



**THE
DANFORTH
STUDY**

Destination Danforth

An integrated
Transportation,
Economic Development
and Planning Project

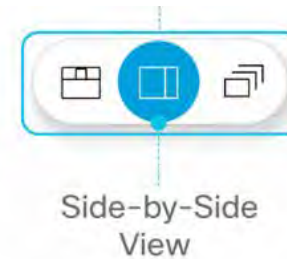
Community Meeting #3B
January 11, 2021 | 6-8pm

To commence this meeting we would like to first take a moment to acknowledge the land on which we are meeting. This land is the traditional territory of many nations including the **Mississaugas of the Credit**, the **Anishnabeg**, the **Chippewa**, the **Haudenosaunee** and the **Wendat peoples** and is now home to many diverse Indigenous, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.

WEBEX MEETING MECHANICS

- **Video:**

- Your video will remain off.
- Recommend “side by side” view.

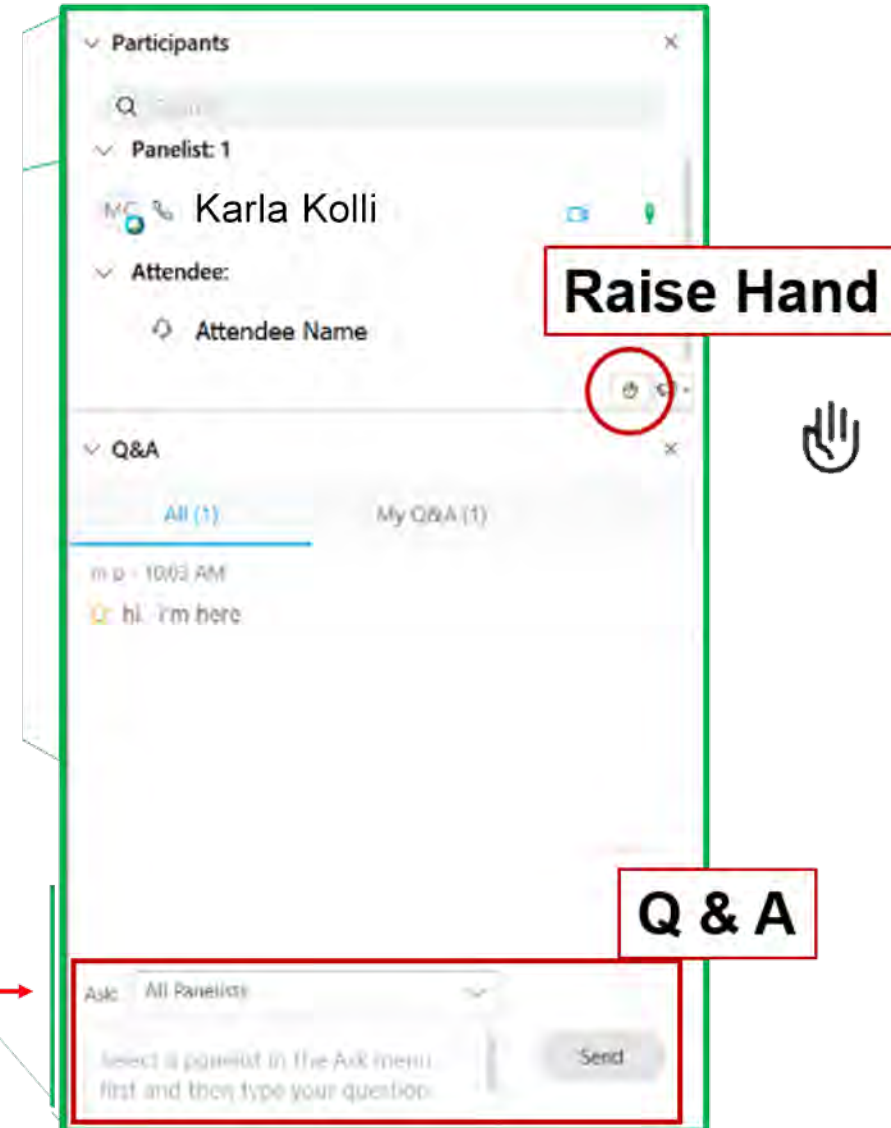


- **Q&A:**

To ask a question

- Use the Q&A chat box to submit a question to all panelists.
- Questions not responded to live will be responded to in the meeting notes.

When asking a question,
send it to “**All Panelists**”



Audio Issues?

Option 1: Try either a headset or use a laptop/computer/device speakers

Option 2: Call in by phone:

- Step 1: Call +1-416-915-6530
- Step 2: Enter the Meeting Access Code: 177 826 0328
- Step 3: If asked for an Attendee ID, skip by pressing the “#” key





This meeting is being recorded

Please be aware that this meeting is being recorded and personal information, such as your opinions, statements and voice will become part of a public record. Under section 27 of the Municipal Freedom of Information and Protection of Privacy Act, records created for the general public do not restrict access and may be made available on the City Planning website.

Meeting Conduct:

- Be direct and frame questions to specific speakers.
- Be brief and limit yourself to one question or comment at the time, there will be other opportunities to engage.
- Be a good listener and keep an open mind.
- Use raise hand or Q&A function to ask questions.
- Be respectful. City of Toronto is an inclusive public organization. Racist or other forms of discriminatory, prejudicial, or hateful comments and questions will not be tolerated.
- Engage with high energy, be personable as you would in person!
- For more instructions visit toronto.ca/participate

6:00 Introductions

6:05 Community Meeting #2 Recap

6:15 Planning Study Update

Heritage + Question Period

Land Use and Built Form + Question Period

Parks, Open Space and Public Realm + Question Period

7:50 Closing and Next Steps

Councillor Welcome

- Councillor Paula Fletcher, Ward 14
- Councillor Brad Bradford, Ward 19

Team Introductions

Facilitation

- Karla Kolli, Facilitator – Dillon Consulting
- Merrilees Willemse, Facilitator – Dillon Consulting

City Planning

- Lynda Macdonald, Director, Community Planning
- Nader Kadri, Planner, Community Planning
- Joseph Luk, Senior Urban Designer, Urban Design
- Gary Miedema, Project Manager, Heritage Planning
- Kevin Lee, Urban Designer, Urban Design
- Sherry Goldstein, Senior Planner, Research & Information
- Loryssa Quattrociocchi, Assistant Planner, Heritage Planning
- Zoi de la Pena, Assistant Planner, Heritage Planning

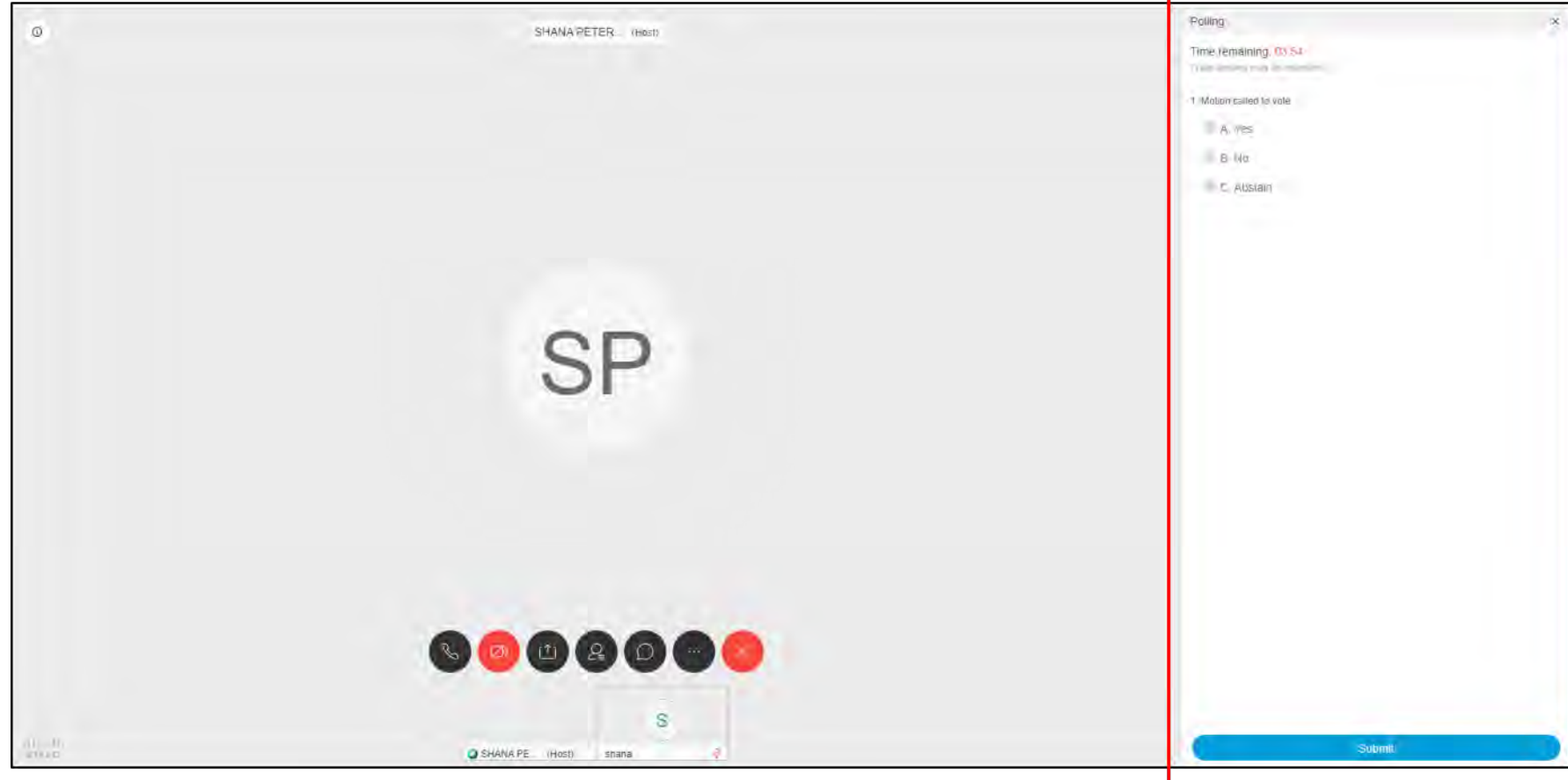
Transportation Services

- Jacquelyn Hayward, Director, Project Design & Management (Project Director)
- Saikat Basak, Project Manager, Cycling & Pedestrian Projects

Economic Development & Culture

- Mike Major, Manager, BIA Office

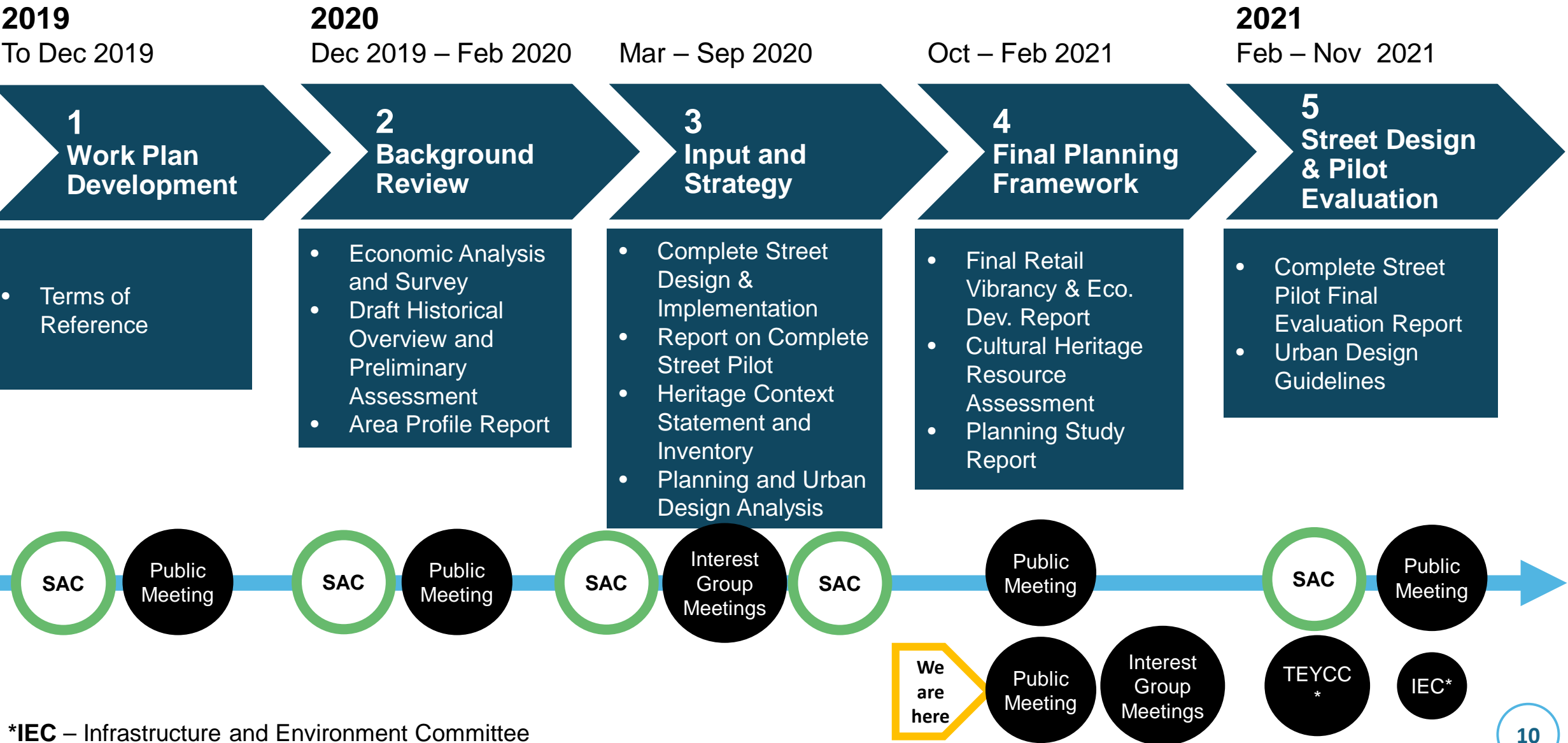
- When a poll is launched, the polling question should pop up automatically in a panel on the right side of the Webex meeting window.
- If it does not automatically pop up, you can click the “Polling” tab on the right to open it up.
- To respond to the poll, click on your answer(s) and click submit.



Live Polling Practice Question: **What is your relationship to the Danforth?**

- A) I live nearby**
- B) I work on the Danforth**
- C) I shop on the Danforth**
- D) None of the above – I'm just interested in the study.**

DANFORTH STUDY SCHEDULE



*IEC – Infrastructure and Environment Committee
TEYCC – Toronto East York Community Council

Planning Study

Update

01

1. Direction to Initiate the Study
2. What We've Heard?
3. Heritage
4. Land Use and Character Areas
5. Development Analysis
6. Buildings and Built Form Analysis
7. Parks, Open Space and Public Realm

- Danforth Avenue is identified as an area for growth and intensification in the City's Official Plan (Avenues)
- Avenues are expected to be transformed incrementally

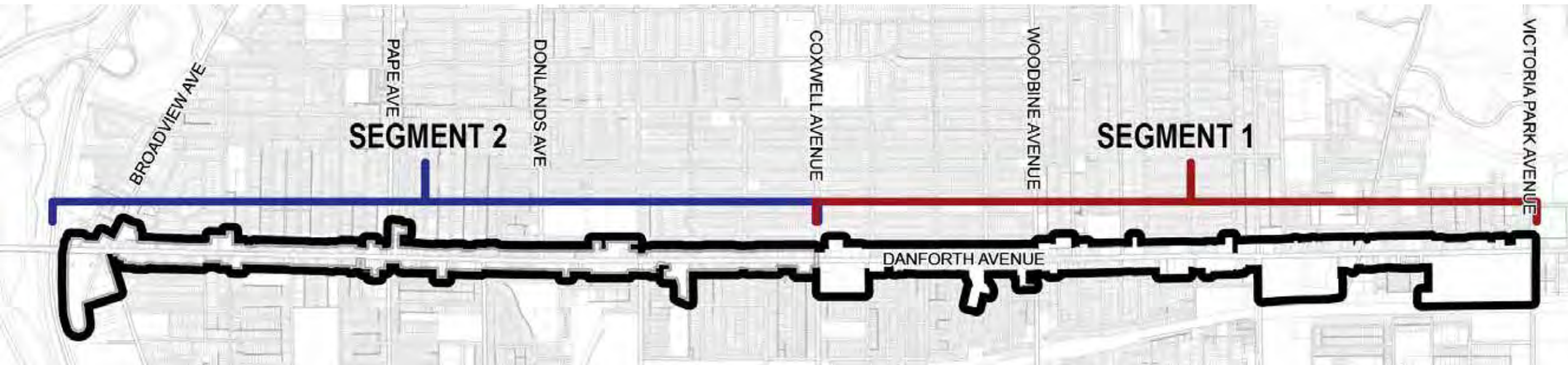


Official Plan – Map 2
Urban Structure



PLANNING STUDY: Direction to Initiate the Study

- **City Council 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.
- **Councillor Fletcher's Motion** - The Terms of Reference for the upcoming Danforth Planning and Complete Streets Study include options to secure new affordable rental along Danforth Avenue.
- Segment 1 Planning Study from Coxwell Avenue to Victoria Park Avenue was completed in July 2018



1. Integrate each of the study components into the long-range planning framework.
2. Develop a new site and area specific policy and the related urban design guidelines.
3. Identify public realm, parks and open space improvements to enhance and green the area to support enhanced liveability and environmental and biodiversity objectives.
4. Assess and review area demographics, community services and facilities, affordable housing, and growth estimates.
5. Outline opportunities for future development to support growth.
6. Ensure key heritage elements are incorporated into the plan.
7. Ensure all work includes a sustainability and resiliency lens

Live Polling Question:

Please state your overall agreement with the Planning Study objectives

1. Integrate each of the study components into the long-term planning framework.
2. Develop a new site and area specific policy and the related urban design guidelines.
3. Identify public realm, parks and open space improvements to enhance and green the area to support enhanced liveability and environmental and biodiversity objectives.
4. Assess and review area demographics, community services and facilities, affordable housing, and growth estimates.
5. Outline opportunities for future development to support growth.
6. Ensure key heritage elements are incorporated into the plan.
7. Ensure all work includes a sustainability and resiliency lens.

