

# Yonge Street North Planning Study

Virtual Community Consultation Meeting

September 9, 2020





**This meeting is being recorded  
and will be posted online for  
future viewing.**



# Land Acknowledgment



Tkaronto now known as Toronto, is under Treaty #13 and is home to many Indigenous Nations from across Turtle Island, including the Inuit and the Metis. It is the traditional territories of the Huron-Wendat, Anishinabek, the Chippewa, the Haudenosaunee Confederacy and most recently, The Mississaugas of the Credit River First Nations.

We are all Treaty people. Many of us of have come here as settlers, immigrants, new comers in this generation or generations past. I'd like to also acknowledge those who came here involuntarily, particularly as a result of the Trans-Atlantic Slave trade. And so, I honour and pay tribute to the ancestors of African Origin and Descent.

# Meeting Agenda



## 7:10 p.m. Introductions

Councillor Filion, Ward 18 Willowdale, City of Toronto



## 7:15 p.m. Missing Middle Housing

Guy Matthew, Senior Planner, Community Planning



## 7:30 p.m. Questions and Comments



## 7:50 p.m. Transportation Master Plan

Arthur Lo, Senior Planner, Transportation Planning



## 8:10 p.m. Questions and Comments



## 8:30 p.m. Wrap-up

# Missing Middle Housing

Guy Matthew, Senior Planner, Community Planning



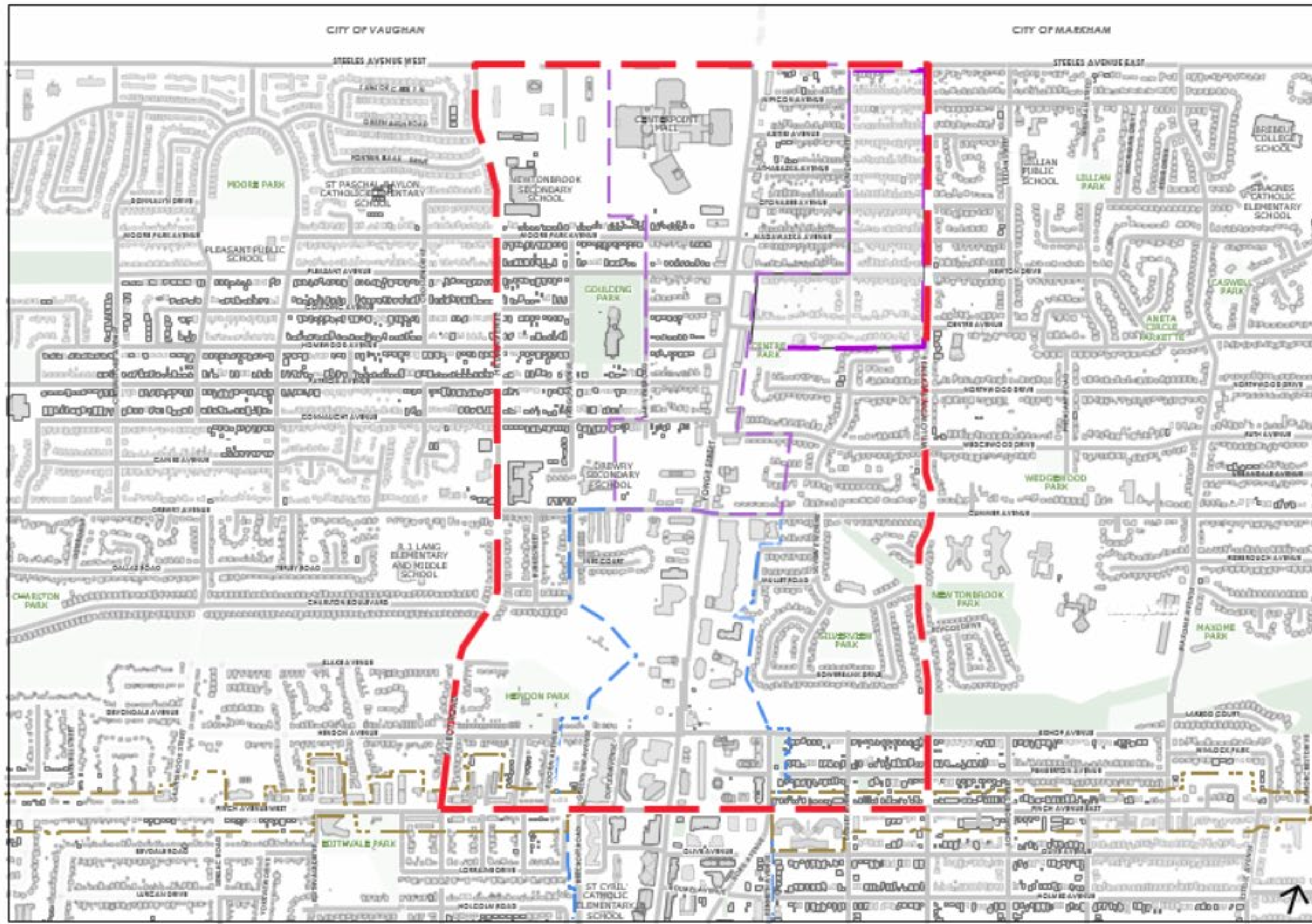
# Boundary Feedback from May 2019 Community Consultation Meeting



- Use service road to determine expanded boundaries.
- Widen boundaries but don't increase densities.
- Expand the eastern boundary to Bayview Avenue.
- Expand to Hilda and Willowdale Avenues to spread out density.
- Boundaries should be consistent with the North York Centre Secondary Plan.
- The boundaries should proactively address redevelopment pressures, not respond reactively.



# Draft Yonge Street North Secondary Plan Boundary and Draft Boundary Expansion



- - - Yonge Street North Planning Study
- - - Draft Yonge Street North Secondary Plan
- - - Draft Expanded Yonge Street Secondary Plan
- - - North York Centre Secondary Plan
- - - Central Finch Area Secondary Plan

# Draft Boundary Expansion



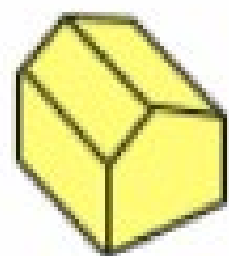


# Missing Middle Building Typologies: Official Plan Direction

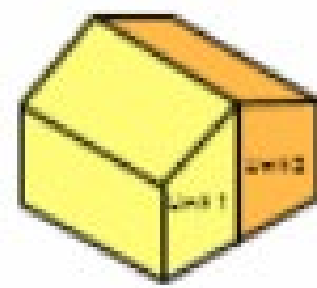
Policy 4.1.1 of the Official Plan lists a number of residential uses in lower scale buildings that are permitted in the Neighbourhoods designation. Policy 4.1.1 states:

*Neighbourhoods* are considered physically stable areas made up of residential uses in lower scale buildings such as **detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments** that are no higher than 4-storeys. Parks, low scale local institutions, home occupations, cultural and recreational facilities and small-scale service, retail, and office uses are also provided for in *Neighbourhoods*.

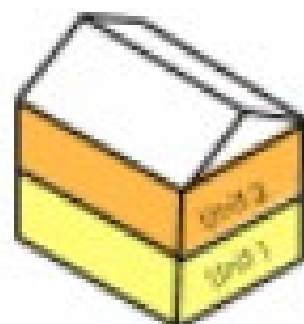
The following graphics illustrate each building type that Policy 4.1.1 of the Official Plan permits in *Neighbourhoods*. Each colour within each graphic represents one dwelling unit.



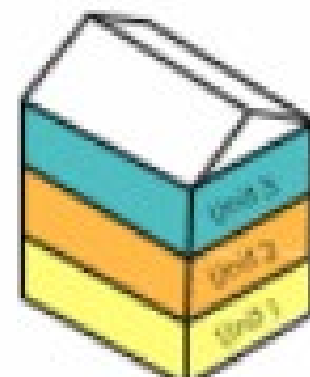
Detached Houses



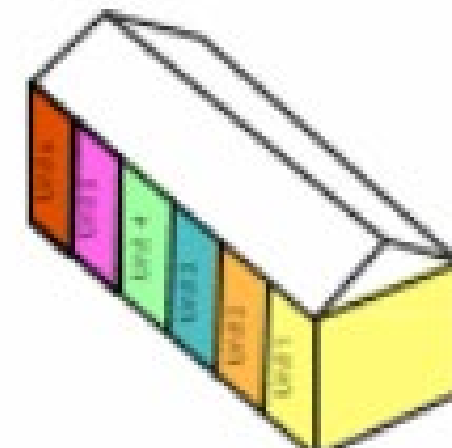
Semi-detached Houses



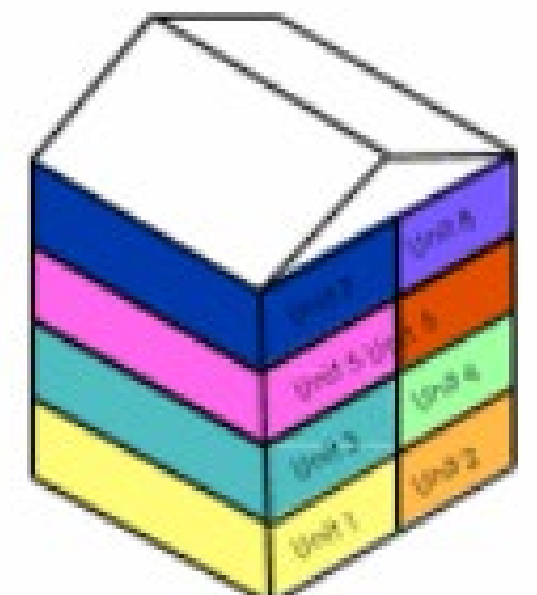
Duplexes



Triplexes



Townhouses



Walk-Up Apartments



# Typical and Potential Future Building Typologies (Duplex)



## Existing Typical Local Residential Streetscape



This graphic illustrates a typical local residential street in the area of Yonge Street North. These streets typically consist of detached dwellings that range from modest one-storey bungalows to larger, newly constructed two-storey dwellings.

