

Yonge Street North Transportation Master Plan

Community Consultation Meeting – Network Concepts

Oct 29, 2020



This meeting is being recorded as a public record of tonight's consultation.



Land Acknowledgement

We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.

Meeting Agenda



7:05 p.m.

Introductions

Councillor Fillion, Ward 18 Willowdale, City of Toronto



7:10 p.m.

Background

Guy Matthew, Senior Planner, Community Planning
Arthur Lo, Senior Planner, Transportation Planning



7:25 p.m.

Connection Concepts Presentation and Discussion (East of Yonge, then West of Yonge)

Irene Hauzar, Senior Project Manager, LEA Consulting



8:15 p.m.

Overall Questions and Comments



8:30 p.m.

Wrap-up

Meeting Objectives

- Recap of Transportation Master Plan (TMP) objectives and process
- Draft alternatives of potential connections will be presented
- There will be multiple facilitated discussion periods where you can provide feedback on potential connections (e.g. roads; pedestrian and cycling links).
- In the discussion period, you can provide input by typing into the Q&A, or by voice by clicking on 'Raise Hand'.
- Please provide feedback after the meeting using **Social Pinpoint** tool

Background



Complete Communities


Mixed-use neighbourhoods that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including:

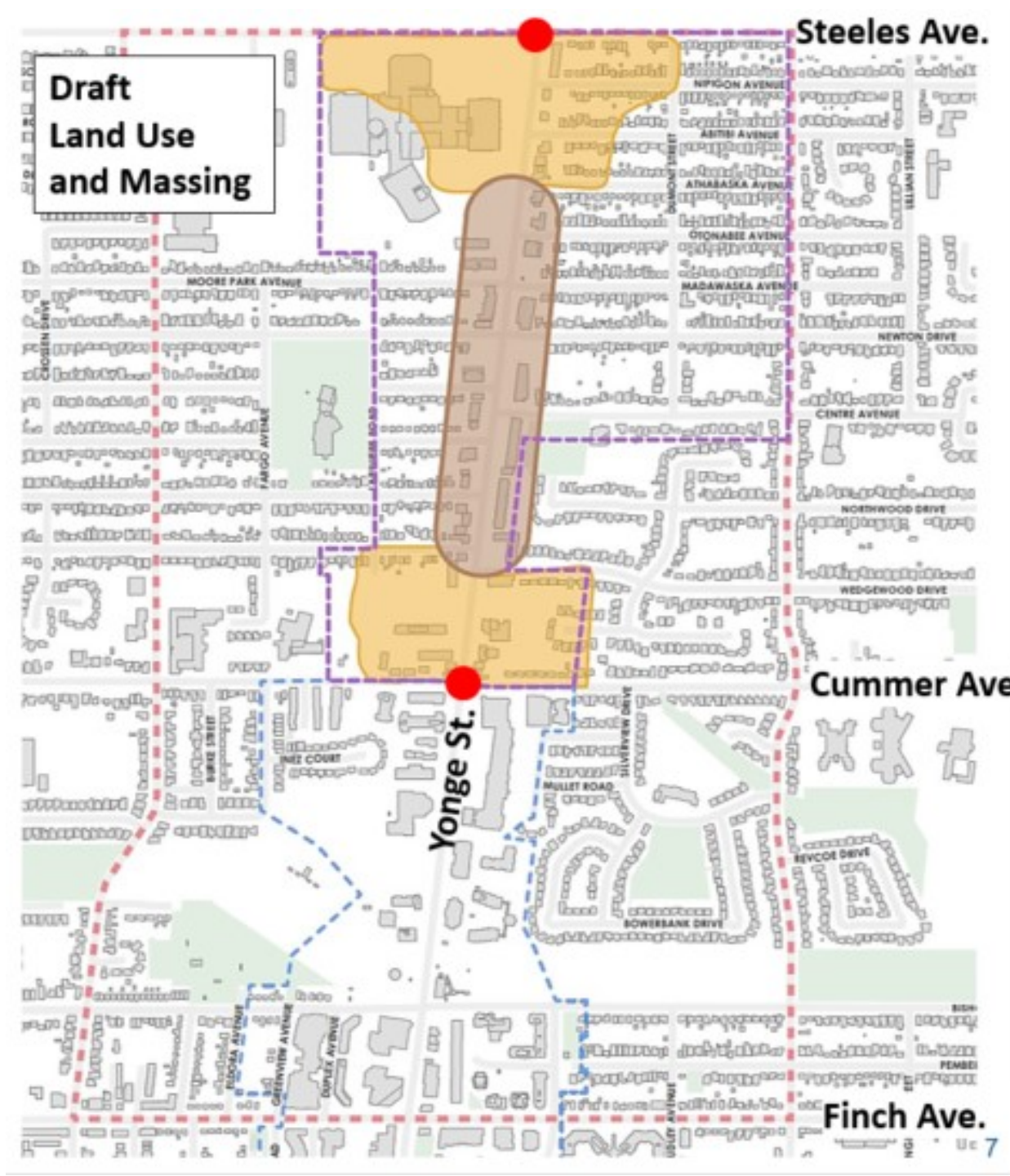
- an appropriate mix of jobs
- local stores and services
- a full range of housing and transportation options
- public service facilities

