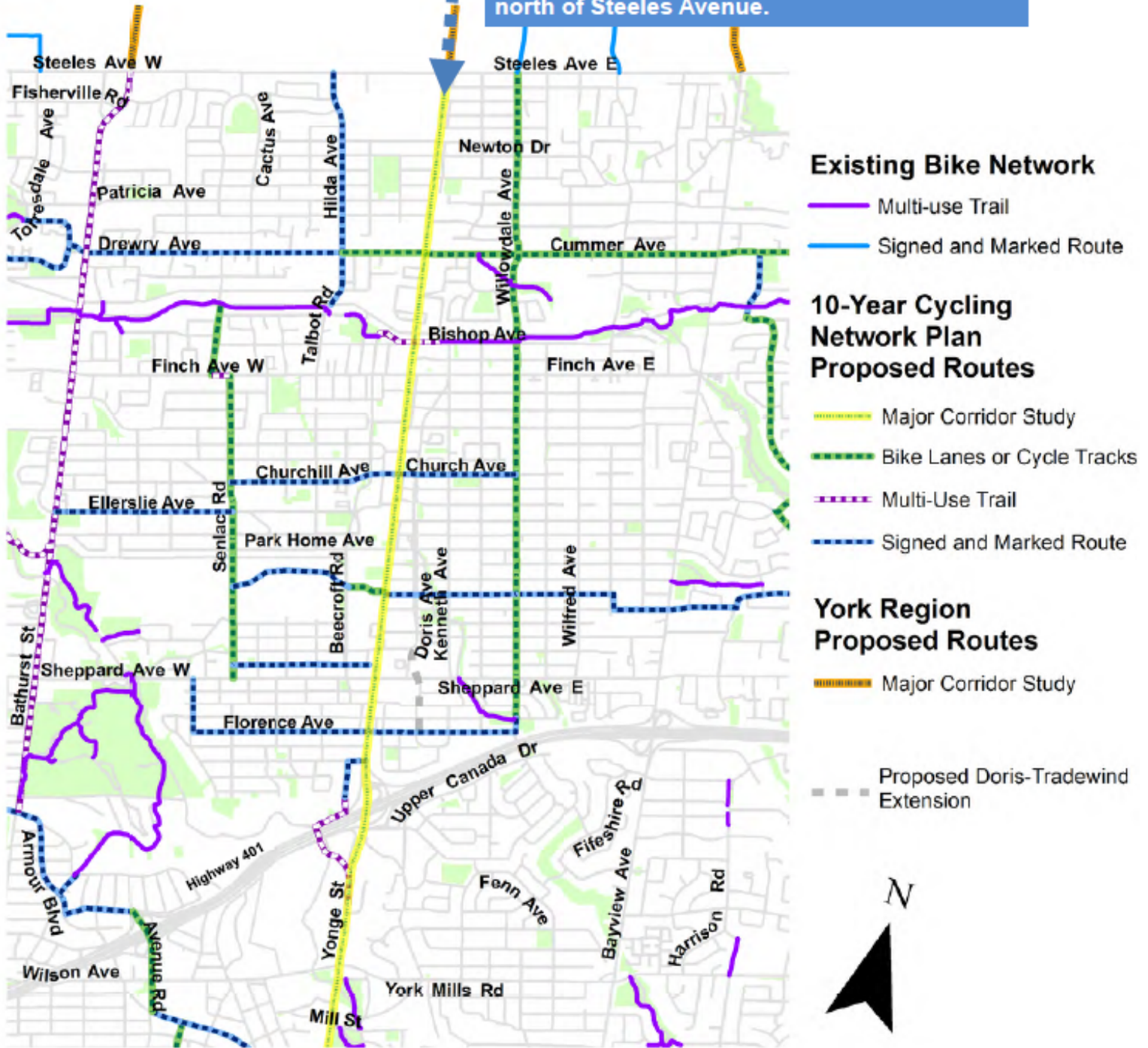


Attachment 1 – Transform Yonge



Attachment 2 – Ten Year Cycle Network Plan in Study Area

York Region is planning to introduce bike lanes on Yonge St north of Steeles Avenue. This will focus more cycling on Yonge St and facilitate cycling to and from communities north of Steeles Avenue.



## Attachment 3 – Summary of North York Centre Planning Studies

### *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. Completion of the Doris Avenue extension will further increase the capacity of the North York Service Roads.

*Yonge Street and Highway 401 Interchange Improvements Study* - evaluates improvements to the Highway 401 and Yonge Street Interchange. This study is on hold

pending the results of the MTO led study 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.

Attachment 4  
Alternative Solutions for Stage 1 Phase of Work – Yonge Street

Alternative	Description	Wider Sidewalk	Enhance / Expand Pedestrian Crossings	Bike Facilities	Travel Lanes	Landscaped Median: Remove, Narrow, Enhance, or Extend	Trees & Planters, Public Art, Street Furniture	Curb Relocation
								
<b>1 Do Nothing</b>	Business as usual: continue implementing the existing plan as development proceeds	Enhance as redevelopment occurs	No change	No change	No change	Proceed with existing plans	Enhance as redevelopment occurs	No change
<b>2 Enhance</b>	Minor Improvements to the streetscape and transportation operations at strategic locations	Fix existing sidewalk and enhance as redevelopment occurs	Enhance at strategic locations	No change	No change	Consider minor improvement options	Add in strategic locations	No change
<b>3 Modify</b>	Minor reconstruction in strategic locations, to improve the streetscape and pedestrian facilities, and bike facilities	Widen in redevelopment areas and other strategic locations	Enhance at strategic locations	Consider bike facilities	Consider reduction from 6 lanes to 4 in sections	Consider options in strategic locations	Add in strategic locations	Changes in strategic locations
<b>4 Transform</b>	Major reconstruction to create a multi-modal street and enhanced streetscape, including cycle tracks, and enhanced pedestrian facilities	Widen throughout the corridor	Enhance corridor-wide	Consider bike facilities	Reduce from 6 lanes to 4, throughout the corridor	Consider options throughout the corridor	Enhance throughout the corridor; consider new features	Extensive relocation

Attachment 5  
Evaluation Criteria for Stage 1 Phase of Work – Yonge Street



**Accessibility, Mobility & Transportation Infrastructure**

- Promotes effective movement of people and goods
- Transportation network capacity
- Parking capacity
- Intersection operations and Transportation efficiency
- Safety for users
- Effect on emergency services
- Adherence to City design standards and guidelines for transportation facilities
- Accessibility (Compliance with City's Accessibility Standards and provincial guidelines)



**Natural Environment**

- Maximizes opportunity for street tree planting in optimized urban condition that provides for the long term health of the trees
- Sustainability (example: reuse of stormwater)
- Climate Change



**Cycling and Walking**

- Ability to introduce new cycling facilities
- Ability to improve pedestrian facilities



**Cultural Heritage & Built Heritage Resources**

- Impacts on built heritage resources
- Impacts on cultural heritage landscapes



**Constructability & Utilities**

- Transit, pedestrian, road, and bike mobility through the study and duration of disruption for each mode
- Number of construction stages and duration
- Number and scale of existing utilities affected
- Potential utility conflicts
- Effects on business during construction



**Costs**

- Construction costs
- Life cycle costs
- Maintenance/operational costs for:
  - Roadway
  - Enhanced streetscape and canopy trees
  - Winter maintenance



**Planning: Vision and Identity**

- Supports Yonge Street's role as a special public space
- Encourages vibrant, mixed-use development
- Effects on business (e.g., retail)
- Impacts to Private Property

