



REPORT FOR ACTION

Interim Project Status Update - REimagining Yonge (Sheppard to Finch) Municipal Class Environmental Assessment Study

Date: April 25, 2017
To: Public Works and Infrastructure Committee
From: General Manager, Transportation Services
Director, Purchasing & Materials Management
Wards: Ward 23 - Willowdale, Ward 24 - Willowdale

SUMMARY

Yonge Street from south of Sheppard Avenue to north of Finch Avenue is in the heart of North York Centre - one of four dynamic mixed-use *Centres* in Toronto focused on growth of commercial office and residential uses existing side by side. *Centres* with a healthy mix of uses help take pressure off public transit infrastructure and roads as they encourage people to live, work and play within a centralized geography.

Yonge Street is envisioned as a Complete Street that provides many transportation options and safe passage to the many destinations in this vibrant, growing neighbourhood. Improving *Centres* outside the core is critical to balanced growth and prosperity across the City and it is also key to the affordability of City services since new employment uses have a positive impact on City finances.

Yonge Street is also at the end of its lifecycle - the roadway was last reconstructed in 1975 with roadway resurfacing occurring in 1994. Roadway reconstruction is needed on an approximately 50 year basis, with full reconstruction for Yonge Street required within five to ten years.

Today, the area has numerous challenges including inconsistent sidewalk widths and treatment of the public realm, boulevards that have deteriorated to such a degree that full reconstruction is necessary, a lack of pedestrian crossings and medians, and a lack of dedicated cycling facilities as well as concerns over traffic movement.

A recent review of citywide collision data identified Yonge Street between Sheppard Avenue and Steeles Avenue, as a priority safety concern. Over a five (5) year period (2010 – 2015), there were six (6) collisions involving fatalities or serious injuries on Yonge Street within the project focus area. It is imperative that investment in North York Centre's transportation spine address these deficiencies and reflect Yonge Street's importance in this major urban centre.

Transportation Services is carrying out a Municipal Class Environmental Assessment (EA), referred to as "REimagining Yonge," that aims to modernize the street at the time of reconstruction through confirmation of a preferred design from Florence Avenue / Avondale Avenue to Hendon Avenue / Bishop Avenue. This report is intended to serve as an interim project status update.

The overarching goals of the "REimagining Yonge" project are to provide consistency and vibrancy to the public realm in keeping with the economic importance of North York Centre, address state-of-good repair issues along the corridor, provide key cycling infrastructure connectivity, improve pedestrian amenity, and facilitate efficient traffic movement through better utilization of the surrounding road network.

The EA process to date has identified the "Transform" alternative (generally shown in Attachment 1) as the preliminary preferred alternative involving full reconstruction of Yonge Street within the City's existing right-of-way to include:

- Between Sheppard Avenue and Hendon Avenue/Bishop Avenue (north of Finch Avenue), the preferred design (option 4B) including a reduction of Yonge Street from six (6) to four (4) lanes, cycle tracks, a centre landscaped median and wider boulevards.
- Between Florence Avenue / Avondale Avenue and Sheppard Avenue, the preferred design (option 4A) including six (6) lanes, cycle tracks, a centre landscaped median and wider boulevards, where feasible.

In February 2017, Council directed that further review be undertaken to assess the installation of cycling facilities on Doris Avenue and/or Beecroft Road, rather than on Yonge Street. Staff had previously reviewed the feasibility of implementing bicycle lanes on Doris Avenue and Beecroft Road, but had only assessed options that would accommodate painted bicycle lanes within the existing pavement width of these roads, without impacting the number of travel lanes. Accommodating bicycle lanes on both Doris Avenue and/or Beecroft Road could be possible through widening of the existing pavement width, relocation of curbs, and/or the removal of travel lanes. As directed by Council, a more comprehensive review of options to implement cycling facilities on Doris Avenue and/or Beecroft Road will need to be completed as part of the next phase of work.

In addition, there are unresolved concerns about certain elements of the preliminary preferred alternative including potential impacts to traffic capacity on Yonge Street and to on-street parking, and the need for wider consultation on the project, particularly with local businesses.

This report proposes that a further phase of work be undertaken on this EA Study including:

- a comprehensive review of design options to implement cycling facilities on Doris Avenue and/or Beecroft Road and Willowdale Avenue from Bishop Avenue to Steeles Avenue;
- additional project development to determine an option for a secondary preferred alternative that does not reduce traffic capacity on Yonge Street;

- traffic modelling work to assess the new design option(s);
- 30% design of a secondary preferred alternative; and
- additional stakeholder consultation, including wider business consultation.

This report seeks authority to amend the contract with MMM Group Limited for the provision of Yonge Street (Sheppard Avenue to the Finch Hydro Corridor) Environmental Assessment Study to accommodate the above phase of work.

The total amendment to Purchase Order No. 6043078 being requested is \$750,000 net of all taxes and charges (\$763,200 net of HST recoveries) revising the contract value from \$1,320,438 net of all taxes (\$1,343,678 net of HST recoveries) to \$2,070,438 net of all taxes (\$2,106,878 net of HST recoveries).

A report would be brought forward to the Public Works and Infrastructure Committee in the fourth quarter of 2017 with the outcome of this work.

Additional options for moving the design work forward will ensure that full road reconstruction and public realm improvements can still move forward quickly. The detailed design stage of this work could be advanced through leveraging the \$2.0 million of available Public Transit Infrastructure Funds (PTIF) for detailed design beginning in 2017. To be eligible to use PTIF funding, the design must be completed no later than March 2018.