They are age-friendly and may take different shapes and forms appropriate to their contexts.

Integration with Yonge Street North Planning Study

- TMP is jointly being developed with the Planning Study
- Identify transportation elements to support the overall vision of complete communities

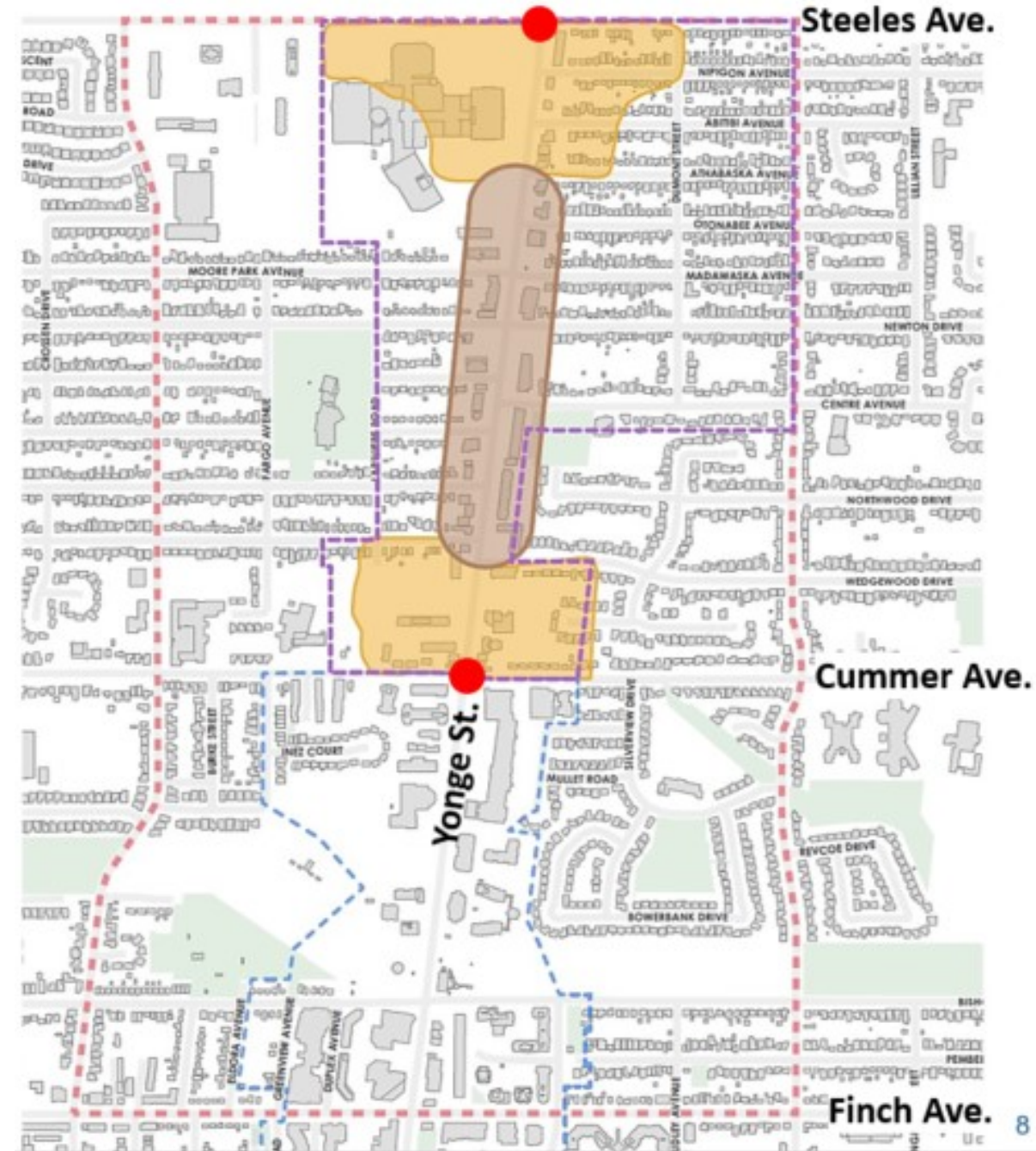
-  Yonge Street North Planning Study
-  Draft Expanded Yonge Street North Secondary Plan
-  North York Civic Centre Secondary Plan
-  Mid-Rise
-  Nodes
-  Future Subway Station



