

Appendix B. Meeting Agenda



Dufferin Street Avenue Study – Local Advisory Committee Meeting #1

Yorkdale Adult Learning Centre

38 Orfus Road, Toronto ON

M6A 1L6

October 23rd, 2013

7:00 – 9:00 pm

PROPOSED AGENDA

- 7:00 pm** **Welcome**
Councillor Josh Colle, Ward 15
- 7:05** **Introductions & Agenda Review**
Bianca Wylie, Facilitator, SWERHUN Facilitation & Decision Support
- 7:15** **Presentation/Participant Briefing**
- LAC Role & Project Background, *Brent Raymond, DTAH*
- Questions of clarification*
- 7:40** **Discussion**
- Discussion Questions:
1. What do you use Dufferin Street for now?
 2. What would you like to do more of on Dufferin Street?
 3. What would you like to protect about Dufferin Street and what would you like to improve?
- Do you have any other advice, including any suggestions for others that should be included on this Committee?
- 8:55** **Wrap up and Next Steps**
- 9:00** **Adjournment**

The City of Toronto holds public consultations as one way to engage residents in the life of their city. We invite you to get involved.

Dufferin Street Avenue Study

You are invited to participate in a Public Open House to discuss the future of Dufferin Street:

Date: **Wednesday, November 6, 2013**
6:30 – 9:00 PM

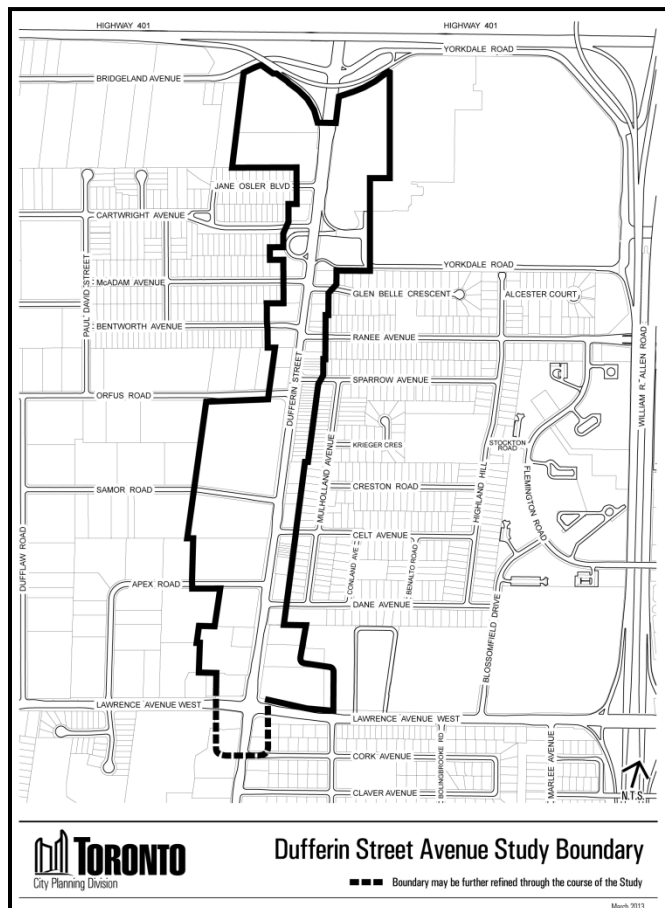
Location: **Yorkdale Adult Learning Centre**
38 Orfus Road, Cafetorium

The purpose of this meeting is to:

- Introduce the study and the project team; and
- Hear your initial thoughts on opportunities and challenges that this study can address.

The City of Toronto has initiated an Avenue Study for the section of Dufferin Street between Highway 401 to just south of Lawrence Avenue West.

The purpose of this study is to identify a vision and implementation strategy to guide future development in this area, in keeping with the planning objectives of the Toronto Official Plan. The Study will be supported by a Transportation Master Plan and Infrastructure Master Plan, which will examine new infrastructure in the area such as new streets, water mains and sewers. The Master Plans will satisfy Phases 1 and 2 of the Municipal Class Environmental Assessment Process



TORONTO Community Consultation Meeting

The success of this study depends on input from local residents who have an intimate knowledge of the area.

The Public Open House will be hosted by Councillor Colle, City Planning staff and members of the consultant team. Public input will be used to develop area-specific planning policies, urban design guidelines and zoning standards to guide development and reinvestment in the area.

A Charrette and other Public Open Houses will be scheduled in December 2013, January 2014 and March 2014.

Be sure to let us know if you require assistance to participate. Attendant Care Services can be made available with some advance notice.

If you are interested in the study, but you cannot attend this meeting, please contact Bianca Wylie at Swerhun Consulting at bwylie@swerhun.com or (416) 572 – 4365. We will share meeting summaries with all interested individuals. We look forward to speaking with and learning from you.

You may also learn more about this study by contacting your City Councillor or the Planners listed below, and by visiting the project website.

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Visit the project website for regular updates: <http://toronto.ca/planning/dufferin/index.htm>

Notice to correspondents: Personal information received at community consultation meetings or contained in correspondence with the City is collected under sections 8 and 136 of the City of Toronto Act, 2006 specifically for creating a public record of information potentially relevant to making an informed decision. Questions about the collection of this information may be directed to the Planner listed above. Compliance with City Council policy respecting Notice may result in you receiving duplicate notices. *Attendant Care Services can be made available with some advance notice.*



Dufferin Street Avenue Study

Phase 1: Public Meeting #1

Understanding Dufferin

Welcome to this first public event for the Dufferin Street Avenue Study. This is the first of many opportunities to engage the team led by the City of Toronto as the overall project moves forward.

This evening we will introduce the project, review the work to date, begin to develop the vision for Dufferin Street and discuss next steps.

Feedback

We welcome your feedback on our work to date. Please ask for a Workbook from the registration table to record your comments. You can leave it at the registration table tonight or send your feedback by e-mail, mail or fax by Wednesday November 13, 2013.

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Study Purpose

Dufferin Street is changing.

A number of major initiatives are underway in the area (Eglinton-Scarborough Crosstown, Allen Road EA, Lawrence Allen Revitalization, Parc Downsview Park etc.).

Further, the area has also become the focus of redevelopment interest (Dufflaw and McAdam developments, Yorkdale Mall expansion plans, and Apex Road application). Overall, the scale of individual development projects is increasing.

There is a need to come up with a framework to guide change. Dufferin Street was identified by Staff and Council as appropriate for an Avenue Study.

How is this Avenue Study different?

The several deep and large blocks offer opportunities for larger scale comprehensive redevelopment. The study will need to accommodate transitions to both adjacent Employment Areas and Neighbourhoods, and seek opportunities for new roads, parks and open spaces.

Transportation + Servicing are a Big Deal.

We are aware of the transportation issues in the area. They are important to the study and will always be considered.

Most Avenue Studies do not include detailed Transportation and Servicing Master Plans. This Avenue Study will examine the need for new infrastructure in the area such as new streets, water mains and sewers.

Transportation and Servicing Master Plans will demonstrate how the Preferred Option will work and what infrastructure is needed to make it work (will follow the Municipal Class EA process).



Treviso: Lanterra Development (NW Dufferin and Lawrence Avenue West)



Lawrence-Allen Revitalization



Eglinton Avenue



Dream Yorkdale: MacAdam Development (NW Dufferin and MacAdam)



Eglinton-Scarborough Crosstown



Downsview Park

Study Process

Overall Avenue Study Process

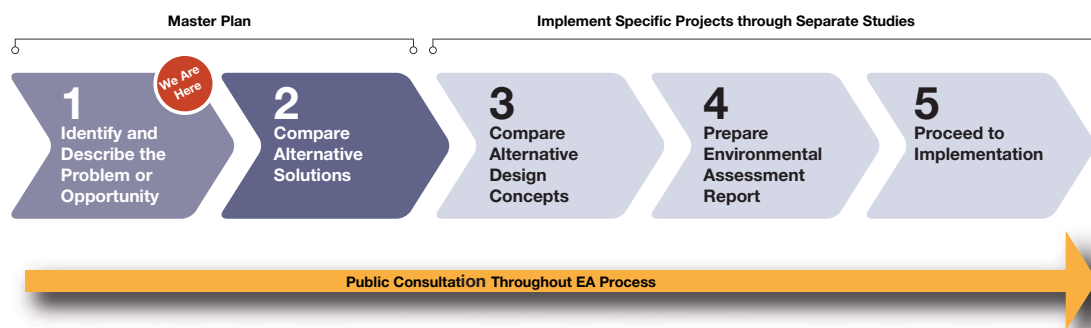
This Avenue Study will include four phases beginning in September 2013 with study completion by end of April 2014.



EA Master Plan Process

The transportation and servicing infrastructure components of this Avenue Study are required to satisfy Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) Master Plan process.

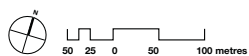
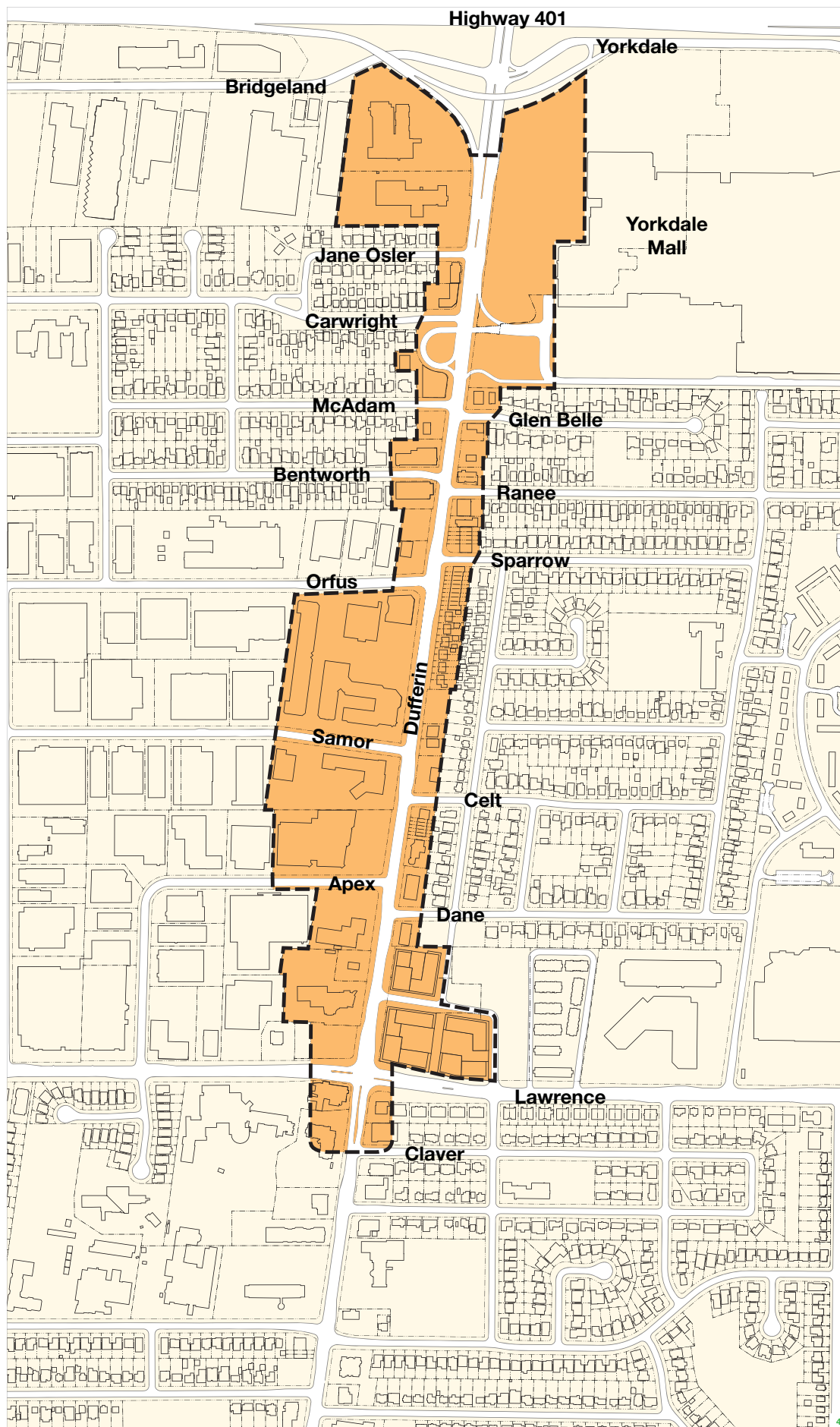
Public Meeting 1 will satisfy the EA requirements by providing a review of the existing conditions and include a Draft Problem and Opportunity Statement for public comment.



Study Area

The study area is 1.5 kilometres long, extending from the 401 in the north to the four corners of Lawrence Avenue West in the south.

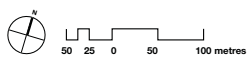
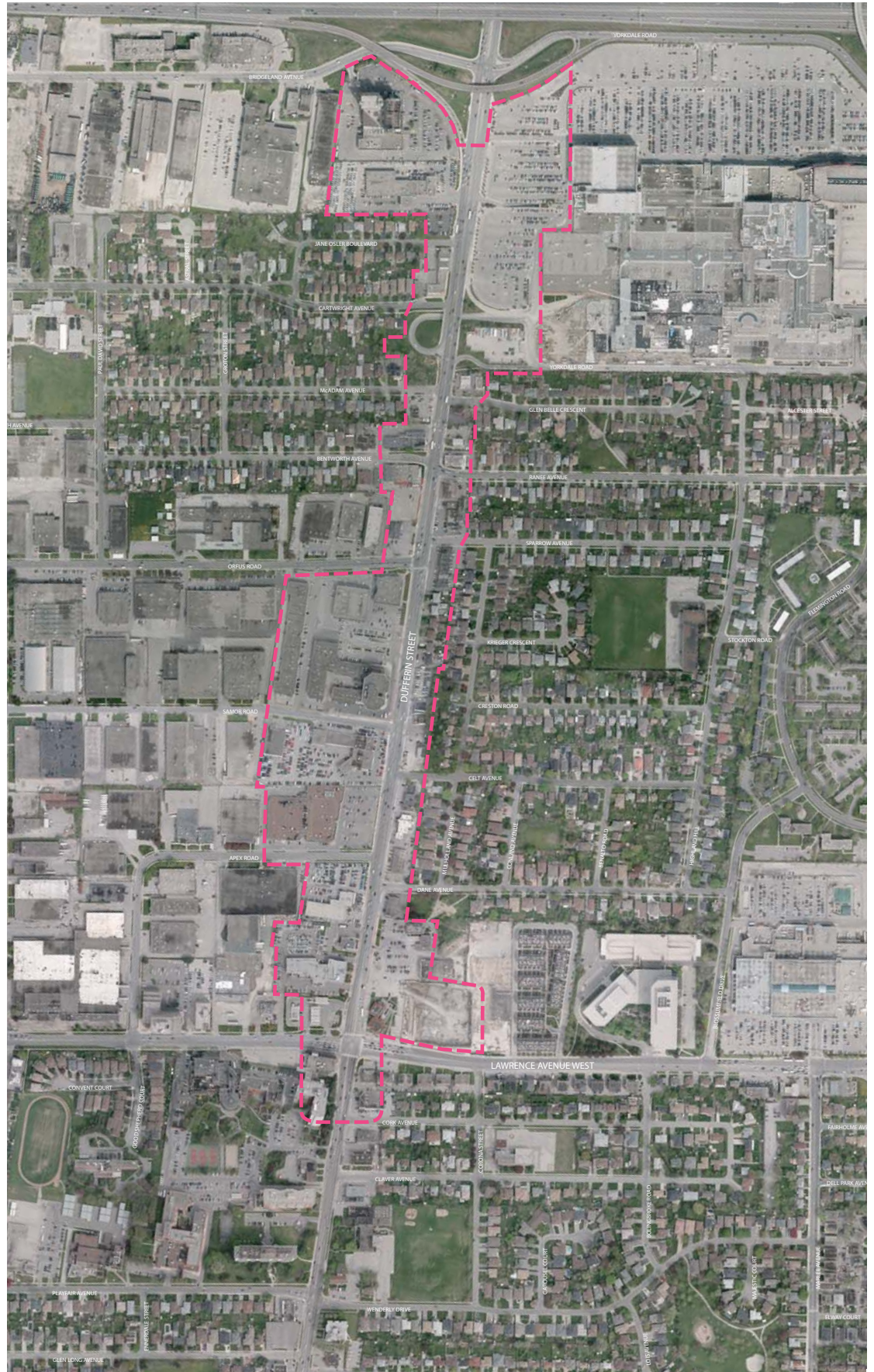
There are 74 properties within the study area. This total includes all parcels that front—or have an address—on Dufferin Street.



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There are 74 properties within the study area. This total includes all parcels that front—or have an address—on Dufferin Street.

