

Danforth Avenue Planning Study (Segment 2 - Don Valley to Coxwell Avenue) – City-Initiated Official Plan Amendment and Urban Design Guidelines – Final Report

Date: January 31, 2022

To: Toronto and East York Community Council

From: Director, Community Planning, Toronto and East York District

Ward: Ward 14 Toronto-Danforth

Planning Application Number: 19 116448 SPS 00 OZ

SUMMARY

Danforth Avenue is a historic main street that is a neighbourhood and regional destination. It is a key contributor to the quality of community life and the local economy, providing convenient and walkable opportunities for local shopping and public gathering spaces, locations for small businesses to start up and thrive, and local employment opportunities. This report recommends a Site and Area Specific Policy (SASP) as well as implementing urban design guidelines for Danforth Avenue extending from the Don Valley in the west to Coxwell Avenue in the east to support this historic character while providing for future growth.

In 2014, Council requested that Planning staff study Danforth Avenue in two segments – Coxwell Avenue to Victoria Park Avenue (Segment 1) and Broadview Avenue to Coxwell Avenue (Segment 2). The Study for Segment 1 was completed in 2018. The Segment 2 Study was conducted in accordance with 2018 Council direction that it use a Complete Streets approach, integrated transportation and economic development considerations along with planning matters. The Study Area boundary was later modified to include additional lands as shown in Attachment 1, to support the overall study objectives that were established through the study process.

Segment 2 is already experiencing some development interest. The area is well served by the existing TTC Line 2 Subway which runs parallel to Danforth Avenue. Additionally, the Ontario Line is planned to connect with the existing TTC Line 2 Pape Avenue Subway Station. The SASP and urban design guidelines will guide this portion of the Danforth's growth and continued evolution into a complete transit-oriented community that is consistent with Provincial Plans and City objectives. The SASP and urban

design guidelines will shape development, with site-specific rezoning or minor variance applications to be evaluated in future using the proposed SASP and urban design guidelines recommended in this report.

For the area around the Broadview Avenue and Pape Avenue interchange stations, this report recommends further study linked to policy driven work on Major Transit Station Areas (MTSAs). This work may introduce additional policies and guidance for higher densities, in accordance with Provincial Policy, as well as provide further analysis of appropriate additional or expanded infrastructure – water, servicing, parkland and community services and facilities – to support area growth.

The planning study has been conducted concurrently with two further studies:

- the Danforth Avenue Complete Streets Study (the "Complete Streets Study"), which included a detailed examination of the right-of-way as well as a feasibility design study which reviewed traffic, parking, and other considerations to develop a complete streets design, including on-street cycling facilities; and,
- the Retail Vibrancy and Economic Analysis of Danforth Avenue (the "Retail Study"), which analyzed the businesses, commercial real estate trends, visits made to the Danforth and neighbourhood demographics in early 2020. A follow-up analysis assessed the planning implications that emerge from the Retail Study and reviewed options to support and encourage independent business.

Both the Complete Streets and Retail Studies apply to the entire 6 kilometre length of the Danforth, Segments 1 and 2 of the Planning Study.

The policies in the SASP and the urban design guidelines were developed together with the community, area Councillor, Complete Streets Study and Retail Study teams, and other stakeholders. The resulting SASP and urban design guidelines focus on supporting transit-oriented development, creating opportunities for additional housing including affordable and supportive housing uses, conserving, maintaining and enhancing historic main street character and cultural heritage resources, supporting a coordinated and robust public realm, and delivering on the City's sustainability mandate.

This report summarizes the outcomes of the Segment 2 Planning Study, recommends implementing policy and urban design guidelines, describes the companion Complete Streets and Retail Studies, and provides suggested next steps to support the Danforth's continued success.

The SASP and accompanying urban design guidelines will also support the larger MTSA objectives within the area, and contribute to the MTSA work that City Planning is completing. A Cultural Heritage Resource Assessment for Segment 2 has been carried out in tandem with the planning study and will soon conclude with a separate report to Toronto Preservation Board.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council adopt the Official Plan Amendment, the Danforth Avenue (Don Valley to Coxwell Avenue) Site and Area Specific Policy, included as Attachment 5 to the January 31, 2022 Report from the Director, Community Planning, Toronto and East York District.
2. City Council adopt the Danforth Avenue (Don Valley to Coxwell Avenue) urban design guidelines, included as Attachment 6 to the January 31, 2022 Report from the Director, Community Planning, Toronto and East York District.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment as may be required.
4. City Council direct the Chief Planner and Executive Director, City Planning to review the two interchange stations at Broadview and Pape with a greater focus on providing affordable housing and affordable retail space, and to report back to Council in the first quarter of 2023 on further policies related to the Protected Major Transit Station Areas, following their formal identification.
5. City Council direct the Chief Planner and Executive Director, City Planning, to use the Site and Area Specific Policies, together with the urban design guidelines, Complete Streets Study and Economic Analysis and Retail Study described in this report, to inform the evaluation of current and future development applications along the Danforth Avenue (Don Valley to Coxwell Avenue) Segment 2

FINANCIAL IMPACT

The City Planning Division confirms that there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

DECISION HISTORY

On July 8, 2014, City Council adopted a motion to request the Chief Planner and Executive Director, City Planning to initiate 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 Coxwell Avenue to Victoria Park Avenue was adopted by City Council on July 23, 2018.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.TE34.22>

In July 23, 24, 25, 26, 27 and 30, 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 involved a broad range of stakeholders such as Business Improvement Areas, residents, community members, and cycling groups.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.TE34.22>

On July 16, 2019, City Council adopted the City-wide Heritage Survey Feasibility Study report, launching Phase One of the Toronto Heritage Survey, and authorizing the piloting of heritage survey work through planning studies.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.PH7.11>

On February 5, 2020, Toronto and East York Community Council adopted a report from City Planning staff providing an update on the Danforth Avenue Planning Study (Broadview Avenue to Coxwell Avenue), including a summary of the Area Profile Report related to the Planning Study Area and the Study Terms of Reference and community engagement process.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.TE13.23>

STUDY OVERVIEW

The Study and Surrounding Area

The Study Area includes the lands fronting Danforth Avenue between the Don Valley and Coxwell Avenue, as well as some lands directly adjacent to Danforth Avenue, as illustrated as Segment 2 on Attachment 1. The Study Area is approximately 3 kilometres long. Properties fronting on Danforth Avenue generally range in depth from 22 to 38 metres, with the majority (95% of the lots) under 30 metres in depth. The width of the Danforth Avenue right-of-way (ROW) is 27 metres.

Danforth Avenue (or "The Danforth") is a community destination and a vibrant main street representative of historic main street commercial/residential, mixed-use development in Toronto. The study area largely developed into its present historic commercial and residential main street form from 1910-1929, when dramatically improved access to the area, including the opening of the Bloor Viaduct over the Don River in 1918, contributed to a building boom. The resulting collection of historic main street buildings along Danforth Avenue define a continuous street wall of two-to-three-storey buildings, articulated by a rhythm of narrow storefronts with recessed entrances, and a strong datum line of cornices and sign bands. Main street commercial building types combining commercial uses at grade with residential uses above comprise approximately 84% of the existing built form. In addition to these mixed, commercial-residential building types, there are also important landmarks on Danforth Avenue, including banks, theatres, and places of worship.

Danforth Avenue has maintained a strong sense of place and character as a functioning historic main street that provides for diverse main street activities serving the community. Its sense of place has been fundamentally shaped by its history of cultural diversity, shifting from early British communities to include Italian, Estonian, Ukrainian, Greek, and Ethiopian communities, among many others. It is the heart of tight knit neighbourhoods framing it to the north and south, including Riverdale, Playter Estates, the Pocket, and Danforth Mosaic.

The historical development of the Study Area is detailed further in the Historic Context Statement which can be found in Attachment 9.

The Danforth boasts a range of businesses and community services, all accessible to the rest of the City and regionally through direct access to the Bloor-Danforth Subway Line, as well as the 504 King Street car which provides a link from Broadview Station to the downtown core. The Danforth has generally smaller retail frontages, measuring between 7.5 metres and 15 metres in width. Three Business Improvement Areas (BIAs) capture the majority of the street: the Broadview Danforth BIA, GreekTown on the Danforth BIA, and Danforth Mosaic BIA.

The Study Area links to the Don Valley Ravine system, Withrow Park, and Riverdale Park, some of the most prominent open spaces in the City. The Study Area also contains a network of open spaces including Alexander the Great Parkette, the Logan Avenue Parkette, Carlaw Avenue Parkette and Langford Parkette, the last three located to the north of the Danforth interspersed with Toronto Parking Authority facilities.

Danforth Avenue is regularly intersected by a perpendicular network of neighbourhood and arterial streets, creating a regular urban block structure. The predominant lot sizes along Danforth Avenue include small-to-mid sized retail uses which can range from 7-9 metres wide and 21 metres deep and restaurants which can range from 20 square metres to 500 square metres, with some larger parcels occupied by churches, parks, and libraries.

A more detailed overview of the Site and Surrounding Area can be found within the Area Profile Report which was generated as part of the Study:

<https://www.toronto.ca/legdocs/mmis/2020/te/bgrd/backgroundfile-145257.pdf>

Terms of Reference for the Danforth Study

Implementing Council Direction, the Terms of Reference formed the framework for the Danforth Study. The Terms of Reference acknowledged the need to integrate the Transportation, Economic Development, and Planning components of the study, and set out a strategy to provide the key deliverables over the course of the project timeline. The Terms of Reference is available at the following link:

<https://www.toronto.ca/wp-content/uploads/2020/01/9618-CityPlanning-DanforthAvenue-TermsOfReference-Draft-Jan13.pdf>

Community Consultation

The Danforth Study was structured to work with the community directly, and provide multiple ways for the community to participate throughout the project. The City retained an independent facilitator, Dillon Consulting, to lead the community engagement process.

The local community, including residents, land owners, business owners, community members, ratepayer associations, and business improvement area (BIA) representatives, participated in the consultation process and provided substantial input and feedback throughout the Study process. Community and stakeholder meetings, workshops, mapping activities, and online surveys were used in order to gather feedback from the community, build consensus, and get broad based support on the direction of the SASP and urban design guidelines.

Five community meetings and five stakeholder advisory committee meetings were held. The community meetings were well attended, with more than 400 people in attendance at both in-person meetings (Community Meetings #1 and #2), and approximately 200 people on average at each of the virtual meetings (Community Meetings #3A, #3B and #4).

In addition, feedback was gathered via online surveys. The first online survey ran from January 27, 2020 to March 6, 2020 and focused on identifying the community's likes, concerns and opportunities within the Study Area. Over 800 responses were collected. The second online survey, which ran from December 1, 2020 to January 22, 2021 supported Community Meeting #3A and #3B and focused on establishing the direction and goals of the Study, as well as evaluating the complete street pilot. This survey received 2,495 responses.

City staff also hosted three Heritage Focus Group Meetings, conducted individual interviews with heritage knowledge keepers, including music historians and long-time business owners, and hosted separate meetings with the area BIAs. Through the entire Danforth Study, it is estimated that a total of 5000 individuals were consulted or provided feedback throughout the study process.

Through the Heritage Focus Group, Stakeholder Advisory Committee meetings, and Community Consultation meetings, staff heard that the existing historic main street character of Danforth and its cultural diversity were important reasons why Danforth Avenue is a valued place, and change should respect and maintain this character. Staff also received general support for the direction of the planning study, including a mid-rise approach to the Danforth, and opportunities for low-rise infill within the adjacent *Neighbourhoods* along with a strong emphasis on an expanded and improved public realm.

Further details of the Community Consultation process are available online within the Consultation Summary at the following link:

<https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/danforth-avenue-planning-study/>

Community Services and Facilities

The City completed a review of the community services and facilities (CS and F) priorities for the Study Area. The area will need additional child care facilities, upgrades to the local libraries and upgrades to the Kempton Howard Park wading pool, and community agency space. The Community Services and Facilities Report is included as Attachment 7.

POLICY CONSIDERATIONS

Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient use and management of land and infrastructure;
- Ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- Ensuring opportunities for job creation;
- Ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs;
- Protecting people, property and community resources by directing development away from natural or human-made hazards; and
- Conserving significant built heritage resources and significant heritage landscapes.

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the Planning Act and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.6 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

Provincial Plans

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan") came into effect on August 28, 2020. This was an amendment to the Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan, establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the Planning Act.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure;
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas; and
- Conserving Cultural Heritage Resources in order to foster a sense of place and benefit communities, particularly in strategic growth areas.

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

with Section 3 of the Planning Act all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

Planning for Major Transit Station Areas

The Growth Plan 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 plan for the prescribed densities. The Growth Plan provides minimum density targets for MTSAs: 200 residents and jobs per hectare for subways and 160 residents and jobs per hectare for light rail transit.

Staff are reviewing the MTSAs through the municipal comprehensive review (MCR) exercise pursuant to Section 26 of the Planning Act. The Growth Plan requires municipalities to achieve this conformity by 2022. Staff will report to the Planning and Housing Committee on an approach to complete a Section 26 review of MTSAs within the required conformity timelines, and the background information discussed above and developed as part of the Danforth Planning Study will be used as an input into the City's conformity exercise.

Should development proposals come forward prior to the completion of the MCR, these will be assessed on a case-by-case basis in accordance with the overall policy direction provided by the Growth Plan, and specifically with the good planning principles and built form policies outlined in the Official Plan, recommended Secondary Plan and Zoning By-law Amendment, applicable guidelines, and Heritage Conservation Districts, including those noted below:

- the provision of community service facilities, parkland, green infrastructure and physical infrastructure to support complete communities;
- land use designations as identified in the Downtown Plan or Official Plan;
- local character, immediate surrounding context, and individual site constraints; and,
- the proximity of development to existing or planned rapid transit stations

Proposals will also be assessed to determine if the land uses and built form will in any way adversely affect the achievement of minimum density targets as per Policy 2.2.4.6 of the Growth Plan and will ensure there is a diverse mix of uses within these areas (Policy 2.2.4.9).

Ontario Heritage Act

The Ontario Heritage Act (OHA) is the key provincial legislation for the conservation of cultural heritage resources in Ontario. It regulates, among other things, how municipal councils can identify and protect heritage resources, including archaeology, within

municipal boundaries. This is largely achieved through listing on the City's Heritage Register, designation of individual properties under Part IV of the OHA, or designation of districts under Part V of the OHA.

Ontario Regulation 9/06 sets out the criteria for evaluating properties to be designated under Part IV, Section 29 of the Ontario Heritage Act. The criteria are based on an evaluation of design/physical value, historical and associative value and contextual value.

The conservation of cultural heritage resources is an integral component of good planning, contributing to a sense of place, economic prosperity, and healthy and equitable communities. The Danforth Avenue Complete Street and Planning Study has been informed by a Cultural Heritage Resource Assessment which documented the area's history, and identified properties with potential cultural heritage value.

Toronto Official Plan

The Official Plan is the City's primary land use planning document. The Official Plan contains policies which guide where and how the City grows its housing, commercial and employment areas, ensures the stewardship of the City's green spaces, and directs expansion and improvement of the City's transportation network, among other directions.

Toronto Official Plan policies may be found via the following link:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

On September 11, 2020, the Province approved OPA 479 and 480 which brought forward amendments to the Built Form and Public Realm policies within the Official Plan. Together, the amendments contain policies that apply key urban design principles to achieve critical city-building objectives, defining the roles and relationships of the public realm and new development to ensure that buildings and their surrounding public spaces work together to achieve a high standard of design, and help create a high quality of life for people of all ages and abilities. OPA 479 and 480 may be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.PH11.4>

The entire Study Area, from the Don Valley to Coxwell Avenue, is identified as an Avenue on Map 2 – Urban Structure in the Official Plan, and is primarily designated *Mixed Use Areas* on Map 18 and 21 – Land Use Plan in the Official Plan. The lands immediately adjacent to and east of the Don River are designated *Parks*, north of Danforth Avenue, and *Other Open Space Areas*, south of Danforth Avenue. There are also some lands that are designated *Apartment Neighbourhoods* along Cambridge Avenue, just east of the Don Valley. The lands north and south of the Danforth are designated *Neighbourhoods*, with the exception of some *Mixed Use* lands fronting on Broadview Avenue and Pape Avenue.

Section 2.2.3 Avenues: Re-Urbanizing Arterial Corridors

Avenues are 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 transformed incrementally, and will evolve building-by-building over a number of years. The framework for new development on each Avenue will be established through a local Avenue study, created in consultation with the local community.

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

- How the streetscape and pedestrian environment can be improved;
- Where public open space can be created and existing parks improved; and,
- How use of the road allowance can be optimized and transit service enhanced.

Section 3.1.5 Heritage Conservation

The Official Plan provides the policy framework for heritage conservation in the City. It identifies cultural heritage as an important component of sustainable development and place making whose preservation is essential to the character of our City. It also identifies heritage preservation as an important contributor to other social, cultural, economic and environmental goals of the City. Policy 3.1.5.14 directs that potential and existing properties of cultural heritage value or interest will be identified and included in area planning studies and plans with recommendations for further study, evaluation and conservation.

Section 3.4 The Natural Environment

The Natural Environment section outlines policies to protect the health of the natural ecosystem. Policy 3.4.13 states that all proposed development in or near the natural heritage system will be evaluated to assess the development's impacts and identify mitigation measures and/or improvements to the natural heritage system. These areas generally include the floodplains, valley slopes, forests, wetlands, beaches and watercourse in Toronto.

Section 4.3 Parks and Open Space Areas

The *Parks and Open Space Areas* designation generally prohibits development within *Parks and Other Open Space Areas* except for recreational and cultural facilities, conservation projects, cemetery facilities, public transit and essential public works and utilities where supported by appropriate assessment. These areas generally include the parks and open spaces, valleys, watercourse and ravines, golf courses and cemeteries that comprise a green open space network in Toronto.

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.

Development criteria for *Mixed Use Areas* include:

- Creating a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- Providing for new jobs and homes for Toronto's growing population on underutilized lands;
- Locating and massing new buildings to provide a transition between areas of different development intensity and scale, through means such as providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- Locating and massing new buildings to frame the edges of streets and parks;
- Providing an attractive, comfortable and safe pedestrian environment;
- Providing good site access and circulation and an adequate supply of parking for residents and visitors;
- Locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- Providing indoor and outdoor recreation space for building residents in every significant multi-residential development.

Section 4.5 Neighbourhoods

Neighbourhoods are considered physically stable areas made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes and townhouses, as well as interspersed walk-up apartments that are no higher than four storeys. Parks, low scale institutions, home occupations, cultural and recreational facilities and small-scale retail, service and office uses are also provided for in *Neighbourhoods*.

Section 3.2.1 Housing

Adequate and affordable housing is a basic requirement. The City's Official Plan calls for a full range of housing, in terms of form, tenure, and affordability across the City. The City's Affordable Housing Open Door Program provides financial contributions including capital funding and incentives such as exemptions from development charges and property taxes, fast-tracks planning approvals through the approvals process for projects that meet the intent of the City's Official Plan.

Broadview Avenue Planning Study (Official Plan Amendment #343)

Official Plan Amendment 343 (the Broadview Avenue Planning Study, or "BAPS") was adopted by City Council June 9, 2016. The Segment 2 Study Area abuts the boundary of the BAPS. The BAPS includes policies governing built form, area character, parks and public realm, and natural and cultural heritage that are relevant relative to how the

two area visions will intersect at Broadview Avenue and Danforth Avenue. OPA 343 may be found here: <https://www.toronto.ca/legdocs/bylaws/2016/law0555.pdf>

This report recommends that the Broadview Node, including portions of OPA 343, undergo further study linked to provincial policy prescribed within the Growth Plan.

Official Plan Amendment 420 (Danforth Avenue Planning Study - Segment 1)

In July 2014, City Council requested the City Planning Division to initiate a study of Danforth Avenue between the Don River and Victoria Park Avenue. Given the size of the study area, City Planning segmented the study into two phases.

The completed Danforth Avenue Segment 1 Planning Study extended from Coxwell Avenue to Victoria Park Avenue. Recommendations of the Segment 1 Study were adopted by City Council in July of 2018. Following resolution of appeals, OPA 420 is now in force.

Zoning

The majority of the Study Area is zoned MCR T3.0 C2.5 R2.5 and MCR T3.0 C2.0 R2.5 under the former City of Toronto Zoning By-law 438-86. This zone permits a wide range of commercial and residential uses with a maximum density of 3.0 times the area of the lot. The maximum permitted height is between 14 and 16 metres (the equivalent of four- to five- storey buildings).

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

There are some properties within the 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. The Parks Zone and Open Space Zone permits parks and lawfully existing schools. The Residential Zone permits a range of dwelling types, including apartments.