Integration with Yonge Street North Planning Study

Review existing and potential connections with aim to:

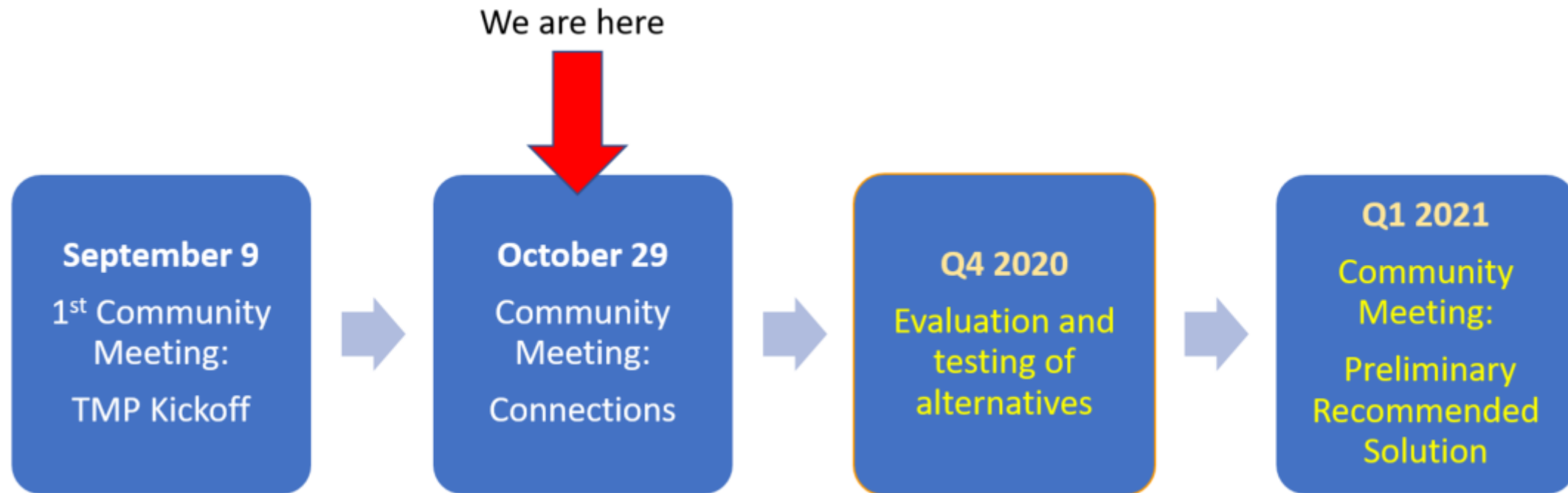
- Establish development block sizes that are transit-oriented and walkable
- Increase connectivity to enable choosing to walk and bike
- Provide access, and manage traffic from existing and future developments
- Access to and from neighbourhood amenities



TMP Components

- Network connections are the focus of today's meeting, but it is just one part of the TMP's approach.
- The TMP will also review:
 - Appropriate parking requirements to support transit-oriented development, and reduce automobile dependency
 - Plans for transportation demand management (TDM) measures like bikeshare and carshare
 - Opportunities to expand pedestrian and cycling network
 - Road safety and traffic calming improvements
 - Funding and implementation strategies with cost estimates

TMP Timeline



the goals of the TMP, and identifying their positive and negative impacts.