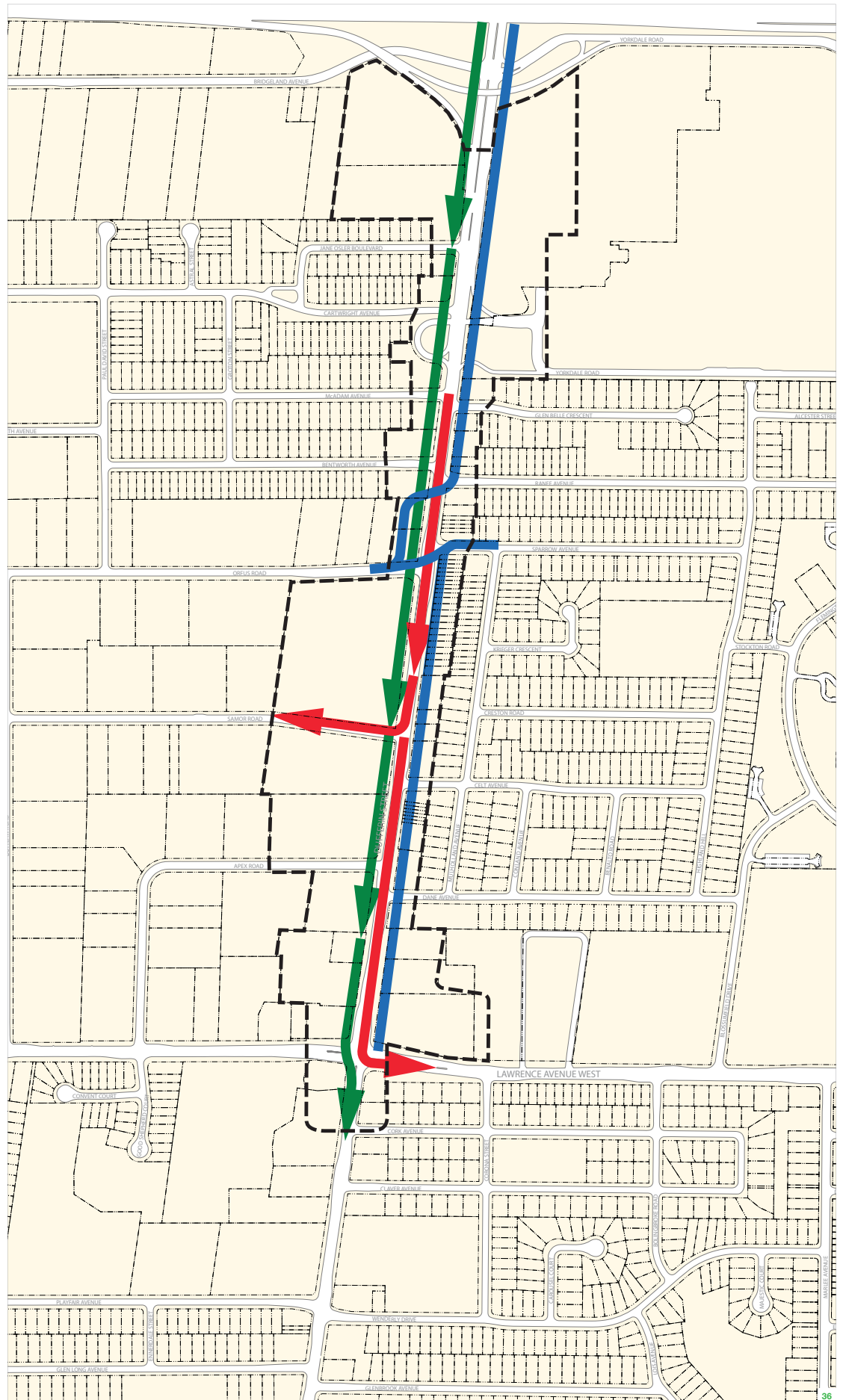


Servicing Infrastructure

Storm, sanitary and watermain infrastructure are within the Dufferin Street corridor.

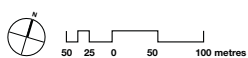
The sanitary sewer is absent between Highway 401 and McAdam Avenue. Existing developments in this area use adjacent sanitary sewers located within Bridgeland Avenue, Jane Osler Boulevard, and Cartwright Avenue.

Through this study process we will verify the available capacity for additional loading, the general condition of this infrastructure to support intensification, and if upgrades are necessary.



Servicing Infrastructure

- █ Storm Sewer
- █ Sanitary Sewer
- █ Watermain
- Study Area Boundary



Draft EA Problem and Opportunity Statement

Transportation and Servicing Infrastructure

For the Transportation and Servicing Infrastructure components of this Study a draft Problem and Opportunity Statement is required, as defined by Section A.2.2 of the Municipal Class EA Process.

The Statement should include a clear and concise description of the issues and identify that an improvement or change is required. The Statement forms the basis for the future EA project.

The City of Toronto recognizes that the successful redevelopment of the Dufferin Street Avenue study area requires an integrated process of land use, transportation and municipal infrastructure planning. Yet, the existing infrastructure in its current configuration is a barrier to change.

Dufferin Street is an auto-dominated environment. The road network and transit system are congested. The study area lacks a multi-modal transportation network to support all other users. Connections are constrained or absent, creating an unpleasant experience for residents and visitors to the area.

Aesthetically it fails to provide the kind of atmosphere conducive to economic vitality, ground floor retail activity, and urban vibrancy.

Operationally it suffers from congestion and lacks the appropriate transportation and servicing infrastructure to adequately support redevelopment and intensification.

Civically it fails to provide a comfortable and inviting public realm to support revitalization.

A revitalized Dufferin Street presents the opportunity to implement long-standing City of Toronto policy objectives while more effectively balancing the needs of its residential, business, recreational and visitor users.

Strategically there is an opportunity to coordinate redevelopment of the study area with other planned City and Provincial projects and infrastructure renewal.

Dufferin Street Avenue Study – Public Meeting #1

Yorkdale Adult Learning Centre
38 Orfus Road, Toronto ON
Wednesday, November 6th, 2013
6:30 – 9:00 pm

MEETING SUMMARY

On Wednesday November 6, 2013, approximately 100 people participated in the first public meeting for the Dufferin Street Avenue Study. The first half hour of the meeting was an open house with display panels and an opportunity for participants to talk with City Staff and the project team about the panels. At 7 pm, the project team gave a presentation. Following the presentation there was a short question and answer session, followed by small table discussions and wrapping up with a full-room plenary session. The purpose of the meeting was to introduce the project and to seek feedback on where people go on Dufferin Street, the modes of transportation they use, the things that participants like about Dufferin Street and also suggestions on how to improve Dufferin Street. The following summary is not a verbatim transcript; it is a summary of the key feedback shared by participants at the meeting. This summary report was written by Yulia Pak and Bianca Wylie of Swerhun Facilitation and was circulated to participants in draft prior to being finalized. Please note Appendix A. Meeting Agenda

Key Messages from Feedback Received

The following five key messages emerged during the discussion. Detailed feedback follows.

- 1. Many participants like that Dufferin Street is part of an established neighbourhood.** Participants noted the community and the social connections make it a good place to live.
- 2. Proximity to Yorkdale Mall is an appealing feature about living near Dufferin Street.** In addition to Yorkdale Mall, the number and variety of local shops and amenities was cited as another positive attribute of the neighbourhood.
- 3. Traffic congestion is the top concern amongst residents and many feel that the existing traffic issues must be addressed before additional residential development occurs in the area.** The specific types of issues raised included: safety, access to Dufferin from side streets, high amounts of traffic on residential streets due to people avoiding Dufferin Street and lack of adequate access to the 401.
- 4. The look and feel of Dufferin is run-down and would benefit from design improvements.** There are opportunities to improve the strip malls, parking lots, vacant lots, too add crossings and to improve sidewalks through streetscaping and landscaping.
- 5. Create a vision for Dufferin Street and the surrounding neighbourhood.** Developing a vision for the neighbourhood would make it a destination with increased appeal for both residents and visitors.

QUESTIONS OF CLARIFICATION

After the project overview, participants asked several questions of clarification. The project team's responses are in *italics*.

- **What is an EA?** *An EA is an environmental assessment, it is a process that is used when you are changing a road, infrastructure, etc. and you need to measure what the impacts of this change are on the environment. There are many different types of these assessments. We have a 5 phase process. Right now we are at phase one that identifies the problem statement and opportunities by analyzing the existing conditions. The next phase is testing the alternatives for improvements – technical rigour will be involved.*
- **What prompted the study?** *Council identified this street to be appropriate for this study. There is an interest in change and we want to hear what the community has to say. Councillor Colle: Yorkdale village residents felt pressure from development by Lanterra. Development interest started building up, so my staff and I started to pushing for this study; and neighbours, so in 20 years we won't say: "I wish we were more organized back then".*
- **What is the projected population increase for the study area, including approved developments?** *Currently there are 13,000 people in this area, from Allen Road to the CN tracks and from the 401 to Glencairn. We will make additional information available throughout the course of this study, as it is developed.*
- **Is it feasible to remove power lines?** *We can talk about this during this process.*
- **What is the traffic source on Dufferin? And the Origin and Destination data? The proportion of strategic traffic as a part of general traffic from other places is really important to know.** *We will follow up with more information on this topic as it is available.*
- **Is it possible that the road will be wider on Dufferin?** *We haven't made any decisions at this stage; we want to hear from you. Yes, it could be possible to widen it.*

DETAILED FEEDBACK AND ADVICE FROM PARTICIPANTS

Why Do You Go to Dufferin Street? How do you get there?

Where people go on Dufferin Street:

There was a wide range of places that people visit on Dufferin Street. In rough order of number of times the places were raised, these included:

- Yorkdale Mall
- Shopping/Retail/Groceries
- Restaurants
- To get to Highway 401 or Orfus Road
- Lady York
- Banking
- To go to work
- Columbus Centre
- Staples
- Swiss Chalet
- Tim Horton's
- Fitness Centre
- McDonalds

How do you Get There? Modes of Transportation:

Driving and walking were the most frequent responses to the modes of transportation used to get to Dufferin Street; some participants said they walked for exercise, others for a purpose. Less common was public transit, both subway and bus, and 2 participants indicated on their written worksheets that they cycle on Dufferin. Several participants said that cycling is dangerous on Dufferin Street. One participant noted that it is often faster to walk than to drive or take transit due to the heavy congestion in the area.

Things Participants Like about Dufferin Street

- **Convenience and easy access to local amenities.** Many participants said that Dufferin's location was great, that it provided convenient access to a large number of local retail locations, both the strip malls and the stores on Orfus Road, and other local amenities such as restaurants and banks. One participant noted the large parking spots were a great feature for convenience. Another participant noted they liked that they could walk to Lawrence Square and to the park south of Yorkdale. Finally, one participant noted that Dufferin has a unique mix of retail, industrial and residential.
- **Connectivity to other neighbourhoods, major streets and public transit, including the airport.** Dufferin Street provides access to several destinations, including access to the subway, and easy access to downtown via public transit as well as to the airport. Other participants said the connectivity to the residential areas is another positive feature.
- **Established neighbourhood.** Several participants said they liked the family feel of the neighbourhood, with an established group of residents and a strong local community.
- **Proximity to Yorkdale Mall.** Many participants said they liked being close to Yorkdale Mall as a shopping destination.
- **Columbus Centre.** Several participants mentioned the Columbus Centre as a place they liked on Dufferin Street.
- **Dufferin Street is a developing area that is constantly regenerating itself.**

Things Participants Don't Like about Dufferin Street and Suggestions to Improve them.

TRAFFIC ISSUES

- **Congestion on Dufferin Street.** Participants shared a number of specific issues and ideas to address them, including:
 - **Create access points to the 401 at Caledonia Street, Bathurst Street (Westbound), Keele Street and Bridgeland Avenue** to address the poor traffic conditions that exist today.
 - **Increase the number of on and off ramps on Allen Road.**
 - **Add turning lanes to Yorkdale & Dufferin**
 - **Improve the signal timing of the lights.**
- Add traffic lights and improve infrastructure, such as pedestrian crossings, at the following intersections: Dufferin & Dane; Claver & Dufferin; Orfus & Dufferin, Cartwright & Dufferin, Mulholland & Dane, Apex & Dufferin, Bentworth & Dufferin, Bridgeland & Dufferin
- **Connectivity in and around Dufferin Street.** Suggestions to improve connectivity included:

- **Add north-south roads on the west side of Dufferin Street** to enable better movement through the neighbourhood and improve traffic flow.
- **Create an east-west connection to address the existing barrier of the CN rail line**, as it currently creates a blockage to Keele Street. One participant suggested the addition of a bridge over the railway.
- **Create traffic improvements that reduce the traffic spillover onto residential side streets**, particularly onto Lawrence Avenue, Dane Avenue, Mulholland Avenue and Rane Avenue. Consider the additional road that connects Lawrence Avenue to Orfus Road between Dufflaw Road and Dufferin Street. Also consider only allowing local traffic on Dufferin Street, look at Avenue Road as an example.
- **Widen Dufferin Street to five lanes**. Create a centre turning lane. Another suggestion was to add one additional dedicated lane on each side for public transit or cars with 2 or more passengers. If feasible, connect the lanes to future LRT on Eglinton.
- **Create a shuttle bus that runs from Yorkdale Mall to Dufferin and Lawrence**. This would help eliminate traffic along Dufferin Street for local residents from Wilson to Lawrence.
- **Study the traffic accidents in the area and resolve these trouble spots**. Accidents worsen already bad traffic congestion.
- **Address the issues that are directly related to Yorkdale Mall, including:** limited access, limited parking, major traffic periods (especially seasonal and weekend traffic), shoppers who are unclear of how to navigate surrounding streets, parking overflow into the neighbourhoods. Improve the traffic signal coordination for the entrance and exit to Yorkdale Mall. There is concern that the upcoming addition to Yorkdale Mall will worsen these issues.

PEDESTRIAN, CYCLING AND TRANSIT EXPERIENCE

- **Improve the pedestrian experience on Dufferin**. New pedestrian crossings should be added wherever possible given that the east/west streets are not aligned. Dufferin Street is currently unsafe and hard to cross.
- **Add bike lanes to Dufferin**. Dufferin Street is unsafe for cyclists.
- **Consider using the railroad to create a trail for cyclists and/or pedestrians**.
- **Create an underground pathway at Lawrence and Dufferin for pedestrians**, look to European cities for examples.
- **Provide a better connection to Yorkdale Mall for pedestrians**.
- **Create more sidewalks in the surrounding streets that connect to Dufferin Street between Highway 401 and Lawrence to support a more pedestrian friendly environment**.
- **Space the buses on Dufferin more evenly**; sometimes there are not enough buses and then they arrive 2, 3 or 4 at a time.

STREETSCAPE

- **Increase the number of streetlights to make the street safer**, both at intersections and in parking lots throughout the study area. One participant said that it is scary to walk on Orfus Road at night.

- **Improve the look and feel of the whole of Dufferin Street, animate the street and make street more active.** Some participants said Dufferin looks “run down”. The strip malls and retail on the east side of Dufferin Street were highlighted as being particularly unappealing visually. Resurface the plazas.
- **Add trees along the street to improve the landscaping and visual appeal.** Include trees in the middle of the street on the median if the street is widened.
- **Create a Business Improvement Area (BIA)** to help support the development of streetscape improvements. Include branding of the community on street furniture such as benches.
- **Remove the hydro wires and bury them underground.** Several participants expressed support for the positive visual impact that would be gained by placing the hydro wires underground.
- **Add signage to landmarks like Yorkdale Mall and Orfus Road** to highlight the retail options that visitors have when they are in the area.

BUILT FORM

- **Keep new developments at midrise heights, and consider a mandatory height restriction of 5 storeys,** including commercial use on the main floor facing Dufferin. This would support pedestrian traffic and generate more revenue for the area. Another participant advised to avoid scope creep and not to allow any midrise into the side streets.
- **Do not have new developments on the street that come right up to the sidewalk;** ensure there are appropriate setbacks.
- **New development should respect that this is an established neighborhood,** traffic, noise and privacy concerns have to be addressed and there should not be tall buildings overlooking homes.
- **Improve the look of the architecture for the buildings on Dufferin Street.** One participant said that the current architecture is outdated.
- **Do not add any more condos the neighbourhood.**

LAND USE & INFRASTRUCTURE

- **Reduce the number of parking lots and automobile dealerships.**
- **Support economic development in the area to reduce the number of vacant lots;** these lots are unpleasant and ugly. One participant said there was a lack of family restaurants in the neighbourhood, others said additional grocery stores would be good additions to the Street. Another participant suggested that higher end retail should be brought to Dufferin Street.
- **Increase the amount of parks and green space, with spaces for children and dogs.**
- **Improve the sewer and storm water drainage system and resolve issues related to flooding and drainage,** as experienced by residents living on McAdam Street and Mullholland Avenue. Several participants said the planning department could improve their process to demonstrate how input and feedback from the community is used.
- **Add a library to the neighbourhood.**

OTHER ADVICE

- **Make Dufferin Street a destination and a landmark, create a vision for the neighbourhood.**
One participant wrote that Dufferin Street should be a welcoming neighbourhood to add to the other great Toronto neighbourhoods.

