4.6.2 The Public Realm

Public Parks

Parks are the public living rooms of any urban environment. They establish places for gathering and the pursuit of active and passive leisure activities, are instrumental in place making and defining the urban character of a main street, and can encourage development. Parks are an important element in making places lively and liveable and become valued public assets as more intensive forms of urban development occur. ‘Main Street’ parks perform a different type of function than large neighbourhood or recreational parks. Their purpose is to provide a focus for human interaction, commerce and economic development, and a flexible multi-use setting for civic functions. Main Street parks should be small and intimate, capable of accommodating day-to-day use, and should be designed to encourage urban interaction. They should be comprised of a mix of durable hard and soft landscaping with many places for sitting and meeting with family or friends. A number of high quality small urban Main Street parks will enhance the urban character of the Study Area and define identifiable places and precincts along Danforth Avenue. It should be noted that the design of new and upgrades to existing parks will ultimately be subject to utilities easements.

Private and Joint Public/Private Parks

Private and joint public/private investment in parks is proposed for two open spaces within the district: public/private improvements to the Danforth Avenue entry to Madelaine Park next to St. Dunstan Church, and the creation of a new private parkette adjacent to the Wanstead United Church. While these areas will not be in full public ownership, they will play a significant role in defining the visual character of the district and should be publicly accessible. Improvements are encouraged to integrate these parks within the total open space systems of the corridor and to establish connections to Danforth Avenue.

Summary of Park Additions and Enhancements

The vision creates 9.4 acres of open space throughout the Study Area, located in both new and existing parks and parkettes adjacent to Danforth Avenue and many of the residential streets. Two of the larger parks, Oakridge Park and Madelaine Park, are envisioned to be vibrant, accessible and beautiful focal points for the community.
Oakridge Park specifically is identified for significant change. Assuming that park ownership can be conveyed to the City - it is currently owned by the Toronto District School Board - or that its long term use as a park can be secured, the park may be reconfigured to improve safety and accessibility. Three-storey new residential development on the western and eastern borders of Oakridge Park will appropriately frame the park, creating a defined edge and fostering integration with the surrounding community, thereby alleviating the current perception that much of the park is isolated and has poor accessibility. The addition of a community facility, south of the park and just north of the rail corridor will further strengthen the park’s role as a community asset. Construction of a new facility would be subject to examining the potential to meet community facility needs through re-using, converting or expanding existing facilities.

Public Art
A public art strategy should be integrated with improvements to open spaces and streetscapes, and paintings, sculptures, statues and other forms of art should be incorporated into the landscape adjacent to buildings, along paths and within parks. Public art should be part of, rather than an addition to, the redevelopment of Danforth Avenue and a plan for its location, procurement and its support for Danforth Avenue design goals should be established early in the development process. Not only does public art enhance the pedestrian experience, it also contributes to place-making by reflecting community heritage and values, serves as a marker or entrance for important and unique community assets and can assist with way-finding by drawing attention to a specific direction or route.

1. **Sutherland Avenue Parkette**
   **New Public Park Space - 595m²**
   Situated on Victoria Park Avenue adjacent to high rise residential buildings. Provides better linkage between TTC station and Danforth Avenue while serving the adjacent residential community. Provides a setting for potential vendors and/or small commercial pavilions.

2. **Macey Avenue Parkette**
   **New Public Park Space - 357m²**
   Situated on Danforth Avenue adjacent to new mixed use development. This main street park is an enhancement to the public realm, supporting quality place making and providing an opportunity for interaction on the Avenue.

3. **Madelaine Park**
   **Park Space Improvements - 4277m²**
   Situated off of the proposed reconfiguration of Madelaine Avenue, this neighbourhood Park is better served by additional street frontage as well as general park improvements to both the living and built components of the public realm. A distinct pedestrian connection provides a direct link to the Avenue.

