

# REIMAGINING YONGE STREET

## SHEPPARD AVENUE TO FINCH AVENUE

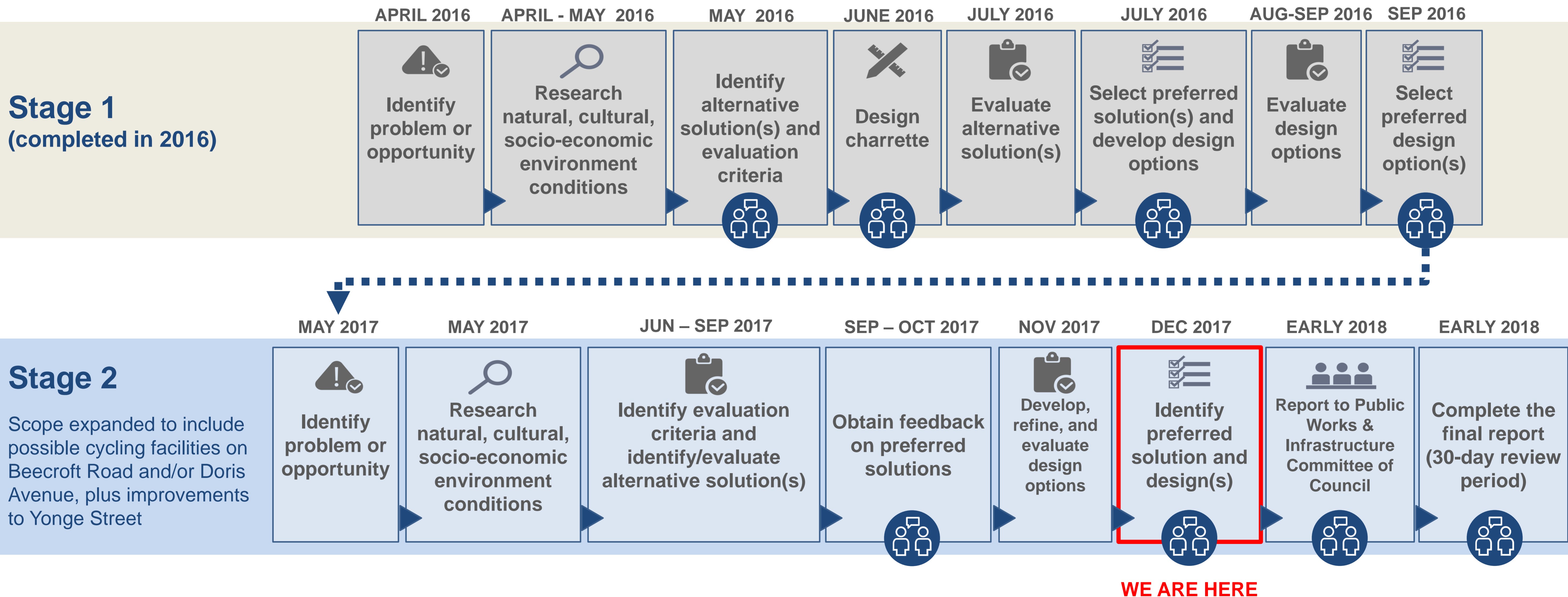


ENVIRONMENTAL ASSESSMENT STUDY  
PUBLIC OPEN HOUSE 5 – DECEMBER 11, 2017

# STUDY PROCESS

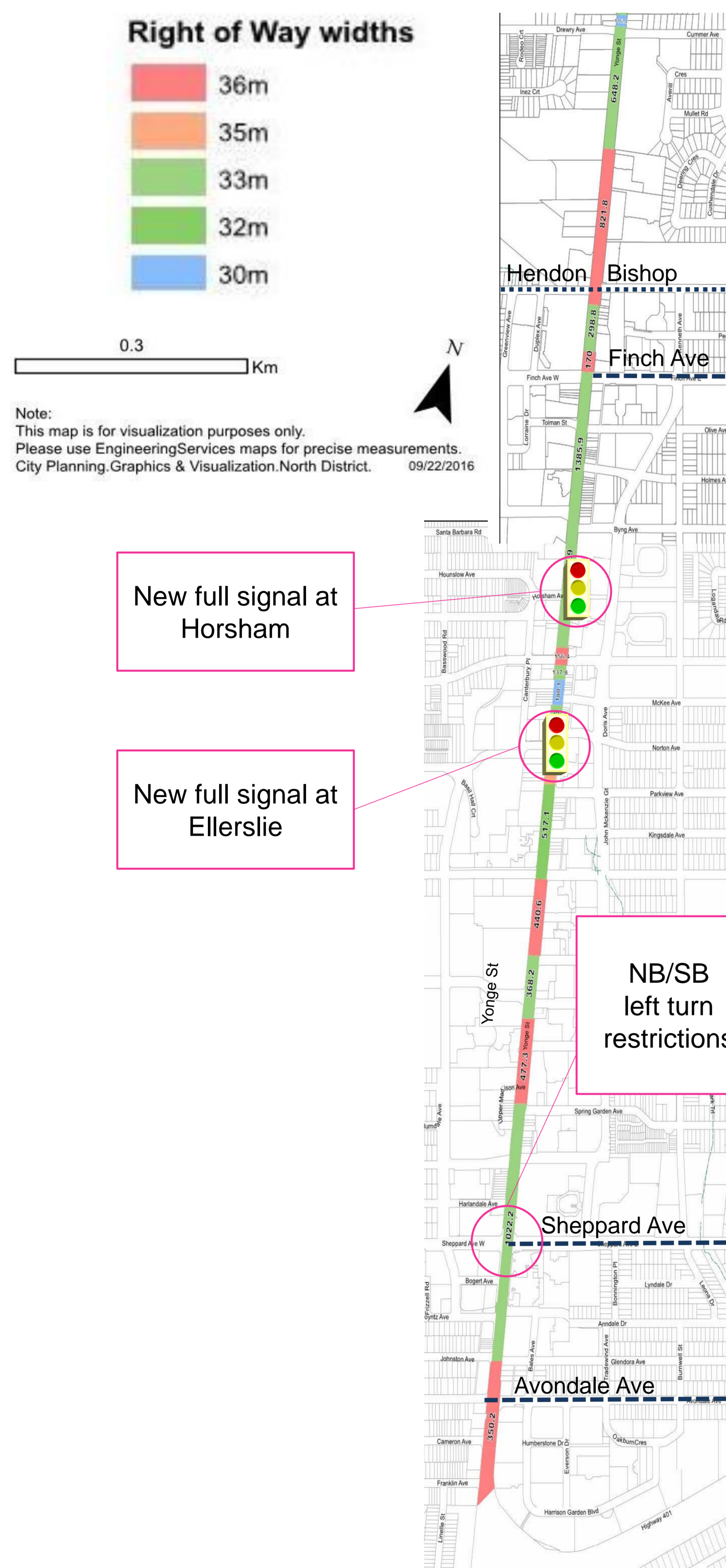
This study is being carried out as a Schedule C project in accordance with the Municipal Class Environmental Assessment (EA) process. This is an approved assessment approach for municipal infrastructure projects under the provincial *Environmental Assessment Act*.

There will be opportunities for public input throughout the study, and at the milestones indicated with 

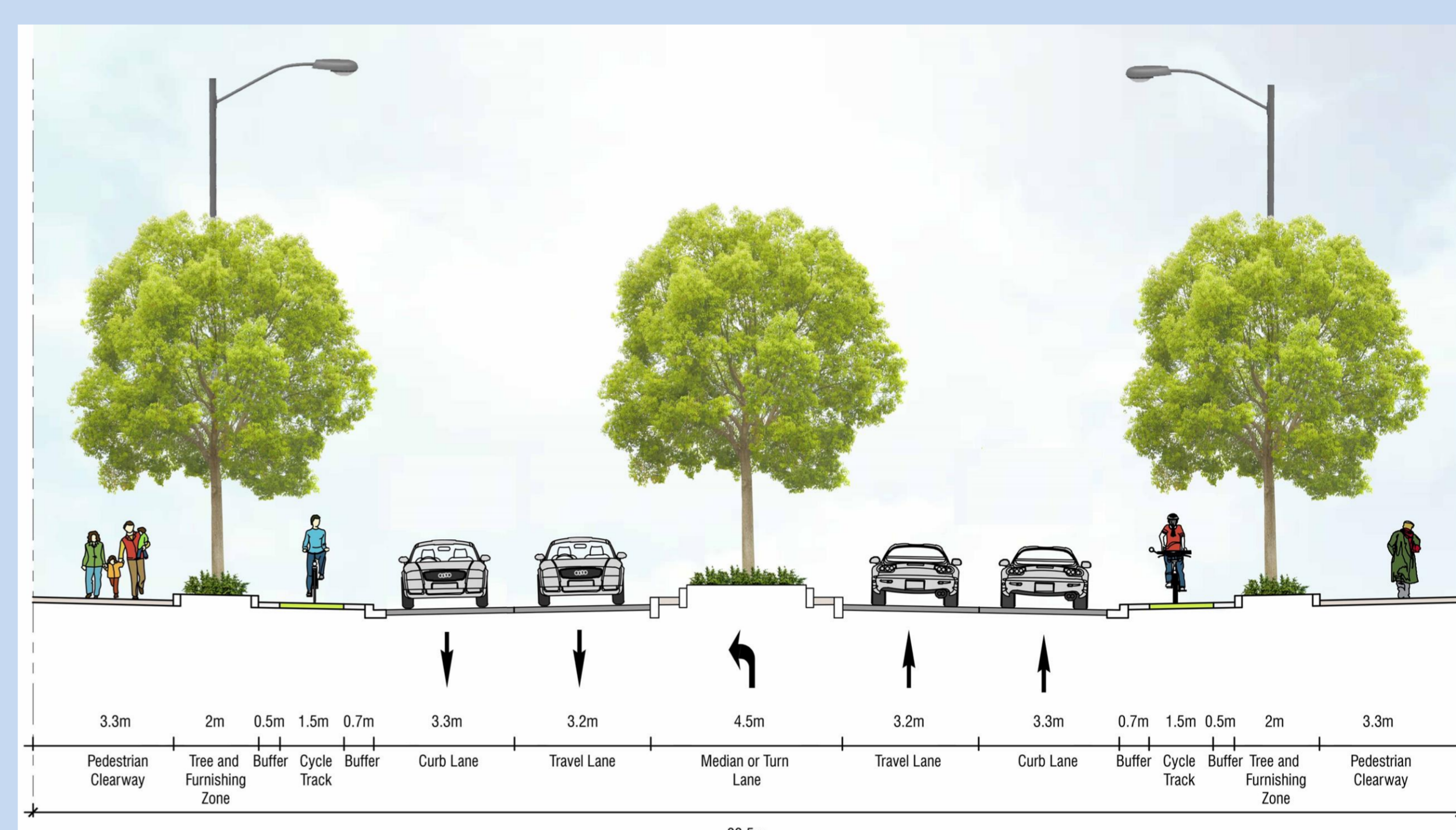


# RECAP OF STUDY PROCESS

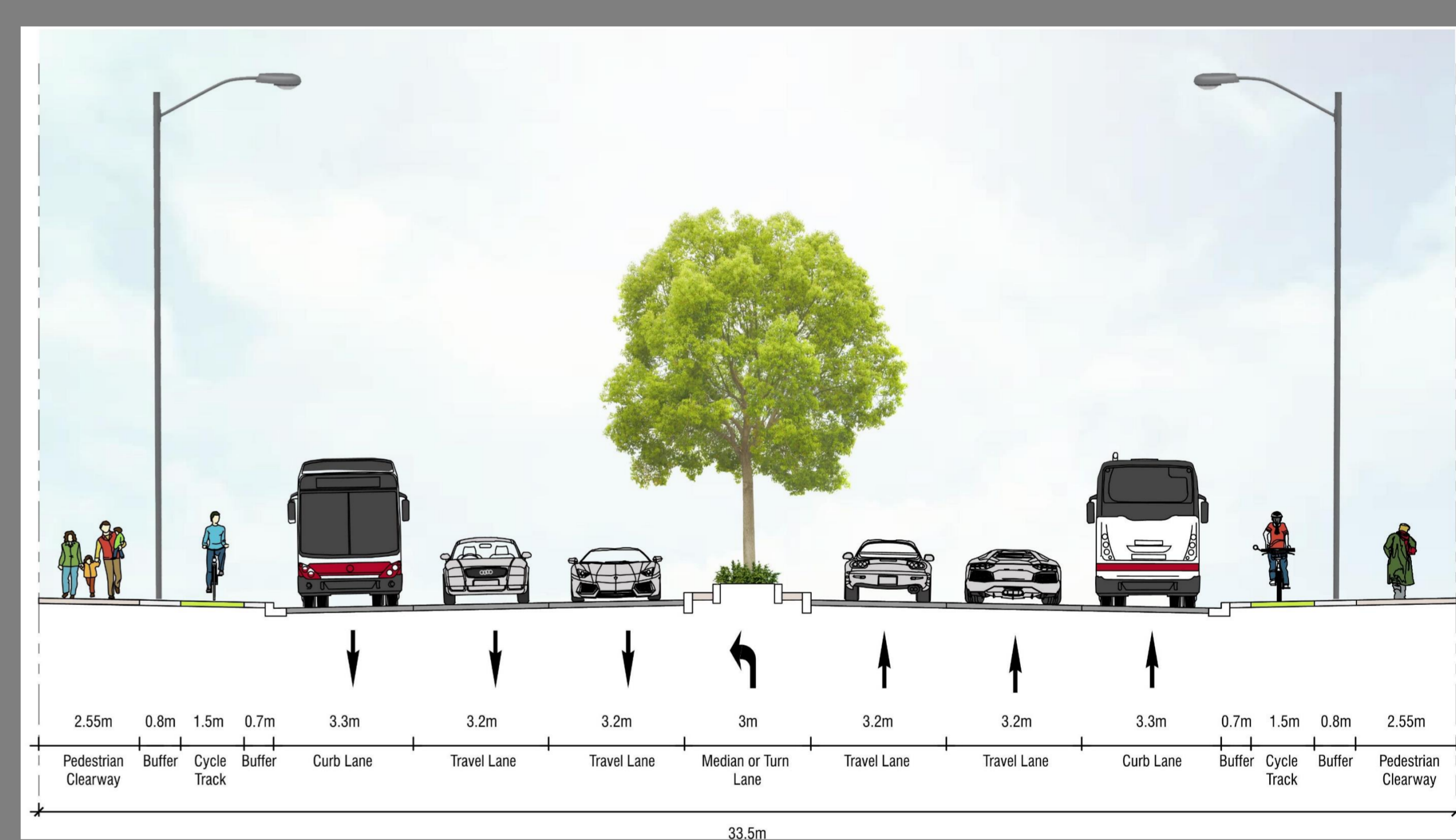
This study began in 2016. After three public drop-in events and other consultation events, a preliminary preferred alternative was identified in Fall 2016. This alternative included reducing Yonge Street from 6 lanes to 4 lanes from Sheppard Avenue to Finch Avenue, widening sidewalks, enhancing the landscaped median, introducing cycle tracks, and integrating public spaces.



