TORONTO

Danforth Avenue (Don Valley to Coxwell Avenue) Urban Design Guidelines

Draft January 2022

DANFORTH AVENUE (DON VALLEY TO COXWELL AVENUE) URBAN DESIGN GUIDELINES

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GUIDELINES

2022

City of Toronto
Danforth Avenue (Don Valley to Coxwell Avenue) Urban Design Guidelines

Danforth Avenue (Don Valley to Coxwell Avenue) Urban Design Guidelines online:
https://www.toronto.ca/danforthstudy or https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/

Mandate

On July 8, 2014, City Council adopted a motion which requested that the Chief Planner and Executive Director, City Planning undertake a planning study of Danforth Avenue in two segments, from the Don Valley to Coxwell Avenue and from Coxwell Avenue to Victoria Park Avenue.

The Study for Segment 1 was completed in 2018. The Segment 2 Study was conducted in accordance with the 2018 Council direction that it use a Complete Streets approach, integrated transportation and economic development considerations along with planning matters.

Key objectives of the Study include identifying future city-building opportunities, guiding new development, and enhancing the public realm and quality of place.

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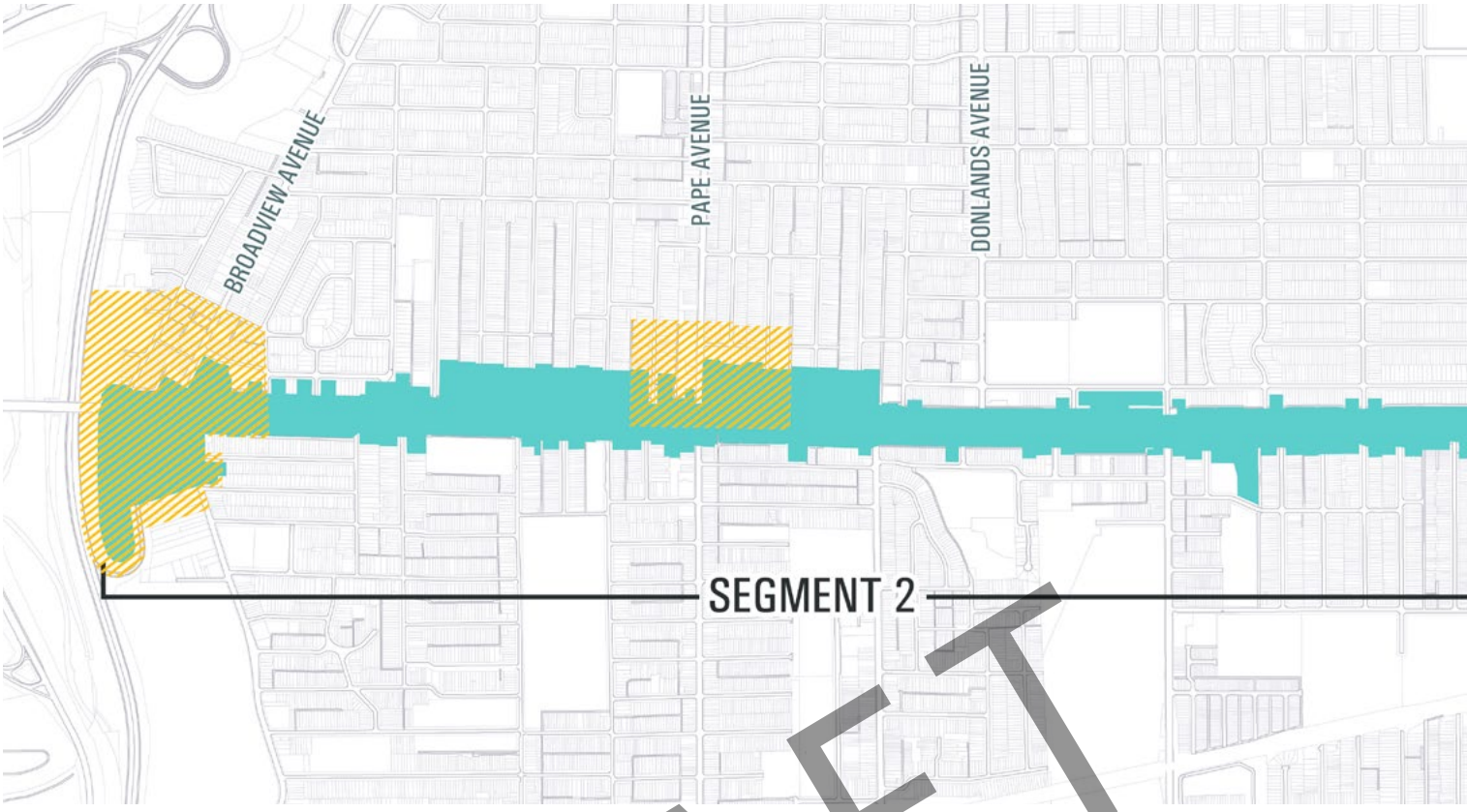
1.0 Introduction

Danforth Avenue is a diverse, mixed-use area that is evolving. Danforth Avenue is a main street, with direct access to higher-order transit is identified for growth in the City's Official Plan. The guidelines in this document form part of the overall planning framework to guide redevelopment and growth management for this area. The Urban Design Guidelines must be read in conjunction with the policies in the Official Plan and Site and Area Specific Policy No. XX.



Map 1: Study Area Map

1.1 STUDY AREA

The Study Area includes all properties fronting Danforth Avenue between the Don Valley and Coxwell Avenue, as shown on Map 2 in Section 5.3 of this document. In addition to Danforth-fronting properties, the Study Area includes some lands designated *Neighbourhoods* which have been identified as area for transition, as follows:

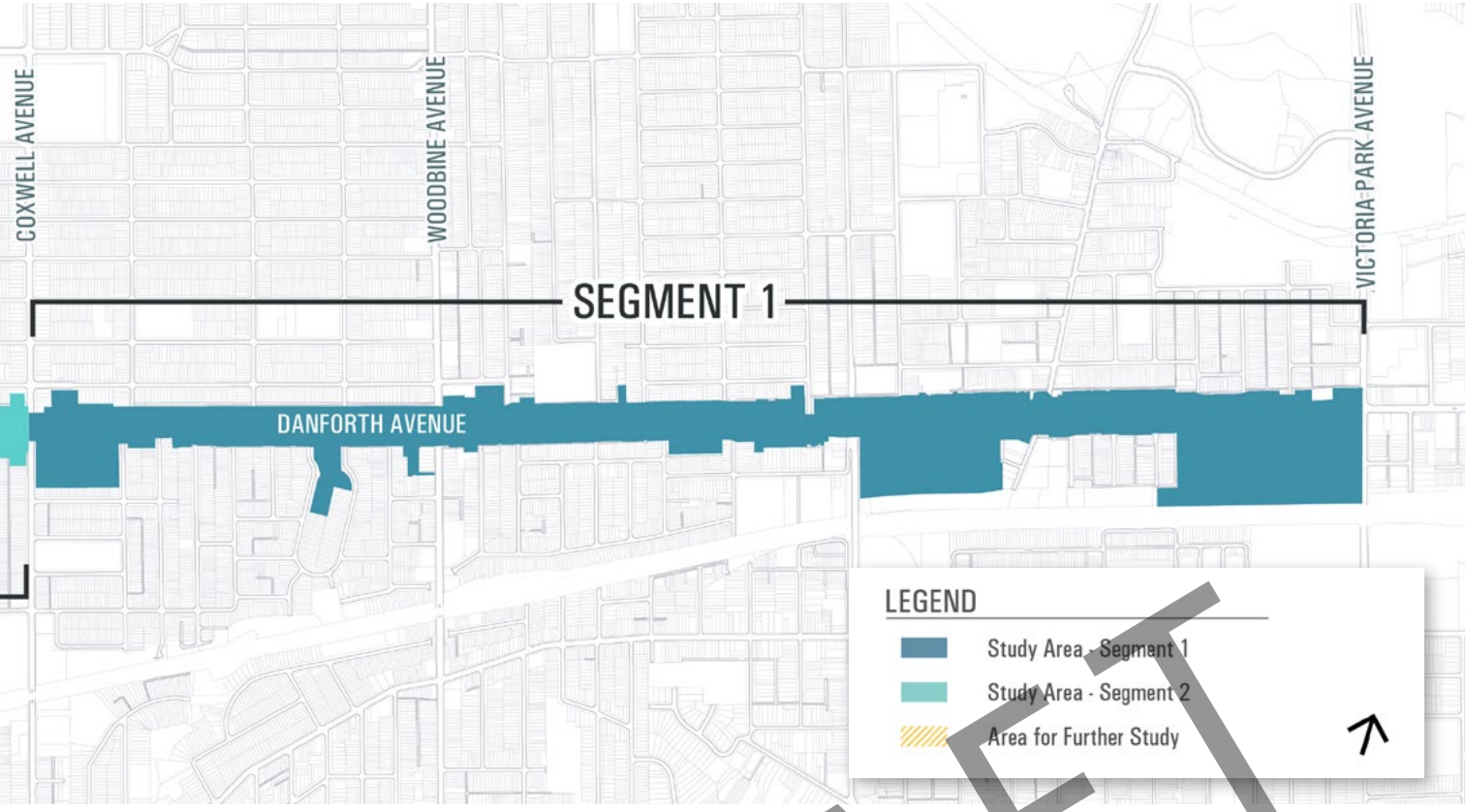
- Lots immediately south of the existing Toronto Parking Authority (TPA) parking facilities or public parks located between Chester Avenue and Langford Avenue.
- Lots immediately north of the TPA facilities or public parks located between Chester Avenue and Langford Avenue.
- A collection of 2-3 lots on some of the side streets abutting sites designated *Mixed Use Areas.*

Some Study Area properties along Broadview Avenue and Pape Avenue are shown with a yellow hatched overlap on Map 1. These lands will be subject to further study to craft appropriate policies and design guidelines for their growth. Until then the policies within Site and Area Specific Policy No. XX and these Urban Design Guidelines, in addition to the Official Plan will continue to guide growth.

Most of the Study Area as we experience it today was constructed during the first quarter of the 20th century following the development of improved infrastructure, better roads, public transportation and the Prince Edward Viaduct in 1918. The Study Area rapidly developed into a retail main street, serving new communities north and south of Danforth Avenue and an increasingly diverse array of Torontonians.

As a result of its history, the Study Area's built, landscape, and archaeological resources reflect its evolution from ancient Indigenous habitation 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.

The Study Area is approximately 3 kilometres in length with a right-of-way (ROW) width of 27 metres. The majority of Danforth-fronting lots in the Study Area are relatively shallow, with an average lot depth of 30 metres.



The predominant building type is 2-3 storey main street commercial buildings, which combine commercial uses at-grade with residential above and were largely constructed in the period from 1910-29. There are also significant landmarks on the Danforth, including banks, theatres, and places of worship, which are notable for their architectural style, design, massing, and their social value.

Danforth Avenue has a diverse mix of retail and cultural uses creating a vibrant community.

1.2 PURPOSE

The purpose of the Study is to identify the existing character of the area, including the identification of cultural heritage resources and character-defining features, and develop design standards and a policy framework to guide future development. It is an extension of the work of the initial phase (Segment 1) of the Danforth Study, while responding to the unique context and evolving policy context of the Study Area.

Key objectives of the Segment 2 Study include identifying public realm improvement opportunities and creating a built form that is compatible with the local and surrounding context.

1.3 STUDY PROCESS AND 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.

Participants were asked to vote for their top two priorities from the list of the 9 project themes.

Workbook Session participated by the public at Community Meetng #1 in November 2019.

The Danforth Study- Engagement at a Glance

Participants provided comments about Danforth Avenue Area through Mapping Activity at Community Meeting #1.

Over 400 attendees joined the first Community Meeting in November 2019.

Building upon the mapping activity from the first meeting, participants were asked to provide feedback to the revised map at Community Meeting #2.

1.4 HISTORICAL DEVELOPMENT OF THE DANFORTH

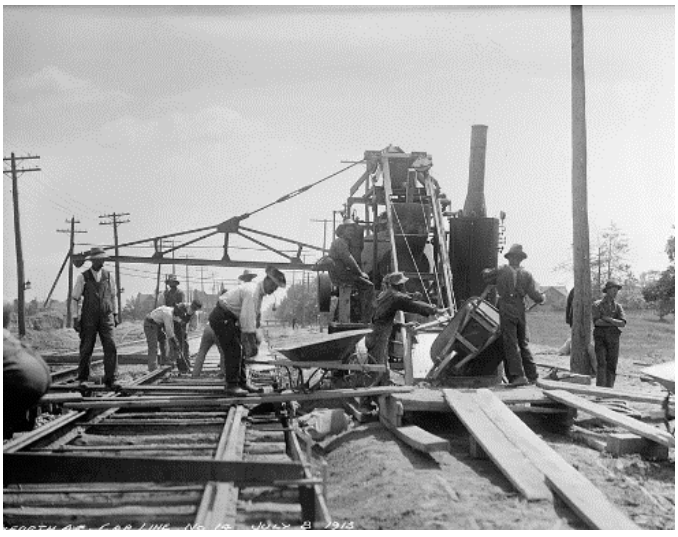
The Study Area is part of the homelands of Indigenous peoples from time immemorial. South of the Study Area, Withrow Public School now occupies a site of Indigenous encampments where a spear point dating back approximately 7000 years was found. The banks of the Don River, Withrow Park, Phin Park and parts of Riverdale Park have been identified as areas of Archaeological Potential. The Study Area continues to be home to First Nation, Métis, and Inuit people today.

In the period from 1780-1850, early colonial land surveys and land subdivisions fundamentally shaped the subsequent pattern of development in the Study Area. Then known as the Second Concession Road, today's Danforth Avenue originally ran between two-hundred acre farm lots north and south of the road. The lots on the north side of present-day Danforth Avenue were laid out in an east-west pattern to maximize frontage on the Don River while those on the south side were laid out north to south, with frontages on Queen Street East, then the road to Kingston. Throughout this period, today's Danforth Avenue remained an often poorly maintained rural road.

From 1851-1909, early infrastructure and transit improvements, and annexation to the City of Toronto contributed to the historic development of the Study Area. In 1851, for example, 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.

Historic photo of streetcar No. 325, at Danforth and Broadview (1896) (City of Toronto Archives)


Playter's Society Hall (1909) (Toronto Public Library)


Detail of tracks being laid on Danforth Avenue in 1913 (City of Toronto Archives)

A sign of things to come, in 1884, the area running from the south side of Danforth Road to Queen Street East and from the Don Valley to Greenwood was annexed into the City of Toronto. Development, however, remained slow. Only 4% of buildings within the Study Area today were constructed during this time, notably all near the significant crossroad of Broadview Avenue at the eastern end of Danforth Avenue, closest to the density of the growing City.

After 1909, significant changes would help quickly transform the Study Area from a largely rural road to the commercial street we still recognize today. In that year, the remainder of the north and south sides of Danforth Avenue to beyond the Study Area were also annexed into the City of Toronto, bringing more investment in infrastructure, including road maintenance and public transportation. Within four years of annexation, Danforth Avenue was paved from Broadview to Luttrell Avenues and the Toronto Civic Railway's Danforth line was constructed. Then, in a pivotal moment in the Danforth's history, the Don section of the Bloor Viaduct was completed, bridging the wide Don Valley and directly linking Danforth Avenue with Bloor Street East in 1918.

From 1910-1929, the predominant historic main street character was established within the Study Area. Approximately 70% of the buildings lining the Danforth today were the result of a building boom in that period. Danforth Avenue became a commercial main street defined by a majority of two and three-storey brick buildings, articulated by landmarks including places of worship, theatres, and bank buildings. In the two decades following 1910, the population bordering Danforth Avenue increased six-fold. The predominant cultural groups present during the period were people of English, Irish and Scottish descent. Italian immigrants also began settling in the area and establishing fruit markets and working in the brickyards.

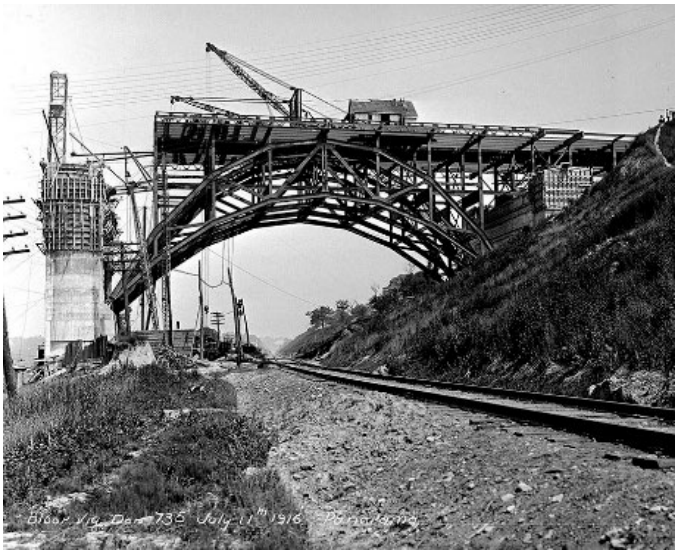
1903 Goad's Atlas Map from showing Danforth Avenue from Broadview to Pape (top) and 1924 Goad's Atlas Map showing the same area (bottom), illustrating the construction boom the Study Area experienced during the 1910s and 1920s (University of Toronto)

The Great Depression and commencement of WWII curtailed development in the Study Area from 1930-49. The situation began to improve after 1950. In 1966, the Bloor-Danforth subway line was extended to Woodbine Station, and in 1968, to Main Street Station and Victoria Park Station. The demographics of the area also began to significantly change. The Study Area began to attract diverse cultural groups and a flourishing live music scene was established. Census data and newspaper publications illustrate that during the 1960s, Ukrainian and Estonians communities were present in the area and by the 1980s, the area began to be referred to as "Greektown." As new communities have continued to make the Danforth their home, old buildings have been adapted to new uses. The Madinah Masjid, an important Islamic centre on Danforth Avenue, is a prominent example.

Relatively few properties were re-developed along Danforth Avenue after 1980, but Carrot Common is a noted exception. Originally led by The Big Carrot, a natural food market that was founded in 1984 as a worker cooperative, Carrot Common was completed in 1987 and continues to be a neighbourhood anchor.

Today, Danforth Avenue continues to attract various cultural groups and immigrants who have also contributed to the cultural mosaic that continues to contribute to the sense of place of Danforth Avenue.

