



# DANFORTH



## AVENUE PLANNING STUDY

### Community Consultation Meeting #5 Summary Report

March 2018



*This meeting summary report was prepared by Lura Consulting, the independent facilitator and consultation specialist for the Danforth Avenue Planning Study. If you have any questions or comments regarding the report, please contact either:*

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## 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).

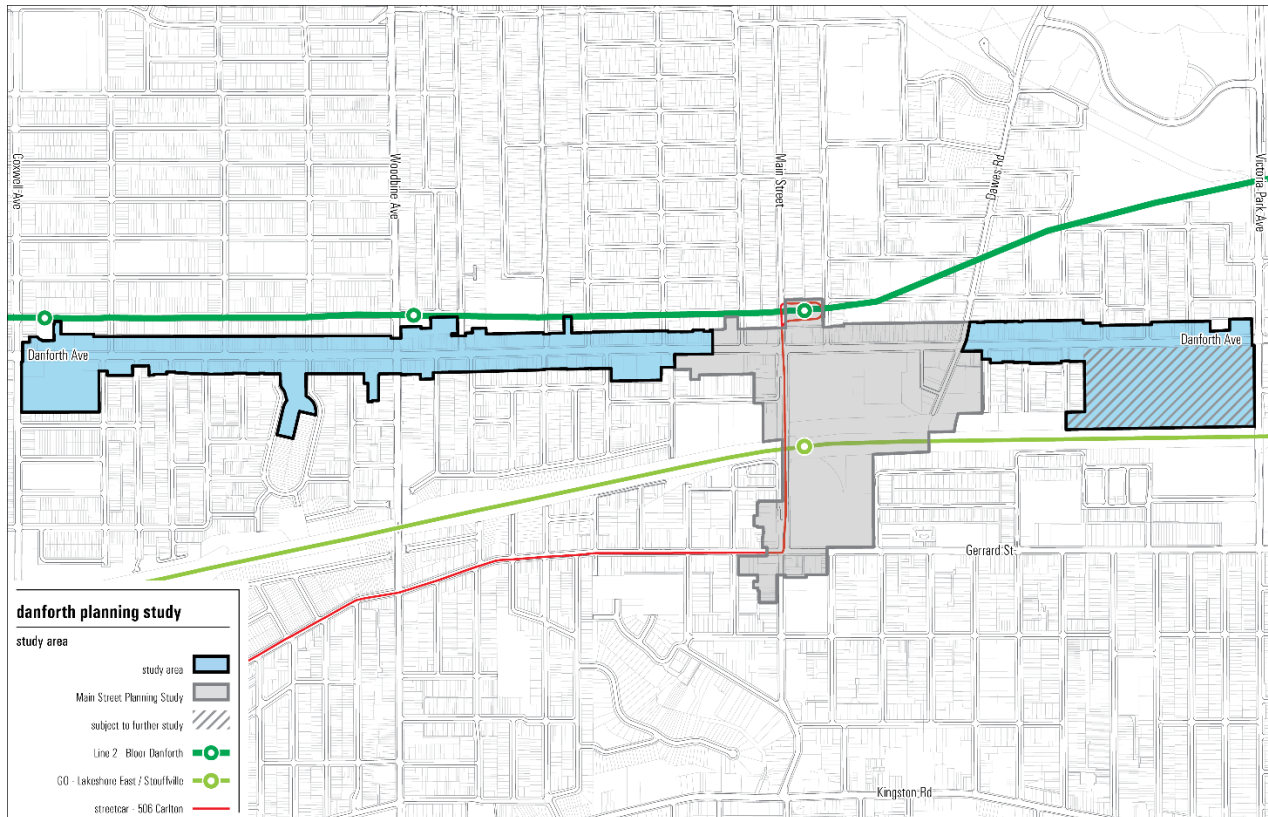


Figure 1: Danforth Avenue Planning Study Area

### Community Consultation Meeting #5 – March 20, 2018

The fifth and final Community Consultation meeting for the Danforth Avenue Planning study was organized as an open house with two sessions. An afternoon session from 3:30pm – 5:30pm and an evening session from 6:30pm – 8:30pm. The purpose of the meeting was to:

- Obtain community feedback on the draft policy framework and general policy direction for the Danforth Avenue Planning Study (Coxwell Avenue to Victoria Park Avenue); and
- Receive final public feedback on how the City should proceed prior to the submission of its draft policy guidelines to Toronto and East York Community Council.