Option 4B



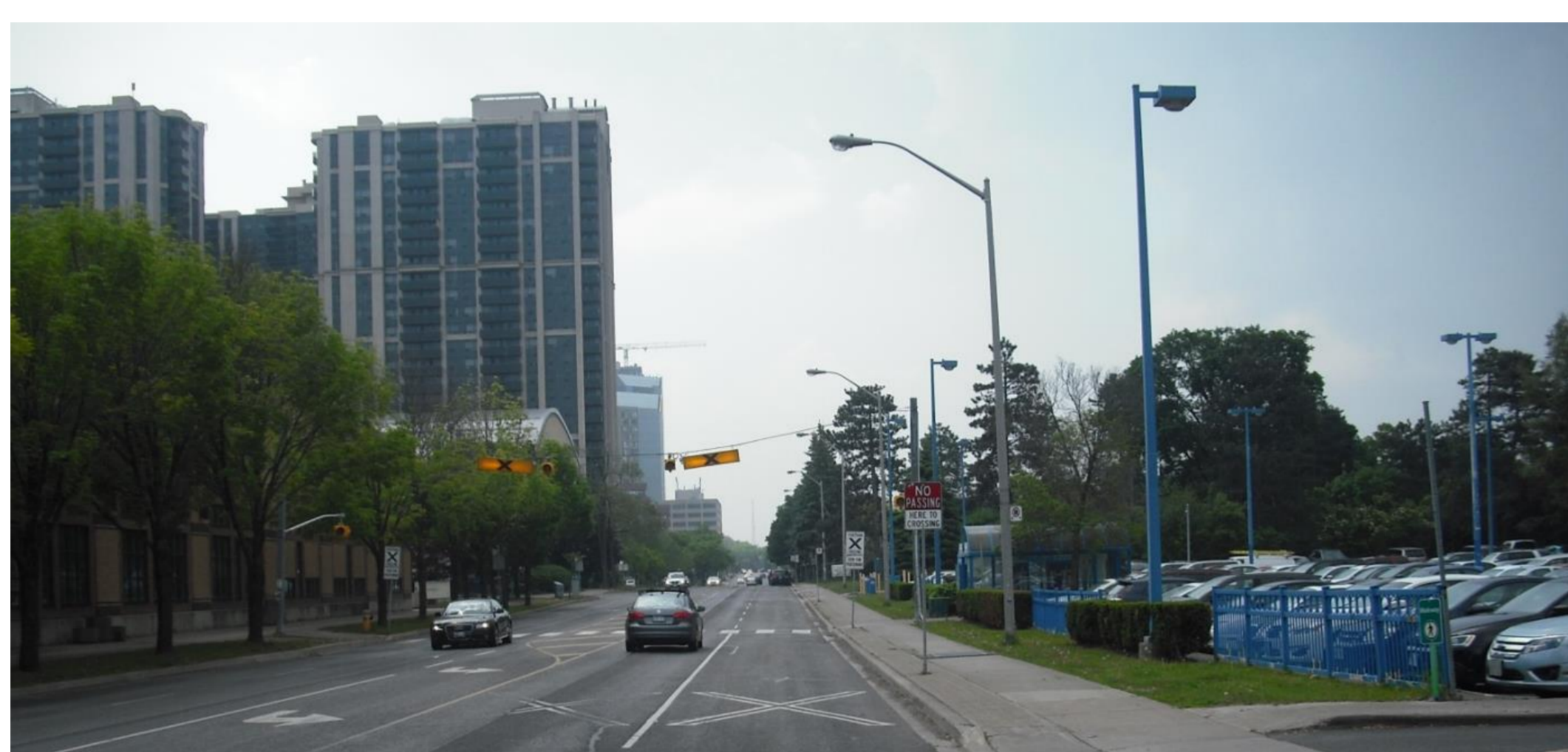
Option 4A



In May 2017, the Public Works and Infrastructure Committee directed staff to complete a second stage of study that reviews the possibility of installing cycling facilities on Beecroft Road and/or Doris Avenue while maintaining traffic capacity on Yonge Street. Stage 2 also includes conducting additional stakeholder consultation with the public, businesses and property owners.

# RECAP: PROBLEM AND OPPORTUNITY STATEMENT

**North York Centre** is one of five key centres in the City focused on transit-based employment and residential growth. This area is envisioned to be a **vibrant urban environment** that balances the transportation needs of all users, and promotes walking and cycling. To support growth, a street network was created, keeping Yonge Street as a central civic street supported by two parallel streets – **Beecroft Road and Doris Avenue**.



Existing conditions on Beecroft Road near Park Home Avenue, looking south.



Existing conditions on Doris Avenue near Elmwood Avenue, looking north.



Existing conditions on Yonge Street near Kempford Boulevard, looking south.

**Yonge Street requires reconstruction to address deficiencies and maintain a state of good repair.**

**Today** the study focus area is faced with **challenges** from inconsistent features such as sidewalks, pedestrian crossings and medians, lack of dedicated cycling facilities and concerns over traffic movement.

**The City of Toronto want to create an attractive and consistent streetscape** with design appropriate to the civic goals of North York Centre that will serve people of all ages as they **travel** in and around the area for work, school and leisure, and that will also support **economic activity**. Yonge Street, Beecroft Road and Doris Avenue each offer varying opportunities to enhance mobility and safety for all users - cyclists, pedestrians, transit riders and drivers.

# WHAT WE HAVE HEARD SO FAR

Two alternatives are being assessed:

- **“Transform Yonge”**, which involves reducing Yonge Street from 6 lanes to 4 lanes from Sheppard Avenue to Finch Avenue, widening sidewalks, enhancing the landscaped median, introducing cycle tracks, & integrating public spaces.
- **“Enhance Yonge & Transform Beecroft”**, which includes adding cycle tracks on Beecroft Road and reconstructing Yonge Street with 6 lanes and some improvements to the sidewalks and road safety.

Consultation activities have included 4 Public Drop-In Events, 2 design charrettes, stakeholder meetings, mail out of over 264,000 flyers to area residents and businesses, and door-to-door outreach with all area businesses.



## Issues you have told us about

Issue	Concerns you have raised
Traffic	<ul style="list-style-type: none"> <li>• High volumes of traffic</li> <li>• Impact of additional development</li> <li>• Yonge St acts as a thoroughfare, not a destination</li> <li>• Heavy traffic south of Sheppard to and from Hwy 401</li> </ul>
Parking	<ul style="list-style-type: none"> <li>• Loss of on-street parking on Yonge Street</li> </ul>
Business effects	<ul style="list-style-type: none"> <li>• Reduction in auto and delivery access with Transform Yonge</li> </ul>
Pedestrian access	<ul style="list-style-type: none"> <li>• Crossing Yonge Street is unsafe</li> <li>• Sidewalk capacity is insufficient</li> <li>• Poor level of pedestrian comfort (wind, heat)</li> </ul>
Cycling	<ul style="list-style-type: none"> <li>• Lack of dedicated lanes is unsafe</li> <li>• Poor access to destinations</li> <li>• Connections on the north and south</li> </ul>

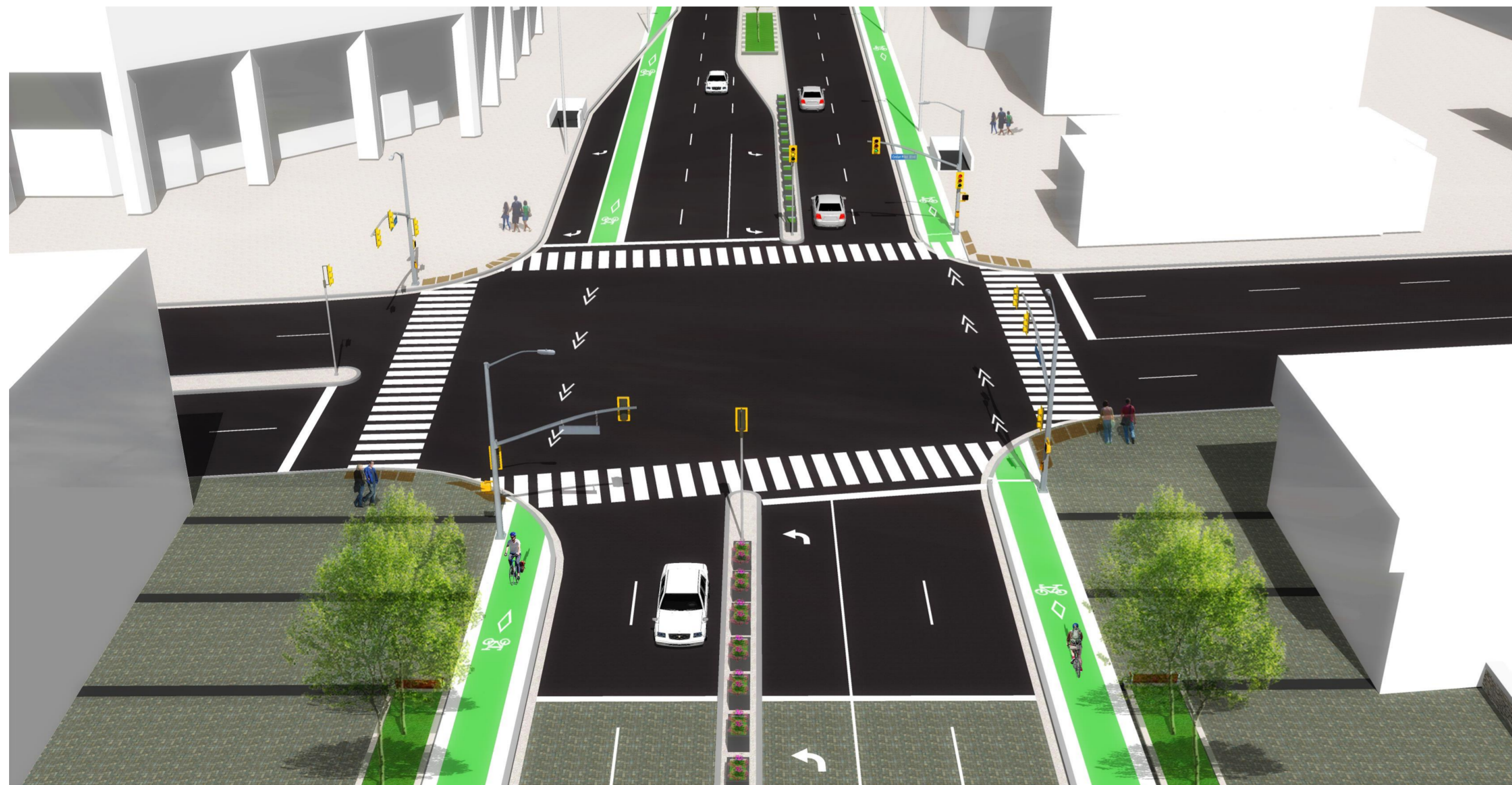
# ALTERNATIVES WE ARE CONSIDERING

## TRANSFORM YONGE (STAGE 1)

### Yonge Street:

- Reconstruct with 6 traffic lanes from Florence/Avondale Ave to Sheppard Ave. and 4 traffic lanes from Sheppard Ave to Hendon Ave/Bishop Ave
- Cycle tracks on both sides of the street
- Wider sidewalks
- New landscaped median
- New street trees, plantings, street furniture and public art
- Replacement of off-peak parking north of Sheppard Ave with full-time parking on east-west streets, Beecroft Road and Doris Avenue

### Yonge and Finch Intersection



**Beecroft Road:** no physical changes; addition of off-peak parking

## ENHANCE YONGE & TRANSFORM BEECROFT (STAGE 2)

### Yonge Street

- Reconstruct with 6 traffic lanes from Florence/Avondale Ave to Hendon /Bishop Ave
- No cycle tracks
- Wider sidewalks where feasible
- New landscaped median
- Moderate streetscape improvements
- Off-peak parking maintained



### Beecroft Road

- Reconstruct with 4 lanes
- Cycle tracks on both sides of the street
- Wider sidewalks
- New street trees, plantings, street furniture

