community Services and Facilities Study Area (CS&F). Since January 2014 there have been approximately 194 building permit applications submitted within the Danforth Study Area. The majority of these building permit applications were additions to existing buildings and interior alterations/renovations.

Since January 2014 there have been 11 development applications under review or have been recently built within the Local Study Area, the most recent being a rezoning application for an 9-storey, mixed-use building at 1177 Danforth Avenue, which was approved by City Council on May 26, 2017. The map on the following page identifies recent development applications.

Development in the larger CS&F Study Area has generally been clustered along main streets areas of Broadview Avenue north of Danforth Avenue, Queen Street East, and Dundas Street East.

In the CS&F Study Area, there were total of 3,597 residential units proposed based on development activity between January 1, 2014 and December 31, 2018. A breakdown of these applications include 918 under review, 1703 active, 105 built and 871 built prior to 2016. Built projects are those which became ready for occupancy and/or were completed.

Active projects are those which have been approved, or which building permits have been applied or have been issued, and /or which are under construction. Projects under review include those which have not yet been approved or subject to an appeal.



Developer's rendering of the approved development at 1177 Danforth Avenue.



Developer's rendering of the approved development at 796-802 Broadview Avenue.

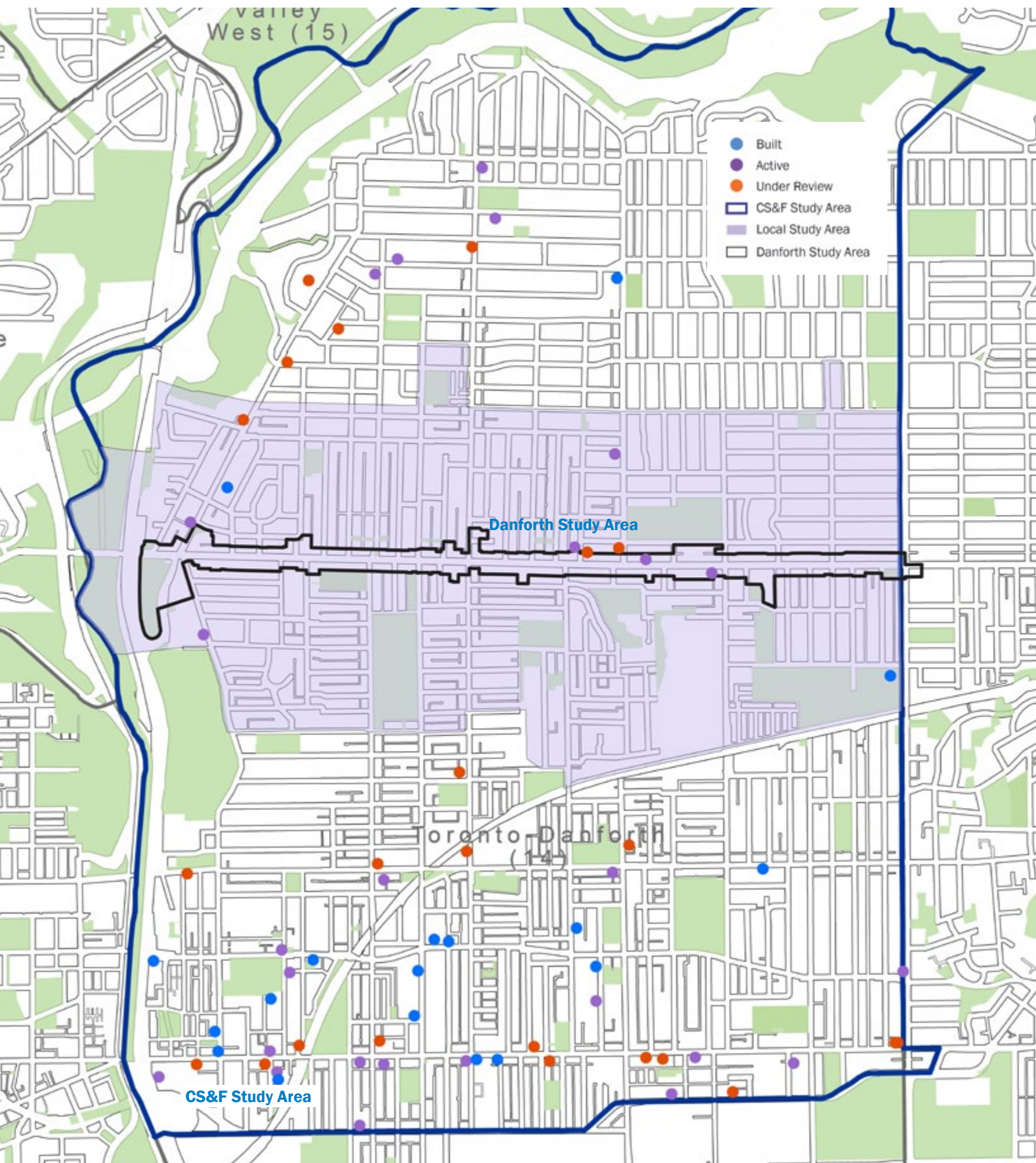



Figure 7: Projects active between January 1, 2014 and December 31, 2018. Source: IBMS-Land Use Information System



The background of the page is a photograph of a city skyline, likely Toronto, featuring several tall skyscrapers and a dense urban landscape. A large, white, semi-transparent rectangular box is overlaid on the right side of the image, containing the title and a paragraph of text. The title '3.0 Existing Planning Framework' is in a large, bold, green font. The paragraph below it is in a smaller, green font. The overall design is clean and professional, with a focus on the text within the white box.

3.0 Existing Planning Framework

The following section provides a review and analysis of the provincial and municipal policy framework. Proposed planning changes will be developed to be consistent with the Provincial Policy Statement, and to conform with the Growth Plan and the Official Plan. Any proposals or policy changes recommended as part of the Study will be designed to be in the provincial interest, to advance provincial and municipal planning objectives, be in the public interest and to represent good planning.

3.1 The Planning Act, Provincial Policy Statement (2014), and the Growth Plan for the Greater Golden Horseshoe (2019), The Big Move

Land Use policy in the Danforth Study Area is subject to provincial and local planning policies, guidelines, and zoning by-laws. These policies, by-laws, and guidelines provide a planning framework for managing growth and change in the area. One of the goals of the Planning Study is to prepare a set of local policies and guidelines that will provide a more nuanced and context-specific planning framework. The following section reviews the existing provincial and local policies that currently apply.

The Planning Act

The Planning Act R.S.O. 1990. C. P. 13 establishes the basis for land use planning in Ontario. It integrates matters of provincial interest into provincial and municipal planning decisions. Section 3(1) states that the Minister may issue policy statements on matters relating to municipal planning that are of provincial interest. Section 3(5) indicates that a decision that affects a planning matter shall be consistent with the policy statement (Subsection a) and shall conform with the provincial plans that are in effect and shall not conflict with them (Subsection b).

Section 2 establishes provincial interest, and states that the Minister, the council of a municipality, a local board, a planning board and the Municipal Board shall have regard to

matters of provincial interest.

Some of the relevant sections of the Planning Act related to the Planning Study include the following:

- The orderly development of safe and healthy communities (h);
- The adequate provision and distribution of educational, health, social, cultural and recreational facilities (i);
- The co-ordination of planning activities of public bodies (m);
- The appropriate location of growth and development (p);
- The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians (q); and
- The promotion of built form that is well-design, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant (r).

Provincial Policy Statement (2014)

On February 24, 2014, the Province of Ontario released a new Provincial Policy Statement (2014) which came into effect on April 30, 2014. Section 3 of the Planning Act states that decisions affecting planning 'shall be consistent' with policy statements issued under the Act. Section 4 of the PPS states that it applies to all decisions in respect to the exercise of any authority that affects a planning

matter made on or after April 30, 2014.

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use and planning. Matters of provincial interest include the careful management of land use to meet the full range of current and future development needs, efficient land use patterns, careful resource management, and the protection of public health and safety.

With respect to land use and development in the Danforth Study Area, the PPS provides direction regarding the efficient use of land (Policy 1.1); housing (Policy 1.4); access to public space, recreation, and open space (Policy 1.5); cultural heritage (Policy 1.6); and long-term economic prosperity (Policy 1.7).

Growth Plan for the Greater Golden Horseshoe (2019)

The Growth Plan came into effect on May 16, 2019, replacing the Growth Plan for the Greater Golden Horseshoe, 2017.

The Places to Grow Act states that all decisions by municipalities under the Planning Act shall conform to the Growth Plan. The Growth Plan is a provincial plan that defines how and where long-term growth and development shall occur in the Greater Golden Horseshoe (GGH). The Growth Plan builds on the policy foundation of the PPS, and prevails if there is a conflict between the Growth Plan and the PPS.

The GGH strives, among other things, to direct growth to areas of urban intensification. It also requires municipalities to set clear targets for population and employment growth. The entire City of Toronto has been designated a growth

area in the GGH and has set population and employment growth targets as required by the Plan.

Vision

Section 1.2 outlines the vision and guiding principles for the GGH. The vision describes the GGH region as a place with a high standard of quality of living, that offers a variety of choices for living, supported by modern, well-maintained, sustainable and resilient infrastructure and an integrated transportation network.

To realize this vision, the Plan's guiding principles focus on achieving complete communities, prioritizing intensification and higher densities to make the efficient use of land and infrastructure and to support transit viability, and improve the integration of land use planning with investment in infrastructure and public service facilities (Section 1.2.1).

Managing Growth

To accommodate population and employment growth and to ensure the development of healthy, safe and balanced communities, the Growth Plan articulates policies related to where population and employment growth should occur. Schedule 3 of the Growth Plan identifies the population and employment forecasts for each municipality in the GGH. According to Policy 2.2.1.1, the forecasts will be used for planning and managing growth in the GGH to 2041.

The Growth Plan directs the vast majority of growth to settlement areas. Within settlement areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit, with a

priority on higher order transit where it exists or is planned (Policy 2.2.1.2). Policy 2.2.1.3 directs municipalities to undertake integrated planning to manage forecasted growth.

Complete Communities

The Growth Plan places a strong emphasis on achieving complete communities. Complete communities are defined as: “places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.” (Sections 7 –Definitions)

This new policy in the 2019 Growth Plan importantly underscores that the purpose of the Growth Plan is not simply to plan to accommodate population and employment growth, but to achieve greater societal, economic and environmental benefits for communities in the GGH. Policy 2.2.1.4 identifies achieving complete communities as a central outcome of the Growth Plan policies.

Transit Corridors and Station Areas

The Growth Plan (2019) contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs achieve appropriate densities.

The Big Move: Regional Transportation Plan

Developed in partnership with municipal partners and many others, the 2041 RTP builds on the successes of The Big Move (2008), the first regional transportation plan for the Greater Toronto and Hamilton Area (GTHA). It presents a vision for the future, and sets out creating strong connections, complete travel experiences, and sustainable and healthy communities as the 2041 RTP's three key goals

The 2041 Regional Transportation Plan (2041 RTP) for the GTHA outlines how governments and transit agencies will work together to continue building an integrated transportation system that supports a high quality of life, a prosperous and competitive economy, and a protected environment. The 2041 RTP has been developed by Metrolinx, the provincial agency mandated with improving the coordination and integration of all modes of transportation in the GTHA. It represents the advice of the Metrolinx Board to the Province, and fulfils Metrolinx's legislative requirements under the Metrolinx Act, 2006.

At the heart of the RTP are five Strategies:

- Complete the delivery of current regional transit projects;
- Connect more of the region with frequent rapid transit;
- Optimize the transportation system;
- Integrate transportation and land use; and
- Prepare for an uncertain future.

Metrolinx and its partners are delivering an array of new rapid transit solutions across the Greater Toronto and Hamilton Area to serve the people currently travelling in and out of the GTHA, and to support the projected future growth in the region.

One of the potential projects proposed includes the Ontario Line, which is expected to connect with Pape Station. The Ontario Line is proposed to alleviate congestion on existing lines while providing new connections. The proposed Ontario Line is contemplated to run approximately 16 kilometres from Ontario Place/Exhibition through downtown Toronto, to the Ontario Science Centre.

3.2 The City of Toronto Official Plan, Zoning, and Design Guidelines

The Official Plan is the 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. 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.

City of Toronto Official Plan

Chapter 2 – Shaping the City

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





Figure 8: City of Toronto Urban Structure Map - Toronto Official Plan

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 along 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; and
- how use of the road allowance can be optimized and transit service enhanced

Chapter 3 – Building a Successful City

Section 3.1.1 The Public Realm

The Official Plan has a number of policies that promote excellence in the public realm. Policies in the Official Plan call for quality architectural landscape and urban design to be promoted by committing funds to the public realm, promoting urban design competitions, engaging design review panels, ensuring new development enhances the public realm and encouraging the use of skilled professionals.

The Official Plan also encourages creativity in architecture through urban design rewards. It also protects natural features, views and vistas. Furthermore, the Official Plan places particular



Recently approved mid-rise building along an Avenue located at 2803 Dundas Street West, Photo credit: Bob Gundu.

significance on public streets. Public streets are “significant open space[s]” that provide space for public utilities services, trees and landscaping. They are also significant public gathering places which will be designed to preserve the diverse role they play.

Design measures which promote pedestrian safety and security will also be applied to streetscapes, parks, other public and private open spaces and all new and renovated buildings.

Section 3.1.2 Built Form

The built form section of the Official Plan concentrates primarily on the form new development will take. In these cases, new development will be located and organized to fit with its existing and/or planned context. Development will frame, streets and parks, and give prominence to corners when located there. In addition, new development will provide accessible and visible entrances, preserve mature trees, use shared services where possible, minimize curb cuts and screen as well as integrate servicing. Every significant new development is also expected to provide indoor and outdoor amenity space.

Section 3.1.4 Public Art

Public art installations, both publicly and privately owned, make walking through the City’s streets, open spaces and parks a delight for residents, workers and visitors alike. Public art has broad appeal and can contribute to the identity and character of a place by telling a story about the site’s history. The Official Plan promotes the creation of public art that reflects our cultural diversity and history by adopting a Public Art Master Plan; promoting the Toronto Public Art Reserve Fund to implement the

Master Plan; encouraging public art initiatives on properties under the jurisdiction of the City; dedicating one per cent of the capital budget of all major municipal buildings and structures to public art; and encouraging the inclusion of public art in all significant private sector developments across the City.

Section 3.1.5 Heritage Conservation

Toronto’s cultural heritage can be seen in the significant buildings, properties, districts, landscapes and archaeological sites found throughout the city. Their protection, and wise use and management demonstrate the City’s goal to integrate the significant achievements of our people, their history, our landmarks, and our neighbourhoods into a shared sense of place and belonging for its inhabitants.

Policy 3.1.5 of the Official Plan requires that significant heritage resources be conserved by listing, designating and entering into conservation agreements with owners. The Plan also offers incentives for the preservation of heritage resources, allowing additional density to be granted in exchange for the preservation of a heritage resource providing it does not exceed the gross floor area of said heritage resource.

Section 3.2.1 Housing

Adequate and affordable housing is a basic requirement for everyone. Where we live and our housing security contribute to our well-being and connect us to our community. Current and future residents must be able to access and maintain adequate, affordable and appropriate housing. The City’s quality of life, economic competitiveness, social cohesion, as well as its balance and diversity depend on it.