## Duplex Potential



**Can you identify which detached dwelling was converted to a duplex?**



# Typical and Potential Future Building Typologies (Duplex) Con't



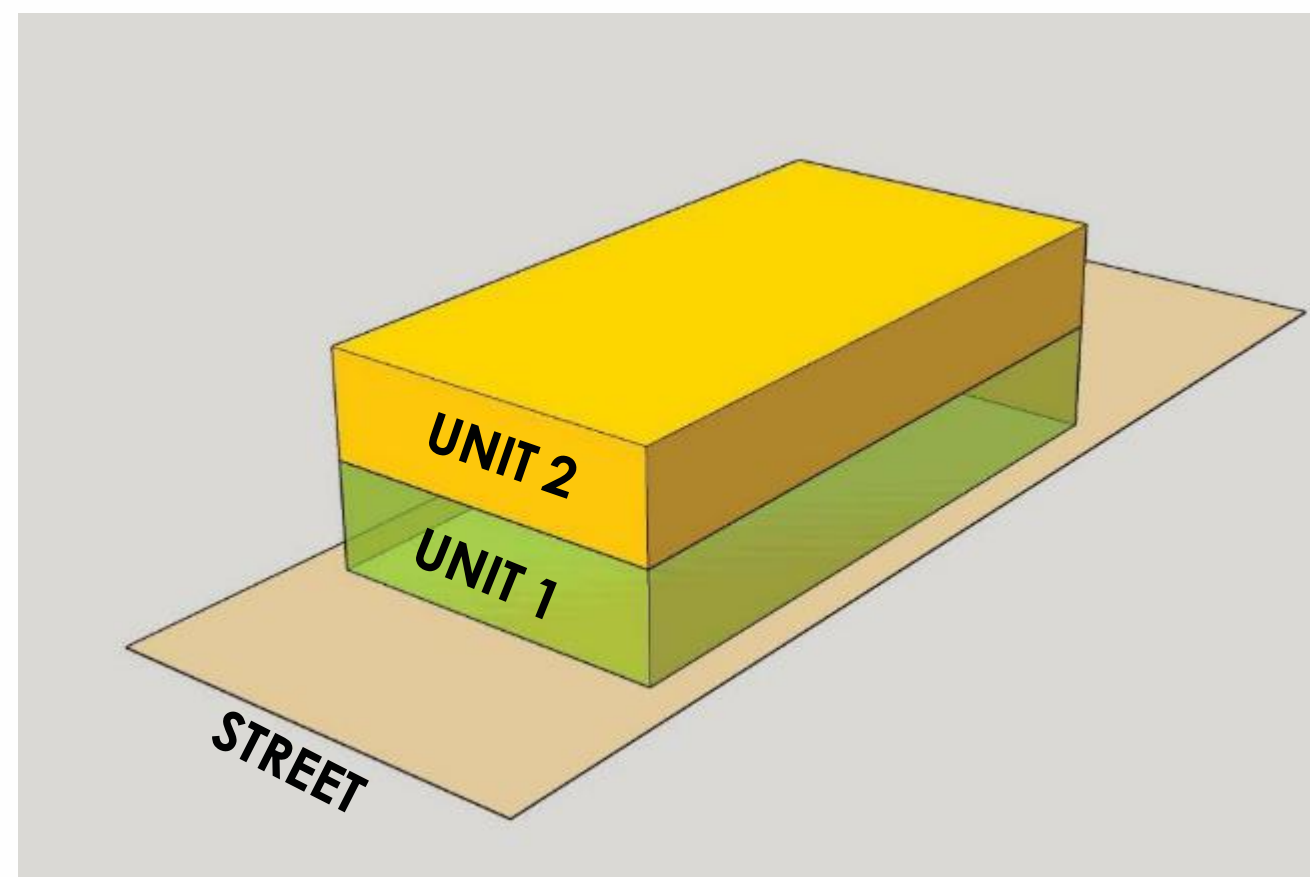
Existing Typical Local Residential Streetscape



Duplex Potential



Duplex Typology



These graphics illustrate a detached dwelling that was converted to a duplex which contains two dwelling units. Through the development of area specific policies, it may be possible to introduce new building typologies that respect and reinforce the character of the existing neighbourhood.



# Typical and Potential Future Building Typologies (Triplex)



## Existing Typical Local Residential Streetscape



This graphic illustrates a typical local residential street in the area of Yonge Street North. These streets typically consist of detached dwellings that range from modest one-storey bungalows to larger, newly constructed two-storey dwellings.

## Triplex Potential



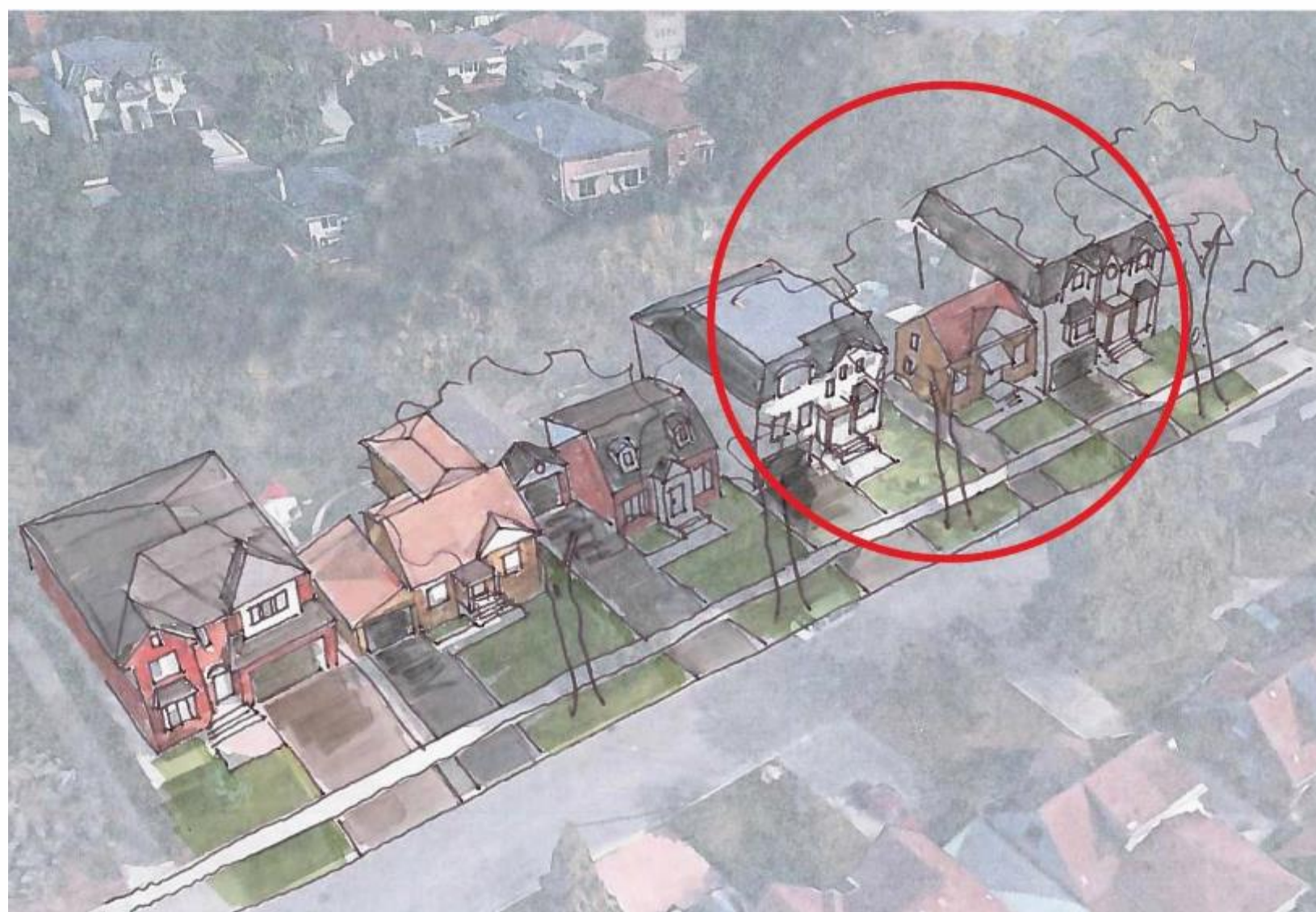
**Can you identify which detached dwelling was converted to a triplex?**