Strongly Agree, Agree, Neutral, Disagree, or Strongly Disagree

Planning Study

02 Update

1. Direction to Initiate the Study
2. What We've Heard?
3. Heritage
4. Land Use and Character Areas
5. Development Analysis
6. Buildings and Built Form Analysis
7. Parks, Open Space and Public Realm

WHAT WE HEARD

Previous Community Meetings #1, #2 & Public Survey

112,000

Notices
sent to
local
residents



850+
Attendees



44
Information
panels



200+
comment
forms
completed

800+

Online survey
responses



82% 😊

Public satisfaction
with community
meeting event



6

Activity
stations



1600+
Sticky
notes with
public
feedback

Planning Study Public Input

Support the development of more affordable housing and rental units

Support for moderate density that doesn't negatively impact the neighbourhoods.

Support for more greenspace, street trees, parkettes, and public art and provide more pedestrian access and reduce barriers.

The desire for more community spaces – such as community centres, gathering spaces, libraries and recreation centres.

Consistent support to encourage mixed-use development, preserve heritage, and reinforce the 'main street' retail character.

Incorporate resiliency, energy efficiency, sustainable building materials.



Planning Study

03 Update

1. Direction to Initiate the Study
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Heritage Surveys and Contextually-informed Evaluations

- Heritage surveys have been a growing and important component of planning studies
- The identification of potential heritage properties through these studies is informed by community consultation and stakeholder engagement
- Lists/maps of potential heritage properties have been included in urban design guidelines, Site and Area Specific Policies/Secondary Plans, and as attachments to staff reports



Completed and in process heritage surveys (2019)

Cultural Heritage Resource Assessment (CHRA)

City Planning undertakes a Cultural Heritage Resource Assessment to document an area's development history and to ensure that properties of cultural heritage value or interest are appropriately identified, understood and conserved.

Cultural Heritage Resource Assessments are proactive, transparent and open about where potential heritage resources are located and why they have cultural heritage value or interest.

Criteria for Determining Cultural Heritage Value or Interest:

Cultural heritage value or interest is consistent with provincial regulations and will include the consideration of cultural heritage values including **design or physical value, historical or associative value and contextual value**. The contributions of Toronto's diverse cultures will be considered in determining the cultural heritage value of properties on the Heritage Register.

How will the results of the CHRA be used?

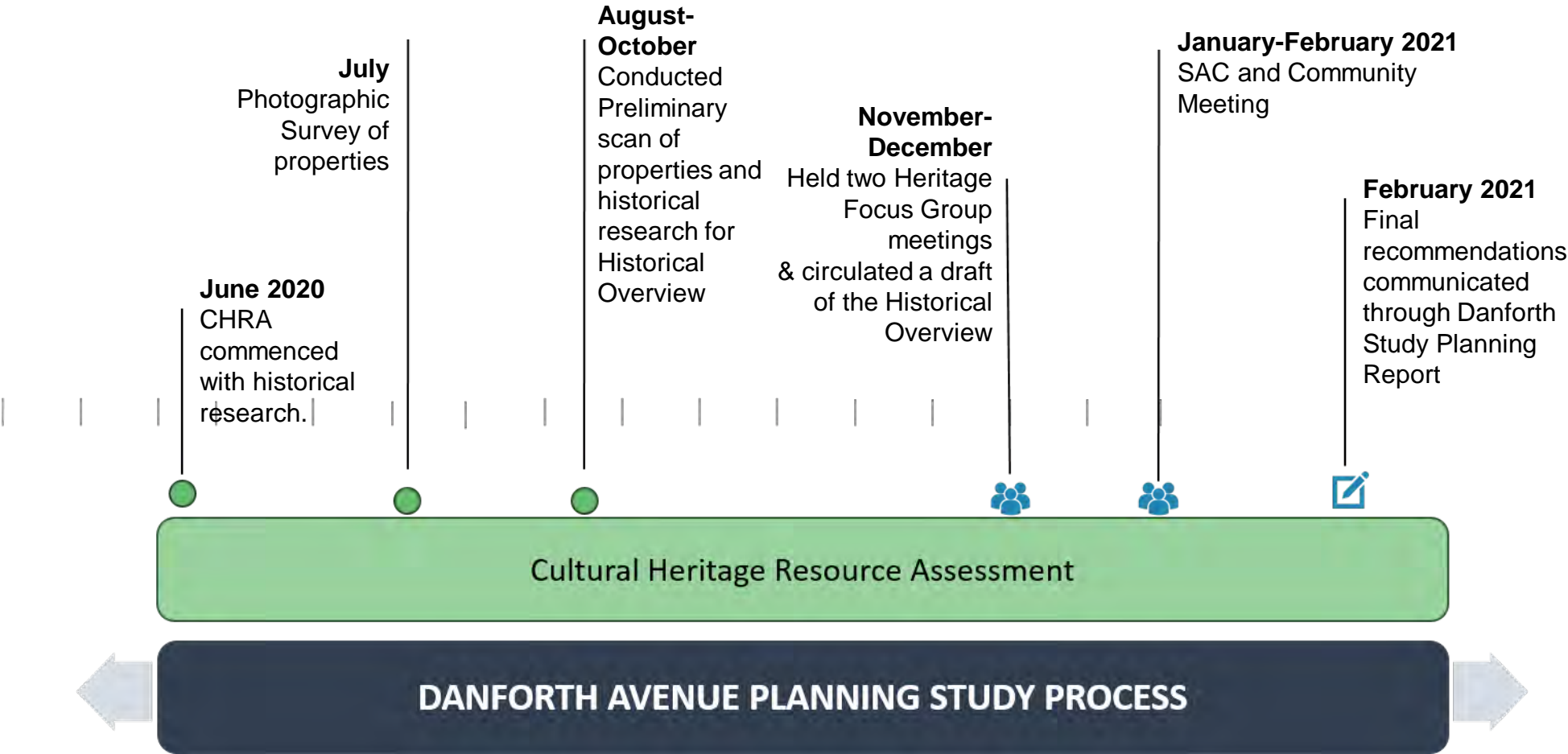
- Properties identified as heritage resources inform planning policies and guidelines to make sure that they are an integral part of the future.
- These properties will also be considered for inclusion as “listed” properties on the City of Toronto’s Heritage Register



Map showing properties identified through the Danforth Avenue I CHRA (Source: Map 4, [Danforth Avenue Urban Design Guidelines](#))

Listing on the Heritage Register

- Having properties “listed” on the Heritage Register as non-designated properties is an important first step in ensuring we can preserve our heritage, but it does not prevent growth.
- A "listed" property has no a legal protection under the Ontario Heritage Act and only affects a property owner if they apply for a demolition permit or submit a planning application.
- When a property is listed it does not necessarily mean that it will be subsequently “designated” under the Ontario Heritage Act. Listed means further evaluation of the property will take place.
- If an owner applies to demolish a “listed” property, City Council has a brief time (60 days) to decide whether to move forward with designation of the property under Part IV of the Ontario Heritage Act
- "Listing" a property does not change the existing building permit process - it does not restrict an owner's ability to make exterior and interior alterations, when demolition is not involved. It does not trigger maintenance requirements over and above existing property standards.



Historical Overview



Historical Overview

The production of a historical overview of a study area is the first step of a Cultural Heritage Resource Assessment. Historical overviews are the result of both research and community engagement.

A historical overview:

- presents themes and periods of development within a study area in order to understand why a property or properties exist within it.
- relates individual properties to one another in order to inform the identification of buildings and landscapes that may have cultural heritage value.



Looking east from Logan Avenue, 1932. Detail, City of Toronto Archives, Fonds 1231, Item 2102

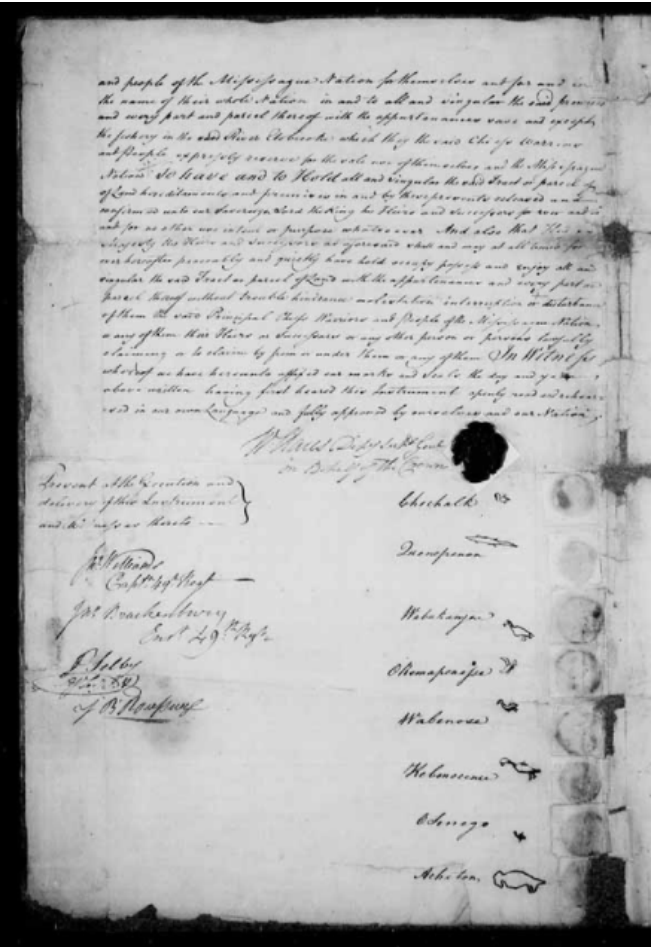
Draft Periods of Development

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

Indigenous Communities

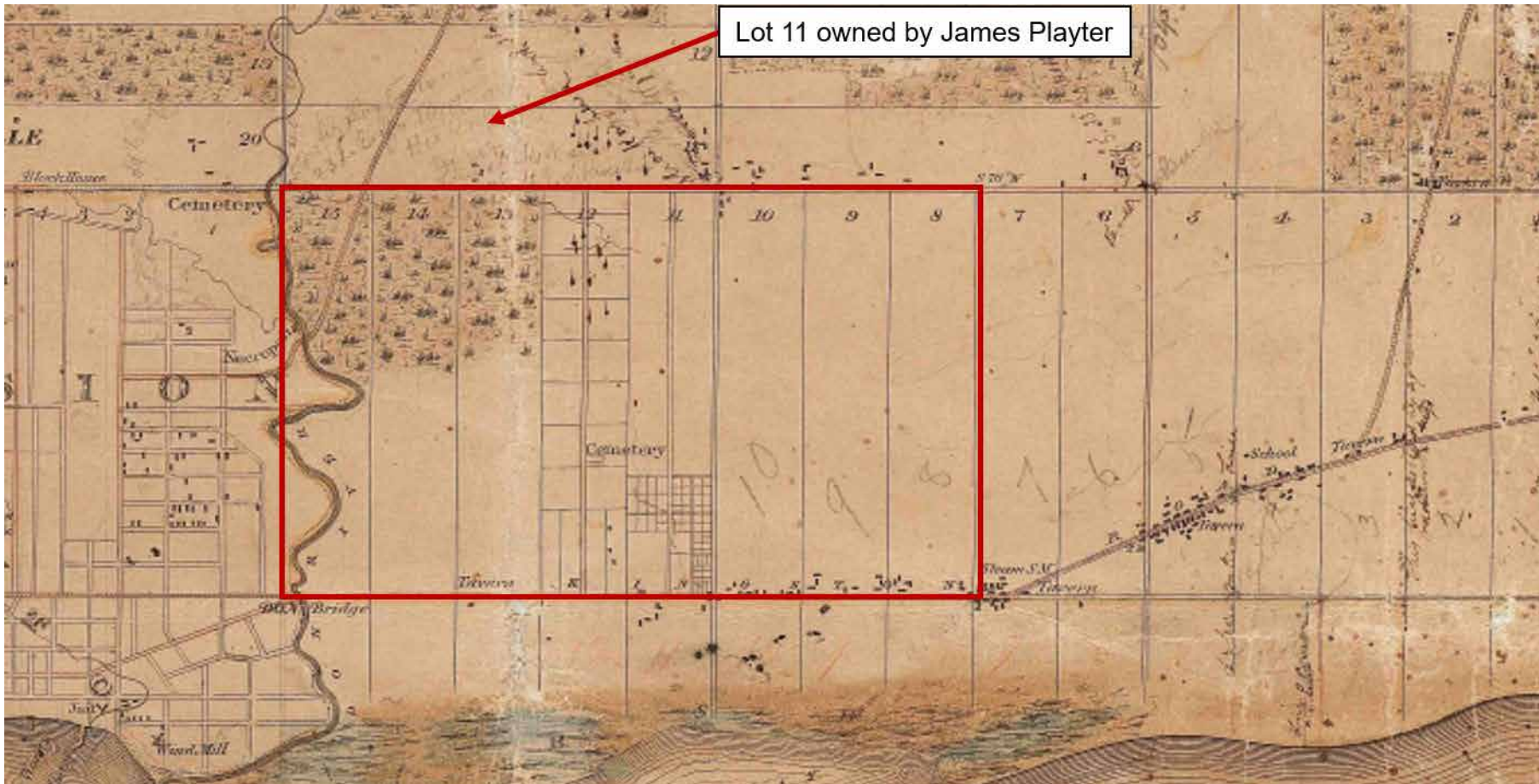


Detail, Pierre Raffeix, *Map of Lake Ontario (Lake of St Louis)*, 1688.



Detail, Treaty 13 (Toronto Purchase), 1805.
Library and Archives Canada.

Early Settlement Surrounding Today's Danforth Avenue (1780-1850)



Browne's Map of the Township of York (1851), annotated to show lots 15-8 and Playter's lot

Early Settlement Surrounding Today's Danforth Avenue (1780-1850)



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

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



1903 Goad's Atlas Map showing slow development in this period.

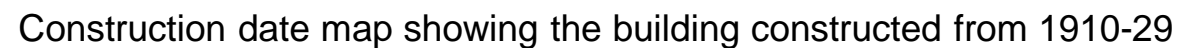
The Don and Danforth Plank Road and Other Early Infrastructure and Transit Improvements (1851-1909)



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



742 (left) and 744 (right) Broadview Avenue (1899)



The Construction Boom of the 1910s and 1920



Sunkist Fruit Market at 561 Danforth Avenue (1929)



309-341 Danforth Avenue (1919)



Playter's Society Hall (1911)



Allen's Danforth Theatre (1919)



884-888 Danforth Avenue (1929)

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



Danforth Avenue looking
west from Logan Avenue
(1932)

Post-War Immigration and Redevelopment (1950-Present)



Aerial photograph showing
Danforth Avenue at Pape
Avenue (1965)

Post-War Immigration and Redevelopment (1950-Present)



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

The Danforth - it's Little Athens now

Illustration by Carlos Marchiori in *The Toronto Star*
February 24, 1976



St Catherine of Siena Catholic Church (1966), a parish
established by the Italians living in the area

Live Polling Question:

What types of buildings do you think are most important to the history of the Danforth? (check all that apply)

- A. Main street commercial buildings from the 1910s and 1920s
- B. Places of Worship
- C. Banks
- D. Buildings associated with important community uses (eg. social clubs, theatres, long-standing restaurants)
- E. All of the above

Q&A Period

Planning Study

04 Update

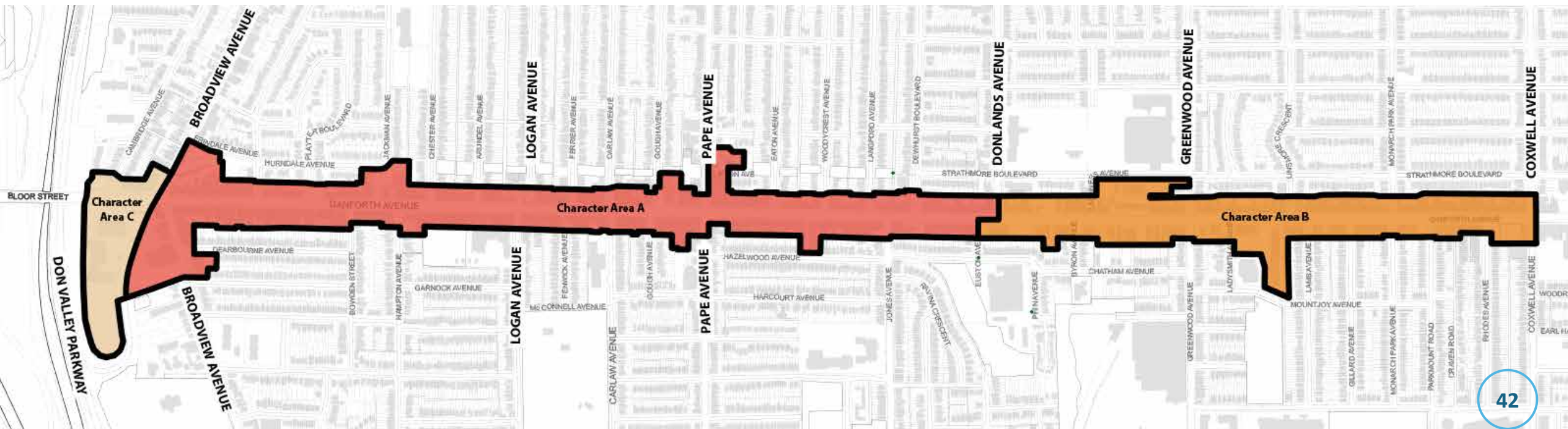
1. Direction to Initiate the Study
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Why we identify character areas?

