

DANFORTH



AVENUE
PLANNING
STUDY



AREA PROFILE REPORT

Area Profile Report

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CHAPTER 1



1 Area Profile Introduction

a. Study Overview

The purpose of the Danforth Avenue Planning Study (DAPS) is to examine the study area, see figure 01 and figure 02, that includes properties fronting Danforth Avenue bounded by Coxwell Avenue to the west and Victoria Park to the east, to identify the existing and planned context, including heritage resources and character-defining features, which will inform future development opportunities, guide new development proposals and enhance the public realm. The study will also examine if the existing planning tools including Official Plan policies are serving the area well.

Based on this purpose, the goals of the study are to:

- implement a new site and area specific policy for the study area;
- create new Urban Design Guidelines that support the implementation of a site and area specific Official Plan policy and that will supplement the existing Avenues and Mid-Rise Building Guidelines;
- identify specific public realm and streetscape improvements that use local character-defining features to enhance the public realm of Danforth Avenue;
- determine area demographics, existing community services and facilities inventory, and growth projections;
- outline areas for future investment to support growth; and
- examine potential future rights-of-way for Danforth Avenue that are based on a principle of Complete Streets.



Figure 01 Context Map with Study Area

This area profile report is intended to provide a comprehensive overview on the study area, and surrounding wards, with particular focus on current demographic, employment and other trends, as well as provide a baseline of data on the existing transportation, employment and community services and facilities context. The report will inform City staff, and any future consultants, on the study area and assist in the progression of long-term planning for the study area. It contains information on the policy framework, demographics, employment, land ownership, urban design, parks, heritage, transportation and infrastructure for the study area, which are broken down into various chapters and sections.

The DAPS was initiated following a motion adopted by City Council at its meeting on July 8, 2014, which requested the Chief Planner and the Executive Director, City Planning to undertake a planning study of Danforth Avenue in two segments, from the Don River to Coxwell Avenue and from Coxwell Avenue to Victoria Park Avenue, and to report on the funds necessary to complete these studies.

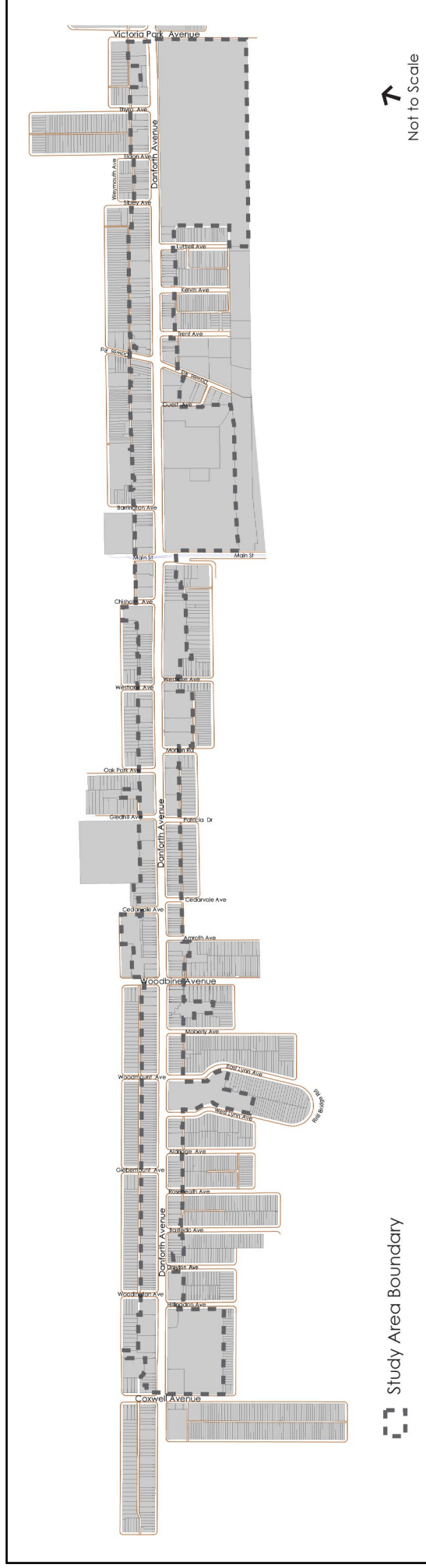


Figure 02 Map of Study Area Boundary

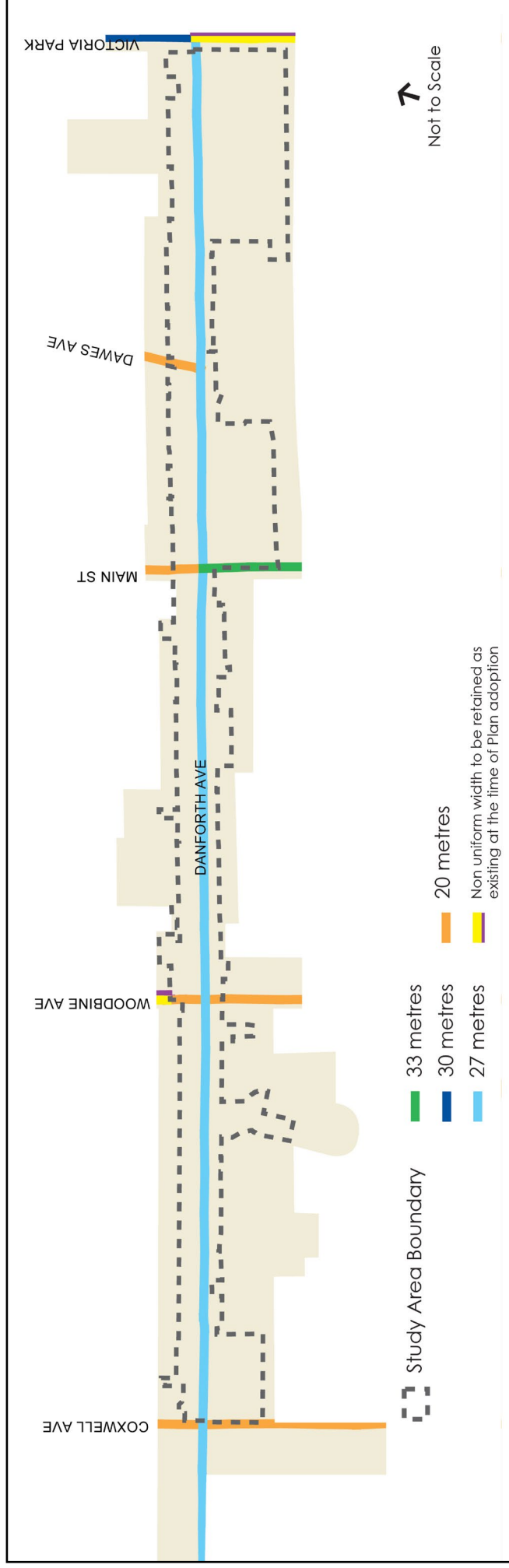


Figure 03 Map of Study Area - Official Plan Right of Way Widths of Major Streets

The primary purpose of the motion was to ensure City Planning staff took a proactive approach to planning and managing growth on Danforth Avenue, due to increasing development interest in this location.

b. Community Engagement

To begin the study process, City Planning staff prepared a preliminary report and outlined a recommended study Terms of Reference (ToR) and draft study timelines. The original scope of work, outlined in the preliminary report and ToR, involved examining the character and place, the built form, the public realm, the retail vitality, the community services and facilities and the heritage and historic character of Danforth Avenue, in the context of the various surrounding neighbourhoods.

In order to assess and test the appropriateness of the ToR and the scope of work for the study area, City Planning staff held a “kick-off” community meeting on June 27, 2016. At the meeting, the study was announced and staff engaged the community in various exercises to gain a better understanding of what they hoped would be achieved by the study, and what modifications to the ToR and scope of work were necessary to capture the comments heard from the community.

At the meeting, over 160 participants, including the local Councillors, gathered to review the materials provided, participated in various group exercises and provided important feedback for City staff.

In sum, the community expressed their desire for a study to commence that would help to enhance the public realm (adding more trees, landscaping, seating and lighting; creating more parks and green spaces; and incorporating more community and art spaces for residents of all ages), establish an appropriate built form (promoting mixed-use development that has commercial or community uses on the main floor; providing adequate building setbacks from the street to allow for wider sidewalks and patios; and ensuring new development complements and preserves the existing community character) and improve local transportation (building separated bike lanes, adding bike signals and providing more bike parking; making Danforth Avenue safer and more inviting for pedestrians; and building a better connection between TTC Main Street subway station and the Danforth GO station). In addition, the community outlined their vision of the area (noted in the word cloud, figure 04) and provided feedback on the original ToR prepared by City Planning staff.



Figure 04 Vision Ingredients Word Cloud

Toronto and East York Community Council, in February 2017, adopted an updated DAPS ToR that incorporated amendments based on feedback received from the community, an updated scope of work, and study timeline.

c. Opportunities and Constraints

The DAPS study area has a number of opportunities and constraints that can be capitalized on to effect change in the area. Although land-use planning plays a role, many of the opportunities and constraints require a multi-divisional approach and support from the community.

Opportunities

Size of Danforth Avenue Right-of-Way (ROW)

The Danforth Avenue Right-of-Way (ROW), i.e. the public space between buildings that includes all the space dedicated to automobiles, pedestrians, cyclists, street furniture, etc., is set at a width of 27 metres in the Toronto Official Plan (figure 03). This makes Danforth Avenue one of the widest ROWs in the Toronto and East York Planning District. Capitalizing on the size of the Danforth Avenue ROW width will be crucial to creating a quality of place that is safe and enjoyable for all users.

Improved Public Realm

Danforth Avenue has an abundance of under-utilized sites that can be enhanced with a focused streetscape improvement strategy. There are many opportunities to better utilize existing public and private space to help support the expected growth along Danforth Avenue. For example, many of the north-south intersecting streets with Danforth Avenue within the study area contain larger sidewalk spaces that are primarily vacant and can be transformed to age-friendly gathering places. As an example see figure 05.

Other potential improved public realm opportunities include providing more clear and direct access to existing TTC subway stations and GO train stations and easier movement of cyclists and pedestrians through the existing ROW.



Figure 05 Public Realm

Development

DAPS will conclude with the creation of local design guidelines that will guide new development and ensure a more consistent streetscape and character is applied to new buildings. This study presents an opportunity to crystallize the important existing character features of Danforth Avenue and ensure they are well represented in future development applications. This will also allow City staff, developers and local business owners/Business Improvement Areas to work together to enhance the streetscape and improve the public realm based on the important character features of Danforth Avenue.

Constraints

Parcel Fabric

Many of the existing properties on Danforth Avenue are not large enough to support new, mid-rise development and may require consolidation by a single land owner (or group of land owners) interested in development. The future design guidelines will establish an appropriate frontage width and property depth that will guide future development interests and ensure development shall not occur on sites that cannot support intensification. Determining an appropriate unit width will also assist in establishing a fine-grain network of active uses at grade. As such, new development cannot be the only catalyst for change in the area and other factors must play a role as well.

Transit Connections

The existing pedestrian connection from TTC Main Street subway station and Danforth GO train station is problematic, constrained and in need of future improvement. The two transit stations are approximately 500 metres apart (5 to 10 minute walk) using the shortest walking route along Main Street. The route lacks wayfinding signage, is not weather protected, and poses challenges to seamless transit use in the area. Metrolinx, the Provincial Transit Agency, is currently undergoing an Environmental Assessment (http://www.metrolinx.com/en/regionalplanning/rer/rer_lse.aspx) to add an additional track to the Lakeshore GO East line, which may result in the relocation of Danforth GO train station. Pending the final location of the Danforth GO train station, this may create further constraints,

CHAPTER 2



2 Policy Context

Land Use policy in the study area is covered by Provincial and local planning policies, as well as local guidelines and Zoning By-laws. These policies, by-laws and guidelines provide a planning framework that helps the City to manage growth and change in the area. One of the goals of the DAPS is to prepare a set of local policies and guidelines that will provide a more nuanced and context-specific planning framework for the study area. The following section reviews the existing Provincial and local policies that currently apply to the study area.

a. Planning Act, Provincial Policy Statement and Growth Plan

Planning Act

Section 2 of the Planning Act (the Act) requires that municipal councils in carrying out their responsibilities under the Act shall have regard to matters of provincial interest such as are listed in the Act. There are several matters of Provincial interest listed in the Act, and some examples that are pertinent to this specific study include the following:

- the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- the orderly development of safe and healthy communities;
- the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- the adequate provision of a full range of housing, including affordable housing;

- the adequate provision of employment opportunities;
- the protection of public health and safety;
- the appropriate location of growth and development;
- the promotion of development, that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and
- the promotion of built form that,
 - is well-designed,
 - encourages a sense of place, and
 - provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

Provincial Policy Statement, 2014

The Provincial Policy Statement (PPS), 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong healthy communities; wise use and management of resources; and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some

policies provide flexibility in their implementation provided that provincial interests are upheld. City Council's planning decisions are required by the Planning Act to be consistent with the PPS.

Part IV of the PPS promotes the appropriate intensification and efficient use of land, recognizing that land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns. It further recognizes that the Province's cultural heritage resources provide important environmental, economic and social benefits and states that the wise use and management of these resources over the long term is a key provincial interest.

Part V of the PPS lays out the actual policies in the PPS. The policies delve into a number of areas, of particular interest including the following: The efficient use of land, direction of growth to areas that are already builtup, the intensification of existing built form environments, the preservation of heritage and the provision of a wide range of housing types and tenures.

The PPS also states that a municipality's Official Plan is the most important tool for implementing the policies contained in the PPS and that comprehensive, integrated and long-term planning is best achieved through municipal official plans.

The Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe (GGH) provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. City Council's planning decisions are required by the Planning Act to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

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

b. City of Toronto Official Plan, Zoning By-Law and Design Guidelines

The City of Toronto Official Plan

The Official Plan is the policy document that sets out how the City will grow and change. Provincial policy requires that municipalities update their plans every five years. The City of Toronto is currently engaged in its five year review of the Official Plan.

The land use policy context anticipates and encourages intensification along Danforth Avenue. The entire section of Danforth Avenue, from the Don River to Victoria Park Avenue, is identified as an Avenue on Map 2 – Urban Structure in the Official Plan, as shown on the map on page 14 (figure 06 and figure 07).

Chapter 2 – Shaping the City

Section 2.2.3 Avenues: Reurbanizing Arterial Corridors

Section 2.2.3 of the Official Plan describes Avenues as "important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities, while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents".

The Avenues will be reurbanized incrementally on a site-by-site basis and over the course of several years. The Official Plan states that not all Avenues are the same. "Each Avenue is different in terms of lot sizes and configurations, street width, existing uses, neighbouring uses,



Figure 06 Official Plan Urban Structure Map

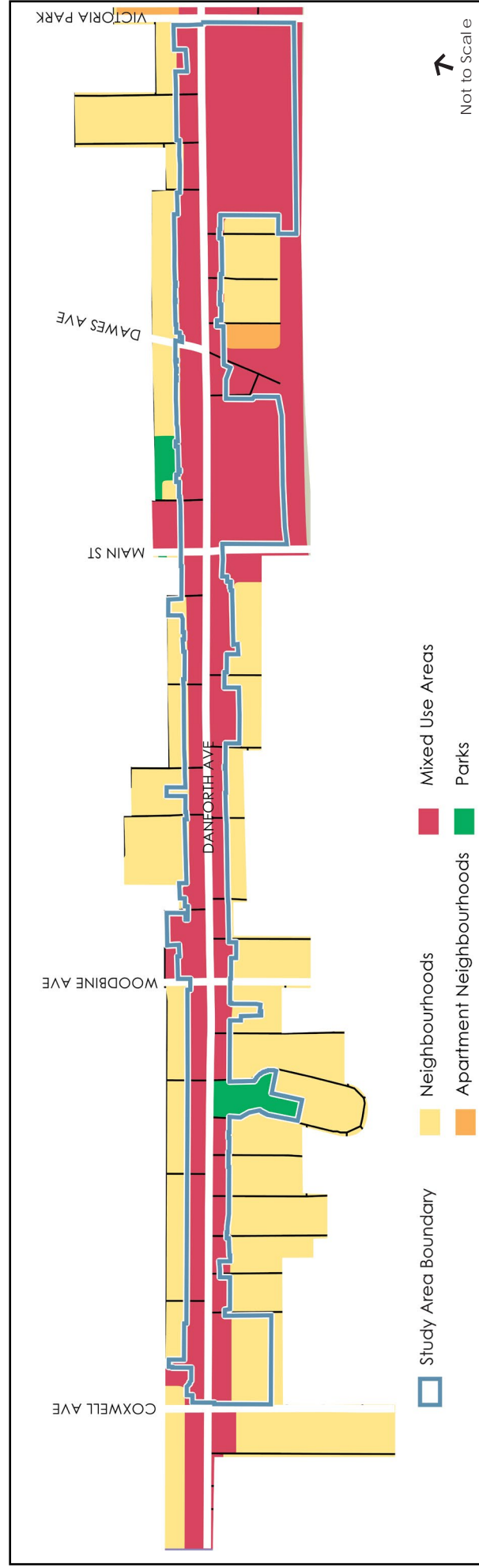


Figure 07 Map of Study Area – Land Use Designations

transit service and streetscape potential. There is no 'one size fits all' program for reurbanizing the Avenues".

The Official Plan anticipates the creation and adoption of area-specific urban design guidelines to implement the Plan's objectives. Urban design guidelines provide guidance for built form and public realm improvements that are consistent with the policies of the Official Plan.

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

- how the streetscape and pedestrian environment can be improved;
- where public open space can be created and existing parks improved;
- where trees should be planted;
- how use of the road allowance can be optimized and transit service enhanced

Chapter 3 – Building a Successful City

Section 3.1.1 The Public Realm

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

The Official Plan also encourages creativity in architecture through urban design rewards. It also protects natural features, views and vistas. Furthermore, the Official Plan places particular significance on public streets. Public streets are "significant open space[s]" that provide space for public utilities services, trees and landscaping. They are also significant public gathering places which will be designed to preserve the diverse role they play.

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

Section 3.1.2 Built Form

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

Section 3.1.4 Public Art

Public art installations, both publicly and privately owned, make walking through the City's streets, open spaces and parks a delight for residents, workers and visitors alike. Public art has broad appeal and can contribute to the identity and character of a place by telling a story about the site's history. The Official Plan promotes the creation of public art that reflects our cultural diversity and history by adopting a Public Art Master Plan; promoting the Toronto Public Art Reserve Fund to implement the Master Plan; encouraging public art initiatives on properties under the jurisdiction of the City; dedicating one per cent of the capital budget of all major municipal buildings and structures to public art; and encouraging the inclusion of public art in all significant private sector developments across the City.

Section 3.1.5 Heritage Conservation

Toronto's cultural heritage can be seen in the significant buildings, properties, districts, landscapes and archaeological sites found throughout the city. Their protection, wise use and management demonstrate the City's goal

to integrate the significant achievements of our people, their history, our landmarks, and our neighbourhoods into a shared sense of place and belonging for its inhabitants.