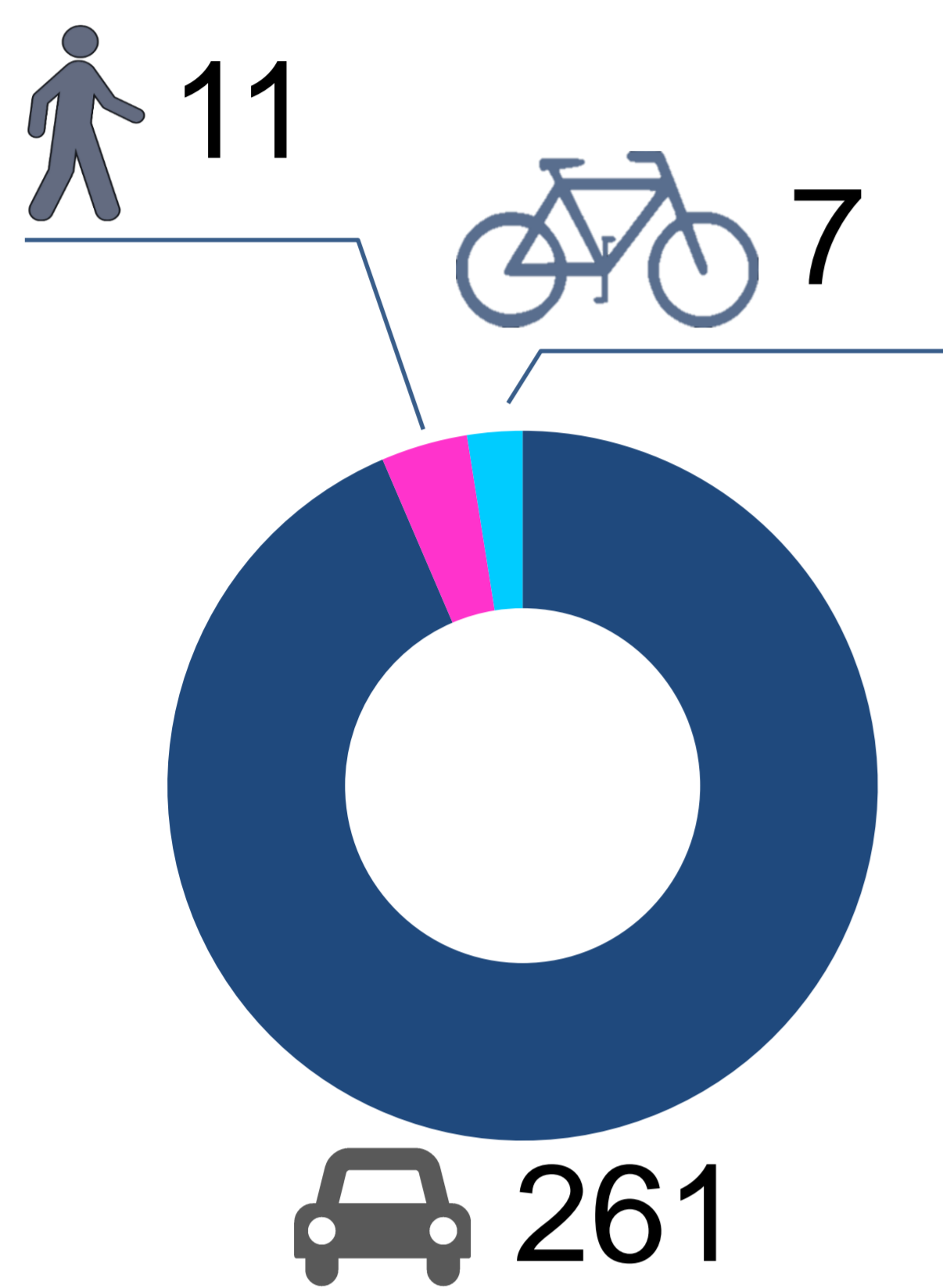


# SAFETY ASSESSMENT

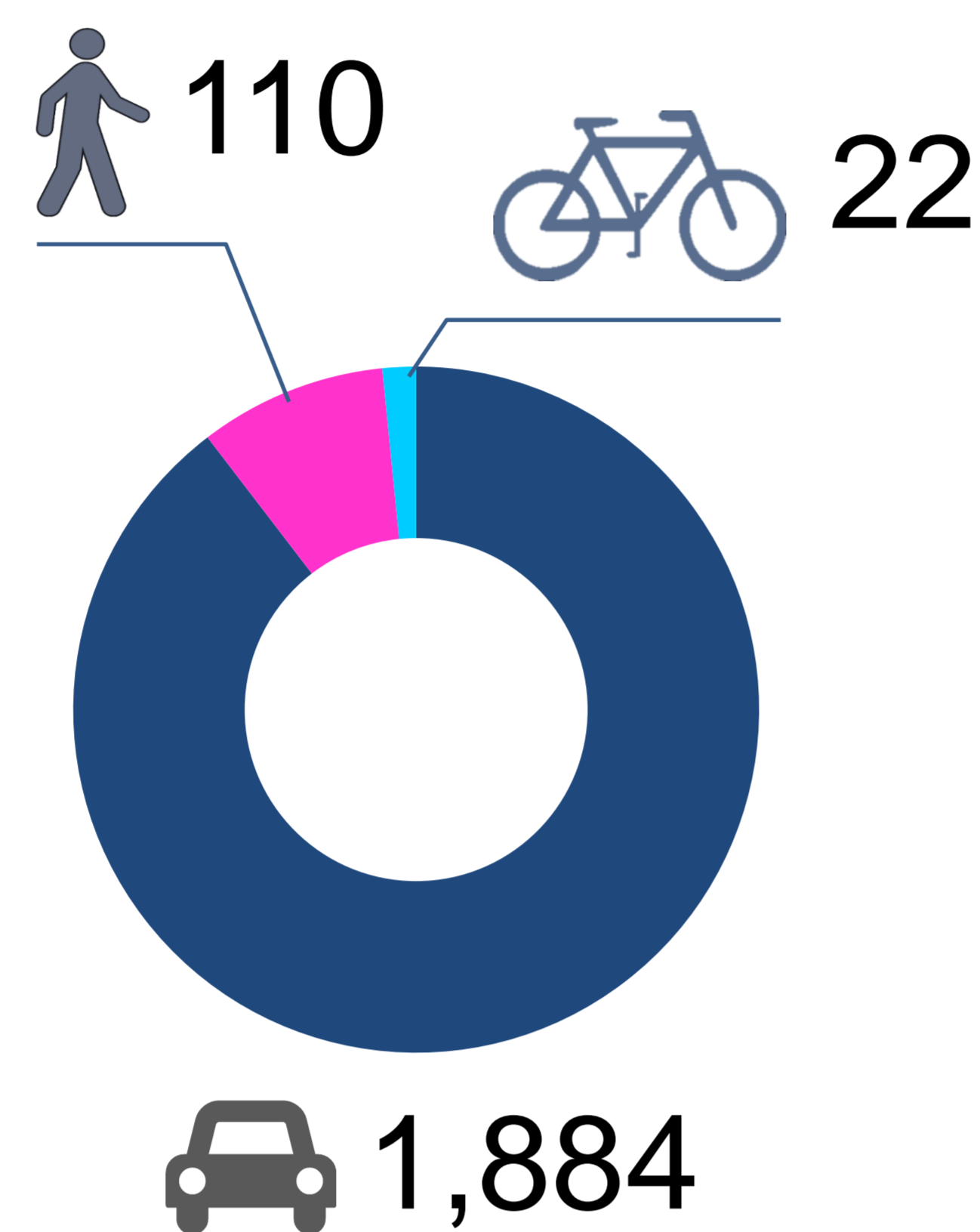
Yonge Street has been identified as a priority corridor for safety improvements under the Vision Zero Road Safety Plan. Measures are provided under both alternatives to improve safety.

## Who is involved in collisions now?

### BEECROFT RD



### YONGE ST



## How many serious collisions?

Type	Number
Injury	62
Fatality	0
<b>Total</b>	<b>62</b>

Type	Number
Injury	598
Fatality	1
<b>Total</b>	<b>599</b>

24-hr traffic\*: 17,929

24-hr traffic\*: 55,383

\* measured at Sheppard Avenue

## What are the primary collision types on Yonge Street?

### AT INTERSECTIONS

**38%** Rear-end

**14%** Side-Swipe

### MIDBLOCK

**40%** Rear-end

**35%** Side-Swipe

While a number of factors contribute to rear-end collisions, side-swipe collisions are typically due to lane changes and can be mitigated by:

- Adding a median if possible
- Reducing the number of lanes and narrowing lanes to control speed and erratic movements

## Measures proposed to enhance safety

### STREET USERS

#### Pedestrians

### TRANSFORM YONGE

High pedestrian volumes made safer by narrower side street crossings, extended median, 2 new signalized crossings, wider sidewalks and shorter east/west crossings

#### Cyclists

Cycle tracks on Yonge St; bike parking to be provided on Yonge St

#### Drivers

Extended median and 2 new signalized intersections

### ENHANCE YONGE & TRANSFORM BEECROFT

No new measures on Beecroft Rd

On Yonge St, narrower side street crossings, extended median and 2 new signalized crossings; some sidewalk widenings

Cycle tracks on Beecroft Rd; bike parking to be provided on Yonge St

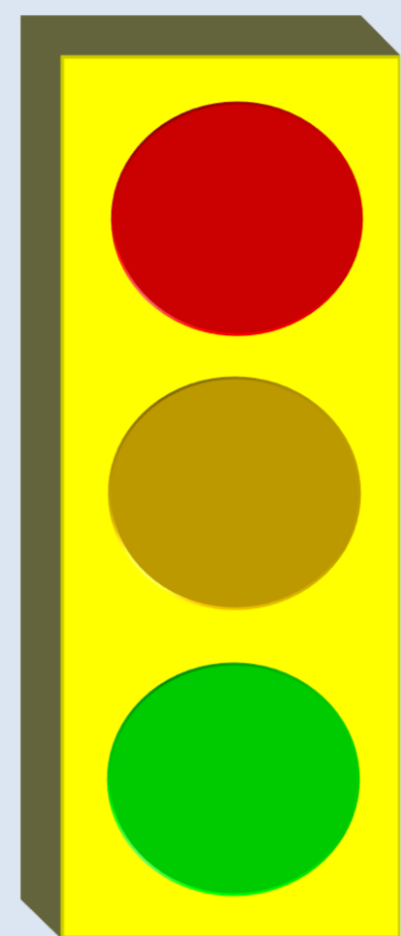
No changes on Beecroft Rd. On Yonge St, extended median and 2 new signalized intersections

# TRAFFIC OPERATIONS STRATEGY

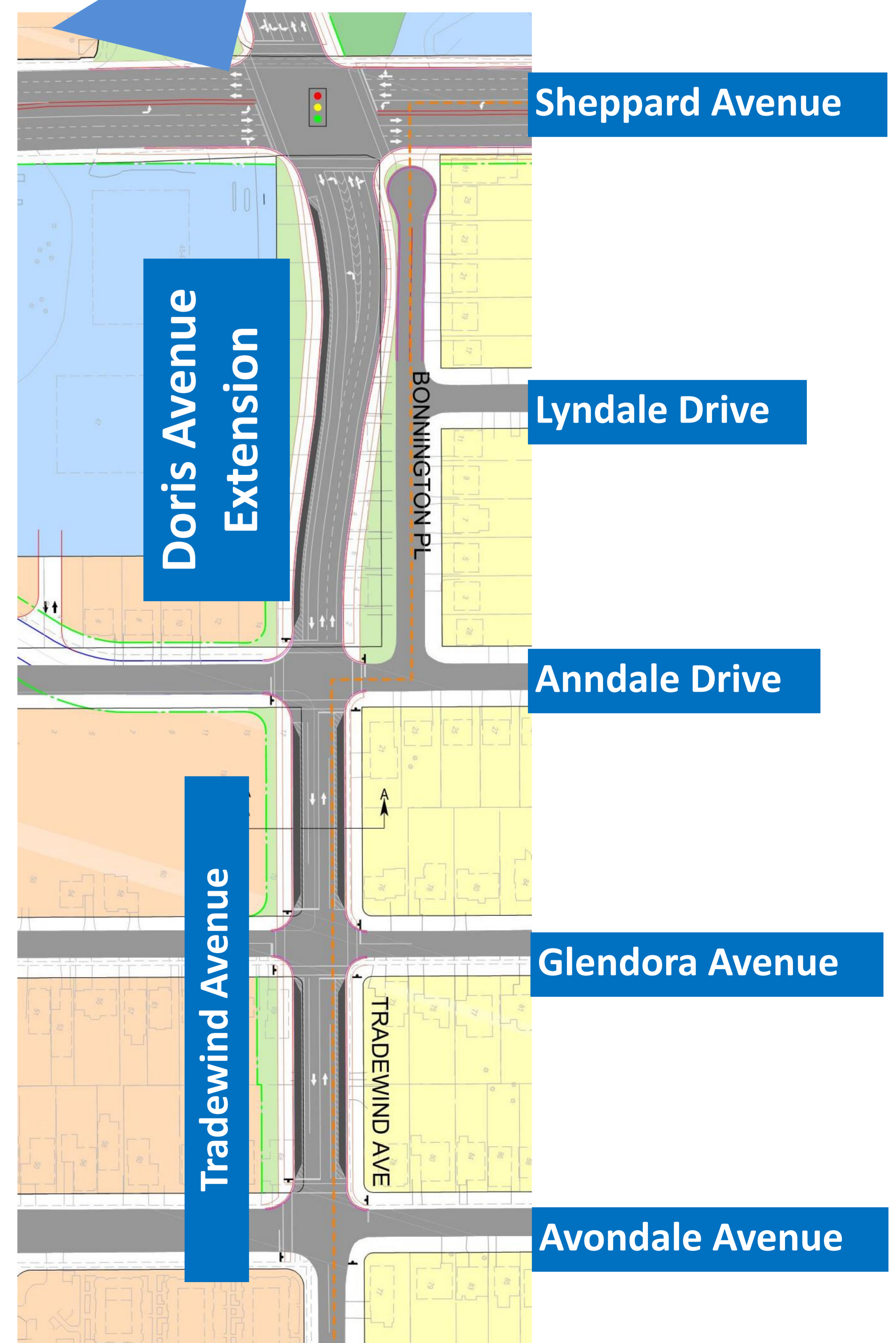
It is essential to implement a traffic operations strategy that keeps traffic moving, while also supporting the safety of all users – no matter which alternative is chosen.