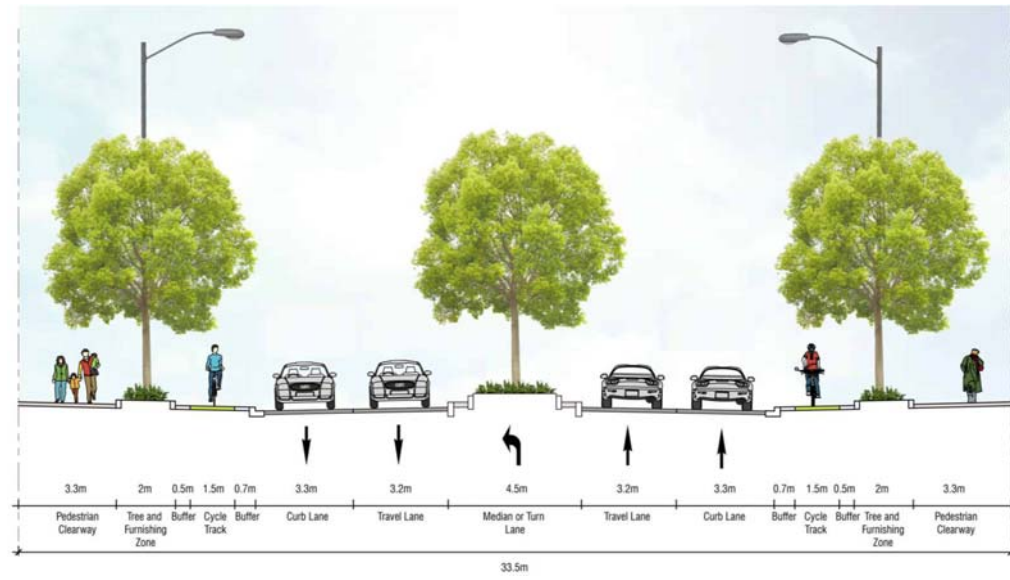


**Opportunities for Design Excellence**

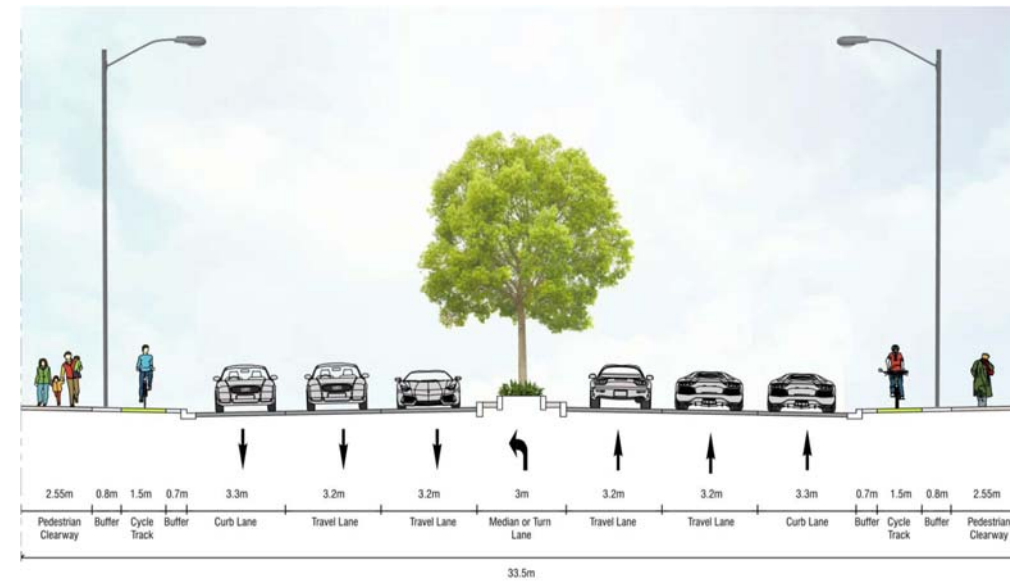
- Percentage of the right-of-way dedicated to public realm uses such as pedestrian facilities, public art, and street furniture
- Supports design excellence of infrastructure and streetscape. Enhances the attractiveness of urban environment and creates place-making opportunities
- Supports integration with public spaces
- Wind / Pedestrian comfort / Microclimate

Attachment 6  
 Preliminary Preferred Design Options (Plan and Cross-Section)  
 Stage 1 Phase of Work – Yonge Street

North of Sheppard (Design Option 4B):



South of Sheppard (Design Option 4A):



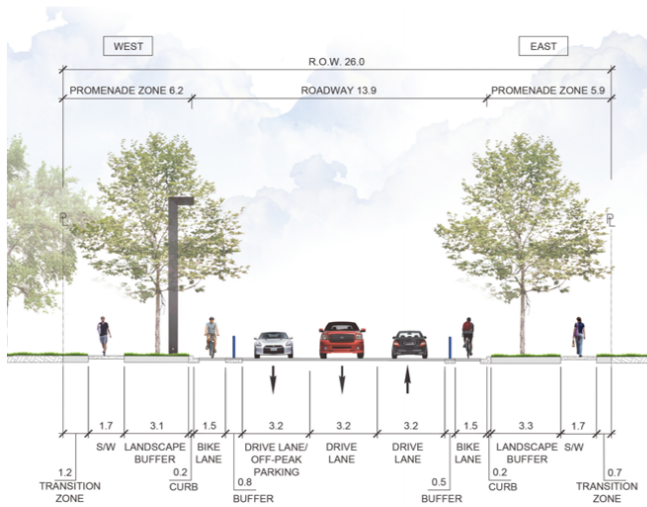
## Attachment 7 Alternative Solutions for Beecroft Road, Doris Avenue or both Stage 2 Phase of Work – Yonge Street as well as Beecroft Road/Doris Avenue

### Modify

- Existing boulevards maintained
- Add bike lanes with painted buffer
- Maintain off-peak parking northbound on Doris Avenue and southbound on Beecroft Road

### BEECROFT ROAD

#### Cross Section

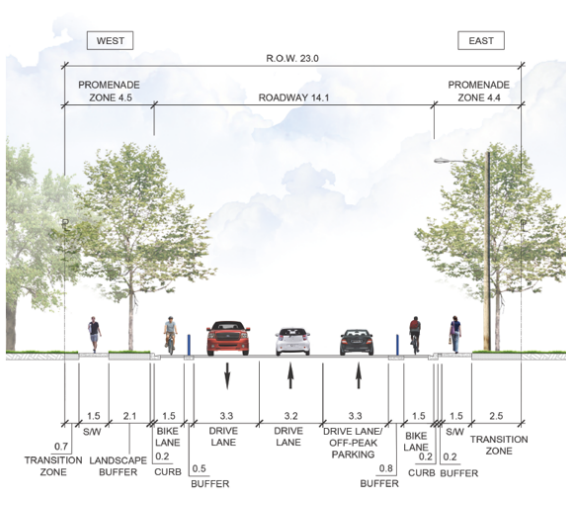


#### Travel Lanes



### DORIS AVENUE

#### Cross Section



#### Travel Lanes



This lane arrangement was selected because it provides the ability to balance the number of travel lanes on both Beecroft Rd and Doris Ave.

#### Aerial View



#### Aerial View



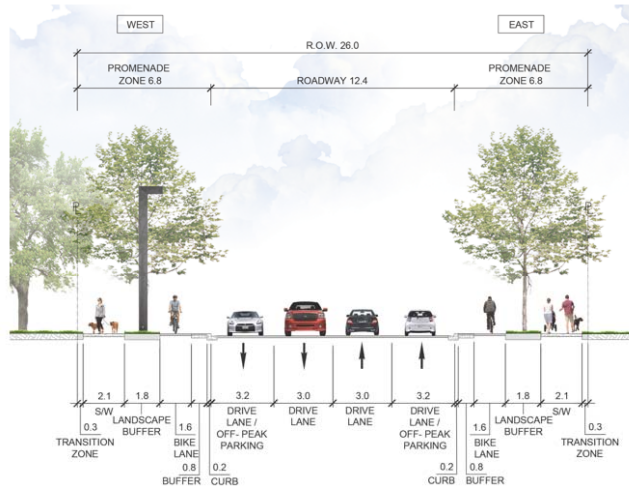


## Transform 1

- Widened boulevards where necessary
- Raised cycle tracks adjacent to the curb
- Maintain off-peak parking
- Trees replaced if there are impacts
- Public realm improvements and widened sidewalks

### BEECROFT ROAD

#### Cross Section



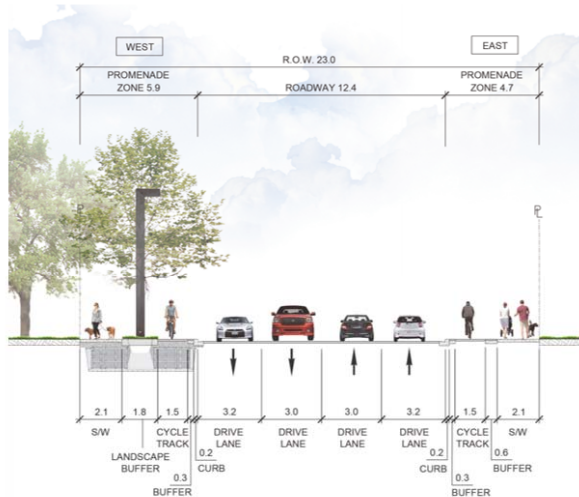
Not to scale. Illustrative purposes only.

#### Travel Lanes



### DORIS AVENUE

#### Cross Section



Not to scale. Illustrative purposes only.

#### Travel Lanes



This alternative could be implemented on either Beecroft Road or Doris Avenue, or both.

#### Aerial View



Not to scale. Illustrative purposes only.

