DANFORTH
AVENUE PLANNING STUDY

Community Consultation Meeting #4 Summary Report

December 2017

Daniel Woolfson
City of Toronto
100 Queen Street West, 18-East
Toronto, Ontario M5H 2N2
416-392-7574
dwoolfs@toronto.ca

Liz McHardy (formerly Nield)
Lura Consulting
505 Consumers Road, Suite 1005
Toronto, Ontario M2J 4V8
416-809-3755
lmchardy@lura.ca

TABLE OF CONTENTS

1. INTRODUCTION

The purpose of the Danforth Avenue Planning Study is to supplement the City of Toronto's Avenue and Mid-Rise Building Guidelines and to bring a lens of local character to the development guidelines. A key outcome of the study will be new Urban Design Guidelines and/or an Area Specific Official Plan Amendment that will help guide future development in the study area (see Figure 1).

Figure 1: Danforth Avenue Planning Study Area

Community Consultation Meeting #4 – December 11, 2017

Facilitator Jim Faught of Lura Consulting welcomed community members to the fourth Danforth Avenue Planning Study Community Consultation Meeting. Mr. Faught described Lura's role as the neutral facilitator for the project, which includes facilitating community consultation and stakeholder advisory committee meetings and preparing reports on the feedback received. He reviewed the agenda (Appendix A) and noted that the purpose of this consultation meeting was to:

- Provide an update on the study process and timeline;
- Obtain feedback from the community on built form analysis and complete streets guidelines;
- Obtain feedback from the community related to desired street configurations; and
- Offer the community to ask questions of the project team.

Mr. Faught's introductions were followed by welcoming remarks by Ward 31 Councillor Janet Davis and Ward 32 Councillor Mary-Margaret McMahon.

83 participants signed in at registration, but attendance at the meeting was estimated at close to 100 individuals. A total of 218 feedback forms were returned in person, via mail or online.

2. PRESENTATION

A presentation was provided by Daniel Woolfson (Community Planning), Caroline Kim (Urban Design), Trevor Greenman (Transportation Planning) and Shawn Dillon (Cycling Infrastructure). Mr. Woolfson began the presentation by overviewing the Danforth Avenue Planning Study to date. He included a brief description of what an avenue study is and noted that planning staff had been directed by council to undertake an avenue study on the Danforth between Coxwell and Victoria Park Avenues. He also reviewed the policy and context relating to the avenue study. Mr. Woolfson introduced the audience to the expanded study area at the intersection of Main and Danforth, which he referred to as an addendum to the study. He also demonstrated that the study's defined character areas had changed from three to two (from Victoria Park Avenue to Sibley Avenue and from Sibley Avenue to Coxwell Avenue). Mr. Woolfson overviewed built form requirements. He assured the room that seven to eight storey buildings would not replace all existing low-rise buildings, but stated that the change would be gradual. Mr. Woolfson took several opportunities to report to the audience how feedback from previous meetings had been integrated into the study.

Caroline Kim presented next on public realm elements of the planning study. She overviewed building height and massing guidelines per character area. Ms. Kim's presentation was supplemented with graphics to help the audience visualize how public realm guidelines would translate onto the street. She also reviewed how people's feedback from previous rounds of consultation had been integrated into the study.

Trevor Greenman proceeded with an overview of Complete Streets guidelines as they relate to Danforth Avenue. Mr. Greenman also overviewed the desired transportation options for Danforth Avenue and reviewed the feedback that was heard from previous meetings.

Shawn Dillon provided a brief presentation on bike facilities and the types of facilities that the city could potentially use on Danforth Avenue in the future.

A copy of the presentation can be found on the City's Community Planning webpage at http://www.toronto.ca/danforthstudy.

3. QUESTIONS OF CLARIFICATION

Participants were given an opportunity to ask questions for clarification following the presentation. A summary of the discussion is provided below. Participants' questions are identified with a 'Q', comments with a 'C', and responses from the Project Team are identified with an 'A'.

Q. How is parking being addressed in this study?
A. Parking is being considered as part of this project. We will be looking at parking to see if it is an issue and to see if the existing stock is well utilized, or not. We will make a determination as to whether parking can be adjusted to improve the street or if it should remain as it is.

Q. Have you considered no parking on Danforth Avenue?
A. It's possible, but it may not be popular with everyone.

Q. Will we adjust zoning proactively so that egress and ingress are properly managed?
A. We are committed to complete streets. This applies city-wide. We want to ensure that new development does not impede on egress and ingress to preserve sidewalks and keep them safe for pedestrians. We may bring policy forward to ensure that it is done.

Q. In regards to cycling infrastructure, have you had issues related to snow removal? For example, with the configuration on Woodbine Avenue. Have you considered training related to snow removal?
A. Yes, snow maintenance is something we consider with facilities. Woodbine is a good example of a parking protected bike lane. We do have some challenges, but our road operations people have learned from the Bloor lanes. It is a difficult street to maintain, but they've done it very effectively. It may take a while to figure out how to manage snow removal based on the context of the Danforth's configuration, but I'm confident that they will figure out how to manage it.

