

Meeting #3a And #3b – Record of Public Questions and Responses

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During Community Meeting #3A and #3B, we received many questions from the public collected from the virtual meeting chat function, the dedicated question and answer periods, and inquiries sent to the Danforth project email. These questions were organized and themed under the different Danforth study components and topics. The following is a record of the questions received and the City project team's response.

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Complete Street Study

Q = Question A = Answer C = Comment

1 – Bike Lanes

Q: Did the City consider alternate routes for bike lanes on the smaller roads that run parallel to Danforth?

A: The Cycling Network Plan for the City looks at the character of all types of streets, which streets are appropriate for cycling facilities, and what would serve people who live and access destinations on those streets. One of the reasons that Danforth has been identified for cycling infrastructure is that it is a long street that is quite flat, it has no streetcar tracks, and it has the capacity to move many people via many modes. It has a main street character which means that the destinations on that street are important for people to be able to access safely by bike.

Q: What do bike lanes have to do with COVID-19 safety?

A: The ActiveTO temporary cycling network aims to allow people on bikes to move around Toronto safely, to better connect the city, and to mirror major transit routes.

City Council voted to accelerate key projects around the City to support a Pandemic Recovery Mobility Strategy and address emerging transportation issues. The goals for the project were then updated to include the need for: better use of right-of-way in the context of Covid-19; supporting local businesses by improving access options; supporting physical distancing for active modes of transportation; supporting transit system relief; provide sustainable alternatives for people who will not be comfortable taking transit (walking, cycling); and providing more space for public realm enhancements, Bike Share, bike parking

Q: Why is this Study mostly about bike lanes? It seemed as if the Study started out as a Study for the economic future of the Danforth, and it morphed into a project to install bike lanes and create more space for us all?

A: In 2019, the City launched the Danforth Study to create a vision and plan for the Danforth into the future. The study is a joint project between Transportation Services, City Planning and Economic Development & Culture. After a project pause because of the Covid-19 pandemic, City Council voted to accelerate key projects around the City to support a Pandemic Recovery Mobility Strategy and address emerging transportation issues, including bike lanes.

Q: The Destination Danforth video tells us that the bike lanes were justified because of COVID. Post-COVID, what does this mean for those lanes?

A: As part of Phase 2 Implementation (2021), there will be ongoing monitoring, consultation and iterative design modifications to the bike lanes. A report to City Council, including Pilot Evaluation, is scheduled for fall of 2021.

Q: Is there a plan to maintain the bike lanes on the Danforth through the winter? Will there be plans for winter maintenance, such clearing snow in bike lanes?

A: Yes, there is a plan to maintain the bike lanes on the Danforth as well as all of the ActiveTO bike lanes across the City, through plowing and the removal of snow.

Q: How do the bike lanes compare to the Bloor St W. bike lanes west of Spadina?

A: The bike lanes on the Danforth are similar to the bike lanes on Bloor St. W. which are also separated bicycle lanes in both directions on both sides of the street. Otherwise known as unidirectional cycle tracks, these bike lanes provide safe mobility options for local shopping trips and act as a transit relief valve. They are protected by parking and include pedestrian and streetscape improvements such as planters and curb extensions.

Q: Is there a plan to look at extending the bike network to the north south streets?

A: The Cycling Network Plan Near-Term Implementation Program (2019 - 2021) identifies Monarch Park as a new program. See: [2019-2021 Implementation Plan - Toronto East York](#)

Q: Are there plans to extend the Complete Street Study, or the bike lanes east of Victoria Park (into Scarborough)?

A: There are no current plans to extend the Complete Street Study or the bike lanes east of Victoria Park.

Q: Are e-scooters allowed to use the cycle track?

A: Vespa style electric vehicles are not allowed in a cycle track in the City of Toronto. These vehicles are allowed in bike lanes, because bike lanes do not have barriers allowing the vehicles to weave around cyclists who may be travelling slower. We are aware of these types of vehicles using cycle tracks and other facilities in the City and have built this into our educational materials, enforcement blitzes and we will continue to monitor and try to work on that issue at a provincial level.

Q: Has there been consideration of how to make the bike lane separators more attractive, as the bollards are working at odds with the goal of beautifying the streetscape.

A: As part of this pilot, there will continue to be iterative design modifications based on community feedback. This could include future changes to the separation materials.

Q: Will bike counters be introduced in the future?

A: Permanent cameras have been installed at 6 intersections at Danforth which measures multi-modal traffic volumes including pedestrians, bicycles, and cars as part of the monitoring efforts.

Q: There is a footpath that runs on top of the subway line to the north of the Danforth. Was that considered for bike lanes?

A: The footpath is not continuous, and the alignment is too close to the Danforth to provide for safe signalized crossings at intersections.

Q: When will the bike lanes be removed?

A: A report evaluating the bike lanes as part of the Destination Danforth pilot will be brought forward for Council consideration in Q4 2021.

Bike Lane Comments

C: We ride our bikes - and we go up to the Danforth far more than before the bike lanes went in! And when we go we always support the local businesses!

C: I would regularly drive my 12 year old to stores on the Danforth and take up a parking space. The bike lanes have allowed her to cycle with friends and I no longer have to take a parking space - allowing more for visitors. Please keep them!

C: The bike lanes are great, but they are too tight and too close.

C: Thank you so much to the staff and the councillors for making this pilot happen! Being able to bike up and down to try new restaurants this summer was wonderful! Even driving has become more pleasant for me.

C: I live 600m from Danforth, bike often, & love the redesign. Big win for safety & ability to easily visit retailers by bike.

C: 1200 bike parking spots added! Excellent!

C: I support Destination Danforth and don't want it undone! Thanks again for your time tonight.

C: It is an error to assume that everyone enjoyed the pilot.

2 – Major Intersections

Q: Donlands Avenue and Jones Avenue seem more congested than other intersections. Are there any adjustments being considered here?

A: Signal timing adjustments are planned to be implemented in Spring 2021 to improve traffic flow along the corridor. Adjustments are also being considered at some intersections to improve safety and traffic flow.

Q: Could someone speak to what is planned for the entry point at Broadview Ave? The earlier graph had it highlighted but it was not clear on what was planned to improve the safety of this intersection and the connection to the Prince Edward Viaduct.

A: As recommended to City Council in April 2021, Transportation Services is proposing to upgrade the intersection of Danforth Ave and Royal Drive/Don Valley Parkway to include cycle tracks and a signalized crossing for people cycling. A prohibition of right-turn-on-red movements for motor vehicles is also proposed.

Q: Has there been any consideration about adding a set of lights between Greenwood and Donlands? That's a long stretch with lots of speeding.

A: Potential new traffic signals require a traffic investigation, warrant analysis, and ultimately approval from City Council.

Q: There is a large back up on Gerrard Street, especially at Woodbine Avenue, which has gotten worse over the last few years. Traffic is diverting from Danforth which is impacting the rest of the area. Can better traffic light coordination be done?