## Traffic Signals

- Improvements to traffic signal coordination to maximize traffic throughput at intersections
- Transit Signal Priority on Finch Avenue and Sheppard Avenue will ensure reliability of TTC buses
- Prohibition of northbound and southbound left turns from Yonge Street onto Sheppard Avenue allows green time to be reallocated to other movements, speeding up through traffic
- Upgrades to signals equipment, to support further advances in traffic progression
- On Doris Avenue and Beecroft Road, adjustments to the periods when parking is permitted on-street, to allow more traffic to pass through



Connecting Doris Avenue to Tradewind Avenue will assist in diverting traffic from Yonge Street. This is proposed to be completed following the Yonge Street reconstruction.



## Consolidate GO Transit Bus Stops

GO bus stops can be consolidated to reduce interference with traffic movement. The stops at Elmhurst, Elmwood, Norton, and Finch can be removed. Stops will remain at Florence, Sheppard, Upper Madison (SB), Park Home and Kempford. TTC bus stops will remain.



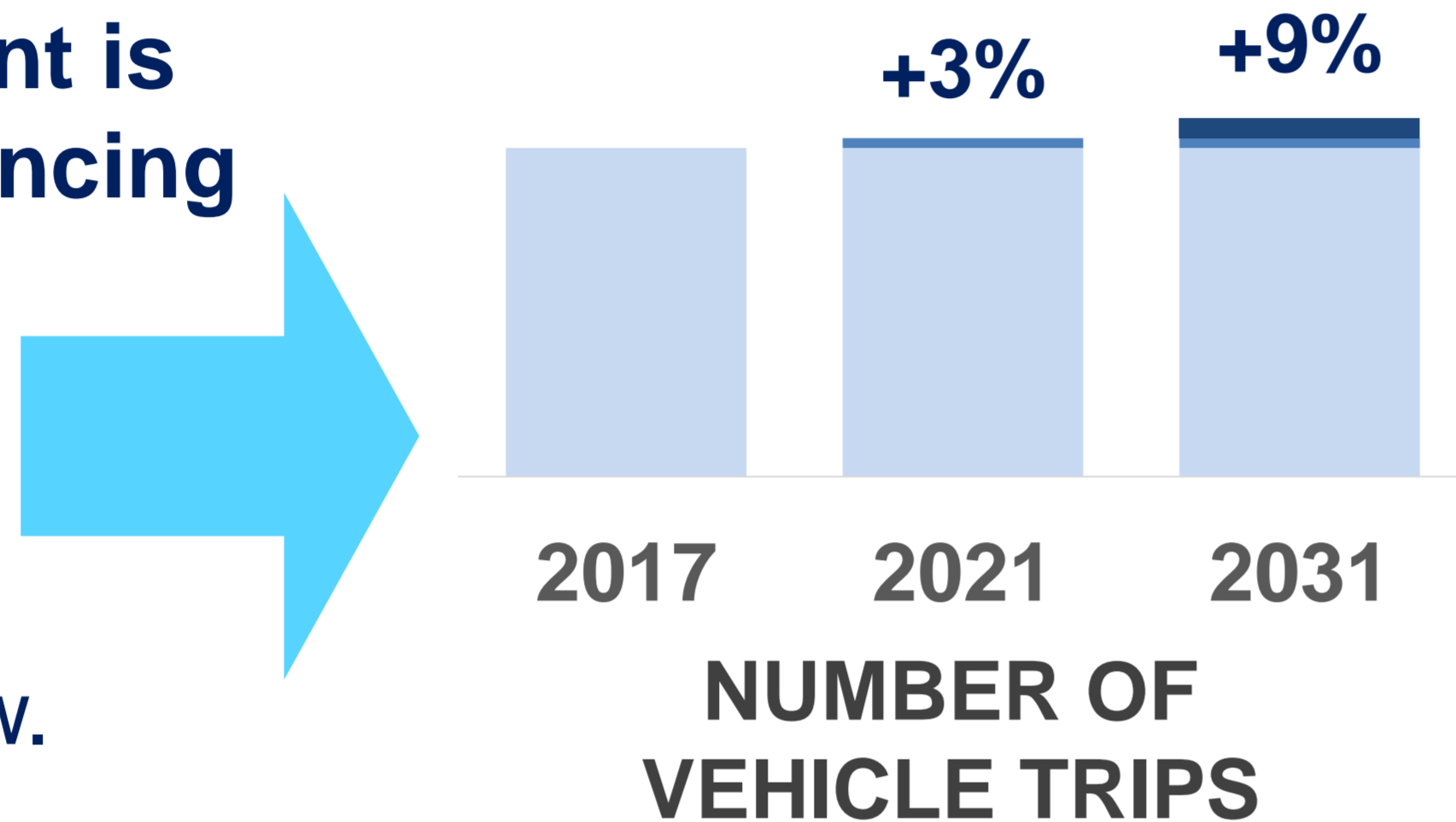


# TRAFFIC ASSESSMENT

Traffic is a key concern, because of the recent growth in traffic. Detailed modelling of traffic conditions at horizons 2021 and 2031 shows that only minimal changes to network performance are expected with either alternative.

Planned development is the key factor influencing traffic conditions in this area.

Traffic is expected to grow as population and employment grow.



Changes in speed and travel time are minimal for both alternatives

Performance Measure	Year	TRANSFORM YONGE			ENHANCE YONGE & TRANSFORM BEECROFT		
		Beecroft	Yonge	Doris	Beecroft	Yonge	Doris
Change in Travel Time * (Finch → Sheppard) (minutes)	2021	+1	+1	+1	+1	+1	+1
	2031	+1	+2	+1	+1	+1.5	+1
Change in Average Speed in North York Centre * (km/h)	2021		-1			-1	
	2031		-2			-1	

Why do the alternatives perform in a similar way?

- Much of the traffic delay occurs south of Sheppard Avenue. The number of traffic lanes is the same for both alternatives south of Sheppard, so conditions do not change in that section
- There is unused capacity on parallel arterial and collector streets. Some traffic will divert to Bathurst, Bayview or further away, balancing performance across the network
- Under Transform Yonge, some GO bus stops would be consolidated, eliminating some friction

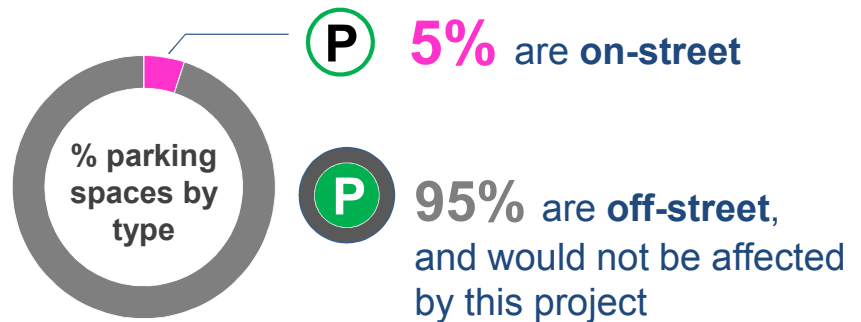
\* AM peak period results are shown. Impacts for AM peak are more significant than PM peak.

# PARKING ASSESSMENT

The changes in parking supply have been identified. New on-street spaces can be added to provide the needed capacity for Transform Yonge.

## 14,000+

On- and off-street parking spaces are available throughout North York Centre.



## TRANSFORM YONGE


- Off-peak parking on Yonge St would be replaced by full-time parking on side streets and off-peak parking on Beecroft Rd and Doris Ave.
- Off-peak parking (715 spaces) would be removed and replaced by full-time parking on side streets (790 spaces).
- Doris Avenue and Beecroft Road could accommodate an additional 175 off-peak spaces

## ENHANCE YONGE & TRANSFORM BEECROFT

No loss of parking on Yonge Street. Additional full-time parking could be provided on side streets, and off-peak parking on Doris Avenue and/or Beecroft Road.

# SUPPORTING WALKING

It takes space and a well-designed streetscape to support pedestrians on Yonge Street and throughout North York Centre. More space is available with Transform Yonge to accommodate pedestrians. Both alternatives include some measures that improve crossing safety.

Performance Measure	WHERE?	EXISTING		TRANSFORM YONGE		ENHANCE YONGE & TRANSFORM BEECROFT	
		YONGE ST WEST SIDE	YONGE ST EAST SIDE	YONGE ST WEST SIDE	YONGE ST EAST SIDE	YONGE ST WEST SIDE	YONGE ST EAST SIDE
 Pedestrian Clearway (Sidewalk Width)	Finch TTC Stn.	2.5 m	1.5 m	2.6 m	3.6 m	2.0 m*	2.0 m*
	Mel Lastman Sq.	2.7 m	1.9 m	3.7 m	5.8 m	2.5 m	4.6 m
	Elmhurst Ave.	2.4 m	1.5 m	3.9 m	2.6 m	2.7 m	1.6 m*
	Sheppard TTC Stn.	1.6 m	1.5 m	3.9 m	2.6 m	2.8 m	1.5 m*

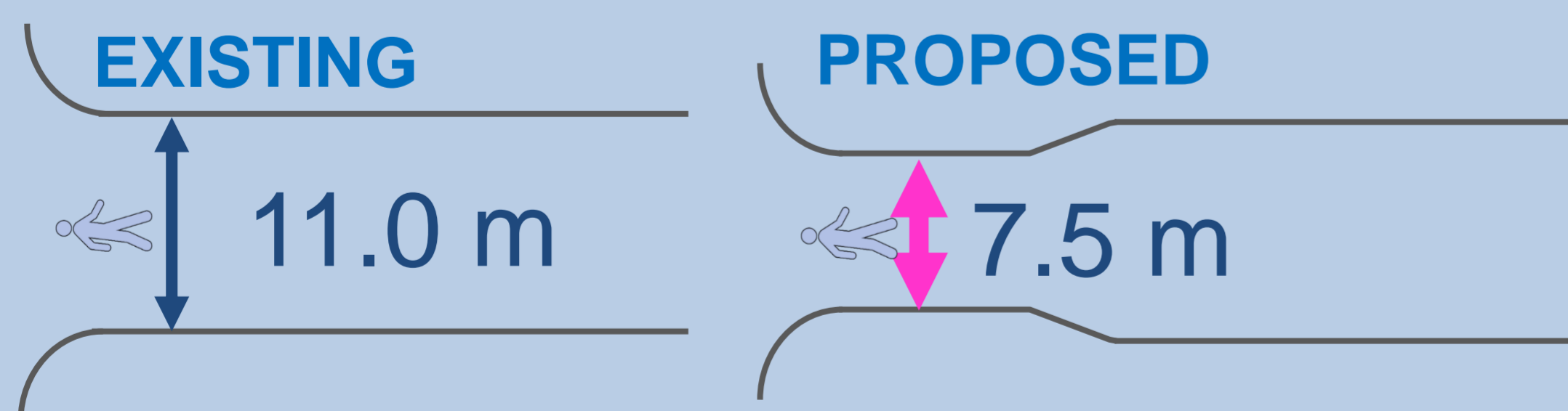
\* Below target of 2.5 m sidewalk width

## Crosswalks

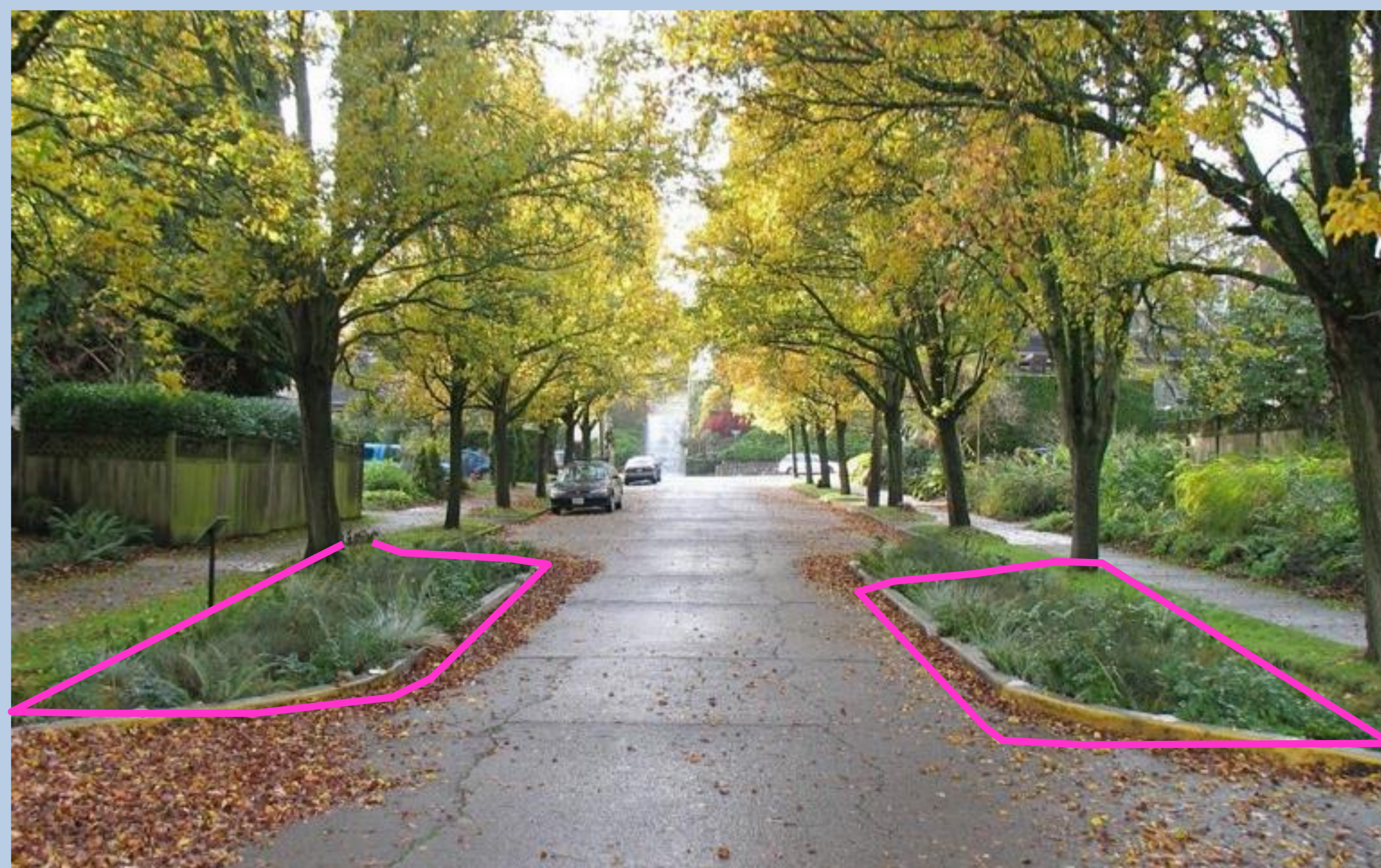
Additional pedestrian crosswalks with full signalization are proposed at **Horsham** and **Ellerslie Avenues** for both alternatives.

