

Authority: Toronto and East York Community Council Item ~ as adopted by City of Toronto Council on ~, 2018

Enacted by Council: ~, 2018

## **CITY OF TORONTO**

**Bill No. ~**

**BY-LAW No. ~-20~**

**To adopt an amendment to the Official Plan for the City of Toronto with respect to the lands along Danforth Avenue, from Coxwell Avenue to Victoria Park Avenue, municipally known in the year in 2018 as 85 – 95 Cedarvale Avenue, 110 – 120 Cedarvale Avenue, 695 – 699 Coxwell Avenue, 1586 – 3060 Danforth Avenue, 1577 – 3003 Danforth Avenue, 31 – 49 Dawes Road, 3 – 7 Glebemount Avenue, 298 – 300 Main Street, 299 – 305 Main Street, 1 Sibley Avenue, 2A Thyra Avenue, 69 – 73 Westlake Avenue, 955 – 991 Woodbine Avenue, 1 – 7 Woodmount Avenue, and 6 – 10 Woodmount Avenue.**

WHEREAS authority is given to Council under the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law;

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The attached Amendment No. 420 to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

JOHN TORY,  
Mayor

ULLI S. WATKISS,  
City Clerk

(Corporate Seal)

---

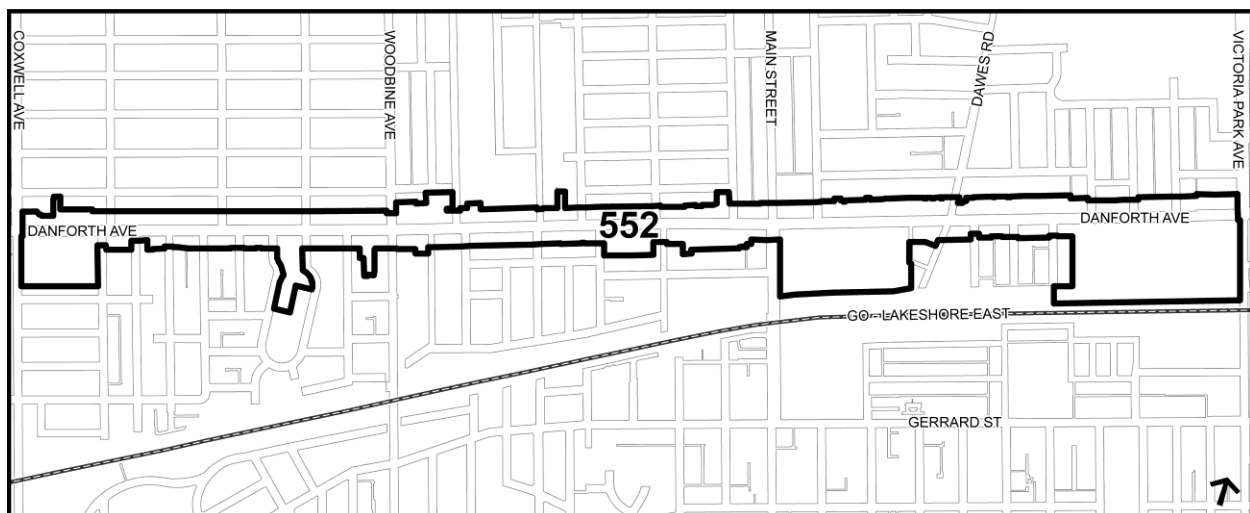
**AMENDMENT NO. 420 TO THE OFFICIAL PLAN**  
**LANDS MUNICIPALLY KNOWN IN THE YEAR 2018 AS 85 – 95 CEDARVALE**  
**AVENUE, 110 – 120 CEDARVALE AVENUE, 695 – 699 COXWELL AVENUE, 1586 –**  
**3060 DANFORTH AVENUE, 1577 – 3003 DANFORTH AVENUE, 31 – 49 DAWES**  
**ROAD, 3 – 7 GLEBEMOUNT AVENUE, 298 – 300 MAIN STREET, 299 – 305 MAIN**  
**STREET, 1 SIBLEY AVENUE, 2A THYRA AVENUE, 69 – 73 WESTLAKE AVENUE,**  
**955 – 991 WOODBINE AVENUE, 1 – 7 WOODMOUNT AVENUE, AND 6 – 10**  
**WOODMOUNT AVENUE**

---

The Official Plan of the City of Toronto is amended as follows:

1. Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 552 for lands known municipally in 2018 as 85 – 95 Cedarvale Avenue, 110 – 120 Cedarvale Avenue, 695 – 699 Coxwell Avenue, 1586 – 3060 Danforth Avenue, 1577 – 3003 Danforth Avenue, 31 – 49 Dawes Road, 3 – 7 Glebemount Avenue, 298 – 300 Main Street, 299 – 305 Main Street, 1 Sibley Avenue, 2A Thyra Avenue, 69 – 73 Westlake Avenue, 955 – 991 Woodbine Avenue, 1 – 7 Woodmount Avenue, and 6 – 10 Woodmount Avenue, as follows:

**552. Danforth Avenue between Coxwell Avenue and Victoria Park Avenue**



**1. Purpose and Objective**

- 1.1 This Site and Area Specific Policy is intended to guide and manage incremental development on Danforth Avenue, between Coxwell Avenue and Victoria Park Avenue; respect and reinforce the existing mixed-use and physical character of Danforth Avenue; ensure an appropriate built form and transition between new development and existing *Neighbourhoods* north and south of Danforth Avenue; ensure a coordinated public realm and streetscape network; provide direction for complete streets for Danforth Avenue; conserve and reinforce the area's cultural heritage; and identify the future urban structure of the study area.

## **2. Planned Character**

- 2.1** The planned character of Danforth Avenue is grounded in its history and role as a main street. The land use character will provide for a mix of residential and non-residential uses to ensure activity throughout the day and night. The built form character will comprise mid-rise buildings that are compatible with low-rise buildings and provide varied, pedestrian-scaled streetwall heights. The public realm will be enhanced by larger sidewalk widths, articulated and fine-grain active ground floor spaces, and by treating the Danforth Avenue right-of-way as public space. The design-quality of buildings will ensure vertical and horizontal rhythms, traditional building materials, and varied store fronts, all contributing to an enhanced public realm.

## **3. Public Realm**

- 3.1** The public realm will be expanded and improved to be generally consistent with Map 2 – Public Realm Structure.
- 3.2** A fine-grained pedestrian network that offers network choices through the use of mid-block connections on Danforth Avenue is encouraged. Mid-block connections should be pursued to provide better pedestrian access to transit stations and parks and open spaces. Mid-block connections are shown on Map 2 – Public Realm Structure.
- 3.3** Development will expand and enhance the area's network of parks by providing on-site and off-site parkland dedication to create new parks and expand existing parks. Cash-in-lieu will only be accepted as an alternative to on-site or off-site dedications at the discretion of the City.

## **4. Complete Streets**

- 4.1** The right-of-way of Danforth Avenue will be modified over time to enhance walkability and to improve the safety of all users based upon principles of complete streets and road safety.

## **5. Development Criteria – Entire Study Area**

- 5.1** In addition to the existing development criteria policies for *Mixed Use Areas* within the Official Plan, all new development in *Mixed Use Areas* along Danforth Avenue will:
- a) respect and reinforce the existing and planned character of the area;
  - b) provide a transition in scale towards existing buildings in Neighbourhoods, Parks and Open Space Areas through appropriate setbacks, stepbacks, a rear angular plane, and side angular planes;
  - c) include building articulation, windows and entrances on the building façade(s) that are generally consistent with the prevailing building characteristics of the area;

- d) include traditional building materials within the streetwall that are complementary to materials traditionally used on Danforth Avenue;
- e) have a ground floor height that generally is in keeping with existing commercial ground floor heights within the adjacent development block that will reinforce the existing horizontal articulation of building façades;
- f) have vertical articulation that generally is in keeping with existing non-residential storefronts within the adjacent development block;
- g) define appropriate streetwall heights through the use of stepbacks between a height of 8 metres to a maximum height of 14 metres, which will apply to the building facades on Danforth Avenue and any flanking street;
- h) provide quality pedestrian-scale streetscapes and amenities on and adjacent to the site, including street trees/greening, public seating, and bike parking;
- i) accommodate sidewalk widths of a minimum of 4.8 metres from the face of the building to the street curb, except where there is a conflict with in situ conservation of a heritage building;
- j) be encouraged to provide additional setbacks to allow for active marketing zones and other accessory features to active uses at grade on the private portion of the streetscape;
- k) provide active, non-residential uses at grade with consideration for small-scale, independent retail spaces;
- l) provide variability in scale of retail spaces to contribute to a healthy retail economy along Danforth Avenue; and
- m) provide a minimum 3 metre setback from property lines adjacent to a park to allow for access and servicing.