A: Yes, signal timing adjustments are planned to be implemented in Spring 2021 to improve traffic flow along the corridor. Adjustments are also being considered at some intersections to improve safety and traffic flow.

Q: Given that a large portion of the share of bike and pedestrian accidents happen at intersections, why do the physical separations seem to largely disappear at these locations?

A: At intersections, space is needed to accommodate turn lanes, TTC stops, and the radius required for larger vehicles to turn safely. There are a number of ways to provide safe infrastructure at intersections. At some of the key main intersections we implemented advanced stop bars, which provide cyclists with an advanced position to

vehicles at the stop. We also included curb extensions which slow cars down, and in the spring we may explore signals which will give pedestrians a head start.

Major Intersection Comments

C: The major intersections need to be a long-term focus. I'm hoping Broadview & Woodbine will be looked at as protected intersection projects.

3 – Traffic and Traffic Signals

Q: There was concern about more traffic and safety issues on small side streets as a result of Destination Danforth. How is this being addressed?

A: This is part of the monitoring being done as part of the assessment. We continue to review traffic impacts in the surrounding area to understand and mitigate impact through things like signal timing changes and consideration of turn restrictions or other measures. We are gathering traffic volumes and undertaking speed studies to understand and address impacts on these streets. Counts took place last fall and are planned in spring 2021.

Q: Has there been traffic studies for the residential streets north of Danforth, such as O'Connor and Mortimer? If so, where can I find them?

A: Please contact 311@toronto.ca with the details of your request.

Q: It seems there is a dramatic increase in density with more office buildings and housing. Would this not lead to a dramatic increase in car traffic?

A: The Danforth Complete Street and Planning Study was done in collaboration with a number of City divisions, including City planning. As such, future proposed and approved developments along The Danforth have been accounted for as part of the design of the project. Staff will continue to monitor the success of the Complete Streets Pilot for any design modifications that may be needed.

Q: Is there going to be any reporting about the impact of the bike lanes on vehicle traffic flow?

A: Yes, initial data on vehicle traffic flow was included in a report to Council in April 2021: [ActiveTO : Lessones Learned from 2020 and Next Steps for 2021 PDF](#) (see page 19-21) Vehicle traffic flow will continue to be monitored. Signal timing adjustments are planned to be implemented in Spring 2021 to improve traffic flow along the corridor. A report evaluating the bike lanes as part of the Destination Danforth pilot will be brought forward for Council consideration in Q4 2021.

Q: Will the traffic issues between Woodbine and Main be looked at?

A: Signal timing adjustments are planned to be implemented in Spring 2021 to improve traffic flow along the corridor. Adjustments are also being considered at some intersections to improve safety and traffic flow.

Q: Could bikers be forced to go in the right direction on the bike lanes? Bikers need to honour the rules of the road.

A: Education is a critical component to ensuring that both drivers and cyclists understand how to use and interact with different types of infrastructure in a safe manner. In cycle tracks where the line is solid extending to the intersection, cyclists have the right of way. Vehicles must:

- Yield to cyclists and pedestrians
- Look both ways
- Enter the bicycle lane only when they are clear from cyclists and pedestrians and they can safely turn into the opposing lane

Q. Has there been any feedback from First Responders regarding delays using Danforth Avenue since the pilot was implemented?

A: We did consider emergency services access. From a vehicle access point of view, we ensured lanes and turns were able to accommodate large emergency vehicles. Peak periods on the Danforth are typically one-sided, so emergency services have the ability to reverse run to get around places where you do see vehicles backed up at an intersection. In terms of response times, we heard concerns from the public early on about potential negative impact to response times. We did reach out to emergency services to check in early on, and we have checked in since and have not received any concerns from them. We continue to check in with emergency services to see if the pilot has negatively affected their operations. Generally, they have indicated that they are able to make it where they need to go using a variety of routes.

Q: Will or could the roadway street lights be replaced as part of the Danforth's street improvements? The existing lights are very utilitarian and it would make sense to replace both pedestrian and roadway lights as part of an integrated design.

A: Street lighting is the responsibility of Toronto Hydro. Street lighting replacement is not planned as part of this project.

Q: Since small scale pedestrian use of the Danforth is so vital, how is traffic and transit being addressed here?

A: Traffic is being addressed through the evaluation of the Destination Danforth project - travel time impacts and optimization of traffic flow with the reconfigured condition. Access to transit is part of the major transit station area.

Traffic and Traffic Signal Comments

C: I have noticed that since the pilot, the signalization at Chester and Carlaw have gone a bit wonky. At Carlaw, it seems there is no longer a button for pedestrians and it seems that the light won't change until there is a car waiting, and the light at Chester for pedestrians does not seem to respond quickly enough. If no one pushes the button to cross Danforth, the Chester pedestrian signal counts down, but the light does not change - instead it goes back to a walk signal.

C: Cars are parking in bike lanes and this is not enforced well; Danforth/Woodbine intersection is backed up, especially those turning right from Danforth to go southbound on Woodbine have to wait a long time between lights, pedestrians, and bikes. More bike parking is needed along the lanes, especially as more people ride; construction in some places on the pilot affects its ability to smoothly move people on bikes and in cars although we really appreciate the bike detours.

C: I would strongly request that you think about aggressive measures to make sure arterial traffic stays on Danforth - turn restrictions, photo radar, one-way streets, etc. Thanks again.

C: Right-hand turns for automobiles are confusing and dangerous (and create a lot of congestion) with drivers not knowing whether to pull over to the right into the bike lanes to turn right. This needs to be more clearly defined.

C: I grew up in the area and still live in the area, as do my adult children. My concerns are primarily about safety and accessibility to my property (ie, parking). Please consider looking at the speed of traffic as well as the incidents of traffic accidents.

4 – Parking**Q: What are the mandatory parking requirements for new developments?**

A: City policy emphasizes non-auto reliant transportation. The city's zoning by-law has some parking standards but most projects being approved today provide much lower numbers and the city has supported these. The city has parking standards that it will consider for new development in the area - we will consider reduced parking standards given the proximity to transit and cycling infrastructure.

Q: Based on the parking lot photos shown in your slides, will the number of parking spaces be decreasing?

A: There are no current plans to reduce the number of parking spaces in the Green P parking lots.

Q: Can the vehicle parking spots be wider?

A: The width of on-street parking spots meet the City standards. In some locations, the spots are wider to accommodate larger loading and delivery trucks.

Q: Can there be more parking enforcement for cars blocking the cycle track?

A: Toronto Police Service is responsible for parking enforcement. For enquiries and reporting parking concerns, call 416-808-2222 (24 hours-a-day, 7 days-a-week)..

Q: How will all the cars from people living in the 9-storey towers be accommodated?

A: (See above for answer regarding new developments along the Danforth)

Q. Are the Green P parking lots north of Danforth an opportunity for intensified residential development? If so, could parking be maintained under these future buildings?

A: The study is not contemplating to replace these lots with residential development at this time.