At the start of each session, facilitator Liz McHardy of Lura Consulting welcomed community members to the fifth and final Danforth Avenue Planning Study Community Consultation Meeting. Ms. McHardy 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. Ms. McHardy noted that the meeting was set up as an open house with the purpose of having the public review and provide feedback on the proposed policy guidelines. She pointed out that several City staff members were on hand to provide answers to questions. Feedback forms were also made available to collect participant feedback. Participants were given a week to submit their comments by email, mail, or online.

A combined total of 160 participants signed in at registration for both sessions, but it was estimated that 200 people attended the meetings. A total of ## feedback forms were returned in person, via mail or online.

## 2. PRESENTATION

Daniel Woolfson, City of Toronto, Community Planning, began each session with a brief presentation to welcome participants to the Community Consultation Meeting and to explain the Danforth Avenue Planning Study process to date. Mr. Woolfson explained the purpose and reason for the Avenue Study as well as the policy context, goals, and scope of work. He also provided the audience with an update to the study area, which now includes an additional portion of the neighbourhood that extends south along Main Street towards Gerrard Street (Figure One). Mr. Woolfson reviewed the study timeline, the decision-making process, and the consultation process to date. He concluded the presentation by noting that the final report, policy document and design guidelines will be submitted to Toronto and East York Community Council in the spring of 2018. He noted that two significant projects, the Main Street Planning Study and the Coxwell TTC Barns Master Plan will commence in the near future.

A copy of the open house display boards can be found on the City's Community Planning webpage at <http://www.toronto.ca/danforthstudy>.

## 3. SUMMARY OF PARTICIPANT FEEDBACK

Meeting Participants were asked to consider three questions following the review of the draft policy guidelines.

1. Do the proposed policy directions capture our desired vision for the Danforth Avenue study area (Coxwell Avenue to Victoria Park Avenue)? Why or why not?
2. Should any changes or additions to the policy directions be considered?
3. Do you have any other feedback or advice for staff based on the analysis and work completed to date?

The following represents a summary of participant feedback received from the 47 feedback forms received in hardcopy, by email and mail or through the online survey.

### **Question 1: Do the proposed policy directions capture our desired vision for the Danforth Avenue study area (Coxwell Avenue to Victoria Park Avenue)? Why or why not?**

A variety of responses were received as to whether or not the proposed policy directions had captured the community's vision for the Danforth Avenue study area. Some participants stated that they were pleased with the policy directions and noted some specific policy elements they supported. Some

participants said they were mostly satisfied with the proposed directions and stated where improvements could be made. A few participants provided feedback on how the overall process could have been improved. Overall, a wide range of feedback was received detailing responses to the project's various subject areas. The following section captures the feedback submitted by members of the public and is categorized into the appropriate subject areas.

**Built Form:**

- Several participants indicated their approval of proposed 7-8 storey mid-rise heights for new developments. Many said they would not be comfortable with anything above this guideline. One participant said that increased density will support local businesses and increase pedestrian traffic in the neighbourhood. Another participant said they are okay with the 7-8 storey midrise guideline, but only if development was introduced at a reasonable pace. Some want higher buildings restricted to major intersections with lower buildings (approximately 6 storeys) in the mid-block sections.
- The pace of development was a consistent subject of participant feedback. Some questioned if the provision of infrastructure (e.g., water, sewage, transportation) and community amenities (e.g., various community services, parks and green spaces, schools) would be able to keep up with the pace of development. Additionally, the lack of studies on the effect of increased density on the City's Infrastructure was problematic for several participants. One participant asked whether the existing schools would be able to support an influx of children and youth in the neighbourhood or if they would need to be accommodated in portable units. Portable units were seen as undesirable.
- Concern was noted about the types of developments that could be introduced with increased density. Some worried that new mid-rise developments would not provide affordable units. Another individual emphasized the need for family-sized units in new development.
- Some participants said that the 30-storey building proposal at the South-West corner of Main and Danforth is not appropriate for the area. They noted that the medical facilities on that site are an important community asset. Certain buildings within the proposed development site are also heritage buildings.
- A few participants said the proposed stepbacks on midrise buildings are appropriate. Stepbacks will help the area feel low to mid-rise while adding density.
- One participant was concerned about wind tunnels on Danforth Avenue due to the development of mid-rise buildings.
- Some participants questioned the effects that increased density may have on the Bloor-Danforth Subway Line; in particular they expressed concern that Line 2 is already experiencing overcrowding, which may be exacerbated by increased density.
- One person indicated support for the 3-storey base height proposed for Character Area B.
- One participant said that the policy directions should not permit businesses to incorporate car driveways or be set-back from the street with parking lots in front of their building. Driveways and parking lots pose significant risk to pedestrians and cyclists.