The City's Zoning By-law 569-2013 may be found here:

<https://www.toronto.ca/city-government/planning-development/zoning-by-law-preliminary-zoning-reviews/zoning-by-law-569-2013-2/>

Avenues and Mid-Rise Buildings Guidelines

At its meeting of July 8, 2010, Toronto City Council 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 objective is to encourage intensification along Toronto's "Avenues" that is compatible with adjacent neighbourhoods through appropriately scaled and designed mid-rise buildings.

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

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

Toronto Green Standard (Climate Mitigation and Resilience)

Climate change mitigation and resilience are key concerns of the City. On October 2, 2019, City Council declared a Climate Emergency and set a new goal to achieve net zero greenhouse gas emissions by 2050 or sooner. In 2021, an updated TransformTO Net Zero Strategy was adopted by Council, outlining a pathway to achieve net zero emissions by 2040, including accelerating the TGS implementation dates for GHG emissions limits to 2025 and 2028 so that buildings constructed on or after 2030 are near zero emissions. In June 2019, the Resilience Strategy was published, which set out that new development should be resilient to a changing climate.

The Toronto Green Standard (the "TGS") sets out the key sustainable performance measures new developments are required to meet to address climate mitigation and resilience including the pathway to achieving zero emissions for new development. The updated TGS Version 4 (adopted by Council in July 2021) also includes enhanced performance measures for green infrastructure to manage stormwater, increase tree canopy, improve biodiversity, and reduce urban heat island impacts, and introduces voluntary measures to reduce embodied carbon in building materials. The TGS also supports other City-wide strategies related to environmental sustainability, including the Ravine Strategy and Biodiversity Strategy.

The TGS may be viewed at: <https://www.toronto.ca/city-government/planningdevelopment/official-plan-guidelines/toronto-green-standard/>

COMMENTS

This section outlines the recommended Site and Area Specific Policy (SASP) and urban design guidelines. The recommended SASP and urban design guidelines have been prepared with due consideration of Provincial and municipal policy considerations and are consistent with the PPS and conform to the Growth Plan.

This section is organized as follows:

1. Overview: Objectives and Guiding Principles of the Study
2. Land Use and Urban Structure
3. Heritage
4. Built Form

5. Affordable Housing
6. Parks and Public Realm
7. Laneways, Parking, and Loading
8. Retail

1. Overview: Objectives and Guiding Principles of the Study

Danforth Avenue will continue to be an active main street that meets the day to day needs of the local community, is a meeting place and also a regional destination. It will also grow and change, through intensification that provides new housing options in a form that prioritizes the public realm, and supports active transportation and transit use.

The SASP provides for incremental intensification across the Study Area in a context-appropriate manner that supports a robust public realm, as well as the Danforth's historic main street character, further detailed through the urban design guidelines. While allowing for significant growth, the plan is firmly grounded in a public realm first approach targeted to enhance the Danforth's vibrancy and quality of life.

The SASP and urban design guidelines plan for mixed use, mid-rise development to providing a range of housing and employment opportunities. Appropriate growth of both new residential and employment (office and commercial/retail) opportunities will help Danforth Avenue continue to thrive as a destination and will support vibrancy throughout the day and night. These policy goals are underpinned by the City's objectives for investment in quality of life, affordable housing, and the promotion of transit use, the conservation of cultural heritage resources, and transition to existing *Neighbourhoods*.

The SASP and urban design guidelines recognize that some lots in the Study Area are too small, or configured such that they are not considered appropriate for mid-rise intensification in the absence of larger land assembly. Development criteria in the SASP and urban design guidelines provide low and mid-rise criteria to support a variety of new buildings and additions to existing buildings. Change will be incremental, and not all locations are appropriate for intensified development.

The proposed SASP and urban design guidelines prioritize environmental performance. New developments will be encouraged to meet Tier 2 or higher of the latest version of the Toronto Green Standard (TGS).

Pedestrian connections will be improved for a safer and more attractive public realm with street trees, greening, public seating and bike parking. These streetscape enhancements reflect a complete streets approach and will support sustainable travel choices.

The SASP and urban design guidelines together act as an area-specific policy framework for this segment of the Danforth. Both documents are intended to be read alongside the City's Official Plan and City-wide urban design guidelines.

2. Land Use and Urban Structure

Danforth Avenue is identified as an Avenue on the Official Plan Urban Structure Map, and the majority of properties fronting Danforth Avenue are designated as *Mixed Use Areas* (see Attachment 2). This overlay and designation supports Danforth Avenue's identification as an area for growth and intensification to accommodate new residential and employment opportunities, while maintaining its historic main street character.

The Study Area has been organized into five Policy Areas (see Attachment 5, Map 3):

- Policy Area A, which applies to the *Mixed Use Areas* designated lands fronting onto the Danforth;
- Policy Area B, which generally applies to the lands between the *Mixed Use* lands and the open space network on the north side of the Danforth;
- Policy Area C, which is located on the northern edge of the open space network;
- Policy Area D, which includes between 2 to 3 lots north or south of the Danforth when there is a public lane bisecting the *Mixed Use* lands and *Neighbourhoods* lands; and
- Policy Area E, which includes between 2 to 3 lots north or south of the Danforth when there is no public lane bisecting the *Mixed Use* lands and neighbourhood lands.

The SASP identifies key development objectives for each Policy Area, and provides additional development opportunities when two Policy Areas are paired together in one unified development.

The SASP also identifies two potential nodes, at the Broadview Avenue and Pape Avenue subway interchange stations. These nodes provide for future opportunities to intensify and bring more affordable housing, employment, and community uses that would benefit from proximity to transit services offered at these stations. These two areas will require further study, and until the study work is completed, this SASP and urban design guidelines will apply to the lands within the study boundary, and the parent Official Plan and guidelines will apply to the lands outside of the study boundary

Conformity with Growth Targets and Density Targets

The Growth Plan contains policies pertaining to population and employment densities that should be planned for MTSA's along priority transit corridors or subway lines.

The Study Area is served by the TTC Line 2 Subway, which is considered a Priority Transit Corridor in the Growth Plan and includes a number of Major Transit Station Areas. All lands within the Study Area are located within 500 to 800 metres of existing Line 2 Subway stations.

The policies in the SASP will support meeting the minimum Growth Plan target of 200 residents and jobs around MTSA's in the Study Area by allowing for mid-rise development along Danforth Avenue. Should development proceed as enabled by the SASP, this segment of the Danforth will exceed the minimum targets and could support a future population of approximately 11,900-16,100 residents where there were

approximately 3,500 residents in 2016. The two nodes recommended for further study at Broadview and Pape would further grow the future anticipated population in this area. The development approach within the recommended SASP is expected to meet or exceed the minimum density target required by the Growth Plan.

The policy direction provided by the Official Plan, coupled with the policies in the recommended SASP, are consistent with the PPS, conform with the Growth Plan, and provide additional direction on opportunities for low and mid-rise developments within the Study Area, further detailed in the urban design guidelines.

3. Cultural Heritage Resources

The Official Plan identifies cultural heritage as an important component of sustainable development and place making whose preservation is essential to the character of our City, and directs that potential and existing properties of cultural heritage value or interest will be identified and included in area planning studies and plans with recommendations for further study, evaluation and conservation.

The identification of cultural heritage resources is an important first step in ensuring we can preserve our heritage, but it does not prevent growth. Historic places can play a crucial role in maintaining a sense of place, while a mix of historic and modern development plays a key role in attracting the innovation and investment that supports our economy. As part of sustainable urban development, heritage planning can also be leveraged as a tool to strengthen social participation, encourage inclusive communities, and support diverse cultural economies.

In compliance with the Official Plan, City Planning conducted a Cultural Heritage Resource Assessment (CHRA) to achieve an informed and timely identification of properties with cultural heritage value through the Danforth Avenue Complete Street and Planning Study. The CHRA boundary is in line with the study boundary that Council set out in the original July 2014 motion as shown in Attachment 10 and looked at all properties fronting Danforth Avenue. A CHRA applies provincial criteria to evaluate properties for their cultural heritage value or interest, informed by significant efforts to inform and engage local communities and the development of an understanding of the historic context of an area. CHRAs are proactive, transparent and open about where potential heritage resources are located and why they have value or interest.

The Danforth Avenue Phase Two CHRA produced a Historic Context Statement to provide an understanding of the themes, sub-themes and periods of development within the study area, in order to understand why a property or properties exist within it. The Historic Context Statement guided the heritage survey, identification and assessment of all 630 properties within the Study Area. All properties were evaluated to ensure they meet one or more of the provincial criteria for determining cultural heritage value or interest, including their design, historical significance, and/or their contribution to defining, maintaining or supporting the character of the street. The Historic Context Statement can be found in Attachment 9.

As a result of the heritage survey the CHRA has identified 209 properties representative of the main street commercial building types and 8 landmarks, including banks, theatres, and places of worship, as having potential cultural heritage value. These properties equate to approximately 37% of the total properties within the Study Area and approximately 33% of lot frontages. A Heritage Inventory Map showing all identified properties, including those added to the Heritage Register prior to the CHRA, can be found in Attachment 10. A detailed list of all identified properties can be found in Attachment 6.

The Historic Context Statement and results of the heritage survey have also informed the proposed SASP and accompanying urban design guidelines. The SASP and urban design guidelines have been designed to conserve, maintain and enhance Danforth Avenue's historic main street character,, while supporting development and intensification that complements the general scale, and proportions of the existing streetwall.

Policies in the SASP that have been designed with consideration for cultural heritage resources include:

- Acknowledgement that properties on the Heritage Register may require a site-specific approach beyond policies in the SASP to address their unique characteristics and conserve their cultural heritage value;
- Significant stepping back above the base building in new development to reinforce the historic main street character and scale of the built form as experienced at street level;
- criteria for horizontal and vertical building articulation that reinforces the existing narrow shop front rhythms and prevalent datum lines including cornice lines and the placement of window and door openings;
- encouraging the adaptive reuse of heritage buildings for civic and cultural uses; and,
- encouraging public art and installations celebrating the history of the Study Area.

4. Built Form

Informed by the prioritization of the public realm, the proposed SASP and urban design guidelines include numerical standards for maximum heights, streetwall heights, setbacks and stepbacks for each Policy Area. The Policy Area sections work together with land use designations and policies from the Official Plan, as well as the recommended urban design guidelines, to guide the appropriate scale of development in each area.

For *Mixed Use Areas*, the Official Plan provides policy direction and development criteria to locate and mass new buildings in order to ensure that new development:

- fits within the existing and planned context;
- gradually transitions down in height to buildings of different scale and intensity; and
- limits and mitigates impacts to surrounding areas.

Section 4.5 of the Official Plan directs that development in *Mixed Use Areas* will be located and massed to provide a transition between areas of different development intensity and scale through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale *Neighbourhoods*.

For *Neighbourhoods*, the Official Plan provides policy direction and development criteria to locate and mass new buildings in order to ensure that new development:

- fits within the existing and planned physically stable context;
- introduces low scale buildings; and
- permits small-scale non-residential uses.

Section 4.1 of the Official Plan directs that development in *Neighbourhoods* will respect and reinforce lot pattern, heights, massing, scale, density and dwelling types; patterns of setbacks, stepbacks and open space.

The built form standards that have been included in the SASP and urban design guidelines enable appropriately scaled intensification within each Policy Area while enhancing the public realm; maintaining a sense of place and historic main street character; providing transition to neighbouring properties and areas; and conserving valuable cultural heritage resources.

Policy Area A

Policy Area A applies to *Mixed Use* lands fronting the Danforth as illustrated on Attachment 5, Map 3. Lands in Policy Area A are slated for growth in a mid-rise mixed-use form that respects and reinforces the established character of the Danforth, with a focus on enhancing the public realm and conserving the area's rich cultural heritage.

The development criteria for Policy Area A do not explicitly follow the mid-rise approach within the Avenues and Mid-Rise Guidelines; rather a modified mid-rise form that supports generous sunlight on the Danforth sidewalks while also allowing for larger, buildable mid-rise floor plates is proposed. These policies and guidelines balance protecting and enhancing the area's character and scale with appropriate transition to adjacent *Neighbourhoods*, while supporting intensification through flexibility in built form massing.

The key policy and guideline directives for Policy Area A are as follows:

- Maximum permitted height

The SASP allows for a maximum height of seven or eight storeys, subject to conditions, on Danforth fronting properties. All lands fronting the Danforth have permission for seven storeys. These lands have a maximum height of 24 metres, excluding mechanical penthouse. Lands that exceed a lot depth of 41 metres, and/or when lands within Policy Area A are developed in conjunction with lands in Policy Areas B, D, and E, the SASP and urban design guidelines permit up to eight storeys (27 metres, excluding mechanical penthouse). Development standards apply to both the 7- and 8-storey conditions, described further below.

- Setback from the street along Danforth Avenue and corner properties

The SASP requires that new developments have a setback of at least 4.8 metres from building face to curb to support active uses like shops and restaurants and a generous public realm. As well as supporting active uses, the setback will create opportunities for wider sidewalks, street trees, benches, and bike infrastructure and ensure accessible and clear sidewalk spaces for users of all abilities. Where buildings on the Heritage Register cannot achieve this 4.8 metre distance, they are exempted. Additionally, the setback will allow for new developments to comply with the implemented Destination Danforth complete streets design by incorporating new street furniture and additional opportunities for street trees and plantings within the public realm.

- Set a streetwall height and ground floor criteria

The SASP sets a maximum 14 metre streetwall height for new developments within Policy Area A to reinforce the established heritage main street context. Where buildings on the Heritage Register exist, the height of the existing heritage buildings will continue to define the streetwall height. The ground floor will be able to accommodate a variety of non-residential uses.

Ground floor heights are required to be in keeping with the adjacent development blocks as set out in the urban design guidelines. Ground floors will contain uses such as retail, commercial, office or a community use and will contribute the vibrancy of the Danforth.

- Establish key stepbacks that support a comfortable public realm

The SASP requires a 3 metre stepback above the streetwall identified above. This stepback will maintain street proportion and allow open views to the sky from the public realm. It also protects the north side of Danforth Avenue from shadows from noon to 5pm between March and September. Development applications will be required to provide a sun, shadow and wind study to conform with the SASP objectives and urban design guidelines.

- Rear yard setback and stepbacks

A 7.5 metre rear setback is required, inclusive of any public laneway. A rear stepback of 1.5 metres above the fourth storey is required, and a further stepback of 3 metres above the fifth storey is required for 7-storey buildings. In instances where an 8 storey building is permitted through larger land assemblies, the modified rear transition would only include a stepback of 1.5 metres above the fourth storey and include a 7.5 metre setback, inclusive of any public laneway.

This setback and stepback regime continues to provide for appropriate transition to adjacent *Neighbourhoods*, limits privacy and overlook issues, and limits shadowing on the public realm and adjacent properties. The urban design guidelines provide 2-dimensional and 3-dimensional imagery detailing the criteria listed above.

Policy Area B

Policy Area B applies to designated *Neighbourhood* lands between Policy Areas A and the open space network on the north side of the Danforth, as illustrated on Attachment 5, Map 3. Lands within Policy Area B will provide a gradual transition to the established neighbourhood character to the north, and provide opportunities for ground-oriented residential units such as townhomes and stacked townhomes, that typically include more family-sized homes. Development in Policy Area B will also provide active frontages on public streets and onto pedestrian greenways facing public parks or parking facilities located within the open space network on the north side of the Danforth.

Developments within Policy Area B will have a maximum height of 16 metres (approximately 5 storeys) excluding the mechanical penthouse, stepbacks above the third storey a minimum setback of 6.1 metres from the north property line at grade, and will be subject to a number of other considerations as prescribed by the recommended SASP and detailed further within the accompanying urban design guidelines.

Policy Area B will generally permit low-rise apartments, stacked townhomes, townhomes, or hybrid buildings.

Policy Area C

Policy Area C applies to designated *Neighbourhoods* lands on the northerly side of the open space network opposite the public parks, parking facilities and Policy Area B. It applies for minimum depth of 19 metres, and a maximum depth of however many lots the depth of 19 metres touches, as illustrated on Attachment 5, Map 3 and further detailed in the accompanying urban design guidelines.

Lands within Policy Area C will provide a defined edge to the established *Neighbourhood* to the north, and help to further animate the open space network on the north side of the Danforth. Developments within Policy Area C will have a maximum height of 12 metres (4 storeys) excluding mechanical penthouse, and will provide a setback of 6.1 metres from the public parks or parking facilities, and 1 metre side yard setback to the *Neighbourhoods*.

Policy Area C will generally permit townhomes, stacked townhomes, and hybrid buildings.

Policy Areas D and E

Policy Areas D and E apply on 2 or 3 lots within designated *Neighbourhoods* on key streets that intersect with the Danforth as illustrated on Attachment 5, Map 3. Lands within Policy Areas D and E are differentiated by whether or not there is a public or private lane or easement bisecting the *Mixed Use Areas* and *Neighbourhoods* land use designations. Lands within both Policy Areas are intended to provide a greater transition to the established *Neighbourhoods* north and south, while supporting developments within Policy Area A.

Within Policy Area D, a maximum height of 12 metres (4 storeys) excluding mechanical penthouse is permitted, subject to other considerations prescribed by the recommended SASP. Policy Area D will generally permit apartment buildings, townhouses, stacked townhouses, and back-to-back multi-unit housing.

Within Policy Area E, a maximum height of 14 metres (4 storeys) including mechanical penthouse is permitted, subject to other considerations prescribed by the recommended SASP. Developments within Policy Area A and E may be conjoined, with shared loading and parking below-grade. Retail may also be located in the base of the development within Policy Area E.

5. Affordable Housing and Affordable Retail

The SASP promotes the inclusion of affordable housing, and anticipates that Inclusionary Zoning will be used to deliver affordable units in future.

The Official Plan identifies that a full range of housing, in terms of form, tenure and affordability will be provided and maintained to meet the needs of residents. The SASP supports a range of housing in terms of tenure, affordability, and building type (including purpose built rental) to accommodate people at all stages of life and the needs of all household sizes and incomes.

Additionally, the SASP recognizes the importance of affordable retail space by encouraging new developments to incorporate space for small business, retailers and incubator space

When paired with existing City programs like the Affordable Housing Open Door Program and other City-led housing initiatives, the City's mandate to provide affordable and supportive housing uses within the Study Area is apparent.

6. Parks and Public Realm

The public realm was at the forefront of the Study, and as such the SASP aims to reinforce the Danforth as a critical community gathering place, a destination, and a main street for thousands of residents, employees, and visitors. The public realm, including wide sidewalks and a network of parkettes, is a major ingredient in the Danforth's vibrant character and should be improved as the community grows and evolves. Improvements to the public realm are critical to the long term quality of life and success of the neighbourhood

The SASP takes a holistic approach to public space that builds on the integration of streetscapes, parks, private open space and public art.

Development in the Study Area will support an improved public realm as follows:

- Complete Streets Study Alignment

Map 3 of the Official Plan protects for a 27 metre Right-of-Way (ROW) on the Danforth. The urban design guidelines direct that the street right-of-way will be modified over time to improve public safety, prioritizing the safe and efficient movement of pedestrians, cyclists, and transit along the corridor, in alignment with the Complete Street Study.

In addition to sidewalk widths and streetscape infrastructure, the treatment of at-grade spaces in new development will create a synergy between indoor and outdoor space to encourage a better streetscape and improved walkability.

The urban design guidelines will support features such as recessed entrances, patios, and articulated storefronts through new development applications to ensure a continued positive evolution of the streetscape.

- Replace boulevard parking spaces with active, landscaped spaces

The urban design guidelines identify a number of corner boulevard spaces for potential public realm improvements such as the expansion of landscaped space, active uses such as patio space, public art, and bike share programs. These boulevard areas measured from the curb to the building are public spaces along the side frontage of buildings on corner lots.

- Introduce Midblock Connections in Key Locations

The urban design guidelines identify locations where midblock connections may provide additional access points from the community and transit stations to the Danforth. The locations shown within the urban design guidelines are approximate and would be subject to a number of criteria such as lighting, accessibility and landscaping.

- Parks and Open Space Network

While the Study Area connects to rich ravine resources, is adjacent to significant parks such as Riverdale and Withrow, and includes signature parkettes such as Alexander the Great Parkette, it is considered parkland deficient. The SASP and urban design guidelines look to future parkland enhancements through improvements to existing parks and open spaces, and streetscape enhancements proposed through the parallel Complete Streets Study.

The existing linear open spaces to the north of Danforth Avenue are one of the key public realm features of the area, including the Logan Avenue Parkette, Carlaw Avenue Parkette and Langford Parkette. These parks are generally bound by Chester Avenue on the west and Jones Avenue to the east, and function as highly used pedestrian connections linking parks, open space, parking, and subway stations in the area. The existing linear parks are directly on top of the subway corridor.