Next Steps

Bianca Wylie told participants that the summary notes would be distributed in draft for their review and encouraged everyone who was interested to sign up for the upcoming design charette, to be held on December 11th at the Glen Long Community Centre.

Appendix A. Meeting Agenda



Dufferin Street Avenue Study – Public Meeting #1

Yorkdale Adult Learning Centre

38 Orfus Road, Toronto ON

M6A 1L6

November 6th, 2013

6:30 – 9:00 pm

PROPOSED AGENDA & WORKSHEET

- 6:30 pm** **Drop-in Session**
One-on-one questions with City Staff and Project Team, panel review
- 7:00** **Welcome**
Councillor Josh Colle, Ward 15
- 7:05** **Introductions & Agenda Review**
Bianca Wylie, Facilitator, SWERHUN Facilitation & Decision Support
- 7:15** **Presentation/Participant Briefing**
- Project Background, *Brent Raymond, DTAH*
- Questions of clarification*
- 7:50** **Discussion**
- Discussion Questions:
1. Why do you go to Dufferin Street and how do you get to Dufferin Street?
 2. What do you like about Dufferin Street today?
 3. What don't you like about Dufferin Street today, and what suggestions do you have (if any) to improve it?
- Do you have any other advice for the project team?
- 8:55** **Wrap up and Next Steps**
- 9:00** **Adjournment**

Dufferin Street Avenue Study – Local Advisory Committee Meeting #2

Yorkdale Adult Learning Centre
38 Orfus Road, Toronto ON
Wednesday, November 20th, 2013
7:00 – 9:00 pm

MEETING SUMMARY

On Wednesday November 20, 2013, 12 members of the Local Advisory Committee representing a range of interests participated in the second LAC meeting as part of the Dufferin Street Avenue Study. The purpose of the meeting was to seek feedback on the outline for the December 11th design charrette and to seek feedback on the draft presentation materials, including messaging and the accessibility of the language.

The following summary is not a verbatim transcript; it is a summary of the key feedback shared by participants at the meeting. This summary report was written by Yulia Pak and Bianca Wylie of Swerhun Facilitation and was circulated to participants in draft prior to being finalized.

Please note Appendix A. List of Participants, Appendix B. Meeting Agenda. & Appendix C. Draft Charrette Outline

Key Messages from Feedback Received

The following key messages emerged during the discussion. Detailed feedback follows.

- 1. Continue to simplify the language used in both the presentation and the design charrette materials.** This included suggestions for additional education pieces to ensure that participants are able to contribute equally during charrette activities.
- 2. Participants liked the general approach and format for the charrette and had a lot of specific feedback for each of the three sections (Neighbourhood Structure, Parks & Open Space, Streets and Built Form).** Suggestions were focused on ensuring additional ideas were discussed in each of the sections.

QUESTIONS OF CLARIFICATION

After the project overview and throughout the meeting, participants asked several questions of clarification, listed below in **bold**. The project team responses are in noted in *italics*.

- What are the outcomes of the Wilson Study? Not much has changed on the street, so it would be good to see what this study has actually influenced** *The Wilson Study was completed in 2001-2002. The majority of the zoning is in place, but some of it is under appeal. Major outcomes included the Urban Design Guideline and the designation of a mixed-use zone, and there is the separate process of a Regeneration Study for some of these lands. Regeneration Area studies are planned for the south-east quadrant of Dufferin and Wilson and for the lands*

abutting Tippett Road Regeneration Area Study. The project team committed to bringing a print copy of the Urban Design Guidelines to the next LAC meeting.

- **When were the articulated buses ordered?** *The order for the articulated buses was made in August 2012.*
- **Will the same number of articulated buses run on the route?** *The existing buses will be replaced on a 2 for 3 basis - for every 3 buses currently operating on the route 2 articulated buses will be swapped in.*
- **How will the headways change with the articulated buses? Will there be less bunching?** *Initially the headways will stay the same, one bus every four minutes and 30 seconds. As the roll-out proceeds, adjustments will be made to match demand and capacity. With fewer vehicles operating on the route, bunching issues should be improved.*
- **Are there plans to build a Dufferin LRT?** *No, it is not identified in the Feeling Congested Report and there is no funding for a Dufferin LRT at the moment. Dufferin Street was not identified in the former Transit City Plan or Metrolinx' current transit expansion plan (The Big Move).*
- **How will the longer buses impact the current bus bays? Will the articulated buses be sticking out into traffic?** *No, the buses will not be sticking out into traffic.*
- **Do Design Review Panel members get paid?** *No, they are volunteers that are nominated.*
- **Does the Right of Way need to remain 30 metres? If it can be wider than 30 metres, now is the time to explore this option.** *The issue is very important, which is why we're talking about it with the City. We are still trying figure out what's possible within 30 metres, and if we need to widen it, it's exactly what we are exploring right now.*
- **When you talk about density, are you talking about business or residential?** *We are talking about both, mixed use density.*
- **Will there be food at the charrette?** *Yes. Dinner will be provided.*
- **Were Section 37 public art benefits secured as part of the Lanterra development?** *We will follow up to see if this is a possibility. Note added by the project team following the meeting: Section 37 benefits approved as part of the Lanterra development included a stand alone daycare on Dane Avenue, and did not include Public Art.*
- **Is the project engaging with both school systems as part of this study?** *Yes.*
- **What can be done about the private owners on the east side of Dufferin? These buildings are used as businesses but they are private houses. The market will play a role in this, but can we rezone and take pieces of their property to support increased density?** *Property owners cannot be forced to sell their properties. There are mechanisms through development applications that can require road widening as a condition of approval. There are various options available to encourage the desired land use and density.*
- **Is the Local Advisory Committee responsible for defining the preferred option?** *The input from the process, including LAC and public feedback, will inform the preferred option. The project team will respond to all feedback and explain why it was used, or why it was not used.*

Ultimately, City Council will need to endorse the recommendations and City Staff will need to implement them.

- **Will the recommendations be piecemeal or will the outcome be to rezone the whole area?** *Both are potential outcomes. Recommendations will be tabled at City Council.*
- **Is it possible to engage the province prior to completion to avoid appeals?** *No, any property owner has the right to appeal a City Council decision on a development application under the Planning Act.*

DETAILED FEEDBACK AND ADVICE FROM PARTICIPANTS

Feedback on the Presentation & Draft Guiding Principles

Prior to Brent Raymond's presentation, participants were encouraged to provide feedback on the presentation and to be sure to flag terms or concepts that were unclear. Additionally, participants were asked for feedback on a slide displaying the draft guiding principles.

Feedback on Draft Guiding Principles

- **Use simpler language throughout the slide.** See list below under "Terms to Clarify, Simplify and Explain in Materials and at the Charrette".
- **Eliminating front yard parking should be a guiding principle.**
- **Expand the point about making it more pleasant to walk to the extent of making it inconvenient to drive.** The pedestrian space should be expanded to encourage people to walk through it.
- **Deliver a vision for the neighbourhood.** We should not just focus on buildings and built form. If the project team can provide the draft vision, it would help to inform the work we will be doing at the charrette. The issue of the 30 metre right of way is important in this context. If the right of way is widened to more than 30 metres, it should be discussed at the charrette and explained to the community as an opportunity to create a different vision for Dufferin Street. If it cannot be widened, the team should explain why.
- **Make it more explicit that this exercise presents an opportunity for a major shift in thinking about transportation options.** Is the car going to be presented as the main transportation mode, and if not, what will the alternative mode choices be? Develop a transportation vision that looks at each of the lenses, from a pedestrian, cyclist, motorist, transit user and not just from an automobile perspective. The vision needs to be articulated more clearly as "Balance Movement Priorities" may not encourage the kind of shift in thinking about this area that could be beneficial in getting the best and widest range of options at the charrette.
- **Add a point about the community being a desirable place to live.** This is a big, strong community and a well-established neighbourhood. While people may know about the commercial character of Dufferin, this neighbourhood strength needs to be highlighted in the vision so it can be supported.
- **Add a point about Dufferin being a gateway or a connector.** Look to Avenue or Bathurst as examples. Again, this is about thinking broader in terms of the transportation opportunities in the area and what should be discussed through this study.

Terms to Clarify, Simplify and Explain in Materials and at the Charrette

The following terms were flagged by the LAC participants as potentially difficult to understand and in need of more explanation:

Green Character

Rich and Varied Urban Form

Affordable Housing (find alternate term)

Right of Way

Section 37

Intervention

Balance of Movement

Design Review Panel

Built Form

Headway

Density

Lawrence Heights

Employment Lands

Public Realm

Feedback on the Presentation

- **The example of the streetscape from the Eglinton Connects photo looks good.** Consider including other streetscape examples from Europe. Include an illustration of a 30 metre right of way with streetscaping so that people start to get a feel for this size of right of way.
- **Do not use the term “affordable housing”, it may trigger negative reactions from participants – consider other ways to express this intention.** One participant explained that homeowners in the area will associate affordable housing with Lawrence Heights and the term is synonymous with the Toronto Community Housing Corporation.
- **Clarify the vision for affordable housing.** One participant said that the community has had discussions on affordable housing for the past 10 years and would be concerned if this vision is now going to change. Another participant suggested implementing an inclusionary zoning bylaw to protect the concept of a mix of cultures that could be accommodated on the street.
- **Form must follow function.** The charrette and process need to provide an opportunity to define what we want the area to be before we skip over the function and begin designing how the study area will look.

Feedback on the Draft Charrette Outline

General Feedback on the Charrette Format

- **Demonstrate how charrettes have had an impact on planning designs from previous studies.** This will help illustrate how a participant's input can contribute to the design of their neighbourhood.
- **Provide an existing conditions model or map for all charrette participants for reference during the charrette, and include a broader context of the area.** Not all charrette participants will have the same base level of knowledge of the area. Provide supporting documentation to enable a non-local participant with the tools to contribute as meaningfully as someone with extensive local knowledge. However, there needs to be a balance of expectations. The timeframe of the charrette (5 hours) is not sufficient to bring non-local participant to the level of knowledge of a local resident.

- **Consider explaining that this study is an iterative process.** Sometimes you need to tinker with built form and heights, etc. to get to the vision. It's not as simple as defining a vision separately as proposed in the three components of the charrette.

Feedback on Section 1: Neighbourhood Structure & Parks and Open Spaces

- **Add benches and places to rest to the sample ideas that participants should discuss at this section.**
- **Manage expectations about parkland allocation so the community understands the realistic allocation generated from new developments.** This ties into an educational component about Section 42 of the Planning Act (parkland dedication) and the parkland dedication formula, which will be provided by City Parks including potential park size and how these sizes are calculated.
- **Show the sizes of possible parks as small, medium, large** and also include information about costs for construction of amenities.
- **Raise the ideas of burying the hydro wiring.**
- **Include the idea of safety as a criteria or input in the activity.** This includes things to consider such as lighting.
- **Discuss the elements participants would like to see in the park, and the types of users they would support, such as seniors and children.** Provide examples of these amenities and illustrations of different types of parks, parkettes, and other formats.

Feedback on Section 2: Streets, Blocks and Connections

- **Update participants on future area transit plans,** especially on any plans (or lack of plans) for east-west subway connections.
- **Include the possibilities of parking restrictions, whether time-based or otherwise.** These could apply to side streets.
- **Discuss turning restrictions on Dufferin.** These suggestions fall under the second category (physical changes to the street) as they are more realistically enforced through physical changes rather than signage. One participant cautioned the idea of turn restrictions because they get ignored. *Note from the project team added after the meeting: There is currently no left-turn restriction turning left onto Orfus Road from Dufferin Road.*
- **Discuss speed limits.** With the inclusion of patios and cafés, a discussion about speed limits would be relevant to the experience of patio users.
- **Ask participants to think about pathways on side streets as alternatives** to moving outside of and around Dufferin Street.
- **Discuss opportunities for improved signage.** Improve directional signs to help people find things in the area and for safety purposes to indicate things such as a children's playground area.
- **Add a question to focus on patios and cafés.** Expand on the icon set for the streets exercise to include other streetscape elements such as cafés.
- **Think about how future technology could engineer the decisions made during this study.** Examples include the impact of intelligent systems, computers, driverless cars, and opportunities for a

different kind of material for pedestrian walkways. We should explore these future technology possibilities in our discussions.

- **Provide an update on the Transit Road EA.** Address ideas about plans to continue Dufferin Street via the new Transit Road through Downsview Park northbound. This is a very important consideration because it could more traffic on Dufferin.

Feedback on Section 3: Buildings and Built Form

- **Provide information regarding building height restrictions due to the airport.** Most of the buildings going up now are still tall. Be sure to explain exactly where the height restrictions are. *Note added by the project team: Bombardier is a member of the Technical Advisory Team.*
- **Clearly explain how nine storeys relates to the discussion of height along Dufferin.** Differentiate and make clear that nine storeys is not necessarily the starting point for all of Dufferin Street and a mix of buildings and heights could be presented. The impact of taller buildings should also be explained.
- **Discuss setbacks and property lines.**
- **Explain the history of front parking lots along Dufferin and how the policy has changed over the years.** One of the biggest complaints we've heard in the process is that Dufferin looks like a parking lot, which may have a lot to do with how parking is in the front of the buildings. Future ideas for parking need to be discussed, especially in regards to parking options and organization. One participant felt it was important that all future parking be behind the buildings.
- **Explain the impact of new buildings on walkability.**
- **Preserve the original character of the neighbourhood when improving public realm.** With Yorkville as an example, the whole nature of the public realm has changed, and the original character is lost because of the new buildings.
- **Discuss the issue of preserving the character of the neighborhood.** Look at this topic as a potential criterion when assessing ideas.

Process and Other Advice

- **Develop a clear graphic that explains the decision making process.** Connect the project deliverables to the final outcome and indicate the roles of the community, City Staff, City Council and other stakeholders. Also be clear on what will happen with the results from the December 11th Design Charrette.

Next Steps

Bianca Wylie thanked participants for attending and said that the meeting summary would be distributed in draft for their review. Bianca also reminded all LAC members to sign up for the charrette, and that the location of the December 11th charrette would be the Glen Long Community Centre, Gymnasium at 35 Glen Long Avenue from 4 to 9 pm, with dinner being served.

Appendix A. List of Participants
LAC members are in bold

Andrew Au, City of Toronto, Transportation Planning
Rene Biberstein, DTAH

Anthony Casalanguida, Oxford Properties (Yorkdale Mall)

Marco Covi, TTC Riders (on behalf of Luca DeFranco)

Councillor Josh Colle, City of Toronto

Angelina Conte, City of Toronto

David DeLuca, Yorkdale West Community Rate Payers' Association

Pal Di Iulio, Columbus Centre/Villa Charities

Jeffrey Dorfman, Katz's Deli

Mario Giambattista, City of Toronto, Strategic Initiatives and Planning Policy

Rob Gillard, TTC

Rebecca Goodwin, Walk Toronto

Dawn Hamilton, City of Toronto, Urban Design

Jasmine Chong, Lanterra Developments on behalf of Gregory Jones

Dewan Karim, City of Toronto, Transportation Planning

Lora Mazzoca, City of Toronto, Parks

Melanie Melnyk, R.E.Millward Associates

Anna Mirabelli, Liberty Walk Condo Association

Yulia Pak, Swerhun Facilitation

Victor Pamensky, V.J Pamensky, Employment Lands Business Owner (on behalf of David Wassyng)

Colin Ramdial, City of Toronto, Planning

Brent Raymond, DTAH

Al Rezoski, City of Toronto, Planning

Paul Rycroft, Yorkdale Ford Lincoln

Andria Sallese, City of Toronto, Planning

Venkat Srinivas, Resident

Bianca Wylie, Swerhun Facilitation

Regrets

Luca DeFranco, TTC Riders

Gregory Jones, Lanterra Developments

David Wassyng, V.J Panensky, Employment Lands Business Owner

Cycle Toronto

Appendix B. Meeting Agenda



Dufferin Street Avenue Study – Local Advisory Committee Meeting #2

Yorkdale Adult Learning Centre, Cafetorium
38 Orfus Road, Toronto ON
M6A 1L6
November 20th, 2013
7:00 – 9:00 pm

PROPOSED AGENDA

- 7:00 pm** **Welcome**
Councillor Josh Colle, Ward 15
- 7:05** **Introduction**
Colin Ramdial, Project Manager, City of Toronto, City Planning Division
- 7:10** **Introductions & Agenda Review**
Bianca Wylie, Facilitator, SWERHUN Facilitation & Decision Support
- 7:20** **Presentation/Participant Briefing**
Brent Raymond, DTAH
- Project update
 - Phase 1 Engagement Summary: Key Messages
 - Draft Guiding Principles
 - Upcoming December 11th charrette & sign-up
- Questions of clarification*
- 7:45** **Discussion**
- Discussion Questions:
1. For the draft charrette outline, do the questions address all of the main issues that should be considered in designing ideas? Are there others that should be added?
 2. Are there any particular terms or concepts that the project team should clarify to make it easy to understand for the presentation?
 3. Is it clear how the work from the charrette will contribute to the rest of the process?
 4. Do you have any other advice or thoughts on the proposed charrette format?
- 8:55** **Wrap up and Next Steps**
- 9:00** **Adjournment**

Appendix C. Draft Charrette Outline

Dufferin Street Charrette Outline Draft 01

November 20, 2013

A. Welcome, Introductions and Agenda Review – 15 minutes

B. Presentation – 20 minutes

- Format: conversation rather than hold comments to end
- Purpose: Project
- Process + Where We Are Now
- Existing Conditions Overview – condensed and brief, hitting key points
- Draft Guiding Principles (following Public Meeting 01 Summary)
- Charrette: Exercises with Instructions
- Reporting Back/Update
- Next Steps

C. Planning and Design Exercises – 40 minutes each

1. *Neighborhood Structure & Parks and Open Spaces*

Objective: Tell us how you would like to see land uses and physical features organized and tell us which land uses are most important to you.