4. **St Dunstan Pedestrian Linkage**
   **Public/Private Pedestrian Connection**
   Situated on the Avenue, the proposed court-like configuration facilitates vehicular parking for the adjacent church and mixed-use fabric as well as a pedestrian connection to Madelaine Park.
Kenworthy Park
Located at the end of Kenworthy Avenue, overall park improvements render this neighbourhood park a more desirable destination. Additional access and park frontage is created by the proposed linked street network.

Mansion Parkette
This underutilized lot is a potential neighbourhood park location with generous street frontage and access. It is also strengthened by the secondary streetscaping along the proposed linked street network.

August Parkette
Situated on the Avenue, this parkette is small, intimate and capable of accommodating a variety of day-to-day uses and should be designed to encourage urban interaction with an opportunity for commercial and economical uses.

Byng Plaza
Situated off of Byng Avenue the plaza space will contribute to the character of the ‘Village Centre’ precinct area. This gathering place is surrounded by pre-war development and traditional mainstreet fabric, creating a quality civic space along the Avenue.
PART 4

The Danforth Avenue Study

Crossroads Plaza
Situated at the northeast corner of the predominant intersection of Danforth Avenue and Danforth Road, the triangular urban plaza should be designed as a focal point, and to include both hard and soft landscaping to accommodate the commercial presence of the bordering mixed use development.

Oakridge Park
The largest park on the Avenue, the reconfigured Oakridge Park has street frontage on all sides and is bordered by new residential development to the east and west. The park is highly visible and accessible making it a safe and inviting community destination. To the south of Oakridge Park, a community facility with adjacent parking will add activity and strengthen the role of the park as the major community asset.

Coventry Linear Park
This pedestrian connection runs parallel the CN corridor, extending to the reconfigured Coventry Street from Danforth Avenue. These lands cannot likely be developed due to the required setback from the rail corridor, providing the opportunity to create an appealing pedestrian route. This easement would need to be obtained through negotiations with the multiple land owners.

Wanstead United Church Improvements
The existing church is a core asset to the Avenue and its open space system. General landscape enhancements will maximize its contribution to the public realm and its impact on the adjacent Danforth Avenue and Danforth Road.

Landry Parkette
Located adjacent to the Danforth Avenue and Danforth Road precinct area, this main street parkette is highly visible and accessible. It provides an interesting gathering space for nearby residents.

New Public Park Spaces - 1296m²

New Public Park Space - 10304m²

New Trail Easement
This easement would need to be obtained through negotiations with the multiple land owners.

Private Improvements - 450m²

Framework for CN Rail Corridor

New Public Park Spaces - 1246m²

Situated on the Avenue with street frontage on three sides, this main street parkette provides transition to the residential neighbourhood to the north. Overall park improvements render the neighbourhood park a more desirable destination.

New Public Park Space - 2260m²

Located on the Avenue with street frontage on three sides, this main street parkette provides transition to the residential neighbourhood to the north. Overall park improvements render the neighbourhood park a more desirable destination.

Landry Parkette
New Public Park Spaces - 1246m²

New Public Park Space - 10304m²

New Trail Easement
This easement would need to be obtained through negotiations with the multiple land owners.

Private Improvements - 450m²

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New Public Park Space - 2260m²

Located on the Avenue with street frontage on three sides, this main street parkette provides transition to the residential neighbourhood to the north. Overall park improvements render the neighbourhood park a more desirable destination.
4.7 Transportation and Movement Plan

The Transportation and Movement Plan addresses at a more general level the various aspects of mobility that have been identified within the Framework for Renewal, Reinvestment, and Community Development.

Three key aspects of mobility are summarized:
- Vehicular, Bicycle, Pedestrian, and Transit Movements;
- Access to and Circulation on Private Development parcels; and,
- A Vehicular Parking Strategy for the Study Area.