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

Section 3.2.1 Housing

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

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

The policies of the Official Plan state that a full range of housing in terms of form, tenure and affordability will be provided and maintained across the City. A full range of housing includes: ownership, rental, affordable/midrange rental, supportive housing and emergency and transitional housing for homeless people and at-risk groups, housing that meets the needs of

people with physical disabilities and housing that makes more efficient use of the existing housing stock.

The policies of Section 3.2.1 further state that the existing stock of housing will be maintained and replenished. New housing supply will be encouraged through intensification and infill that is consistent with the Plan.

Section 3.2.2 Community Services and Facilities

The Official Plan states in regards to Community Services and Facilities that adequate and equitable access shall be encouraged by providing and preserving local community service facilities and local institutions. The shared use of schools will be encouraged.

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

Section 3.2.3 Parks and Open Spaces

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

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

Section 3.5 Toronto's Economic Health

As a plan to guide the long term physical growth of the City, the Official Plan will help create economic opportunity in the way that it directs growth, guides land use activity and the construction of new buildings. It can also

also improve our economic health by supporting improvements to the foundations of economic competitiveness. Section 3.5 contains policies on supporting the foundations of economic competitiveness, creating a cultural capital and the future of retailing.

Chapter 4 – Land Use Designations

The study area consists of various applicable land use designations. The lands fronting Danforth Avenue from Coxwell Avenue, in the west, to Victoria Park Avenue, in the east, are primarily designated Mixed Use Areas, with some lands designated Parks and Open Spaces, as shown on page 15.

Section 4.3 Parks and Open Space Areas

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

Within the study area there is one large park, East Lynn Park, that is designated Parks and Open Space Areas by the Official Plan.

Section 4.5 Mixed Use Areas

The Mixed Use Areas designation permits a broad range of commercial, residential and institutional uses and includes policies and development criteria to guide development and its transition between areas of different development intensity and scale. These Mixed Use Areas are located along Danforth Avenue.

Development within Mixed Use Areas should provide for new jobs and homes on underutilized lands, while locating and massing new buildings to provide a transition between areas of different development intensity and scale. Particular care should be taken to provide appropriate setbacks and/or stepping down of heights towards lower scale Neighbourhoods.

Furthermore, new buildings should be massed so as to adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the vernal and autumnal equinoxes. Similarly, development in Mixed Use Areas should be located and massed to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

Development in Mixed Use Areas should also provide attractive, comfortable and safe pedestrian environments, have access to schools, parks and community centres as well as libraries and childcare. It should also take advantage of nearby transit services; provide good site access and circulation as well as an adequate supply of both visitor and resident parking. In addition, service areas should be located to minimize impacts on adjacent streets, and any new multi-unit residential development should provide indoor and outdoor amenity space for residents.

Among the development criteria for Mixed Use Areas are:

- creating a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- providing for new jobs and homes for Toronto's growing population on underutilized lands;
- locating and massing new building to provide a transition between areas of different development intensity and scale, through means such as providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale Neighbourhoods;
- locating and massing new buildings to frame the edges of streets and parks;
- providing an attractive, comfortable and safe pedestrian environment; and
- providing indoor and outdoor recreation space for building residents in every significant multi-residential development.

Danforth Avenue Planning Study – Victoria Park Avenue to Medford Avenue (Official Plan Amendment #42)

On January 30, 2008, City Council adopted Official Plan Amendment #42 (Site and Area Specific Policy #120, as shown on the map on page 20 (Figure 08), Zoning Bylaw No. 104-2008 and Urban Design Guidelines that were the culmination of an Avenue Planning Study for this location. The western terminus of this study abuts the eastern terminus of the study area of this report.

Zoning

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

The majority of the study area is zoned CR3.0 (c2.5; r2.5) SS2 and CR3.0 (c2.0; r2.5) SS2 under City-wide Zoning By-law 569-2013, which is currently under appeal at the Ontario Municipal Board (OMB) and is not in-force and in-effect. The zoning permissions are consistent with those outlined in Zoning By-law 438-86.

There are some properties within the study area that are zoned G and Gr (Parks Zone), Tr (Industrial Zone) and R2 (Residential Zone) under the former City of Toronto Zoning By-law 438-86.

There are some properties within the study area that are zoned ON and OR (Open Space Zone) and R (Residential Zone) under City-wide Zoning By-law 569-2013.

The zoning by-law map is shown on page 20 and page 21 (figure 09 and figure 10 respectively).

Design Guidelines

Avenue and Mid-Rise Buildings Guidelines

Toronto City Council at its meeting of July 8, 2010 adopted the recommendations contained in the staff report prepared by City Planning entitled Avenues and Mid-Rise Buildings Study and Action Plan, with modifications. The main objective of this study is to encourage future intensification along Toronto's "Avenues" that is compatible with the adjacent neighbourhoods through appropriately scaled and designed mid-rise buildings.

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

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

The Avenue and Mid-Rise Buildings Guidelines apply to this section of Danforth Avenue and have been used as a tool in addition to the Mixed Use Area development criteria.

In addition, the Guidelines reviewed each Avenue to identify portions of Avenues where there is an existing character that should be considered in the development of new mid-rise buildings. These Character Areas have characteristics that require additional consideration of the existing context in terms of architectural and urban design. The intent of identifying Character Areas is not to prohibit redevelopment, but to highlight the role that the existing context can play in shaping the form and function of new mid-rise buildings

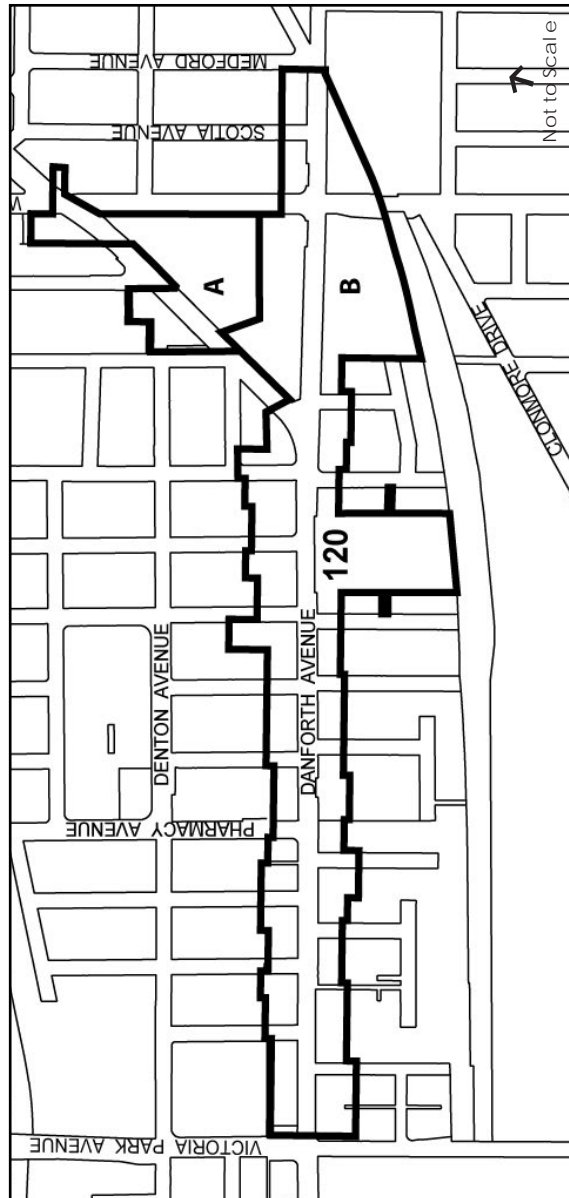


Figure 08 Official Plan Amendment 42 Site and Area Specific Policy

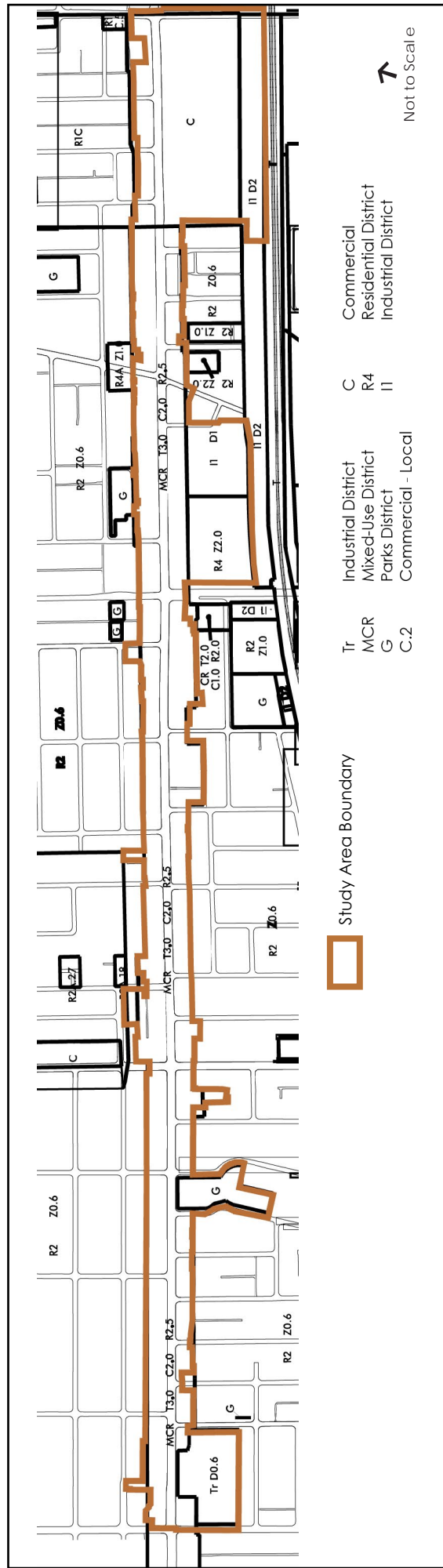


Figure 09 Map of Study Area - Zoning By-Law 438-86

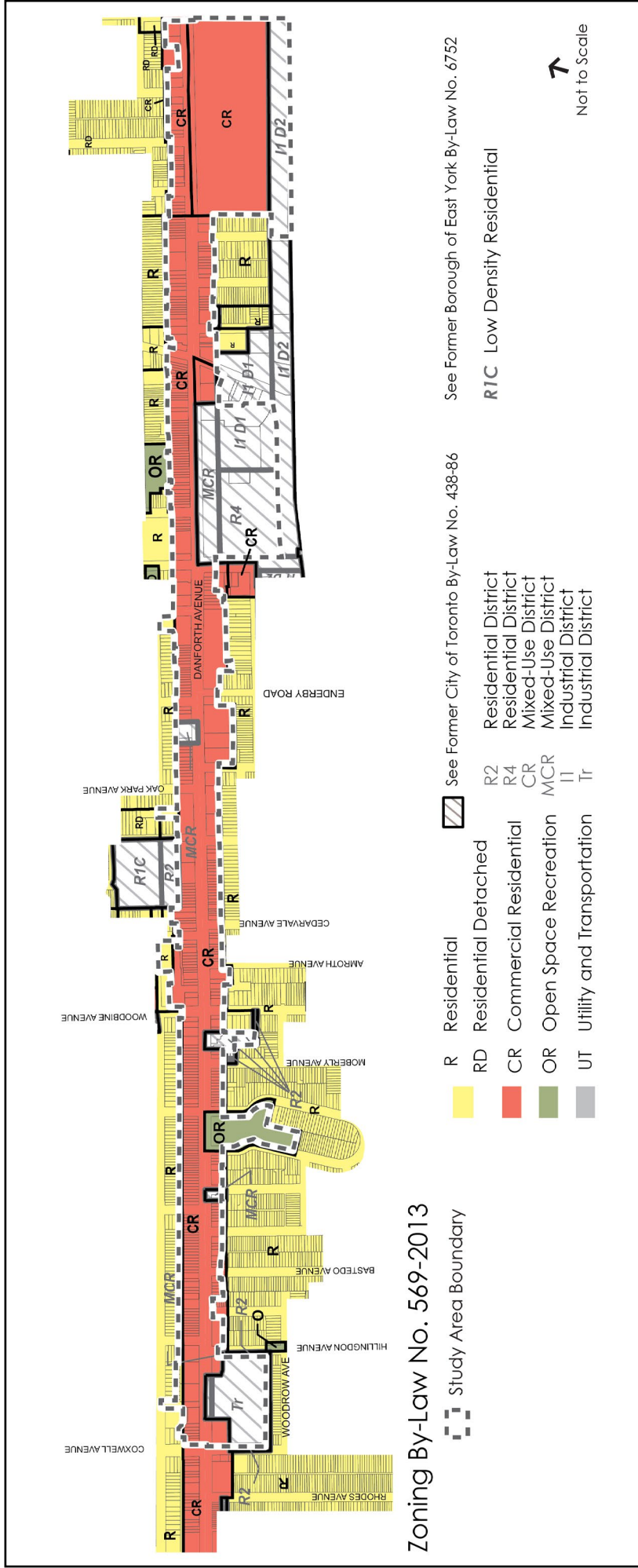


Figure 10 Map of Study Area – Zoning By-Law 569-2013

on the Avenues. Danforth Avenue has been identified as a Character Area by the Guidelines. Visual aspects of the performance standards from these guidelines are shown in figure 11.

Mid-Rise Building Performance Standards Monitoring

Toronto City Council at its meeting on June 7, 2016 adopted the revised Mid-Rise Building Performance Standards Addendum for City staff to use together with the previously approved Mid-Rise Building Performance Standards in the preparation of area studies and during the evaluation of development applications where mid-rise buildings are proposed and the Performance Standards are applicable. The Addendum will be in use until such time as City Council considers and adopts updated Mid-Rise Building Design Guidelines in Q4, 2017.

The Mid-Rise Building Performance Standards Addendum incorporates a number of revisions that reflect and respond to the additional feedback concerning the Mid-rise Building Performance Standards received at the recent meetings of Committee and Council and based upon the monitoring review process.

Key revisions contained within the Addendum include:

- clarification concerning the relationship between Secondary Plan Areas and the use of the Performance Standards (Applicability of Performance Standards);
- the addition of recommended actions for Consultation, Context and Infrastructure;
- extensive clarification regarding the definition and determination of mid-rise building height (Performance Standard #1);
- clarification on the presence and integration of rooftop equipment and mechanical penthouses (Performance Standard #13)

c. Existing Generalized Land Uses

Within the study area there is a wide range of land use activity operating today. From a generalized land use perspective, this includes residential uses in various forms, including single and semi-detached dwellings, townhouses and apartments; mixed-uses in various forms, including low-, mid- and high-rise buildings; commercial uses; industrial uses; institutional uses; utilities; surface parking; and parks and public open spaces.

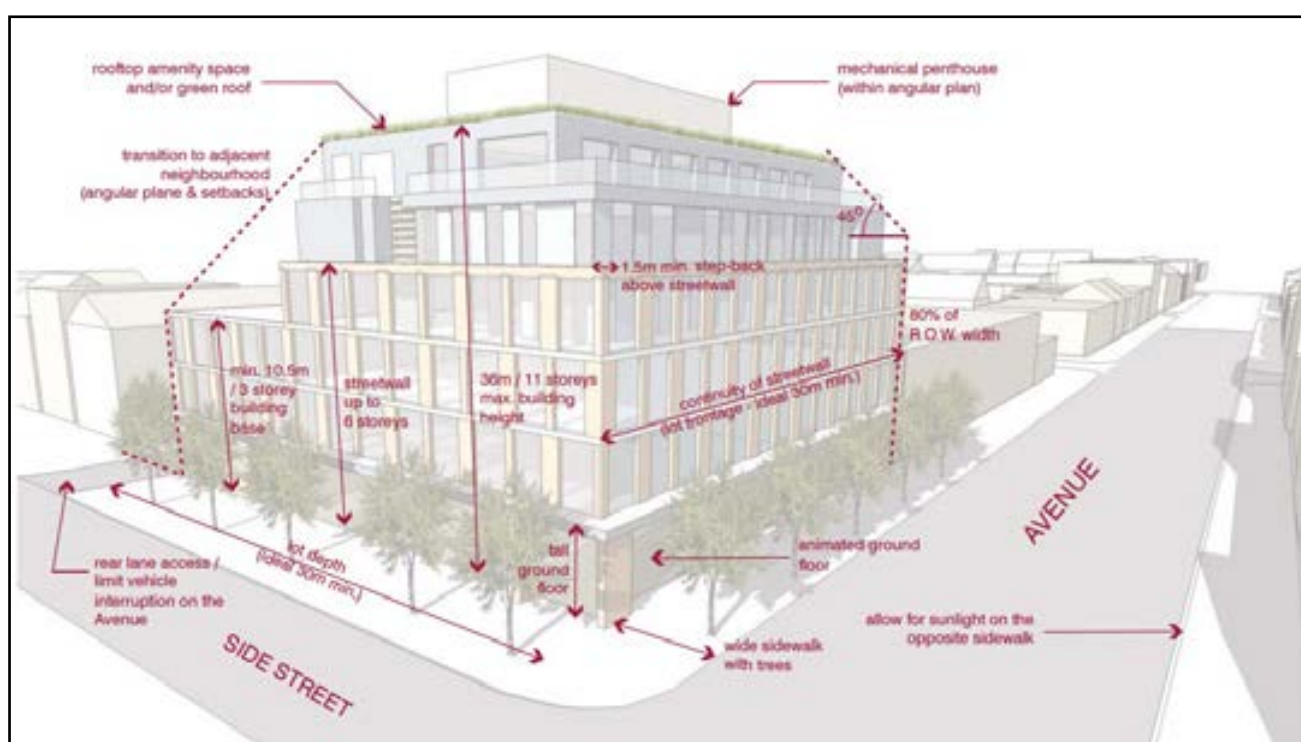


Figure 11 Avenues and Mid-rise Guidelines Performance Standards



CHAPTER 3

3 Heritage Context

a. Existing Conditions

Historic Review

The Don and Danforth Plank Road Company built Danforth Avenue in 1851, connecting it to Broadview Avenue and creating a viable route to the more populous surrounding communities near Queen Street East and Kingston Road. The Danforth area began to prosper as a result of major transportation improvements that created more access to the area. In 1888, the Toronto Street Railway established a streetcar line along Broadview Avenue from Queen Street East to the corner of Danforth Avenue. Major development did not take place along Danforth Avenue until the Toronto Civic Railway was built in 1913 connecting Broadview Avenue to Luttrell Avenue and then with construction of the Prince Edward Viaduct in 1918. The Prince Edward Viaduct, often referred to as the Bloor Viaduct, allowed a flood of speculators and developers to breach the barrier imposed by the Don River, heralding a period of major development along Danforth Avenue. The retail section extended only to Pape Avenue by the beginning of the First World War; frenetic building activity continued throughout the 1920s stretching the long line of low-rise, brick and mortar commercial buildings still characteristic of Danforth Avenue today .