**Public Realm:**

- Several participants were excited about the emphasis on vibrant, walkable streetscapes.
- Some participants expressed concern over the lack of green space proposed for the study area in relation to the increased density. One participant said that the proposed privately-owned public space (POPs) at Main Square seemed unrealistic as the proposal for new social housing high rise buildings would leave little room for public space.

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- One participant thanked City Council and City staff for undertaking the study. They expressed support for improvements to public realm. They also questioned how green space at the Shopper's World site would be created.
- Support was demonstrated for additional street furniture such as benches, trees, and other landscaping. As well as opportunities for murals to beautify the neighbourhood.
- Participants noted that the character of the area should be maintained.

### **Complete Streets:**

- Support was shown for the addition of bike lanes to Danforth Avenue. One participant said that the street is currently too wide and serves the "rule of the car." Danforth Avenue should have separated bike lanes and encourage all forms of transportation. Another participant stated that the policy direction should continue to advocate for safe streets for pedestrians and cyclists. They encouraged the City to work towards Vision Zero. One participant expressed support for the use of Complete Streets guidelines in the draft policy directions.
- Several participants did not approve of reducing traffic lanes to a single lane in each direction. Specifically, they noted that a lane reduction would result in increased traffic congestion and reduced air quality. It was noted that the issue would be compounded by increased density. Some feel that City staff have not considered the daily volume of vehicles that travel on Danforth Avenue. One participant cautioned that Danforth Avenue is a main traffic through-fare from Downtown to Scarborough and should be preserved as such.
- Multiple people noted that the policy directions do not consider surrounding streets. They explained that certain residential streets (e.g., Coleman Avenue) are currently experiencing traffic infiltration issues and parking. One individual asked how increased traffic and parking will be addressed.
- One participant said that existing bike lanes, such as those on Woodbine Avenue, are not well used. They suggested that bike lanes cause issues for buses.
- Another participant said that they are not in favour of bike lanes on Danforth Avenue or other major thoroughfares. They suggested that bike lanes should be restricted to secondary roads.
- One individual stated that new developments should require parking for at least 70% of units with visitor parking.
- Improved transit is desired.
- A suggestion for a WheelTrans "Centre" was proposed. The centre would allow for people to meet other WheelTrans users and friends more easily.

### **Character Areas:**

- One participant said that the proposed character areas Coxwell to Woodbine, Woodbine to Main, and Main to Victoria Park are very different with unique characters and challenges that should be considered.

### **Economic Development:**

- Support was demonstrated for the emphasis on adding new employment and office space in the community. Employment opportunities are seen as crucial to diversifying the neighbourhood. Danforth Avenue also needs more retail stores and restaurants to make the study area a "live, work, play" neighbourhood.
- Concern was expressed that new development will cause higher rents and taxes for retail spaces on Danforth Avenue. One participant asked how rental affordability will be addressed for small businesses in new developments

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- One participant stated that increased density is not needed to help retail thrive on Danforth Avenue.
- Support was shown for fine-grained storefronts, but one participant cautioned that store frontage maximums should not be too prescriptive so-as to prevent creative uses.
- One participant noted that reducing car lanes could negatively impact auto-related land uses such as car dealerships and other services that bring needed employment to the neighbourhood.