4.7.1 Vehicular, Bicycle, Pedestrian, and Transit Movements

4.7.1.1 General Mobility

The Transportation and Movement Plans’ goal is to achieve improved mobility within the Study Area, which is supportive of the urban design objectives outlined for the Danforth Avenue Study. In particular, this includes facilitating pedestrian and other non-vehicular modes of travel, while recognizing the important roles that both private and public vehicular modes of travel provide now, and in the future, within the Danforth Avenue and Danforth Road arterial corridors.

Section 2.3 of this report provides a brief overview of the existing mobility characteristics within the Study Area. The proposed Danforth Avenue Study capitalizes upon existing levels of mobility offered within the Study Area and, where practical, improves upon key elements within the public right-of-way as well as access and egress to the public right-of-way. Furthermore, the Danforth Avenue Study welcomes, and encourages, future improvements to mobility within the corridor; e.g., improved levels of transit service.

4.7.1.2 Vehicular Mobility

Several initiatives are proposed which would achieve the goals outlined above. These include:
- Introducing a connected rear lane access system and returning the street to a primarily pedestrian function.
- Reducing the number of mid-block turning movement locations along the Danforth corridor by eliminating mid-block driveways and utilizing private rear laneways within each block of development, achieved through the redevelopment process. Generally this will permit either direct or indirect access to Danforth via one of the existing Study Area signalized intersections.

The rear lane system is a secondary access system, parallel to Danforth, and has the advantage of reducing pedestrian/vehicular conflicts by clearly returning Danforth to the public realm as primarily a pedestrian zone.
New Street Connections

- Improve vehicular connectivity and access to potential area development and public open space south of Danforth Avenue by linking Lucy Avenue, Mansion Avenue, and Coventry Street. Such connectivity better distributes traffic volumes and allows the local road network to better respond to conditions along the arterial corridor. It also provides alternative opportunities for local trips (all modes) to be made without necessarily using Danforth Avenue. Furthermore, the connectivity does not jeopardize local roads in terms of providing a convenient alternative for non-local traffic to circumvent the arterial road network.

- Address and reconnect certain intersection misalignments to facilitate pedestrian movements and development opportunities at corner properties. The existing skewed intersection of Danforth Avenue and Danforth Road has been realigned to intersect with Balford Avenue on the south side of Danforth Avenue to provide a more traditional intersection configuration, better opportunities for development on all four corners, and a more right-angled intersection geometry. Very preliminary design parameters including an angle of intersection of 80 degrees (+/-) with a 90 metre centre-line radius along Danforth Road on the north approach have been adopted to achieve these objectives. The Transportation and Movements Plan Figure following only schematically illustrates the realigned intersection. Impact upon arterial street operation is expected to be modest to negligible.

- The intersections of Danforth Avenue and Byng Avenue as well as the newly created Danforth Road and Denton Avenue intersection address off-set intersections issues, and discontinuous collector road/arterial road network issues, respectively. Both intersection configurations could be achieved using centre-line radii of the order of 60 to 80 metres in magnitude. Both intersections are envisioned to intersect with their respective arterial roads at right-angles. The Transportation and Movements Plan Figure following also schematically illustrates these realigned intersection configurations. Clearly, further functional design investigations would be necessary to ensure that these design alternatives could be appropriately introduced into the area road network.

- Reduced right-of-way dimensions could be considered along new public road sections adjacent to parks/municipal property. This would have the combined effect of introducing the mobility/accessibility associated with the new road links while maximizing the available land for recreational or municipal land use needs. Rights-of-way of 16.5 to 18.5 metres could be considered where adjacent public lands exist and servicing needs are either met elsewhere or not needed. Use a reduced right of way for new roadway segments.

4.7.1.3 Bicycle Mobility

In order to reinforce alternative modes of travel within the Study Area, policies consistent with those adopted in the Toronto Bike Plan must be readily implemented. The introduction of bicycle parking (e.g., post and ring racks) at requested locations such as along boulevards, at municipal facilities, parks, etc. will facilitate increased bicycle use in the area.