**5.2** Where it can be demonstrated that lots have sufficient width, depth, and appropriate access for parking and servicing, additional building height beyond what is permitted in the Zoning By-law may be considered by way of a Zoning By-law Amendment or Minor Variance process provided that:

- a) lots with a depth of 36.5 metres or less will have a maximum building height of 24 metres (excluding mechanical penthouse);
- b) lots with a depth greater than 36.5 metres will have a maximum building height of 27 metres (excluding mechanical penthouse); and
- c) lots located within the areas identified in Section 7 of this SASP will have maximum building heights in accordance with the site-specific criteria of that section.

**5.3** Notwithstanding policy 5.2 a) and 5.2b), lands located within Office Priority Areas, as shown on Map 1, that are developed with active non-residential uses at grade and at least one dedicated floor of office or other non-residential use above-grade, may develop to a maximum height of up to 33 metres (excluding mechanical penthouse);

**5.4** New development will be encouraged to provide the following:

- a) publicly-accessible parking lots, to be managed by the Toronto Parking Authority, where appropriate and feasible;
- b) the provision of affordable rental and/or ownership housing, where appropriate and feasible; and
- c) the provision of affordable and adaptable non-residential spaces at grade to support small-scale arts, culture, and business uses.

## **6. Heritage**

- 6.1** A designated heritage property, or property listed on the City's heritage register, or a property adjacent to a designated or listed property, will require additional consideration and design solutions through development to conserve the cultural heritage value of these properties. The design approach will include upper level stepbacks of new development to provide a varied streetwall based on the planned context and on appropriate heritage conservation.

## **7. Site-specific Development Criteria**

### **7.1 Coxwell TTC Barns**

- a) the lands located at 1627 & 1675 Danforth Avenue, referred to as the Coxwell TTC Barns, are an important publicly-owned asset to leverage the creation of a vibrant, multi-use community hub; and
- b) due to the size of the consolidated lot, the maximum building heights shall be determined through a comprehensive development review process that addresses the following principles:
  - utilize City-owned lands to provide a city-building opportunity;
  - create a multi-functional site that will be home to various civic and employment-generating uses;
  - incorporate multiple public uses;
  - conserve and adaptively re-use heritage buildings;
  - provide employment opportunities;
  - align with other City-initiatives, studies, and policies;
  - appropriately integrate design within the existing neighbourhood context and ensure the siting and massing of the buildings provide sufficient area and prominence for the public and community uses; and
  - ensure universal accessibility.

### **7.2 Lands adjacent to Woodbine TTC station**

If a consolidated, comprehensive development proposal for the lands adjacent to Woodbine TTC station is submitted for review, then the following policies shall apply to guide the development of the proposal:

- a) the development will include a minimum land-use mix of 80% residential gross floor area and 20% non-residential (commercial and office) gross floor area;

- b) the development will include a Privately-Owned Publicly Accessible Space (POPS) with a total size to be determined through the site-specific development application;
- c) the development will provide for sidewalk widths of a minimum of 6 metres (from curb to building-face) on the Danforth Avenue frontage, and a width of 4.8 metres (from curb to building-face) on the Woodbine Avenue frontage, excluding where in situ conservation of buildings on the City's Heritage Register conflicts with this minimum sidewalk width;
- d) the development will provide a mid-block pedestrian connection within the site to provide convenient pedestrian access to Woodbine TTC station from Danforth Avenue, in accordance with Map 2; and
- e) due to the size of the consolidated lot, the maximum building heights shall be determined through a comprehensive development review process based on the policies above.

### **7.3 Shopper's World (Further Study)**

- a) lands shown on Maps 1 and 2 as subject to further study will undergo comprehensive study to determine site-specific policy and/or development guidelines prior to redevelopment.

## **8. Community Services and Facilities**

### **8.1 Priorities for Community Services and Facilities growth within the study area include the following:**

- a) capital improvements to area libraries and community recreation centres, in particular those that would contribute to achieving increased or improved programming space
- b) securing space within new development for human services; and
- c) child care spaces