A full account of the historical development of the Study Area is included in the Danforth Avenue CHRA Historic Context Statement, available on the Study webpage: **https://www. toronto.ca/city-government/planning-development/planning-studies-initiatives/danforth-avenue-planning-study/**



Detail of the Don section of the Bloor Viaduct during construction in 1916 (City of Toronto Archives)

The opening of Allen's Danforth Theatre (now the Danforth Music Hall) in 1919 illustrated well the growth of entertainment and services to meet the needs of the quickly growing surrounding population. (Toronto Public Library)

Sunkist Fruit Market in 1934 at the southeast corner of Danforth and Carlaw (City of Toronto Archives)

2.0 Vision

2.1 VISION AND PLANNED CHARACTER STATEMENT

The Danforth will continue to evolve as a complete community to serve the local residents as well as a unique regional destination. The Danforth will remain economically vibrant by supporting local businesses and other diverse non-residential uses.

Growth on the Danforth will accommodate new homes and new places for people to work, supported by community services and facilities and hard infrastructure. New buildings will generally be mid-rise, and will contain a mix of uses with a focus on conserving the integrity of the Danforth's rich cultural history.

The Danforth will be a resilient community integrating sustainable design principles, landscape treatments, and parks and open spaces to minimize energy demand, encourage near-zero emissions, absorb and retain stormwater, protect natural areas and enhance biodiversity.

2.2 GUIDING PRINCIPLES

These Guiding Principles will provide direction for future developments and public realm improvements to achieve a cohesive vision for the Danforth. New developments will:

1. Appropriately respond to the area's existing and planned character.
2. Conserve and reinforce the area's cultural heritage resources.
3. Improve the public realm and create place-making opportunities.
4. Contribute to the creation of a complete street on Danforth Avenue.
5. Contribute to the creation of complete communities.
6. Provide connections to surrounding neighbourhoods, parks and opportunities.
7. Enhance and reinforce a vibrant street life with appropriately scaled and designed ground floor spaces/ frontages.
8. Integrate sustainable design including green building practices landscapes treatments, and parks and open spaces to protect the natural environment.

3.0 Heritage

3.1 HERITAGE CONSERVATION

Identifying properties of cultural heritage value or interest is an essential part of a municipality's role in heritage conservation. Beyond identifying individual properties, CHRAs also contribute to an understanding of an area's character and sense of place through a clear statement of its historical development.

The conservation of cultural heritage resources, a historic main street character, and a valued sense of place identified through the Danforth Avenue CHRA have been fully considered and integrated into these Urban Design Guidelines and the Site and Area Specific Policy. These tools will promote the conservation of the urban pattern and scale of the existing main street character and individual buildings within it, to maintain and enhance what is special about Danforth Avenue, and to add context-sensitive new development to it. As a result, new development or alterations within the Study Area will respect, conserve and maintain the integrity of cultural heritage resources and Danforth Avenue's historic main street character.

Church of the Holy Name, 606 Danforth Avenue (c.1914-26)

3.2 HERITAGE REGISTER

Section 27 of the *Ontario Heritage Act* gives municipalities the authority to maintain and add to a publicly accessible heritage register. The City of Toronto's Heritage Register includes individual heritage properties that have been designated under Part IV, Section 29, properties in a heritage conservation district designated under Part V, Section 41 of the Act as well as properties that have not been designated but Toronto City Council believes to be of "cultural heritage value or interest." Non-designated properties on the Heritage Register are often referred to as "listed" properties.

Properties identified through CHRAs as having potential cultural heritage value may be further evaluated for inclusion on the Heritage Register, most often as non-designated or "listed" properties.

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

Non-designated listed properties do not have any protection under the *Ontario Heritage Act*, except insofar as an owner must give Council at least 60 days' notice of their intention to demolish or remove a structure on the property. This allows staff to conduct further research and evaluation and, if merited, to recommend designation of the property under Part IV of the *Ontario Heritage Act* and seek appropriate conservation.

Although inclusion on the Heritage Register as a listed property provides interim protection from demolition, it 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.

3.3 DANFORTH AVENUE'S HISTORIC MAIN STREET CHARACTER

Within the Study Area, Danforth Avenue is representative of historic main street commercial/residential, mixed-use development in Toronto. The collection of historic main street buildings along Danforth Avenue, the vast majority of which were constructed between 1910 and 1929, define a continuous streetwall of low-rise buildings, articulated by a rhythm of narrow storefronts with recessed entrances, and a strong datum line of cornices and sign bands.

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, including commercial and cultural uses at street level with housing and non-residential uses above.

3.4 HERITAGE INVENTORY

The Danforth Avenue Cultural Heritage Resource Assessment (CHRA) adhered to the Study boundary originally set by Council, which included only properties fronting on Danforth Avenue. Properties added to the Study Area through a later modification of the Study boundary were not reviewed through this CHRA.

At the commencement of the Danforth Avenue CHRA, 8 properties in the Study Area had been included on the City of Toronto's Heritage Register. Through the CHRA, 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.

Cultural heritage value or interest is not limited to landmark buildings or views and landscapes. Residents also value the contribution that historic main street commercial buildings bring to their local neighbourhoods. It is these everyday historic places where the shared experiences of communities occur. Understanding and conserving local and historic main street character means that, as places change, they can still maintain a sense of place, and hold onto what makes them distinct.

The CHRA identified an additional 231 properties as having potential cultural heritage value. The resulting Heritage Inventory for the Study Area (Appendix B, C) includes properties on the Heritage Register and those identified through the CHRA. Properties identified through the CHRA will be further evaluated for a future recommendation for inclusion on the Heritage Register.

Danforth Avenue west at Logan Avenue (1932), illustrating that the street had largely been built out by this time (City of Toronto Archives)

3.5 BUILDING TYPOLOGIES

The Danforth Avenue CHRA revealed building types that are consistently represented within the Study Area. Of these, two types combine commercial uses at grade with residential uses above: the main street commercial row and the main street commercial block. These two typologies comprise approximately 84% of the existing built form and were largely constructed during the period from 1910-29. In addition to these mixed, commercial-residential building types, there are also important landmarks on Danforth Avenue, including banks, theatres, and places of worship.

All of these building types were consistently identified throughout consultations as important to the history of Danforth Avenue, and important to its contemporary identity and sense of place.

Main Street Commercial Row

The Main Street Commercial Row type most often established the predominant main street character of a street, and reflects typical patterns of development along arterial roads in the 19th and through the mid-20th century. They are generally designed to accommodate retail at-grade, with residential or commercial use above and their form is long and narrow, maximizing the number of storefronts on any given block. These buildings were designed in a variety of architectural styles and vernacular interpretations, most typically with brick cladding and more rarely with clapboard siding, various rooflines and heights ranging from 1 to 4 storeys. Individual row buildings may be constructed in isolation or as part of a larger, continuous development consisting of multiple row buildings with shared characteristics.

Common Features

- 1-4 storeys
- Public retail/commercial use at-grade with private/residential uses above
- Generally one part of a row of buildings with the same or similar architectural scale, design, proportions and materials
- Brick or clapboard cladding
- Flat roof with parapet, gable roof, or mansard roof with dormers
- Storefronts of varying designs, often with side or centre entrance, display windows, transoms and/or signboard

309-341 Danforth Avenue (c.1919; Photo from 2020; Google Street View)

Main Street Commercial Block

The Main Street Commercial Block type is closely related to the commercial row, sharing many of the same characteristics. The primary difference is the scale and design of the commercial block, which are, in contrast, generally larger in width and height, and of a singular architectural design in which several individual units are integrated to appear to be part of a larger building complex. Commercial blocks retain a more prominent placement on the street, often located at corners or an axis with perpendicular streets, and have architectural details that draw greater attention. They may be divided into multiple units with retail at-grade and residential or commercial above, but always have a unifying design.

Common Features

- 3-5 storeys
- Singular architectural design across multiple units, often with retail/commercial uses at-grade and private/residential uses above
- Masonry cladding, often with detailing in brick or stone
- Storefronts of varying designs, often with side or centre entrance, display windows, transoms and/or signboard

261-273 Danforth Avenue (c.1919; Photo from 2020)

Landmark

The key physical characteristic of a landmark is its prominence within its context. Landmarks are often well-known markers in the community, are memorable and easily discernible, and they often serve as orientation guides and/or local or regional tourist attractions. There are three building typologies that have been identified as landmarks within the Study Area:

- Bank
- Place of Worship
- Theatre

Bank

The design impetus characteristic of the bank building type is to convey a perception of security and wealth and reflect the stability of the bank to customers and investors. Banks constructed through to the early-20th century generally featured ground floors often clad in stone or brick with stone detailing, with smaller windows and a formal customer entrance with a smaller office entrance to the side, and were often designed in classical architectural styles including Renaissance Revival and Beaux Arts. Modern and more contemporary bank design broke from tradition, and embraced transparency, the use of contemporary materials including glazing, steel and cast stone, and often adopted a lower profile. Most often found on main streets, banks are generally located on corner lots, or situated with high visibility. Within the Study Area, bank buildings have also been identified as landmarks, which are notable for their architectural style, design, or massing, and/or their contextual/social value.

Common Features

- 1-3 storeys in height
- Masonry construction, often with stone or stone detailing at the base and brick or stone cladding on the upper levels. Later banks embraced glazing, still often featuring some form of masonry or cast stone detailing
- Formal primary entrances, with secondary office entrances to the side or rear
- Architectural detailing in classical revival or inspired styles, including strong courses, pilasters, dentilated cornices and friezes, often with the financial institution's name engraved or embossed prominently for high visibility

Former bank building at 1190 Danforth Avenue (c.1924) Photo from 2020

Place of Worship

The form and details of places of worship vary according to the requirements of the particular religious groups inhabiting them. Exterior forms are frequently irregular and comprised of a variety of masses as it is expressive of internal functions which often include large halls, smaller spaces for entry, separate spaces for choirs and altars, raised basements for Sunday Schools and community functions and bell towers. Similarly, window openings also have a wide variety of shapes, sizes and repetition. The places of worship within the Study Area were designed in a variety of architectural styles, however, they were predominantly designed in classical, Neo-Gothic, Modern, and Islamic architectural styles. Within the Study Area, places of worship have also been identified as landmarks, which are notable for their architectural style, design, or massing, and/or their contextual/social value.

Common Features

- 2-3 storeys in height often with a raised basement
- Complex massing expressive of different functional parts of the place of worship including towers
- Typically clad in brick with stone details or stone
- Architectural style evident in both the form and window openings and details may be classical, Neo-Gothic, Modern, or Islamic
- Prominent main entrance, may also include smaller entry points

Theatre

The theatre building type varies greatly depending upon context, ranging from neighbourhood movie houses to grand theatres in the centre of the city. The neighbourhood theatre was often integrated within a main street context, with a narrow street front presence defined by a central recessed ticket booth and entrance below a marquee and sign. The buildings often expanded at the rear of the property or stretched back further than adjacent buildings to accommodate screening rooms; as their popularity increased and they were being constructed in streetcar suburbs with more affordable land, their orientation switched and theatres often occupied a greater proportion of the block frontage in order to accommodate more than one screen. Theatres were generally clad in brick masonry, with detailing on the upper levels, smaller windows and often symmetrical design to draw attention to the central signboard and marquee. Theatres were designed in a variety of architectural styles, including Beaux Arts, Edwardian, Art Deco and Art Moderne.

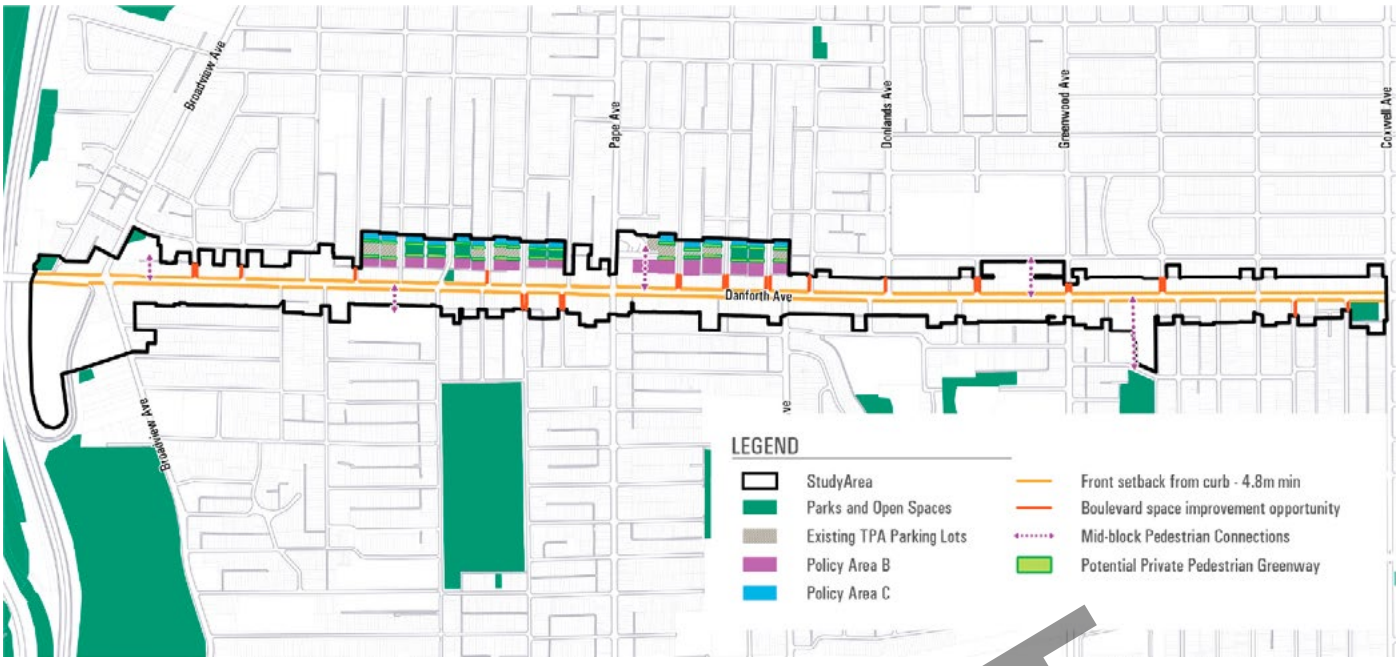
Common Features

- 2-4 storeys in height
- Either a long and narrow or wide and shallow form
- Brick masonry or stone veneer cladding, with stone or terra cotta detailing and less glazing than other main street building types
- Symmetrical design, with a focus on the central marquee and sign

Eastminster United Church, 310 Danforth Avenue (c.1923) Photo from 2020

Danforth Music Hall (previously Allen's Danforth Theatre), 147 Danforth Avenue (1919; Listed on the Heritage Register) Photo from 2020

4.0 Public Realm



Map 1: Public Realm Opportunities

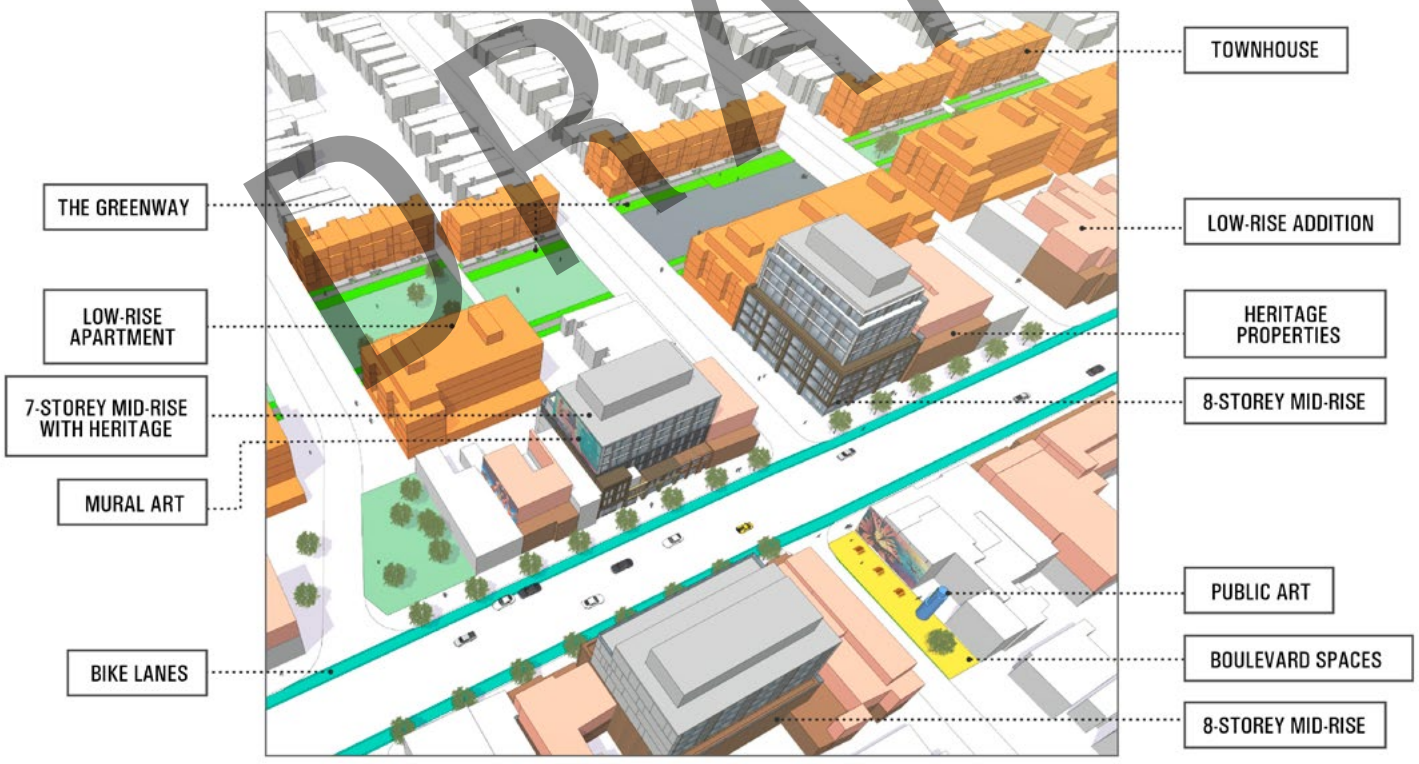


Diagram 1: Public realm plan featuring the Greenway and Policy Areas B & C on Danforth Avenue.

4.1 STREETSCAPE

The Danforth is one of the most successful retail streets in Toronto with a vibrant streetscape enjoyed by members of the community and visitors from all across the City, and beyond. As a result of the larger right-of-way width on Danforth Avenue, the streetscape has emerged through the City's Complete Streets work to include a generous pedestrian clearway, patio space to support local businesses in the area, and various street art and street furniture zones.

In an effort to enhance the public realm, new developments will be required to provide additional public realm improvements including a generous building setback at grade for maintaining an active sidewalk network and additional step-backs on the upper floors for shadow mitigation and access to sky view between 12:00 pm and 5:00 pm from March 21st to September 21st.

