

# THE DANFORTH STUDY

## Summary of Community Meeting #3a and #3b and Online Survey

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Hoang, Daniel

## **Contents**

1.0	Introduction.....	3
2.0	Meeting Format .....	3
3.0	Meeting #3a.....	4
3.1	Polling Results .....	7
4.0	Meeting #3b.....	9
4.1	Heritage .....	10
4.2	Land Use and Character Areas.....	13
4.3	Development Analysis.....	13
4.4	Buildings and Built Form .....	14
4.5	Parks, Open Space and Public Realm .....	16
5.0	Survey .....	18
5.1	Demographics .....	18
6.0	What We Heard .....	19
6.1	Complete Street Study .....	19
6.1.1	Experience with the Complete Street Pilot.....	19
6.1.2	Evaluating the Pilot.....	21
6.1.3	Travel Patterns and Safety .....	22
6.1.4	Accessibility .....	22
6.1.5	What We Heard Overall: Complete Street Study.....	23
6.2	Planning Study .....	24
6.2.1	Character .....	24
6.2.2	Development .....	25
6.2.3	Density and Transition Zones .....	26
6.2.4	Parks and Public Realm .....	26
6.2.5	Heritage .....	28
6.2.6	What We Heard Overall: Planning Study.....	28

**Appendix A:** Record of Questions and Answers from Community Meeting #3A and #3B

**Appendix B:** Meeting #3A Presentation

**Appendix C:** Meeting #3B Presentation

**Appendix D:** Survey Responses

**THE  
DANFORTH  
STUDY**

## Community Meeting #3A & #3B Engagement at a Glance

112,000

Notices  
sent to  
local  
residents



2



Virtual  
Community  
Meetings

1

Survey



2,495

Responses

400+

Participants



## **1.0 Introduction**

The City of Toronto held the third public meeting for the Danforth Complete Street and Planning Study. This meeting was divided into two parts:

**Community Meeting #3A (held on December 1, 2020):** This meeting provided a brief update on the three study components with a focus on presenting the Complete Streets pilot project that was implemented over the summer, and the City's plan for monitoring and evaluating this initiative.

**Community Meeting #3B (held on January 11, 2021):** This meeting focused on the Planning Study from Broadview Avenue to Coxwell Avenue covering topics such as land use, building heights and development density, parks and public realm, and heritage.

The meetings were held virtually over WebEx from 6:00 to 8:00 PM.

To advertise the event, 56,000 notices were sent out to residents within and around the Study area for each meeting (112,000 notices in total). Social media posts on Facebook (@CityPlanTO) and Twitter (@CityPlanTO and @TOTransport) were also used to advertise the event. The event was also advertised through Councillor Newsletters and updates, by email to the project contact list, and on the project website at [www.toronto.ca/danforthstudy](http://www.toronto.ca/danforthstudy).

In total, more than 400 members of the public attended meeting #3A and #3B collectively.

An online survey was launched to support the meetings, and the survey results are summarized in this report.

## **2.0 Meeting Format**

Meeting #3A and #3B were facilitated by Dillon Consulting Limited. The meeting format for both meetings began with a land acknowledgement, an introduction of the project team members, an overview of Webex meeting mechanics (audio and visual) and opening statements by Councillor Fletcher and Councillor Bradford. This was followed by a presentation by City of Toronto staff, with polling questions integrated throughout the presentation to gather participant feedback on various topics, and a question and answer period following the presentation. Participants also had the opportunity to send their questions and comments through the Webex chat function throughout the meeting. These questions and comments were collected and a Record of the Questions and Answers can be found in **Appendix A**.

## 3.0 Meeting #3a

Meeting #3A provided a brief update on the three Danforth Study components: Planning, Economic Development and Complete Streets. The following summarizes information in the presentation. The presentation was posted on the project website prior to the meeting and can be found in **Appendix B**.

**The Planning Study** (3km from Broadview Avenue to Coxwell Avenue) update involved an overview of the direction to initiate the study, and the overarching objectives that are guiding the Planning Study. It also touched upon the components of the Planning Study, which include character elements, land use and development, development potential, growth scenarios and estimates for the future of Danforth Avenue, urban design and heritage. A more fulsome overview of the Planning Study can be found in Section 4.0, covering Meeting #3B, which focused solely on the Planning Study

**The Economic and Retail Study** (6km from Broadview Avenue to Victoria Park Avenue) update provided an overview of the scope of work being undertaken. This includes data collection to gain an understanding of business mix and vacancy over time, retail property market rents and sales information, visitation profiles for businesses and a SWOT (Strengths, Weaknesses, Opportunities and Threats) Analysis in each of the four BIA areas along Danforth Avenue. Some of the key findings of the Economic and Retail Study include:

- Danforth Avenue is a stable main street with low vacancy
- The businesses benefit from both strong support from local neighbourhoods plus some broader regional draw
- The retail mix is complemented by other neighbourhood-servicing amenities, such as religious institutions, community centres, and entertainment venues.
- A high proportion of businesses are busy at multiple times throughout the day and week
- Overall, Danforth Avenue has a strong foundation to adapt to changing markets and trends

The Economic Study was developed prior to COVID-19 and therefore does not reflect the pandemic economic conditions. COVID-19 has also limited some data collection for the Study, including the inability to conduct intercept surveys with businesses and shoppers due to social distancing measures. More work will be done to analyze the impact of COVID-19 on the results, as more data is collected. The completed Economic Study will be available on the Danforth Study website.

**The Complete Street Study** (6 km from Broadview Avenue to Victoria Park Avenue) scope shifted in light of COVID-19. Prior to COVID-19, a pilot project was being explored for Danforth Avenue, and the Complete Street Study was examining



installation options through consultation with the public and stakeholders. With COVID-19, Council released a COVID-19 Pandemic Recovery Mobility Strategy requesting that Transportation Services and the Medical Officer of Health pursue opportunities to provide more space for pedestrians, cyclists and public transit riders to allow for better physical distancing. This resulted in fast tracking cycling installations across the City, including the Danforth Complete Street pilot.