RECOMMENDATIONS

The General Manager, Transportation Services and the Director, Purchasing and Materials Management recommend that:

1. The Public Works and Infrastructure Committee direct the General Manager, Transportation Services to complete a further phase of design work including:
 - a. a comprehensive review of options to implement cycling facilities on Doris Avenue and/or Beecroft Road and Willowdale Avenue from Bishop Avenue to Steeles Avenue;
 - b. additional project development to determine an option for a secondary preferred alternative;
 - c. traffic modelling work to assess the new design option(s);
 - d. 30% design of a secondary preferred alternative; and
 - e. additional stakeholder consultation, including wider business consultation;
 and report to the Public Works and Infrastructure Committee in the fourth quarter of 2017 with the outcome of this work.
2. The Public Works and Infrastructure Committee, in accordance with Section 71-11.1 C of the City of Toronto Municipal Code Chapter 71 (Financial Code by-law), grant authority to amend Purchase Order No. 6043078 with MMM Group Limited, awarded under RFP # 9119-16-7015 for engineering and consultant services pertaining to the Yonge Street (Sheppard Avenue to the Finch Hydro Corridor) Environmental Assessment (EA) Study, by an additional

amount of \$750,000, net of all taxes, revising the current total value from \$1,320,438 to \$2,070,438, net of all taxes to be funded from the 2017-2026 Budget Capital Budget and Plan for Transportation Services, including a 50% contribution from the federal Public Transit Infrastructure Fund.

3. The Public Works and Infrastructure Committee authorize extension of Purchase Order No. 6043078 with MMM Group Limited for engineering and consultant services pertaining to the Yonge Street (Sheppard Avenue to the Finch Hydro Corridor) Environmental Assessment (EA) Study to April 1, 2018.

FINANCIAL IMPACT

Amendment of purchase order No. 6043078 by an additional \$750,000 net of all taxes (\$763,200 net of HST recoveries) would increase the current Purchase Order value from \$1,320,438 to \$2,070,438 net of all taxes (\$2,106,878 net of HST recoveries).

Sufficient funding is available in the 2017 Approved Capital Budget and 2018-2026 Approved Capital Plan for Transportation Services, including a 50% contribution from the federal Public Transit Infrastructure Fund for the Purchase Order.

The estimated capital cost of constructing the preferred alternative identified through the EA process to date would be \$51.1 million, inclusive of detailed design, municipal servicing and utility relocations.

Funding for detailed design of this project in the amount of \$4.0 million was identified as part of the 2017-2026 Budget Committee Recommended Capital Budget and Plan for Transportation Services, to be funded by \$2.0 million debt and \$2.0 million from the Public Transit Infrastructure Fund. As a result of Council direction during consideration of the 2017-2026 Capital Budget and Plan for Transportation Services, the \$2.0 million in debt funding identified for this project was transferred to the Capital Financing Reserve. Funding options for detailed design will be addressed as part of a future report.

Funding for capital construction, municipal servicing and utility relocations is currently not available within the 2017-2026 Approved Capital Budget and Plan for Transportation Services. Opportunities to secure funding through the development review process, particularly as it relates to streetscape costs, are being pursued. Funding for the Re-Imagining Yonge Street project would be considered against other unfunded City priorities as part of a future capital budget process.

Reconstruction of the Yonge Street corridor is required within a five (5) to seven (7) year time frame. Irrespective of what design is ultimately recommended through the EA

process, streetscape and safety improvements that should be implemented as part of the reconstruction of Yonge Street include adjustments to the location of curbs to provide a symmetrical cross-section, a balancing of sidewalk widths on both sides of the streets, replacement and extension of the centre landscaped median and improvements to the public realm, including new trees/planters, street furniture and street lighting, etc.

The total estimated capital cost of reconstructing this section of Yonge Street with the streetscape and safety improvements noted (but without the cycle tracks and upgrades to the public realm fronting Mel Lastman Square) would be approximately \$39-45 million inclusive of detailed design, municipal servicing and potential utility relocations. Reconstructing this section of Yonge Street on simply a like-for-like basis, without any improvements to the streetscape quality or safety, would cost approximately \$19-25 million, but this approach is not recommended.

The Deputy City Manager & Chief Financial Officer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

The North York Centre Secondary Plan (which is primarily based on the Former City of North York's North York Centre Secondary Plan) was approved as part of the Official Plan in 2002, and subsequently approved by the OMB in 2006. The Secondary Plan provides area-specific policies to guide the redevelopment of North York Centre. The Secondary Plan provides a vision for Yonge Street with clear built form direction regarding permitted building heights, setbacks and step backs, a parks and open space concept plan as well as a strategy linked to an enhanced Yonge Street streetscape. <https://www1.toronto.ca/planning/8-north-york-centre.pdf>

At its meeting on September 22, 2015, Public Works and Infrastructure Committee received a staff report PW7.5 "Ten Year Cycling Network Plan: Project Update and 2016 Implementation Program" which included a Major Corridor Study of Yonge Street between Sheppard Avenue and Finch Avenue, in conjunction with a streetscape study. <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PW7.5>

At its meeting of June 7, 8 and 9, 2016, City Council adopted in principle the Ten Year Cycling Network Plan which included the Major Corridor Study underway along Yonge Street, between Sheppard Avenue and Finch Avenue. During this meeting, City Council directed the General Manager, Transportation Services to initiate an extension of the Major Corridor Study on Yonge Street, from Sheppard Avenue to Finch Avenue, to include Finch Avenue to Steeles Avenue in 2017 as a separate study <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PW13.11>

At its meeting of February 24, 2016 - Agenda item 71.5, Bid Committee authorized the award of RFP 9119-16-7015 to MMM Group Limited, being the highest scoring proponent, for provision of Yonge Street (Sheppard Avenue to the Finch Hydro Corridor) Environmental Assessment Study, for a total value of \$906,446 net of all taxes (\$922,399 net of HST recoveries). <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.BD71.5>

At its meeting of February 7, 2017, Executive Committee adopted a motion "that City Council decrease the 2017 - 2026 Budget Committee Recommended Capital Budget and Plan for Transportation Services by \$4.0 million in 2017 cash flows, and defer consideration of the Re-Imagining Yonge Street Sheppard to Finch capital project to the 2018 Budget process."

