Map 3
Building Heights

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increase as the baby boomers age and this has implications for design and development.

- There are currently three significant active redevelopment proposals in the Study Area:

    - 5959 Yonge Street: Rezoning application which is proposing a mixed use development consisting of two 14 storey residential buildings with ground floor commercial uses. The development proposes a total of 371 residential units, and 31,958 sq m of gross floor area with a floor space index (FSI) of 3.85. The application has been appealed to the Ontario Municipal Board; however, at a prehearing in the fall of 2012, the scheduling of a full hearing was deferred.

    - 5799-5915 Yonge Street, 45 & 53 Cummer, 46 & 47 Averill Crescent: Official Plan amendment, rezoning and subdivision applications which are proposing four towers ranging in height from 28 to 44 storeys, with 1,674 residential units and at-grade retail uses, office uses, townhouses and a new public street and park. The development would have a connection to the proposed subway station. The development would have a gross floor area of approximately 27,135 sq metres resulting in and FSI of 4.18. In January of 2012, North York Community Council directed that the applications be reviewed in conjunction with the Yonge Street North Planning Study.

    - Inez Court and Drewry Avenue: A revised application for 57 townhouses and 483 apartment units in two towers of 9 and 29 storeys with a 5 -storey podium at 8-28 Inez Court and 51 Drewry has been submitted. The original application included 51 Drewry Avenue and 18 and 20-28 Inez Court and the revised submission includes additional lands consisting of 8-16 and 9-19 Inez Court. The Official Plan and Rezoning applications were appealed to the Ontario Municipal Board in 2011.

In addition, Centrepoint Mall has also been undertaking significant renovations to the existing building in response to the new commercial tenants moving into the mall.

2.3 Policy and Regulatory Framework

The Provincial, City (See Map 4 Official Plan Land Use Plan, Map 5 Centre & Avenue, and Map 6 Official Plan Transit Corridors), Region of York, City of Vaughan, Town of Markham and Town of Richmond Hill policy and regulatory framework is relevant to the Study Area. The following directions should be noted:

- The Provincial and City policy framework support the intensification of the Corridor, particularly at transit stations. In particular, the City's policies identify the southern portion of the Study Area as the "North York Centre" and the northern portion along Yonge Street as an "Avenue" and both of these supports the intensification of the corridor with a mix of uses. The objective is to establish balanced population and employment growth which is supported by full range of community infrastructure including open space, recreational and institutional opportunities. Beyond the Centre and Avenue, the Study Area is primarily designated "Neighbourhoods" in the Official Plan which is identified as a physically stable area. Development and intensification occurring

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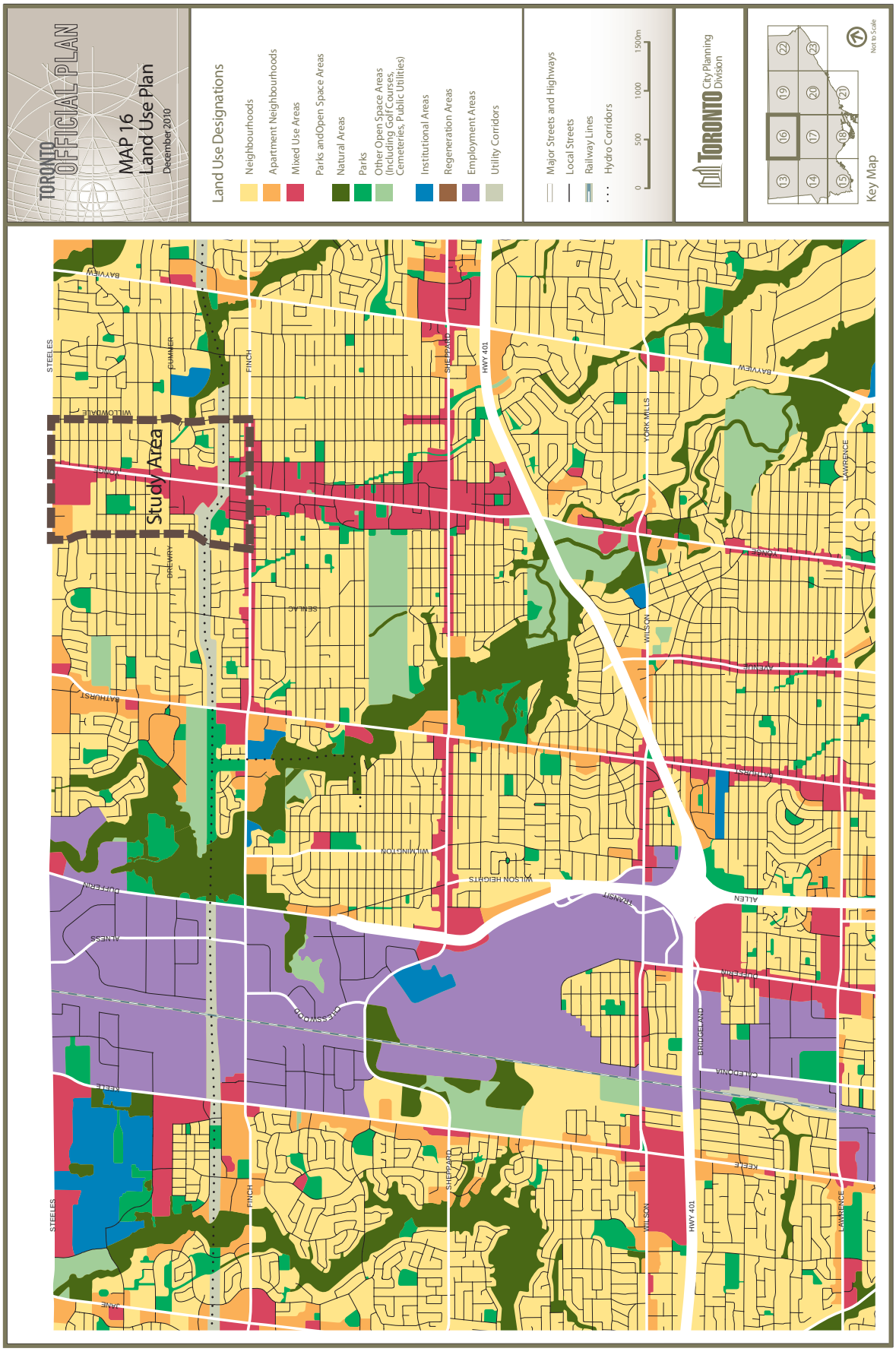
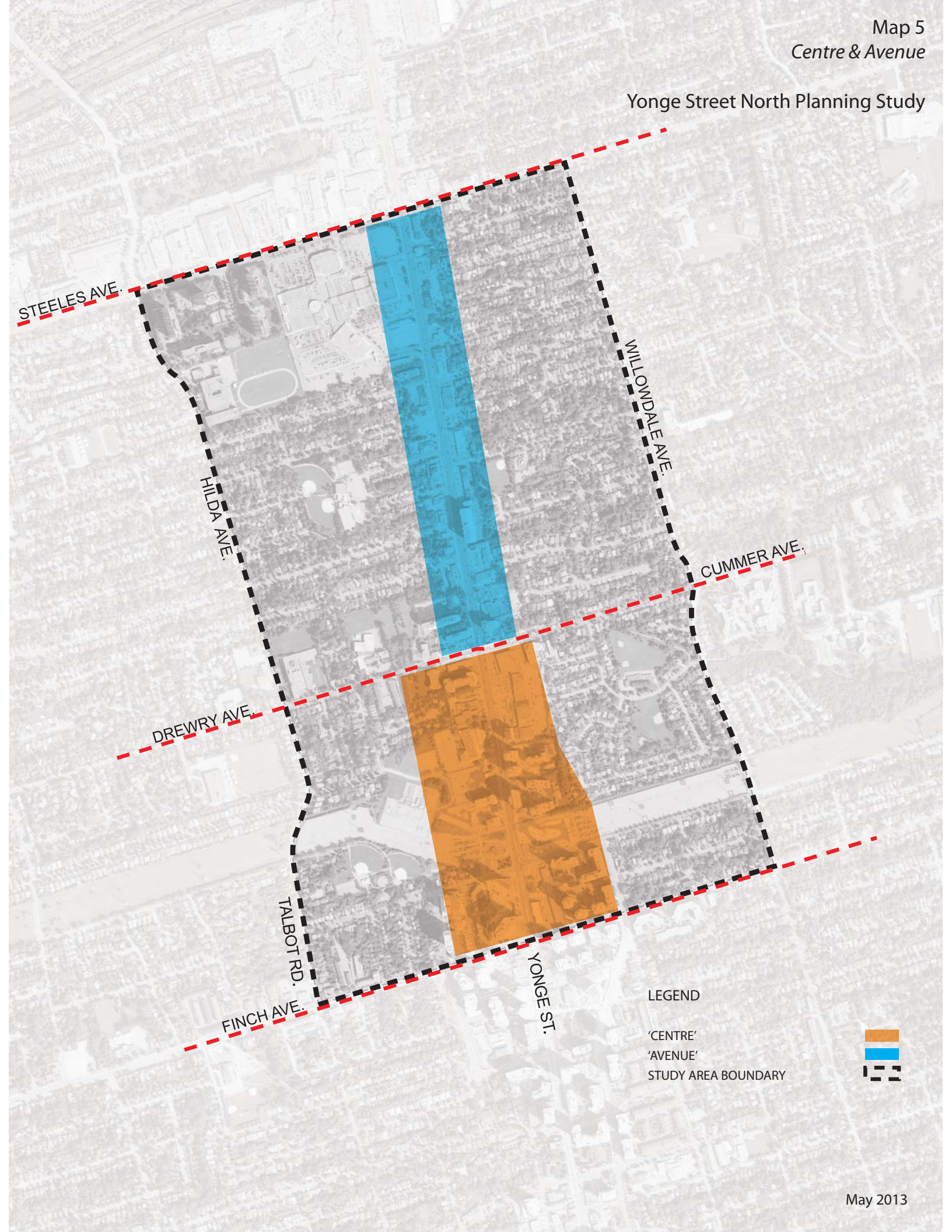


Map 5
Centre & Avenue

Yonge Street North Planning Study



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Yonge Street North Planning Study

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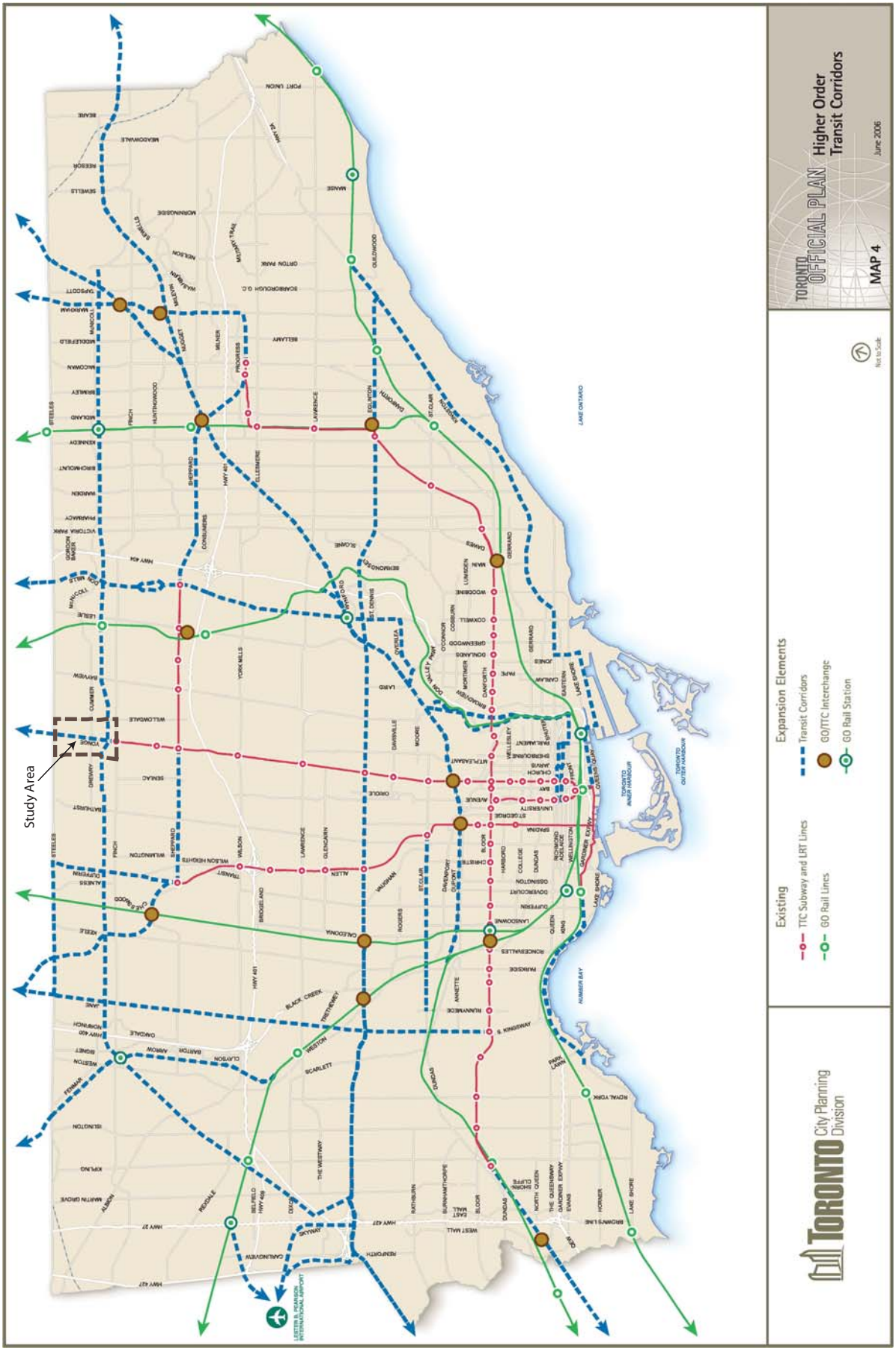

close to Neighbourhoods is required to provide for a gradual transition of scale and density, maintain adequate light and privacy and attenuate traffic and parking impacts.