Q. I live at Bloor and Christie. You've done a good a job with parking on Bloor. Can the same thing be done here?
A. Yes, we are getting to the detailed design phase. We want to know if people want separated bike lanes. More detail will be given when the projects are undertaken by the transportation and cycling infrastructure departments. Danforth has a right of way (ROW) that is seven metres wider than Bloor so we have a lot of options.

Q. Danforth, like you said, is a wide street. One concern is the safety and easy of crossing. When I was in England I spoke to some people from a Complete Streets conference. One thing they said is overlooked is cross-street connections. Will you think about more amber lights and pedestrian crossings?
A. That is something to consider during reconstruction projects. Something we always think about is safety. We're beginning to look at midblock connections. Those are really good points and we love hearing that kind of feedback.

Q. Taxes are closing businesses on Yonge Street. How are you going to address store owners and potential tax increases related to development?
A. We're not looking at economic incentives or initiatives, that's not the purpose here. The planning act allows us to approve spaces and sizes. We want to hear what types of spaces are important. People have spoken a lot about smaller spaces, which could maintain lower more affordable rents to keep from being all high-investment retail stores. We're working to determine what is best suited for the street and are working with the BIA and the public to do so. We hope to see non-chain stores continue to thrive on Danforth Avenue.

C. Big stores are coming in and killing small businesses. We need to increase the amount of people on Danforth Avenue. Consider commercial main floors, then business and office space, and then residential on top.

Q. I'm glad to hear you talk about store sizes. I was thinking about your presentation and where you recommended 2000-3000 square feet store sizes. I wanted to know where you got that number.
A. We got to that number from two sources. We used data collected from the Danforth Mosaic BIA's survey of its membership as well as the door-to-door survey of storefront unit sizes and widths conducted by city staff. 2000-3000 square feet was what we heard the most, but that is close to the existing size. We did work very closely with the BIA.

Q. I'm glad Metrolinx is here. Thank you for the changes to the station entrances. In regards to the revised planning study area, will all the advice heard previously apply to this area?
A. The expanded study area is seen as an addendum study. This portion will correspond to all the transit that goes on in that area. The process will run similar to what we are doing now. We will work with the community to implement guidelines that work, and it will be very much community-focused.

Q. To establish guidelines for balancing the needs and uses of a ROW we need to know what the baseline use is. Do you have that data?
A. Yes, we do. That data should be accessible for the public via open data. I'd be happy to provide you with more information if you email me (Daniel Woolfson).

Q. Will the current use of the Danforth inform the decisions made on its future use?
A. This is an opportunity to look at how the street is balanced with multiple forms of transportation uses. At this point we are beginning to understand what people want to see on Danforth.

Q. Is it possible to install cycling infrastructure on side roads instead of on Danforth. I believe that the province has put money forward to link subway stations. Main Station comes to mind. To me, the complete street is a confused street. Can we consider Main Street instead?
A. The city has a ten-year cycling plan. Tonight, we're talking about the Danforth. Main and Danforth are coming up. In terms of linkages, people asked to look at the connections between Main Street Subway Station and the Danforth GO Station, which would be an addendum to this project.

4. ACTIVITY AND REPORT BACK

Following the questions of clarification period, Jim Faught introduced the evening's activity. Participants were asked to work in groups to construct their desired right of way (ROW) configurations. Each group was given a blank cross-section map of Danforth Avenue and was tasked with placing tiles depicting different sidewalk, bike lane, parking, traffic, and median configurations onto the map. Participants were asked to test multiple configurations and discuss their preferences. Below are the three most common ROW configurations created by participants. An aggregation of all ROW configurations captured at the meeting can be found in Appendix E.
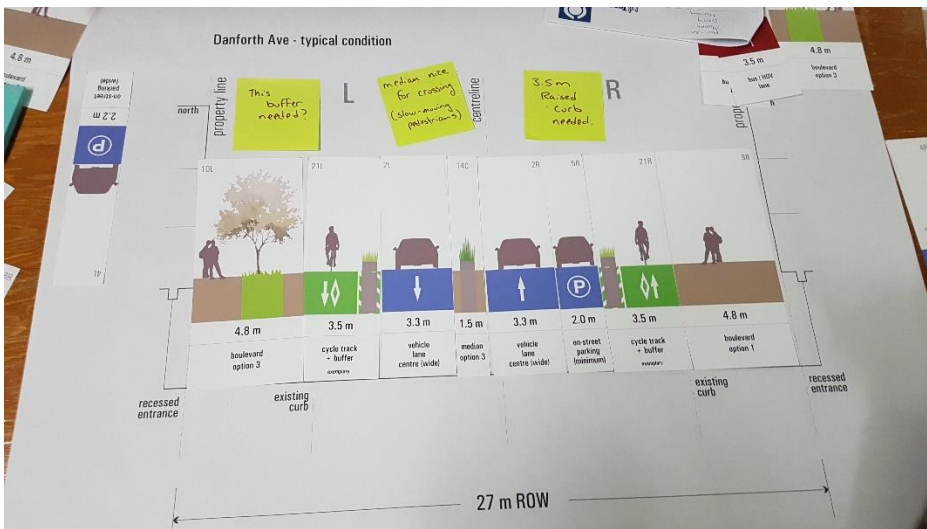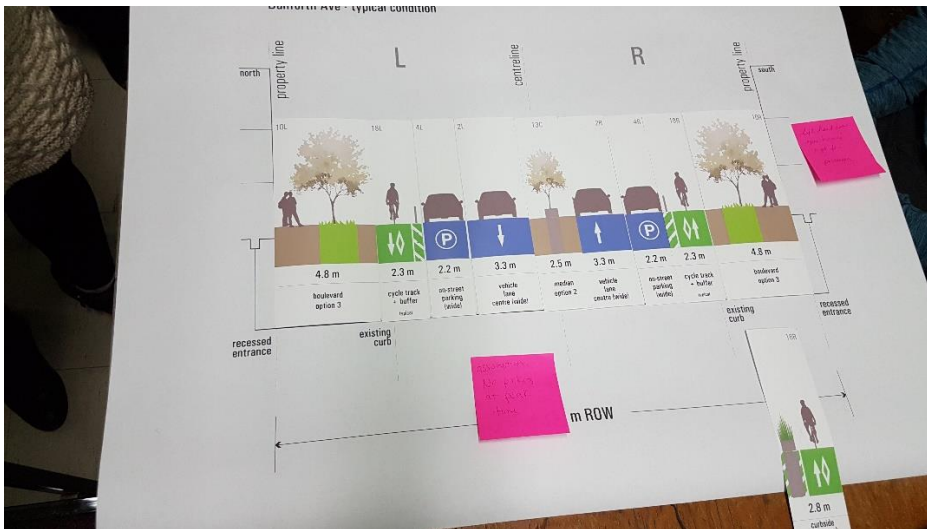
The activity session was concluded with a report back session, which provided each group the opportunity to discuss their desired configuration. The following represents a summary of the preferred ROW configurations that were assembled.

