



## Community Meeting #5 – May 22, 2019

### 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
  - Fine-grained 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 with 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 FSI 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 use 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 (ie Goulding and Centre 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 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 Centrepont is redeveloped it could accommodate a new park
- Along Yonge Steet- privately owned public 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 & 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

## **Streetscaping**

### **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 uses to use
- Building should have greater front yard setbacks to accommodate bike lanes, wider sidewalks, landscaping, and seating
- An aging population needs streets 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 Centrepont 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 area: 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 6 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- <https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/reimagining-yonge-street-environmental-assessment-sheppard-avenue-to-finch-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 Centrepoint 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?