The Complete Street Study goals and considerations prior to the pandemic included the goals highlighted in the City's Complete Street Guidelines, including road safety, more mobility options, and social and economic benefits. With COVID-19, several new goals were added to the Study, including:

- Better use of right-of-way
- Urgent support for local businesses by improving access options and providing expanded patio and outdoor seating opportunities
- Support physical distancing
- Support transit relief by providing sustainable alternatives for transit
- Provide more space for public realm enhancements (bike share, bike parking)
- The desire to make Danforth a “destination”

The update provided an overview of the three street layouts that were considered for the pilot, and the rationale for selecting Option C as the most beneficial layout for pandemic-support pilot design. Option C, which is the option that was implemented includes maintaining parking on both sides of the street, full-time parking and loading lanes, the widest cycle track option, shortest pedestrian crossing distances, and the highest potential for public realm improvements (patios in the curb lane).



**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

A short (teaser) version of the *Destination Danforth – Journey to a Complete Street* video was shown. The full version can be viewed on the Danforth Study website.

After the video, the focus of the presentation was the Destination Danforth Complete Street pilot that was implemented in summer of 2020. This pilot included:

- Separated bicycle lane in both directions to provide safe mobility options and serve as a transit relief during COVID-19.
- Full-time (24/7) parking/loading lane on both sides of Danforth Avenue, providing an additional 10 hours of parking availability per stall per week.
- Streetscape improvements such as planters, brightly painted curb extensions to reduce pedestrian crossing distances, and opportunities for new and expanded patios to create an attractive streetscape with more outdoor seating and retail space.
- Opportunities for more and expanded patios (e.g. in the curb lane, and on sidewalks) through a streamlined permit process, with waived fees for businesses.
- One traffic lane in either direction maintained, and turn lanes added at intersections. Adequate pedestrian space for circulation, safety and physical distancing maintained on sidewalks.



Since the implementation of the pilot, a number of adjustments were made in order to continue to address the diverse needs of road users, businesses and residents including design modifications for patio zones, accessibility, loading, pedestrian safety and vehicle sightline concerns. Educational materials and greater enforcement also helped to respond to concerns about road safety.

There will be ongoing monitoring and evaluation of the pilot, and a final report will be submitted to Council in Fall 2021. Measures that will inform the final evaluation include safety, traffic counts (of pedestrians, cyclists and motor vehicles), impacts to the street network, public support, traffic and economic impacts.

The meeting concluded with a question and answer period where participants were able to send in their questions via the chat, or use the raise hand function to be called upon and unmuted to ask their question. Approximately 190 people attended the meeting and approximately 120 questions were raised. A record of the questions and answers collected from both Meeting #3A and #3B can be found in **Appendix A**.



### **3.1 Polling Results**

Throughout the meeting, participants were asked questions related to the Complete Street pilot through WebEx polls. The following are the results of these polls. All percentages are based around approximately 180 respondents.

**Poll #1: 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 (59%)
- B. Neutral (6%)
- C. No, the pilot generally does not support the project goals and considerations of the project (7%)
- No Answer (28%)

**Poll #2: What is your overall experience of the pilot?**

- A. Very Positive - I have few or no concerns (45%)
- B. Positive – I have some concerns (18%)
- C. Neutral / I have not experienced the pilot (5%)
- D. Negative – I have many concerns (5%)
- E. Very Negative – I do not support the pilot (3%)

No Answer (25%)

**Poll #3: How could the pilot be improved? Select all that apply.**

- A. Better road user education & enforcement (39%)
- B. Safety improvements (28%)
- C. Traffic signal improvements for motor vehicles (17%)
- D. More loading zones (6%)
- E. More year-round activation (29%)
- F. I don't think the pilot needs improvement (10%)
- G. I think the pilot should be removed (5%)
- H. Other (please describe below) (16%)

No Answer (25%)

Of those who selected "Other" and provided a response, the most common recommendations for improvement include:

- Traffic signal improvements for cyclists and pedestrians
- Monitoring traffic on side streets
- Year-round activation of the bike lanes and patios
- Extending the pilot east
- Improving vehicle sightlines
- Safer parking and loading spaces and the interaction between parked vehicle door openings and cyclists
- More education and enforcement

## 4.0 Meeting #3b

Meeting #3B focused on an update on the Planning Study component of the Danforth Study. The following summarizes information in the presentation. The presentation was posted on the project website prior to the meeting and can be found in **Appendix C**.

### Planning Study Overview

The presentation began with an overview of the Planning Study objectives, which include:

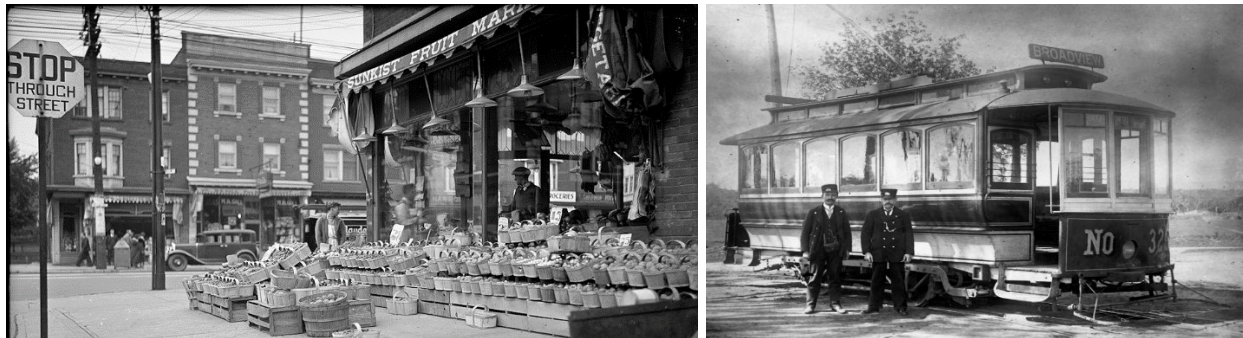
1. Integrate each of the study components into the long-term planning framework.
2. Develop a new site and area specific policy and accompanying urban design guidelines.
3. Identify public realm, parks and open space improvements to enhance and green the area to support enhanced liveability and environmental 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. Continuing to support a range of uses including office, retail, and residential, so that the area continues to thrive as a complete community.
7. Ensure key heritage elements are incorporated into the plan.
8. Ensure all work includes a sustainability and resiliency lens.