The Danforth Avenue and Dawes Road intersection is located in the segment of the street between Main Street and Victoria Park Avenue. Dawes Road does not follow a typical grid pattern along surveyed lots. Evidence of earlier human habitation is in the vicinity



Figure 12 Coxwell Barns at 1672 Danforth Avenue, 1912



Figure 13 Main Street and Danforth Avenue, 1926



Figure 14 Danforth Avenue at Coxwell, looking east, Jan 11 1935

of Dawes Road on the south banks of Taylor Massey Creek. A pre-contact campsite, the Taylor Creek archaeological site AkGt-1, was documented by David Boyle in the 19th century.

Clem Dawes, for whom the road was named, was an early farmer on lot 2, concession 2 of York township. He ran a hotel at the northwest corner of what is now Dawes Road and Danforth. This became a busy intersection throughout the nineteenth century and became known as a “rough and tumble” neighbourhood.

Dawes Road was in use as a main north-south route from the north to the St Lawrence Market in the early 1830s. Dawes Road served as one of the busiest roads in this section of Ontario in the 19th century as farmers from the northern areas of what is now the Greater Toronto Area brought their produce and livestock along Dawes Road to the market in the city. This route was a shortcut to avoid having to travel to Don Mills Road to the west or Danforth Road to the east, which was in bad repair. Going south from St. Clair, Dawes Road then continued along the present Dawes Road to south of Danforth Avenue where it currently ends. At that time, however, it then crossed the railway tracks to connect with Kingston Road near where Main Street is today, just north east of the village of Norway.

In the 1860s, the Danforth Avenue and Dawes Road intersection was known as Smith’s Corners, named after William Smith, another hotel keeper. In the 1870s, the intersection became known as Coleman’s Corners when Charles Coleman ran a hotel and was appointed the first post master at the intersection. Coleman Avenue is currently located on the north side of the Danforth Avenue and Dawes Road intersection.

In 1883, when the Grand Trunk railway constructed a divisional sorting yard at Dawes Road just south of Danforth Avenue, the area boomed in population and land development and became known as Little York.



Figure 15 Danforth Avenue and East Lynn Ave, 1931



Figure 16 Danforth Avenue, north side west from Dawes Road



Figure 17 Danforth Avenue, looking east, to East Lynn, 1960



Figure 18 Grand Trunk Railway, Main St, east side, south of Danforth Avenue, 1889

The name came from the name of the station stop, a flag stop, known as York since the Grand Trunk was first constructed south of the Danforth in 1856. Little York flourished through the 1880s and 1890s. Remnants of Little York still remain to be seen in the area. Bay and gable Victorian houses built in 1890, with stained glass windows line the street north of Danforth Avenue. Coleman Avenue is composed of 1880s semi-detached homes with bric-a-brac built for railway workers. A steam powered grist mill, built in the 1890s and originally called Chalmer's Flour Mill still stands at 10 Dawes Road just north of the railway tracks. The exceptional Gothic Revival house with elaborate gingerbread at 122 Dawes Road was built in 1885. It was owned by Charles Taylor, a maltster, in 1885 and later sold to William Newman who was a prominent businessman in the early history of Little York.

Social Pattern

In the 1920s, the first inhabitants to the new lower middle class suburb of Toronto were mainly immigrants from England, Ireland, and Scotland. In the 1950s an influx of Italians came to the area, followed by Greeks and other immigrants in the 1960s. In the mid-1970s, second generation Greeks and Italians moved to the outer suburbs, while children of Anglo-Saxon suburbanites, attracted by low real estate prices and closeness to downtown Toronto (the Bloor-Danforth subway line opened in 1966), returned and launched a major wave of home renovations and restoration in the area.

Heritage Register

Currently, there are two (2) properties close to the Danforth Avenue Planning Study boundary that are included on the City of Toronto Heritage Register. They are:

- 2357 Danforth Avenue
- 122 Dawes Road

Heritage Preservation Services is currently undertaking heritage evaluation of Danforth

TTC Carhouse (Coxwell barns) located at 1627 Danforth Avenue in response to a request by the Ward Councillor (See figure 31). In addition, Heritage Preservation Services is conducting a more fulsome study (a Cultural Heritage Resource Assessment) of the larger planning study area.

Archaeology

The City of Toronto has developed an Archaeological Management Plan to identify areas of archaeological potential and to require archaeological assessments on land prior to development. Properties located at the Danforth Avenue and Dawes Road intersection, as well as parts of East Lynn Park, have been identified as areas of archaeological potential (See figure 21). Therefore, lands which hold archaeological potential will be subject to archaeological assessment requirements should there be any proposed soil disturbance impacts.



Figure 19 2357 Danforth Avenue



Figure 20 122 Dawes Road

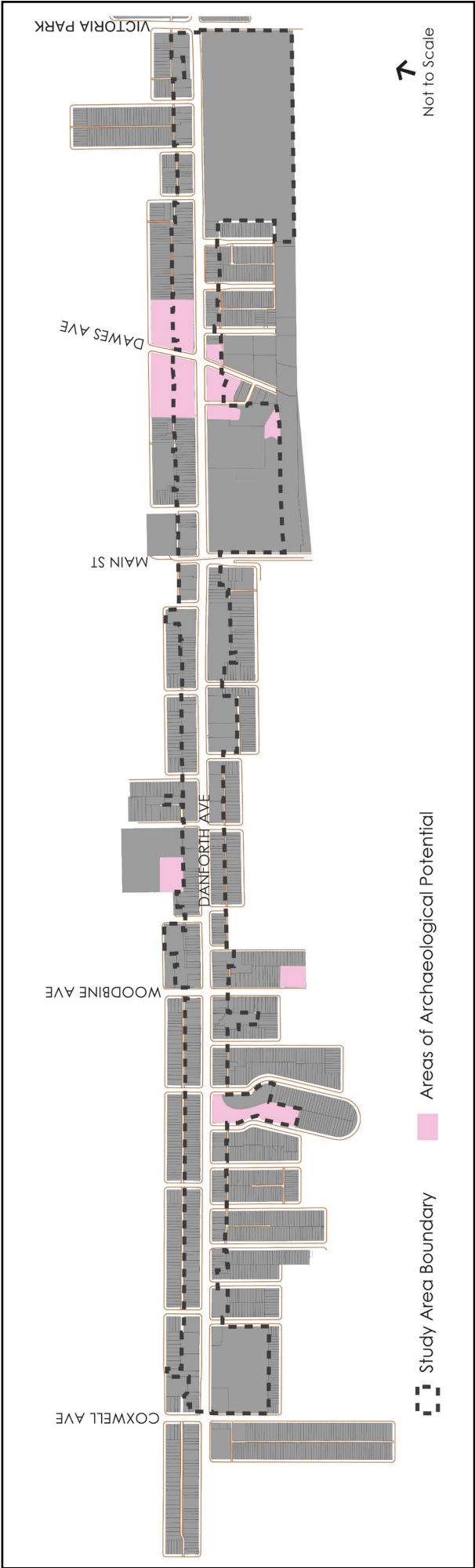


Figure 21 Map of Study Area - Areas of Archaeological Potential identified according to the City of Toronto Archaeological Management Plan



Figure 22 Property located at 10 Dawes Road

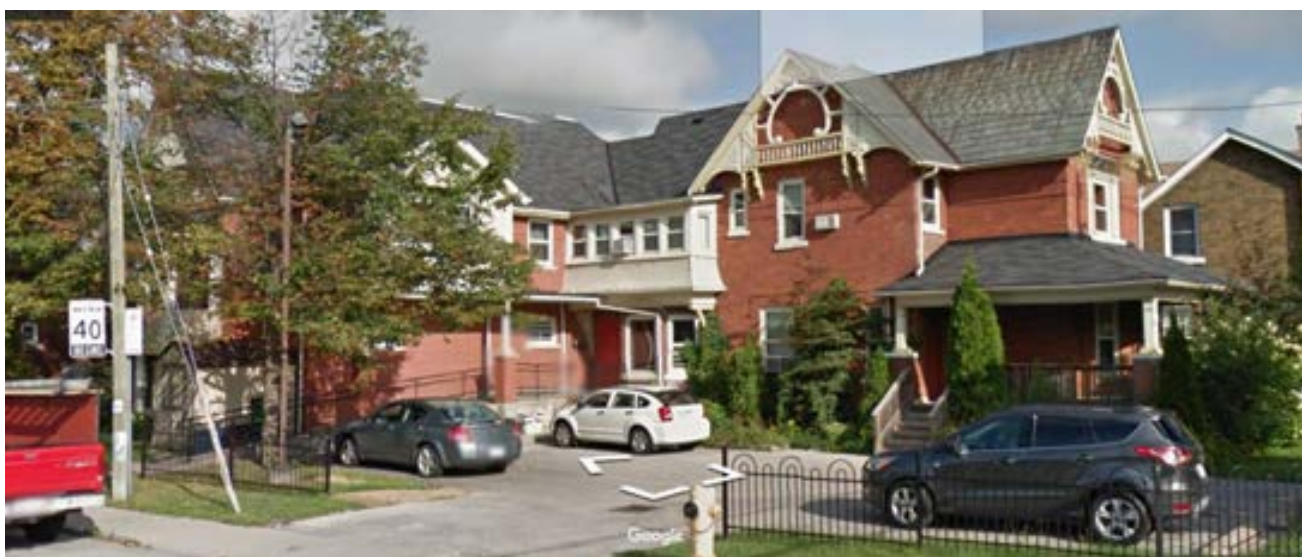


Figure 23 Property located at 122 Dawes Road



Figure 24 Dawes Road between Coleman Avenue and Balfour Avenue

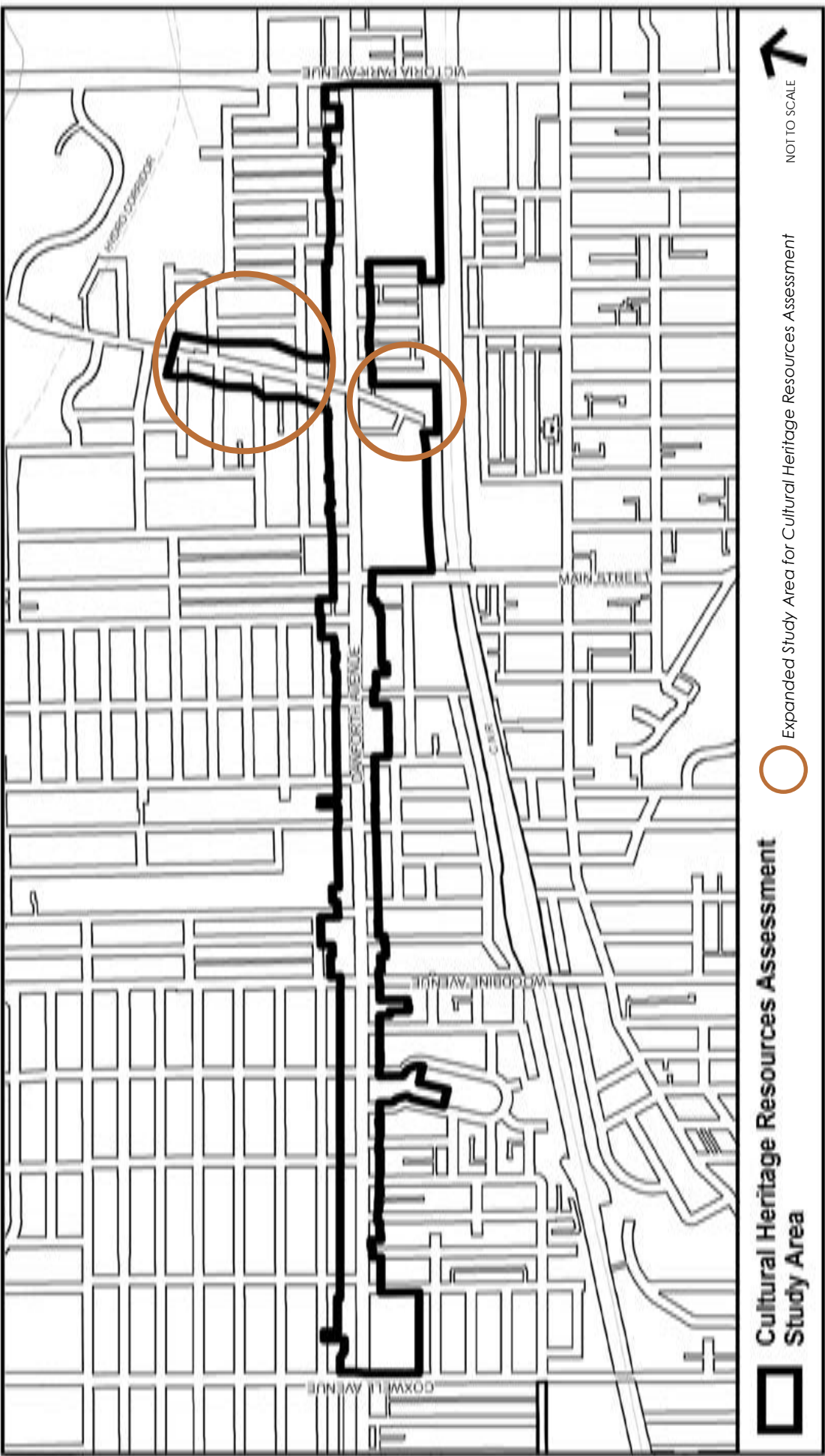


Figure 25 Map of Study Area - Cultural Heritage Resources Assessment Study



Figure 26 Danforth Avenue, main street built form



Figure 27 Danforth Avenue, streetscape

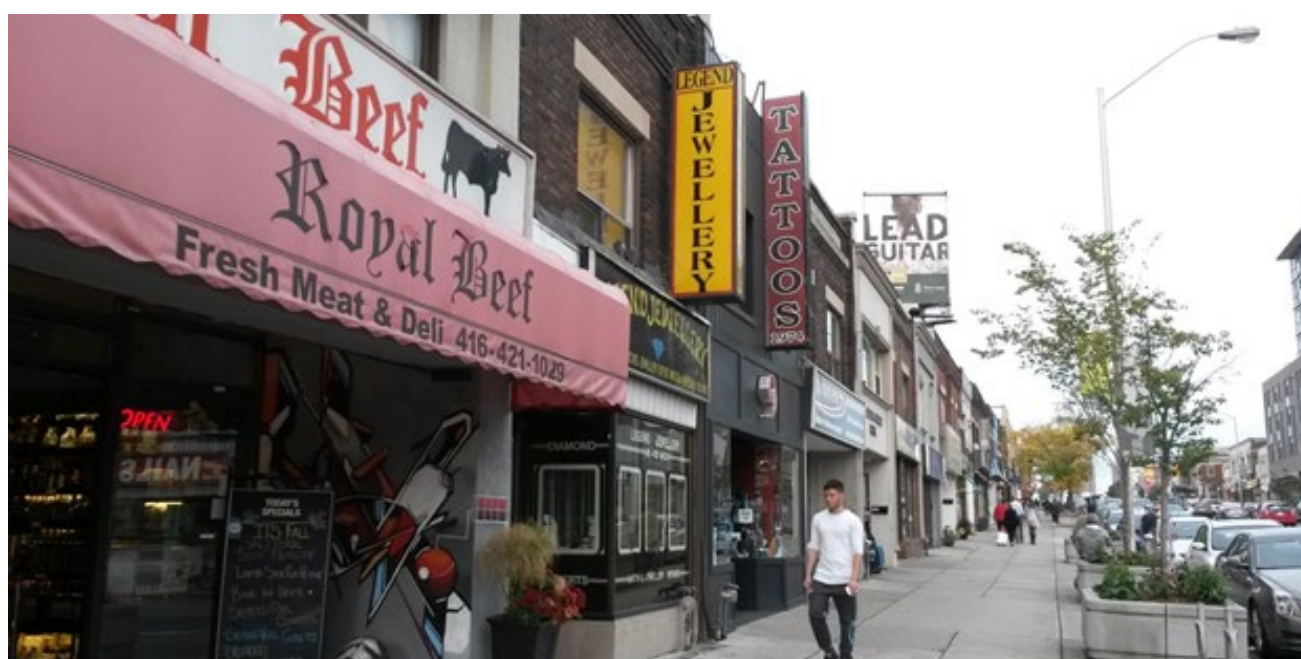


Figure 28 Danforth Avenue, streetscape



Figure 29 Danforth Avenue, streetscape

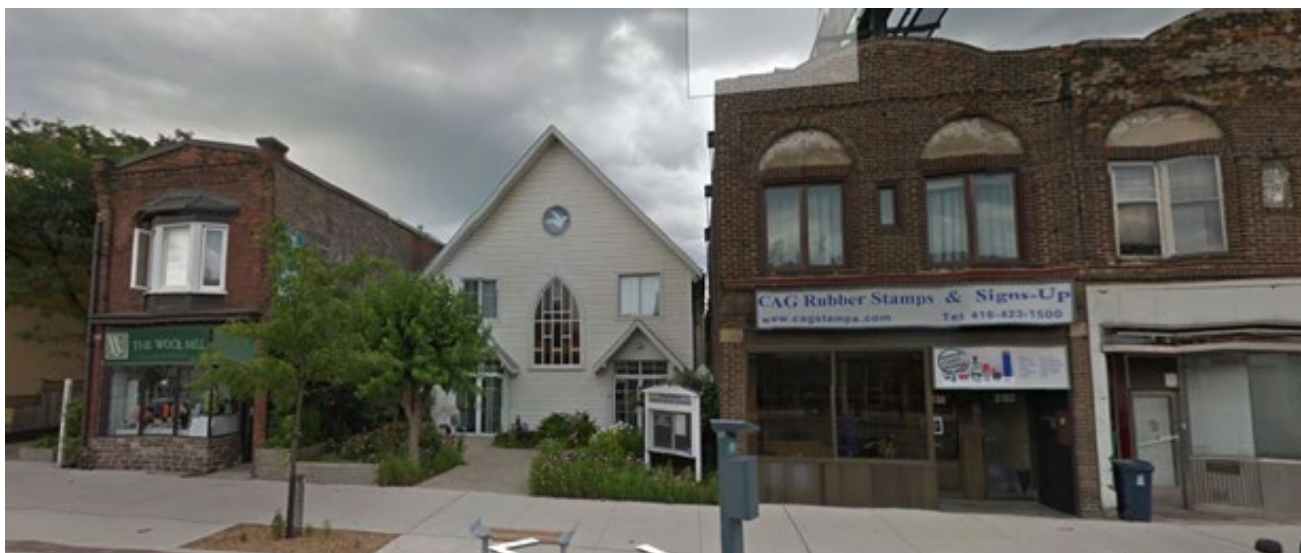


Figure 30 Danforth Mennonite Church located at 2174 Danforth Avenue



Figure 31 Coxwell Barns at 1627 Danforth Avenue



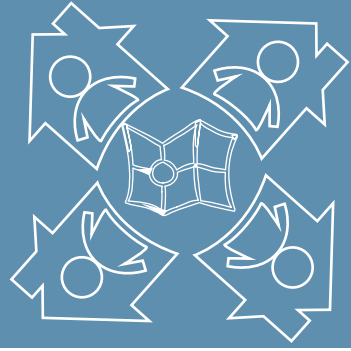
Figure 32 Danforth Avenue and Main Street



Figure 33 Danforth Avenue and Woodbine Avenue



Figure 34 Danforth Avenue and Main Street



CHAPTER 4

4 Land Ownership and Development Activity

a. Land Ownership

Land ownership is illustrated on the map (figure 35). The land ownership profile in the study area is primarily comprised of private land holdings.

