

**THE
DANFORTH
STUDY**

Destination Danforth

**An integrated
Transportation,
Economic Development
and Planning Project**

Community Meeting #3A

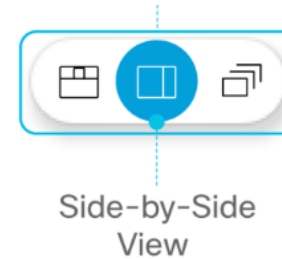
December 1, 2020 | 6-8pm

This Meeting Will Begin Shortly...

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

- **Video:**

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



- **Q&A:**

To ask a question

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

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

A screenshot of a Webex meeting interface. The interface is divided into several sections: "Participants" at the top, "Panelist: 1" below it, "Attendee:" with a search bar, and "Q&A" at the bottom. The "Q&A" section has two tabs: "All (1)" and "My Q&A (1)". Below the tabs, there is a question: "Q: hi. i'm here". To the right of the "Q&A" section, there is a "Raise Hand" button with a hand icon. At the bottom of the "Q&A" section, there is a form to ask a question. The form has a dropdown menu labeled "Ask:" with "All Panelists" selected. Below the dropdown, there is a text input field with the placeholder text "Select a panelist in the Ask menu first and then type your question". To the right of the input field is a "Send" button. A red box highlights the "Raise Hand" button and the "Q & A" section. A red arrow points from the text "When asking a question, send it to 'All Panelists'" to the "Ask:" dropdown menu. A red box also highlights the "Ask:" dropdown menu and the "Send" button.

Audio Issues?

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

Option 2: Call in by phone:

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





This meeting is being recorded

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

Meeting Conduct:

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

6:00 Introductions

**6:05 Study Schedule
Community Meeting 1&2, & Survey Recap**

6:15 Study Update

01 Planning Study

02 Economic Development Study

03 Complete Street Study & Destination Danforth

7:15 Question & Answer Period

7:55 Next Steps

Councillor Welcome

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

Team Introductions

Facilitation

- Karla Kolli, Facilitator (Dillon Consulting)
- Kristin Lillyman, Secondary Facilitator (Dillon Consulting)

City Planning

- Lynda Macdonald, Director, Community Planning
- Paul Mulé, Senior Planner, Community Planning

Transportation Services

- Jacquelyn Hayward, Director, Project Design & Management (Project Director)
- Niki Siabanis, Senior Project Manager, Major Projects
- Saikat Basak, Cycling & Pedestrian Projects
- Maili Sedore, Neighbourhood Projects
- Daniel Samson, Cycling & Pedestrian Projects

Economic Development & Culture

- Mike Major, Manager, BIA Office
- Danielle Davis, BIA Office (pilot project)

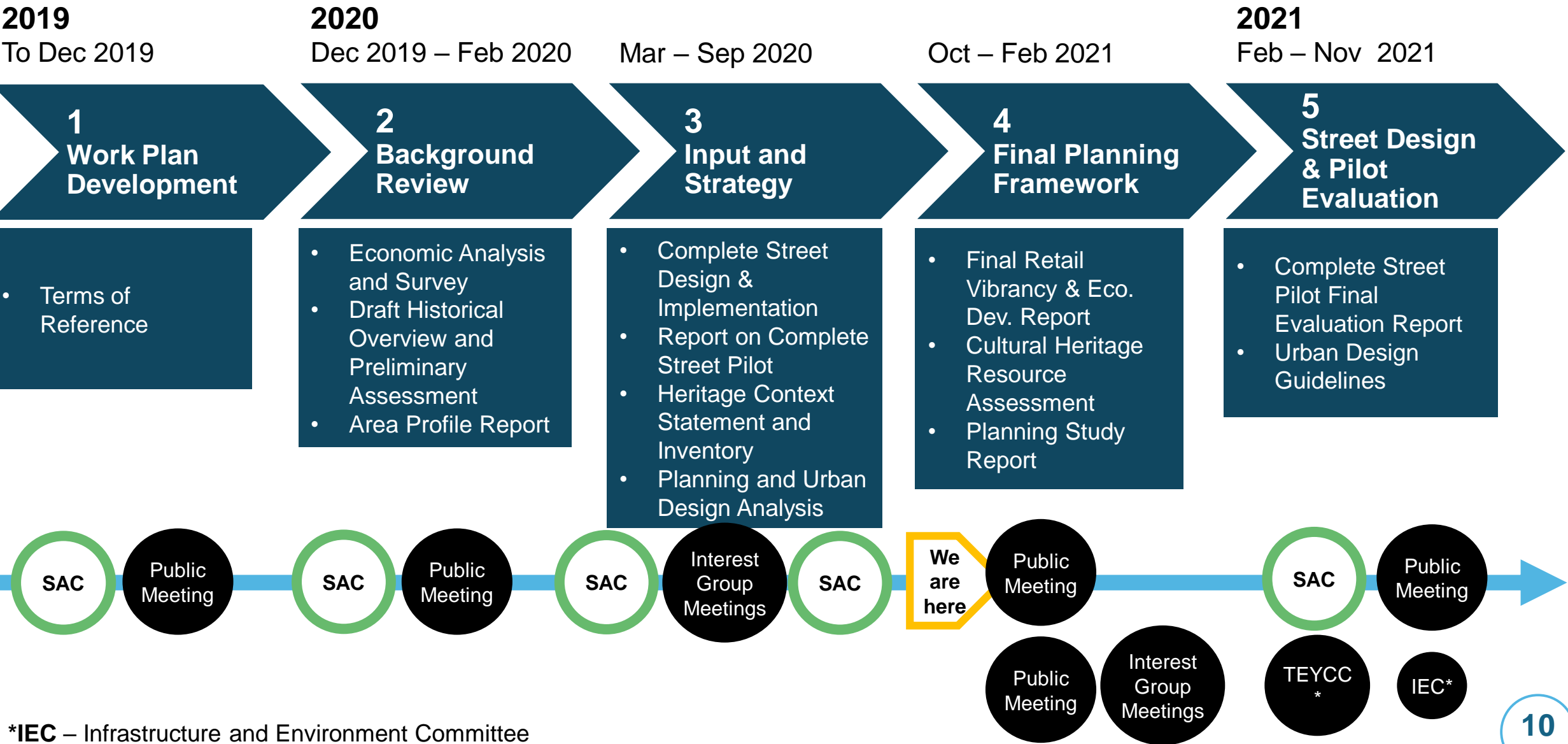
LIVE POLLING

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

The screenshot shows a Webex meeting interface. The main video feed displays a street scene with a blue overlay containing the text: "Live Polling Warm Up Question: What is your relationship to the Danforth?" followed by five multiple-choice options: A) I live nearby, B) I work on the Danforth, C) I shop on the Danforth, D) 2 or more of the above, and E) Neither – I'm just interested in the study. The Webex toolbar at the bottom includes icons for audio, video, chat, and other controls. On the right side, a "Polling" panel is open, showing a "Time remaining: 03:54" and a "Motion called to vote" section with three radio button options: A. Yes, B. No, and C. Abstain. A "Submit" button is located at the bottom of the polling panel.

Live Polling Warm Up Question: What is your relationship to the Danforth?

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



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

Previous Community Meetings #1, #2 & Public Survey

112,000

Notices
sent to
local
residents



850+
Attendees



44
Information
panels



200+
comment
forms
completed

800+

Online survey
responses



82% 😊

Public satisfaction
with community
meeting event



6

Activity
stations



1600+

Sticky
notes with
public
feedback

Planning Study Public Input

Support the development of more affordable housing and rental units

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

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

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

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

Incorporate resiliency, energy efficiency, sustainable building materials.