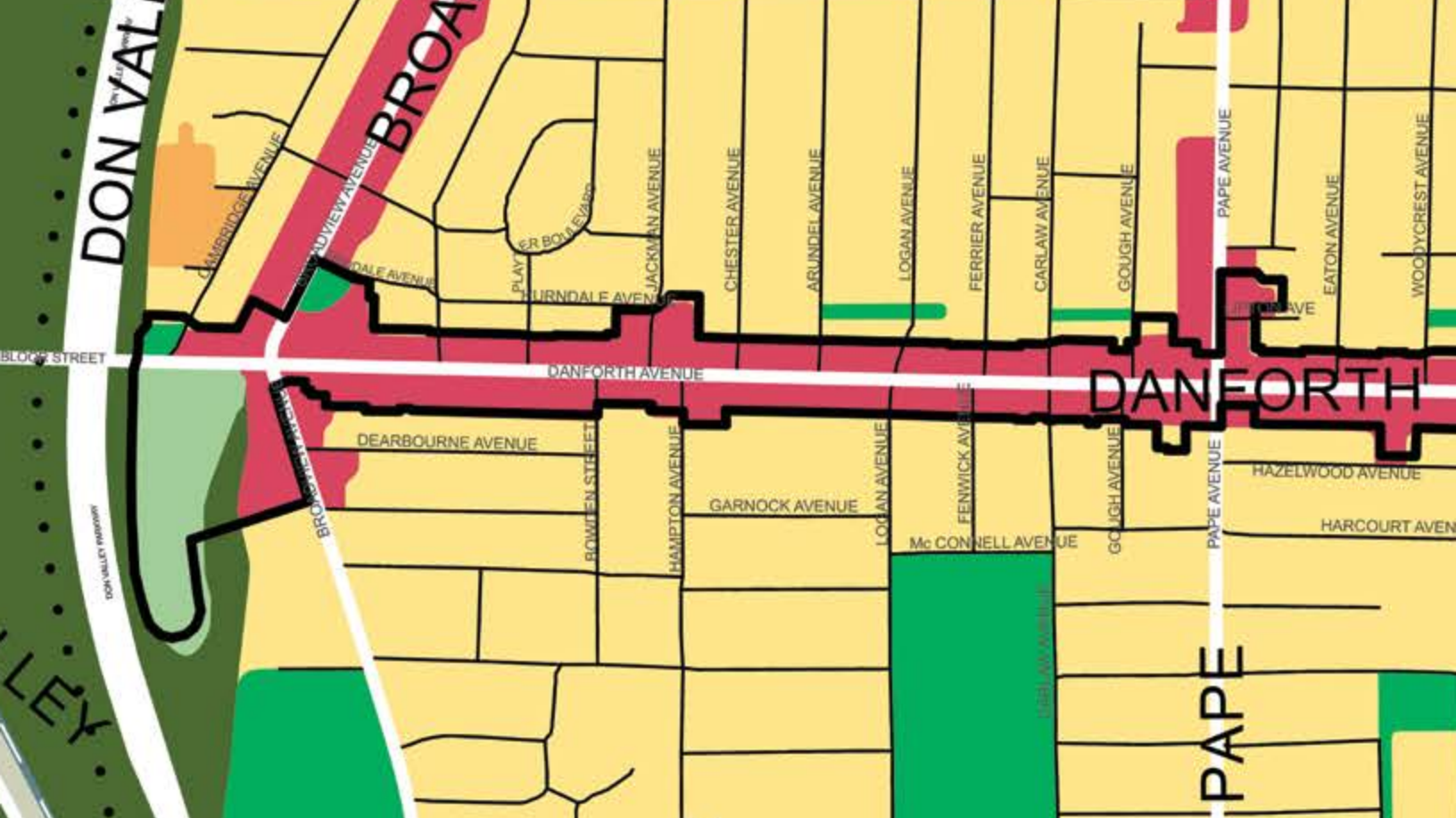


Figure 9: Map of Land Uses - City Toronto Official Plan

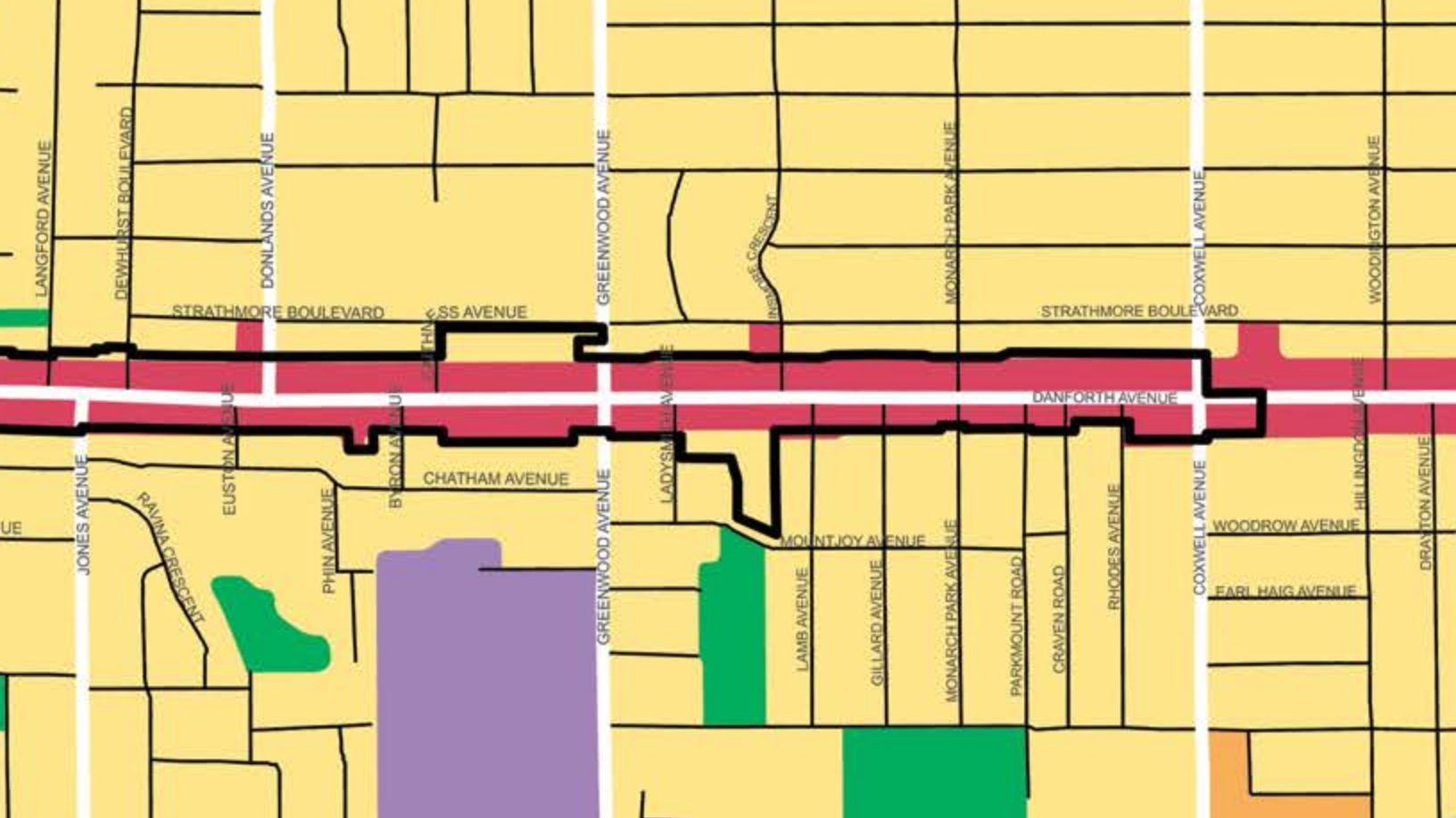
As with any growing area of the City, access to housing, and, particularly, affordable housing is a crucial aspect of City building. The current production of ownership housing, especially condominium apartments, is in abundant supply. What is needed is a healthier balance among ownership housing, purpose-built rental housing, affordable rental housing and affordable low-rise ownership housing for large households with children and multi-family households.

The policies of the Official Plan state that a full range of housing in terms of form, tenure and affordability will be provided and maintained across the City. A full range of housing includes: ownership, rental, affordable/midrange rental,

supportive housing and emergency and transitional housing for homeless people and at-risk groups, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock.

[Section 3.2.2 Community Services and Facilities](#)

The Official Plan states that adequate and equitable access to community and social services shall be encouraged by providing and preserving local community facilities and institutions. The shared use of schools will be encouraged.



Legend

 Neighbourhoods	 Natural Areas	 Core Employment Areas
 Mixed Use Areas	 Parks	 Danforth Study Area
 Apartment Neighbourhoods	 Other Open Space Areas (Including Golf Courses, Cemeteries, Public Utilities)	

City staff have undertaken a review of the existing Community Services and Facilities within, and close to, the study area. This is detailed further in this report.

[Section 3.2.3 Parks and Open Spaces](#)

Policy 3.2.3 of the Official Plan speaks to maintaining and enhancing Toronto's system of parks and open spaces and states that the effects of development from adjacent properties (shadows, wind, etc.) will be minimized to preserve their utility. It outlines a parkland acquisition strategy, grants authority to levy a parkland dedication or alternative cash-in-lieu and calls for the expansion of the existing network of parks and open spaces.

City staff have undertaken a review of the existing Parks and Open Spaces within, and close to, the study area. This is detailed further in this report.

[Section 3.5 Toronto's Economic Health](#)

As a plan to guide the long term physical growth of the City, the Official Plan will help create economic opportunity in the way that it directs growth, guides land use activity and the construction of new buildings. It can also improve our economic health by supporting improvements to the foundations of economic competitiveness. Section 3.5 contains policies on supporting the foundations of economic competitiveness, creating a cultural capital and the future of retailing.

Chapter 4 – Land Use Designations

The study area consists of various applicable land use designations. The lands fronting Danforth Avenue from Coxwell Avenue to Broadview Avenue, are primarily designated Mixed Use Areas, with some lands designated Parks and Open Spaces.

Section 4.3 Parks and Open Space Areas

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

Within and adjacent to the Danforth Avenue Planning Study Area there are a few designated parks, including Robertson Parkette, Logan Avenue Parkette, and Carlaw Parkette, among others.

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 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.

Development criteria for Mixed Use Areas include:

- creating a balance of high quality open space uses that reduces automobile dependency and meets the needs of the local community;
- providing for new jobs and homes for underutilized lands;
- locating and massing new buildings to 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 every significant multi-residential development.



Figure 10: Zoning By-law designations in of the Danforth Study Area.

Zoning By-laws

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 generally between 14 and 16 metres.

Under City-wide Zoning By-law 569-2013, the majority of the study area is zoned CR3.0 (c2.5; r2.5) SS2 and CR3.0 (c2.0; r2.5) SS2, 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 Danforth Study Area that are zoned G and Gr (Parks Zone), and R2 (Residential Zone) under the former City of Toronto Zoning By-law 438-86, and ON and OR (Open Space Zone) and R (Residential Zone) under City-wide Zoning By-law 569-2013.



Legend

- | | |
|--|---|
| Residential | Utility and Transportation |
| Commercial Residential | Former City By-Law |
| Open Space | Danforth Study Area |

Avenue and Mid-Rise Buildings Guidelines

As identified previously in this report, Danforth Avenue is a designated Avenue in the Official Plan. Future intensification is encouraged within the Avenues that is compatible with adjacent neighbourhoods through appropriately scaled and designed mid-rise buildings. 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 key objective of the study was to encourage future intensification along Toronto's "Avenues" that is compatible with the adjacent neighbourhoods

through appropriately scaled and designed mid-rise buildings.

In addition, City Council adopted Mid-Rise Building Performance Standards in 2010 and an Addendum to these Standards in 2016, which are to be used together during the evaluation of mid-rise development applications in locations where the Performance Standards are applicable. 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 Study and Performance Standards apply to this section of Danforth Avenue and have been used as a

planning tool in addition to the Mixed Use Area development criteria.

Not all Avenues in the city are the same and each has inherent differences in form and context. The Mid-Rise Guidelines Study reviewed each Avenue in the city to identify Character Areas to identify unique architectural or other built form elements that should be considered in ensuring new buildings are designed to fit within the context of the Avenue.

The intent of identifying Character Areas was 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.

Danforth Avenue has been identified as a Character Area in the Avenues and Mid-Rise Buildings Study. Visual aspects of the performance standards from these guidelines are shown in figure 11 below.

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.

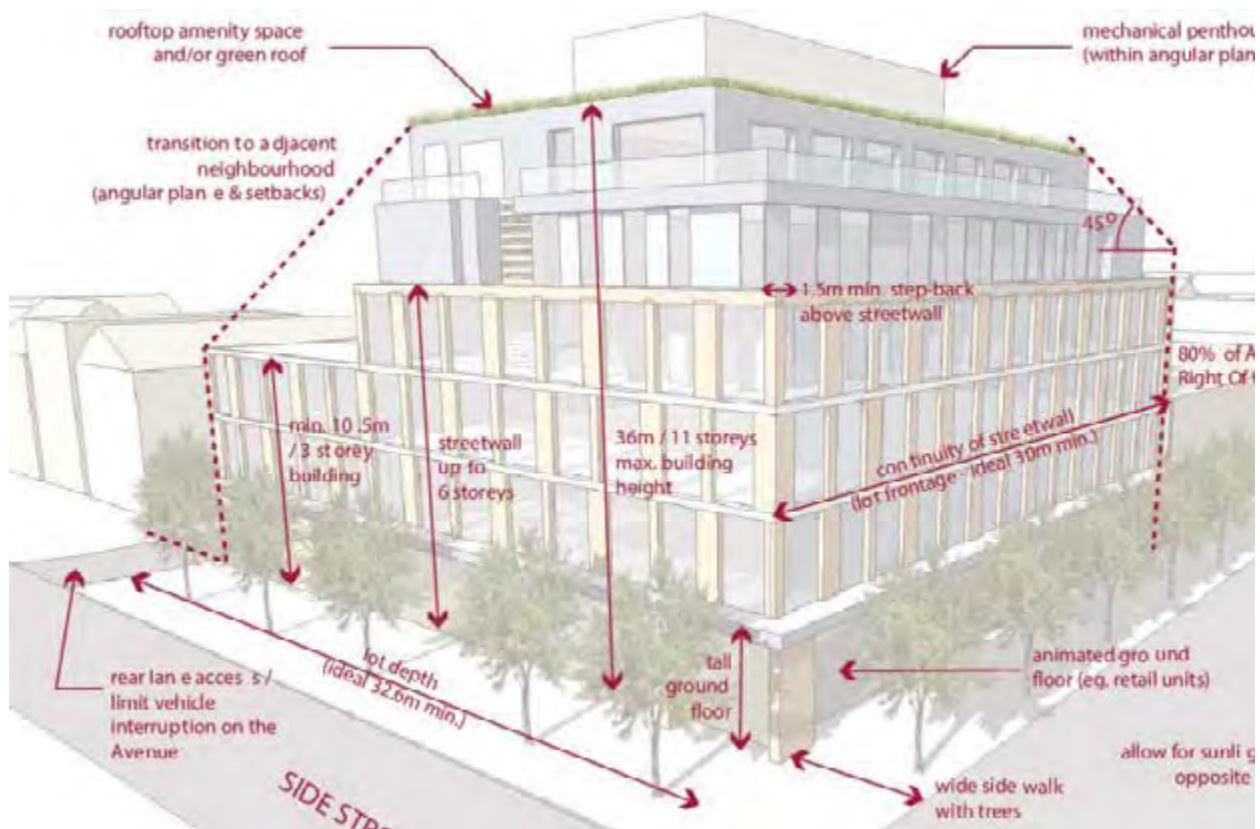
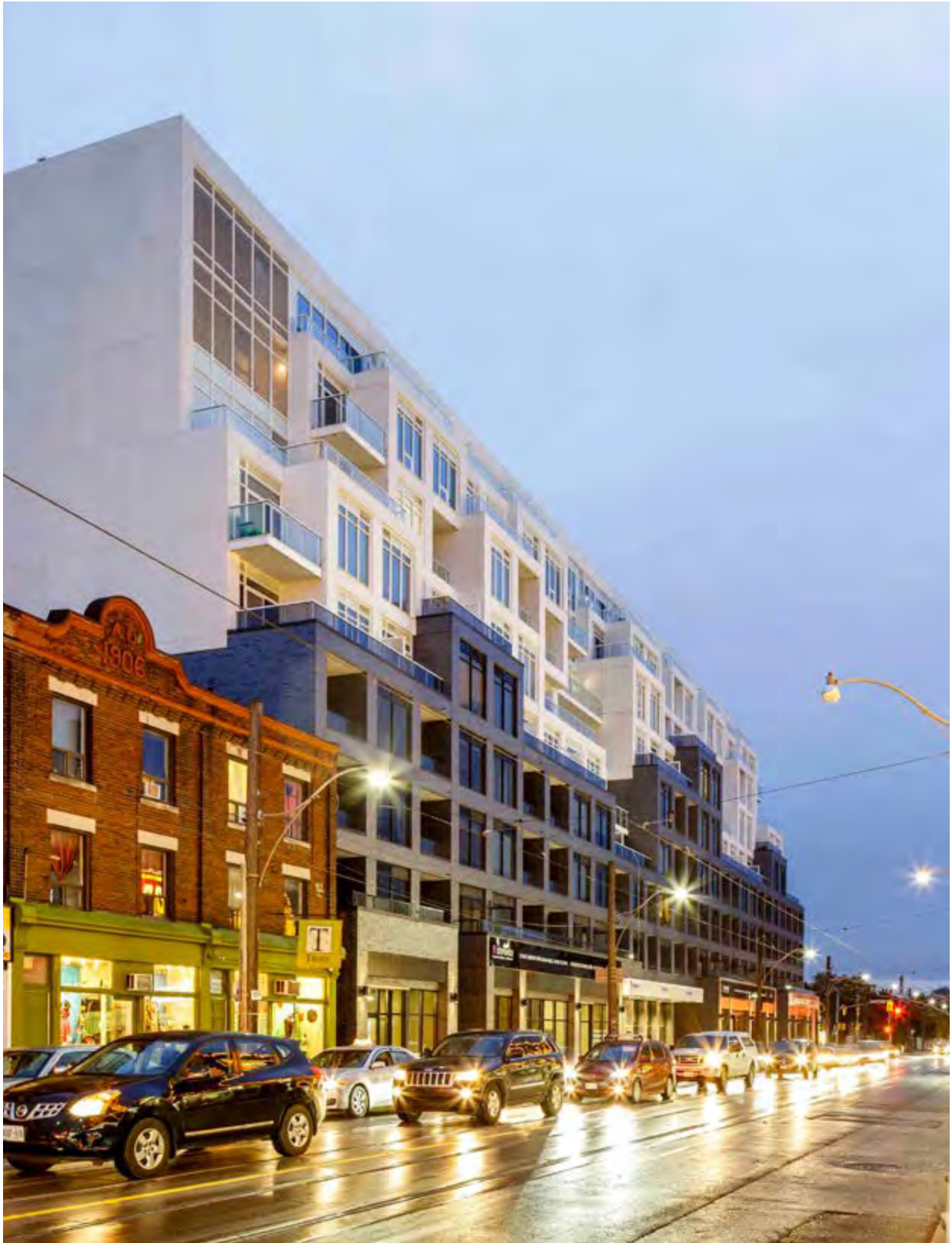


Figure 11: Excerpt from the City of Toronto Avenues and Mid-Rise Performance Standards



Sample of a recently approved mid-rise building at 783 Bathurst Street, Photo credit: Doublespace Photography.