Building design features such as recessed building entrances, weather protection, active storefronts, and street furniture will be encouraged, as they contribute to a lively and attractive street character. These design guidelines should be applied in tandem with the City's Streetscape Manual, local Business Improvement Area (BIA) master plans, and other applicable documents.

GUIDELINES

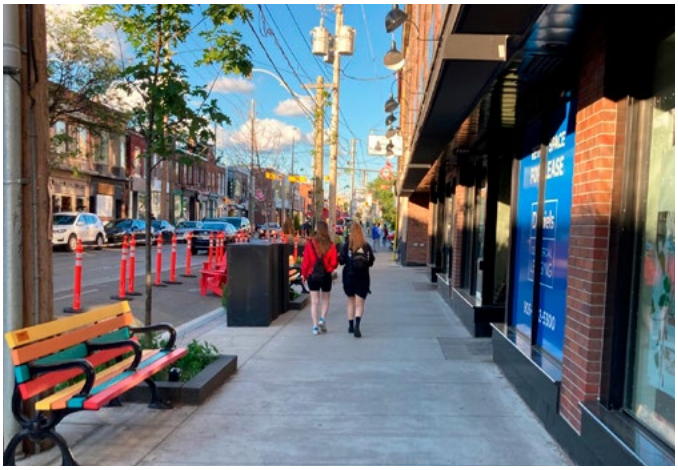
a. New developments will have a minimum building to curb setback of 4.8 metres except for where a narrower sidewalk width has been established by existing heritage properties.

b. The streetscape should consist of three different zones: **Tree Planting/Furniture Zone**, **Pedestrian Clearway**, and an **Animation Zone**.

Tree Planting/Furniture Zone - An area with minimum width of 0.8 metres immediately abutting the road where street trees and various street furniture such as planters, waste receptacles, and/or benches can be placed.

Pedestrian Clearway - An unobstructed portion of the sidewalk intended for the use of pedestrians. The minimum width of this zone is 2.1 metres.

Animation Zone - A portion of the sidewalk where local retail activities such as fruit stands, temporary retail sign placement, outdoor patio benches and chairs encroach onto the public right-of-way.



An example of a pedestrian-oriented streetscape with a wide side walk.

c. Ensure street trees have appropriate soil volume, growing medium, and protection for mature growth.

d. Consider using native plant species, sustainable materials with more permeability and lower carbon footprint in long term maintenance when designing the streetscape.

e. Refer to City policies, local BIA design standards, and manuals such as the Streetscape Manual, Toronto Green Streets Technical Guidelines for the design of the streetscape and other pedestrian amenities.

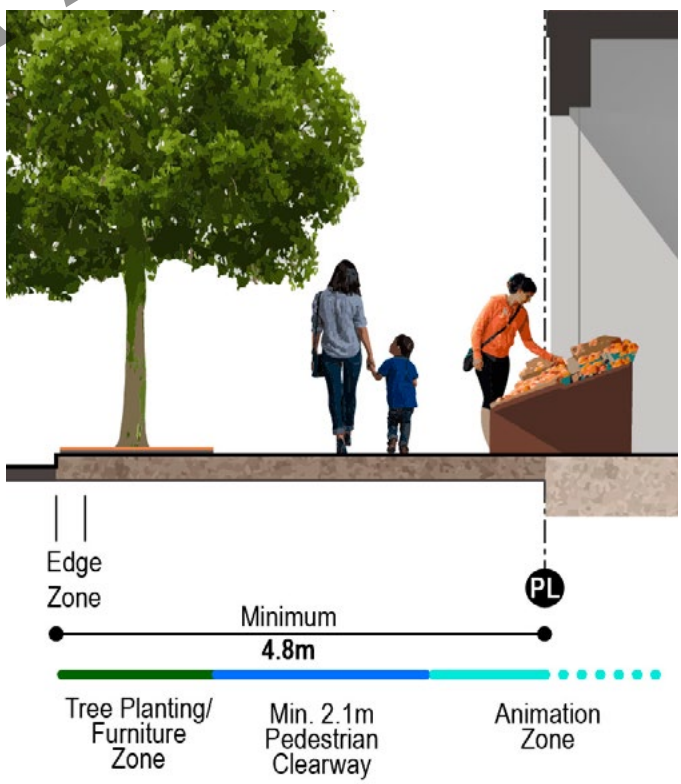


Diagram 2: Cross section of typical Danforth Avenue streetscape

4.2 BOULEVARD SPACES

Boulevard Spaces are located within the existing right-of-way of side streets perpendicular to the Danforth. They are the spaces between the curb and the property line.

Many of these existing Boulevard Spaces are underutilized, however, some are currently supporting local businesses with restaurant patios and seasonal retail. The boulevard spaces will continue to serve as the extension of retail spaces for local businesses with new designs which considers new retail activities such as patios and/or seasonal food stands.

Furthermore, the Boulevard Spaces which are underutilized present an opportunity to further expand the public realm with the addition of parkettes, or POPS which are designed to provide safe, vibrant, and barrier-free amenity with lighting, public art, and permanent seating for visitors. Improvements to these spaces are anticipated to be made through new developments and City-led initiatives.

An example of boulevard spaces on Danforth Avenue underutilized.

GUIDELINES

a. Boulevard Spaces should be improved with additional opportunities for public art, art installations, landscape enhancements, patios that support local businesses, and other pedestrian amenities to contribute to the local identity and enhance the character of the public realm.

b. Boulevard Spaces should be designed with a high regard for sustainability and resiliency and include green infrastructure such as trees, green walls, and low impact development (LID) stormwater infrastructure that provide ecological and hydrological functions and processes.

c. Ensure that each Boulevard Space is accessible and AODA compliant, which may include:

- Providing a minimum 0.85 metres wide clear opening at entry points into the space.
- Providing a firm, stable, and slip resistant ground surface with colours and textures clearly defining primary routes to assist wayfinding.
- Providing a curb, railing or other barriers for walkways adjacent to a sloped area or hazardous area (e.g. water feature)

An example of a rejuvenated boulevard space with added planting and seating. Credit: toronto-bia.com

The north side of Danforth Avenue always has access to abundant amounts of sunlight.

4.3 SHADOW MITIGATION

Sunlight is essential to the success of the Danforth and the SASP and these Urban Design Guidelines contain criteria to mitigate shadow impacts onto the public realm and surrounding *Neighbourhoods*. Sunlight supports a vibrant retail experience and often becomes an important basis for success of on-street cafes and patios. Sunlight is also vital to the health of trees and other plantings along the street. As a result of the existing right-of-way width of Danforth Avenue coupled with relatively low building heights, the north side of the street enjoys access to abundant sunlight. This condition will be maintained through the SASP policies. New developments will be capped to a maximum height of 8 storeys on the south side of the street. Additionally, new buildings will be required to provide appropriate stepbacks at upper levels to limit any net new shadows from 12:00pm to 5:00pm from March 21st to September 21st onto the sidewalk on the north side of the street.

The presence of sunlight on the north side sidewalk will enhance the pedestrian experience along both sides of the street.

GUIDELINES

a. Ensure no net new shadow on the sidewalk on the north side of Danforth Avenue between 12:00pm and 5:00pm from March 21st to September 21st.

b. Provide a minimum stepback of 4.0 metres from the building face above the 7th level or at the height of 24.0 metres, for new developments located on the south side of Danforth Avenue.

c. Integrate the mechanical equipment into the overall building design. If this is not possible, ensure the mechanical equipment is designed and located in such as way as to meet Section 4.4(a).

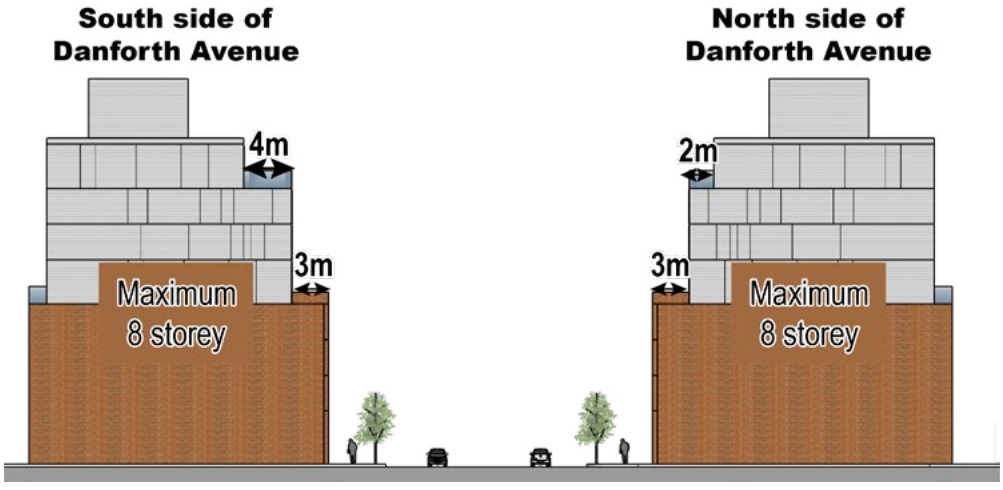


Diagram 3: New mid-rise buildings on the south side of Danforth Avenue should provide a greater step-back at the upper floor to reduce shadow impact onto the public realm. The sidewalk on the north side of the street should have access to sunlight from noon onwards March to September

4.4 MID-BLOCK PEDESTRIAN CONNECTION

The Danforth has numerous north-south streets providing good pedestrian connections to the surrounding neighbourhoods.

New mid-block pedestrian connections will further enhance the pedestrian experience by adding through connections on longer blocks or where high pedestrian traffic is anticipated towards key destinations such as schools, open spaces, or transit stations.

These mid-block connections will act as an extension of the sidewalks on Danforth Avenue, and pedestrian comfort and safety will be the key focus in designing these connections.

GUIDELINES

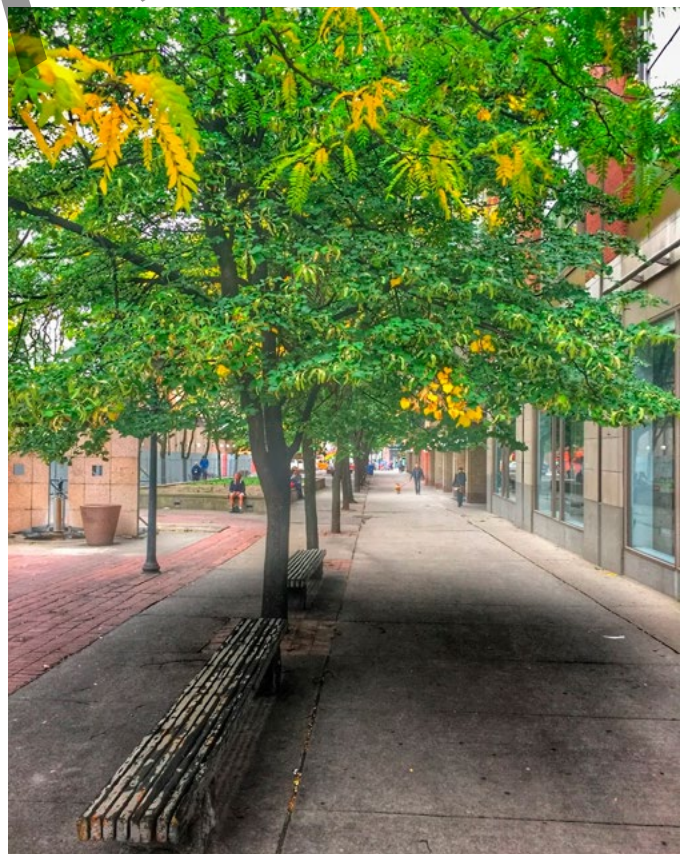
a. Refer to Map 1 in Section 4.1 for recommended locations of the mid-block pedestrian connections.

b. Provide a minimum width of 4.0 metres for new mid-block connections with clear pedestrian pathway with a minimum width of 2.1 metres complemented by planting and street furniture.

c. Ensure the comfort and safety for pedestrians with appropriate lighting and wind mitigation.

d. Consider opportunities for internalized pedestrian connections for new developments near transit stations. Ensure the pedestrian connection is direct with clearly defined routes to assist wayfinding.

An example of a pedestrian connection with landscaping and seating.



An example of a pedestrian connection with a good amount of planting and seating area.
Credit: Eugene Akimov

4.5 PUBLIC ART

Public art is an important component of the public realm that can enliven various places such as parks, POPS, streetscape, and pedestrian connections. Public art should be encouraged and pursued at every opportunity, and can be provided in a variety of ways - via private development, commissions by the City, or the community. City staff may request public art be provided through the development application process, and proponents should consult with City staff to determine the appropriate process for any proposal of public art in the Study Area in order to comply with the selection, location, and consultation processes.

GUIDELINES

a. Consider providing public art or other art installations and engage with City programs such as the Percent for Public Art, StreetARToronto, and Arts and Culture Services in the Economic Development & Culture division.

b. Engage with local agencies, business improvement associations, residents' associations, and non-profit organizations to assess public art opportunities in the community.

c. Consider providing public art in the public realm such as in Boulevard Spaces or publicly visible areas of private developments. (Refer to Map 1).

d. Consider the history of Danforth Avenue and its communities, as developed in the Danforth Avenue Historic Context Statement, as inspiration for public art that further support's Danforth Avenue's distinctive sense of place.

Installing public art or other art installations is a great method to beautify the public realm. Credit: Ran Chen

4.6 SIDE WALL CONDITIONS AND MURAL ART

Consider murals for side wall(s) of new developments that are visible from the public realm. Mural or artwork treatment could draw inspiration from the history of Danforth Avenue and its communities, as developed in the Danforth Avenue Historic Context Statement, to further support Danforth Avenue's distinctive sense of place. Ensure consultation with the community is included in the process of site and subject selection for murals.

GUIDELINES

a. Provide attractive treatments and articulation on visible side wall(s) on buildings.

b. Consider murals for side wall(s) that are visible from the public realm. Ensure consultation with the community is included in the process of selection for murals.

Example of a mural art on a side wall Credit: to_urbanist via Instagram

Diagram 4: Open Space Network on the north side of Danforth Avenue.

4.7 THE GREENWAY

The existing Toronto Parking Authority (TPA) parking lots and public parks form a continuous linear network from Chester Avenue to Langford Avenue on the north side of Danforth Avenue.

The open space network was established when the Line 2 subway network was developed, and contains below-grade transit infrastructure. The open space network forms a part of the identity of the Danforth, and is currently underutilized with disconnected pedestrian walkways and side and rear yards of buildings abutting the narrow network.

This network is a significant public realm improvement opportunity. Guidelines describe the approach to expand and further connect this network to itself and to the Danforth over time.

As such, new developments within Policy Areas B and C will be required to provide improvements along the edges of this open space network by providing a minimum 6.1 metres setback on either side of the open space network to form the enhanced "Greenway".

The 6.1 metres setback will consist of a pedestrian clearway, soft landscaping, and entrances to new developments and act as a soft buffer from the many TPA parking lots or as an informal extension of the existing public parks.

The Greenway will include features such as lighting, permanent seating, and AODA[1] compliant paving to create a safe and attractive pedestrian environment. The Greenway will be created as Privately-Owned Publicly Accessible Spaces (POPS) and will offer a secondary connection to improve pedestrian circulation and access over time.

[1] Accessibility for Ontarians with Disabilities Act

An example of TPA Parking Lots on the north side of Danforth Avenue.

GUIDELINES

a. Enhance the existing 'side yard' or 'rear yard' condition along the existing TPA parking facilities or public parks with the following set of guidelines.

b. Orient individual unit entrances onto the Greenway with a minimum 6.1 metres setback from the property line abutting an existing TPA parking facility or public park.

c. The Greenway should consist of three distinct zones: **Private Green Space, Pedestrian Clearway, and Landscape Buffer**.

Private Green Space - Grade-related outdoor private amenity space directly adjacent to a unit facing the Greenway.

d. The minimum width of the Private Green Space is 2.0 metres as illustrated in Diagram 5.

e. Provide individual outdoor private amenity area for every grade-related unit.

f. Raised terraces are permitted within the private green space with a maximum height of 1.2 metres above grade.

g. Provide a landscape transition area with planting and architectural elements such as translucent or solid railings to distinguish the public and private realm.

h. Avoid below-grade terraces or unit access.

Pedestrian Clearway - Privately-owned publicly accessible pedestrian throughfare parallel to one of the existing TPA parking lots or public parks.

An example of a green corridor framed by residential units.

i. Provide a minimum width of 2.1 metres for pedestrian clearway as illustrated in Diagram 5.

j. Provide lighting fixtures for pedestrian safety and comfort.

Landscape Buffer - A landscaped setback area which separates the Greenway from the existing TPA parking lot or public park should be provided.

k. Provide street furniture such as benches, public waste receptacles and lighting fixtures in this zone to enhance the user experience and safety.

l. Consider providing space to accommodate bioswales and snow storage.

Diagram 5: View looking through the new publicly accessible private Greenway next to Policy Area B & C.

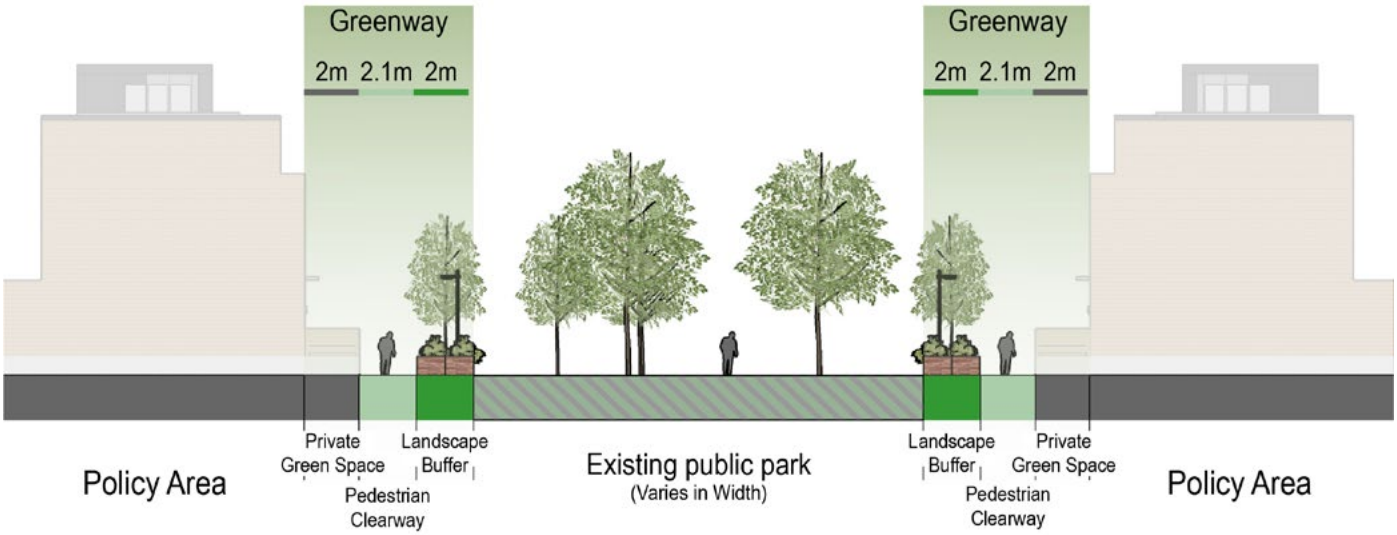


Diagram 6: Cross section illustrating the potential Greenway which is developed on private lands framing the existing public park.