- The policy framework of the Province, City, Region of York, City of Vaughan, Town of Markham and Town of Richmond Hill all support the extension of the Yonge Street subway and other improvements to the transit network. Vaughan and Markham have undertaken Secondary Plan studies that provide for further intensification around the Yonge and Steeles node in support of its role as a transit hub. However, funding for these projects is uncertain.

- The policy framework of the Province and City supports the provision of greater opportunities for active transportation by improving cycling and pedestrian facilities including bicycle lanes/designated bikeways, bicycle parking, more pedestrian friendly streetscapes and enhancing accessibility for all ages and abilities.

- The policy framework of the Province and the City supports, among other directions:
    - The creation of sustainable communities including the greening of the area and support for active transportation and transit; and,
    - High standards of urban design including improving the streetscape and other aspects of the public realm.

- The City's Zoning By-law requires amendment to ensure new development enhances the Corridor including establishment of minimum heights and limitations on the location of parking areas.

2.4 Community Facilities

An assessment of community facilities in and adjacent to, the Study Area was carried as summarized below. Map 7 identifies the location of the existing parks, schools, community facilities, child care centres and places of worship within the Study Area.

- Parks of various sizes, functions and locations are currently found within the Study Area. Goulding Park is the largest and includes the existing Community Centre. Increases in population and employment may require additional park and recreation facilities and the need will have to be considered when assessing future development alternatives.

- Other community facilities (e.g. libraries, fire stations, schools) are located in or near the Study Area, and their capacity to accommodate substantial increases in population in this area will have to be taken into consideration in the assessment of development applications.

2.5 Transportation

A review of the existing transportation network was conducted to identify the current opportunities and constraints. The existing transportation study reviewed current and planned road, transit, cycling and pedestrian environments. The key conclusions of the assessment are as follows:

Map 7
Existing Community Facilities

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- The Finch Subway Station, which is currently the northern limit of the Yonge Subway line, is situated within the Study Area and serves as an important transit hub providing transit access to the adjacent municipalities. The Study Area is serviced by bus routes from the Toronto Transit Commission, GO Transit and York Region Transit/VIVA.

- Within the creation of the North York Centre, plans were made for the construction of service roads on either side of Yonge Street which have now been primarily completed. The Beecroft Road extension is the planned continuation of that service road on the west side of Yonge Street, extending from its current termination at Finch Avenue, north to Drewry Avenue.

- The existing traffic conditions analysis indicates that while most of the intersections in the Study Area operate at acceptable levels of service, several major intersections operate with some delay, primarily as a result of left turn constraints. These constraints can be seen to limit the accessibility within the Study Area, which also gives justification for studying road network alternatives that provide higher levels of accessibility to the properties in the Study Area.

- The primary nodes along Yonge Street can be considered to be walkable, while, further into the neighbourhoods, the level of walkability decreases. While the Study Area has an extensive sidewalk network, due to large single land uses and an auto-oriented street pattern there is a lack of pedestrian connections south of Drewry Avenue/Cummer Avenue. There are still significant barriers to walkability which must be enhanced including narrow sidewalks, sidewalks in poor condition and lack of direct access to key sites.

- Bicycle lanes are not currently provided within the Yonge Street North Study Area. Two off-street trails are available in the Study Area; one within Newtonbrook Park and one within Hendon Park. Maximizing accessibility to both existing and new facilities by pedestrians and cyclists should be a factor to be considered in assessing future development alternatives.

2.6 Servicing

The municipal services analysis identified and evaluated existing conditions in the Study Area related to sanitary sewers, storm sewer and watermains. The assessment concluded:

- All the trunk sewers have spare capacity beyond existing dry weather flow to convey additional flows without surcharging. However, under average wet weather flow conditions some of the sewers have limited spare capacity.

- Basement flooding has been reported in scattered homes in the Study Area but is not caused by the sanitary or the storm drainage system but rather by local conditions at the lot level. Flooding may be the result of poor lot grading, cracked basement walls, entry of storm water through windows or doors, blocked or broken house drains and/or cross connection between the sanitary and storm drains. The City has proceeded with remediation measures.

- Further study is required to assess the existing storm sewer's theoretical design capacities since the design standards at the time of constructing the majority of the

existing sewer systems are different than today. When a new site is proposed nowadays, the storm drainage release rate from the new development must conform to the Wet Weather Flow Management Guidelines which will reduce the minor storm drainage that is currently being directed to the municipal storm sewer system.

- The majority of the existing municipal water mains within the Study Area are 150mm diameter to 200mm diameter that is typical for low density residential. There are larger diameter water mains along Yonge Street and Willowdale to service the commercial and mixed use development.

2.7 Initial Public Input

On December 8th, 2011, a Vision Workshop (the first of three public workshops) was held in order to engage the community in a visioning-exercise and identify issues of importance as they relate to establishing an interim and ultimate vision and determining development recommendations for the Yonge Street North Corridor. The initial public input was in the form of a Top Priorities Exercise in which all participants were asked to individually write down their top three priorities for the Yonge Street North Corridor. The responses are summarized as follows:

Public Realm
(Responses concerning streetscape, open space and public realm character)

- Extend the Yonge Street subway line to Steeles Avenue.
- Establish a gateway to Toronto from the north at the intersection of Yonge and Steeles.
- Create a cultural destination along Yonge Street North.
- Create a continuous streetscape framed by appropriately massed buildings, a comfortable scale of development at street level, with adequate sunlight penetration.
- Create streets for pedestrians with trees, pedestrian-scaled lights, benches, waste receptacles, planters, wide sidewalks, and a variety of activities at street level.
- Create a civic park or plaza in a central location along the length of the Yonge Street North corridor, and generally provide more green space.
- Enhance accessibility to public and private spaces.
- Reduce vehicle speeds along Yonge Street North.
- Improve the flow of traffic.
- Create new roadway connections where appropriate.
- Improve pedestrian and cyclist safety.
- Provide facilities for cyclists including locks and a dedicated bicycle lanes / bikeway.
- Create an underground pedestrian PATH system.
- Provide a landscaped median along Yonge Street North.
- Make surface parking areas more appealing with trees, planting, and well marked pedestrian paths.
- Maintain the quaint and quiet character of side streets.

Private Realm
(Responses concerning built form, including massing, building orientation, and land-uses)

- Ensure an appropriate mix of building types and land-uses.
- Ensure appropriate height transitions between high-rise, mid-rise, and low-rise buildings.
- Ensure that tall buildings do not over-shadow adjacent properties or streets.
- Focus intensification around subway nodes.

- Put height controls in place for tall buildings.
- Redevelop existing low-density strip malls.
- Set back tall building elements from the street, with lower building elements built to the front property line or established setback.
- Provide a variety of shops, restaurants, and community-related office uses at street level.
- Create more entertainment-based destinations.
- Provide a range of housing options including owned and rental units; as well as affordable housing options.
- Provide a range of housing types including townhouses, stacked townhouses, row-houses, mid-rise apartment-style buildings and high-rise apartment-style buildings.
- Ensure a high quality of architecture in new buildings.
- Incorporate sustainable design features.
- Implement signage controls.

2.8 Conclusions

The Yonge Street North Corridor already contains a diversity of uses ranging from low rise, small scale commercial uses to high rise development. However, there are still significant opportunities for intensification, a direction which is supported by Provincial and City policy and the public.

Careful attention will have to be paid to the design of such future development to ensure an appropriate transition to, and compatibility with, low and medium density areas which will remain east and west of the corridor. In addition, increases in population and employment may require additional park and recreation facilities and consideration of the capacity of other community facilities. Improvements to the transportation system, particularly facilities for pedestrian and cyclists will also be necessary. With respect to services, all trunk sewers have spare capacity and Yonge Street already has larger diameter water mains to service commercial and mixed use development, but further study will be required through the development process to determine what modifications may be necessary to support proposed development.

3. Future Directions

3.1 Purpose

Within the context of the Provincial and City policy framework, and based on the public input and background review, this section of the report outlines Priority Directions and a Preliminary Vision Statement for the Study Area, and describes:

- Certain common structural elements which form a framework for the future development alternatives; and,
- Conceptual urban structure options, as well as transportation alternatives.

The options and alternatives build upon the principles in the Official Plan to integrate land use and transportation, and the approaches used to manage growth in the current Official Plan and North York Centre Secondary Plan.

3.2 Priority Directions

Yonge Street is the central corridor and organizing element around which the community has and will continue to evolve. The three proposed priority directions which have been developed based on the public input and background review are designed to guide the continuing evolution of the corridor.

1. Transportation Networks and Connections:

- Extend the Yonge Subway north to Steeles Avenue;
- Enhance pedestrian access and linkages to Yonge Street and surrounding neighborhoods;
- Improve the public road network and connectivity in the area;
- Provide a bicycle network and facilities for cyclists;
- Integrate pedestrian connections to subway stations from adjacent developments; and.
- Provide a Yonge Street Centre Median.

2. Public Realm

Streetscape

- Create a continuous unified streetscape framed by appropriately massed buildings and a variety of activities on the street;
- Create pedestrian-friendly streets with widened sidewalks, centre medians, trees, lights, furniture; and,
- Enhance the Yonge Street corridor with a continuation of the existing landscape median treatment.

Parks and Open Space

- Expand the open space system in relation to areas of intensification;

- Create an interconnected parks and open space network that provides parks and recreation opportunities at a variety of scales and functions including parks, squares, plazas, sitting areas, natural heritage areas and tree-lined streets; and,
- Link major community facilities and Yonge Street with parks and open spaces.

3. Built Form/Density

- Focus intensification around subway nodes;
- Support increased density with transportation improvements, including active transportation improvements; and,
- Provide a transition from high, to mid and to low-rise buildings in surrounding neighbourhoods.

3.3 Vision Statement

Development should be designed to implement a "vision" for the Study Area as a basis for future planning. The following vision statement is proposed:

"The character of Yonge Street North will be distinct and memorable building upon its local assets:

- **An efficient and connected transportation network;**
- **A green and vibrant public realm; and,**
- **Urban built form with intensification concentrated at transit nodes and heights transitioning down to respect surrounding stable residential areas."**

3.4 Common Structural Elements

To achieve the proposed vision for the Yonge Street North Corridor Area, it is important that certain common key structural elements form the basis for the development of all of the development alternatives.

- **Connectivity/Accessibility**

  The corridor is already well served by its road system and transit, and the level of service will improve when the subway is extended. However, redevelopment along the Yonge Street North corridor is already occurring and will continue to occur regardless of the timing of the subway extension. It is essential therefore to improve connectivity and accessibility to enhance access to the area, and particularly to current and future transit, by encouraging alternative modes of transportation including walking and cycling. A key to this will be careful consideration of the removal of barriers to connectivity and accessibility, and to enhancements of facilities for transit users, pedestrians and cyclists including provision of:
    - Increased road alternatives for all modes of travel around and through the area;
    - A complete system of sidewalks, in particular enhanced sidewalks on major pedestrian routes;
    - A system of on and off – road bicycle routes; and,
    - Connections through large blocks of land which currently create a barrier including the Finch Hydro Corridor and Centrepoint Mall.

- **Vibrant Streetscape on Yonge Street**

  Yonge Street should be a vibrant place for people with a mix of uses and a unifying and continuously connected streetscape. In particular, it should provide:

  - **Extension of Yonge Street Promenade**
    Yonge Street is the development spine of the Yonge Street North area; as such it should be designed as an extension of the Yonge Street promenade in the rest of the North York Centre. Public and private initiatives should ensure that Yonge Street becomes a focal point for pedestrians –a true promenade with wide sidewalks, particularly at major intersections around future subway stations, and in relation to high-rise development, as well as street trees and a centre median.

  - **Creation of Urban Open Space Areas and Public Art on Yonge Street**
    To contribute to the creation of a vibrant, streetscape, parks and urban squares with public art should be developed at key locations along the corridor.