There is an opportunity to extend the proposed bike lanes and signed bike routes in the immediate vicinity to take advantage of the extended public road network south of the Danforth Avenue. By extending the proposed bike lanes on Pharmacy Avenue south to Danforth Avenue, and by extending the planned signed bike route on Denton from Victoria Park to Byng Avenue, then south to the Mansion/Coventry Avenue corridor, and then north again along Kenworthy Avenue to Danforth Avenue, a closed loop is essentially formed that incorporates newly introduced municipal/civic facilities within the community.

Lastly, it should be required that new developments in the area provide on-site bike parking in accordance with the former City of Toronto bike parking requirements.

4.7.1.4 Pedestrian Mobility

Maintaining, and improving upon, the pedestrian environment along Danforth Avenue is an important element of the Transportation and Movements Plan. By eliminating private driveways along Danforth Avenue, the existing public realm along the boulevard becomes more effective in providing a flexible multi-use main street pedestrian environment and a more continuous boulevard space with less pedestrian/vehicle conflicts, which produces a more cohesive urban design role.

The proposed scale of development along the Danforth is significantly higher relative to the existing circumstances. Corresponding increases in pedestrian activity are also anticipated. In order to appropriately accommodate all future pedestrian groups (young and elderly alike), public road crossings will need to reflect design criteria that respond to these demands. Signal timing parameters should be reviewed as development proceeds to ensure that the needs of the evolving pedestrian composition are being met. Some of the intersection modifications described above may reduce the required crossing times at key arterial / arterial road intersections.

The demand for pedestrian activity between the north and south sides of Danforth may also increase as development and corresponding points of origin and destination increase. Mid-block pedestrian crossing opportunities where signal spacing is in excess of 400 metres (i.e., between Victoria Park and Pharmacy) may need to be formalized in the future. Investigation of these kinds of needs should be undertaken (bearing in mind current and future uses of the arterial corridor) as development intensifies within the corridor; e.g., formal, two-stage pedestrian crosswalks.

The proposed improvements to the public road network south of Danforth Avenue (i.e., linking Lucy Avenue, Mansion Avenue, and Coventry Street) have been identified as measures to improve mobility of all modes within the Study Area. These linkages will particularly enhance the access potential to existing and proposed public facilities (parks, community centre space, etc.) south of Danforth Avenue.
4.7.1.5 Transit Movements

Section 2.3, Access and Transportation, provides an overview of the transit services within the Study Area. These services are characterized by several surface transit routes offering relatively frequent service through the weekday and weekend periods. This is, of course, complimented by the presence of the Bloor-Danforth Subway line with a station at Victoria Park, just north of the Danforth.

The City of Toronto and the Toronto Transit Commission (TTC) have identified Kingston Road and Danforth Avenue as possible routes for higher order transit service. These initiatives would be the focus of a subsequent Environmental Assessment Process to examine both the potential and the implications of implementing characteristics associated with higher order transit.

Clearly, increased transit along this section of the Danforth would both support and be supported by higher densities along the corridor. It would also offer an opportunity to increase the people-carrying capacity of the corridor in terms of access to the Bloor-Danforth Subway line and general accessibility to the area by transit.

The initiatives outlined in this report are consistent with existing and do not preclude the potential for future improvements to the public transit services provided for within the Study Area.

4.7.2 Access to, and Circulation on, Private Development parcels

The Land Use Plan, Urban Design Plan, and the Public Realm and Streetscape Plan all incorporate the basic principle of prohibiting private vehicular access to main street sites from Danforth Avenue. Vehicular access would be achieved from the appropriate side streets via the creation of a private, rear laneway system implemented on each development block. Only two exceptions have been identified to this principle. Both examples occur on the north side of Danforth Avenue within blocks which are either large enough to support a mid-block entrance or where the block as a whole benefits in some other manner (e.g., park creation) from restricting a continuous rear lane across the entire rear width of the block.

Operational reviews would, of course, be required on a site by site basis to ensure that all of the necessary functions within the rear of the development occur.