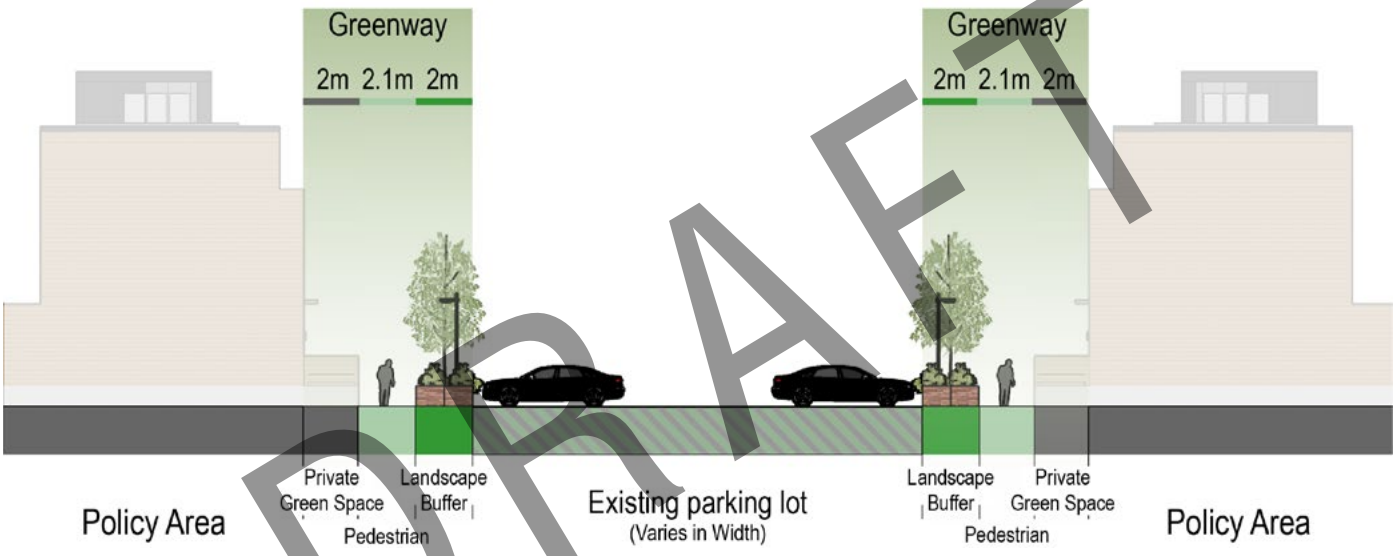


Diagram 7: Cross section illustrating the potential Greenway which is developed on private lands framing the existing TPA parking lot.

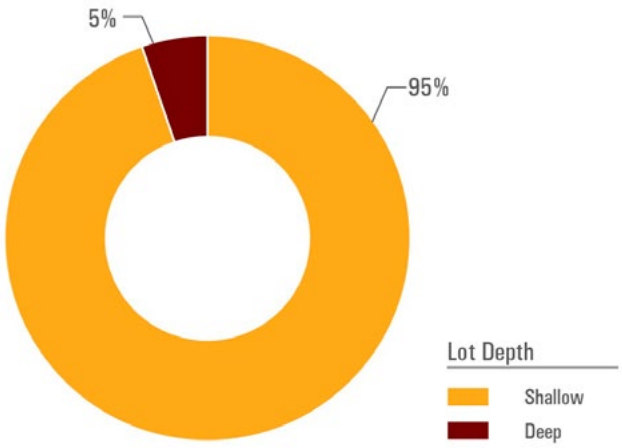
Diagram 8: Conceptual rendering illustrating the existing public park framed by the Greenway and residential units in Policy Area.

5.0 Built Form

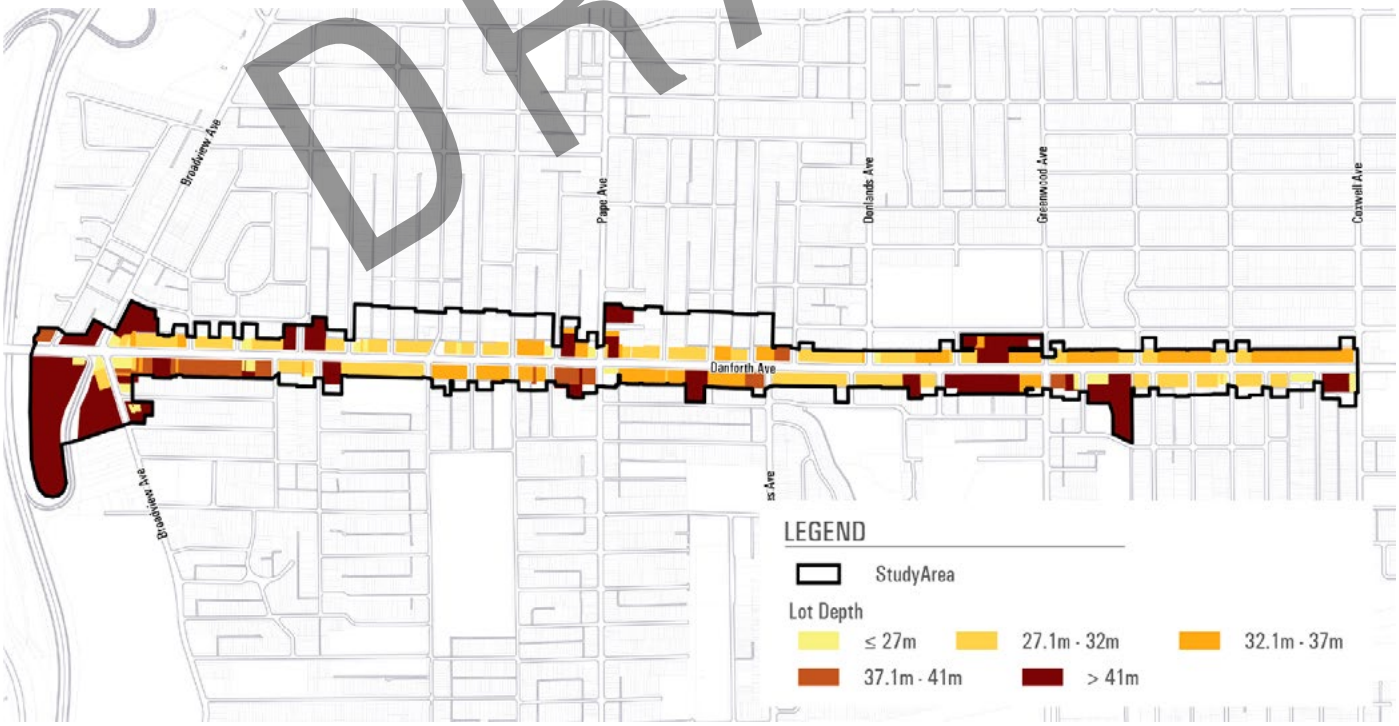
5.1 SITE CHARACTERISTICS

The majority of the lots within the Study Area have similar lot configurations, sizes, and characteristics; and are generally narrow and shallow. When compared to the city-wide Mid-rise Building Performance Standards, approximately 95% of the lots within the Study Area are considered 'shallow lots' as per the city-wide Mid-rise Building Performance Standards. For the purposes of the Study, lots with less than 41.0 metres are identified as shallow lots, with the vast majority of the lots have depths close to 30 metres.

Due to the limited sizes of the lots and lot characteristics within the area, mid-rise building developments may require lot consolidations support mid-rise development. There are other considerations including, but not limited to, heritage conservation and public realm extensions which should also be reviewed to demonstrate the appropriateness of mid-rise development on a site.



Close to 95% of the total number of the lots are identified as Shallow lots as per the city-wide Mid-rise Building Performance Standards.



Map 1: Lot depth

Two-to-three-storey main street buildings frames most part of the Study Area creating a consistent streetwall.

5.2 BUILT FORM

The goals and objectives of the built form guidelines and standards were carefully crafted to ensure the existing historic main street character of the Danforth Avenue is maintained while permitting additional growth on the main street to support the City's growth objectives.

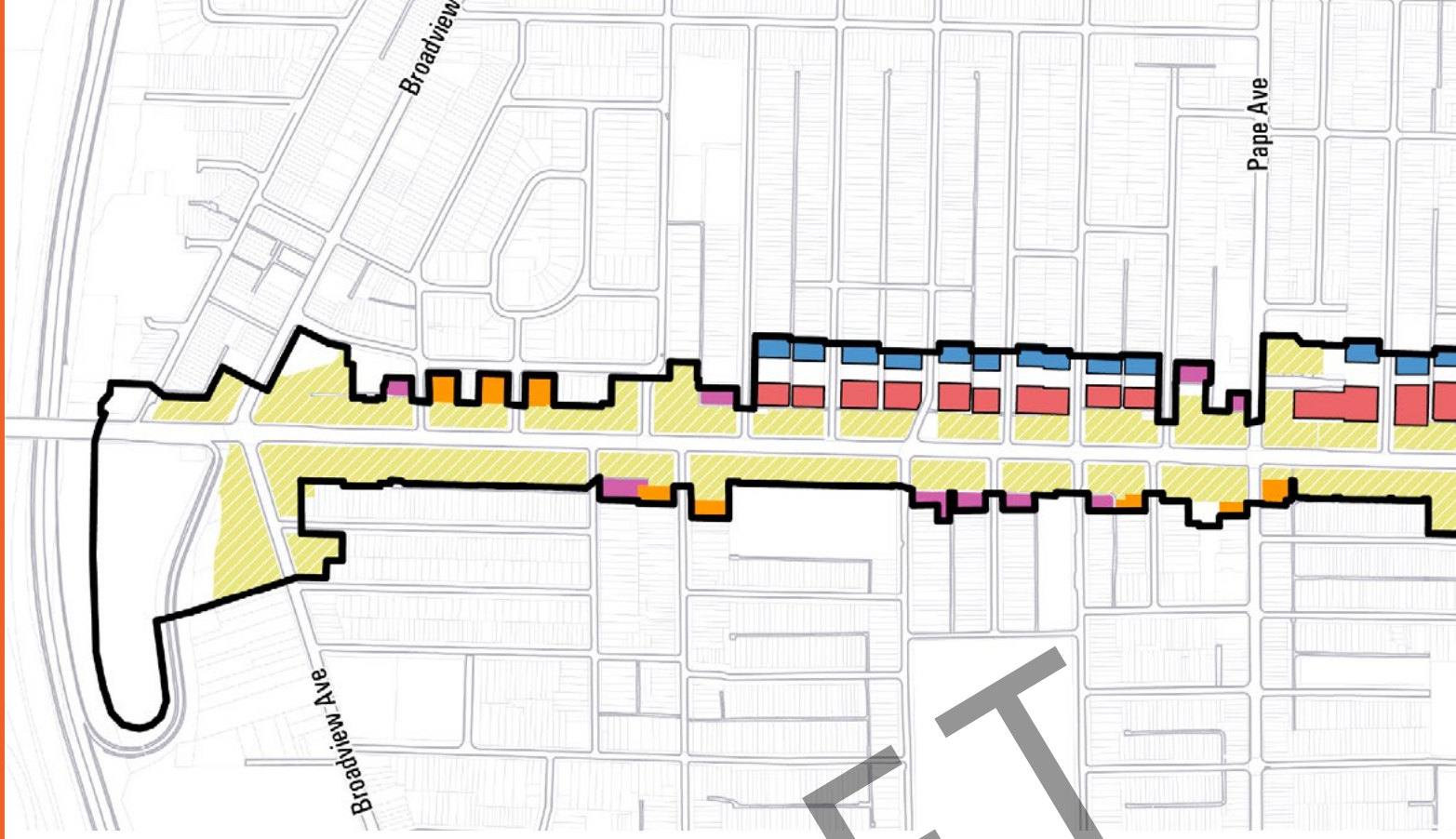
- Provide increased density with the goal of adding new housing (of various building typologies) along the corridor.
- Ensure that the existing historic main street character of the Danforth and its vibrant small-scale storefronts are conserved, maintained and enhanced with new developments.
- Minimize the impact on sensitive land uses such as *Neighbourhoods* and Parks & *Open Spaces*.
- Enhance and increase the space for public realm improvements to sidewalks, pedestrian connections, open spaces and amenities.
- Eliminate any net new shadow of new developments on the sidewalks located on the north side of the Danforth between 12:00pm to 5:00pm from March 21st to September 21st.
- Provide an appropriate transition to *Neighbourhoods*.

The built form guidelines will provide details for the following Policy Areas with various built form types and conditions including new mid-rise developments as well as low-scale additions on existing buildings.

Conceptual Illustration with 8-storey Mid-rise Buildings along Danforth Avenue.

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

These Policy Areas have been established to shape new development while also providing an adequate transition to the lower scale *Neighbourhoods*.



Map 2: Location of different Policy Areas

5.3 POLICY AREAS

The Study Area has been divided into five Policy Areas based on the existing built and land use context. Lots designated *Mixed-Use Areas* fronting onto the Danforth have been identified as Policy Area A. The *Neighbourhoods* designated lots located at the rear of Policy Area A will be identified as either Policy Area B, C, D, or E. The Policy Area boundaries are shown on Map 2.

New mid-rise buildings in Policy Area A will have a rear angular plane that is unique to the Danforth and takes into consideration the Study objectives listed in Section X. When a development in Policy Area A is coupled with a development within Policy Area B, D or E, the rear transition is modified and there is an overall development gain as detailed further within this Section. Policy Areas B, C, D and E are intended to provide a gradual transition to the established Neighbourhoods to the north and south of the Danforth.

This unique built form approach will allow for greater density without compromising the existing built fabric on Danforth Avenue and adverse impacts onto lands designated *Neighbourhoods*.

Diagram 1: This diagram shows how greater density and housing can be achieved along the Danforth corridor by changing the permissions on the sites within Policy Area B. These permissions allow up to 5 storeys on lots to the north of the Danforth frontage. Increased heights and the removal of lot specific side and rear yard setbacks are also permitted to achieve low-rise apartment style built form. The proposed massing allows for context appropriate buildings along The Danforth and on the blocks behind. In these areas, this would create the same amount of housing as would a 13 storey building.

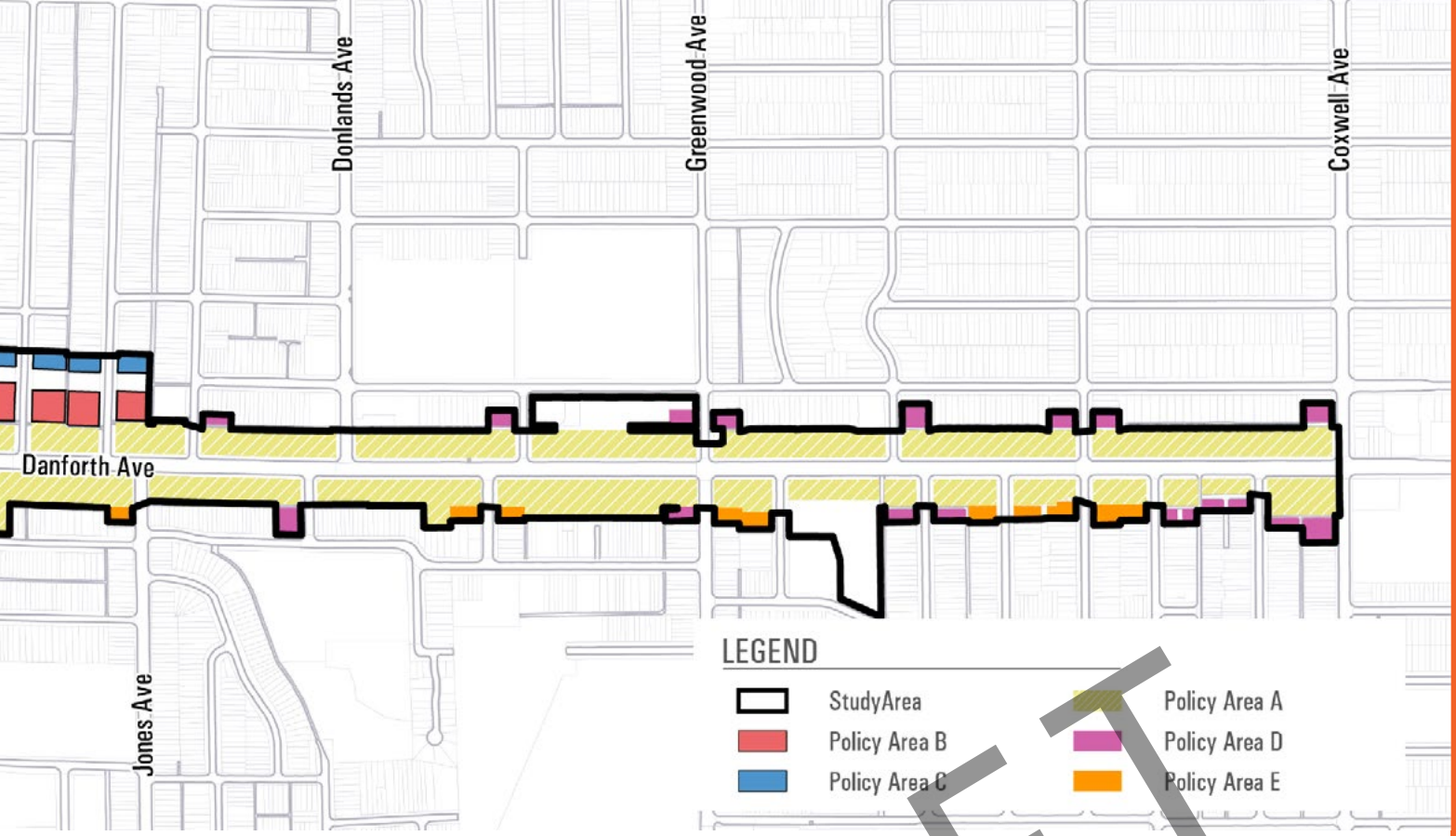


Diagram 1 shows how greater density and housing can be achieved along the Danforth corridor by changing the permissions on the sites within Policy Area B in which the maximum height restriction of a building is 5 storeys. Other permissions would include increased heights and the removal of lot specific side and rear yard setbacks to achieve low-rise apartment style built form.