Retail and Economic Study Public Input

Support
(preserve)
local mom and
pop stores

Address vacant
businesses and
declining retail

More markets,
open space
retail, and
community
spaces like
Carrot Common

Want to be able to shop locally, and
get all of their basic retail needs close
to home



The retail options were noted as a positive,
however more retail variety is needed,
including hardware stores, groceries, and
LCBO

Complete Streets Study Public Input

Notable support for a 2020 bike lane pilot

Support for better traffic management and street design

Overwhelming support for bike lanes on Danforth, especially separated ones

Interest and requests from public to use pop-ups, pilots and high quality temporary improvements to test ideas in the community

Safety for all users was a highlighted concern – with the need for more crosswalks, lights, traffic control measures, and protected streets and intersections

Support for prioritizing active and more sustainable forms of transportation (walking, cycling, transit), in light of climate change

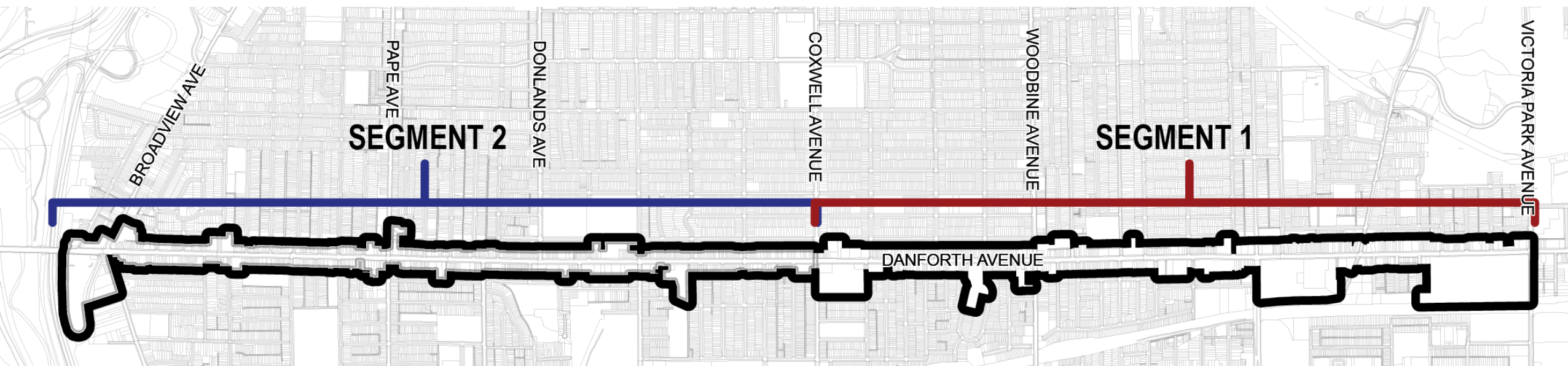


01

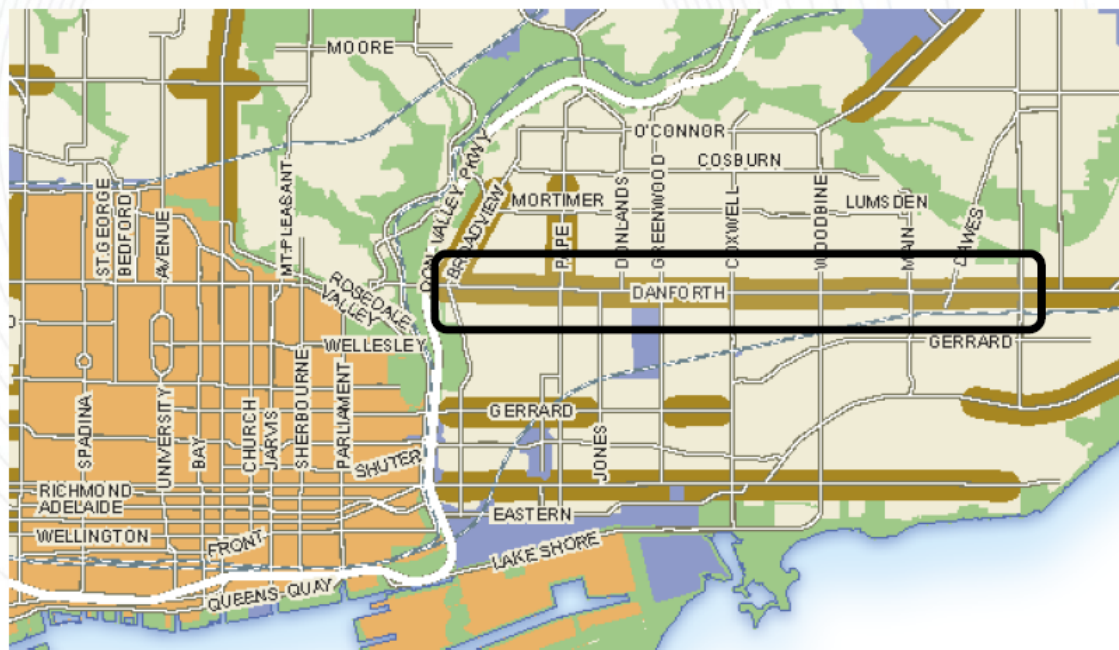
Planning Study Update

PLANNING STUDY: Direction to Initiate the Study

- **City Council requested** the Chief Planner and the Executive Director, **City Planning** to undertake a **planning study** of Danforth Avenue in two segments, from the Don River to Coxwell Avenue and from Coxwell Avenue to Victoria Park Avenue.
- **Councillor Fletcher's Motion** - The Terms of Reference for the upcoming Danforth Planning and Complete Streets Study include options to secure new affordable rental along Danforth Avenue.
- Segment 1 Planning Study from Coxwell Avenue to Victoria Park Avenue was completed in July 2018



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



Official Plan – Map 2
Urban Structure

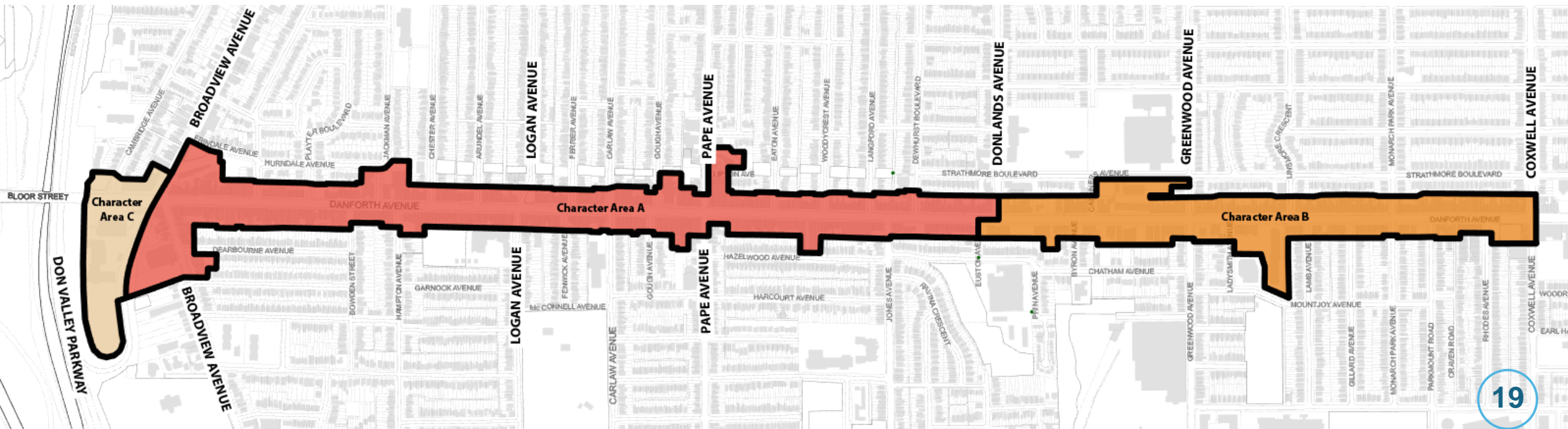
- Avenues
- Centres
- Employment Districts
- Downtown and Central Waterfront
- Green Space System