Through a poll, participants were asked: **Please state your overall agreement with the Planning Study objectives.** The results of the poll (out of approximately 250 respondents) show: Strongly agree (18%), Agree (32%), Neutral (8%), Disagree (4%), Strongly disagree (1%), while 38% provided no answer.

## 4.1 Heritage

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, and can inform planning policies and guidelines.

Identified properties will be considered for inclusion as "listed" properties on the City of Toronto's Heritage Register. Having properties "listed" on the Heritage Register as non-designated properties is an important first step in ensuring we can preserve our heritage, but it does not prevent growth.



The production of a historical overview of a study area is the first step of a Cultural Heritage Resource Assessment. The following Draft Periods of Development have been identified for Danforth Avenue:

- Indigenous Communities
- Early Settlement of Concessions 1 and 2 Surrounding Today's Danforth Avenue (1780s-1850)
- The Creation of the Don and Danforth Plank Road and Other Early Infrastructure and Transit Improvements (1851-1909)
- The Construction Boom of the 1910s and 1920s (1910-29)
- The Depression and Inter-War Construction Slow Down (1930-49)
- Post-War Immigration and Redevelopment (1950-Present)



Danforth Avenue area has a long history which begins with Indigenous peoples. British colonization resulted in the surveying of concession roads, farm lots, and settlement by newcomers. At the turn of the 20th century, annexation to the City of Toronto and significant transportation improvements helped to quickly transform the rural road into a prosperous commercial street. During a construction boom in the 1910s and 1920s, approximately 68% of the existing buildings within the Study Area were constructed including prominent landmarks like Allen's Danforth Theatre (1919, shown in the photo on the left below), Playter's Society Hall (1909, shown in right), and many two and three-storey Main Street Commercial Blocks and Rows (e.g. 1919, shown below). The history of Danforth Avenue has since been shaped by immigration and culturally diverse communities.





Poll #2 in Community Meeting #3B asked: **What types of buildings do you think are most important to the history of the Danforth? (Select all that apply).** The following are the results from this poll (based on approximately 250 respondents):

- A. Main street commercial buildings from the 1910s and 1920s (30%)
- B. Places of Worship (18%)
- C. Banks (13%)
- D. Buildings associated with important community uses (e.g. social clubs, theatres, and long-standing restaurants) (34%)
- E. All of the above (36%)
- F. No Answer (25%)

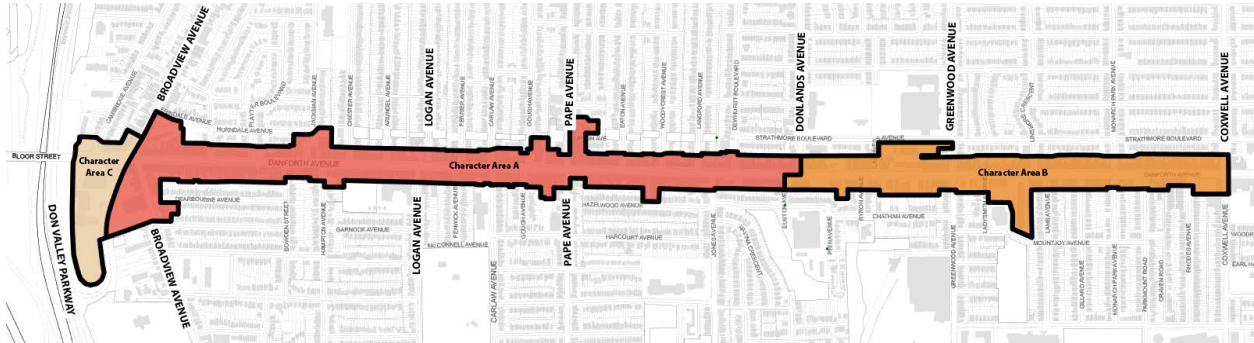
In the online survey, participants were asked **what buildings, areas or features of the area should be conserved given their importance to the Danforth's history?**

The most common responses provided were:

- The Danforth Music Hall
- The small/low-rise houses/stores
- Buildings with unique architecture
- Alexander the Great Parkette
- Churches (Holy Name, Eastminster, St. Barnabas)
- Carrot Common
- RBC and CIBC Bank

## 4.2 Land Use and Character Areas

Due to the large size of the Danforth Avenue Planning Study, the study area was divided into three distinct areas, each with their own distinct characteristics such as different building typologies, lot sizes, pattern of public spaces and existing land uses. The policies in the Planning Study will be catered to each character area to match the characteristics of these areas.



## 4.3 Development Analysis

Danforth Avenue is considered an “Avenue” in the City’s Official Plan and is targeted for development intensification. In order to plan for future growth, the City needs to understand how much development exists today, and how the study area can appropriately accommodate growth in the future. To help illustrate this, various growth estimate models and projections were presented under three growth scenarios:

- 1) In the existing situation, there are 3,500 people and 6,200 jobs.
- 2) With current zoning permission (as-of-right zoning) (15-16 metres or 4-5 storeys), there would be 4,000 to 7,000 people and 6,500 to 9,700 jobs.
- 3) With a mid-rise building type of development (8 to 9 storeys), it could generate approximately 4,000 to 8,000 additional people and 7,200 to 11,600 additional jobs

Poll Question #3 asked: **What services or amenities they would like to see in the community as the Danforth area evolves in the future?** Participants were able to select more than one answer. The responses were:

- A. Schools (37%)
- B. Restaurants (59%)
- C. Retail (59%)
- D. Community services (54%)
- E. Affordable housing (51%)

- F. Parks and open spaces (63%)
- G. Grocery stores (53%)
- H. Seniors housing / Long-term care (45%)
- I. Gyms (30%)
- J. Health / dental offices (41%)
- K. Other (please specify) (13%)
- No Answer (26%)

Of those who responded “Other”, common responses included entertainment options such as theatres, arts, music venues, bars and night life.