  - **Limit vehicular conflicts with pedestrians**
    The public realm should be protected and enhanced to limit vehicular conflicts with pedestrians by limiting vehicle access from the street, encouraging shared access, and creating a public service road or laneway system that is accessed from side streets.

- **Creation of a Linked Parks and Open Space Network**

  The Study Area has a number of major parks, school yards and other open spaces. Additional parks and open space areas will be required as redevelopment occurs, including public meetings places on Yonge Street corridor. The Open Space System should be linked by enhanced pedestrian connections along public streets and right-of-ways. These connections will include wider sidewalks and enhanced landscaping and street furniture, as well as pedestrian oriented lighting.

- **Appropriate Transitions in scale between Development along Yonge Street and adjacent Low and Medium Density Neighbourhoods**

  Stability of low and medium density neighbourhoods adjacent to areas where redevelopment is proposed along the corridor is to be maintained. Appropriate transitions between development along Yonge Street and adjacent low and medium density development will be ensured through such approaches as changes in land use; use of existing and new roads and other buffers including parks; and design controls including building heights, setbacks and step backs.

3.5 Urban Structure Options

3.5.1 Context

The City's Official Plan directs growth to specific areas of the City which includes areas identified as "Centres" and "Avenues". Map 2 to the Official Plan, Urban Structure, identifies the location of these areas in the Study Area (See Map 5 to this report). The portion of the Yonge

Street North Corridor Study Area south of Drewry and Cummer Avenues is part of the North York Centre, while the remainder of the corridor is designated as an "Avenue".

Centres, as set out in Section 2.2.2 of the Official Plan "are places with excellent transit accessibility where jobs, housing and services will be concentrated in dynamic mixed use settings with different levels of activity and intensity." North York Centre is described as "an important commercial office location", as well as "a vibrant residential and cultural centre".

Avenues as set out in Section 2.2.3 of the Official Plan are "important corridors along major streets where re-urbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents."

Maps 8A, 9A and 10A illustrate the conceptual urban structure options reviewed at the June 5, 2012 public workshop. Maps 8B, 9B and 10B illustrate the refined options developed based on public input and detailed design analysis.

In developing the refined Options, careful attention was paid to the City's "Design Criteria for Review of Tall Buildings Proposals". These Criteria apply to buildings "whose height is greater than the width of the right of way of the principal street on which it is located". The criteria reflect site context, site organization, buildings massing and pedestrian realm. In particular, a key criteria is that new development will be massed to fit harmoniously into its existing planned context. It will limit its impacts on neighbouring streets, parks, buildings and open space." Building heights were established based on the City's guidelines with respect to maximum angular plane in relation to adjacent low density development.

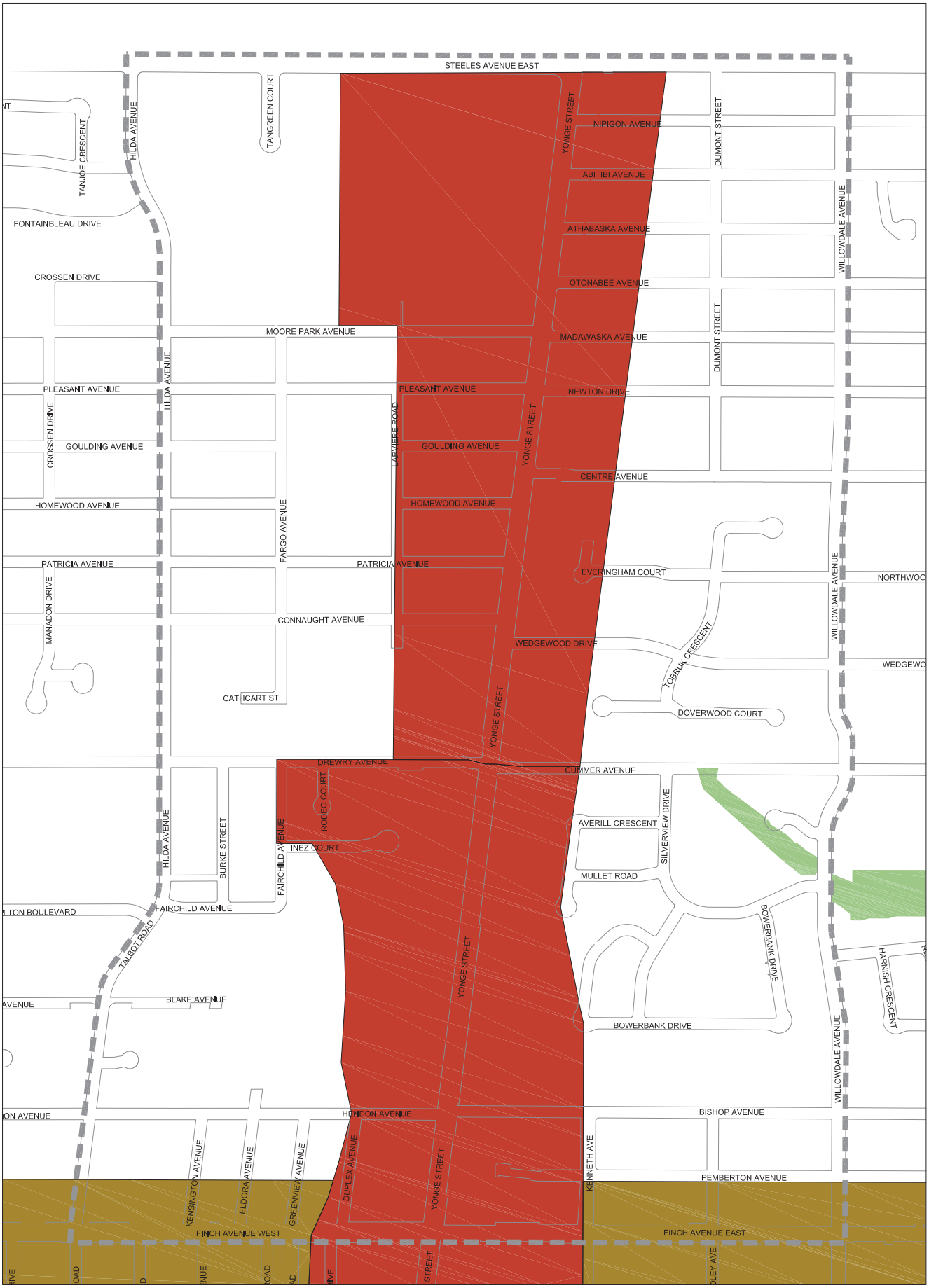
Other factors which were considered in the refinement of the options included:

- The City's Mid- Rise and Avenue Guidelines;
- Appropriate transitions from existing and future neighbourhoods to Yonge Street;
- The existing and planned context south of Finch Avenue in the North York Centre and north of Steeles Avenue in York Region;
- Technical input with respect to transportation and servicing; and,
- Parkland strategies and the open space network and connections.

The options are further described below and reflect an existing study area population (2011) estimated to be 17,472 with employment of 10,512. It should be noted in all cases that regardless of the identified maximum height, actual permitted height will depend on the relationship of the site to adjacent low density residential development and will be determined based on consideration of the City's Tall Building Guidelines particularly the calculation of a 45 degree angular plane. In addition, maximum height and density reflect maximums after application of the City's density incentive policy under Section 37 of the *Planning Act* to secure specified public benefits such as community centres, social facilities, and lands for new roads in exchange for density increases.

3.5.2 Do Nothing

The Do Nothing Urban Structure Option would involve the build out of the existing Centre and Avenue designations, and related zoning (See Map 2a and 2b Existing Land Use). This option is forecasted to have 13,100 residential units and employment of 8,900 jobs.

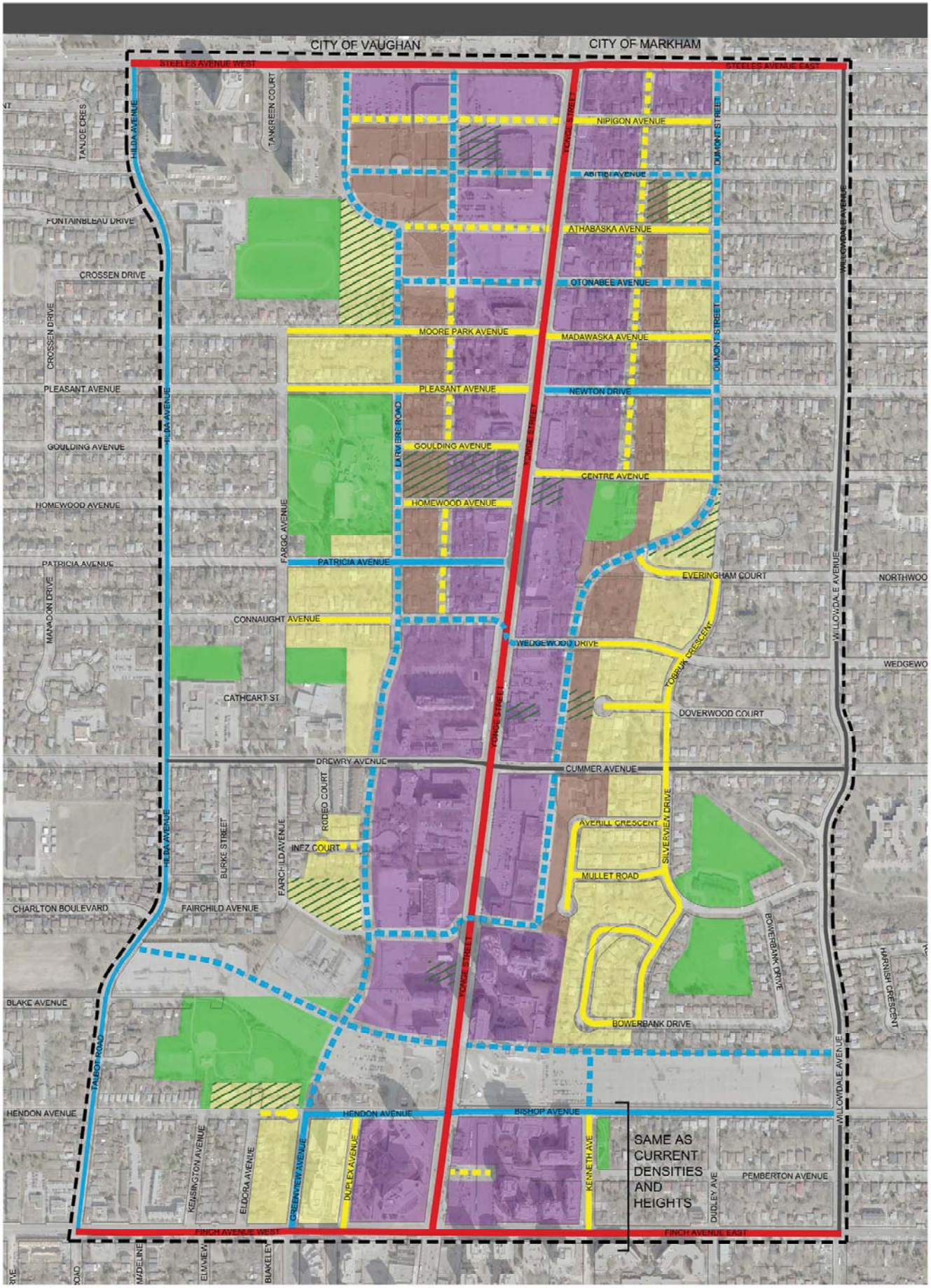


MAP 8A - Urban Structure

Option 1: Centre Extended
Yonge Street North Planning Study

- Centre
- Avenue
- Green Space System

0 0.1 0.2 0.3 0.4 0.5 km



MAP 8B Urban Structure

Option 1 - Centre Extended
Yonge Street North Planning Study

Proposed Development

	Max FSI	Max Height
Transition Area	1.5 - 2	4
Centre	5	40
Centre Transition	3.5	6

Transportation

- Existing Local Road
- Proposed Local Road
- Existing Collector Road
- Proposed Collector Road
- Existing Minor Arterial Road
- Existing Major Arterial Road