LOAN HOUSE



RE UNITED CIGAR STORE

GORD JEWELLERS

NO LEFT TURN

PALACE

ROCK HUDSON
A FAREWELL TO ARMS
HORST BUCHHOLTZ
NINE HOURS
IS TO RAMA



JANE BLOOR

1440



4.0 Heritage Overview

The existing built form context within the Danforth Avenue Planning Study Area tells a story about how the Danforth developed and evolved through time. Most of the Study Area was constructed during the first quarter of the 20th century, as access across the Don River was gradually improved through infrastructure investment and public transportation expansion.

Since the development of the Prince Edward Viaduct in 1918, the Danforth Avenue rapidly developed into a retail main street, serving new communities north and south of the corridor.

4.1 Historical Overview

The historical overview for the Danforth Study Area is a summary of the key historic factors that have influenced its development over time.

Indigenous Peoples

The Danforth Avenue Planning Study Area is within the traditional lands of the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and remains home to many diverse First Nations today. An Indigenous trail may have once ran along the top of the east bank of the Don River, a precursor to today's Broadview Avenue. The trail could have been established as long as 4,000 years ago.

During the 1780s, as the British government prepared to settle the Toronto area, they signed



Danforth Avenue by the Don River. Looking east towards Broadview Avenue c1910 - City of Toronto Archives. Playter Society Building on the right background is still standing today at 757 Broadview Avenue. The remainder of the buildings shown have been replaced.

treatises with Mississauga and Chippewa First Nations to obtain title to the land. Lieutenant Governor John Graves Simcoe had the area surveyed in order to divide the land into parcels which could be distributed to settlers. Lands in the Danforth Avenue Planning Study Area were first opened up to settlers with the clearing of "The Don and Danforth Road" in 1799. Forerunner to today's Danforth Avenue, the Don and Danforth Road provided access to water-powered mills on the east side of the Don River, and served as a major concession road and delineation for land divisions.

Early surveys and land subdivisions fundamentally shaped the subsequent pattern of development in the Danforth Avenue Planning Study Area. South of Danforth Avenue, land was divided into north-south oriented 200-acre farm lots. North of Danforth Avenue, between Broadview Avenue and Woodbine Avenue, 200-acre farm lots were oriented east-west. Over time, each of those large lots were subdivided at the discretion of the owners, often without regard for neighbouring subdivision plans. This resulted in few north-south intersecting streets across Danforth Avenue.

Urbanist Jane Jacobs identified that the longer blocks along the north side of Danforth Avenue indicate a significant difference from the portion of Danforth Avenue west of Pape Avenue, where shorter, north-south oriented blocks contribute to the walkability and vibrancy of the street.

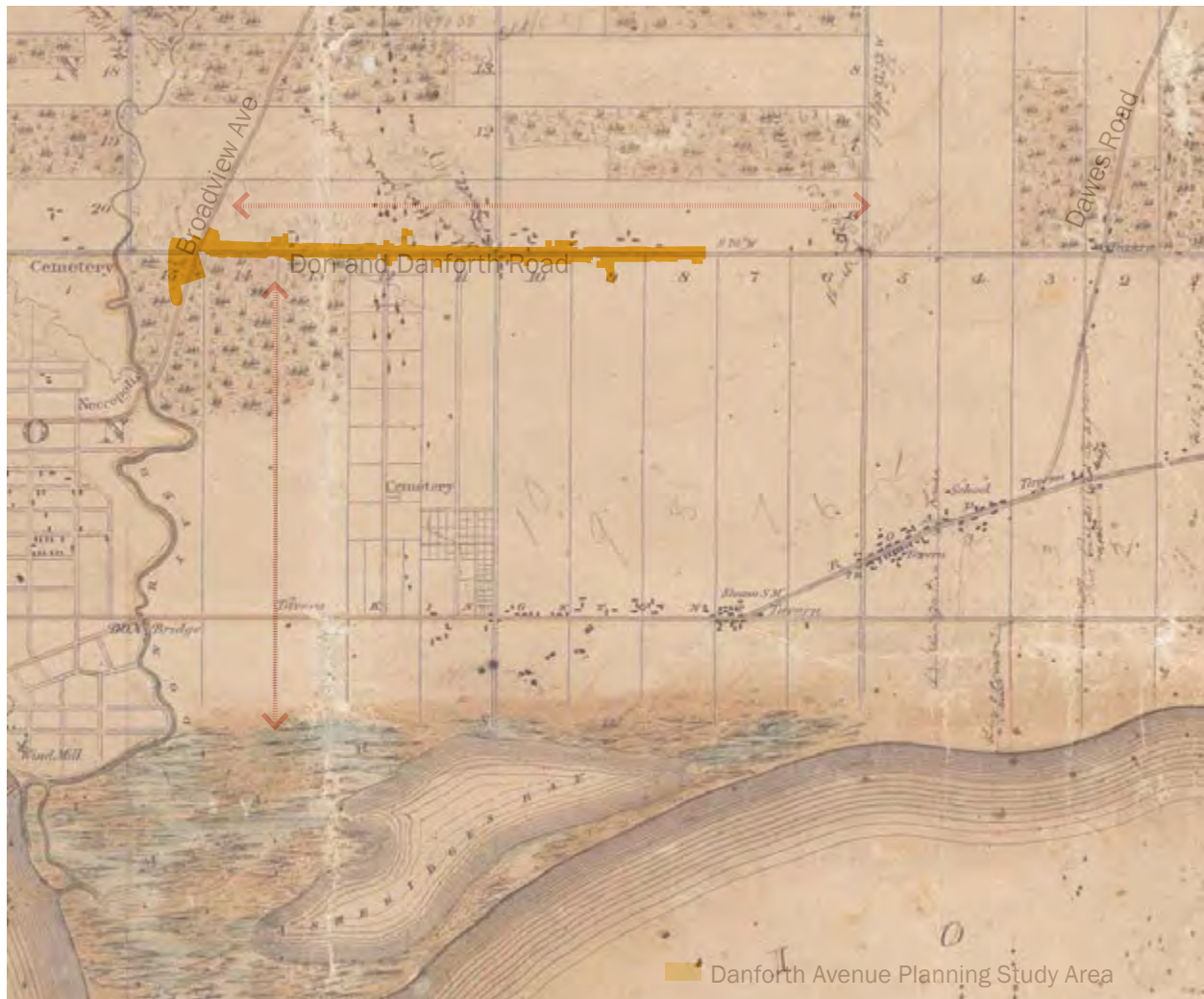


Figure 12: 1851 Map of the Township of York in the County of York Upper Canada by J.O. Browne, City of Toronto Archives.

The map shows north-south oriented farm-lots south of Danforth, and east-west oriented farm-lots on the north side. Broadview Avenue is also illustrated on the map, which was built upon an ancient indigenous trail.



Danforth Avenue Planning Study Area

Figure 13: 1882 Plan of the City of Toronto (excerpt) illustrating the Don River and Ashbridges watershed, City of Toronto Archives.

Very little development occurred within the Danforth Study Area during the late 19th and early 20th century. The 1878 Atlas of the County of York indicates structures within market gardens that were established along Danforth Avenue. The 1882 McMurrich Plan illustrates one major reason for the slow pace of change: the natural boundary set by the deep and wide river valley limited the eastern expansion of the City at that time. The system of streams

in the Ashbridges Bay watershed to the east also limited early development in what would eventually become the municipality of East York in 1903.

Infrastructure and Public Transportation Improvements

The evolution of the rural concession road into what Danforth Avenue is today can be closely tied to transportation expansion, which improved access to the area. In 1851, the Don and Danforth Plank Road Company was established to pave the often impassible dirt road with planks of wood from Broadview Avenue to just past today's Victoria Park Avenue. In 1889, the Toronto Street Railway Company (in operation since 1861) opened a horse-drawn streetcar line along Broadview Avenue, linking Danforth Avenue to the rest of the City via Queen Street. The line was electrified five years later.

In 1913, the Toronto Civic Railway Company (TCR) unveiled the Danforth streetcar line connecting the area east of Broadview Avenue with the City's growing public transit system. The TCR, a precursor to the Toronto Transit Commission (TTC), was created by the City of Toronto in 1912 to provide public transportation to Toronto's growing suburbs. New ease of access due to the streetcar was accelerated again with the completion of the Prince Edward (Bloor) Viaduct in 1918. Instead of ending at the Don Valley, Danforth Avenue now connected directly to Bloor Street, and to employment centres west of the Don River. As a result, much of the study Area developed between 1913 and 1924.

Transit expansion was not the only driver of development in the area. By the 1920's, housing shortages in Toronto were persistent due to unprecedented immigration prior to World War I, which provided a driver to transform the Danforth from a mostly agricultural area to one of Toronto's most prosperous commercial thoroughfares.



Postcard "Prince Edward Viaduct" - 1920s. Image courtesy of <https://chuckmantorontonostalgia.wordpress.com>



Danforth Avenue during civic line construction looking east from Bowden St. 1912. City of Toronto Archives.



Danforth Avenue looking west from Monarch Park 1932, City of Toronto Archives.



Aerial view of Bloor-Danforth corridor looking east in 1965, City of Toronto Archives.

The opening of the Bloor-Danforth subway in the mid 1960s, brought more people to the Danforth Study Area as it continued to grow and evolve with new housing development, community facilities, parks, and other urban amenities.

Annexation into City of Toronto

Infrastructure improvements, which led to waves of development were linked to annexation to the City of Toronto. In 1884, the City of Toronto annexed the emerging communities of Riverside and Leslieville on the east side of the Don River, and later extending municipal services to the area south of Danforth Avenue. The south side of Danforth Avenue from Broadview Avenue to Greenwood Avenue formed part of St. Matthew's Ward extending south to Queen Street.

Between 1889 and 1903, fire insurance plans illustrate the subdivision of lands in St. Matthew's Ward in anticipation of development. Additional properties fronting on the north side of Danforth Avenue from the Don River to Oak Park Avenue were annexed in 1909.

Between 1903 and 1913, a concentration of development occurred at the Broadview Avenue and Danforth Avenue intersection and to the south of Danforth Avenue at Dearbourne Avenue and Fairview Boulevard. However, limited development occurred along Danforth Avenue itself. The Playter Society Building at 757 Broadview Avenue (built 1909) and the St. Barnabas Church at 361 Danforth Avenue (built 1910) are some of the few remaining buildings from this period.



View of 757 Broadview Avenue at Broadview Avenue - 1912 and 2019.

The majority of the Danforth Avenue Planning Study Area was built up between 1913 and 1924, which established the predominant built form character of the area - a commercial street defined by a majority of two and three-storey commercial brick buildings of the period, articulated by historic buildings and places of worship.

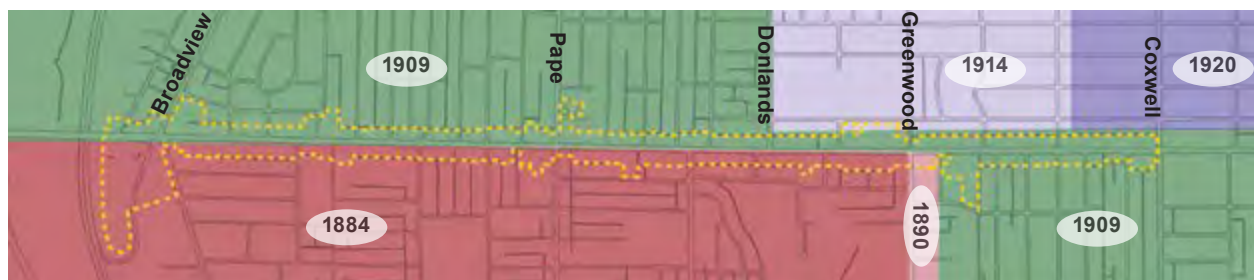


Figure 14: Annexation



Danforth Avenue looking west at Logan Avenue 1932, City of Toronto Archives.

Infill and Redevelopment

Development expanded during the post-World War II period, prompted partially by the increase in vehicular ownership and population increases. Areas south of Danforth Avenue between Jones Avenue and Greenwood Avenue remained underdeveloped into the 1960s, which was likely due to development constraints including existing creek systems and brick yard operations in the area.

The brickyards were ultimately converted to landfill in the 1930s, until finally redeveloped by the TTC for the current Greenwood Yards in the 1960s. Areas east of Jones Avenue and Greenwood Avenue were largely expanded during the 1970s.

Establishment of Business Improvement Areas (BIAs) occurred during the 1980s, including the Broadview Danforth BIA and the Danforth Village BIA (now Greek Town BIA), which engaged in public realm and public art projects in the area.



Logan's Brick Yards 1917, City of Toronto Archives.



Landfill near Greenwood Avenue contributed to the underdevelopment of the south side of Danforth Avenue between Jones Avenue and Greenwood Avenue. 1949, City of Toronto Archives.

Social Pattern

In the 1920s, the first inhabitants to this emerging area of Toronto were mainly immigrants from England, Ireland, and Scotland. In the 1950s, an influx of Italians came to the area, followed by predominantly Greek immigrants in the 1960s. In the mid-1970s, many second generation residents moved outside the area and were replaced by children of mid-century suburbanites who launched a major wave of home renovations and restoration in the area. Ongoing waves of immigration continue to contribute to the evolving character of the Study Area.



Alexander the Great Parkette before the installation of the fountain in 1994.



Figure 15: Areas of Archaeological Potential/Heritage Registered Buildings - City of Toronto Archaeological Management Plan

Heritage Register

Currently, there are eight properties within the Danforth Avenue Planning Study Area that are included on the City of Toronto Heritage Register. Six are listed on the Heritage Register and two are designated under Part IV of the Ontario Heritage Act.

Listed

- 90 Danforth Ave – Canadian Bank of Commerce, c1918
- 93 Danforth Ave/747 Broadview Ave – Playter Hall, 1909
- 147 Danforth Ave – Allen "Danforth" Theatre, 1919
- 172 Danforth Ave
- 606 Danforth Ave – Church of the Holy Name, 1914-26
- 646 Danforth Ave – Royal Bank, 1925

Designated

- 55 Danforth Ave – Public Lavatory, 1920-21
- 1213 Danforth Ave – Allenby Theatre

Future phases of this Study will include a Cultural Heritage Resource Assessment.



Archaeology

The City of Toronto has developed an Archaeological Management Plan to identify areas of archaeological potential and to require archaeological assessments on land prior to development. An area of archaeological potential has been identified on the block between Broadview Avenue and Ellerbeck Street, on the north side of Danforth Avenue.

Lands which hold archaeological potential will be subject to archaeological assessment requirements in the context of future development.





5.0 Population, Employment & Demographics

The Danforth is at the center of some of the city's most established neighbourhoods, and is a 'complete community' with a diversity of residential areas, retail, community amenities, and open spaces.

5.1 Population

This section of the report presents an overview of population and employment growth as well as insights into a selection of demographic trends.

While demographics alone do not provide a complete portrait of a community, they can provide important indicators of the types of amenities, services, and facilities that serve the existing community, and those required to support future growth.

Steady Residential Growth

The demographic analysis indicates a diverse and growing population. The 2016 Census identified 35,925 residents living within the Local Study Area. Although, population growth has been incremental, increasing 1.8% between 2006 to

2016, while Toronto as a whole is experiencing a period of dramatic population growth. Since 1996, the city has grown by approximately 11%, adding over 300,000 new residents.

In addition to natural population growth, people are drawn to Toronto from across Canada and the world in pursuit of opportunity, which is a trend that is expected to continue in the future.

By 2041, it is projected that Toronto's population will grow by more than a half million people, according to Greater Golden Horseshoe Growth Forecasts. Most of the projected growth is planned to be directed towards designated growth areas along avenues and in mixed use areas of the city.



A Mix of Young and Aging Residents

A majority, 60% of residents in the Local Study Area are aged 25-64, and following national and city-wide demographic trends, the population is aging.

The Local Study Area is family-oriented, with a majority 63% of families living with children at home.