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EX22.2>

At its meeting of February 15, 2017, City Council made amendments to the recommendations from Executive Committee regarding this project. As such, the approved motion is as follows:

"City Council decrease the 2017 - 2026 Budget Committee Recommended Capital Budget and Plan for Transportation Services by \$4.0 million in 2017 cash flows, \$2.0 million debt and \$2.0 million Public Transit Infrastructure funds and defer consideration of the Re-Imagining Yonge Street Sheppard to Finch capital project to the 2018 Budget process, and:

- a) that City Council direct that the \$2.0 million City share towards this project be transferred to the Capital Financing Reserve;
- b) City Council direct the City Manager to identify use for the funds that can leverage the \$2.0 million Public Transit Infrastructure funds;
- c) City Council request the General Manager, Transportation Services to include, in the forthcoming report on this project, an update on the Major Corridor Study on Yonge Street; and
- d) City Council direct the General Manager, Transportation Services to Report to the Public Works and Infrastructure Committee no later than the end of the second quarter of 2017 with a comprehensive plan to install painted bike lanes on the ring roads Doris Avenue and Beecroft Road, from Sheppard Avenue north to Finch Station with an option to continue North along Willowdale Avenue to Steeles Avenue."

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EX22.2>

ISSUE BACKGROUND

State of Good Repair

Despite being second to Downtown in civic importance, scale, and growth, investment in the state of good repair and the quality of the Yonge Street streetscape has not kept pace with the area's transportation network and the scale and density of development.

The incremental enhancement of the streetscape has resulted in significant gaps and inconsistencies in improvements. The implementation strategy that envisaged the use of Development Charges for streetscaping has eroded since amalgamation, leaving no specific funding mechanism available to build improvements as originally intended.

Over the course of the last decade, the condition of the boulevards has deteriorated and the centre median on Yonge Street has yet to have been extended as planned. The

roadway and public realm along the Yonge Street corridor are in a state of disrepair and lack consistent infrastructure to support safe mobility.

Road reconstruction of the Yonge Street corridor was last carried out in 1975, with roadway resurfacing last occurring in 1994. Reconstruction is typically needed on an approximately 50 year basis, and as such full road reconstruction is anticipated to be required within five to ten years.

Several segments along the corridor require immediate attention. Within the last two years, Transportation Services has carried out numerous temporary repairs to sidewalks to restore utility cuts along the corridor.

Figure 1 - The Current Streetscape Condition is in Disrepair



North York Centre Planning

The REimagining Yonge EA Study focuses on improving multi-modal travel for transit users, pedestrians, cyclists, and motor vehicle drivers. This focus is supported by policies identified in the Provincial Growth Plan for the Greater Golden Horseshoe (Growth Plan) and the North York Centre Secondary Plan. A number of other planning activities are also underway that will both inform, and be informed by, the REimagining Yonge EA Study.

Growth Plan for the Greater Golden Horseshoe (Growth Plan)

Under the Growth Plan, the North York Centre is designated as an Urban Growth Centre (UGC). From 2006 to 2011, the population in North York Centre increased by 11.2% and is expected to continue and exceed the density target for Toronto UGCs of 400 people and jobs per hectare by 2031.

North York Centre Secondary Plan

The North York Centre Secondary Plan provides area-specific policies to guide the redevelopment of North York Centre. It acknowledges the “major concentrations of employment and residents [...] in conjunction with rapid transit in order to increase the proportion of travel that can be served by transit, and the separation of pedestrians from vehicular traffic as part of a pedestrian system integrated with existing and future development”.

The North York Centre Secondary Plan also states that "as the spine of the North York Centre, Yonge Street will have the primary promenade of the centre and Public and Private initiatives should ensure that pedestrians are provided with adequate safety to cross the street and have space for movement and recreation".

Other Studies

A number of planning and transportation studies have been previously completed or are being carried out by the City and others in proximity to the Yonge Street corridor. These studies include:

In Progress:

- *North York Centre South Service Road: Doris Avenue, Bonnington Place and Tradewind Avenue* - considers completion of the North York Service Road on the east side of Yonge Street linking Doris Avenue and Tradewind Avenue across Sheppard Avenue East.
- *Yonge Street and Highway 401 Interchange Improvements Study* - evaluates improvements to the Highway 401 and Yonge Street Interchange. This study is on hold pending further discussions with MTO about potential impacts of the interchange alternatives to the operation of Highway 401.
- *Yonge and Steeles Area Regional Transportation Study* (York Region led) - the purpose of the study is to consolidate the recommendations of on-going studies within multiple neighbouring jurisdictions. As part of the construction of a future subway extension, the study recommends the implementation of bicycle lanes and cycle tracks on Yonge Street.
- *Yonge Street North Planning Study* - initiated in response to increasing development pressures and to provide a framework for evaluating the appropriateness of current and proposed amendments to the Official Plan. The Study Area included the Yonge Street corridor from Finch Avenue to Steeles Avenue. This study is on hold pending further discussions with the local councillors and public on a revised Implementation Plan.

Completed:

- *Uptown Service Road and the Associated Road Network* - A Municipal Class EA Study completed in 1993 for the extension of Beecroft Road to Drewry Avenue. Other local improvements were also recommended as part of this study. The Environmental Study Report (ESR) was endorsed by Council in May 1993.