On these sites, the combination of 8 storeys along the Avenue and 5-storey developments on the adjacent lots in Policy Area B will achieve context appropriate built form and density as well as access to sunlight and skyview.

City staff studied various mid-rise options along Danforth Avenue including a 12-storey option and determined that buildings higher than 8-storey are inappropriate along the street.

Conceptual illustration with 8-storey mid-rise buildings along Danforth Avenue.

5.4 POLICY AREA A

As noted earlier, lands designated *Mixed Use Areas* will be identified as Policy Area A and mid-rise buildings up to seven storeys with a modified built form approach will be permitted. In areas where new developments can be built with developments within one of the identified transition areas (Policy Area B, D, or E), buildings up to eight storeys will be permitted in Policy Area A with a further modified built form approach that would include a lesser rear transition obligation.

5.4.1 MID-RISE BUILDINGS IN POLICY AREA A

The shallow lot characteristics for a majority of the street renders the standard mid-rise design approach of the city-wide Avenues and Mid-rise Buildings Study challenging to be directly applicable to Danforth Avenue. Detailed and extensive planning and built form analyses were performed by City staff to find an alternate design approach that is unique to Danforth Avenue while still maintaining the intent of the Avenues and Mid-rise Buildings Guidelines and the overarching Official Plan.

Additional setbacks and stepbacks will be required along the Danforth to maintain access to sky view and sunlight as well as conserving the historic main street character and transition to heritage properties. Development adjacent to or on top of heritage buildings will be subject to a Heritage Impact Assessment.

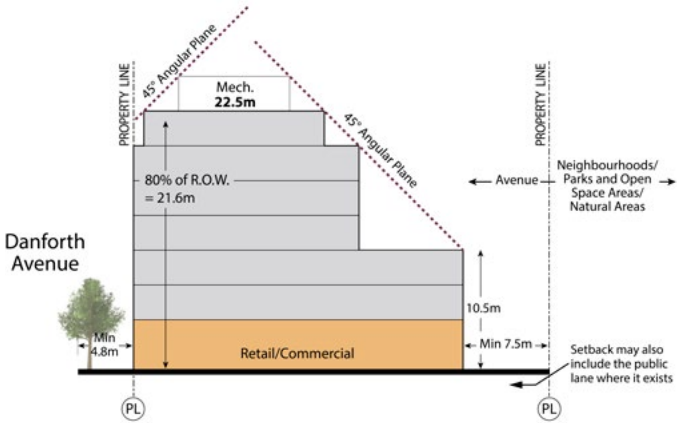


Diagram 2: Cross-section in accordance with city-wide standards for shallow lots.

GUIDELINES

Mid-rise Building Heights

a. The maximum building height in Policy Area A will be 24.0 metres (excluding mechanical penthouse), for a total built form of up to seven storeys.

b. When developments within Policy Area A are paired with new development in adjacent Policy Area B, D, or E, the maximum building height in Policy Area A will increase to 27.0 metres (excluding mechanical penthouse), for a total built form of up to eight storeys.

c. Mechanical penthouses will be limited to a maximum height of 5.0 metres above the roof level established in 5.4 (a) and (b).

d. A ground floor height of 4.5 metres is required, unless an existing heritage built form prohibits this from occurring. In these instances a minimum ground floor height of 3.5 metres may be supported subject to the findings of a Heritage Impact Assessment.

Building Setbacks and Step-backs

e. Provide a minimum building face to curb dimension of 4.8 metres, except where a smaller width exists due to the placement of existing heritage properties. Cantilevers above the ground floor are discouraged and will not be considered if they encroach into the 4.8 metres setback zone.

f. At a maximum height of 14.0 metres (the fourth level) for new developments, provide a minimum 3.0 metres stepback. If the prevailing streetwall height is established by an existing heritage condition, provide the 3.0 metres setback from the height of the roof of the heritage building.

g. For all mid-rise development on the north side of the Danforth, at a maximum height of 24 metres (the seventh level), provide a minimum 2.0 metres stepback along the Danforth and any flanking street frontages.

h. For all mid-rise development on the south side of Danforth Avenue, at a maximum height of 24 metres (the seventh level) provide a minimum 4.0 metres stepback to mitigate any shadow impact onto the public realm. Continue to provide a minimum 2.0 metres stepback on any flanking streets.

i. Mid-rise buildings with frontage greater than 48.0 metres along the Danforth should provide variations in building facades to ensure that the buildings are not overly long.

Rear Transition and the Modified Approach

j. Provide a minimum rear yard setback of 7.5 metres which may include a public or private lane where it exists.

k. For mid-rise developments with a maximum height of 24.0 metres, provide a minimum 1.5 metres stepback at a maximum height of 14.0 metres (the fourth level) and an additional 3.0 metres stepback at a maximum height of 17.0 metres (th

l. For mid-rise developments with a maximum height of 27.0 metres, provide a minimum 1.5 metres stepback at a maximum height of 14.0 metres (the fourth level) at the rear.

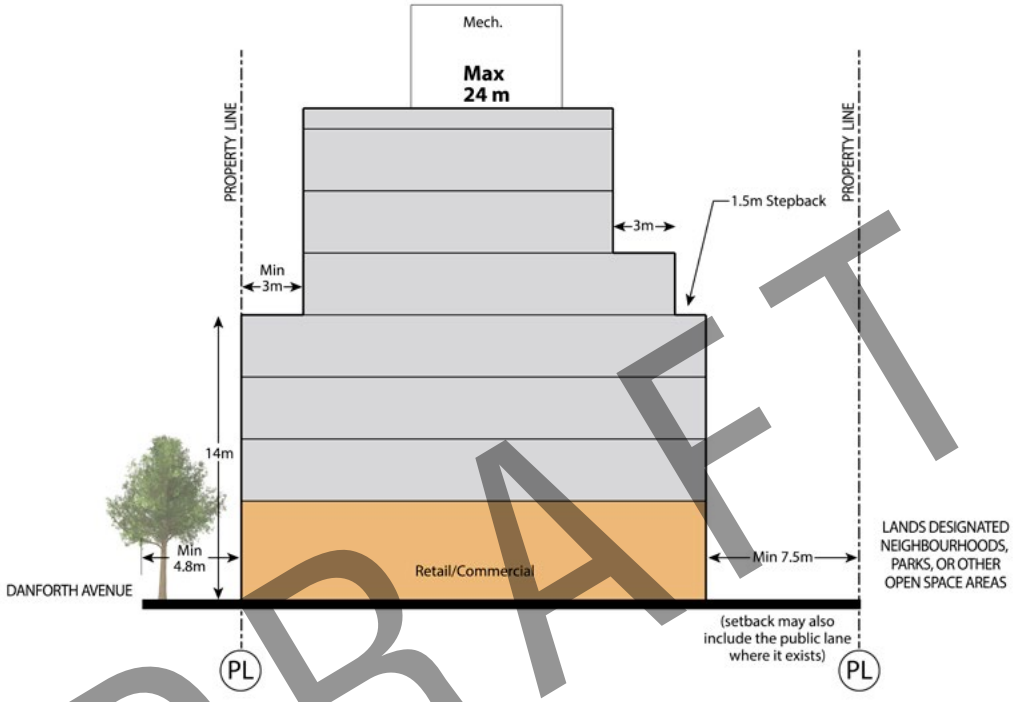


Diagram 3: Updated Standard 7-storey Mid-Rise Building Section

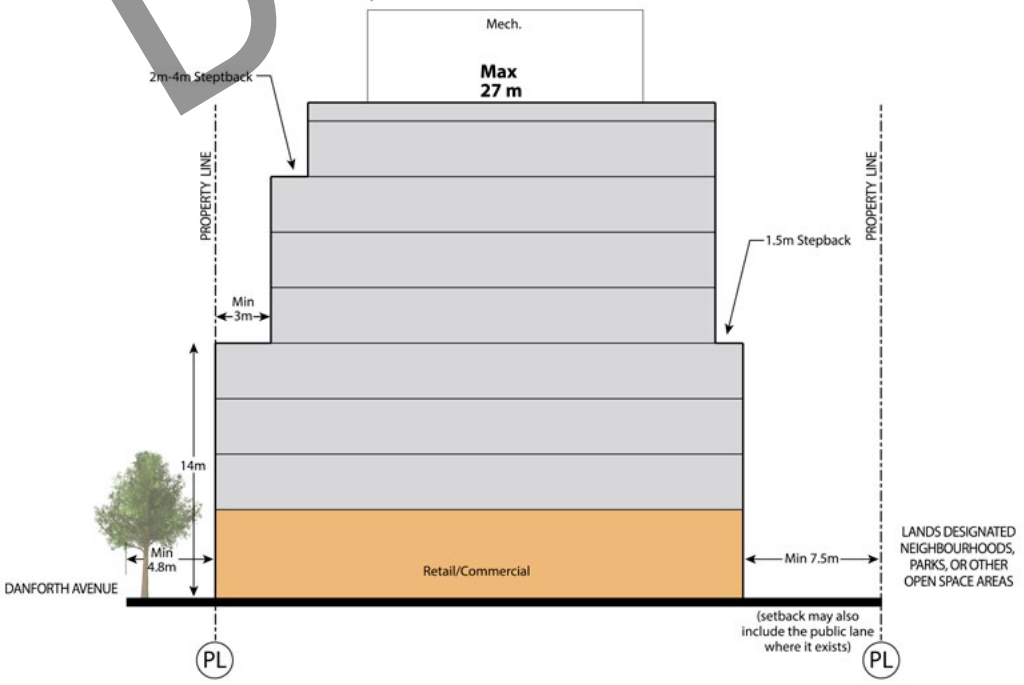


Diagram 4: Updated 8-storey Mid-Rise Building Section

5.4.2 BUILDING ON AND/OR ADJACENT TO HERITAGE PROPERTIES

The Cultural Heritage Resource Assessment (CHRA) has identified numerous properties in the Study Area as having heritage potential. Those properties will be further assessed to determine a recommendation for inclusions on the Heritage Register. New developments located on or adjacent to designated properties on the Heritage Register will be required to conserve the heritage attributes of those properties, as well as the historic main street character reflected in the prevailing streetwall height, fine-grained lot pattern, fenestration, materiality and articulation. All development applications on or adjacent to properties on the Heritage Register are subject to a Heritage Impact Assessment (HIA) and may require a site-specific approach in building design that could be beyond the requirements of these guidelines.

GUIDELINES

New mid-rise buildings on or adjacent to heritage properties will provide the following:

a. Provide a minimum 3.0 metres building stepback above the existing streetwall height.

b. For corner properties, provide a minimum 3.0 metres building stepback above the existing streetwall height along the flanking street elevation.

c. Provide fenestration, materiality and horizontal and vertical articulation on the base of mid-rise buildings that are compatible with and harmonious to the onsite and/or adjacent heritage properties.

d. Avoid cantilevers and balcony projections into the building stepback above heritage properties.

e. Minimize impacts to the perception of heritage properties and their prominence within the existing historic main street context of the Study Area.

7-storey Mid-rise Building with existing Heritage Properties

1. Prevailing heritage streetwall height
2. Minimum 3m stepback above heritage streetwall
3. Materiality and articulation should be compatible to heritage properties on lower podium
4. Minimum 3m stepback at level 6 or at 17m above grade
5. Minimum 1.5m stepback at level 4 or at 14m above grade

8-storey Mid-rise Building with existing Heritage Properties

1. Minimum 2m-4m Building Stepback at Level 8 subject to shadow impact on public realm
2. Minimum 1.5m Stepback at Level 4 or at 14m above grade

5.5 POLICY AREA B

Policy Area B includes lots located in lands designated Neighbourhoods wedged between Policy Area A on the north side of the Danforth and the existing Toronto Parking Authority (TPA) parking facilities or public parks located between Chester Avenue to Langford Avenue.

GUIDELINES

a. Refer to Map 2 in Section 5.3 for precise locations for Policy Area B.

b. The maximum height of new buildings within Policy Area B is 16.0 metres excluding the mechanical penthouse.

c. Mechanical penthouses will be limited to a maximum height of 5.0 metres above the roof level established in Section 5.5 (b).

d. Provide unit access on public streets with generous landscaping in keeping with the existing street character.

e. Provide unit access onto the existing Toronto Parking Authority parking facilities or public parks via Pedestrian Greenway as detailed in Section 4.7. Refer to Diagram 5 for more details.

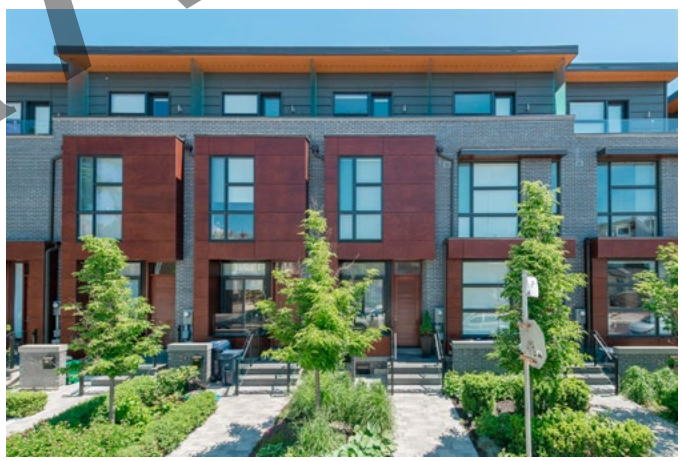
f. Provide a minimum side yard setback of 6.1 metres from the property line abutting the existing TPA facilities or public parks.

g. Provide a minimum setback of 1.0 metres on the side and rear of new developments where the property lines abut an existing public or private lane.

h. Provide a minimum stepback of 3.0 metres at a maximum height of 12 metres (the fifth level at the 5th level) to create relationship pedestrian-scaled streetwall and to mitigate shadow impact onto the Pedestrian Greenway.

i. Provide minimum of 3.5 metres stepback at the second level beyond 11.0 metres of building length along the property line abutting a public or private lane.

j. Ensure that all parking or loading access is taken off of a private or public lane.



Permitted building typology in Policy Area B includes Low-rise apartments, hybrid buildings, stacked townhomes, and townhomes. Credit: Ben Rahn, Avryll McNair

k. Provide high-quality materials and vertical articulation that are complementary to and reflect the character of *Neighbourhoods*.

l. Refer to Diagram 6 for additional clarification on Section 5.5 (a)-(g) on setback and stepback requirements.

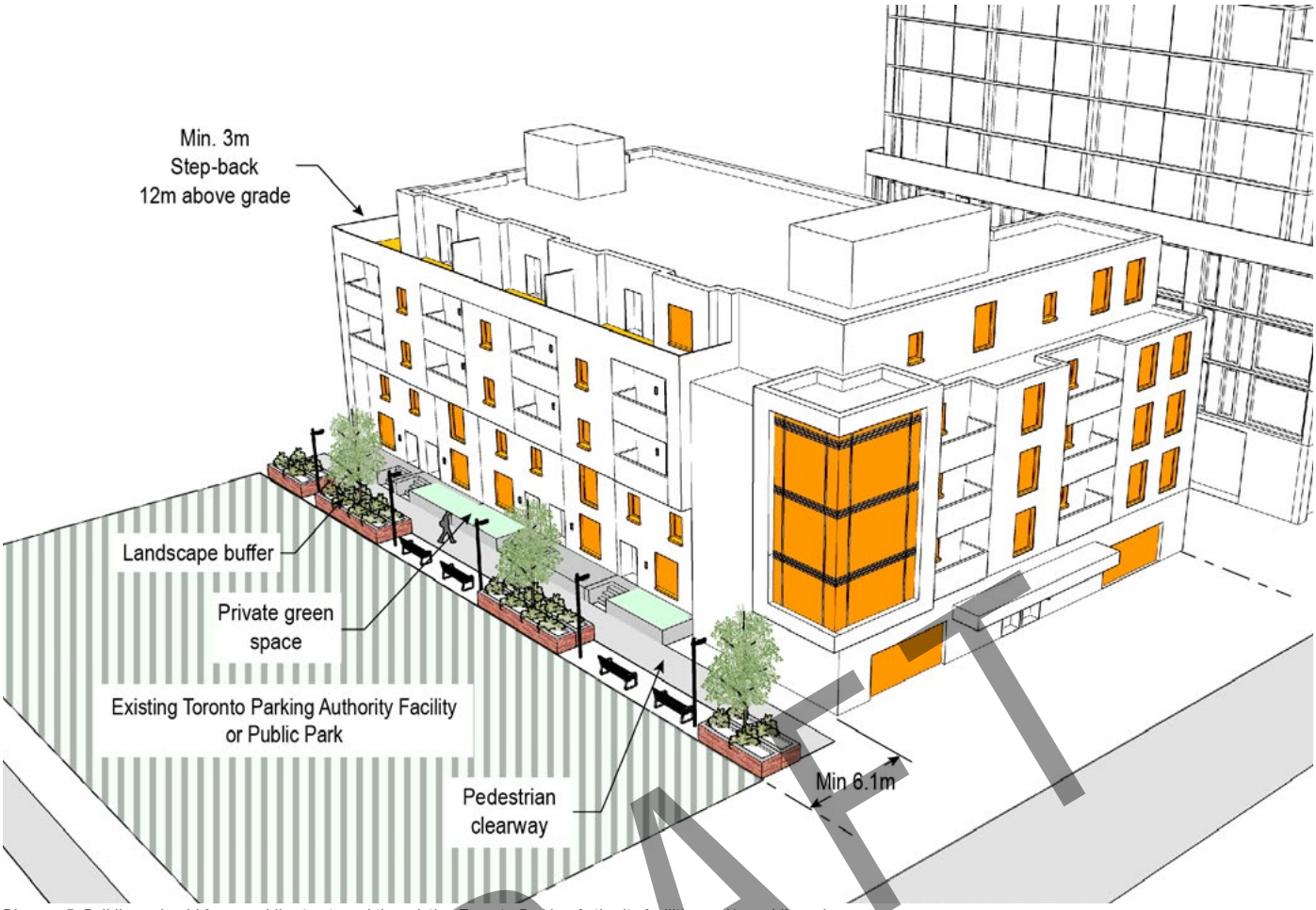


Diagram 5: Buildings should frame public streets and the existing Toronto Parking Authority facilities and/or public parks.