Open Space System

- Existing Public Parks/Open Space
- School Yards/Walkways
- Proposed Parks

Study Boundary

0 100 200 300 m

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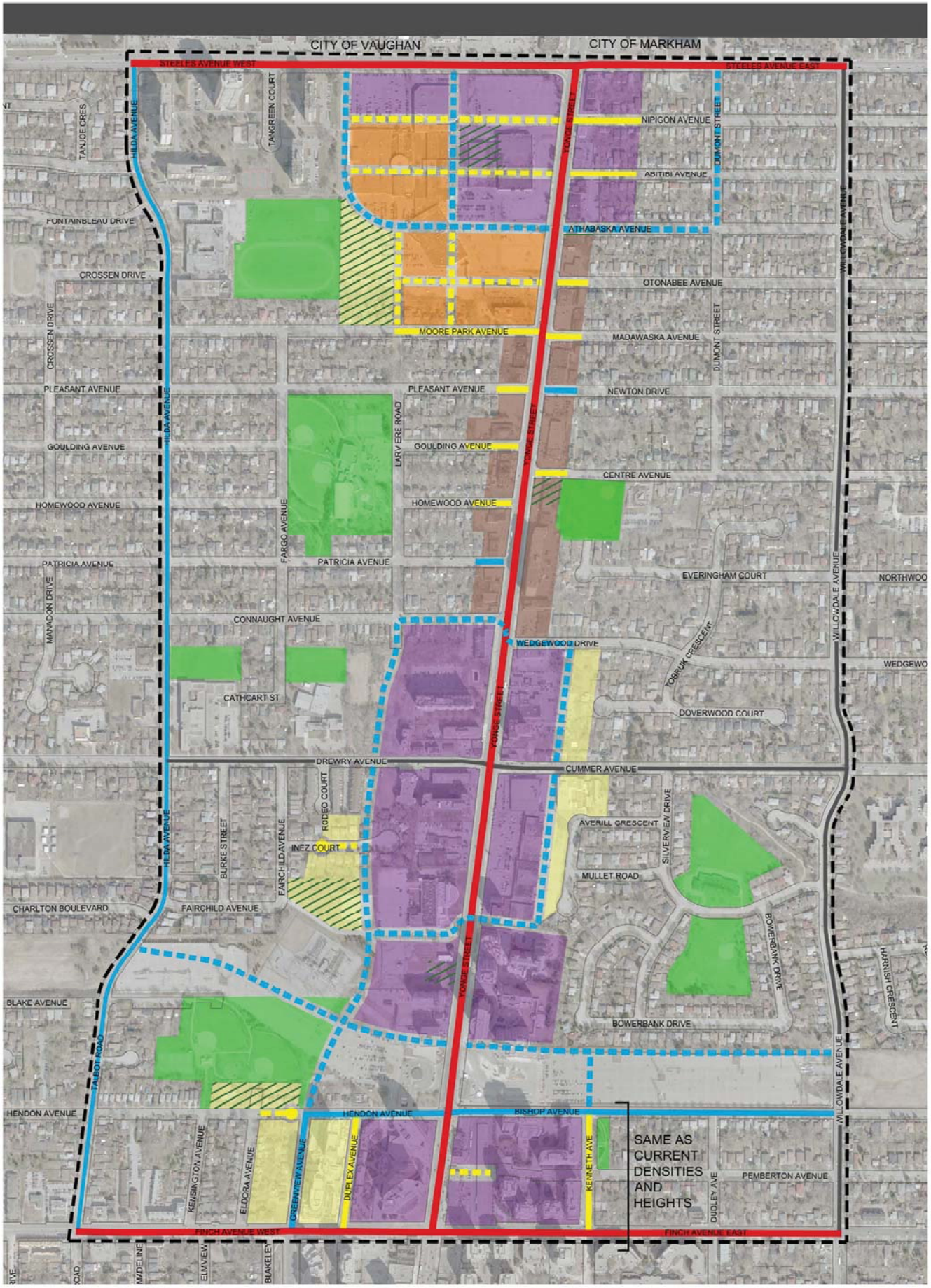
MAP 9A - Urban Structure

Option 2: Nodes and Mid-Rise Avenues
Yonge Street North Planning Study

- Centre
- Avenue
- Green Space System
- Node

0 0.1 0.2 0.3 0.4 0.5 km



MAP 9B - Urban Structure

Option 2: Nodes and Mid-Rise Avenues
Yonge Street North Planning Study

Study Boundary

Proposed Development

	Max FSI	Max Height
Transition Area	1 - 2	4
Node	5	40
Node Transition	3	6
Yonge St Frontage	3	11
Avenue	4	11

Transportation

- Existing Local Road
- Proposed Local Road
- Existing Collector Road
- Proposed Collector Road
- Existing Minor Arterial Road
- Existing Major Arterial Road

Open Space System

- Existing Public Parks/Open Space
- School Yards/Walkways
- Proposed Parks

0 100 200 300 m

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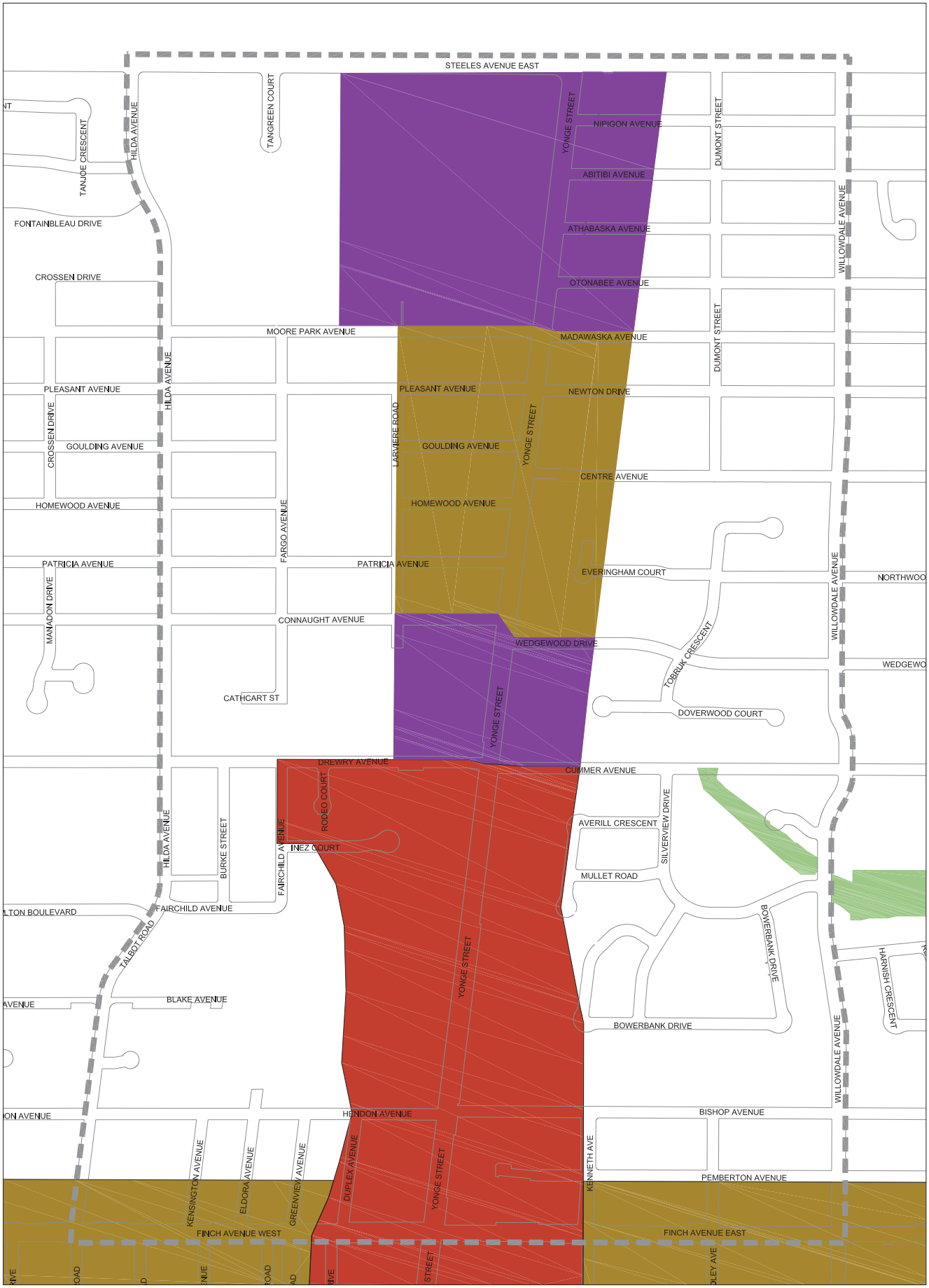
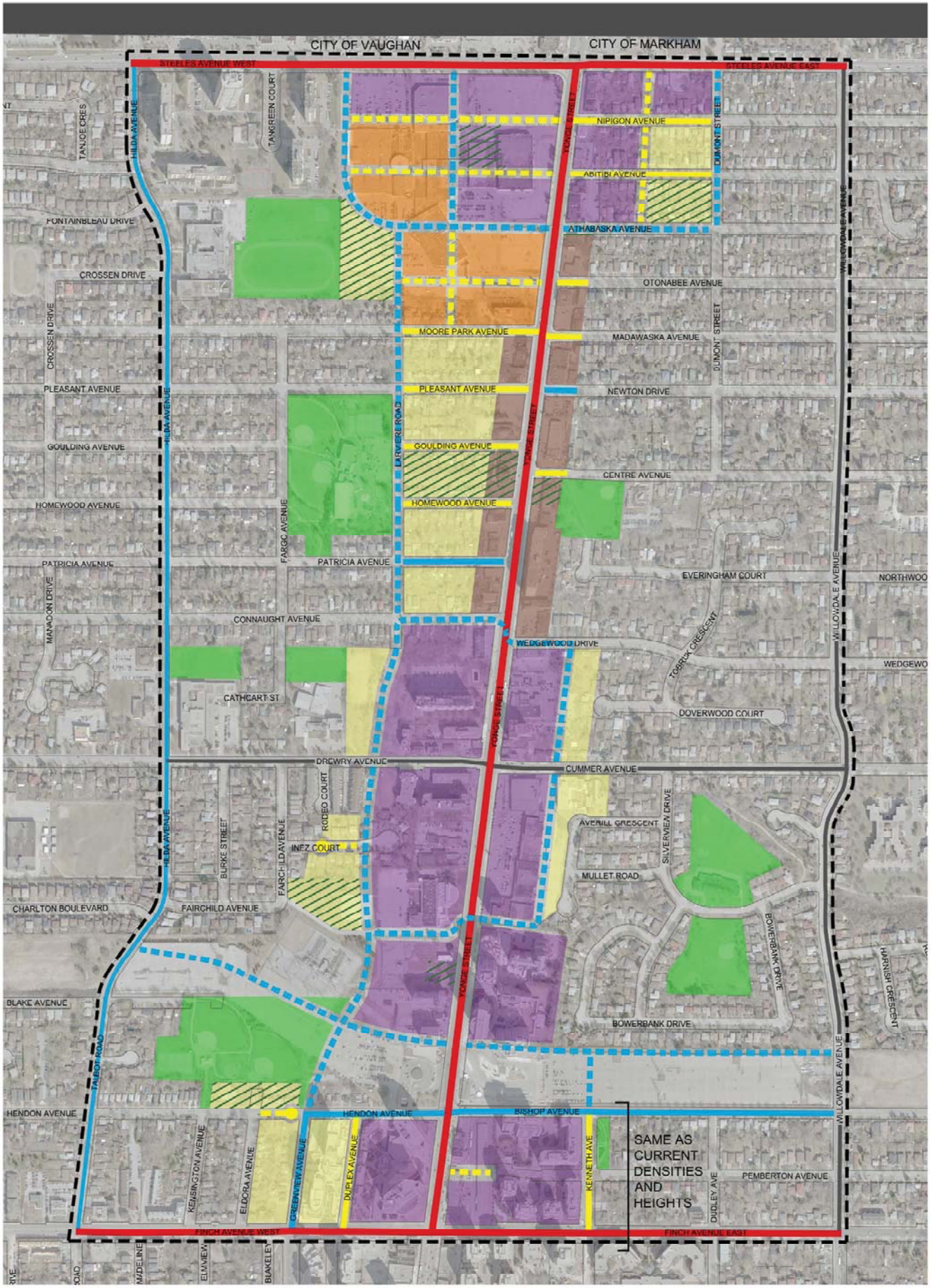


MAP 10A - Urban Structure

Option 3: Nodes and Wider Avenues
Yonge Street North Planning Study

- Centre
- Avenue
- Green Space System
- Node

0 0.1 0.2 0.3 0.4 0.5 km



MAP 10B - Urban Structure

Option 3: Nodes and Wider Avenues
Yonge Street North Planning Study

Proposed Development

	Max FSI	Max Height
Transition Area	1.5 - 2	4
Node	5	40
Node Transition	3	6
Yonge St Frontage	3	11
Avenue	4	11

Study Boundary

Transportation

- Existing Local Road
- Proposed Local Road
- Existing Collector Road
- Proposed Collector Road
- Existing Minor Arterial Road
- Existing Major Arterial Road

Open Space System

- Existing Public Parks/Open Space
- School Yards/Walkways
- Proposed Parks

0 100 200 300 m

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3.5.3 Centre Extended

The Centre Extended Option (See Maps 8A and 8B) identifies the entire Yonge Street North Corridor as a Centre – extending the current designation northerly from Drewry and Cummer Avenues to Steeles Avenue. Transition areas between the "Centre" and the remaining existing low density residential areas are also established. The Option as refined is estimated to result in approximately 21,000 residential units and employment of 25,100. Development will reflect the following directions:

- Uses

  Development along the Yonge Street Corridor will be multi-use in character with a variety of residential, office, retail, service, institutional, hotel, and entertainment uses. Major concentrations of residents and employees will be located in conjunction with existing or proposed transit facilities.