To support these green spaces, the SASP requires new developments in Policy Areas B and C to provide greenways which will be publically accessible walkways facing public linear parks or parking facilities. The City's existing design guidelines for new

POPS apply to the Study Area and will be used to inform the design and creation of new POPS as part of private development applications.

Adjacent to these green spaces, the SASP has also identified the potential to explore opportunities to improve and reconfigure the existing Toronto Parking Authority lots between Chester station and Langford Parkette over time through state-of-good-repair investments or other facility upgrades in order to enhance east-west pedestrian connections through existing parking facilities, incorporate green infrastructure and limit stormwater runoff, and improve safety features, lighting, access and the overall aesthetic of parking facilities within the community.

Opportunities for additional parkland space above the subway corridor north of Danforth Avenue will be explored if the Toronto Parking Authority lots shown on Attachment 5 Map 2 are no longer required for parking in the future.

Additional parkland opportunities related to development and City-led acquisitions will be pursued in accordance with the City's Parkland Strategy in order to address demand for an expanded parks and open space system.

- **Public Art and Mural Art**

Public art installations and opportunities to celebrate the area's history are advanced through the SASP and urban design guidelines. Murals will be encouraged on blank walls of new or existing development as permanent or interim conditions to contribute to the area's vibrant public art inventory.

- **Privately Owned Publicly Accessible Spaces (POPS)**

The SASP supports the addition of POPS space through development over time. The location of POPS should be strategic and be connected to existing open spaces such as existing Parks, Toronto Parking Authority Facilities, Boulevard Spaces, and provide opportunities for mid-block connections in accordance with this SASP and urban design guidelines.

7. Laneways, Parking, and Loading

Laneways are an important network for key functions such as loading and servicing. Accommodating these functions on laneways where possible supports the enhanced public realm on Danforth Avenue.

The SASP requires that vehicular access be provided at the rear of a building from either a rear lane or shared driveway wherever possible. Laneways will primarily support vehicular access to buildings to eliminate the need for vehicular accesses from Danforth Avenue to reduce conflicts with pedestrians and cyclists on the street and sidewalk.

The recommended policies provide flexibility for the provision of vehicle parking spaces, as the area can support growth through alternative modes of transport. For new development, specific transportation needs will be reviewed through the development

review process. As part of that process, applicants are required to provide and implement appropriate travel demand management strategies to reduce peak period automobile trips and facilitate alternative modes of travel such as transit, walking, and cycling.

The urban design guidelines outline strategies for parking and servicing to be accessed on public laneways and secondary streets at the rear of properties or underground.

8. Retail

Danforth Avenue is a historic main street. Retail spaces are a key contributor to the quality of community life and the local economy, providing convenient and walkable opportunities for local shopping and getting together, locations for small businesses to start up and thrive and local employment opportunities. Through the SASP, new development will improve and reinforce the identity and historic character of Danforth Avenue as a main street.

- Limit storefront widths to reinforce fine-grained street character

Small-scale retail, as a key character-defining trait of the Study Area, will be encouraged for all new development. Variability in unit sizes and active ground floor elements will also be encouraged in new developments.

At street level, the proposed policies limit storefront width and require non-residential uses as part of mixed use developments fronting Danforth Avenue. Consolidation of storefronts into one larger storefront is discouraged and new development of properties wider than 25 metres would have a requirement for ground floor commercial spaces to be suitably partitioned to reflect the character of other area storefronts. On these larger lots, new commercial units would be limited to an average width of 8 metres. Commercial uses located above or below street level would not be limited in width.

The urban design guidelines also provide additional criteria related to the cladding and building exterior materials, signage placement, and transparent storefront glazing to complement the prevailing character on the Danforth.

Conclusion

The policies in the SASP and the urban design guidelines were developed together with the community, area Councillor, Cultural Resource Heritage Assessment, Complete Streets Study and Retail Study teams, and other stakeholders. The resulting SASP and urban design guidelines focus on supporting transit-oriented development; creating opportunities for additional housing including affordable and supportive housing uses; conserving, maintaining and enhancing a historic main street character and existing cultural heritage resources; supporting a coordinated and robust public realm; and delivering on the City's sustainability mandate.

The SASP and accompanying urban design guidelines are consistent with the PPS (2020), the Growth Plan (2020), and the Toronto Official Plan.

CONTACT

Nader Kadri, Senior Planner
Tel. No. 416.392.1306
E-mail: Nader.Kadri@toronto.ca

Helen Song, Planner
Tel. No. 416.392.5606
E-mail: Helen.Song@toronto.ca

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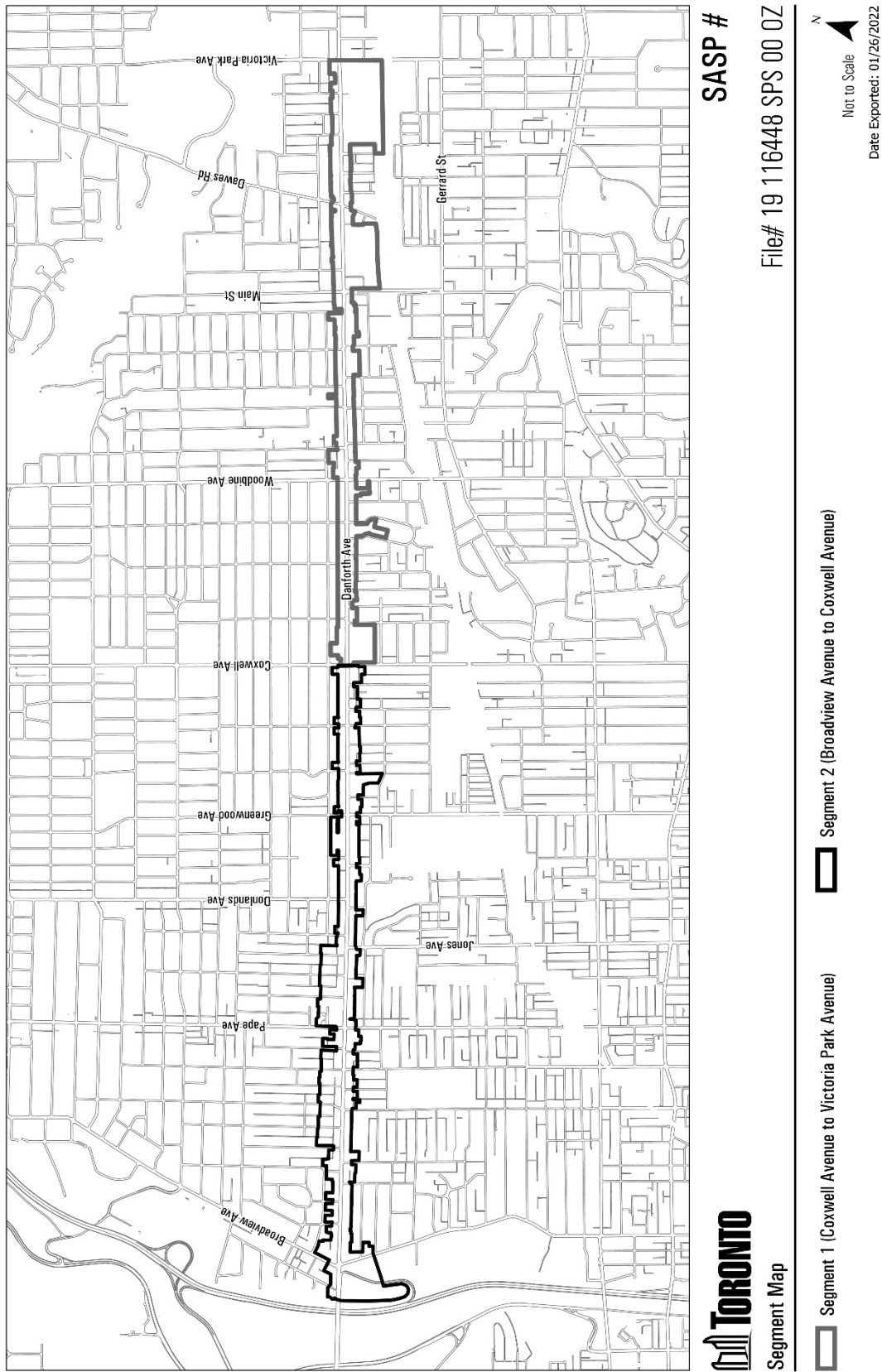
Lynda H. Macdonald, MCIP, RPP, OALA, FCSLA
Director, Community Planning, Toronto and East York District

ATTACHMENTS

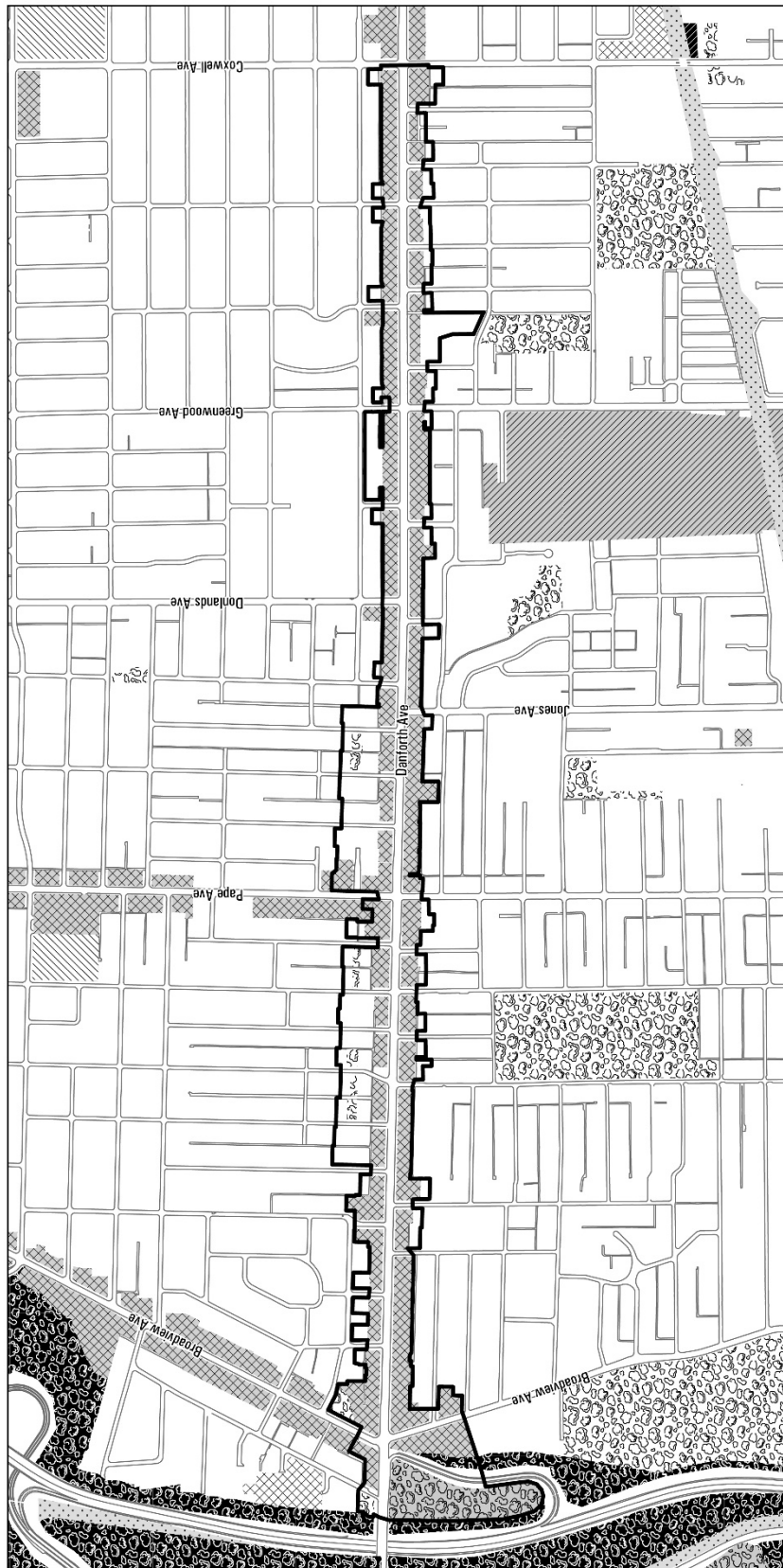
City of Toronto Data/Drawings

Attachment 1: Location Map
Attachment 2: Official Plan Land Use Map
Attachment 3: Existing Zoning By-law Map
Attachment 4: Former Zoning By-law Map
Attachment 5: Draft Official Plan Amendment (SASP)
Attachment 6: Urban Design Guidelines
Attachment 7: Community Services and Facilities Report
Attachment 8: Complete Streets Study Summary Report
Attachment 9: Historic Context Statement
Attachment 10: Heritage Inventory Map

Attachment 1: Location Map



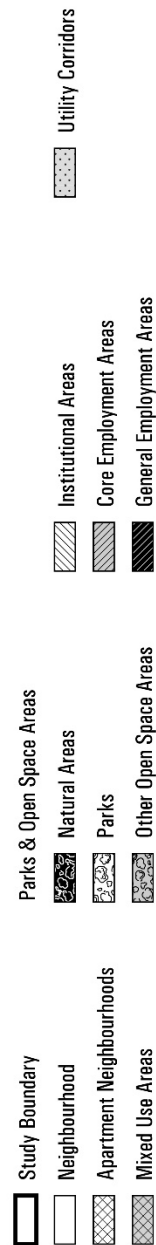
Attachment 2: Official Plan Land Use Map



Extracted from Official Plan Land Use Map

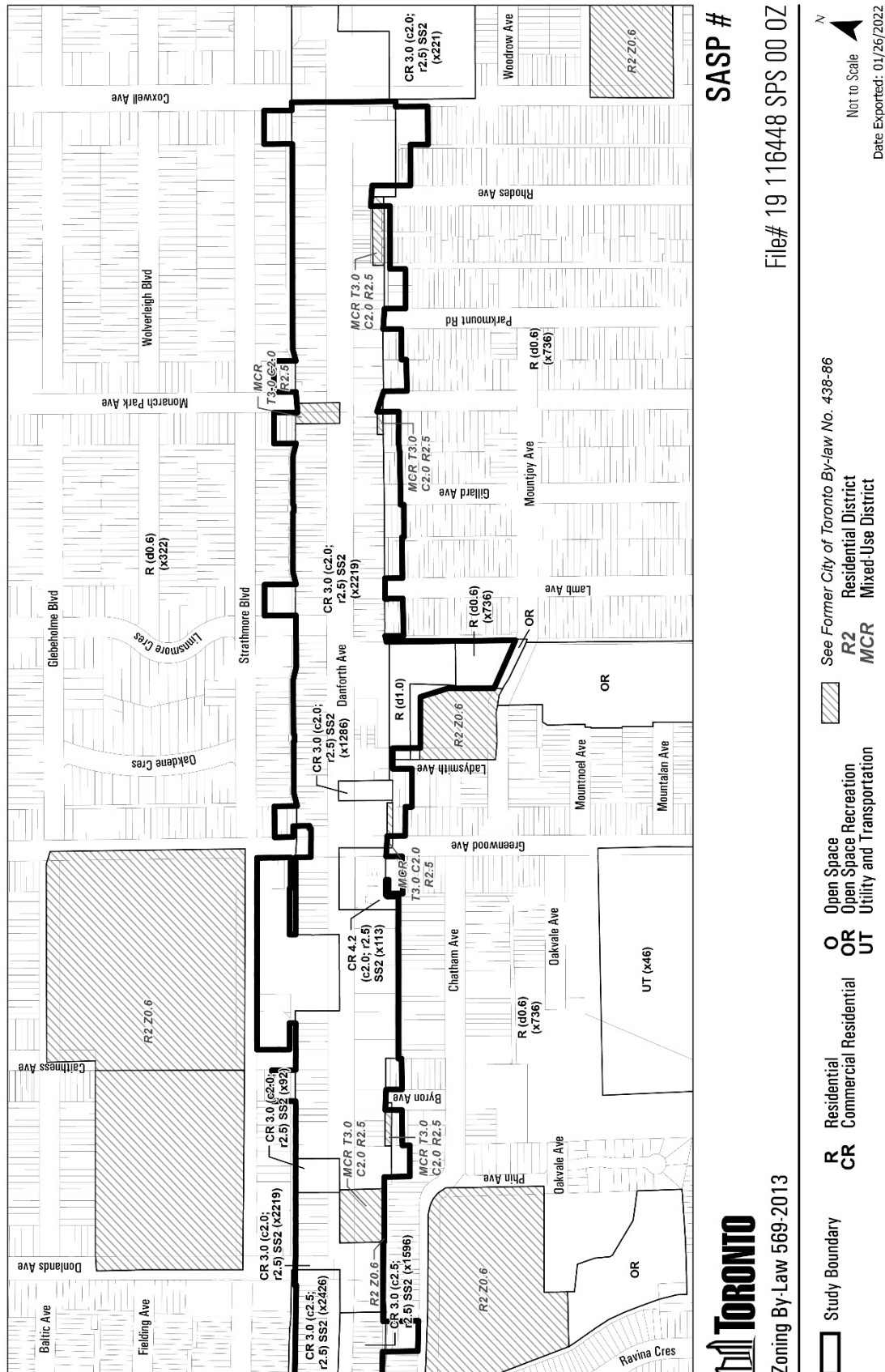
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Final Report - Danforth Avenue Segment 2 Planning Study