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

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

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





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

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

PLANNING STUDY – Growth Estimates

Existing Situation

3,500 people

6,200 jobs



Current Zoning

4,000 – 7,000 people

6,500 – 9,700 jobs



Mid-rise Development

4,200 – 8,000 people

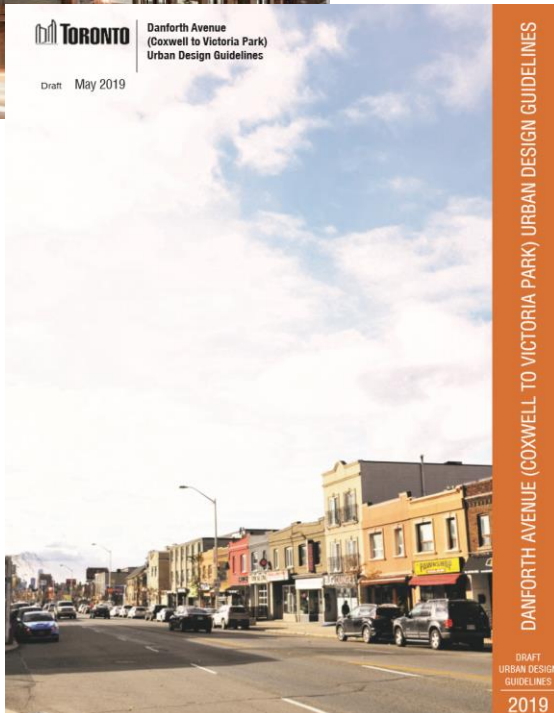
7,200 - 11,600 jobs





Urban design analysis for the Danforth Study includes the following key elements:

- A review of existing buildings and the public realm
- Identifying character areas
- Examination of existing development permissions, BIA plans and recent developments
- Identify opportunities, challenges, and potential issues
- Proposed new building massing permissions (height, density, setbacks) and public realm concepts



Our analysis of development and buildings includes:

- A review of the existing building height and massing, density (maximum square footage or gross floor area), and development pattern.
- New design guidelines such as building height, setbacks, stepbacks, angular plane, etc.
- A proposed new transition zone to provide opportunities for moderate development intensification.
- Maintaining general consistency with the development permissions set in Phase 1 of the Danforth Avenue Planning Study (Coxwell to Victoria Park).

We are testing a new Transition Zone, which generally includes the following elements:

- Lower-scaled buildings to help transition between mid-rise buildings along Danforth Avenue and the low-scaled neighbourhoods to the north.
- Expanded opportunities for housing in a context sensitive manner.
- Improvements to the public realm such as new pedestrian walkways and lane improvements.



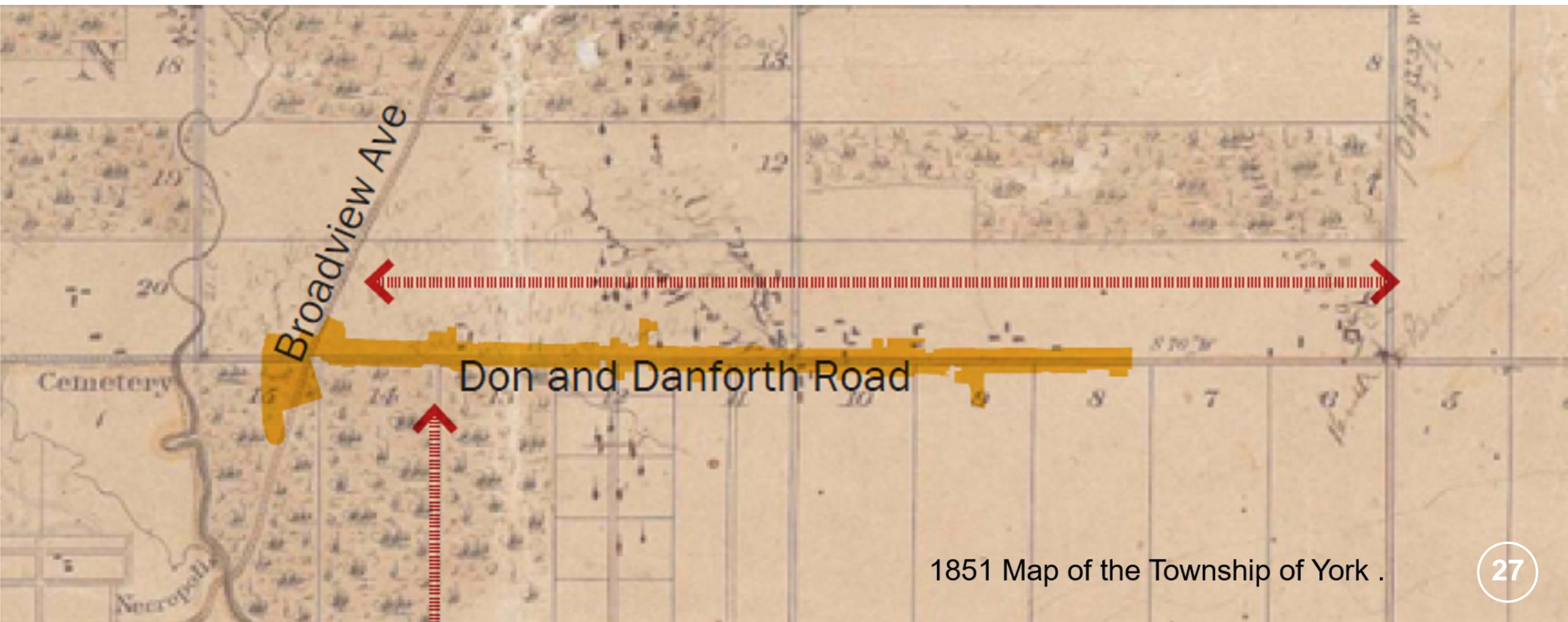


Key elements of the public realm analysis includes:

- A review of existing public realm conditions such as streetscape, open spaces, parks and pedestrian connections
- Examining current streetscaping plans and recent city-initiated changes to Danforth Avenue
- Identifying opportunities and challenges and strategies to improve the overall experience of the public realm
- Coordination with current and future public realm initiatives and projects

Cultural Heritage Resource Assessment (CHRA)