A Diverse Community

The Local Study Area is made up of a mix of established neighbourhoods with a diversity of cultures and backgrounds. Immigrant population makes up 30% of residents compared to 47% city-wide. Historically, many newcomers to the city have settled in the Danforth and the surrounding areas contributing to a vibrant and diverse neighbourhood context. Almost 60% of residents arrived before 1990, compared to 36% city-wide, and almost 60% of residents identify as being first or second generation Canadians.

Income

In the 2016, the average household income in the Local Study Area was \$114,172, compared to the city's average of \$102,721. The percentage of low income households (household income below \$20,000) is 15%, which is below the city-wide average of 20%. The percentage of households earning over \$150,000 is 25% compared to 16% city-wide.



Average Household Income

\$114,000



Unemployment

6.9%



Low income population

15%



Families with Children

63%



Children Population

17%

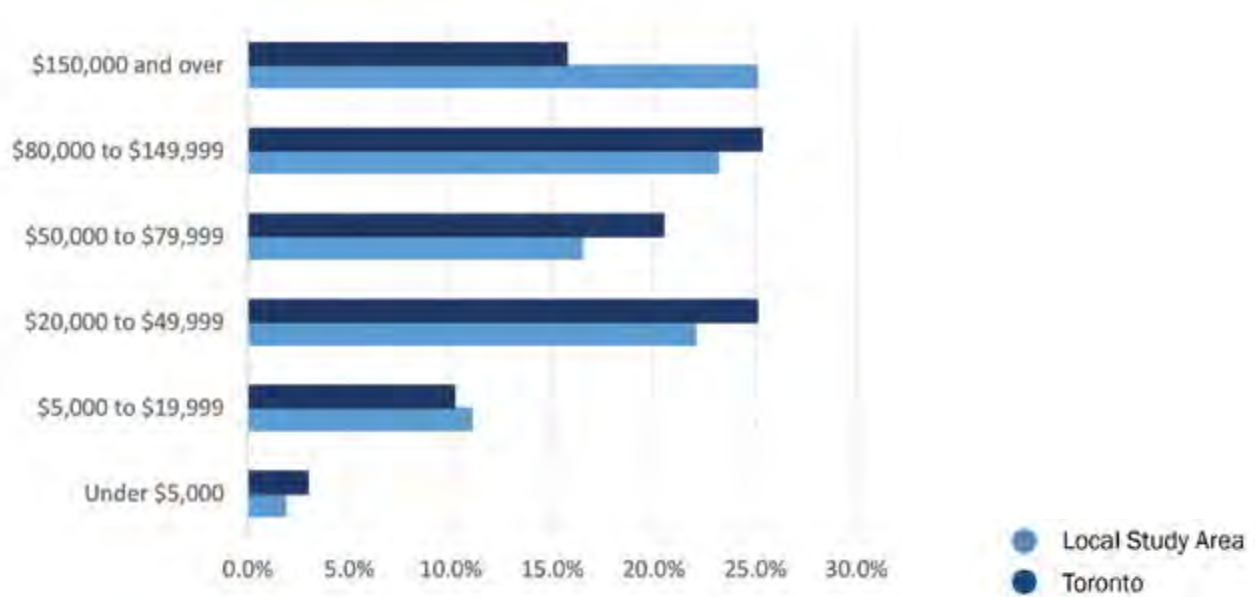


Figure 16: Household Income Distribution, 2016 Statistics Canada Census and City of Toronto.

5.2 Employment

Given Toronto's overall economic success in recent years, employment rates appear higher than expected, with an unemployment rate of 8.2% city-wide, compared to 6.9% in the Local Study Area.

The higher city unemployment rate is partially due to the fact that the city is a major destination for economic and education opportunities attracting a larger proportion of job seekers and newcomers, which may contribute to higher levels of unemployment than the 5.7% national rate.

Within the Danforth Study Area (properties directly fronting onto Danforth Avenue), there were 5,845 jobs in 2018. A variety of economic

sectors provide employment opportunities in retail, restaurants/cafes, education, office, entertainment, and local community services.

Given the relative proximity to Downtown Toronto, labour force participation in the Local Study Area indicates that most people work outside of their home neighbourhoods. Overall, the number of employment establishments has increased from 790 in 2005 to 833 in 2018, coinciding with an increase of 15% (5,075 jobs) in 2005 to 5,845 jobs in 2018 (Toronto Employment Survey, 2018).

In addition, the data indicate that residents are well-educated, with close to 80% achieving a post-secondary education correlating positively with a high labour force participation rate of 70% compared to 65% city-wide.

Number of Jobs in the Danforth Study Area (2018)

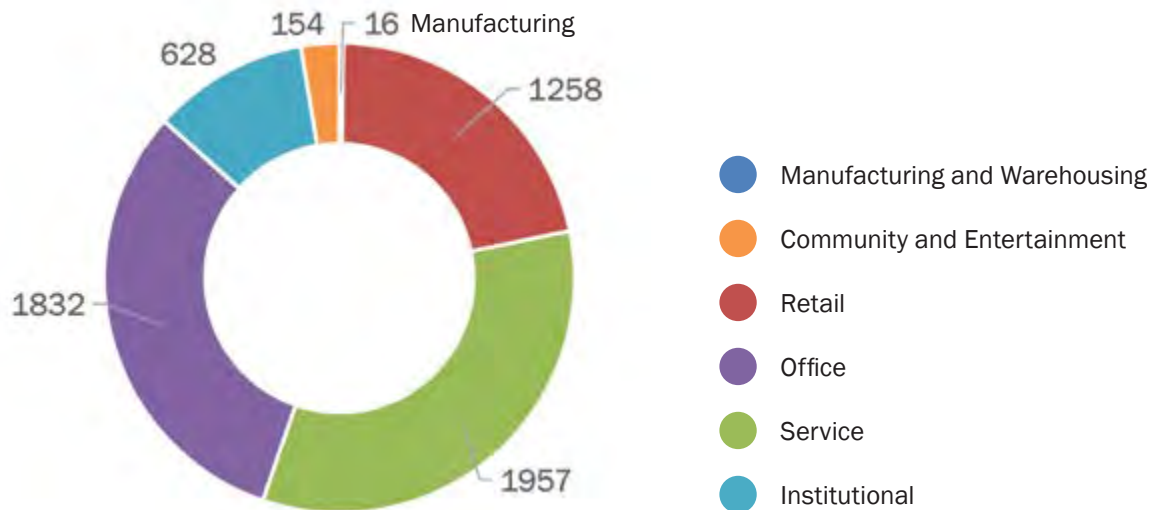


Figure 17: Employment in the Danforth Study area 2018, Toronto Employment Survey.

Labour Force Participation in the Local Study Area (2018)

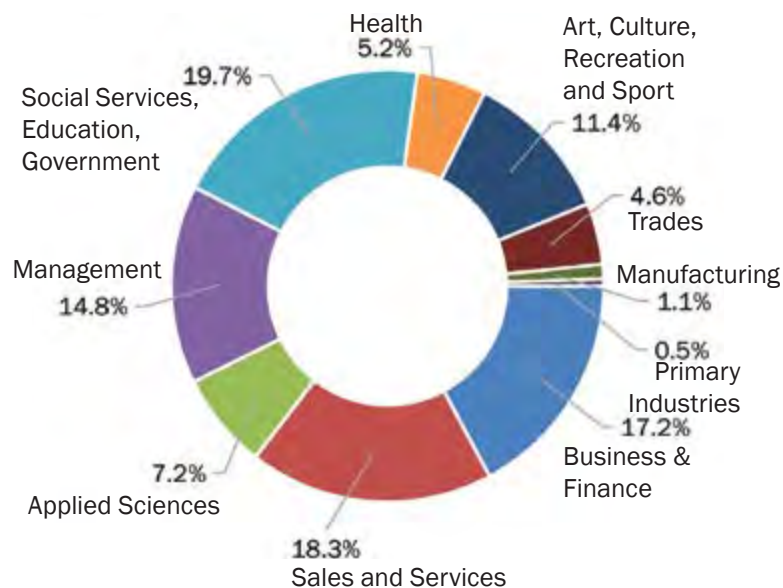


Figure 18: Occupations of residents living in the Local Study Area 2016, Statistics Canada Census and City of Toronto.

Number of Employment Establishments in the Danforth Study Area (2018)

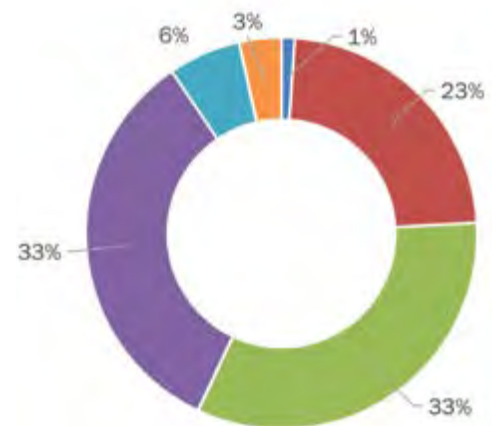


Figure 19: Employment establishments in the Danforth Study area 2018, Toronto Employment Survey.

5.3 Housing Tenure

Housing

The Local Study Area has a higher proportion of home owners than renters and the percentage of owner occupied dwelling units is 56%, compared to 52.8% city-wide.

In addition, just over 67% of all residents in the Local Study Area report “non-mover” status compared to 59% city-wide, meaning that they lived in the same residence on the Census reference day (May 10, 2016) as they did five years before (May 10, 2010).

The Local Study Area is made up of a mix of densities and building types. However, the most common housing types are apartment buildings with five or fewer storeys in both the Local Study Area (30%) and the CF&S Study Area (28%), while apartments with five or more storeys contribute to 44.3% of the city's housing stock.

Semi-detached houses are the second most common housing type in the Local Study Area and CF&S Study Areas, accounting for 26.5% 19.8%, respectively. Only 17% of the housing in the Local Study Area is single family homes.

Most of the original construction in the Local Study Area occurred before the 1960s, with limited housing supply constructed during the 1960-1990 period.

	Rented	Owned
Local Study Area	44%	56%
CS&F Study Area	45%	55%
City of Toronto	53%	47%

Housing Types

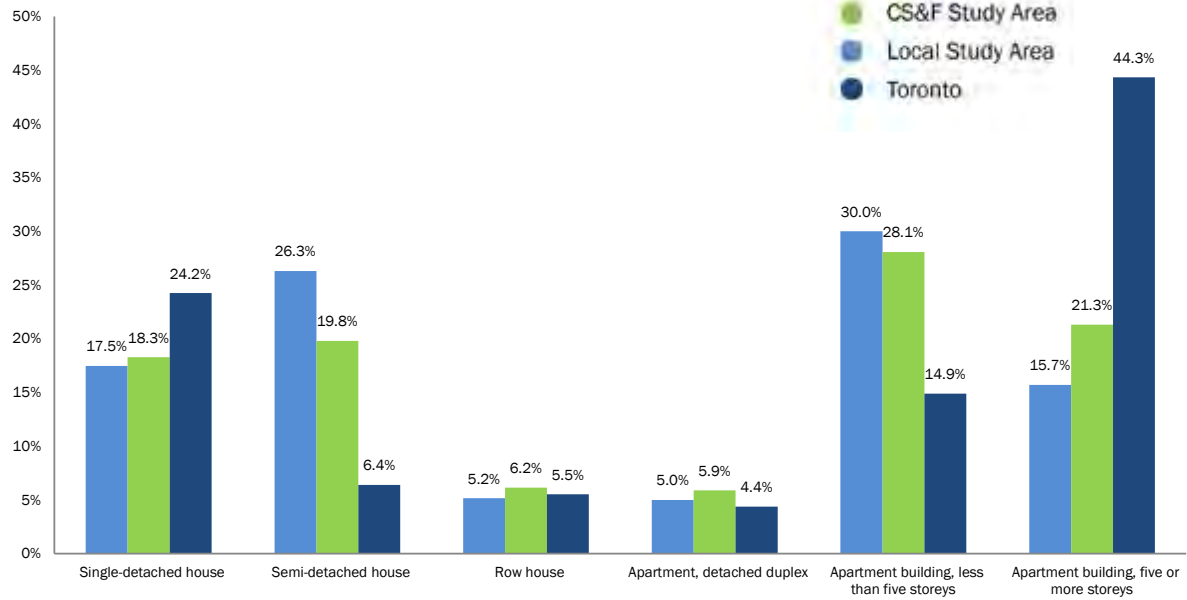


Figure 20: Housing Types, 2016 Statistics Canada Census and City of Toronto.



Images of various building types within the study area.



The background of the page is a photograph of a street scene. It shows a sidewalk, a brick building with a sign that says "THE BIG C" and "NATURAL FOOD", and a person's legs and feet walking on the sidewalk. There are trees and foliage in the foreground and background.

6.0 Urban Design

The Danforth Study Area is rich with character, special places and has played host to many cultural street festivals. Urban design can help identify new opportunities to improved the urban setting while maintaining area character and qualities.

This section of the report reviews the existing built form and public realm in the Danforth Avenue Planning Study Area.

6.1 Urban Design Context

Urban design is about creating and arranging physical space which provides the structure for the city. Physical urban design elements includes a network of streets, physical infrastructure, public realm, and built form. Other elements such as placemaking, a mix of land uses, and art are important to creating high quality places to live, work, and play.

Built form refers to a building's shape (height, massing, setbacks etc.), as well as other elements such as entrances, loading, and the users experience of a building or structure and its relationship to its surroundings. A well-designed built form limits negative impacts, respects the qualities and character of an area, and enhances the urban environment.

Existing Built Form

The Study Area covers a three-kilometre section of Danforth Avenue. City staff will review the existing neighbourhood character within this area and may establish Character Areas to identify clusters of building typologies and existing urban qualities.

The majority of buildings in the Danforth Study Area are low-rise. The predominant building typology are one- to three-storey mix use buildings with retail units at grade and



View of church tower along Danforth Avenue near Logan Avenue



Danforth Avenue and Jackman Avenue



Example of wider side walks along Danforth Avenue near Jones Avenue



Figure 21: Building heights in the Danforth Study Area

residential apartments on the upper floors.

There are a number of places of worship that have taller architectural features and rise above the majority of buildings, providing a kind of vertical reference point along the street.

The existing built form condition is similar along the north and south side of Danforth Avenue. Current zoning permits as-of-right maximum heights of 16 metres between Broadview Avenue to Jones Avenue and 14 metres west of Jones Avenue, resulting in buildings between 2-4 storeys.

The existing street and block pattern varies somewhat between the north and south sides of Danforth Avenue. The south side of Danforth Avenue generally has larger blocks and more east-west local streets. In addition, some of the largest parcels and key form-makers are occupied by City infrastructure and open spaces such as Withrow Park and the TTC Greenwood Yard.

The block structure north of Danforth Avenue tends to be characterized by narrow blocks and north-south streets with fine-grained streets connecting with Danforth Avenue.

The lot sizes and depths vary throughout the Study Area. However, the predominant lot pattern consists of lots less than 8 metres wide and deeper than 30 metres.

At-grade uses along Danforth Avenue vary along the length of the Study Area. Towards the west end of the Study Area, ground floor uses are predominantly occupied by restaurants, cafés, and patios, creating a vibrant public realm and animated streetscape. Further east along Danforth Avenue, the variety of retail uses adds to the neighbourhood character of the eastern end of the Study Area.



Figure 22: Existing Public Realm

Existing Public Realm

Danforth Avenue is one of the most distinctive main streets in Toronto. The street is characterized by a generous 27-metre right-of-way, a multitude of uses, and human-scale built form. The wide right-of-way accommodates a range of travel modes, with expanded public sidewalks, street trees, and opportunities for sidewalk patios. These public realm features contribute to the vibrancy of Danforth Avenue as a destination in the city for locals and tourists.

Sidewalk widths within the Danforth Study Area varies between 3.5 to 5 metres, which are generally wider than typical Toronto main streets such as Queen Street or King Street. The wider public right-of-way provides opportunities for enhanced features and functions that can improve the pedestrian experience in the public realm.

The majority of existing street trees are planted in-ground within a protective granite planter. The protective granite planter helps to reduce the likelihood of salt infiltration into the planting bed in the winter and from over compaction from pedestrian foot traffic. Street tree sizes and conditions vary along Danforth Avenue, however, in general, street trees have small to medium canopy size providing little shade benefits along the sidewalk.

Opportunities

There are a number of opportunities to improve the built environment and public realm, including expanding the use of the public boulevard, consistent landscaping treatments and street furniture, a defined built form framework, and providing new open spaces and pedestrian connections.

Opportunities to improve the built environment and public realm in the Study Area may include the following considerations:



- Reference predominant datum lines as a baseline in considering future built form conditions.
- Review the potential to better connect and design the existing linear parkettes running from Chester Station to Donlands Station through a focussed design and landscape strategy.
- Consider opportunities for expanded retail spill-over areas, patios, and new open spaces.
- Create a planning framework that is tied together by a connected public realm network, streets and walkways to improve pedestrian circulation.
- Enhance streetscapes that are supported by built form and active uses at-grade.
- Support a framework to secure new parkland within redevelopment in strategic locations to maximize accessibility and/or and to expand existing parks.
- Improve and increasing the number of connections to the surrounding ravine system.