#### Aerial View



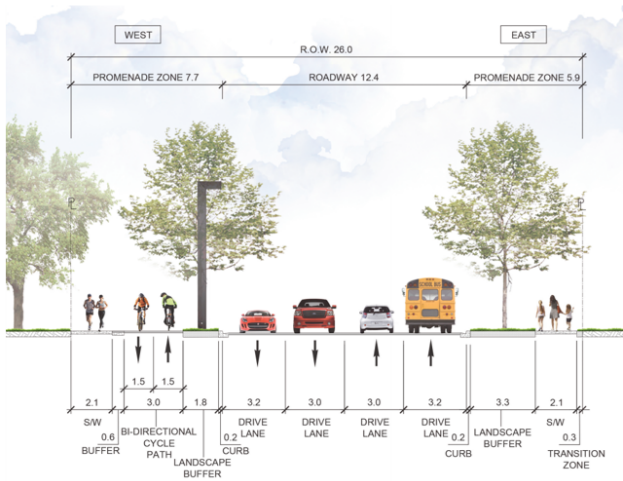
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## Transform 2

- Widened boulevards where necessary
- Add bidirectional cycling path in west boulevard of Beecroft Road and/or east boulevard of Doris Avenue
- Maintain off-peak parking
- Trees replaced if there are impacts
- Public realm improvements and widened sidewalks

### BEECROFT ROAD

#### Cross Section



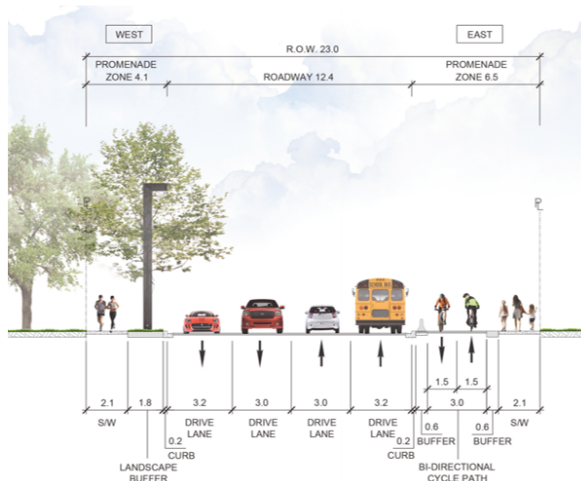
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#### Travel Lanes



### DORIS AVENUE

#### Cross Section



Not to scale. Illustrative purposes only.

#### Travel Lanes



This alternative could be implemented on either Beecroft Road or Doris Avenue, or both.

#### Aerial View



Not to scale. Illustrative purposes only.

#### Aerial View



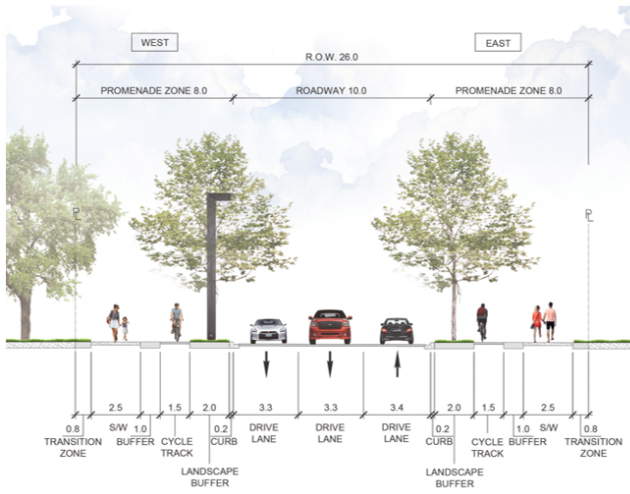
Not to scale. Illustrative purposes only.

## Transform 3

- Widened boulevards where necessary
- Add cycling paths in boulevards
- Maintain off-peak parking northbound on Doris Avenue and southbound on Beecroft Road
- Trees replaced if there are impacts
- Public realm improvements and widened sidewalks

### BEECROFT ROAD

#### Cross Section



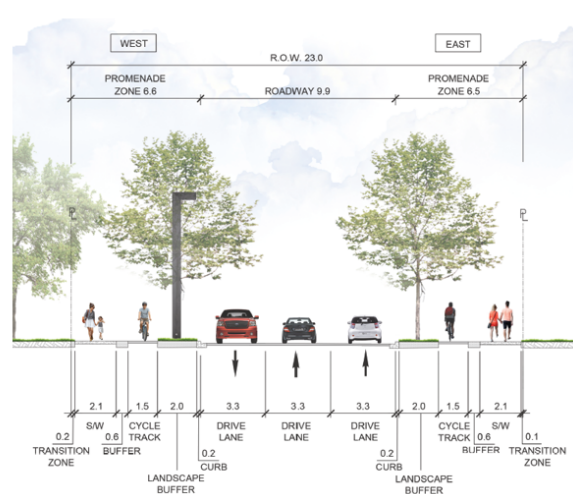
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#### Travel Lanes



### DORIS AVENUE

#### Cross Section



Not to scale. Illustrative purposes only.

#### Travel Lanes



This lane arrangement was selected because it provides the ability to balance the number of travel lanes on both Beecroft Rd and Doris Ave.

#### Aerial View



Not to scale. Illustrative purposes only.

#### Aerial View



Not to scale. Illustrative purposes only.



















## Attachment 8 – Updated Criteria and Measures

 <p><b>Planning: Vision for the Community</b></p> <p>Supports planning policy and vision for North York Centre</p> <p>Encourages vibrant, mixed-use development</p> <p>Effects on business (e.g., retail)</p> <p>Noise effects</p>	 <p><b>Mobility and Congestion Management</b></p> <p>Movement of people and goods</p> <p>Transportation network capacity and operations</p> <p>Surface transit (GO and TTC bus) operations</p> <p>Emergency Services</p>	 <p><b>Walking</b></p> <p>Makes walking a more attractive travel option</p> <p>Connectivity for pedestrians to lands adjacent to Yonge Street</p>	 <p><b>Cycling</b></p> <p>Makes cycling a more attractive travel option</p> <p>Consistency with the City's approved Cycling Network 10-Year Plan</p> <p>Connectivity for cyclists to lands adjacent to Yonge Street</p>
 <p><b>Curbside Activity</b></p> <p>Ability to accommodate pick-up, drop-off, and delivery activity</p>	 <p><b>Parking</b></p> <p>Adequacy and location of proposed supply of parking</p>	 <p><b>Opportunities for Design Excellence</b></p> <p>Supports place-making and streetscape improvements</p> <p>Right of way space dedicated to public realm</p>	 <p><b>Constructability and Utilities</b></p> <p>Ability to get around during construction disruption</p> <p>Impacts to private property</p> <p>Impact to existing utilities and ability to accommodate future utility installation</p>
 <p><b>Natural Environment</b></p> <p>Impacts on existing plants and trees</p> <p>Proposed street trees</p> <p>Sustainability features and ability to respond to climate change</p>	 <p><b>Cultural Heritage &amp; Built Heritage Resources</b></p>	 <p><b>Capital Construction Costs</b></p>  <p><b>Operations and Maintenance Costs</b></p>	 <p><b>Long-Term Resilience</b></p> <p>Ability to adapt to evolving mobility choices, technology, and a changing economy</p>

Attachment 9 – Evaluation of Stage 2 Alternatives (Step 1)

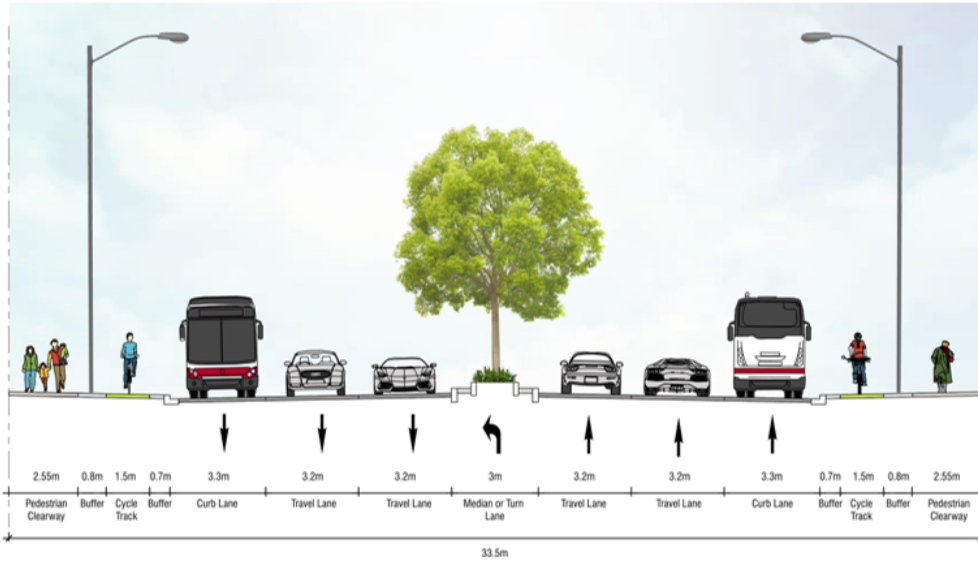
Criterion	Evaluation Summary
<b>Planning: Vision and Identity</b>	<b>Transform 3</b> provides opportunities for wider sidewalks, place-making opportunities, and reduced noise.
<b>Mobility and Congestion Management</b>	<b>Transform 1</b> does not reduce traffic capacity, minimizes conflicts between user types, and provides opportunities for wider sidewalks.
<b>Walking</b>	<b>Transform 3</b> provides opportunities for wider sidewalks and reduced crossing distances.
<b>Cycling</b>	<b>Transform 1</b> provides separated cycle track. Minimizes user conflicts and simplifies signaling requirements.
<b>Curbside Activity</b>	<b>Transform 1</b> and <b>2</b> maintain curbside access similar to existing.
<b>Parking</b>	<b>Transform 1</b> and <b>2</b> maintain parking conditions similar to existing. Net increase in off-peak on-street spaces is proposed for the study focus area.
<b>Opportunities for Design Excellence</b>	<b>Transform 3</b> provides opportunities to expand the pedestrian realm and has the most positive effect on the scale of the street through in lane reduction.
<b>Constructability and Utilities</b>	<b>Modify</b> preferred due to limited potential property impacts compared to the other alternatives. Shortest duration of construction.
<b>Natural Environment</b>	<b>Transform 3</b> provides the greatest potential for additional trees and environmental design features.
<b>Cultural Heritage and Built Heritage Resources</b>	<b>All options equally preferred</b> due to adjacency to York Cemetery requiring additional archeological assessment.
<b>Capital Costs</b>	<b>Modify</b> has lower anticipated capital costs relative to Transform alternatives.
<b>O&amp;M Costs</b>	<b>Modify</b> has lower anticipated maintenance costs relative to Transform alternatives.
<b>Long-Term Resilience</b>	<b>Transform 1</b> and <b>2</b> balance anticipating future mode shift and adaptable on-street space.