## **4.4 Buildings and Built Form**

Built form are the buildings, their shape, how they function, and their relationship to the street. The built form goals of the Danforth Planning Study include:

- Prioritize and respect area character, commercial vibrancy, and built/cultural heritage;
- Provide nuanced and context-specific built form policies and guidelines to help new developments transition to lower-scaled areas and fit-in with the existing area character;
- Encourage a range of commercial/retail spaces to strengthen main street character and activity; and
- Utilize appropriate planning tools to manage development pressures and achieve desirable outcomes.

In order to achieve these goals, the presentation provided potential mid-rise building options (6-9 storeys) that would introduce more density to the community, and would provide retail/commercial space on the ground level with residential units above. The design of the mid-rise buildings would include a gradual transition in height from Danforth Avenue to the lower-scaled residential neighbourhoods to help maintain access to sky view and limit shadow impacts. A conceptual drawing illustrating this concept is shown below.



Poll Question #4 asked: **Do you think mid-rise buildings with built form transitions and step backs are an appropriate built form to accommodate growth in the Study Area?** The results were:

- A. Strongly Agree (26%)
- B. Somewhat Agree (24%)
- C. Neutral (4%)
- D. Somewhat Disagree (11%)
- E. Strongly Disagree (10%)
- No Answer (26%)

The majority of respondents support the mid-rise building approach.

The presentation also introduced the Transition Zone concept to the participants. The Transition Zone, as proposed, is used to introduce a transition area between the taller *Mixed Use Areas* fronting Danforth Avenue and the lower-rise *Neighbourhood Areas* adjacent to Danforth Avenue which would allow up-to 5 storeys, and soften traditional angular plane requirements for mid-rise buildings. The Transition Zone would support additional density in a scale that is compatible with existing low-rise neighbourhood character. The following conceptual drawing shows where a potential transition zone would be located.



Poll Question #5 asked if participants felt like the Transition Zone would be a good opportunity to expand housing in the area. 52% of respondents selected “yes”, while 9% selected no and 13% were unsure.

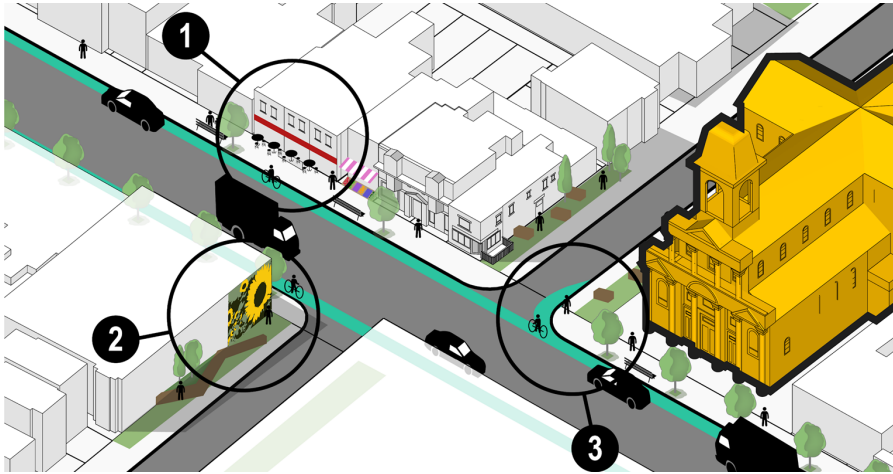
## **4.5 Parks, Open Space and Public Realm**

This component of the study involved an analysis of the existing public realm and features such as streetscape conditions, pedestrian connections, parks, and the contribution of BIAs to the public realm. Some of the current public realm projects were highlighted, including the Second Exit Project, and improvements to Alexander the Great Square and Caithness Parkette. The goals of the public realm component of the study are:

- 1) Integrated Streetscape Design
- 2) Spaces for a Diverse Community
- 3) Accessibility and Mobility
- 4) Street Furniture, Materials, Art and Identity



An overview of the streetscape, boulevards, pedestrian connections and public art on Danforth Avenue was provided, including recommendations on how to improve these public realm aspects. Examples suggest improvements to boulevard spaces to side streets spaces to enhance the public realm street (pictured below), by adding murals, street furniture, and patios that further support local businesses (as demonstrated through the CaféTO patios that were implemented as part of the Complete Street pilot).



Poll Question #6 asked participants if there was anything else that should be considered by the City to improve the existing streetscape. The results were:

- A. More patio spaces (45%)
- B. Wider sidewalks (37%)
- C. More seating areas/furniture (42%)
- D. More public art (35%)
- E. More greenery, planting and trees (59%)
- F. More bike park rings (42%)
- G. Other (please specify) (12%)

No Answer (28%)

For those who responded “Other”, responses included public washrooms, garbage and waste receptacles, improved street maintenance, decorative lighting, more play areas for children and electric car charging spots.