- Density and Height

  The maximum density throughout the lands in the Centre designation would be a Floor Space Index of 5[1] with a maximum height of 40 storeys. In the Centre Transition area, the maximum density would be 3.5 FSI, with a maximum height of 6 storeys. In the Transition Area, the maximum FSI will range from 1.5 to 2, and the maximum height shall be 4 storeys.

- Development Character

  The lands in the Centre designation will be developed in conformity with the general directions for the Centre designation as set out in Section 2.2.2 of the Official Plan, and will also reflect the General Concept and Objectives of the North York Centre Secondary Plan. Development will:
    - Take the form of mixed use, high density, high rise development which may include a range of building forms, but will encourage a tower –podium form with slender towers atop pedestrian scaled podiums;

    - Include significant street oriented commercial nodes and other uses which contribute to the animation of the street in the vicinity of the existing Finch subway station, and the proposed subway stations at Drewry/Cummer and Steeles; and,

    - Encourage buildings at intersections where subway stations are located to be higher than surrounding development.

  Development in the Centre Transition designation will reflect a mix of residential development including low rise apartment development, stacked townhouse and townhouse development. The Transition Area will include low rise residential development including townhouse and small lot single detached dwellings.

[1] Floor Space Index (FSI) is defined as the ratio of gross floor area to net site area

3.5.4 Urban Structure Alternative 2: Nodes and Avenue

The Nodes and Avenue Option (See Map 9A) and the refined Option (See Map 9B), continues the current approach in the Official Plan of recognizing the lands south of Drewry and Cummer Avenues as a "Centre" and the lands north of Drewry and Cummer Avenue to Steeles Avenue as an "Avenue". However, a Node designation is also proposed to apply to lands adjacent to the proposed subway stations at Drewry/Cummer and Steeles. The Node designation will recognize that high density, mixed use development similar to that adjacent to the Finch subway station is permitted and encouraged in these areas. The Option as refined is estimated to result in approximately 16,900 residential units and employment of 9,500. Development will reflect the following directions:

- Node Uses

  Development in the Nodes will be multi-use in character with a variety of residential, office, retail, service, institutional, hotel, and entertainment uses with major concentrations of residents and employees located in conjunction with existing or proposed transit facilities.

  Density and Height

  The maximum density throughout the lands would be a Floor Space Index of 5 with a maximum height of 40 storeys.

  Development Character

  The lands in the Node designation will be developed in conformity with the general directions for the Centre designation as set out in Section 2.2.2 of the Official Plan, and will also reflect the General Concept and Objectives of the North York Centre Secondary Plan. Development will:

  - Take the form of mixed use, high density, high rise development which may include a range of building forms, but will encourage a tower –podium form with slender towers atop pedestrian scaled podiums;

  - Include significant street oriented commercial nodes and other uses which contribute to the animation of the street in the vicinity of the existing Finch subway station, and the proposed subway stations at Drewry/Cummer and Steeles; and,

  - Encourage buildings at intersections where subway stations are located to be higher than surrounding development.

- Avenue

  Uses

  The corridor will be primarily residential in character, but with office, retail, service, and institutional uses also permitted.

  Density, Height and Development Character

Densities would be lower than those in the Node and development will reflect the recommendations of the City's Avenues & Mid-Rise Buildings Study which provides detailed performance standards for Mid-Rise Buildings, as well as Section 2.2.3 of the Official Plan. In particular:

- Buildings are moderate in height –generally no taller than the proposed right-of-way (as determined by Map 3 of the Official Plan) is wide which in the case of Yonge Street in this area is 33 metres or about 11 storeys; and,

- Ground floors of buildings provide uses that enliven sidewalks and create safe pedestrian conditions.

The maximum FSI will be 4.

- Node Transition Area

  Uses and Development Character

  Development in the Node Transition designation will reflect a mix of residential development including low rise apartment development, stacked townhouse and townhouse development.

  Density and Height

  In the Node Transition area, the maximum density would be 3 FSI, with a maximum height of 6 storeys, with the exception of sites fronting on Yonge Street which will have a maximum height of 11 storeys.

- Transition Area

  Uses and Development Character

  The Transition Area will include low rise residential development including townhouse and small lot single detached dwellings.

  Density and Height

  The maximum density shall be an FSI of 1.5-2 and the maximum height shall be 4 storeys.

3.5.5 Urban Structure Alternative 3: Nodes and Wider Avenue

The Nodes and Wider Avenue Option (See Maps 10A and 10B) is similar to the Nodes and Avenue Option, but it provides for a wider area to be included in the Avenue designation. The wider area provides to the east of Yonge for a better transition for mid-rise buildings to the low density neighbourhoods, and on the west also includes a wider low density transition area to Goulding Park and the proposed north-south collector road. This provides more flexibility in development form and additional potential for intensification. This Option was estimated to result in approximately 17,500 residential units and employment of 15,800.

3.6 Transportation Alternatives

3.6.1 Context

The Yonge Street North Planning Study is being conducted in accordance with the master planning process (Phases 1 and 2) outlined in the Municipal Class Environmental Assessment (MCEA) planning and design process published by the Municipal Engineers Association, which was approved by the Ministry of the Environment in October 2000, as amended in 2007 and August 17, 2011.

The Existing Transportation Conditions Report prepared by LEA Consulting Ltd., as part of the MCEA process, identified a number of constraints within the transportation network. The identified constraints included discontinuous networks, lack of pedestrian and cycling infrastructure, operational issues at intersections within the study area and a poor pedestrian environment.

These constraints were focused primarily in two locations within the study area:

- Within the southern portion of the study area, south of Cummer and Drewry Avenues, the road network was found to be constrained in both the north-south and east-west directions. In addition, the absence of a grid network was identified to limit the level of connectivity for pedestrians and cyclists, notably preventing direct access to the Yonge Street / Cummer and Drewry Avenue node and the Finch Subway Station node. Regarding the cycling infrastructure, two cycling paths are located in Hendon Park along the south edge of the Finch Hydro Corridor west of Yonge Street, and in Newtonbrook Park east of Yonge Street, but do not connect. Additionally, there are no on-street cycling facilities present in the area.

- The northwest corner of the study area is currently occupied by Centrepoint Mall and a designated Apartment Neighbourhood. From a road network perspective, the opportunities to access Steeles Avenue West between Yonge Street and Hilda Avenue were found to be limited. This was found to result in a concentration of traffic on Hilda Avenue and Yonge Street. The existing conditions review also noted that there was limited pedestrian connectivity and no cycling infrastructure in this part of the study area. Further, along Yonge Street the public realm was found to be uncomfortable for pedestrians due to the presence of strip mall parking, deteriorating pedestrian infrastructure, a high number of driveway locations and the auto-oriented type and scale of development.

As a result, the Problem/Opportunity Statement developed as part of the Existing Transportation Study indicates that the transportation network requires a more urban pattern of streets and blocks to:

- Facilitate future development;
- Improve accessibility to and within the study area for non-auto modes of transportation (i.e. walking and cycling);
- Improve vehicular access to the study area; and,
- Address vehicular constraints.

In developing a more urban pattern of streets, there is an opportunity to enhance the pedestrian environment. By enhancing the pedestrian environment the pedestrian catchment area of the existing and proposed subway stations can be increased, the vehicular challenges can be mitigated by shifting vehicular trips to more sustainable modes, and active choices would be supported helping to address obesity and other health issues brought on by inactivity.

During Phase 2 of the Municipal Class Environmental Assessment (MCEA) process, a set of alternative planning solutions that may address the issues identified by the problem and opportunity statement are identified and evaluated. For this project, three alternatives were developed to address the problem statement.

3.6.2 Transportation Alternative 1: Do Nothing

Transportation Alternative 1, Do Nothing (See Map 11) is a baseline condition from which to compare and evaluate all other alternative solutions. Within this alternative, no active changes to the existing capacity or configuration of the transportation system are proposed other than those already planned by the City. There are four such improvements:

- Extension of Beecroft Avenue/completion of planned Service Road;
- The installation of bicycle lanes on Willowdale;
- The installation of a bicycle trail along the Finch Hydro Corridor; and,
- The replacement of the diamond high occupancy vehicle lanes on Yonge Street after the subway completion.

Beyond the structural changes, there are a number of actions associated with the implementation of the above that will improve the pedestrian and cyclist environment in a *Do-Nothing* scenario. First, the Yonge streetscape would be improved by widening the sidewalk, installing a central median, adding street trees to foster a welcoming microclimate, and installing pedestrian-friendly lighting. The details of this streetscape should be determined through the detailed design stage. Second, the streetscape can be further improved by including urban design provisions for future development that ensures new buildings have a human scale, address the street directly, and have set-backs to further the pedestrian environment. Third, new developments are proposed to be required to at least maintain and preferably improve accessibility for pedestrians and cyclists through intra-block connections.

Together, these developments promise a substantially more pedestrian-friendly environment than that which exists at present. This is expected to encourage the use of active transport or active transport as one component in public transit trips.

3.6.3 Transportation Alternative 2: Nodal Improvements

Transportation Alternative 2: Nodal Improvements (See Map 12) includes three elements that differ from the Do-Nothing Alternative.

First, accessibility around the proposed subway station nodes is improved through the introduction of a collector -road system around both the Steeles and Drewry/Cummer nodes. Second, Kenneth Avenue is extended to Yonge Street. Third, a new framework for a road network is introduced at the current location of Centrepoint Mall.

Figure 4: 'Do-Nothing' Alternative Road Network

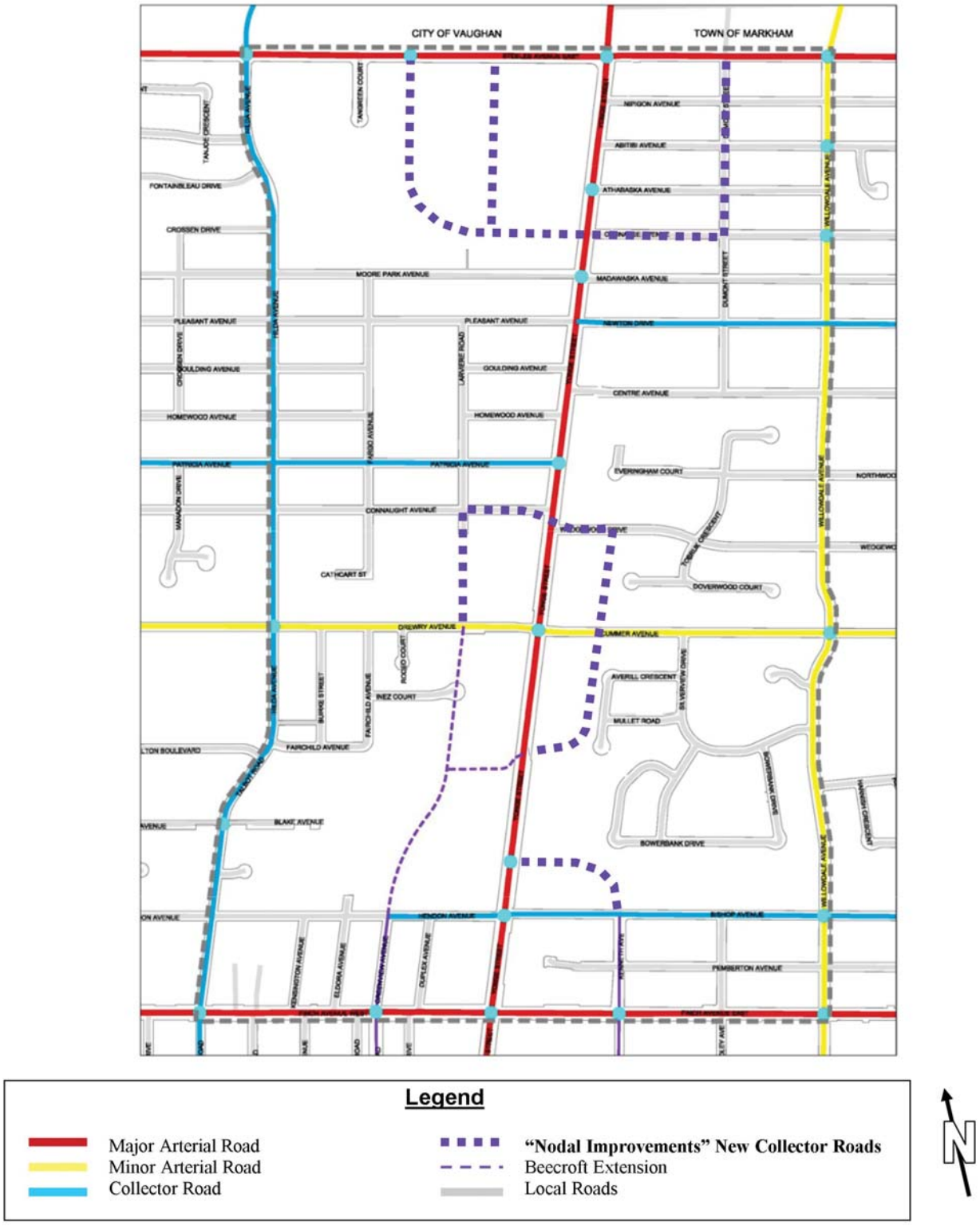


Figure 5: 'Nodal Improvements' Alternative Road Network

The nodal collector roads provide the benefits of a grid system in close proximity to the planned subway stations thereby providing alternatives and greater connections to and around these areas. They improve accessibility for all modes of transport. The collector roads around Finch Station and the planned Cummer station are both integrated with the extension of the Beecroft service road. This will help relieve operational constraints at signalized intersections along Yonge Street from Cummer Avenue / Drewry Avenue to Finch Avenue as well as provide additional access to the Finch subway station parking lots.