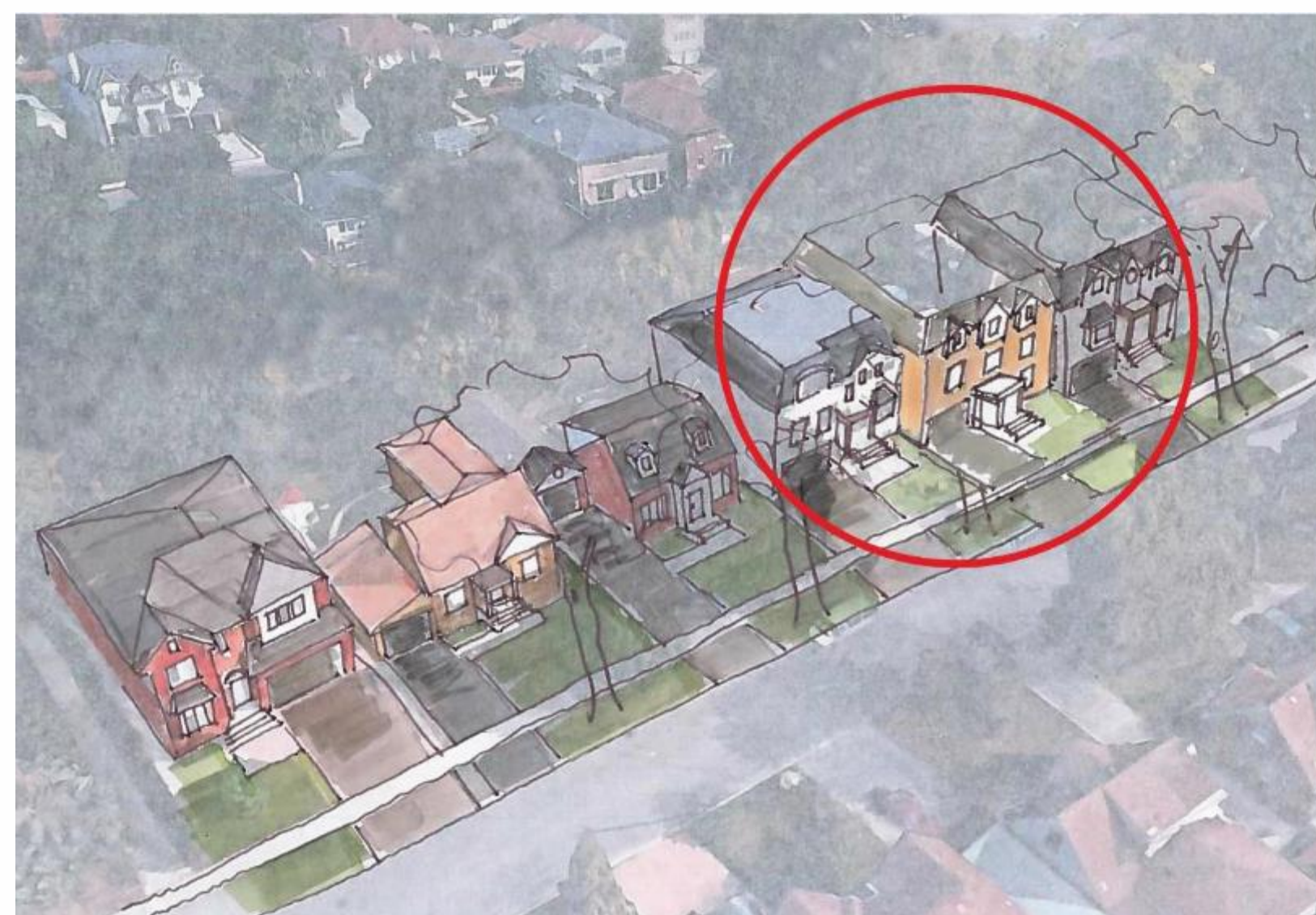
# Typical and Potential Future Building Typologies (Triplex) Con't



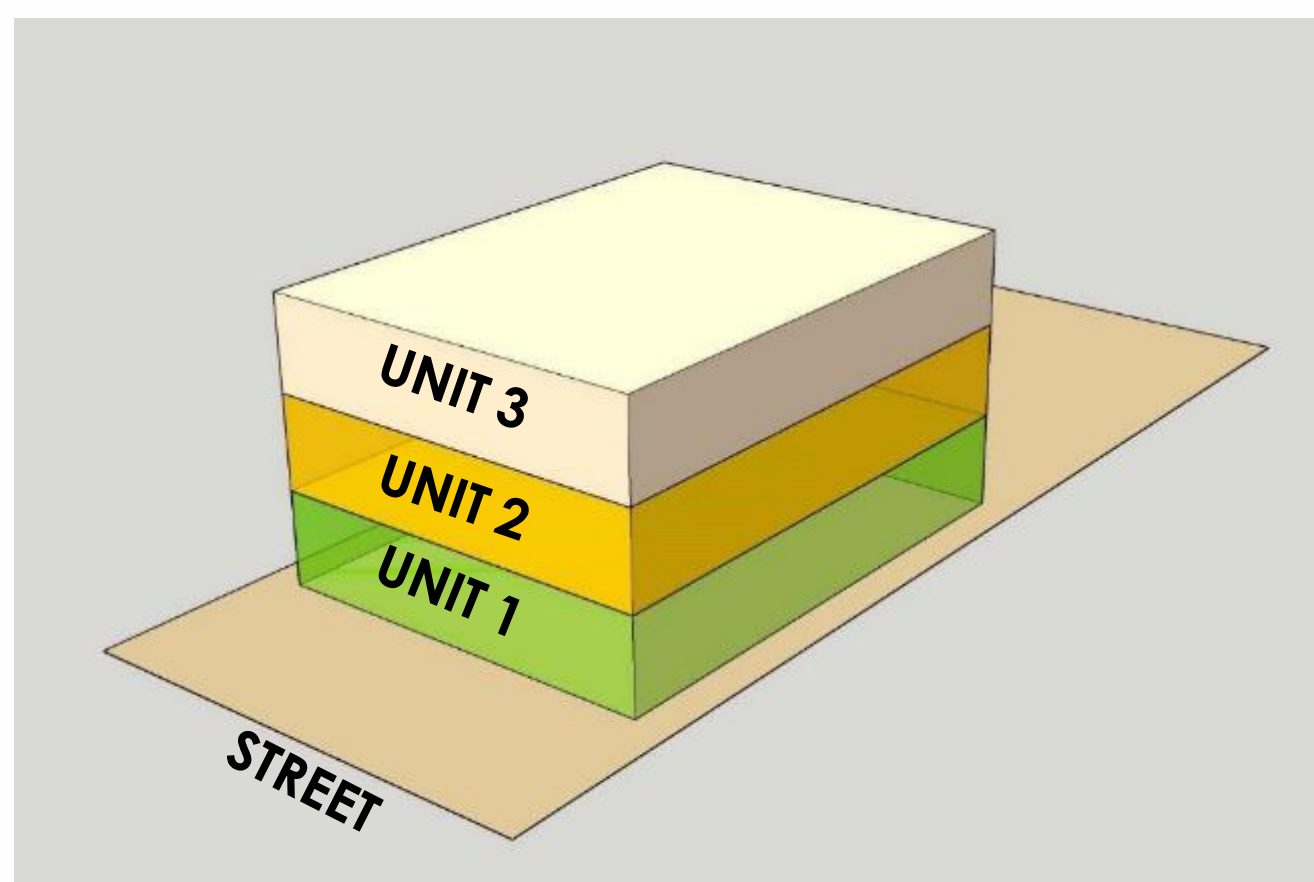
Existing Typical Local Residential Streetscape



Triplex Potential



Triplex Typology



These graphics illustrate a detached dwelling that was converted to a triplex which contains three dwelling units. Through the development of area specific policies, it may be possible to introduce new building typologies that respect and reinforce the character of the existing neighbourhood.



# Study Status & Next Steps



## Study Status



## Next Steps



\*there will be an opportunity for stakeholders/interested parties to provide feedback during each stage of the Planning Study

# Transportation Master Plan- Existing Conditions

Arthur Lo, Senior Planner, Transportation Planning



# What is a Transportation Master Plan (TMP)?



- The TMP recommends transportation infrastructure projects, policies, and programs to be implemented over time.
- It identifies a problem or opportunity to be addressed, and evaluates potential solutions, with public and stakeholder feedback.
- A draft TMP was prepared in 2013 as part of the Yonge Street North Planning Study. The TMP is being updated to reflect the evolving planning context, including:



Transit Infrastructure Investment



Sustainability & Green Streets



Development Pressure



Active Transportation



Safety & Vision Zero



New & Emerging Mobility Options



# Study Area

The **Focused Study Area** is bound by:

- Steeles Avenue to the north;
- Finch Avenue to the south;
- Willowdale Avenue to the east; and
- Hilda Avenue to the west.

Analysis and recommendations are focused in this area.

The **Extended Study Area** is considered for a broader transportation context influencing travel to and from the Focused Study Area.