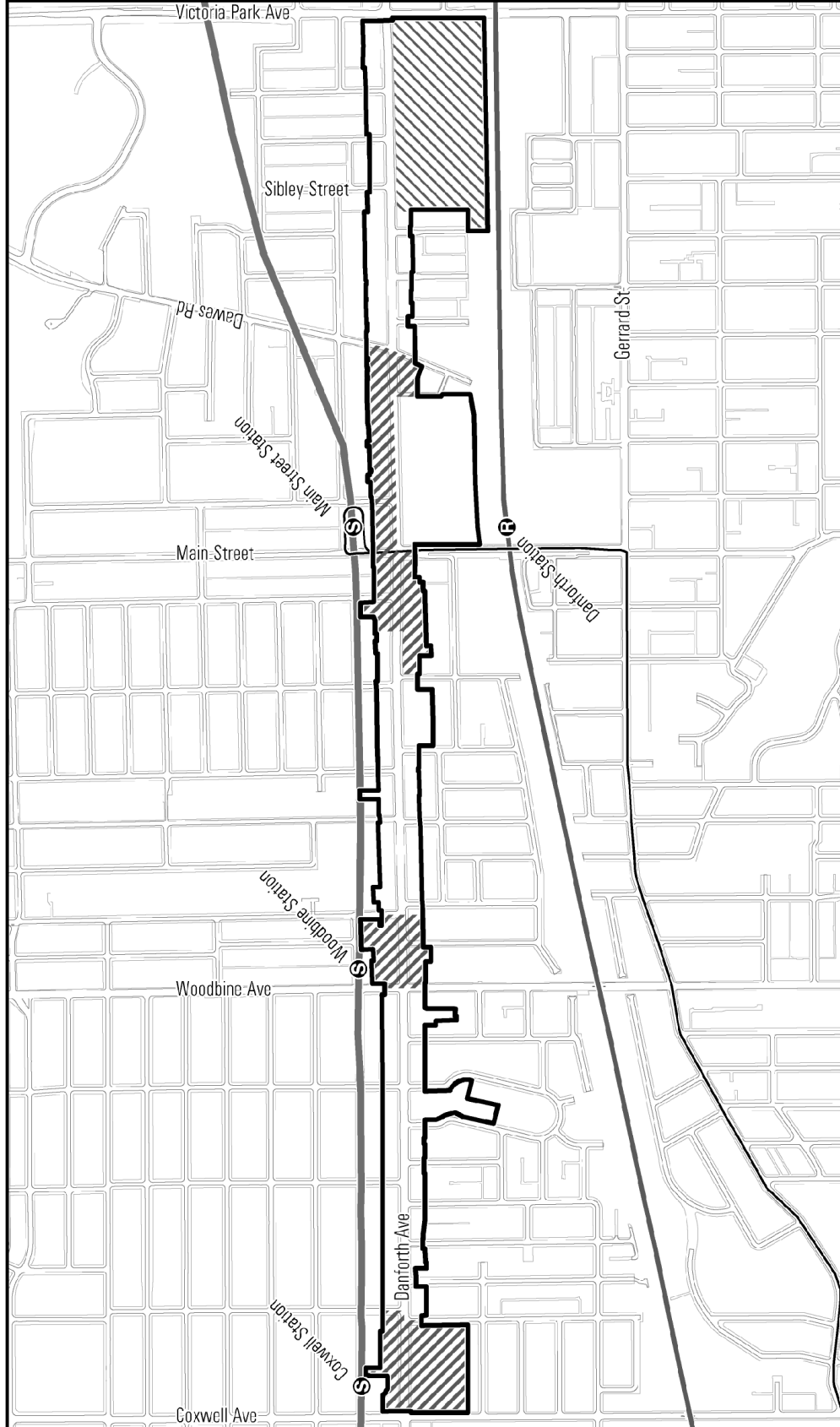
## **9. Urban Design Guidelines**

### **9.1 Urban Design Guidelines for Danforth Avenue will be used as a tool to evaluate new development in the area and to ensure consistency with the Official Plan and this SASP. All development will have meaningful and appropriate regard for the Council-adopted Urban Design Guidelines for Danforth Avenue as well as all other applicable Council-adopted Guidelines, including the Avenues and Mid-rise Guidelines. To this end, Urban Design Guidelines for Danforth Avenue will:**

- a) implement the policies of the Official Plan and this SASP;
- b) supplement the Avenues and Mid-Rise Buildings Study, and associated Guidelines;
- c) provide an understanding of the area's local character and provide for the planned character;
- d) explain how development can complement local character and provide the planned character;

- e) articulate planning priorities for the area;
- f) provide built form guidelines including setbacks, stepbacks, height, and massing for development appropriate within the area;
- g) identify buildings of heritage potential that could be studied for inclusion on the City's Heritage Register; and
- h) illustrate how the public realm can be improved and provide concepts for a future vision based on complete streets.