Attachment 10 – Evaluation of Selection of Preferred Street for Preliminary Preferred Alternative "Transform 1" (Step 2)

Category / Criteria	Alternative 1 Beecroft Road	Alternative 2 Doris Avenue	Alternative 3 Beecroft Rd and Doris Ave
<b>Cycling</b> <ul style="list-style-type: none"> <li>Makes cycling a more attractive travel option</li> <li>Consistency with City's approved Cycling Network 10-Year Plan</li> <li>Connectivity for cyclists to lands adjacent to Yonge Street</li> </ul>	 <ul style="list-style-type: none"> <li>Does not provide north-south route option east of Yonge Street.</li> <li>Provides connection between Finch Hydro Corridor Trail to the proposed future crossing of Highway 401 from Linelle Street and other existing north-south bike routes and trails.</li> </ul>	 <ul style="list-style-type: none"> <li>Does not provide north-south route option west of Yonge Street.</li> <li>Indirect connection to the proposed future crossing of Highway 401.</li> </ul>	 <ul style="list-style-type: none"> <li>North-south cycling options both east and west of Yonge Street, with the most route options available to cyclists.</li> <li>Provides connection between Finch Hydro Corridor Trail to the proposed future crossing of Highway 401 near Linelle Street and other existing north-south bike routes and trails.</li> </ul>
<b>Mobility and Congestion Management</b> <ul style="list-style-type: none"> <li>Movement of people and goods</li> <li>Transportation network capacity and operations</li> <li>Surface transit (GO and TTC bus) operations</li> <li>Emergency services</li> </ul>	 <ul style="list-style-type: none"> <li>Supports a shift in demand away from auto travel to bike travel.</li> </ul>	 <ul style="list-style-type: none"> <li>Impact on access to Claude Watson and Cardinal Carter schools.</li> <li>Supports a shift in demand away from auto travel to bike travel.</li> </ul>	 <ul style="list-style-type: none"> <li>Impact on access to Claude Watson and Cardinal Carter schools.</li> <li>Supports a shift in demand away from auto travel to bike travel.</li> </ul>
<b>Natural Environment</b> <ul style="list-style-type: none"> <li>Impacts on vegetation communities and existing trees</li> <li>Proposed street trees</li> <li>Sustainability features and ability to respond to climate change</li> </ul>	 <ul style="list-style-type: none"> <li>Potential for tree impacts on one corridor.</li> </ul>	 <ul style="list-style-type: none"> <li>Potential for tree impacts on one corridor</li> </ul>	 <ul style="list-style-type: none"> <li>Potential for tree impacts on two corridors</li> </ul>
<b>Costs, feasibility, and impacts to private property</b>	 <ul style="list-style-type: none"> <li>Lower construction costs associated with construction on one street.</li> <li>Few private property impacts and requirements.</li> </ul>	 <ul style="list-style-type: none"> <li>Lower construction costs associated with construction on one street.</li> <li>Potential for substantial private property impacts and requirements.</li> </ul>	 <ul style="list-style-type: none"> <li>Higher construction costs associated with construction on two streets.</li> <li>Potential for substantial private property impacts and requirements.</li> </ul>
<b>OVERALL RANKING</b>			
<b>ADVANCE?</b>	 <b>Yes.</b> Alternative 1 avoids negative impacts on access to community facilities, is better aligned to the future connection across Highway 401, minimizes impacts to private property, and can be built at a lower cost.	 <b>No.</b> Alternative 2 would require substantial property impacts in constrained areas, particularly between Avondale and Greenfield Avenues.	 <b>No.</b> Alternative 3 would require the same potential impacts on Doris Ave and access to community facilities would be impacted. The project cost would be higher due to construction on two corridors.

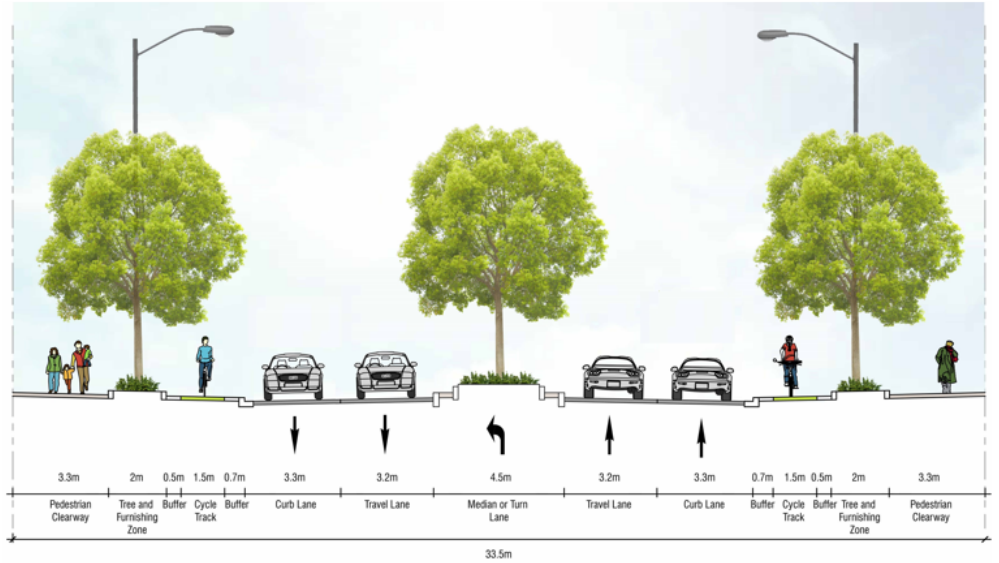
## Stage 1 Preliminary Preferred Alternative

### Yonge Street - Avondale to Sheppard



Not to scale. Illustrative purposes only.

### Yonge Street - Sheppard to Hendon/Bishop

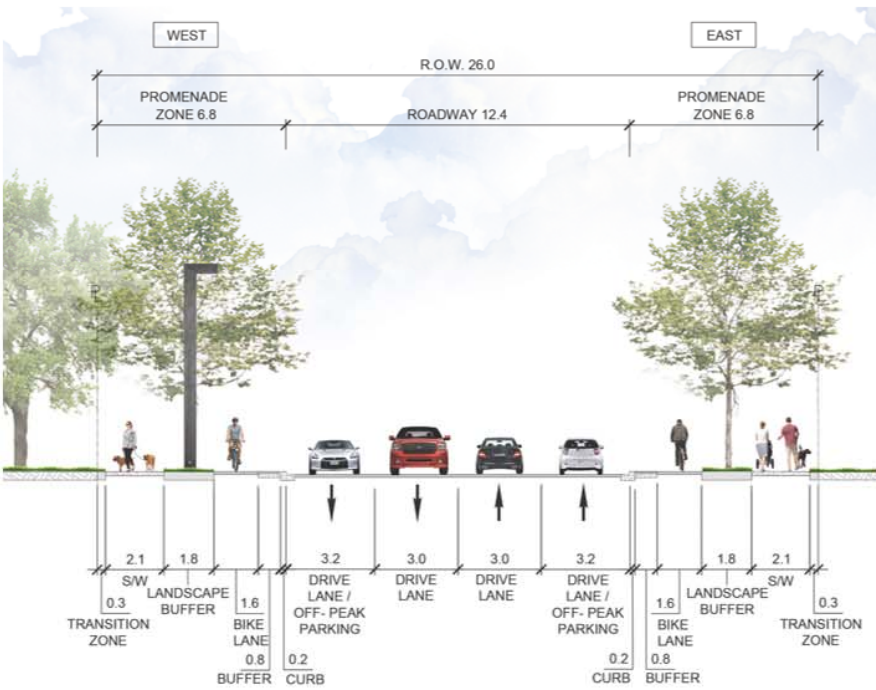


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### No changes to Beecroft Road or Doris Avenue