- The Danforth Avenue Planning Study encompasses a large geographic area with a number of distinct characteristics.
- Identifying these distinctions will help to protect and enhance the desired qualities for each area.
- Some planning policies or guidelines may apply to the whole Study Area, while others may only be applicable for a certain Character Area.

The study area is made up of a number of character elements including....

- Existing land uses
- Landscape
- Sidewalk widths
- Lot sizes
- Block structure
- Architecture/building typology
- Pattern of public spaces





- Large majority of properties are narrow generally not wider than 7.5m (some double lots 15m or wider).
- Most buildings on Danforth Avenue are retail/restaurant/service at-grade with residential above.
- Vast majority of buildings are 2 or 3 storeys.
- Most lots are not built to the maximum permitted density

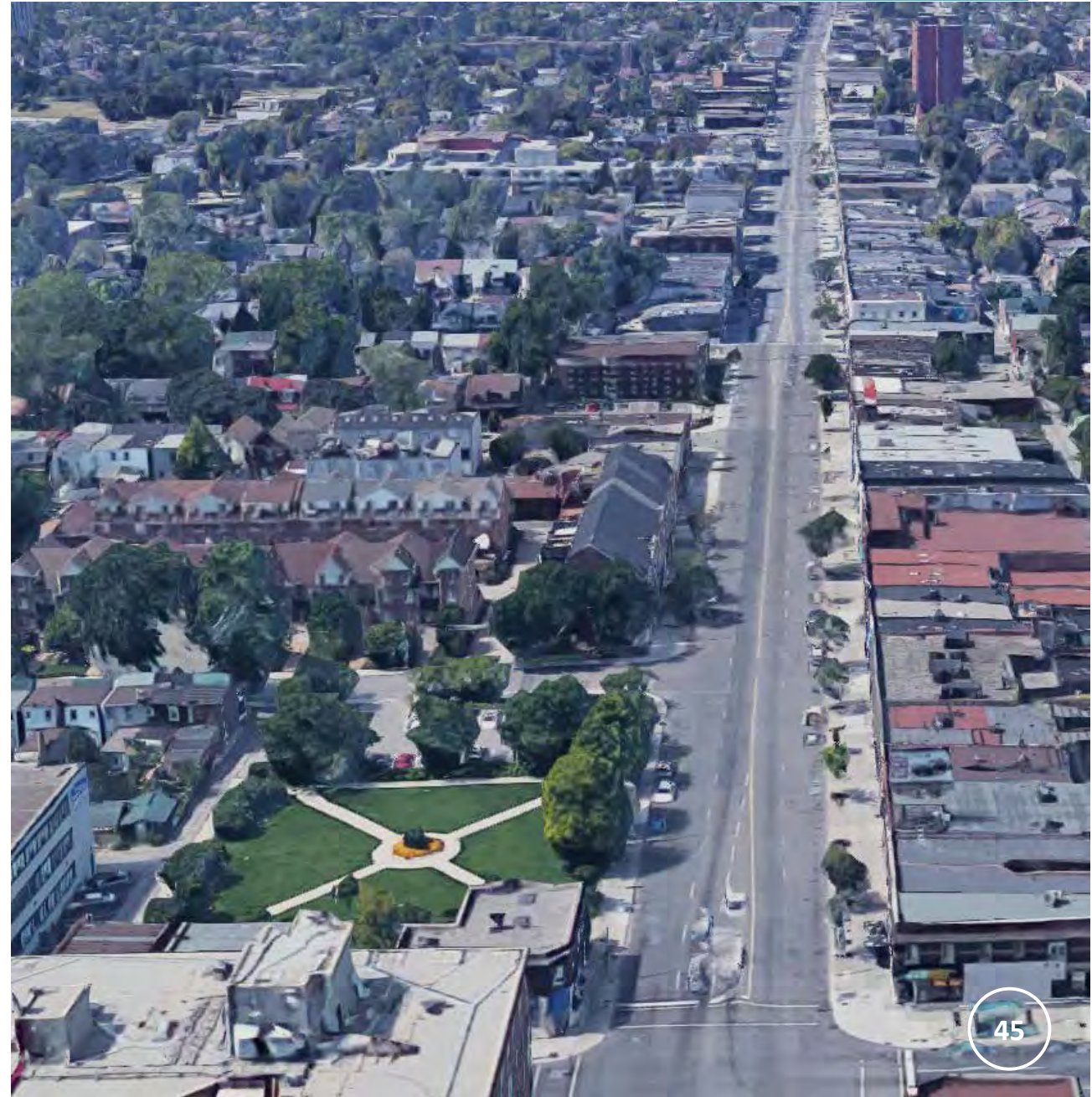
Planning Study

05 Update

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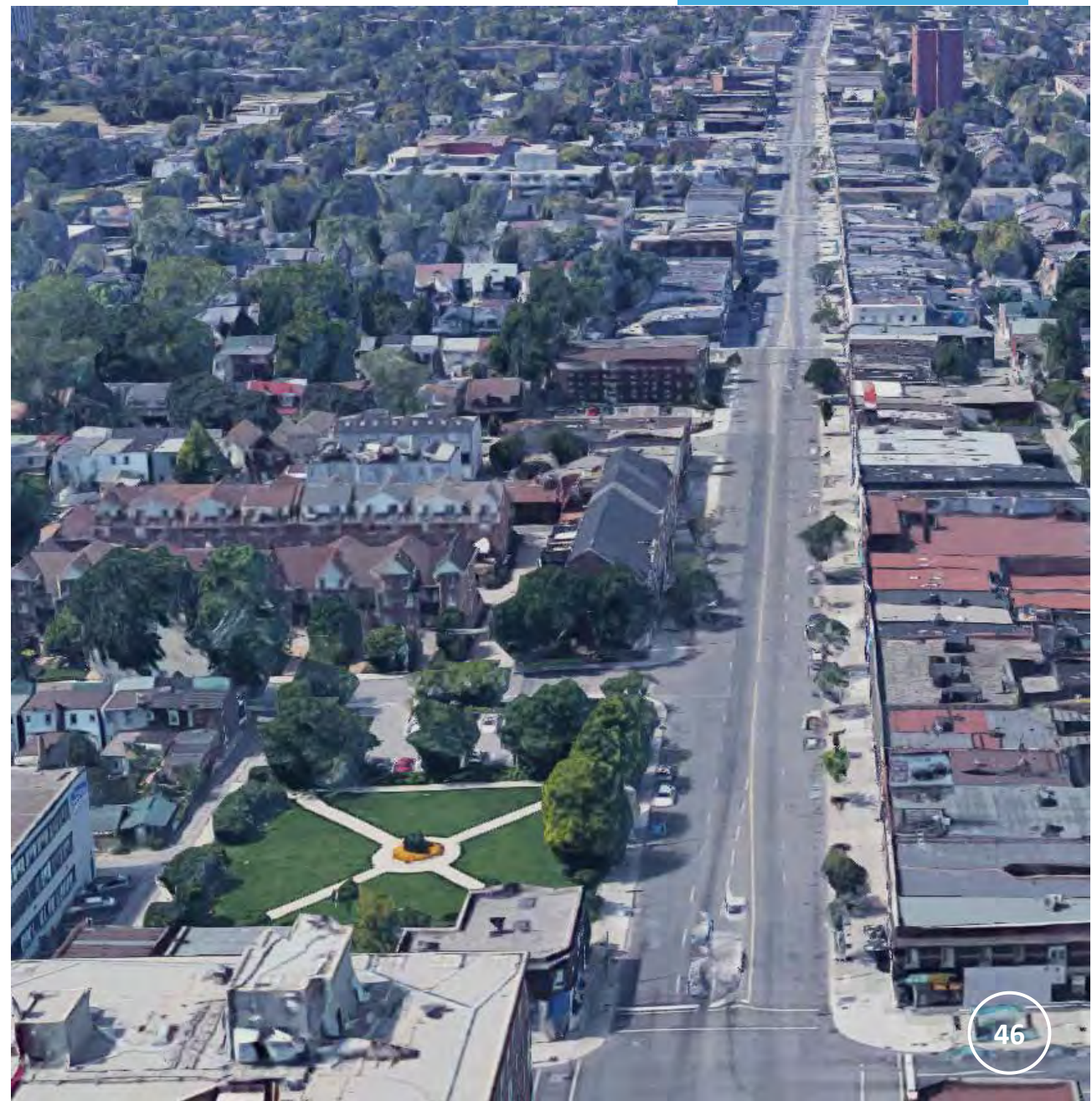
Why do we need to know what the development potential is?

- Danforth Avenue is considered an “Avenue” in the Official Plan and is **targeted for development intensification**
- We need to know **how much development exists** today in order to **plan for the population** and the services required to develop a complete community
- The city is constantly evolving and we need to ensure we are **responding to current city-building objectives** (affordable housing, expanded transit, community and social services, etc.)



Municipalities are required to undertake an intensification strategy to satisfy Provincial Growth Plan policies.

- intended to prioritize growth where transit currently exists or is planned, including in **Major Transit Station Areas (MTSAs)**.
- The City is currently reviewing **180 potential MTSAs** as part of the Municipal Comprehensive Review and every station has to be delineated by 2022.
- **4 priority transit projects** are identified in Toronto including the Ontario Line which includes **Pape Station**.
- New draft **inclusionary zoning** policies would require the construction of affordable housing as part of some new residential developments. The **Danforth Study** will inform the **MTSA delineation**.



As part of the planning study we are reviewing the following three development scenarios

1. Existing situation (status quo)
2. Buildings that could be built within existing zoning permissions as-of-right (14-16 metres or a 4-5 storeys)
3. Taller mid-rise buildings (generally 6-9 storeys)

Existing Situation

3,500 people

6,200 jobs



- Current population and jobs in the study area were calculated through a review of existing properties and buildings using the City's Land Use Information System and Employment Survey

3D massing of existing development



PLANNING STUDY – Growth Estimates

Existing Situation

3,500 people

6,200 jobs



3D massing of existing development



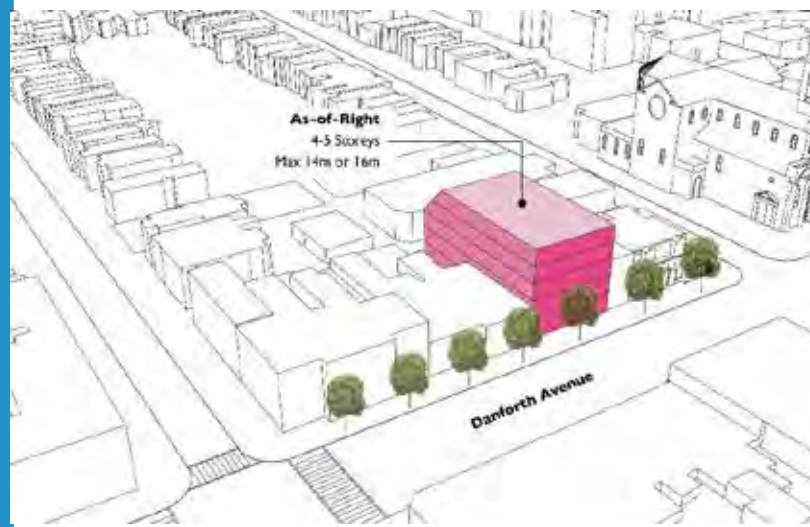
As-of-Right Zoning

4,000 -- 7,000 people

6,500 -- 9,700 jobs



Typical 3D massing of maximum zoning permissions



- Maximum building heights and density that could be constructed given as-of-right zoning permissions (excluding properties already fully developed, churches, institutional uses, and heritage properties)

Criteria for Mid-rise Development:

- frontage on Danforth Avenue (15 metres in width)
- lot to allow for minimum building depth (11.6 metres deep)
- depth of lot a minimum of 30.6 metres
- existing laneway access
- existing ownership consolidation for narrow lots

Lots excluded:

- existing institutional use, churches, already fully built out
- rental housing
- park use or adjacency to park

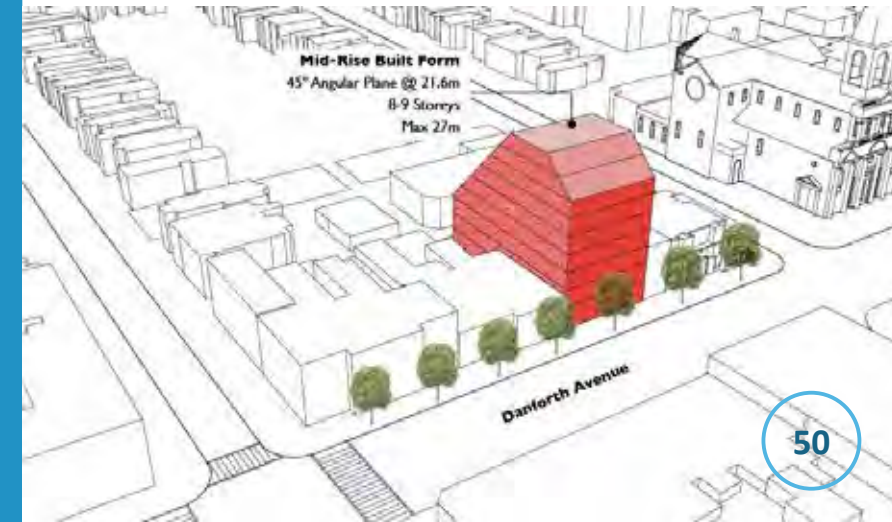
Mid-rise Development

4,200 – 8,000 people

7,200 - 11,600 jobs



3D massing of a typical mid-rise building



PLANNING STUDY – Growth Estimates

Existing Situation

3,500 people

6,200 jobs



3D massing of existing development



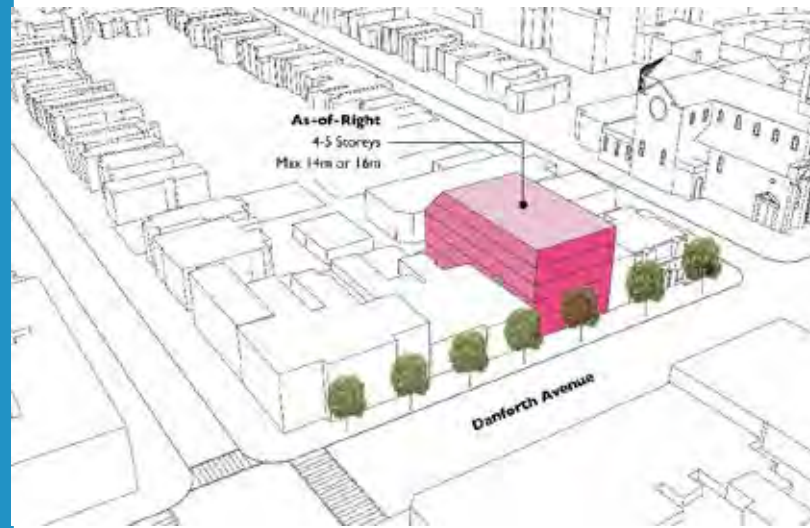
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Typical 3D massing of maximum zoning permissions