Q: Has consideration been given to allow new condo developments along Danforth Ave. to be exempt from the required provision of parking spaces per unit?

A: There may be opportunities to reduce parking provisions within the zoning by-law. This will be explored on a site-by-site basis through site-specific development applications.

Parking Comments

C: The parking on the Danforth is not safe for motorists. Drivers are opening their car door right into a moving lane of traffic.

C: Driving and parking on the Danforth has become extremely difficult to access destinations, I feel that drivers don't matter anymore it's the cyclists that matter.

C: We (PARA) have experienced an increase of service delivery trucks on our residential streets because they can't find appropriate parking in the loading zones.

C: Please provide a plan for a safe way for the kids to walk through the parking lots. It is a thoroughfare for the Jackman School kids.

C: Just wanted to say thank you for giving formal consideration of pedestrian use of parking lots connecting parkettes

5 – Transit

Q: Will the Study consider taller buildings near the major transit stations?

A: The study is taking a close look at sites in and around major transit stations to assess whether or not they can accommodate taller buildings based off of good planning principles.

Q: Will increased housing be aligned with the development of the Ontario Line?

A: As we carry out Major Transit Station Areas (MTSA), we will look into opportunities for development. There may be places for exceptions; taller buildings in some sections while still maintaining midrise street character.

Q. With line 2 and Ontario Line coming, how are we factoring in transit in the planning process? Do we have an obligation to try to secure as much density as possible on appropriate transit adjacent sites?

A: The study is looking at opportunities for additional density near major transit stations.

Q: Considering the Ontario Line / Subway Interchange-Node planned for Pape and Danforth - why did the City not provide calculations and examples for taller-buildings like those found on Main and Danforth?

A: The two areas are very different contextually, and from a land use perspective. With that said, the City is taking a closer look at opportunities for additional density through the Study Area.

Q: Other jurisdictions encourage amenities adjacent to transit. Does the plan contemplate such planning?

A: Community Services and Facilities are being looked at comprehensively throughout the Study Area.

Q: Can you speak to the Yonge Relief line connection?

A: The Ontario Line is proposing to have an interchange station at Pape and Danforth. Additional information on this station is available at Metrolinx' website here: [Metrolinx Ontario Line](#)

Transit Comments

C: We should be taking advantage of the existing and planned transit infrastructure along the Danforth. Through this Study, I hope policies are developed in a way that attracts investment, especially as we move to recover from COVID.

6 – Accessibility

Q: Will the accessibility ramps on Danforth receive the same paint and design as the accessibility ramps on University Avenue?

A:

Q: Will this planning study do all it can for full accessibility for those in wheelchairs, strollers or walkers, other challenges?

A: Accessibility is a priority for the City. The study will continue to promote that new development be in accordance with our City of Toronto Accessibility Design Guidelines. Individual development applications will also be assessed for compliance when they are submitted to the City for review.

7 – Statistics and Data

Q: Are there any stats that compare the number of collisions before and after the pilot project went in?

A: That is something we will be looking at as part of the evaluation of the project. We have reported the number of collisions that have taken place in pre-pilot, including in the presentation today. Deaths and seriously injured collisions are reported on the City's Vision Zero website, which can be accessed at any time. Collisions that do not involve serious injury or death do not come to the City immediately. After they take place, there is a processing lag from the Toronto police, so as we get those, we will be reviewing those and incorporating that into our evaluation.

Q: Do we have statistics on vehicle use vs. bicycle use, particularly before and after the pilot project went in?

A: Yes, data is available here: https://www.toronto.ca/wp-content/uploads/2020/07/97eb-Danforth-Complete-Streets-Traffic_Analysis.pdf

Q: How will the results from monitoring the Complete Street pilot be shared?

A: Initial data was included in a report to Council in April 2021: [ActiveTO: Lessons Learned from 2020 and Next Steps for 2021](#) (see pages 17-23). A report evaluating the bike lanes as part of the Destination Danforth pilot will be brought forward for Council consideration in Q4 2021.

Statistics and Data Comments

C: Collisions since the pilot started cannot be compared to pre-COVID stats because there has been reduced transportation.

8 – Other Complete Street Study Questions**Q. Why does the Study area seem to end at Dawes Road and not Victoria Park?**

A: The initial study looked at the full corridor from Broadview to Victoria Park. When the pandemic began, we accelerated the pilot. We have heard a number of requests to extend the pilot to Victoria Park; please submit that in the survey so we can better understand this desire. Another consideration about the start and end of a street is where those bottlenecks will be and how traffic flows into the rest of the City. We would have to undertake a review of the pilot if there were to be an extension.

Q: Are there plans to improve road user education (for both cyclists and drivers)?

A: Yes - Education is a critical component to ensuring that both drivers and cyclists understand how to use and interact with different types of infrastructure in a safe manner.

Planning Study Questions

Q = Question A = Answer C = Comment

9 – Retail and Economic Development

Q: How is this project supporting local businesses during COVID-19?

A: There are a number of ways we have tried to support businesses through the pilot. This includes providing more safe ways for people to get to destinations on the street. The pilot makes cycling a safe option. We added more than 1200 bicycle parking spots, which has added to the overall parking on the Danforth. We maintained vehicle parking on both sides of the street and it made it 24/7, which we have received positive feedback about from businesses. Parking on both sides of the street has also allowed the restaurant business to benefit from expanded patio options during patio season, which was well used.

Q: What has been the response of retailers, restaurateurs and the BIAs? Has the pilot been beneficial for them?

A: The City is continuing their work and research on

Q: Does this analysis take into account recent economic performance (due to COVID)?

A:

Q: Will you update the Economic and Retail Study to understand what happened to businesses before and after the pilot?

A:

Q: What is the current vacancy rate?

A: Between 4-6 % (pre-COVID) this was less than average for other main streets. Obviously COVID-19 is likely to result in higher vacancies but hard to tell now a vacant space from a space just closed from COVID-19.

Q: Given the high support for local businesses, is there an opportunity to create preferential treatment for small businesses in all of the proposed development through rent, building, or remodeling schemes?

A: Small independent businesses are the lifeblood of main streets - they make up 75-80% of main street businesses. The City is working with the Planning team on design criteria for new development that encourages suitability of the first floor of new buildings for smaller businesses .

Q: Will there be any zoning or design guidelines to maintain some small storefronts? Will there be any provisions to avoid large developments like LCBO and Shoppers Drug Mart?

A: The City was involved in the review of those proposals. We ask those larger retailers to break up their facades and increase windows so that there is interaction with the sidewalk. Through the work we are doing now and the urban design guidelines, we will be looking for more articulation of those facades. Some of those larger retailers do break up the rhythm on the street and add a service to the community. It is about finding a way to integrate them. The ideal situation would be to have a larger retailer with a deeper width, so that the frontage on the street is fairly narrow. But the lots do not always lend themselves to making that possible. We will be looking at how to break up the units so there is a better relationship to the street.

Q: How do you define 'Main Street' retail character?