Previous Purchase Order Amendments

There have been two (2) previous amendments of Purchase Order 6043078:

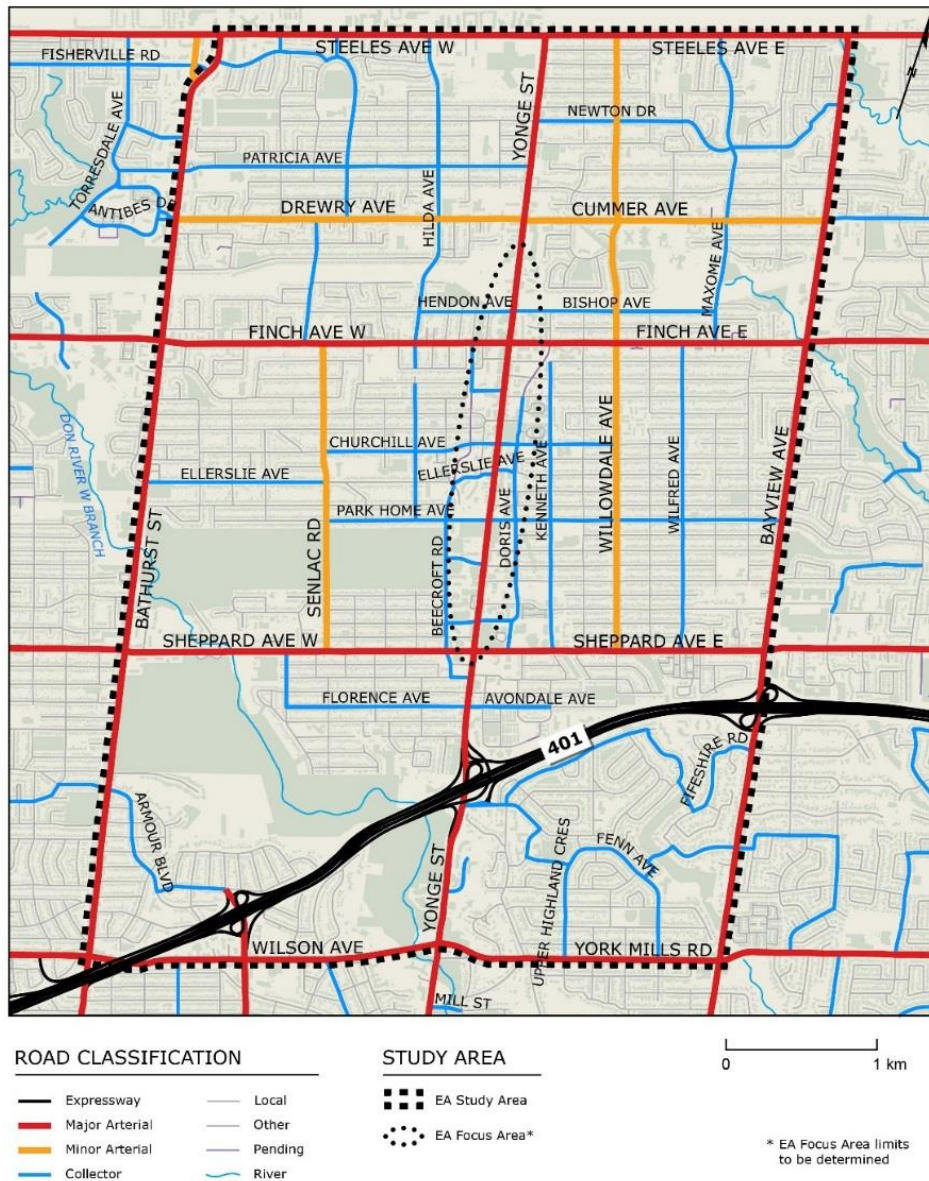
- Amendment No. 1: An increase of \$360,370 net of all taxes (\$366,713 net of HST recoveries) for provision of additional geotechnical investigations to advance the design for the REimagining EA study.
- Amendment No. 2: An increase of \$53,622 net of all taxes (\$54,566 net of HST recoveries) for provision of additional traffic modelling scenarios required to assess other conditions and horizons that were not originally foreseen.

These two (2) Purchase Order amendments represent a total increase of \$413,992 net of all taxes (421,279 net of HST recoveries), bringing the original contract value from \$906,445 net of all taxes (\$922,399 net of HST recoveries) to its current value of \$1,320,438 net of all taxes (\$1,343,678 net of HST recoveries).

COMMENTS

The REimagining Yonge EA Study was initiated in January 2016 to consider opportunities to improve travel for transit users, pedestrians, cyclists and motor vehicle drivers, enhance the streetscape and public realm and improve road safety. The study is being completed in accordance with the requirements of a Schedule 'C' project under the Municipal Class Environmental Assessment (MCEA) process.

Figure 2 - Study Area



The Study Area is bounded by Bathurst Street to the west, Bayview Avenue to the east, Steeles Avenue to the north and Wilson Avenue / York Mills Road to the south. The Study Focus Area includes Yonge Street from Florence Avenue / Avondale Avenue to the Finch Hydro Corridor Trail, in the vicinity of Hendon Avenue / Bishop Avenue. It also includes Beecroft Road and Doris Avenue and connecting streets.

Existing Conditions

The public right-of-way along this section of the Yonge Street corridor varies from 30 m to 36 m.

Transportation Mode Share

Travel data collected from 1995 to 2010 indicates that more people are travelling to North York Centre by transit and active modes than driving with a 21% reduction in driver modal split between 1995 (66%) and 2010 (45%). In conjunction, the transit modal split has increased 18%, from 30% in 1995 to 48% in 2010 and as such, multi-modal integration with transit is essential to the integrity of the transportation network and to accommodate the forecasted growth.

It is projected that mode share will continue to shift away from single occupant vehicles and the portion of driver modal split will be significantly less in 2031 than it is today. The transportation mode share from 1995 to 2010 and the projected mode share to 2031 is shown in Attachment 2.

Pedestrian Network

The Yonge Street corridor in North York Centre is among the densest residential areas in the City of Toronto. Consistent with the adopted Secondary Plan, buildings within the Study Focus Area are predominantly high-rise residential and office towers incorporating shops and restaurants at street level. With malls and convenience stores distributed along the corridor, most errands can be made on foot.

Pedestrian crossing facilities are provided at signalized intersections, however, there are significant gaps between these crossings, particularly in the northern half of the corridor. There is an opportunity to better support pedestrian activity by increasing the number of signalized crossings and improve the design of intersections to reduce crossing distances and improve safety.