### **Policy and Study Area Feedback:**

- A few participants said that the policy directions were too high-level. One participant wanted information about how development would be phased, if certain areas would be prioritized for development over others, and if the current community would be considered in the development process.
- One participant said that the language used by planners was too generic and did not provide a real vision or identity for Danforth Avenue. They noted that the plan seemed to lack ambition.
- One participant said the policy framework should encourage development and should prepare residents for the change to come.
- Another participant said that the policy framework is too modest in comparison to the vision.
- The change in study area (at the Main and Danforth intersection) was viewed as an issue by one participant. They noted that the reason for the change in the boundary should have been explained more clearly. The area surrounding the intersection of Danforth Avenue and Main Street has several development proposals that propose greater height and density. The participant found that the proposals were not properly addressed in the study or in the draft policy directions.
- An argument was made that City planning staff had failed to meet the desired vision of the community due to a narrow interpretation of the City's Official Plan and policies and the province's policies.

### **Consultation Feedback:**

- A few participants provided comments on the presentation material. Some said that the language used on the meeting display boards was too technical for the average member of the public. The City should use less jargon and explain planning in plain language. One participant said that the display board maps did not identify enough streets, which made it difficult for them to find their area.
- One participant suggested that more seating should have been made available for elderly participants.

### **Additional Feedback:**

- The Coxwell TTC barns site should be made into a community hub.
- Support was shown for the proposed second GO Station entrance.
- A few participants stated that more emphasis should be placed on green initiatives, renewable energy, electric car charging stations, and resource conservation.

### **Question 2: Should any changes or additions to the policy directions be considered?**

Diverse recommends were received regarding changes or additions to the draft policy directions. Public feedback discussed material across most of the project's subject areas including built form, public realm, complete streets, and community services and facilities. The following section summarizes the feedback



received from the public regarding suggested changes or additions to the policy directions. Feedback has been categorized into the corresponding subject areas:

**Built Form:**

- Multiple participants noted that any increased density in the study area needs to be “density done well.” One participant said that growth on the Danforth needs to be monitored and controlled. They indicated that increased residential development needs to be paired with an increase in employment opportunities in the study area. One participant said that intensification should not be the only goal of the study.
- Some participants noted their support for increased density beyond the proposed eight-storey limit. However, some caveats were noted. This include appropriate set-backs, superior urban design, quality construction materials, and limited adverse impacts (e.g., shadows).
- Not all participants were supportive of the proposed setbacks. One participant said that the proposed built form guidelines will create a neighbourhood filled with buildings that look like “wedding cakes,” which does not respect the character of the existing community.
- A few participants were opposed to any mid-rise development in the neighbourhood. One concern is that new development will be built right “in their backyard” impeding on privacy. Adequate lot depths should be considered for developments to protect the privacy and sunlight of neighbouring houses.
- One participant was pleased to see the built form guidelines emphasize traditional building materials. Another participant said that requirements for brick and masonry may limit building design. Policies should allow for creativity.
- One participant asked if it would be possible to place regulations on retail signage (e.g. font sizes and colouration) to present a cohesive and attractive retail strip.
- It was questioned if it was realistic to cut back mechanical penthouses to fit within proposed angular planes. The participant requested a study of the impact on this type of protrusion.
- Increased density should be permitted in office priority areas.
- Support was shown for recessed entrances. The character of existing storefronts should be maintained. Storefronts should remain varied to improve the pedestrian experience.
- One participant questioned how proposed building heights would affect the street.
- One participant made some suggestions about the design of mid-rise buildings. For example, mechanical penthouses should be reduced in size to minimize their height, surface area and volume as they are unsightly. They also encouraged limitations and regulations to limit protrusions from new developments (i.e. balconies). In addition, considerations should be made for appropriate rear setbacks to afford proper walkways, green space, and snow clearance.

**Public Realm:**

- Improve landscaping by replacing dying ash trees and ensure that planters are properly weeded and watered.
- Some participants questioned if 4.8 metre sidewalks are sufficient enough to allow for marketing opportunities or for cafes and restaurants to open street-facing patios.
- Considerations should be made for youth, the elderly, and those with different abilities.
- Change the radius at street corners to make the street more pedestrian friendly and safe for children and seniors.
- More green space is needed.
- Encourage canopies and lighting.

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- Murals on tall buildings should be considered to beautify the neighbourhood like on the apartment tower on Sherbourne.
- Make the neighbourhood a “walk-through”, not a “drive-through” neighbourhood.