## North-South Crossings

**Curb extensions** are proposed at minor side streets for both alternatives.



The curb extensions will reduce crossing distance for pedestrians, resulting in safer conditions, and will provide space for parking.

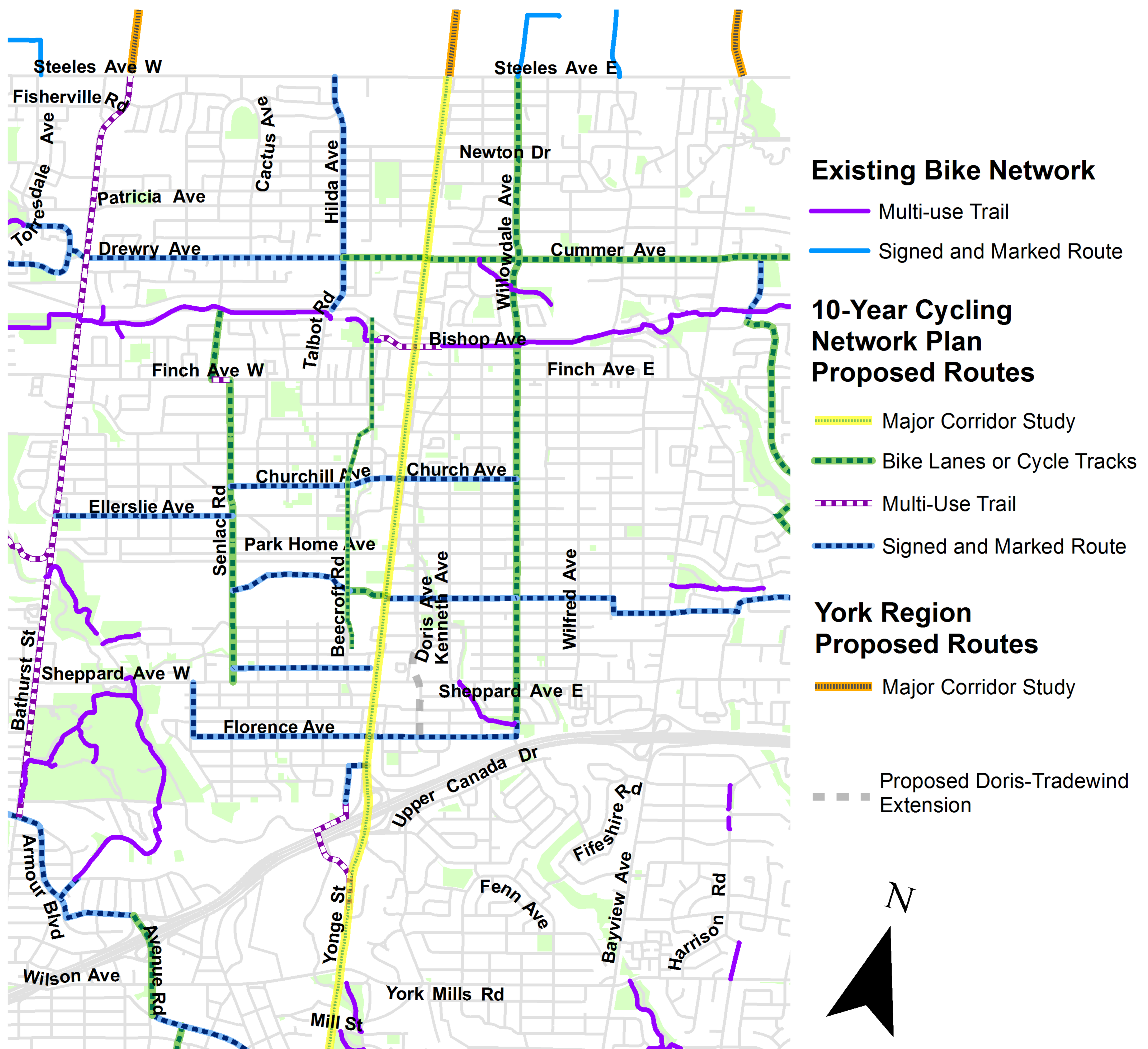


# SUPPORTING CYCLING

The City's Public Works and Infrastructure Committee asked us to assess options on Beecroft Road instead of on Yonge Street.



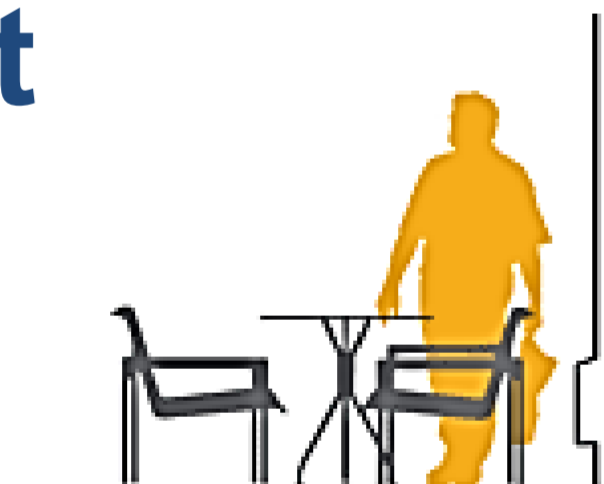

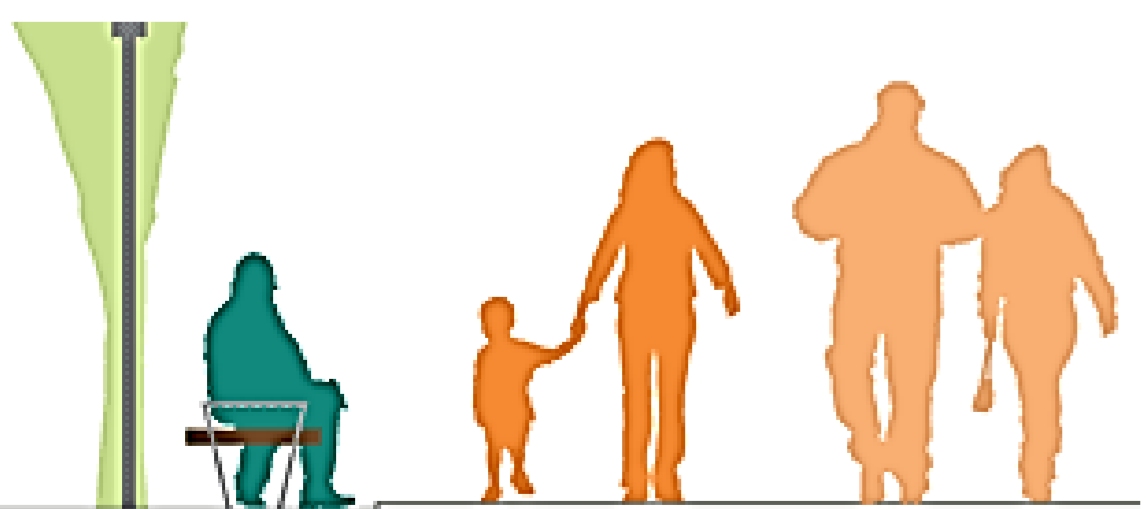
Creating a north/south link is consistent with the goals of the approved **10-Year Cycling Network Plan**: improving connectivity, increasing the number of bike route options, and improving safety for cyclists. Yonge Street is designated as a major corridor study area in the 10-Year Cycling Network Plan.

York Region is planning to reconstruct Yonge St to 4 lanes + cycle tracks north of Steeles Ave after the subway is extended to Richmond Hill.



# BUSINESS ASSESSMENT

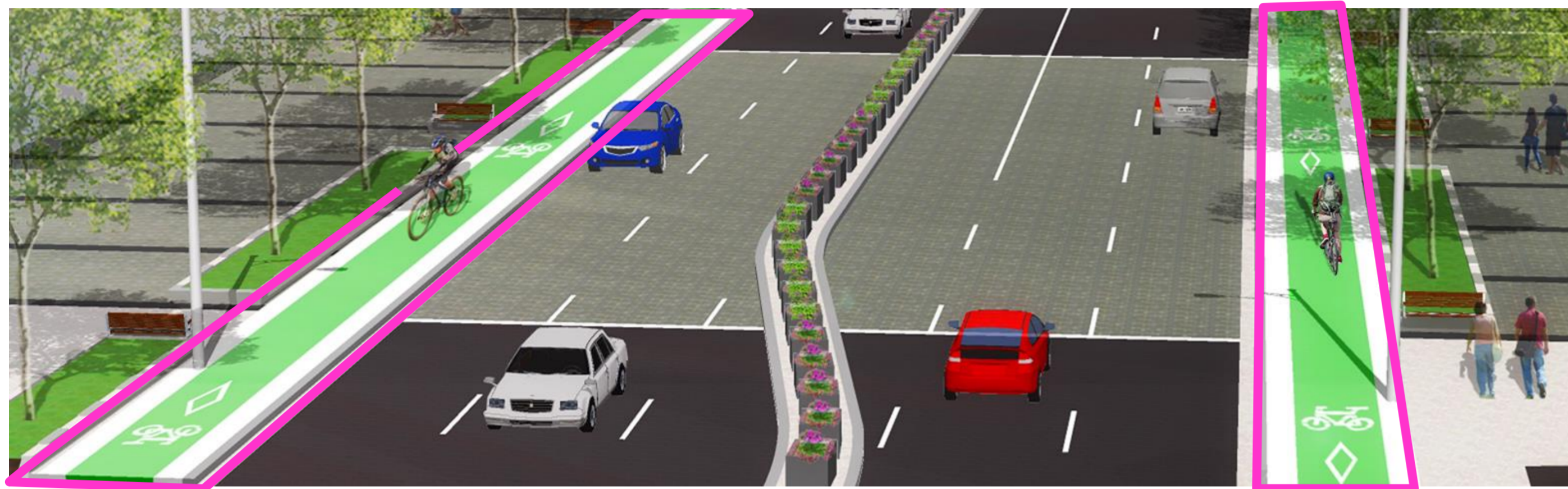
Transform Yonge is expected to have a positive impact for business access for pedestrians and cyclists, and create a more active, customer-oriented Yonge Street.

Performance Measure	TRANSFORM YONGE	ENHANCE YONGE & TRANSFORM BEECROFT
<b>On-street Parking</b> 	Parking spaces on Yonge Street would be removed. Parking can be added on Doris Avenue, Beecroft Road and side streets	No changes to parking on Yonge Street. Parking can be added on Doris Avenue, Beecroft Road and side streets.
<b>Access for Deliveries</b> 	Loading would not be available on Yonge Street. Rear laneways are available behind most businesses along Yonge Street – fewer than 10 % do not have laneway access.  The City requires future redevelopment to accommodate loading activity off the street.	Rear laneways are available behind most businesses along Yonge Street – fewer than 10 % do not have laneway access.  The City requires future redevelopment to accommodate loading activity off the street.
<b>Restaurant Patios</b> 	Wider sidewalks create multiple opportunities that enhance vibrancy & attract more customers.	No additional space for patios.
<b>Pedestrian Access to Yonge Street Businesses</b> 	An additional 1 m would be added to each boulevard, resulting in wider sidewalks and increased pedestrian capacity.	Average increase in sidewalk width of 0.7m.  Reconstruction would improve pavement quality and consistency
<b>Supporting Street Activity</b> 	Mel Lastman Square – food trucks could be accommodated on boulevard	Mel Lastman Square – food trucks would have to park in the curb lane

# CREATING A VIBRANT URBAN ENVIRONMENT

## TRANSFORM YONGE

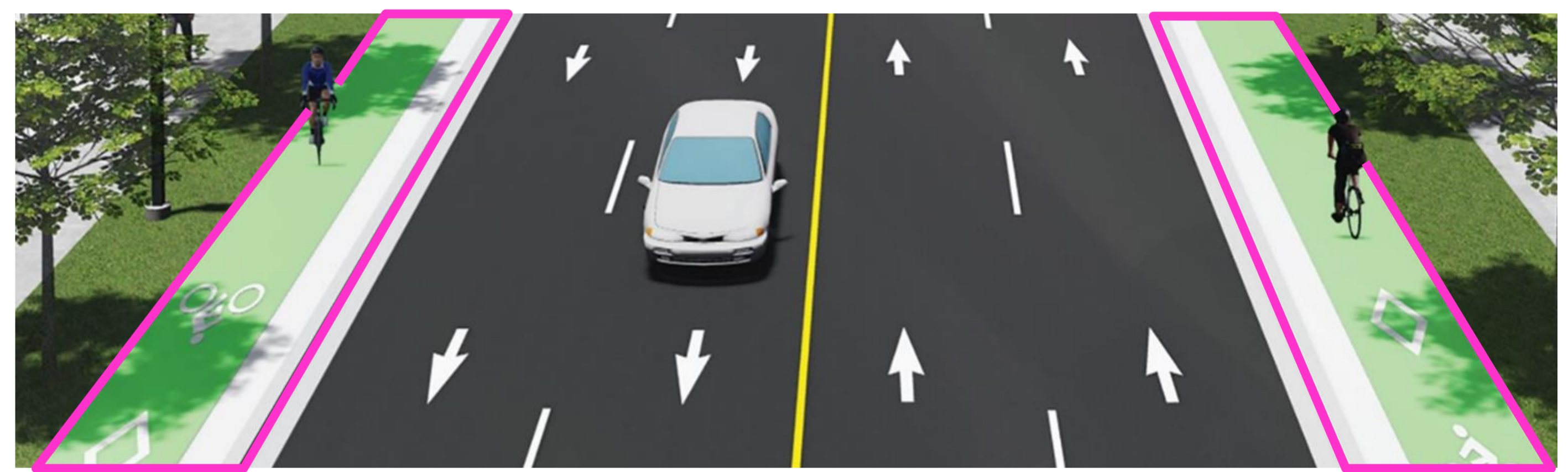
- Cycle tracks on Yonge Street



- More opportunities to add street trees and greening to Yonge Street
- Integration with public spaces along Yonge Street
- Widened sidewalks

