

Attachment 2: Public Consultation Summary

Since the study's re-launch in 2019, staff conducted four community consultation meetings (CCM), which saw participation from approximately 700 participants, combined. The consultation program sought feedback on a number of themes including building massing, parks, streetscapes, community services and facilities, the Secondary Plan boundaries, and transportation.

CCM No. 1 of the Re-Launch: May 22, 2019

The first CCM following the study's re-launch was hosted in-person on May 22, 2019 and was structured as a series of roundtable discussions with tables based on the aforementioned themes. Staff facilitators and note takers were assigned to each table and recorded the following feedback:

Building Massing

1. What parts of the study area are appropriate for tall buildings?

- Community members identified that tall buildings should both be spread out throughout the Secondary Plan area and that tall buildings should be located closest to the new subway stations and provide direct access to the subway
- Tall buildings should consist of more uses than just residential- office and retail needed
 - Small-scale retail needed, more variety than just a Shoppers Drug Mart
- If development is refused by staff and City Council, it will be approved by the province (LPAT/OMB)
- The nodes are too large for tall buildings
- Maximum height of 24-storeys, any taller would impose on the neighbourhoods
- With an increase in tall buildings, there's concern with increases to density
- Increase the tower separation requirements so there are fewer towers
- Control setbacks of tall buildings from adjacent neighbourhoods
- Limit number of tall buildings altogether
- The massing in the 3D model looks too dense
 - Looks like there are too many towers too close together
- Need to consider new streets and accesses through tall building sites
- Impact of shadowing
- Tall buildings that are taller and thinner are better for sunlight (like Yonge and Eglinton)
- Tall buildings should only be considered if they are appropriately supported by new roads, infrastructure, and shops
- Density should be based on traffic capacity
- Different permissions should apply to consolidated lots to ensure tall buildings are only permitted on lots that are big enough
- The floor space index should be contextual, larger lots should have less density and smaller lots should have more density because the impact of higher densities are not as obvious on smaller lots
- Tall buildings should incorporate other types of housing in the base

2. Do you think mid-rise buildings are appropriate between the future subway stations?

- These buildings should incorporate space for businesses, possibly underground like in North York Centre
- Would like to see mid-rise buildings until the construction of the subway is confirmed
- Mid-rise buildings should be located along Yonge Street between the new subway stations
- Transition down from high-rise nodes down to mid-rise nodes
- Transition in heights should be more gradual
- Create 'destinations' for people living in the area
- Mid-rise buildings are good for maintaining sunlight on the street
- Mid-rise buildings are only appropriate if they can transition to the neighbourhood

Parks

1. What park(s) within the study area do you currently use most frequently and why?

- Goulding Park- it is the best park in the neighbourhood and should be used as a model for future parks, the baseball diamonds and hockey rink at the community centre is well used
- Hendon Park- but it is located outside both the study area and Secondary Plan boundary
- Centre Park- baseball diamonds and playground frequently used
- Finch Hydro Corridor Trail
- Newtonbrook Park- good for walking
- Silverview Park- nice and quiet
- Most frequently used parks that are family friendly, offer a variety of activities, and are accessible
- Will the Beecroft extension go through Hendon Park?
- All parks are well used
- Will not cross Yonge Street to use a park

2. How can existing parks within the study area be improved?

- Lillian Park- it is dangerous, the playground structure is broken, and the wood chips can be hazardous
- Centre Park- improve lighting at the edges of the park and an additional play structure is needed
- Goulding Park- improve grading near the table tennis tables and upgrade the pool
- The smaller parks are used less frequently- would prefer to consolidate the smaller parks
- Spend funding to improve the playground structures, access, landscaping, and sports fields in the existing parks
- Prefer parks that have the spongy walking surface
- Add splash pads for kids
- More garbage cans