The Kenneth Avenue extension to Yonge Street enhances access to the existing east commuter parking lot at Finch Station. The existing western entrance to the parking lot is shared with the Finch Bus Terminal. This confuses drivers as to whether the parking lot may be accessed at this point. Extending Kenneth Avenue to meet Yonge Street formalizes the intersection and makes it less confusing. The Kenneth Avenue extension also provides an alternative northbound/southbound route to Willowdale Avenue, linking the parking lot with Finch Avenue.

The node surrounding the Steeles subway station includes the present site of Centrepoint Mall. The size of this mall is such that it is appropriate to include not only a single collector road system but also a further local road network framework. This will ensure multimodal accessibility to the subway station and define a framework for future development on the Centrepoint Mall property. A new local road network is also provided on the east side of the Yonge and Steeles node to serve the same functions.

3.6.4 Transportation Alternative 3: Network Improvements

Transportation Alternative 3: Network Improvements (See Map 13) builds on Alternative 2.It includes all the elements from the proposed *Nodal Improvements* network and connects the nodal collector roads with additional east- west and north-south collector roads both parallel and crossing Yonge Street.

The additional north-south collector roads provide viable north-south alternatives to Hilda Avenue, Yonge Street, and Willowdale Avenue. This has three benefits. First, it would relieve operational constraints found at intersections along the existing north-south streets in both the central and northern portions of the study area. Second, it would enable areas north of Cummer Avenue / Drewry Avenue to more easily access the Finch Station parking lots. Finally, it would divert traffic away from Yonge Street and enable Yonge Street to carry less traffic and thus be more easily re-imagined as a promenade or complete street space.

The *Network Improvements* scenario adds east-west routes at Centrepoint Mall and through the Finch utility corridor. At Centrepoint Mall, the new east-west collector is proposed to address traffic constraints observed in the northwest corner of the study area. Hilda Avenue and Yonge Street are the only vehicular access points to Steeles Avenue West in the study area, resulting in constraints experienced at both the Steeles-Hilda and Steeles-Yonge intersections. This alternative provides more options to access Steeles Avenue West via an extension of Lariviere Road west of Yonge Street and should provide operational relief at these intersections. This grid network also provides a good level of pedestrian and cycling connectivity. This network develops a framework that can inform and contribute to the detailed design process for the Steeles subway station.

The proposed east-west road in the Finch utility corridor would need to be designed in collaboration with Toronto Hydro. It is envisioned to stretch from Bathurst Street in the west to

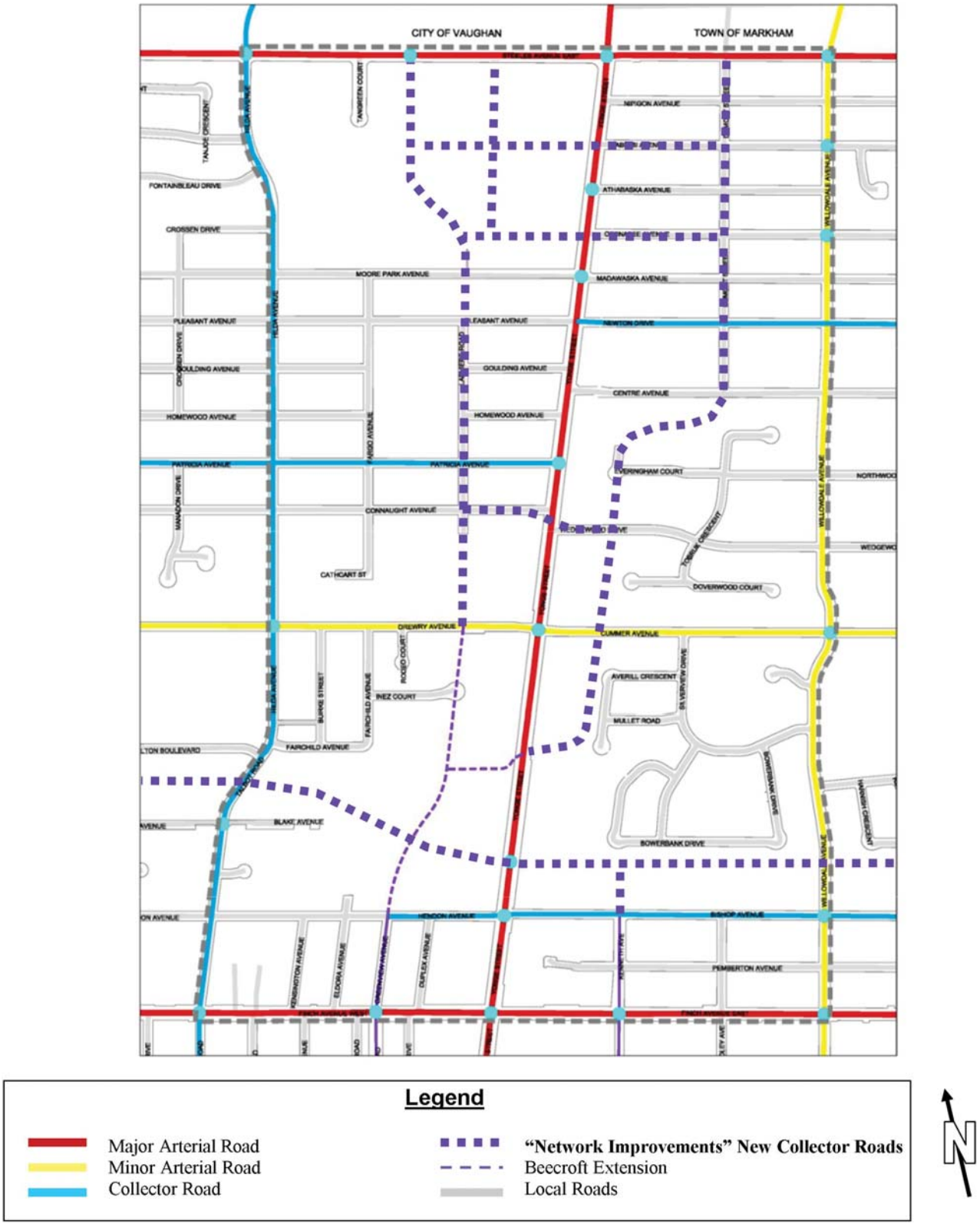


Figure 6: 'Network Improvements' Road Network

Bayview Avenue in the east. This new roadway would provide a major east-west alternative to Finch Avenue and Cummer Avenue / Drewry Avenue.

4. Option Evaluation

4.1 Process

The Urban Structure Options and Transportation Alternatives were reviewed at a public workshop on June 5, 2012. In addition, three written submissions were received and over the course of 2012 and early 2013 City Staff also met with many individuals and groups of residents and landowners to discuss the Study and understand their questions and comments. Staff was also invited and attended the Silverview Ratepayers Annual General Meeting and held a 'mini-workshop' with approximately 50 residents. Based on this public input and additional detailed analysis by City staff and the Consultant Team, refinements were identified to the Urban Structure Options and Transportation Alternatives.

The Options/Alternatives were then evaluated with respect to transportation and servicing considerations. This technical evaluation provided input to the planning and urban design evaluation. A model of the preferred urban structure option and related transportation alternative – Nodes and Wider Avenue - was then prepared, together with supporting statistics.

4.2 Public Input

4.2.1 Public Workshop

Approximately 80 people attended the Options Workshop on June 5, 2012. Following a presentation, participants worked in groups to provide feedback on the Urban Structure Options and Transportation Alternatives. Each group also was provided an opportunity to review and comment using “Post-It Notes” on a large physical model of the Yonge Street corridor where urban structure alternatives were illustrated through a number of demonstration sites.

With respect to the Urban Structure Options, the majority of the tables preferred the Centre Extended Option, although there was one table which had support for all three options and three tables which preferred the Nodes and Wider Avenue Option because of concerns with density and a view that it was the best option with respect to transitions to adjacent areas. The groups also provided a range of comments including support for a mix of uses along the Yonge Street corridor with retail at grade; high density at the nodes to support the subway; underground pathways; more parks, open space and other neighbourhood features; wide sidewalks; stepbacks for tall buildings; unique architecture; concerns with shadow and wind impacts.

In terms of the Transportation Alternatives, four tables preferred Alternative 3, Network Improvements, while one table preferred Alternative 2, Nodal Improvements. The other tables did not identify a preferred alternative but did provide detailed comments, as did the tables which identified a preferred alternative. Key comments include the need to coordinate plans with Markham and Vaughan; support for the extension of the subway; coordinate development with creation of new roads to minimize traffic impacts; greater traffic controls recommended to increase safety; and additional sidewalks and cycling paths required.

Other Public Input

Three written submissions were received. Two of the written submissions reflect input from the Silverview residents which identified concerns with more intense development, and in particular, a direction that infrastructure would have to be improved before development takes place. Transportation Alternative 3 was supported by the Silverview group.

Over the course of 2012 and early 2013 City Staff also met with many individuals and groups of residents and landowners to discuss the Study and understand their questions and comments. Staff was also invited and attended the Silverview Ratepayers Annual General Meeting and held a 'mini-workshop' with approximately 50 residents.

Overall, there was no absolute consensus on the appropriate scale and extent of redevelopment in the area. There was some general recognition of the need to locate taller buildings and higher densities on Yonge Street near the subway stations. Perspectives generally became more diverse however as the potential for redevelopment moved further away from the subway station locations. Some residents saw merit in providing for redevelopment opportunities in areas off of Yonge Street as a transition to surrounding lower density neighbourhoods with predominantly single detached housing. This was particularly the case if the land uses at the edge of any redevelopment area were limited to grade-related housing types such as smaller lot single or semi-detached houses or townhouses rather than tall apartments. Other residents were concerned about expanding the area for redevelopment off of the Yonge Street corridor, in particular if it also meant making new road connections from currently disconnected and more isolated neighbourhoods to Yonge Street.

There was however some overall consensus from residents about the need to manage change and development in the area by providing the infrastructure necessary to support planned growth. This included comments such as providing: the subway before development advances; additional roads to help relieve the pressures on Yonge Street; increased parks and green space; sufficient water, sewer, and hydro facilities; and hospitals, community centres, and schools.

Meetings were also held with many landowners in the area, some of which also have proposed applications for redevelopment in the area, or acknowledge they are contemplating a future development proposal on their lands. Several meetings were held with both representatives of the Newtonbrook Plaza to discuss their current application for redevelopment, and Centrepoint Mall to discuss the long term vision for their lands. Staff also met with the owner of 5959 Yonge Street whose development application was appealed to the Ontario Municipal Board and has since been deferred.

4.3 Transportation Evaluation[2]

The three transportation planning alternatives were evaluated using five criteria:

1. continuity of the network
    a. fills gaps within the existing network
    b. creates a dense urban pattern of streets

[2] The transportation evaluation is found in the Yonge Street North Planning Study –Transportation Master Plan found under separate cover.

    c. connects a variety of neighbourhood origins and destinations
2. comfort of the users within the network
    a. facilitates appropriate traffic control measures
    b. supports active modes of transportation
3. capacity of the network
    a. accommodates the projected demands
4. cost of the network alternative
    a. minimizes street construction/reconstruction cost
    b. minimizes the number of properties affected
5. conservation of environmental potential
    a. maintains appropriately shaped and sized blocks for development
    b. protects existing communities
    c. minimizes impact to natural environment

Continuity, comfort, cost, and conservation were evaluated qualitatively. Vehicular capacity was evaluated quantitatively using screenlines to determine how well traffic would flow through specific movements and using a cordon around the entire study area to determine how well traffic could flow as a whole. A combination of vehicular capacity and land use was removed from consideration if it resulted in volume exceeding capacity in at least one screenline or it resulted in the overall cordon area volume/capacity (V/C) ratio exceeding 0.85.

The analysis showed that the *Do Nothing* solution could not accommodate any of the proposed land use options. It also showed that the *Nodal Improvements* solution could support up to the *Nodes and Wider Avenue* land use option without exceeding the threshold values. The *Network Improvements* scenario had higher capacity. The *Network Improvements* alternative had the greatest capacity, however also the greatest impact on local neighbourhoods, especially on the neighbourhood near Everingham Court. The added capacity from those improvements was seen to be less important than avoiding such significant impacts to the residential communities.