## ENHANCE YONGE & TRANSFORM BEECROFT

- Cycle tracks on Beecroft Road



- More consistent streetscape on Yonge Street, but with less space for public realm improvements
- Little potential for integration of important public spaces with Yonge Street
- Some sidewalk widening on Beecroft Road and Yonge Street, where possible

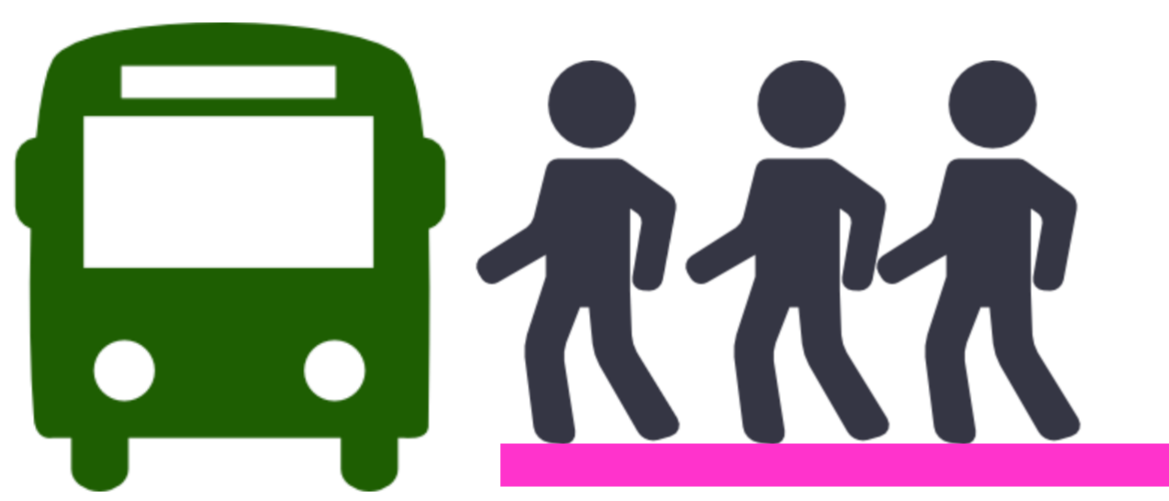
# SUPPORTING MOBILITY FOR ALL USERS

## TRANSFORM YONGE



- A multimodal Yonge Street, accommodating cyclists and pedestrians close to their destinations, including the subway

- More sidewalk space will better serve people accessing TTC and GO buses.



- Traffic operations are manageable

## ENHANCE YONGE & TRANSFORM BEECROFT

- Cycle tracks on Beecroft Road but minimal expansion of sidewalk space on Yonge Street and Beecroft Road

- No additional space for bus users on the sidewalk.



- Maintains adequate traffic operations.

# CREATING AN ATTRACTIVE AND CONSISTENT STREETScape



## TRANSFORM YONGE



- Attractive pedestrian promenade with more street trees on Yonge Street.
- Opportunities for improving the streetscape on Yonge Street.





## ENHANCE YONGE TRANSFORM BEECROFT

- Reconstruction of streetscape on Yonge Street
- Minimal improvements to the streetscape on Beecroft Road.
- Removal of 173 trees on Beecroft Road, impacting the pedestrian environment. Replacement trees may not be in the same locations.



# COSTS AND CONSTRUCTION IMPACTS

	TRANSFORM YONGE	ENHANCE YONGE & TRANSFORM BEECROFT
<p><b>Costs</b></p> 	<ul style="list-style-type: none"> <li>• Reconstruction of one street – Yonge Street.</li> <li>• Yonge Street requires reconstruction now, so this is a logical time to enhance it.</li> <li>• The preliminary cost estimate is \$ 51 million.</li> </ul>	<ul style="list-style-type: none"> <li>• Reconstruction of two streets – Yonge Street and Beecroft Road – so costs are higher.</li> <li>• Beecroft Road does not require reconstruction at this time.</li> <li>• The preliminary cost estimate is \$ 71 million (for both streets).</li> </ul>
<p><b>Construction impacts</b></p> 	<ul style="list-style-type: none"> <li>• Construction only on Yonge Street.</li> <li>• Fewer and shorter disruptions.</li> </ul>	<ul style="list-style-type: none"> <li>• Full reconstruction of Yonge and Beecroft. This will extend the construction period and restrict traffic capacity over a longer period.</li> </ul>

# EVALUATION OF ALTERNATIVES

Benefits strongly outweigh impacts

Benefits outweigh impacts

Balance of impacts and benefits



Criteria		TRANSFORM YONGE	ENHANCE YONGE & TRANSFORM BEECROFT	Comments
CITY BUILDING	Planning: Vision for the Community, Community Identity			<b>Transform Yonge</b> supports the City's vision for a unique identity for Yonge Street as North York's main street. Improving the pedestrian and cycling facilities can benefit retail businesses by encouraging more people to visit.
	Opportunities for Design Excellence			<b>Transform Yonge</b> is preferred – it will elevate the public realm experience for all users.  The pedestrian environment within the public right-of-way is, on average, 2.6 m wider than under Transform Beecroft & Enhance Yonge.
	Constructability and Utilities			<b>Transform Yonge</b> requires a shorter time period to construct, and has no physical private property impacts.  Less disruption to the local businesses and community.
	Cultural Heritage and Built Heritage Resources			<b>Transform Yonge</b> has no anticipated impacts on cultural or heritage resources.  <b>Enhance Yonge &amp; Transform Beecroft</b> will require additional archaeological assessments due to proximity to the York Cemetery.
	Capital Construction Cost			<b>Transform Yonge</b> requires reconstruction of only one street (Yonge). The preliminary cost estimate is \$51 million.  <b>Enhance Yonge &amp; Transform Beecroft</b> requires reconstruction of two streets (Yonge and Beecroft) so costs are higher. The preliminary cost estimate is \$71 million (for both streets).
	Operations and Maintenance Costs			<b>Transform Yonge</b> and <b>Enhance Yonge &amp; Transform Beecroft</b> are expected to have similar impacts on operating and maintenance costs.

# EVALUATION OF ALTERNATIVES

Benefits strongly outweigh impacts

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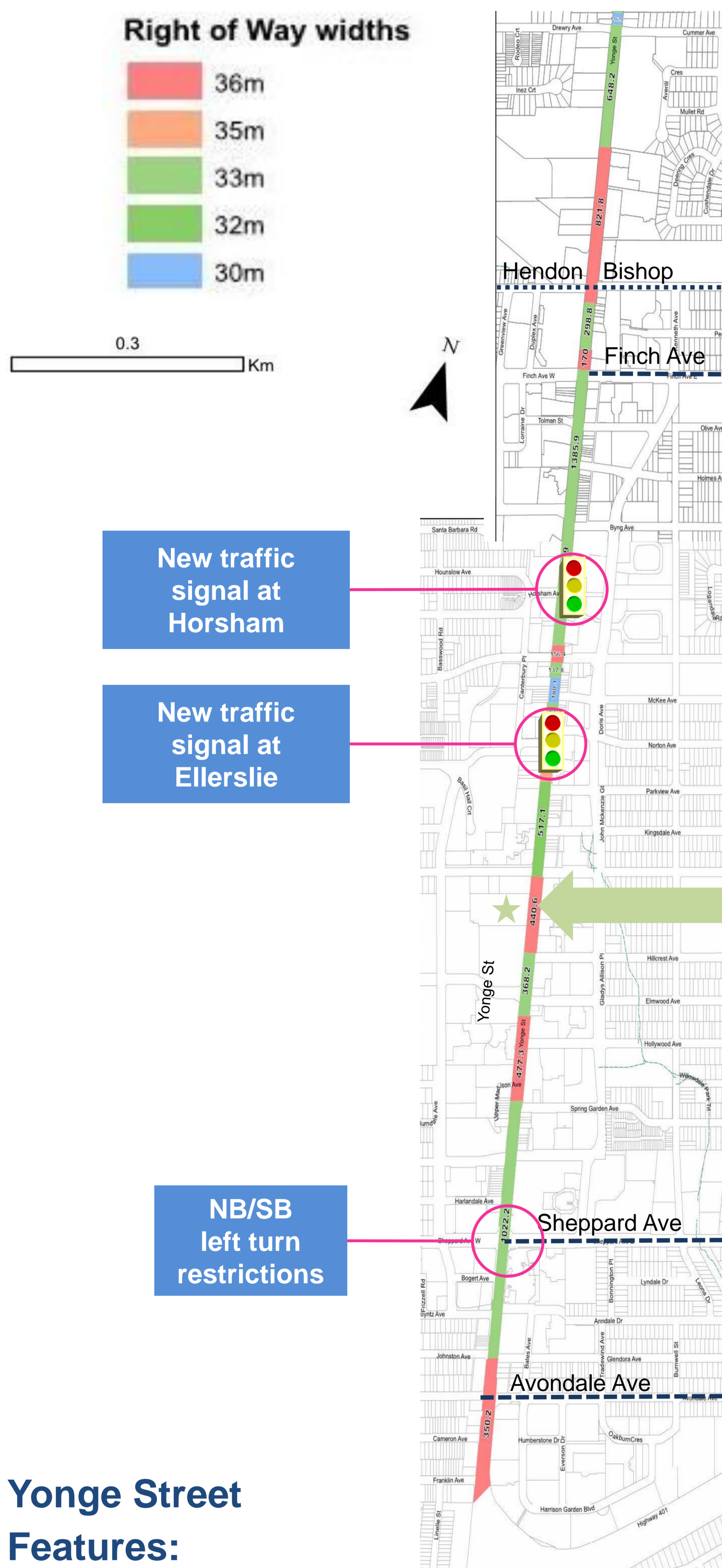
Balance of impacts and benefits



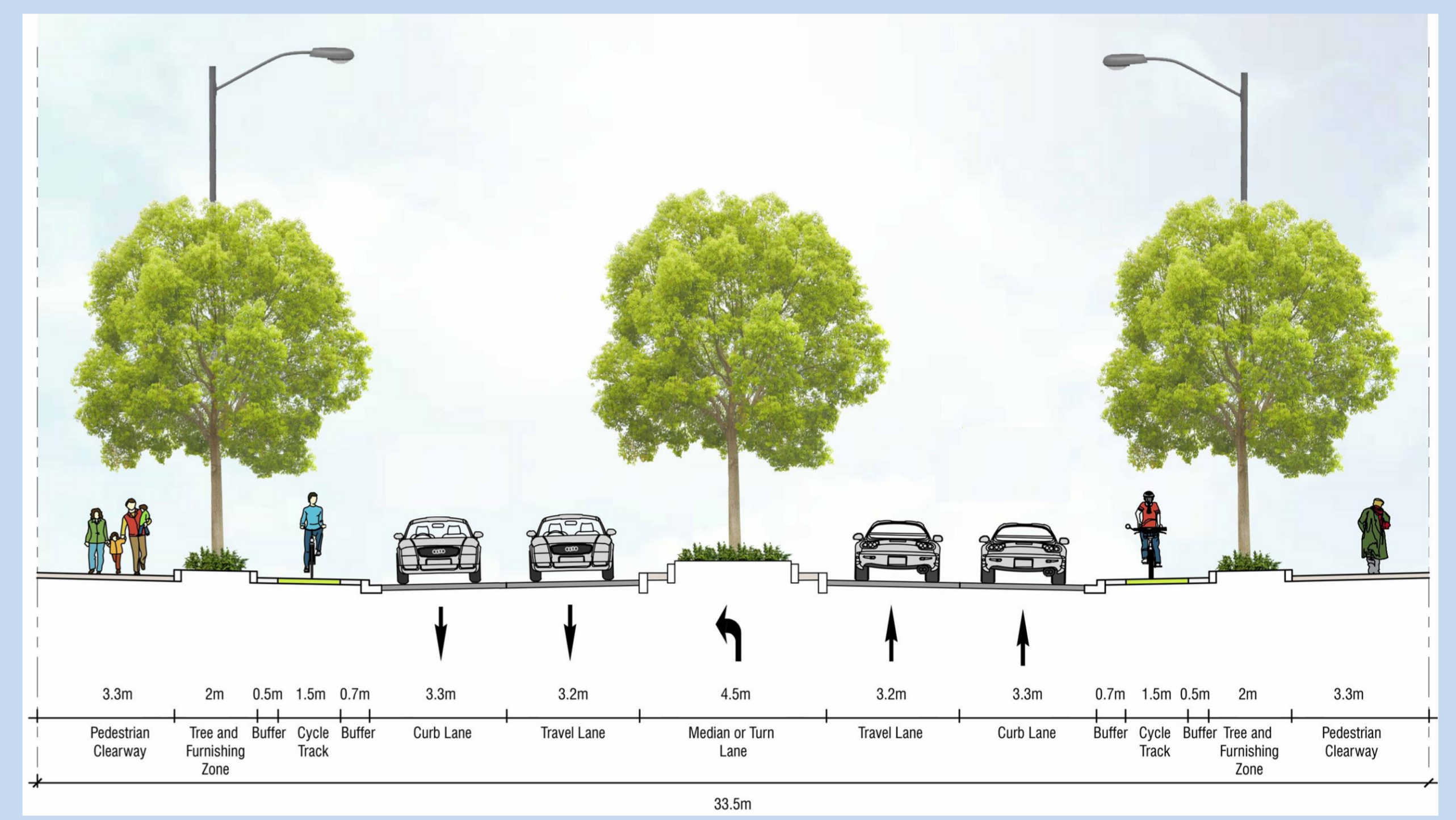
Criteria		TRANSFORM YONGE	ENHANCE YONGE & TRANSFORM BEECROFT	Comments
SUSTAINABILITY	Natural Environment			Both options are expected to provide a net increase of trees on Yonge Street. <b>Enhance Yonge &amp; Transform Beecroft</b> requires replacement of 173 trees on Beecroft Rd.
	Long-Term Resilience			<b>Transform Yonge</b> supports travel choices across many modes, and increased rates of cycling, walking, and transit use. Some design elements can be added in the future.
MOBILITY AND TRANSPORTATION OPTIONS	Mobility and Congestion Management			<b>Enhance Yonge &amp; Transform Beecroft</b> preserves capacity with expected performance similar to existing conditions and no anticipated impacts to surface transit and emergency services. <b>Transform Yonge</b> maintains acceptable traffic operations, and is expected to have a minimal impact on emergency services.
	Walking			<b>Transform Yonge</b> provides improved access for pedestrians through wider sidewalks supporting an active walking environment.
	Cycling			<b>Transform Yonge</b> provides bike facilities that directly align with major activity centres on Yonge Street. <b>Enhance Yonge &amp; Transform Beecroft</b> provides a safe, secure bike facility.
	Curbside Activity			<b>Transform Yonge</b> can incorporate mitigation measures such as off-street loading zones in future development and greater use of rear laneways for delivery. <b>Enhance Yonge &amp; Transform Beecroft</b> maintains existing curbside access along Yonge Street.
	Parking			<b>Enhance Yonge &amp; Transform Beecroft</b> maintains off-peak on-street parking (with proposed net-increase using side streets). Parking capacity on Beecroft Road could be maintained, but mitigation options will be explored in the detailed design phase.
OVERALL				<b>While both alternatives offer strengths, Transform Yonge is preferred. It takes advantage of a once-in-a-generation opportunity to make cycling and walking priority options for more people, and create a vibrant place in the heart of North York.</b>