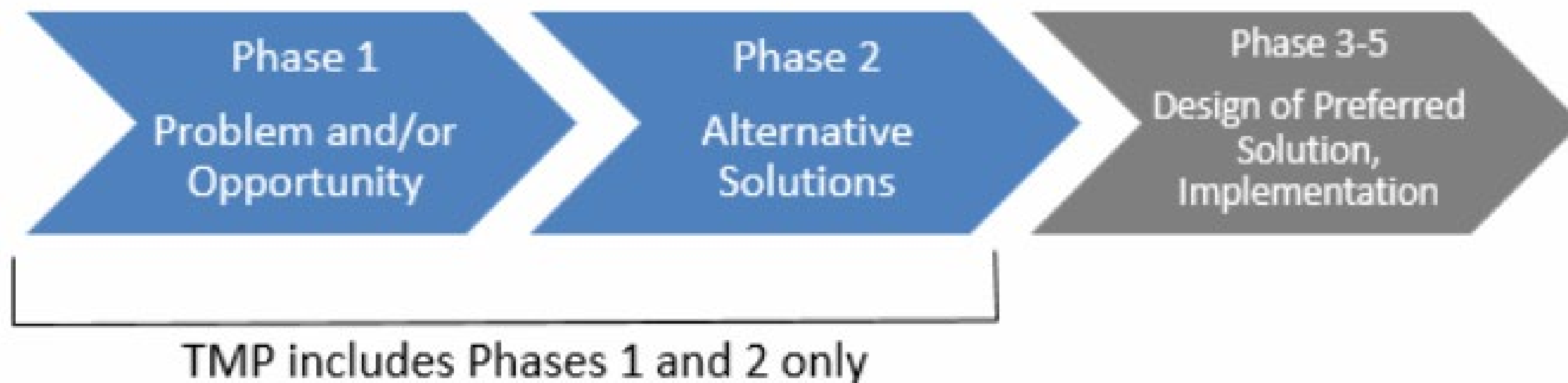
# Environmental Assessment Process



The TMP follows the Municipal Class Environmental Assessment process and will complete Phases 1 and 2.

## TMP Components:

- Establish problem/opportunity to be addressed
- Review existing conditions, and anticipate future growth
- Identify and evaluate alternative solutions
- Identify preferred solution
- Implementation plan



# TMP Timeline





# Draft Problem and Opportunity Statement



**The Yonge Street North area is anticipated to accommodate additional transit supportive development, with the northerly extension of the TTC Line 1 subway. The area is currently characterized by:**

- Existing development patterns that are not transit-oriented;
- Deficiencies in pedestrian and cycling infrastructure;
- Discontinuous north-south and east-west roadways; and
- Insufficient capacity and infrastructure for travel by various modes.



# Draft Problem and Opportunity Statement

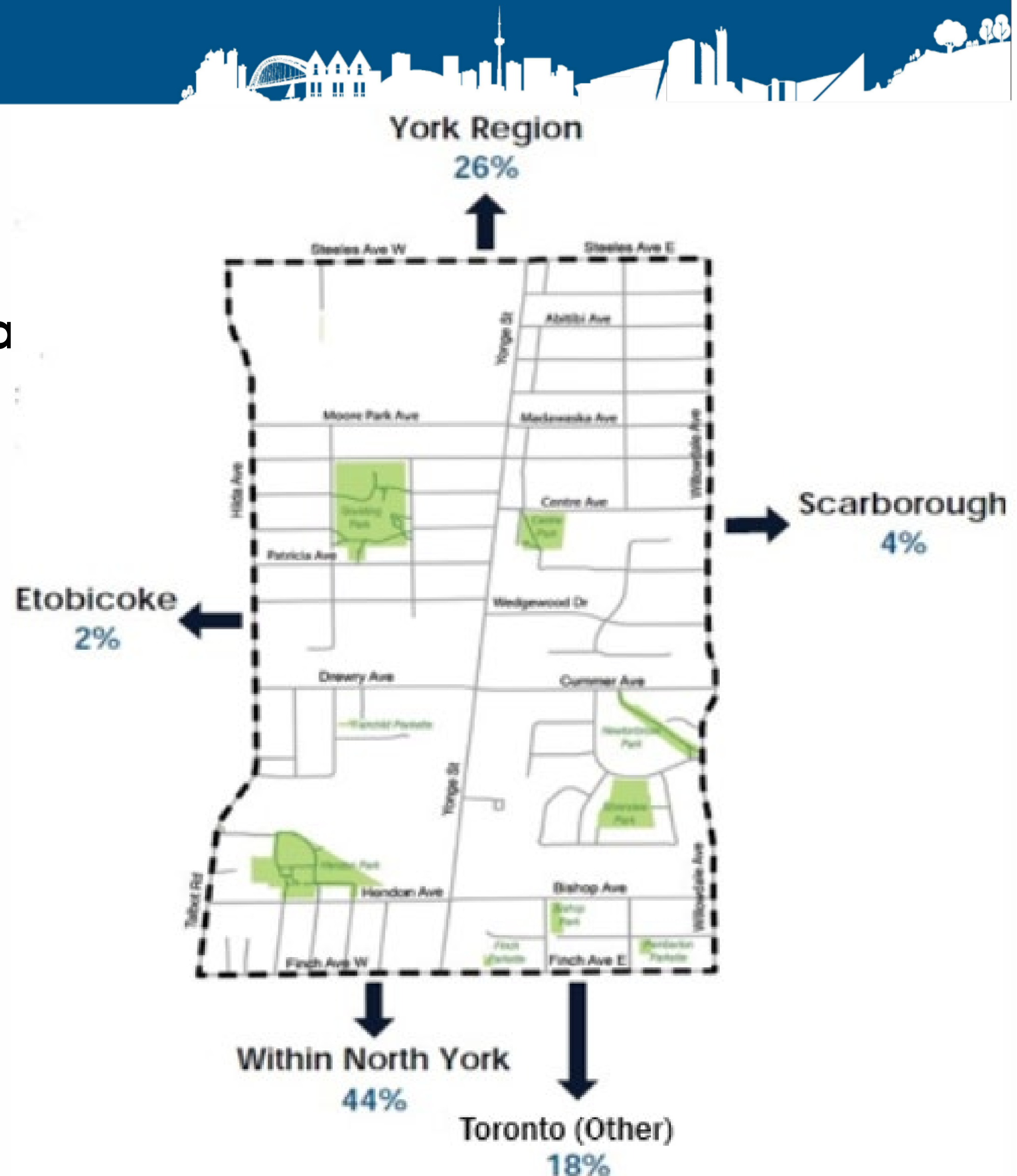


**Yonge Street will be a distinct corridor with a vibrant public realm, where intensification will be focused. As the area responds to development and rapid transit improvements, there is strong opportunity for it to:**

- Evolve in a manner that reduces automobile dependency;
- Support sustainable travel choices;
- Improve road connectivity;
- Improve safety for all road users; and
- Manage transportation demand through multi-modal strategies and infrastructure.

# Travel Trends – Focused Study Area


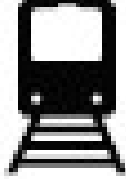




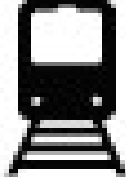




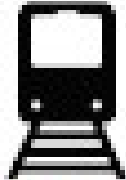



- Approx. 82,000 trips are made to and from the **Focused Study Area** every day
- 44% of trips are within North York
- 26% of trips are to/from York Region
- 24% of trips are to/from other parts of City of Toronto





# Travel Trends- How do People Travel?



<b>2016</b>	 Auto 49%	 Transit 33%	 Passenger 13%	 Walking 4%	 Cycling 1%
<b>2011</b>	 Auto 57%	 Transit 22%	 Passenger 17%	 Walking 4%	 Cycling <1%
<b>2006</b>	 Auto 60%	 Transit 20%	 Passenger 16%	 Walking 4%	 Cycling <1%

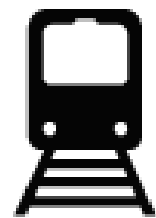
# Travel Trends- How do People Travel? Cont'd



Between 2011 and 2016, the following trends were observed:



- Auto driver mode share decreased for nearly all trip lengths



- Transit mode share increased for all trips less than 35km.



- Cycling mode share increased for trips less than 8km  
(Strong potential to increase this within bikeable distances)



- Walking mode share increased for trips less than 2km  
(Strong potential to increase this within walkable distances)



# Existing Conditions – Transit Network

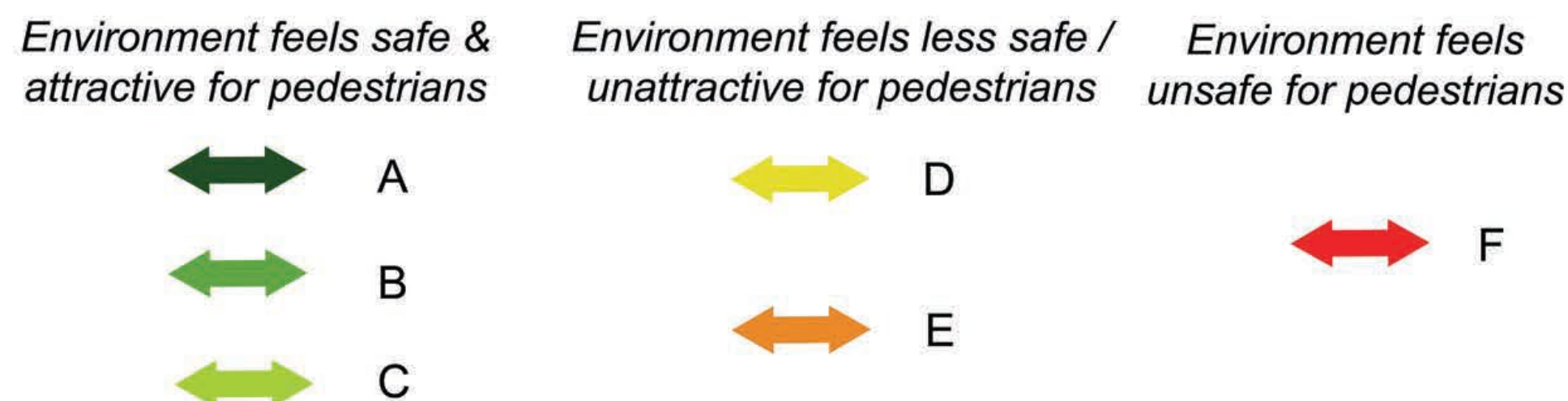
- The **Focused Study Area** is connected to TTC, York Region Transit, and GO Transit services.
- With the planned northward extension of TTC Line 1 subway, TTC bus service is expected to continue operating on Yonge Street between Steeles Avenue and Finch Station to supplement subway service with local service.
- There are anticipated opportunities for reducing bus volumes compared to today.