- Add seating, water fountains, picnic tables, and lighting
- Need more table tennis
- Exercise equipment for adults
- Skate park
- A dog park is needed
- Expand the size of existing parks
- Adult sized sports fields, diamonds, tennis courts
- Increased parking
- Updated playground equipment
- Improved or new washroom facilities
- Pathways connecting parks to Yonge Street
- Improve winter maintenance of walkways and trails
- Keep facilities open on weekends and holidays
- Improve the pollinator garden
- Incorporate public art installations in existing parks, could partner with schools
- Replace facilities that are not frequently used like bocce courts with more popular facilities
- Video surveillance in outdoor areas for more safety

3. Where is there the greatest need for new parks in the study area?

- New parks should be located close to the new development so it can support new residents
- A multi-use lane to connect a disconnected component of the trail running through the Finch Hydro Corridor between Hilda Avenue and Willowdale Avenue
- A connection or linear park that links the existing parks in the community, provides access to major streets (Finch, Yonge, and Steeles), and can accommodate walking and cycling
- If Centrepoint is redeveloped it could accommodate a new park
- Along Yonge Street, privately owned publically accessible spaces (POPS) and parkettes
- Northern portion of the neighbourhood- north of Madawaska or Newton
- Prefer fewer parks that are larger in size, rather than lots of smaller parks

Community Services and Facilities

1. What facilities do you currently use?

- Goulding Community Centre- indoor skating rink
- Douglas Snow- indoor swimming pool
- Edithvale Community Centre- kids programs
- Silverview School
- Hendon Park- baseball and tennis courts
- Finch Hydro Corridor trail
- North York Senior Centre on Hendon Avenue
- Centre Park used less frequently than other facilities
- Schools are crowded- kids are bused to schools outside of their neighbourhood

- Places of worship provide senior programming
- North York Centre Library

2. What are the existing and future needs?

- Closest facility to Yonge Street and Steeles Avenue is Lillian Public School which is too far
- More swimming pools and indoor skating rinks
- More facilities and schools within walking distance to residential development
- Drop-in programs for toddlers
- Programs for seniors, including ballroom dancing
- Programs that can service the changing demographics
- Daycare in M2M condos
- Wifi in community spaces
- Another library or book-mobile
- Antibes Community Centres- upgrades to pool
- Bikes racks, tools, and bike pumps outside community centres
- Improved pedestrian and cycling access to community centres
- More seniors facilities and care homes like Cummer Lodge
- Community classroom space
- Loss of seniors programming in the summer to accommodate day camps for children
- Need a community theatre space
- More spaces for groups to gather/meet
- Centennial Library- expand and rebuild

Streetscapes

1. What improvements would make Yonge Street better and more pedestrian friendly?

- Increased road widths to accommodate bike lanes, however, the number of vehicle lanes shouldn't be reduced to accommodate bike lanes
- There are currently not enough pedestrians to justify wide sidewalks, should use that space for bike lanes
- Bike lanes to allow for alternate modes of travel to shop
- Landscaped medians (similar to North York Centre)
- Retail uses at-grade
- Wider sidewalks, street trees, weather protection, space for retail spill over, pedestrian scale lighting, and seating
- Public squares/open spaces (similar to Olive Square, Gibson Square and Hullmark Centre)
- Elevated sidewalks over Yonge Street for pedestrians and cyclists to avoid crosswalks interrupting traffic
- Extend REImagine Yonge to Steeles Avenue
- Design streets with climate change in mind
- Landscaped areas can be used to separate pedestrians and cyclists from traffic

- Minimize impacts of wind from tall buildings
- More green space
- Increase number of POPS on Yonge Street
- Reduce the clutter and obstructions within sidewalk areas
- More patio and café space
- Enclosed sidewalk areas that are heated and cooled across all of Yonge Street
- Reduce the number of curb cuts
- Reduce the number of vehicle lanes and use space for wider sidewalks
- Remove or reduce on-street parking
- More crosswalks to make it easier to cross Yonge Street
- Enjoy the streetscape of North York Centre