SASP #

 Study Boundary

O Open Space
OR Open Space Recreation

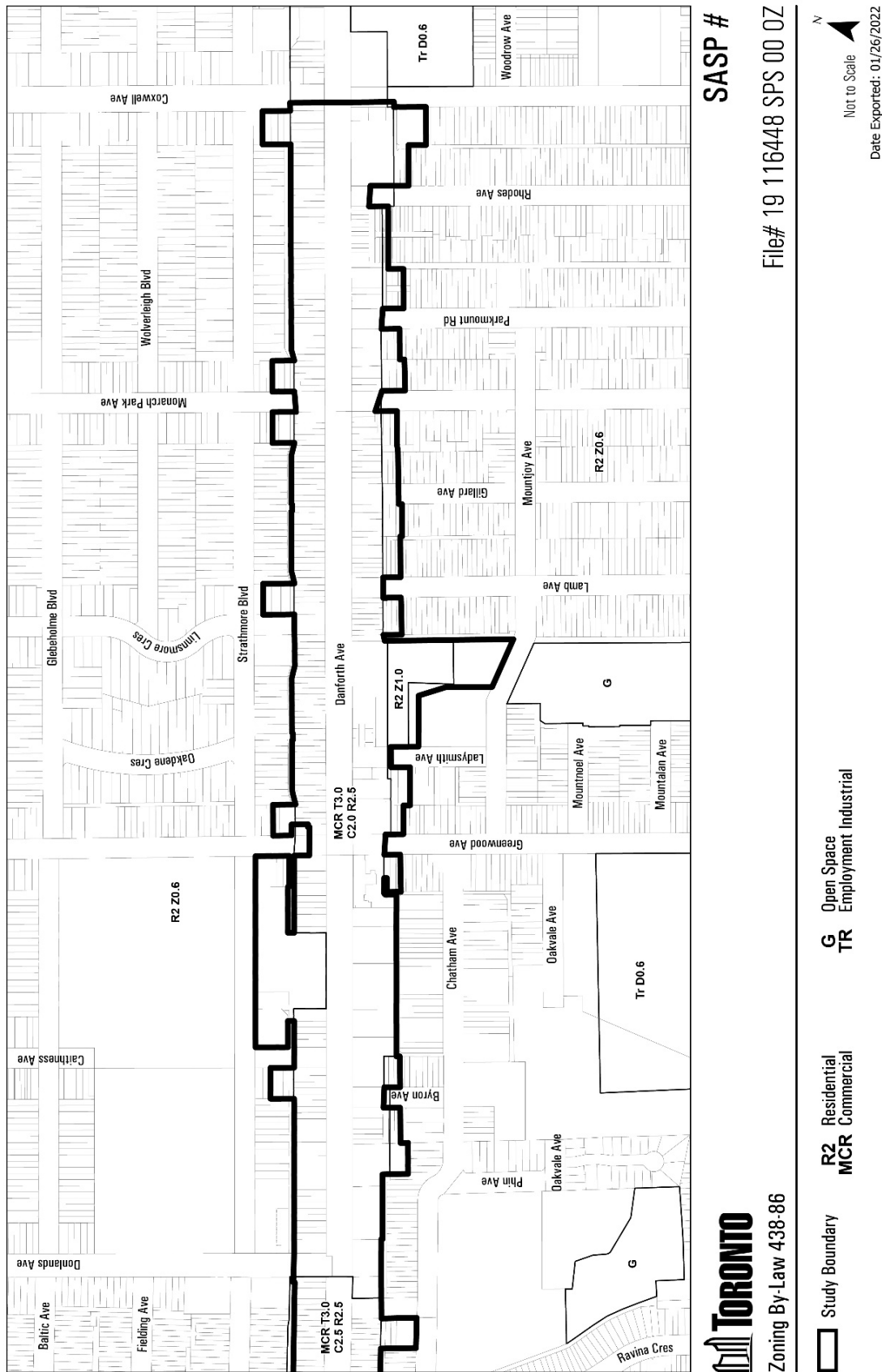
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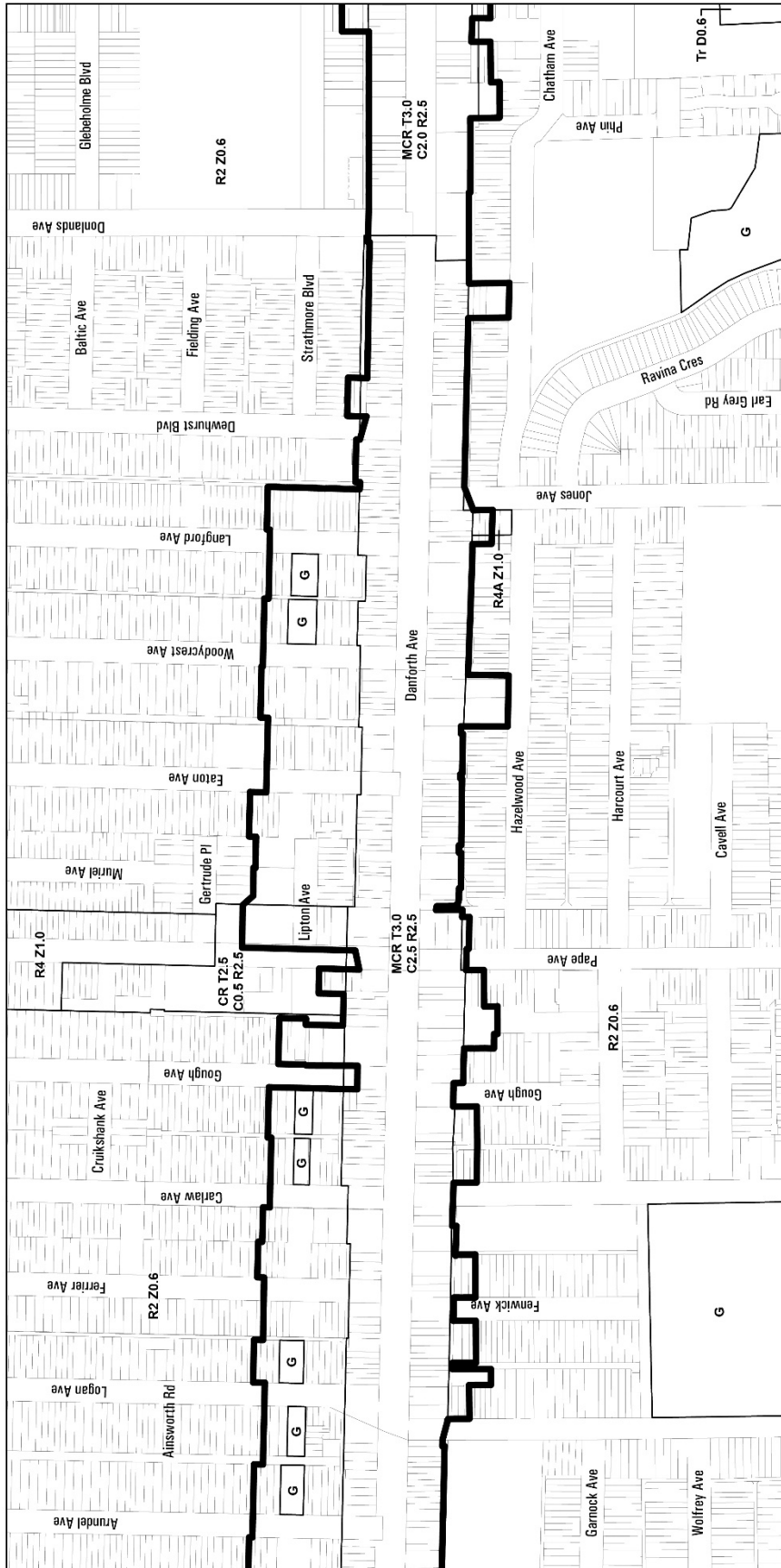
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Zoning By-Law 438-86

SASP #

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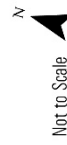


Study Boundary

R2 Residential
R4 Residential
R4A Residential

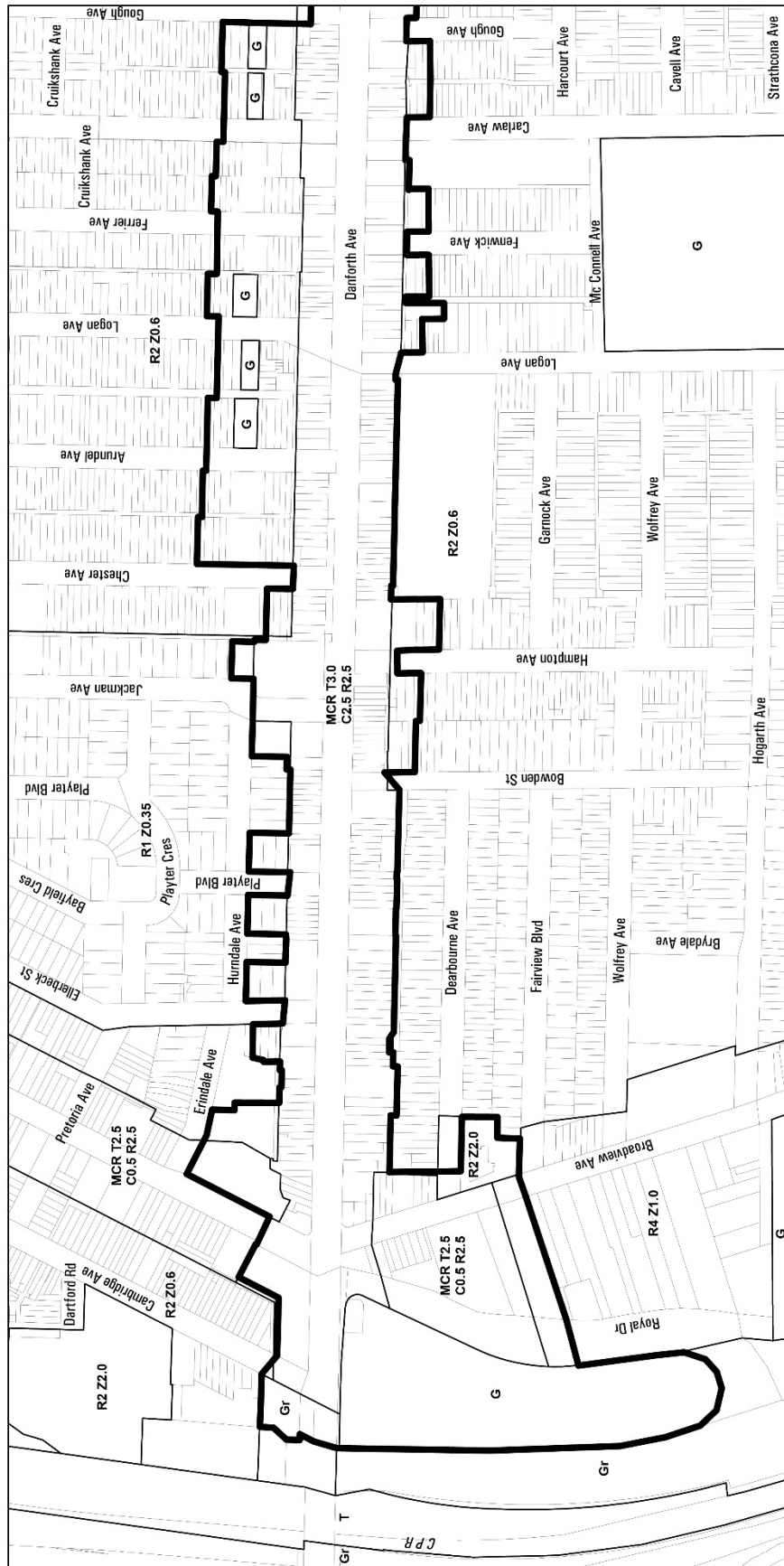
G Open Space
TR Employment Industrial

CR Commercial
MCR Commercial



Not to Scale

Date Exported: 01/26/2022



Zoning By-Law 438-86

SASP #

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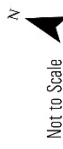


Study Boundary

R2 Residential
R4 Residential
R4A Residential

G Open Space
Gr Open Space

T Employment Industrial
MCR Commercial



Not to Scale
Date Exported: 01/26/2022

Attachment 5: Draft Official Plan Amendment (SASP)

Please see separate attachment

Attachment 6: Urban Design Guidelines

Attachment 7: Community Services and Facilities Report

a) Study Area

As shown in Figure 1, the Community Services and Facilities Study Area includes the area bounded by Eastern Avenue to the south, Coxwell Avenue to the east, the Don Valley to the north and to the west. The Danforth Study Area is the area between Coxwell Avenue and the Don Valley Parkway highlighted in orange.

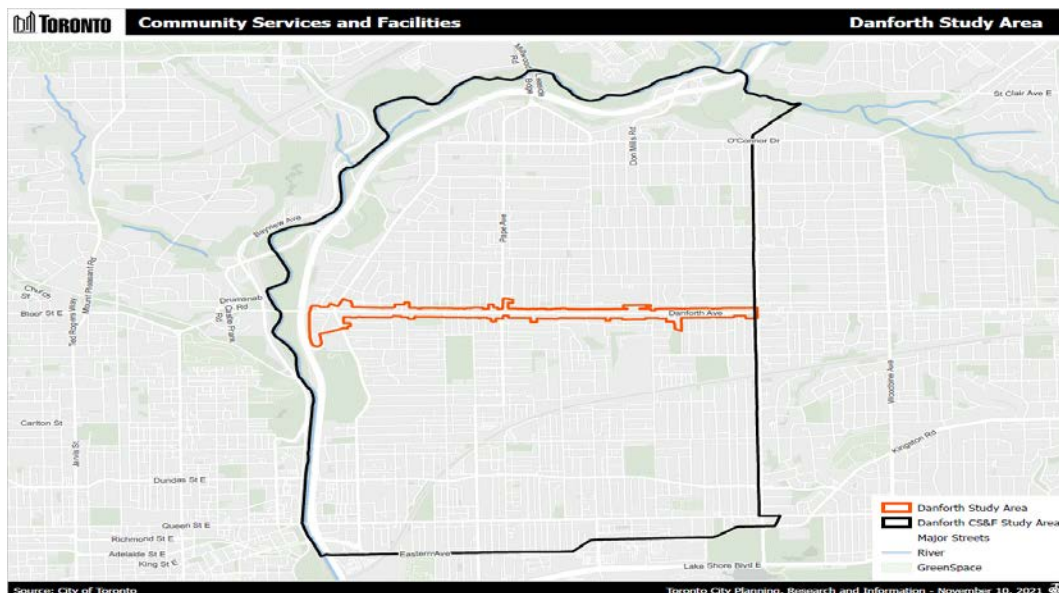


Figure 1: Planning Study Area

b) Policy Context

Community services and facilities (CS and F) contribute to the social, economic and cultural development of the city and are vital in supporting liveable communities. CS and F are publicly accessible, non-profit facilities and places where City Divisions, agencies and boards, and school boards deliver programs and services. This includes child care centres, libraries, recreation facilities, schools and community space for human services. CS and F support a strong network of programs and services that are essential to building community capacity as well as the fostering of complete communities.

The Provincial Policy Statement 2020 (PPS) uses the term *public service facilities* and identifies that such facilities will be coordinated and integrated with land use planning so that they are financially viable and available to meet current and projected needs. The PPS supports the optimization and adaptive re-use of existing facilities.

The Growth Plan (2020) reinforces the PPS and further identifies that *public service facilities* form part of the achievement of complete communities and improve social equity and overall quality of life. The Growth Plan calls for facilities to be co-located where possible with preference given to locations in or near strategic growth areas easily accessible by active transportation and transit.

The City's Official Plan Policy 2.3.1.7 identifies that community and neighbourhood amenities will be enhanced where needed by improving and expanding facilities, creating new facilities and adapting existing services to changes in the needs of the neighbourhood. Section 3.2.2 of the Official Plan calls for adequate and equitable access to community services and local institutions, and sets out a policy framework that, among other things, encourages the inclusion of community service facilities as part of private development.

Phase 1 of the Danforth West Community Services and Facilities Study included the demographic profile and the existing inventory of community services and facilities in the area to establish an understanding of the Study Area. Phase 2 of the planning study identifies the future growth estimate and with consultation with the sectors evaluates and identifies estimated future needs by sector to support growth

c) Total Potential Future Growth

Future intensification is encouraged along Danforth Avenue that is compatible with adjacent neighbourhoods through appropriately scaled and designed mid-rise buildings. The anticipated growth estimate is an additional population increase of 11,900 to 16,100.

d) Review of Section 37 Benefits Secured in Ward 14-Toronto Danforth

Section 37 community benefits secured for Ward 14 for the period 1988-2021 were reviewed to identify both priorities and the value of contributions. A total of 11 projects have secured Section 37 community benefits with a cumulative value of \$22,889,872 as summarized in Appendix 1. The Section 37 benefits secured include parkette improvements, outdoor amenity space at schools, trail extensions, public art, improvements to recreation centres, historical plaque, local off leash area, capital improvements to TCHC, community services and facilities, affordable rental housing and incubator employment space.

e) Parks Forestry and Recreation (PFR) Community Recreation

There are 6 Community Recreation Centres and 2 Association of Community Centres (AOCCs) operating in the Study Area. The Study Area is also served by additional Community Recreation Centres (CRCs) and facilities in adjacent communities, including three CRCs within one kilometre.

Community Recreation Centres:

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

AOCCs:

- Eastview Neighbourhood Community Centre
- Ralph Thornton Community Centre

The Parks and Recreation Facilities Master Plan (2019-2038) (FMP) is a 20 year plan to build and renew facilities in order to meet recreation needs in a changing Toronto. It was adopted by City Council on November 9, 2017. The Implementation Strategy was adopted by City Council on October 29, 2019.

Identified in the Facilities Master Plan for the Study area is the recommendation to repurpose the wading pool at Kempton Howard Park to other uses. Also recommended in the FMP outside the Study Area but in Ward 14 Toronto-Danforth is the new growth related community recreation centre located in the Port Lands required to serve longer-term growth equipped with an indoor pool.

f) Toronto Public Library

The Toronto Public Library (TPL) Facilities Master Plan (FMP) was completed in 2019 with consideration of current planning work being undertaken across the City and related future growth. The Plan sets out TPL's capital investment priorities to 2028, as well as longer term requirements (30-year roadmap) to account for planning.

There are 7 public libraries in the Study Area. Five are neighbourhood branches and 2 are district branches. According to the FMP, the libraries are listed in the following condition:

Neighbourhood Libraries

Queen/Saulter Public Library (2,957 sq. ft.) - listed in critical condition with a 2018 replacement cost of \$1,549,468, unfunded and a Horizon A priority which refers to a time line of 1 to 10 years.

Todmorden Room Public Library (554 sq. ft.) - listed in poor condition with a 2018 replacement cost of \$290,820 and unfunded with no Horizon priority listed for this branch.

Jones Public Library (3,636 sq. ft.) - listed in poor condition with a 2018 replacement cost of \$1,905,264, unfunded but listed as a named project identified. Jones Public Library is listed as a Horizon C priority which refers to a time line of 21 to 30 years.

Riverdale Public Library (9,658 sq. ft.) - listed in poor condition with a 2018 replacement cost of \$5,060,792, unfunded with a Horizon A priority or 1 to 10 year time frame.

Gerrard/Ashdale Public Library (6,504 sq. ft.) - listed in poor condition with a 2018 replacement cost of \$3,408,096, unfunded with a Horizon C priority. This library is listed in the FMP as needing revitalization.

District Libraries

Pape-Danforth Library (8,175 sq. ft.) - listed in poor condition with a 2018 replacement cost of \$4,283,700 replacement cost, unfunded and a Horizon B priority or 11 to 20 years.

St. Walter Stewart Public Library (25,847 sq. ft.) - listed in good condition with a 2018 replacement cost of \$13,537,016, unfunded and a Horizon C priority.

According to the TPL the primary service area of a neighbourhood branch library is within a 1.6 kilometre radius and is designed to be 10,000 to 15,000 square feet as appropriate to the collection size and ancillary services and District branches serve a minimum population of 100,000 within a 2.5 kilometre radius. The neighbourhood libraries of: Queen/Saulter, Todmorden Room, Jones, and Gerrard/Ashdale are all undersized. Similarly the Pape-Danforth District library is also undersized at only 8,175 sq. ft. as the average size of a District library is 32,000 sq. ft.

g) Child Care Centres

There are 56 child care programs operating in the CSF Study Area (Study Area) with a total capacity of 4862 spaces (208 infant, 593 toddler, 1501 preschool, 1058 kindergarten and 1502 school age spaces). Thirty-six of these programs have a Service Agreement for Fee Subsidy with the City of Toronto to provide care for families in receipt of a fee subsidy.

The existing capacity of 2302 early years' child care spaces in the Study Area is sufficient to serve 36% of the population aged 0-4 years (6440) based on 2016 census data. An additional 918 spaces would be required to meet the Licensed Child Care Growth Strategy benchmark of 50%. The Growth Strategy targets are ambitious and will require funding from all 3 levels of government in order to provide the subsidies and General Operating Funding (to support lower fees and/or higher staff wages) to support these centres.

Based on projected growth in the area of 11,900 to 16,100 residents, an additional 357 – 483 licensed child care spaces will be required to serve 50% of the projected population aged 0-4 years. These numbers are based on the assumption that children aged 0-4 will continue to represent approximately 6% of the population in the Study Area. Using a 62-space child care model, this will require an additional 5 - 8 facilities to meet projected growth. This number may not be realistic given the limited amount of space (i.e. number of development opportunities) and limited amount of operating funding to support these spaces.

Consistent with Toronto's Licensed Child Care Growth Strategy up to 50% of these centres should be eligible for a Service Agreement for Fee Subsidy with the City of Toronto. In order to ensure this, it is recommended that at least 3 – 4 new centres are secured as non-profit.

This assessment is based on the following assumptions:

1. The number of families with children age 0-4 years in the Danforth area will continue to grow and children aged 0-4 years will remain approximately 6% of the population.
2. The demand for child care in this community will continue and ideally grow with the introduction of a National Child Care Program.

3. The addition of new child care spaces will be achieved through capital construction and by the opening of new centres by private operators. The demand for child care will drive the expansion of child care in the community.
4. There will be opportunities to revisit these estimates as new population data becomes available, particularly relating to the number of children aged 0-4 in CSF Study Area.

h) Toronto District School Board

A total of 9 schools have attendance areas serving the specific 'Danforth Study Area'; 6 are TDSB elementary schools and 3 are TDSB secondary schools. The school data in Appendix 2 and 3 indicate that the TDSB schools in the 'Local Study Area' are either well utilized or are effectively at or over capacity. As a result, there is limited capacity available to accommodate additional students in the existing schools. The school data in Appendix 2 and 3 is a current description of schools in the area and is expected to change over time. The TDSB's 2029 Projections indicate that elementary school utilization in the Danforth Study Area is expected to remain around 90%. Secondary school utilization is expected to increase from 93% in 2020 (actual) to over 100% in 2029 (projection).

The 2029 projections are based on active development applications and activity in the development pipeline, known to the TDSB as of July 2021. The projections do not consider the additional growth anticipated in the Local Area Study and potential employment conversion requests, as the timing of this additional growth is unknown. Toronto Lands Corporation and TDSB staff will continue to monitor residential development in this community to understand the cumulative impact on local schools and to provide updates as necessary to City staff on any changes to local area school needs. Note that there are schools providing specialized programs located in and outside of this Study Area that serve this community. The TDSB is also currently engaged in a comprehensive Secondary Program Review of all secondary schools which will consider opportunities to reorganize some of these specialized programs so they are more fairly distributed and available to students across the Board.