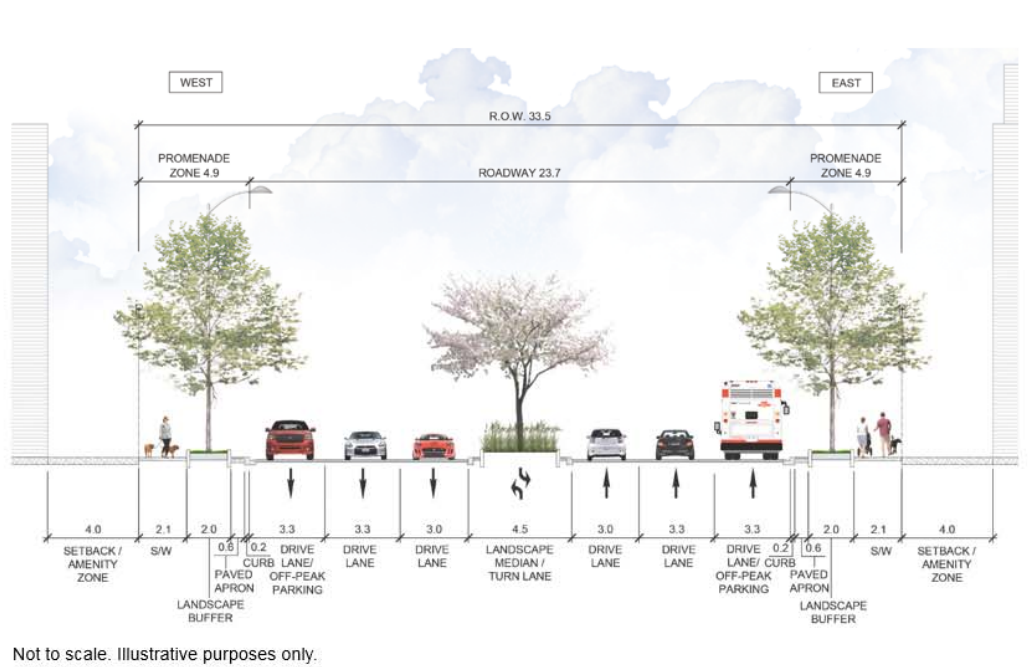
## Stage 2 Preliminary Secondary Alternative

### Transform 1 on Beecroft Road



Not to scale. Illustrative purposes only.

### Yonge Street Stage 2 Concept



Not to scale. Illustrative purposes only.

Attachment 12 – Finch Hydro Corridor Multi-Use Trail Concept Plan





## Attachment 13 – Scenarios Modelled for Traffic Assessment

**Scenario 1** - 2016 Existing - serves as a baseline reference point for existing conditions

**Scenario 2** - 2021 preliminary preferred alternative "Transform Yonge" – generally includes four lanes on Yonge Street between Sheppard Avenue and Hendon Avenue / Bishop Avenue. Assumes existing road network on Beecroft Road and Doris Avenue is maintained.

**Scenario 3** - 2021 "worst case" scenario for Stage 2 alternatives (Modify and Transform 3) – removal of one travel lane from Beecroft Road and Doris Avenue between Sheppard Avenue and Finch Avenue. Assumes that existing road network on Yonge Street (six lanes) is maintained.

**Scenario 4** - 2031 Future Background (Do Nothing) - includes the existing road network including six lanes on Yonge Street and four lanes on Beecroft Road and Doris Avenue with the projected 2031 development growth

**Scenario 5** - 2031 preliminary preferred alternative "Transform Yonge" – generally includes four lanes on Yonge Street between Sheppard Avenue and Hendon Avenue / Bishop Avenue. Assumes that the Doris Avenue extension is completed and that four lanes are maintained on each of Beecroft Road and Doris Avenue.

**Scenario 6** - 2031 "worst case" scenario for Stage 2 alternatives (Modify and Transform 3) – removal of one travel lane from Beecroft Road and Doris Avenue between Sheppard Avenue and Finch Avenue. Assumes that the Doris Avenue extension is completed and that the existing number of lanes on Yonge Street is maintained.

## Attachment 14

### Recommendations for Mitigation of Traffic Impacts for "Transform Yonge" and "Enhance Yonge and Transform Beecroft" Alternatives

#### 1. Improving Traffic Operations on Yonge Street

##### Near Term

(a) Maintain turn lanes at key intersections within the study focus area and remove others that offer little benefit or create operational issues. Using the results of the transportation model, changes to the following intersections are recommended:

a) Yonge Street and Sheppard Avenue – the heaviest demands are for the westbound left turn and north-south through movements. Northbound and southbound left turns operate with protected phases that on occasion are not used because through queues block access to the turn lanes. Removing the northbound and southbound left turn lanes will free up additional green time for east-west and north-south movements.

b) Removal of northbound and southbound left-turns on Yonge Street is also recommended at the following locations (this would be implemented through the median extension):

- Florence Avenue / Avondale Avenue
- Olive Avenue / Tolman Street
- Norton Avenue
- Parkview Avenue
- Upper Madison (north) Avenue
- Harlandale Avenue
- Bogert Avenue
- Glendora Avenue

c) Yonge Street and Poyntz Avenue – to accommodate the removal of the northbound left turn movement at Yonge Street and Sheppard Avenue, it is recommended that the northbound left turn movement at Yonge Street and Poyntz Avenue be maintained, that the storage length for the turn lane be extended to the maximum distance possible and that a protected northbound left-turn phase be implemented to encourage motorists to use Poyntz Avenue which provides direct access to Beecroft Road.

(b) Optimize signal timing plans throughout the Yonge Street corridor to move traffic more efficiently.

(c) Consolidation of GO Transit Bus Stops - the number of stops will be reduced from eight (8) to five (5) which will both improve GO Transit operations and minimize the impact of loading and unloading activities on Yonge Street traffic operations.

(d) Provide bus bays at transit stops - the provision of bus bays in the preferred design will ensure that TTC and GO Transit buses are able to load and unload passengers without causing delays to through traffic on Yonge Street.

(e) Provide a northbound bus only lane on Yonge Street between Finch Avenue and Bishop Avenue/Hendon Avenue to better accommodate the turning requirements of TTC vehicles from Finch Avenue bus terminal. The provision of the bus only lane will result in a five (5) lane cross section along this section of Yonge Street.

## 2. Improving Traffic Operations on the North York Service Roads

### Near-Term

Under 2031 traffic conditions, the traffic modelling carried out shows that the North York Service Roads (Doris Avenue and Beecroft Road) are operating under capacity and that these roads can accommodate increased demands should traffic divert away from Yonge Street. A number of operational improvements are recommended to encourage this diversion as intended:

(a) Extend no parking restrictions on Doris Avenue and Beecroft Road during the peak periods where applicable. Under existing conditions, parking is generally permitted on the service roads during weekday off peak periods (9:00 AM to 4:00 PM and 6:00 PM to 7:00 AM). To ensure parking permissions reflect weekday peaking characteristics, it is recommended that the peak hour restrictions on parking be extended from two to three hours during both the AM and PM peak periods.

(b) Complete the Doris Avenue extension to Tradewind Avenue identified in the North York Service Road EA Addendum - Transportation Services is actively carrying out an EA Addendum for the extension of Doris Avenue south of Sheppard Avenue East. Staff are working to coordinate the implementation of the Doris Avenue extension to occur shortly after reconstruction of Yonge Street is completed. This study is on hold pending the results and completion of this EA Study.

### Long-Term

(b) Review the need for a southbound right turn lane at Beecroft Road and Sheppard Avenue West to improve intersection operations. Under 2031 future conditions, this intersection is forecasted to operate under congested conditions. An exclusive southbound right-turn lane will prevent right-turning traffic from slowing southbound through traffic and will result in moderate overall improvements in the operation of this intersection.

(d) Complete the Beecroft Road extension to Drewry Avenue - staff are working with area developers to actively plan for the extension of Beecroft Road to Drewry Avenue. This extension will further support Beecroft Road as a viable alternative to Yonge Street.

### 3. Improving Connections to/from the North York Service Roads

#### Near-Term

(a) Extend the westbound left turn lane at Yonge Street and Empress Avenue - providing additional space for westbound left-turning traffic will reduce the occurrence of westbound left-turning queues impacting westbound through and right-turning traffic.