Station Description: The Community Structure/Place Making Station will include display panels, a plan of the corridor and a list of corridor elements. The questionnaire for the work station will ask participants to note their desired characteristics of each corridor element, rank the elements in order of importance and locate them on the plan.

Sample Questions:

- Where should parks be located? How would you like to use the parks?
- Consider other open space features as well, and where they could be located, including: parkettes, publically accessible open space and walkways.
- Where are the best locations for and characteristics of retail, offices, residential, community and public uses, parks and open spaces, special development areas (corners, important nodes, etc.)?
- Do you have examples of other neighbourhoods or streets that you enjoy?
- Are there any places that could be well connected by a path or a walkway?
- Of the following options to improve how the street looks and feels, which ones do you like? Do you have others? Options include: wide sidewalks, lights, public art, trees.
- Are there any amenities that you feel are currently missing in the study area (daycare, library, etc.)

2. *Streets: Dufferin and New Streets*

Objective: Tell us what you think about the network of streets, lanes and development blocks and how the Dufferin Street right-of-way should be designed

A further exercise asks participants to rank right-of-way features in order of importance to them. Features to be ranked are: pedestrian amenities, transit, traffic, greening, intersection improvements, parking and cycling.

Sample Questions:

- Do you see any opportunities to add new streets and create new blocks? Draw them on the map.
- What types of interventions do you think are suitable for the existing street? (Operational Improvements) (Use a map, identify operational improvements)
- What would your ideal street look like and why? (Physical Modifications within Existing ROW and Widening ROW).
(Layer on the icons (bike lanes, sidewalks, trees, traffic lane))

3. *Built Form*

Objective: Tell us what new built form should look like (considering heights and architectural styles) and where it should go.

Description: The Built Form Station included display panels that described the study area, definitions and examples of low-rise, mid-rise and tall buildings, a visual preference survey and a physical model of the study area that could be used to test various building heights, locations and organization.

Sample Questions:

- Using the model base and foam blocks provided, begin by testing the basic guideline of 9-storey buildings along the Dufferin Street properties: What works? What needs to be changed?
 - Using the model base foam blocks provided (the model makers can also make custom pieces) test alternative arrangements of building locations and heights, and consider the following:
 - Where would additional height be appropriate? Why?
 - Where would additional height NOT be appropriate? Why?Think about:
 - a) Intersections and the space in between intersections in terms of building height.
 - b) How buildings should transition from taller buildings to commercial, low-rise and residential
 - Do you like the idea of creating additional blocks on the west side? Why or why not?
-



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D. Synthesis Exercise: Groups - 90 minutes

Objective: Each group will develop their own vision based on discussions at each station and consider Neighborhood Structure, Parks & Open Space, Built Form and Streets.

Description: In groups, develop a common vision for the Dufferin Street Avenue Study area that incorporates ideas generated in the three stations. Consider Community Structure, potential Built Form, and the Street Network/Framework including Dufferin Street, side streets, and new streets.

E. Reporting Back: Key Ideas from Each Group – 45 minutes – 15 minutes each

Each of the groups will report back to the larger group, presenting their vision and ideas. Other participants will ask for clarification and stimulate dialogue.

F. Wrap Up and Next Steps – 10 minutes



Dufferin Street Avenue Study – Local Advisory Committee Meeting #3 (Rescheduled from February 5th)
Yorkdale Adult Learning Centre
38 Orfus Road, Toronto ON
Wednesday, February 12th, 2014
7:00 – 9:00 pm

MEETING SUMMARY

On Wednesday February 12th, 2014, 7 members of Local Advisory Committee (LAC) representing a range of interests participated in the third LAC meeting as part of the Dufferin Street Avenue Study. The purpose of the meeting was to present and seek input on built form, open space, and streetscape options and to get feedback on a presentation for the upcoming public meeting.

This summary report was written by Yulia Pak and Alex Heath of Swerhun Facilitation & Decision Support. It reflects the key feedback shared by participants at the meeting and was circulated to participants in draft before being finalized.

Please note Appendix A. Participant List and Appendix B. Meeting Agenda

Key Messages from Feedback Received

The following 5 key messages emerged during the discussion. Detailed feedback follows.

- 1. Many meeting participants preferred open spaces off of Dufferin Street located mid-block or back-of-block** rather than fronting Dufferin Street to create a sense of community, to address potential safety concerns and to reduce exposure to the automobile.
- 2. Some participants felt that if there were to be open spaces fronting Dufferin Street, they should have an ‘urban treatment’ and should be buffered from Dufferin Street by tree plantings.**
- 3. There was a range of views regarding the green frontage options.** Some preferred a shallower setback to the streetline, while others felt that a deeper setback would work if it was implemented over a longer distance (e.g. Queen Street West from Soho to Spadina) rather than in front of a few properties.
- 4. There were varying opinions about the ‘Big Box’ density option.** Some felt that if the intent of the Study is to urbanize the corridor, big box formats should not be allowed as they are 'anti-urban'. Others felt that big box would be fine as long as there were minimal setbacks from Dufferin, buildings were at least two storeys, had entrances fronting Dufferin and parking was provided underground.
- 5. Formulate a stronger narrative about transportation** issues and how they relate to constraints on density by including more data and clarifying when more information on transportation will be available.

QUESTIONS OF CLARIFICATION

Following the overview presentation, participants asked a number of questions of clarification. The project team's responses are in *italics*.

- **Why are you not showing any built form at the south-east corner of Lawrence Ave. West and Dufferin Street, specifically between Lawrence Ave. West and Cork Avenue?** *This area is outside of the scope of this project. However, if we were to demonstrate built form there, it would be a mid-rise building. The City of Toronto Official Plan policies anticipate mid-rise built form in the Avenues.*
- **Are there any specific height and density requirements due to the proximity of the Downsview Airport to the study area?** *We are not reviewing by-laws pertaining to the Downsview Airport as part of this project. We assume that existing regulations apply.*

DETAILED FEEDBACK AND ADVICE FROM PARTICIPANTS

Advice regarding Streetscape, Open Space & Green Frontage Options

Streetscape

- **Ensure that this study provides the residents and the tourists in this area with an attractive public realm and streetscape 12 months of the year.**
- **Ensure that there are no parking lots fronting Dufferin; otherwise, the appearance of the street will not change.**
- **Burying all hydro infrastructures should be a priority given the effects on electricity of the recent ice storm.**

Open Space

- **Open spaces and parks should be located mid-block or back-of-block, rather than fronting the street.** Such locations would increase safety for the public, have less traffic and create a strengthened sense of community.
- **A corner park at Orfus Road can serve as a gateway to the area.** A corner park, separated from traffic on Dufferin Street by landscaping and street trees, can create a pleasant visual gateway and enhances the character of the street by providing publically accessible 'green space'.
- **Ensure that parks along Dufferin Street are buffered to create a safe environment for park users.**
- **Open spaces fronting Dufferin Street should have a more 'urban' treatment – e.g. squares, courtyards, and not just green space.** It is important to remember that green spaces can stay green only half of the year.
- **Creating an appealing open space in front of Yorkdale Mall on the Dufferin Street frontage might also help other retailers along Dufferin.**

Green Frontage

- **If there were deeper setbacks along Dufferin Street, ensure that these setbacks have continuity along the street to allow the flow of people from one end of the street to another.** One participant cited Queen Street West as a successful example of deeper setbacks, noting that this area is conducive to retail because it allows for a smooth flow of people over a long distance with a multitude of unique shops.
- **Consider shallower green frontages with shallower setbacks along Dufferin Street.**

- **Consider greater setbacks on side streets to encourage retail activities.** These streets provide a link to existing residential communities and have less car traffic.

Advice regarding Built Form Options

- **Do not limit the average FSI to 2.5. Consider calculating the appropriate FSI for the study area as a function of transit capacity instead.** One LAC member expressed his concern regarding the proposed FSI limit of 2.5 as limited FSI will mean limited financing for public spaces and streetscape improvements. The LAC member added that high density buildings closer to Highway-401 or Lawrence Ave. West will impact traffic differently than a higher density built form not located adjacent to expressways or major roads. Moreover, this participant intoned that greater densities can support higher order public transit, which is needed in the area.

In response to these comments, a team member explained that presently the study area has an average density of 0.8x FSI, and the recommended average density of 2.5x FSI is a significant increase in density. Currently, there are no regional, municipal or provincial policies that anticipate the level of density along an Avenue served by bus transit like Dufferin Street similar to that of Treviso (Treviso being 3.22x FSI gross and 5.5x FSI net). Density should not be evaluated solely as a function of transit capacity. The City's goal is to create a balanced transportation network to accommodate all modes of travel. Additionally, a higher average density would put an even greater strain on the existing constrained and congested transportation infrastructure. Currently there are no policies in place that designate Dufferin Street as a higher order transit corridor. This area is not recognized by the Official Plan as a Centre. The average density of 2.5x FSI is recommended by the Places to Grow Regional Growth Plan which directs growth to already built-up areas and encourages denser development supported by transit.

Note added by the project team following the meeting: Centre refers to the urban structure in the Official Plan. Like Avenues, Centres (e.g. Yonge-Eglinton, North York Centre, Scarborough Centre) are one of the types of areas where the City anticipates the lion's share of growth occurring. However, the policies associated with Centres anticipate a much greater density and taller built form than similar policies associated with Avenues.

- **There were varying opinions about the 'Big Box' density option.** LAC members shared the following comments:
 - A stand-alone 'Big Box' density option will not help change Dufferin's appearance. 'Big Box' at the base of a residential building could be a more urban built form.
 - 'Big box' formats, particularly grocery stores, need a certain level of residential population to make them feasible.
 - It is important to maintain the Big Box density option because we received this feedback during the design charrette. 'Big Box' with a green frontage and underground parking lot or parking at the rear would look nice on Dufferin.

Advice regarding Dufferin Streetscape Options

- **Introduce reduced speed limits on Dufferin Street and restrictions for truck turning movements on certain local roads.** Reducing the speed limit would make Dufferin Street more walkable. Making Dufferin Street more walkable will attract pedestrians which will help reduce traffic congestion on the street.

- It is important to consider future transportation improvements and maintain a balance between all transportation modes, including transit operations at key locations.
- The outcome of this study should not preclude any future possibilities of improved transit services and facilities on Dufferin Street.

Advice on the Presentation:

1. **Formulate a stronger narrative about transportation issues in the study area and how they relate to constraints on density.** *A project team member explained that a significant amount of traffic in the study area is generated regionally and limits cannot be addressed within the scope of this study.* Several participants provided feedback on the transportation section of the presentation. The comments included:
 - Clarify that a majority of transit issues are caused by traffic congestion. Congestion affects everything, but it affects public transit the most.
 - Do not dismiss regional transportation related issues as outside the scope of this project.
 - Use data in understandable and quantifiable terms. For example, demonstrate how density affects congestion on Dufferin Street by showing the relationship between the increase in units and the increase of cars on the streets.
 - If there is no data available, clarify when such data would be available.
2. **Make the presentation shorter** by providing more concise information on FSI/density and taking out repetitious messages.
3. **Clarify at the public meeting that the Options are conceptual.**
4. **In the presentation, consider using “Tall Buildings Option” and “Mid-rise Buildings Option”** instead of the existing density option names, as it could mislead the members of the public to believe that the “Treviso Option” assumes only Treviso condominiums and the “McAdam Option” assumes only McAdam condos.

NEXT STEPS

Alex Heath told LAC members that the summary notes would be distributed in draft for their review and encouraged everyone to attend and help get the word out about the second public meeting on February 26 at the Yorkdale Adult Learning Center (38 Orfus Road) from 6:30 pm to 9 pm.

Appendix A. List of Participants

LAC members are in bold

Andrew Au, City of Toronto, Transportation Planning

John Barrington, BA Group

Rene Biberstein, DTAH

Angelina Conte, City of Toronto

Ryan DaSilva, Oxford Properties Group

David DeLuca, Yorkdale West Community Rate Payers' Association

Rob Gillard, TTC

Dawn Hamilton, City of Toronto, Urban Design

Alex Heath, Swerhun Facilitation

Gary Hsueh, ARUP

Pal Di Iulio, Columbus Centre/Villa Charities

Gregory Jones, Lanterra Developments

Dewan Karim, City of Toronto, Transportation Planning

Lora Mazzoca, City of Toronto, Parks

Melanie Melnyk, RE Millward Associates

Anna Mirabelli, Liberty Walk Condo Association

Brent Raymond, DTAH

Andria Sallese, City of Toronto, Planning

Sasha Terry, City of Toronto, Urban Design

Paul Rycroft, Yorkdale Ford Lincoln

Yulia Pak, Swerhun Facilitation

Cliodhna Scanlon, City of Toronto, Planning

Regrets

Marco Covi, TTC Riders (on behalf of Luca DeFranco)

Jeffery Dorfman, Katz's Deli

Rebecca Goodwin, Walk Toronto

V.J. Pamensky, Employment Lands Business Owner (on behalf of David Wassylg)

Venkat Srinivas, Resident

Appendix B. Meeting Agenda & Workbook



Dufferin Street Avenue Study – Local Advisory Committee Meeting #3

Yorkdale Adult Learning Centre

38 Orfus Road, Toronto ON

M6A 1L6

February 12th, 2014

7:00 – 9:00 pm

AGENDA

7:00 pm **Welcome**

7:05 **Introductions & Agenda Review**

Alex Heath, Facilitator, SWERHUN Facilitation & Decision Support

7:10 **Presentation/Participant Briefing**

Brent Raymond, DTAH

- Review of Process, Schedule and Work to Date
- Test and Confirm Ideas

Questions of clarification

7:55 **Discussion**

Discussion Questions:

1. What do you like about the built form options? Do you have concerns about any of these options? Is there an option that you prefer?
2. What do you like about the Dufferin streetscape options? Do you have concerns about any of these options? Is there an option that you prefer?
3. What do you like about the open space scenarios (and the green frontage options in particular)? Do you have concerns about any of these scenarios? Is there an option that you prefer?
4. Do you have any other advice for the project team, particularly any suggestions on the presentation for the next public meeting?

8:50 **Wrap up and Next Steps**

9:00 **Adjournment**

Discussion Questions:

1. What do you like about the built form options? Do you have concerns about any of these options? Is there an option that you prefer?
2. What do you like about the Dufferin streetscape options? Do you have concerns about any of these options? Is there an option that you prefer?
3. What do you like about the green frontage options? Do you have concerns about any of these options? Is there an option that you prefer?
4. Do you have any other advice for the project team, particularly any suggestions on the presentation for the next public meeting?

The City of Toronto holds public consultations as one way to engage residents in the life of their city. We invite you to get involved.

DUFFERIN STREET AVENUE STUDY

The City of Toronto has initiated an Avenue Study for the section of Dufferin Street between Highway 401 to just south of Lawrence Avenue West. The purpose of this study is to identify a vision and implementation strategy to guide future development in this area, in keeping with the planning objectives of the Toronto Official Plan.

You are invited to participate in Public Open House #2 to discuss the future of Dufferin Street.

Date: **Wednesday, February 26, 2014**
6:30 – 9:00 PM

Location: **Yorkdale Adult Learning Centre**
38 Orfus Road, Cafetorium

Public Open House #2 will be hosted by Councillor Colle's office, City Planning Staff and members of the consultant team.