Cycling Network

There are currently no cycling facilities along the Yonge Street corridor. Dedicated cycling facilities would support cycling as a viable mode and improve safety for cyclists currently using the road or sidewalk. Physically separated cycling facilities would offer protection from traffic while reducing conflicts with pedestrians.

Public Transit

Within the Study Focus Area, Line 1 (the Yonge-University-Spadina Subway) provides a direct subway connection to downtown Toronto operating on a 2-3 minute headway during peak periods and a 5 minute headway during off-peak. Line 4 (the Sheppard Subway) runs between the Sheppard-Yonge and Don Mills stations, with headways of 5-6 minutes. The Finch Terminal is a key node in the regional surface transit network serving TTC, GO Transit, York Region Transit, and VIVA with approximately 2,200 buses each weekday.

Road Network and Traffic Operations

- **Yonge Street** is a six (6) lane major arterial street with dedicated turning lanes at signalized intersections. The Average Annual Daily Traffic (AADT) on Yonge Street between Sheppard Avenue and Finch Avenue is 52,000. Although it is a six lane roadway, due to the predominant uses of the curb space described below, Yonge functions as a four lane roadway during most hours of the day:

- Overall, traffic demands are high on Yonge Street during the weekday peak periods, particularly in the area south of Sheppard Avenue, where traffic to and from Highway 401 and points further south competes with local traffic
- On weekdays, the curb lanes are available to traffic for two hours in the morning and two hours in the afternoon with on-street paid parking generally permitted in the curb lanes during the off-peak periods
- During the peak hours when parking is prohibited, the curb lanes are predominantly used by buses stopping and right-turning vehicles, the latter often having to wait for pedestrians crossing north/south to clear the intersections
- Motorists have been observed to stop or park in the curb lane despite the restrictions
- The result of these conditions is that much of Yonge Street north of Sheppard Avenue currently operates as a four-lane street at most times of the day
- **The service roads**, Doris Avenue and Beecroft Road are parallel corridors designed to facilitate traffic circulation within the area, while ensuring a smooth transition from the high-density Yonge Street to the residential areas surrounding it:
 - Based on the transportation modelling conducted, the service roads have surplus capacity to accommodate traffic volumes that may divert from Yonge Street
 - Planned future extensions of the service roads will further increase this capacity

Parking

The North York Centre is well-served by both on-street and off-street parking and includes a mix of both publicly and privately-owned and operated facilities. There are over 14,000 publicly accessible parking spaces within the Study Focus Area including on-street, off-street (Green P lots) and off-street private lots.

The on-street parking supply includes 255 parking spaces within the Yonge Street curb lanes that are available during off-peak times (parking is prohibited during the weekday peak hours from 7:00 to 9:00 a.m. and from 4:00 to 6:00 p.m.). Of the total parking supply, 5% is accommodated by the on-street parking spaces along Yonge Street and some intersecting streets.

Parking utilization studies have demonstrated that the majority of the corridor experiences moderate utilization of on-street parking on weekdays. At the southern end of the section of Yonge Street where parking is permitted, demands in excess of 85% have been observed. Off-street parking utilization is high during daytimes on weekdays, moderate on weekday evenings and low on weekends, when offices are closed.

Road Safety

The City's Vision Zero Road Safety Plan (RSP) is a comprehensive and data-driven City-wide strategy endorsed by Council in July 2016, with the goal of reducing the number of Killed and Serious Injury (KSI) collisions on City roads over the next 5 years.

The RSP emphasizes protection for vulnerable road users and includes various engineering, education and enforcement countermeasures.

As part of the RSP, the Traffic Safety Unit in Transportation Services has reviewed recent City-wide collision data and identified the section of Yonge Street, between Sheppard Avenue and Steeles Avenue, as a priority safety concern. Over a five year period (2010 – 2015), there were six (6) KSIs on Yonge Street within the project focus area.

In conjunction with this study, a Road Safety Audit was undertaken to ensure the recommended design addresses the needs of all road users and meets accessibility requirements. A safety review of the remainder of the corridor is proposed in conjunction with the Phase 2 Yonge Street (Finch to Steeles) Study to be initiated in 2017.

Public Spaces

As part of this study, three prominent public spaces have been identified for integration with the public right-of-way. These include: Olive Square located on the east side of Yonge Street between Olive Avenue and Finch Avenue, Mel Lastman Square located in the heart of the North York Centre, and public space at the Joseph Shepard Federal Building located at the northwest corner of Yonge St. and Elmhurst Ave. These are key opportunities to create enhanced public space to showcase events, provide community gateways and support a more engaged local community.

Alternative Solutions

Four alternative solutions have been developed and assessed to-date:

1. Do Nothing: no change to the existing conditions
2. Enhance: focus on improving the streetscape - minor improvements to the streetscape and transportation operations at strategic locations
3. Modify: minor reconstruction in strategic locations, to improve the streetscape and pedestrian facilities, and the installation of cycling infrastructure
4. Transform: major reconstruction to create a multi-modal street and enhanced streetscape, including cycling infrastructure, and enhanced pedestrian facilities

More details about the components of each of the alternatives are shown in Attachment 3.

Evaluation criteria and indicators are being used to assess the advantages and disadvantages of each alternative solution. The criteria reflect the environment as broadly defined by the Environmental Assessment Act (e.g. the natural, social and cultural environments). The complete set of criteria and measures are included in Attachment 4.

Additional project development work is proposed through the next phase of work in order to develop and assess an alternative option that would not reduce traffic capacity on Yonge Street.

Public Consultation

Throughout the EA process, the project team has been consulting with a wide range of internal and external stakeholders. Comprehensive public engagement is being undertaken for this study to create opportunities for on-going dialogue, feedback, and collaboration, and build relationships with local stakeholders, while meeting the consultation requirements of the Municipal Class EA process. Additional public consultation, including wider business consultation, is proposed through the next phase of work.