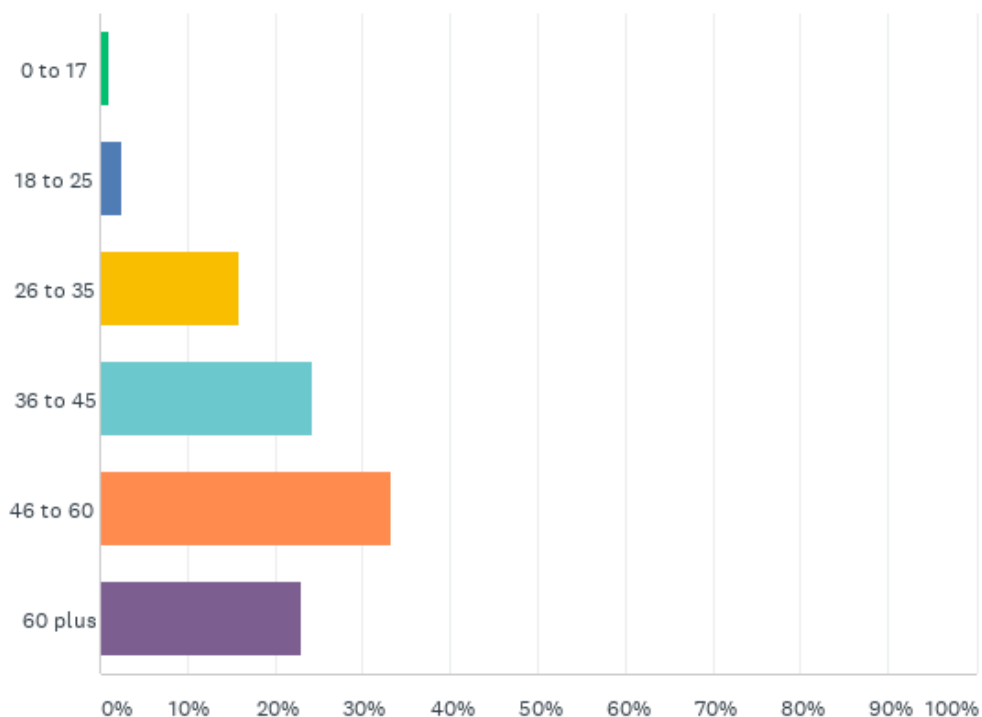
The meeting concluded with a question and answer period where participants were able to send in their questions via the chat, or use the raise hand function to be called upon and unmuted to ask their question. More than 250 people attended the meeting and approximately 200 questions were raised. A record of the questions and answers collected from both Meeting #3A and #3B can be found in **Appendix B**.

## 5.0 Survey

To support Community Meeting #3, an online survey was active on the City's website via SurveyMonkey from December 1, 2020 to January 22, 2021. In total, surveys were collected from 2,495 respondents. A full record of the survey responses can be found in **Appendix B**.

### 5.1 Demographics

The online survey was completed by a broad range of community members. Those aged 46-60 was the largest age group to complete the survey, however, there was representation from all age groups as shown in the graphic below.



The majority of respondents live near Danforth Avenue and shop in the area, and many visit the area frequently. 42% of users travel to Danforth Avenue on a daily basis, while 35% visit a few times a week. While visiting the Danforth, 91% of respondents spend \$150 or less.

## **6.0 What We Heard**

There were multiple ways for the community to engage with the Danforth Study and provide their feedback on the information related to Meeting #3A and Meeting #3B. This included the attending the meetings (or viewing the recording posted on the project website), asking a question or providing comments at the virtual meeting(s), emailing the project email, or completing the online survey that supported Meeting #3.

This section summarizes the commonly heard feedback received throughout these various avenues of community engagement. The full list of comments and recommendations from the community will be assessed and considered by the City project team.

### **6.1 Complete Street Study**

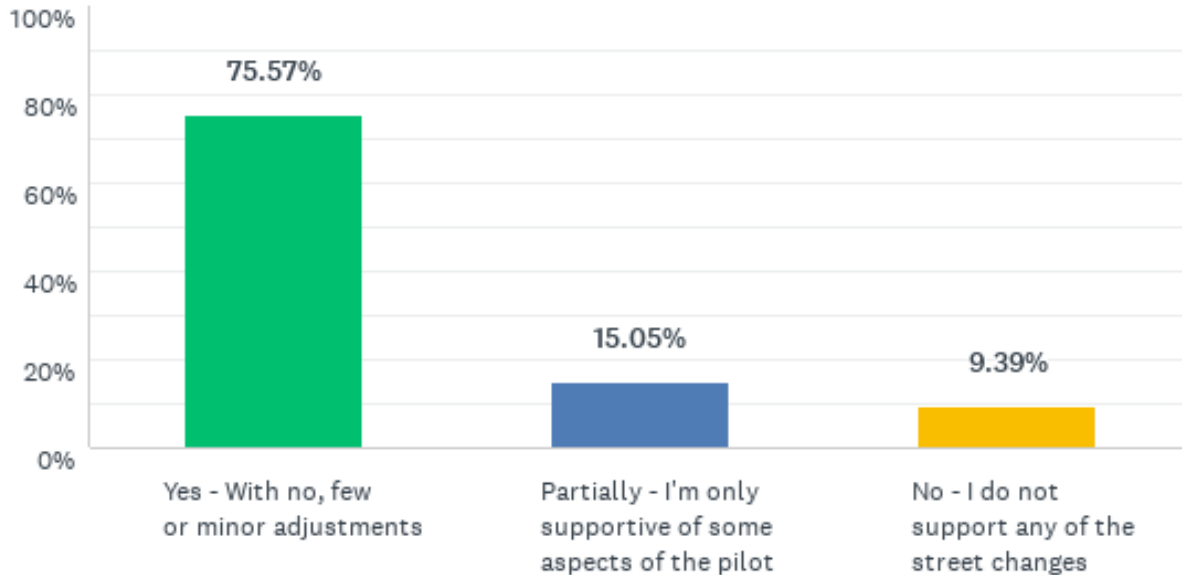
The feedback gathered illustrates that overall, **the community is supportive of the Complete Street projects goals (85%), and 79% believed that the Complete Street pilot implemented in summer 2020 supported these project goals.**

#### **6.1.1 Experience with the Complete Street Pilot**

Survey respondents have experienced the pilot in a variety ways, mostly as pedestrians walking along the street pilot (92%), as drivers who have driven along the street pilot (79%) and/or as cyclists who have biked on the new cycle track (62%). More than half of respondents (53%) have dined at a patio since the pilot was installed.

**The vast majority of respondents identified a positive or very positive experience of the pilot (84%). And respondents showed wide-spread support for the pilot becoming permanent (76%, and 15% partially, as shown in the results below).**

### Would you like to see the Pilot become permanent?



This support was also echoed in the comments received during Community Meetings #3A and #3B.