- Through public consultation, alternatives are screened further, and evaluated with a broad range of criteria.

2020

Yonge Subway (Line 1) represented in yellow



2041

Yonge Subway (Line 1) Extension
represented in yellow



2041

Yonge Subway (Line 1) Extension
represented in yellow



Considerations assuming no other changes:

- Improved access to subway system
- Development along Yonge Street spine, opportunities to improve public realm and crossings on Yonge
- Increasing traffic congestion; limited route choices
- Block structures that are not transit-oriented and walkable
- Limited opportunities to support safe walking and cycling

TMP - 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**

Feedback from Community Meeting and Survey

Significant problems for the study area:

- 67% said **Insufficient capacity for all modes**
- 55% said **Inadequate pedestrian and cycling infrastructure**
- 47% said **Discontinuous north-south and east-west roadways**

Important criteria to consider for transportation solutions:

- 83% said **Improving safety**
- 79% said **Managing traffic congestion**
- 68% said **Increasing pedestrian and cyclist comfort/safety**

Other key feedback:

- Minimize negative impacts to neighbourhoods and their existing structures
- Discourage regional through traffic (e.g. York Region), and manage neighbourhood traffic

Strong priorities emerged through feedback, and it also suggests needs to balance improvements with neighbourhood considerations.

Evaluation Criteria

Alternatives identified by the TMP will be evaluated using a broad range of criteria:

Serving People:



Choice



Experience



Social Equity

Strengthening Places:



Healthy Neighbourhoods



Shaping the City



Public Health & Environment

Supporting Prosperity:



Affordability



Supporting Growth

Network Connection Concepts

- The following are **connection concepts** building upon existing conditions that have been identified to potentially address TMP goals. We will be presenting what the potential benefits and challenges are.
- We will present concepts in **4 Parts**: **East of Yonge** in two parts, then **West of Yonge** in two parts. There will be a discussion session after each part.

You may want to think about:

- Do the conceptual connections support goals for the study area?
- Which road users should the connections support? (i.e. walking, cycling, vehicles, transit)
- What are some challenges that you see?
- What are other alternative connections that should be considered?

Facilitated Discussion

How to participate:



Raised Hand:

Raised Hand is found in the bottom right hand corner of the Participant pop-up screen. Use this to ask a Question of the Presenter or panelists through your computer's audio. Participants Calling-in can dial *3 to raise hand.

Q&A Function:

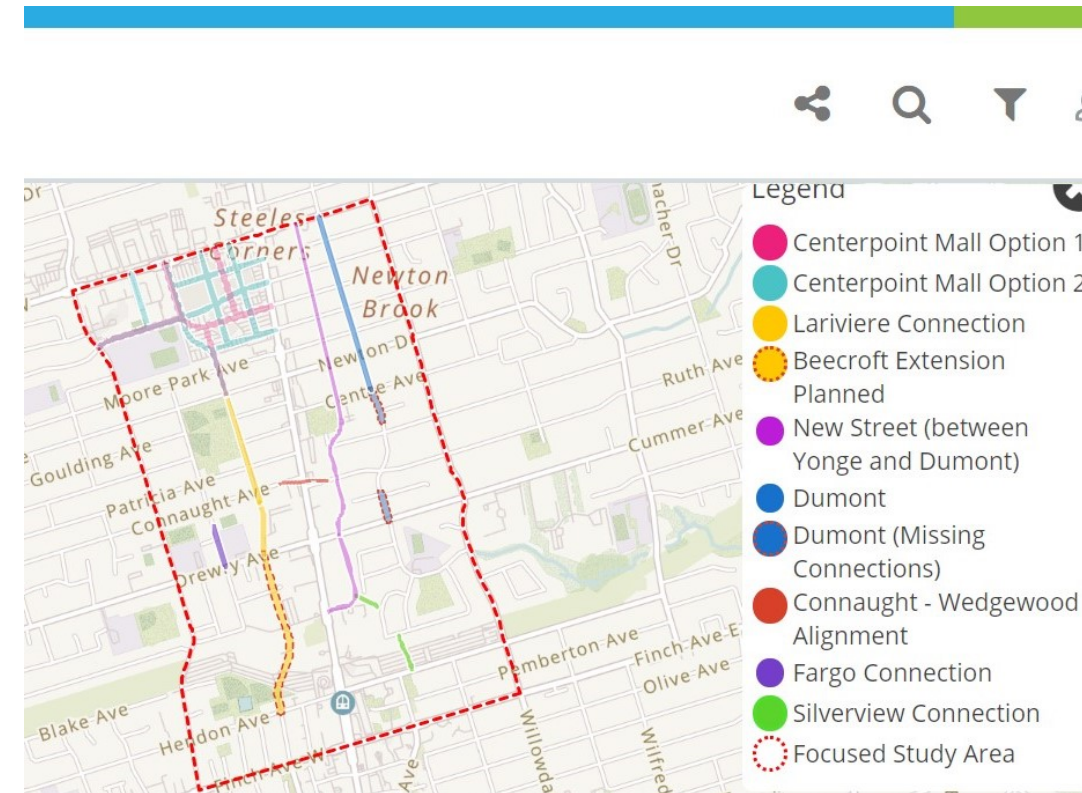
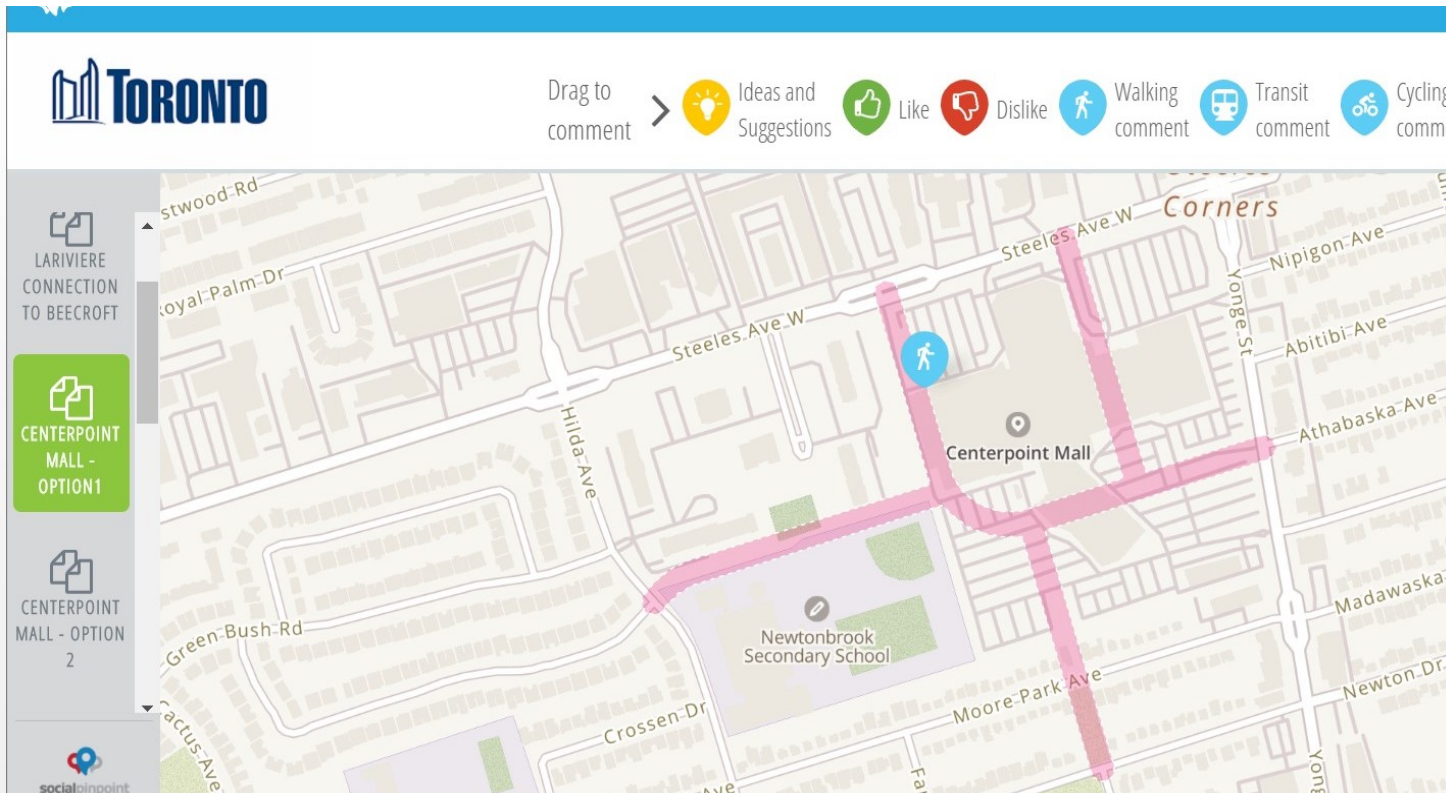
Q & A is found as an option when you click on the “...” button. Type your question in the box to the lower right hand of the screen.

