



# HousingNowTO.com

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March 9<sup>th</sup>, 2022

Toronto City Council  
City of Toronto  
100 Queen Street West  
Toronto, ON  
M5H 2N2

## **RE : TE31.12 - Danforth Avenue Planning Study (Segment 2) – FINAL REPORT**

Toronto City Council,

Our **HousingNowTO.com** volunteers have participated in all of the public-consultations, at both in-person and webex events over the last 3-years. We all agree that with the existing TTC subway line – and the new Ontario Line interchange station planned for Pape and Danforth, the City of Toronto is in the early stages of an excellent opportunity to encourage new smart, transit-oriented development with dedicated affordable housing capacity, in an existing Toronto near-core neighbourhood along the Danforth.

We would like to thank City Planning staff for listening to the input of affordable housing advocates over the last 3-years, and relaxing some of the highly-restrictive Urban Design Guidelines that existed in earlier drafts – in particular the removal of the 45 degree angular-plane requirement, to allow for more efficient and economical massings.



UDG (Page 37) - <https://www.toronto.ca/legdocs/mmis/2022/cc/bgrd/backgroundfile-222591.pdf>

However, we are still concerned by the language on page 37 of the DRAFT Urban Design Guidelines which states : *“City staff studied various mid-rise options along Danforth Avenue including a 12-storey option and determined that **buildings higher than 8-storey are inappropriate along the street.**”*



to not-for-profit affordable housing developments, and that staff should reconsider their proposed 8-Storey height limit along the Danforth - and reassess its impact given the context of our current housing crisis.

We would also request that City Council pass a motion to direct planning staff to improve communication around “Urban Design Guidelines” – so that the public clearly understands these are “guidelines” only – they are not laws. This Guidelines document is not the “Danforth Bible” – and the future development proposals will often need to go beyond the strict-limitations as defined in the Guidelines to deliver better City-building outcomes.

As always, our open data and civic-tech volunteers are happy to answer any questions that councillors or city staff may have on affordable-housing development best practices – and how to make most effective use of Transit-Oriented Lands to help alleviate Toronto’s rental-housing crisis.

Yours,

A handwritten signature in black ink, appearing to read "Mark Richardson", with a horizontal line underneath.

Mark J. Richardson  
Technical Lead – [HousingNowTO.com](https://HousingNowTO.com)

**Attached**

- Appendix ‘A’ – Urban Design Guidelines – Danforth Ave – Segment 2 (P.39 - Mar. 4, 2022)
- Appendix ‘B’ – Danforth PMTSA / Inclusionary Zoning (IZ) stations

## Appendix 'A' – Urban Design Guidelines – Danforth Ave – Segment 2 (March 4, 2022)

### Rear Transition

- j. Provide a minimum rear yard setback of 7.5 metres which may include a public or private lane where it exists.
- k. For mid-rise developments with a maximum height of 24.0 metres, provide a minimum 1.5 metres setback at a maximum height of 14.0 metres and an additional 3.0 metres setback at a maximum height of 17.0 metres from the rear building face.
- l. For mid-rise developments with a maximum height of 27.0 metres, provide a minimum 1.5 metres setback at a maximum height of 14.0 metres from the rear building face.

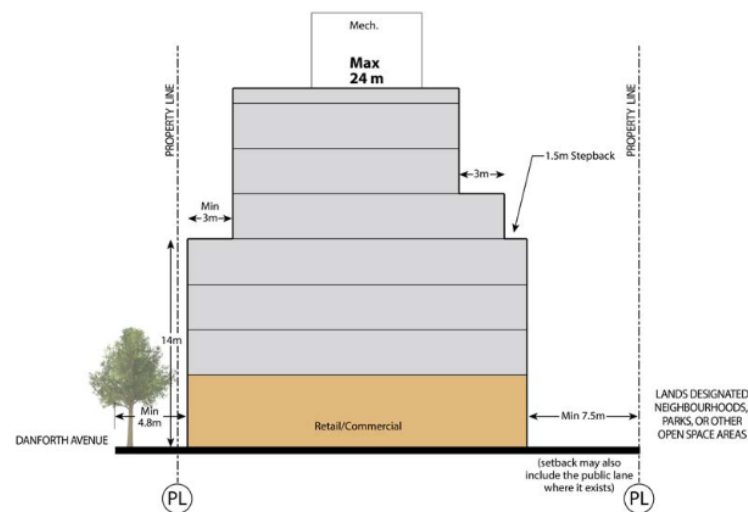


Diagram 3: Updated Standard 7-storey Mid-Rise Building Section

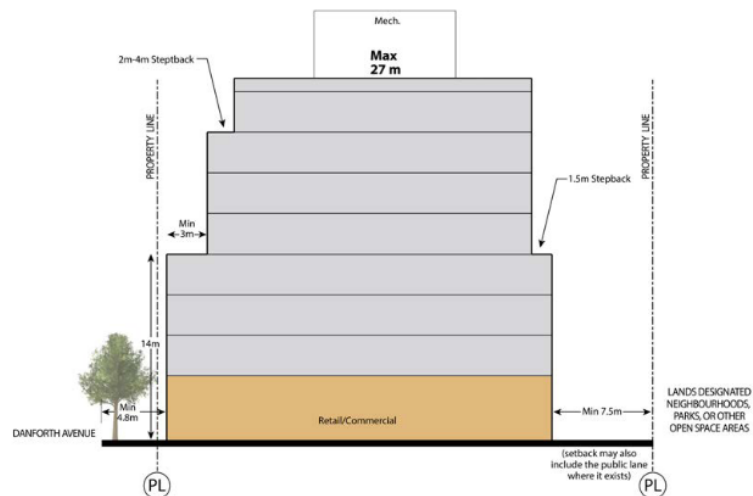


Diagram 4: Updated 8-storey Mid-Rise Building Section

Appendix 'B' – Danforth PMTSA / Inclusionary Zoning (IZ) stations