The survey results also highlighted the public's opinion on the various aspects of the pilot design and implementation. Overall, respondents liked the following aspects the most. They were able to select more than one option, so the results do not equal 100%.

- 1) Overall street character/intimacy of the street (80%)
- 2) Patios (74%)
- 3) Beautification and Art (73%)
- 4) Cycle Track (68%)

While there was great support for these pilot aspects, the survey results and comments from the meetings also identified numerous areas of improvements, or recommendations from the community to improve or enhance the pilot. Generally, issues that were flagged by community members include:

- Increased traffic and congestion on the road.
- Overcrowding of sidewalks, limiting pedestrian space and access.
- With the new street configuration and the more intense usage of the street, there is more to be aware of and to be cautious about. Many comments have noted that all of the different uses and road users in the space results in potential conflicts between pedestrians, cyclists and cars.
- Loading zones can cause access and roadblock issues.
- The loss of car parking spots.

- Some respondents indicated that while the pilot may have benefitted pedestrians and cyclists, that it has made it more difficult for cars.

Some common recommendations to improve the pilot include:

- Moving the bike lanes to smaller side streets.
- More education about the road design, safety, road rules.
- Better enforcement of road rules (speeding, appropriate use of cycling lanes, parking, etc.).
- Increased safety measures at intersections (protected intersections, signage, enhanced light and crossing signals).
- More turning lanes to provide a physical separation and controlled intersections.
- Providing winter maintenance of the cycle track to enable year-round use.

### **6.1.2 Evaluating the Pilot**

Overall, 68% of respondents felt that the seven evaluation criteria being used to monitor the pilot capture the goals of the project. There were many additional suggestions for ways to evaluate the project raised through the survey and the meetings. Some of the common suggestions include:

- Factoring the COVID-10 realities into the measure, particularly for traffic counts
- Environmental impact.
- Greenhouse gas emissions, air quality, or uptake in sustainable forms of transportation
- Health Impacts (measuring uptake in active modes of transportation).
- Expanding travel time/traffic congestion criteria to include cycling (not just motor vehicles).
- Expanding safety to include crime and perceived safety or community members (not just collision counts).
- Resident/Community support.
- Accessibility needs.
- Satisfaction of local businesses.



### 6.1.3 Travel Patterns and Safety

The survey results show that the installation of the pilot resulted in changes to the travel pattern of respondents. The following table shows how different modes of travel changed before and after the pilot.

Mode of Transportation	Before the pilot	After the pilot	Change
Driving	57%	29%	-28%
Walking	78%	77%	-1%
Transit	38%	16%	-22%
Cycling	37%	57%	+20%

It is important to note that COVID-19 may have also influenced these numbers, with less transit takers. Some respondents (approximately 5%) indicated that they avoid Danforth Avenue or frequent it less as a result of the pilot, noting the congestion, traffic/access and lack of parking.

For respondents who identified as cyclists, 56% indicated that they feel much safer cycling on Danforth Avenue with the pilot and 14% felt slightly safer, while 8% felt less safe.

### 6.1.4 Accessibility

The survey results highlighted the need for more attention and consideration for accessibility on Danforth Avenue. Of those who identified that they have mobility needs, 43% indicated that the pilot has made it more difficult to get around (compared to 25% who felt that it improved their ability to get around).

Certain accessibility measures that were implemented during the pilot were noted as improving accessibility, such as traffic calming measures, curb extensions, and ramps.

However, many of the survey respondents with mobility needs rely on cars to get around. The lack of available parking spaces was noted as a concern. This results in having to park further away and having to travel further to get to their destination. Additionally, those with accessible parking permits are also restricted to parking in certain areas, which may not also be convenient or close to their destination. Drivers also noted that exiting the car was a safety concern, since the vehicle traffic lane is located right next to the driver's side.

Generally, those with mobility needs feel safer crossing the street. However, crossing the cycling lane adds an additional barrier and safety concern, as the interaction

between cyclists and people in wheelchairs or with walking devices trying to cross the cycle track can be potentially dangerous.

### 6.1.5 What We Heard Overall: Complete Street Study

**Overall, the public has shown widespread support for the Complete Street Study and the pilot that was installed in summer 2020.** This is supported through the results of the online and general feedback received. In particular, the public noted appreciation for the street character, the addition of patios, beautification and art, and the cycle track. A wide majority of respondents would like to see the pilot (or aspects of the pilot) become permanent.

Through this consultation, **the community also provided the City with a number of suggestions to improve the Complete Street Study and the pilot.** This includes the need to address increased traffic and congestion for drivers, lack of parking spaces available (specifically for those who require accessible parking spaces), and some safety issues. In particular, the public would like more consideration for the interaction between the different road users and how to make this safer, safety concerns around crossing the cycle track, and more protected intersections. Some drivers expressed that the pilot has resulted in a longer commute on Danforth Avenue, caused by increased traffic and congestion, less lanes, and limited parking.

The public would also like to see **more education and enforcement** for the Complete Street Study and implementation of the pilot. It was noted that following the rules of the road, better knowledge of safe road practices, proper use of the cycle track, and greater enforcement of these practices would help to address some of the safety concerns identified by the community.

Participants encouraged the City to complete a robust evaluation of the pilot to ensure a full understanding of the pilot's impact, which includes expanding the list of measures/criteria being used to monitor the success of the pilot. The City will also need to study and consider the impacts of COVID-19 on businesses and the results of the pilot to the best of their ability.

The survey results revealed that more attention and consideration is needed to improve the accessibility challenges that the pilot has introduced for those with mobility needs.