# OVERALL PREFERRED ALTERNATIVE: TRANSFORM YONGE

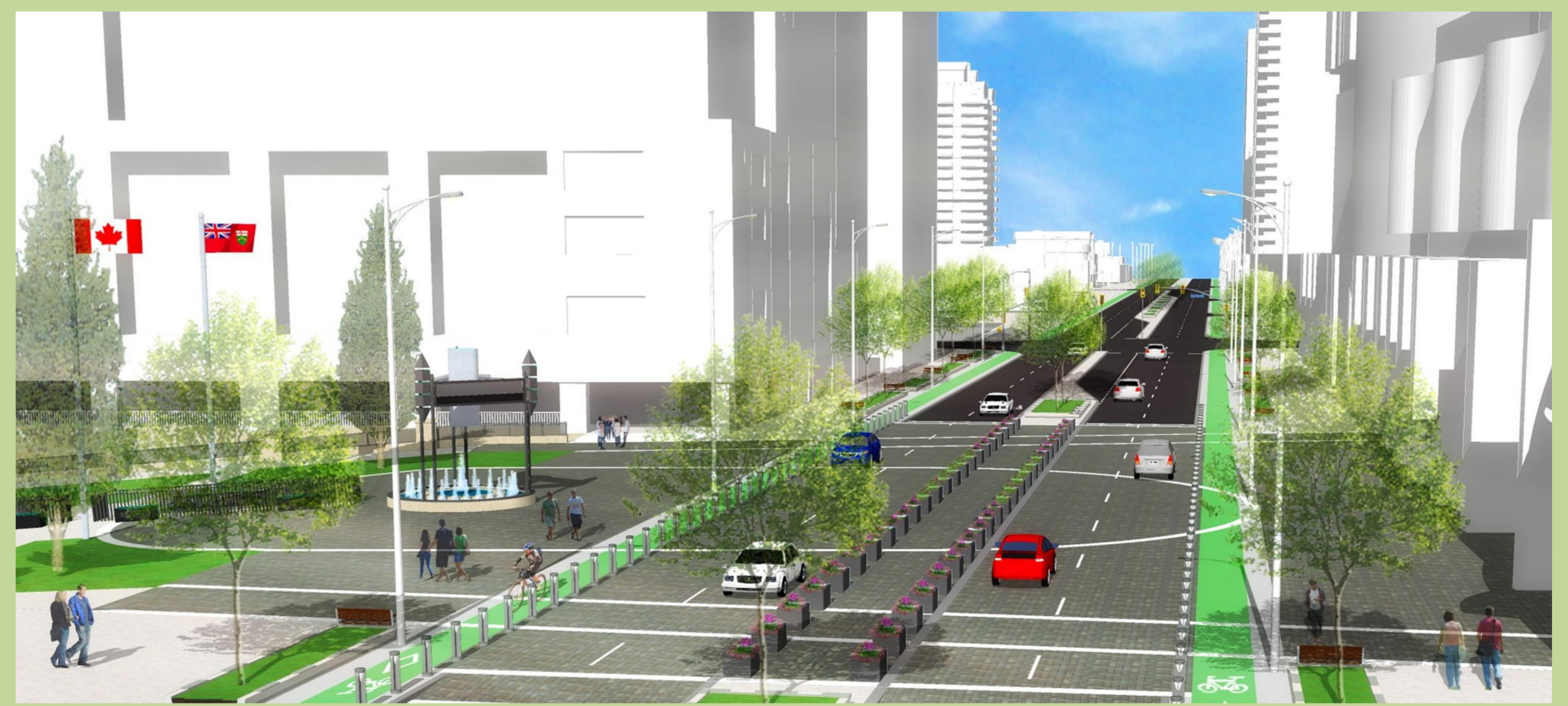
The preferred alternative is **Transform Yonge**, based on its positive effects for cyclists, pedestrians, city-building and sustainability. Transform Yonge takes advantage of a unique opportunity to make cycling and walking a priority, and create a vibrant place in North York. In addition to having greater benefits, this alternative also has the lowest cost.



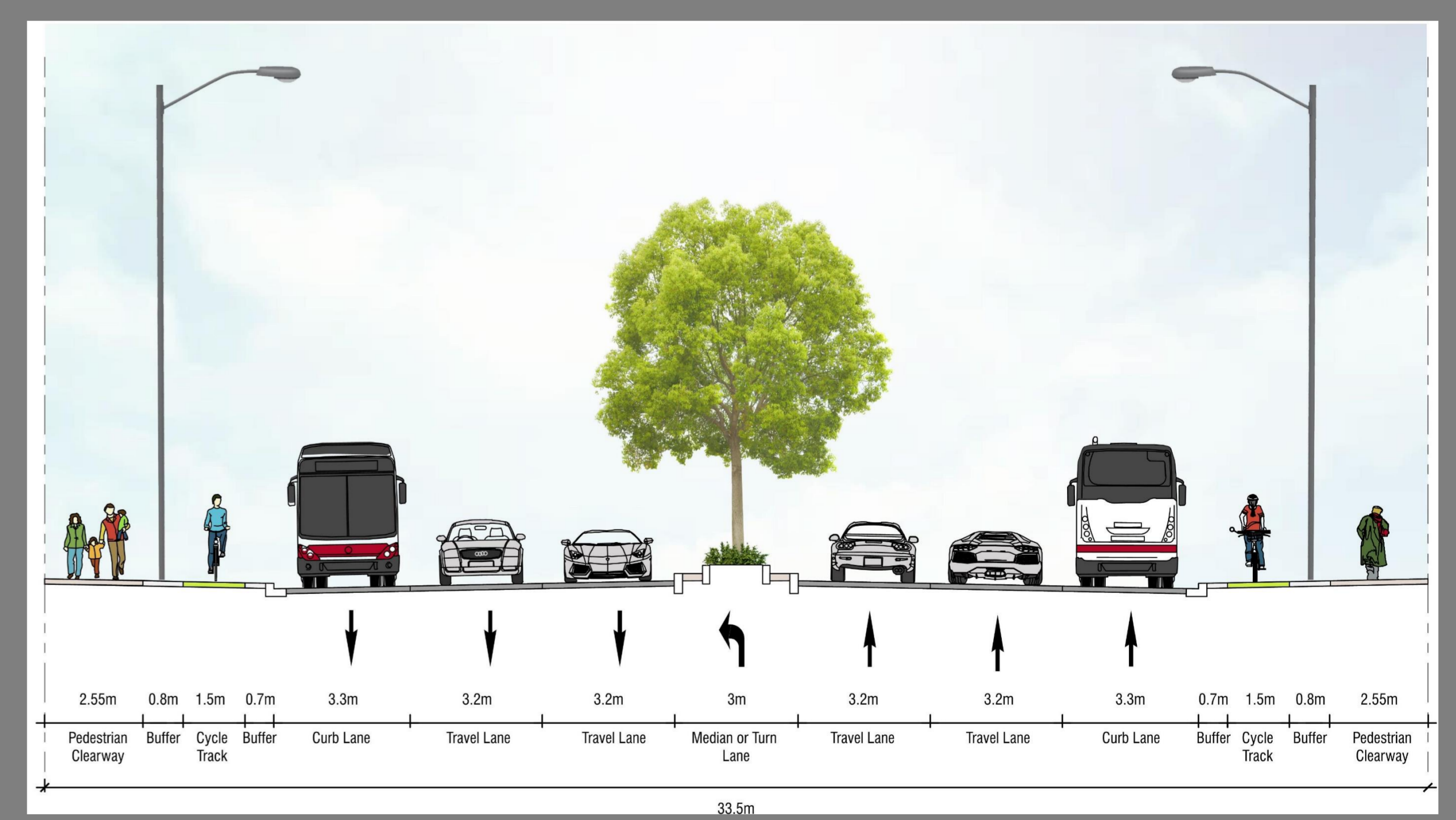
## North of Sheppard Avenue



## Mel Lastman Square



## South of Sheppard Avenue



### Yonge Street Features:

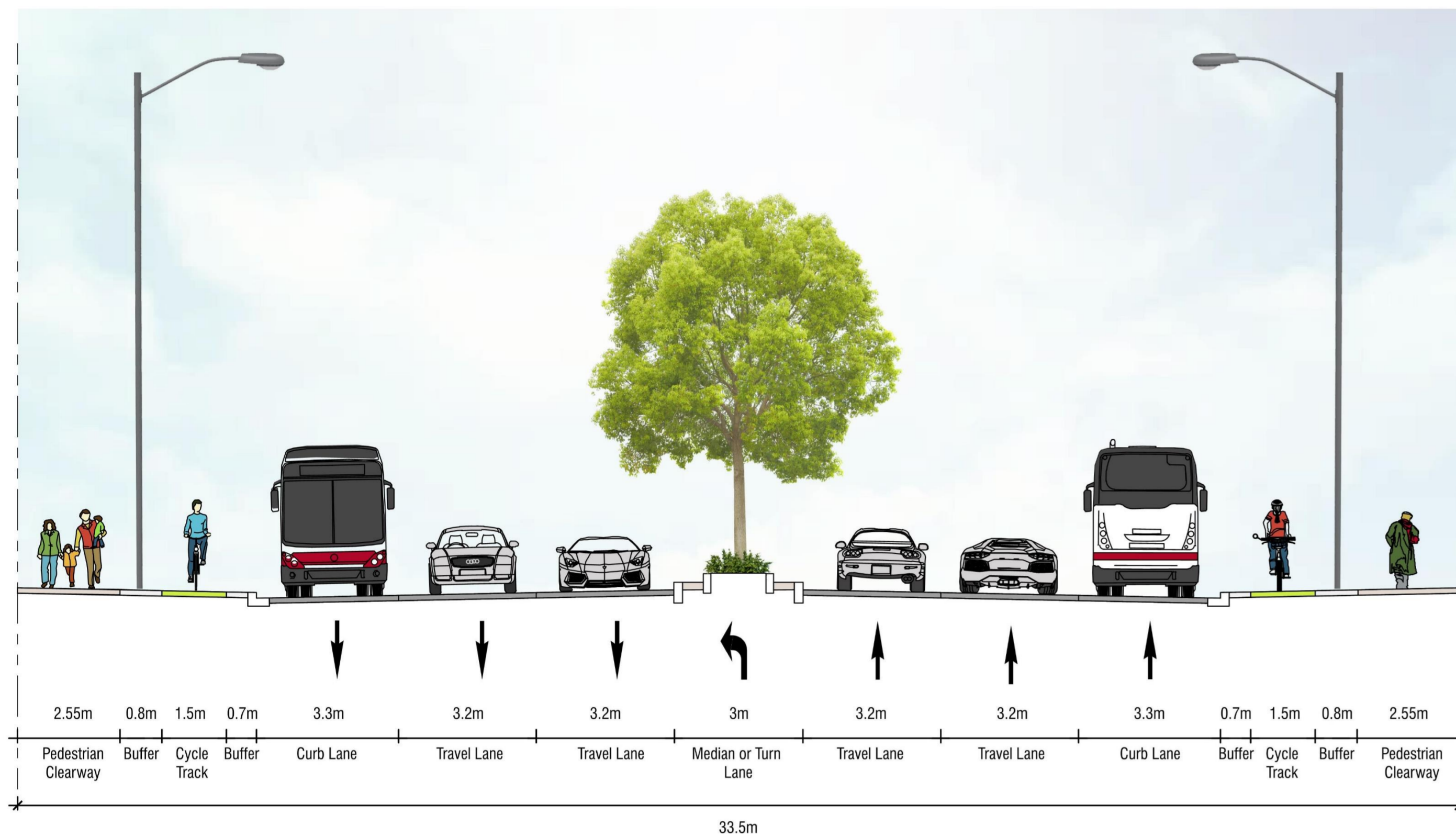
- Reconstruct with 6 traffic lanes from Florence/Avondale Ave to Sheppard Ave. and 4 traffic lanes from Sheppard Ave to Hendon Ave/Bishop Ave
- Cycle tracks on both sides of the street
- Wider sidewalks
- New landscaped median
- New street trees, plantings, street furniture and public art
- Replacement of off-peak parking north of Sheppard Ave with full-time parking on east-west streets, Bescroft Road and Doris Avenue

