

**YONGE-STEELES WORKING GROUP
COMMENT SHEET SUMMARY
August 2, 2007 Meeting**

The following is a summary of the feedback that was received from the Comment Sheets that were distributed at the August 2, 2007 Yonge-Steeles Working Group Meeting.

1. What is the appropriate area of redevelopment?

- Full blocks should be developed **not** a parcel here and a parcel there.
- Yonge Street east to Willowdale Avenue and along CN Rail line to Henderson Avenue.
- Dudley Avenue should be the focus for redevelopment.
- One block east and west of Yonge Street for mixed uses – one more block for slightly higher residential (i.e. townhouses).
- Two blocks on each side of Yonge Street (to Willowdale Avenue in Markham) – two blocks south of Steeles Avenue – north to Highway 407 – Steeles Avenue as gateway to give us a “sense of place”.
- I think that the area for development we have defined is fine. Some consideration might be given to expanding the area from Yonge Street to Willowdale Avenue.

2. How should the targeted 2.5 FSI density be distributed on blocks?

- In a wave pattern with the greatest at the Steeles and adjacent to the CN Rail line. With 20+ storey apartment buildings north at Royal Orchard Boulevard and west on Steeles Avenue – 20+ storey buildings should be allowed.
- Lower heights near Yonge Street and then transitioned, so that street is pedestrian-friendly.
- Lower building heights and greater site coverage – transition of density on redevelopment blocks (medium on Yonge Street, higher in middle, medium-to-low adjacent to existing residential).
- Density should be distributed equally.
- Higher concentration around signalized intersections and closer to Yonge Street and future subway stations – east of Willowdale Avenue, limit to two-storey (super homes) – more evenly distributed along corridor – “transition” in height, so some lower and some towers.
- The 2.5 FSI should be evenly distributed over the CN Rail line between Yonge Street and Dudley Avenue – To make it economically feasible to develop, each property should have a minimum 2.5 FSI density.
- Having a 6 m front yard setback with a taller building, then 6 storeys, and then town homes.
- Higher buildings positioned along Yonge Street with varying heights and setbacks. The building heights should be reduced as they work their way back from Yonge Street to Dudley Avenue. The Liberty site, north of Doncaster Avenue, might be a candidate for taller buildings, but not the 39 and 32 storey buildings they are planning.

3. How should new parks and open spaces be provided?

- Linear parks with bike trails, concourse level walkways, open Dudley Avenue across CN Rail line, save old trees.
- On the developments, provided by the developers and maintained by each development.
- Linear parks that connect to school and other green spaces.
- Linear and connected to existing community with some larger focal points.
- Should be connected to the already existing residents living in the area.
- East of Dudley Avenue on side streets – mid-block courtyards of high-rise dwellings.
- May I suggest building a park and open space over the railway line between Yonge Street and Dudley Avenue? Also, provide a strip-type park along Dudley Avenue of about 50 ft.
- The park spaces should be built to attract people and not just provide a green space. The park should have a playground and open areas for kids to kick a soccer ball around (doesn't have to be a regulation soccer field) or play Frisbee – walking paths with benches to relax and read out in the sun. I would like to see an area provided for music in the park. People would supply their own seating, but the band may be playing from a gazebo-type structure. To provide for these types of activities is better. Unless the current road structure is changed, the park running along Dudley Avenue would be made up to 4 – 208 foot wide sections divided by the street – it would not be a continuous space.

4. How should parking in the redevelopment area be addressed?

- Underground or decked along Dudley Avenue. The subway must be promoted to occur or any effort to reduce or control parking ratios to below 2 (parking spaces) per residence is unrealistic.
- As little surface parking as possible.
- Mostly underground.
- Regional Parking Authority – enforce laws and standards – plan sites and co-ordinate all forms of transportation. No parking on Yonge Street in rush hours and side streets 100 m of Yonge Street. Rear lane parking on consolidated sites – (parking) meters along Yonge Street and near high demand destinations.
- Underground parking for high rise buildings with minimal ground level parking – for residential units, allow 1 – 1.25 parking spaces per unit.
- Not to allow parking on local streets during the day – right now, this neighbourhood is an excellent and friendly one – we don't want our children to live on unsafe and polluted streets.
- Make sure of underground parking as much as possible. I liked the idea of limiting the number of parking spaces for apartments to help encourage the use of public transit. On-street parking in the redevelopment area might work as well. I am not sure the neighbourhoods would like to open its streets up for parking – there are no sidewalks in the area.

5. How should traffic on local streets be controlled?

- One-way streets with no parking during the day.
- Variations in widths, on-street parking, restrict parking to fewer spaces per condo/unit to encourage people to take transit.
- Narrow choke points on streets and speed bumps. Restricted turn movements to and from Yonge Street.
- With claming measures (i.e. traffic circles) and vegetation.
- Traffic circles (i.e. Jefferson Forest) 5+ metres from Yonge Street – boulevard along Doncaster Avenue (i.e. John Street, Thornhill).
- Do not close side streets but can slow traffic by traffic circles at intersections.
- Making these street circles where we have single-family housing – just allowing local pedestrians to walk through this streets and not drive – have the access to this new development through Dudley Avenue – This street can be a linear green park on the east and the other side of that can be town houses that have entrances off of Dudley Avenue – in this case, new development will not have any traffic impacts on the existing streets.
- I like the idea of closing Dudley Avenue completely off and opening access to Doncaster Avenue - Highland Park Boulevard, Woodward Avenue, Grandview Avenue, and Meadowview Avenue would have to use Willowdale Boulevard. The closure of Dudley Avenue could be phased-in as the redevelopment progresses. Could Dudley Avenue be extended from Doncaster Avenue to Glen Cameron Road?

6. Do you have any additional comments you would like to add?

- Idea for Town to maintain parkland along Dudley Avenue is not a long-term “win” considering potential for future park budgets. Developers/landowners will take better care.
- Concept of “Gateway” is very important – let’s have a distinct “sense of place” – this is the entrance to not only Thornhill, but to Markham as well.
- Focus on street destination (Yonge Street and side streets) and buildings – focus on mixed use of most, if not all, buildings (retail, office, residential).
- It has to be a general “Thornhill” architectural-style to make sure there is a difference from North York to Thornhill.
- The City of Vaughan should have similar rules to get an even pattern otherwise developers over-develop one side – satellite library sites may be needed to service the area, as present Colborne site cannot be expanded.
- On the ground floor of apartment buildings north of the railway line, should allow street front shops to serve the residents’ needs, such as: coffee shops, convenient stores, bakeries, small drug stores, banks, food stores, hardware stores, hair stylists, etc.
- Adding the green and open spaces makes the redevelopment site more usable – please design the Grandview Park as part of the redevelopment.
- I would like to see some kind of system that controls the amount of time each individual has to make their point (in the discussion sessions).