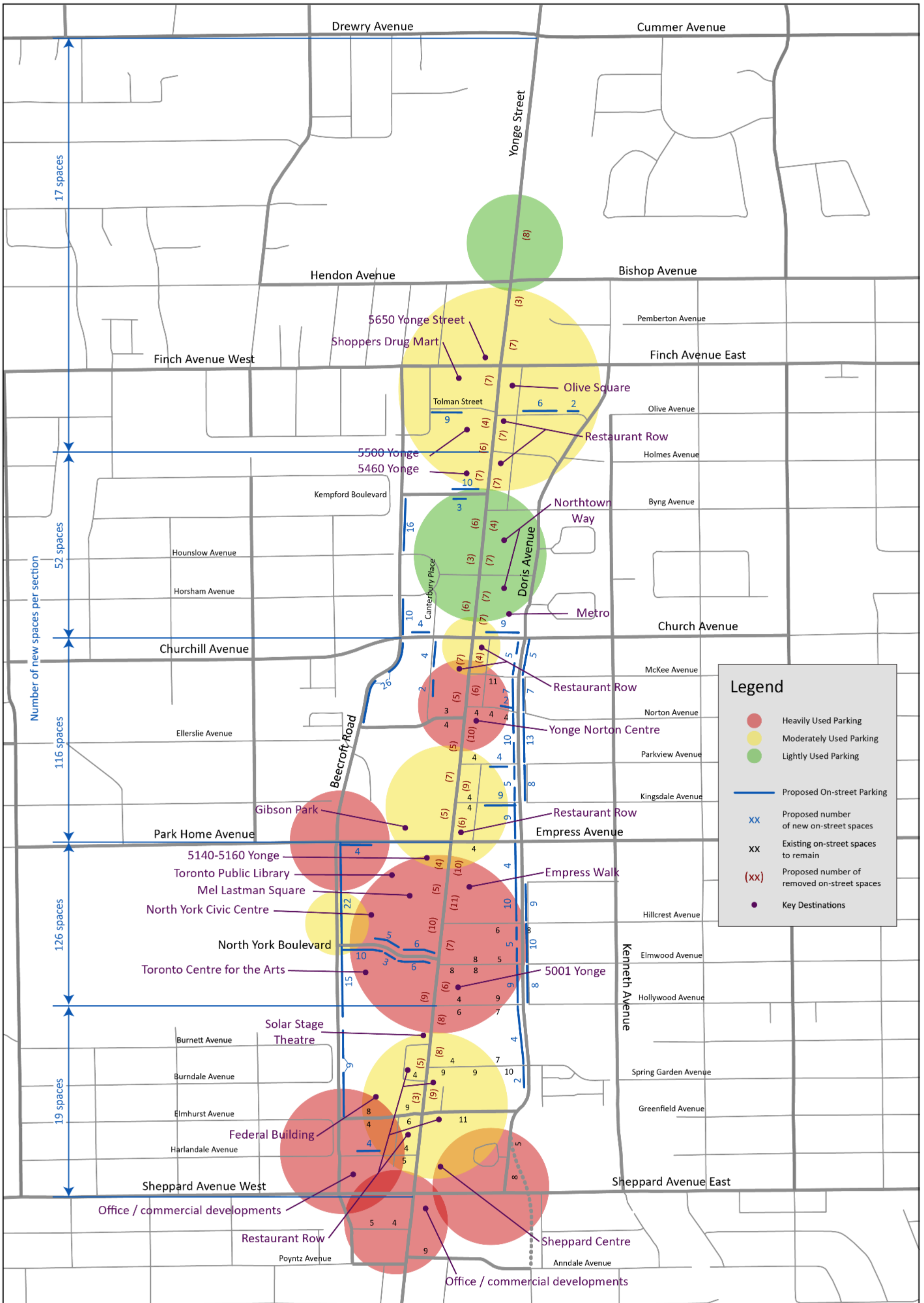
#### Long-Term

(b) Review the need for road widenings identified in the Beecroft Extension EA to ensure sufficient capacity is available to accommodate a greater reliance on the Service Roads to travel to/from the North York Centre. East-west streets identified for widening include:

- Hendon Avenue from two (2) to four (4) lanes between Greenview Avenue and Doris Avenue
- Kenneth Avenue from two (2) to four (4) lanes between Finch Avenue and Bishop Avenue
- Churchill Avenue/Church Avenue from two (2) to four (4) lanes between Canterbury Place and Doris Avenue

Empress Avenue from two (2) to four (4) lanes between Yonge Street and Doris Avenue

Attachment 15 - Proposed Parking Density for "Transform Yonge"



**Legend**

- Heavily Used Parking
- Moderately Used Parking
- Lightly Used Parking
- Proposed On-street Parking
- XX Proposed number of new on-street spaces
- XX Existing on-street spaces to remain
- (XX) Proposed number of removed on-street spaces
- Key Destinations

**NOTES**

Existing number of spaces (on and off-street): 14,611  
 Existing spaces to be removed: 255  
 Total number of new on-street parking spaces: 330  
 Total number of spaces (on and off-street): 14,686



PREPARED BY <b>DY</b>	CHECKED BY <b>MS</b>
SCALE 0 m 25 m 50 m	DATE <b>2018-01-03</b>

**PROPOSED PARKING**  
**Yonge Street Study Area**

**REimagining Yonge Street**  
**Environmental Assessment**

SHEET NO:

## Attachment 16 – Public Engagement Program and Feedback Received

### 1. Notice of Study Commencement

A Notice of Study Commencement and Public Drop-in Event (Public Information Centre #1) was published prior to the first drop-in event in May 2016 to provide the study background, the process, details on the meeting, the project webpage address, and contact information for the City's Sr. Public Consultation Coordinator. The notice was published in the North York Mirror on May 12 and 19, 2016. Flyers announcing the Study Commencement and Public Drop-in Event were distributed by unaddressed mail through Canada Post to all properties located within the extended EA Study Area (approximately 66,000), and letters were sent via email to the study mailing list.

### 2. Project Webpage

A project webpage ([www.toronto.ca/reimaginingyonge](http://www.toronto.ca/reimaginingyonge)) was launched to coincide with the Study Commencement notification in May 2016, and has remained active with regular updates occurring throughout the course of this study.

The website provides an opportunity for the public and stakeholders to review up-to-date study information and content, background information, download study materials, reports, respond to online surveys, and provides contact information for the Project Team.

Additionally, all consultation events were listed on the City of Toronto's central public consultations webpage and calendar.

### 3. Jane's Walk – May 7<sup>th</sup>, 2016

On Saturday, May 7<sup>th</sup>, 2016 the Project Team hosted a Jane's Walk called "REimagining Yonge Street: Your Vision for Yonge Street from Sheppard Avenue to Finch Avenue." This walk was advertised on the Jane's Walk website and notice was emailed to the project mailing list and posted on the project website. The City of Toronto and members of the WSP/MMM consultant team guided approximately 20 walkers along Yonge Street, stopping to learn about planning a complete street, reliving the history of North York Centre and exploring opportunities to enhance the streetscape and public realm. The walk leader was City of Toronto Urban Designer Sasha Terry who provided a history of the area, current conditions, and plans for improvements.

### 4. Jane's Walk with Claude Watson Students – Tuesday, May 31<sup>st</sup>, 2016

On Tuesday, May 31<sup>st</sup>, 2016 at 8:00am City of Toronto staff joined a group of approximately 15 students from Claude Watson School of the Arts along with one teacher to walk along Yonge Street from Spring Garden Avenue to Empress Avenue. The teacher and students led the walk, discussing elements they enjoyed and identifying areas for improvement.

This walk was organized in an effort to engage youth, who are key stakeholders in the study. In April 2016 the City contacted three schools in the study area with invitations to participate in student walks: Earl Haig Secondary School, Cardinal Carter Academy for the Arts, and Claude Watson School of the Arts. Claude Watson School of the Arts expressed interest and agreed to organize the walk.

## 5. Online and Field Survey

The goal of the survey was to collect information about how the community uses Yonge Street within the study limits. The survey was designed to gather feedback about opportunities to improve Yonge Street, existing problems with the corridor, and current uses.

The survey was issued to users in two (2) formats:

- 1) Stakeholders could complete the questionnaire by visiting the on-line survey site
- 2) The Project Team participated in a one-day event on May 10, 2016, surveying individuals at five (5) locations along Yonge Street during the following peak hours  
11:00 a.m. – 2:00 p.m.; 4:30 p.m. – 6:30 p.m. and 7:30 p.m. – 9:00 p.m.

A total of approximately 1,084 surveys were completed. The online survey was completed by approximately 736 respondents, while 348 provided feedback during the field survey. 38% of respondents indicated that what they most like about Yonge Street is that it was well-served by transit and is convenient for walking. 46% of respondents indicated that what they least liked about Yonge Street is the poor condition of the streetscape and lack of streetscape design while 30% of respondents least liked high traffic volumes on Yonge Street. 14% and 10% of respondents indicated that lack of cycling facilities and insufficient sidewalk space is what they least like about Yonge Street.

## 6. Public Meetings

Public drop-in events are informal meetings where area residents, interested stakeholders, businesses, and First Nations communities are provided an opportunity to review planning and project information, identify concerns and provide input to the Project Team.

During this study, five (5) public drop-in events were held throughout Stage 1 and Stage 2 phases of work. The public drop-in events were arranged as drop-in sessions (open-house style, with a series of display panels) where representatives of the Project Team were available to answer questions and discuss the study. The public drop-in events included engagement activities such as brainstorming design opportunities, voting on preferred design features, providing feedback about the alternatives, design options, evaluation criteria, and selection of the preferred alternative.