### **Complete Streets:**

- Some participants noted their approval of the proposed complete streets guidelines. One participant said the City should maximize road capacity to ensure that Danforth Avenue serves all users.
- Several participants do not want lane reductions on Danforth Avenue. They said that Danforth Avenue’s traffic volumes are already too high to accommodate a reduction. The concern is that existing traffic congestion and gridlock may be made worse on Danforth Avenue. One person asked why vehicle counts were not conducted (e.g., 24-hour count, rush hour count).
- Some participants worried that lane reductions would cause drivers to cut through side streets making residential streets less safe. One participant encouraged traffic reduction measures specifically for side streets. This could be done through the introduction of complex one-way streets like what exists in the annex (Bloor Street West). Parking should be available on both sides of the street to reduce traffic speed. They noted that the bike lanes on Woodbine Avenue are creating traffic infiltration and parking problems on local residential streets.
- Mixed feelings were captured about bike lanes. Some participants expressed enthusiasm for the proposed introduction of buffered bike lanes on Danforth Avenue. A major east-west cycling route is needed in the study area and should connect to existing lanes on Woodbine Avenue. However, not everyone was enthusiastic. One participant, an avid cyclist, said that although they would personally benefit from bike lanes, they are nervous about how the introduction of lanes on Danforth Avenue might negatively impact traffic flow. Another participant said that the introduction of bike lanes on Danforth Avenue will create more safety hazards and congestion than benefits. They said that a study of bike lanes on Danforth should be commenced prior to any decision making. Another individual said that Danforth Avenue is not safe for cyclists and that the introduction of cycling lanes would compromise the safety of all road users.
- Danforth Avenue needs more signalized pedestrian crossings to increase pedestrian safety. The policy directions need to go beyond improving the quality of existing signalized crossings as there are several long blocks and offset intersections where additional pedestrian crossings need to be added. Crossing signals should not favour cars and should respond to pedestrian crossing requests more quickly.
- Consider transportation policies for the neighbourhood’s North-South major streets as they are interconnected to the study area.
- Introduce bus service on Danforth Avenue on weekends to assist those who experience difficulties walking the long stretches between subway stations.
- Some participants noted their concern related to parking issues. They said that additional density will create parking shortages if new developments do not provide the appropriate amount of parking. Parking should not be reduced on Danforth Avenue. One participant said that street parking permits should not be given to condo-owners.
- One participant suggested that drop-off areas (similar to taxi-standing areas) should be added to places where people frequently stop to let passengers out to prevent traffic from backing up.
- The City should use stronger language to promote safe streets for cyclists and pedestrians.
- Some participants noted that enforcement measures need to be taken against cyclists who disobey the rules of the road.

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- A request was made for the City to conduct a study of the Woodbine Avenue bike lanes. They noted that the lanes are not well used and have caused traffic issues.
- More bike racks should be installed on Danforth Avenue as there are currently very few.

### **Economic Development:**

- Do not prohibit auto-related businesses on Danforth Avenue. They provide employment opportunities in the area.
- Employment opportunities need to be increased on Danforth Avenue to prevent the study area from becoming a neighbourhood that everyone commutes out of. Current residents to jobs ratios (estimated 5 to 1) are misaligned and will be made worse with increased residential density. It was suggested that the Main/Danforth area be prioritized for government offices or a new college or university campus.
- End tax relief for empty storefronts or limit relief to a minimal time frame. Instead, offer tax relief to legitimate start-up businesses for a limited term.
- The area should remain focused on small-scale local retail.
- Office priority areas should allow for a variety of uses such as institutional arts and entertainment.

### **Community Services and Facilities:**

- The area should have more than one hospital as it is growing in population.
- Increase child care facilities in the neighbourhood. Especially North of Danforth and South to Gerrard.
- Expand the Main Square Community Centre as it is a well-used community resource that will need to be able to accommodate increased density.
- Examine opportunities to encourage a not-for-profit mixed arts and culture facility like the Daniels Spectrum Centre to be established on Danforth Avenue.