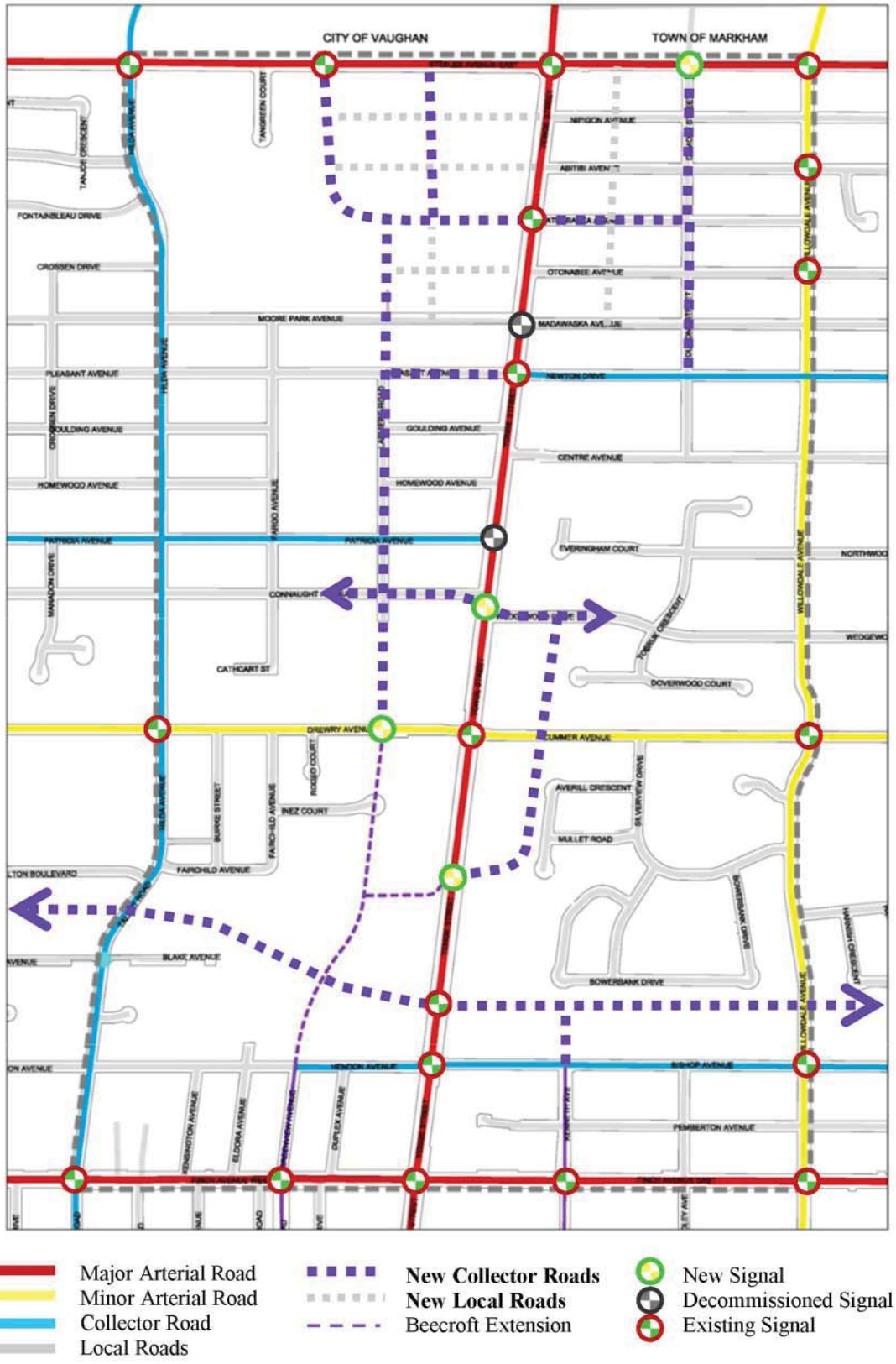
The transportation alternatives were also analyzed without the subway constructed to suggest phasing of the transportation network relative to the land use option. In the short-term, pre-subway condition, it was concluded that the greatest land use that could be considered was the Nodes and Avenue. The *Nodal Improvements* solution could provide sufficient capacity for this land use in the pre-subway short-run. In the long-run, post-subway condition, a land use option between the Nodes and Wider Avenue and the Centre Extended options could be supported so long as the transportation network lay somewhere between the *Nodal Improvements* solution and the *Network Improvements* solution (See Map 14).

4.4 Servicing Evaluation

4.4.1 Evaluation Criteria

The potential impact on municipal servicing (storm, sanitary and watermains) by the proposed Yonge Street North Planning Study land use options shall be evaluated qualitatively with regards to natural environment, economic and social effects, feasibility and cost, and technical aspects. Details are provided in below.

Map 14
Preferred Road Network Plan



Evaluation Criteria of Land Use Options

MAIN CRITERIA	SUB-CRITERIA
NATURAL ENVIRONMENT	Having regard for protecting the natural and physical components of the environment, included considerations of terrestrial habitat, aquatic habitat, surface water quality, ground water quality, aesthetics and landscaping as: • Terrestrial • Land • Water
SOCIAL AND ECONOMIC	Having regard for the potential impact related to: • Cultural heritage resource • Recreational and tourism • Traffic considerations • Health and safety • Employment • Noise and vibration
FEASIBILITY AND COST	Having regard for the cost associated with the municipal servicing requirement and feasibility of servicing improvement: • Feasibility of construction • Cost – Capital and operational • Ease of operation/maintenance • Implementation possibility
TECHNICAL	Having regard for the impact/requirement on the servicing of each land use option, considerations include: • Service reliability • Level of servicing demand • Extent of servicing disruption

4.4.2 Evaluation of Land Use Options with respect to Municipal Services

The potential impact on municipal services by the proposed land use options shall be evaluated qualitatively with regards to natural environment, economy and society, feasibility and cost, and other technical aspect. The Table below shows the preliminary assessment of the impact on municipal services (Servicing Evaluation is found under separate cover).

Land Use Impact Assessment

CRITERIA		LAND USE OPTION			
		0	1	2	3
NATURAL ENVIRONMENT	Terrestrial	•	•	●	●
	Land	•	•	●	●
	Water	•	•	●	●
SOCIAL & ECONOMIC	Cultural Heritage	●	•	●	●
	Recreation and Tourism	•	●	•	●
	Traffic	●	•	●	●
	Health and Safety	•	•	●	●
	Employment	•	●	•	●
	Noise and Vibration	●	•	●	●
FEASIBILITY AND COST	Feasibility	•	•	●	●
	Cost of Servicing Improvement	●	•	●	●
	Maintenance Requirement	•	•	●	●
	Implementation Possibility	•	•	●	●
TECHNICAL	Service Reliability	•	•	●	●
	Level of Servicing Demand	•	•	●	●
	Extent of Servicing Disruption	•	•	●	●
RECOMMENDED OPTION				√	

KEY	• Poor	● Average	● Good

The qualitative impact assessment indicates land use option impacts to municipal services, from a high impact to a low impact.

- Option 1 - Centre Extended: High impact
- Option 3 - Nodes and Wider Avenue: Intermediate impact
- Option 2 – Nodes and Avenue: Low impact

The Do Nothing (Option 0) alternative will not have any impact on Municipal Services and therefore has not been included evaluation matrix.

Option-2 has the least impact on the municipal servicing infrastructure, and therefore would be considered the preferred land use option **from the perspective of municipal servicing**.

4.5 Planning and Urban Design Evaluation

The Transportation and Servicing Evaluations indicate that selection of any urban structure option, including the Do Nothing Option, will require improvements to infrastructure. In particular, the Transportation Evaluation demonstrated that, with the combination of subway with supporting road networks any of the proposed levels of development can be accommodated. However, depending on the ultimate level of development, the associated road network is required to be more extensive.

In addition, there was no overall absolute consensus from the public on the appropriate scale and extent of redevelopment in the area. There was however consensus from residents about the need to manage change and development in the area by providing the infrastructure necessary to support planned growth.

Consequently, from a planning perspective, the critical evaluation factors relate to which urban structure option best implements Provincial and City planning policy which encourage efficient development and intensification, while establishing the appropriate balance between that intensification and the massing of new development so it “creates appropriate transitions in scale to neighbouring existing and planned buildings” (Official Plan Section3.1.2 (3b)), particularly low density neighbourhoods which will remain to the east and west of the Yonge Street corridor.

As part of addressing this consideration, careful attention was paid to the City’s “Design Criteria for Review of Tall Buildings Proposals”. Specifically, the evaluation process with respect to building height considered the following objectives:

- Appropriate transitions between new development and existing stable low rise residential neighbourhoods;
- Balanced heights on both sides of Yonge Street;
- Greatest heights on Yonge Street and at transit nodes; and,
- Relationship of building heights within individual development parcels.

The evaluation with respect to height:

- Applied a 45 degree angular plane from existing low rise neighbourhoods to buildings along Yonge to determine the maximum building heights;

- Adjusted maximum heights to create consistent building heights on both sides of Yonge Street; and,
- Adjusted heights of buildings at the back of buildings facing Yonge Street to create a transition between and within adjacent development parcels.

With respect to densities, the evaluation process:

- Reflected the context –specific height recommendations;
- Intensification focused around transit nodes;
- Provision of a transition from high to mid and to low rise buildings in surrounding neighbourhoods; and,
- Consideration of land acquisition/assembly requirements.

Centre Extended Option

The Centre Extended Option provides the maximum opportunity for intensification along the corridor. It would result in the extension of the Centre designation which is currently applicable to the area from Finch to Drewry/Cummer, north to Steeles Avenue. As such, the Centre Extended Option best achieves the growth and intensification objectives of Provincial policy as reflected in the Provincial Policy Statement (PPS) and Growth Plan for the Greater Golden Horseshoe (Growth Plan). In particular, the Growth Plan identifies North York Centre as one of five Growth Centres identified in the City of Toronto. Growth Centres are to serve as focal areas for investment, and will support major transit infrastructure, serve as high density employment centres and accommodate a significant share of population growth. The centres in Toronto are to be planned to accommodate a minimum gross density of 400 residents and jobs combined per hectare.

In addition, the City's Plan defines a Centre, as set out in Section 2.2.2 of the Official Plan as "places with excellent transit accessibility where jobs, housing and services will be concentrated in dynamic mixed use settings with different levels of activity and intensity." North York Centre is described as "an important commercial office location", as well as "a vibrant residential and cultural centre". Whereas, Avenues as set out in Section 2.2.3 of the Official Plan are "important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents."

The Centre Extended Option:

- Maximizes development opportunities (21,000 residential units, 25,100 jobs);
- Provides for balanced development west and east of Yonge Street;
- Provides for, and requires, the largest transition zone to adjacent existing low density residential neighbourhoods among the three Options; and,
- Provides the potential for the establishment of larger parks along Yonge Street.

However, the refined Option also will:

- Create greater challenges for implementation because of the uncertainties of land assembly/acquisition for both private development and public infrastructure, in particular the creation of the north/south collector road will be a challenge with respect to land acquisition and mitigation of impacts on existing low density residential neighbourhoods;

- Create the potential for greater impacts on existing residential neighbourhoods as a result of new development;
- Provide for less variety of building form; and,
- Does not reflect the current development pattern which concentrates the highest density of development adjacent to subway stations, and along the Yonge Street frontage, a direction which is encouraged in the Growth Plan (Section 2.2.5).

Nodes and Avenues Option

The Nodes and Avenues Option provides the most limited opportunity of the three options for intensification along the Yonge Street corridor. However, it would result in the potential for the creation of complete development nodes around the proposed Drewry/Cummer and Steeles subway stations, and some intensification of the Avenue between the two nodes in conformity with the directions in the Growth Plan (Section 2.2.5). As such, this Option would still achieve the basic objectives of Provincial and City policy as reflected in the Provincial Policy Statement (PPS), Growth Plan for the Greater Golden Horseshoe (Growth Plan) and the City's Official Plan.

The Nodes and Avenues Option:

- Provides minimum impacts on existing low density residential neighbourhoods;(16,900 residential units, 9,500 jobs);
- Requires the minimum amount of land assembly/acquisition;
- Provides the potential for a diversified built-form including both mid-rise and high-rise and related to this, a greater opportunity for a varied character along Yonge Street;
- Concentrates development around the proposed subway stations;
- Provides fewer challenges for implementation because of the less uncertainties with respect to land assembly/acquisition for both private development and public infrastructure; and,
- Provides for balanced development west and east of Yonge Street.

However, the refined Option also will:

- Result in much more limited development opportunities;
- Result in limited transition zones; and,
- Have less potential to create additional park space.

Nodes and Wider Avenue

The Nodes and Wider Avenue Option is designed to reflect key directions in the other two options. It provides for additional development opportunities and wider transition zones, while not leading to the same potential for impact on the existing low density residential neighbourhoods. It would result in the creation of a better relationship between the improved road and parks structure and connections to the area of redevelopment around the proposed Drewry/Cummer and Steeles subway stations than found in the Nodes and Avenues Options, and greater intensification of the Avenue between the two nodes. As such, the Option would achieve more than just the basic objectives of Provincial and City policy as reflected in the Provincial Policy Statement (PPS), Growth Plan for the Greater Golden Horseshoe (Growth Plan) and the City's Official Plan.