The purpose of the meeting is to:

- Provide an update from the project team on the project work done to date;
- Present the alternative options informed by Phase 1 Public Engagement, and the Design Charrette held on December 11, 2013;
- Request public feedback on the alternative options to refine and select a preferred alternative.

The Study will be supported by a Transportation Master Plan and Infrastructure Master Plan, which will examine new infrastructure in the area such as new streets, water mains and sewers.



The Master Plans will complete Phases 1 and 2 of the Municipal Engineer's Association (MEA) Class Environmental Assessment, in accordance with the MEA Master Plan process for infrastructure projects.

Public input will be used to develop area-specific planning policies, urban design guidelines and zoning standards to guide development and reinvestment in the area. The success of this study depends on input from local residents who have an intimate knowledge of the area.

A Final Public Open House to present a preferred alternative and draft recommendations will be scheduled in April 2014.

Be sure to let us know if you require assistance to participate. Attendant Care Services can be made available with some advance notice.

If you are interested in the study, but you cannot attend this meeting, please contact Bianca Wylie at Swerhun at bwylie@swerhun.com or (416) 572 – 4365. We will share meeting summaries with all interested individuals. We look forward to speaking with and learning from you.

You may also learn more about this study by contacting your City Councillor or the Planners listed below, and by visiting the project website.

Councillor Josh Colle
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(416) 392-4027

Andria Sallese
Planner, City of Toronto
asalles@toronto.ca
(416) 395-7166

Visit the project website for regular updates: <http://toronto.ca/planning/dufferin/index.htm>

Notice to correspondents: Personal information received at community consultation meetings or contained in correspondence with the City is collected under sections 8 and 136 of the City of Toronto Act, 2006 specifically for creating a public record of information potentially relevant to making an informed decision. Questions about the collection of this information may be directed to the Planner listed above. Compliance with City Council policy respecting Notice may result in you receiving duplicate notices. *Attendant Care Services can be made available with some advance notice.*



Dufferin Street Avenue Study

Phase 3: Public Meeting #2

Testing and Confirming Ideas

Welcome to this second public event for the Dufferin Street Avenue Study. This is an opportunity to engage the team led by the City of Toronto as the overall project moves forward.

This evening we will present the input from the Design Charrette in December, review the work since Public Meeting 1 in November, seek input on built form, open space and streetscape options, and discuss next steps.

Feedback

We welcome your feedback on our work to date. Please ask for a Workbook from the registration table to record your comments. You can leave it at the registration table tonight or send your feedback by e-mail, mail or fax by Wednesday March 12, 2014.

Councillor Josh Colle
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Study Purpose

Dufferin Street is changing.

A number of major initiatives are underway in the area (Eglinton-Scarborough Crosstown, Allen Road EA, Lawrence Allen Revitalization, Parc Downsview Park etc.).

Further, the area has also become the focus of redevelopment interest (Dufflaw and McAdam developments, Yorkdale Mall expansion plans, and Apex Road application). Overall, the scale of individual development projects is increasing.

There is a need to come up with a framework to guide change. Dufferin Street was identified by Staff and Council as appropriate for an Avenue Study.

How is this Avenue Study different?

The several deep and large blocks offer opportunities for larger scale comprehensive redevelopment. The study will need to accommodate transitions to both adjacent Employment Areas and Neighbourhoods, and seek opportunities for new roads, parks and open spaces.

Transportation + Servicing are a Big Deal.

We are aware of the transportation issues in the area. They are important to the study and will always be considered.

Most Avenue Studies do not include detailed Transportation and Servicing Master Plans. This Avenue Study will examine the need for new infrastructure in the area such as new streets, water mains and sewers.

Transportation and Servicing Master Plans will demonstrate how the Preferred Option will work and what infrastructure is needed to make it work (will follow the Municipal Class EA process).



Treviso: Lanterra Development (NW Dufferin and Lawrence Avenue West)



Lawrence-Allen Revitalization



Eglinton Avenue



Dream Yorkdale: MacAdam Development (NW Dufferin and MacAdam)



Eglinton-Scarborough Crosstown

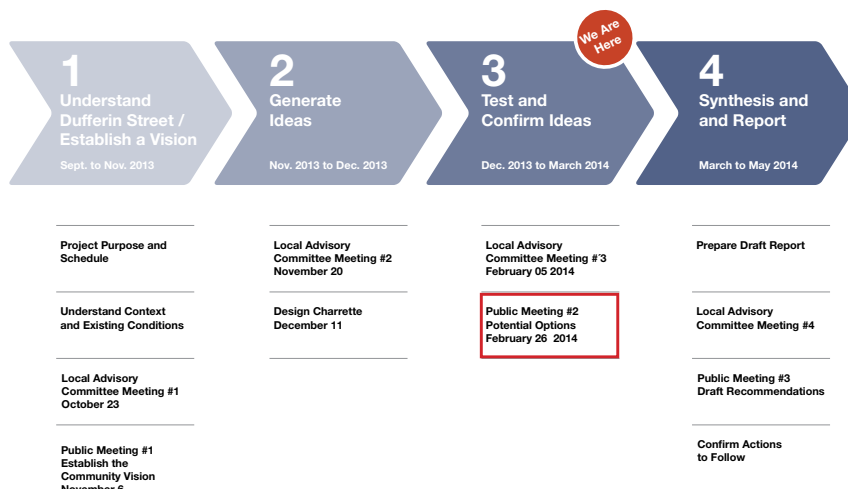


Downsview Park

Study Process

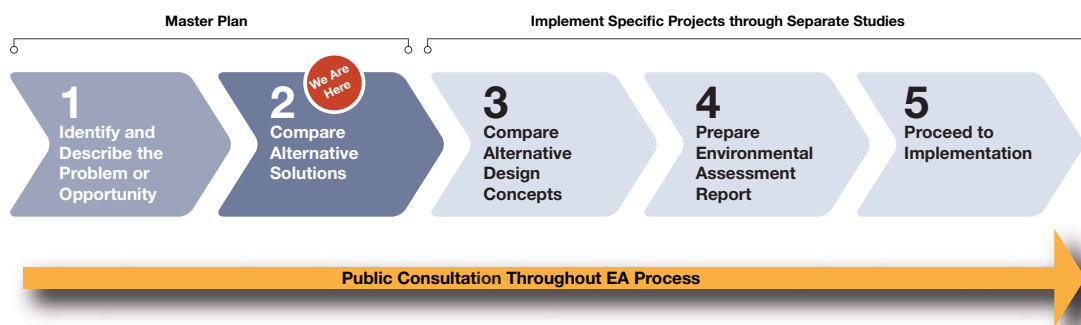
Overall Avenue Study Process

This Avenue Study will include four phases beginning in September 2013 with study completion by May 2014.



EA Master Plan Process

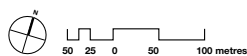
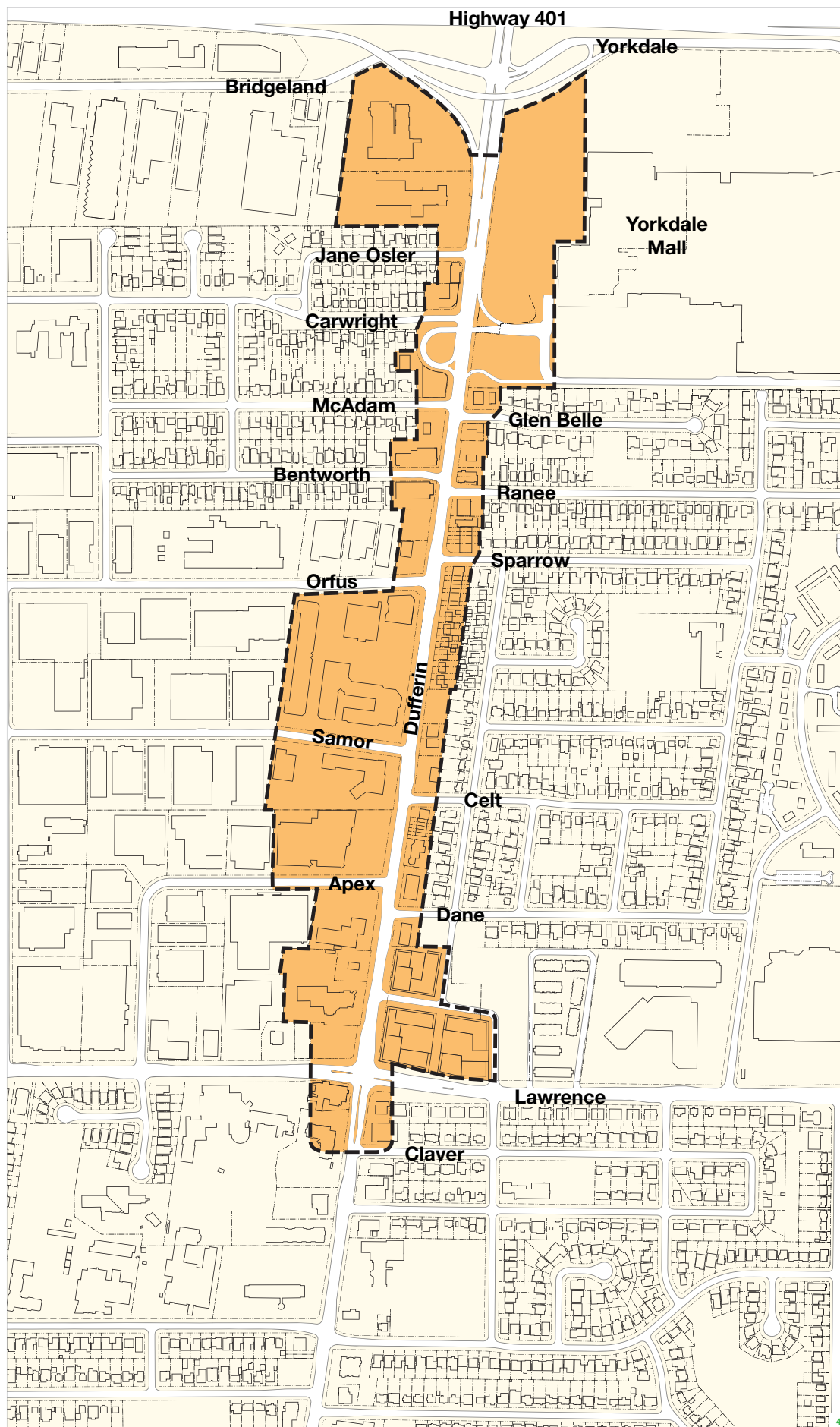
The transportation and servicing infrastructure components of this Avenue Study are required to satisfy Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) Master Plan process.



Study Area

The study area is 1.5 kilometres long, extending from the 401 in the north to the four corners of Lawrence Avenue West in the south.

There are 74 properties within the study area. This total includes all parcels that front—or have an address—on Dufferin Street.



Draft EA Problem and Opportunity Statement

Transportation and Servicing Infrastructure

For the Transportation and Servicing Infrastructure components of this Study a draft Problem and Opportunity Statement is required, as defined by Section A.2.2 of the Municipal Class EA Process.

The Statement should include a clear and concise description of the issues and identify that an improvement or change is required. The Statement forms the basis for the future EA project.

The City of Toronto recognizes that the successful redevelopment of the Dufferin Street Avenue study area requires an integrated process of land use, transportation and municipal infrastructure planning. Yet, the existing infrastructure in its current configuration is a barrier to change.

Dufferin Street is an auto-dominated environment. The road network and transit system are congested. The study area lacks a multi-modal transportation network to support all other users. Connections are constrained or absent, creating an unpleasant experience for residents and visitors to the area.

Aesthetically it fails to provide the kind of atmosphere conducive to economic vitality, ground floor retail activity, and urban vibrancy.

Operationally it suffers from congestion and lacks the appropriate transportation and servicing infrastructure to adequately support redevelopment and intensification.

Civically it fails to provide a comfortable and inviting public realm to support revitalization.

A revitalized Dufferin Street presents the opportunity to implement long-standing City of Toronto policy objectives while more effectively balancing the needs of its residential, business, recreational and visitor users.

Strategically there is an opportunity to coordinate redevelopment of the study area with other planned City and Provincial projects and infrastructure renewal.

Servicing Infrastructure

Master Plan Class Environmental Assessment

This project is following the **Master Plan Class Environmental Assessment** process.

A **Master Plan** is a long-range plan which integrates infrastructure requirements for existing and future land use.

For the Dufferin Street Avenue Study, it is beneficial to consider a number of integrated systems (e.g., water, wastewater and storm drainage) prior to dealing with project-specific issues, culminating in an **Infrastructure Master Plan**. The time horizon considered in this study extends to 2031.

The scope of the Master Plan is generally broad and includes an analysis of the overall infrastructure **systems** that are affected in order to comprehensively identify needs and establish broader infrastructure options. Moreover, the combined impact of alternatives which may be considered leads to better overall solutions and, as such, affords the opportunity to integrate with land use planning.

The outcome of this process is expected to include a preferred set of projects distributed geographically and to be implemented over a period of time.

This Study is intended to satisfy Phases 1 and 2 of the Class EA process, noting that Phase 1 (Identification of Problem or Opportunity) has been completed and Phase 2 (Development & Evaluation of Alternative Solutions) is currently in process. At the end of Phase 2, a Preferred Alternative will be identified and which will be presented in a Public Open House as well as available for viewing on the City's website.

The infrastructure components that service the Study Area are part of much larger systems and, accordingly, any changes in land use will impose different loading conditions on these systems.

Typical issues of concern include the impact on the water supply capacity within the network, the capacities of the sanitary sewer and storm drainage systems both locally and downstream. That is, it is possible that intensifying land uses in one area may not cause or exacerbate local problems, but may have detrimental impacts on distant parts of the infrastructure systems which they form part of.

For instance, while there have been relatively few basement flooding complaints within the Study Area itself, the infrastructure systems that service the Study Area have exhibited historical flooding issues. Accordingly, any intensification or other changes to the land use within this Study Area should seek to not exacerbate, or possibly even improve, conditions in the broader context.

Infrastructure Water

Existing Watermain Conditions

Hydraulic model developed and tested under existing conditions and varying degrees of potential intensification.

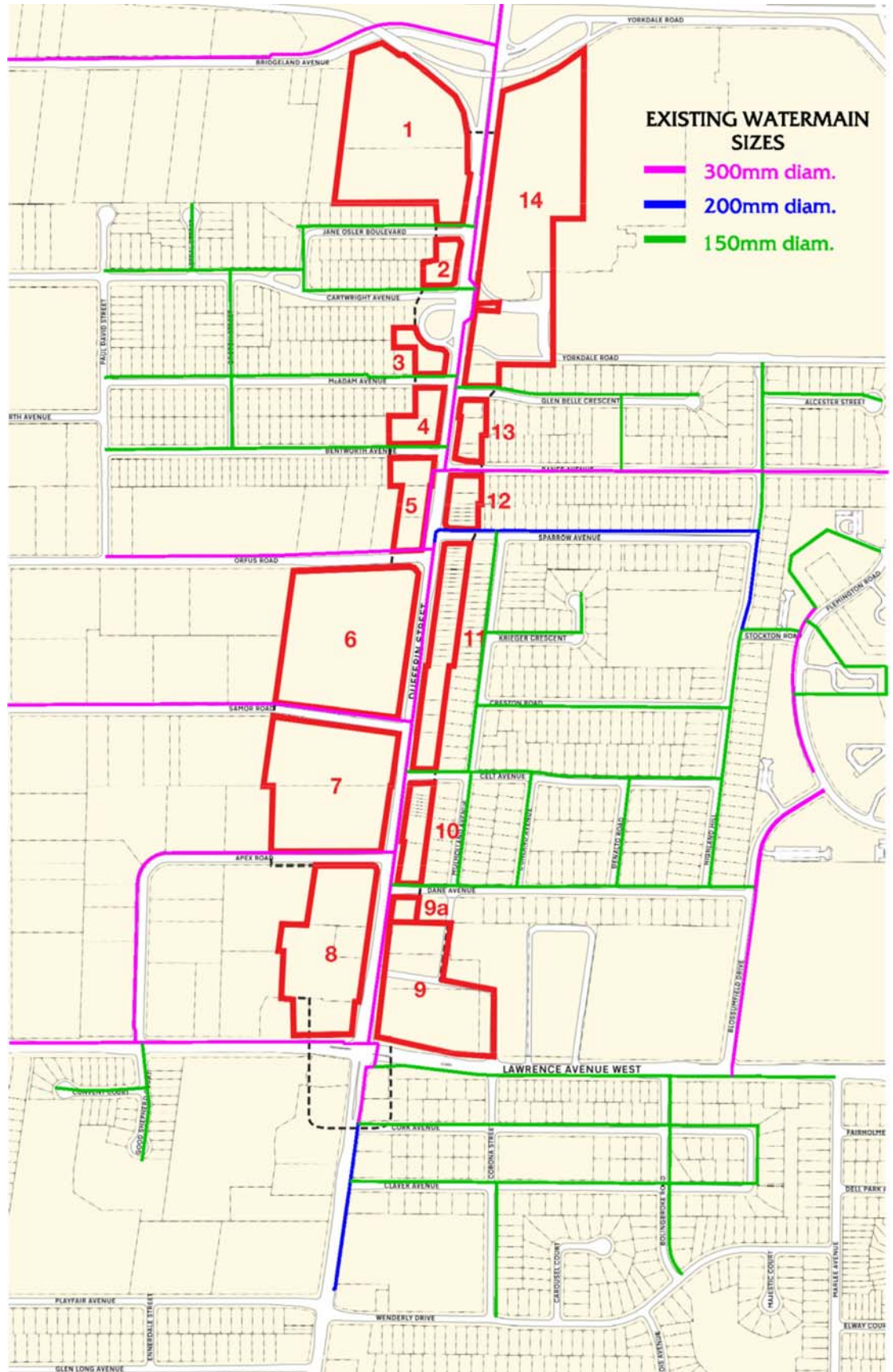
Recent hydrant flow tests show that response of existing system to high demands is strong.