TDSB Local and System-Wide Reviews:

The TDSB has a number of tools it uses to address pupil accommodation pressures and balance enrolment. These include operational changes such as closing optional attendance and placing portables on site. The TDSB also has an annual Long-Term Program and Accommodation Strategy (LTPAS) which identifies studies that could lead to new programs, program relocations, school closures, boundary changes, and grade reorganizations. The Long-Term Program and Accommodation Strategy 2020-2029 identifies several studies planned for the Study Area including two boundary change studies and a study to review admission restrictions at a local secondary school. Table 1 outlines the planned studies. Please note that the Board's Long-Term Program and Accommodation Strategy is refreshed and updated each year. In light of this, planned studies are subject to change. Some studies may be undertaken sooner, some deferred to a later date or removed from the document entirely. New studies are also added each year to reflect changing conditions and emerging issues throughout the City of Toronto.

Table 1: TDSB Planned Studies for Danforth Study Area

Year	Study Type	Study Description
Currently underway	Review of Admission Restrictions	Explore a review of the admission restrictions currently in place at Riverdale CI. This study will include Monarch Park CI, East York CI and Danforth CI
2025-26	Boundary Change Study	Explore a review of middle and secondary school boundaries of Monarch Park CI and Riverdale CI to eliminate instances of divided intermediate attendance areas. The impacted elementary schools are Roden PS and Duke of Connaught Jr. and Sr. PS.
2026-27	Pupil Accommodation Review	Explore a review of the split intermediate pathway at Withrow Jr. PS. The junior attendance area is bisected by Earl Grey Sr. PS and Queen Alexandra M

Secondary Program Review:

The TDSB is currently undertaking a comprehensive review that, for the first time ever, looks at all its secondary schools at once with a vision to ensure all students have equitable access to programs and opportunities. Clustered into ten groupings of schools, reviews of the Board's 111 secondary schools are expected to take place over the next eight to ten years, with a common aim to reduce excess capacity and 'right-size' TDSB's network of secondary schools. The current review is expected to provide the framework for the subsequent group reviews. These subsequent group reviews may result in the closure of some TDSB secondary schools or changes to some of the current secondary school boundaries. In addition, changes to the provision of some secondary programs, such as French as a Second Language-related programs, may be impacted as a result of the group reviews. The Secondary Program Review Final Report was approved by the TDSB Board of Trustees in November 2020. Completion of Phase 1 of the Review is anticipated for June 2024.

Additional information regarding the Secondary Program Review can be found at: <https://www.tdsb.on.ca/High-Schools/Secondary-Program>.

French-as-a-Second Language Review:

In June 2019, the TDSB's Board of Trustees approved the changes to the Board's Intensive French-as-a-Second Language (FSL) programs. This system-wide change restructures the Board's intensive FSL programs into a single program model (French

Immersion) with two entry points, Junior Kindergarten and Grade 4. The changes eliminate all other entry points and phases out the Board's Extended French program. Initially, all schools with Junior Extended French programs will transition to providing new Grade 4 entries into French Immersion. As the transition progresses, however, changes to Junior Kindergarten and Grade 4 French Immersion entry sites and pathways may change, in accordance with Board procedures. Consideration for program locations or potential redistribution, pathways and secondary school sites are all under review within the FSL Implementation phase of the Secondary Program Review.

Additional information regarding the FSL can be found at: [FSL Review and Upcoming Changes to FSL Programs \(tdsb.on.ca\)](https://tdsb.on.ca/FSL-Review-and-Upcoming-Changes-to-FSL-Programs)

i) Toronto Catholic District School Board

The TCDSB operates 3 elementary schools (St. Joseph, Holy Name, Holy Cross) and 1 secondary school (St. Patrick) in the Danforth West Study Area. They have a total capacity of 1382 elementary students and 1152 secondary students.

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

The Toronto Catholic District School Board utilizes several methods to manage enrolment throughout the system. These include boundary alignment, portable classrooms, interior retrofits, additions, school consolidations and new schools. In addition, the TCDSB conducts a board wide review of all school facilities every five years resulting in a Long Term Accommodation Plan (LTAP) with a report being published at the final stages of the review. During the LTAP review, the TCDSB's Planning and Real Estate departments identify areas throughout the city where enrolment pressures or decline exist that require one of the solutions mentioned above. School consolidations or closures may be required in certain areas where student enrolment is declining or the facility condition is poor to optimize use of available space in TCDSB facilities.

The current Long Term Accommodation Plan does not identify any immediate plans for the Danforth West Study area. All schools within the study area are operating within the current acceptable operating capacity. St Patrick secondary school is projected to be operating at slightly above capacity in the long-term future. The TCDSB continues to review needs for student accommodation in line with future development and demographic changes. With regard to community services, the TCDSB has no current or proposed capital projects for daycare facilities within the Danforth West study area. In terms of long term planning, the TCDSB has had preliminary conversations with developers regarding a new secondary school in the east downtown and surrounding area.

j.) Human Service Agencies

Human services refers to non-profit community-based organizations that deliver a wide range of programs and services across the city. There are 32 human service agencies operating in 41 locations in the Study Area. Human service agencies provide a broad

range of services that can assist the population by providing counselling, employment and job training, health services, home support, legal services and immigrant services. These services 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.

The 32 human service agencies have been categorized into 8 specific categories of service delivery for the Study Area: multi-service agencies; health, mental health and support services; housing, shelters and homeless services; employment and literacy training; seniors housing and supports; immigration and settlement services; youth services; and other. WoodGreen is the Study Area's multiservice agency offering a variety of programs and services in eight locations. The predominant service categories offered in the Study Area are housing, shelters and homeless services (10 agencies) followed by health and mental health services (7 agencies).

A survey of existing community agency space was not part of the CSF Study for Danforth West, however securing space within new development for such agencies in coordination with SDFA and CREM are always possible community benefits. Also Human Service Agencies do not have any planned capital projects so that planning for such agency space is on a case by case basis.

Conclusion – Recommended CSF priorities

Child Care

Based on the projected growth estimates in the area of 11,900 to 16,000 residents and additional 357-483 licensed child care spaces will be required to serve 50% of the projected population ages 0-4 years. Using a 62-space child care model, this will require an additional 5-8 facilities to meet projected growth.

Toronto Public Library

Immediate needs are libraries listed as a Horizon A priority or a 1 to 10 year planning time-line for improvements. The two neighbourhood branches Queen/Saulter and Riverdale are listed in poor and critical condition and are unfunded projects.

Community Recreation

Identified in the Facilities Master Plan for the Study area is a need to repurpose the wading pool at Kempton Howard Park to other uses.

Analysis of community recreation service levels within the study area and in its vicinity identifies sufficient capacity in the medium term in existing and planned Community Recreation Centres, including in the context of growth.

Further on new and expanded recreation facilities in the Study Area will be guided and informed by the review of the Parks and Recreation Facilities Master Plan targeted for 2023 - 2024.

Toronto Catholic District School Board

The current Long Term Accommodation Plan does not identify any immediate plans for the Danforth West Study area. All schools within the study area are operating within the current acceptable operating capacity. St Patrick secondary school is projected to be operating at slightly above capacity in the long-term future. The TCDSB continues to review needs for student accommodation in line with future development and demographic changes. With regards to community services, the TCDSB has no current or proposed capital projects for daycare facilities within the Danforth West study area. In terms of long term planning, the TCDSB has had preliminary conversations with developers regarding a new secondary school in the east downtown and surrounding area.

Toronto District School Board

The TDSB's 2029 Projections indicate that elementary school utilization in the Danforth Study Area is expected to remain around 90%. Secondary school utilization is expected to increase from 93% in 2020 (actual) to over 100% in 2029 (projection). The TDSB also has an annual Long-Term Program and Accommodation Strategy (LTPAS) which identifies studies that could lead to new programs, program relocations, school closures, boundary changes, and grade reorganizations. The Long-Term Program and Accommodation Strategy 2020-2029 identifies several studies planned for the Study Area including two boundary change studies and a study to review admission restrictions at a local secondary school.

The TDSB is currently undertaking a comprehensive review that, for the first time ever, looks at all its secondary schools at once with a vision to ensure all students have equitable access to programs and opportunities. Clustered into ten groupings of schools, reviews of the Board's 111 secondary schools are expected to take place over the next eight to ten years, with a common aim to reduce excess capacity and 'right-size' TDSB's network of secondary schools.

Community Agency Space

A survey of existing community agency space was not part of the CSF Study for Danforth West, however securing space within new development for such agencies in coordination with SDFA and CREM are always possible community benefits.

Attachment 8: Complete Streets Study Summary Report

Please see separate attachment

Introduction

The existing built form of the Danforth 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 and public transportation. Since the development of the Prince Edward Viaduct in 1918, the Danforth Study Area rapidly developed into a retail main street, serving new communities north and south of Danforth Avenue.

Within the Danforth Avenue Study Area, which is situated between Coxwell Avenue and the Don Valley Parkway North, are built, landscape, and archaeological resources that reflect its evolution from ancient Indigenous habitation prior to European contact, through to its annexation to the City of Toronto and subsequent transformation into a prosperous commercial street during the first few decades of the twentieth century. Danforth Avenue is situated on a ridge in the Don River watershed and it is the highest point in the local area. To the north, the land is flat and was known as "The Plains." To the south, the land gradually slopes to the lake. Once thickly wooded, predominately with pine, the area's rich soil supported farming and market gardening, and the large clay deposits led to a significant brickmaking history.¹ Between Jones and Greenwood avenues and in the vicinity of Coxwell Avenue, several creeks and streams ran through ravines and gullies that crossed the Danforth as they meandered south to empty into Ashbridge's Bay.

The area's history can be understood through six periods of development:

1. Indigenous Communities
2. Early Settlement of Concessions 1 and 2 Surrounding Today's Danforth Avenue (1780s-1850)
3. The Creation of the Don and Danforth Plank Road and Other Early Infrastructure and Transit Improvements (1851-1909)
4. The Construction Boom of the 1910s and 1920s (1910-29)
5. The Depression and Inter-War Construction Slow Down (1930-49)
6. Post-War Immigration and Redevelopment (1950-Present)

Indigenous Communities ²

For time immemorial, Toronto has been home to Indigenous peoples. Small groups of Indigenous peoples first moved across this land, hunting and gathering the food they needed according to the seasons. Waterways and the lake were vital sources of fresh water and nourishment, and their shorelines and nearby areas were important sites for gathering, trading, hunting, fishing, and ceremonies. South of the study area, Withrow

¹All historical information has been taken from the City of Toronto's "Danforth Avenue Planning Study Area Profile Report, Broadview to Coxwell," (December 2019) and from research completed by Barbara Myrvold unless stated otherwise.

² This summary of the Indigenous history of the study area was informed by an interview with Philip Coté.

Public School now occupies a site of Indigenous encampments where a spear point dating back approximately 7000 years was found. The banks of the Don River, Withrow Park, Phin Park and parts of Riverdale Park have been identified as areas of Archaeological Potential.

Over millennia, Indigenous peoples in the Toronto area adapted to changing environmental conditions, developing and acquiring new technologies as they did so, including the bow and arrow. After agriculture was introduced to what is now Southern Ontario, corn, beans and squash became important food sources, shaping the way of life of those who farmed them. In the area of today's City of Toronto, ancestors of the Huron-Wendat Nation developed year-round villages surrounded by fields of crops.

These villages were connected to well-established paths which were part of local and long-distance trail networks, including the Carrying Place trails on the Don, Rouge and Humber rivers that connected Lake Ontario to Georgian Bay. Broadview Avenue and Dawes Road may also follow the approximate route of Indigenous trails.³ Archaeologists have identified the remains of an ancestral Huron-Wendat village (known as the Doncaster Site) east of the Study Area, and south of Massey Creek.

By the late 1500s, the Huron-Wendat Nation had concentrated its villages away from Lake Ontario, in the Georgian Bay area. Following contact with French explorers and missionaries in the early 1600s, the Huron-Wendat Nation was devastated by disease transmitted by European contact. In the mid-1600s, the Huron-Wendat Nation was dispersed from southern Ontario by the Haudenosaunee Confederacy. The Seneca Nation, a member of the Haudenosaunee Confederacy, then occupied villages on the Carrying Place trails on the Humber and Rouge Rivers from approximately the 1660s to the 1680s, after which they returned to the south shore of Lake Ontario. Anishinaabe peoples then inhabited a vast territory which included the Toronto area. To the west of Toronto, the Anishinaabe people became known as the Mississaugas of the Credit. To the east, they became known as the Chippewas of Beausoleil, Georgina Island and Rama and the Mississaugas of Alderville, Curve Lake, Hiawatha, Scugog Island.

In 1787, as the British began to prepare for an influx of colonists into the area following the American Revolution, the British Crown negotiated Treaty 13 with the Mississaugas of the Credit First Nation to obtain title to the land. The flawed and controversial agreement was renegotiated in 1805. In 2010, the Government of Canada settled the Toronto Purchase Claim with the Mississaugas of the Credit.

The City of Toronto remains the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. Toronto is also covered by Treaty 13 signed with the Mississaugas of the Credit, and the Williams Treaties signed with multiple Mississaugas and Chippewa bands.

³Melanie Milanich, "Dawes Road: a Shortcut to the Market and a Natural Resource Base," <http://eastyork.org/eyhs/dawesroad.pdf> (28 October 2020)

According to 2016 Census data, 275 members of the community living in the Blake-Jones neighbourhood between Danforth Avenue and the C.N.R. and Pape Avenue and Greenwood Avenue identify as First Nations peoples.⁴

Themes and Existing Landscapes and Built Form
<p>Themes: Indigenous Practices</p> <p>Contribution to Existing Landscapes and Built Form:</p> <ul style="list-style-type: none">• Parts of the route of Broadview Avenue may have originated as an Indigenous trail.

Early Settlement of Concessions 1 and 2 Surrounding Today's Danforth Avenue (1780s-1850)

Quickly following the establishment of Toronto (then the Town of York) in 1793, a new population of settlers spread out from the shores of Lake Ontario to clear and farm the land.

Lieutenant Governor John Graves Simcoe had the area surveyed in order to divide the land into parcels which could be distributed to settlers. Surveyor Alexander Aitken's Plan of York Harbour (the earliest known plan of the Town of York) shows the present Danforth Avenue as the first road north of the baseline (Queen Street) at the northern border of the First Concession of York Township (Image 1).

Early surveys and land subdivisions fundamentally shaped the subsequent pattern of development in the Danforth Study Area. Then known as the Second Concession Road, today's Danforth Avenue ran between two-hundred acre farm lots north and south of the road. Loyalists, Late Loyalists, disbanded soldiers, and officials and friends of the government were granted the eight lots (Lots 15-8) between the Don River and present Coxwell Avenue (Image 2). Each of these north-south lots was a quarter-mile wide and extended one-and-a quarter miles from today's Queen Street East to the south side of today's Danforth Avenue.

The lots on the north side of present-day Danforth Avenue were laid out in an east-west pattern to maximize the frontage of the Don River. Two east-west lots within the study area (Lots 6 and 11) bordered the north side of the road, each extending 1 ¼ miles along today's Danforth Avenue. James Playter, one of the earliest settlers in the area, was granted lot 11 and his brother, John Playter, soon established a farm there (Image 3).

By 1799, the Executive Council of Upper Canada commissioned Asa Danforth, an American contractor, to open a street between York (Toronto) and the Trent River to the east. Construction began on 5 June 1799 on the east side of the Don River at Scadding's Bridge. The thirty-foot wide road proceeded along the present Queen Street

⁴City of Toronto Neighbourhood Profiles, "Neighbourhood Census Profile Blake-Jones" (2016), <https://www.toronto.ca/ext/sdfa/Neighbourhood%20Profiles/pdf/2016/pdf1/cpa69.pdf>

and Kingston Road, where it branched off to follow a north-east course along today's Danforth Road. Interestingly, although today's Danforth Avenue shares its name with Asa Danforth, he never actually had anything to do with the road's construction.⁵ During the 1820s, lots south of present-day Danforth Avenue were further sub-divided. Today's Pape Avenue was the centre road in the subdivision of Lot 12 and each lot was ten acres, except for the pair bordering the "Rear Road" (Danforth Avenue), which were five acres each.

The following decade, the Rectory of St James was given a patent for the crown grant of Lot 6 on 16 January 1836. The 200-acre farm lot was on the north side of present-day Danforth Avenue, east of Playter's lot. In the late 1840s, the church began leasing sections of the "Glebe Land" (Image 4).

Given the different configurations of the lots on the north and south sides of Danforth Avenue, and that Danforth Avenue ran along the long sides of farm lots and Glebe lands on its north side, Danforth Avenue was slow to be cleared into the mid-nineteenth century.⁶ This meant that very little development actually occurred during this period.

Themes and Existing Built Form
<p>Themes: Community Building</p> <p>Sub-themes:</p> <ul style="list-style-type: none"> • Mapping and Surveying • Land Division and Subdivision <p>Contribution to Contribution to Existing Landscapes and Built Form:</p> <ul style="list-style-type: none"> • The original farm lot configurations along the north and south side of present-day Danforth Avenue. The farm lots on the north side of present-day Danforth Avenue were laid out in an east-west pattern to maximize the frontage of the Don River, while the lots on the south side were laid out in a north-south pattern. These varied lot configurations are still present today.

The Creation of the Don and Danforth Plank Road and Other Early Infrastructure and Transit Improvements (1851-1909)

In 1851, the Don and Danforth Plank Road Company was organized to build a plank road between the Don River in Toronto and Danforth Road in Scarborough. The Don and Danforth Road included small parts of today's Gerrard Street and Broadview

⁵Asa Danforth (1768-1078) was an American colonizer who embarked on a real estate speculation scheme in Upper Canada. Although the Broadview Danforth BIA claims that Danforth Avenue was named after Asa Danforth, Barbara Myrvold's "Timeline of Development of Danforth Avenue, Toronto, between the Don Valley and Coxwell Avenue" (30 July 2020) states that he had nothing to do with the construction.

⁶Barbara Myrvold, *The Danforth in Pictures* (Toronto: Toronto Public Library, 1979), p.2, https://static.torontopubliclibrary.ca/da/pdfs/loc_his-w-10.pdf (23 September 2020)

Avenue and most of the present-day Danforth Avenue. The completion of the Don and Danforth Road was presumably when the road ceased being referred to as "Second Concession Line."⁷ George Tremaine's 1860s Map of the County of York, Canada West, illustrates the Don and Danforth Plank Road. Beginning at Broadview, The Don and Danforth Road ran east on today's Danforth Avenue until it angled north on what is still today called Danforth Road. From Toronto, travelers primarily accessed the Don and Danforth Road by an extension of Winchester Street which descended into the valley, crossed the Don River on a small bridge, and angled up to Danforth Avenue following roughly the line of today's onramp to the northbound Don Valley Parkway. (Image 5). A military sketch map from 1868 shows additional details, with the "Don Gate" being located at the present-day Broadview Avenue for travelers on Don Mills Road and the "Danforth Gate" for those using the Don and Danforth Road (Image 6).

Tremaine's map also demonstrates that several land subdivisions had been made during the 1850s and early-1860s on the south side of today's Danforth Avenue. More specifically, from 1854-1871, six subdivision plans were registered along the Don and Danforth Road for lots 11-15, all located near Broadview Avenue. His map also lists the names of several owners or occupants. These residents used their holding for farming, market gardening, butchering, speculation, and possibly brickmaking.⁸

During the 1860s, the Playters sold off some of their parcels of land fronting Danforth Avenue and up Broadview on the north side of the road. This led to the creation of the village of Chester.⁹ The name was given by the rector of the Norway Church, James Beaven, when he opened a mission there (after Chester, England).¹⁰ Never incorporated as its own municipality, Chester first appeared in the Toronto City Directory in 1862, and eventually stretched from Sarah Street to the west, Logan Avenue to the east, Danforth Avenue to the south, and Todmorden to the north (Image 7). It was in Chester that one of the earliest Anglican churches in Toronto was erected in 1858. St Barnabas (originally St John's then Church of the Epiphany), a wooden board-and-batten church with Gothic Revival details, was erected on land donated by the Playter family on Ellerbeck Street (Image 8). The original church was later moved when the present church was constructed in 1910 at the corner of Hampton and Danforth Avenue.

Despite the registration of several subdivision plans along present-day Danforth Avenue by the late-nineteenth century, very little had actually been built along the road. This can be seen in an 1889 Goad's Atlas Map, which illustrates less than thirty buildings having been constructed along today's Danforth Avenue within the study area (Image 9). The slow rate of construction may have been due in part to the deterioration of the Don and Danforth Road after the company ceased maintaining it on 1 November 1879. Historic mapping indicates that the name of the road changed from the Don and Danforth Road to Danforth Avenue between 1882-9.¹¹ With its maintenance becoming the

⁷ Myrvold, "Timeline of Development of Danforth Avenue, Toronto."

⁸ Myrvold, "Timeline of Development of Danforth Avenue, Toronto."