Finally, rear laneways provide a separation, or buffer, between the proposed main street development and existing residential development behind and can be appropriately planted to buffer and separate commercial and residential uses.

4.7.3 A Vehicular Parking Strategy for the Study Area

The provision of vehicular parking within the context of an intensified development corridor was an important issue identified by the community members throughout the Danforth Avenues Study process. It was felt that the issue must respond to two key issues:

- The physical constraints characteristic of a majority of the existing (and potential) development sites within the area; and,
- The goal of striking a balance between providing an appropriate amount of vehicular parking while not creating a disincentive to development.

The existing parking requirements set-out in the Oakridge Community Bylaw do not generally reflect standards which are characteristic of a “main streets” development environment. The Study Area lies on the doorstep of the former City of Toronto, has good existing surface transit, and is proximate to a subway station. Furthermore, the City and the TTC have identified this corridor as a candidate for higher order transit linking directly to the Victoria Park subway station. Elsewhere, within Toronto, development that is considered “main streets” or is proximate to rapid transit enjoys reduced parking provisions, relative to general bylaw requirements.

Within the existing Oakridge Community Bylaw, residential land uses fall under a uniform parking requirement of 1 parking space per dwelling unit. No distinction is made between tenant and visitor parking requirements.

This principle achieves the following goals:
- An uninterrupted streetscape between each public sidestreet;
- A reduction in the number of mid-block turning movements along the arterial corridor;
- It reduces the number of mid-block turning movements along the arterial corridor;
- It has the effect of increasing the number of on-street parking opportunities within the overall Study Area;
- This access arrangement facilitates a flexible system of access and egress from each development block; and,
- Private rear laneways would also permit underground parking facilities to be constructed underneath the laneways given the relatively shallow main street lot dimensions. This would in turn produce a more flexible environment within which to develop these properties.

As development unfolds within the corridor, given the proposed increase in development intensity and proposed access configuration, specific reviews of traffic operations for each development site, or preferably the combination of sites (i.e., blocks), may be necessary to determine if any turning restrictions are necessary at the unsignalized side-street intersections along the Danforth. This is to ensure that appropriate operating conditions at public street intersections are maintained and the function of Danforth Avenue as an arterial road corridor is not unduly impacted upon. Furthermore, these reviews would also enable a determination of whether any necessary turning restrictions are required at the driveways to the private rear laneways to ensure that no undue impact upon the adjacent residential neighbourhoods occurs.

Private rear laneways also facilitate on-site circulation upon each development parcel. Access to on-site underground parking could be combined with surface visitor/commercial parking as well as the requisite servicing facilities (refuse, loading/receiving operations, and pick-up and drop-off activities). The illustrations within Section 4.5.2, Specific Urban Design Plan and Guidelines, provide context and examples of how the private rear laneway systems would be incorporated into the various development blocks within the Study Area. parcels could be appropriately accommodated.
A brief discussion on several components of a modified parking strategy for the Danforth Avenue Study Area follows. It should be noted that the City of Toronto is engaged in a review of vehicular parking needs for residential and office commercial uses in concert with a revised comprehensive Zoning By-law for the overall City of Toronto. This would serve to update the various zoning bylaw requirements within former City of Toronto municipalities. Any change to parking standards contemplated by the City of Toronto within the Danforth Avenue Study Area should be made in conjunction with a review of the outcome of the ongoing City wide parking needs review.