### **Consultation Feedback:**

- Several participants indicated the draft policy directions needed to provide more detail. In particular, some found that the policy directions lacked evidence to support the proposed directions. Concrete policy directions as well as performance indicators or prescriptive parameters are also desired. One participant suggested that this could be done through further plans and studies. However, it was noted that the draft policy document should have been made available sooner and that one week for public review would not be adequate.
- Some participants had difficulty interpreting the draft policy directions. One participant found the information to be unclear.
- A couple of participants said that the process should be scrapped and restarted. Another participant stated that additional meetings are needed.
- An individual stated that the Danforth Avenue Planning Study was the “Study of an avenue” and not a true “Avenue Study.” They asserted that the City had not adequately studied the effects of increased density on schools, parks, roads and other community amenities and infrastructure. The participant stated that they feel as though the City had applied a “one-size-fits-all” approach to the study area and that conversations opposing density were not permitted. They indicated that the existing context and built form the community had not been appropriately considered.
- Concern was noted about the change to the study area. The concern is that changing the study area around Danforth Avenue and Main Street may cause that portion of the block to fall outside of the Danforth Avenue Planning Study’s policy directions. One participant questioned if

this change in study area would result in OMB rulings that permit increased development heights greater than what is proposed for the Danforth Avenue Study Area.

- A participant requested that the City clarify the responsibility for the study area between Main and Dawes and Danforth and Gerrard. They questioned whether it was just the City or the City in concert with Metrolinx. They also requested that there be more clarity on the timing and consultation opportunities for that study.

**Additional Feedback:**

- Participants noted that a stronger link needs to be created between Main Subway Station and the Danforth Go Station. One participant said that the link should be utilized to make the area a transit hub and a viable way to travel downtown. Another participant suggested that a connection between the two transit stations should be a covered canopy that is wide enough to permit microbusinesses and kiosks to animate the pathway. However, the design of the pathway should not detract from the vitality of the neighbourhood's existing sidewalks and should promote the exploration of the neighbourhood.
- Investments need to be made to improve the capacity of Main Subway Station and Danforth Go Station.
- One participant asked how green space and social housing would be addressed at the Main Square Community Centre complex. They suggested that hardscaping and street-level parking at the centre be reduced.
- One participant requested that the biker gang be removed that occupies businesses between East Lynn and Moberly on the south side of Danforth Avenue.
- Street safety training should be implemented in schools.
- Developers should not block lanes on Danforth Avenue during the construction process as simultaneous development, and subsequent lane closures, would cause serious traffic congestion.
- One person said that "The Danny" is not seen as a suitable moniker for the neighbourhood.

**Question 3: Do you have any other feedback or advice for staff based on the analysis and work completed to date?**

Participants provided a range of additional feedback and advice for staff. Participants largely used this feedback question as an opportunity to request that staff take additional consideration for certain elements that they felt were not addressed in the proposed policy directions. Responses to these questions have been categorized based on their fit within the project's subject areas.

**Built Form:**

- Several participants questioned the pace of development. Some participants worried that the development would outpace infrastructure (e.g. transit) and service (e.g. medical facilities and schools) provision. One individual noted that seven condominium developments are currently in the works. They suggested that the pace of development may not allow time for the City to examine the impact of development on the neighbourhood.
- Current development is focused on condominiums. Development should prioritize job creation, service provision and community spaces.
- Some participants expressed concern about the lack of studies. They noted that wind and shade studies should have been conducted.

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- One participant said the proposed development on the south corner of Main Street and Danforth Avenue is too large and too tall. The development will negatively affect surrounding homeowners and businesses and that the proposed development is not aligned with the rest of the study area.

### **Public Realm:**

- Some participants approved of widened sidewalks. Conversely, some did not want widened sidewalks to interfere with the existing Danforth Avenue right-of-ways.
- Eliminate or limit curb cuts.
- The streetscape should encourage people to walk, stop, sit, and meet day and night.