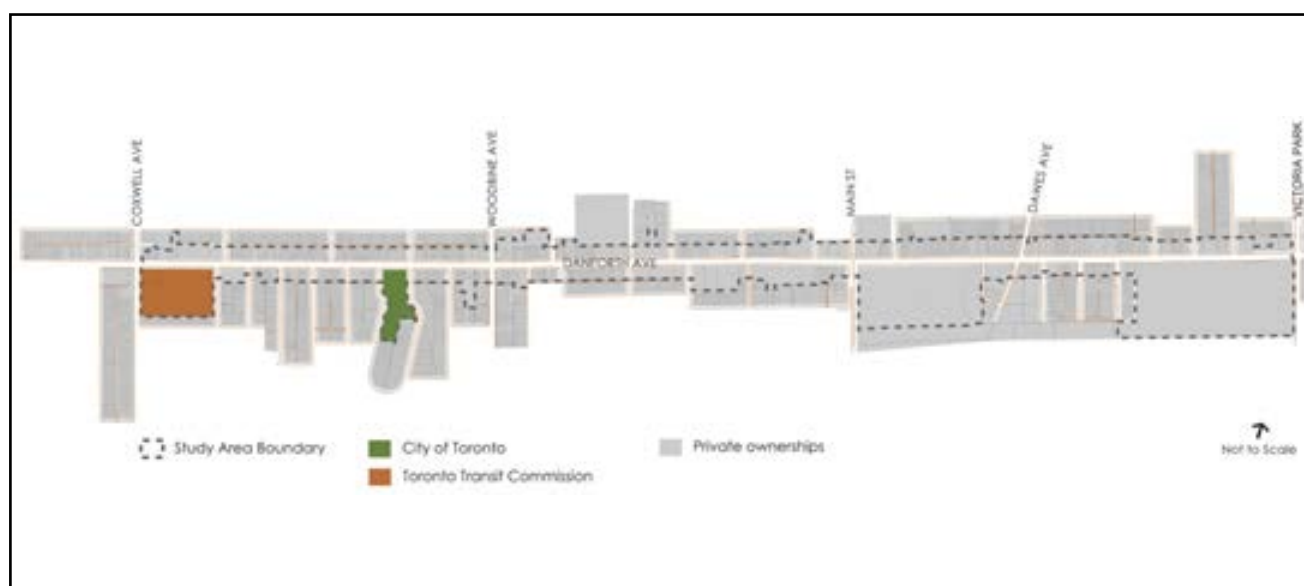


Figure 35 Map of Study Area - Land Ownership

b. Development Activity

Building Permits

Since January 2010 there have been approximately 110 building permit applications submitted within the study area. The majority of these building permit applications have consisted of additions to existing buildings and interior alterations/renovations. Data suggests little change to the building fabric.

Approvals

Since January 2010 there have been 8 development applications approved within the study area, the most recent being a rezoning application for an 8-storey, mixed-use building at 2301 and 2315 Danforth Avenue, which was approved by City Council on October 5, 2016. The map on page 35 (Figure 36) displays the five most recent applications under review or constructed.

There are several buildings under construction or recently completed, including a 12-storey, mixed-use building at 2055 and 2057 Danforth Avenue.



Figure 36 Map of Study Area - Recent Development Applications

CHAPTER 5



5 Urban Design

Urban Design is about the physical design of a City's architecture and public spaces. The City's urban design division works on enhancing the City of Toronto's comfort, convenience and experience to improve the quality of life for all residents. Built form and public realm are two important aspects of urban design.

Built form should enhance the experience of pedestrian's, and other users of the public realm ensuring the creation of a walkable public street. Built form elements include building height and massing, setbacks, parking, servicing and site access and should contribute to an active and animated public realm. This chapter looks at the existing built form and public realm for the study

Beautiful, comfortable, safe and accessible streets, parks, open space and public buildings are a key shared asset of the public realm. These public spaces draw people together, creating strong social bonds at the neighbourhood, city and regional level. They convey our public image to the world and unite us as a city. They set the stage for our festivals, parades and civic life as well as for our daily casual contact. Public space creates communities.

The study area boasts many examples of early 20th-century architecture, typical of many of Toronto's older main streets. The built form of the study area is primarily characterized by low-rise (two to three storey) mixed-use buildings that provide locations for employment and residences along the transit-supported Avenue. The public realm of the study area includes a rights-of-way width of 27 metres along Danforth Avenue, which is one of the largest right-of-ways in the Toronto and East York Community Planning District. Establishing the existing character and design features of the area will be crucial to ensure new development fits into the character of Danforth Avenue.



Figure 37 Danforth Avenue



Figure 38 North side of Danforth Avenue and Hillingdon Avenue



Figure 39 Danforth Avenue near East Lynn Park

a. Existing Built Form

Due to the large nature of the study area, and various building typologies within the study area, City staff will potentially look to establish multiple, refined and distinct Character Areas. Existing built form and potential characteristics of the study area and future character areas are discussed in detail below.

Moving from west to east within the study area, it becomes clear there is a lot of variation in built form, public realm, and street block sizes and lot sizes. There is also variation in the size of sidewalk widths, number of trees, and street furniture.

The predominant built form in the study area is low-rise, one- to three-storey single user and mixed-use buildings. The as-of-right zoning by-law height for a majority of the study area is 14 metres, or approximately four-storeys. Based on the predominant built form and the as-of-right zoning by-law height, this would suggest an appropriate character defining feature is a streetwall height that is low-rise, generally between two- to four-storeys. However, it is also important to note that the built form of the study area is changing and the study will be examining what character aspects are important to identify and continue as the study area changes.

The less predominant built form examples in the study area include mid-rise mixed-use buildings, high-rise mixed-use buildings, as well as landscape setback forms. These forms are found scattered throughout the study area, though generally clustered towards the eastern section of the study area. Though currently less predominant, mid-rise buildings may become a more predominant form as the study area intensifies. In addition, there are surface parking lots associated with existing car dealerships, service stations, and grocery stores, as well as single-user “big-box” retail sites with surface parking lots that dominate larger stretches of the streetscape closer to the east end of the study area.



Figure 40 Danforth Avenue between Coxwell Avenue and Woodington Avenue, north side



Figure 41 Danforth Avenue between Main Street and Barrington Avenue, north side



Figure 42 Danforth Avenue between Glebe Mount Avenue and Woodmount Avenue, north side



Figure 43 Danforth Avenue between Chisholm Avenue and Main Street, north side

The predominant built form establishes an existing scale of the street, and provides for variation in street wall height, which is an important character feature. Using this feature will help to manage incremental change over a long period of time.

The street block sizes vary moving west to east within the study area, and also vary on the north and south side of Danforth Avenue. The variation in street block sizes adds to variation in the pedestrian experience within the study area. Another matter that adds to variation of the pedestrian experience is the size of retail storefronts. The storefronts range from active, fine-grain small store fronts to less active, large blank walls associated with the “big-box” retail stores at the east end of the study area.

The lot sizes also vary considerably throughout the study area, and range from narrow and shallow lots to wide and deep lots, with varying character throughout.

The built form features are one aspect of character and urban design that is important to highlight as an existing condition.

b. Existing Public Realm

The public realm is an important component in achieving a balance between growth and place-making opportunities. Currently, the public realm within the study area is varied, in both overall sidewalk width and the types of street furniture, street elements and street trees along parts of Danforth Avenue. For example, the average width of a sidewalk (from the private property line to the edge of the public sidewalk/street curb) is as follows:

- 4.5 to 5.0 metres on the north side of Danforth Avenue from Coxwell Avenue to Victoria Park Avenue; and
- 3.5 to 4.5 metres on the south side of Danforth Avenue from Victoria Park Avenue to Coxwell Avenue.

Establishing a wider, consistent sidewalk width will help bring activity to the street, encourage safer pedestrian movement and allow for a variety of public and private functions to exist and flourish within the study area.

The streetscape within the study area is also varied. A consistent, improved streetscape will be an important aspect to achieve a more walkable and pedestrian-friendly street, while balancing future growth.



Figure 44 Danforth Avenue between Cedarvale Avenue and Gledhill Avenue



Figure 45 Danforth Avenue between Roseheath Avenue and Bastedo Avenue



Figure 46 Danforth Avenue between Oak Park Avenue and Westlake Avenue, north side



Figure 47 Danforth Avenue between Chisholm Avenue and Main Street



Figure 48 Danforth Avenue between Eldon Avenue and Thyra Avenue, south side



Figure 50 Danforth Avenue between Moberly Avenue and East Lynn Avenue, south side



Figure 49 Danforth Avenue between Amroth Avenue and Woodbine Avenue, south side



Figure 51 Danforth Avenue between Thyra Avenue and Victoria Park Avenue



CHAPTER 6

6 Demographics and Employment

A key component of this study is to gain a clear understanding of the demographic and employment picture that shapes this Avenue and the surrounding Wards (Ward 31 and 32, respectively). As such, City Planning undertook preliminary demographic and employment analysis to obtain a greater understanding of the demographic and employment picture of the study area. The analysis compares demographic data in Wards 31 and 32 to each other and relative to the city as a whole. The demographic profile of Ward 31 and 32 is based on Statistics Canada Census data for 2011. This will be updated with Statistics Canada Census data for 2016 when available.

a. Demographics Analysis

Demographic Profile for Ward 31 and 32

At this time there were 53,570 residents in Ward 31 representing a 1.45% increase since 2006. For Ward 32, there were 57,365 residents representing a population increase of 2.7% since 2006. The growth in both Wards is lower when compared to the City of Toronto, which had overall population increase of 4.5%.

For demographic by families, Ward 31 and 32 maintain a similar number of couples with children, which is in line with the average for the City as a whole. The specific percentages for families are shown in figure 55 and figure 56 on page 43.

In addition, for families with children, the distribution of children at home by age category for each Ward and for the City as a whole is shown in figure 57 and figure 58 on page 43.

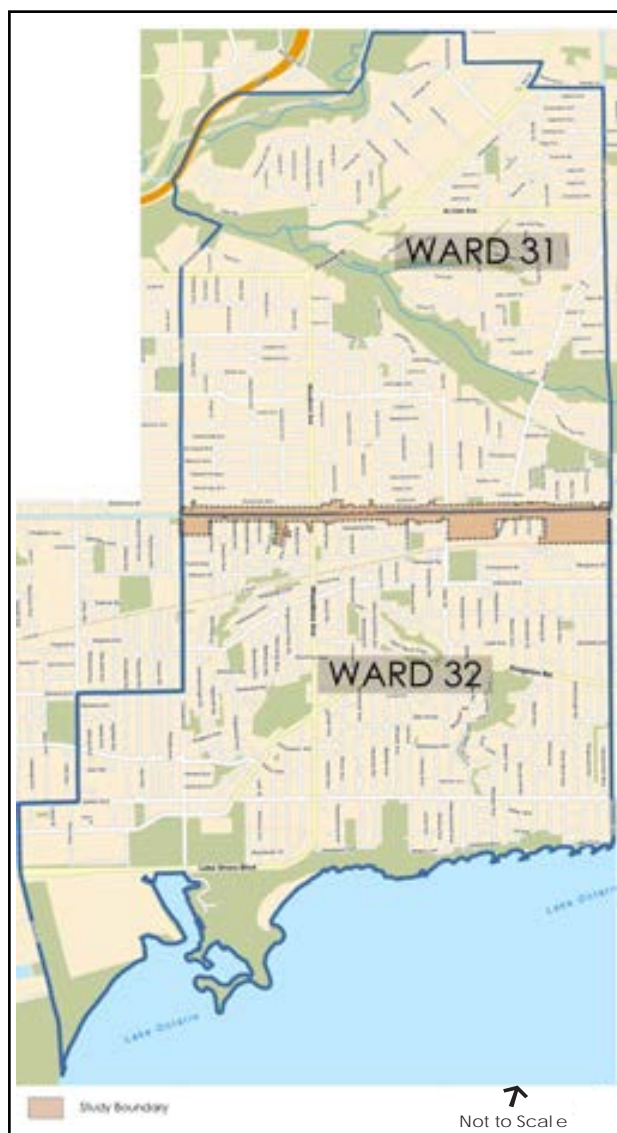


Figure 52 Map of Study Area - Ward 31 and Ward 32

Demographic Profile by Age

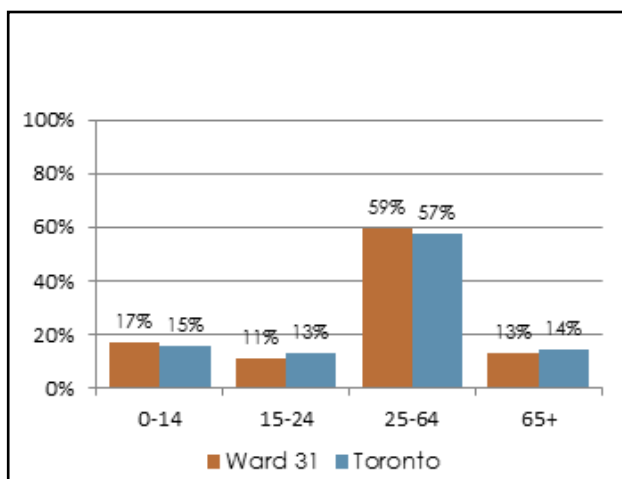


Figure 53 Demographic Profile for Ward 31

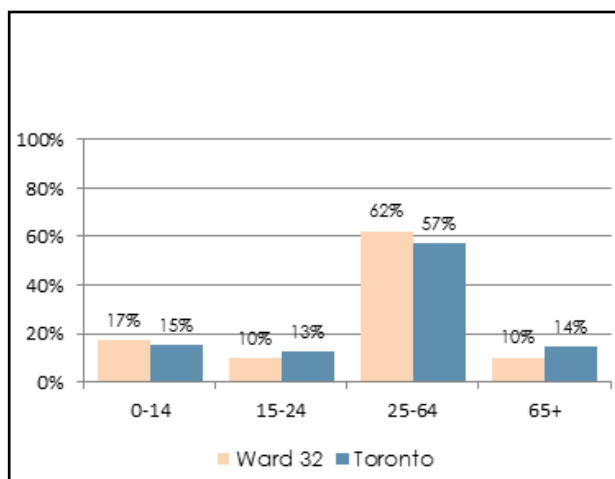


Figure 54 Demographic Profile for Ward 32

Families by Type

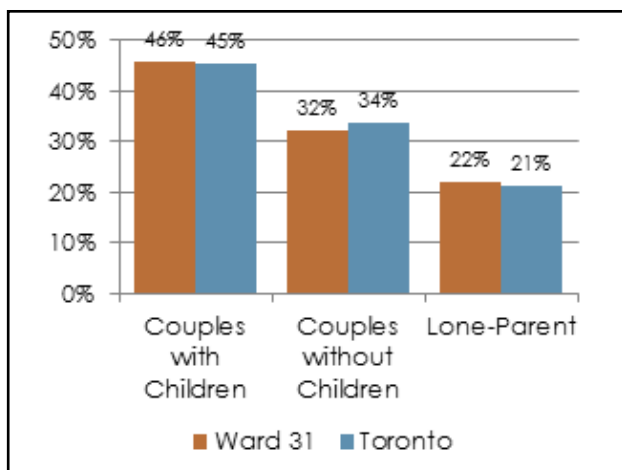


Figure 55 Families by Type for Ward 31

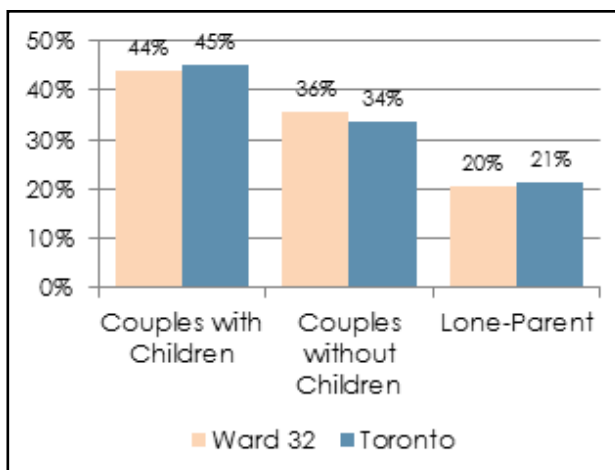


Figure 56 Families by Type for Ward 32

Children at Home by Age

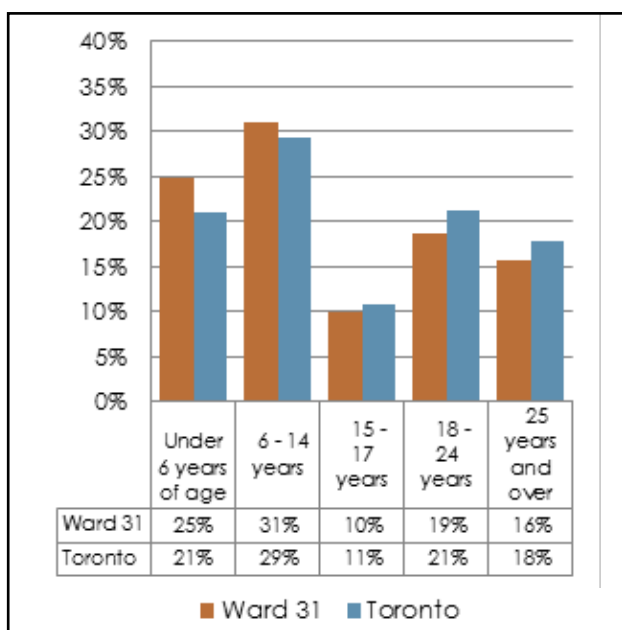


Figure 57 Children at Home for Ward 31

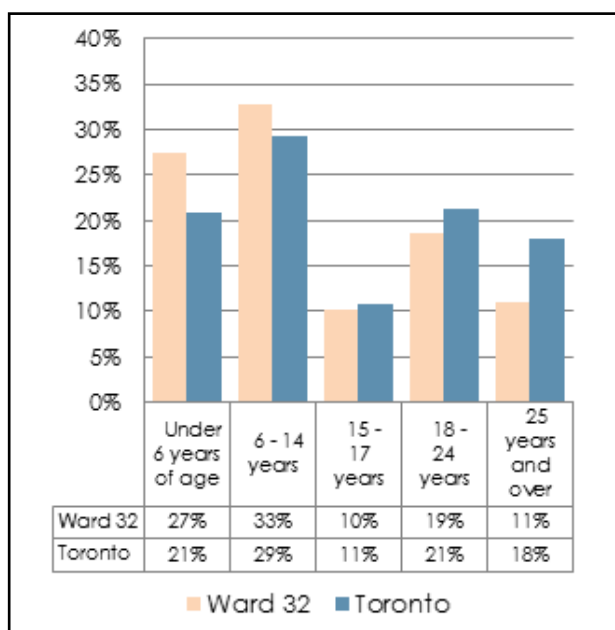


Figure 58 Children at Home for Ward 32

Tenure and Housing Stock for Wards 31 and 32

Housing type is broken down into 6 categories and shown in the following figure for Ward 31, 32 and the City as a whole. The largest individual housing type in Ward 31 is single-detached housing, while in Ward 32 it is apartments that are less than 5-storeys. For the City, the largest percentage of housing by type is apartments greater than 5-storeys.