⁹ "The Tiny Village of Chester Grows to Today's Greek Town, *Beaches Living*, <http://www.beachesliving.ca/pages/index.php?act=landmark&id=122> (24 September 2020).

¹⁰ Ron Brown, *Toronto's Lost Villages* (Toronto: Polar Bear Press, 1997), p.40.

¹¹ The City Engineer's Office's "Plan of the city of Toronto, shewing proposed system of parks and boulevard to accompany Mayor McMurrich's report to council," records that the road was still called "The

responsibility of York Township, the road continued to degenerate until it became a dirt and gravel road. The economic depression of the 1890s also dramatically affected development in the vicinity of today's Danforth Avenue, with the registrations of subdivisions plans and the creation of new streets halting almost entirely.

On 25 March 1884, the south side of today's Danforth Avenue was annexed to the City of Toronto as part of the annexation of the York Township districts known as Riverside and Leslieville. The area was bounded by the Don River, Kingston Road (Queen Street), Don and Danforth Road (Danforth Avenue), and the road allowance between Lots 9 and 10 (Greenwood Avenue). The eastern border changed on 4 January 1890, when annexation was extended to include lots on the east side of Greenwood Avenue (Image 10).

In May 1889, the Toronto Street Railway Company began service to the Danforth district with horse drawn streetcars that ran from Front and York Streets downtown, east to Broadview, and north up Broadview Avenue to the corner of Danforth Avenue in Chester Village. Renamed from "Danforth" to "Broadview" in 1893, the route was electrified by 11 June 1894 (Image 11).

By the 1890s, several types of businesses had been established in the area. Brickmaking, which began in the area during the 1840s, was an active industry in the Don Valley near the north side of Danforth Avenue, west of today's Broadview Avenue. In fact, the Playter Brothers' brickyard operated there as late as 1899. Brickmaking also occurred near today's Danforth Avenue along Jones and Greenwood Avenues. Additional businesses that remained significant to the local economy were market gardening and flower growing, the raising of livestock, butchering, and the recycling of the by-products of the slaughterhouse. W. Harris and Co. had even relocated their glue, fertilizer, and sausage-casing factory from Pape Avenue to the northeast corner of Danforth and Coxwell Avenues on land sold to them by the Synod of the Diocese of Toronto in 1893. Their new factory became both a local landmark and a neighbourhood nuisance and it continued to operate on this site until 1922 (Image 12).¹²

By 1903, the Danforth remained a largely rural road. Though most of the property on the north and south sides of the road from Broadview to Greenwood Avenue had been subdivided, excluding the lots on the north side of the street between Leslie Street and Coxwell Avenue, few buildings had been constructed (Image 13). The years following, however, brought significant change. Further subdivision plans were registered creating new streets. St Barnabas, the oldest church in Chester, relocated to the southeast corner of Danforth and Hampton Avenues, while the Danforth Avenue Methodist Church started holding their services in Danforth Hall near the northwest corner of Ellerbeck Street. Infrastructure improvements also pointed to future growth. In 1907, water mains were laid on Danforth Avenue by the City of Toronto. Two-years later, the area that became known as the "Playter Estates" was created when the Playter family re-sub-

Don and Danforth Road" in 1882. This changed by the time the 1889 Goad's Atlas Map was published, which called it "Danforth Avenue."

¹²Joanna Dean, Darcy Ingram, and Christabelle Sethna, *Animal Metropolis: Histories of Human-Animal Relations in Urban Canada* (Calgary: University of Calgary Press, 2017), p.312, https://prism.ucalgary.ca/bitstream/handle/1880/51826/9781552388655_chapter11.pdf;jsessionid=F1BC049482A32A8E985421EAB57687D2?sequence=14 (28 September 2020).

divided one of the last sections of their old farm (Image 14). By 1908, a new sign of urban growth also appeared in the area. Wilson's (later Playtorium or Playter's Fun Theatre), the area's first movie theatre, opened on the north side of Danforth Avenue between Broadview and Ellerbeck. The Playter Society Building (Playter Hall) followed in 1909 (Image 15).

Between 1905 and the start of WWI, a little-known "Shacktown" developed near Coxwell and Danforth Avenues.¹³ Shacktowns were developed just outside of Toronto's city limits where municipal regulations did not reach. In these areas, land was affordable for new waves of immigrants who purchased lots, and in some cases built themselves shacks to live in until they could afford proper houses.¹⁴

Today, only six buildings that were constructed before 1900 remain in the study area. They are centered on the west side of Broadview Avenue just south of Danforth Avenue.

¹³This information was acquired from an interview with Joanne Doucette on 10 June 2021.

¹⁴Nancy Byers and Barbara Myrvold, *St. Clair West in Pictures* (Library and Archives Canada Cataloguing in Publication, 2008), p.5.

Themes and Existing Built Form

Themes:

- Transportation and Infrastructure
- Community Building
- Governance and Public Services
- Industry, Manufacturing and Economic Activity

Sub-themes:

Transportation and Infrastructure

- Early Plank Road
- Streetcar Service

Community Building

- Early settlement
- Land Division and Subdivision
- Places of Worship
- Lodges and Halls

Governance and Public Services

- Annexation to the City of Toronto

Industry, Manufacturing and Economic Activity

- Farming
- Butchering
- Market Gardening and Flower Growing
- Brickmaking

Contribution to Existing Landscapes and Built Form

- The creation of Don and Danforth Road by the Don and Danforth Plank Road Company, with Danforth Avenue following the same street configuration today within the Study Area
- The subdivision of one of the last sections of the Playter family's old farms to create the "Playter Estates." 276 and 280 Danforth Avenue (1913) are remnants of properties that were built as a result of this sub-division
- 29 (4.8%) of the existing properties within the Study Area were constructed during this period
- Notable structures constructed during this period: The Playter Society Building (1909) at 757 Broadview Avenue, and six buildings on the west side of Broadview Avenue south of Danforth Avenue.

The Construction Boom of the 1910s and 1920s (1910-29)

The end of the first decade of the twentieth century brought about significant changes that would help transform the study area from a largely rural road to one of the most prosperous commercial streets in Toronto.¹⁵ Although the south side of Danforth Avenue to Greenwood Avenue had been annexed to Toronto in 1884, the north side remained in the Township of York until 1909. In that year, as part of the Midway annexation, the City of Toronto further expanded its boundary to include the north side of Danforth Avenue between the Don River and Gledhill Avenue, and the south side of Danforth Avenue east of Greenwood Avenue to Gledhill Avenue (Image 16). The Glebe Estates were annexed to the City of Toronto six-years later, on 1 May 1914.

With the acquisition of both sides of Danforth Avenue complete, the City of Toronto was then prepared to initiate much needed transit improvements that contributed to the area's success during the first quarter of the twentieth century. The Toronto Civic Railway's Danforth line was constructed and, as part of the project, Danforth Avenue was paved along the route from Broadview to Greenwood Avenue in 1912 and to the city limits at Luttrell Avenue in 1913 (Image 17).

Then, in 1918, the Danforth Avenue Study Area was further unified with the rest of the city through the construction of the Bloor Viaduct – a direct, convenient link across the historic barrier of the Don Valley. Commenced in 1915, the Don section was completed in 1918 (Image 18). Direct, single-fare, crosstown streetcar service was introduced by the publicly-operated Toronto Transit Commission (established 1921) along Bloor and Danforth from Lansdowne Avenue to the eastern city limits at Luttrell Avenue on 1 July 1923.

In the same period, automobile traffic and related businesses grew dramatically along Danforth Avenue. Imperial Oil Ltd opened one of the first gas stations along the Danforth at Broadview Avenue in 1917 in response to the increased automobile traffic along Danforth Avenue. By 1942, the Toronto City Directory listed 15 automobile dealers on Danforth Avenue within the Study Area, most being located east of Pape Avenue.

The two-decades following the annexation of much of Danforth Avenue were important in the development of the Danforth Avenue Study Area. Between 1912 and 1922, the *Globe Toronto* observed that the population bordering Danforth Avenue increased six-fold.¹⁶ Between 1910 and 1929, most of the buildings existing today were constructed, amounting to approximately 433 properties. As a result, the predominant built form character of the area was established as a commercial street defined by a majority of two- and three-storey mixed-use, commercial and residential brick buildings, dotted with places of worship.

The sheer volume of construction during these two decades can be seen in the 1913 and 1924 Goad's Atlas Maps, which illustrate that the portion of the street east of the Don River and west of Coxwell Avenue had been largely built out by 1924 (Image 19,

¹⁵Barbara Myrvold, *The Danforth in Pictures*, p.2.

¹⁶*Ibid.*

Image 20). In the Study Area, approximately 69% of properties existing in 2021 were constructed from 1910-1929. In comparison, approximately 4% were built before 1910 and approximately 3% from 1930-39 (Image 21).

The predominant cultural groups responsible for that development were people of English, Irish and Scottish descent. However, it was also during the early-twentieth century, that immigrants from Italy began moving to the area. While Italian immigrants who settled along the Danforth are perhaps best known for establishing fruit markets, they initially came to the area to work in the brickyard that was located south of Danforth Avenue near Coxwell Avenue during the early-1900s.¹⁷ During the 1910s, they began to establish fruit markets along Danforth Avenue.¹⁸ The first was opened by Joseph Graziano in 1913 at 238 Danforth Avenue on the north side of the street east of Arundel Avenue. Sebastiano Leo opened another in 1916 at 311 Danforth Avenue, at the southwest corner of Gough Avenue, and he also provided lodging for single Italian men and women. By 1925, there were at least nine fruit traders' stores along Danforth Avenue. Sunkist Fruit Market, opened by Sam Comella and Sam Badali in 1929 at the southeast corner of Carlaw Avenue (Image 22), would remain a fixture on the Danforth until the end of the century.

Beyond their commercial presence, the Italian community played an important role in religious life on the Danforth throughout much of the 1940s and 50s. Holy Name Catholic Church (1913) at 606 Danforth Avenue welcomed waves of new immigrants to Canada during those years (Image 23). Father Leo Smyth, pastor from 1947-79, recited masses in Italian at the church until, in 1966, the Italians established their own parish, St Catherine of Siena (1966) at 1095 Danforth Avenue (Image 24).

Notable structures constructed along Danforth Avenue from 1909-1929 marked the growth of the surrounding community in this period. Allen's Danforth Theatre (now the Danforth Music Hall) was completed in 1919 (Image 25). St Barnabas Anglican Church opened their new church in 1910 at the southeast corner of Hampton and Danforth Avenues (Image 26).¹⁹ Danforth Church (formerly Danforth Avenue Baptist Church) moved from Don Mills Road to the southwest corner of Bowden and Danforth Avenues in 1911²⁰ and Church of the Holy Name opened at the northeast corner of Moscow (Gough) and Danforth Avenues in 1915.²¹ Danforth Avenue Methodist Church followed at the northwest corner of Jackman and Danforth Avenues in 1923.²² New schools were also opened in the area, including Frankland Public School (1910), Earl Gray Public School (1910), Holy Name Catholic School (1913) and Wilkinson Public School (1915), although none were located on Danforth Avenue.

There were also several banks erected during this period that contributed to the commercial character of Danforth Avenue. Although some have since been demolished,

¹⁷Thank you Joanne Doucette for this information.

¹⁸Myrvold, "Timeline of Development of Danforth Avenue."

¹⁹The architect of the church was Andrew Sharp and Raymond William George Card was the architect of the 1921 major addition.

²⁰The architect of this church was J. Francis Brown and J. W. Siddall was responsible for the 1931 Sunday School addition.

²¹The architect of this church was Arthur William Holmes. The church was not completed until 1926.

²²The architect of this church was William John Miller.

including Darling and Pearson's Metropolitan Bank (1909) at the northwest corner of Broadview Avenue, several are extant, including John M. Lyle's Dominion Bank building at the northwest corner of Logan Avenue (1914) (Image 27) and Bond and Smith's Union Bank (1913) at the northwest corner of Pape and Danforth Avenues (Image 28).

The result of this period of dramatic expansion was the establishment of much of Danforth Avenue as an important commercial thoroughfare serving its surrounding communities by the end of the 1920s (Image 29).

Themes and Existing Built Form

Themes:

- Transportation and Infrastructure
- Community Building
- Governance and Public Services
- Industry, Manufacturing and Economic Activity

Sub-themes:

Transportation and Infrastructure

- Streetcar Service
- Bridging ravines
- Service Stations for automobiles

Community Building

- Land Division and Subdivision
- Population Growth- English, Irish, Scottish and Italian Communities
- Places of Worship
- Theatres

Governance and Public Services

- Annexation to the City of Toronto
- Education (Schools)

Industry, Manufacturing and Economic Activity

- Fruit Trading
- Main Street Retail

Contribution to Existing Landscapes and Built Form

- The Don section of the Bloor Viaduct was completed in 1918, which unified the Study Area with the rest of the City of Toronto
- Immigrants from Italy began opening fruit stores along Danforth Avenue, including Sam Comella and Sam Badali's Sunkist Fruit Market (1929) at 561 Danforth Avenue
- Approximately 424 (68%) of the existing properties were constructed in this period, which established a built form character comprised of largely 2-3 storey main street commercial row buildings and dotted with places of worship and banks
- Some notable structures constructed during this period are: Allen's Danforth Theatre (now Danforth Music Hall) (1919) at 147 Danforth Avenue, Danforth Avenue Baptist Church (1911; Sunday School 1931) at 285 Danforth Avenue, Holy Name Catholic Church (1915-26) at 606 Danforth Avenue, The Dominion Bank (1914) at 480 Danforth Avenue, and Union Bank (1913) at 646 Danforth Avenue

The Depression and Inter-War Construction Slow Down (1930-49)

Prior to 1930, Danforth Avenue had reached a mature state of development with only a few vacant lots remaining along its length east to Coxwell Avenue. The Great Depression of the 1930s curtailed development in the area, and resulted in only a few new buildings being constructed. The commencement of WWII in 1939 also significantly slowed further construction in the area. As a result, only 16 of the existing buildings in the Study Area were constructed from 1930-49. Trull Funeral Home (1930) was erected during this period on Danforth Avenue near Byron Avenue. The business had been in operation in the area since 1912, first at 742 Broadview Avenue, then at various locations on Danforth Avenue until its present location, which was designed by W. Breden Galbraith. Notably, it was also during the 1930s that the brickyards on the west side of Greenwood south of Danforth Avenue became the Greenwood dump (or Harper's Dump), which was Toronto's main landfill site. In the 1960s, the dump site was redeveloped by the TTC into the Greenwood Yards.

Themes and Existing Built Form
<p>Themes:</p> <ul style="list-style-type: none">• Industry, Manufacturing and Economic Activity <p>Sub-themes:</p> <p><i>Industry, Manufacturing and Economic Activity</i></p> <ul style="list-style-type: none">• Waste disposal• Funeral homes <p>Contribution to Existing Landscapes and Built Form:</p> <ul style="list-style-type: none">• The Great Depression and the commencement of WWII slowed construction in the Study Area with only 15 (2.04%) of the properties existing today been constructed during this period• Some notable structures constructed during this period are: Trull Funeral Home (1930) near Byron Avenue and the Second Church of Christ Scientist (1939) at 1015 Danforth Avenue

Post-War Immigration and Redevelopment (1950-Present)

The 1950s and 60s were marked by a lull in construction and redevelopment within the Study Area, with approximately 5% of the existing properties having been constructed during these two decades. Transportation improvements came again to the Danforth though during this time. In 1966, the Bloor-Danforth subway line was extended to Woodbine Station, and in 1968, to Main Street Station and Victoria Park Station.

The opening of the subway came with the closing of streetcar lines on Danforth Avenue, with apparently mixed results. Without streetcar services, which had previously brought shoppers to the doors of businesses along Danforth, and with faster subway access to other parts of the city, local residents and shop owners feared that more residents were venturing out of the area to do their shopping. In fact, residents living in the area were so worried about the decline in business that they circulated a petition to reinstate regular surface transit along Danforth Avenue.²³

In the 1970s, however, things changed again. A spike in redevelopment resulted in 11% of existing properties being constructed in this period. At the same time, the Danforth reemerged as a popular commercial strip. In 1972, the Danforth Village Business Improvement Area (BIA) was established from Hampton to Woodcrest Avenue.²⁴

After WWII, the demographics of the area also changed significantly with many newcomers emigrating from Europe. As previously noted, the largely English, Irish and Scottish inhabitants of the study area had been joined by Italians in the 1910s and 1920s. The 1951 census recorded that the people with origins from the British Isles still made up 83.5% of residents in the area. By 1961, however, they had dropped to 63% of the population. In the same decade, the number of Italians in the area rose from 1.3% in 1951 to 11% in 1961. This number grew again to 17% ten years later.

In a 1960 report completed by the *Globe*, it was noted that the Danforth was one of several Toronto neighbourhoods at that time with a substantial Italian population. It was also mentioned that Ukrainian and Estonian communities were present in the area. Although figures for those of Greek origin were not recorded in the published census tract bulletins, the number of individuals belonging to the Greek Orthodox Church was included at less than 5% of the Danforth's population in 1961. This swelled to 15% in 1971, which was also when Toronto's "Little Greece" began to receive attention on Danforth Avenue. Greek emigration continued into the early-1970s, spurred by the 1967 Greek junta which led to seven years of military rule in Greece.²⁵

It is clear that by the 1970s, the city's Greek community saw the Danforth as its cultural hub, with the area being referred to as "Little Athens" in a *Globe and Mail* article in 1976 (Image 30).²⁶ By this time, there was a population of 30,000 Greek immigrants living near Danforth Avenue, which had also become home to various other groups, including people of Chinese and Finnish descent, as observed by the *Star's* humour writer Robert Thomas Allen.²⁷ The area's Greek identity was further solidified during the 1980s. In 1982, street signs in English and Greek were placed along Danforth Avenue and parades commemorating important Greek historical events took place. (Image 31). The area had apparently begun to be referred to as "Greektown" in 1986.²⁸

²³Ibid.

²⁴It changed its name to GreekTown on the Danforth BIA in 1993.

²⁵David Wencer, "Historicist: Greentown on the Danforth, Greek immigrants bring new life to Toronto's east end," *Torontoist* (15 October 2016), <https://torontoist.com/2016/10/historicist-greentown-on-the-danforth/> (1 October 2020)

²⁶Wencer, "Historicist."

²⁷Ibid.

²⁸Ibid.

After 1970, a flourishing live music scene also emerged along Danforth Avenue.²⁹ The Danforth Music Hall (previously Allen's Danforth) on the south side of Danforth Avenue east of Broadview Avenue began hosting live shows in 1978. Similarly, the Roxy Theatre on the side south of Danforth Avenue east of Greenwood Avenue was used as a music venue during the mid-to-late-1970s as was the Rex Theatre (previously located at 635 Danforth Avenue), which hosted The Clash for the first time in 1979. There were also several hotels located within the Study Area that came to host live music, such as the Commerce Hotel (now Black Swan Tavern), The Linsmore Tavern, and Eton House. There were also several venues that catered to the musical tastes of the diverse cultural groups living around Danforth Avenue, such as the Trojan Horse Coffee House, which was devoted to Greek music, and Fantasia Bouzouki Lounge, which was an afterhours coffeehouse with live bouzouki music.

After 1980, relatively few properties were re-developed along Danforth Avenue in the Study Area, with approximately 8% of the existing properties dating to the period from 1980-2013. One notable change made to the built form during this decade came from the creation of Carrot Common at 438 Danforth Avenue (Image 32). This was led by The Big Carrot, a natural food market that was founded in 1984 as a worker cooperative. Originally located at 355 Danforth Avenue, The Big Carrot approached David Walsh for assistance to purchase the former car dealership across the street (Image 33). Realizing that the site could serve as an anchor for a neighbourhood shopping centre, Walsh helped raise the financing for construction and acted as the developer, completing the new building on the site in 1987.³⁰ Today, The Big Carrot remains a partner in the ownership of Carrot Common.³¹

The Broadview Danforth BIA was established in 1986 along Danforth Avenue from Broadview to Hampton Avenue and along Broadview Avenue from Fairview Boulevard north to Pretoria Avenue. In 1994, the renamed GreekTown on the Danforth BIA started the Taste of the Danforth event, and in 2008, a new BIA – the Danforth Mosaic BIA – was formed to include commercial property and business owners along Danforth Avenue from Jones to Westlake Avenues.

Reflective of the diversification of the neighbourhoods surrounding Danforth Avenue is the presence of a number of places of worship that were established by faith groups in buildings that had already been constructed. The west portion of the property at 1015 Danforth Avenue had been built by 1939 and expanded eastward during the 1960s. However, today it is notably the home of Madinah Masjid. Established in early 1974 by a group of Sunni Muslims from Gujarat, India, in a basement on Gerrard Street, "Jamiatul Muslemin of Toronto" purchased the property in 1983 from the Second Church of Christ, Scientist. In three decades, it has become one of the leading Islamic Centers in North America (Image 34).³²

The neighbourhoods along Danforth Avenue have continued to attract various cultural groups and immigrants who have also contributed to the cultural mosaic that continues

²⁹Information on the history of live music venues along Danforth Avenue was acquired from interviews conducted with venue owners, and music historians and journalists.