4.7.3.1 Reduce Residential Tenant Parking Standards

- The current residential parking standard of 1.0 stall per unit includes a component of visitor parking. The net tenant parking supply on a per unit basis is therefore less than one space per unit.
- If a typical visitor parking standard of 0.20 stalls per unit (former City of Scarborough standard) was applied to the existing residential standard, 0.80 stalls per unit would be allocated to tenants.
- A separate tenant and visitor parking supply standard should be established to more explicitly provide for parking associated with these two components.
- A tenant parking standard that has as its basis the number of bedrooms per residential suite is consistent with other main street and higher density residential parking bylaws in the former City of Toronto e.g., the Central Area, Yonge/Eglinton, Yonge Lawrence.
- In general, these standards consistently reflect a parking supply value of less than 1 tenant parking space per unit for bachelor and one bedroom units, and sometimes two bedroom units. For units with two or more bedrooms per unit, parking rates of 1 tenant parking space per unit or more (up to 1.2 tenant spaces per unit) are typical.
- Reduced tenant parking supply requirements are consistent with studies conducted on behalf of the City for residential uses on main streets (Housing on Main Streets, Residential Parking Study, Marshall Macklin Monaghan Limited, June 1990).
- A review of 2001 Transportation Tomorrow Survey (TTS) data indicates that, on average, less than one vehicle per apartment (0.61) and townhouses (0.85) exists within the Study Area. Single detached households exhibited a vehicle per household value just over one (1.18). These values reflect demographic, as well as locational (i.e., transit) factors.

4.7.3.2 Reduced Residential Visitor Parking Standards

- No explicit visitor parking requirement exists within the Study Area.
- A residential visitor parking standard of 0.13 spaces per unit is supported by studies conducted on behalf of the City for housing along main streets (Housing on Main Streets, Residential Parking Study, Marshall Macklin Monaghan Limited, June 1990). This is reflective of housing within 2 to 3 storey main street buildings and may underestimate demand in new, larger concentrations. Other, area specific studies by BA Group (Yonge/Eglinton area) have also yielded visitor parking values of the order of 0.13 stalls per unit.
- Typically, visitor standards range between 0.13 and 0.20 spaces per residential unit. The upper end being provided where alternative area public parking is not readily available.
- Application of reduced visitor parking rate may become more appropriate as the area public supply increases over time.
- A “shared visitor/commercial parking” supply strategy is a means to effectively reduce the residential visitor parking demand. This is discussed further under Reduced Office Commercial parking standards.
- Visitor parking demands are typically satisfied on the same site as where the demand is generated. Alternatively, publicly available or privately arranged parking supply within approximately 300 metres of where the demand is generated is also considered as viable visitor parking.
- Initially, before publicly available parking is provided in the Study Area, a rate of 0.20 stalls per unit (consistent with the former City of Scarborough standard) should be applied to new development applications. As publicly available parking is built within the area, justification for reduced visitor parking standards associated with new development applications should be considered.

4.7.3.3 Maintain Reduced Commercial Parking Standards in Current Bylaw

- Reduced minimum parking requirements set out in the Oakridge Community Bylaw should be maintained. This element recognizes and supports mixed use developments within the Study Area.
4.7.3.7 Maximize On-Street Paid Parking Supply

- Maximizing use of available on-street parking along the Danforth corridor will provide an element of convenient, desirable, and supportive parking for retail and restaurant commercial land uses.

- The amount of curbside space where parking is currently permitted between Warden Avenue and Victoria Park Avenue along Danforth Avenue, a preliminary estimate of approximately 160 on-street parking spaces could be accommodated when mid-block driveways are eliminated and private rear lanes are implemented.

- For main street areas outside of the Central Area, the City adopted a policy of supplying retail parking at a rate of 1 space per 80 square metres of gross floor area, or 1.25 spaces per 100 square metres of GFA.

- For restaurant floor space along main streets outside the Central Area, a rate of 1 space per 33 square metres of GFA, or 3.03 spaces per 100 square metres was adopted for policy purposes.

4.7.3.8 Consider Area Permit Parking System for Side Streets

- For restaurant floor space along main streets outside the Central Area, a rate of 1 space per 33 square metres of GFA, or 3.03 spaces per 100 square metres was adopted for policy purposes.

4.7.3.9 Provision of Publicly Available Area Parking

- These rates have been applied in various locations along main streets, in mixed use development contexts where sharing across land uses and temporal characteristics have been taken into consideration.

- Adoption of these minimum parking rates is a reasonable response to the urban conditions that are being proposed. Furthermore, they are a reasonable basis to achieve a balance between essential parking supply and an incentive to develop lands.