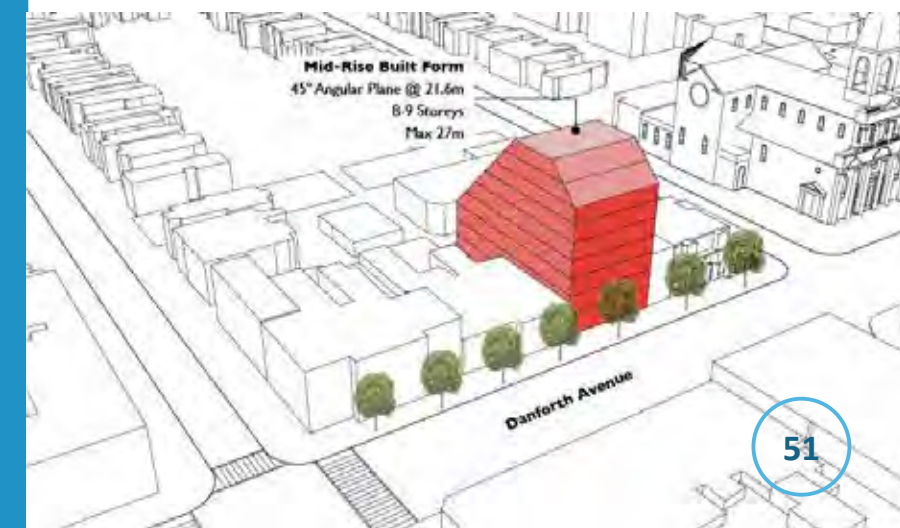
Mid-rise Development

4,200 – 8,000 people

7,200 - 11,600 jobs



3D massing of a typical mid-rise building



Live Polling Question:

What services or amenities would you like to see in the community as the Danforth area evolves in the future? (select all that apply)

- | | |
|--------------------------|---------------------------------------|
| A) Schools | G) Grocery stores |
| B) Restaurants | H) Seniors housing/
Long-term care |
| C) Retail | I) Gyms |
| D) Community services | J) Health/dental offices |
| E) Affordable housing | K) Other (please specify) |
| F) Parks and open spaces | |

Planning Study

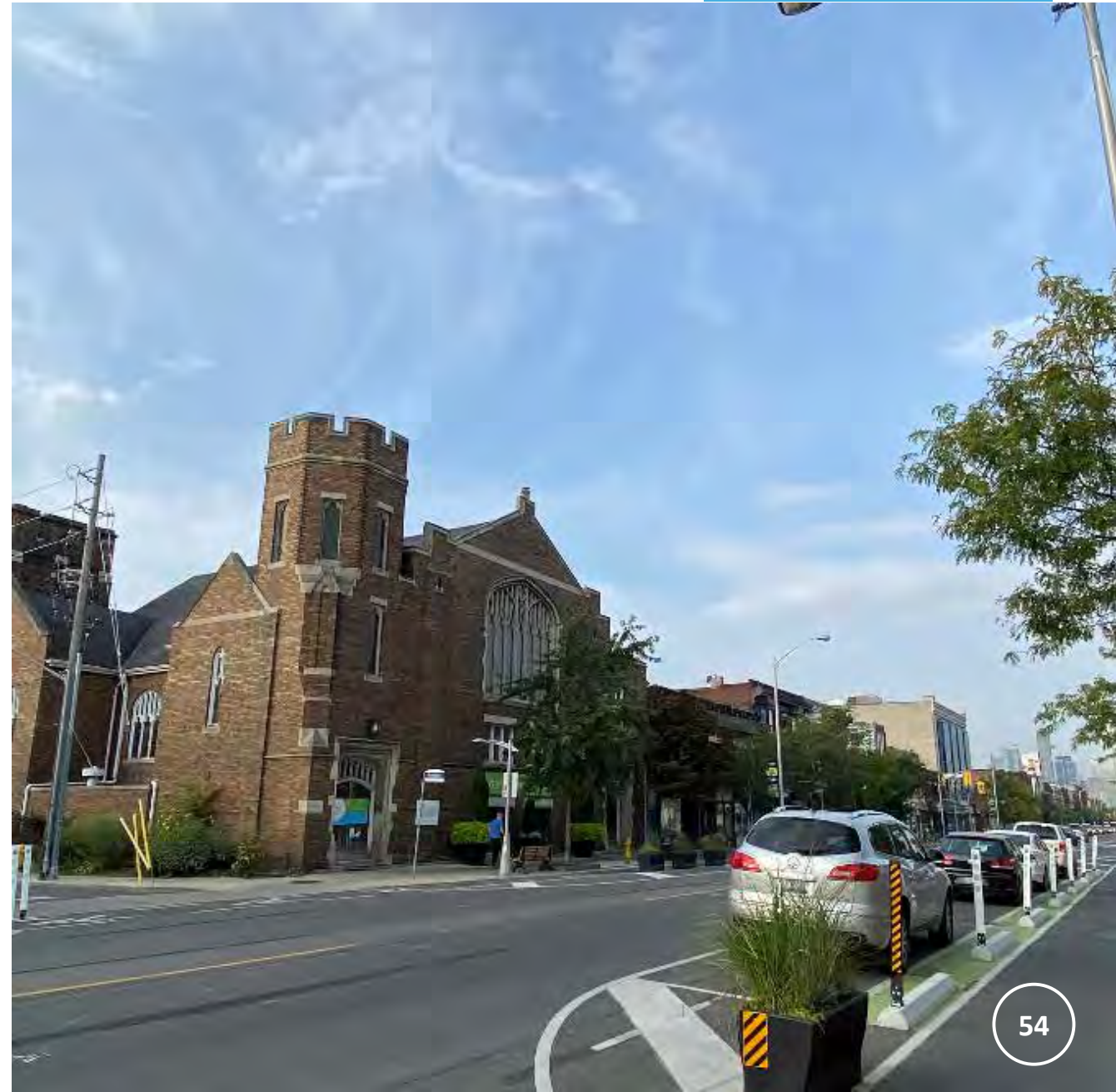
06 Update

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What is Built Form?

Built form captures a few urban design ideas:

- Shape and configuration of buildings
- Relationship of the building to its surrounding environment such as streets, parks, open spaces and other buildings
- Function and uses inside a building may affect the built form



Why are we interested in reviewing the existing built form?

- To ensure future development creates comfortable and enjoyable spaces
- To minimize negative impacts on its surroundings
- To maintain, complement and/or improve area characteristics
- Provide for appropriate building types and uses





What kind of building massing and heights are permitted now?

- Currently, most properties have an as-of-right permission to construct a 14m or 16m building (approximately 4-5 storeys)
- The Official Plan and the City's Avenues and Mid-Rise Buildings Study identify Danforth Avenue as an area where mid-rise buildings are appropriate
- Mid-rise buildings on Danforth Avenue could be up to 27m in height (approximately 8-9 storeys)
- Mid-rise buildings have to be designed to comply with a list of performance standards to ensure a good fit and compatibility with adjacent properties

Existing Condition

- Generally low rise buildings of 2 to 4 storeys
- Majority of lots are narrow < 6 metres in lot width (72%)
- Some shallow lots < 30 metres in lot depth
- Variety of rear yard conditions such as rear yard-facing-rear yard and rear yard-facing-side yard conditions
- Some lots do not have public lane access
- Majority of existing buildings have ground floor commercial/retail spaces





Built Form Goals

- Prioritize and respect area character, commercial vibrancy, and built/cultural heritage;
- Provide nuanced and context-specific built form policies and guidelines to help new developments transition to lower-scaled areas and fit-in with the existing area character;
- Encourage a range of commercial/retail spaces to strengthen main street character and activity; and
- Utilize appropriate planning tools to manage development pressures and achieve desirable outcomes.



What are mid-rise buildings?

- The maximum height of mid-rise buildings are equivalent to the width of the street
- Mid-rise buildings on Danforth Avenue are typically 27m or 8-9 storeys
- Mid-rise buildings on Broadview Avenue are typically 20m or 6 storeys
- Most mid-rise buildings have retail/commercial space at grade and residential units above
- Some buildings have included office spaces

Why are we proposing mid-rise buildings on Danforth and Broadview?

- Danforth and Broadview Avenues have been identified as areas appropriate for mid-rise buildings
- Provides moderate levels of intensification in areas well served by transit
- Can integrate with low-rise street with heritage buildings more appropriately
- Performance standards to respond to surrounding considerations



Phase 1 (East Of Coxwell)

- Phase 1 of the Danforth Avenue Study between Coxwell and Victoria Park was completed in 2019
- The planned character statement identifies the appropriate built form to be mid-rise buildings
- The design of these buildings will include vertical and horizontal rhythms to complement the fine-grain pattern currently on the street



Phase 1 (East Of Coxwell)

- Guidelines encourage small additions to existing buildings on one or two lots
- Provides guidance on how small additions should be designed to maintain the existing street character
- Also provides guidance on how new low-rise developments should be designed to fit into a consistent row of low-rise buildings



Example of a well-integrated one storey addition to a low-rise building.

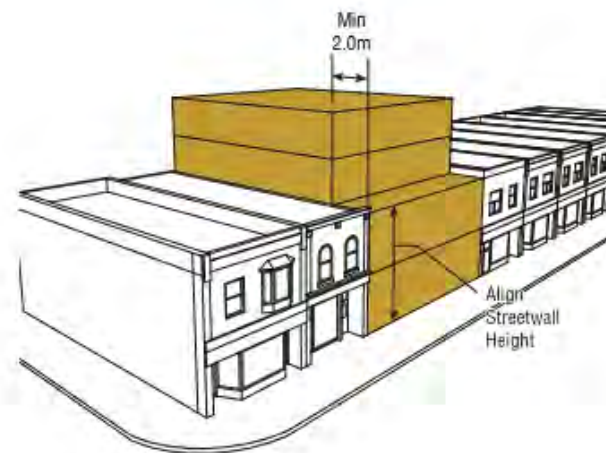
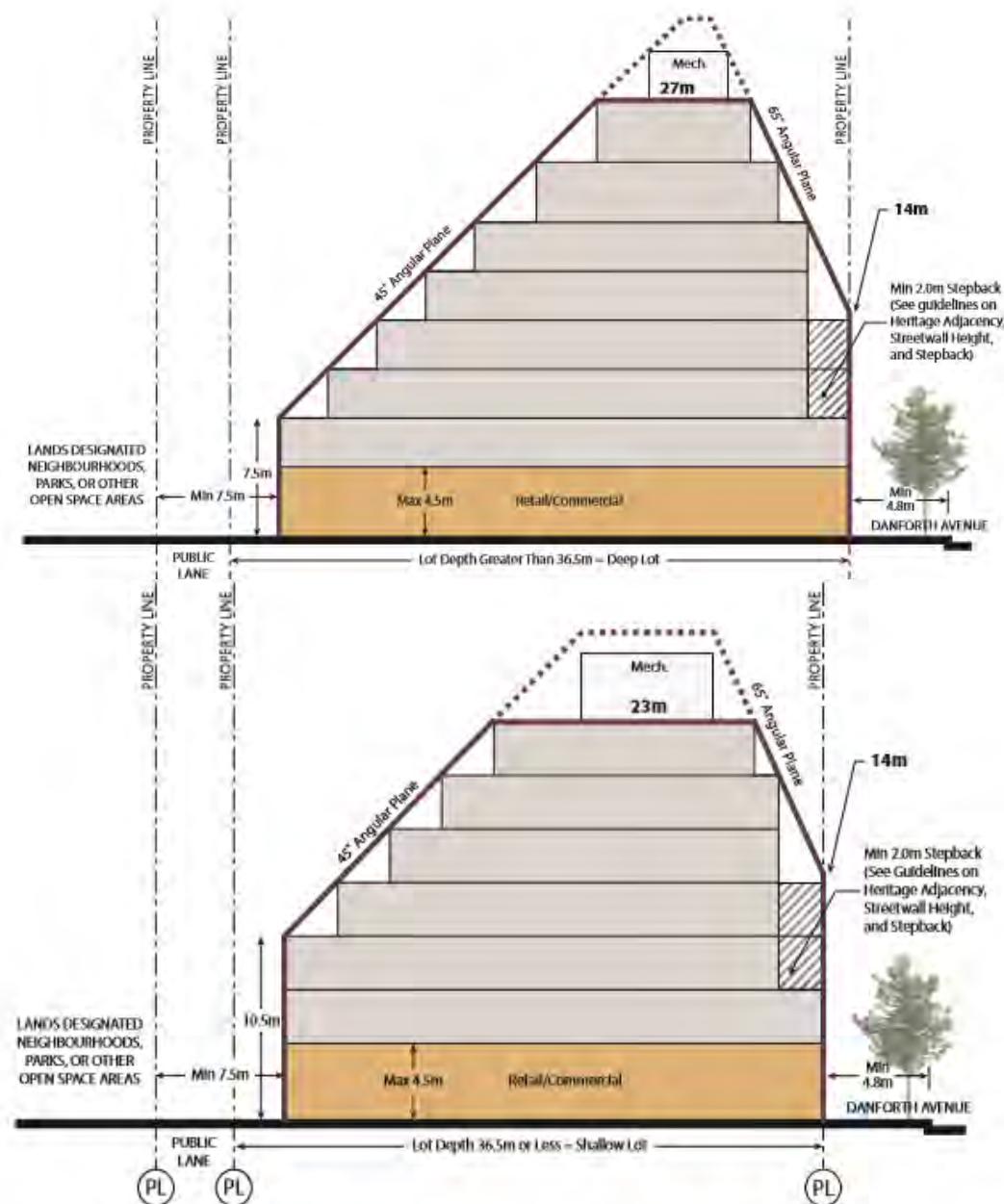


Diagram 6: Low-Rise Building

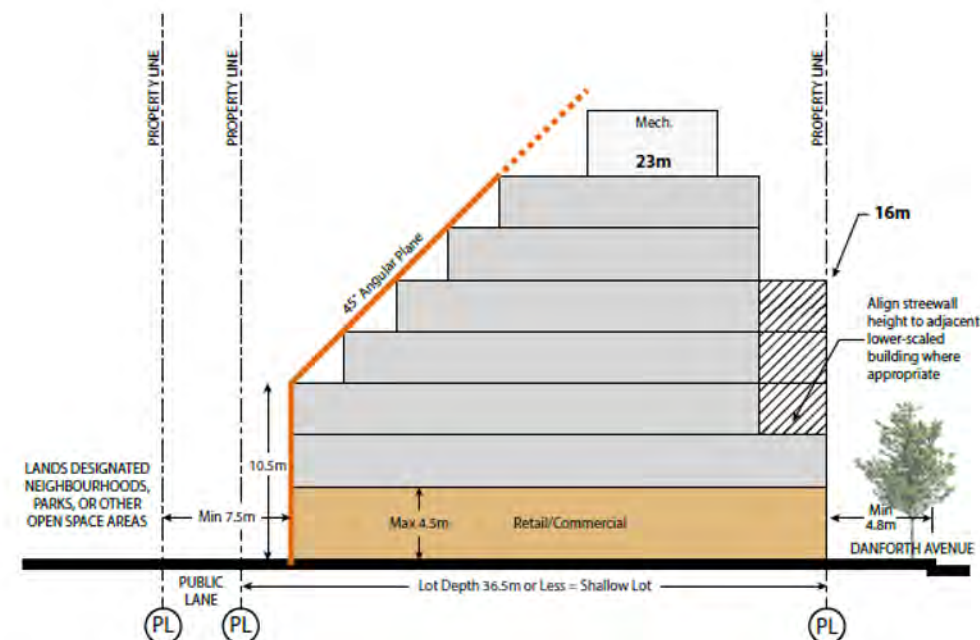
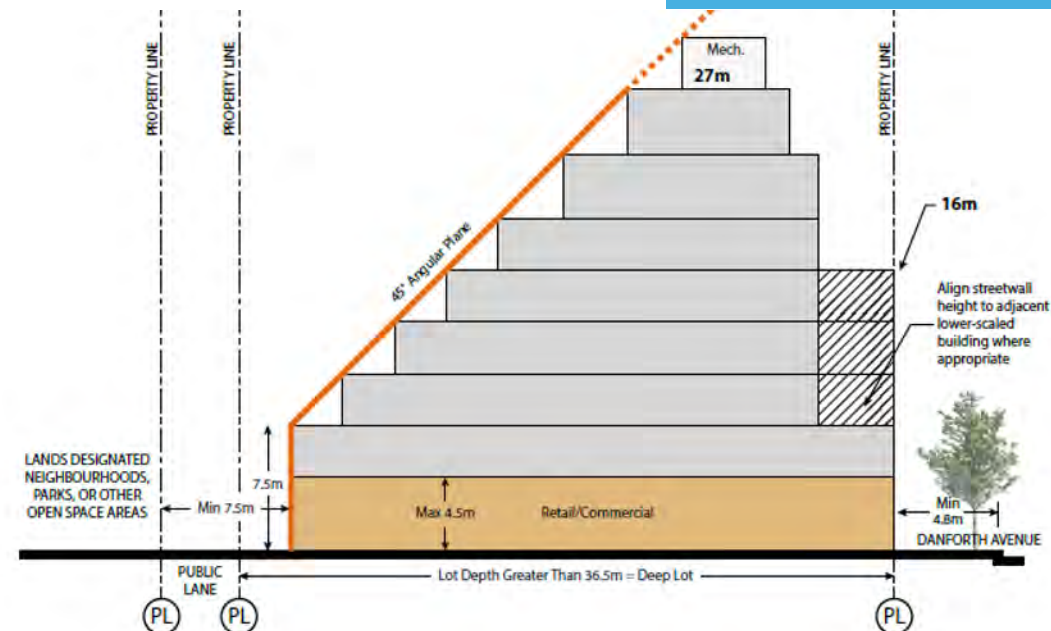
Phase 1 (East Of Coxwell)