- One group discussed their preference for wide buffered bike lanes. Although not given as an option, the group said they would prefer raised curb bike lanes. They also suggested that there be three lanes for traffic with the middle lane operating as multi-directional lane like what exists on Jarvis. They stated that their least desired ROW configuration would be one that does not include bike lanes.
- Another group stated that they would prefer a configuration that featured 4.8 metre boulevards with 2.3 metre bollard-protected cycling lanes. Their configuration also included parking on both sides with two lanes of traffic.
- One participant suggested that bike lanes be considered as subway relief. They also suggested a reversible express busway to take people off the subway.
- Another participant suggested a bidirectional bike lane on the northside of Danforth Avenue so that there would be two-way bike traffic available from Sherbourne to Victoria park.
- One group said a short-term solution would be to have off-street parking for cars and bikes. This solution would remove on-street parking. Their ideal configuration would see the removal of car lanes altogether with six-metre-wide sidewalks and wide bike lanes. They suggested this would be a long-term project to be achieved within thirty to forty years.
- A group suggested that there was a configuration that would give everyone a bit of what they wanted. They said that parking would need to be removed, but you can then have bike lanes, sidewalks and two lanes of traffic in each direction.
- Another group focused on the intersection saying that trees and parking lanes should be reduced in these areas, but would be necessary in midsections. The group spoke about the possibility of removing parking during the summer months for extended patios that would turn back to parking in the winter.
- A participant suggested that their group worked to balance both sides of the street. They preferred a 4.8 metre sidewalk with a centre median with protected bike lanes. They said they did not want raised curbs because of passing issues. Their configuration removed parking.
- One group suggested that the sidewalk be six meters on the north side to enjoy south sun exposure with shorter 4.8 metre side walks on the south side. They agreed with a previous group about the inclusion of an center lane that would alternate directions. They also liked the idea of a median, but only within proximity of intersections. Their configuration included bike lanes at 3.5 metres and four lanes of traffic at 3.1 metres.
- One participant suggested considering Taylor Creek Park as an alternate route for cyclers.

5. FIRE SIDE CHAT

The activity and report back session concluded and was followed by an additional free-form question and answer period intended to give participants ample time to address the project team. A summary of

the discussion is provided below. Participants' questions are identified with a 'Q', comments with a 'C', and responses from the Project Team are identified with an 'A'.

C. I'm shocked by the seemingly unanimous support for bike lanes. I'm pleasantly surprised!

Q. The avenue study is long term. Are there near-term opportunities for cycling?
A. Today really started the conversation about cycling on the Danforth. This is a good starting point. Earlier I alluded to the ten-year cycling plan. That will come affect cycling city-wide. We're hoping to see something soon on the Danforth. Shawn is here from cycling infrastructure and he is seeing your enthusiasm, so that is great. There are also just a lot of opportunities for cycling in the future.

C. I've been to all consultation meetings so far. Some were not so successful. I've seen a big change. The report back on what was heard at each element was amazing. Thank you.

Q. I arrived late. Was changing road classification covered tonight or is it in the scope of the project? Right now, Danforth is considered arterial, but can it be changed to a minor arterial road? You need to consider fundamental classification.
A. That is a fair point, we only touched on it. We haven't really talked about it, it's not in the scope, but we are still describing this through completes streets as Danforth is an avenue neighbourhood street. That begins to change how we see it. That might come into future work. We're looking at this into the future and these are the things that get developed long term.