# SUMMARY

While Transform Yonge, meets all of the objectives, Enhance Yonge & Transform Beecroft is also viable and still supports the objectives

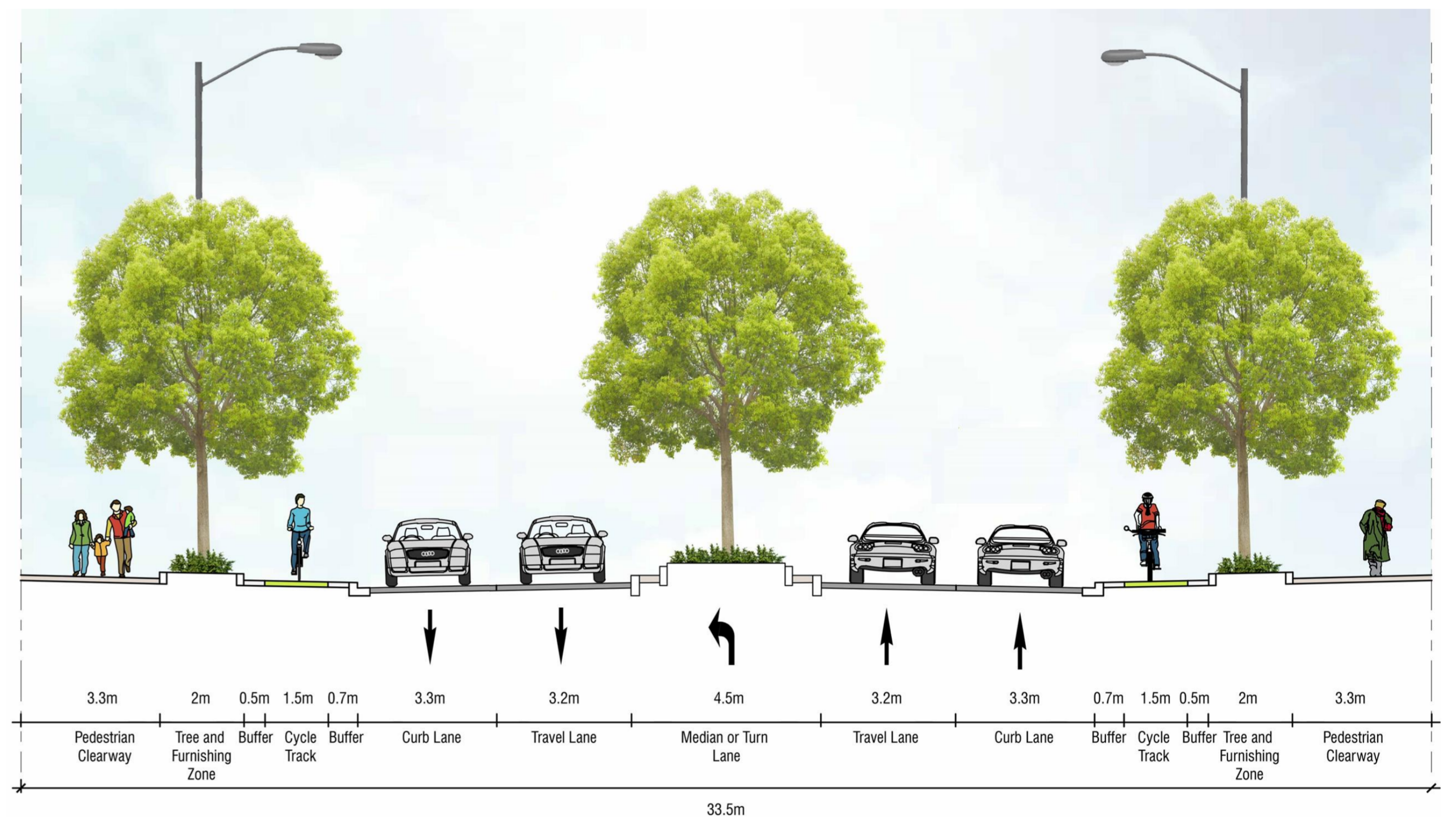
## TRANSFORM YONGE

### Yonge Street - Avondale to Sheppard



Not to scale. Illustrative purposes only.

### Yonge Street - Sheppard to Hendon/Bishop

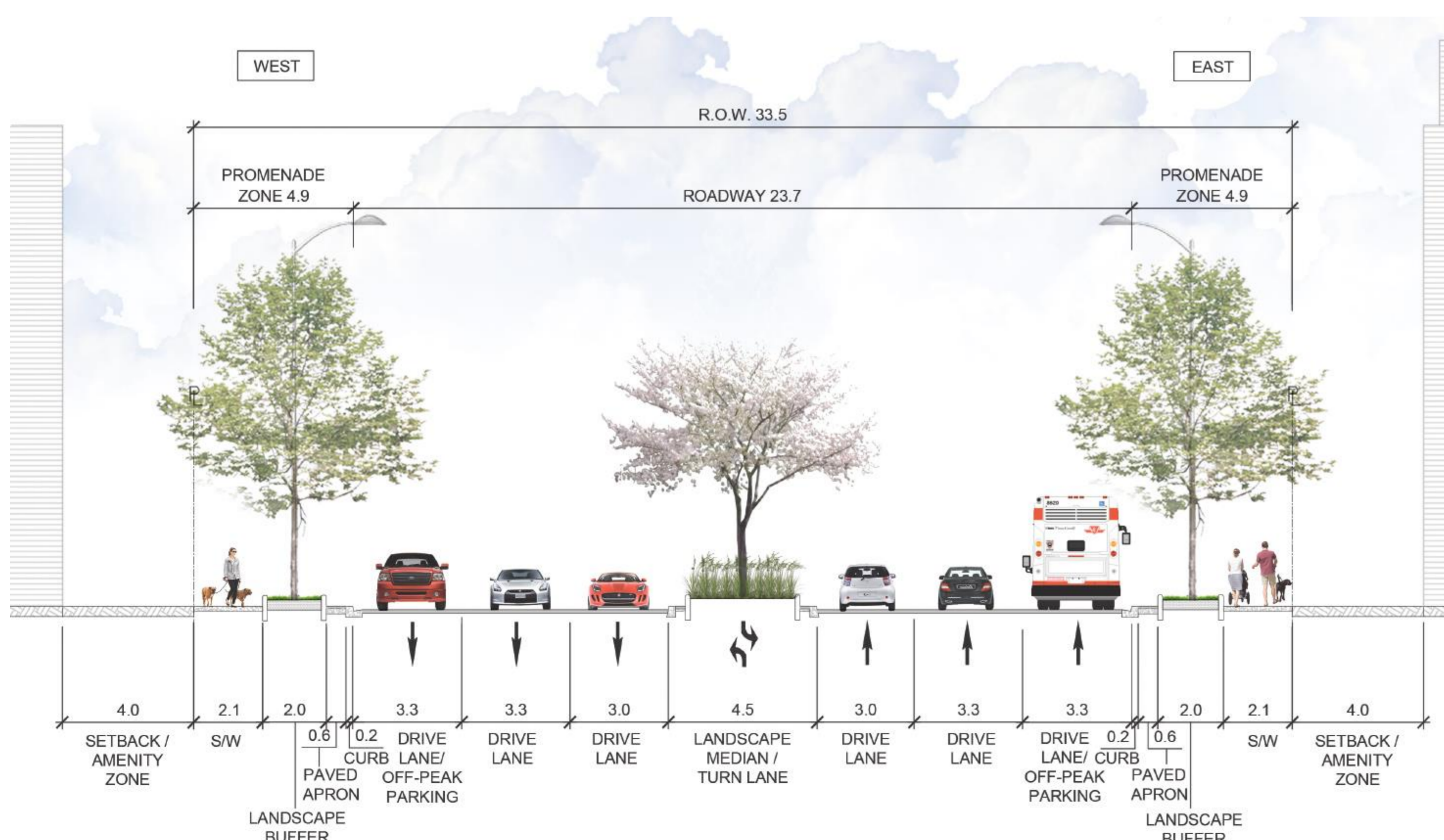


Not to scale. Illustrative purposes only.

No changes to Beecroft Road or Doris Avenue

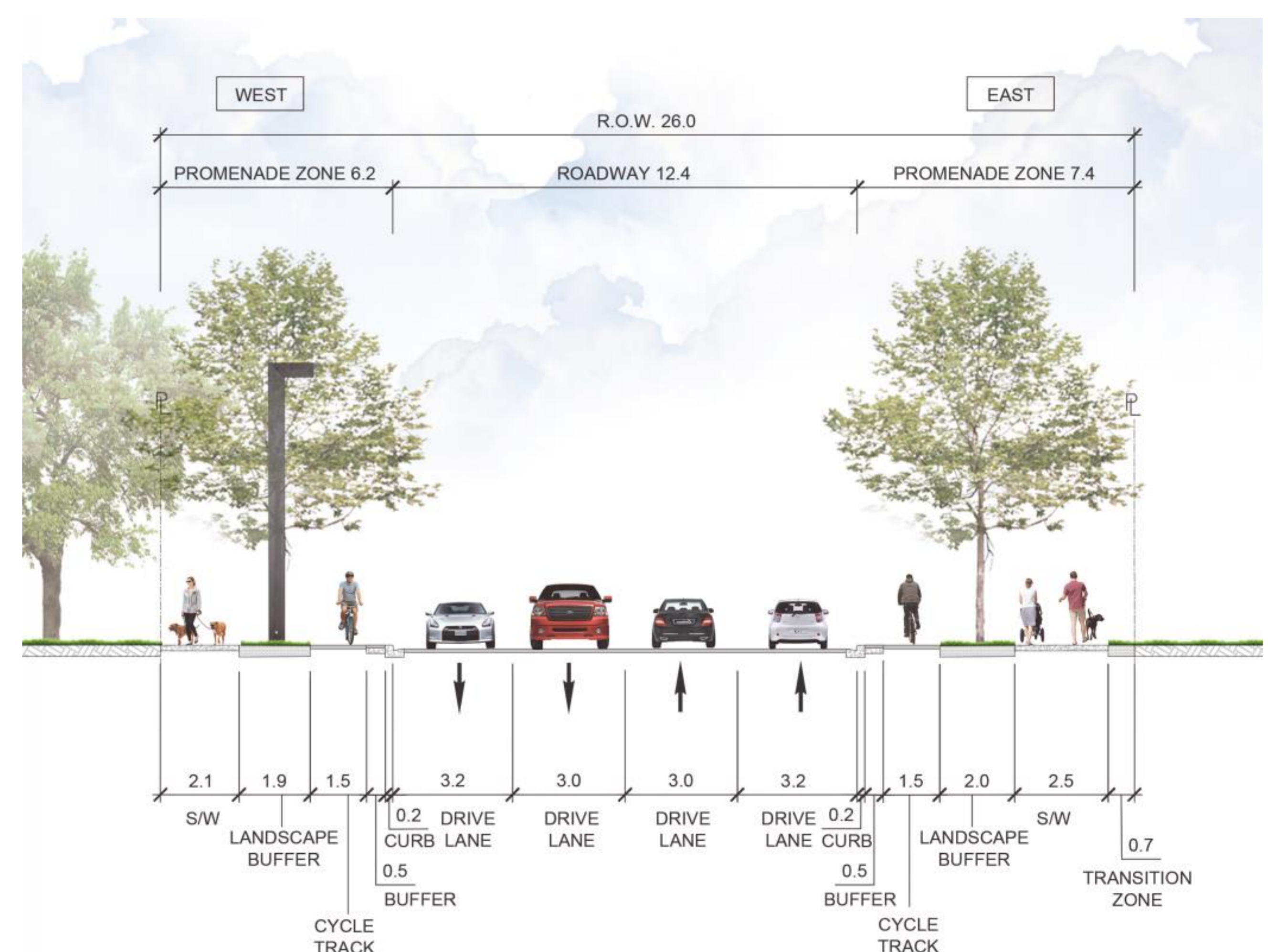
## ENHANCE YONGE & TRANSFORM BEECROFT

### Yonge Street Stage 2 Concept



Not to scale. Illustrative purposes only.

### Transform 1 on Beecroft Road



Not to scale. Illustrative purposes only.

# NEXT STEPS

Thank you for attending today's Public Drop-In Event.

## After this Public Drop-In Event, the Project Team will:

- Review comments and respond to questions
- Finalize the Environmental Study Report (ESR)
- Report to Public Works and Infrastructure Committee in January 2018
- File the ESR for a 30-day public review period in March 2018
- Initiate the Detailed Design phase in 2018, pending approval of this EA Study



The information presented today will be available online at [www.toronto.ca/reimaginingyonge](http://www.toronto.ca/reimaginingyonge)



## We want to hear from you

Throughout the EA Process there are many opportunities to get involved and stay informed about what's happening.

- ▶ **Review the Project Website**  
The website will be updated regularly with Notices of Events, Display Panels, FAQs, etc.
- ▶ **Sign Up for Email Updates**  
Join the project mailing list to receive updates on the website.  
Your information will be kept private.
- ▶ **Project Updates**  
Notification will be sent to property owners via Canada Post Delivery prior to key milestones.

▶ **Contact:**  
**Tracy Manolakakis**  
City of Toronto

Metro Hall, 19th Floor  
55 John Street  
Toronto, ON M5V 3C6

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Fax: 416-392-2974  
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[ReimaginingYonge@toronto.ca](mailto:ReimaginingYonge@toronto.ca)

**The deadline for feedback is Friday, December 29, 2017**