<https://www.toronto.ca/community-people/get-involved/public-consultations/participate-in-virtual-engagement-events/>

Social Pinpoint

- Please provide your feedback on the connection concepts. You will be directed to this tool after you exit this meeting. You can also access it from the project website starting tomorrow.

<https://toronto.mysocialpinpoint.ca/yonge-street-north-planning-study>



East of Yonge (Part 1)

- **New Street between Yonge Street and Dumont Street**
- **Silverview Community Links**



East of Yonge

New Street between Yonge Street and Dumont Street

Benefits:

- Current block length between Yonge and Dumont is ~300m. 150m is the guideline for walkable, fine grained streets that support transit use
- New street could support development by establishing smaller blocks, and improve connectivity for all modes of travel
- Connects north from future Newtonbrook Road
- Opportunity to be implemented through future development

Challenges:

- Managing traffic infiltration into neighbourhood
- Property acquisition strategy, funding, phasing to be explored through study

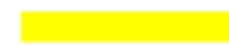


Planned 'Newtonbrook' road

East of Yonge – Silverview Area

Silverview Community Links

- Road shown on previous slide could connect from planned Newtonbrook road, shown here in yellow
- Extending Doris Ave. northward is not possible without significant impact to neighbourhood structure
- However, there are opportunities to improve community connectivity, such as to planned Newtonbrook Rd.
- Potential reduction/removal of Finch Station parking in the future - opportunity for connections between Bishop Ave and Bowerbank Dr., improving access to Finch Station.
- Orange ovals represent some potential opportunities for local streets or pedestrian/cycling connections, not an exhaustive review.



Planned 'Newtonbrook' road



Opportunity for local street or pedestrian/cycling connection

Discussion – East of Yonge (Part 1)

You may want to think about:

- Do the conceptual connections support goals for the study area?
- Which road users should the connections support? (i.e. walking, cycling, vehicles, transit)
- What are some challenges that you see?
- What are other alternative connections that should be considered?

East of Yonge (Part 2)

- Neighbourhood Connection: Connaught – Wedgewood Alignment
- Neighbourhood Connection: Dumont Street Connections



East of Yonge

Neighbourhood Connection:

Connaught Ave. – Wedgewood Dr. Alignment

Benefits:

- Creates opportunity for safer, controlled crossing on Yonge St. compared to current condition.
- East-west neighbourhood connection – there are few such streets in the study area that have a controlled crossing on Yonge.
- Options include signalling road(s) using existing alignments, or realigning with one of the 3 options shown.

Challenges:

- Determining feasible location for realignment (Option 1-3) that reduces residential impact, and can be facilitated through redevelopment.
- Requires further technical review due to distance to Patricia Ave. intersection



East of Yonge

Neighbourhood Connection: Dumont Street Connections



Continuous connection from Finch to Steeles not feasible without significant impact to Silverview area. However, connections could be considered north of Cummer, as streets or as pedestrian/cycling links.