Q. I'm noticing bike lanes at 2.8 metres and 3.1 metres. Is there anything in between?
A. We picked our examples based on what exists now. Nothing is set in stone unless there is a minimum standard for safety reasons. The minimum is 2.3 metres for a buffered bike lane, for example. Otherwise, the width of the bike lane depends on what the right of way can support.

Q. What is being done about adaptive reuse of heritage buildings?
A. We didn't touch much on that tonight, but there is a heritage piece that is important, which is being done by ERA architects.

Q. How can surface infrastructure, like bike lanes, be used to relieve the subway? Can this be incorporated into the study for quick relief or would that be part of a bigger corridor study?
A. I think it's looking at what we have to use to move people more quickly, efficiently and safely and to provide better opportunities to get around. It's really about moving as many people as possible. The Danforth GO station will be that first step at a relief line. There's an important connection at Main Street and it's about looking at how we make that better. These are all things we're looking at.

Q. With respect to built form, are there opportunities to step back floors two at a time instead of one?
A. So, we've talked about step backs for buildings, we didn't hear any clear preference for one way or another, but we may want to bring forward guidelines that allow for different methods of step backs. As long as the stepbacks remain within the 45-degree angular plane. I think there would be opportunities to do so.

6. FEEDBACK FROM FEEDBACK FORMS

The following represents a summary of the feedback received from 218 feedback forms received in person, via email and through the online survey.

How you move on the Danforth

QUESTION #1: How do you most frequently travel on or in the area of Danforth Avenue? (Please choose one and tell us why)

Mode	Responses	Percentage
Drive	38	17.9%
Transit	52	24.5%
Bicycle	72	34%
Walk	49	23.1%
Carpool	-	-
Taxi/Uber	-	-
Other	1	0.4%

- Several participants stressed their use of active transportation (biking and walking) as a method of recreation, stress relieve, or as a method of avoiding using their cars
- Those who selected transit frequently said they did so to get downtown
- Participants who traveled most frequently by car suggested that they did so out of necessity such as long-distance travel and group travel

QUESTION #2: Is your most frequent mode of travel your preferred option? If not, how would you prefer to travel.

- Most participants said their most frequent mode of travel was also the way they preferred to travel
- Participants who drove said they do so because it is their most convenient option
- Some participants indicated they did not own a car and therefore selected other options
- A significant number of participants said they would bike, but don't as the lack of bike lanes makes them feel unsafe
- Many participants, who preferred cycling, said they wish there were bike lanes to make their trips easier and safer
- Participants who said they drove most frequently commonly said they would prefer an alternative method of travel such as transit, biking or walking
- Some transit users said they would prefer to bike
- Some participants who said they walk said they preferred to bike or use transit over long distances

QUESTION #3: How else do you sometimes travel on in the area of Danforth Avenue?

Mode	Responses	Percentage
Drive	91	18.7%
Transit	133	27.4%
Bicycle	83	17.1%
Walk	126	25.9%
Carpool	5	1.0%
Taxi/Uber	43	8.8%
Other	5	1.0%

- Participants said they sometimes walked if their destination was local.
- A common response was that participants decided their mode of transit based on circumstances such as weather conditions. For example, participants said they use transit or drive in the winter instead of walking or biking.
- Many participants said they used transit when distances were too far for them to use active modes of transportation.
- Some participants said they used taxi/uber for social evening outings.
- Several participants indicated that they preferred not to drive for environmental reasons and concerns over parking.

Built Form

QUESTION #1: Does the proposed built form and public realm scenario presented tonight meet your expectation? If so, why?

Built Form

- Built Form and Land Use:
    - Most participants said they either okay or happy with increased density along Danforth Avenue and found seven to eight storeys to be appropriate. Others simply stated that they understood and had accepted why Danforth Avenue needed to be intensified to accommodate the city's overall growth. One participant said that increased heights and densities would likely not interfere with the neighbourhood's character. Some participants were okay with increased densification provided that developers adhered to the seven to eight storey maximum.
    - Some participants said that seven to eight storey development was not enough. One suggested twelve storey (125 foot) range similar to the Carmelina Condos at Woodbine and Danforth to compliment transit nodes and support demographic changes. Another participant suggested that twenty storey developments in some areas would be more appropriate.
    - One participant said that eight storeys should only be permitted at corners and that mid-block sections too be limited to six storeys.