### 6.1 Public Drop-in Event 1 – Wednesday, May 25<sup>th</sup>, 2016

The public drop-in event was held on Wednesday, May 25, 2016, at Memorial Hall, 5110 Yonge Street, Toronto. 187 people signed in to the drop-in event. The information

displayed included the process involved in conducting a Municipal Class EA, the purpose of the meeting, problem / opportunity statement, existing conditions, urban design opportunities, generation of alternatives, evaluation criteria and next steps.

A Notice of the first public drop-in event (together with the Notice of Study Commencement) was published in the North York Mirror on May 12 and 19, 2016. Approximately 66,000 flyers were also circulated to all properties within the expanded study area via Canada Post bulk mail on May 13, 2016, the project webpage was updated to advertise the meeting, notification was emailed to the project mailing list and the event was listed on the City's central online public consultation calendar. The Notice was also provided to the offices of Councillor Filion, Councillor Shiner, Councillor Robinson, and Councillor Carmichael Greb to be shared with constituents.

A range of opinions and ideas relating to opportunities to enhance Yonge Street and re-imagine the street with more multimodal uses were heard by the Project Team. Some of the key information provided by residents and stakeholders prior to, during or after the public drop-in event includes support for improved pedestrian / cyclist safety, support for improved natural features (e.g. planting more trees, increased greenspace, planter maintenance, and promotion of conservation), support for wider sidewalks and general concern about lane reductions along Yonge Street and potential impact on traffic congestion. Both requests to maintain on-street parking and support to remove existing on-street parking. Bike lanes on Yonge Street were polarizing, with both strong positive and negative responses.

## 6.2 Design Charrette – June 9, and 11th, 2016

The purpose of the charrette was to build on data gathering and analysis efforts by the Project Team to produce alternatives for a preferred design, while creating a joint vision with the community.

### Internal Staff / Stakeholder Session:

On Thursday, June 9th the design charrette was initiated with an 'internal staff / stakeholder session' at the Spring Garden Church from approximately 9:00 a.m. to 4:00 p.m. Approximately 40 people attended this session including participants from Transportation Services, City Planning, Parks, Forestry & Recreation, Major Capital Infrastructure Coordination, Public Consultation Unit, TTC and the consultant team.

The internal staff / stakeholder session included various activities and peer interaction. Themes discussed included safety, sustainability, economic development, place making multimodal mobility and maintenance and implementation. Common concerns and areas for improvement identified specifically for Yonge Street included utility cuts and their potential disturbance to the public realm when emergency repairs are required, the need to improve safety and consider all modes of transportation (pedestrians, cyclists and vehicles), convenience for pedestrians and the need to add more street furniture (ie. benches, trees for shade, wayfinding, waste receptacles at regular intervals, bike parking, etc.), placemaking and identify with the community to encourage a vibrant streetscape (ie. street level patios) and transportation sustainability (ie. moving away from single-occupant vehicles).



## Public Sessions:

Day one of the design charrette was held on Thursday, June 9<sup>th</sup> from 4:30 p.m. to 8:00 p.m. at the Spring Garden Church. 89 people signed to the June 9<sup>th</sup> design charrette session. Day two of the design charrette was held on Saturday, June 11 from 10:00 a.m. to 1:30 p.m. at the St. George on Yonge Anglican Church. 77 people signed in to the June 11<sup>th</sup> design charrette session.

The design charrette was advertised at the Public Drop-in Event #1, the project website was updated to advertise the event, approximately 66,000 flyers were also circulated to all properties within the expanded study area via Canada Post bulk mail on May 30, 2016 and notification was emailed to the project mailing list. The Notice was also provided to the offices of Councillor Filion, Councillor Shiner, Councillor Robinson, and Councillor Carmichael Greb to be shared with constituents.

At the design charrette, approximately 70 attendees participated in an activity of designing a cross section along Yonge Street by using strips of paper that represented different design elements. Most people included wider sidewalks, and reduced the number of travel lanes from 6 to 4. 58 out of 70 (83%) of participants included a planted median in their cross-section, and 54 out of 70 (77%) of participants included bike lanes in their cross-section.

Some of the key comments provided by stakeholders during or after the design charrettes include support for cycling facilities, request for more pedestrian crossing opportunities on Yonge Street, there needs to be a focus on the viability of businesses along Yonge Street throughout this study, support for the models that reference New York City, concern about maintenance of the green space, given it is not being maintained today, suggestion to add small trees and keep the existing green space, support for a landscaped median that could accommodate pedestrian crossings.

### 6.3 Public Drop-in Event 2 – Monday, July 25<sup>th</sup>, 2016

The second public drop-in event for this study was held on Monday, July 25, 2016. Two sessions, a day and evening session were offered for Public Drop-in Event #2. The details are as follows:

#### Day Session

Stakeholders were invited to drop-in anytime from 11:00 a.m. – 2:00 p.m. at Mel Lastman Square (5100 Yonge Street), where an information booth was set up in the Square and Project Team members were available to answer questions.

#### Evening Session

At North York Memorial Hall (5110 Yonge Street), stakeholders were invited to drop-in anytime from 5:00 p.m. – 8:00 p.m. to view the panels and discuss with Project Team members.

A Notice of the second public drop-in event was published in the North York Mirror on July 14 and 21, 2016. Due to a potential Canada Post strike, instead of a flyer

distribution to all properties within the extended study area, City staff held three (3) “Planner in Public Spaces” (PiPS) events to share information. The dates, times and locations of the PiPs events were:

- Monday, July 18 from 4:00 pm to 7:00 pm at Finch Subway Station
- Wednesday, July 20 from 12:00 pm to 7:00 pm at the Hullmark Centre
- Thursday, July 21 from 10:00 am to 2:00 pm at the North York Civic Centre (NYCC)  
Farmers Market held in Mel Lastman Square

In addition, the project webpage was updated to advertise the meeting, notification was emailed to the project mailing list and the event was listed on the City's central online public consultation calendar. The Notice was also provided to the offices of Councillor Filion, Councillor Shiner, Councillor Robinson, and Councillor Carmichael Greb to be shared with constituents.

A total of 83 individuals signed in at this public drop-in event. Some of the key comments heard at the drop-in event and provided by residents and stakeholders after the event include, support for the preliminary preferred alternative - “Transform.”, support for bike lanes to be included in the plan for Yonge Street, a need to consider that Yonge Street will need to be maintained to avoid it falling into disrepair, preference to avoid a six lane cross-section as this will allow more traffic, sidewalks should be wider, support of Design Option 4B as it is pedestrian friendly, concern about traffic impacts with a reduction of 6 to 4 lanes, concern about traffic operations in the Highway 401 vicinity, preference to relocate parking to other streets, support for public realm opportunities at Mel Lastman Square, support to connect the Finch Hydro Corridor multi-use trail to Yonge Street, preference to use natural paving material for sidewalks like stone or granite and the need to treat Yonge Street similarly to Bloor Street or Queens Quay.

#### 6.4 Public Drop-in Event 3 – September 29, 2016

The third public drop-in event for this study was held on September 29, 2016 in the main floor foyer of the North York Civic Centre. The information presented at this meeting included a study update, the evaluation of the design options and selection of the preferred design option, mitigation measures and next steps in the study. 64 people signed in to the Public Drop-in Event. Many others attended but chose not to sign in.

A Notice advertising the public drop-in event 3 was published in the North York Mirror on September 15, 2016. A flyer was also circulated to all properties within the expanded study area via Canada Post bulk mail on September 13, 2016, and the project webpage was updated to advertise the drop-in event. Approximately 66,000 flyers were also circulated to all properties within the expanded study area via Canada Post bulk mail on May 13, 2016, the project webpage was updated to advertise the meeting, notification was emailed to the project mailing list and the event was listed on the City's central online public consultation calendar. The Notice was also provided to the offices of Councillor Filion, Councillor Shiner, Councillor Robinson, and Councillor Carmichael Greb to be shared with constituents.

Some of the key comments heard at the drop-in event and provided by residents and stakeholders after the event include, support for the preliminary preferred Design Options – 4A and 4B, some comments supporting Design Option 4F (parking bays), support for the proposed plan as it will significantly improve livability in the area, concern about maintenance of the landscaped median, concern about reducing the travel lanes on Yonge Street, concern about the removal of on-street parking on Yonge Street and impact on businesses and support for wider sidewalks on Yonge Street.

#### 6.5 Public Drop-in Event 4 – October 10, 2017

The fourth public drop-in event for this study was held on October 10, 2017 at Memorial Hall, 5110 Yonge Street, Toronto. The information presented at this meeting included a study update, the results of the evaluation of the Stage 2 alternatives and next steps in the study. Approximately 230 people attended the Public Drop-in Event. Translators were available to provide information in Korean, Chinese and Farsi and event information was translated and made available online.

Notice of the event was mailed to approx. 66,000 residences and businesses and emailed to approximately 750 people. Notice of the event was also advertised in the September 28, 2017 and October 5, 2017 editions of the North York Mirror (East) and posted on the project site.