- Guidelines for mid-rise developments are also provided
- Follows the general principles of the Mid-Rise Guidelines with some adjustments
- A lower building stepback height along the Danforth Avenue frontage to improve the fit of the building into lower-scaled street
- When a development is adjacent to or near heritage properties, the guidelines state a lower streetwall and/or a stepback shall be provided



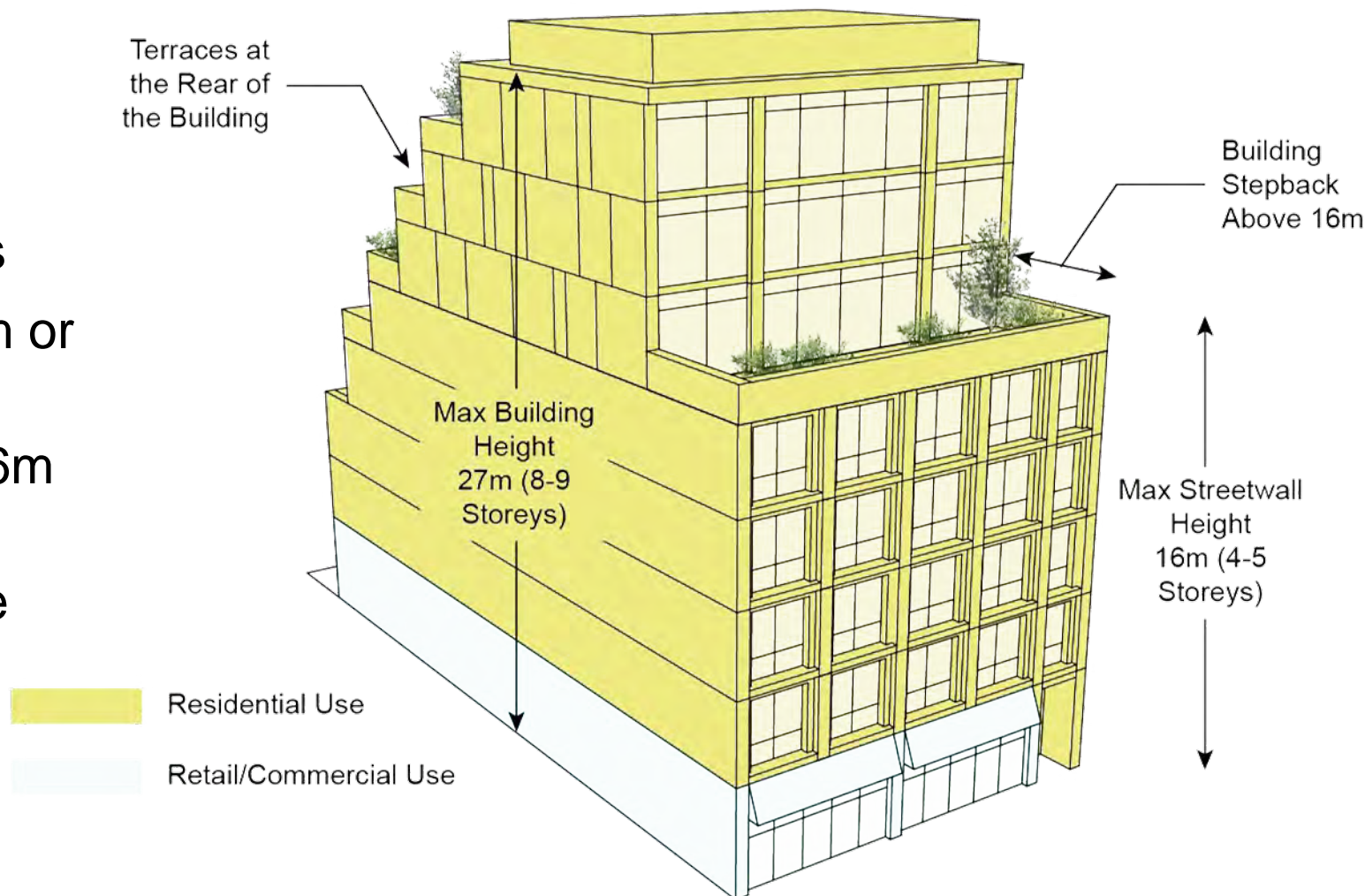
Recommendations

- The recommendation is to continue similar strategies developed for Phase 1:
 - Deep lot and shallow lot depths categories
 - Maintain the same rear yard setback requirements
 - Maintain the same rear angular plane
 - Building height dependant on lot depth
 - Align streetwall height to adjacent low-rise buildings
- Additional recommendations
 - A Stepback above 16m along Danforth Avenue and Broadview Avenue frontages



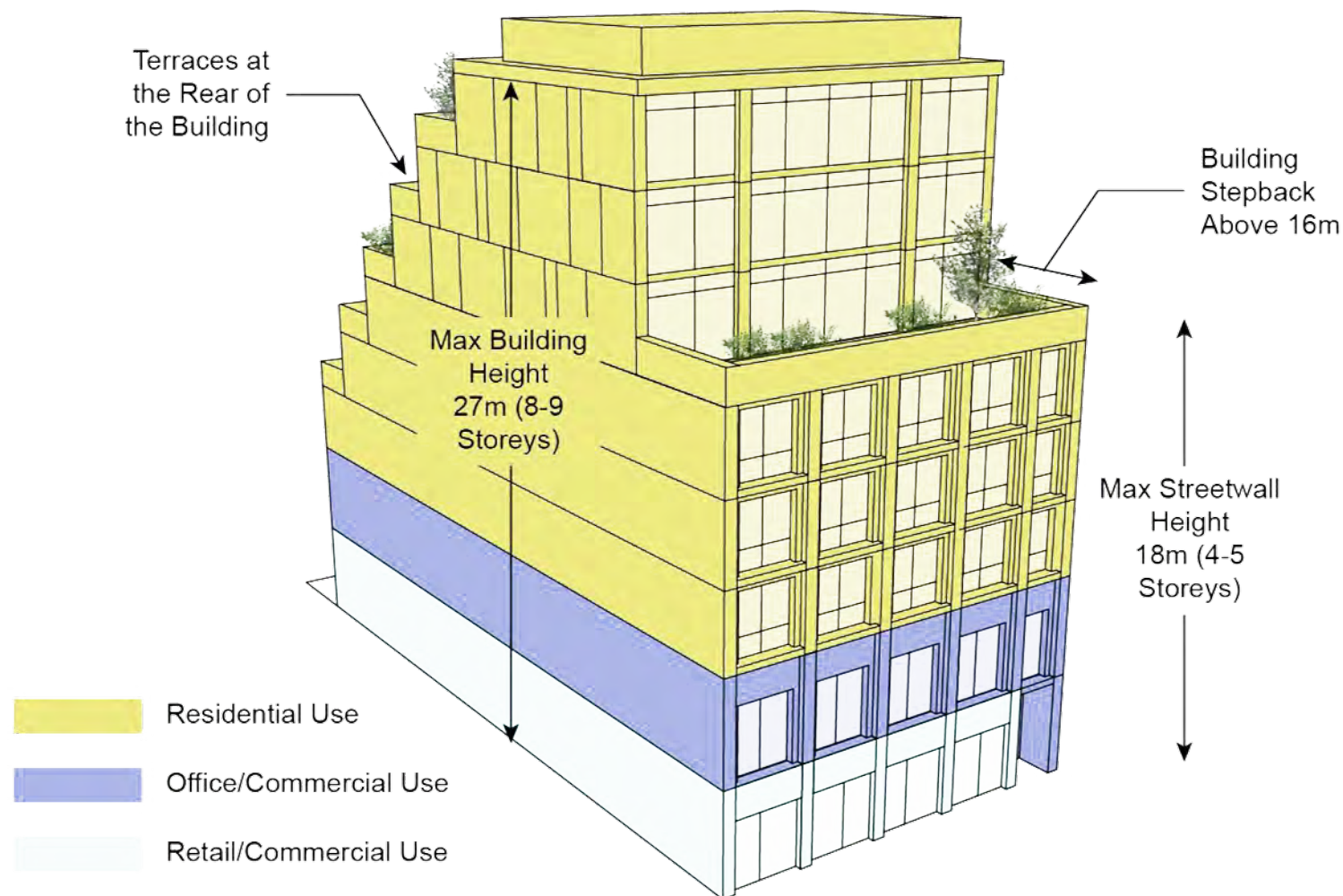
Potential Mid-Rise Building

- The mid-rise design criteria to reduce impacts on surroundings
- Maximum building height of 27m or 8-9 storeys
- Maximum streetwall height of 16m or 4-5 storeys
- Retail/commercial uses at grade



Design elements currently under review

- Building stepbacks above the streetwall
- Maximum building and streetwall height for buildings with office/commercial uses above the ground floor
- Terraces and angular planes at the rear of the building
- Corner and wide lots
- Integration with heritage buildings



Potential Mid-Rise Built Form

Conceptual Illustration of Danforth Avenue with Mid-Rise Built Form



Live Polling Question:

Do you think mid-rise buildings, with built form transitions and stepbacks, are an appropriate built form to accommodate growth in the Study Area?

- A. Strongly Agree**
- B. Somewhat Agree**
- C. Neutral**
- D. Somewhat Disagree**
- E. Strongly Disagree**

A potential new Transition Zone

- A Transition Zone is a concept used to describe a proposed new height transition area between the taller *Mixed Use Areas* fronting Danforth Avenue and the lower-rise *Neighbourhood Areas* adjacent to Danforth Avenue
- The Transition Zone would permit more than is allowed today but would provide an intermediate scale between mid-rise buildings and low-rise residential dwellings





Why are Transition Zones being considered?

- Help to buffer the low-rise neighbourhoods to the north from taller buildings closer to Danforth
- Provide opportunities for intermediate scale of built form near transit
- Allow opportunities to improve existing conditions such as pedestrian walkways, lanes and other public realm areas

Transition Zone Built Form



Potential Transition Zone Buildings



There are several potential low-rise building types which are appropriate for the Transition Zones:

- Townhouses
- Multi-Unit Townhouses (ie. Stacked Townhouses)
- Low-Rise Apartments

Transition Zone Built Form





Conceptual Illustration of Danforth Avenue
with Alternate Mid-Rise Built Form



Conceptual Illustration of Transition Zone Looking South with Mid rise on Danforth behind

Existing Example Of Transition Zone Buildings

3 Storey Townhouses on Logan Avenue
north of Danforth Avenue



View looking West through Logan Avenue Parkette from Logan Avenue



View looking East through Logan Avenue Parkette from Plum Place

Live Polling Question:

Do you feel like the Transition Zone
would be a good opportunity to expand
housing in the area?

- A) Yes
- B) No
- C) I'm not sure

Q&A Period

Planning Study

07 Update

1. Direction to Initiate the Study
2. What We've Heard?
3. Heritage
4. Land Use and Character Areas
5. Development Analysis
6. Buildings and Built Form Analysis
7. Parks, Open Space and Public Realm

Why study the public realm?

- To maintain and improve the vibrant main street character of Danforth Avenue
- Identify improvements and create the supporting policy and design guidelines



Analysis of the Existing Public Realm

For the analysis of the existing public realm, we reviewed the following areas:

- Contributions of BIA
- Current and planned improvements
- Streetscape condition
- Publicly owned right-of-way areas
- Parks and open spaces
- Pedestrian connections

Seasonal
Planter in
GreekTown on
the Danforth BIA



Contributions of BIAs to the Public Realm



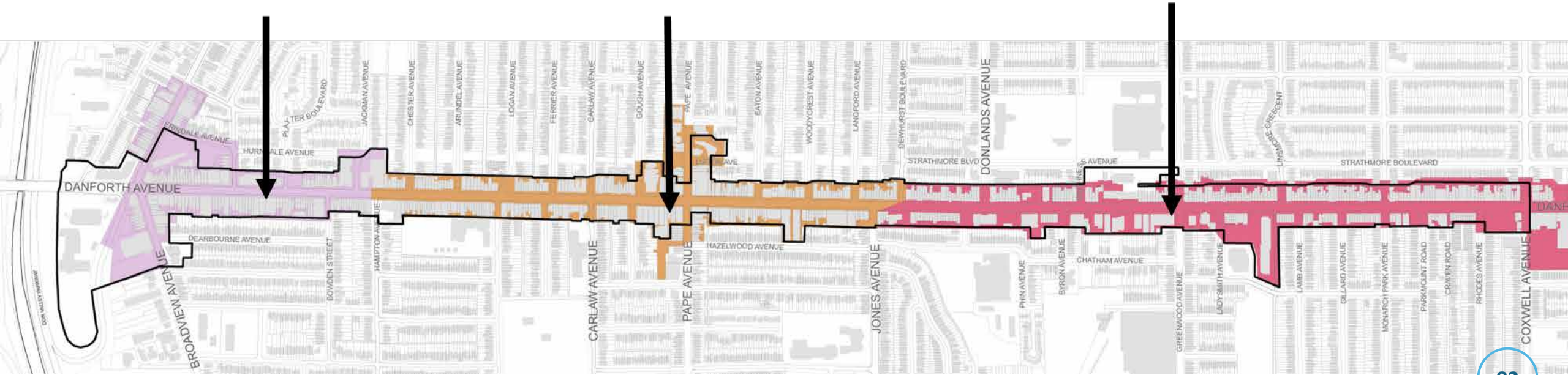
Broadview Danforth BIA



GreekTown on the
Danforth BIA



The Danny | Danforth
Mosaic BIA



Contributions of BIAs to the Public Realm

- The Danny Danforth Mosaic BIA Streetscape Master Plan was completed in 2019.
- Established many public realm proposals including public art programs, streetscape design, side street improvements, light fixture design.
- The new Planning Framework and Urban Design Guideline will incorporate The Danny Streetscape Master Plan and its public realm strategies.



Current Projects

- Second Exit Projects will provide further opportunities to enhance access and connections in the neighbourhood and to transit
- Stations included in the Second Exit Project include Donlands, Chester and Greenwood stations



Current Projects

- ***Alexander the Great Square*** – Danforth Avenue and Logan Avenue (2022)
- Project is being undertaken in cooperation with GreekTown on the Danforth BIA
- ***Caithness Parkette*** – Danforth Avenue and Caithness Avenue (2021)
- City project



Existing Streetscape Condition

- Sidewalk widths are generally 5m on Danforth Avenue and 3m on Broadview Avenue
- Danforth Avenue has generous sidewalk space with street trees and some outdoor café spaces
- Broadview Avenue has a more typical narrower Toronto main street character and sidewalk width



Public Realm Goals



1. Integrated Streetscape Design

- Design streetscapes to allow flexibility of uses ie. sidewalk cafes, patios, market stalls etc.
- Encourage green street design features where possible
- Ensure accessibility, safety and comfort for all users



2. Spaces for a Diverse Community

- Encourage publicly accessible spaces to be designed for a range of activities and users
- Designed to welcome all people while reflecting on the history and character of the community