In Ward 31 the percentage of owner occupied dwelling units is 55%, which is the same for Toronto, while in Ward 32 owner occupied dwelling units is slightly higher at 61%.

Distribution of Housing Stock

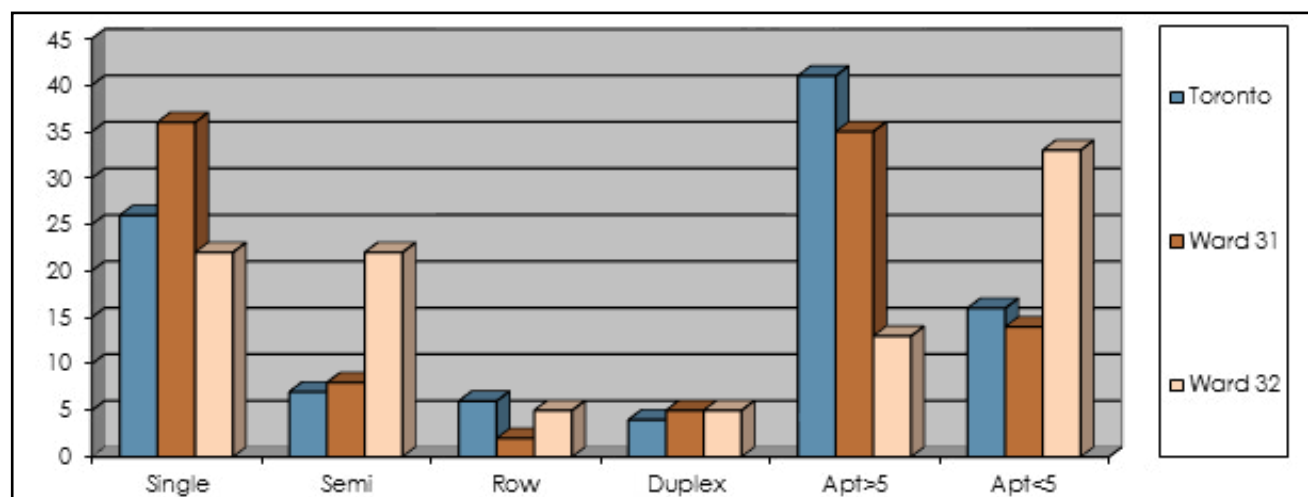


Figure 59 Distribution of Housing Stock in Ward 31, Ward 32 and City of Toronto

Immigration

Ward 31 has a higher proportion of recent immigrants who arrived to the City from 2001-2011 at 39%, compared to 25% in Ward 32 and 33% in the City. The full immigration profile from 1971 to 2011 for Wards 31 and 32, and for the City as a whole, which details the immigration change over a period of time, is shown in the following figure.

Percent of immigrants by period of immigration, 2011

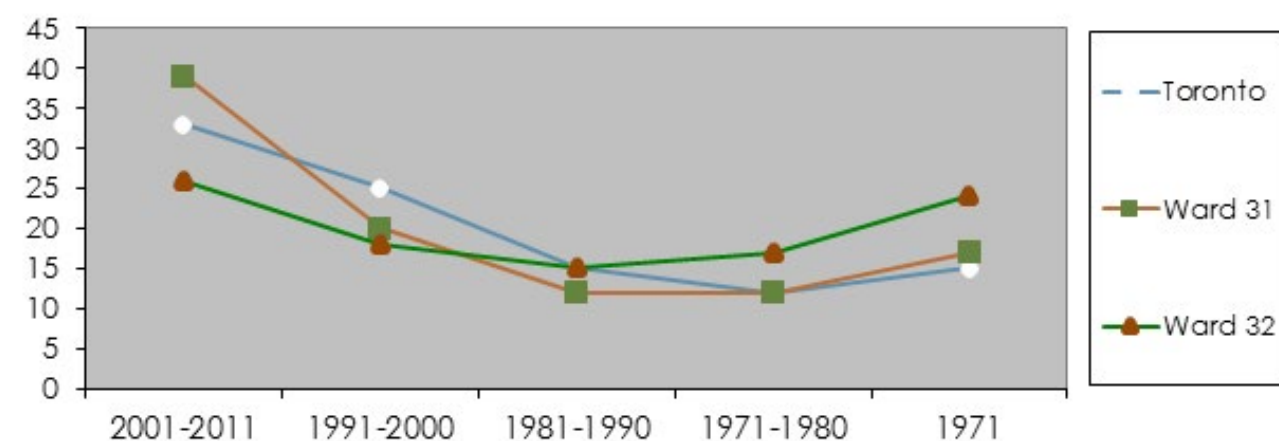


Figure 60 Percent of Immigrants by period of Immigration from 1971 to 2011

b. Employment Analysis

Ward 31 income earnings, on average, are very similar to the City as a whole, while Ward 32 is slightly more affluent than both Ward 31 and the City as a whole. This can be seen in the figure below, which details income distribution percentage by Ward and by income category.

Income Distribution

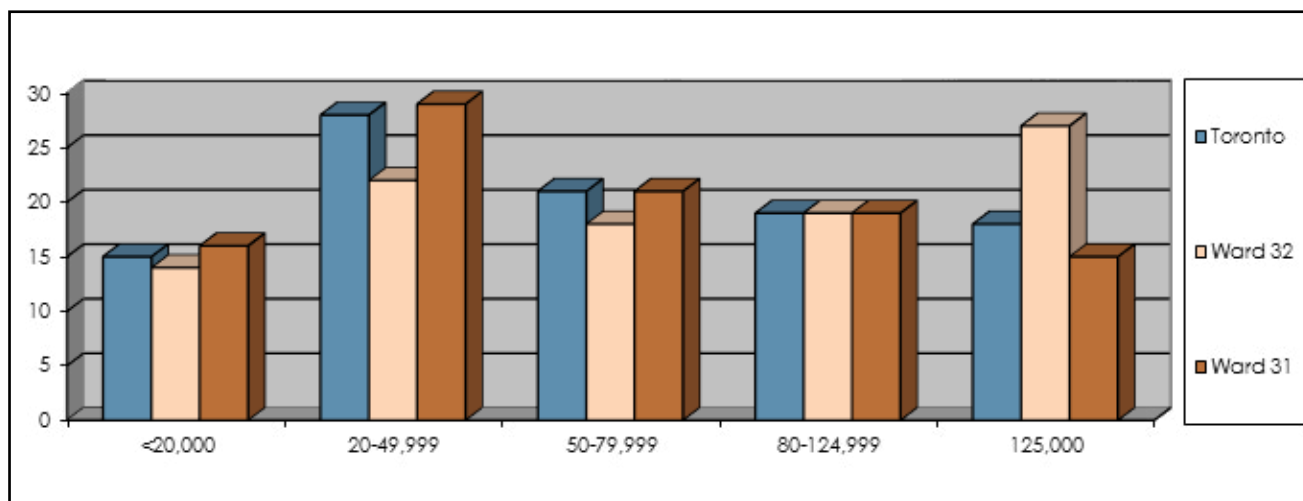


Figure 61 Income Distribution in Ward 31, Ward 32 and City of Toronto

Based on the breakdown of Labour Force Participation, Ward 31 and 32 share their largest segment of employment in "sales and service", which is similar to the City as a whole. This can be seen in the figures below, which details Labour Force Participation by Ward.

Labour Force Participation

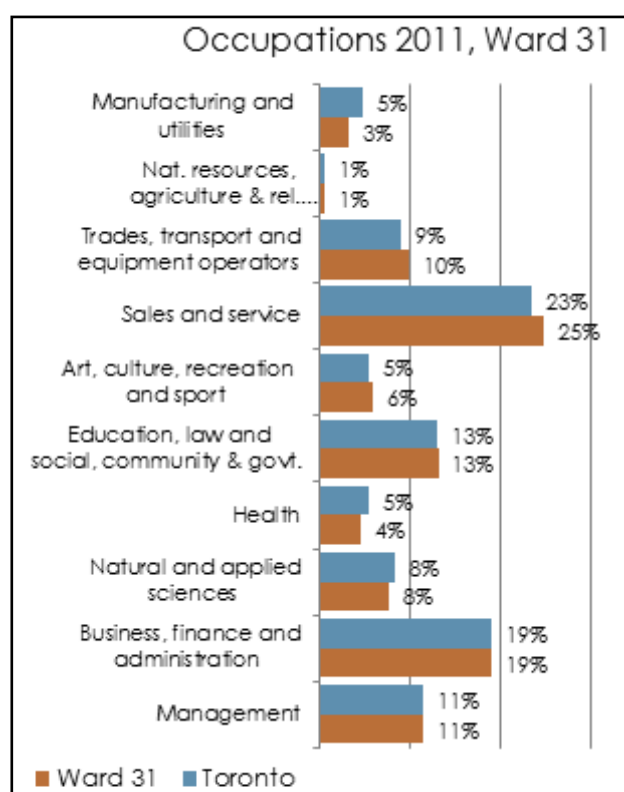


Figure 62 Labour Force Participation in Ward 31 and City of Toronto

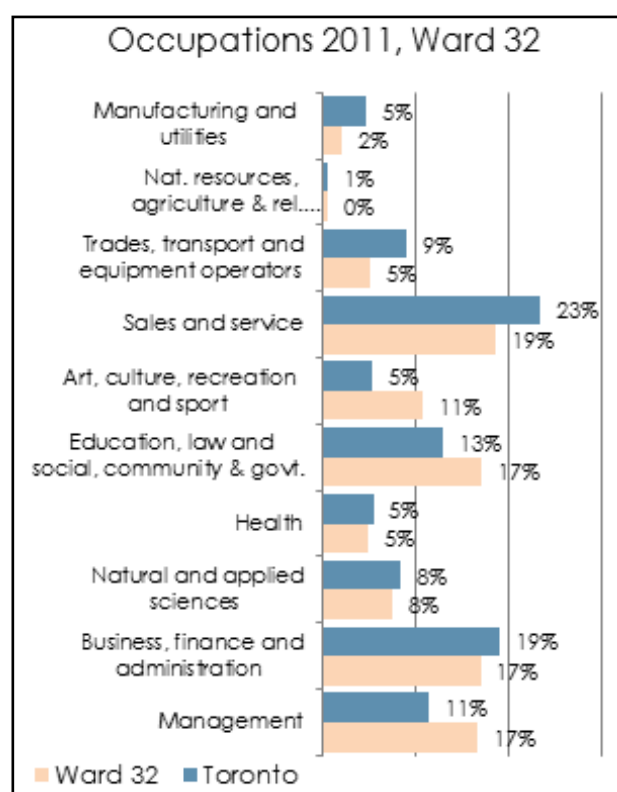


Figure 63 Labour Force Participation in Ward 32 and City of Toronto

Danforth Avenue, North Side

In 2010, the average household income within the study area on the north side of Danforth Avenue was \$78,242, slightly below the City's average of \$87,038. The percentage of low income households (household income below \$20,000) in 2010 is very low (4%) compared to the City's average of 15%. The percentage of high income households (household income above \$125,000) in 2010 is similar (19%) compared to the City's average of 18%.

The number of employment establishments has increased from 374 in 2006 to 399 in 2015, which has coincided with an employment increase from 1,844 in 2006 to 1,991 in 2015, an increase of 7.97%. This information was provided by the Toronto Employment Survey.

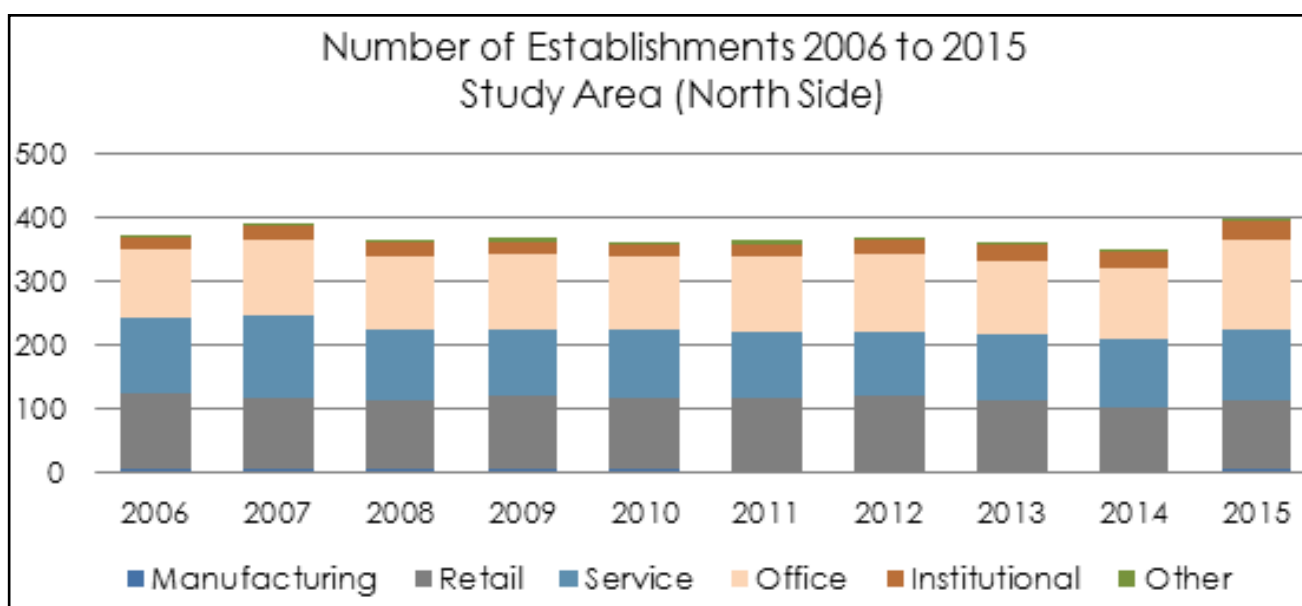


Figure 64 Number of Establishments from 2006 to 2015 in Study Area – North

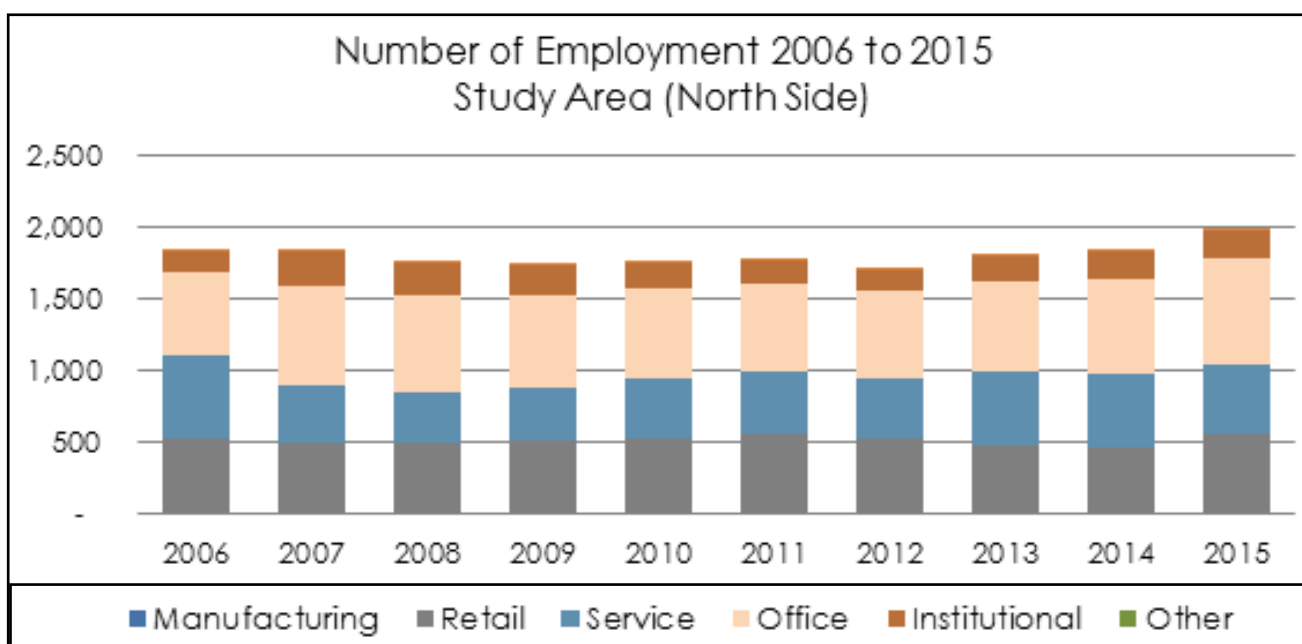


Figure 65 Number of Employment from 2006 to 2015 in Study Area - North

Danforth Avenue, South Side

In 2010, the average household income within the study area on the south side of Danforth Avenue was \$65,252, below the City's average of \$87,038. The percentage of low income households (household income below \$20,000) in 2010 is similar (14%) compared to the City's average of 15%. The percentage of high income households (household income above \$125,000) in 2010 is similar (17%) compared to the City's average of 18%.

The number of employment establishments has decreased from 264 in 2006 to 245 in 2015, which has coincided with an employment decrease from 3,299 in 2006 to 2,984 in 2015, a decrease of 9.55%. This information was provided by the Toronto Employment Survey.