A: Main Street retail character is usually found on streets where you see retail commercial uses at grade and residential units above in generally low-rise buildings between 2-4 storeys. Think Queen Street, College Street, Ossington Avenue and of course Danforth Avenue.

Q: Is there a plan to improve the design of retail spaces, particularly for small, local businesses? This will help keep the vibrancy of the street.

A: The City has just completed new City-wide retail design guidelines to create a better relationship to the street. On the Danforth, our urban design guidelines will require new retail to complement the existing character and scale of existing shops. The design guidelines will have guidance on the design of buildings including the design of the ground floor. We want the buildings to have a fine-grained vertical pattern like what is existing now, instead long horizontal buildings.

Q: Will there be policies to encourage the retention of commercial spaces and offices?

A: The City will encourage retail and restaurant uses at grade and will want to maintain the balance of mixed use on Danforth. We are not however able to control the exact mix of uses proposed in each individual project.

Q: Is there a way to nudge developers into making smaller built form store fronts? For instance the new mid-rise on Greenwood and Danforth has a mostly blank window wall an creates very little street interaction (a characteristic that is Danforth's strength)

A: It is always encouraged as part of the Site Plan process. There may be opportunities to include performance standards within zoning to achieve this as well.

Q: Do we know if having this much at grade retail is financially viable in the future? Do we risk having empty storefronts?

A: The City is undertaking an economic analysis of the Danforth as part of this study, including retail. That will be addressed in a future meeting.

Retail and Economic Development Comments

C: We should avoid the typical pharmacy and supermarket typologies, and should create attractive retail spaces instead of huge glassy stores that do not benefit anyone in the community.

C: The Shoppers & LCBO actually enlivened the street. But they should have had additional uses above.

10 – Urban Design

Q: The urban design highlighted for this project seems to essentially be the City's design guidelines. What is new or different about what is proposed, compared to the existing framework?

A: The built form approach for the study area is based on the city's Mid-Rise Guidelines. However, we are making strategic alterations to the Mid-Rise Guideline performance standards to respond to the specific area characteristics and conditions of Danforth Avenue and Broadview Avenue. For example, we are proposing to lower streetwall heights and increase stepbacks of new buildings fronting onto Danforth and Broadview Avenues to ensure these new buildings fit in with existing low-rise area character. We are also studying alternate rear angular planes and transitions to address the study

area's lot pattern constraints, while minimizing potential impacts to surrounding residential neighbourhoods. There are many more guidelines unique to this study being considered to ensure future developments will strive to maintain the character of the study area.

Q: How will you ensure that the taller buildings will not block sunlight and cause shadowing?

A: The built form of mid-rise buildings will include stepbacks on the street facing side and the rear of the building to limit shadow impacts onto adjacent properties and the street. The stepbacks of the built form create a terracing effect on the buildings' shape, which reduces the area in shadow.

Q: Will the 7-9 storey buildings tower over the low rise buildings and create a bowling alley effect?

A: The City is in the process of developing built form guidelines to appropriately transition to low-rise uses to the north and to the south. In addition, not all sites will be developed in the same height, intensity and built form. The built form will respond to various site and area specific conditions, which may affect the built form and create variations along the street.

Q: Will adding 8 storey buildings all along Danforth block sky views and overwhelm pedestrians and users of the street?

A: The height of mid-rise buildings are generally no taller than the width of the street, which ensure adequate access to skyviews and sunlight in the public realm. We are proposing stepbacks in the buildings to ensure the parts of the building closest to pedestrians have a lower scale to promote pedestrian comfort. We do not anticipate that all sites will be developed into mid-rise buildings because there are certain lots that may be too shallow to accommodate these types of buildings.

Q: Many of the towers on Broadview are larger than the Right-of-way. Were these exceptions?

A: The buildings you are referring to may have been subject to a site-specific Zoning By-law Amendment, or were designed and approved before the Mid-Rise Guidelines or current zoning by-laws came into full force and effect.

Q: Staggered setbacks seem to go against the stated goals of intensification, affordability by way of non-wasteful design and construction, and energy efficient design. Are we sidelining these priorities for aesthetic considerations?

A: There are many ways and factors which affect goals of intensification, affordability and environmental design. The Study is supportive of context-appropriate intensification, while ensuring that the livability and quality of life for surrounding areas are enhanced. The City is also supportive of housing affordability and high quality environmental design of buildings. Please refer to the City's Housing TO Action Plan and the Toronto Green Standard for more information.

Q: How will neighbouring properties maintain their privacy from 6 storey high buildings with terraces and balconies?

A: Mid-rise buildings are designed to transition downward in height to residential neighbourhoods. The building design includes stepbacks at the rear of the building which terraces down to the lower-scaled buildings to mitigate the overlook and privacy issues. There are also other strategies such as translucent railings, reduction of the number and size of window openings, as well as significant landscape buffers with trees will help to maintain privacy.

Q: Why is the step-back model not applied to buildings that are 2 or 3 stories, since that is the existing height of most Danforth buildings?

A: If those 2 or 3 storey buildings are listed or designated as heritage properties then a step back would be required to be applied immediately above. The step-back model is still in work-in-progress and is still in development.

Q: Condos are so often disappointing at street level, looking anonymous and unattractive, making vibrant successful retail difficult. Am I alone in this view or is it recognized by planning experts?

A: You are not alone. Our guidelines will be specific in helping to improve the overall design of buildings at grade. City Council adopted the Retail Design Manual on October 27, 2020 to provide guidance on developing successful ground floor retail spaces.

Q: Would the preservation of the fine grain storefronts include the demising walls between them, which will guarantee the preservation of the small retail units, or

will a developer be able to merge the spaces behind the facade into one large unit?

A: We are currently considering strategies to maintain the fine grain storefronts in the study area. A combination of guidelines and zoning by-laws may be able to provide direction for the design of retail storefronts and their internal organization.

Urban Design Comments

C: The boulevards improvement could be aided / increased by increasing the front setback of the medium density buildings behind the tiered buildings.

C: The response to the sunlight and privacy issue for neighbouring properties to the north of the Danforth is not able to be protected by any building exceeding 3 storeys in height. More study is required.

11 – Density and Growth

Q: Why does the City think that growth is necessary for Danforth Avenue? The street is crowded, the parking limited, the subways are crowded (except during COVID), and there are many empty street level stores because of high rents.

A: Provincial legislation requires cities to plan for growth along major transit corridors to efficiently use transit. The City's official plan policies also direct growth to Avenues like the Danforth.

Q: What qualifies as "moderate density" and can you provide some metrics on what this will look like?

A: This will bring greater development and population in an area identified for growth. Moderate means appropriate; characterized by mid-rise form - this simultaneously meets the character of the neighbourhood while bringing some growth.

Q: Why such a big jump from 3-4 storeys to 8-9? Why not somewhere in between (i.e. 6-7)?

A: Intensification is required to meet growth targets set out within the Province's Growth Plan. A mid-rise approach represents good planning, and supports Provincial direction for areas around rapid transit.