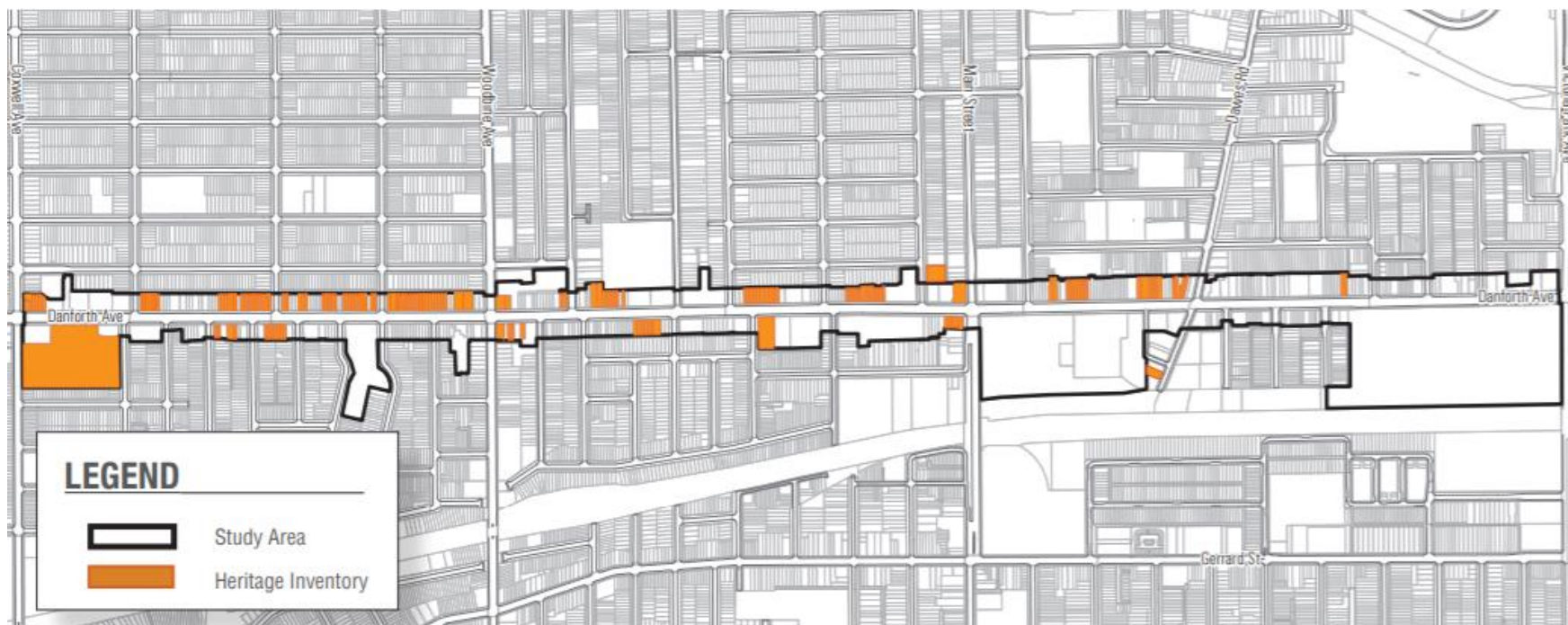
City Planning undertakes a Cultural Heritage Resource Assessment to document an area's development history and to ensure that properties of cultural heritage value or interest are appropriately identified, understood and conserved.



1851 Map of the Township of York .

How will the results of the CHRA be used?

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



From Danforth Planning Study
(Coxwell to Victoria Park)

Map 4, Danforth Avenue
Urban Design Guidelines.

- Community Meeting #3B will include a presentation with a thorough overview of the planning study and emerging directions, as well as opportunity for public feedback
- Please note that we have cancelled the community meeting previously scheduled for Dec 10, 2020 and we will send a new notice when the meeting is rescheduled. Sorry for the inconvenience.

02 Economic Development Study Update

Draft Economic Study Report completed by consultants and undergoing review. Scope of work for study included:

- Data collection (most data in Jan/Feb 2020; post COVID-19 update will be required)
- Split study area into four segments (by BIA)
- Business mix and vacancy over time
- Retail property market rents and sales information
- Visitation profiles for businesses, street traffic, select surface parking lots, houses of worship, Danforth music hall
- Socio-economic information for local 400 m and 800 m as well as 65% visitation trade areas
- Strengths Weaknesses Opportunities Threats (SWOT) analysis conducted for each BIA

Key Findings to date:

- Stable main street with low vacancy
- Strengths and weaknesses in all segments
- Fairly continuous linear retail frontage on both sides
- Collective business community benefits from both strong support from local neighbourhoods plus some broader regional draw
- Retail mix is complemented by other neighbourhood-serving amenities
- A high proportion of businesses are busy at multiple times – throughout the day and/or week
- Overall, these characteristics provide a resilient foundation for the street to adapt to changing markets and trends without a huge impact
- COVID-19 has definitely impacted study results and long term impacts of COVID-19 will need to be more fully analyzed.
- Recommendations for business support programs for area will be considered as part of larger retail study recently completed.

03 Complete Street Study Update

Prior Council direction on a pilot project

In July 2019, City Council adopted the following:

6. City Council request the General Manager, Transportation Services to report back to the Infrastructure and Environment Committee in the second quarter of 2020, in order to inform the Danforth Avenue Planning and Complete Streets Study, on options for the following cycling infrastructure Study components:
 - a. detailed design of a pilot project for eastbound and westbound cycle tracks on Danforth Avenue East from Coxwell Avenue to Dawes Road;
 - b. installation of bike counters to demonstrate trends in daily cycling volumes; and
 - c. additional consultation with local stakeholders including Councillors, Business Improvement Areas, and residents' groups.
15. City Council request the General Manager, Transportation Services to initiate the detailed design for a pilot project with eastbound and westbound cycle tracks on Danforth Avenue from Coxwell Avenue west to Broadview Avenue which takes loading and unloading issues into account.

Council direction on Covid-19 Pandemic Recovery Mobility Strategy

City Council adopted the following:

April 2020:

8. City Council request the General Manager, Transportation Services and the Medical Officer of Health **to pursue opportunities to provide, where possible and under the advice of public health and through the City-wide recovery planning process, more space for pedestrians, cyclists and public transit riders to allow for better physical distancing.**
9. City Council direct the General Manager, Transportation Services to **report back to City Council on the possibility of fast-tracking projects within the 10 Year Capital Plan for Vision Zero and cycling infrastructure.**

May 2020:

3. City Council authorize the **installation of ActiveTO cycling projects on:**
 - f. **Danforth Avenue, from Broadview Avenue to Dawes Road, Cycle Track**

Project Goals & Considerations (Pre-Pandemic)

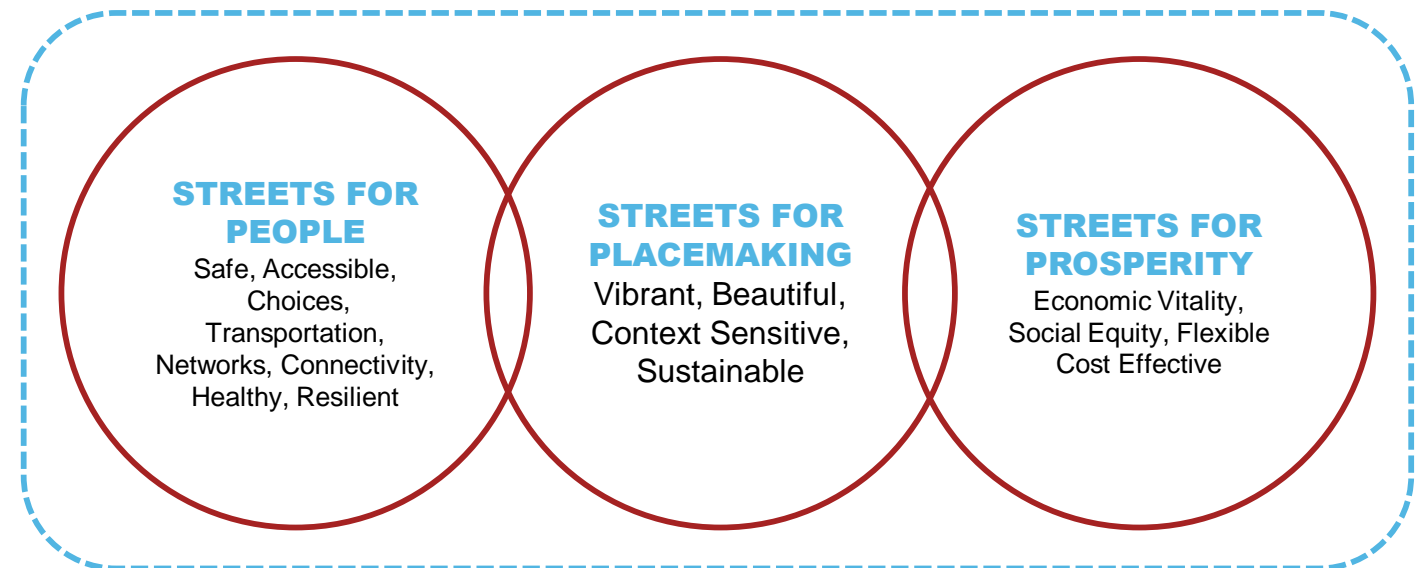
Complete streets are for everyone:

- People walking, cycling, driving, taking transit, and people with disabilities
- Street trees, patios, furniture, social gathering places

Benefits of complete streets:

- Improved road safety
- Vibrant and beautiful streetscape
- More mobility options
- Social benefits
- Local economic benefits
- Environmental benefits
- Reduced infrastructure costs

TORONTO COMPLETE STREETS*



*Source: Toronto's Complete Street Guidelines

3.1 Pilot Background & Goals

Project Goals & Considerations (Pre-Pandemic) Cont'd



Official Plan Goals

Make Toronto a “walking city” and bring all Toronto residents within 1km of a designated cycling route



Road to Health: Healthy Toronto by Design

Increased physical activity is associated with reduced risk of obesity, type 2 diabetes, cardiovascular disease, and some cancers



Vision Zero Road Safety Plan

Fatalities and serious injuries on our roads are preventable, and we must strive to reduce them to zero by prioritizing the safety of our most vulnerable road users



TransformTO: Climate Action Strategy

Target: 75% of trips under 5 km are by foot or bicycle by 2050



Fewer people are driving, more are cycling city-wide

Between 2006-2016, 5% fewer people are driving to work, and people cycling has doubled to 2.7%



Complete Streets

Complete streets consider all modes, prioritize safety, and balance the need to move people and goods, while recognizing streets as places



Reduce reliance on motor vehicles

Providing alternatives to driving allows for roadways to be used more efficiently, and for users who have no choice (e.g. emergency, deliveries)



Encouraging people of all ages and abilities to ride

The majority of people rate themselves as “interested but concerned” about cycling, and will only do so if bikeways feel safe

Additional Project Goals & Considerations

The pandemic brought additional goals and considerations to a potential pilot project, including:

- + **Better use of right-of-way** in the context of Covid-19
- + Urgent support for local businesses by **improving access options** and providing **expanded patio & outdoor seating opportunities**
- + Support **physical distancing** for active modes of transportation
- + Support **transit system relief**; Provide **sustainable alternatives** for people who may not be comfortable taking transit (walking, cycling)
- + Provide **more space for public realm enhancements, Bike Share, bike parking**
- + Need to make Danforth a “**Destination**”



Danforth Avenue (east of Broadview) during Covid-19 restrictions, before Destination Danforth Pilot Project

The Danforth Context (Pre-Pilot)

Posted Speed: 40 km/h

Street Widths:

- **Building to building:** 22-26 m
- **Curb to curb:** 16.4 – 16.8 m
(Broadview and Coxwell intersections are 18 m)

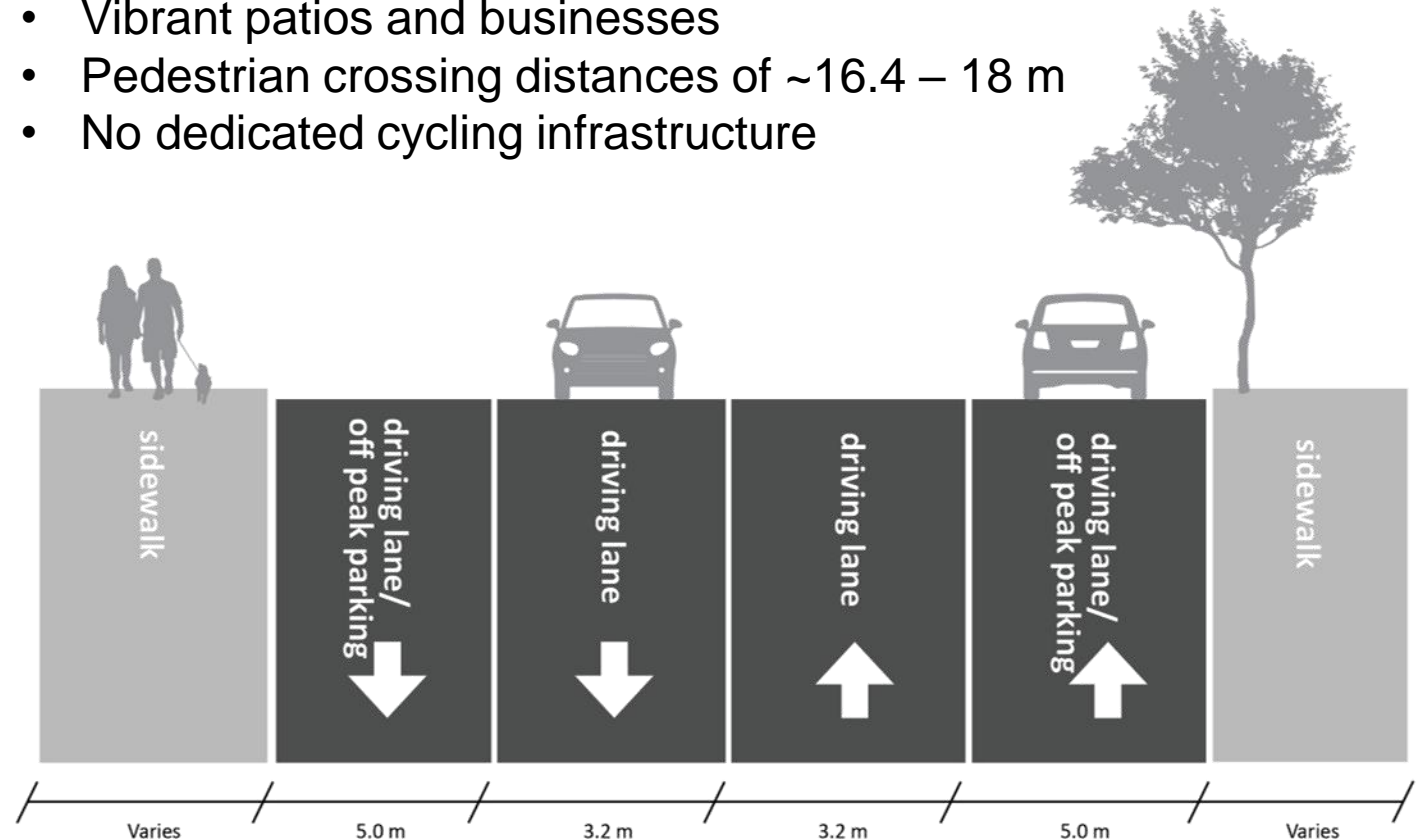
Pre-Pandemic 8 Hour Volumes:

- 9,900-21,000 vehicles
- 1,100-13,100 pedestrians
- 900 – 1,300 cyclists

Pre-Pandemic Daily Transit Boardings:

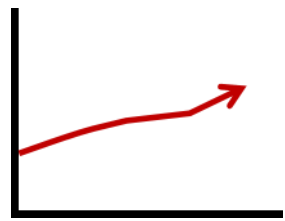
- 6,000 – 27,000 (subway)
- 2,500 – 3,000 (bus)

- Four lanes of traffic, including a wide curb / off-peak parking lane
- Street furniture and limited street trees
- Vibrant patios and businesses
- Pedestrian crossing distances of ~16.4 – 18 m
- No dedicated cycling infrastructure