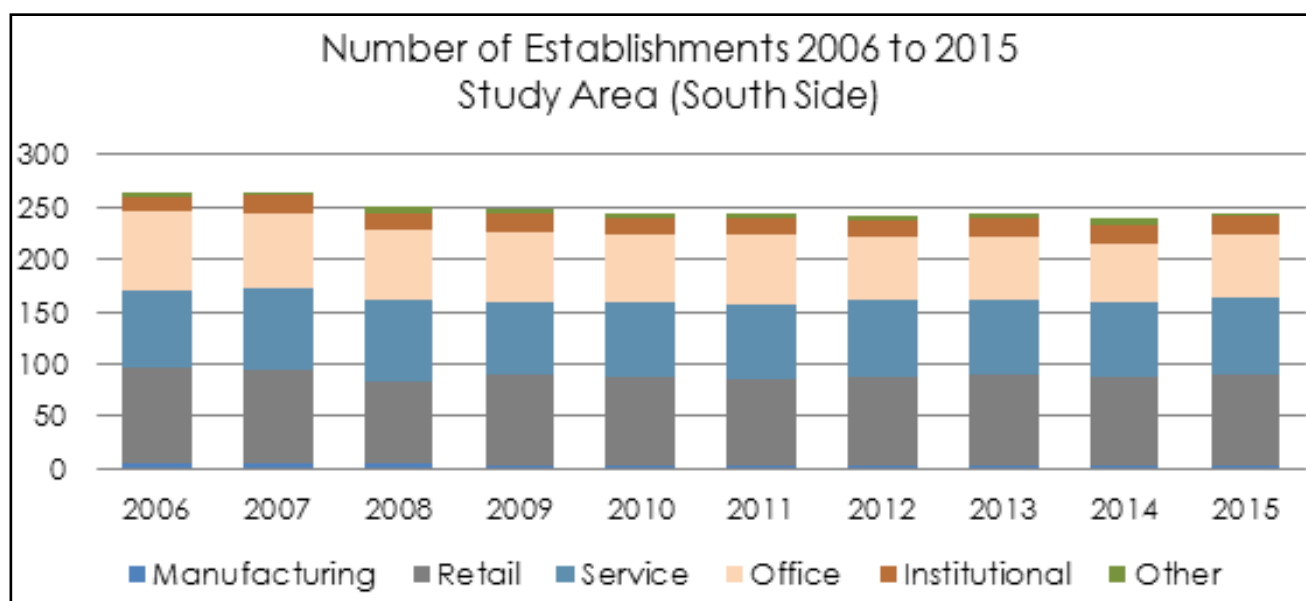


Figure 66 Number of Establishments from 2006 to 2015 in Study Area - South

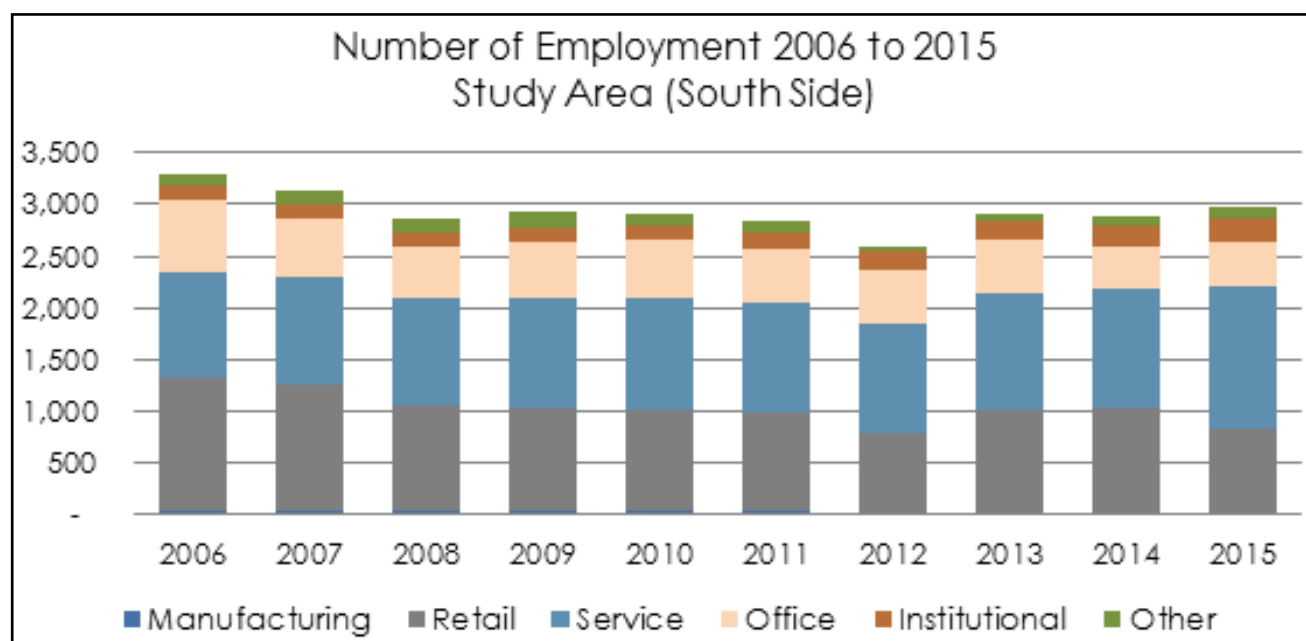
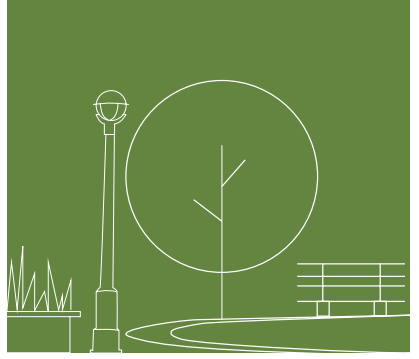


Figure 67 Number of Employment from 2006 to 2015 in Study Area - South

CHAPTER 7



7 Parks and Open Space

a. Parks Classification

The City's parkland falls into two primary categories: Local parkland, intended to serve communities within a reasonable walking distance, and City-wide parkland, intended to serve residents from across the City. Under City-wide parkland there are District Parks, which are generally larger parks that draw population from beyond the local community and contain general and specialized passive and active recreational opportunities. There are also City-wide Parks that provide unique or specialized passive and active recreation amenities that draw users from across the City.

b. East Lynn Park

Within the study area there is a single park (East Lynn Park, 1949 Danforth Avenue), which serves City-wide Park functions and provides a range of passive and active recreational amenities. East Lynn Park is approximately 1 hectare and has a picnic area, a wading pool and a children's playground, and is equipped with outdoor table tennis. It also features a farmer's market in the summer and a natural ice rink in the winter.

c. Local Parkland Provision

With respect to local parkland, Ward 31 and 32 are identified as areas of low to mid-levels of park provision in the city. Ward 31 falls predominantly in the lowest level of existing parkland provision at 0-0.42 hectares of local parkland per 1,000 people while Ward 32 has sections both in the lowest level of parkland

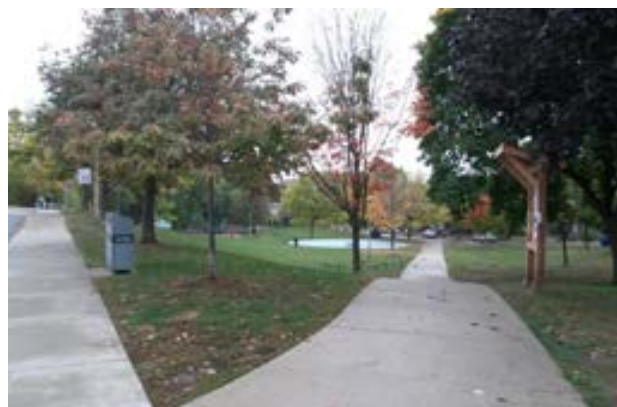


Figure 68 East Lynn Park



Figure 69 East Lynn Park



Figure 70 East Lynn Park

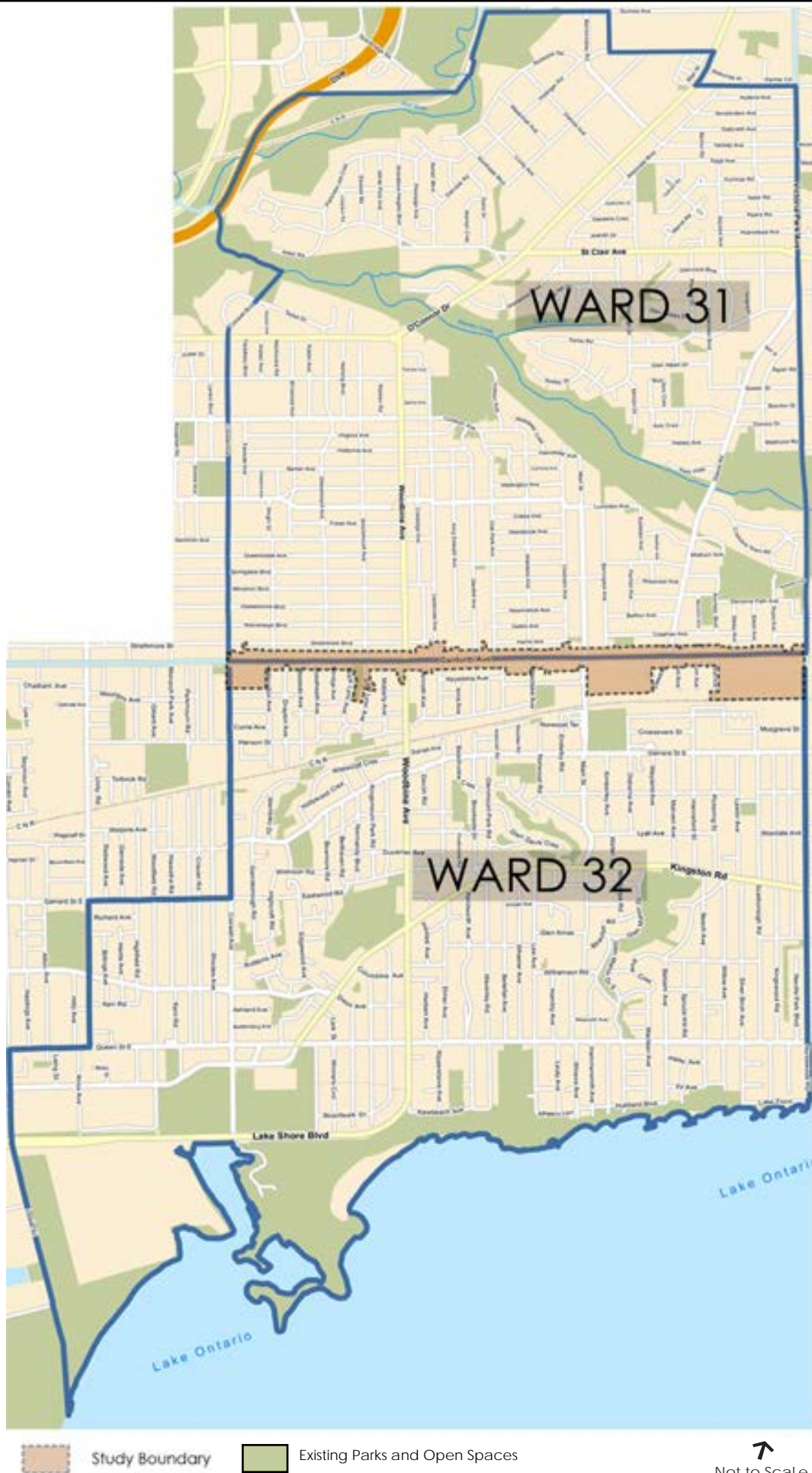


Figure 71 Map of Ward 31 and Ward 32 – Existing Parks and Open Spaces

provision at 0-0.42 hectares of local parkland as well as the second highest level of parkland provision at 1.57-2.99 hectares of local parkland.

Presently, the two wards maintain 55 City-wide parks, 16 in Ward 31 and 39 in Ward 32. In both Wards, the parks are undergoing improvements, ranging from minor to significant, as a way to meet the needs of residents and varying users of the parks.

Parks in Ward 31 are going through the process of upgrading older park features such as benches, playgrounds and pathways and replacing them with newer amenities, while ensuring the replacements meet the new accessibility standards as set out by both the City and the Province. Focus has been put on including amenities such as off-leash areas, gazebos and accessible walkways.

Parks in Ward 32 are experiencing different changes when it comes to its parks and open spaces. This ward has seen an increase in population, especially families with children, and park usage. Although the Ward has sufficient amenities throughout its parks, they are outdated and require upgrades to meet the needs its residents.

For example, many of the parks in Ward 32 are used for social and cultural gatherings but the existing park infrastructure and amenities are not able to support this increase in use. Greater attention is required towards improving accessibility and amenities in this Ward.

Demographic profiles from both Wards indicate an increase in population between 2006 and 2011, of 1.45% for Ward 31 and 2.7% for Ward 32. Based on these trends, existing parks and open spaces will be increasingly strained, particularly as demand for these types of spaces rises in the future as a result of change and growth in the Wards. Both Wards 31 and 32 are in need of parks that can accommodate both active and passive recreation activities, with upgraded amenities that can support use by all age ranges and abilities, as well as social

and cultural events.

The study area itself falls within the lower range of parkland provision (between 0-0.42 hectares of local parkland per 1,000 people and 0.80 to 1.56 hectares of local parkland per 1,000 people).

Parkland Dedication

In new developments or redevelopments, developers and builders will be required to either set aside a certain amount of land for parkland (parkland dedication) or alternatively pay cash-in-lieu of parkland dedication. Parkland dedication requirements are identified in Section 3.2.3 of the City's Official Plan and enacted through Municipal Code Chapter 415 (Article III and IV) and By-law 1020-2010. The study area is located within the Alternative Parkland Dedication By-law area.

The requirement to pay a fee in lieu of parkland dedication is referred to as the Parks Levy Fee. These fees are paid prior to the issuance of the first building permit. Parks Levy Fees are a percentage of the market value of the development lands.



Figure 72 East Lynn Park



Figure 73 East Lynn Park

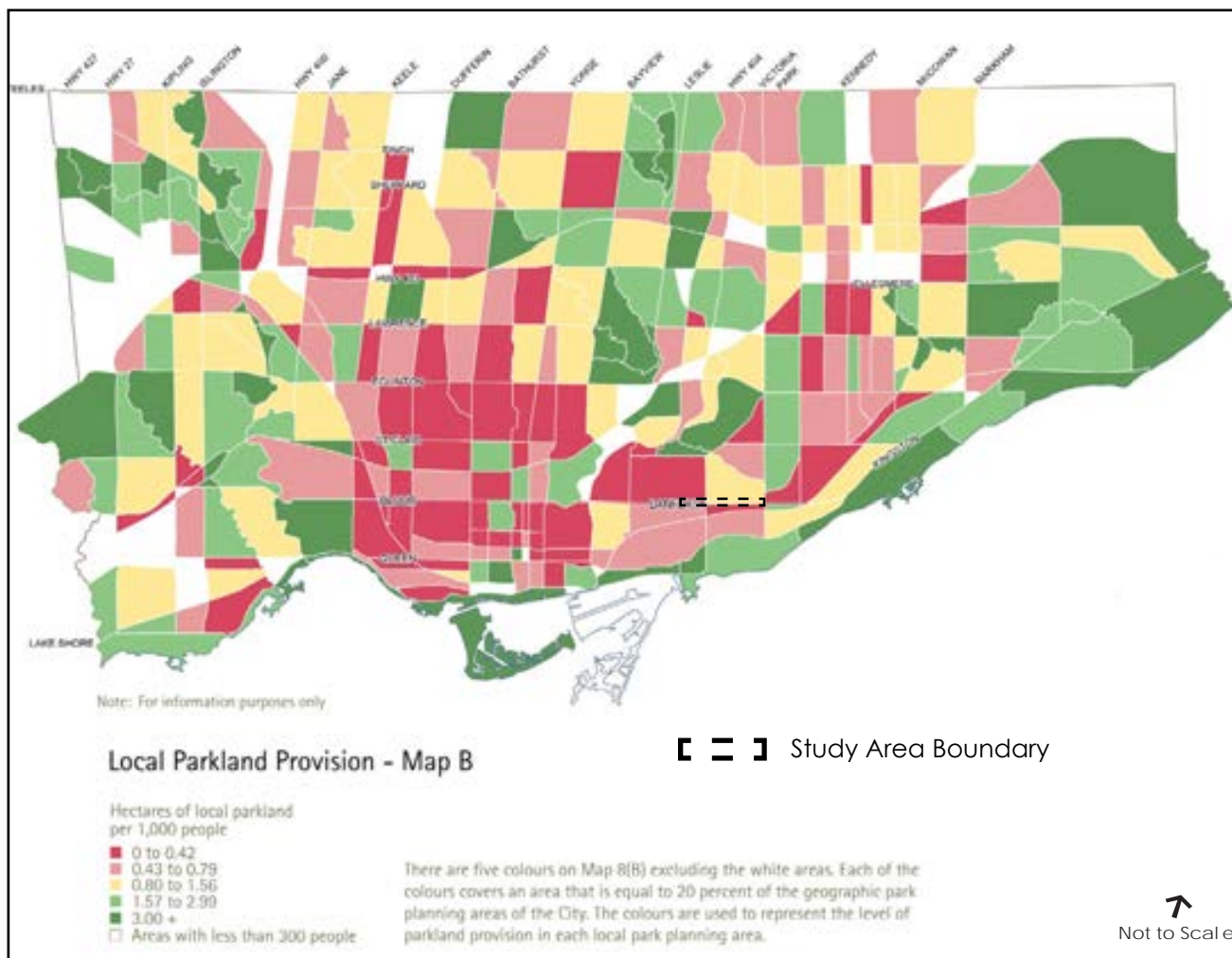


Figure 74 Official Plan Local Parkland Provision Map

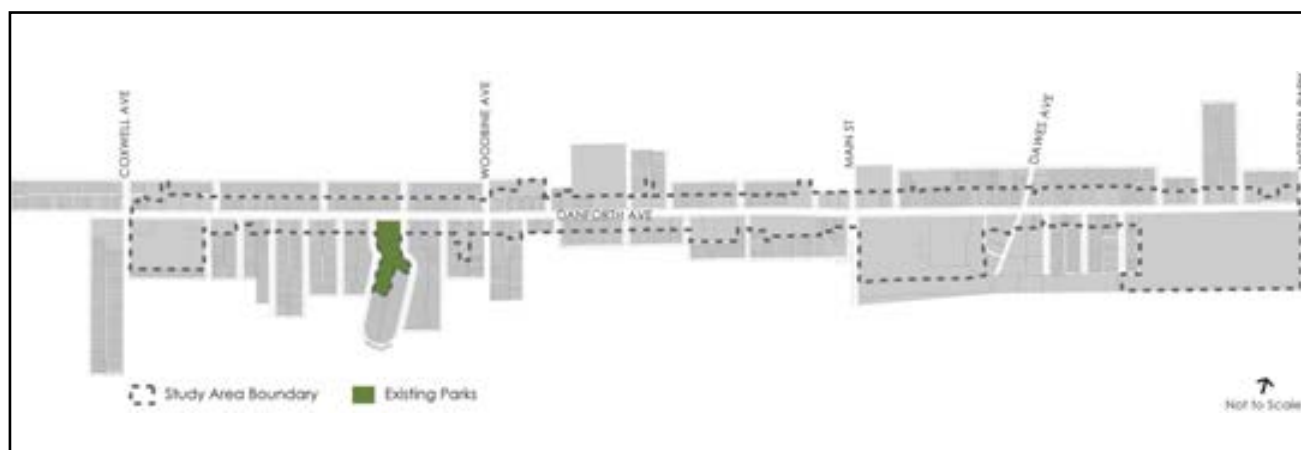


Figure 75 Map of Study Area - Existing Parks



CHAPTER 8

8 Community Services and Facilities

Community Services and Facilities (CS&F) reviews are undertaken to ensure that residents have access to a full range of community-based services and facilities. Community services and facilities include schools, public libraries, childcare, community and recreation centres, parks, arenas, swimming pools, human services, seniors' services and community meeting/gathering spaces.