Q: With so few open lots on Danforth (especially west of Donlands), where are the opportunities for intensification?

A: Intensification will occur through redevelopment with the study area.

Q: There was a slide about putting secondary buildings on the north side of Danforth. Will the City be expropriating properties to do this?

A: We will be looking at adding stepping to buildings so it does not feel like you have a building going straight up to 8 or 9 storeys. The height will be gradual. The city does not intend to expropriate any properties on the north side of Danforth. It might present an opportunity to create a transition zone, but it would not be something the City would force through expropriation.

Q: How does the heights proposed in this Study compare to the maximum heights under the Mid-rise Guidelines of the width of the adjacent street right of way?

A: The heights that City Planning is considering are consistent with the Midrise Guidelines. Generally the height of development is limited to the adjacent road width. Danforth is 27m wide, therefore a 27m mid-rise building is 8-9 stories. On Broadview, it will be lower at 6 or 7.

Q: How do the Mid-Rise Guidelines apply in the Study Area? Under these guidelines, I understand that the height of development is limited to the adjacent road allowance, which would limit the height of new buildings to 6 storeys?

A: Mid-rise buildings are challenging in certain ways because of the terracing at the back. They are quite expensive to build. One of the ways these can work is by simplifying the shape of the building to reduce construction costs and so the transition helps with construction costs.

Q: Recent condo development at Danforth and Greenwood seems to be denser than current zoning. Were they rezoned? How do they compare to your proposed density level?

A: Yes, the condo development at Danforth and Greenwood is rezoned. The scale and the density is similar to what we are envisioning in typical mid-rise sites within the study area. Nonetheless, every site will have different density levels governed by different depths of lots, access to laneways, and/or presence of existing heritage buildings, etc.

Q: Are studies being conducted on potential negative impacts of adding this amount of proposed density to this area?

A: Yes. Overall, we are looking at a relatively minor (or moderate) level of intensification along the length of the Danforth. The Danforth is a very long street that is able to accommodate increased density. As each development comes in, we look very closely at each of them to determine how they will be providing parking or being serviced. We look at each development in a detailed way to assess their impact before they proceed.

Q: Is the Study going to review why more people are not taking advantage of as-of-right development? Will you be identifying the barriers or challenges?

A:

Q: Why do you stop at proposing 8-9 floors and not go up higher to 10-12 (or more)? Why limit intensification?

A: The City examines different types of development and neighbourhoods across the City, each with different characteristics. We have taken a close look at Danforth Avenue and have determined that midrise is appropriate. This is an appropriate response for us to achieve intensification while maintaining the character of the neighbourhood and the transitions into the neighbourhoods from the north and the south. We will take a closer look as we get into more detail on our major transit station analysis on whether there is an opportunity for larger developments, or whether there are other places where we can make exceptions to have taller buildings in certain locations.

Q: What kind of numbers are included when you say intensification in terms of the real number of people?

A: City Planning will be looking to meet/exceed targets set out by the Province in the Growth Plan based on good planning principles.

Q: How far north and south of Danforth Avenue will there be more density?

A: Please refer to the study area located within the presentation deck for the study area boundary..

Q: Does development potential account for underdevelopment? The 2-3 storey frontages of Toronto at a population of 200,000 people have not changed, even though a subway and a 30-fold increase in population came. Is there equity in not having done our fair share, or underusing infrastructure?

A: Growth is accommodated in various parts of the City, where appropriate. In the context of the Danforth Study, the City is exploring opportunities to introduce mid-rise development to support growth targets set out by the Province.

Q: The Bloor subway is beyond capacity and one can hardly get on at rush hour. Will the planned intensification not further exacerbate this issue?

A: Transit investments are being made by all levels of Government to address this issue. In the immediate term, the Eglinton East/West lines are being constructed, and the Ontario line is in the planning stages.

Density and Growth Comments

C: I agree with the overall plan but disagree with the height of buildings on the Danforth. I'm more in line with 4-6 story buildings, not 8 story.

C: Absolutely way too high! These tall building designs are going to cause issues for the homes behind them.

C: Fact is, taller buildings will block the sun for much of the year when the sun is low. This lessens the pleasure of being on the Danforth.

C: As a resident of the area I do support denser development.

C: I think the midrise should also extend to the south side as well. The approach proposed seems to ease the increase in density while protecting the existing lower height residential neighbourhood.

C: I'm a resident and I want mid rise buildings.

C: I am a local resident, not a developer. I support midrise intensification along Danforth to increase housing options.

C: I'm a resident that bikes and walks on the Danforth, not a developer or friend of a developer, and I like the idea of mid rise mixed use buildings to increase the vitality and diversity of the Danforth.

C: I'm so glad to hear someone bringing up the negative effect of growth. Growth is not the answer and we need to look at the cumulative situation. We don't do that well!

12 – Development Types

Q: What can be done to promote provision of health services and maintaining existing medical buildings on the Danforth?

A: The city cannot control how spaces are leased however the zoning by-law allows for any site along the Danforth to be used for medical offices.

Q: Have the developments both west of Main Street as well as the three towers east of Main Street been factored into this project?

A: These projects were considered as part of the Phase 1 Planning Study.

Q: Why does the City value existing neighbourhoods which are primarily single detached dwellings so much? Why is "protecting" these so important? It really limits and restricts intensification opportunities.

A: Opportunities for intensification within the Neighbourhoods do exist under the City's planning framework, typically for buildings which are four storeys or less, and supported built forms include semi-detached, triplexes, towns, apartments, etc.

Q: Is lane way accommodation included in the as-of-right zoning?

A: There is a separate By-law that regulates laneway housing.

Q: With this type of intensification, there will be more students, and the schools are already at capacity as is. How is the capacity of local schools integrated into the planning process? Will there be more schools?

A: It is the responsibility of the provincial government to build schools for the students who live within the province. We try to work as closely as we can with the school board and Province to plan for these schools by helping them create places for capacity, and getting approvals as quickly as we can.

Q: How will the City work with the school board to accommodate the increase of residents?

A: Every time an application is received it gets circulated to the Public and Catholic School Board. The City receives comments back from the school on how they will manage the children coming out of the development (the demand). We also have a team within City Planning that looks at community services and facilities and the demand that will be generated by the cumulative intensification of the Danforth. They acknowledge how they will manage the demands. There are also planners that will interpret the cumulative impacts. In terms of capacity of schools, that is a provincial matter.

Q: Is the added capacity with mid-rise development all for residential purposes or is there some commercial in there too?

A: Commercial uses are also permitted

Q: At the end of the development, what percentage of the buildings would be mid-rise?

A: It's difficult to answer this question at this stage in the planning process, as we are still exploring other considerations, such as the need to protect and reinforce the heritage context, and to explore opportunities for parks and open spaces.

Q: Are you recommending a percentage limit on the number of mid-rise buildings in the study area?