## **6.2 Planning Study**

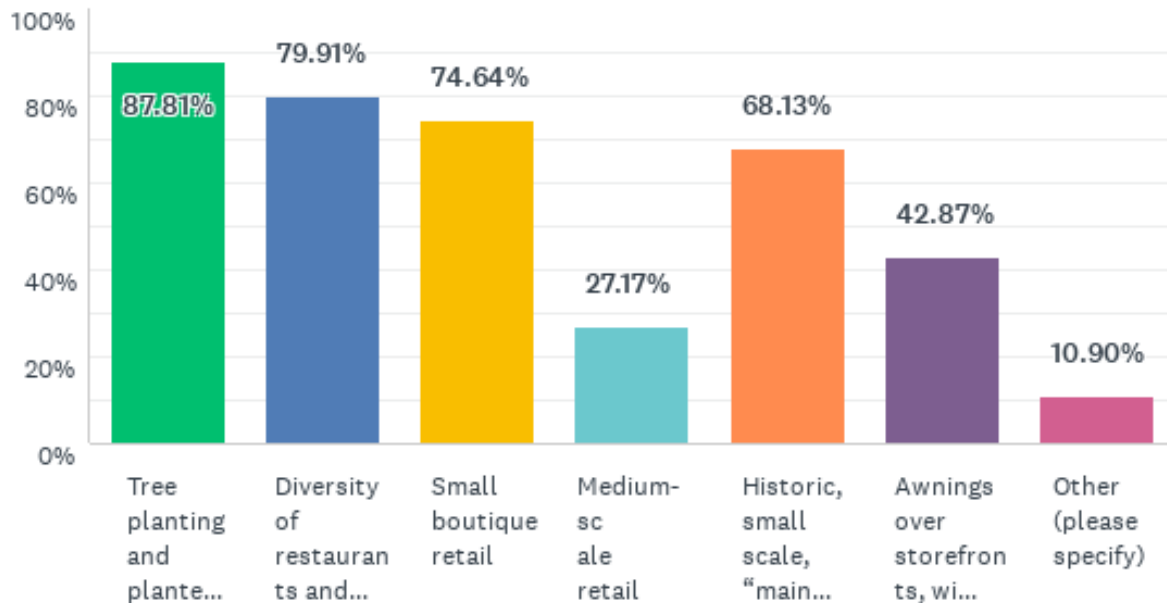
The feedback gathered illustrates that overall, **the community is supportive of the Planning Study projects goals (89%)**. However, 32% of survey respondents felt that there are additional objectives that should be added to the list. The most common recommendations include: adding an equity, diversity and inclusion lens; strengthening the sustainability objective to something more concrete as “applying a lens” was seen as too vague; integration of development with the existing transit network; the preservation of the community character, and addition of density/growth in the objectives, supporting local businesses; and ensuring affordable housing.

### **6.2.1 Character**

The survey results indicated that respondents are supportive of the way Character Areas are defined in the Planning Study (72%). There were other considerations that respondents felt should be considered in defining character, with the most popular recommendations being: ethnicity and demographics; types of businesses; and the history/heritage of the area.

It was identified through the survey that the elements of the Character Areas that are most appealing to respondents are: Tree planting and planters, benches and places to linger, and wider sidewalks (88%); diversity of restaurants and expanded patio space (80%); and small boutique retail (75%). On the flip side, features that respondents found to be less appealing in Character Areas include: spans of vacant/run down storefronts and uncleanness; big box retail; lack of diversity of uses/buildings; and lack of greenery.

**What elements of the Character Areas are most appealing to you?  
(Select all that apply).**



The comments received through the public meetings indicate that residents want the Planning Study to increase vibrancy along Danforth Avenue, which includes addressing the vacant businesses.

The preservation of street character is one of the key considerations expressed by the community. The existing character of the Danforth (defined by its streetscape, retail, main street and neighbourhood-feel) was identified as one of the main reasons why Danforth Avenue was a beloved place for many, and residents do not want to see this change.

## **6.2.2 Development**

The survey results indicated that the top three services or amenities that the respondents would like to see in the community as the Danforth area evolves in the future are: parks and open spaces (83.4%); restaurants (68%) and retail (65%). This question was also asked in Community Meeting #3B as poll question #3, where the same answers also emerged as the top 3 most popular choices among respondents. For those who chose to provide an "other" response beyond the options provide, common responses included public washrooms, art/theatre spaces, childcare services, and libraries. It was also noted that all of the survey options already exist in the neighbourhood and that the Danforth area is generally well-served. As the area evolves, the community would like to continue to see a mix of these amenities.

Affordable housing is one of the key considerations and topics of feedback received from the community. As the study area develops, the community would like to see more guaranteed affordable housing. The public would like the Planning Study to very clearly identify how affordable housing will be achieved in the policies and new developments for the study area.

Some of the approaches recommended by community members to encourage affordable housing include: making it mandatory for all new developments to have (a percentage of) affordable housing units; mixing rental units with private market housing; limiting luxury condo development; and providing incentives such as greater heights, reduced development charges and parking requirements.

### **6.2.3 Density and Transition Zones**

Density and increasing heights on Danforth Avenue was one of the key considerations that emerged from the survey results and comments collected through Community Meeting #3. Overall, the community supports increased density to accommodate growth. However, the community's option on what this density should look like ranges. Some respondents would like to see the development of higher storey buildings (6-9 storeys) (particularly around transit stations), while others believe that density should be limited to 3-4 storeys. There is concern that higher density and taller buildings will change the character of Danforth Avenue. The survey results revealed that 71% of respondents want the City to consider maintaining the character of the neighbourhood when testing different building massing, heights and zoning policies.

Generally, survey respondents felt that the introduction of transition zones would provide a good opportunity to expand housing the area (61%), and that it is an approach that will appropriately introduce higher building heights to Danforth Avenue, while providing a buffer and transition to the lower-storey houses north and south of the street. However, many residents expressed concern about how higher buildings will impact their homes and neighbourhoods, citing concerns such as shadowing, limiting sunlight, expropriation of land/parks/community spaces, and impacts on housing prices. The survey results revealed that 74% of respondents want the City to consider maintaining sunlight and limiting shadows from taller buildings, while 85% want green spaces and trees to be preserved.