# Existing Conditions – Pedestrian Network

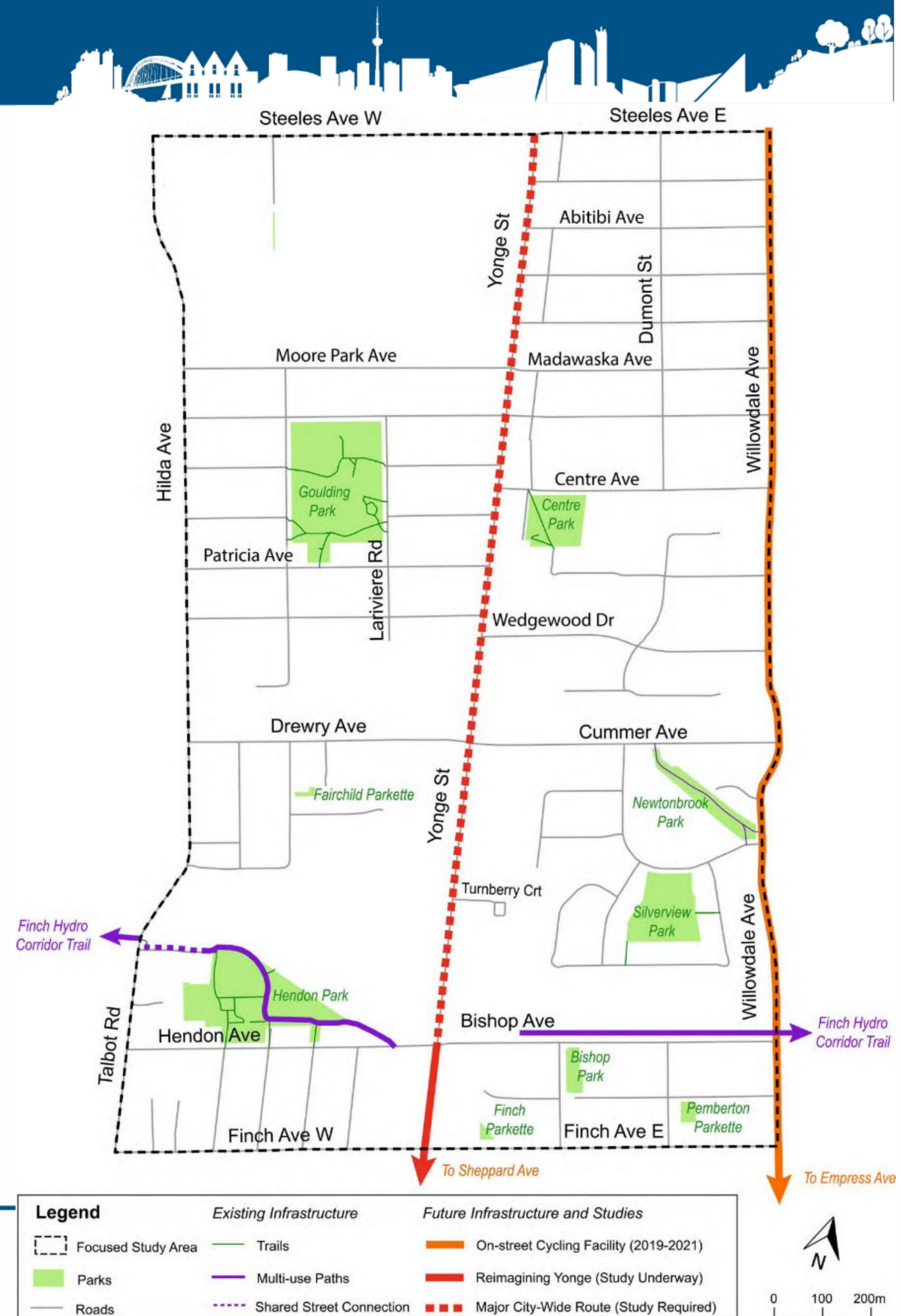
- Yonge Street has substandard width sidewalks and no boulevard buffer from traffic lanes – the pedestrian environment can be improved.
- Many local streets don't have sidewalks to support safe pedestrian movement.
- Large block lengths, particularly on east-west streets – road connectivity can be improved.





# Existing Conditions – Cycling Network

- Lack of established cycling network.
- City's Cycling Network Plan identifies near-term cycling facilities for Willowdale Avenue, and Yonge Street as a major city-wide route (requiring study).





# Existing Conditions – Cycling Environment

- Unfavourable condition on Yonge Street, Finch Avenue, and Steeles Avenue due to volume and speed of traffic.
- Bikes are less exposed to vehicles on local streets, but road connectivity lacking.
- Opportunities for improving connectivity and providing dedicated cycling facilities.

Environment feels safe & attractive for cyclists



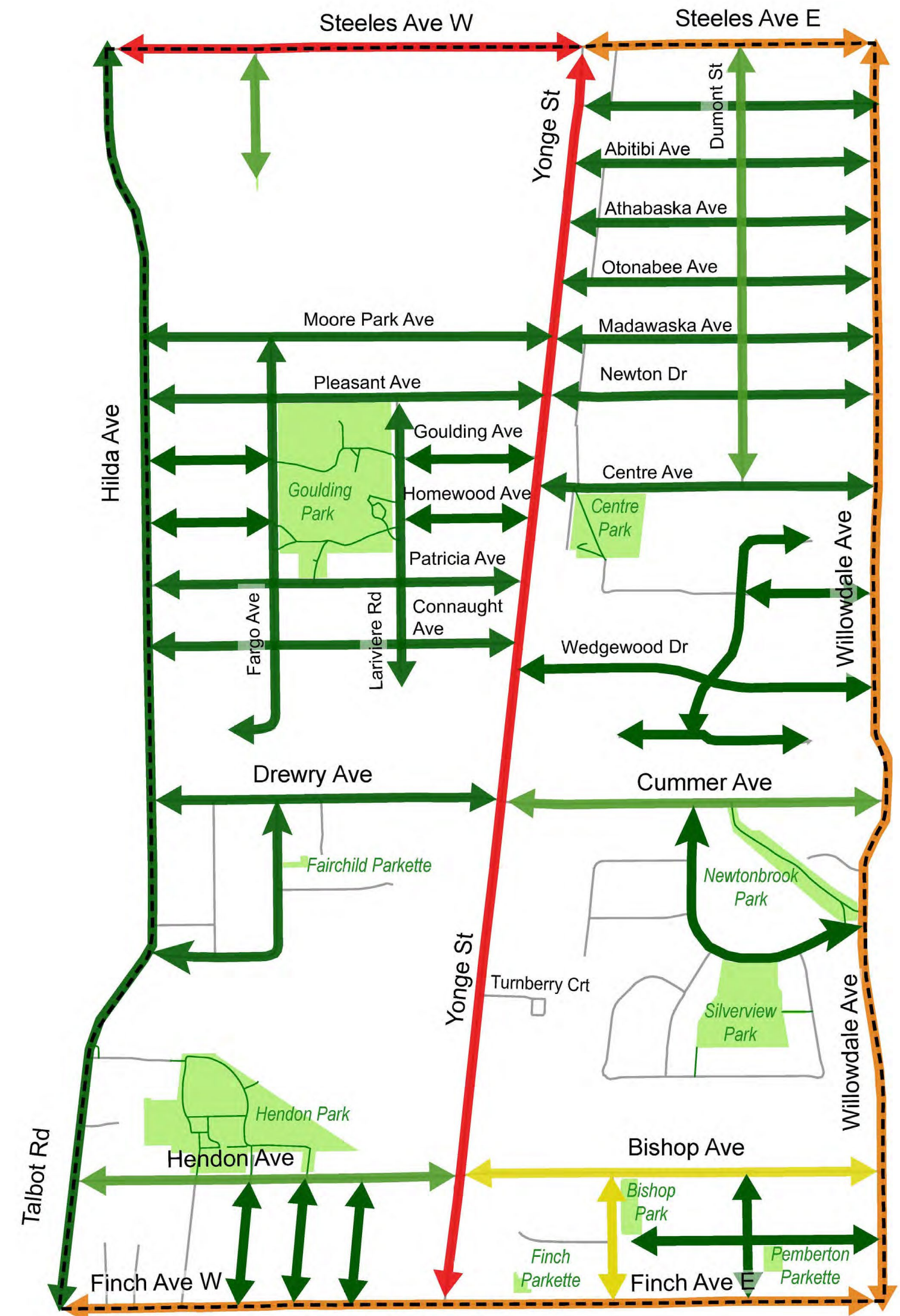
Environment feels less safe / unattractive for cyclists



Environment feels unsafe for cyclists



\*Note: There are no dedicated on-street cycling facilities in the study area. CLOS was assessed for cyclists travelling in mixed traffic.