2. What would make other streets within the Secondary Plan better (ie Steeles Avenue, Cummer Avenue, and Drewry Avenue)?

- Retail uses at-grade
- New developments should provide underground parking or parking at the rear
- A few lay-by parking spaces for people shopping at the retail stores to use
- Building should have greater front yard setbacks to accommodate bike lanes, wider sidewalks, landscaping, and seating
- An aging population needs streets that are designed with accessibility in mind
- Wider sidewalks
- Sidewalk width should depend on density
- Bike lanes should be added to Cummer Avenue
- Development on the north side of Steeles Avenue has a different vision
- Should consult with Vaughan and Markham on consistent streetscape for both sides of Steeles Avenue
- Improve the experience of walking in bad weather, add more canopies and shelters
- Likes the existing streetscape of Hilda Avenue
- Landscape design should be consistent on all streets
- Add sidewalks to both sides of a street where there are currently sidewalks only on one side
- Increase number of midblock crossings
- Major intersections should be designed as gateways into the area
- More garbage receptacles on all streets
- Cummer/Drewry is currently clean and people-friendly

Secondary Plan Boundaries

1. Is the proposed Secondary Plan boundary appropriate?

- Community members identified that both the existing Secondary Plan boundary is appropriate and that the boundary should be expanded. Community members identified various alternate Secondary Plan boundaries which include:

- An expansion to Hilda and Willowdale Avenues to spread out density;
- Widening the boundary to accommodate more mid-rise and affordable housing options;
- An expansion of the eastern boundary to Bayview Avenue;
- Using the service road to determine the eastern and western boundaries; and
- Widening the boundary to include both sides of Newton Drive
- Change boundaries to remove Centerpoint Mall, it is an important community asset and it shouldn't be redeveloped
- Widen the boundaries but don't increase the permitted density
- Tighten the boundary around the existing neighbourhood areas
- The boundaries should be consistent with the boundaries of North York Centre
- Transition building types between Yonge Street and Senlac and Willowdale Avenues
- The study area boundary should be expanded to assess servicing and school capacity
- Densities are already creeping beyond Yonge Street, the boundaries should be proactively address redevelopment not respond reactively

2. Are there additional properties/streets that should be included? If so, what type of development should be allowed there?

- Increase the permitted densities and redistribute those densities in a larger area
- Buildings should be tiered and step-down from Yonge Street
- Should permit 4-storeys at the edges of the boundaries
- Provide a variety of low-scale residential uses other than just townhouses
- Want to maintain permissions for existing detached homes east of Yonge Street
- The development should gradually transition out from the subway stations
- Townhouses should be used to transition from higher to lower densities

Transportation

1. What and where are the current transportation issues?

- Community members had differing views on whether there should be bike lanes. For those that thought bike lanes were needed, they identified the following:
 - Bike lanes should be coordinated with REImagine Yonge;
 - There should be bike lanes along Willowdale and Hilda Avenues;
 - Maxome Avenue is a good street for bike lanes
- Cycling is not practical in this area, destinations are too far away and the weather is only good for part of the year
- Bike lanes will cause traffic to bottleneck and create congestion
- The most problematic intersections are Hendon and Yonge, Hilda and Steeles, Willowdale and Finch, Yonge and Cummer
- Existing sidewalks are too narrow
- Speeding is an issue on Yonge Street between Steeles and Finch Avenues

- The number of dedicated turning lanes needs to be increased
- Drewry and Cummer Avenues are too narrow
- More busses than cars turn left onto Steeles and Drewry Avenues
- It's difficult to get into the GO parking lot during peak times
- Concern with less than six lanes of traffic on Yonge Street
- Narrowing Yonge Street could worsen traffic
- Pot holes
- Speed bumps on Patricia, between Yonge and Bathurst
- TTC service