³⁰"Eat, drink and be merry on Danforth," *Toronto Star* (24 September 2011), H13.

³¹Thank you, David Walsh, for this information.

³²"About Madinah Masjid," <https://madinahmasjid.ca/about/> (22 February 2021)

to be present within the Study Area today. According to 2001 Neighbourhood Census data for the five City of Toronto identified neighbourhoods surrounding Danforth Avenue, amongst the top identified Ethnic origins were the British Isles, Scottish, Italian, Greek, German, French, Chinese, Jewish, and East Indian. By 2016, the Neighbourhood Census data included additional ethnic origins such as Polish, Welsh, Ukrainian, Dutch, Russian, First Nations, Filipino, and American.

Themes and Existing Built Form
<p>Themes:</p> <ul style="list-style-type: none"> • Transportation and Infrastructure • Industry, Manufacturing, and Economic Activity • Community Building <p>Sub-themes:</p> <p><i>Transportation and Infrastructure</i></p> <ul style="list-style-type: none"> • End of Streetcar Service • Subway line extension <p><i>Industry, Manufacturing and Economic Activity</i></p> <ul style="list-style-type: none"> • Commercial Redevelopment <p><i>Community Building</i></p> <ul style="list-style-type: none"> • Community Diversification- Ukrainian, Estonian, Greek, Finnish, Italian, British Isles, Scottish, German, French, Chinese, Jewish, East Indian, Polish, Welsh, Ukrainian, Dutch, Russian, First Nations, Filipino, and American communities • Establishment of Business Improvement Areas • Places of Worship • Live music venues <p>Contribution to Existing Landscapes and Built Form:</p> <ul style="list-style-type: none"> • Change in demographics within the community, with an increase in Italian and Greek communities living in the area, among other • Notable structures constructed in this period include: St Catherine of Sienna (1966) and Madinah Masjid (1939; additions in 1960s, 1990s and 2000) and Carrot Common (1987)

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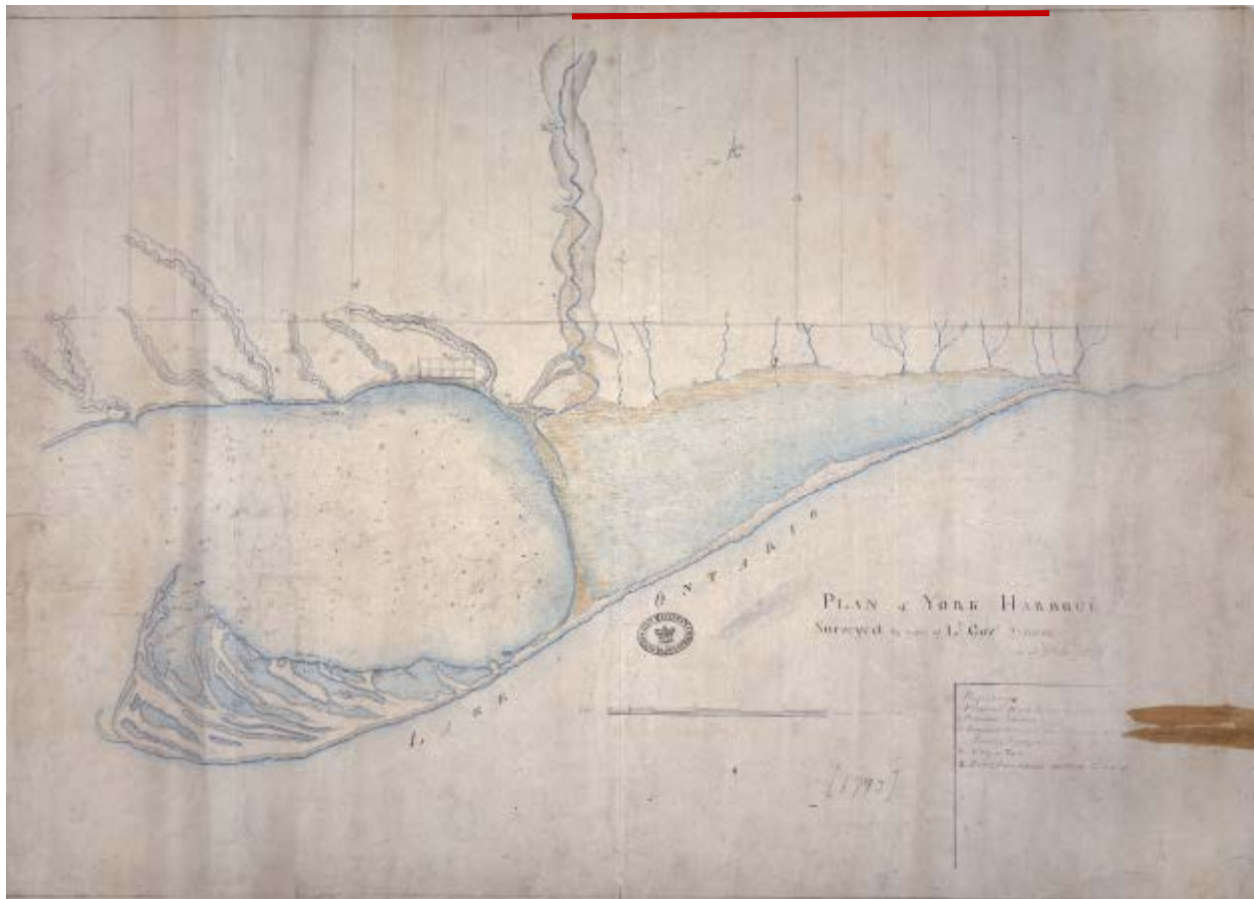
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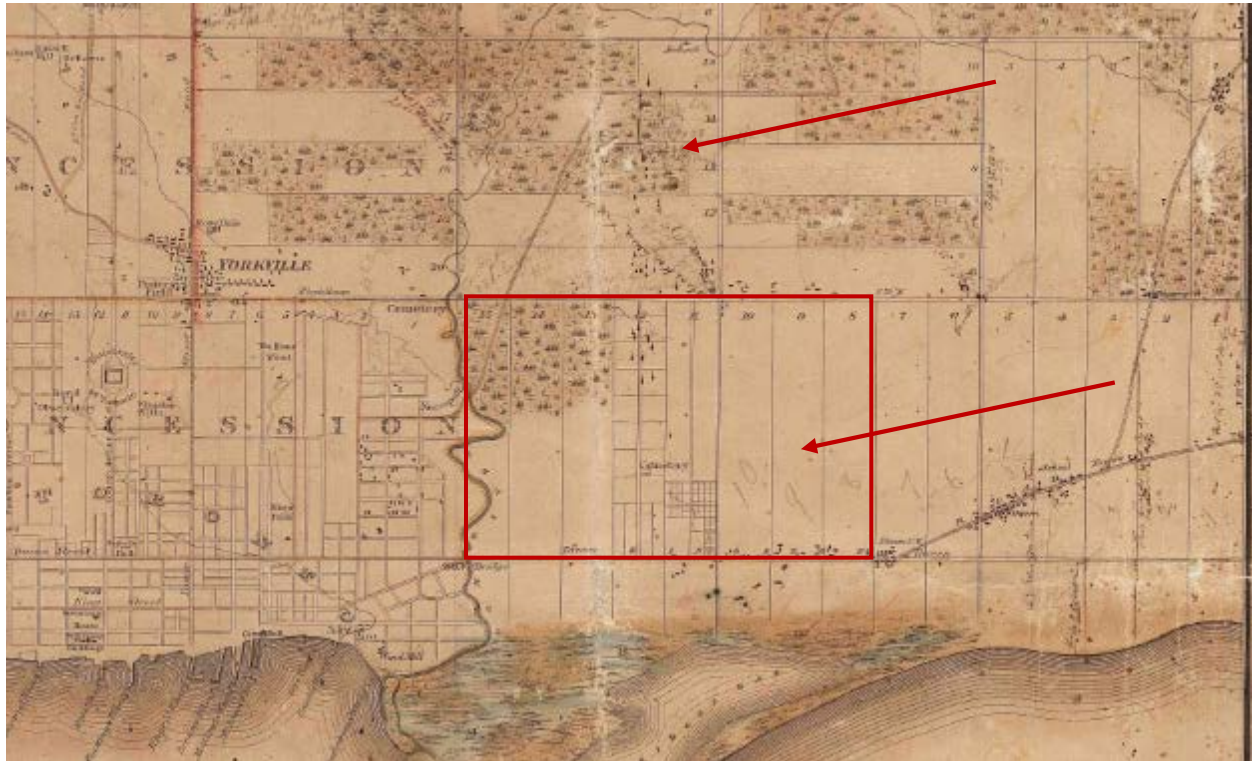
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IMAGES



1. Alexander Aitken's Plan of York Harbour, Surveyed by Order of Lt. Gov. Simcoe (1793), annotated to show the approximate location of Danforth Avenue (<https://maps.library.utoronto.ca/datapub/digital/NG/historicTOMaps/1793.Aitken.CO700-CANADA60.PlanofYorkHarbour.jpg>)



2. Browne's Map of the Township of York (1851), annotated to show lots 15-8 as well as the different lot configurations on the north and south sides of present-day Danforth Avenue

(<https://maps.library.utoronto.ca/datapub/digital/NG/historicTOMaps/1851Browne.york-1851x.jpg>)



3. George Tremaine's Map of the County of York, Canada West (1860), annotated to show lot 11

(<https://maps.library.utoronto.ca/datapub/digital/NG/historicTOMaps/trem0010.jpg>)

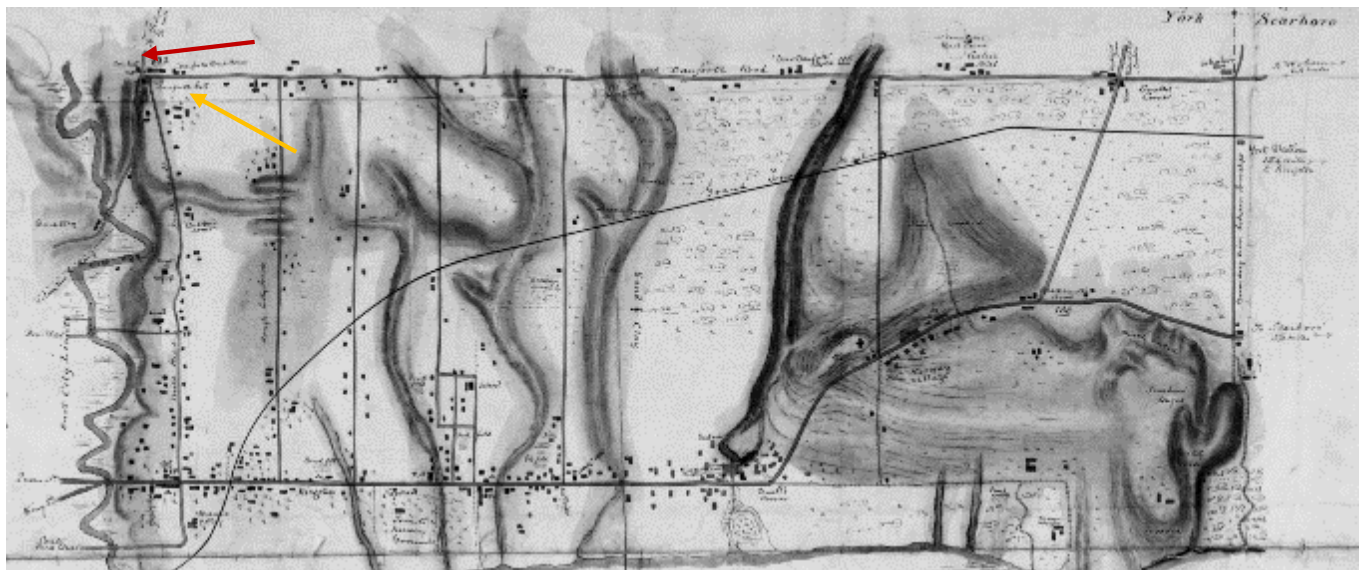


4. George Tremaine's Map of the County of York, Canada West (1860), annotated to show the "Glebe Land" on Lot 6
<https://maps.library.utoronto.ca/datapub/digital/NG/historicTOMaps/trem0010.jpg>



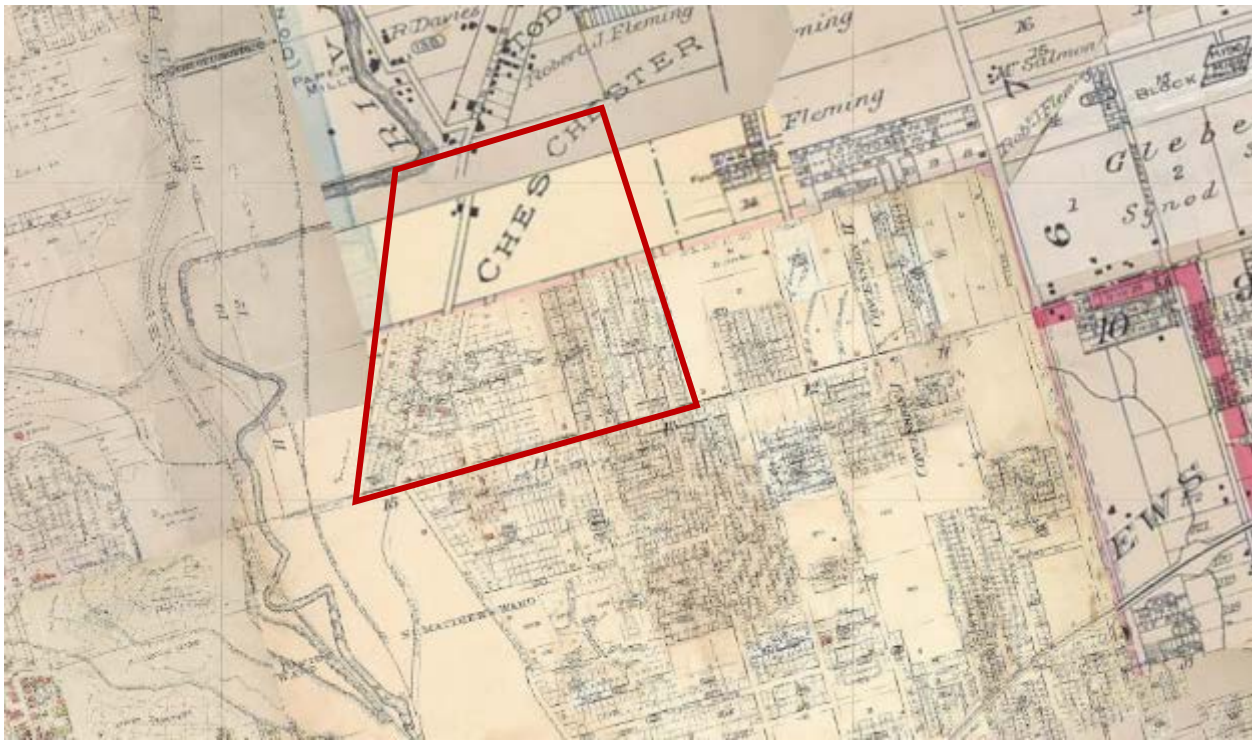
5. George Tremaine's Map of the County of York, Canada West (1860), annotated to show the Don and Danforth Plank Road

(<https://maps.library.utoronto.ca/datapub/digital/NG/historicTOMaps/trem0011.jpg>)



6. A military sketch map from (1868), annotated to show the "Don Gate" (red) and the "Danforth Gate" (yellow)

(<https://maps.library.utoronto.ca/datapub/digital/NG/historicTOMaps/1868.Gehle.Sketch.EofTorontobtwnDonandScarboron0020711k.pdf>)



7. Goad's Atlas Map (1889), annotated to show the approximate location of the Village of Chester
<http://www.arcgis.com/apps/View/index.html?appid=d38469bfb363441d98b21f239adfd0a3>)

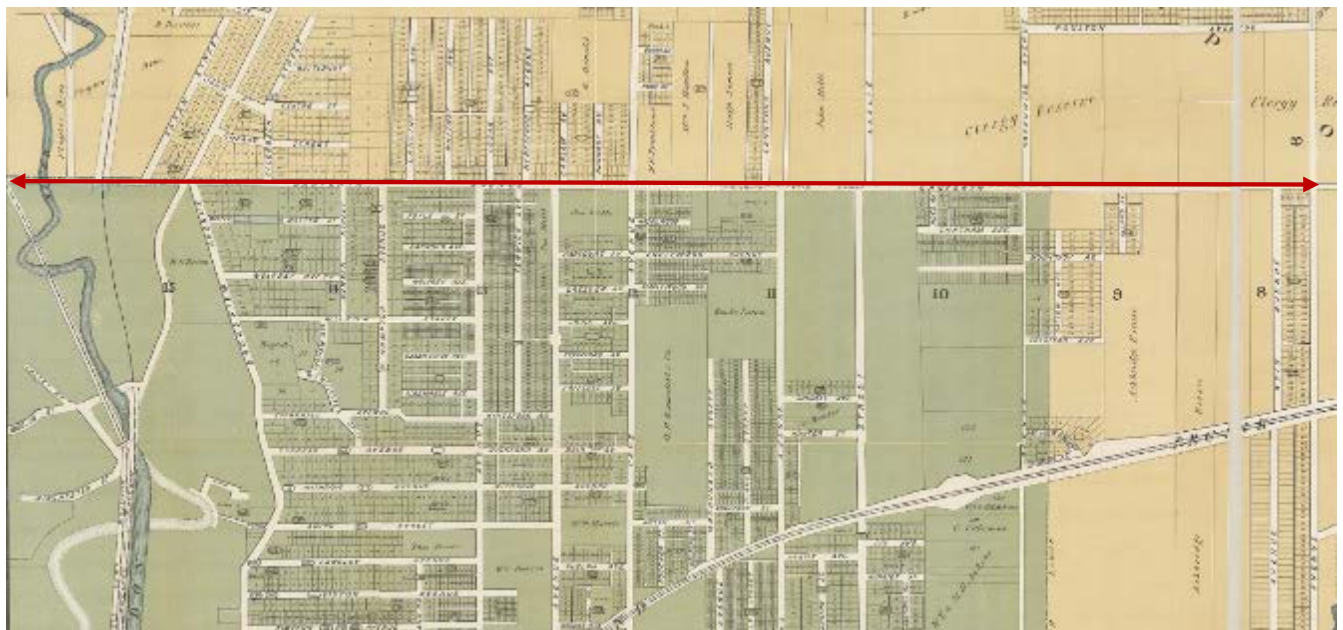


8. The original St Barnabas Anglican Church (1858) on Ellerbeck Street
<https://static.torontopubliclibrary.ca/da/images/LC/pictures-r-3823.jpg>)



9. Goad's Atlas Map (1889), annotated to show the approximate length of Danforth Avenue located in the Study Area

(<http://www.arcgis.com/apps/View/index.html?appid=d38469bfb363441d98b21f239adfd0a3>)



10. Abrey and Tyrell's Map of Toronto and Suburbs east of the Don, including East Toronto Village, compiled from latest registered plans and surveys (1892), area annexed to the City of Toronto is in green with the Study Area highlighted in red

(http://jpeg2000.eloquent-systems.com/toronto_arch.html?image=/webcat/systems/toronto.arch/resource/s0726/s0726_it0514.jp2)



11. Historic photo of streetcar No. 325, at Danforth and Broadview (1896)
https://gencat4.eloquent-systems.com/webcat/systems/toronto.arch/resource/ser71/s0071_it3369.jpg

GLUES **W. HARRIS & CO. Fertilizers**

A detailed black and white illustration of the W. Harris & Co. industrial complex. The scene shows several large, multi-story factory buildings with numerous windows. A tall smokestack is visible, emitting a plume of smoke. In the foreground, there are smaller buildings labeled "STABLES", "STORAGE", and "OFFICES". A streetcar is shown on a track in the lower left. Text at the bottom of the illustration reads "COXWELL AVE. SIDING. OFFICE & WORKS DANFORTH AVE. OPP. COXWELL AVE."

Manufacturers and Cleaners of
SAUSAGE CASINGS
 DEALERS IN
 Grease, Crackling, Hog and Horse Hair, Horns, Bones, Etc.