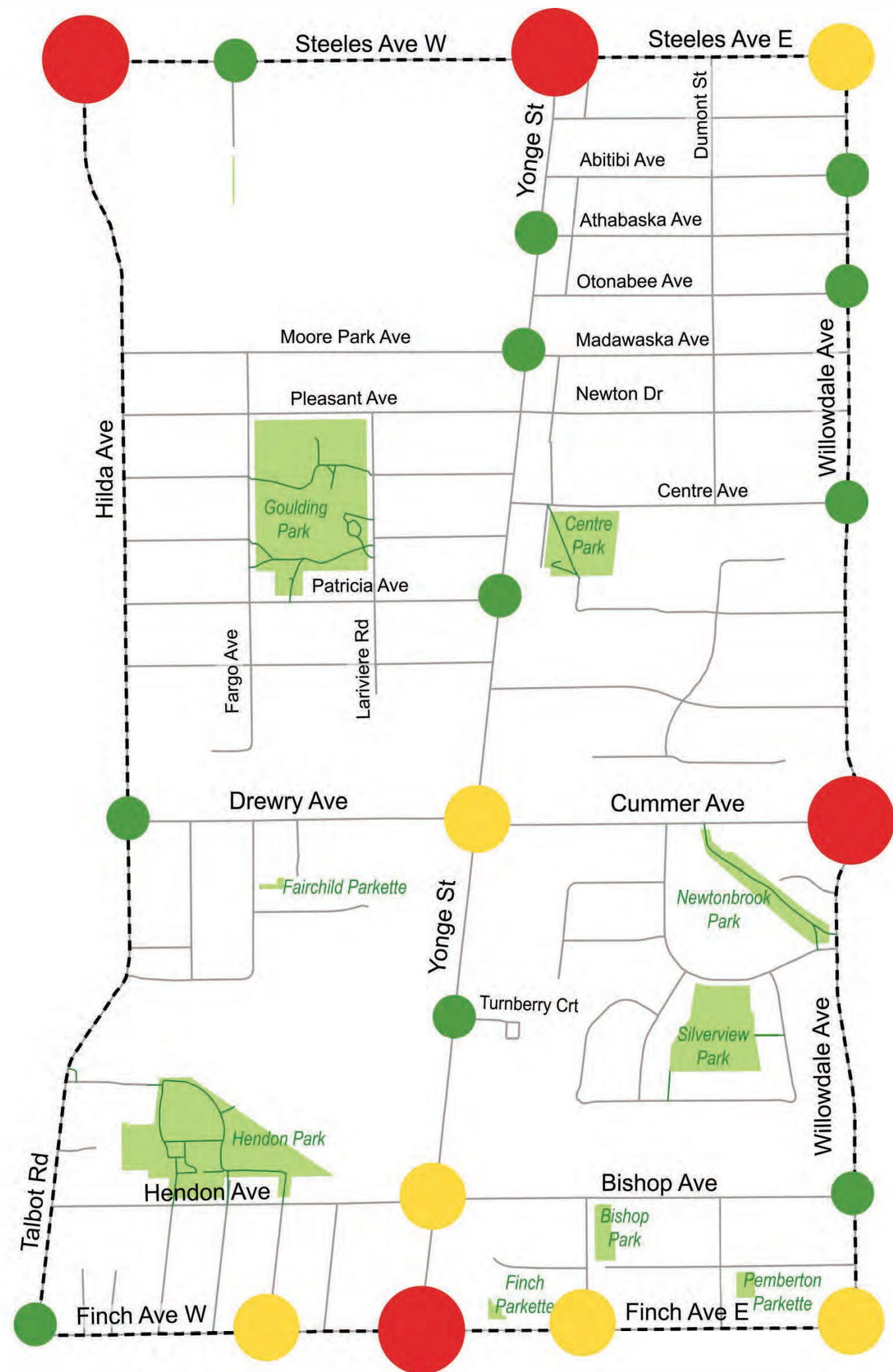




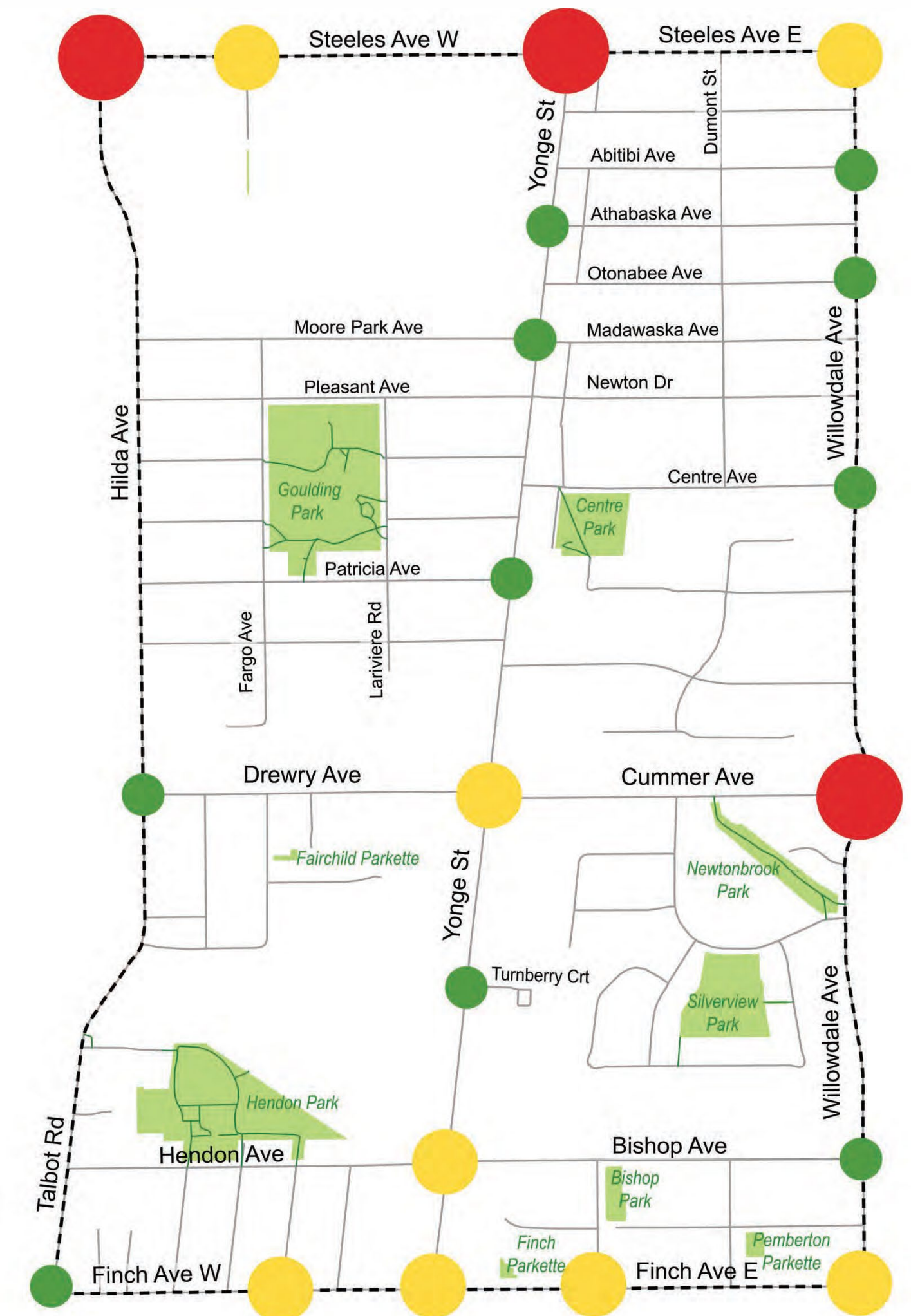
# Existing Conditions – Vehicle Traffic



**AM Peak Period (8:00AM to 9:15AM)**



**PM Peak Period (4:15PM to 6:00PM)**



- 50 second + delay
- 20 to 50 second delay
- Less than 20 second delay



# Existing Conditions – Vehicles



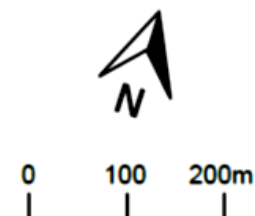
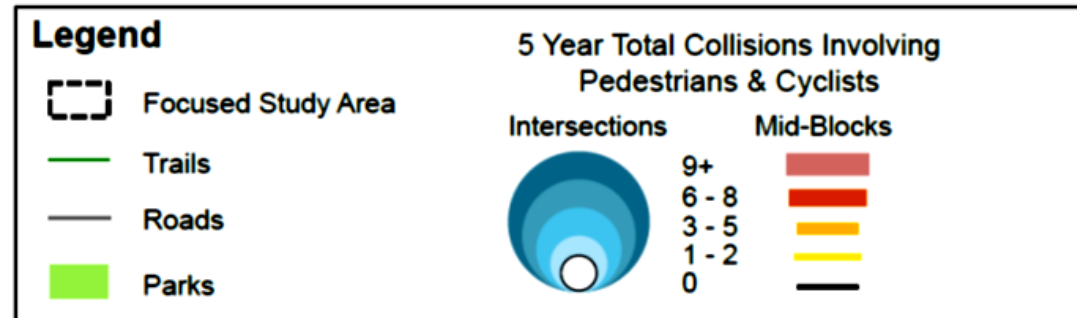
- Intersection constraints at Yonge/Steeles, Yonge/Finch, Steeles/Hilda, Willowdale/Cummer with average delays above 50 seconds.
- Vehicle travel speeds data indicate average speeds of less than 30km/h on much of Yonge Street during the peak periods. However, lower vehicle speeds can improve safety and there are opportunities to consider reduced speed limits.
- Opportunity to reduce intersection delays by adding new road links to improve connectivity for all road users.