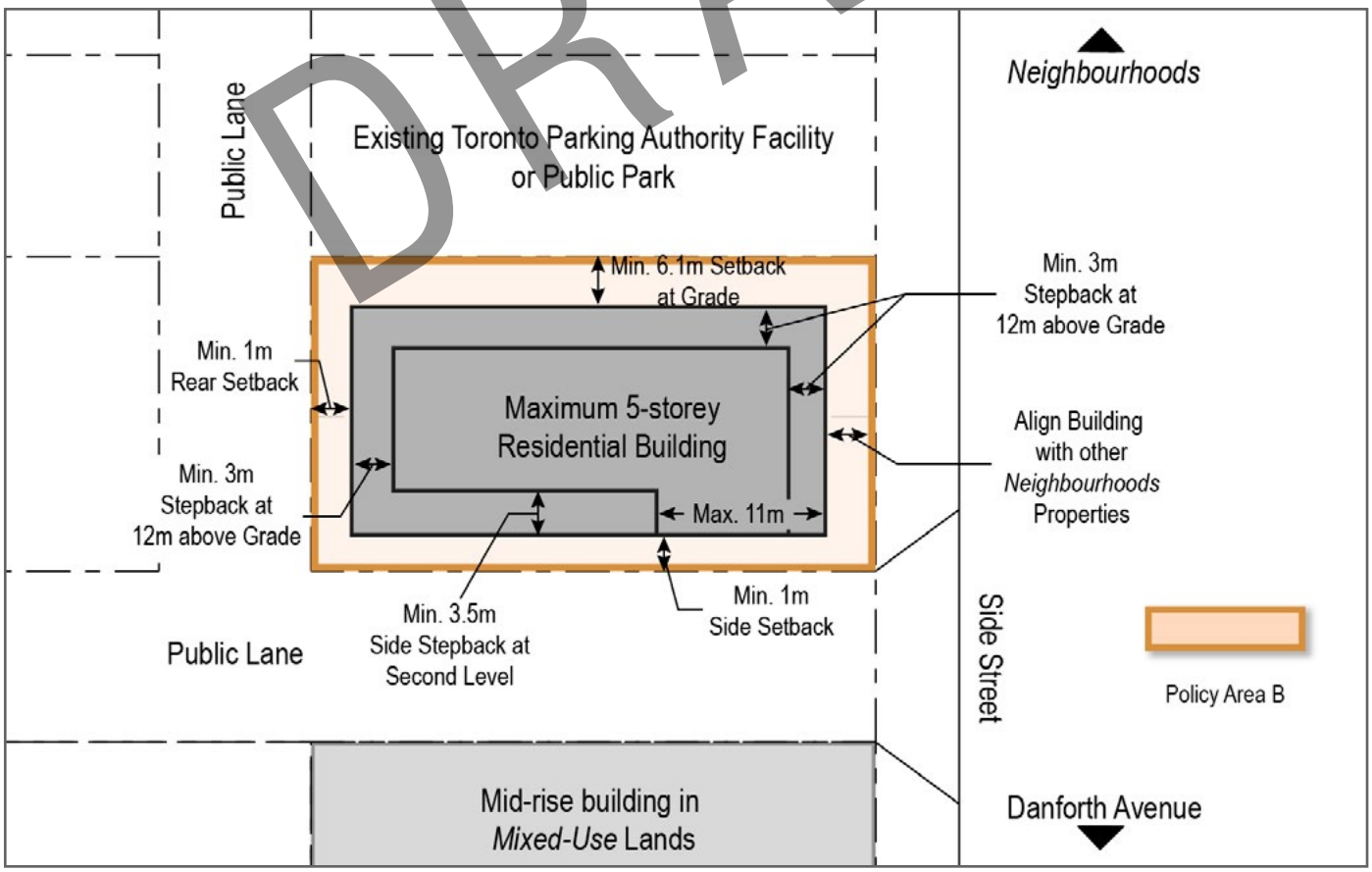


Diagram 6: Setback and stepback requirement for Policy Area B.

5.6 POLICY AREA C

Policy Area C includes lands designated *Neighbourhoods* on the north side of the existing TPA parking facilities and/or public parks. Policy Area C includes all the lots within a 19.0 metres depth from the north property lines of the City-owned TPA parking facilities and public parks. Policy Area C has been designed to provide a clear edge to the *Neighbourhoods* to the north as well as an active edge to the Pedestrian Greenway which is created through redevelopment.

Diagram 7: Buildings should frame the existing TPA facility or public park with grade-related units.

GUIDELINES

a. Lands within Policy Area C have been identified on Map 2 in Section 5.3.

b. The maximum height of new buildings in Policy Area C is 12.0 metres excluding the mechanical penthouse.

c. Mechanical penthouses will be limited to a maximum height of 4.0 metres above the roof level established in Section 5.6 (b).

d. New developments should frame both the newly-created Pedestrian Greenway as outlined in Section 4.7 with ground-related units.

e. Provide units with ground access fronting onto the newly created Pedestrian Greenway as outlined in Section 4.7 with a minimum 6.1 metres side yard setback at grade.

f. Provide a minimum side yard setbacks of 1.0 metre and a minimum of 3.5 metres beyond 11.0 metres of building length along the property line abutting *Neighbourhoods*.

g. Provide a minimum rear yard setback of 1.0 metre.

An example of a green corridor framed by residential units.

h. Provide a front yard setback with generous landscaping equivalent in depth and complementary to the existing street character of the surrounding *Neighbourhoods*.

i. Provide high-quality materials and vertical articulation that are complementary to and reflect the character of *Neighbourhoods*.

j. Refer to Diagram 8 for additional clarification on setback and stepback requirements.

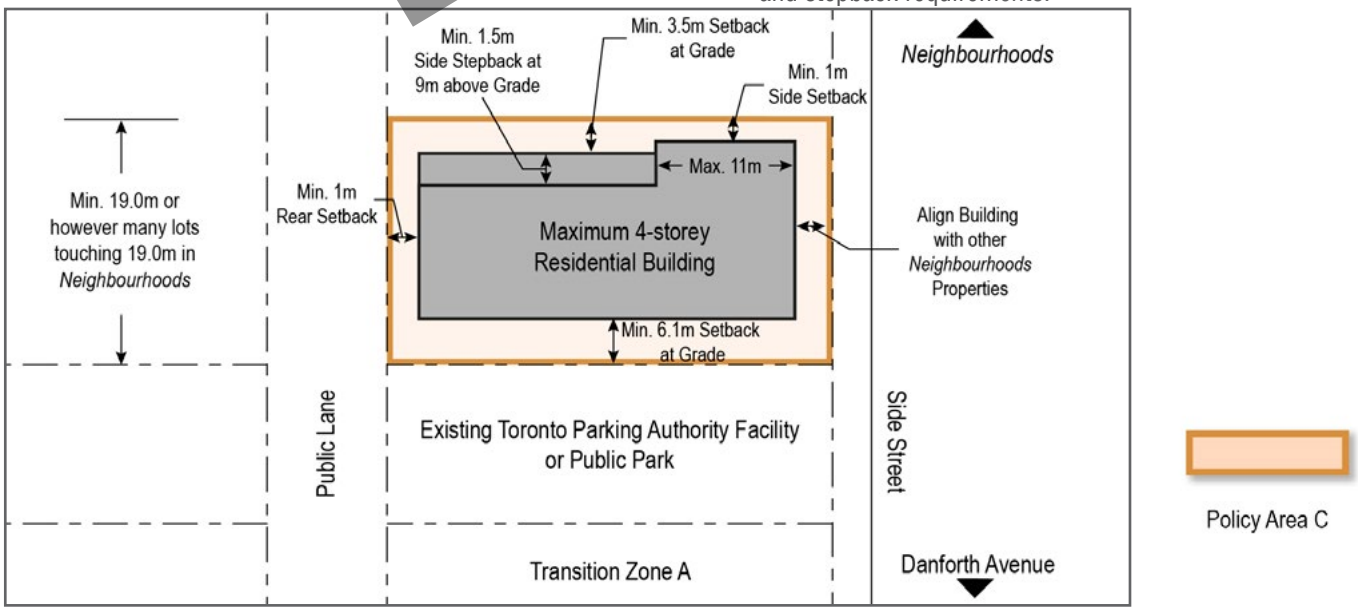


Diagram 8: Setback and stepback requirement for Policy Area C.

5.7 POLICY AREA D

The Policy Area D includes a minimum of two or a maximum of three *Neighbourhoods* lots on the north or south side streets perpendicular to the Danforth when there is a private or public lane bisecting the two Policy Areas.

GUIDELINES

a. Lands within Policy Area D have been identified on Map 2 in Section 5.3.

b. Low-rise apartments, hybrid buildings, stacked townhomes, and townhomes are permitted in Policy Area D.

c. The maximum height of new buildings in Policy Area C is 14.0 metres excluding the mechanical penthouse.

d. Mechanical penthouses will be limited to a maximum height of 4.0 metres above the roof level established in Section 5.7 (c).

e. Provide a front yard setback with generous landscaping equivalent in depth and complementary to the existing street character of the surrounding *Neighbourhoods*.

f. Provide a minimum side yard setback of 1.0 metre and a minimum of 3.5 metres beyond 11 metres of building length along the property line abutting *Neighbourhoods*.

g. Provide a minimum side yard setback of 1.0 metre along the property line abutting a public or private lane.

h. Provide high-quality materials and vertical articulation that are complementary to and reflect the character of *Neighbourhoods*.

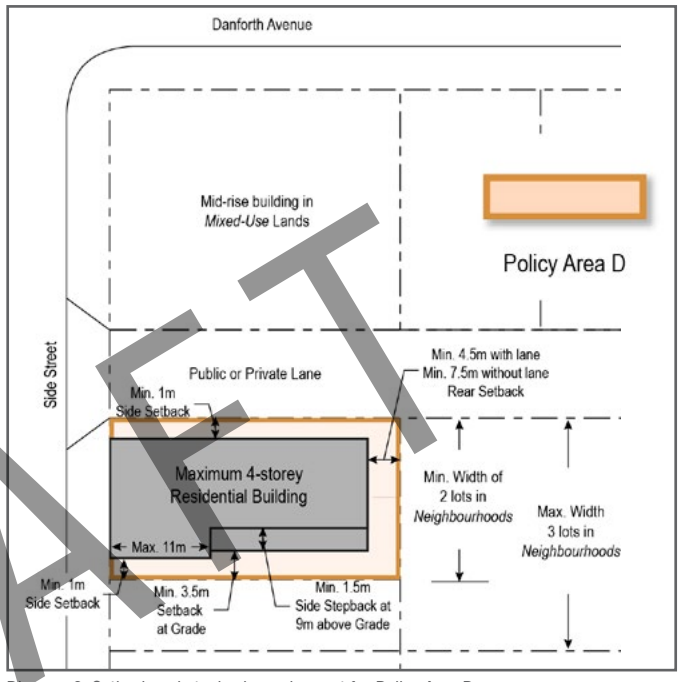


Diagram 9: Setback and stepback requirement for Policy Area D.

i. Refer to Diagram 9 for additional clarification on setback and stepback requirements.

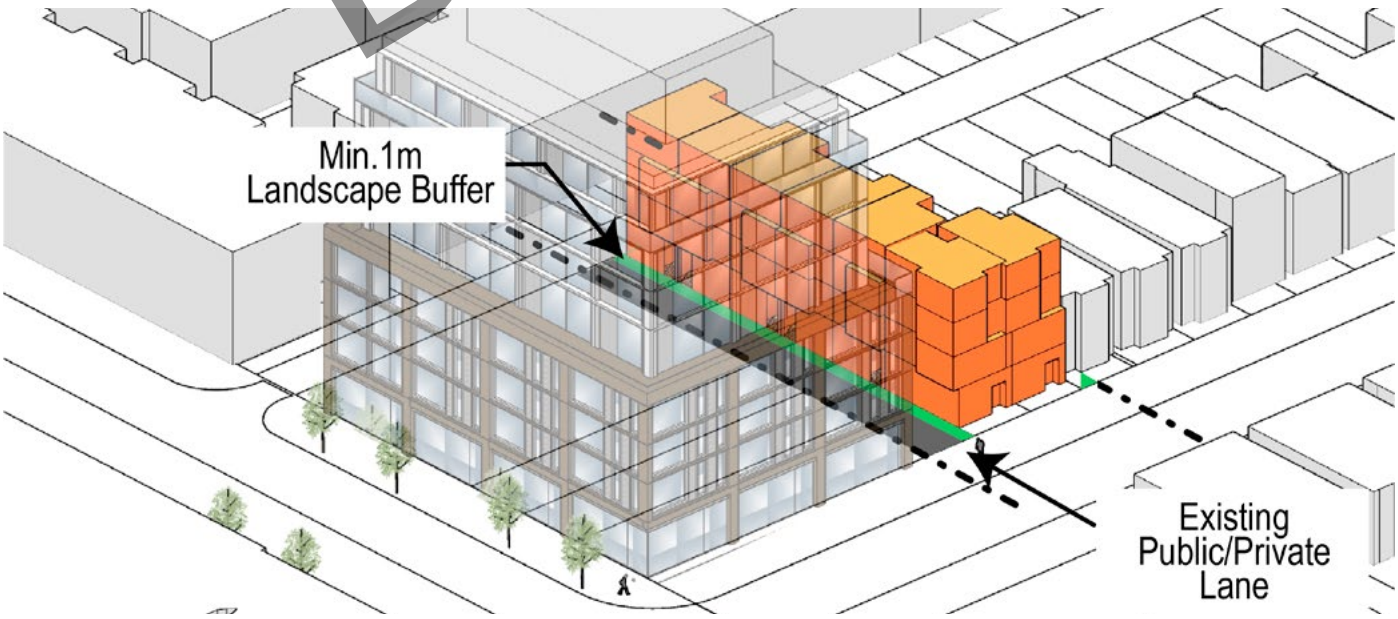


Diagram 10: Policy Area D is on the opposite side of the Mixed Use lands across existing public or private lane.

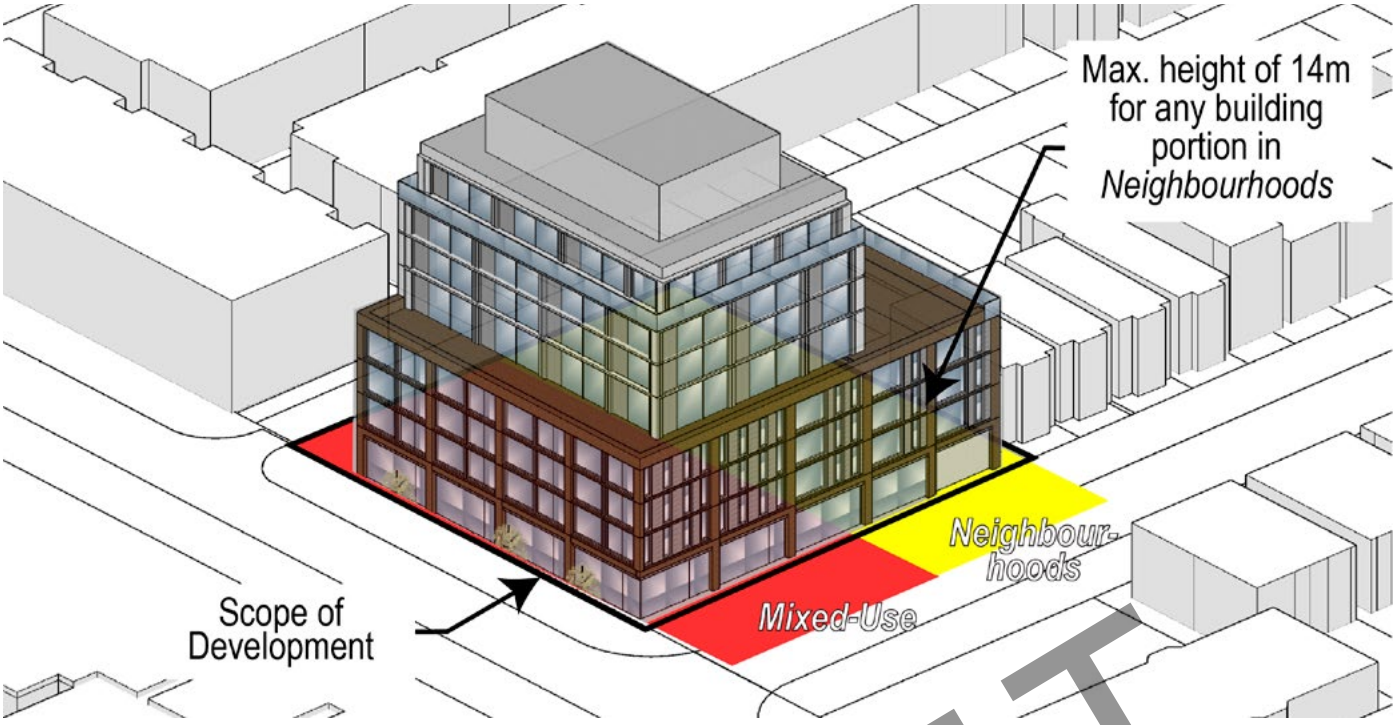


Diagram 11: Policy Area E is located in the *Neighbourhoods* portion of a development and the maximum allowable building height is 14 metres.

5.8 POLICY AREA E

The Policy Area E includes a minimum of two or a maximum of three *Neighbourhoods* lots on the north or south side streets perpendicular to the Danforth when there is no private or public lane bisecting the two Policy Areas. Any built structure in Policy Area E is an extension of the mid-rise building on the *Mixed Use* Area with appropriate setback and stepbacks.

GUIDELINES

a. Lands within Policy Area E have been identified on Map 2 in Section 5.3.

b. The maximum building height in Policy Area E is 14.0 metres including all mechanical equipment.

c. Provide a minimum 3.5 metres side yard setback from the property line that is perpendicular to the side street.

d. Provide a minimum 4.5 metres rear yard setback abutting an existing public or private lane or a minimum 7.5 metres without a lane.

e. Provide a minimum 1.5 metres setback for the upper portion of the new development from lands designated *Neighbourhoods*.

f. Provide high-quality materials and vertical articulation that are complementary to and reflect the character of *Neighbourhoods*.

g. Refer to Diagram 12 for additional clarification on setback and stepback requirements.