Benefits:

- Opportunities to improve neighbourhood connectivity and provide more route choices with additional north-south connections
- Walking/cycling improvements for existing Dumont, like addressing sidewalk gaps
- Potential alternative active transportation route to other corridors

Challenges:

- Managing traffic to neighbourhood, balancing traffic calming with increasing connectivity

 Existing Dumont Street –
 Potential walking/cycling improvements

 Opportunity for local street or pedestrian/cycling connection



Discussion – East of Yonge (Part 2)

You may want to think about:

- Do the conceptual connections support goals for the study area?
- Which road users should the connections support? (i.e. walking, cycling, vehicles, transit)
- What are some challenges that you see?
- What are other alternative connections that should be considered?

West of Yonge (Part 1)

- Lariviere Road – Connection to Future Beecroft Extension
- Centerpoint Mall area



West of Yonge

Lariviere Road – Connection to Future Beecroft Extension

Benefits:

- North-south road connection to improve network connectivity, provide additional route choices
- Connection to Beecroft Road currently planned up to Drewry (shown in Red)
- Defines edge of potential mixed use area along Yonge
- Various design and cross-section options would be considered

Challenges:

- Managing potential for increased traffic in neighbourhood



West of Yonge – Centerpoint Mall

Option 1: Primary Connection - Steeles to Yonge



Option 2: Continuous Connection to Larivière Road; More Local Street Connections



**Combination of options can be considered. Traffic signals shown are potential, for discussion only.*

Benefits:

- The mall is expected to change from its current form over time. City policies would support its transition from auto-oriented form to walkable, transit-oriented form.
- Increasing area connectivity and walkability, providing more locations for crossing.

Challenges:

- Balancing increased connections with existing communities while managing and discouraging through traffic

Discussion – West of Yonge (Part 1)

You may want to think about:

- Do the conceptual connections support goals for the study area?
- Which road users should the connections support? (i.e. walking, cycling, vehicles, transit)
- What are some challenges that you see?
- What are other alternative connections that should be considered?

West of Yonge (Part 2)

- Neighbourhood Connection: Fargo Avenue Connection



West of Yonge

Neighbourhood Connections:

Fargo Avenue Connection

Benefits:


- Completes missing connection between Drewry Ave. and Cathcart St.
- Would provide most direct pedestrian/cyclist access to future Cummer Station

Challenges:

- Managing traffic to neighbourhood, balancing traffic calming with increasing connectivity



Future
TTC
Station

 Opportunity for local street
or pedestrian/cycling
connection

Overall Discussion

You may want to think about:

- Do the conceptual connections support goals for the study area?
- Which road users should the connections support? (i.e. walking, cycling, vehicles, transit)
- What are some challenges that you see?
- What are other alternative connections that should be considered?

Next Steps

- Considering your feedback to refine alternatives. This may lead to variations of alternatives or the elimination of some.
- More focused and technical review of screened alternatives using evaluation criteria
- Presenting our emerging recommendations at a future Community Meeting – planned for early 2021

Contact the Study Team



Email:

Community Planning- Guy.Matthew@toronto.ca

Transportation Planning- Arthur.Lo@toronto.ca

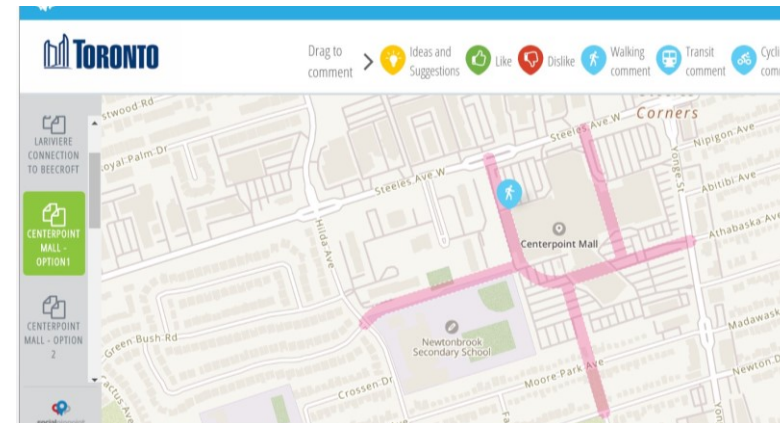


Visit the Study Webpage:

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

Social Pinpoint Link:

<https://toronto.mysocialpinpoint.ca/yonge-street-north-planning-study>



Please use the Social Pinpoint tool on the Study Webpage to submit your comments to staff by **November 20, 2020**. You will be directed there when exiting.