A: Not necessarily. With that said, not every site within the study area will be able to accommodate a mid-rise building. There are other considerations, such as heritage that come into play.

Q: How will we ensure that there will be apartments that have the size and facilities that support family style living with safe play areas for children?

A: City Staff continue to implement the Growing Up Guidelines as part of any development application.

Q: Has there been any analysis of Major Land assemblies by landowner developers?

A: We do try to identify land assemblies where possible and we do analysis to see what sites are most likely for development.

Q: The renderings of mid-rise built form are much wider than most lots along Danforth. Do we expect developers to combine properties?

A: There will be some site consolidation along Danforth. However, we do encourage small site owners to have additions on existing buildings.

Q: Would you consider this Danforth corridor becoming a serving point for professionals, start-ups, and software and hardware development?

A: Opportunities for mixed-use (including office) are always encouraged on our mainstreets.

Q: Do city planning guidelines or bylaws speak to size of residential condo units?

A: We always endeavour to secure a range of unit types in keeping with our Growing Up Guidelines.

Development Types Comments

C: We need mid-rise condos to allow seniors to age in place in the community

C: Whether mid-rise buildings would be a desirable or acceptable solution depends on their numbers. From your map, it looks like most lots could have a mid-rise building. That wouldn't be good at all in my opinion, the proportion of them should be limited.

13 – Transition Zones

Q: Is the "transition zone" being proposed for the entire strip, or only some areas?

A: The transition zone is being proposed at some areas where suitable in and out of the study area.

Q: Is it possible to extend the transition zone further beyond the Danforth (North and South) to encourage more dense housing types across a broader area? This may have a less dramatic impact on the Danforth corridor.

A: Yes, this is being considered.

Q: What happens to the home owners that own property and have, in some instances, spent 100k+ in renovations and upgrades that are in the transition zones behind the main street?

A: The transition zone is being considered as an opportunity for future development from a policy perspective. There are no obligation for changes for a homeowner.

Q: Would the housing in the transition zone areas be affordable? The example given around Logan Parkette is not affordable housing.

A: The examples shown are to depict built form which could support a range of users.

Q. Would the transition zone take up some of the present parkettes and parking lots?

A: No, the intent is that the parkettes and the parking lots would remain.

Q: All of your examples of transition zones show 3-4 storey buildings. Why are you suggesting up to 5 storeys? I would suggest 4 storeys maximum, as the Census uses up to 4 storeys as a category.

A: The transition zone is intended to provide the built form and scale transition from any mid-rise proposals which are 8-9 storeys in height along Danforth Avenue. The building height up to 5 storeys will provide opportunities in the transition zone with intermediate scale and provide appropriate transition to 2-3 storey houses to the north of the study area.

Q: On Slide 76, the condo building in the transition zone was an existing building that was converted. What is presently in the transition zone? Existing houses?

A: Yes, currently there are existing 2-3 storey houses.

Q: Are there alternatives to the mid-rise and transitions zones? E.g. Fewer point towers?

A: We have not identified Danforth Avenue as an area that would be appropriate for towers. We may consider some extra height for larger/deeper lots of as we do more detailed study of major subway stops such as the new Pape Ontario Line station.

Transition Zone Comments

C: With the transition zone, 4 storey might be more appropriate than 5. You could also relax the step-down terracing requirement of the mid-rise on Danforth.

14 – Affordable Housing

Q: Can you define affordable housing and state how it will be achieved?

A:

Q: How do you intend to ensure that there will be affordable housing in new developments, and that these units will remain affordable?

A: Some affordable housing options in the city are provided by affordable housing providers or the city itself, in which case we have control over the length of the affordable housing facility. What we will do is secure affordable housing on privately owned projects, where there will be agreements that are registered on title for that property. This will require affordable housing to remain for a minimum time period. This would guarantee affordable housing for a period of time for rental housing. For affordable ownership, we are looking at different tools to maintain affordability, such as second mortgages.

Q: How much #AffordableHousing are we hoping to create between Coxwell and Broadview on the Danforth?

A: We do not have an answer to this yet. This will depend on the implementation of inclusionary zoning and funding available. We will be actively looking for opportunities for affordable housing.

Q: Is there a sense of the percentage breakdown of condos relative to affordable housing which will likely be rental properties?

A: We do not have an answer to this yet. The breakdown between condos and rental is typically market-dependent. City Planning is looking for opportunities to encourage the addition of affordable housing within the study area.

15 – Character

Q: The picture of a mid-rise buildings on slides 58-60 show mid-rise buildings towering over existing buildings. Is it possible to maintain the current character of Danforth?

A: We understand that the character of Danforth Avenue is very important. We respect what is currently there while at the same time sensitively adding density. We do not think all sites will develop into mid rise buildings; some lots are too shallow to accommodate or don't have a rear laneway. We do not anticipate 8 or 9 storey buildings. Some sites have 6 or 7. The way sites are terraced is a design technique to protect access to sunlight and sky view. Through the built form we will try to limit those impacts.

Q: Is there anything included in the Study's recommendations to maintain the fine grain pattern at ground level?

A: We believe that it is critical to protect and maintain the unique character of Danforth Avenue including the fine grain pattern at ground level. New planning framework and urban design guidelines for the study area will make sure to include policies and standards which protect the character of current Danforth Avenue and also to improve it.

Q: Preserving character involves smaller retail units, not just a broken up exterior design for large stores. Could the city prioritize compact stores? (Not just compact facades).

A: City Planning is exploring provisions to encourage small scale retail that supports the outcomes of the Economic Study.

Affordable Housing Comments

C: New buildings should definitely use a fine-grain design and should use step backs to protect & enhance local character.

C: I support more density but not taking away character such that too many blocks are taken over by this midrise building form.

16 – Heritage

Heritage and Growth

Q: How do you expect to build housing or promote development if you designate 200+ properties with limited heritage value?

Q: Given where population, transportation infrastructure, diversity and inclusivity and other metrics were 100 years ago, how do we ensure that heritage limitations do not lock us into these outcomes for the next century?

A: Growth and heritage conservation are not mutually exclusive. This heritage survey is integrated into the Danforth Avenue Complete Street and Planning Study, which is designed to determine how to accommodate growth and change. The heritage findings will be shared at the next Stakeholder Advisory and Community Consultation meetings and Planning staff will explain how the identification of heritage properties will be integrated with the Danforth study.

All properties recommended for listing must meet one or more of the [provincial criteria](#) for determining cultural heritage value or interest. While the value of historic architecture is understood, buildings that may not be individually outstanding also help tell the story of our past and provide character and context.

Q: What is the total proportion of buildings being listed for heritage status? How does this affect the projections on how many new jobs and homes can be built?

Q: How is listing what looks like almost half of the buildings for heritage status consistent with the goal of improving density and constructing more housing?