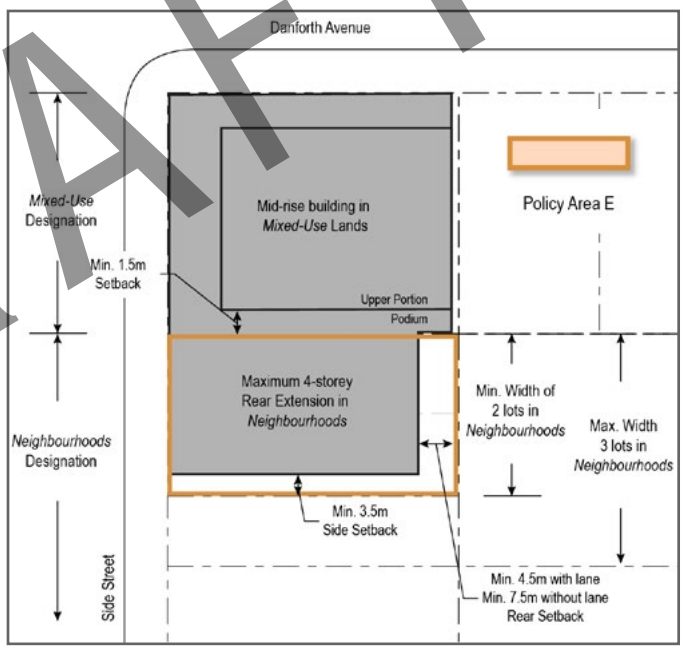


Diagram 12: Setback and stepback requirement for Policy Area E.

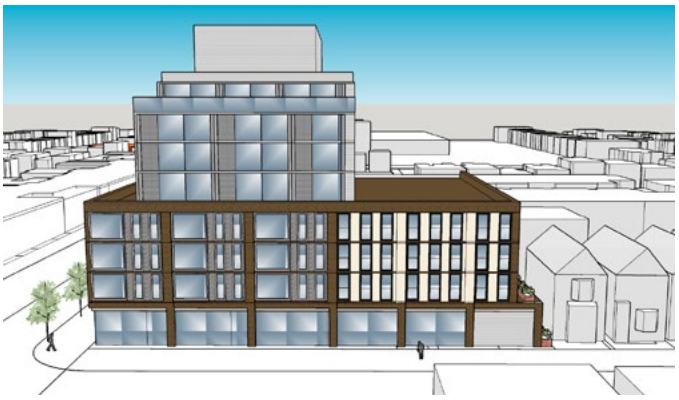


Diagram 13: Conceptual illustration of a mid-rise development which includes Policy Area E.

5.9 SPECIAL NODES

In conjunction with the provincial government's direction to intensify areas around rapid transit stations, the study 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, these 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.

The precise boundary of the two nodes are yet to be determined.

5.10 BUILDING DESIGN

Danforth Avenue's historic main street character is defined by a fine-grain pattern of buildings with narrow retail frontages and the small-scale pedestrian-oriented historic streetwall. The architectural rhythm is fundamental to creating the vibrant storefronts and patios which are treasured by the community. Furthermore, the warm masonry material and articulation on the building facades are important elements of the built fabric of Danforth Avenue.

New buildings and additions should find a way to harmoniously fit into the surrounding historic main street context by considering building elements, such as articulation of building bays, references to horizontal datum lines, building materials, fenestration, side wall conditions, and the design of access and loading areas.

GUIDELINES

a. Design new buildings to be complementary with the Study Area's historic main street context by respecting the prevailing characteristics of Danforth Avenue.

b. Design new development to be compatible with but not replicate the architectural style of heritage properties.

c. Design the base of new buildings with solid materials such as brick and stone for the new streetwall to maintain and reinforce the historic main street character of the Study Area.

d. Design new buildings to be compatible with the design, scale, form and massing of the prevailing streetwall and the Study Area's main street character.

e. Avoid large and continuous glass surfaces on buildings and storefronts. Divide the building bays with solid materials to create a fine-grain pattern.

f. Provide articulation, textures, and relief in the cladding of buildings to create depth and interest in the facade design.

New Developments and/or Additions on Heritage Properties

g. Heritage properties should be conserved, maintained and enhanced as visually prominent in overall building design. New developments and additions should be compatible with the existing heritage property and the historic main street character of Danforth Avenue.

h. Conserve and restore original exterior building features rather than replacing them. Replace only those original building features that have deteriorated beyond repair.

i. Use exterior materials that are visually compatible with the prevailing historic main street character of the Study Area, and that do not negatively impact the integrity of the heritage property.

j. Select cladding materials for new developments and additions on or adjacent to heritage properties to be distinctive from but compatible with the heritage property.

An example of good use of materiality and articulation on the facade design which is compatible with the existing heritage character. Credit: OFFICEArchitecture, Harhay Development

5.10.1 GROUND FLOOR HEIGHT, STOREFRONT SIZE AND DESIGN

Fine-grain retail stores and consistent ground floor heights are key characteristics of Danforth Avenue with significant cultural heritage value. These street frontages help make the street vibrant and lively with numerous patios and retail activities. New developments and additions should continue to provide these fine-grain retail patterns to enhance the existing historic main street character. These guidelines will provide different ways to create a more desirable retail environment for the community and visitors.

The fine-grain historic main street character is an integral part of Danforth Avenue.

GUIDELINES

a. Ensure the design of the ground floor of new developments is compatible with the existing fine-grain historic main street context of Danforth Avenue and meets the following:

   i. Ground floor height between 3.5- to 4.5 metres for mid-rise buildings;

   ii. Ground floor frontage with building bays and vertical articulations of 6.0 to 8.0 metres in width; and

   iii. Ground floor unit sizes generally in keeping with existing fine-grain character of the street.

b. Provide recessed building entrances along the street frontage to create a consistent building articulation and rhythm at a pedestrian level and not impede on the pedestrian clearway with door swings.

c. Ensure the overall storefront design respects and enhances the architectural design of the existing building and the historic main street character of the Study Area.

d. Design the Danforth frontage of the building as the primary retail frontage if the new development is on a corner lot.

e. Provide a knee wall/window base with a height that is generally consistent with adjacent retail frontages along the street.

f. Use transparent glass for storefront glazing and conserve the original windows and historic components and features of storefronts.

g. Align the signage band on the building to be consistent with adjacent storefront designs along the street.

h. Avoid installing backlit and oversized box-signage on the signage band that obscure architectural details of the building or extend beyond the signage band area.

i. Refer to the City's Retail Design Manual for more details on developing ground floor retail spaces.

Avoid using continuous glass store frontages for buildings with long frontages on Danforth Avenue

5.10.2 BUILDING MATERIAL

One of the local identities of Danforth Avenue within the Study Area is defined by the use of brick and stone along the existing streetwall. This main street character, which is typical of many main streets of Toronto, should be maintained and reinforced through use of high-quality materials and articulation for new developments fronting onto the street. Bricks or stone material which is reflective of the existing character should be used for lower part of new developments which frames the street.

GUIDELINES

a. Use solid materials such as brick and stone for the new streetwall to reflect and reinforce the architectural character of the area.

b. Limit the use of continuous glass frontages on the ground floor for buildings with long frontages on the Danforth. Divide long building frontages with vertical articulation created by solid materials to reinforce the fine-grain historic main street character of Danforth Avenue.

c. Provide articulation, textures, and reliefs in the cladding of buildings to create depth and interest in the facade design.

5.10.3 VEHICULAR ACCESS, LOADING AREA AND UTILITY

The vehicular access and/or loading areas of new developments should be located away from public view. Curb cuts, garage access, servicing and loading should be located towards the rear of new developments or towards the side streets. New developments' loading and servicing activities should be internalized and any parking spaces should be contained within below-grade structures. New curb cuts for vehicles will be avoided on Danforth Avenue right-of-way to minimize interruption on the public realm and continuous streetscape improvements.

GUIDELINES

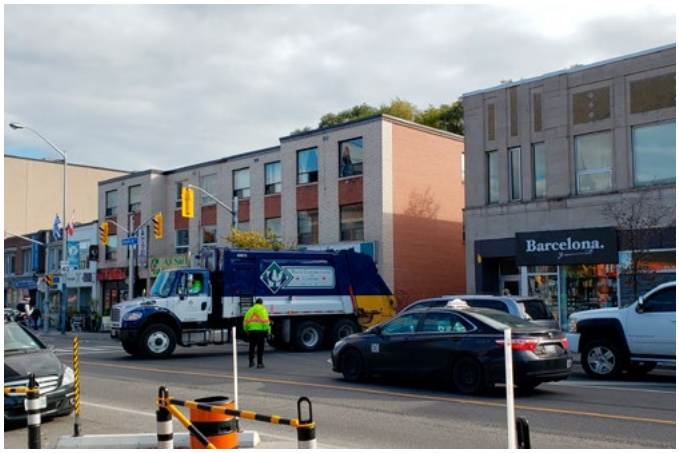
a. Avoid curb cuts, vehicular accesses, surface parking, and loading areas along the Danforth Avenue frontage.

b. Provide access to site servicing and parking at the rear of the building/site from a private/public lane or from the side street.

c. Incorporate access stairs, garbage collection/storage areas, and loading areas into the rear of the building.

d. Provide decorative screenings or planted landscape buffers to reduce the negative impacts of vehicular access, loading, and utilities.

New developments should provide articulation and textures in cladding design which are complimentary to the local character of the Danforth.



New developments' loading and servicing activities should be avoided from the right-of-way of Danforth Avenue.

5.11 ADDITIONS AND LOW-RISE BUILDINGS

Low-scale additions may be constructed on top of the existing buildings. New additions on top of low-rise buildings that provide additional density with minimal impact on the existing built fabric are permitted and encouraged.

These guidelines will ensure that new additions have minimal impact on the historic main street character of Danforth Avenue.

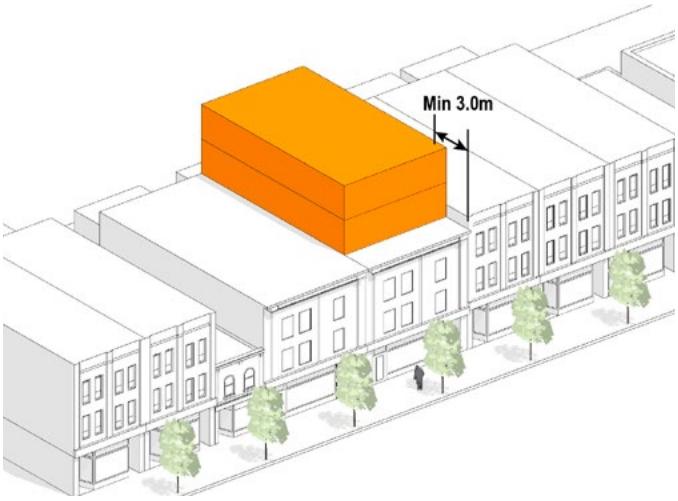


Diagram 14: Any new addition should have a minimum stepback of 3.0 metres from the edge of the prevailing street wall.

GUIDELINES

a. Design new additions and low-rise buildings to maintain and respect the prevailing streetwall height of adjacent properties.

b. Provide a minimum 3.0 metres stepback above the existing heritage building or prevailing streetwall height for new additions.

c. For corner properties, provide a minimum 3.0 metres building stepback above the prevailing streetwall height along the north-south side street elevation.

d. Avoid upper level projections such as cantilevers, balconies and canopies into the building stepback area.

e. Maximum ground floor height is 4.5 metres and the minium ground floor height is 3.5 metres.

f. No windows permitted along the side yard lot lines unless on a corner lot.

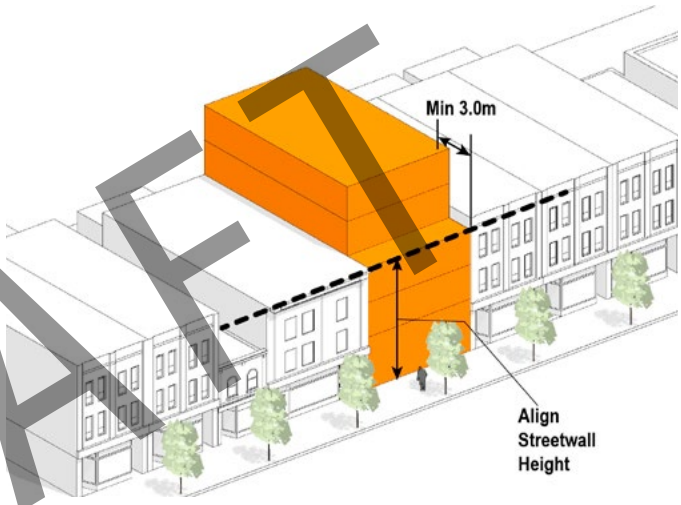


Diagram 15: New low-scale development should maintain and align the prevailing streetwall.

6.0 Mobility

6.1 Destination Danforth Complete Streets Pilot

6.1 DESTINATION DANFORTH COMPLETE STREETS PILOT

The Destination Danforth Complete Streets Pilot was implemented in 2020 to provide support for local businesses, improve safety and comfort for all users, and enable people to use all modes of transportation along the corridor. The pilot included identifying opportunities for expanded patio space on the street right-of-way and on-street cycling facilities along Danforth Avenue.

In December 2021, City Council approved the ActiveTO Cycling Network Expansion projects installed in 2020 currently in place as permanent bikeways, and in doing so, authorized the necessary by-law amendments, to retain them as permanent installations, including Danforth Avenue (cycle tracks from Broadview Avenue to Dawes Road), along with an extension of Victoria Park Avenue to be installed in 2022.

The completion of the Complete Streets Pilot provided an insight on how the public realm expansion on the street right-of-way could succeed without disrupting any modes of transportation. The following guidelines provides further guidance on how future streetscape of the Danforth continues to be a successful complete street.

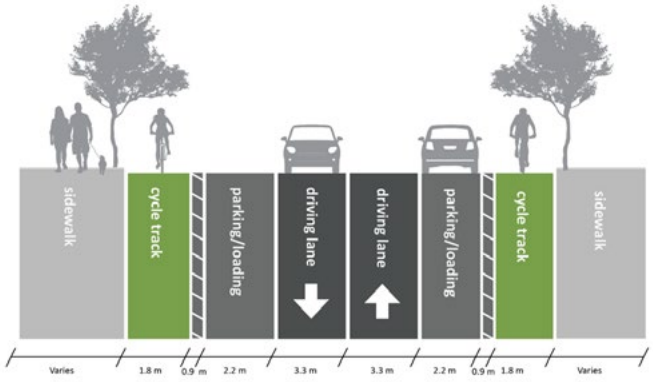


Figure 1: Danforth Avenue Complete Streets Pilot Design Cross Section (without curbside patios)

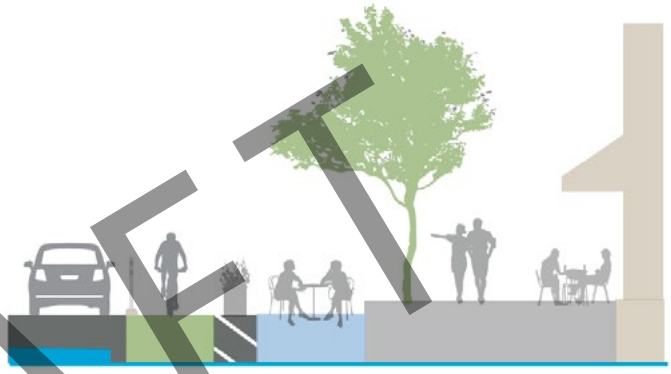


Figure 2: Danforth Avenue Complete Streets Pilot Design Cross Section (with Curbside Patio)

GUIDELINES

a. New developments will, where possible, contribute to the evolution of Danforth Avenue as a complete street by providing improvements to the public realm that will include more seating, landscaping/stormwater retention, bike share station and parking, etc.

b. Design all patio zones to ensure adequate pedestrian space, adherence to accessibility requirements, and safe cycling. Patios in the right-of-way must adhere to CafeTO guidelines and process.

c. Avoid loading and servicing activities from the right-of-way of Danforth Avenue. If this is not possible, ensure dedicated loading activities do not interfere with pedestrian amenities or public realm improvements.

d. Coordinate, where possible, location-specific adjustments (ramps, concrete curb and planter removals) to facilitate accessible pickup and drop off.

Installing new bike lanes was an integral part of the Destination Danforth Complete Streets Pilot in 2020.