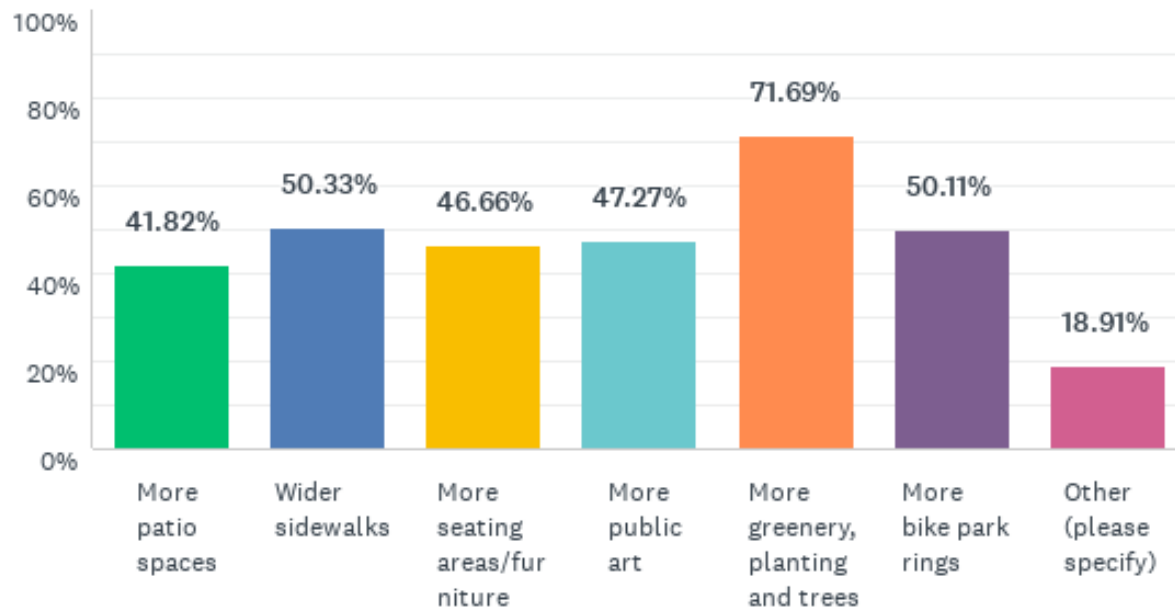
### **6.2.4 Parks and Public Realm**

More than three quarters (76%) of survey respondents indicated that there is a need for more green space and pathways in and around the study area. Additionally, more greenery and planting (69%), more seating and water fountains (63%), and adding pathways and other physical connections to parks (59%) were the three top options identified by respondents to enhance open spaces and parks. Public washrooms were also commonly identified as an additional feature that the community would like added.



The top three options that survey respondents felt should be considered to improve the existing streetscape are: more greenery planting and trees (72%); wider sidewalks (50%) and more bike parking rings (50%).

**Is there anything else we should consider to improve the existing streetscape?**



### **6.2.5 Heritage**

Based on the feedback received from the community regarding heritage, the main points about the history of Danforth Avenue that the community thinks should be included as part of the Heritage Study include: the ethnic communities (Greek, Ethiopian, and Bangladeshi, etc.) and the changing demographics; the Indigenous history; the historic architecture and building styles; and public transit prior to the subways.

Survey respondents were also asked to identify any buildings, areas or features of the area that should be conserved given their importance to Danforth's history. The most common responses received include: Danforth Music Hall; Playter Estates; religious buildings; historic bank buildings; older buildings and facades; and the low-rise stores and buildings.

### **6.2.6 What We Heard Overall: Planning Study**

Overall, the public has shown support for the Planning Study and its objectives. The feedback and comments received from the public noted appreciation for Danforth's unique character and the main street yet community feel of the neighbourhood. There was also appreciation for the variety of local retail options and the abundance of community services and amenities. The various ethnic and cultural communities, as well as the heritage and history of Danforth Avenue were highlighted as strengths of Danforth Avenue.

Through this consultation, there were three key themes (or considerations) that were identified commonly by the public as areas that the Planning Study will need to consider and appropriately address.

#### **The first key theme is increasing density while maintaining Danforth's character.**

The Planning Study proposes changes to the study area, which include increasing density where appropriate to meet growth targets set by the Province in the City. The community is generally supportive of future growth and density, particularly to create a more vibrant street and to provide density around subway stations along the study area. However, what the extent of this density should look like on Danforth Avenue differs among the public. While some support taller buildings and mid-rise development (6-9 storeys), others would prefer density at a smaller scale (5 storeys or less) or want to limit density in order to maintain the look and feel of Danforth Avenue. The City will need to balance the density needs of accommodating growth with the preservation of Danforth Avenue's character and community fabric. Additionally, community members showed concern for the potentially negative impacts that density may have on the community, including congestion, sunlight limitations, school (and community service) capacity, transit demand, infrastructure needs, and implications for the neighbouring

communities and houses. The community would like to see the Planning Study, through policies and urban design guidelines, appropriately address these concerns.

**Affordable housing was another key consideration by the public.** It was identified as a need within the community, and the comments received from the public indicate that there is a desire for affordable housing to be incorporated as part of any new developments in the study area. The comments encourage the Planning Study to make this a priority, and to include clarity on how affordable housing will specifically be achieved and maintained as part of the Study.

**The third key theme that emerged is the need to support local businesses.** Small-scale, local retail was highlighted as one of the most appreciated aspects of Danforth Avenue. The public would like to see these small types of businesses maintained. Many comments raised concerns about the vacancy of retail stores along particular stretches of Danforth Avenue and the high turnover of businesses. The comments received highlighted the public's desire for the Economic and Retail Study to address the vacancy rates, revive the empty storefronts and provide additional supports for local businesses, particularly during COVID-19.

Survey participants provided suggestions for the City to expand the objectives of the Planning Study. Some felt that established objectives were too vague, and could be strengthened through more specific language and targets. Additionally, respondents felt that other Study goals should be considered, such as the addition of diversity and equity, appropriate density, and the preservation of character.