2. What improvements are needed now for the transportation network?

- Hydro corridor is disconnected from Willowdale to Hilda Avenues
- Yonge Street should be widened to accommodate increased densities
- What is the status of the Beecroft extension?
- Service road needs to be extended
- Yonge Street should be redesigned, it looks and feels like a highway
- Traffic should be channelled towards Bayview Avenue and Bathurst Street
- Removing lay-bys for bike lanes will slow traffic
- Improve separation between vehicles and pedestrians
- Adjust traffic light timing
- Markham and Vaughan should provide a commuter parking lot north of Steeles Avenue
- Pedestrian lighting on Hilda Avenue
- Existing and future bike paths should be better connected
- A traffic signal is required at the multi-use path at Revcoe Drive
- Streets cannot be made greener if there isn't a reduction to the number of vehicle lanes
- Can traffic signals be added to locations where there isn't currently one?
- Implement 'watch your speed' program- <https://www.toronto.ca/services-payments/streets-parking-transportation/road-safety/vision-zero/safety-initiatives/initiatives/watch-your-speed-program/>
- Increase the time for pedestrians to cross at Yonge and Bishop, Drewry and Hilda, Yonge and Moore Park, and Wedgewood and Yonge
- We need to minimize the number of transportation authorities in Toronto
- Concern about reducing the number of lanes on Willowdale Avenue for bike lanes since Willowdale is used for busses
- Improve current bottleneck on Yonge Street from Finch to Bishop Avenues
- Many streets only have sidewalks on one side of the street, sidewalks should be added to both sides
- Need to improve the relationship between pedestrians, vehicles, and cyclists
- Advance left turns on Yonge Street at Finch and Steeles Avenues
- Improve enforcement of traffic infractions (speeding, illegal parking etc.)
- Minimize overflow of traffic into side streets
- There should be traffic light at Yonge Street and Centre Avenue
- Improve TTC bus service
- Transit hub at Steeles and Drewry and Cummer Avenues
- Need a connection to Doris Avenue to get traffic off Yonge Street

- Tolls for the 905ers
- What will happen to the TTC parking lots?

3. What transportation improvements should we be planning for in the future?

- Bikes lanes should be added to both Yonge Street and Beecroft Road
- REImagine Yonge should continue to Steeles Avenue
- Better separation between vehicles and pedestrians and cyclists
- A quieter, community-oriented Yonge Street
- More public parking for future subway service

Other Comments/Questions

- How do we transition between mid-rise and high-rise buildings?
- Why is there more density at Steeles Avenue than at Cummer/Drewry Avenues?
- Will tall buildings improve the public realm and incorporate retail and other uses?
- Concerns with losing Centerpoint Mall
- What is the anticipated increase in population?
- Sufficient vehicular parking for number of residential units
- Many of the existing condos contain renters, need more purpose-built rental
- New development needs to incorporate large format retail space for grocery stores
- Consider underground system (like the PATH) to connect buildings along Yonge Street with the subway stations at Finch and Steeles
- Concerns with an increased number of curb cuts, driveways, and front yard parking
- Buildings that front Yonge Street should accommodate open space that fronts the street, similar to Mel Lastman Square
- Streets require better maintenance
- Need programs/resources to prevent/clean-up littering
- Need large grocery store
- Could new residential buildings include other uses like retail and office?

CCM No. 2 of the Re-Launch: September 9, 2020

The second CCM of the study's re-launch was hosted virtually and focussed largely on the commencement of the Yonge Street North Transportation Master Plan (the "TMP"). Participants were provided information regarding the project background, policy context, and the work conducted to date. A summary of this CCM and other TMP-specific meetings and a summary of other engagement tools used as part of the TMP consultation program can be found in the "Summary of Public Consultation and Community Engagement" section of the TMP, appended as Attachment 3 to the Yonge Street North Planning Study – City-Initiated Official Plan Amendment – Final Report.

CCM No. 3 of the Re-Launch: May 10, 2021

The third CCM of the study's re-launch was hosted virtually and staff presented information related to the preferred built form and massing, parks and open space network, and community services and facilities. Staff are sought input on the preferred transportation improvements, which included updates to the street network, pedestrian and cycling infrastructure, and shared mobility facilities.