3. Accessibility and Mobility

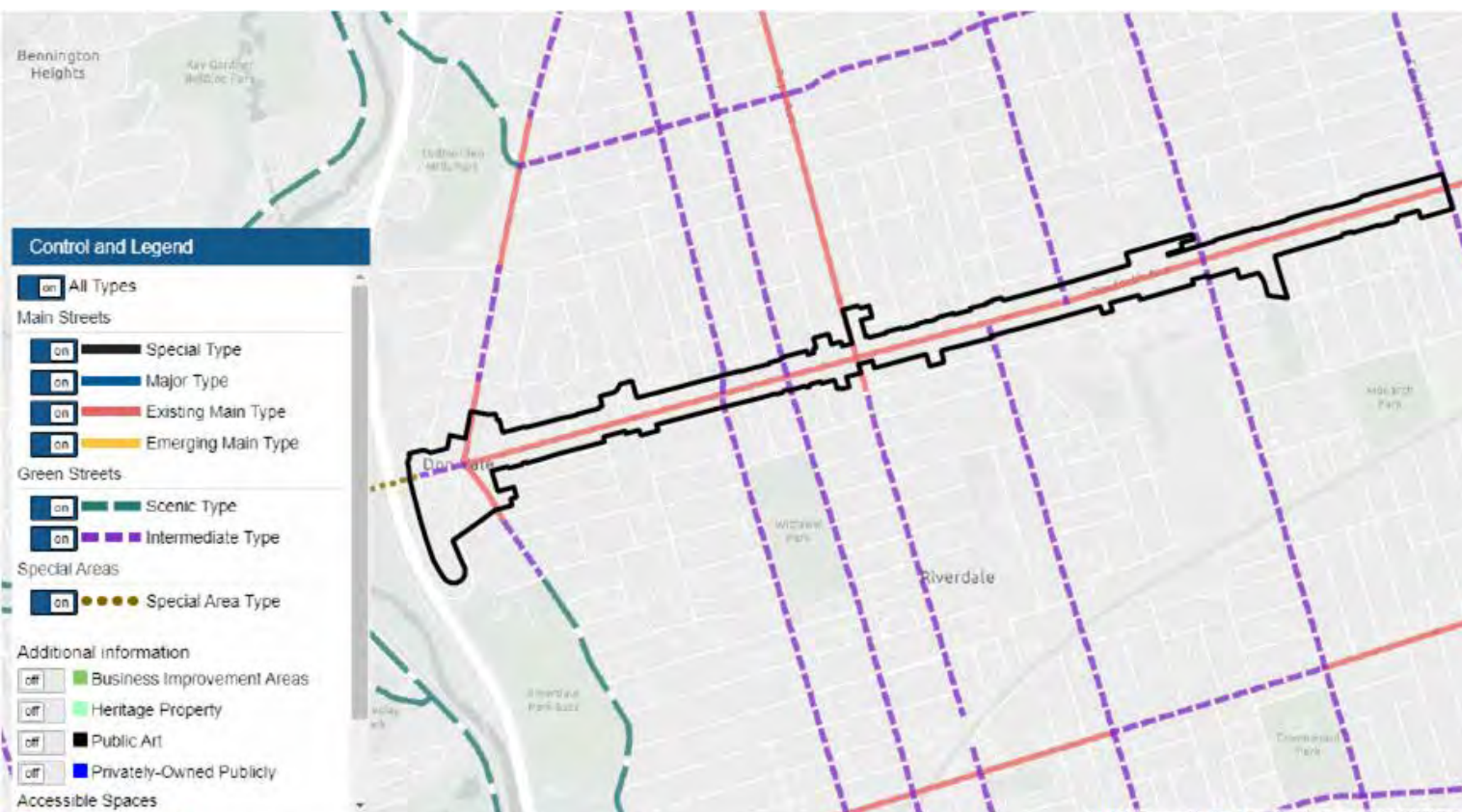
- Accommodate all modes of mobility
- Ensure universal accessibility
- Improve the pedestrian clearway in public areas
- Widen constrained sidewalk conditions where possible



4. Street Furniture, Materials, Art and Identity

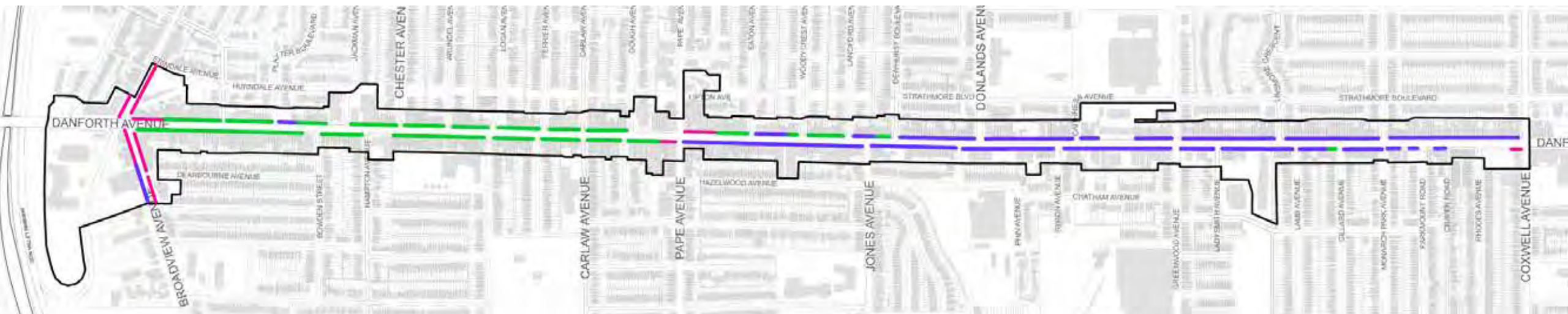
- Install street furniture to improve the utility and comfort of the street
- Design and choose streetscape elements and materials to be durable, easy to maintain and attractive
- Create and locate public art to strengthen local identity

Streetscape



- The Streetscape Manual regulates the type of street furniture and tree planting details by street types and location.
- The study area along Danforth Avenue and Broadview Avenue is categorized as a Main Street.
- Each BIA has unique streetscape design details, but also share city-wide street furniture design & tree planting details

Streetscape Analysis

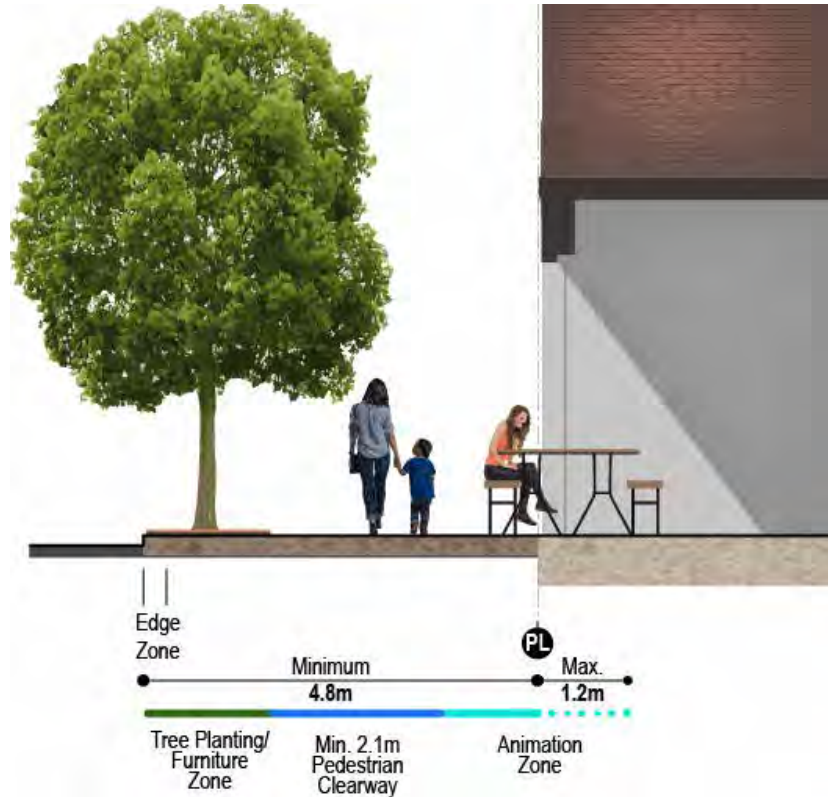


— Recently Improved Streetscape

— Enhanced Streetscape
Improvement Area

— Main Street Streetscape
Improvement Area

- The Recently Improved Streetscape zones are designed and functioning well with features that meet the public realm goals
- Enhanced Streetscape Improvement Areas have potential to be improved either through city/BIA initiated streetscape upgrades or through redevelopment
- Main Street Streetscape Improvement Area have less width within the public sidewalk, however some improvements can still be, such as upgraded paving and/or design features

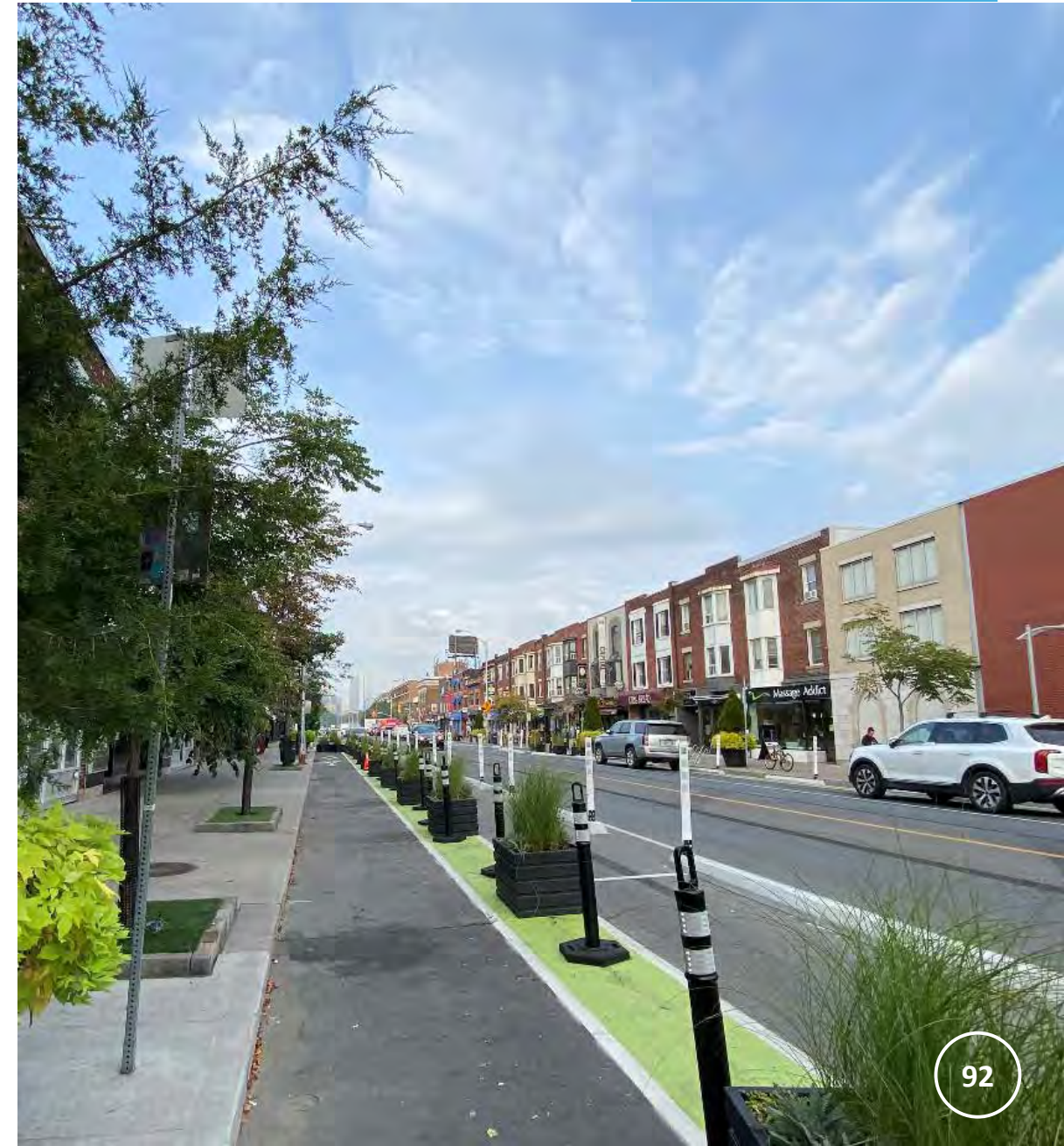


- Sidewalk widths along the Danforth are generally 5 metres wide and facilitate pedestrian movement, planting, retail spillover, curbside activities, servicing function, and community gathering



CaféTO & ActiveTO - Destination Danforth

- ActiveTO and CaféTO program help to promote non auto mobility and more outdoor animation
- The planning study will incorporate ideas piloted in these programs



Live Polling Question:

Is there anything else we should consider to improve the existing streetscape? (Select all that apply)

- A) More patio spaces
- B) Wider sidewalks
- C) More seating areas/furniture
- D) More public art
- E) More greenery, planting and trees
- F) More bike park rings
- G) Other (please specify)

Boulevard Spaces

- Boulevard Spaces are the publicly-owned portions of the side street
- These spaces are typically occupied by:
 - Seasonal patios
 - Seasonal commercial spaces
 - parking

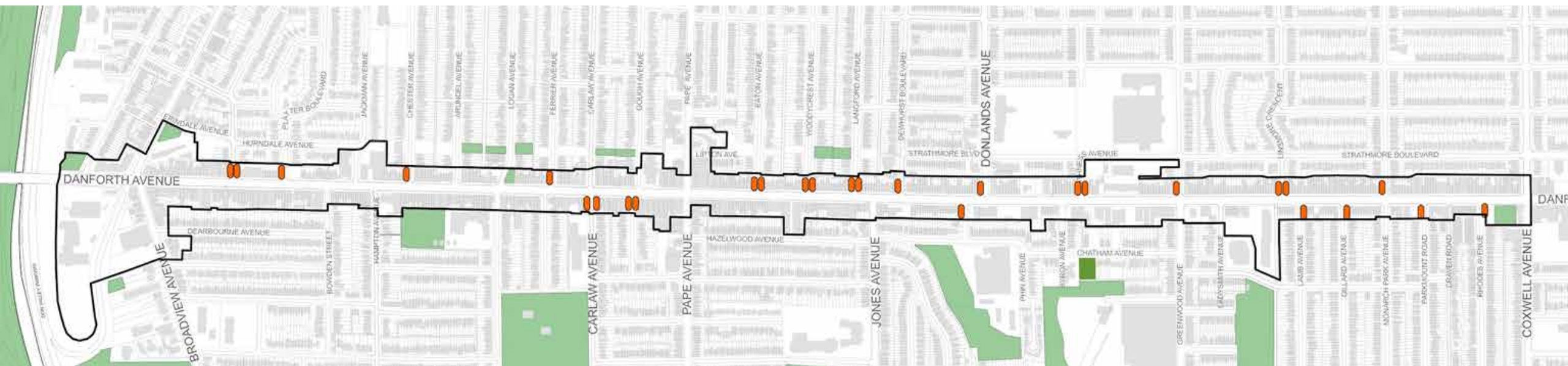


Animated Boulevard Spaces

- Boulevard spaces play an important role in animating the street with active uses
- Seasonal patios and markets are desirable uses for these spaces
- Under utilized boulevard spaces can be converted into publicly accessible open spaces with landscaping, seating areas and public art



Boulevard Space Improvement Areas



- 28 potential boulevard space improvement areas have been identified within the study area
- Some boulevard spaces have already been improved with curb extensions and other features through the Destination Danforth pilot project