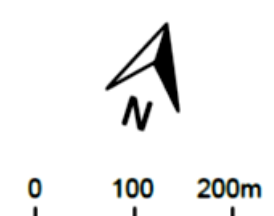
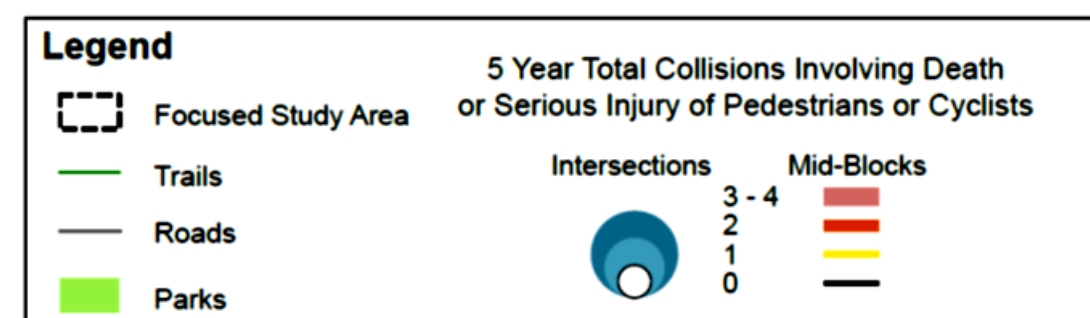
# Existing Conditions – Collision Data



## All Collisions involving Pedestrians or Cyclists



## Death or Serious Injury of Pedestrians or Cyclists



# Existing Conditions – Road Safety



- Collisions involving death or serious injury mostly involve vulnerable users like pedestrians and cyclists.
- ‘Mid-block’ locations on Yonge between traffic signals are a concern for collisions involving death or serious injury.
- Opportunities to improve intersection safety, such as through signal timing changes, and intersection design.



# Existing Conditions – Shared and Sustainable Mobility

- Shared mobility are services and operations shared amongst users (e.g. carshare, bikeshare, rideshare).
- Sustainable mobility includes public electric vehicle chargers and public bike parking hubs.
- Few services in the **Focused Study Area**, only near Finch Station.
- These support more efficient ways to travel and help to manage travel demand.



Legend	
Focused Study Area	Trails
Extended Study Area	Roads
Parks	TTC Subway Station
YRT / VIVA Bus Terminus	GO Bus Terminal
CoT Bicycle Lockers	Electric Vehicle Charging Station
Bicycle Repair Station	Carshare Service



# Existing Conditions Reports

Existing conditions reports for natural heritage, archaeology, and cultural heritage have been prepared for documentation.

## Natural Heritage

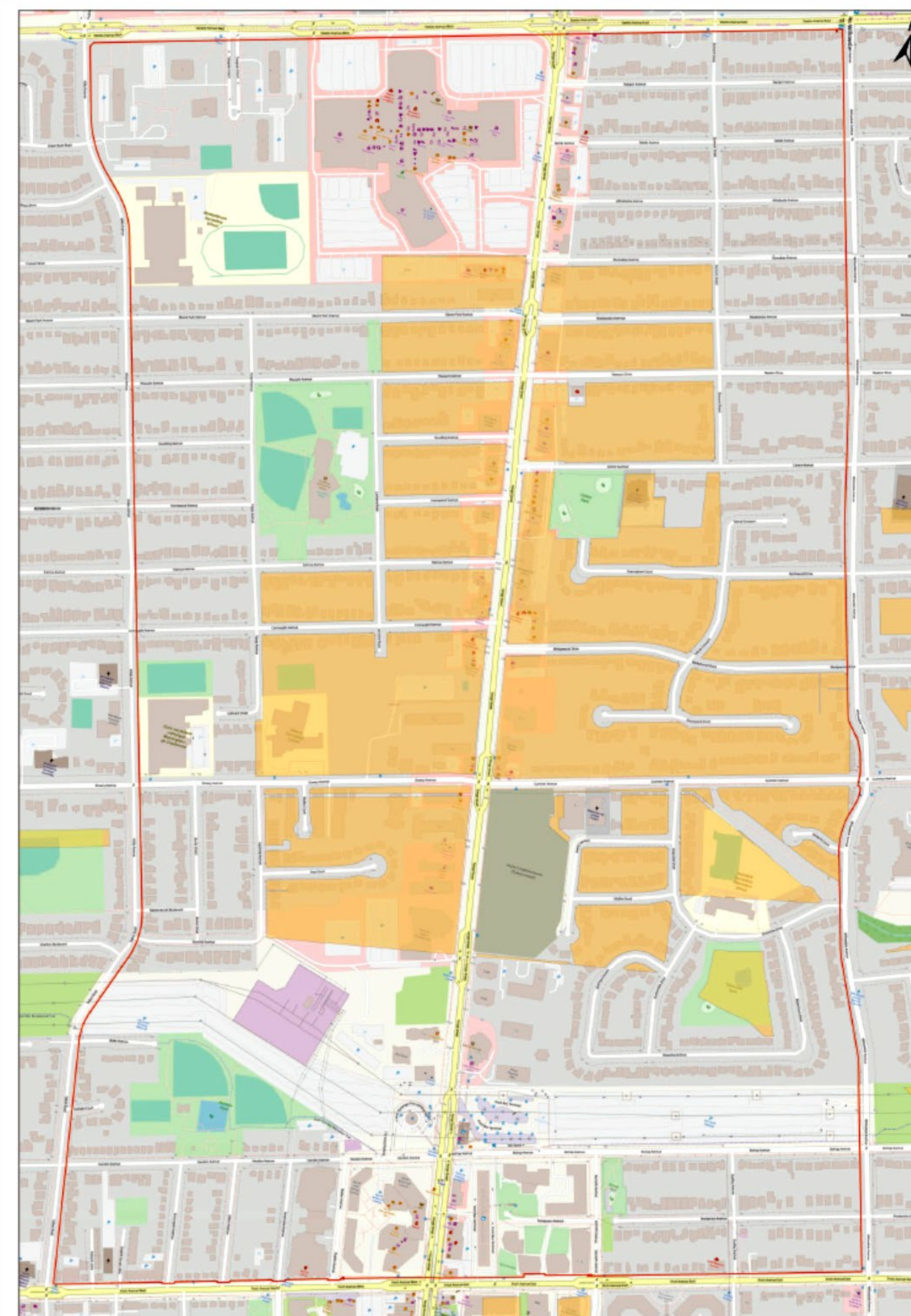
- Review of existing study area was completed to characterize existing conditions and identify environmental features.
- No significant natural heritage features found within study area, consistent with urban environment.

## Built Cultural Heritage

- Recognized heritage properties have been documented (City of Toronto Municipal Heritage Register, Canadian Register of Historic Places)

## Archaeology

- Areas with archaeological potential – further assessment required prior to future developments or land disturbing activities.