- o A few participants said that the maximum building height should be reduced to six storeys with appropriate setbacks.
- o One participant expressed concern related to construction of eight story buildings mid-block (e.g. 2388). They stated that eight storey buildings should be restricted to major intersections such as Main, Woodbine and Coxwell with three to five storey buildings mid-block.
- o One participant stated that any new mid-rise developments should respect the unique character of Danforth Avenue and not look like the generic copy-cat buildings that have been constructed elsewhere in the city. Another participant said that midrise development should not be allowed as the neighbourhood's uniqueness should be preserved not demolished.
- o One participant said that increased residential development should focus on the providing more co-ops, townhomes and semi-detached homes instead of luxury condominiums. Another person stated that new developments should be rental buildings. One person stated that new developments should be required to have three and four-bedroom units and limited single-occupant dwellings.
- o One participant said they thought that building heights should be inclusive of mechanical penthouses, to a maximum of seven to eight storeys.
- o Some participants expressed concerns related to the 45-degree angular plane requirements. One participant said that it would be unlikely that developments would be able to go beyond 6 storeys. Additionally, the floor plate on some buildings would be too small and the units would need to be very expensive to justify construction.
- o Some participants said they were concerned with the seemingly singular focus on residential development. One participant suggested that there needs to be a greater focus on establishing a healthy mix of uses such as retail and office space.
- o Numerous participants indicated increased density was important due to significant TTC and GO transit access.
- Economic Development:
  - o Some participants suggested increased density would be welcomed if it increased the area's economic development. One participant requested that planning staff examine why retail is failing in some neighbourhoods (like along Bay Street) despite increased population density.
  - o Several participants indicated the need to support local business and the prevention of chain stores from taking over the neighbourhood.
  - o Several attendees said they appreciated the emphasis on small, varied storefronts.
  - o One participant suggested that there should have been a greater emphasis on the connection between the complete streets and economic benefits.
- Furnishings and Streetscape Features:
  - o One participant said that development should be paired with the maintenance of wide sidewalks and improvements to the tree canopy.
  - o One person requested that more biophilic design (e.g. living walls, green roofs) be incorporated into the neighbourhood.
- Bicycling Infrastructure:
  - o One participant expressed distaste for the inclusion of bike lanes in all options.

- o Many expressed support for bike lanes. One participant said that intensification needed to be paired with the implementation of dedicated bike lanes.
- Parking:
  - o Some participants expressed concerns related to parking, traffic and infrastructure capacity limitations as a result of increased neighbourhood density.
- Additional Feedback:
  - o Several participants said they were pleased with the presented scenarios.
  - o Many participants were pleased that the scenario incorporated feedback from previous meetings.
  - o One person noted support for the revised character areas.

Public Realm

- Built Form and Land Use:
  - o One participant appreciated the emphasis on recessed entrances.
  - o One participant stressed the importance of setbacks to preserve neighbourhood character.
- Economic Development:
  - o Several participants appreciated the proposed small store fronts. However, one participant expressed concerns stating that tenants may breakdown interior walls to create large stores with multiple entrances instead of the intended use of the building for several small businesses.
  - o One participant stated that the public realm failed to consider the economy of the neighbourhood and therefore was insufficient. Economic considerations should be properly addressed to satisfy the original goals of Avenues as stated in the Official Plan.
  - o One participant compared the proposed design to Queen Street East. They said the proposed design would encourage them to shop locally.
- Furnishings and Streetscape Features:
  - o Many participants expressed support for trees and landscaping for shade and beautification.
  - o One participant suggested limiting advertising space on Danforth Avenue.
  - o Several participants requested improved street furniture including benches, additional trash receptacles (without foot pedals), separate cigarette receptacles, and bike racks.
  - o Some participants requested the incorporation of additional space for patios.
- Pedestrian Experience:
  - o Wide sidewalks were consistently identified as an important public realm feature. One participant requested that the planning team consider reducing vehicular lanes to accommodate wider sidewalks.
- Bicycling Infrastructure:
  - o Participants suggested that better bike lock-up infrastructure should be installed, maintained, and replaced if missing. Another participant requested that extensive bike lock-up facilities be placed around transit stations. One participant asked for covered bike parking facilities.
  - o Many participants requested bike lanes. One participant stressed the need for protected bike lanes with a physical barrier. A few individuals stated that bike lanes should only be

considered if they are protected. One participant requested that cycle tracks be considered. One participant stressed the importance of connectivity between bike lanes.

- Vehicular Transportation:
  - A few participants requested speed reductions on the Danforth. One participant suggested reducing speeds to 40 km/h to improve the public realm experience. Install red light cameras to enforce speed limits.
- Parking:
  - One person requested that there be no additional parking spaces installed.
- Additional Feedback:
  - Most participants indicated general support for the proposed changes to public realm. A few participants indicated general disagreement with the proposed changes, but did not provide suggestions.
  - Some participants stated that proposed changes only meet a minimum standard of public realm improvements and that more needs to be done to improve public realm overall.
  - Some participants suggested that Accessibility standards must be enforced on all buildings. Some participants stated that accessibility has not been appropriately addressed in the proposed changes.
  - One participant said the proposed changes will negatively affect the streetscape's charm.

QUESTION #2: If the proposed built form and public realm scenario does not meet your expectations, what should be changed?

The following lists the responses received. Detail has been provided where possible:

- Land Use:
  - People had various opinions on heights. One participants asked that the project team consider maintaining current height limits. Another suggested maximizing building heights at 6 storeys (with upper storey setbacks.) Lastly, consider higher density than 7-8 storeys (up to twenty storeys in certain areas).
  - Don't restrict auto-uses (e.g., dealerships) as you will reduce employment as cars are not going away anytime soon.
  - Address zoning challenges.
  - Shallow lots need properly planned for.
  - Consider townhouses over condos.
  - Consider flexible use on large lots.
- Economic Development:
  - Provide funding for storefront facelifts.
- Heritage and Character:
  - Avoid demolition existing buildings to preserve the neighbourhood's character.
  - Don't use traditional materials as the neighbourhood will end up looking outdated.
- Furnishings and Streetscape Features:
  - Provide more street furniture (e.g. benches, patio furniture, etc). Create bump outs with planters and benches.