W. HARRIS & CO. TELEPHONE 4386 Correspondence Solicited
 DANFORTH AVENUE, TORONTO

12. Advertisement for W.Harris and Co. (1900)
https://prism.ucalgary.ca/bitstream/handle/1880/51826/9781552388655_chapter11.pdf;jsessionid=F1BC049482A32A8E985421EAB57687D2?sequence=14



13. Goad's Atlas Map (1903) showing how little had been built along Danforth Avenue, annotated to show the location of the Study Area

<http://www.arcgis.com/apps/View/index.html?appid=d38469bfb363441d98b21f239adf0a3>

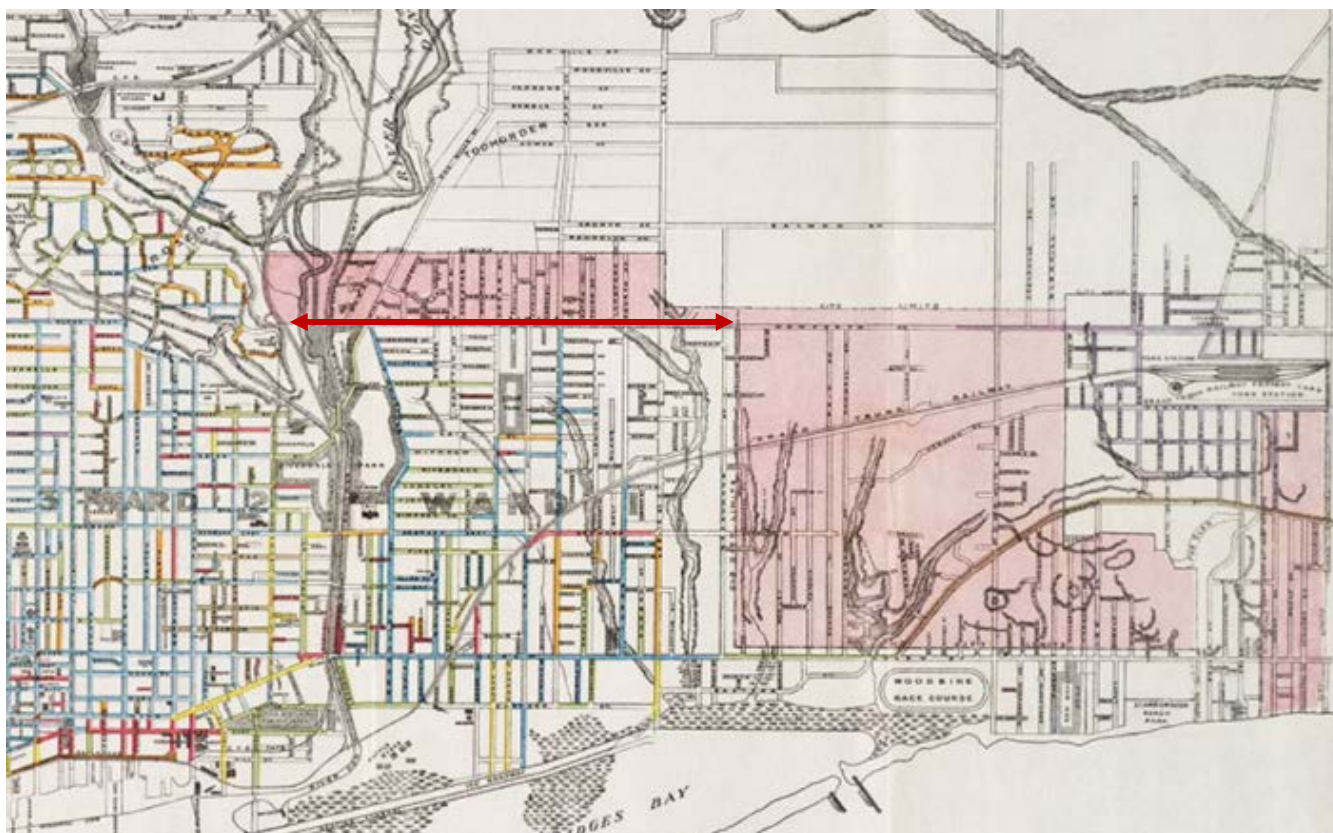


14. Map showing the location of the Playter Estates (<https://www.joshklein.ca/playter-estates>)



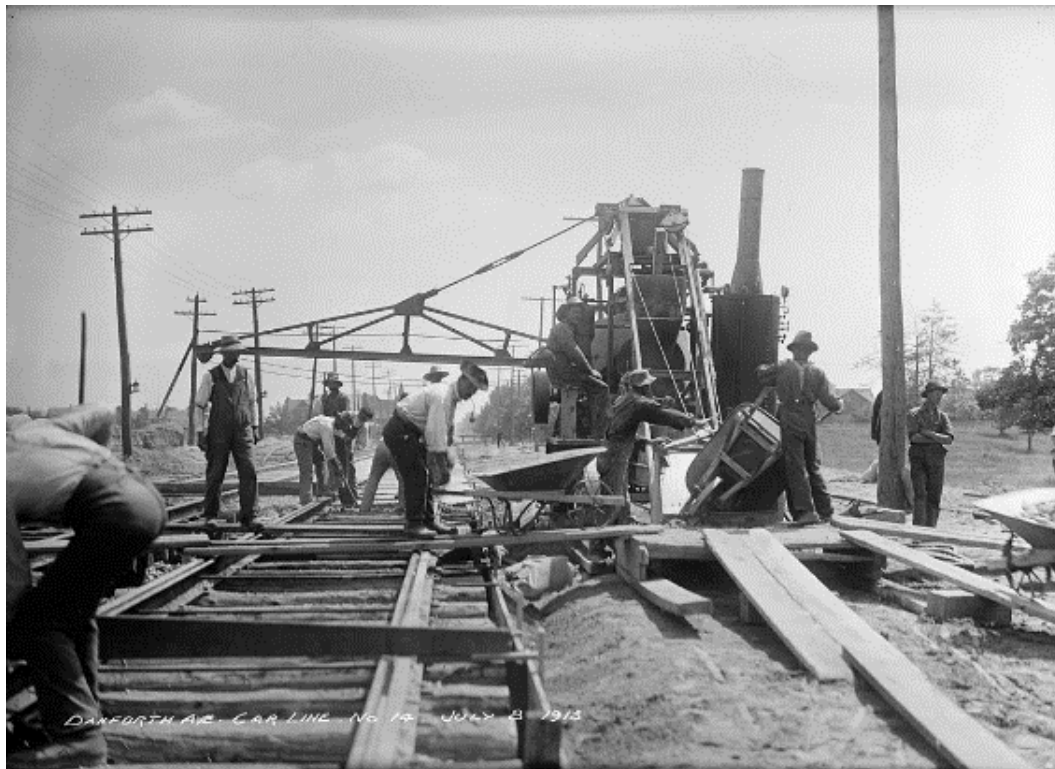
15. Playter's Society Hall (1909)

(<https://www.torontopubliclibrary.ca/detail.jsp?Entt=RDMD-PICTURES-R-843&R=DC-PICTURES-R-843>)

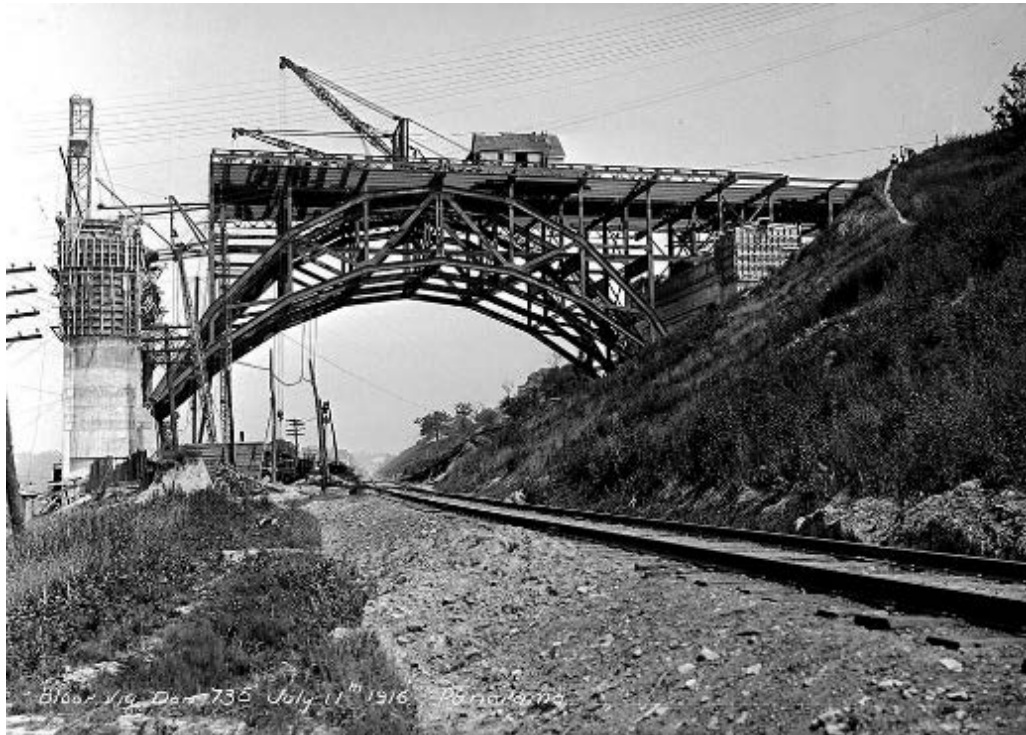


16. C. H. Rust's Plan of the City of Toronto (1909), showing the recent annexations in red with the approximate Study Area location

(<https://static.torontopubliclibrary.ca/da/images/LC/maps-r-45.jpg>)



17. Detail of tracks being laid on Danforth Avenue in 1913 (https://gencat4.eloquent-systems.com/webcat/systems/toronto.arch/resource/ser372/ss0020/s0372_ss0020_it0014.jpg)



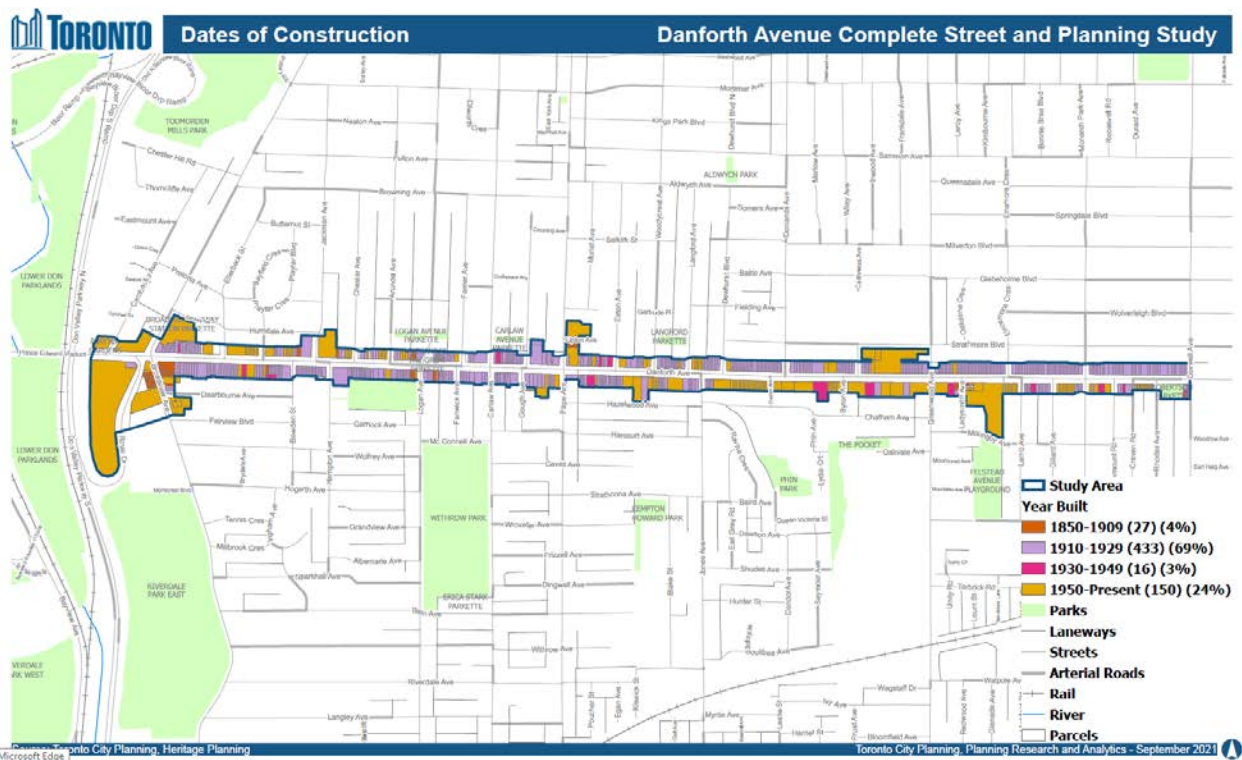
18. Detail of the Don section of the Bloor Viaduct during construction in 1916 (https://gencat4.eloquent-systems.com/webcat/systems/toronto.arch/resource/fo1231/f1231_it0040.jpg)



19. Goad's Atlas Map (1913) showing how brick and frame buildings began to appear along Danforth Avenue, annotated to show the location of the Study Area
<http://www.arcgis.com/apps/View/index.html?appid=d38469bfb363441d98b21f239adfd0a3>



20. Goad's Atlas Map (1924) showing how most of Danforth Avenue had been built out, annotated to show the location of the Study Area
<http://www.arcgis.com/apps/View/index.html?appid=d38469bfb363441d98b21f239adfd0a3>



21. Map showing the dates of construction in the Danforth Avenue Study Area, note the number of extant properties built from 1910-29 (City of Toronto)



22. Sunkist Fruit Market in 1934 at the southeast corner of Danforth and Carlaw (https://gencat4.eloquent-systems.com/webcat/systems/toronto.arch/resource/ser372/ss0058/s0372_ss0058_it1364.jpg)



23. Church of the Holy Name (1913) (Heritage Planning Image)



24. St Catherine of Siena Catholic Church (1966) (Heritage Planning Image)



25. Allen's Danforth Theatre (now the Danforth Music Hall, 1919)
https://static.torontopubliclibrary.ca/da/images/LC/tspa_0115362f.jpg



26. St Barnabas Anglican Church (1910) (Heritage Planning Image)



27. The Dominion Bank building at the northwest corner of Logan Avenue (c.1918)
(Heritage Planning, 2020)



28. Union Bank (1913), by Bond and Smith (Heritage Planning Image)



29. Danforth Avenue west at Logan Avenue (1932), illustrating that the street had largely been built out by this time (https://gencat4.eloquent-systems.com/webcat/systems/toronto.arch/resource/fo1231/f1231_it2101.jpg)



Artist Carlos Marchiori's impression of the Danforth, where signs reflect a community of 30,000 Greeks

The Danforth - it's Little Athens now

30. Illustration by Carlos Marchiori in *The Toronto Star* on 24 February 1976
<https://torontoist.com/2016/10/historicist-greektown-on-the-danforth/>



31. Detail of a street sign along Danforth Avenue in English and Greek (c.1982)
https://gencat4.eloquent-systems.com/webcat/systems/toronto.arch/resource/ser1465/s1465_f10384_it0030.jpg



32. Carrot Common (1987) (Google Streetview, 2020)



33. Historic image of the car dealership that occupied the property where Carrot Common is now located (c.1985) (Image courtesy of David Walsh)



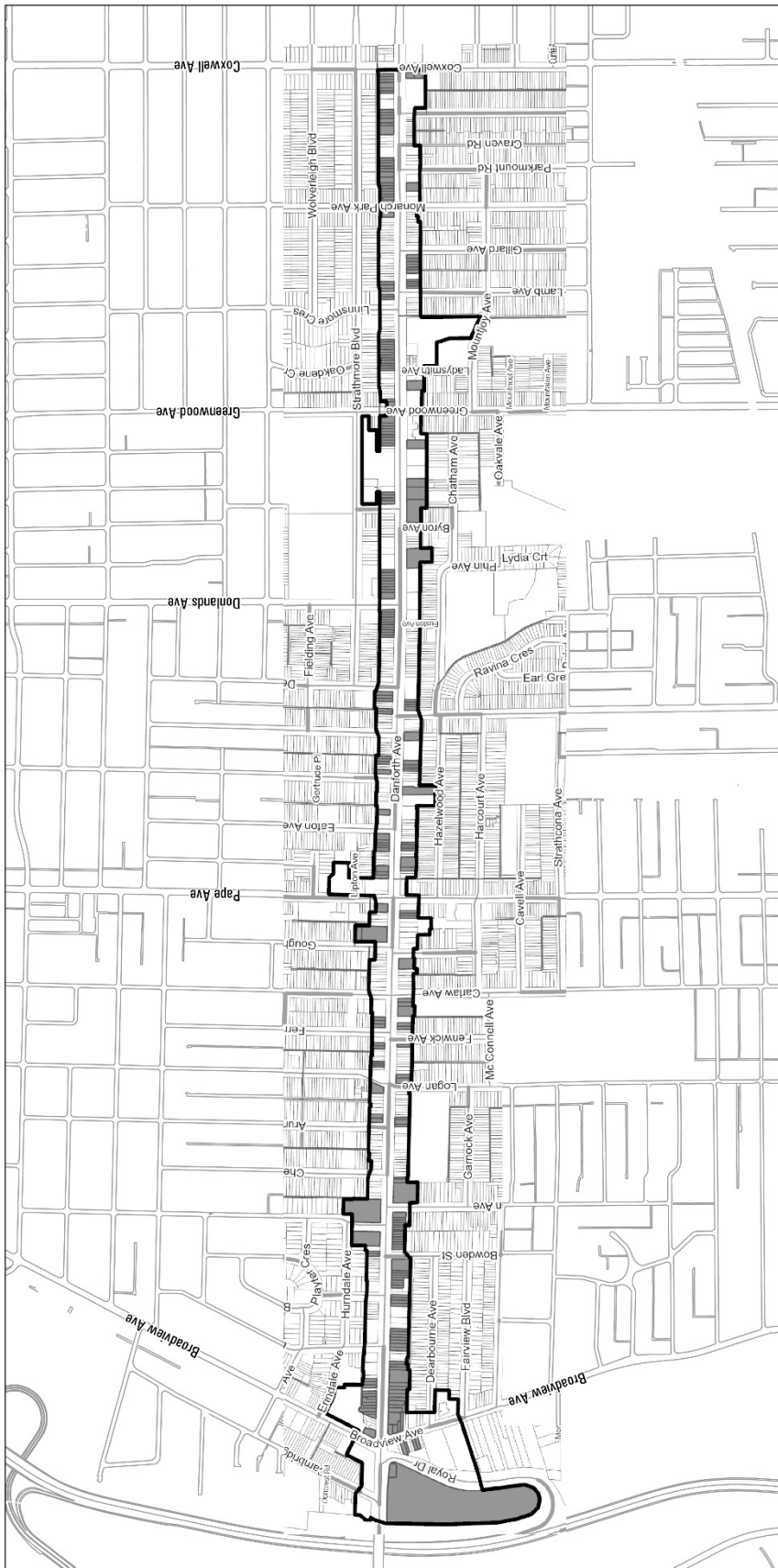
34. Madinah Masjid, 1015 Danforth Avenue (1939; addition in 1960s, 1990s, and 2000s; became Madinah Masjid in 1983) (Heritage Planning Image)

Attachment 10: Heritage Inventory Map

At the commencement of the Danforth Avenue Cultural Heritage Resource Assessment, 8 properties in the Study Area had been included on the Heritage Register. Properties not already on the Heritage Register were evaluated using provincial criteria that were informed both by the Danforth Avenue Historic Context Statement and by community engagement.

The CHRA identified an additional 231 properties as having potential cultural heritage value, to create a Heritage Inventory Map for the Study Area. A detailed Heritage Inventory Address List can be found in the Urban Design Guidelines. These properties equate to approximately 37% of the total properties within the Study Area and approximately 33% of lot frontages. These properties will be considered for inclusion on the City of Toronto's Heritage Register in a future report.

Properties identified as having potential cultural heritage value through a CHRA are most commonly "listed" on the Heritage Register. Inclusion on the Heritage Register as a listed property provides interim protection from demolition, allowing staff to conduct further research and evaluation to determine if a property should be recommended for designation under Part IV of the Ontario Heritage Act. "Listing" does not preclude an owner's ability to make exterior and interior alterations in the case when demolition or a planning application is not involved. Listing does not trigger maintenance requirements over and above existing property standards and it does not restrict altering, removing or adding any features on the property.





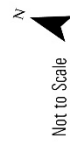
SASP #



Heritage Inventory Map

File# 19 116448 SPS 00 0Z

-  Cultural Heritage Resource Assessment Boundary
-  Heritage Inventory



Not to Scale

Date Exported: 02/01/2022