Public consultation activities have taken place at key stages of the study to-date, including: a Jane's Walk and a walking tour with local students from Claude Watson School for the Arts, the use of online and field surveys, three public open houses, project team participation in a Planners in Public Spaces outreach and two design charrette workshops. The study was presented twice to the Design Review Panel. Extensive efforts to notify the public about consultation opportunities were undertaken, including: published ads in local newspapers, the use of flyer drops where over 198,000 flyers were distributed to the local community, and development of a project web page.

Preliminary Preferred Alternative: Transform

Based on a comprehensive evaluation of alternatives for Yonge Street and input received from the public and other stakeholders, the preliminary preferred alternative identified through the EA process to date is "Transform". This includes a full reconstruction of Yonge Street within the City's existing right-of-way and the following:

- A full reconstruction of a 2.7 km stretch of Yonge Street and relocation of utilities, including catch basins, fire hydrants, etc. and new street lighting provided;
- Between Sheppard Avenue and Bishop Avenue/Hendon Avenue, the preferred design option is Option 4B and includes a reduction of Yonge Street from six (6) to four (4) lanes, cycle tracks, a centre landscaped median, and wider boulevards;
- Between Florence Avenue/Avondale Avenue and Sheppard Avenue, the preferred design option is Option 4A and includes a six (6) lane cross-section, cycle tracks, and a centre landscaped median;
- Two new signalized intersections are recommended at Yonge Street/Horsham Avenue and Yonge Street/Ellerslie Avenue/Norton Avenue to provide more crossing opportunities;
- A narrowing of some of the side streets at Yonge Street to reduce crossing distances and improve the pedestrian environment;
- Integration with Mel Lastman Square and opportunities for the long-term integration with the Joseph Shepard Federal Building and Olive Square;
- New full time on-street parking on side streets adjacent to Yonge Street and off-peak on-street parking on both Doris Avenue and Beecroft Road; and
- Completion of the connection of the east-west Finch Hydro Corridor multi-use trail across Yonge Street at Hendon Avenue/Bishop Avenue.

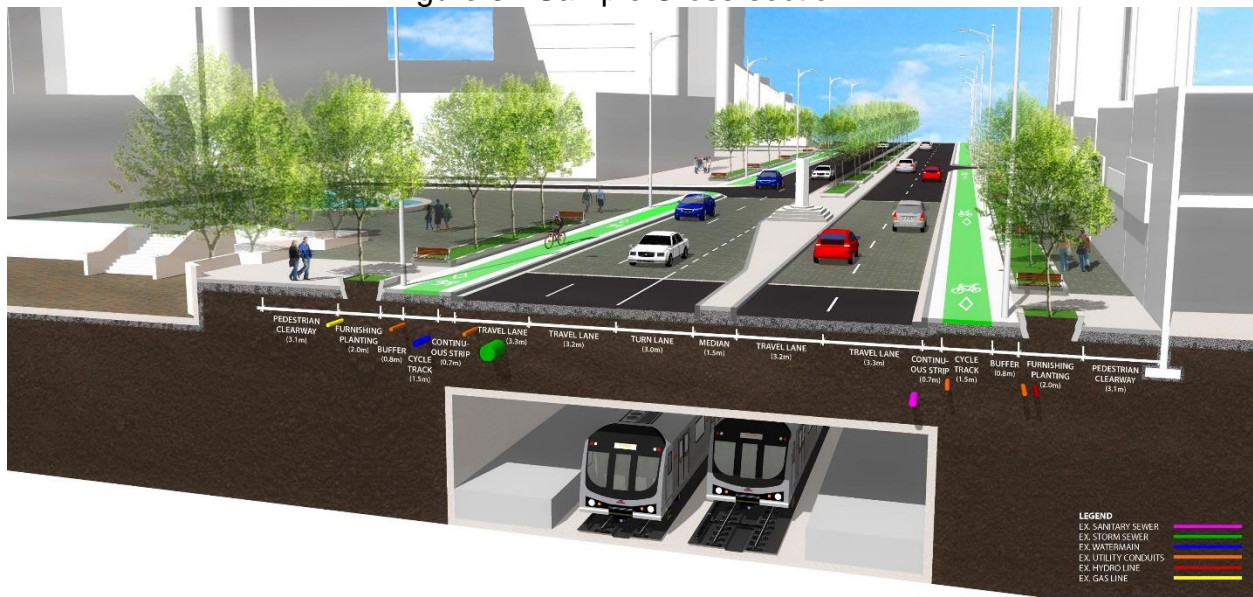
The plan and cross-section for each of the preliminary preferred design options, 4A and 4B, are shown in Attachment 5.

The benefits of the preliminary preferred "Transform" alternative and design identified through the EA process to date include:

- A fully reconstructed and improved streetscape and public realm;
- A vibrant pedestrian promenade;
- Safety and comfort for pedestrians and cyclists who will benefit from the dedicated cycling facilities and improved pedestrian crossing opportunities;
- Improved pedestrian and cyclist access to transit;
- Integration of major public spaces adjacent to the street, providing more space for festivals and community events, which is expected to increase the economic benefits to local businesses;
- Economic prosperity and vitality, with improved multi-modal access to businesses on Yonge Street, and an enhanced environment and identity for Yonge as a destination;
- Improved air quality and microclimate as a result of enhanced plantings; and
- Improved water quality and drainage through expanded planting areas that will allow for greater surface water retention as well as updated design of sewers.

A rendering of the preliminary preferred design in the vicinity of the Joseph Shepard Federal Building is shown below.