Existing condition of expanded boulevard spaces at Danforth Avenue and Gough Avenue



Example of boulevard landscape treatment



The background of the page is a photograph of a park. On the left, there is a concrete sidewalk leading into a grassy area. In the background, there are several trees, including a large evergreen on the far left and some deciduous trees with pink blossoms at the top right. A large, semi-transparent white rectangle is overlaid on the right side of the image, containing the title and text.

7.0 Parks and Open Space

Parks and open spaces in the Danforth add to the quality of place for residents, workers, and visitors. The following section identifies the existing parks in the area and examines the availability of parks and open space.

7.1 Existing Parks

The Danforth Study Area and surroundings are served by a diverse parks and open space network, including linear parks, urban plazas, neighbourhood parks, and direct access to the Don Valley Ravine system.

Parks are critical to ensuring complete communities and liveability as they promote community cohesion, ecological sustainability, access to nature, and physical and mental health.

Currently, there are a total of 17 parks in the Danforth and Local Study Areas that serve a range of community recreation and social needs. All of the parks along or in close proximity to Danforth Avenue are small parks, while some of the parks to the east and south of the Danforth Study Area are medium-sized to city-wide parks.

The following parks and open spaces are located within the Danforth and Local Study Areas.

Danforth Avenue

- Playter Gardens
- Broadview Station Parkette
- Alexander the Great Parkette
- Robertson Parkette

Within the Local Study Area

- Agnes Macphail Square
- Aldwych Park
- Carlaw Avenue Parkette
- Frankland Community Centre grounds
- Felstead Avenue Playground
- Kempton Howard Park
- Langford Parkette
- Logan Avenue Parkette
- Logan Green Field
- Monarch Park
- Oakvale Green Community Gardens ("The Pocket")
- Phin Park
- Withrow Park



Playter Estates Parkette looking south towards Danforth Avenue



Alexander the Great Parkette



Longford Parkette



Figure 23: Existing Parks and Open Spaces



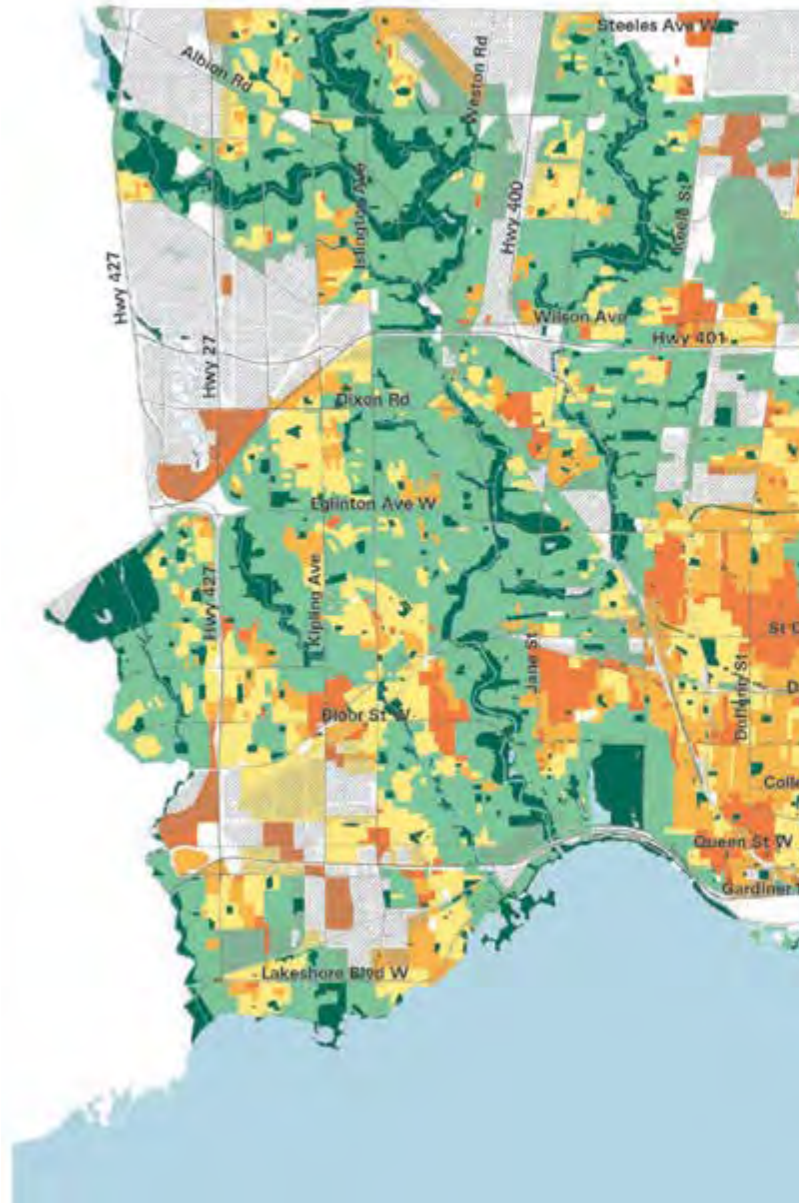
7.2 Parkland Provision

The Parkland Strategy has produced an updated methodology to measure and assess parkland provision across the city. Using the baseline of residential population against the hectares of parkland available by dissemination block, the Strategy informs parkland need throughout the city.

According to the Parkland Strategy methodology, the existing parkland provision level in the majority of the Study Areas is 0 to 4 m² of parkland per person, which is well below the City-wide average parkland provision level (2016 Census data). The lowest parkland provision levels in the Local Study Area are currently located north of Danforth Avenue, as shown in Figure 24. Based on population increases between 2006 and 2016 in the Local Study Area and CS&F Study Area, as well as future growth, the demand for existing parks and open spaces will increase as the area evolves. The park system will therefore need to expand and improve as the area grows to ensure adequate, accessible, functional, and connected parkland network.

How Are New Public Parks and Open Spaces Created?

The Planning Act establishes the authority for municipalities to require new public parkland as a condition of new development. As part of new developments or redevelopments, developers and builders are required to either set aside a certain amount of land for parks purposes or alternatively pay cash-in-lieu of parkland that reflects the value of the parkland dedication owed, based on the development site's land market value (a fee). The requirement to pay



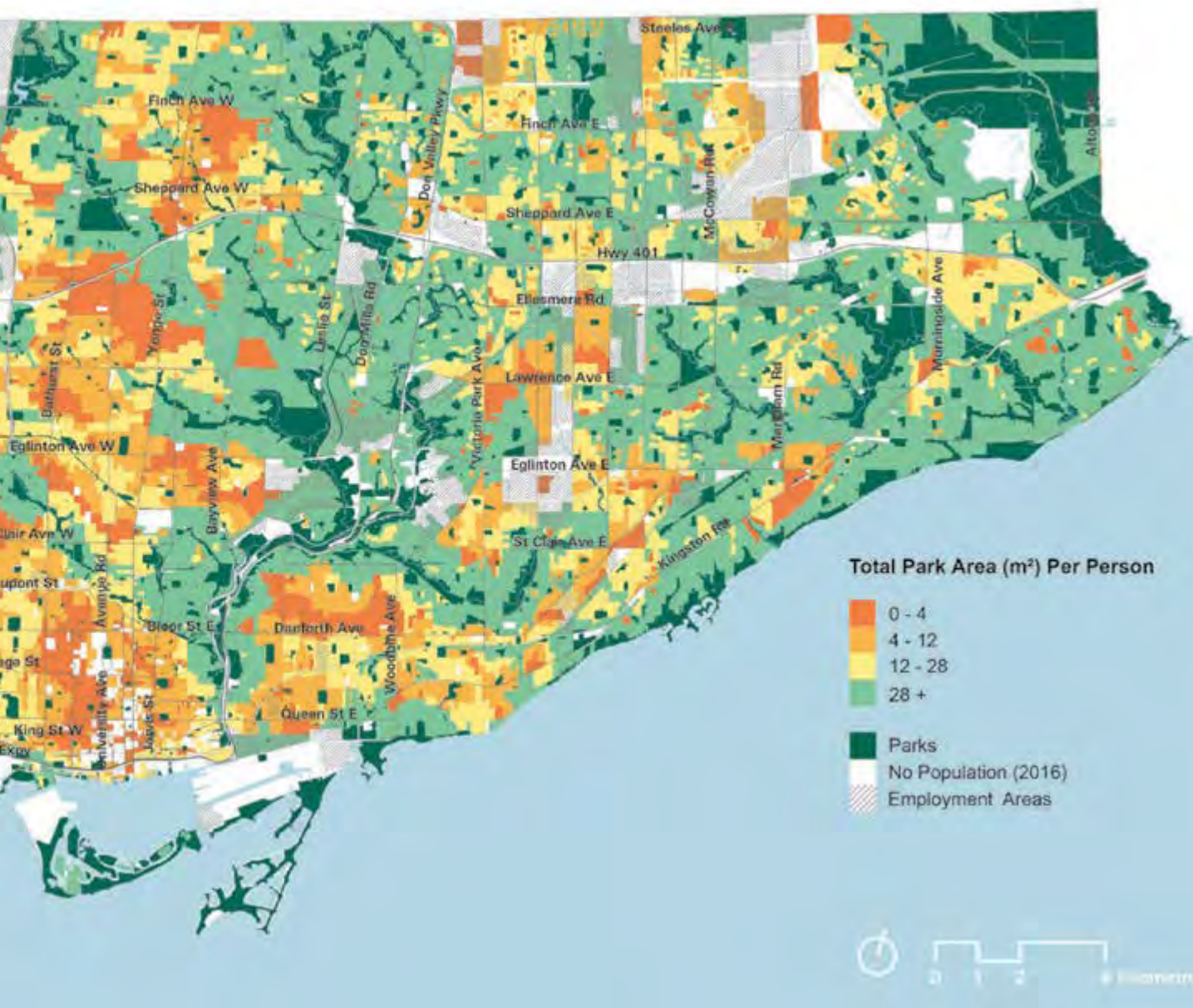


Figure 24: Toronto Parkland Provision - Toronto Parkland Strategy (2019)

a fee instead of parkland is referred to as the Parks Levy Fee. These fees are paid prior to the issuance of the first building permit and can be used for the acquisition of parkland and the development of park and recreation facilities.

Parkland dedication requirements are identified in Section 3.2.3 of the City's Official Plan and enacted through Municipal Code Chapter 415 (Article III and IV) and By-law 1020-2010. As per the by-law, the Study Area is identified as a Parkland Acquisition Priority Area and is subject to the Alternative Parkland Dedication Rate. Internal transfers of City-owned land that is operated by various Agencies Boards, Commissions or City Divisions can also occur amongst these groups and result in the creation of new parkland, where possible and appropriate.

Don Valley Ravine/Lower Don River Trail

The City of Toronto recently completed the Toronto Ravine Strategy to guide policy, future investment and stewardship for ravines throughout the city. Connecting people to the ravine system in a safe and sustainable way is a core value of the Strategy, and one emerging action is to create new views and access into the ravine system by identifying potential portals based on planned investments, and the assessment of future demand and vulnerabilities.

Although the general Danforth Avenue area is one of the most established areas of the city with more than 100,000 people living in the Local Study Area, there are only a few formal connections to the Don Valley Ravine. The work of the Danforth Avenue Planning Study can provide an opportunity to consider improved access options to enhance connectivity and support the ecological and recreation function of the nearby ravine system.



Monarch Park, Toronto, Ontario



The background image shows a street scene in Danforth, Toronto. A yellow and black tram is visible in the background, with a 'Bathurst' street sign on a pole. In the foreground, a man in a red shirt and khaki shorts is walking on the left, and a group of people, including a woman in a white shirt and a man in a white shirt, are walking on the right. The scene is set against a clear blue sky with some power lines and a utility pole.

8.0 Community Services and Facilities

There are a number of community services and facilities including schools, libraries, childcare facilities, recreation centres, and human services agencies that support the quality of life in the Danforth area.

Community Services and Facilities studies are undertaken to ensure that there are adequate services and facilities to meet both existing and future community needs.

8.1 Existing Community Services and Facilities

This section of the report summarizes the first of two phases of the Community Services & Facilities Study (CS&F), including a review of the demographic profile and inventory of existing community services and facilities.

Through reviewing existing community services and facilities in a neighbourhood, current and required levels of social infrastructure are identified to support the health, safety and well-being of a community.

Future community services and facilities are based on a background review of existing services to provide an inventory of existing conditions including any gaps in services or areas for shared accommodation.

The following inventory outlines existing community services and facilities.

Schools

The Toronto District School Board (TDSB) operates 23 elementary schools and 11 secondary schools in the CS&F Study Area. These schools have a total capacity of 11,446 students at the elementary level and 5,433 at the secondary level.

The TDSB targets utilization rates between 80%-90%. As of October 31, 2018, 11 elementary and four secondary schools were considered to be over capacity with utilization

Inventory



**34 TDSB 4 TCDSB
Schools**



7 Libraries



**6 Recreation
Centres**



**57 Child Care
Facilities**



**2 Community
Centres**



8 Pools



**32 Human Service
Agencies**

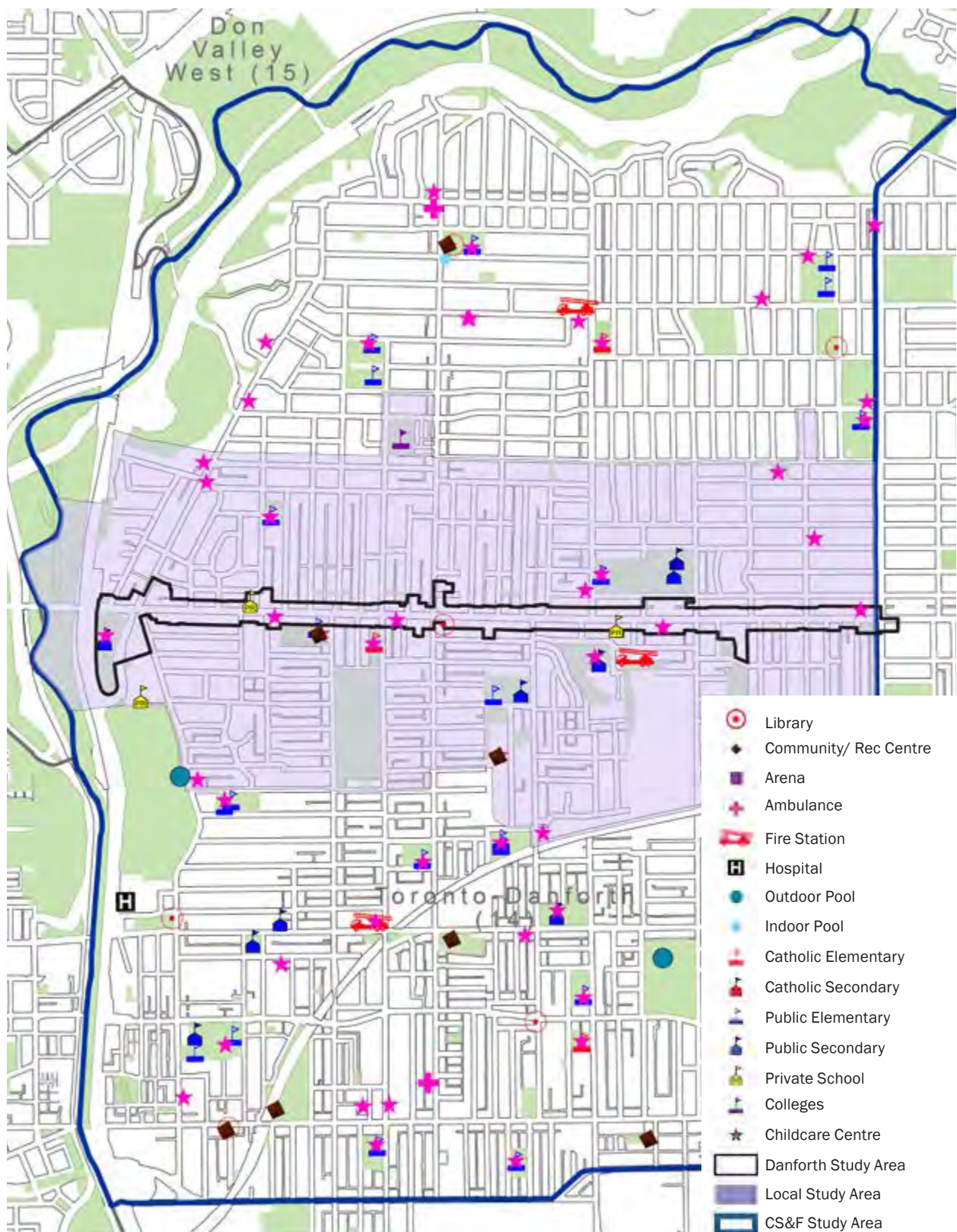


Figure 25: Distribution of Community Services and Facilities

rates higher than 90%. Three elementary schools are near capacity, and two elementary schools, and five secondary schools are considered to be underutilized, with utilization rates below 65%.