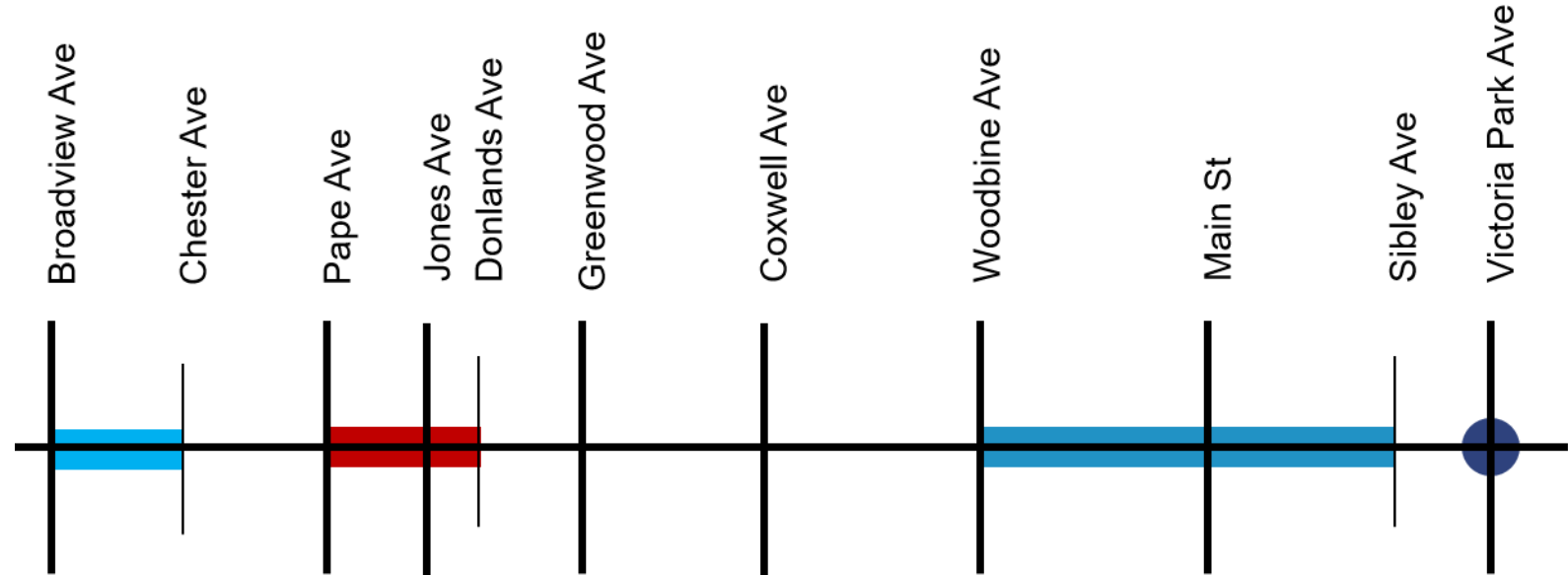


Safety Study - Key Findings

In 2019, the City initiated a Safety Review of the corridor that analyzed collision data from 2014 to 2018.



Annual collisions have slightly **increased** from 2014 to 2018



On average

22 
cyclists

&

25 
pedestrians

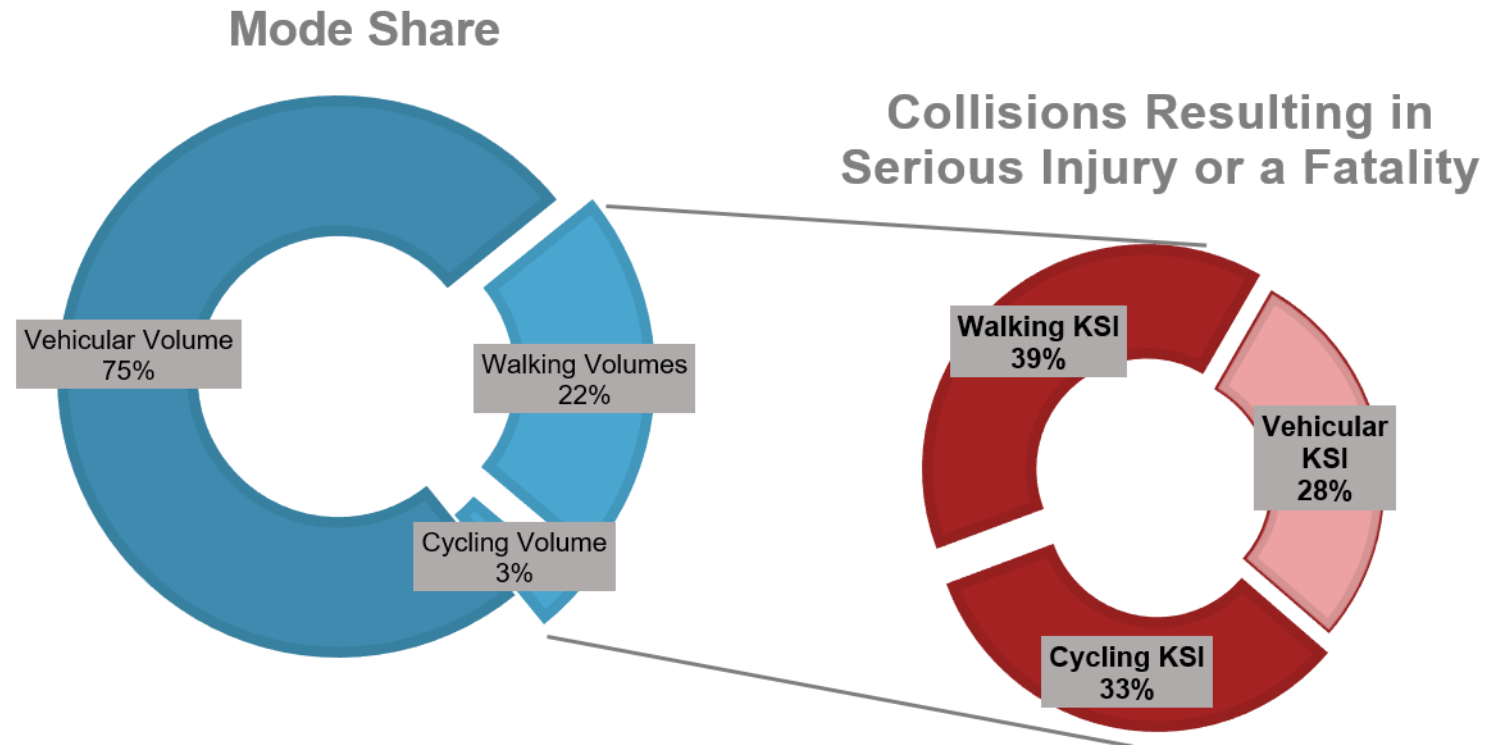
are involved in collisions annually

Some **high priority areas** identified:

- Broadview to Chester
- Pape to Donlands
- Woodbine to Sibley
- Victoria Park Intersection

Safety Study - Key Findings (Cont'd)

People walking and cycling represent about **25%** of the total traffic on the street, but represent **72%** of the collisions resulting in serious injury or fatality.