Modeling indicates that there are no obvious capacity concerns and accordingly no significant improvements are expected to be needed to support growth.

The model will be updated and tested with the preferred planning alternative to confirm results.

Fire Flow Conditions

- Design Criteria = 317 L/s
- Available = >600 L/s



Servicing Infrastructure Basement Flooding

The Dufferin Street Avenue Study area is partially within two Basement Flooding Study Areas.

In Area 16 lies to the west, for which a Class EA study has been completed.

Area 17 lies to the southeast, for which a Class EA study is currently in progress.

These studies have identified or will identify system improvements to address basement flooding concerns.

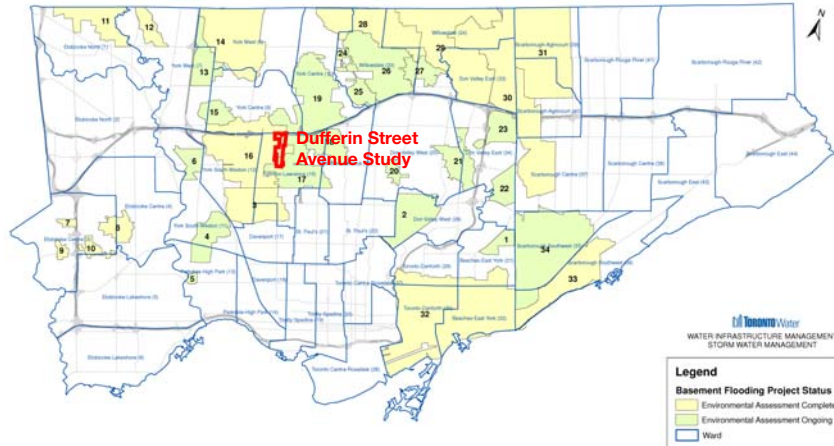
This study is not meant to address current basement flooding issues. However, it will address improvements needed to service growth along Dufferin Street, so as to not exacerbate current conditions.

The current 41 basement flooding study areas were identified and sized in response to individual extreme storm events (e.g. storm of May 12, 2000, August 19, 2005, July 2012 and July 2013).

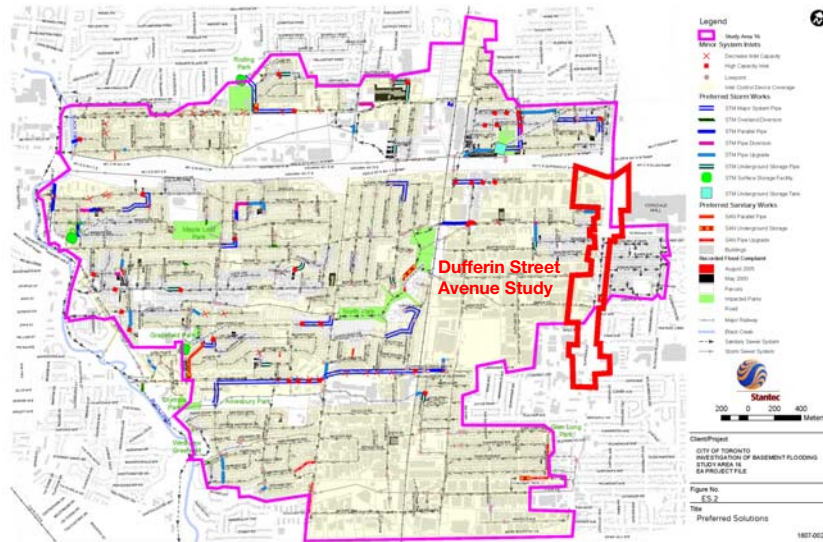
Basement flooding is likely to occur wherever extreme rainfall occurs. The frequency and density of flooding has much more to do with the difference between the capacity of the drainage systems and the intensity and duration of the rain event received than with the age or condition of the existing systems.

While there are no broad areas of the city that are more at risk than others, in most neighbourhoods there are locations where sewers become overwhelmed first during intense “beyond design” storms. In order to move away from a “storm chasing” approach, the (basement flooding study) program is being expanded beyond the current 34 priority study areas to develop a comprehensive understanding of the city’s risks to future storm events.

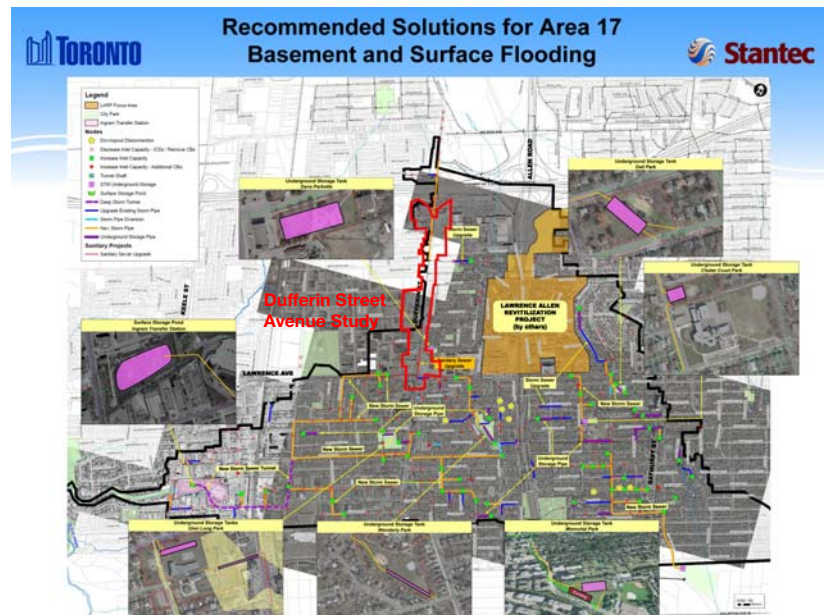
Basement Flooding Protection Program - Priority Study Areas



Preferred Alternative for Area 16 Basement and Surface Flooding



Preliminary Preferred Alternative for Area 17 Basement and Surface Flooding



Servicing Infrastructure Sanitary Sewers

Commonly applied solutions to improve system capacity:

Replacing existing sewer pipes for larger ones.



(Source: City of Toronto)

Implementing in-line or off-line storage components to control flows and/or adjusting controls in existing system.



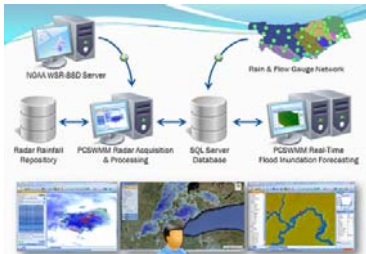
(Source: City of Toronto)

Introducing relief pipes, by-pass pipes or flow diversions.



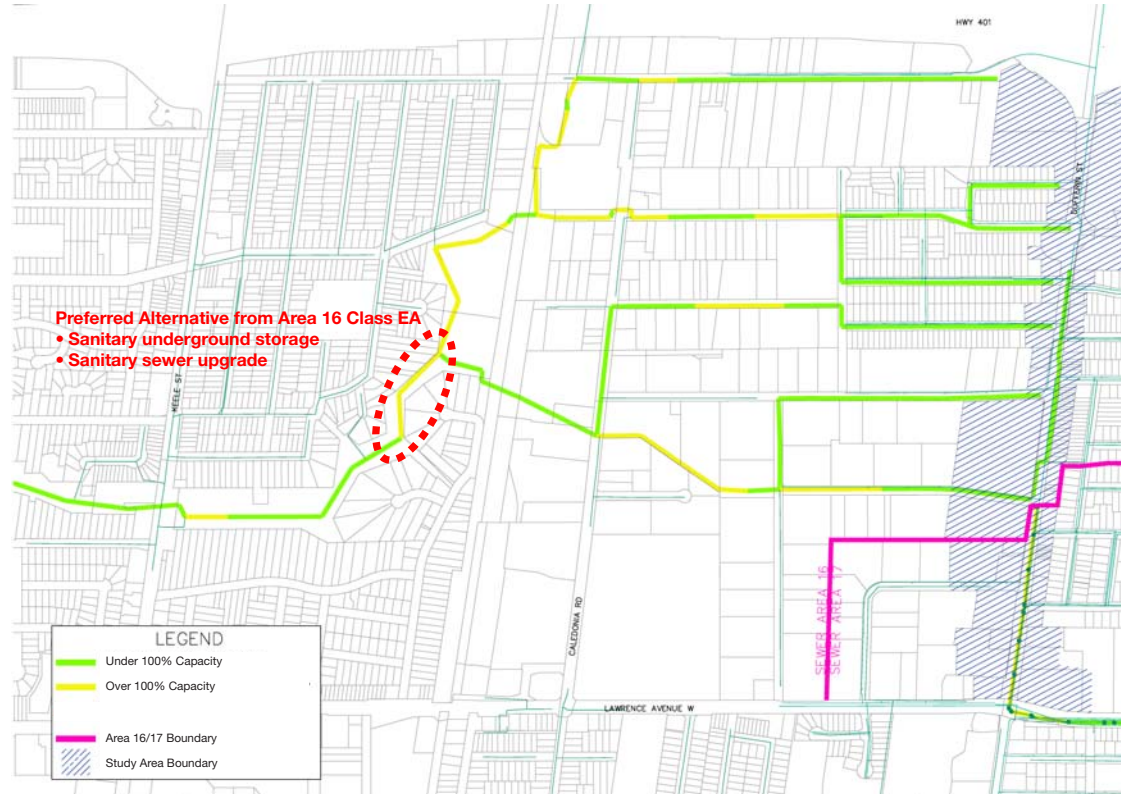
(Source: City of Toronto)

Real-Time Control (RTC) Systems

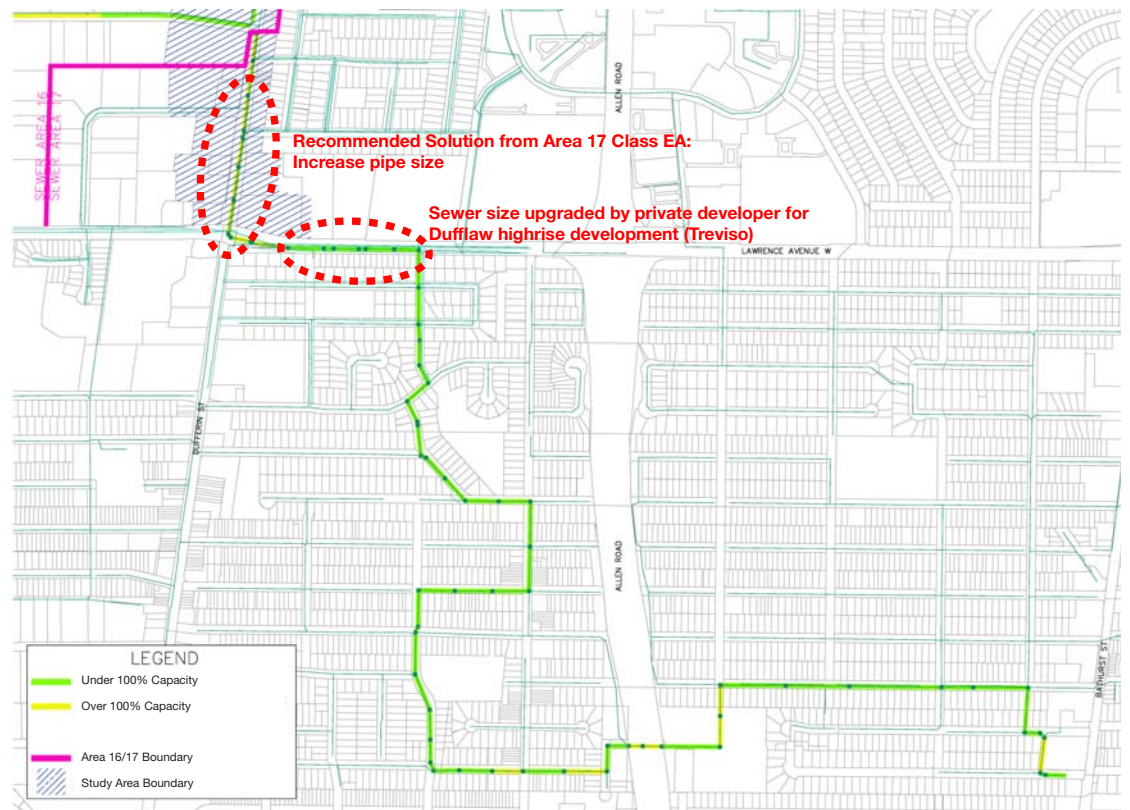


(Source: City of Toronto)

Area 16 Capacity Constraints



Area 17 Capacity Constraints



Servicing Infrastructure Stormwater Management



Principles:

- Rainwater should be managed where it falls (on the lots and streets) before it enters a sewer
- Hierarchy of controls:
 - At-Source (i.e., on-site)
 - Conveyance
 - End-of-Pipe

Objectives for Controls:

- Water Balance
- Water Quality
- Water Quantity

Application of the City's Wet Weather Flow Management Guidelines (WWFMG) are expected to result in an overall reduction in stormwater volumes and peak flows to levels which are at or below the capacity of the receiving sewer system.

For instance, the WWFMG considers the detention of drainage from storms up to the 100-year level, thereby limiting the flow to the City's drainage system.

Accordingly, no system upgrades are anticipated from this perspective, although some upgrades have previously been identified in the Basement Flooding Study Area Class EA Studies.

The components of the preferred planning alternative will be tested against the WWFMG to identify the most appropriate policies to apply during re-development of the Study Area.

Examples of Control Measures to be Considered

Green Roofs



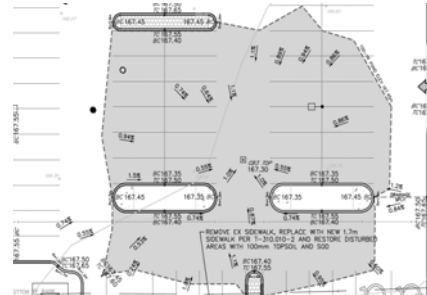
Rooftop Storage



Permeable Pavement



Parking Lot Surface Storage

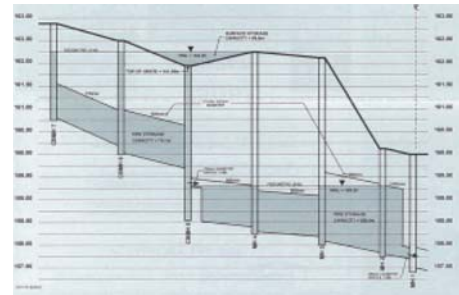


Infiltration Gallery



(Source: CVC/TRCA)

In-Pipe Storage

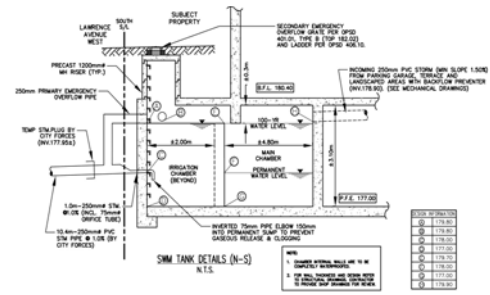


Bioretention



(Source: CVC)

In-Building Storage Tank



Servicing Infrastructure

Evaluation of Alternatives

Alternatives Considered

Do Nothing

- Considers status quo in terms of infrastructure while permitting planned re-development in Study Area; used as benchmark against which other alternatives measured.

Expand and/or Upgrade Existing Infrastructure

- Considers any expansions /extensions of existing infrastructure (e.g., into new roads) and any upgrades/ improvements to existing infrastructure.

Implement On-Site Best Practices

- Considers measures which will minimize the imposition on supporting municipal infrastructure systems and include reduction in water demand (water), reduction of sanitary sewage flows (sanitary) as well as reduction of storm drainage flows (storm).