A: The Danforth Study Cultural Heritage Resource Assessment (CHRA) is currently underway and will proactively, with community input and engagement, identify where potential heritage resources are located and will explain why they have value or interest. Identified properties may be recommended for inclusion, or "listing," on the Heritage Register. Listing does not stop development, but it does ensure that properties with cultural heritage value or interest are afforded interim protection (60 days) to allow time to determine if it merits designation if there is a demolition request or within the context of reviewing a development application.

A map in the January 11 meeting presentation showed the results of the CHRA that was completed for Danforth Avenue to the east of the current study area (Danforth Avenue – Coxwell Avenue to Victoria Park Avenue). This map may have been confused with the results of the current CHRA, which are not yet known. Nonetheless, the current study area does have similar buildings from the 1910s and 1920s and staff anticipate that

some areas will be identified that have a concentration of properties with heritage potential.

Heritage Conservation

Q: Is there any plan to move forward with further full designation?

Q: If this committee decides a building is worthy of cultural heritage, will it automatically be preserved? And will it be totally preserved, or just the structure?

A: When a property is listed it does not necessarily mean that it will be subsequently “designated” under the Ontario Heritage Act. Listing ensures that further evaluation will take place to determine if it merits designation should the owner seek to demolish the property or pursue a planning application. Listed properties may also be further evaluated if the City receives a nomination from the community, or at the request of an owner.

Adding properties to the Heritage Register provides owners with clarity about the potential heritage value of their property and allows planning to occur based on that understanding. Pro-active listing also ensures that heritage considerations are identified early on in the development review process.

Development on heritage properties is guided by [heritage policies in Toronto's Official Plan](#), which includes a policy that promotes the conservation of whole buildings, as well as by the [Standards and Guidelines for the Conservation of Historic Places in Canada](#). However, individual conservation strategies are always informed by the unique circumstances of the development site, the proposed project and the heritage value of the property.

Q: If a nice older building is not designated as a heritage building, does this mean that it is in danger of redevelopment?

A: Many factors can affect whether a property is redeveloped and heritage listing is neither intended to halt development on a property or otherwise indicate development potential.

Listing a non-designated property on the City's Heritage Register helps a property owner understand whether their property has heritage value and which Official Plan policies must be considered in their planning application. However, if a property is not on the City's Heritage Register, information about its cultural heritage value may be uncovered during community consultation and review of a planning application. In these circumstances an applicant is to consider this information and staff will determine if the property warrants evaluation.

Q: Given the considerable amount of heritage resources along this corridor, has consideration been given to making this main street a heritage conservation district?

A: City staff are currently surveying the study area to create an inventory of heritage resources. Once the survey is complete, staff will provide recommendations for listing properties on the City's Heritage Register. Any consideration of additional studies such as a Heritage Conservation District study would be determined by the findings of the CHRA and any such recommendation would be reviewed within the integrated policy analysis of the Danforth planning study. The City currently has no plans to consider Danforth Avenue as a Heritage Conservation District.

Archaeology

Q: What would happen if excavation for construction revealed a site of significance to indigenous history? Maybe a burial site, or a historic village site?

A: As determined by the City of Toronto's Archaeological Management Plan, any areas of archaeological potential must be subject to an archaeological assessment prior to soil disturbance. Should significant Indigenous archaeological resources be identified during any archaeological assessment or construction activities, Provincial legislation and the City's Terms of Reference for Archaeological Assessments require engagement with relevant Indigenous communities as part of the site planning and development process. Preservation in-situ is the City's preferred conservation strategy for significant archaeological sites.

Cultural Identity and Community

Q: Are other communities other than Greek and Italian (e.g. Ethiopian) being considered in this heritage study, or is the heritage study focused on buildings from a certain point in history?

A: The Cultural Heritage Resource Assessment will consider the full history of the Danforth in order to understand and evaluate properties for cultural heritage value or interest. Cultural Heritage Resource Assessments follow federal and provincial best practices by prioritizing properties that are 40 years old or older to ensure that enough time has passed to allow for an understanding of the lasting cultural heritage value of a property. However, properties less than 40 years old may be evaluated for their heritage value if they are exceptional in their design, historic or contextual value, and if a community identifies them as having significant cultural heritage value.

Q: What is the ethnic/cultural makeup of the Danforth today?

A: The City's neighbourhood profiles provide this information according to 2016 Census data. Profiles for neighbourhoods surrounding Danforth Avenue can be found here: [City of Toronto Neighbourhood Profiles](#).

Q: Is there any consideration given to living cultural elements like the Greek TV or Radio stations on Danforth? Where would these cultural elements go?

A: City Planning will be looking to encourage mixed-use developments along this corridor. Commercial uses could be located within the base or upper-storeys of new and existing buildings. There may be opportunities for additional community space through individual developments which would be assessed on a site-specific basis.

Heritage Comments

C: Thank you very much for the history review. Would like to see elements of that in plaques and other elements on the Danforth.

C: History presentation was fascinating - thank you!

17 – Streetscape, Open Space, Parks and Public Realm

Q: Is design of the sidewalks part of the project? The sidewalks are full of clutter and "items" such as newspaper boxes, random traffic/parking signs, boxes around trees, multiple kinds of lights. With CaféTO (please keep this idea!) it is hard to walk there.

A: The design of the sidewalk is not part of the pilot project but would be a very important component of any permanent changes. Decreasing clutter and making more room for people is definitely a priority. In the short term, we did an audit of the sidewalk in the summer and are trying to get rid of a lot of the unused newspaper corrals as soon as possible.

Q: What would you describe as a healthy number (density) of people on the sidewalks? And how are you considering this with the building heights and new developments?

A: Pedestrian movement is important and we want to make sure that the sidewalks are comfortable for pedestrian access. We are always trying to create new pedestrian connections within the area and improve the design of the street so it is accessible to all abilities.

Q: Are there any plans to upgrade the planters to something more permanent? They seem to be frequently displaced into the cycle track on Danforth.

A: We are reviewing the barrier types as part of the pilot. As you may have seen in other locations in the City, we have upgraded barrier types where there are issues. Some solutions are bollards on top of curbs that are permanent fixtures. Planters are more challenging as they can get nudged; whereas the curbs are pinned to the pavement.

Q: What are the plans to increase green space along the Danforth? Are there provisions to ensure that green/open spaces also increase proportionately to increased density?

A: The City has the authority to require a portion of lands under development to be dedicated by developers for public parkland. This means that developers who wish to build a new building must give a portion of land on their site or somewhere near their site to the City for parks purposes. In some cases, where a park may not be suitable in a certain location, the City can require developers to pay the cash equivalent of the value of the parkland. The City can also directly purchase land for the purpose of a park somewhere else nearby using the cash contributions.

The City's objective is to increase and improve parkland throughout and surrounding the study area. Since there are several existing larger parks south of Danforth Avenue and lower parkland provision levels on the north side of Danforth Avenue, the City will be prioritizing increased parkland on the north side of the avenue.

Q: Are there plans to add public washrooms on the Danforth?

A: Not at this time.

Q: Can the City consider some pop up public heaters (warming stations) in the winter to keep people out and on the street?