Questions, comments, and feedback from this consultation meeting was largely centred on the preferred transportation improvements and the preferred street network, in particular. A significant amount of time was spent clarifying the process in which the preferred transportation improvements would be built out and implemented, which at this time, does not include expropriation. The following questions, comments, and feedback were recorded, which have been edited for clarity, grammar, and spelling:

Transportation

- Are there plans to install sidewalks on Athabaska, between Dumont and Yonge?
- Will the Secondary Plan be conditional on Metrolinx's selection of Cummer as part of the subway extension?
- Will TTC service be increased throughout this area to get more people out of their cars?
- How can the extended subway possibly support all those commuters? Only the people from the northernmost stations will be able to get downtown, people in Toronto will be left standing on the platform.
- How has access to Highway 401 been factored into the plan?
- The City has proposed to reduce Finch Ave. to a single lane as part of RapidTO, reduce lanes on Steeles, and Willowdale Ave. How do you address the reduction of lanes for vehicles, given most of our residents in Willowdale work outside the City?
- How would funneling even more traffic through a residential neighbourhood by creating another road (the existing Dumont St is underutilized) be at all beneficial to its residents?
- Was the transportation modelling done using EMME only? If so, how was the need for traffic signals determined?
- Where does the land to widen Lariviere Road come from?
- I live on the block of Tobruk just north of Northwood that will be affected by these changes. I was informed by a neighbourhood newsletter, that if this plan is approved, it might be possible that my house will be demolished. Is this in fact true?
- Is the Lariviere Road extension considered redevelopment, or a capital project?
- Will any of the developers building huge condos be paying for any of the new roads and expropriation of homes?
- You mentioned a change in parking requirements at Finch station, is that referring to a decrease or increase in parking spaces at the station?
- Is expropriation of any sort contemplated and expected in the Steeles Node? What is the timeline expected and when do you expect to reach out to any residents impacted by this new street?
- Would changes to Yonge Street be introduced prior to the subway extension? If so, how will that impact all the busses that will be operating in that period?
- Will there be public charging stations for electric vehicles?

- Can you more clearly explain the proposed preferred solution between Cummer and Doverwood Court as there are homes on both streets?
- If streets are widened to implement new sidewalks, how will it affect existing properties along the east side of Dumont Street and Lariviere Road?
- When is Metrolinx expected to provide a decision regarding whether or not there will be a subway station at Cummer?
- Was a scramble crossing considered for the intersection of Yonge and Steeles, which has a very large width and high vehicle traffic?
- Could you please explain the process, including notice and timing, for expropriation for the affected homeowners that are near one of those proposed new lanes and streets?
- Any new streets should only be built immediately behind Yonge Street, tall buildings to buffer existing neighbourhoods and not disrupt them
- Given the major development project being built at Yonge and Cummer, what is the City of Toronto doing to guarantee the delivery of Cummer subway station versus the other subway stations proposed north of Steeles Avenue?
- Is the extension of Dumont Street through to Tobruk Crescent going to facilitate walking and cycling, or will it also provide vehicle access?
- Does more than 50% of the community around North York Centre walk, take transit etc? Why do you think people will walk in this study area?
- I understand the interest in reducing driving in the area and increasing cycling and walking. Given our climate and the duration of cold weather, with a much greater emphasis on cycling lanes, how do you feel this will impact traffic in the area when these lanes aren't being used due to our weather?
- You referred to Cummer Avenue being widened? Would that only happen if there is a subway station at Cummer?

Built Form and Massing

- What redevelopment can be expected at Centerpoint Mall based on new streets that are contemplated?
- What does new "mid-rise" block mean? Does this mean the City is proposing to give these current residential blocks east of Yonge to developers?
- Is the eventual plan to replace all of the existing single-residence homes in the planning areas with mid-rise buildings?
- Will the City require garages to be built in the missing middle houses, or will they use street parking?
- Is there an alternative to Centerpoint mall that's been picked? If so, what are the plans?
- Could you explain what would be proposed for the area described as "missing middle"?
- It sounds like the proposed mid-rise buildings would displace residents in detached homes - this is concerning

Community Services and Facilities

- Are new schools being built in the area?