PLANNING STUDY – Boulevard Space

Example of Boulevard Space Improvement



Before – Dundas W & Brock Ave

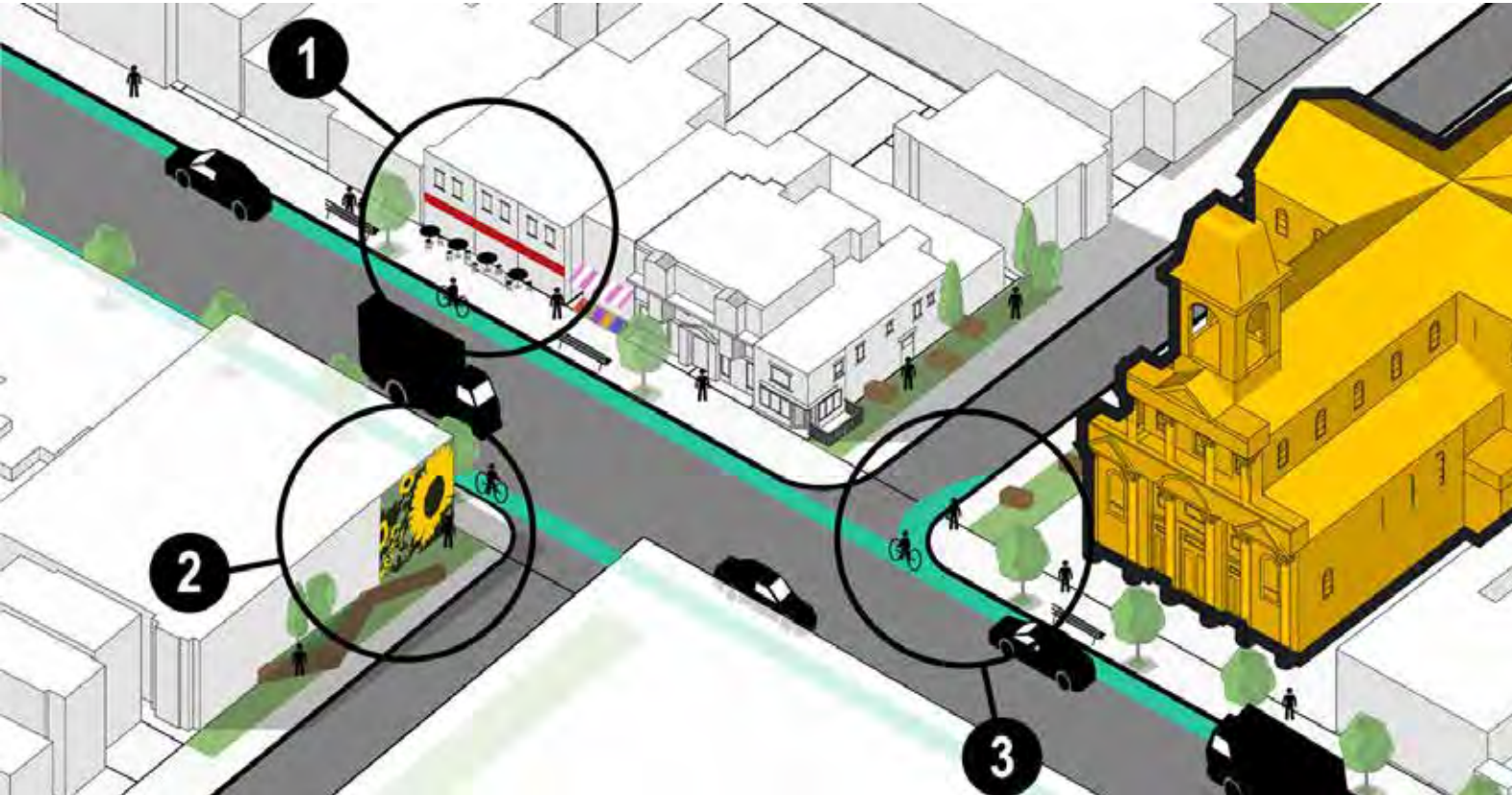


After – Dundas W & Brock Ave

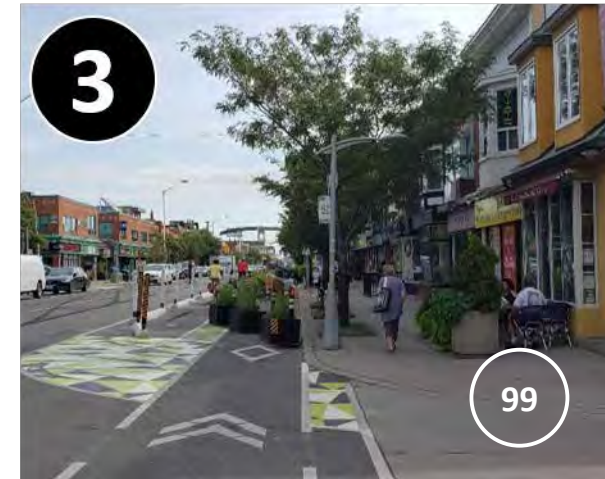
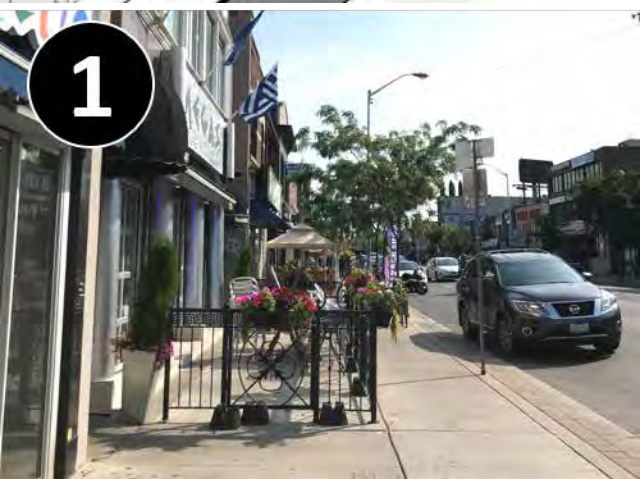


After – Dundas W & Sheridan Ave

PLANNING STUDY – Public Realm



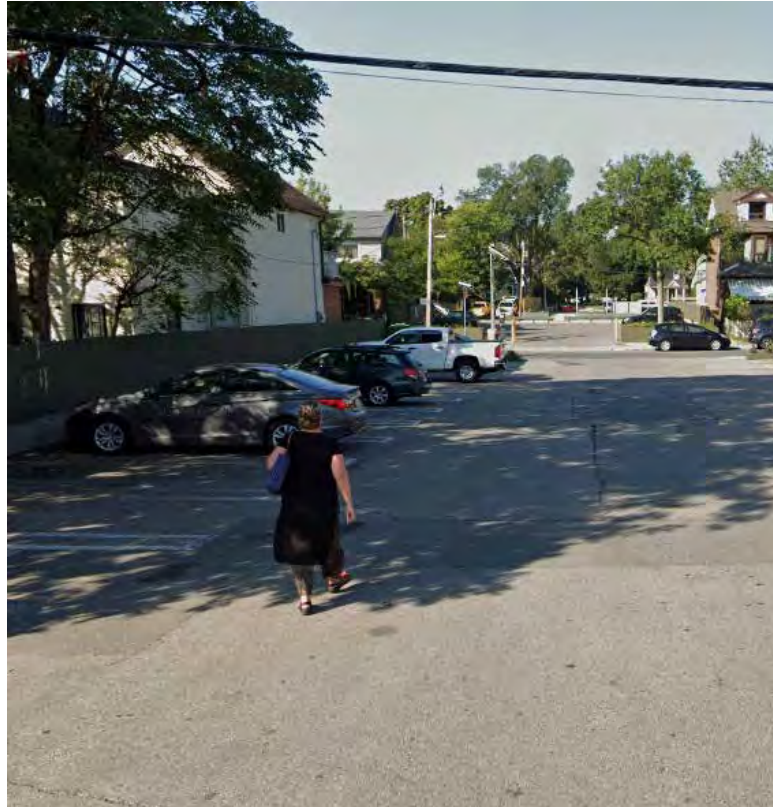
- Enhance the destination through filling-in the empty spaces
- Provide a safe and comfortable environment to sit and rest
- Build upon existing identity and character



Pedestrian Connections



Existing condition west side of
Arundel Avenue



Existing condition of Carlaw
Avenue parking lot

- There are a number of pedestrian connections within parkettes and surface parking lots
- Well-used throughout the day
- Provides connections to and from transit stations, Danforth Avenue and the surrounding neighbourhoods



Pedestrian connection at Langford Parkette,
Woodycrest Avenue



View of Logan Green Field from public lane



Pedestrian walkway in Green P parking lot near
Dundas Street West and Manning Avenue

What are some potential improvement opportunities?


- In the long-term, some pedestrian connections can be improved to provide a safer and more pleasant pedestrian experience
- New pedestrian connections can be part of developments within the proposed Transition Zones
- Improving walkability in the neighbourhoods through pedestrian connections can help increase foot traffic on Danforth Avenue and access to transit stations



- There is an existing pattern of pedestrian connections and open space through existing TPA parking lots and the linear park system
- Opportunity to improve pedestrian circulation and access over time

- Existing Open Space
- Parking Lot Improvement Opportunity
- TTC Station

Existing condition (west side of Carlaw Avenue)



Improved pedestrian connectivity
through safe/comfortable paths, planters/planting, and light etc.

Possible Improvements

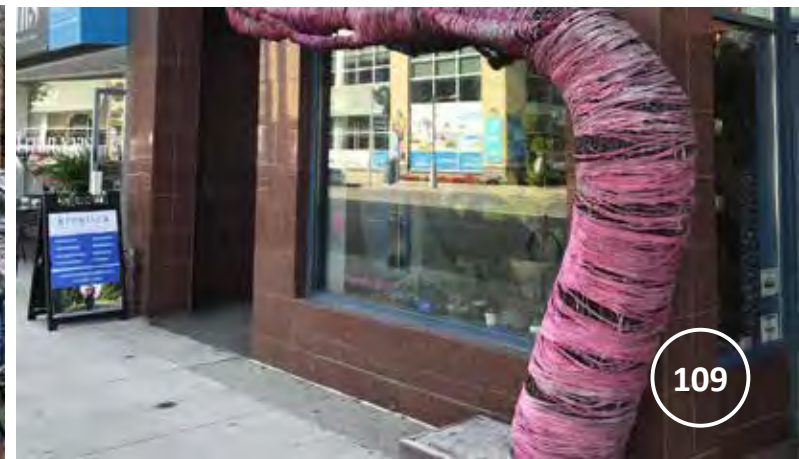
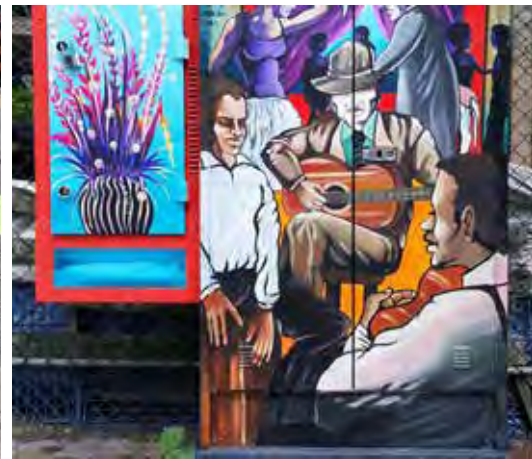


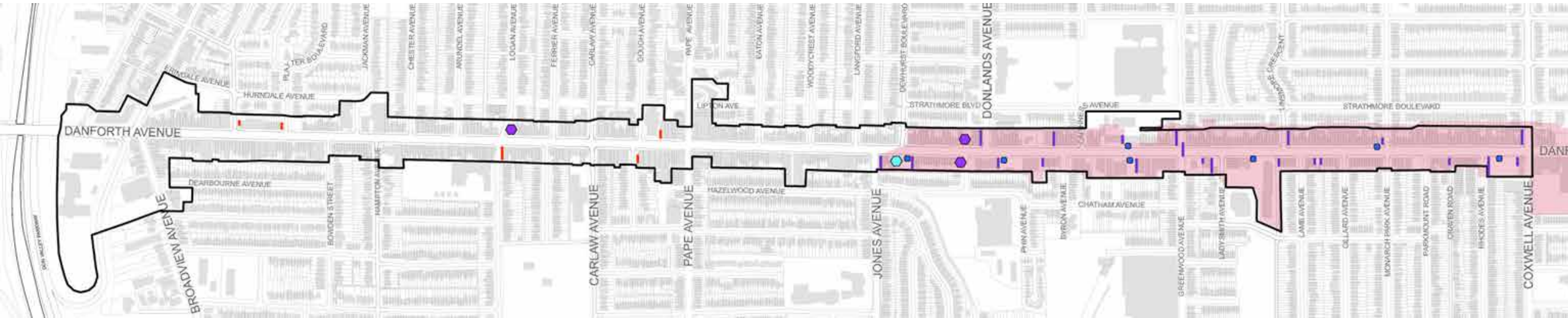
Public Art



**Public art to build upon and
celebrate neighbourhood character**

Public art as a placemaking opportunity





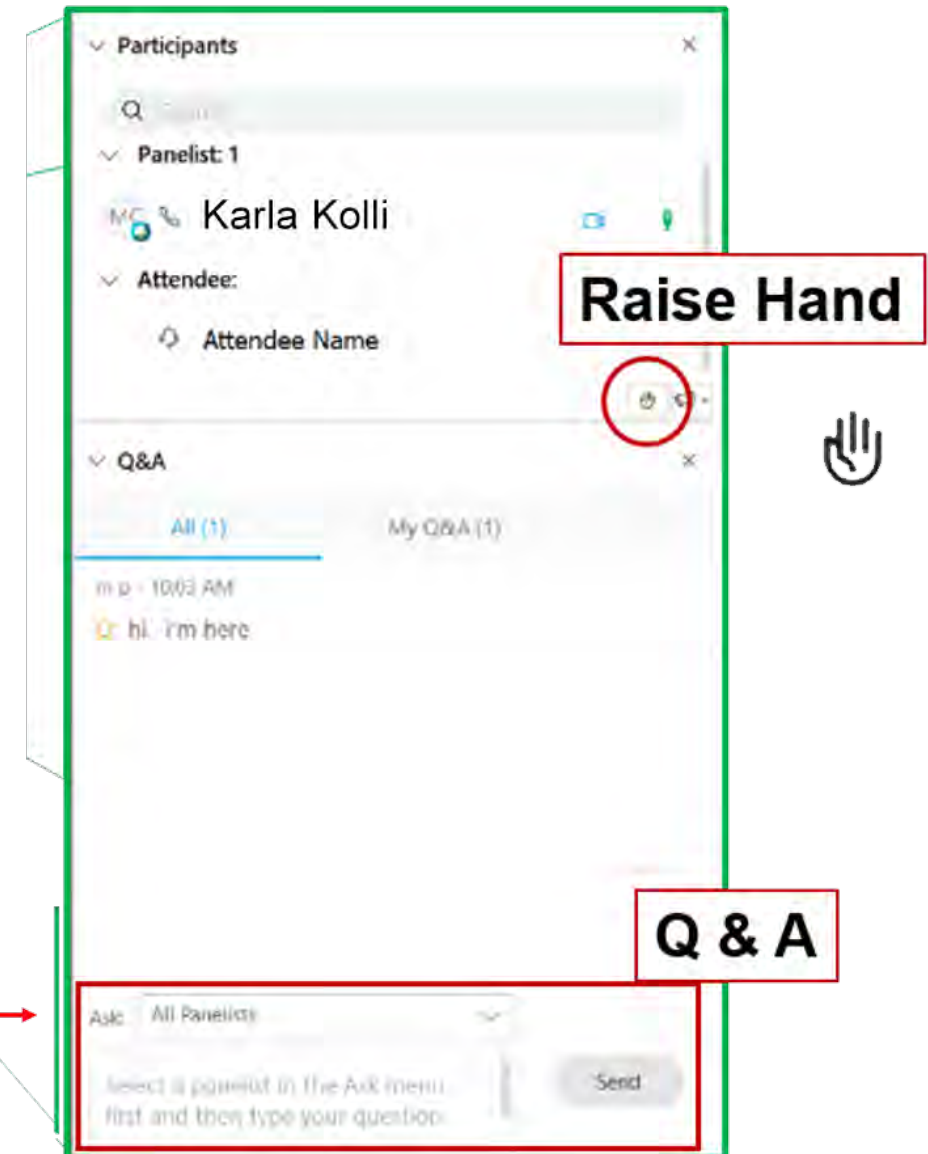
- A number of locations have been identified as potential public art opportunities
- Some locations have been identified in the Danforth Mosaic BIA streetscape masterplan
- The planning study encourages public art throughout the study area



- **Q&A:**

To ask a question

- Use the Q&A, or the “raise hand” function.
- If dialing in, dial *3 to raise your hand.
- Questions not responded to live will be responded to in the meeting notes.



When asking a question,
send it to “**All Panelists**”

Q&A Period

Next Steps & Feedback

Overall Study

- Online Survey is live until January 22! Please visit www.toronto.ca/danforthstudy to provide your feedback.

Planning Study

- Community Meeting #4 – Present Draft Planning Framework in Q2 2021 (Date TBD):
- Final Planning report and Site and Area Specific Policy – Q2 2021

Economic Development Study

- Interest Group Meetings to be scheduled to review study findings
- Finalize Economic Development Study

Complete Street Study

- Ongoing Monitoring & Evaluation and iterative design modifications

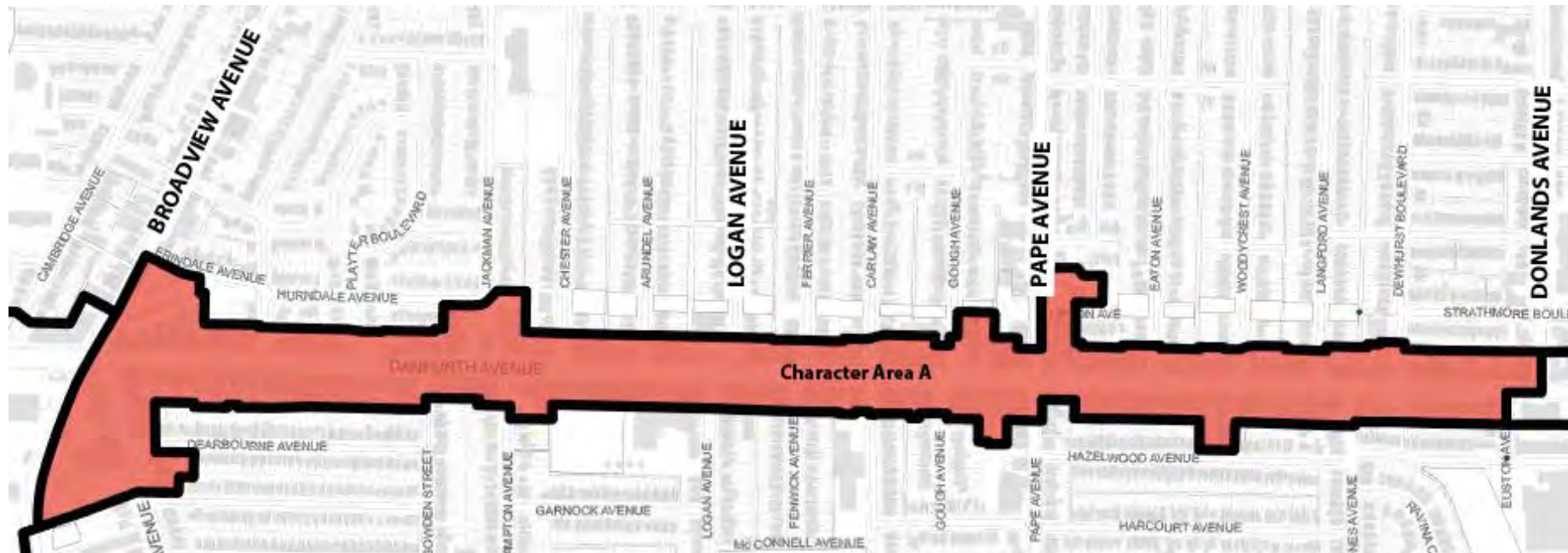
Thank you for your participation!