Ensuring that there are adequate community services and facilities to meet both existing and future community needs in an area where growth is anticipated are fundamental considerations in planning for development as these facilities form the foundation for neighbourhoods across the City. By reviewing the community services and facilities of an area, we can identify current and required levels of social infrastructure needed to support the health, safety and well-being of residents and are crucial to building healthy communities.

While community services and facilities will be reviewed and considered as part of the Danforth Avenue Study, a linear study area such as Danforth Avenue would not be the best vehicle to address community services and facilities needs. Additional study and financial implementation strategies would need to be further explored, which are outside the scope of an Avenue Study. Specifically, community services and facilities are not deployed by Ward boundary.

a. Schools

Under the Toronto District School Board (TDSB), there are 19 elementary schools and 3 secondary schools in Ward 31, and 10 elementary schools and 1 secondary school in Ward 32. Out of the combined 29 elementary schools, 23 are over capacity, which is defined by the TDSB as 80% or higher utilization rate. All the elementary schools in Ward 32 are over capacity and any student pupils would have to be accommodated in elementary schools in Ward 31. There are currently 936 elementary pupil space available in Ward 31 in 6 of the 19 elementary schools. This space is considered sufficient enough to accommodate more elementary pupils as a result of population increase from development.

Under the Toronto Catholic District School Board (TCDSB), there are 4 elementary schools located in Ward 31, and 2 elementary schools in Ward 32. All the schools have some capacity as the TCDSB defines capacity at 100%. There are no secondary TCDSB schools in either Wards 31 or 32, which means that secondary Catholic students would have to be bused to secondary TCDSB schools outside the Study Area.

b. Public Libraries

The Toronto Public Library has both neighbourhood branches and district libraries. Neighbourhood branches should range in size from 10,000 to 15,000 square feet and serve a population of 20,000 to 50,000 residents living within a 1.6 kilometre range.

District library services offer specialized collections and they serve larger populations of 100,000 residents or more, living within a 2.5 kilometre radius. A minimum of 25,000 square feet is recommended to support their service delivery area.

Four public libraries are located in Ward 31 and 32 at Dawes Road, Main Street, Coxwell Avenue, and Queen Street East. Each library branch is in need of capital improvements and technology improvement. Improvements to the libraries would serve to accommodate an increase in users.

c. Child Care Centres

In Ward 31 and Ward 32, there are 60 child care centres offering 3,824 spaces. These spaces are broken down into the following age groups:

Age Group	Number of Spaces (Ward 31)	Number of Spaces (Ward 32)
Infants (0 to 18 months)	86	72
Toddlers (18 months to 2.5 years)	175	215
Pre-school (31 months to kindergarten)	476	722
Kindergarten (4 to 6 years)	224	547
School age (6+ years)	359	948

Figure 78 Number of Child care centers within Ward 31 and Ward 32

d. Community and Recreation Facilities

In Ward 31, there are four community centres:

- Early Beatty CC;
- Stand Wadlow CC;
- Terry Fox CC; and
- Secord CC.

In Ward 32, there are five community centres:

- Adam Beck CC;
- Balmy Beach CC;
- Beaches Recreation Centre;
- Fairmount Park Community Centre; and
- Main Square Community Centre.

Community centres in the area provide services



Figure 76 Danforth/Coxwell Library



Figure 77 Coxwell Barns

and programming for all ages. They offer programming for preschoolers, children, youth, adults and older adults, and offers several sport leagues for children, youth and adult.

e. Human Service Agencies

The Study Area is serviced by 38 locally-based service agencies. Human service agencies provide a broad range of services that can assist the population and offer services such as youth counselling, employment and job training, health service, home support, legal services and immigrant services. The 38 locally-based service agencies comprise seven (7) specific categories of service delivery: education; employment/settlement; health

and support; housing and support; legal; children, youth and seniors and people with disabilities. The predominant human service providers in the Study Area are providers of homeless shelters followed by health services.

f. Resident and Local Business Engagement

There are a number of active residents' and business associations located in the vicinity of the Study Area. Business Improvement Areas (BIAs) bring together local business and property owners and, with support from the City, organize, finance and implement physical and economic improvements to the area. Residents' association are groups formed by local communities who address issues and act as a unified voice for their local community.

These groups include:

- Danforth Mosaic BIA
- Danforth Village BIA
- Crossroads of the Danforth BIA (east of Victoria Park)
- Danforth East Community Association (DECA)

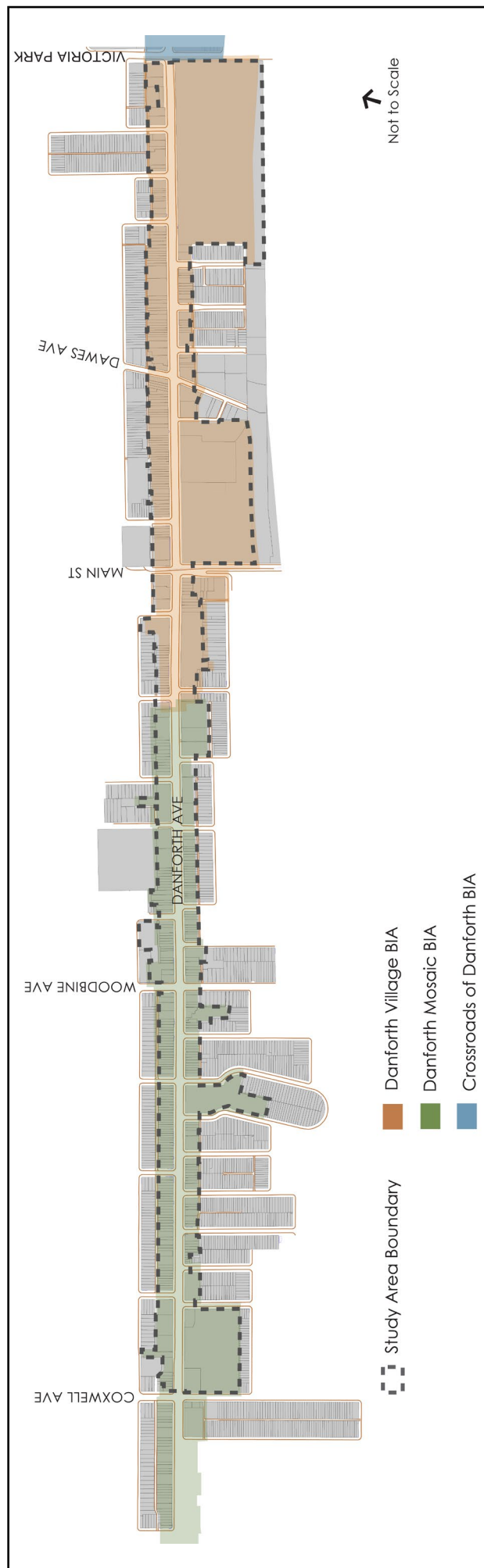


Figure 79 Map of BIAs within the Study Area

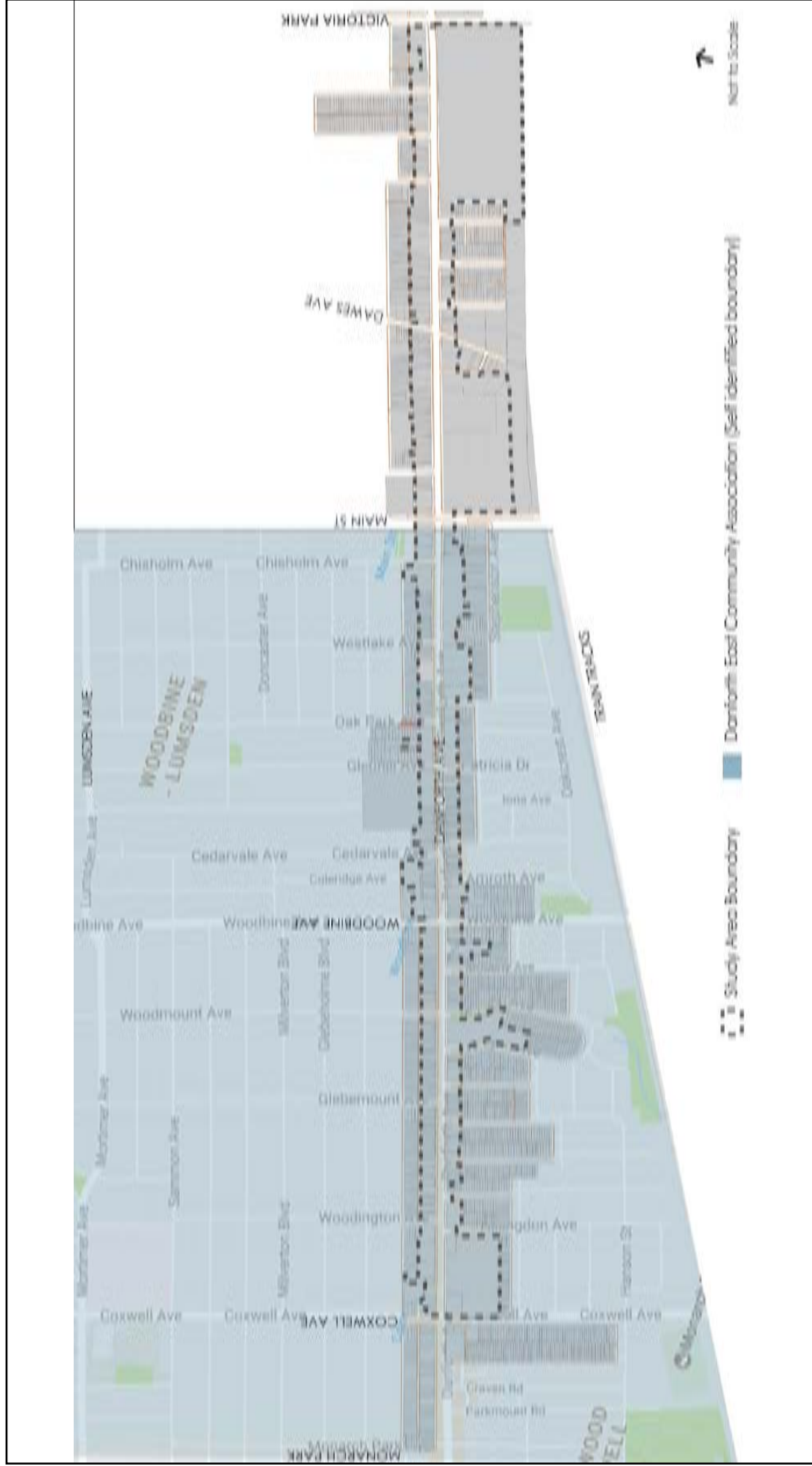
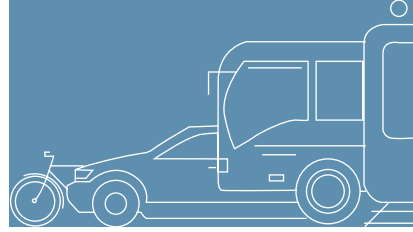


Figure 80 Map of Ratepayers Association within the Study Area



CHAPTER 9

9 Transportation Context

a. Existing Traffic Conditions

Existing Road Network

The Study Area encompasses properties with frontage on Danforth Avenue between Coxwell Avenue to the west and Victoria Park Avenue to the east. The following major streets intersect with the Study Area: Coxwell Avenue, Woodbine Avenue, Main Street, Dawes Road, and Victoria Park Avenue.

Danforth Avenue is an east-west major street with two travel lanes in each direction. On-street parking permits are available with a total of 2,186 spaces within the Study Area, 1,696 of which have been issued. Danforth Avenue has a right-of-way width of 27 metres.

Coxwell Avenue is a north-south major street with two travel lanes in each direction. Permit parking is available. Coxwell Avenue has a right-of-way width of 20 metres.

Woodbine Avenue is a north-south major street with two travel lanes in each direction. Permit

parking is available. Woodbine Avenue has a right-of-way width of 20 metres.

Main Street is a north-south major street with two travel lanes in each direction. Permit parking spaces are available on the east side of the street under the hours of 12:01 a.m. and 7:00 a.m. Main Street has a right-of-way width of 20 metres leading north. Leading south, Main Street is 33 metres between Danforth Avenue and Gerrard Street East and is 20 metres beyond Gerrard Street East.

Dawes Road is a north-south major street, switching from two travel lanes to one travel lane on some parts of the roadway. Permit parking is available. Dawes Road has a right-of-way width of 20 metres.

Victoria Park Avenue is a north-south major street with two travel lanes in each direction. Permit parking is available. Victoria Park Avenue has a right-of-way width of 30 metres.



Figure 81 Danforth Avenue and Main Street



Figure 82 Map of West Section of Study Area - Existing Road Network

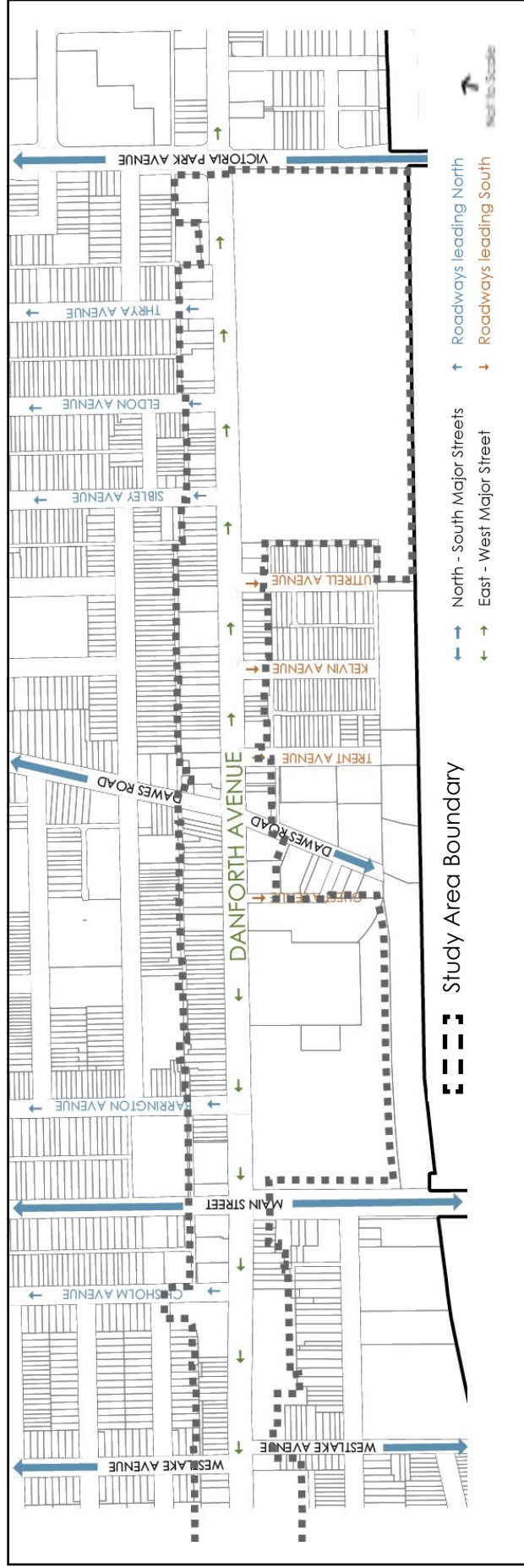


Figure 83 Map of East Section of Study Area - Existing Road Network

Transit Network

The Study Area has good access to public transit services. TTC service is available along Danforth Avenue, Coxwell Avenue, Woodbine Avenue, Main Street, Dawes Road and Victoria Park Avenue. The figures 80 and 81 illustrate the bus and streetcar routes within the study area.

The following TTC routes are within or are accessible from Danforth Avenue:

Subway

The Bloor-Danforth Line runs along and services Danforth Avenue. Within the Study Area, the following TTC stations can be accessed: Victoria Park, Main Street, Woodbine, and Coxwell.

Streetcar

506 Carlton operates between Main Street Station and the High Park Loop, generally following an east-west direction. This streetcar also services College and Queen's Park Stations and travels across Gerrard Street East.

Buses

Twelve bus routes operate along or intersect with Danforth Avenue as shown in figures 80 and 81. Four bus routes also operate overnight as part of the Blue Night Network.

Cycling Network

The City of Toronto's Cycling Network Plan, dated April 2016 includes :

- Route 21 - Danforth Avenue is considered a major corridor and will be studied further as part of expanding the cycling network.
- Route 86 - Woodbine Avenue is planned for bicycle lanes.
- Route 86.2 - Victoria Park is planned for bicycle lanes.
- Main Street is an existing "Quiet Street" cycling route, where signs, pavement markings and traffic calming are used to

create comfortable cycling routes on quieter residential streets.

- Dawes Road is an existing bicycle route with bicycle lanes.
- Woodmount Avenue, like Main Street, is an existing "Quiet Street" cycling route going north from Danforth Avenue and is proposed as a "Quiet Street" cycling route going south from Danforth Avenue.

Collision Risk

The Road Safety Unit conducted an intersection collision risk analysis on Danforth Avenue between Coxwell Avenue and Victoria Park Avenue. The data was taken from 2011 to 2016 based on unverified events (NB: unverified events include all the data inputted by Toronto Police on a reported collision and may include cases where photographic-evidence of the collision was not forwarded to the Road Safety Unit or where a police investigation remains pending). The data includes minor and serious collisions. The intersections at Coxwell Avenue and Main Street had the most risk based on data collected from January 1, 2011 to December 31, 2016. Other intersections for risk of collision, though of less severity, include Dawes Road, Woodington Avenue, Cedarvale Avenue, and Westlake Avenue. Figure 84 illustrates the analysis based on the data provided by the Road Safety Unit.

The Road Safety Unit also has data, available to the public, on collisions across the City that have led to serious injury or fatalities. This data is under Toronto's Road Safety Plan Vision Zero, and will be the type of data collected by the Road Safety Unit moving forward. The website can be accessed at: www.toronto.ca/roadsafety.

According to Toronto's Road Safety Plan Vision Zero, 12 collisions were recorded from 2011 to 2016 within the Study Area, none of which led to fatalities.