- o Improve uniqueness and character of the streetscape, the proposed ideas look generic. Inject some fun into the streetscape like in Yorkville. Develop points of interest. Add more public art through partnership with local groups.
  - o Incorporate more patios.
  - o Incorporate more water fountains.
  - o Construct more public washrooms.
  - o Develop a public WiFi system.
  - o Reduce overhead wiring and reduce overhead visual clutter.
  - o Add more landscaping features to green the street. Ensure that street trees are well maintained so that don't wither and die.
- Pedestrian Experience:
  - o Widen sidewalks.
  - o Improve snow clearance on sidewalks or make it mandatory for retail stores to shovel their walks.
  - o Incorporate accessibility standards.
  - o Install more mid-block cross walks.
- Bicycling Infrastructure:
  - o Bike lanes must be separated and protected.
  - o Install more bike racks and ring and posts.
  - o Arrange bike lanes and parking like what was installed on Bloor Street.
  - o Must have cycling on both sides of the street.
  - o Consider not including bike lanes.
- Vehicular Transportation:
  - o Improve transit and traffic flows to accommodate added density.
  - o Update road classification.
  - o reduce traffic to two lanes.
- Parking:
  - o Limit parking to one side of the street.
- Transit:
  - o Add dedicated transit-ways.
- Additional Feedback
  - o Some participants said that the presentation covered everything that they desired for built form and public realm on Danforth Avenue.
  - o Presentation should have included information on current conditions (e.g. traffic flow).
  - o Consider aging populations (e.g. slower traffic speeds and building accessibility).

QUESTION #3: What additional feedback do you have on built form?

- Built Form and Land Use:
  - o Consider lower population density and lower building density to 4-6 storeys.
  - o The step backs above 3-4 storeys on mid-rises is a good idea.
  - o Consider the compatibility of development with the existing community.
  - o Make it easier for developers to densify the Danforth.

- o Stop focusing on serving speculators. Instead, focus on affordable homes and rent-to-own properties. This consultation seems like a mechanism for getting people to agree to luxury condos instead of building the types of neighbourhoods people need.
- Economic Development:
  - o Focus on smaller, fine grain retail. Prevent big box stores from taking over.
- Heritage and Character:
  - o Ensure new buildings have character. Traditional building materials is a good idea, but shouldn't be required.
- Furnishings and Streetscape Features:
  - o Improve tree canopy and landscaping. Consider Silva Cell planters to improve tree canopy. Silva Cell planters use a suspended pavement system to support large tree growth and storm water management through absorption, evapotranspiration and interception. Only include trees where there will be no major reduction to sidewalk width.
  - o Require awnings for weather coverage and shading on new developments.
  - o Use quality materials for street furniture. Reduce the amount of advertising.
- Pedestrian Experience:
  - o Difference of opinion on sidewalks. Widen sidewalks. Narrow sidewalks are fine.
  - o Focus on opportunities to make long blocks porous and pedestrian friendly.
  - o Use sidewalk construction materials that increase traction to reduce slips and falls.
- Bicycling Infrastructure:
  - o Provide wide, protected bike lanes. Make any bike lanes impermeable by cars. Consider cycle tracks.
- Vehicular Transportation:
  - o Put the roadway underground and leave the surface for cyclists and pedestrians.
  - o De-emphasize cars and put more emphasis on people.
  - o Consider laybys for taxis and rideshare services.
  - o Introduce more traffic lights. Introduce traffic calming measures at Pape and Danforth.
  - o Don't remove car lanes until subway congestion and other transit routes are improved.
- Parking:
  - o Difference of opinion on parking. Don't lose any of the existing parking spots. Reduce parking.
- Transit:
  - o Maintain Dawes as a minor entrance for the Go Station.
- Consultation Structure:
  - o Provide clarity at the start of the presentation on what is out of the scope of the project.
  - o Improve online survey to include information as to what terms like "public realm" and "built form" are to make feedback opportunities more accessible.
- Additional Feedback:
  - o Introduce charging stations to make electric car use more realistic.
  - o Ensure that the street incorporates complete streets guidelines.
  - o Consider flexibility (e.g. parking in the winter becomes patios in the summer).

COMPLETE STREETS

QUESTION #1: What ROW configuration is the most desirable and why?