### **Complete Streets:**

- Multiple participants were concerned about lane reductions on Danforth Avenue.
- Several participants noted their support for bike lanes on Danforth Avenue. One participant said that a bicycle track would be a safer option than a bike lane and would encourage more family use. Another participant said that Danforth Avenue should not be “car-centric.”
- Some participants said that additional traffic calming measures on Danforth Avenue are needed.
- Participants are worried about traffic infiltration and parking on local streets. Traffic slowdowns caused by increased density, lane reduction, or left and right turning vehicles may encourage drivers to cut through side streets. Participants encouraged the creation of measures to cut prevent drivers from speeding through residential side streets. A few participants explained that people are ignoring three-hour parking limits on residential streets (e.g., Woodbine Avenue and Gledhill Avenue) causing parking issues for residents who do not have driveways.
- Opposing views of the bike lanes on Woodbine Avenue were documented. One participant stated that they were worried that the Woodbine Avenue bike lanes might be removed. They stated that the lanes, although not heavily used, provide traffic calming measures and promote Woodbine as a destination rather than a “high-speed motorway.” Another participant, however, said that the Woodbine Avenue bike lanes have caused safety concerns for residents exiting their driveways due to the way that cars are parked.
- Create safer pedestrian crossings.
- It was suggested that Danforth Avenue be reclassified from a Major Arterial Road to a Minor Arterial Road. The participant noted that this reclassification would encourage vibrant commercial and residential development, reduce traffic flows, and address an “unhealthy” fixation on cars.

### **Economic Development:**

- Property owners should not receive tax breaks for vacant storefronts. Removing this tax break will incentivize occupancy.
- One participant asked how the plan will address gentrification.

### **Heritage:**

- Heritage designation should be done through a separate initiative.

**Consultation Feedback:**

- Some participants felt as though Complete Streets conversations at a previous meeting had dominated discussion. Specifically, some felt that cycling interests from outside communities had taken over the discussion. For some, the discussion was biased towards bike lanes and car lane reduction.
- One participant requested that the City host a meeting for residents, or residents and businesses, to discuss the types of businesses that people would like to see in their neighbourhood.
- One participant noted that the display board maps were not clearly marked.
- Those who registered for the Danforth Avenue Planning Study should receive meeting notices for the Main Street Study.

**Additional Feedback:**

- Opposition was shown for the 30-storey development proposed at the intersection of Danforth Avenue and Main Street.
- One participant said that the proposed site of the new police station at Coxwell and Danforth should be considered for a new French Language Secondary School as there would be plenty of space for outdoor facilities. They noted that the TDSB's proposed site for the Greenwood School is insufficient as there is no outdoor playing field or running track.
- One participant asked what allowances have been made for deliveries to stores in the study area. They asserted that the elimination of the centre boulevard, busy street parking, and no stopping zones at intersections will make it difficult for deliveries.
- One participant questioned how the policy directions would withstand the OMB. They asked how the policy could be completed and implemented to be in sync with the reformed council.
- A request was made for the City to install 24/7 surveillance cameras and increase police patrols along the stretch of Danforth Avenue to reduce crime and increase safety.

## **4. NEXT STEPS**

The draft policy directions will be refined based on the feedback received from participants at Community Consultation Meeting 5. City staff will now prepare its final deliverables, which includes draft amendments to the Site and Area Specific Policies in the Official Plan and Planning and Urban Design Guidelines, to be submitted to Toronto and East York Community Council in the Spring of 2018. The community will continue to be consulted on upcoming projects including the Main Street Planning Study, the Coxwell TTC Barns Master Plan and the Shopper's World Future Study.

## Appendix A: Agenda

### Community Consultation Meeting #5 – Open House

Tuesday, March 20, 2018

Afternoon Session - 3:30pm – 5:30pm

&

Evening Session - 6:30pm – 8:30pm

Hope United Church, 2550 Danforth Avenue, Toronto, ON M4C 1L2

#### Meeting Purpose

The purpose of the open house meeting is to obtain community feedback on the draft policy framework and general policy direction for the Danforth Avenue Planning Study (Coxwell Avenue to Victoria Park Avenue). The open house is an opportunity for the public to provide final comment on how City Staff should proceed prior to its submission to Toronto and East York Community Council.

The following questions should be considered when interacting with the display boards and City Staff.

#### Discussion Questions

1. *Do the proposed policy directions capture our desired vision for the Danforth Avenue study area (Coxwell Avenue to Victoria Park Avenue)? Why or why not?*
2. *Should any changes or additions to the policy directions be considered?*

## Open House Sessions

#### Open House

Following a brief kick-off presentation by City Staff, we welcome you to participate in our open house to review the draft policy directions for the Danforth Avenue Planning Study. City Staff are on hand to answer your questions.

#### Topic Area Information Displays

- About the Project
- Study Area
- Heritage
- Urban Structure & Built Form
- Public Realm
- Complete Streets & Parking Utilization
- Laneways
- Community Services and Facilities
- Next Steps