Figure 3 - Sample Cross-section

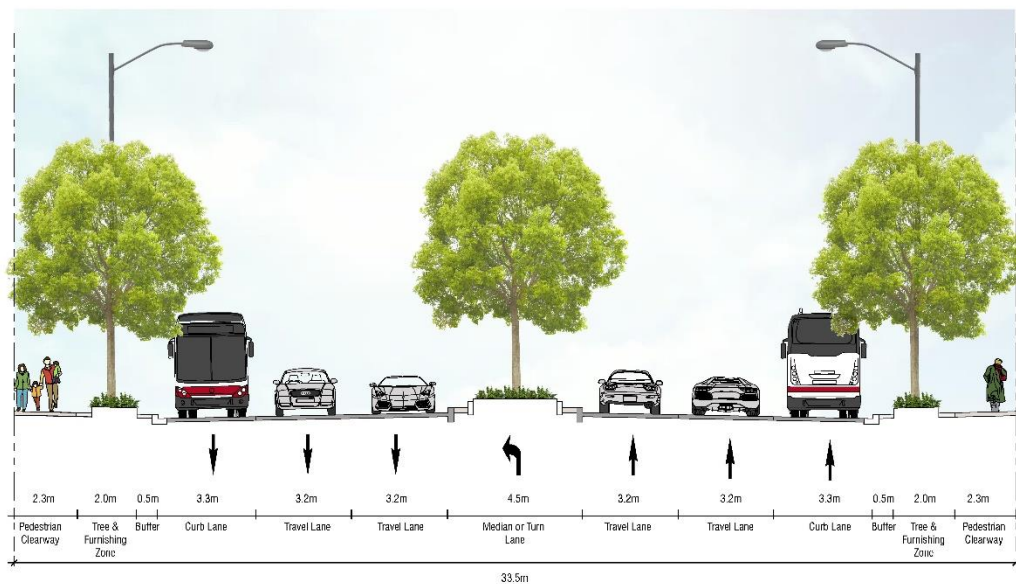


Yonge Street EA - Joseph Shepard Building Plaza - Street Section



This report proposes that a further phase of work be undertaken including additional project development to determine an option for a secondary preferred alternative that does not reduce traffic capacity on Yonge Street. A potential cross-section for a secondary alternative on Yonge Street is shown below.

Figure 4 - Potential Cross-Section of Secondary Alternative



Key Issues

Key considerations of this study are public realm to support a healthy and vibrant centre, traffic impacts, cycling facilities and parking.

Key Issue 1 - Public Realm to Support a Healthy and Vibrant Centre

The City of Toronto Official Plan directs growth to the *Downtown, Centres* and *Avenues*. The *Centres* are expected to grow as dynamic mixed-use areas with commercial office and residential uses existing side by side. *Centres* with a healthy mix of uses help take pressure off public transit infrastructure and roads as they encourage people to live, work and play within a centralized geography. Policies in the *Centres* encourage growth of residential and employment uses and require the city to assess and invest in the public realm while promoting strong pedestrian and cycling linkages. These, in turn, help improve the public realm usage by having a mix of uses attracting shoppers, residents and employees into the public realm day and evening, week and weekends.

The success of the *Centres* is key to the success of the City. The *Centres* are relatively healthy today, however, the recently completed Toronto Employment Survey has shown that employment growth in the North York Centre is essentially flat even when accounting for "new" jobs only recently reported by the TDSB.

Although there has been some commercial office development, mostly concentrated near the Sheppard/Yonge area in the North York Centre in the last decade, the development trend has been much more towards residential intensification than employment. Recent growth in the office sector Downtown has shown that a high quality public realm with easy access to public transit is essential to encouraging new employment uses. Addressing this deficiency is a key objective of REimagining

Yonge. In order to encourage high quality employment opportunities in the Centre and a successful commercial office sector, the City must invest in the public realm, not just in beautification but in pedestrian and cycling linkages as well. Improving *Centres* outside the core is critical to balanced growth and prosperity across the City and it is also key to the affordability of City services since new employment uses have a positive impact on City finances.

Key Issue 2 - Traffic Impacts

Multi-modal transportation modelling using Aimsun was carried out based on the City's 2011 and 2031 planning horizon to assess the impact of the proposed changes to the study area. Analysis was undertaken to test alternatives against existing and future baseline 2031 conditions. The scenarios modelled were as follows:

- 2016 Existing - serves as a baseline reference point for existing conditions;
- 2031 Future Background (Do Nothing) - includes the existing road network (six lanes on Yonge Street) with the projected 2031 development growth;
- 2031 preliminary preferred alternative identified through the EA process to date – generally includes four lanes on Yonge Street between Sheppard Avenue and Hendon Avenue / Bishop Avenue with the following assumptions:
 - The extension of Doris Avenue to Tradewind Avenue, as per the North York Centre South Service Road EA Study described above;
 - A 50% increase in GO Transit service along Yonge Street in the peak hours; and,
 - Increased TTC bus route service along Sheppard Avenue and Finch Avenue between Beecroft Road and Doris Avenue.

Summary of Transportation Modelling Results

The modelling demonstrates that with the preliminary preferred alternative identified through the EA process to date scenario (four lanes) conditions on Yonge Street are expected to be fairly similar to the 2031 future background conditions (six lanes), particularly once optimized through the application of mitigation measures.

The next phase of work proposed to be completed would include traffic modelling of other alternatives.

Key Issue 3 - Cycling Facilities

The Cycling Network Plan proposed a major corridor study for cycling facilities on Yonge Street, which is being assessed through this EA process. Consideration about how cycle tracks on Yonge Street could connect to other nearby facilities has been reviewed. A number of connections to existing and previously planned facilities have been identified. These connections include:

- *Finch Hydro Corridor Multi-Use Trail Extension* - an important multi-use trail that extends east-west across North York in Toronto. There is a missing link in the trail approaching Yonge Street shown in Attachment 6 which is proposed to be completed as part of this project.