Parks and Open Spaces

- You talk about Centre Park, but you can't even take care of the park. You have the people who live in the area cleaning up
- Have there been any studies on the impacts to park usage and safe accessibility done with respect to Goulding Park?
- My concern and worry is regarding Centre Park, there has been word that some homes would be demolished. How could you even think about destroying homes to expand a park that does not need expansion? There are so many condos being built that the community is disappearing

Next Steps and Other

- What is the projected or desired net population increase for this study area?
- There are City-wide consultation meetings for garden suites as part of the "missing middle" work, has this been considered as part of the Yonge North Planning Study?
- Will the province's intensification process be applied to other existing subway stations?
- As Centerpoint is redeveloped, will you replace the shopping facilities?
- Lots of talk about development all along the Yonge corridor. Where will people be able to shop if they continue to tear down all the shopping centres that contain grocery stores?
- Can you give more detail on when you hope to present the draft Secondary Plan for consultation and to bring the final plan to Council?

CCM No. 4 of the Re-Launch: April 20, 2022

The fourth and final CCM was hosted virtually and provided participants an opportunity to share feedback on the draft direction, which would inform Secondary Plan policies related to built form and the public realm, parks and open spaces, community services and facilities, housing, and transportation and mobility.

The following questions, comments, and feedback were recorded, which have been edited for clarity, grammar, and spelling:

Transportation and Mobility

- How many lanes of traffic will be reduced on Yonge Street and Willowdale Avenue?
- If car parking is reduced, will on-street parking be increased in the neighbourhoods?
- Is it possible to close off roads into Newtonbrook East so there is no cut-through traffic?
- Why is the Beecroft extension terminating where it meets Centerpoint Mall as opposed to Steeles Avenue? If heading north on Beecroft and west on Steeles Avenue, the proposed configuration would require two left turns
- How many vehicle lanes are proposed in each direction on Yonge Street and Willowdale Avenue as part of the proposed plan? Will there be parking on Yonge Street?
- What allowances are being made for charging stations for electric vehicles?
- What are the plans for the extension of Tangreen Court? Will it be connected to the rest of the network and are there plans for where it intersects with Steeles Avenue?

- What is the expectation for the future Steeles Avenue right-of-way width given the allowances for the transit priority designation?

Parks and Open Spaces

- There is a large parkland/greenspace at the corner of Cummer and Willowdale Avenue, in the yellow underserved area. While not technically a City park, would it be possible to set aside this land to be designated as a proper City park?
- Is there a possibility of providing calisthenics (like in Lawrence Park) or outdoor table tennis in the northeast (underserved) quadrant of the study area?

Public Realm

- Can you elaborate on the mid-block connection shown just east of Yonge Street?
- Are the proposed mid-block connections accessible to cars?
- Can you please provide further information regarding expected setbacks from the street?

Built Form

- There are \$3 million detached luxury homes in neighbourhoods area, are you suggesting they will be demolished and turned into missing middle housing?
- What are the density and lot coverage permissions for mid-rise buildings?
- Are there guidelines related to the density and floorplates of each building type?
- Has there been coordination with Markham and Vaughan for the developments to the north of Steeles Avenue?
- The plan for the bulk of Yonge Street appears to be for seven-storey buildings yet there are active development applications for 14 and 25-storeys. What does this mean for those applications?
- There is a significant inconsistency between the east and west side of Yonge Street, at Steeles Avenue with tall buildings on the west side and mid-rise on the east side. Markham and Vaughan are also considering taller buildings on the northeast and northwest corners of Yonge Street and Steeles Avenue. How could the planning justification be so different for one corner?

Community Services and Facilities

- Will the community services and facilities policies address securing a future school site?

Next Steps and Other

- The presentation references use of the Toronto Green Standard, this was not part of prior consultations, can you tell us a bit more about this and how it came about?
- Will the development applications be made public? How many applications have already been submitted east of Steeles Avenue?
- There is a difference between the Steeles station area and the Steeles major transit station area, can you explain the difference?