Areas of archaeological potential



# Existing Conditions - Summary

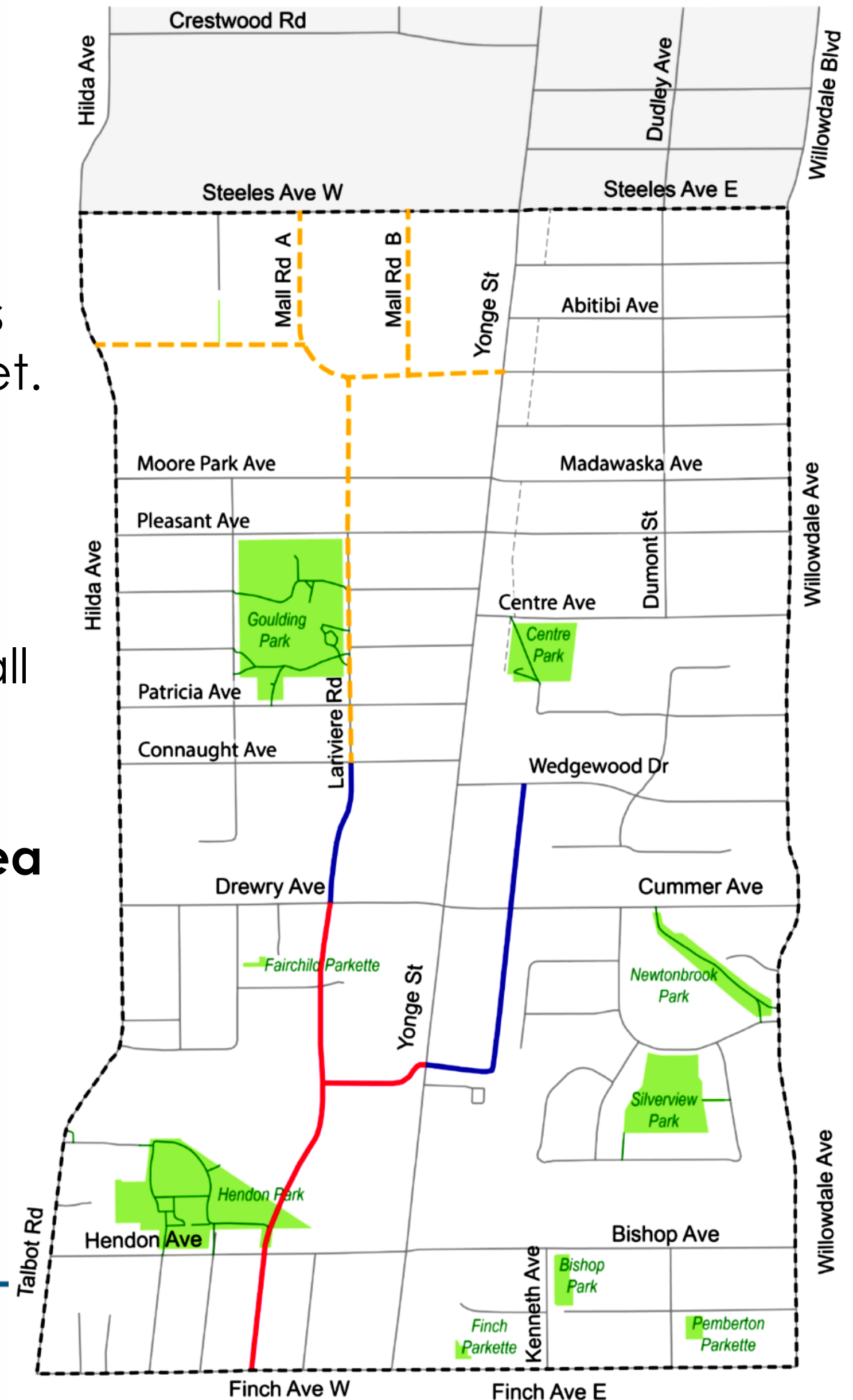
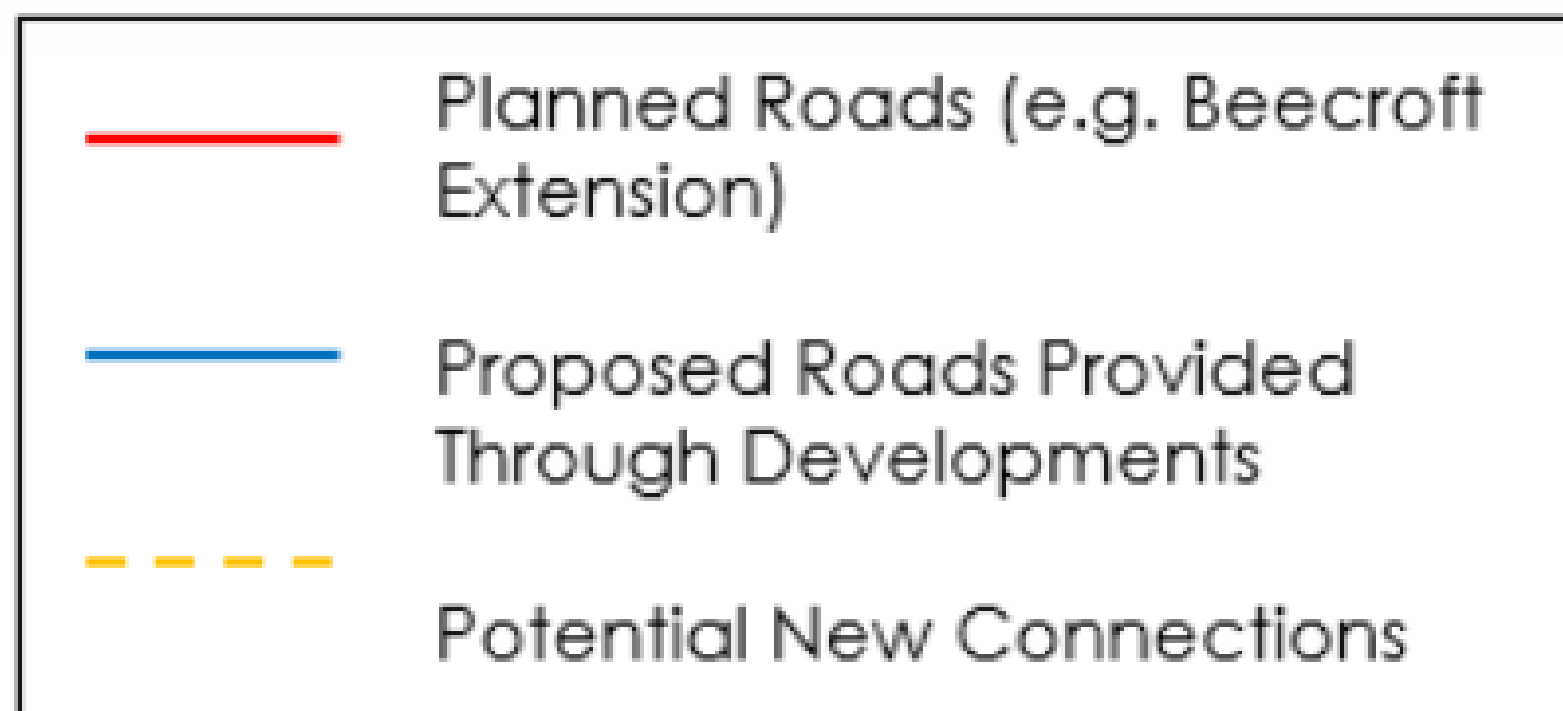


- Planned major transit investment will bring growth over time to the Focused Study Area.
- Many opportunities to improve pedestrian environment and cycling network, including connections to new subway stations.
- Opportunities to improve road safety, particularly at mid-block locations
- Traffic congestion issues on arterial roads - not many alternate route choices due to disconnected road networks.
- Lack of shared and sustainable mobility facilities to support new, less car dependent travel modes.
- Study will review options to reduce traffic impacts of new development, including review of parking policies.

# Road Network Considerations

- Potential road connections are being considered to to increase walkability, improve network connectivity, and manage traffic congestion.
- Potential connections will aim to:
  - Improve north-south road connections between Steeles Ave. and Finch Ave., both west and east of Yonge Street.
  - Address east-west connectivity such as at misaligned intersections on Yonge
  - Establish a grid-like street network in the Centerpoint Mall area.

## How should the future road network in the Focused Study Area look?





# Evaluation Criteria



Potential solutions identified by the TMP will be evaluated using the following criteria:

## Serving People:



Choice



Experience



Social Equity

## Strengthening Places:



Healthy Neighbourhoods



Shaping the City



Public Health & Environment

## Supporting Prosperity:



Affordability



Supporting Growth

**Please go to our online survey to tell us how important each criterion is to you.**

# Evaluation Criteria



Potential solutions identified by the TMP will be evaluated using the following criteria:

## Principle

## Question



Choice

Will it increase travel options and improve network connectivity?



Experience

Will it make travel more safe, comfortable, and convenient?



Social Equity

Will it improve access to work, school, and services, for all?

**Please go to our online survey to tell us how important each criterion is to you.**



# Evaluation Criteria



Potential solutions identified by the TMP will be evaluated using the following criteria:

## Principle

## Question



Healthy  
Neighbourhoods

Will neighbourhoods be enhanced and support local travel by walking and cycling?



Shaping the City

Will the transportation network encourage sustainable development?



Public Health &  
Environment

Will the natural environment be protected and enhanced?

**Please go to our online survey to tell us how important each criterion is to you.**

# Evaluation Criteria



Potential solutions identified by the TMP will be evaluated using the following criteria:

## Principle

## Question



Affordability

Will costs of improvements be reasonable given their benefit, and will there be affordable travel choices?



Supporting Growth

Will economic development and goods movement be supported?

**Please go to our online survey to tell us how important each criterion is to you.**



# Study Status & Next Steps



## Study Status



## Next Steps for TMP

- Review meeting and survey feedback
- Develop alternative solutions through consultation
- Test alternative solutions with evaluation criteria
- Identify preferred solution

\*there will be an opportunity for stakeholders/interested parties to provide feedback during each stage of the Transportation Master Plan

# Contact the Study Team



**Guy Matthew, Senior Planner**

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(416) 395-7102

**Visit the Study Webpage:**



<https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/yonge-street-north-planning-study/>

**Survey QR Code:**



Please complete the survey available on the Study Webpage and submit your comments to staff by **September 30, 2020**