There are no priority capital projects identified within the CS&F Study Area in the TDSB's Long-Term Program and Accommodation Strategy for 2018 – 2027. However, there are a number of boundary change studies underway or planned for the area. As of September 2017, Greenwood Secondary School moved into the Danforth Collegiate and Technical Institute building at 800 Greenwood Avenue.

The Toronto Catholic District School Board (TCDSB) operates three elementary schools in the CS&F Study Area, including St. Joseph, Holy Name, and Holy Cross, and St. Patrick Secondary School. These schools have a capacity of 1,382 elementary students and 1,152 secondary students.

The TCDSB defines capacity as 100%, with utilization rates ranging between 60% and 74%. None are expected to be operating at capacity in 2021 based on projected utilization rates

Libraries

There are seven public libraries in the CS&F Study Area. Five are neighbourhood branches and two are district branches. Toronto Public Library's (TPL) District branches serve a minimum population of 100,000 within a 2.5 kilometre radius and designed to be 25,000 square feet. A neighbourhood branch library is within a 1.6 kilometre radius and is designed to be 10,000 to 15,000 square feet.

Toronto Public Library branches operating in the area include the following:

Neighbourhood Branches:

- Queen/Saulter Public Library
- Todmorden Room Public Library
- Jones Public Library
- Riverdale Public Library
- Gerrard/Ashdale Public Library

District Branches:

- Pape/Danforth Public Library
- S. Walter Stewart Public Library

TPL branches offer a variety of programs, services and facilities including specialized collections, wireless internet, meeting spaces, auditoriums, KidsStop Early Literacy Centres and equipment for persons with disabilities, among other services.

TPL recently developed a Facilities Master Plan (FMP) in January 2019 to assist staff to make capital planning decisions as part of the budget and planning process. A key component of the FMP was the development of a matrix to chart the type and level of capital investment required for specific branches. Investment actions are broadly segregated into two groups, including Named projects which are multi-year major renovation, sometimes including expansion, rebuilding, or relocation of a branch or State of Good Repair Minor Renovation projects (SOGR).

The FMP identifies the southern portion of the CS&F Study Area as being a "Poor" condition rating area, indicating four branches for SOGR priority projects, including Queen/Saulter, Riverdale, Pape/Danforth, and S. Walter Stewart. Two Named projects have been identified for TPL branches at Gerrard/Ashdale and Jones Avenue.

Child Care Centre

There are currently 57 child care facilities operating in the CS&F Study Area with a total capacity of 4,645 spaces. The majority of existing spaces are provided for school-aged children (1,430), followed by pre-school (1,376), kindergarten (1,078), toddler (563) and infants (198).

Toronto's Licensed Child Care Growth Strategy (2017-2026) is the key strategic framework to guide growth. The Council-approved document has a vision to serve 50% of children aged 0 to 4 years by 2026 through an approach that proposes to increase the number of licensed child care spaces in the city. As of February 2019, Toronto Children's Services identified Ward 14 as a medium priority area for early years child care spaces, meaning that 30% - 39% of children were served.

Community and Recreation Facilities

Community Recreation Centres are prominent community destinations that accommodate a wide variety of recreation activities, programming, and other public spaces that promote physical, mental, and social health and wellness for all ages and abilities. There are currently six City-operated Community Recreation Centres and two Association of Community Centres (AOCCs) operating in the CS&F Study area. There are also five indoor pools and three outdoor pools.

Community Recreation Centres:

- East York Community Centre
- Frankland Community Centre
- Jimmie Simpson Recreation Centre
- Maple Leaf Cottage (multi-purpose room only)

- Matty Eckler Recreation Centre
- S.H. Armstrong Community Centre
- Frankland Community Centre

Association of Community Centres (AOCCs) community facilities:

- Eastview Neighbourhood Community Centre
- Ralph Thornton Community Centre

Indoor Pools:

- East York Community Centre
- Frankland Community Centre
- Jimmie Simpson Recreation Centre
- Matty Eckler Recreation Centre
- S.H. Armstrong Community Recreation Centre

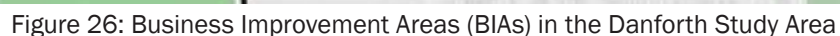
Outdoor Pools:

- Greenwood Park
- Monarch Park
- Riverdale Park East

Parks and Recreation Facilities Master Plan

The Council-approved Parks and Recreation Facilities Master Plan (FMP) 2019-2038 is a 20-year plan that addresses recreation facility gaps and growth-related needs by recommending new or replacement facilities and maximizing opportunities for partnerships to leverage investment. Beyond sustained investment in existing facilities, the FMP has not currently identified specific priority needs in the CS&F Study Area.

Given that recreation needs in the Facilities Master Plan were assessed using City Planning's existing development pipeline data, as the Study Area evolves, there may

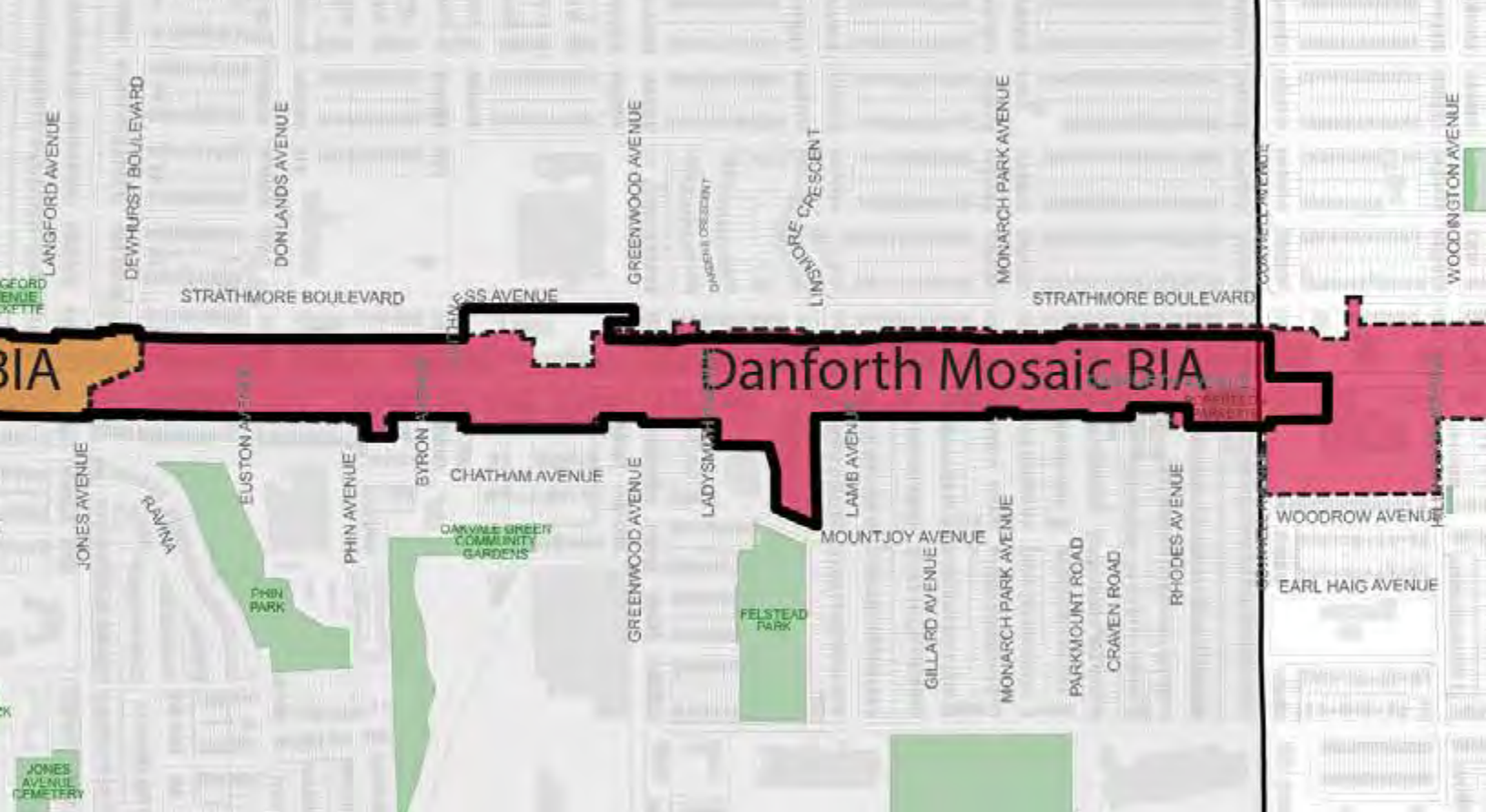


Study Area and offers a number of programs and services in a variety of locations. Predominant non-profit services provided in the CS&F Study Area include housing, shelters and homeless services, as well as health and mental health services.

Non-profit Agencies

Non-profit community-based organizations deliver a wide range of programs and services across the city. There are currently 32 human service agencies operating in 41 locations in the CS&F Study Area providing a broad range of services, including counselling, employment and job training, healthcare, home support, legal, and newcomer services. Many non-profit agencies are often located in community spaces and facilities that function as community hubs and are publicly accessible such as schools, community centres, places of worship and libraries.

WoodGreen is one of the primary multiservice agencies located in the CS&F



Resident Associations and BIAs

There are a number resident and business associations active in the Danforth Study Area. Business Improvement Areas (BIAs) help to create partnerships and collaborations between local businesses and property owners. With support from the City and others, BIAs also organize, finance and implement physical and economic improvement projects.

The following is a list of Resident Associations and BIAs in the Danforth Avenue Planning Study Area.

Business Improvement Areas (BIAs):

- The Danforth
- Greek Town of the Danforth
- Danforth Mosaic

Residents Associations:

- Danforth Village
- Greenwood-Coxwell
- Playter Estates
- North Riverdale



The background image shows a street scene with a semi-transparent white overlay. On the left, a billboard for 'FIX IT FEMALES' is visible. The street has a crosswalk with blue and white stripes. A large yellow truck is in the foreground, and a red and white truck is on the left. Buildings with various storefronts like 'Starbucks Coffee' and 'Pizza World' are in the background. A traffic light and a street sign for 'Broadview' are also visible.

9.0 Transportation Context

Danforth Avenue is a multi-modal transportation and mixed-use corridor in the city and is a major community destination for residents and visitors.

9.1 Existing Transportation Network

The Danforth Study Area is a highly connected area of Toronto. It is serviced by a range of transportation options, including subway, bus routes, and has a walkable street network.

The Bloor-Danforth subway line is among the busiest routes in the city. In the future, Pape Station is proposed to be retrofitted in the context of development of the proposed Ontario Line, which will provide enhanced connectivity to Downtown Toronto from the east.

Transit Connections

The Danforth Study Area has good access to public transit with TTC service along most major streets in the area, including the Bloor-Danforth Subway Line with stations at Broadview, Chester, Pape, Donlands, Greenwood, and Coxwell.

The 504B King Streetcar operates between Broadview Station and the Dufferin Loop, also serving King Street and St. Andrew Stations. The 505 Dundas Street operates between Broadview Station and Dundas West Station, following Broadview, Queen, King, and Dufferin. Ten bus routes operate along or intersect with Danforth Avenue, including overnight routes of the Blue Night Network.



View of Pape Station

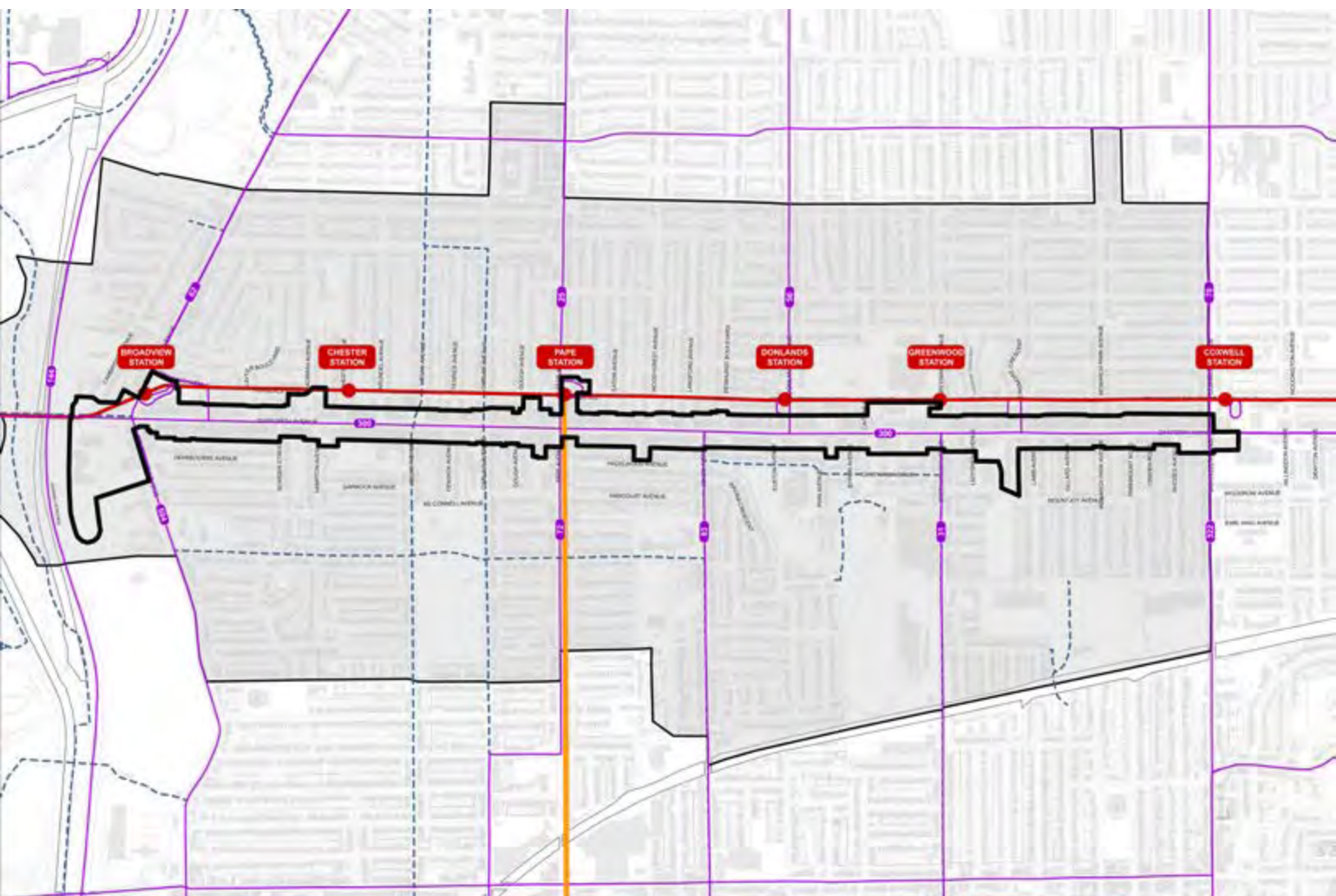









Figure 27: Existing and Planned Transportation Network

-  Roads
-  Subway route/ Stations
-  Bus
-  Bike lane/ Bike sharrow
-  Proposed Ontario Line
-  Danforth Study Area
-  Local Study Area

Ontario Line

The planned Ontario Line is proposed to run from Exhibition Place to the Science Centre and will connect with Pape Station as one of six stations within the overall Ontario Line network.

The Ontario Line is envisioned to relieve congestion on Line 1 and provide a new connection to travel downtown. The future connection at Pape Station could potentially be the most ambitious transit infrastructure project within the Danforth Avenue Planning Study Area in a generation.

Street Network

The street network in the Study Area consists of a number of major streets aligned north-south with some converging at Danforth as the major transportation corridor in the area. Danforth Avenue functions as a main street and a destination attracting a multitude of transit users, pedestrians, cyclists, and drivers.

Characteristics of key Major Streets in the Study Area include:

Danforth Avenue - 27-metre east-west major arterial with two travel lanes in each direction. Metered parking spaces are available on Danforth with peak period restrictions. There are a total of 5,139 permit spaces available in adjacent permit areas, 4,544 of which have been issued.

Broadview Avenue - 20-metre north-south minor arterial street with two travel lanes in each direction. Free and metered parking spaces are available with peak-hour restrictions.

Pape Avenue - 20-metre north-south major arterial street with two travel lanes in each direction. Free and permit parking spaces are available with peak-hour restrictions.

Jones Avenue - 20-metre north-south minor arterial street running south from Danforth Avenue with one travel lane in each direction. Permit parking spaces are available.

Donlands - 23-metre north-south minor arterial street running north from Danforth Avenue, with two travel lanes in each direction. Free and permit parking spaces are available with peak-hour restrictions, and the street is a designated snow route.

Greenwood Avenue - 20-metre north-south minor arterial street with one travel lane in each direction. Free and permit parking spaces are available on the east side of the street north of Danforth Avenue; free and permit parking spaces are available on the both sides of the street south of Danforth Avenue.