Limit Community Growth

- Considers aligning the phasing of development growth to match infrastructure capacity availability.

Evaluation Criteria & Sub-Criteria

Land-Use Planning

- Support of planning and urban design

Technical Merit

- Functionality – ability to meet demands
- Constructibility – ease and extent of construction and required construction methods
- Maintenance Requirements – effort required by City to maintain infrastructure

Natural, Cultural, Social and Economic Environments

- Natural – impact to terrestrial habitat, land and water
- Cultural – impact to cultural heritage
- Social – impact to traffic patterns, road closures/ detours, and public transit disruptions
- Economic – impact to residents and businesses; potential disruptions, public safety and perception, odour and air quality

Financial

- Life-cycle cost

Dufferin Street Avenue Study – Public Meeting #2

Yorkdale Adult Learning Centre
38 Orfus Road, Toronto ON
Wednesday, February 26th, 2014
6:30 – 9:00 pm

MEETING SUMMARY

On Wednesday February 26, 2014, approximately 90 people participated in the second public meeting for the Dufferin Street Avenue Study. The first fifteen minutes of the meeting was an open house with display panels and an opportunity for participants to talk with City Staff and the project team about the panels. At 6:45 pm, the project team gave a presentation. Following the presentation there was a short question and answer session, followed by small table discussions and a full-room plenary session. The purpose of the meeting was to discuss and explore different options for green frontage, built form and streetscape on Dufferin Street. The following summary is not a verbatim transcript; it is a summary of the key feedback shared by participants at the meeting. This summary report was written by Yulia Pak and Bianca Wylie of Swerhun Facilitation and was circulated to participants in draft prior to being finalized. Please note Appendix A. Meeting Agenda

Please note Appendix A. Meeting Agenda and Appendix B. Options Presented for Discussion.

Key Messages from Feedback Received

The following five key messages emerged during the discussion. Detailed feedback follows.

- 1. Stagger the green space along Dufferin and use it to support places for community gathering and business (patios and cafés).** Participants noted that the benefits of greening the study area would be maximized by spreading greening opportunities along Dufferin Street. Participants suggested deeper setbacks for more private park spaces and shallower setbacks for business and community social spaces. A customized design response will be required to make the options work dependent on where they will be located along Dufferin Street and where they will be located within each block.
- 2. Strike a balance with safety for green spaces by placing them adequately far away from vehicular traffic but also close enough to busy public space to create “eyes” on the park.** In addition to achieving safety goals for residents and parks users, it is critical to ensure the design of the green spaces supports all of the existing commercial use on Dufferin and creates a more vibrant business community and place for economic development opportunities.
- 3. Midrise built form is the preferred approach for the majority of the study area.** Participants discussed how the layout of the built form could be used to support a healthy mix of commercial and residential land use.

4. **Impact on traffic flow and streetscape improvements are key criteria to use when considering cycle tracks.** Though medians may be visually appealing and provide safety improvements, their impact on traffic flow (i.e.; removing a left-turn lane) needs to be understood in order for them to be the right decision. There was mixed opinion on the bike lanes, the team was advised to consider regional network integration and whether cyclists are currently adequately served by existing alternate routes. Several participants said that vehicular capacity should be a higher priority than cycling infrastructure.
5. **Basement flooding continues to be a priority issue for the neighbourhood.**

QUESTIONS OF CLARIFICATION

After the project overview, participants asked several questions of clarification. The project team's responses are in *italics*.

- **Will Casa Del Zotto be taken down?** *No.*
- **In the options presented for discussion tonight there are streets but not walkways. Are there pedestrian walkways being considered in addition to the streets?** *We can explore opportunities and include walkway considerations as part of this study but it is not a master plan, we are setting a container into which any new developments should fit.*
- **Given the existing issues with basement flooding, how is basement flooding going to be addressed with new development?** *There are ongoing studies that deal specifically with basement flooding. We are here to ensure that whatever is proposed is not overwhelming the existing system or we will improve the infrastructure.*
- **When is something going to be done about basement flooding? What is the timeline for the studies to be complete?** *The two basement flooding studies have identified a number of projects that will be carried out in the next several years. There is more information on the City's webpage, which we will provide to you. This is definitely a factor in this study; this study will not provide recommendations that will make the issue worse.*

DETAILED FEEDBACK AND ADVICE FROM PARTICIPANTS

Street Network and Open Space Scenarios

Participants were asked to explore the strengths of two street network and open space scenarios (and the green frontage options in particular), if they had a preferred option, challenges with the options (if any) and how to address them.

General advice for the project team to consider when developing the preferred design for the street network, open space and green frontage components of the vision included:

- Centralize any type of park space within the larger blocks to keep "eyes" on the park. A customized design response will be required to make the options work dependent on where they will be located along Dufferin Street and where they will be located within each block.

Dufferin Street Public Meeting #2 (February 26, 2014)

- Place private spaces to the rear of larger blocks.
- Make social space for people and create visibility for retail. An Avenue with a small amount of green frontage is a good compromise and an exercise in balance.
- Create walkways between the blocks.
- Customize the design approach based on land use. If the land use is residential use a green approach, if the land use is commercial use hard-scaping.
- Use setbacks to encourage more animation and to create locations for bike parking. Use the deepest setback for quieter parks and the more shallow setbacks to encourage street activity. The key is to find a good balance.
- Ensure the new roads connect to existing residential streets and not to main arterial roads.
- All options presented would be an improvement to Dufferin Street.

Option 1 – Setback – West Queen West Model (See Appendix B, pg. 8)

Strengths

- Promotes retail, which would speed up revitalization.
- Requires less maintenance, would therefore be cleaner which would also encourage pedestrian traffic.

Challenges

- The green setback is too close to Dufferin Street, it creates a safety issue. It would be preferable to put the park near the rear of the lots.

Option 2 – Park – Front Street (West Don Lands) Model (See Appendix B, pg. 8)

Strengths

- Large and inviting, promotes social gathering.
- Green space provides visibility to what people are doing.
- Prioritizes walking and lifestyle use and creates opportunities for fountains and chairs where people can relax and socialize.
- Liked the idea of having open space along Dufferin.
- Can be used to beautify Dufferin throughout the study area.
- Building setbacks make it safer for pedestrians.
- Creates a community feel with trees and nice restaurants, makes it feel like a place one would want to take a walk and spend time on Dufferin.
- Could include water features to animate the space.

Challenges

- Shops are not close enough to the street, could be a challenge in terms of attracting retail to Dufferin.
- The park would need to be monitored.
- Difficult to integrate commercial and residential use when adjacent to employment lands.
- A linear park is a challenge to place along Dufferin; the preferred option will need to support retail.

Built Form Options

Participants were asked to review six built form options and provide feedback on whether there was an option that they preferred, if so why and if there were challenges to address with the options, what they were and how could they be addressed.

Option A – Typical Avenue with Linear Park (See Appendix B, pg. 9)

Strengths

- Like the park placement and the rationale to create a green linear space that people could move through while keeping it an appropriate distance from Dufferin.
- Creates an opportunity for more side streets and walkways and smaller parks that might have particular uses (one for dogs, one for sitting with a coffee etc.).
- Well-suited to the townhouse built form.
- Fosters a sense of community because both the green space and the buildings are nicely spread along Dufferin.
- People are more likely to use a linear park along a local road off of Dufferin Street than along Dufferin Street due to the high traffic and noise.

Challenges

- This layout may not be as effective if the green space is put into one large block.

Option B – Avenue with Frontage Park (See Appendix B, pg.9)

Strengths

- Like a hybrid option of B and E to create one block with a park, and another section with mixed shallow and deep frontage.
- Provides a mix of different kinds of building forms.
- Creates an opportunity for more side streets and walkways and smaller parks that might have particular uses (one for dogs, one of sitting with a coffee etc.).

Challenges

- Big box is not something to pursue.

Option C – Avenue with Green Setback (See Appendix B, pg. 10)

Strengths

- Really like the green setback, and reiterated the benefits of a more centrally located park to promote “eyes on the street”.
- Well-suited to midrise and townhouse mix for built form.
- Creates a strong community feel, with ways for people to use the space socially, recreationally and as a gathering space.
- Larger green setbacks with cafes and patios would work well on the west side of Dufferin Street.

Suggested Refinements

- Rather than a green setback, include publicly accessible space with access to a larger central park. This creates “eyes on the street”, moves the space further back and creates a space with a lot of sunlight that is not directly adjacent to the employment lands.
- Also liked the McAdam model, consider exploring a reduced version of the model to decrease the scale of the buildings around Dufferin and Lawrence.

Option D – Avenue with Park Block 1 (See Appendix B, pg. 10)

Challenges

- Parks feel hidden.

Suggested Refinements

- Prefer midrise buildings over townhouses and want to prioritize open space but in a different location. Rather than having the open space adjacent to the employment lands, consider moving it to a more internal place with a setback from Dufferin Street.
- Take advantage of the Yorkdale Shopping Centre resources and have a “Shops at Don Mills” model rather than one dedicated space for retail, as this would create more opportunity for movement within the blocks, finer grain for retail and more opportunities to support an expansion in commercial and office space.

Option E – Avenue with Park Block 2 (See Appendix B, pg. 11)

Strengths

- Provides a good balance of uses and would fit into Dufferin with a combination of Option 1 and Option 2 of green frontages.

Suggested Refinements

- Prefer midrise buildings over townhouses and want to prioritize open space. The same suggestions was made about the preference for a “Shops at Don Mills model” rather than one dedicated space for retail, as this would create more opportunity for movement within the blocks, finer grain for retail and more opportunities to support an expansion in commercial and office space.

Option F – Park Blocks (See Appendix B, pg. 11)

Strengths

- Main strength is this option supports a focus on parks, preferably with mostly mid-rise. Where the built form is high-rise have setbacks past the park.

Challenges

- The inclusion of tall buildings; a midrise approach is preferred.
- Creating big park blocks on Dufferin Street could be a wasteful use of land.

Suggested Refinements

- All high-rise should be set in at least a block.

Streetscape Options

Participants were asked to review two streetscape options and provide feedback on whether there was an option that they preferred, if so why, and if there were challenges that had to be addressed with the two options and how these challenges could be addressed.

General advice for the project team to consider when developing the preferred design for the streetscape option included:

- Consider regional network integration when considering the bike tracks.
- Streetscape is very important; the landscaping opportunities in both options are great.
- Develop an option without bicycle tracks or provide a strong rationale for their inclusion. Given that less than 4% of the existing traffic in the area is from cyclists, transit improvements should likely be higher priority. Transit should have its own designated lane; consider the creation of priority bus lanes during peak hours north and south bound.
- There was mixed opinion on the value of visual markers (posts/pillars to signify the area), some felt there was value in their addition, others did not and said they should be removed.

Dufferin Street Public Meeting #2 (February 26, 2014)

Option 1 – Cycle Track at Curb (See Appendix B, pg.12)

Strengths

- Safety for pedestrians when crossing the street.
- Centre medians break things up visually, they have a positive aesthetic impact but it's not worth the trade-off of the left-turn lane.
- Good to have clearly marked space for bikes, increases safety to have the track removed from Dufferin.
- The tree buffer creates support for sidewalk café opportunities.
- Like the opportunity to have two rows of tree plantings along Dufferin Street.
- Supports ground floor retail in commercial areas.
- Promotes walking in the neighbourhood, need to have bike tracks too to support this multi-modal use.
- Cycle tracks support retail.
- Having distinctive street lighting or other ideas would help improve the look, and create an opportunity to build up the area in terms of more streetscape designs and defining the area as a destination.

Challenges

- There is not a sound rationale for the dedicated cycle track at grade. It would be preferable to use the space for wider sidewalks and more planting.

Option 2 – Planting at Curb (See Appendix B, pg.12)

Strengths

- Good to have clearly marked travel lanes for bikes, increases safety to have the track removed from Dufferin.
- Planting would offer a buffer for traffic, which is good for safety.
- Wide sidewalks support animation of the space, though anything would be an improvement.

Challenges

- Regarding the centre median, not worth the potential benefits if the trade-off is to lose left turn lanes along Dufferin.
- Do not feel the gateway features (visual markers) are necessary.
- Strong opinion that bikes don't belong here, could use other routes in the area.

OTHER ADVICE

- Keep the gas station and include opportunities for restaurants such as the Mandarin.
- Collaborate with the regional planning network stakeholders to resolve traffic issues.
- Bury the hydro wires underground.
- Deliver sewer and stormwater improvements.
- Consider introducing by-laws that mandate retail on Dufferin Street.

Next Steps

Bianca Wylie thanked everyone for attending and told participants that the summary notes would be distributed in draft for their review.

Appendix A. Meeting Agenda

Dufferin Street Avenue Study – Public Meeting #2

Yorkdale Adult Learning Centre

38 Orfus Road, Toronto ON

M6A 1L6

February 26th, 2014

6:30 – 9:00 pm

PROPOSED AGENDA

6:30 pm **Welcome**

6:35 **Introductions & Agenda Review**

Bianca Wylie, Facilitator, SWERHUN Facilitation & Decision Support

6:45 **Presentation/Participant Briefing**

Brent Raymond, DTAH

- Review of Process, Schedule and Work to Date
- Test and Confirm Ideas

Questions of clarification

8:00 **Discussion**

Discussion Questions:

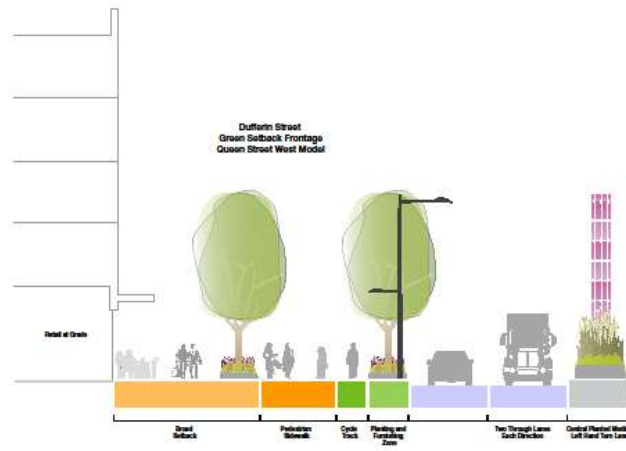
1. What are the strengths of the street network and open space scenarios (and the green frontage options in particular)? Is there an option that you prefer? What are the challenges with each of the scenarios? What do you suggest to address them?
2. What are the strengths of the built form options? Is there an option that you prefer? What are the challenges with the options? What do you suggest to address them?
3. What are the strengths of the Dufferin streetscape options? Is there an option that you prefer? What are the challenges with the options? What do you suggest to address them?
4. Do you have any other advice or comments?