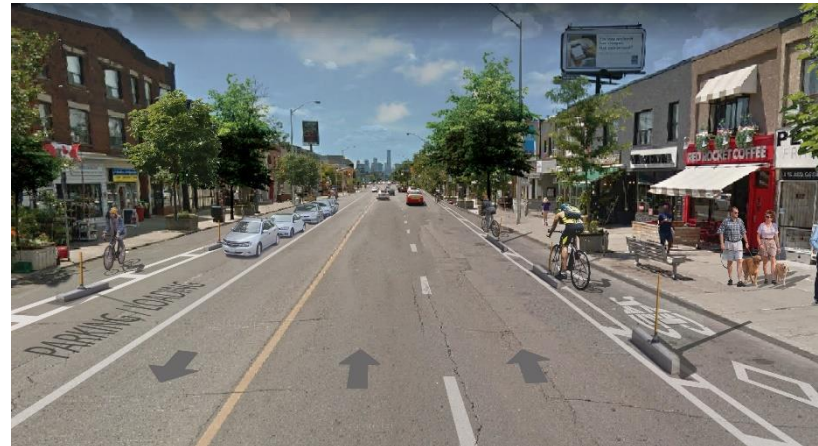


Three street layouts were evaluated for a pilot

Option C was recommended as the most beneficial layout for a pandemic-supportive pilot design



Option A:
Four Lanes & Protected Bike Lanes,
No on-street parking



Option B:
Three Lanes & Cycle
Tracks, 24/7 Parking on one
side of the street

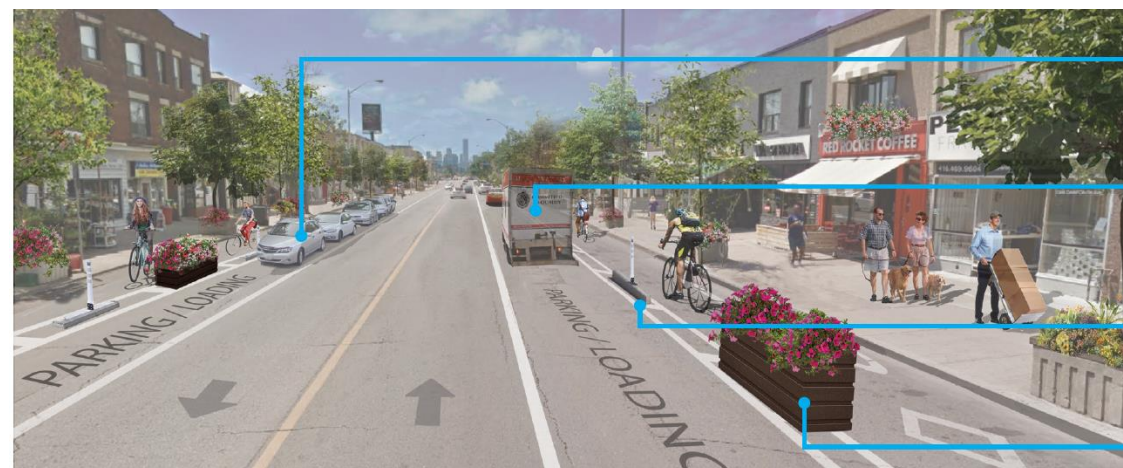


Option C:
Two Lanes, Cycle Tracks, 24/7
Parking on both sides of the street

Option C: Two Lanes, Cycle Tracks & Two Parking/Expanded Patio Lanes

Benefits:

- Turn lanes at intersections to manage corridor traffic flow
- 2 full time parking & loading lanes provide most benefit for businesses
- Widest cycle track option
- Shortest pedestrian crossing distances (mid block and at intersections)
- Highest potential for public realm improvements:
 - Planters in cycle track buffer
 - Curb extensions on side streets for expanded public realm
 - Most accommodating for curb lane patios on both sides of the street



Typical Design (Parking/Loading on Both Sides)

24/7 Parking Lanes on both sides of the street

Loading opportunities to be provided at key locations

Curb and Posts to improve cycling safety and support cycling for all ages and abilities

Planters to beautify the corridor at key locations



Expanded Patio Option
(when permitted by Public Health Officials)

Expanded patios to serve food establishments in the curb lane will temporarily replace on-street parking

Cycle Track to deviate around expanded patios providing additional buffer between diners and vehicle lanes

Curbs and posts to protect cyclists from motor vehicles

Planters to define expanded patio areas

Destination Danforth Video Teaser

Launch of Destination Danforth Pilot Project Teaser Video
(to be shared during meeting)

Watch the Full Version on
www.toronto.ca/danforthstudy

Pilot Installation Update – July to November 2020



WALKING & ACCESSIBILITY

- 38 artistic curb extensions installed
- Crosswalk markings refreshed at 35 intersections
- 22 accessible ramps added to patio zones
- 2 accessible pickup/drop-off platforms piloted (1 removed due to drainage issues)
- Concrete curbs or planters removed at key locations to facilitate curbside access (in consultation with WheelTrans and other stakeholders)



CYCLING

- 5.5 km of protected cycle track installed
- 4 new Bike Share stations installed by Toronto Parking Authority



BEAUTIFICATION

- 500+ planters installed across the corridor filled with native perennials
- Unique colours applied to parking buffer zone within each BIA
- 3 public parklet seating areas added
- 3 large murals & 12 traffic boxes painted by local artists
- 60 expanded patios installed in roadway supporting local restaurants

Pilot Installation Update – July to November 2020



PARKING

- 1260+ bike parking stalls added
- Less than 10% reduction in overall parking stalls* across the corridor during expanded patio season, and less than 5% during off-patio season
- Peak hour parking prohibitions removed, adding 10 additional parking hours per stall per week



LOADING

- Loading & Accessible Pickup/Drop-off Survey launched on August 19
- 6 new dedicated loading zones added for businesses plus many end of block loading areas at most intersections



MOTOR VEHICLE LANES / TRAFFIC

- Turn lanes added/adjusted at all major intersections
- Signal improvements advanced at Woodbine and Pape

*Overall parking quantities include GreenP and private pay lots, as well as on-street stalls on Danforth Avenue and side streets 100m north and south of the corridor

Live Polling Question #2:

In your opinion, does the pilot support the project goals and considerations (road safety, sustainable transportation options, local business support, Main Street beautification)?

- A. Yes, the pilot generally supports the project goals and considerations of the project**
- B. Neutral**
- C. No, the pilot generally does not support the project goals and considerations of the project**

Live Polling Question #3:

What is your overall experience of the pilot?

- A) Very Positive - I have few or no concerns**
- B) Positive – I have some concerns**
- F) Neutral / I have not experienced the pilot**
- D) Negative – I have many concerns**
- E) Very Negative – I do not support the pilot**

Pilot Installation Update – Iterative Design Process

- A number of adjustments have already been made to address the diverse needs of road users, business owners, residents and other stakeholders along the corridor, including:
 - Design modifications responding to patio zone, accessibility, loading, pedestrian safety, and vehicle sightline concerns
 - Educational materials and enforcement responding to concerns about road safety
- Staff continue to monitor and analyze corridor feedback in order to make iterative design improvements to the pilot

Coming Up

- Winter maintenance (already underway)
- Traffic signal optimization to improve traffic flow
- Leading Pedestrian Intervals to improve pedestrian safety
- Review of future pedestrian mid-block crossing opportunities
- Design modifications at key intersections



Monitoring & Evaluation

- Ongoing monitoring and evaluation will inform pilot adjustments and the ultimate evaluation of the project (report to be submitted to Council in Fall 2021).

Measures that will inform the final evaluation include:

1. Safety (collision data and perceived safety)
2. Pedestrian, cyclist and motor vehicle counts
3. Impacts to adjacent street network
4. Motor vehicle traffic congestion
5. Public perception / Level of support
6. Economic Impact*
7. Curbside Demands / Parking*

* Understanding Impact on Local Economy and Curbside Demands / Parking will be challenged by pandemic restrictions.