Coxwell Avenue - 20-metre north-south minor street with two travel lanes in each direction. Free parking spaces are available with peak-hour restrictions, and the street is a designated snow route.

The local street network north of Danforth Avenue is well-connected and is comprised of several semi-regular blocks. East-west and north-south connectivity is generally good up to the Don River valley to the north and west. Connectivity south of Danforth Avenue is somewhat disrupted by Withrow Park, Phin Park, TTC's Greenwood Yard, and the rail corridor.



CC Image courtesy of Greg's Souther Ontario, <https://www.flickr.com/photos/57156785@N02/43031948744>

Active Transportation

Danforth Avenue, between Broadview Avenue and Coxwell Avenue, contains sidewalks on both sides of the street providing important space to serve the diverse needs of residents, businesses, and visitors to the area. While the widths of the sidewalks vary from 1.5 metres to 5 metres, the pedestrian clearway ranges from 1.5 metres to 3 metres due to the various street furniture, sidewalk cafes, retail displays, and other elements within the public realm. Wider (3 metre) pedestrian clearways are provided between Gough Avenue to Chester Avenue on the north side of Danforth Avenue, and between Gough Avenue to Hampton Avenue on the south side of Danforth Avenue.

The Danforth Avenue Planning Study Area is served by limited cycling infrastructure. On-street cycling facilities are provided along Jones Avenue and Greenwood Avenue running south

of Danforth Avenue, with contra-flow bike lanes along Chatham Avenue between Jones Avenue and Greenwood Avenue.

Signed routes, sharrows or edge lines are provided along Hogarth Avenue south of Danforth Avenue, and along Logan Avenue, Carlaw Avenue, and Strathmore Boulevard.

Bike Share

Toronto's Bike Share program is managed by the Toronto Parking Authority. They have been expanding by approximately 100 stations and 1,000 bikes per year since 2016 with plans to increase bike share capacity in the Danforth Corridor. In 2018, there were 8 bike stations located outside of TTC subway stations in Ward 14 with a total of 28,811 rides recorded. In 2019, there were 9 bike stations with 36,746 rides recorded as of October 2019.



Figure 28: Excerpt from Toronto's Road Safety Plan - Vision Zero 2017-2021

The Vision Zero Road Safety Plan

The Vision Zero road Safety Plan is a comprehensive five year (2017-2021) action plan focused on reducing traffic-related fatalities and serious injuries on Toronto's streets.

The Vision Zero Road Safety Plan is a bold pledge to improve safety across our city using a data-driven and targeted approach, focusing on the locations where improvements are most needed. The Plan addresses safety for the most vulnerable users of our transportation system—pedestrians, school children, older adults and cyclists. Based on factors that contribute to serious injury and fatality crashes, the plan also focuses on aggressive and distracted driving, and safety for all users.

The City is committed to Vision Zero and accepts its fundamental message:

"fatalities and serious injuries on our roads are preventable, and we must strive to reduce traffic-related deaths and injuries to ZERO."



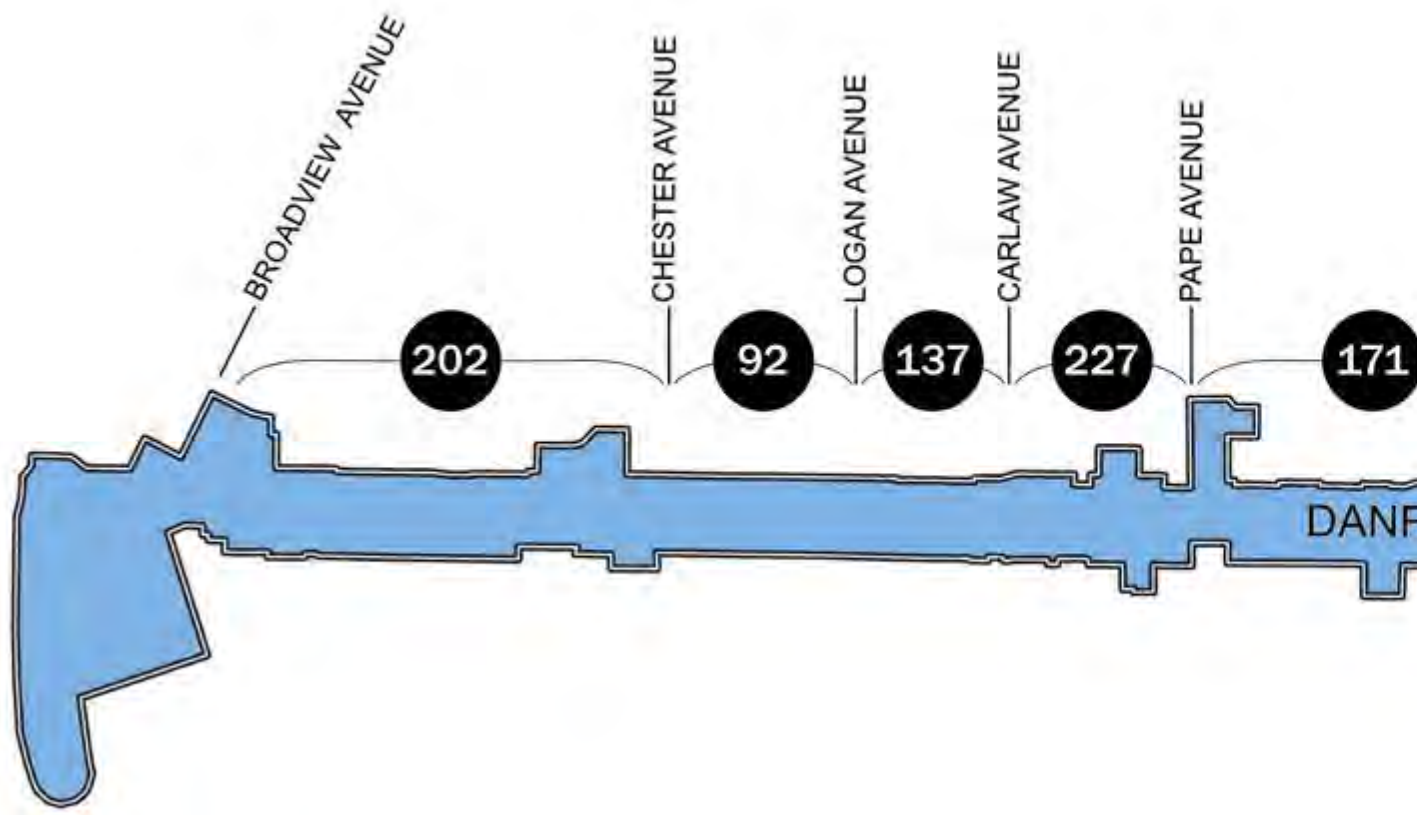


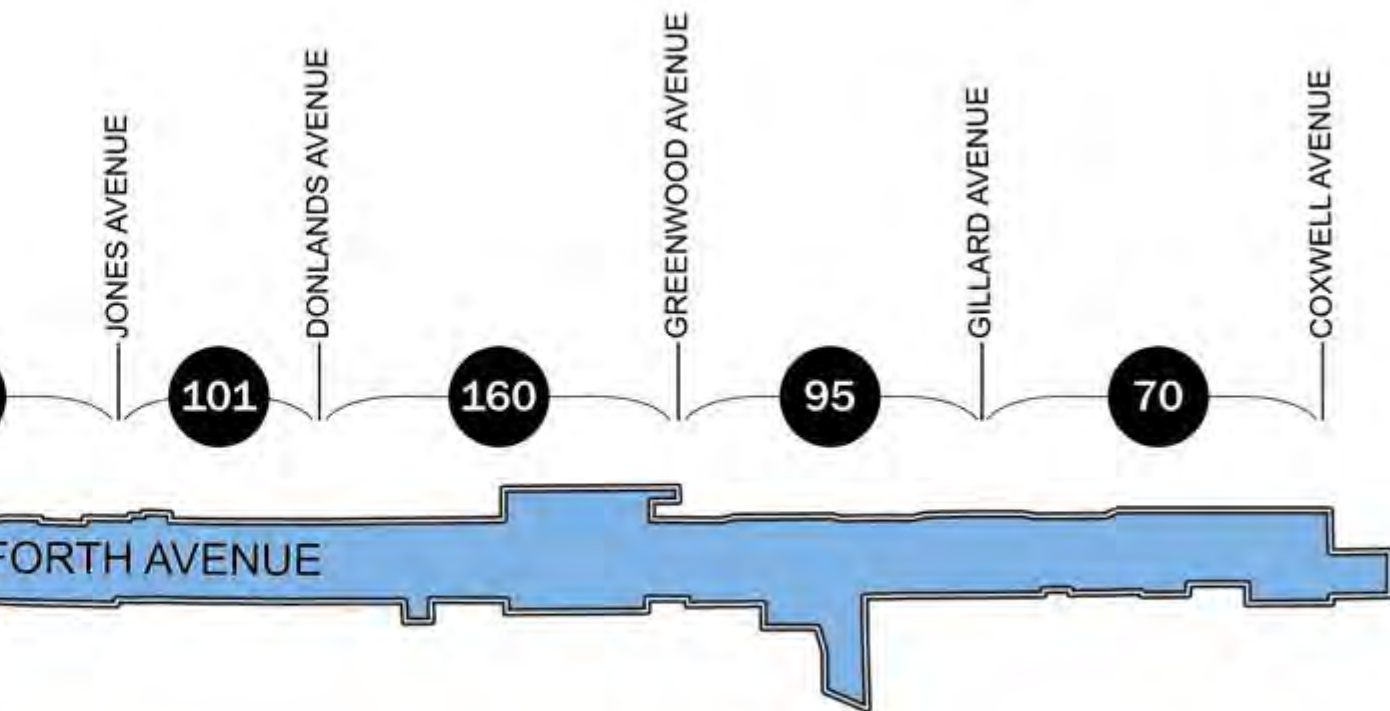
Figure 29: Total number of collisions in the Danforth Study Area, City of Toronto Transportation Services Road Safety Unit (based on Unverified Events from January 2013 to December 2018)

* **Unverified Events** include all the data from Toronto Police on a reported collision and may include cases where photographic-evidence of the collision was not forwarded to Transportation Services or where a police investigation remains pending)

Collision Risk

Transportation Services conducted an intersection collision risk analysis along Danforth Avenue between Broadview Avenue and Coxwell Avenue. The data was observed from 2013 to 2018 based on unverified events*.

The data includes all collision types within a 5-year period including collisions involving pedestrians and people on bicycles. The intersections at around Broadview and Pape had the most number of collisions based on data collected from January 1, 2013 to December 31, 2018.



Collision Types

Total number of collisions	1260
*Collisions involving cyclists	82 (3 serious injury)
*Collisions involving pedestrians	59 (2 serious injury, 1 fatality)

* Collision types are a subset of the total number of collisions shown above.

Additional analysis of collision data is being undertaken as part of the Danforth Avenue Planning and Complete Streets Study process

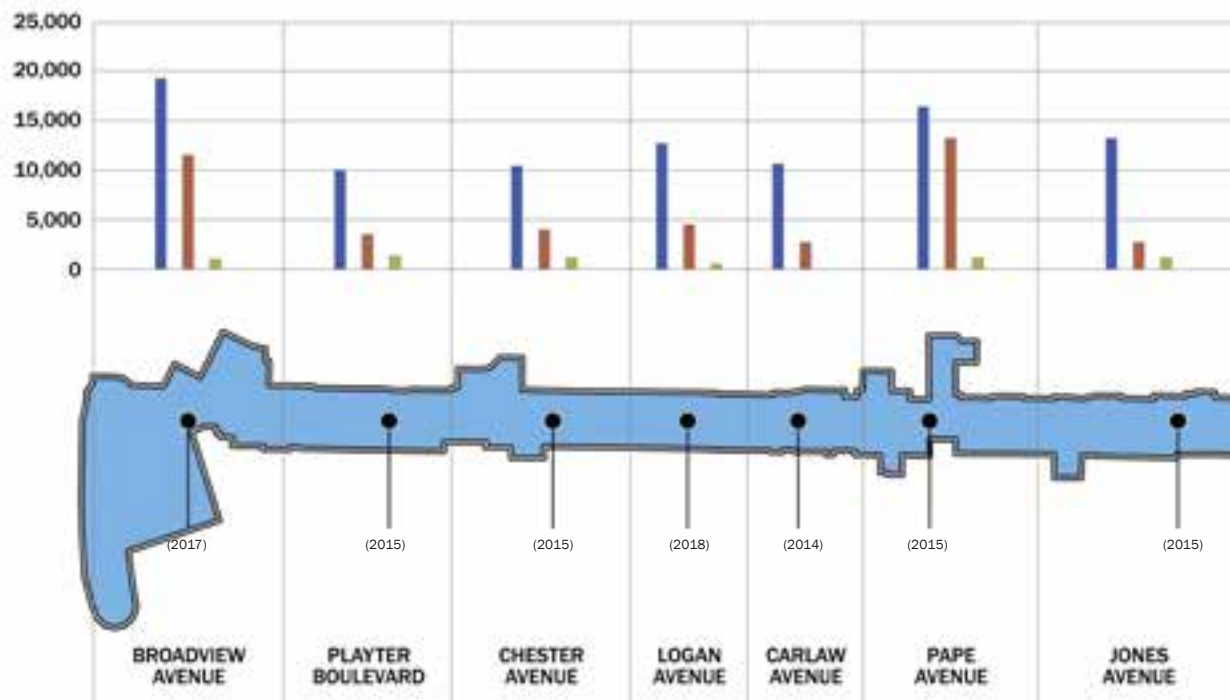


Figure 30: Traffic Volume Data, City of Toronto, Traffic Signal Vehicle and Pedestrian Volumes.

Traffic Volume

The following traffic volume data is referenced from the Transportation Service's Traffic Signal Vehicle and Pedestrian Volumes dataset.

This dataset contains the most recent eight hour vehicle and pedestrian volume counts collected at intersections where there are traffic signals. The data is typically collected between the hours of 7:30 am and 6:00 pm.

Travel Characteristics






The following travel characteristics were provided in the Transportation Tomorrow Survey (TTS) that was conducted in 2016.

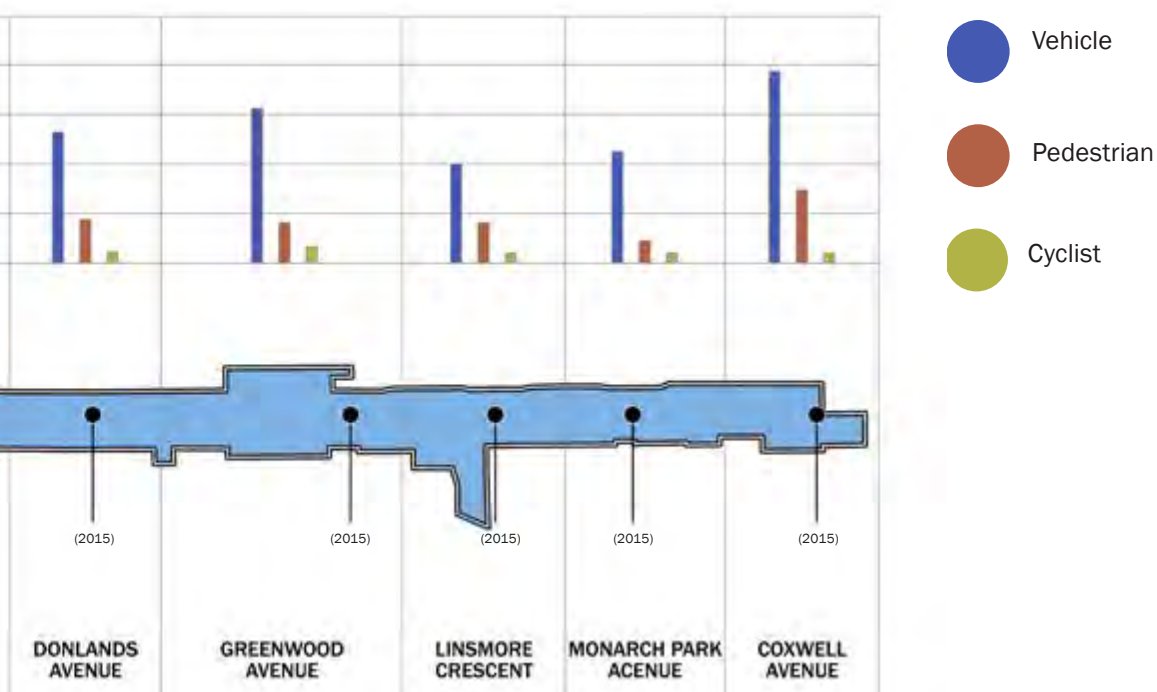
Data is provided for the City of Toronto as a whole and also broken down by Wards, so we are able to see how travel characteristics in Ward 14 compare to the rest of the City.