City staff held three (3) “Planner in Public Spaces” (PiPS) events to share information about the study and advertise Public Drop-in Event 4. The dates, times and locations of the PiPs events were:

- Thursday, August 31, 2017 from 11:00 am to 1:30 pm at the North York Civic Centre (NYCC) Farmers Market held in Mel Lastman Square
- Wednesday, September 6, 2017 from 4:30 pm to 6:30 pm at Finch Subway Station
- Wednesday, September 28, 2017 from 11:00 am to 2:00 pm at the North York Civic Centre (NYCC) Farmers Market held in Mel Lastman Square

Approximately 204 responses were received via feedback forms at the meeting or online. Results showed the following:

- 57% preferred cycling on Beecroft Road and Doris Avenue compared with 33% preferring Beecroft Road only and 9% preferring Doris Avenue only
- The type of cycling facility preferred along Beecroft Road and/or Doris Avenue showed highest support for Transform 2: In-boulevard bi-directional cycling path (43%) and Transform 1: Raised cycle tracks adjacent to the curb (30%)
- Of the 215 respondents, preference for alternatives Stage 1 (Transform Yonge) vs Stage 2 (Enhance Yonge and Transform Beecroft) was 40% to 60% in favour of Stage 2

#### 6.6 Public Drop-in Event 5 – December 11, 2017

The fifth public drop-in event for this study was held on December 11, 2017 at Memorial Hall, 5110 Yonge Street, Toronto. The information presented at this meeting included a study update, the evaluation results between the Stage 1 (Transform Yonge) and Stage 2 (Enhance Yonge and Transform Beecroft) alternative solutions and next steps in the study. Approximately 160 people attended the Public Drop-in Event. Translators were available to provide information in Korean, Chinese and Farsi and event information was translated and made available online.

Notice of the event was mailed to approx. 66,000 residences and businesses and emailed to approximately 750 people. Notice of the event was also advertised in the November 30, 2017 edition of the North York Mirror (East) and posted on the project site.

A total of 613 responses were received to the question on whether you agree or disagree with the recommendation to Transform Yonge (includes feedback forms received at the meeting and online responses)

- Of the 613 responses, 89% agreed with the recommended preliminary preferred alternative Transform Yonge; 11% disagreed with the recommendation
- Respondents expressed interest in on-street parking being investigated for Beecroft Road (73%); Doris Avenue (67%) and other east-west streets within the Study Focus Area (35%)
- Of the respondents, a majority walk along Yonge Street (80%); travel by TTC (78%); and bike (62%), followed by drive (38%), taxi (11%), passenger (9%), GO (4%)

## 7. Design Review Panel

The Design Review Panel (DRP) is set up as an advisory body to City staff. It is comprised of private sector design professionals – architects, landscape architects, urban designers and engineers – who provide independent, objective advice to city staff aimed at improving matters of design that affect the public realm.

The Project Team met with members of the DRP on two (2) occasions for this study as further described below.

### May 26<sup>th</sup>, 2016 – Design Review Panel Meeting

A presentation was made by members of the Project Team during the meeting. The DRP provided the following input to the Project Team:

- Both positive and negative comments were received about the existing median;
- Understanding the subsurface utilities is essential;
- Comments were received on the evaluation criteria, including: adding wind impacts, and focus on environmental sustainability instead of wildlife impacts;
- The panel provided examples of other great streets, including: Bloor Street, St. George, Michigan Avenue in Chicago; and
- The panel indicated that a strong graphic design is needed for Yonge Street.

## September 15<sup>th</sup>, 2016 – Design Review Panel Meeting

Members of the Project Team made a presentation to the DRP, presenting the evaluation of alternatives and the selection of the preferred planning alternative and design option. The following key points were identified by the DRP regarding the design:

- Panel members fully supported the proposed option for reduced vehicular lanes from 6 to 4, and noted that without this type of change, there will likely be little ability for significant improvement to the street;
- Concerned that the median would detract from the ability to have a truly generous pedestrian sidewalk area and a safe wide cycle track;
- Due to limited dimensions for this street, the project should focus on providing a "very rich sidewalk life" first and foremost;
- Trees struggle to survive in landscaped medians;
- Supported the raised dedicated cycle tracks on both sides of Yonge Street; and,
- Recommendations for other surface treatments at the three public spaces was discussed.

## 8. External Stakeholder Consultation

### 8.1 Project Mailing List

At the onset of the study, a contact list was developed, which included municipal staff, interest groups (including Yonge Corridor Condominium Association, Silverview Community Association, Bayview Cummer Neighbourhood Association, Avondale Community Condo Association, West Lansing Homeowners Association, Federation of North Toronto Residents' Associations (FoNTRA), Lansing Community Association, Edithvale-Yonge Community Association, Willowdale West, South of Sheppard, Willowdale Centre, Walk Toronto, Canterbury Place and CycleTO), and other interested stakeholders and relevant bodies that may hold interest in the study. As the study progressed, the contact list was updated to ensure that all identified interested parties received study notifications. Interested individuals could add themselves to the project mailing list online, via phone, or at a consultation event.

It should be noted that there is no business improvement association in the Study Focus Area. City staff met with business leaders during the project in order to inform them of the study. The Planners in Public Spaces events were also intended partially as an outreach to the business community.

### 8.2 Agencies

Federal and Provincial agencies, school boards and utility service providers were notified at the beginning of the study informing them of the study and soliciting their comments. Individuals and groups that expressed an interest in the project were kept informed throughout the study and were invited to attend the public drop-in events.

### 8.3 Aboriginal Community Engagement

First Nations communities and the Ministry of Aboriginal Affairs were contacted by the Project Team at key milestones throughout the study process.

### 8.4 Business Owners

#### Door-to-Door Visits

- City staff visited local businesses and property managers located within the Study Focus Area on May 17, 18 and 19, 2017.
- All businesses received a project postcard and were asked for their contact information and how they would like to get involved.

#### Survey of Local Businesses and Property Managers

- A letter and survey were issued through Canada Post on August 10, 2017 to 161 businesses and property management firms within the study area asking for their input on the priorities for REimagining Yonge (Sheppard to Finch) EA Study, what improvements they wanted to see, and how they wanted to be engaged in the study.
- A copy of the letter was also issued on August 15, 2017 to businesses on the email distribution list. Deadline to complete the survey was August 25, 2017.
- The survey was made available in hard copy (with postage paid envelope provided for return) and on-line.
- The City received 23 surveys responses. Respondents indicated that addressing traffic congestion on Yonge Street, Doris Avenue and Beecroft Road was a top priority. On Yonge Street, parking and sidewalk space, followed by streetscape design and patio space were important elements. On Doris Avenue, parking, sidewalk space for pedestrians and cycling facilities are priorities. On Beecroft Road, cycling facilities and sidewalk space featured as priorities.

#### Local Business Meetings

- A series of meetings were held to provide area businesses an opportunity to find out more about the study, meet with City staff and ask questions about the work completed. Events were held on:
  - October 5, 2017 (8:00 – 10:00 a.m.)
  - October 16, 2017 (6:00 – 8:00 p.m.)
  - December 14, 2017 (8:00 – 10:00 a.m.)
- For each event, a letter was mailed to all businesses in the Study Focus Area, in advance of the meeting date and a series of follow-up emails were issued to promote the events.
- A copy of the letter and survey were translated into Korean, Chinese and Farsi and issued in the follow-up emails.
- One representative of an area business attended the October 16<sup>th</sup> meeting and 12 business representatives attended the December 14<sup>th</sup> meeting.
- The main concerns voiced were the impact on traffic conditions along Yonge Street, loss of parking along Yonge Street, poor sidewalk conditions and the suggestion that a pilot study be undertaken to assess the traffic impacts before the study is completed.

### 8.5 Resident and Ratepayer Associations

- Staff attended a meeting, hosted by Councillor Filion, with the Yonge Corridor Condo Association (YCCA) on September 13, 2017. Staff presented the status of the study and answered questions from residents.
- A meeting was offered to 15 resident and ratepayer associations in the study area.
- Event was held on October 18, 2017 (6:00 – 8:00 p.m.)
- Two representatives attended; Yonge Corridor Condo Association and Willowdale Central Ratepayers Association.
- Comments expressed included that cyclists in condo buildings are in favour of increasing cycling opportunities and that many cyclists currently choose Beecroft Road or Doris Avenue instead of Yonge Street due to safety concerns, but that if there was a safe route along Yonge Street cyclists would use it. Suggestion made to test cycling facilities on Yonge Street through a pilot project.
- It was noted that within the community, there are mixed views on the alternative solutions and that more parks and open spaces may be more appealing to condo dwellers than to those with backyards.
- Concern was expressed that the removal of traffic lanes on Yonge Street could worsen congestion, especially southbound in the vicinity of Highway 401
- In terms of parking on Yonge Street, comments noted were that part-time, on-street parking spaces alone do not support businesses on Yonge Street, and that much of their business comes from people who walk, cycle, or take transit