PART 4
Framework for Community Development

4.7.3.6 Adopt Shared Parking Standards

- Adoption of Shared Parking standards (e.g., the former City of Toronto or City of Mississauga standards) would incorporate a more temporally appropriate cumulative parking demand for a mixed use development.

- The benefits of office commercial and residential visitor demands have been identified.

- The Danforth Avenue Study Area will become a much more intensified, urban setting as the recommendations outlined in this document are realized. As such, the parking standards for the retail and restaurant land uses should reflect this evolution.

- Adoption of reduced retail and restaurant parking supply standards for main street locations has been a policy consideration within the former City of Toronto since 1989.
The provision of a portion of the required area parking demand for the intensified area, or alternatively, parking to satisfy additional area parking demand, should be provided publicly as paid parking within the area. A few larger sites have been identified within the Study Area that may serve as opportunities for potential municipally operated parking supply.

Various methods are available to the City of Toronto to provide municipal parking relative to the intensification of development (and therefore the demand for parking) within the area. The provision of public parking is an appropriate response to intensification within an evolving urban area. Although identifying precisely which methods of providing public parking would be the most appropriate for the Danforth Avenues Study Area is beyond the scope of this Study, a brief list of five options are provided for information purposes. City staff should investigate which option(s) is best suited for application to the Danforth Avenue Study Area. These options include:

- **Cash-payment-in-lieu method** this method allows developers to pay monies into a reserve fund which would be used for the construction of publicly available parking. This method, however, does not ensure that the parking will be constructed within the specific area that generated the funds, nor does it ensure that the parking will be constructed as the demand for parking materializes within the area that generated the demand. Payment is made based upon a formula that involves land values and, typically, surface parking characteristics. Recent harmonized cash-in-lieu payment parameters have been introduced across the City of Toronto. Cash-in-lieu is only available for non-residential land uses or non-residential land use components of mixed use developments.

- **Public/Private Joint Venture Arrangements** this typically involves the development of a parcel of land along with a public parking component that satisfies not only the demands of the associated development, but also some component of a defined area-demand. This typically involves the Toronto Parking Authority, on a for-profit basis, in an owner/operator arrangement in cooperation with the original land owner. The supply of public parking using this method involves construction in conjunction with demand, and targets a specific area.

- **Publicly owned and operated Municipal Parking** this is typically provided by the Toronto Parking Authority on a for-profit basis when an existing demand for parking that isn’t being met by existing area supply is identified. It requires that a supportable business case be established which includes the cost of acquiring land in the vicinity of the identified parking demand, accounting for the operating and maintenance costs of the facility, as well as the construction of that parking facility (including the provision of acceptable access characteristics). This method relies upon a demand existing within the area prior to the process being initiated. This is a reactive method of addressing public parking demand.

- **Benefiting Assessment** this approach involves defining a specific area which would benefit from the provision of public parking (in this instance) and determining the costs associated with the provision of a predetermined amount of public parking. A “majority” of land owners within the area must agree to the terms of an annual assessment that would be levied upon their lands in order to pay for the construction and operation of that parking supply. This method fosters a centralized parking approach, ensures that a defined amount of parking would be provided within a specific area and that it would be built within a specified time frame, it could precede the creation of demand generated by area development, and it could be sited so as to “plan” for the balance of the defined area. Drawbacks include getting a majority of area property owners/developers to agree to the conditions of the annual assessment, that parking may not be of equal value to all participants, that not all participants may make use of the parking, and that an administration cost would be incurred by the City.