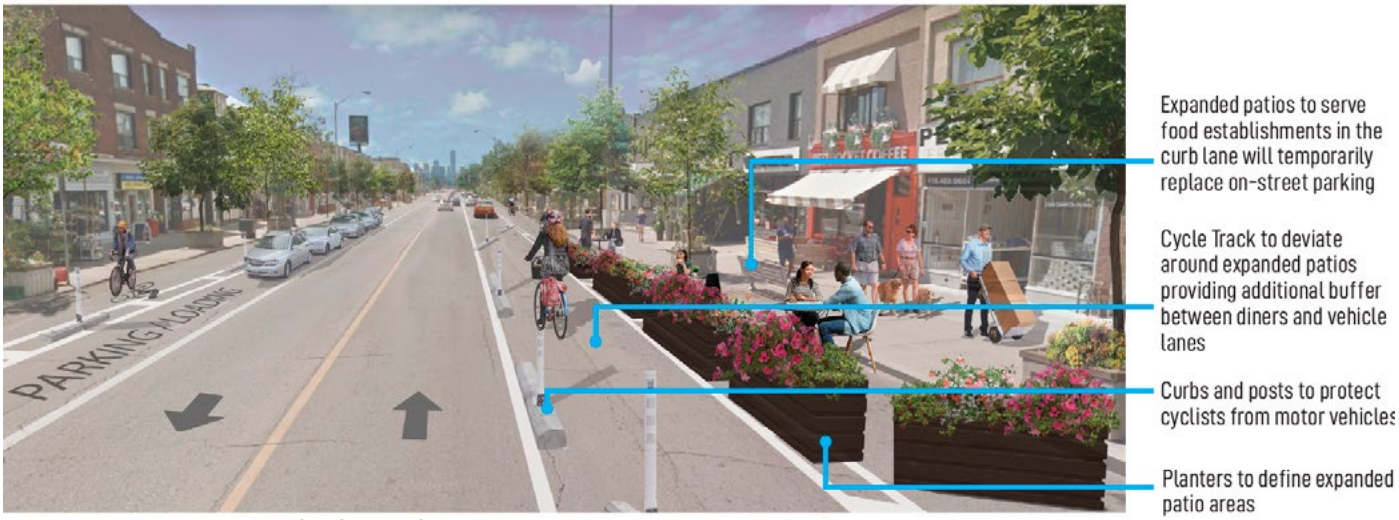


Figure 3: Typical Design with Expanded Curb Side Patio Option - Rendering

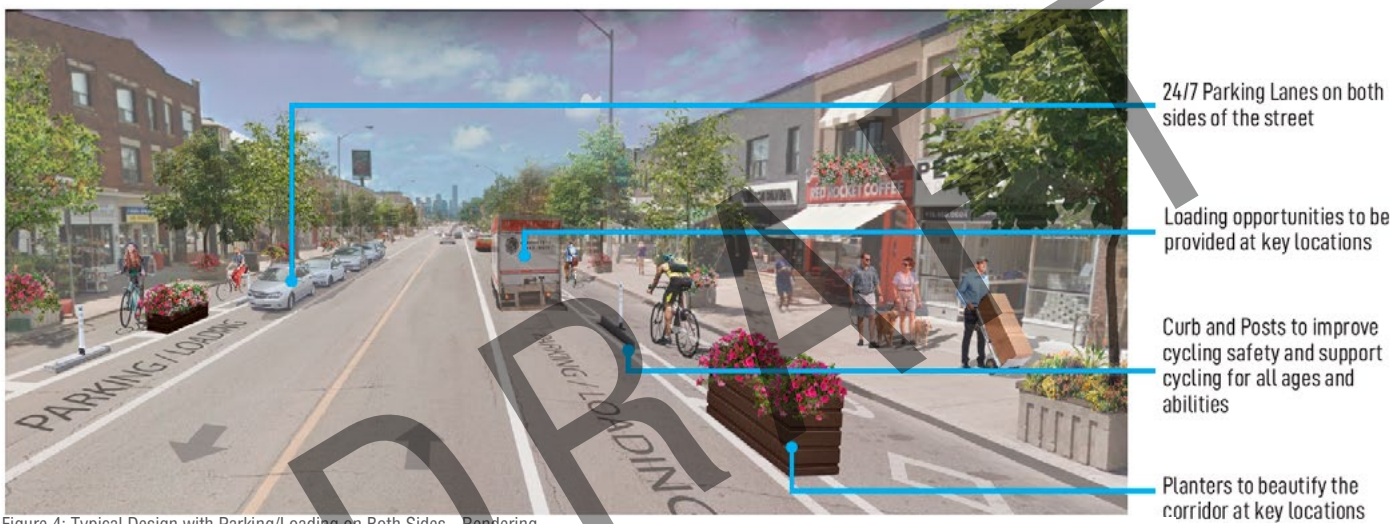


Figure 4: Typical Design with Parking/Loading on Both Sides - Rendering

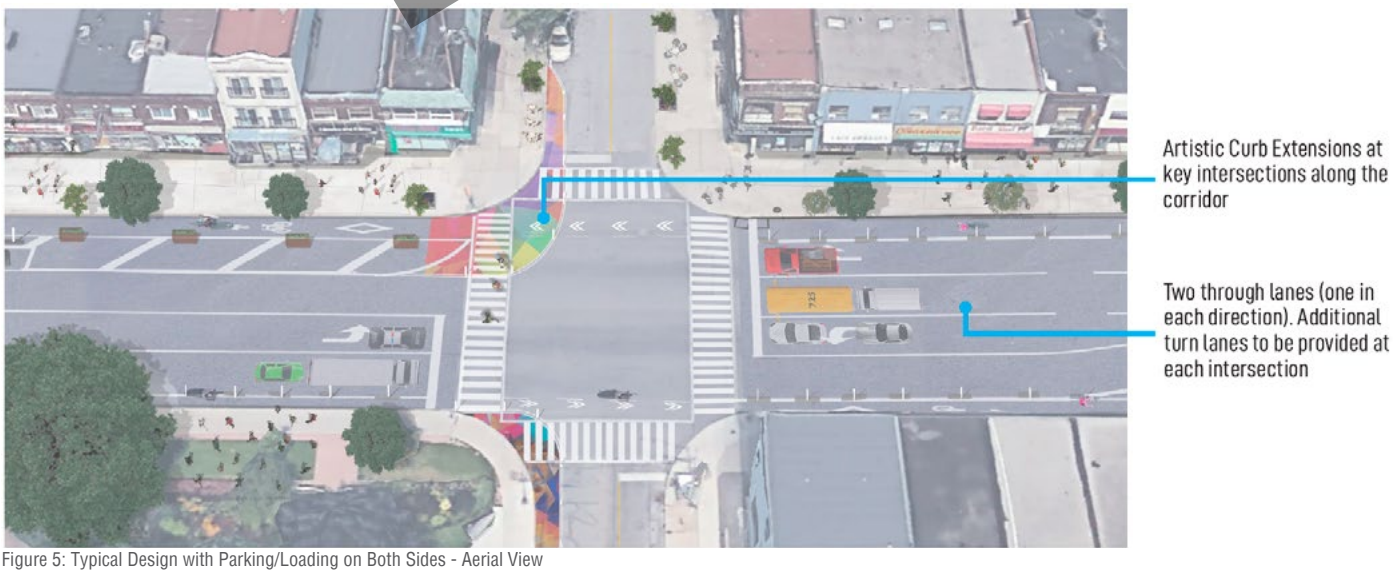
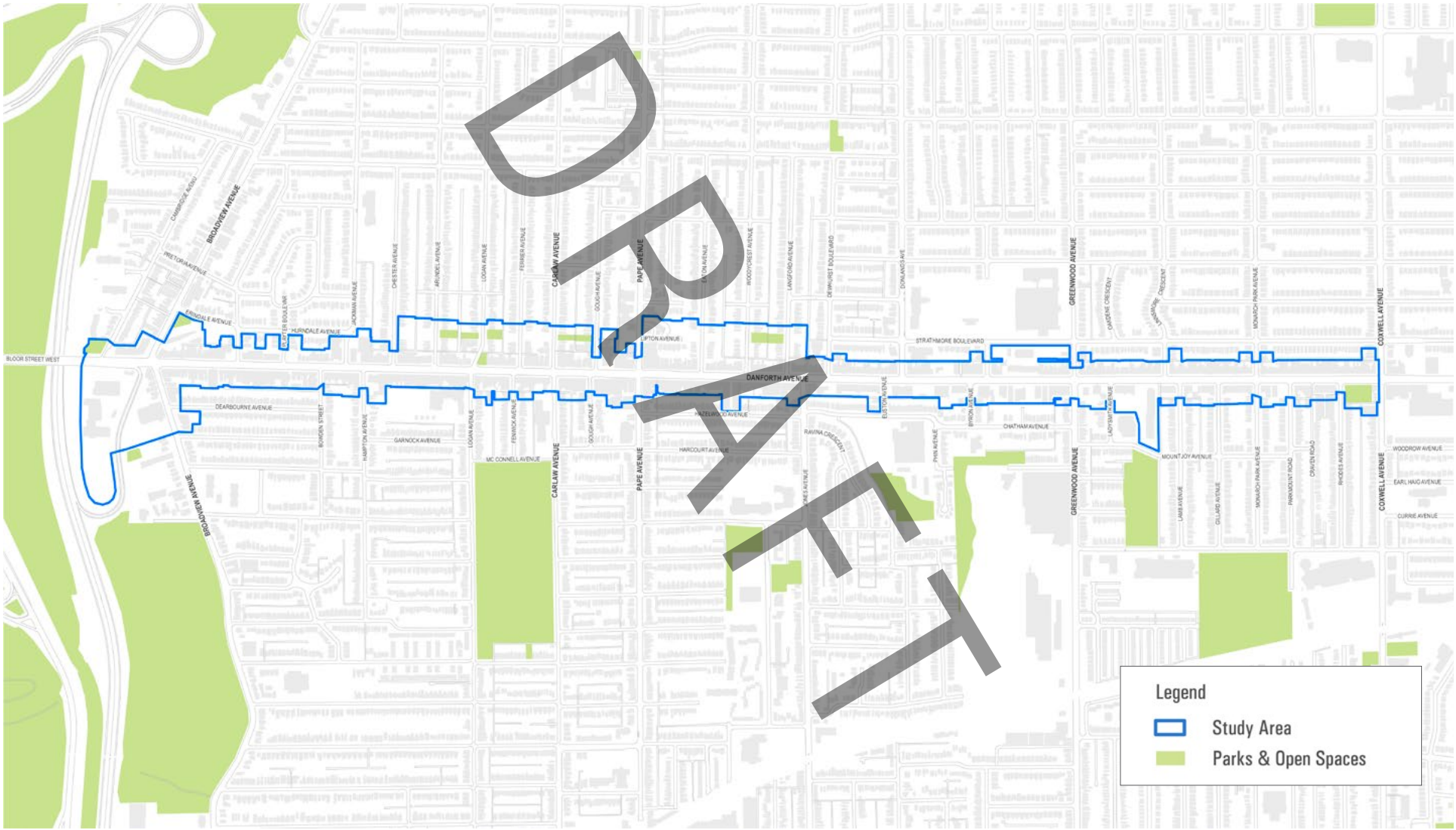


Figure 5: Typical Design with Parking/Loading on Both Sides - Aerial View

Appendices

Appendix A Map 1 - Study Area Map



Appendix B Map 2 - Heritage Inventory Map

APPENDIX C - HERITAGE INVENTORY

Address	Heritage Status	Date of Construction	Building Type
742 and 744 Broadview Avenue	Heritage Potential	c.1899	House-form with storefront addition
749 and 751 Broadview Avenue	Heritage Potential	c.1909	Main street commercial row
750 Broadview Avenue	Heritage Potential	c.1899	Main street commercial row
752 Broadview Avenue	Heritage Potential	c.1899	Main street commercial row
753 Broadview Avenue	Heritage Potential	c.1911	Main street commercial row
757 Broadview Avenue and 95 Danforth Avenue	Listed	1909	Main street commercial block
1 Danforth Avenue	Heritage Potential	1963	School
55 Danforth Avenue	Part IV	1920-21	Public Lavatory
90 Danforth Avenue	Listed	c.1918	Bank-Landmark
114 and 120 Danforth Avenue	Heritage Potential	c.1919	Main street commercial block
117 Danforth Avenue	Heritage Potential	c.1913	Main street commercial block
119, 123, and 129 Danforth Avenue	Heritage Potential	c.1913	Main street commercial block
124 Danforth Avenue	Heritage Potential	c.1929	Main street commercial row
128 Danforth Avenue	Heritage Potential	c.1939	Main street commercial row
131, 135, 139, and 143 Danforth Avenue	Heritage Potential	c.1924	Main street commercial block
132, 136, 140, 146, 148, 156, 162, and 164 Danforth Avenue	Heritage Potential	c.1924	Main street commercial block
147 Danforth Avenue	Listed	1919	Theatre-Landmark
161, 165, and 169 Danforth Avenue	Heritage Potential	c.1922	Main street commercial block
185, 189, and 193 Danforth Avenue	Heritage Potential	1921	Main street commercial block
199, 201, 205, and 209 Danforth Avenue	Heritage Potential	c.1919	Main street commercial block
237 and 241 Danforth Avenue	Heritage Potential	c.1929	Main street commercial block
245 and 249 Danforth Avenue	Heritage Potential	c.1929	Main street commercial block

Address	Heritage Status	Date of Construction	Building Type
261, 265, 269, and 273 Danforth Avenue	Heritage Potential	c.1919	Main street commercial block
279, 281, and 283 Danforth Avenue	Heritage Potential	c.1924	Main street commercial block
285 Danforth Avenue	Heritage Potential	c.1911	Place of worship-Landmark
298 and 300 Danforth Avenue	Heritage Potential	c.1929	Main street commercial block
309, 311, 315, 319, 323, 327, 333, 335, 337, and 341 Danforth Avenue	Heritage Potential	c.1919	Main street commercial row
310 Danforth Avenue	Heritage Potential	c.1923	Place of worship-Landmark
345, 347, 351, 353, and 355 Danforth Avenue	Heritage Potential	c.1919	Main street commercial block
348 Danforth Avenue	Heritage Potential	1987	Main street commercial block
359 Danforth Avenue	Heritage Potential	c.1910	Place of worship-Landmark
373 Danforth Avenue	Heritage Potential	c.1929	Main street commercial row
375 Danforth Avenue	Heritage Potential	c.1929	Main street commercial row
439, 443, and 449 Danforth Avenue	Heritage Potential	c.1919	Main street commercial row
440 Danforth Avenue	Heritage Potential	c.1919	Main street commercial block
444 Danforth Avenue	Heritage Potential	c.1919	Main street commercial row
480 Danforth Avenue	Heritage Potential	c.1929	Bank-Landmark
481 Danforth Avenue	Heritage Potential	c.1929	Main street commercial block
487 Danforth Avenue	Heritage Potential	c.1919	Main street commercial block
488, 490, and 492 Danforth Avenue	Heritage Potential	c.1909	Main street commercial block
510 and 516 Danforth Avenue	Heritage Potential	c.1919	Main street commercial block
519 Danforth Avenue	Heritage Potential	c.1929	Main street commercial row
525 Danforth Avenue	Heritage Potential	c.1919	Main street commercial row
526, 532, 536 Danforth Avenue	Heritage Potential	1913	Main street commercial block
529 Danforth Avenue	Heritage Potential	c.1919	Main street commercial row
541 Danforth Avenue	Heritage Potential	c.1929	Main street commercial block

Address	Heritage Status	Date of Construction	Building Type
551 Danforth Avenue	Heritage Potential	c.1929	Main street commercial block
557 Danforth Avenue	Heritage Potential	c.1929	Bank-Landmark
583 Danforth Avenue	Heritage Potential	c.1929	Main street commercial block
71 Gough Avenue	Heritage Potential	c.1919	House-form, detached
606 Danforth Avenue	Listed	1914-26	Place of worship-Landmark
639, 641, and 643 Danforth Avenue	Heritage Potential	c.1919	Main street commercial block
646 Danforth Avenue	Listed	1925	Bank-Landmark
674, 676, 680 Danforth Avenue	Heritage Potential	c.1929	Main street commercial block
681 Danforth Avenue	Heritage Potential	c.1929	Main street commercial row
685 Danforth Avenue	Heritage Potential	c.1938	Post office
702 Danforth Avenue	Heritage Potential	c.1930	House-form with storefront addition
704, 706, 708 Danforth Avenue	Heritage Potential	1922	Main street commercial block
705, 707, 709, and 713 Danforth Avenue	Heritage Potential	c.1919	Main street commercial row
710 Danforth Avenue	Heritage Potential	c.1939	Main street commercial block
744 Danforth Avenue	Heritage Potential	c.1929	Main street commercial block
777 Danforth Avenue	Heritage Potential	c.1929	Main street commercial block
798 Danforth Avenue	Heritage Potential	c.1929	Main street commercial row
801, 803, 805, and 807 Danforth Avenue	Heritage Potential	c.1919	Main street commercial row
810, 812, and 818 Danforth Avenue	Heritage Potential	c.1929	Main street commercial block
837 Danforth Avenue	Heritage Potential	c.1929	Main street commercial row
855, 859, 861, and 867 Danforth Avenue	Heritage Potential	1923	Main street commercial row
862 Danforth Avenue	Heritage Potential	1922	Main street commercial row
866 Danforth Avenue	Heritage Potential	c.1929	Main street commercial row

Address	Heritage Status	Date of Construction	Building Type
884 and 886 Danforth Avenue	Heritage Potential	c.1929	Main street commercial block
888 Danforth Avenue	Heritage Potential	c.1929	Main street commercial row
950, 954, 958, and 962 Danforth Avenue	Heritage Potential	c.1929	Main street commercial block
966, 972, 974, and 980 Danforth Avenue	Heritage Potential	c.1919	Main street commercial row
982, 988, and 990 Danforth Avenue	Heritage Potential	c.1919	Main street commercial row
5 Donlands Avenue	Heritage Potential	c.1924	Pre-war apartment
1000, 1002, 1008, and 1010 Danforth Avenue	Heritage Potential	c.1929	Main street commercial row
1014, 1020, 1022, 1028 Danforth Avenue	Heritage Potential	c.1929	Main street commercial row
1015 Danforth Avenue	Heritage Potential	c.1939	Place of worship-Landmark
1095 Danforth Avenue	Heritage Potential	1965	Place of worship-Landmark
1096, 1098, 1104, and 1106 Danforth Avenue	Heritage Potential	c.1929	Main street commercial row
1111 Danforth Avenue	Heritage Potential	1930	Funeral Home
1117 Danforth Avenue	Heritage Potential	c.1929	Pre-war apartment
1158, 1160, 1162, and 1164 Danforth Avenue	Heritage Potential	c.1929	Main street commercial row
1166, 1170, 1174, and 1180 Danforth Avenue	Heritage Potential	c.1929	Main street commercial row
1169 Danforth Avenue	Heritage Potential	c.1929	Pre-war apartment
1182 Danforth Avenue	Heritage Potential	c.1929	Main street commercial block
1190 Danforth Avenue	Heritage Potential	c.1924	Bank-Landmark
1194 Danforth Avenue	Heritage Potential	c.1929	Main street commercial row
1213 Danforth Avenue	Part IV	1935	Theatre-Landmark
1232, 1236, and 1238 Danforth Avenue	Heritage Potential	c.1918	Main street commercial row

Address	Heritage Status	Date of Construction	Building Type
1242, 1246, 1252, 1254, 1258, and 1260 Danforth Avenue	Heritage Potential	c.1919	Main street commercial row
1262, 1266, and 1268 Danforth Avenue	Heritage Potential	c.1929	Main street commercial row
1316 and 1318 Danforth Avenue	Heritage Potential	c.1929	Main street commercial row
1328, 1330, and 1336 Danforth Avenue	Heritage Potential	c.1919	Main street commercial row
1331 and 1333 Danforth Avenue	Heritage Potential	c.1929	Main street commercial block
1335 and 1337 Danforth Avenue	Heritage Potential	1918	Main street commercial block
1347 Danforth Avenue	Heritage Potential	c.1924	Main street commercial row
1351, 1355, 1359, 1365, and 1367 Danforth Avenue	Heritage Potential	1922	Main street commercial block
1416 Danforth Avenue	Heritage Potential	c.1919	Bank-Landmark
1426 Danforth Avenue	Heritage Potential	c.1922	Main street commercial block
1428, 1430, 1432, 1434, 1436, 1442, 1446, 1450, 1458, 1464, 1468, 1472, and 1474 Danforth Avenue	Heritage Potential	c.1929	Main street commercial row
1435 Danforth Avenue	Heritage Potential	c.1939	Pre-war apartment
1506 Danforth Avenue	Heritage Potential	c.1929	Main street commercial block
1516, 1520, 1524, 1526, and 1528 Danforth Avenue	Heritage Potential	c.1929	Main street commercial row
1550, 1552, and 1556 Danforth Avenue	Heritage Potential	c.1929	Main street commercial row
1562, 1564, and 1568 Danforth Avenue	Heritage Potential	c.1929	Main street commercial block
1573 Danforth Avenue	Heritage Potential	c.1929	Main street commercial block
690 and 692 Coxwell Avenue	Heritage Potential	c.1939	Pre-war apartment

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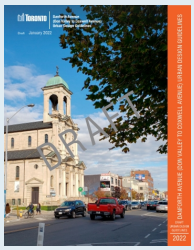

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