Participants felt that the most desirable ROWs were ones that…

- Sidewalks:
  - maximized sidewalk widths (minimum 4.8 metres)
  - Include safe crosswalks
- Bicycling Infrastructure:
  - Separated, protected bike lanes on both sides with physical barriers
  - Has bike lanes with planters
  - includes new technology for bike lanes
  - Maximized cycling opportunities
  - Connect to a minimum grid
- Roadway:
  - Reduced lane width
  - Has only two lanes of traffic
  - Includes four narrow lanes
  - Ensures good traffic flow
  - Lowers speeds
- Parking:
  - Parking on one side
  - Has parking on one side that alternates between North and South Side
  - Parking on both sides
  - Allows parking after 9:30am or 10am when most businesses are open to improve flow for cars and bicycles.
- Additional Feedback:
  - Includes medians.
  - Includes space for patios and cafes.
  - Establishes better links to the TTC and GO stations.
  - Incorporates measures for better stormwater/slush/snow management at curbs and crosswalks.
  - Features a variety of street furniture, including benches.
  - Keeps Danforth Avenue as is.
  - Has lots of trees.
  - Features greenery (e.g., planting strips), However, some said planting strips are more trouble than they're worth.
  - Incorporates parkland no matter how small.
  - Try to make everyone happy.

QUESTION #2: What ROW configuration is least desirable and why?
Participants said the least desirable configurations were ones that....

- Sidewalks:
  - Had small, narrow sidewalks
- Bicycling Infrastructure:
  - Has no bike lanes

- o Has bike lanes (too low volume of a travel method)
- o Has bike lanes, the ones on Woodbine prevent me from seeing my family as the taxis I need to take due to mobility issues cannot stop.
- o Has unprotected bike lanes (e.g. painted lanes)
- Roadway:
  - o Has wide roads.
  - o Has speeds higher than 50km/h
  - o Only has traffic lanes.
  - o Has four lanes of traffic.
  - o With no lanes for traffic.
  - o Adds additional lanes of traffic.
  - o Has anything more than single lanes in each direction.
  - o Reduces car lanes as it will kill business in the area.
  - o Prioritizes cars or encourages driving.
  - o Disallows right-hand turns on green lights to improve pedestrian safety.
- Parking:
  - o Has no parking
  - o Reserves space for parking (move parking to off-street garages or Green P lots).
- Additional Feedback:
  - o Fails to improve other modes of transportation outside of cars.
  - o Looks like Woodbine. Woodbine is terrible.
  - o Has an abundance of patio spaces as it serves to benefit single businesses and bottlenecks foot traffic.
  - o Spends money on benches rather than trees and landscaping.
  - o Remains the same.
  - o Includes a bus lane (subway is sufficient)
  - o Creates blind spots

QUESTION #3: Are there any ROW amenities that you would like to see on Danforth Avenue?

- Wayfinding signage.
- Bike lock facilities.
- Wider sidewalks.
- Additional garbage and recycling bins.
- Benches.
- Protected bike lanes.
- Bike parking and lock up amenities.
- Trees and landscaping.
- Patios and cafes (equipped for colder spring and fall weather).
- Lower light standards.
- Considerations for storm water management.
- Parkettes.
- Dedicated handicap parking.
- Marketing opportunities.
- Green infrastructure.
- Green roofs.

- Delivery bays.
- Medians and traffic islands.

OTHER FEEDBACK OR ADVICE

QUESTION #1: Do you have any other feedback or advice for staff based on the analysis and work completed to date?

- Built Form and Land Use:
  - Improve parking, transit volume and overall traffic flow before increasing density.
  - Don't steamroll heritage simply to improve density. Balance the two.
  - Create opportunities for community spaces like a YMCA, parks, or a community centre at Coxwell and Danforth.
  - Incorporate sustainable building material requirements. Require materials like mass timber.
  - Put people ahead of development. Move away from Richard Florida's glassy city building policies and focus on making an affordable and livable city. Condos are not the answer to support families in Toronto.
- Economic Development:
  - Encourage businesses to hold longer hours to increase the street's vibrancy.
  - Preserve small business on Danforth. Avoid turning the street into another St. Clair.
  - Designate Danforth Avenue as a music corridor. Provide funding to support sound-proofing for businesses to make this possible.
  - Encourage healthy eateries to move in instead of pubs.
  - Focus on function rather than form by finding a way to bring economic development to the forefront of the study.
  - Rejuvenate building facades.
  - Maintain 2,000 square feet and smaller store sizes.
- Furnishings and Streetscape Features:
  - Install solar power infrastructure to power street decorations.
- Pedestrian Experience:
  - Square off the corners of all intersections along Danforth Avenue.
  - Introduce guidelines for the use of motorized wheelchairs to improve safety for pedestrians.
  - Disallow sandwich board signage as they impede sidewalk usage for pedestrians and especially for people in wheelchairs.
- Bicycling Infrastructure:
  - Require cyclists to be licensed and insured to make cyclists more accountable.
  - Make bike lanes safer to encourage more users including kids.
  - The city's fixation on bike lanes is limiting the ability for older Torontonians who face mobility issues to get around the city. Some people only have the option to drive and require street parking. Please consider this population and prioritize our needs.
  - Mixed feedback on Woodbine bike lanes. Woodbine was a good start for bike lanes. Keep it up. Remove bike lanes on Woodbine.
  - Expand bike share south of Danforth onto Gerrard and Queen streets.
  - Place bike lanes on side streets.