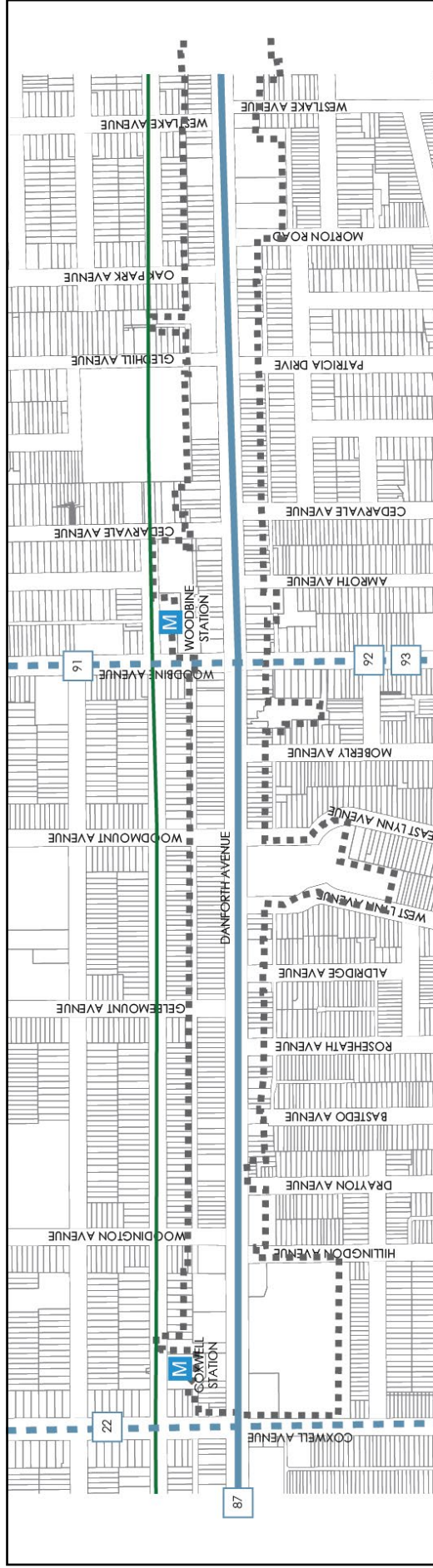


Figure 84 Map of West Section of Study Area - Transit Network

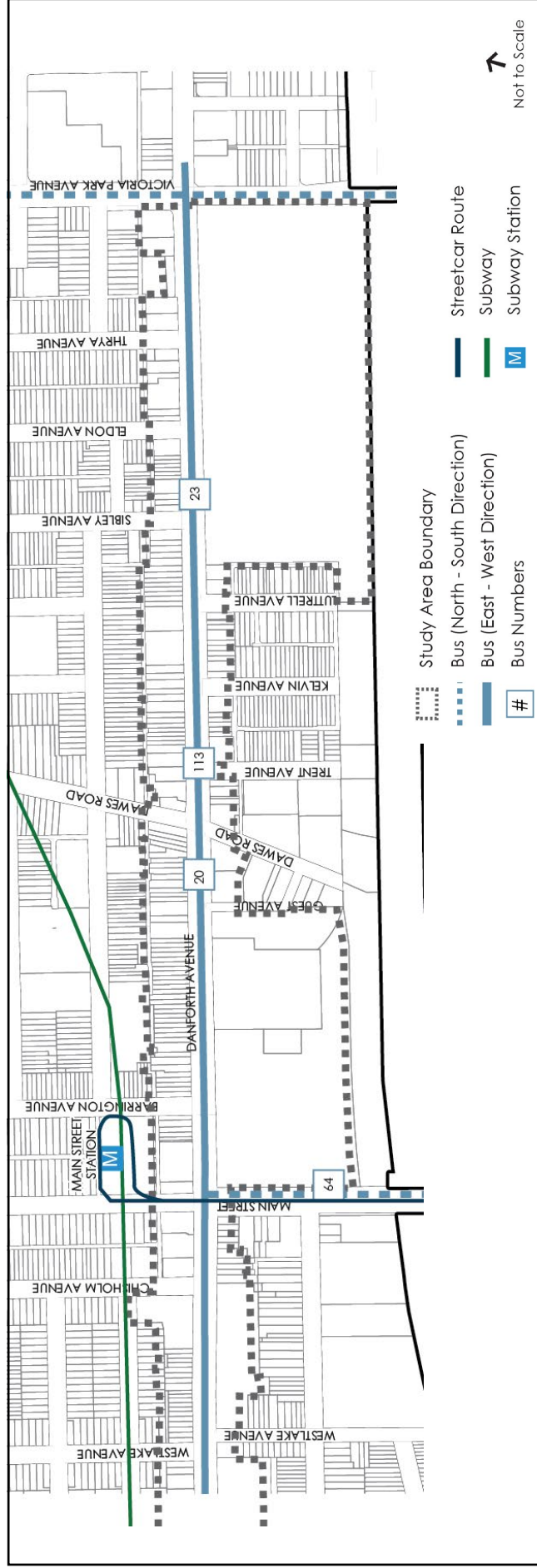


Figure 85 Map of East Section of Study Area - Transit Network



Figure 86 Map of West Section of Study Area - Cycling Network

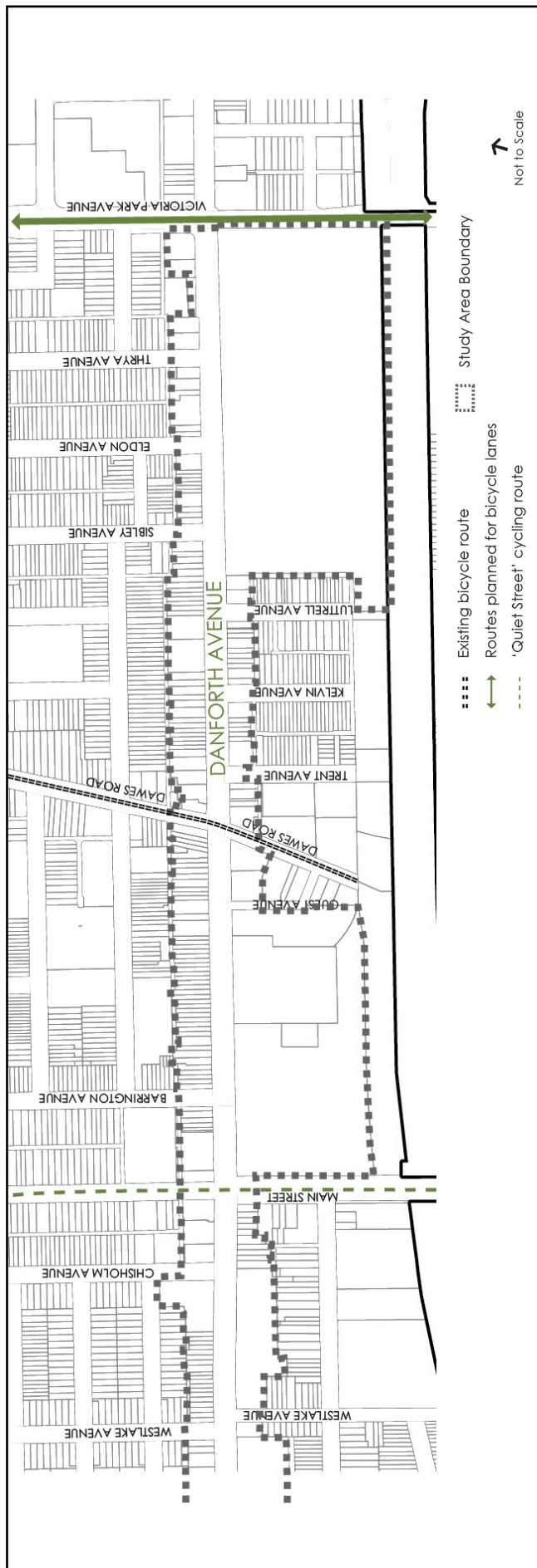
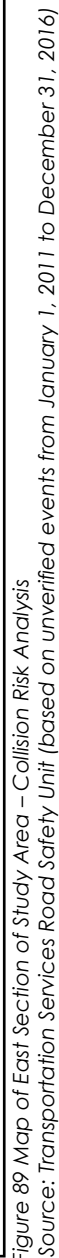
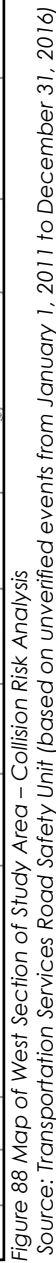


Figure 87 Map of East Section of Study Area - Cycling Network



b. Traffic Volume

The following traffic volume data is taken from the Traffic Safety Unit's Traffic Signal Vehicle and Pedestrian Volumes dataset.

This dataset contains the most recent 8 hour vehicle and pedestrian volume counts collected at intersections where there are traffic signals. The data is typically collected between the hours of 7:30 a.m. and 6:00 p.m.

Intersection	Count Date	Vehicle Volume	Pedestrian Volume
Danforth and Coxwell	5/7/2015	19,534	7,267
Danforth and Woodington	5/7/2015	10,390	3,336
Danforth and Glebemount	4/22/2014	11,852	1,152
Danforth and East Lynn	5/7/2015	10,799	3,094
Danforth and Woodbine	4/25/2015	21,642	10,131
Danforth and Gledhill	5/7/2015	12,852	1,663
Danforth and Westlake	5/7/2015	11,931	1,366
Danforth and Main	5/7/2015	12,920	3,473
Danforth and Dawes	1/7/2014	13,932	1,414
Danforth and Sibley	1/9/2014	11,764	1,530
Danforth and Thyra	5/7/2015	12,898	3,440
Danforth and Victoria Park	5/9/2015	21,459	5,470

Figure 90 Traffic Volume Data

Source: Traffic Signal Vehicle and Pedestrian Volumes

c. Travel Characteristics

The Study Area falls within the boundary of Wards 31 and 32. The following three tables summarize the travel characteristics for each ward. Figures 91 and 92 are based on data from the Transportation Tomorrow survey conducted in 2011.

Travel Characteristics	Ward 31	Ward 32
Percentage of Households with No Vehicle	28%	21%
Percentage of Households with One Vehicle	50%	52%
Percentage of Households with Two Vehicles	18%	23%
Percentage of Households with Three Vehicles	3%	2%
Percentage of Households with Four or More Vehicles	0%	1%
Daily Trips per Person (age 11+)	2.2	2.4
Total Daily Work Trips	0.74	0.70

Figure 91 Travel Characteristics of Ward 31 and Ward 32

Source: Transportation Tomorrow Survey, 2011

Trip Purpose	Ward 31		Ward 32	
	6-9 AM	In 24 hour period	6-9 AM	In 24 hour period
Percentage of Home-based Trips to Work	49%	31%	51%	31%
Percentage of Home-based Trips to Shopping	21%	14%	17%	10%
Percentage of Home-based Trips to Other (daycares, school, etc.)	20%	39%	20%	40%
Percentage of Non-home based Trips (shopping to work, work to daycare, etc.)	10%	16%	12%	19%

Figure 92 Travel Characteristics of Ward 31 and Ward 32 - Trip Purpose

Source: Transportation Tomorrow Survey, 2011

Mode of Travel	Ward 31		Ward 32	
	6-9 AM	In 24 hour period	6-9 AM	In 24 hour period
Percentage of Drivers	42%	46%	50%	52%
Percentage of Passengers	11%	13%	9%	12%
Percentage of Transit Users	37%	33%	26%	24%
Percentage of GO Transit Users	0%	0%	1%	1%
Percentage of Walkers and Cyclists	7%	6%	13%	10%
Other Modes of Travel	3%	2%	1%	1%

Figure 93 Travel Characteristics of Ward 31 and Ward 32 - Mode of Travel



CHAPTER 10

10 Municipal Servicing Infrastructure

a. Municipal Services

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

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

Storm and Sanitary Sewers Systems

The Study Area is mostly serviced by a partially separated combined sewer area, where there is storm and sanitary sewer infrastructure.

The existing combined sewers along Danforth Avenue range in size from 225 millimeters diameter to 1,350 millimeters diameter. To the north and south of Danforth Avenue are a variety of combined, sanitary, and storm sewer systems. Figure 94 illustrates the sewer systems alone and surrounding Danforth Avenue.

Water Distribution Systems

A water distribution line runs across Danforth Avenue at a size that ranges from 400 to 150 millimeters. Water hydrants, junctions and valves are present throughout the study area, as shown in Figure 95.

Asset Planning Capital Works

In terms of sewers, no upgrades to the sewer pipes are planned. There are some capital works planned for sewers along Danforth Avenue which will include cleaning, lining and repairs.

In terms of water, there are no new or replacement pipes planned for Danforth Avenue. However, replacement pipes are planned for 2019, particularly around the Dawes Road area, and a new pipe is planned for 2022 along Victoria Park Avenue, intersecting with Danforth Avenue.

Figure 96 illustrates the watermain and sewer assets planned.

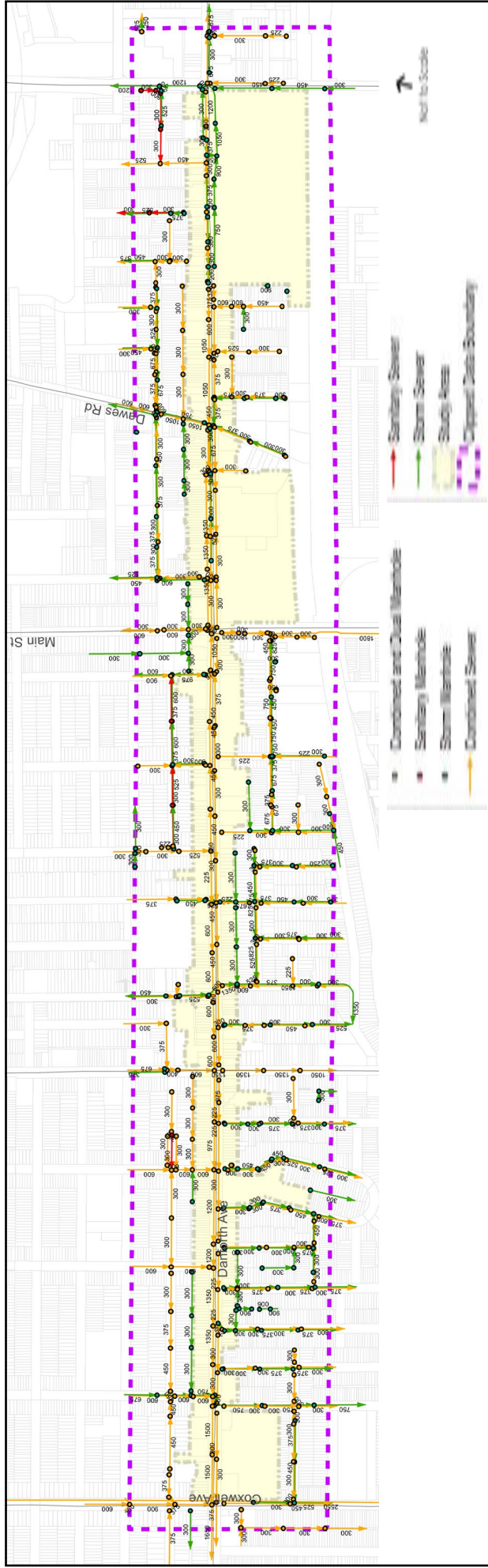


Figure 94 Map of Study Area - Storm and Sanitary Sewer Network

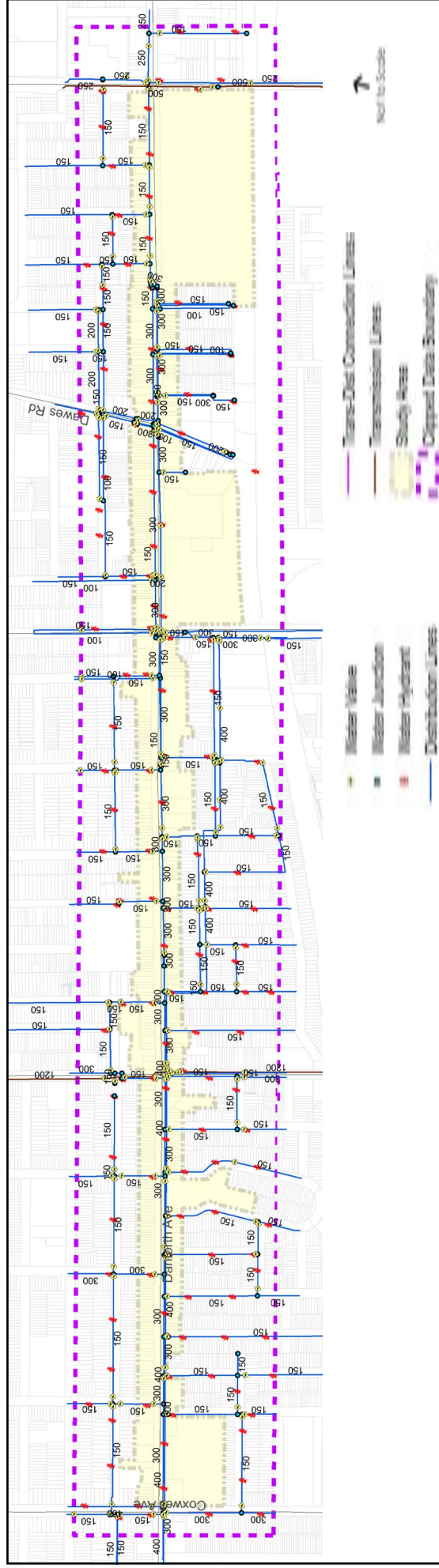


Figure 95 Map of Study Area - Water Distribution Network

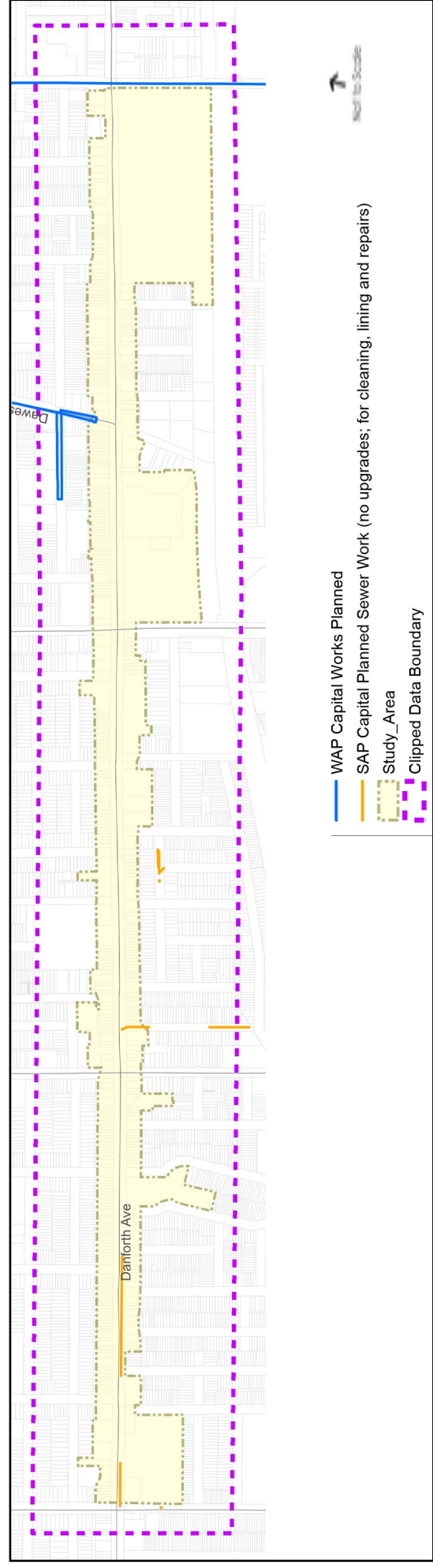


Figure 96 Map of Study Area – Sewer and Water Asset Planning

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