We want to hear from you.

Please visit www.toronto.ca/danforthstudy to complete the online survey.

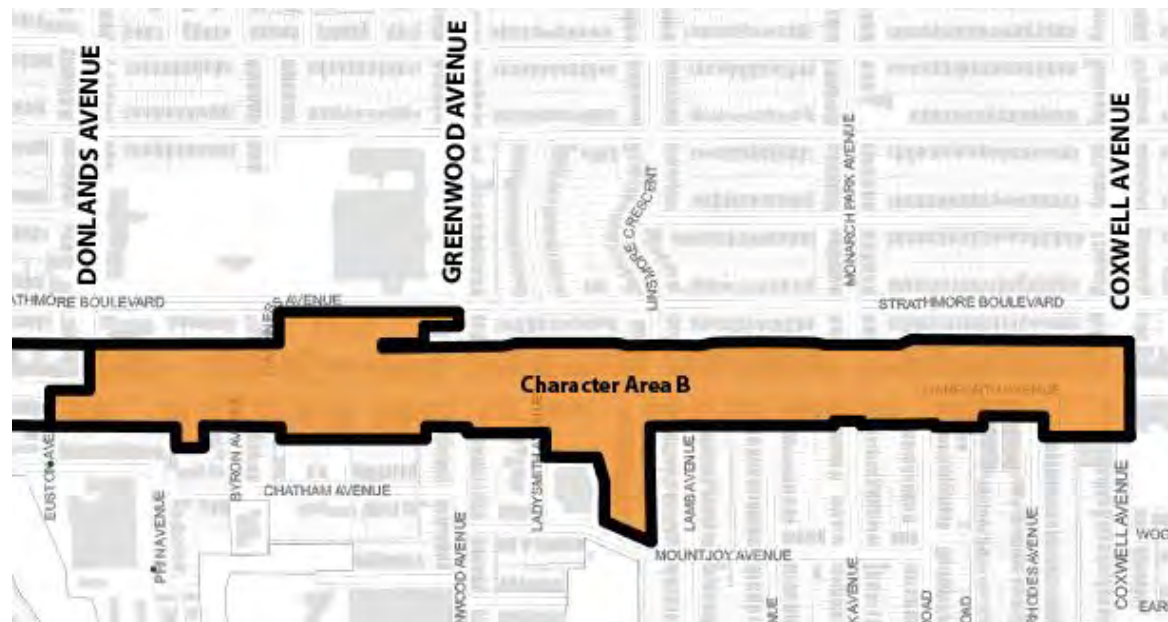
Appendix

- **Contains primarily low-rise, two to four storey buildings**
- **Predominately ‘fine-grain’ main street character buildings with variations along the area**
- **Lot pattern varies within a narrow range, not as consistent as properties in Character Area B to the east**
- **Block pattern varies with some blocks with public lanes and some without**
- **Active commercial area with a concentration of food establishments, services and other commercial activity often with residential above**



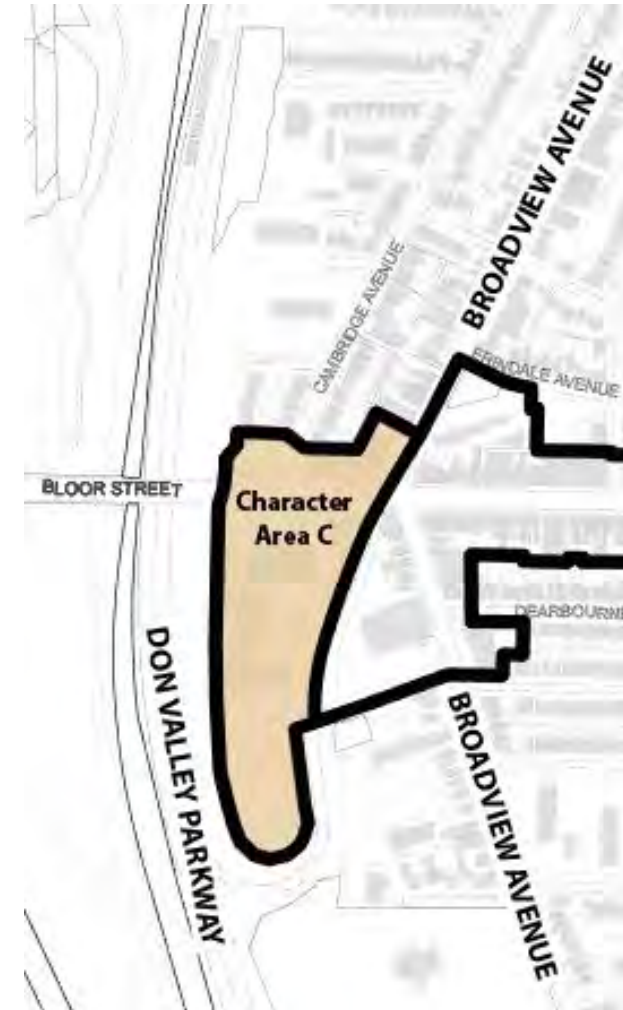
Character Area B – Donlands to Coxwell

- Contains primarily low-rise, two to three storey buildings
- Predominately 'fine-grain' main street character buildings with more consistency compared to Character Area A
- Lot pattern is consistent with the exception of some larger sites and 2 recent developments of 8-9 storeys
- Block pattern is generally consistent and regular in rear facing conditions between blocks
- Active commercial area with a concentration of food establishments, services and other commercial activity

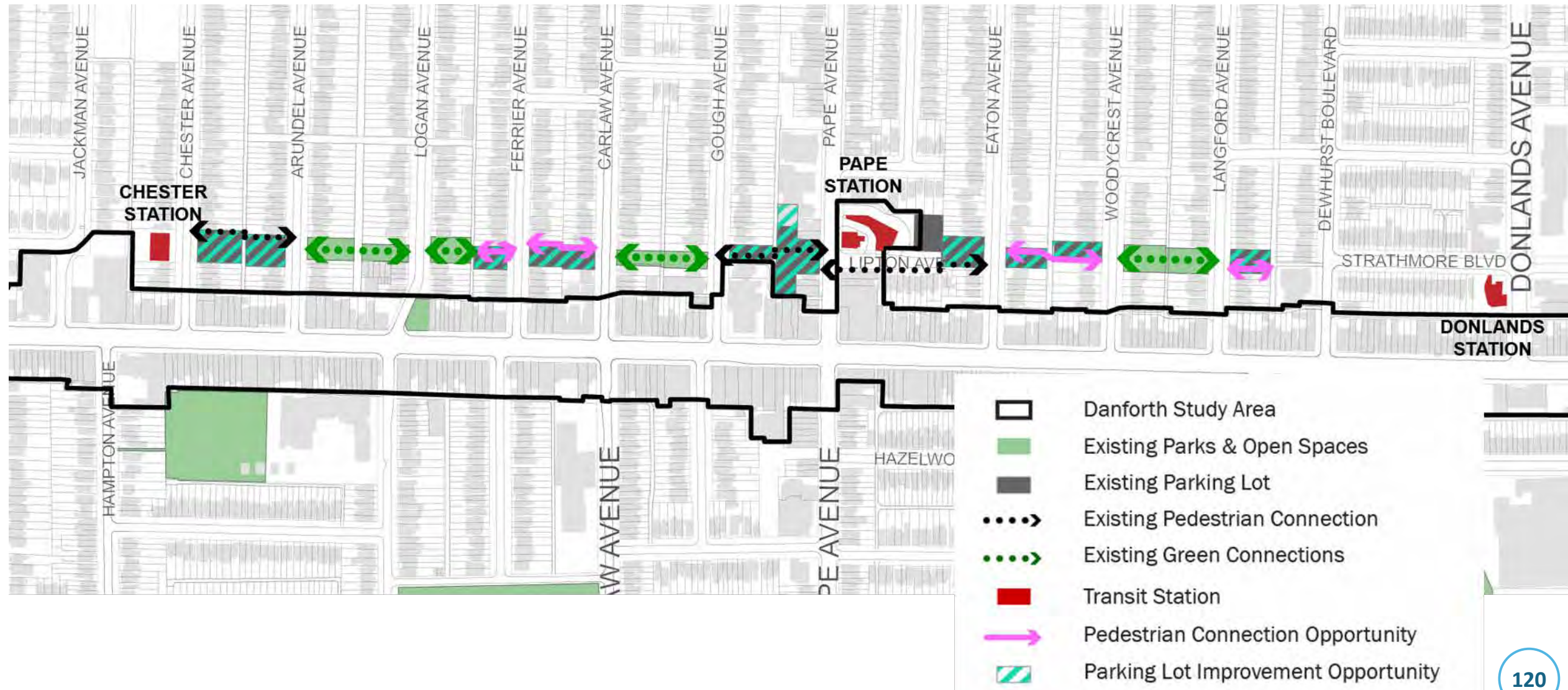


Character Area C – West of Broadview

- Contains institutional buildings, an apartment building and a public park
- This area is physically separated by Broadview Avenue and the onramp to Don Valley Parkway
- Circulation and access is limited on the Toronto District School Board (TDSB) lands
- The TDSB lands could be part of a future study separate from the Danforth Avenue Study



PLANNING STUDY – Pedestrian Connections



What we heard:

- Very supportive of having more greenspace, including street trees, parkettes, and community parks.
- Many comments identified the desire for more trees, green roofs, and gardens.
- Need for more public art and street furniture, including benches, planters, public seating, and water fountains.

Staff's Response:

- Staff have reviewed the existing public realm network and are examining opportunities to expand the parks and public realm.

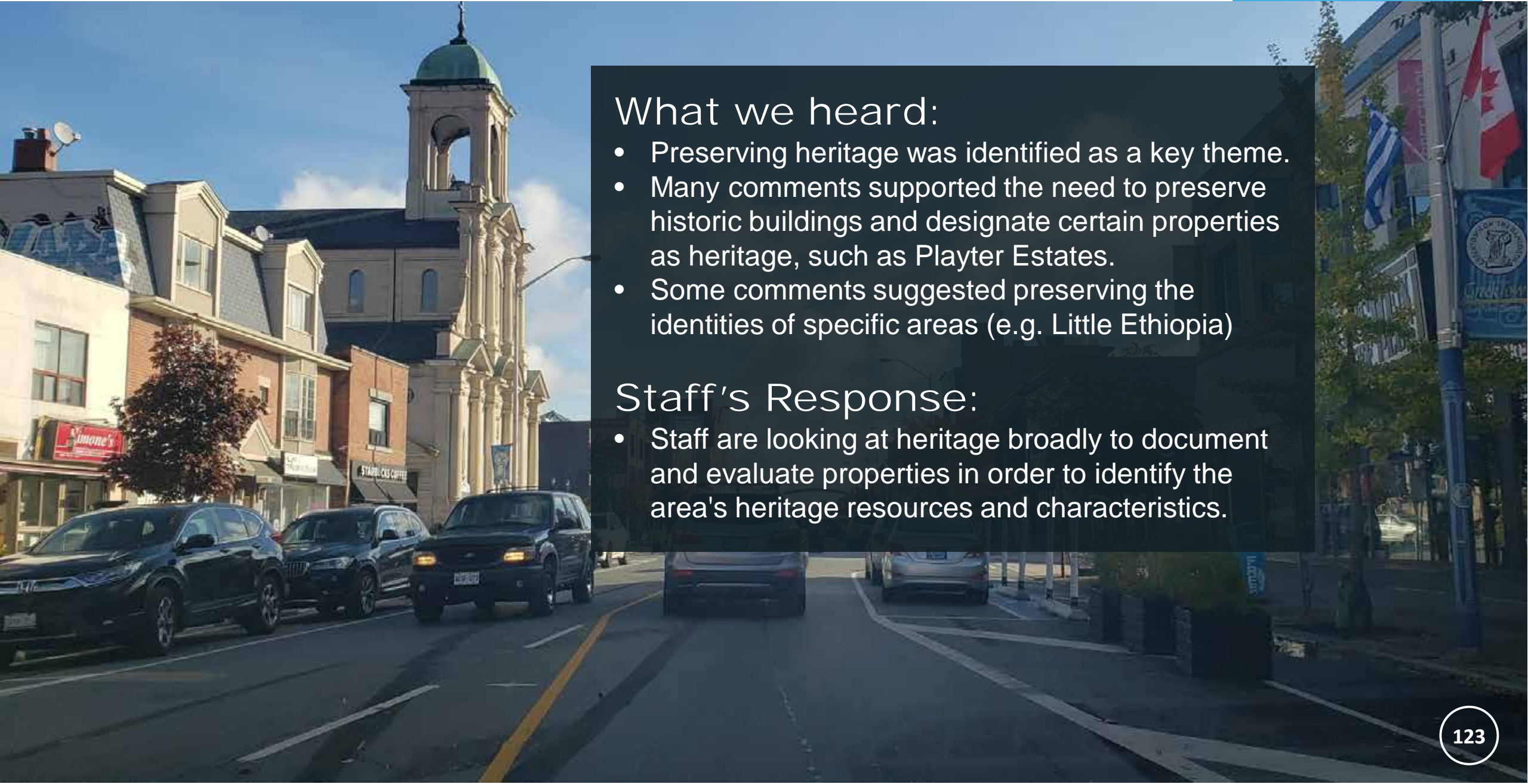


What we heard:

- More space should be considered for expanding outdoor seating.
- Including bike lanes could further serve to buffer foot traffic and create a more comfortable walking environment.
- A range of opinions around expanding patios space and retail areas.

Staff's Response:

- Staff have implemented the complete street pilot including curb extensions, expanded patio spaces, planters, and cycling lanes.
- Staff are in the process of reviewing the pilot design to ensure coordination in the development of urban design guides related to the Planning Study.



What we heard:

- Preserving heritage was identified as a key theme.
- Many comments supported the need to preserve historic buildings and designate certain properties as heritage, such as Playter Estates.
- Some comments suggested preserving the identities of specific areas (e.g. Little Ethiopia)

Staff's Response:

- Staff are looking at heritage broadly to document and evaluate properties in order to identify the area's heritage resources and characteristics.

What we heard:

- Consistent support to preserve the 'main street' retail character.
- Important elements identified include character of storefronts, awnings, recessed entrances, windows, benches and patios, animating laneways, advancing existing streetscape efforts by BIAs, and maintaining the use of traditional materials.
- Providing flexibility for retail uses on sidewalks including spaces for markets.

Staff's Response:

- Design guidelines will look to reflect and acknowledge many of these elements.



What we heard:

- Support for moderate density that doesn't negatively impact the neighbourhoods.
- General concerns raised about "excessive" heights. Some felt 4-storey heights should be preserved, while others expressed that taller buildings would be appropriate.
- Some people identified that higher densities could be focused closer to key transit stations.

Staff's Response:

- Staff are using feedback to refine the built form analysis, including reviewing appropriate locations for growth, and testing built form options that respect the neighbourhood context
- Staff will develop the rules for development and a planning framework to guide future change with feedback from the SAC and Community before making recommendations to Council.



What we heard:

- Most are very supportive of the existing main street character that provides the community with a number of different uses within walking distances.
- Support for more parks, community spaces, recreation centres, libraries, and community centres.

Staff's Response:

- Staff are in the process of reviewing different development scenarios as well as the related population, jobs, and community facilities and services estimates.



What we heard:

- Many comments suggested increasing affordable housing in the area.

Staff's Response:

- The City recently prepared draft Inclusionary Zoning (IZ) policies that would apply to PMTSAs (Primary Major Transit Station Areas) located in strong and moderate market areas. Based on our work to date, the Danforth Planning study area has been identified as a strong market area. PMTSAs will be delineated as part of the Growth Plan Conformity work.
- In addition to the IZ policy, staff are examining a number of incentives to enhance affordability (application fees, reduced parking and other development requirements etc.)



What we heard:

- More space should be provided for pedestrian access and movement, ramps, and the thoughtful placement of street furniture.
- A desire for better lighting to improve safety and wayfinding for enhanced navigation and legibility.

Staff's Response:

- Staff will incorporate accessibility design standards into the new Urban Design Guidelines currently under development.
- Staff are reviewing opportunities to enhance connectivity to area parks and transit stations.



What we heard:

- Suggestions included prioritizing environmentally friendly modes of transportation (cycling and walking) and incorporating elements of resiliency, such as energy efficiency, sustainable building materials, native planting, and stormwater management.

Staff's Response:

- Staff will incorporate sustainability design standards into the new Urban Design Guidelines currently under development.
- Staff are also reviewing opportunities to expand the open space system.