- **Tax Increment Financing** this method makes use of the “incremental increase” in tax revenues that the City receives as a result of the increase in development potential within a particular area. This method requires that the City commit to contributing a portion of the newly generated incremental taxes to a parking solution rather than having that portion of taxes go into general City revenues. The benefits to this approach include the fact that the land owners/development community does not contribute any more that they would contribute through normal taxes, that this approach fosters a centralized public parking approach, that the location/ timing of parking supply can be controlled, and the amount of parking could be defined to coincide with development or precede it. The program however, would require the City to set aside a portion of future tax revenues for a defined purpose (i.e., parking), that the City would have to administer the process, and that it would require the going through an approval process which includes getting approval through the Provincial Minister of Finance’s office.

Application of one (or more) of these funding / implementation methods should be adopted by the City of Toronto to ensure that an appropriate supply of public parking is achieved. This would offer a more appealing climate of investment to area land owners / developers.

The aforementioned components of a Parking Strategy for the Danforth Avenues area serve as a basis for achieving the balance of providing an appropriate amount of vehicular parking on individual development sites to support the planned increase in development intensity without imposing a disincentive to that development. It does so without causing undue collateral impacts upon the adjacent residential neighbourhoods.
4.7.4 Recommendations - Transportation and Movement Plan

1. Improve vehicular mobility within the Study Area by providing connected private rear lane access systems as part of the redevelopment process; reduce the number of mid-block turning movement locations along the Danforth corridor; improve public street connections to potential development areas/public open space; realign key intersections to facilitate pedestrian movements and development opportunities; consider reduced Right-of-Way dimensions along new public road sections adjacent to public land.

2. Improve non-private-auto mobility within the Study Area by implementing more on-street bicycle parking along the Danforth; extending bicycle routes (lanes and routes) throughout the Study Area; implementing on-site bicycle parking requirements into the development review process; establish appropriate pedestrian crossing time requirements at signalized intersections; encourage improvements in transit service and accessibility along the Danforth corridor through the Study Area.

3. Ensure efficient site plan designs which compliment the recommendations above by achieving site access from side streets (i.e., rear private lane access systems); minimizing site traffic impact upon arterial street flow and upon adjacent residential neighbourhoods; and ensure appropriate integration of surface vehicle circulation, visitor parking, pick-up/drop-off and vehicular servicing operations.

4. Adopt an urban supportive vehicular parking strategy that responds to the physical constraints of a majority of the Study Area development parcels and achieves an acceptable supply of on-site parking while not providing a disincentive to development.

5. Recognize the outcome of ongoing City of Toronto research into parking needs before adopting the following parking strategy.

6. Establish separate residential tenant and visitor parking standards.

7. Adopt a new tenant parking supply requirement based upon the number of bedrooms per unit. The current City of Toronto Condominium Parking Policy standards are a reasonable basis upon which to base tenant supply.

8. Adopt a visitor parking supply of 0.20 stalls per unit. As publicly available parking is brought on-line in the Study Area, consideration should be given to reducing visitor parking supply requirements to order of magnitude 0.13 stalls per unit based upon the appropriate justification studies.

9. Maintain reduced minimum parking standards within existing Oakridge Community Bylaw this is supportive of mixed use development.

10. In combination with the Reduced Parking Standards above, adopt a reduced office parking supply rate of 2.5 stalls per 100 square metres of GFA. A combination of market demand and cost of supply will likely drive the office commercial parking supply towards the minimum rate.

11. Adopt new retail (1 per 80 sq.m. GFA) and restaurant (1 per 33 sq. m. GFA) parking standards to reflect the desired urban setting characteristic of other areas of the former City of Toronto.

12. Any proposed commercial parking supply beyond the minimums identified herein shall be provided in municipally operated parking facilities.

13. Adopt shared parking principles to permit an efficient use of resources within the urban area.

14. Maximize on-street paid parking opportunities along Danforth Avenue.

15. Consider a Permit Parking system for side streets to ensure that “spillover” parking issues associated with commercial land uses do not occur.

16. Staff should review and recommend a public parking funding / implementation method(s) for adoption by the City of Toronto to ensure that an appropriate supply of public parking is achieved in this area. This would offer a more appealing climate of investment to area land owners / developers and better achieve coordination relative to the City’s stated auto-use minimization policies.