- o Cars are still an important part of the way people move around the city. Don't overemphasize bike lanes as most people will not use them six months of the year when it is too cold.
  - o Start bike lane pilot as soon as possible.
- Vehicular Transportation:
  - o Do not prioritize cars.
- Parking:
  - o Address parking limitations. Some residents are experiencing issues with parking as non-residents are parking on side streets. Keep street-side parking area clean and green.
  - o Redesign parking signs as they are currently confusing.
  - o Increase enforcement against cars parking in bus stop zones.
  - o Look outside the box for parking. Partner with new developments to put public parking underneath condos rather than on the streets.
  - o Increase municipal parking lots.
- Transit:
  - o Make as many GO Station entrances as possible.
- Project and Consultation Structure:
  - o Many participants mentioned that they were happy that planning staff seemed to be taking their comments seriously. Specifically, they were pleased to see ideas from previous meetings incorporated into plan refinements.
  - o Complete streets discussions at this meeting hijacked more important issues. For instance, bike lanes were prioritized over the improvement of public transportation and the problems that exist at Main and Danforth stations. You also need to provide more information on how intensification will impact surrounding neighbourhoods and side streets.
  - o Design using vision zero principles.
  - o Consider a survey that has more multiple-choice selections. This survey was too text heavy.
  - o Expand the study area.
  - o I would like to see a higher level of ambition for change.
  - o Consider laneway uses as part of the project (e.g. green laneways, laneway housing, etc.).
  - o Get this done soon. Do not let political foot dragging slow this project down. Paint bike lanes, remove some parking, put in bollards as quick and inexpensive early wins.
  - o Make no compromises to accomplish the best vision for Danforth Avenue.
  - o Look to Corso Emanuele in Torino, Italy as an example of what to do with Danforth Avenue.

APPENDIX A: Agenda
Community Consultation Meeting #4
Monday, December 11, 2017, 6:30 pm – 9:00 pm
Hope United Church, 2550 Danforth Ave Toronto ON M4C 1L2

Meeting Purpose: 1) Provide update on study process and timeline; 2) Obtain feedback from the community on built form analysis and complete streets guidelines; 3) Obtain feedback from the community related to desired street configurations; and, 4) Offer the community an opportunity to ask questions of the project team.

AGENDA

6:30 pm   **Introductions, Agenda Review and Welcome**
Jim Faught, Facilitator – Lura Consulting
Councillor Janet Davis, Ward 31 – City of Toronto
Councillor Mary-Margaret McMahon, Ward 32 – City of Toronto

6:40 pm   **Presentation (Built Form, Public Realm, Complete Streets, and Metrolinx Update)**
Daniel Woolfson, Community Planning, City of Toronto
Caroline Kim, Urban Design, City of Toronto
Trevor Greenman, Transportation Planning, City of Toronto
Shawn Dillon, Cycling Infrastructure & Program, City of Toronto

7:10 pm   **Questions of Clarification and Feedback on the Presentation**

7:35 pm   **Exercise – Complete Your Street!**

- The Complete Your Streets exercise is an interactive activity designed to give you, working with a group, the opportunity to create your own desired ROW configurations for Danforth Avenue.
- You, with your group, will be asked to create a minimum of 1 mid-block ROW configuration and 1 intersection configuration (which can include turning lanes).

8:20 pm   **Activity Group Report Back**

8:35 pm   **"Fireside Chat"**
Participants will be invited to ask questions of the project team.

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

9:00 pm   **Adjourn**

APPENDIX B: Individual Feedback Form
Community Consultation Meeting #4 – Feedback Form

How you move on the Danforth

1. How do you most frequently travel on or in the area of Danforth Avenue? (Please circle the main **one** and tell us why).
   - Drive
   - Transit
   - Bicycle
   - Walk
   - Carpool
   - Taxi/Uber
   - Other

2. Is your most frequent mode of travel your preferred option? If not, how would you prefer to travel?

3. How else do you sometimes travel on or in the area of Danforth Avenue? Explain. (Circle all that apply)
   - Drive
   - Transit
   - Bicycle
   - Walk
   - Carpool
   - Taxi/Uber
   - Other

TORONTO

LURA

Built Form

4. Does the proposed built form and public realm scenario presented tonight *meet* your expectations? If so, why?

5. If the proposed built form and public realm scenario *does not* meet your expectations, what should be changed?

6. What additional feedback do you have on built form?

TORONTO

LURA
LISTEN·UNDERSTAND·RELATE·ADVANCE

Complete Streets

Thinking of the right of way (ROW) configuration exercise….

1. What ROW configuration is the most desirable and why?

2. What ROW configuration is least desirable and why?

3. Are there any ROW amenities that you would like to see on Danforth Avenue? (i.e. wider sidewalks, benches and seating, street trees and other landscaping, green infrastructure and stormwater management, protected bike lanes, bicycle parking, active uses like patios and cafes, marketing opportunities, and wayfinding signage, etc?)

Other Feedback or Advice

1. Do you have any other feedback or advice for staff based on the analysis and work completed to date?

Submission Contact:

Please leave your feedback form at the registration table tonight, or send it to:

Ryan Adamson,
Lura Consulting,
505 Consumers Road, Suite 1005
North York ON M2J 4V8

Email: info@lura.ca

The deadline to submit this form is December 27th, 2017

Contact Information (optional)

Name:
Email:

Thank You