# Map 1: Urban Structure



## Official Plan Amendment #552

Urban Structure

## Danforth Avenue Planning Study

File # 16 129539 SPS 00 02

- Study Boundary
- For Further Study

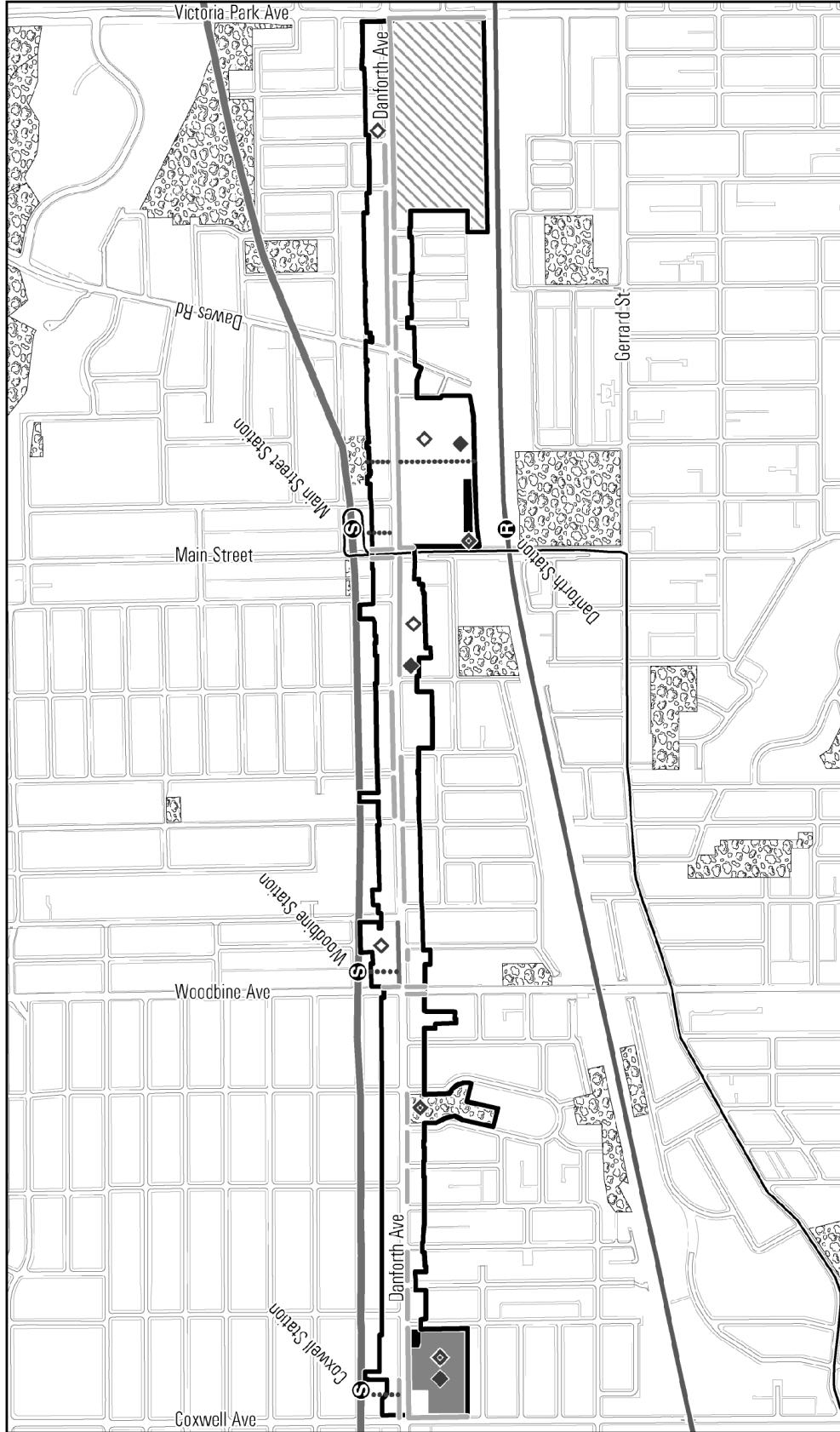
- Office Priority Areas

- Subway Station
- GO Station

↑  
Not to Scale  
06/13/2018



Map 2: Public Realm Structure



## Official Plan Amendment #552

Public Realm Structure

## Danforth Avenue Planning Study

File # 16 129539 SPS 00 02

- Study Boundary
- For Further Study
- Existing Parks

- Community Facilities
- City-owned Opportunity Sites
- potential sidewalk widening - 4.8m min
- potential sidewalk widening - 6m min

- Potential Opportunity for Parks
- Potential Opportunity for POPS
- Potential Opportunity for Public Art

- Subway Station
- GO Station

↑  
Not to Scale  
06/13/2018