

Attachment 1 Stage 1 “Transform Yonge” Alternative Solutions

Yonge Street Alternative Solutions

Four alternative solutions for Yonge Street were developed through the first phase of study:

1. Do Nothing: no change to the existing conditions on Yonge Street
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

Evaluation criteria were 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).

Preliminary Preferred Alternative: Transform Yonge

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 during the Stage 1 phase was "Transform Yonge".

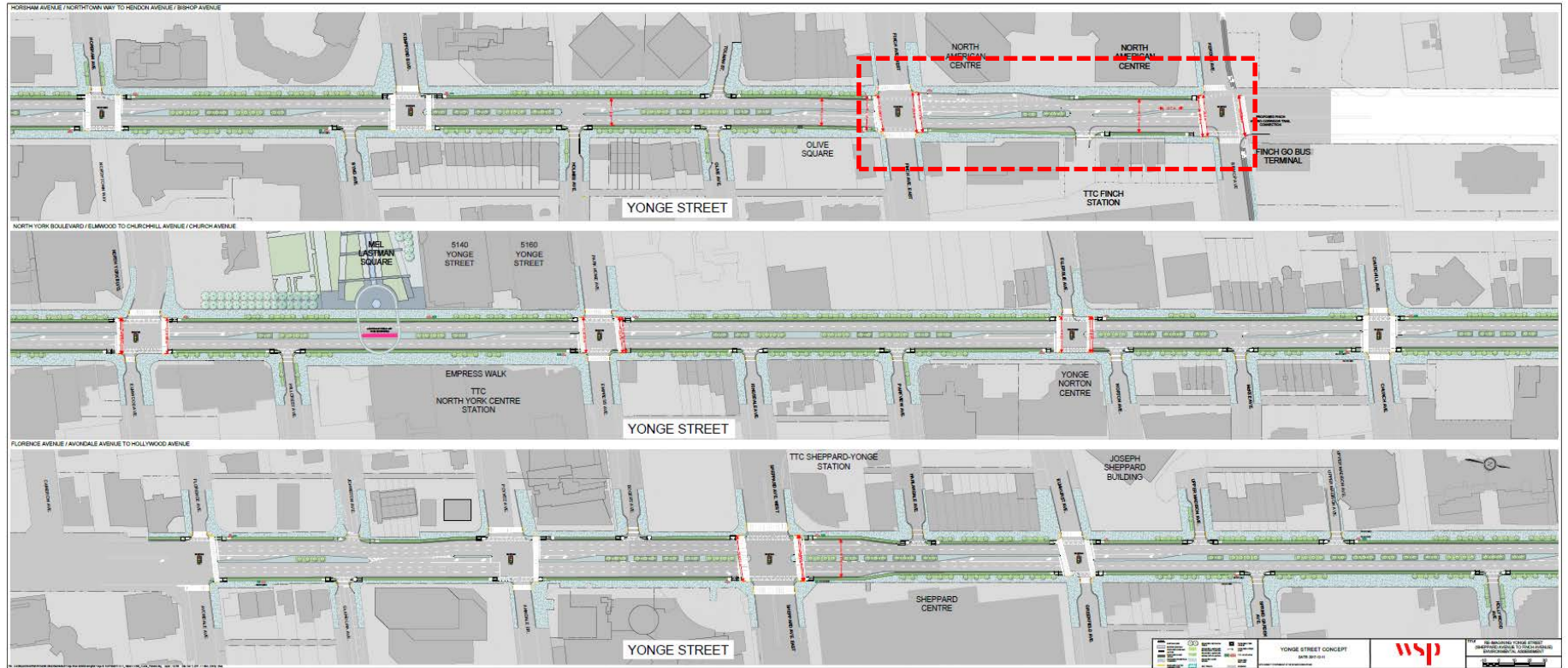
This would include a full reconstruction of Yonge Street within the City's existing right-of-way and the following:


- 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 preliminary preferred design option was 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 preliminary preferred design option was 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 and improve pedestrian safety;
- 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 the “Transform Yonge” preliminary preferred design, as presented to Council in March 2018 (pictured below Figure 1).

Figure 1: March 2018 “Transform Yonge” preliminary preferred design



 Refer to Attachment 2 for refinements between Finch and Bishop/Hendon