A: We will note this to our streetscaping team.

Q: Can there be a consistent, integrated design for new developments? This means consistency in the design palette (pavers, furniture, lighting, BIA improvements).

A: Absolutely. We establish streetscape manuals for various streets across the City.

Q: What materials are going to be used for the street furniture? Is there consideration for winter use?

A: BIA streetscape furniture design and City-wide Streetscape Manual is already in place for new street furniture design for all seasons within the study area.

Q: Will the curbside patios go back on the Danforth in the Spring (2021)?

A: Yes, patios will return in 2021.

Q: During summer patio season, would a 7 storey building on the south side put a patio on the north side in shade?

A: No, a 7-storey building on the south-side would not cast shadow on the north-side of Danforth Avenue during summer time.

Q. This Study does not include the Bloor Street side; that area is a bit of a dead zone. I'm wondering if city Planners could look at this area and integrate with the rest of the street?

A: We agree that this is an important and unique area that needs to be looked at differently in terms of its relationship to the valley and to the street. The site has interesting features and challenges, including the ravine and on-ramp to the DVP that surrounds it. We will need to approach this area with a different lens, and gather more information.

Q: Could the streetscape be rebuilt similar to YongeTomorrow?

A: Road reconstruction is not currently planned for Danforth.

Q: Is there a plan to connect the string of parkettes along the Danforth with crosswalks? Right now cars can park along the length of the entry to the walkways and it is very dangerous to cross in these areas.

A: No - the footpath is not continuous, and the alignment is too close to the Danforth to provide for safe signalized crossings at intersections.

Q: What is being contemplated for Alexander the Great Square?

A: At this time, there are no major capital projects underway or planned for this parkette. As part of the planning study, and as the area evolves, the City will seek input from the community about how to improve existing parks.

18 – Sustainability

Q: Are green roofs going to be mandatory?

A: The City of Toronto has a Green Roof By-law which will inform the green roof ask on a site-by-site basis.

Q: Does the study also look at implementing LID/Green Technologies?

A: The City of Toronto will ensure that development projects will adhere to the criteria listed within the Toronto Green Standard.

Q: Has any environmental Authority been consulted? What role will they have in providing input on these proposed developments?

A: The city has environmental standards that it applies to all projects such as the Toronto Green Standard. Environmental Planning and our Energy Office will lead the environmental review on site-specific development applications. We are also charged with implementing Provincial standards.

Sustainability Comments

C: More emphasis on sustainability and more definition would be welcome. A "lens" is pretty wishy washy.

19 – Funding and Feasibility

Q: Is this also a capital project or just planning policies? Is the ActiveTO initiative going to stay or will there be a permanent redesign?

A: The Planning Study is exploring new policy ideas to support infill and intensification. There is not currently a capital project planned, with the exception of the current ActiveTO Destination Danforth pilot. The pilot is currently temporary and will be evaluated with recommendations to Council in Q4 2021.

Q: Will the City have any idea about the investors/owners of these mid-rise developments. Is there a foreign-owned quota or limit?

A: Not at this time.

Q: Does the City consider the economic feasibility of constructing what they propose?

A: The City is focussed on supporting good planning outcomes.

Q: Will the city of Toronto be giving grants to building owners for the upgrade to mid-rise buildings?

A: Not necessarily. There are incentives in place to encourage affordable housing developments in the City through our HousingNow initiative.

Q: Has the City made certain guidelines more lax in order to make the construction of these buildings more feasible? For example, less parking, smaller loading space requirements, etc.?

A: The City often supports lower parking rates on major transit lines such as the Bloor-Danforth subway line.

20 – Public Engagement

Q: It seems like the City has already made up its mind about density, why bother asking the public?

A: The City recognizes that intensification is required to meet Provincial density targets, however, options for deploying density are still being explored through this Study, and input from the public is important. The City intends on having at least one more Community Consultation Meeting to review potential development scenarios.

Q: If this proposal for more density and new taller buildings is approved, will the public have a chance to provide feedback on the type of buildings that will be going up?

A: Absolutely. The public has the opportunity to engage in this Study now, and in site-specific rezoning Applications in future.

21 – Other Planning Study Questions

Q: Could you clarify what "intensification" means and what the definition of "Avenue" is?

A: Please see slide 13 in the following presentation: [Danforth Study Community Meeting #3B presentation PDF](#)

Q: Why does the Planning Study only cover Broadview to Coxwell and not Coxwell to Victoria Park?

A: We have already completed the Planning Study from Clarksville Avenue to Victoria Park in 2018. All the information about that project is on our website.

Q: Could the planning policies have an implementation strategy?

A: Public realm enhancements are typically secured through development/redevelopment, and/or capital projects like this one.

Q: If this proposal for more density and new taller buildings is approved, will the public have a chance to provide feedback on the type of buildings that will be going up? In particular, will the city consult with the residents north of Danforth Avenue to see if they agree with having midrise buildings built?

A: If approved, the Study will revise the planning framework to support more density. The public will also have the opportunity to engage in site-specific development applications in future.

Q: What considerations have been made about connecting the project to the transformation of the Don Valley and the natural ravines parklands?

A: We did identify that in our Area Profile Report. The ravine system is a very important part of our City and we want to bring this forward. When we create the draft plan we will be considering how to improve connectivity to the ravine system. For example, we may provide specific urban design guidelines or planning policy to ensure that development around Broadview Avenue provides connections to the ravine.

Q: Since city planners establish streetscape manuals, could they ensure that the street is maintained according to the standards by utility companies?

A: Utility companies are required to reinstate the sidewalk/public realm/roadway to City standard. Depending on when their work was done, the initial restoration may be temporary and permanent restoration being scheduled for completion.

Q: Will this construction affect the water pressure of residents in the area?

A: Engineering studies are required as part of site-specific development applications to ensure servicing capacity is available.

Q: What will be done to "pace" the construction?

A: This will be market-dependent from a development perspective.

Q: In terms of the final version of the Phase 1 Planning Study (Coxwell to Victoria Park), is this the best summary of what was completed/decided or is there something else more definitive and recent I can read? [Danforth Avenue Planning Study \(Coxwell Avenue to Victoria Park Avenue\) – City-Initiated Official Plan Amendment – Final Report PDF](#)

A: Yes - that is the final report

Q: I understand the pandemic has affected the timeframe of the Planning Study. What is the new time frame for the Planning Study?

A: City Planning is endeavouring to complete the Study in 2021.

Comments

C: Not a question, but a note to say Paul's summary of the Planning Study was very helpful. I'm looking forward to the January meeting to dig deeper

C: good job conducting this session you guys, much appreciated!

C: Great job putting this together. Having this forum on webex is so convenient. It works quite well. Great option even post-pandemic!

C: Thanks for this presentation. I learned a lot

C: Major props to the successful fielding of the 170+ questions, despite the challenges inherent in large-scale, virtual meetings. In all my years, the questions are the most crucial part of these meetings -- local democratic governance at work! Great job.