8:55 **Wrap up and Next Steps**

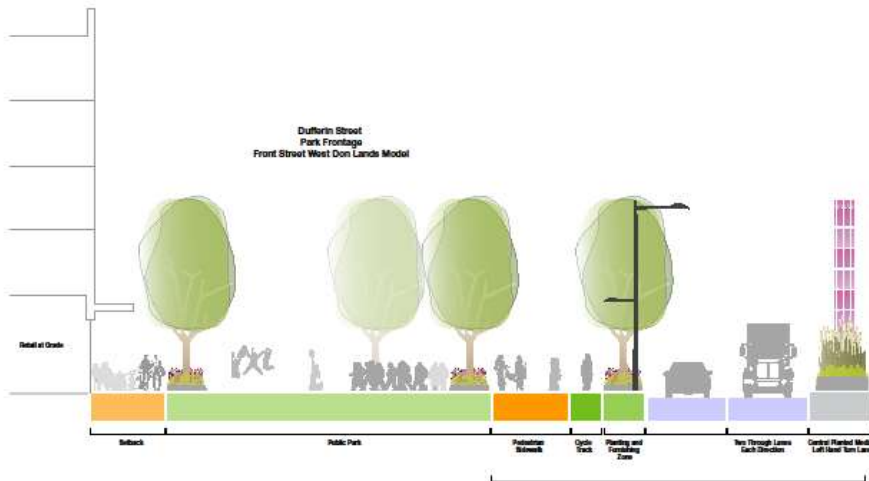
9:00 **Adjournment**

Appendix B. Options Presented for Discussion

Streetscape Strategy_Conceptual Section
Dufferin Street_Green Frontage
Option 1: Setback_West Queen West Model



Streetscape Strategy_Conceptual Section
Dufferin Street_Green Frontage
Option 2: Park_Front Street (West Don Lands) Model



Built Form Strategy_Demonstration_Block 7
A. Typical Avenue with Linear Park



Built Form Strategy_Demonstration_Block 7
B. Avenue with Frontage Park



Built Form Strategy_Demonstration_Block 7

C. Avenue with Green Setback



Built Form Strategy_Demonstration_Block 7

D. Avenue with Park Block_01



Built Form Strategy_Demonstration_Block 7
E. Avenue with Park Block_02



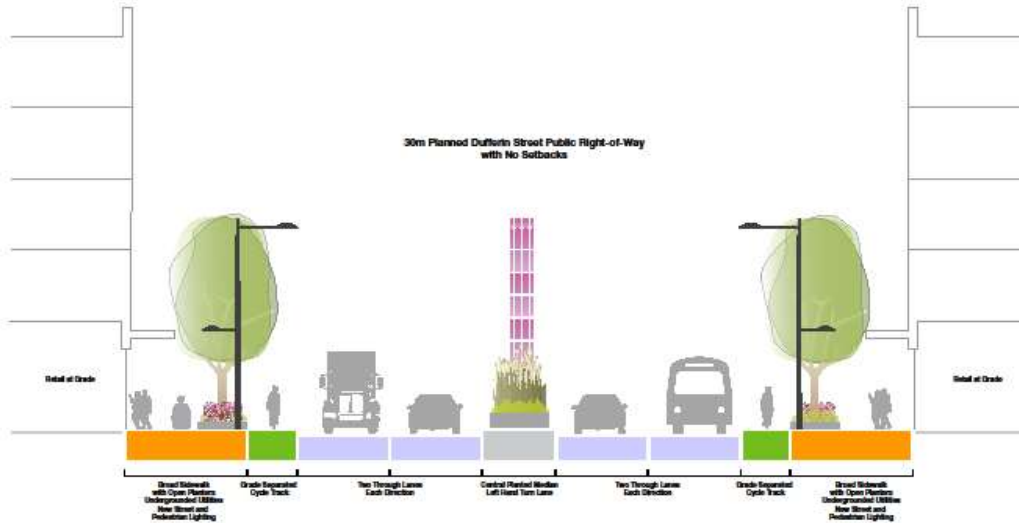
Built Form Strategy_Demonstration_Block 7
F. Park Blocks



Streetscape Strategy - Conceptual Section

Dufferin Street

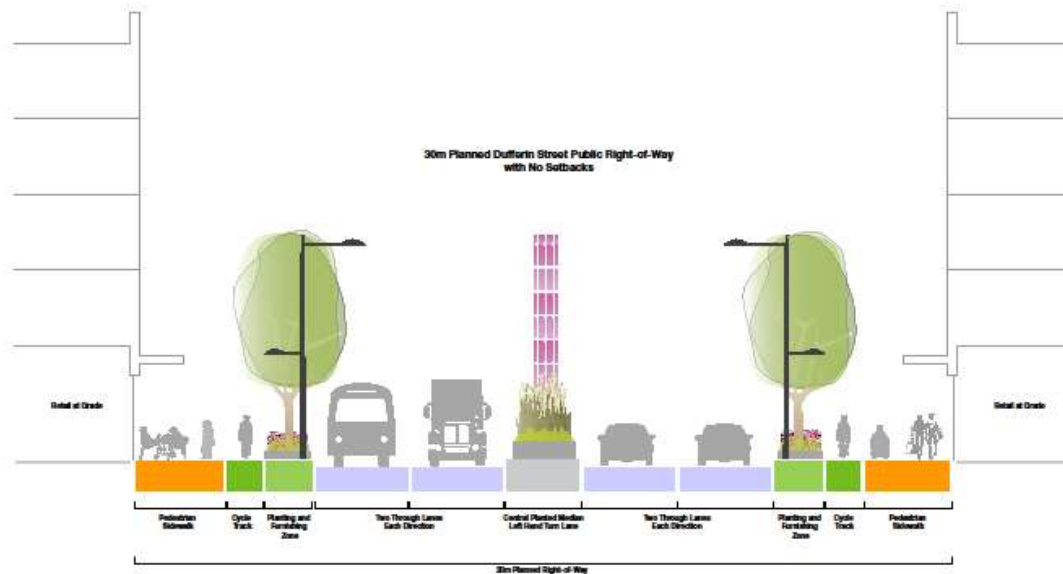
Option 1: Cycle Track at Curb



Streetscape Strategy - Conceptual Section

Dufferin Street

Option 2: Planting at Curb



Dufferin Street Avenue Study – Local Advisory Committee Meeting #4

Yorkdale Adult Learning Centre

38 Orfus Road, Toronto ON

Wednesday, March 26th, 2014

7:00 – 9:00 pm

MEETING SUMMARY

On Wednesday, March 26, 2014, 9 local advisory committee members participated in the fourth LAC meeting as part of the Dufferin Street Avenue Study. The purpose of the meeting was to present and seek advice on the draft recommendations, seek advice on the presentation and process for the upcoming public meeting, and to open the floor to any project related items that meeting participants would like to discuss. This summary report was written by Bianca Wylie of Swerhun Facilitation & Decision Support. It reflects the key feedback shared by participants at the meeting and was circulated to participants in draft before being finalized. Please note that the list of participants is attached as Appendix A, the meeting agenda is attached as Appendix B, and additional comments provided as Appendix C.

Key Messages from Feedback Received

The following 3 key messages emerged during the discussion. Detailed feedback follows.

- 1. There was broad support for the adventurous approach within the transportation options.** This is the opportunity to do something to improve congestion, it's better to go for a major improvement over a minor improvement; this could be the "opportunity of a lifetime". The outcome of this study should not preclude any future possibilities of Higher Order Transit on Dufferin Street.
- 2. Ensure the modelling is realistic when doing the final public presentation,** especially with towers and setbacks.
- 3. Leverage the potential energy and connections in the area to support successful retail.** This includes addressing on-street parking considerations and the development of a vibrant urban realm.

QUESTIONS OF CLARIFICATION

Following the overview presentation, participants asked a number of questions of clarification. The project team's responses are in *italics*.

- **What mechanism would be used to limit retail?** *Zoning by-laws.*
- **Is there any consideration to prioritize the creation of a gateway into Yorkdale Shopping Centre? For example, a northbound loop into the mall?** *We would not suggest the prioritization of implementation through our study; but we can take that as advice.*
- **How did you calculate the recommended FSI?** *The preferred option--and corresponding density of 2.5xFSI-- is the result of our built form testing, and is informed by the existing planning and policy context for the redevelopment of the Avenues. As a point of comparison, we looked at other Avenue Studies to see what their recommended densities were. We specifically looked at the Wilson Avenue Study and Sheppard Avenue East Avenue Study. Wilson Avenue—with bus transit in mixed traffic like Dufferin Street--recommends 2.0x FSI throughout with 2.5xFSI at the key intersections. Sheppard Avenue West—with light rail in dedicated transit right-of-way-- recommends an average of 3.0xFSI overall. For Dufferin Street, if you subtract Yorkdale Mall (a unique type of property) the average overall density for the remaining study area is 3.0x FSI. This number though is skewed by the larger*

Treviso project; if you subtract Treviso and Yorkdale from the overall, the average density for the remaining study area is 2.8x FSI.

- **We conducted traffic studies to determine appropriate FSI on the Treviso lands. Appropriate FSI determined through transportation impact assessments will vary depending on the location of a subject property. This ties into the point made later in your notes whereas I oppose designating an arbitrary FSI of 2.5 indicating that appropriate FSI should be a function of professional investigation of capacity.** *We are quite confident in our demonstration model illustrating the stated gross density of 2.5x FSI. We will confirm and if any changes are required then they will be made.*
- **There is a difference between effective FSI and Gross FSI. With larger parcel developments, the requirement to convey new public streets and parkland occurs. In the case of Treviso, approximately 40% of our land is being conveyed to the City of Toronto. This intensifies the Gross FSI onto 60% of the land, thus creating a taller built form of a tower. The model should therefore reflect this fact where public streets and parkland conveyance occurs.**
- **Where is the requirement for the cycling tracks coming from?** *The Lawrence Allen Secondary Plan identifies a major on-street cycling track on Dufferin. Expanding the cycling network is part of the City's Official Plan transportation agenda.*
- **Are the cycling tracks based on the in force policy or network planning?** *Both. We are borrowing the idea from Eglinton, where they face similar issues. Our recommendation at this point is to have cycling tracks, although we are working with the preferred solution, the planning solution may end up with a different outcome.*
- **I heard you say during the presentation that you would encourage retail and at some parts you'd require retail. I haven't heard you mention anything about restricting retail, will you do that?** *It's about defining the retail, not restricting it.*
- **Is there any mechanism for requiring the retail frontages have a maximum size? That way you provide more stores and satisfy more interests. For example, at Bathurst and Fleet, retail stores are long edged, which is boring. If there is a desire or direction that it should happen here, then you could write a by-law that requires a certain size frontage. Or you could use general guidelines with broad language that would require frontages with multiple access points. We need to understand what would be the most appropriate here.**
- **What is the timeline for the transportation study in relation to the avenue study?** *In a month's time, the transportation study results will be known.*
- **Is there an opportunity to have input into the transportation study as we learn more?** *Yes, you will learn more of the results/preferred option of the Transportation Master Plan during the final public meeting.*
- **Has the study considered a possibility of a community centre or a police station?** *Yes, part of the strategy is to take inputs from other departments. As for a police station, locations are defined based on service levels provided from existing stations. Unless a particular location is identified as needing a new station it's not likely that a new station would be added - it's a separate budgeting process.*
- **From Ranees to the 401 it's stand-alone retail, and on another plan along Dufferin up to Wilson, there is big-box stand-alone retail. What's the rationale behind the stand-alone big box there? The Official Plan designated the land use as mixed-use around the mall. We are only showing the Yorkdale frontage, there will be retail stores and stand-alone. We are demonstrating a way for the stores to expand onto the Dufferin. Yorkdale is a huge property, and we are looking only at one side of it. Yorkdale has not indicated that they are interested in putting residential buildings there and**

there are limits due the airport. The OP encourages mixed use – it's true, but it also allows single uses corridor wide. In addition, the Lawrence-Allen Secondary Plan deems this a commercial site, and it prevails over the Official Plan where this is a conflict.

DETAILED FEEDBACK AND ADVICE FROM PARTICIPANTS

Advice regarding Massing

- **One participant was strongly opposed to the FSI presented.** FSI should be related to the capacity of the infrastructure of the area, not just transportation but everything else. It should be defined as a function of rational investigation and studies and if the developer wants to pay to support a higher FSI this study shouldn't preclude it from happening.

Advice regarding Transportation Options

- **Go for the adventurous approach.** This could be the "opportunity of a lifetime". Consider future light rail and urban transit within the City.
- **Recognize that the transportation solution will include elements that fall outside of the study area.** Studies are limited by study areas but so much of what will make a transformation is dealing with these issues within the broader context. Think about this in a broader context on an ongoing basis. Leave it flexible.
- **Consider making fewer lanes for motorized vehicles.**
- **Allow curb-side parking like in Roncesvalles.**
- **Integrate long-term transportation planning for Yorkdale Mall and transit facilities (TTC Station, GO Station) with that of the Study process.** The net effect of the chosen boundary is one of limiting or missing a rare opportunity to do integrated long-term transportation planning.
- **Adhere closely to the Study principle of improving mobility and balancing movement priorities.** See the planning team presentation of April 23, 2014 for public meeting 3, Draft Recommendations, Guiding Principles, Page 12.

Advice regarding Land Use

- **The near-term will require parking options to support vibrant retail.** Though we are we looking to increase pedestrian traffic, there may not be enough pedestrian traffic to support the retail, therefore some parking has to be created and protected.
- **Leverage the potential energy and connections in the area to support successful retail.** There is an area of intense pedestrian activity on Lawrence, Orfus and Yorkdale. Having mandatory retail at the base of all new buildings, rather than just at select locations,/intersections, would be essential in giving people a 'purpose' to walk up from Orfus to Yorkdale, and vice versa. The same thing applies at Lawrence and Dufferin. Channel this energy up and down Dufferin, the distances are not that far.
- **Yorkdale should be a year-round amenity and should have improved access.** One participant was supportive of the removal of the interchange on Dufferin.
- **Several participants were supportive of opening up the passageway to Yorkdale from Highland Hill where there is currently a wall.**

Support for Draft Recommendations

- **Walk Toronto is supportive of many of the draft recommendations,** particularly that will improve the pedestrian experience on Dufferin Street and within neighbourhoods comprising the Study Area. See Appendix C for additional details.

Next Steps

Bianca Wylie told LAC members that the summary notes would be distributed in draft for their review and encouraged everyone to attend and help get the word out about the second public meeting on April 23 at the Yorkdale Adult Learning Center (38 Orfus Road) from 6:30 to 9 pm.

Appendix A. List of Participants
LAC members are in bold

Bob Allsopp, DTAH

Andrew Au, City of Toronto, Transportation Planning

Rene Biberstein, DTAH

John Burke, RE Millward Associates

Roger Brook, Walk Toronto

Erin Tito, Urban Strategies rep. Oxford Properties Group

David DeLuca, Yorkdale West Community Rate Payers' Association

Mario Giambattista, City of Toronto, City Planning

Rob Gillard, TTC

Rebecca Goodwin, Walk Toronto

Dawn Hamilton, City of Toronto, Urban Design

Gary Hsueh, ARUP

Gregory Jones, Lanterra Developments

Amaraine Laven, Councillor Colle's Office (on behalf of Angelina Conte)

Dewan Karim, City of Toronto, Transportation Planning

Melanie Melnyk, RE Millward Associates

Bob Millward, RE Millward Associates

Anna Mirabelli, Liberty Walk Condo Association

Brent Raymond, DTAH

Clíodhna Scanlon, City of Toronto, Planning

Andria Sallese, City of Toronto, Planning

Sasha Terry, City of Toronto, Urban Design

Paul Rycroft, Yorkdale Ford Lincoln

Yulia Pak, Swerhun Facilitation

David Wassyng, V.J. Pamensky

Brian Worsley, City of Toronto, Toronto Water

Bianca Wylie, Swerhun Facilitation

Regrets

Marco Covi, TTC Riders (on behalf of Luca DeFranco)

Pal Di Iulio Columbus Centre/Villa Charities

Jeffery Dorfman, Katz's Deli

Venkat Srinivas, Resident

Appendix B. Meeting Agenda



Dufferin Street Avenue Study – Local Advisory Committee Meeting #4

Yorkdale Adult Learning Centre

38 Orfus Road, Toronto ON

M6A 1L6

March 26th, 2014

6:30 – 8:30 pm

PROPOSED AGENDA

6:30 pm **Welcome**

6:35 **Introductions & Agenda Review**

Yulia Pak, Facilitator, SWERHUN Facilitation & Decision Support

6:40 **Presentation/Participant Briefing**

Brent Raymond, DTAH

- Review of Process, Schedule and Work to Date
- Present Draft Recommendations

Questions of clarification

7:40 **Discussion**

Discussion Questions:

1. Do you have any feedback on the draft recommendations?
2. Do you have any advice for the presentation or process for public meeting #3?
 - Present rationale
 - Seek refinements
 - Clarify next steps
3. Any other advice for the project team?

8:25 **Wrap up and Next Steps**

8:30 **Adjournment**

Appendix C. Additional Comments Received

YORKDALE GROUP OF COMPANIES

25 Sable Street,
Toronto, ON M6M 3K8

Telephone: 416-787-6633

Fax: 416-231-2068

March 14, 2014

Sent by Email

City of Toronto
Community Planning – North District
North York Civic Centre
5100 Yonge Street, Ground Floor
Toronto Ontario
M2N 5V7

Attention: Ms. Andria Sallese

Dear Ms. Sallese

Re: Dufferin Avenue Study

As you are aware, on behalf of Yorkdale Ford Lincoln Sales Limited ('YFLS'), I have been attending the various advisory group and public meetings related to the above-noted study. YFLS owns a significant property located at the southwest corner of Dufferin Street and Apex Road for which an application for re-zoning was filed in March 2012. Separate discussions have been held with the Avenue Study team to explain our development proposal.

Most recently, the Avenue Study meetings discussed a number of potential concepts for the study area and I would like to take this opportunity to provide preliminary comments, on behalf of YFLS, on these concepts dealing firstly with matters directly related to the YFLS lands and subsequently, with more general comments on the study.

YFLS Lands

Since the filing of its applications, YFLS has been in consultation with City staff regarding the form, scale and density of its development proposal. Most recently, YFLS submitted drawings illustrating: mid-rise buildings along the Dufferin Street and Apex Road frontages of its property; the retention of Apex Road in its current location/configuration; a local public road (initially constructed/operated as a driveway and, in the fullness of time, to be conveyed to the City as a public road) along its west property limit; and, a tower located internally to its site.

This form of development closely aligns with Option 1 –Treviso and accordingly, YFLS supports Option 1 as it relates to its lands (including the retention of Apex Road in its current location).

As noted in our application, among other matters, the relationship of the 'Mixed Use Areas' designation along the west side of Dufferin Street to the employment area immediately to the west and the implications of the distance of the property from Lawrence Avenue West, creates a