In general, Ward 14 residents use more active transportation methods including cycling,

walking and public transit, and are less likely to use vehicles as drivers and passengers in Ward 14 compared to the City of Toronto as a whole.

Travel Mode in a 24 hour period

		Ward 14	Toronto
Drivers		38%	46%
Transit		33%	27%
Walkers & Cyclists		19%	13%
Passengers		8%	11%
Other Modes		3%	2%



Trip Purpose

Trip Purpose	Average (Ward 14)	
	6-9 AM	In 24 hour period
Percentage of Home-based Trips to Work	56%	36%
Percentage of Home-based Trips to Shopping	15%	9%
Percentage of Home-based Trips to Other (daycares, school, etc.)	22%	39%
Percentage of None-home based Trips (shopping to work, work to daycare, etc.)	9%	18%

Figure 31: Travel Characteristics, City of Toronto 2016 Transportation Tomorrow Survey

Vehicle Ownerships and Trips

Travel Characteristics	Average (Ward 14)
Percentage of Households with No Vehicle	34%
Percentage of Households with One Vehicle	51%
Percentage of Households with Two Vehicles	12%
Percentage of Households with Three Vehicles	2%
Percentage of Households with Four or More Vehicles	1%
Daily Trips per Person (age 11+)	2.3%
Total Daily Work Trips	0.74%

Figure 32: Travel Characteristics, City of Toronto 2016 Transportation Tomorrow Survey



10.0 Municipal Servicing

The majority of municipal servicing infrastructure in the Danforth Study Area has kept pace with the development of transit and the evolution of the community. Existing water and sewer infrastructure has remained adequate to service the intensity of existing uses.

As the area evolves, current capacities and conditions will be examined in order to identify future servicing considerations.

10.1 Existing Municipal Services

Toronto Water is responsible for operating and maintaining watermains and sewers within the city that deliver safe drinking water and the collection of wastewater for treatment from residential, commercial and industrial customers.

During the development review process, developers must provide reports related to storm, sanitary and water systems and capacity to ensure that the development can be properly serviced. These reports are reviewed by Engineering & Construction Services. Where appropriate, Engineering & Construction Services will recommend upgrades to storm, sanitary and water systems, the costs of which will be borne by the developer, before the development is permitted to proceed.

Storm, Sanitary and Combined Sewer Systems

The existing combined sewers along Danforth Avenue range in size from 225 millimeters diameter to 2,550 millimeters diameter. There are a variety of combined, sanitary, and storm sewer systems to north and south of Danforth Avenue.

Water Distribution Systems

A water distribution line runs across Danforth Avenue ranging from 100 to 600 millimeters in size. Water hydrants, junctions and valves are present throughout the Danforth Study Area.



Figure 33: Stormwater and Sewer Network, City of Toronto Engineering and Construction Services

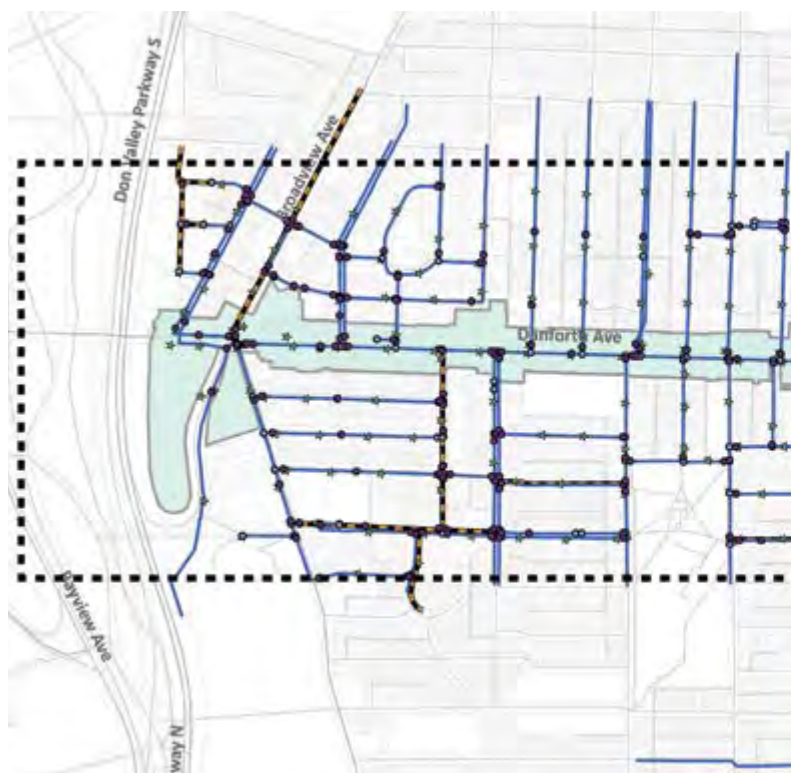
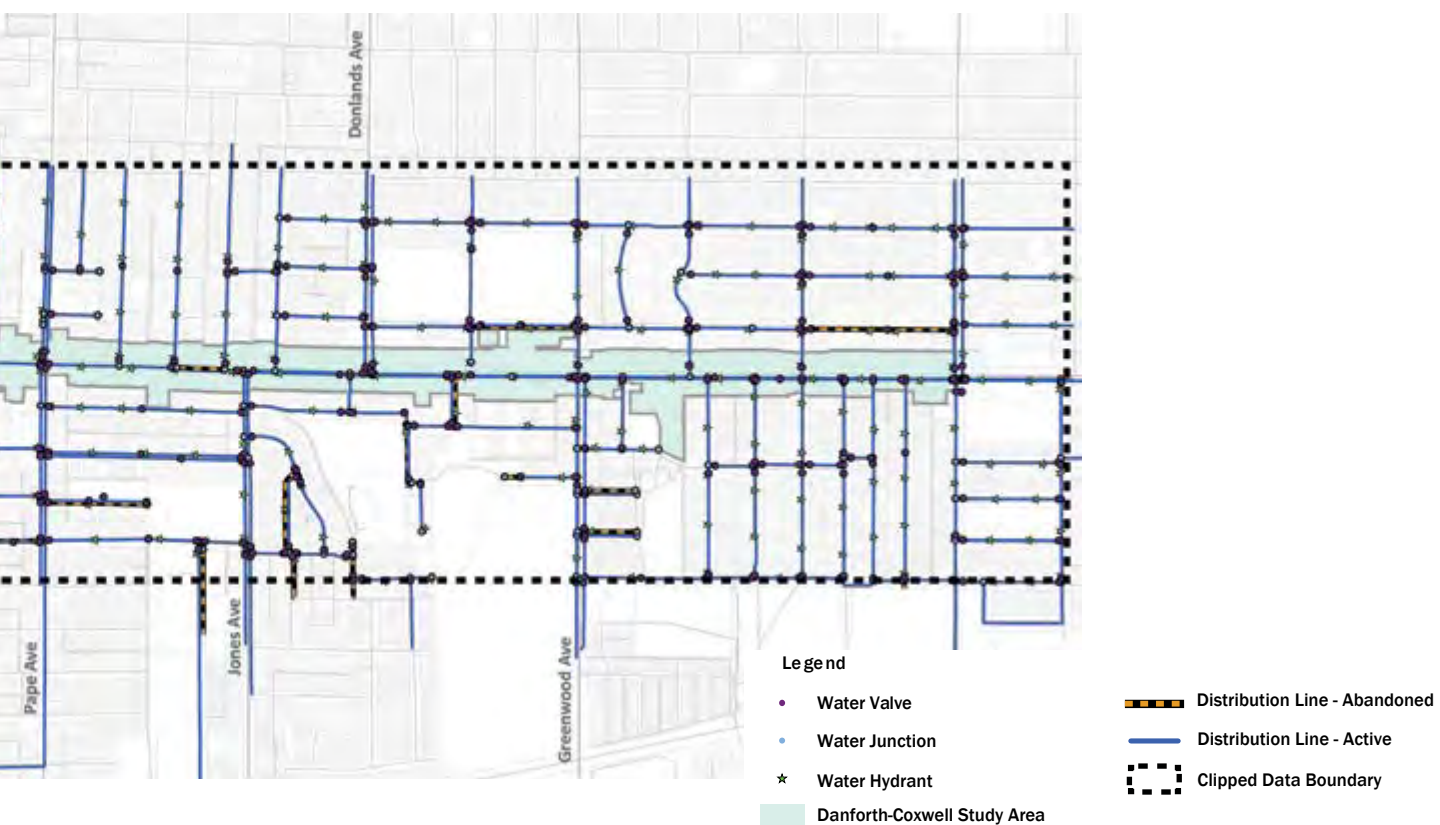


Figure 34: Watermain capital works, City of Toronto Engineering and Construction Services



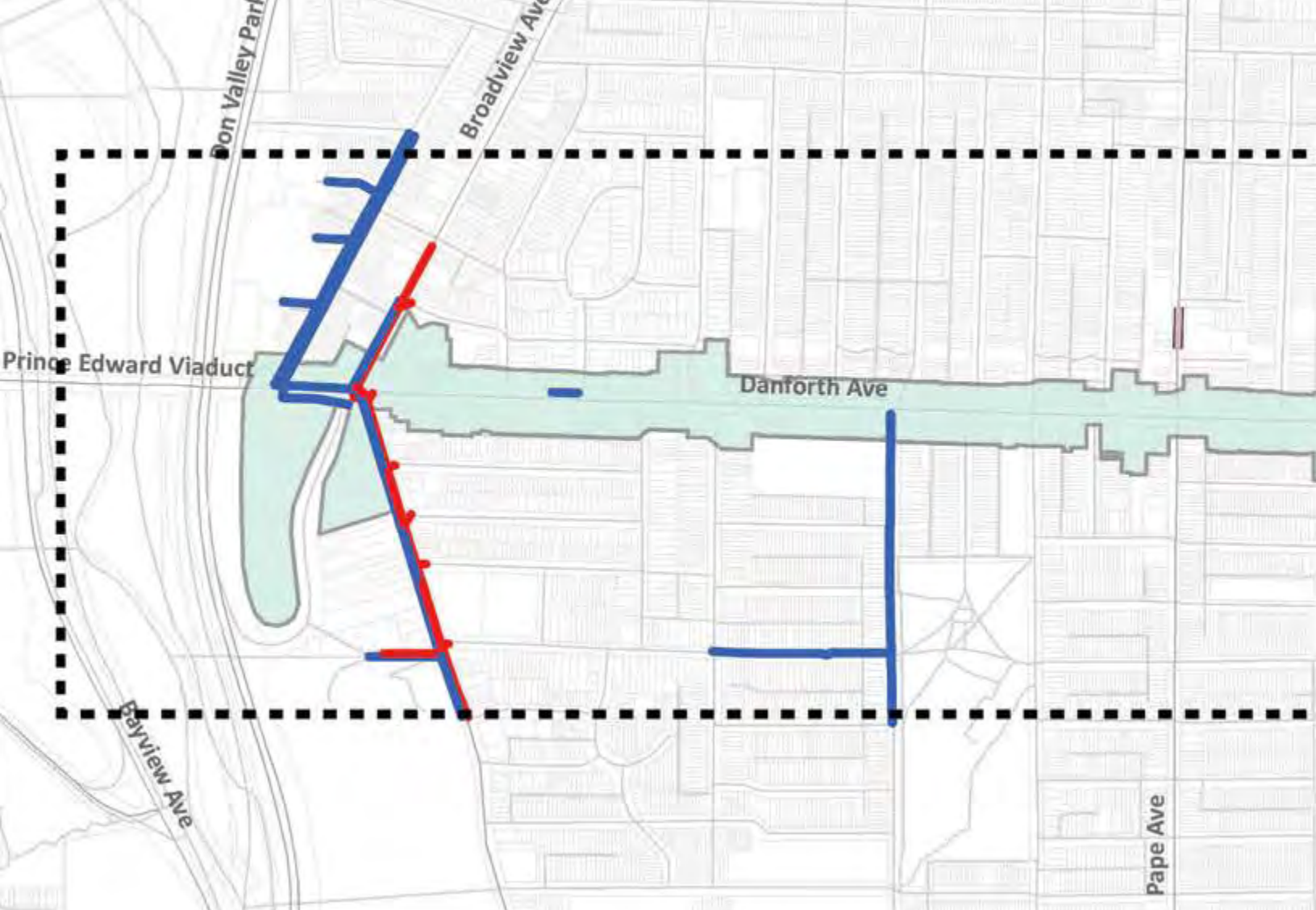
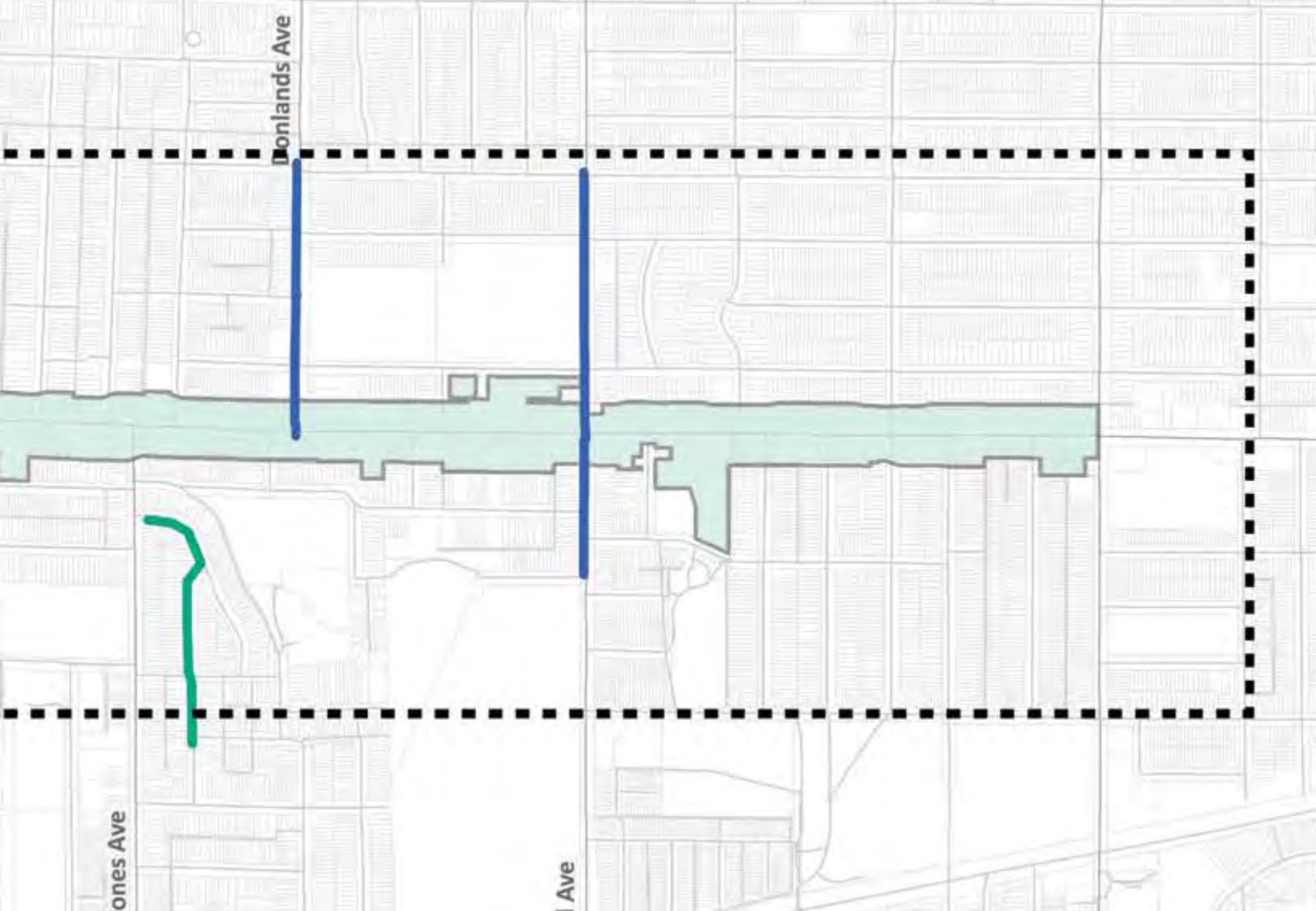


Figure 35: Planned sewer and watermain projects, City of Toronto Engineering and Construction Services

Asset Planning Capital Works

There are planned sanitary sewer replacement and structural lining projects for Broadview Avenue and other areas, which are anticipated to begin construction in 2022. In addition, there are planned sewer rehabilitation projects including cleaning, lining, grouting and repairing existing infrastructure, as well as a new storm sewer planned for Earl Grey Road in 2020.

Watermain replacement and upsizing projects are planned for Broadview Avenue and Donlands Avenue starting in 2020, in addition to watermain structural lining along Danforth Avenue, and Greenwood Avenue.



Legend

- | | |
|---|--|
| — New 375mm Storm Sewer | — Watermain |
| — Sanitary Sewer - Structural Lining | Clipped Data Boundary |
| — Sewer Rehabilitation | |
| Danforth-Coxwell Study Area | |