The Nodes and Wider Avenue Option:

- Supports larger scale and higher density development than the Nodes and Avenues Option, but does not need the large-scale land assembly/acquisition required for the Centre Extended Option; (17,500 residential units, 15,800 jobs);
- Provides the potential for a diversified built-form including both mid-rise and high-rise and related to this, a greater opportunity for a varied character along Yonge Street;
- Concentrates development around the proposed subway stations;
- Provides fewer challenges for implementation than the Centre Extended Option, although somewhat more challenges than the Nodes and Avenues Option, because there is less uncertainty with respect to land assembly/acquisition for both private development and public infrastructure;
- Provides for larger transition zones than the Nodes and Avenues Option, without the need for a north/south collector road on the east side; and,
- Provides for greater potential to create more park space than the Nodes and Avenues Option with the creation of a large open space linking Centre Park to the east of Yonge Street with Goulding Park on the west side of Yonge Street being a priority.

However, the refined Option also will result in more development west of Yonge Street and potential issues with connectivity east of Yonge Street.

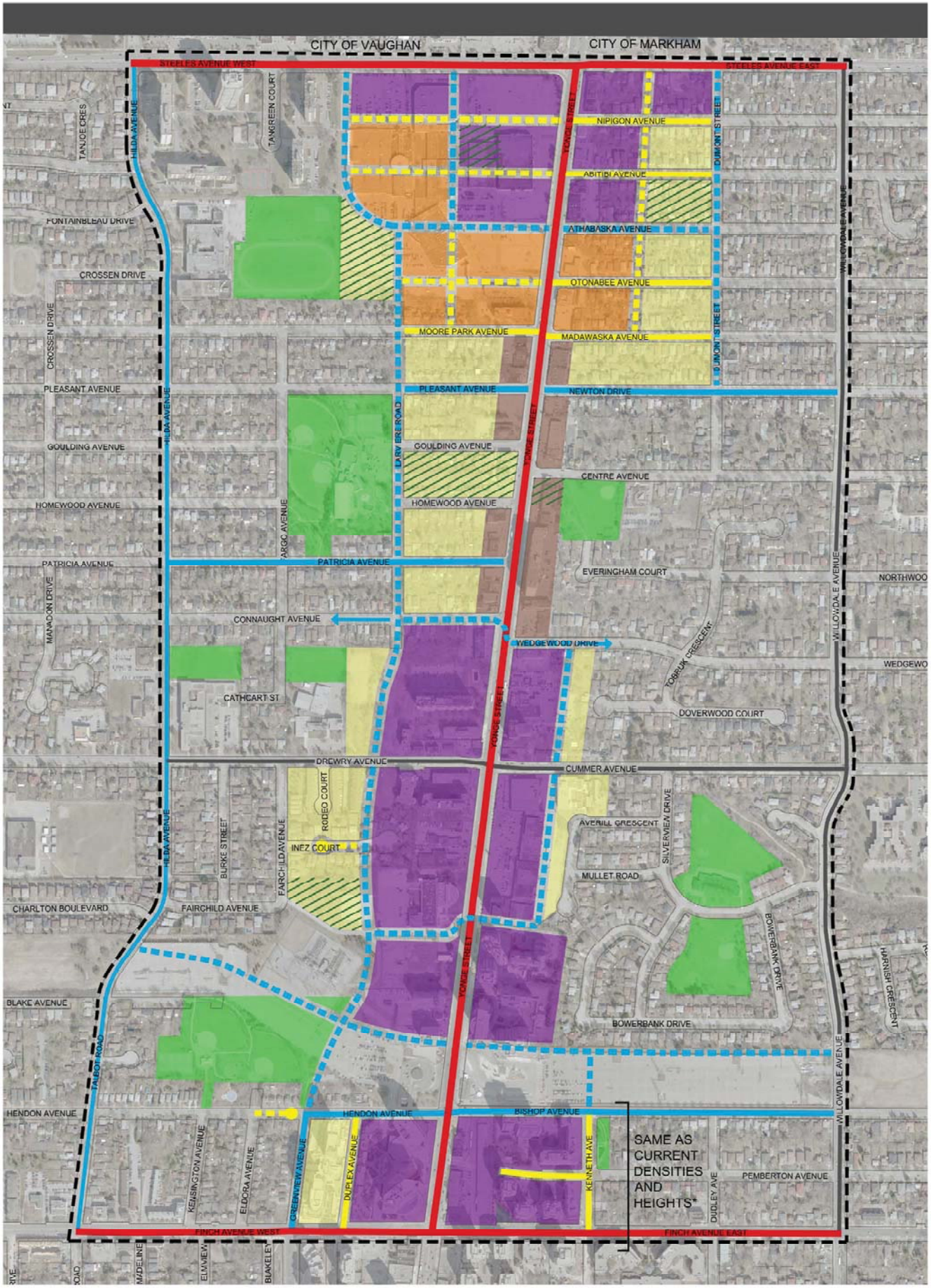
4.6 Conclusions and Directions

The Nodes and Wider Avenue Option is recommended as the Preferred Option (See Map 15 and Appendix A) on which to base the development of the Yonge Street North Planning Area (17,700 residential units and 15,800 jobs). However, the Option is modified to designate the lands bounded by Athabaska, Dumont, Newton and Yonge to allow for some lower density redevelopment through an easterly extension of the Node Transition designation (Maximum FSI 3, Maximum Height 6 storeys, 11 storeys on Yonge Street), and the introduction of an additional Transition Area designation (Maximum FSI 1.5-2, Maximum Height 4 storeys). This Option is results in an increase of residential gross floor area over existing by 1,350,000m^2 and employment gross floor area by 265,000m^2.

Special consideration needs to be given to the redevelopment of the Centrepoint Mall lands. This site represents a unique opportunity not found elsewhere in the Yonge Street North corridor as the largest assembled single property in terms of land area and frontage on major arterial roads. In addition, the owner has expressed a willingness to have the Steeles multi-modal station on its lands. The Secondary Plan should acknowledge the special circumstances of this site and include specific planning policies to guide its redevelopment.

The related transportation network closely resembles that of the *Network Improvements* solution but removes the north-south collector road between Centre Avenue and Wedgewood Drive. It also reclassifies some proposed roads from collector roads to local roads near Steeles given the proposed changes in their role in the road network.

The recommended transit plan consists of introducing two new subway stations at Cummer and Steeles. The introduction of these stations obviates the needs for a large volume of buses on Yonge and permits the diamond lanes on Yonge to be repurposed. These subway stations will be supported by a land use plan that locates high densities near the stations and a high degree of pedestrian and cyclist accessibility. Indeed, the pedestrian and cyclist network aims to enable



MAP 15 - PREFERRED OPTION

Nodes & Wider Mid-rise Avenue
Yonge Street North Planning Study

Proposed Development

	Max FSI*	Max Height*
Transition Area	1.5 - 2	4
Node	5	40
Node Transition	3	6
Yonge St Frontage	3	11
Avenue	4	11

* Maximum FSI and Heights reflects maximum after application of the City's incentive policy under Section 37 of the Planning Act

Transportation

- Existing Local Road
- Proposed Local Road
- Existing Collector Road
- Proposed Collector Road
- Existing Minor Arterial Road
- Existing Major Arterial Road

Open Space System

- Existing Public Parks/Open Space
- School Yards/Walkways
- Proposed Parks

0 100 200 300 m

Study Boundary

May 2013

such users to travel to and from subway stations with ease. Multi-use trails, bicycle lanes, major pedestrian routes with sidewalks on both sides of the road, and a revitalization of the Yonge promenade are all proposed to further the use of active transport. Within the design right-of-way the most vulnerable users will take precedence over all other modes of transportation.

The success and lessons learned through years of implementing the North York Centre Secondary Plan also should be taken into account in the development of the Yonge Street North Area, as will the key structural elements which formed the basis for the development of all of the development alternatives including:

- Connectivity/Accessibility;
- Vibrant Streetscape on Yonge Street;
- Creation of a Linked Parks and Open Space Network; and,
- Appropriate Transitions in scale between High and Medium Density Development along Yonge Street and adjacent Low and Medium Density Neighbourhoods.

The following general policy directions would also apply to the Yonge Street North Area:

- Given that the timing of the subway has not been confirmed, development would be constrained based on the recommendation of the Transportation Master Plan to an increase in the residential gross floor area of 1,240,000 m^2 and employment gross floor area of 74,000 m^2 until subway construction is completed.

- A prescriptive density incentive policy under Section 37 of the *Planning Act* to secure specified public benefits such as community centres, social facilities, streetscape improvements such as including centre medians, and lands for new roads in exchange for density increases. This policy has successfully implemented major transportation improvements that support North York Centre, the major example being the North York Centre Service Road located at the outskirts of the Plan area.

- The potential for density transfers for land for public purposes including parkland and from public land, and the conservation of heritage features, buildings and sites.

- A policy for residential development which will indicate that a review will be undertaken to determine which alternative parkland dedication rate should apply to new residential development.

- Residential areas not within the boundaries of Yonge Street North Area would be considered to be stable residential areas. The stability of these residential areas would be maintained and enhanced in accordance with established Official Plan policies for those areas.

- The height of buildings will be designed to protect stable residential areas, provide for appropriate transitions in height between the highest intensity areas along Yonge Street and the residential communities outside the Secondary Plan, encourage the highest intensity developments along Yonge Street and in the vicinity of subway stations and achieve a comfortable human scale and sense of spatial enclosure along prime pedestrian streets.

- A fine grain urban street grid pattern is encouraged with small City blocks. As a condition of development approval, the provision of new public streets or pedestrian routes may be secured in order to increase the amenity, orientation and public access to and from Yonge Street.

- A linked park and open space system is established with a focus on the provision of parks and open space along the Yonge Street corridor.

- All streets are planted with street trees, have sidewalks on both sides and overhead wiring removed and utilities provided below grade, with the provision of public art.

- The Plan is designed to reduce reliance on the use of the automobile and attain a high transit modal split and to ensure that development levels do not exceed the capacity of infrastructure serving the area. Enhanced bicycle and pedestrian connections will be encouraged, in particular secure cycling links from local streets to Yonge Street and Transit Stations. Specifically the Plan should:

    - Establish policies to create a more urban pattern of streets and blocks to facilitate future development; improve accessibility for all modes of transportation and address the vehicle constraints currently being experienced, including adopting the recommended road network and associated right-of-way widths in the Transportation Master Plan and providing direction that public streets be designed as public spaces with distinct identities which act as lively urban connections, balancing the needs of all users as well as accommodating traffic flow;
    - Provide a flexible short and long term implementation framework to ensure that the required transportation infrastructure is provided as development proceeds over time;
    - Respect that future Municipal Class Environmental Assessment phases will be required for specific transportation improvements including the establishment of the exact location, alignment and design of new road alignments;
    - Include the recommended transit, pedestrian and cycling plans and provide for development which supports transit; and,
    - Require spaces to be designed to be barrier free and universally accessible.

- The Yonge Street streetscape would be a Prime Pedestrian Areas with extra wide sidewalks, tree plantings and other features and the continuation of the North York Centre median. Pedestrian scale street wall conditions will be required along Yonge Street and Steeles Avenue, as well as Drewry/Cummer.

In addition, there will need to be a number of specific amendments to the Official Plan and North York Centre Secondary Plan and the addition of a new Yonge Street North Secondary Plan which would apply to the Yonge Street Corridor between Drewry/Cummer and Steeles Avenue. These changes would include:

- Delete the 'Avenue' segment on Map 2 on the Yonge Street corridor between North York Centre and Steeles Avenue;

- Expanding the *Mixed Use Areas* designations on Map 16 to reflect the boundaries of the North York Centre Secondary Plan and the new Yonge Street North Secondary Plan;

- Adding a new Yonge Street North Secondary Plan to Map 35 of the Official Plan and Chapter 6;

- Amendments to the North York Centre Secondary Plan:
    - In proximity to the planned Cummer subway station:
        - increasing permitted densities
        - increasing permitted heights
        - adding transit and transit-supportive infrastructure to the list of available density incentives/community benefits
        - revising transportation improvements
    - Increasing the long range development levels; and,

- Amendments to the Official Plan adding a new 'Yonge Street North Secondary Plan' in the Yonge Street corridor between the North York Centre Secondary Plan and Steeles Avenue:
    - Identifying the boundaries of the Yonge Street North Secondary Plan
    - Specifying permitted densities
    - Adding transit and transit-supportive infrastructure to the list of available density incentives/community benefits
    - Indicating permitted heights to provide highest heights at the Cummer and Steeles Subway stations transitioning down along Yonge Street and Steeles Avenue and towards the surrounding lower scale *Neighbourhoods*
    - Identifying necessary transportation and servicing improvements and associated policies
    - Identifying a conceptual parks and open space plan
    - Acknowledging the special circumstances of the Centrepoint Mall lands and including specific planning policies to guide its redevelopment.

Appendix A

Preferred Option Modeling

May, 2013