- *Willowdale Avenue* - as identified in the Cycling Network Plan, to accommodate cyclists to/from Steeles Avenue, bicycle lanes could be implemented on Willowdale Avenue between Sheppard Avenue and Steeles Avenue.
- *Designation of Quiet Street Routes* - The Cycling Network Plan identifies some streets as "Quiet Street Routes." There are several proposed Quiet Street routes within the Focus Study Area including Churchill Avenue/Church Avenue, North York Boulevard/Elmwood Avenue, Harlandale Avenue and Avondale Avenue/Florence Avenue.
- *Other Connections* - The connection south of the study focus limit, across Highway 401 requires further consultation with the Ontario Ministry of Transportation.

Consideration of Bicycle Lanes on Doris Avenue and Beecroft Road to TTC Finch Subway Station: In February 2017, Council directed that further review be undertaken to assess the installation of cycling facilities on Doris Avenue and/or Beecroft Road, rather than on Yonge Street. Staff had previously reviewed the feasibility of implementing bicycle lanes on Doris Avenue and Beecroft Road, but had only assessed options that would accommodate painted bicycle lanes within the existing pavement width of these roads, without impacting the number of travel lanes.

Under existing conditions, Doris Avenue and Beecroft Road have pavement widths of generally 14 metres mid-block and 17.5 metres at intersections. Accommodating bicycle lanes on both Doris Avenue and/or Beecroft Road could be possible through road reconstruction to relocate curbs and widen the existing pavement width, the removal of travel lanes, or a combination of these strategies. These options could have impacts to traffic capacity and operations, private property and trees, relocation of utilities, and reduction or elimination of on-street parking. The options also require further review to determine impacts along with any applicable requirements under the Municipal Class EA as a result of impacts to traffic capacity.

For any of these three options, further consideration of connections from cycling facilities on the service roads to the east-west multi-use trail within the Finch Hydro corridor would be needed. To connect these facilities to the TTC Finch Subway Station at Hendon Avenue / Bishop Avenue, bicycle lanes on Doris Avenue and/or Beecroft Road would need to be extended further north along Greenview Avenue and Kenneth Avenue, respectively, including consideration of crossings for cyclists at the Greenview Avenue/Hendon Avenue and Kenneth Avenue/Bishop Avenue intersections. Consideration of cycling facilities on Willowdale Avenue would also be included as part of this review.

As directed by Council, a more comprehensive review of options to implement cycling facilities on Doris Avenue and/or Beecroft Road and Willowdale Avenue will be completed as part of the next phase of work.

Key Issue 4 - Parking

The North York Centre is well-served by both on-street and off-street parking and includes a mix of both publicly and privately-owned and operated facilities. Within the study focus area, a parking inventory of over 14,000 parking spaces is available, including 10,700 off-street parking spaces and 706 on-street parking spaces. This is in addition to the extensive parking supply provided for residents of multi-storey residential buildings.

According to data from the TPA, all of the on-street parking is moderately to well-utilised throughout the day. The data illustrates that the majority of on-street users are within the southern portion of the study area (south of Empress Avenue), where there is a significant amount of off-street parking available.

The preliminary preferred alternative identified through the EA process to date would result in the removal of 255 on-street parking spaces. To offset the removal of parking spaces on Yonge Street, staff have identified 330 new on-street parking spaces, primarily focused on the side streets and the North York service roads. This would increase the overall on-street parking supply in the study area by 75 spaces.

The next phase of work proposed to be completed would assess the parking impacts of other alternatives.

Schedule and Implementation

This report proposes that a further phase of work be undertaken including additional project development to determine an option for a secondary preferred alternative that does not reduce traffic capacity on Yonge Street, traffic modelling work to assess the additional option, 30% design of a secondary preferred alternative, and additional stakeholder consultation, including wider business consultation. A report would be brought forward to the Public Works and Infrastructure Committee in the fourth quarter of 2017 with the outcome of this work.

MMM Group Limited was retained as the successful Respondent to RFP 9119-16-7015, for engineering and consultant services pertaining to this EA Study. An amendment of Purchase order 6043078 is being requested for an additional amount of \$750,000, net of all taxes to complete the additional phase of work, increasing the total commitment from \$1,320,438 to \$2,070,438, net of all taxes (\$2,106,878 net of HST recoveries), to be funded from Transportation Services Capital Budget. Given that the additional phase of work is an extension of the work currently underway, MMM Group Limited and their sub-consultants are in the best position to carry out this assignment which is directly related to the analysis and design work completed to date for this study. Costs associated with the additional work are based on the same rates identified in the proposal.

Additional options for moving the design work forward will ensure that full road reconstruction and public realm improvements can still move forward quickly. The detailed design stage of this work could be advanced through leveraging the \$2.0 million of available Public Transit Infrastructure Funds (PTIF) for detailed design

beginning in 2017. To be eligible to use PTIF funding, the design must be completed no later than March 2018.

Subject to available funding and the progress of detailed design, delivery of the road reconstruction could commence in 2018/19. Construction of the entire project is anticipated to require two (2) full construction seasons. The project team has had ongoing dialogue with MCIC, utility companies, the TTC and GO Transit to ensure that the proposed reconstruction of Yonge Street has been fully coordinated with any other planned capital works.

CONTACT

Jacquelyn Hayward Gulati
Acting Director, Transportation Infrastructure Management
Telephone: 416-392-5348
E-mail: jgulati@toronto.ca

Joanne Kehoe
Manager, Professional Services,
Purchasing & Materials Management
Telephone: 416-392-7323
Email: joanne.kehoe@toronto.ca

SIGNATURE

Barbara Gray
General Manager,
Transportation Services

Michael Pacholok
Director
Purchasing & Materials Management

ATTACHMENTS

Attachment 1: Recommended Corridor Design
Attachment 2: Transportation Mode Share for North York Centre
Attachment 3: Alternative Solutions
Attachment 4: Evaluation Criteria
Attachment 5: Preliminary Preferred Alternative Design Options (Plan and Cross-Section)
Attachment 6: Finch Hydro Corridor Multi-Use Trail Concept Plan