Live Polling Question #4:

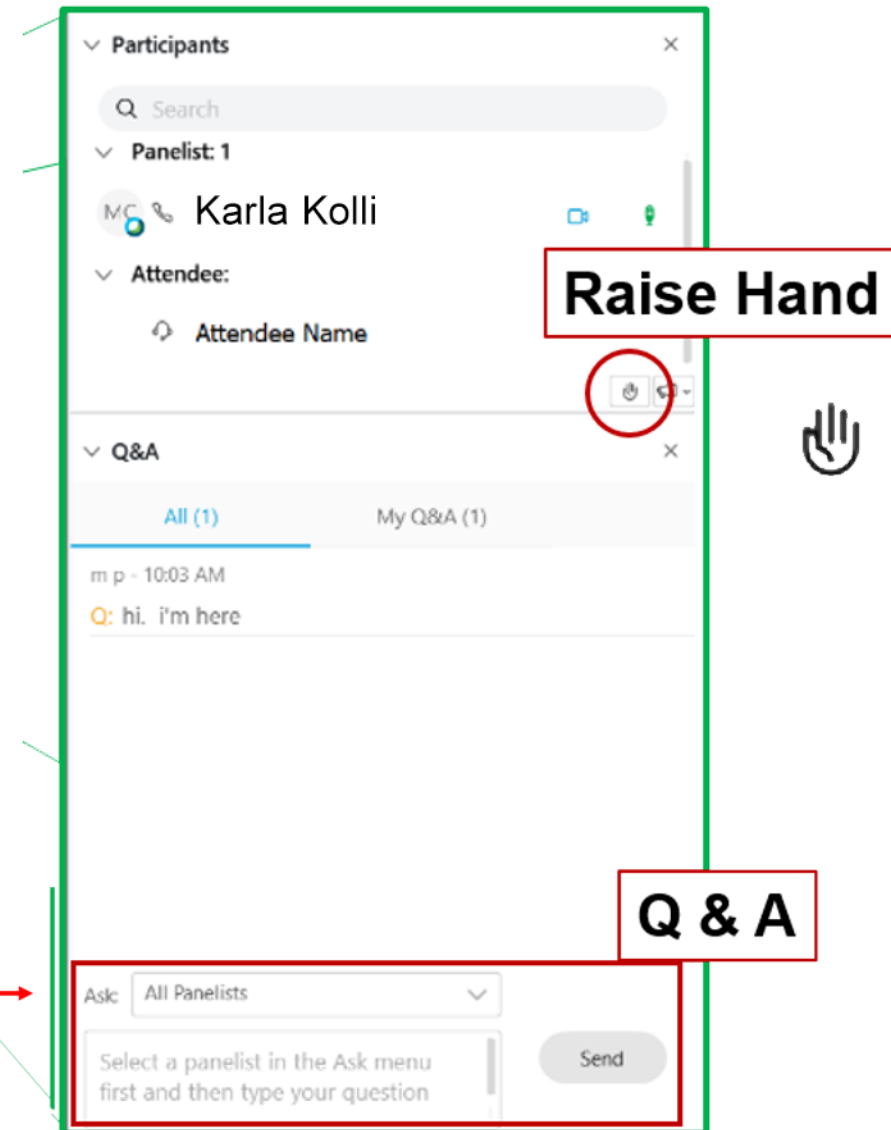
How could the pilot be improved?

- A. Better road user education & enforcement
- B. Safety improvements
- C. Traffic signal improvements for motor vehicles
- D. More loading zones
- E. More year-round activation
- F. I don't think the pilot needs improvement
- G. I think the pilot should be removed
- H. Other (please describe)

Q&A Period

How to ask a question

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



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

Next Steps & Feedback

Overall Study

- Online Survey goes live today! Please visit www.toronto.ca/danforthstudy to provide your feedback. Survey will close following Community Meeting 3B.

Planning Study

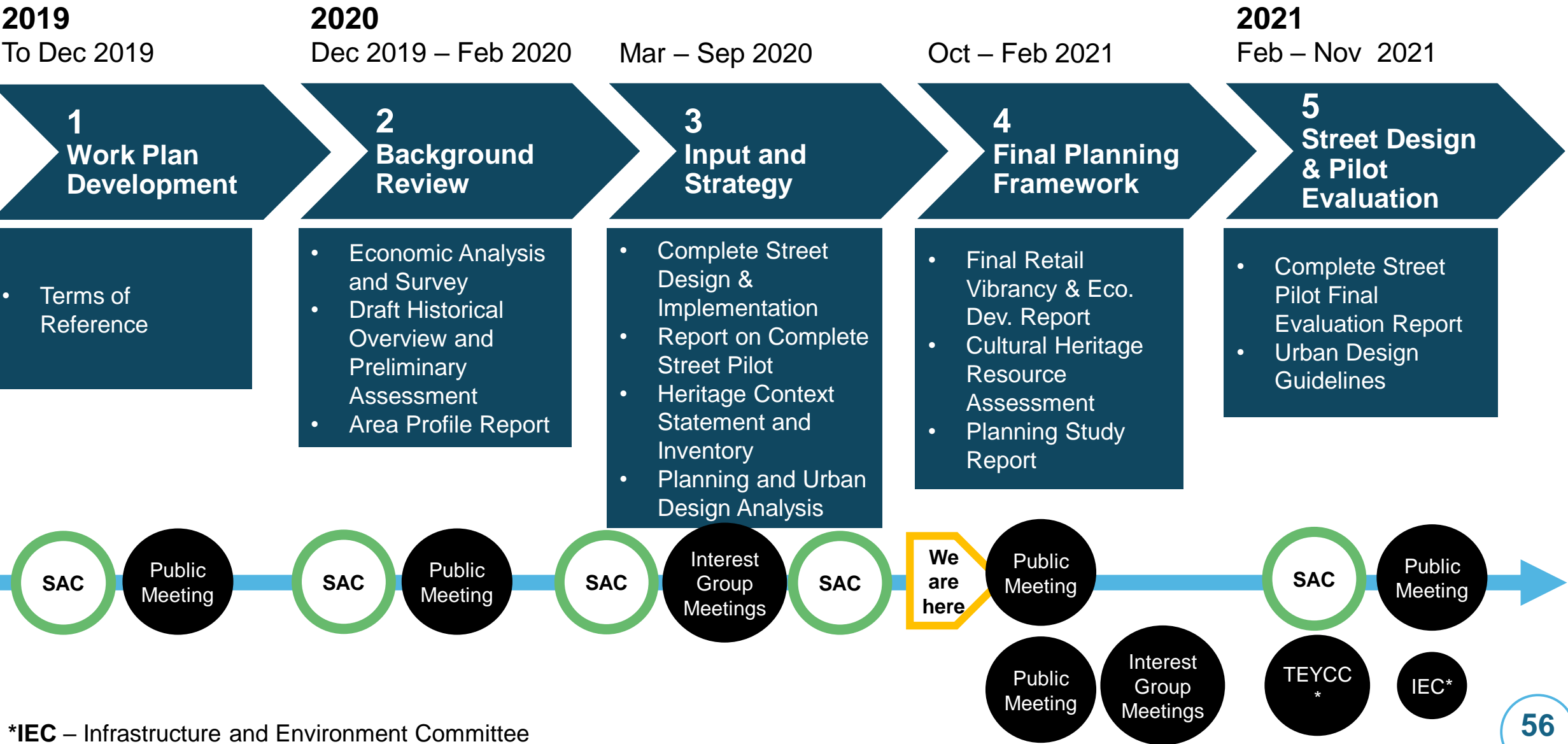
- Community Meeting 3B will focus on the Planning Study Update. This meeting previously scheduled for December 10, 2020 will be rescheduled.
- a Notice will be sent out with the new Community Meeting 3B date.

Economic Development Study

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

Complete Street Study

- Ongoing Monitoring & Evaluation and iterative design modifications



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TEYCC – Toronto East York Community Council

Thank you for your participation!

We want to hear from you.

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