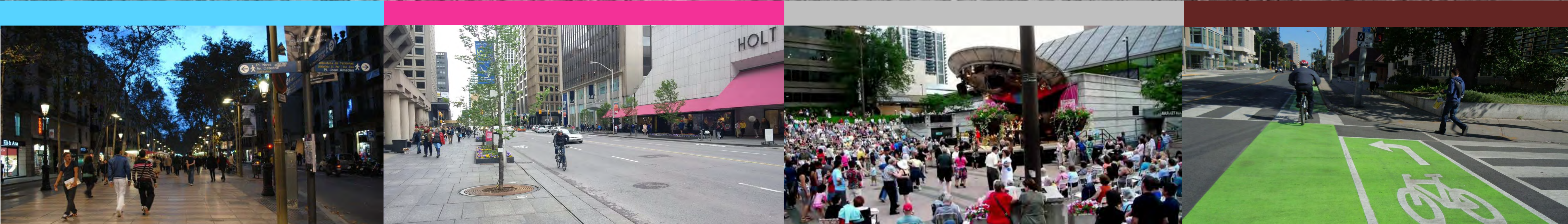


REIMAGINING YONGE STREET

SHEPPARD AVENUE TO FINCH AVENUE



ENVIRONMENTAL ASSESSMENT STUDY
PUBLIC DROP IN EVENT 4 – OCTOBER 10, 2017

INTRODUCTION

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

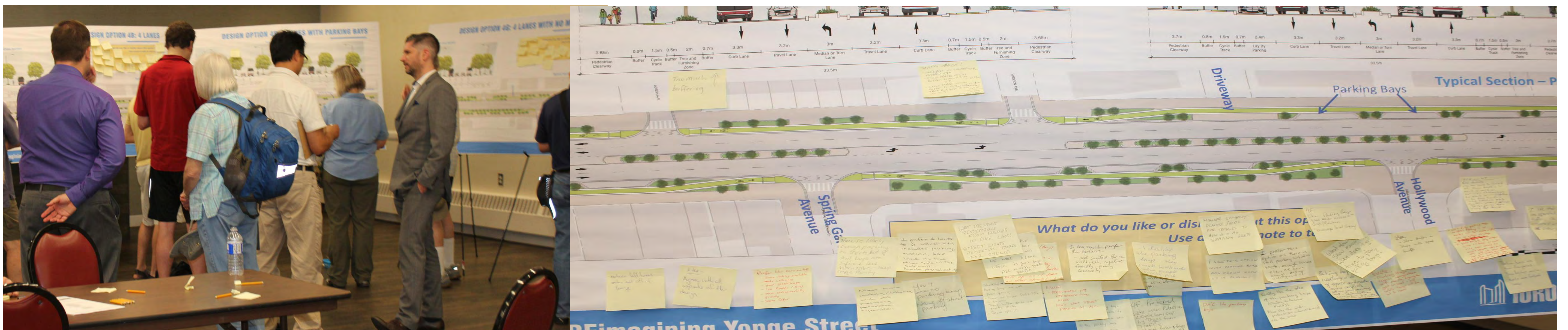
During the first study stage (“Stage 1”), strong support was received for the preliminary preferred alternative for Yonge Street – “Transform”.

Feedback about the Transform alternative:

- Positive feedback about reducing Yonge Street to 4 lanes.
- Positive feedback about the median.
- Inquiries about potential traffic and parking impacts.
- Support for cycle tracks on Yonge St.

Feedback about Public Realm:

- Support for integrating public spaces with Yonge Street.
- Support for different sidewalk treatments adjacent to these public spaces.
- Comments that a different road treatment could affect the response time of emergency vehicles.



The Stage 1 consultation activities included:



Jane's Walk

Guided Neighbourhood Tour

May 7, 2016



Design Charrette

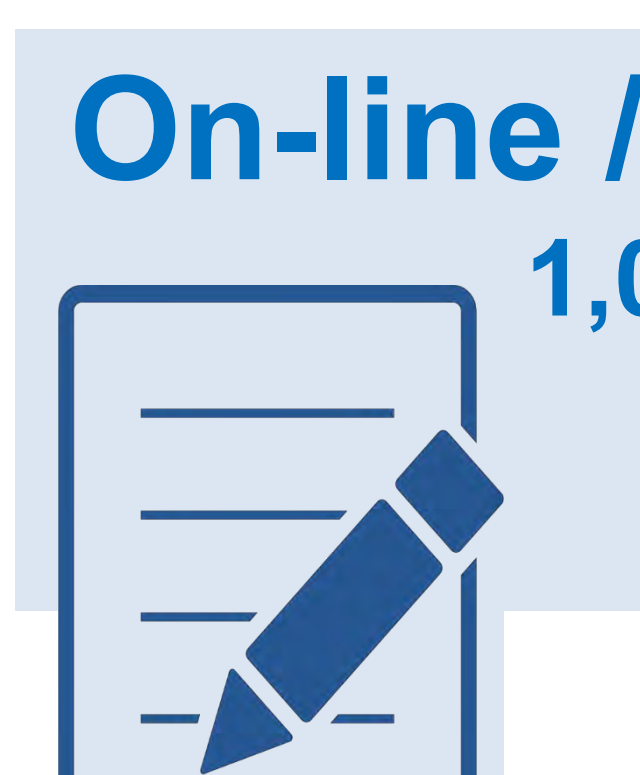
Facilitated Design Workshop

June 9 and 11, 2016



3 Public Drop-in Events

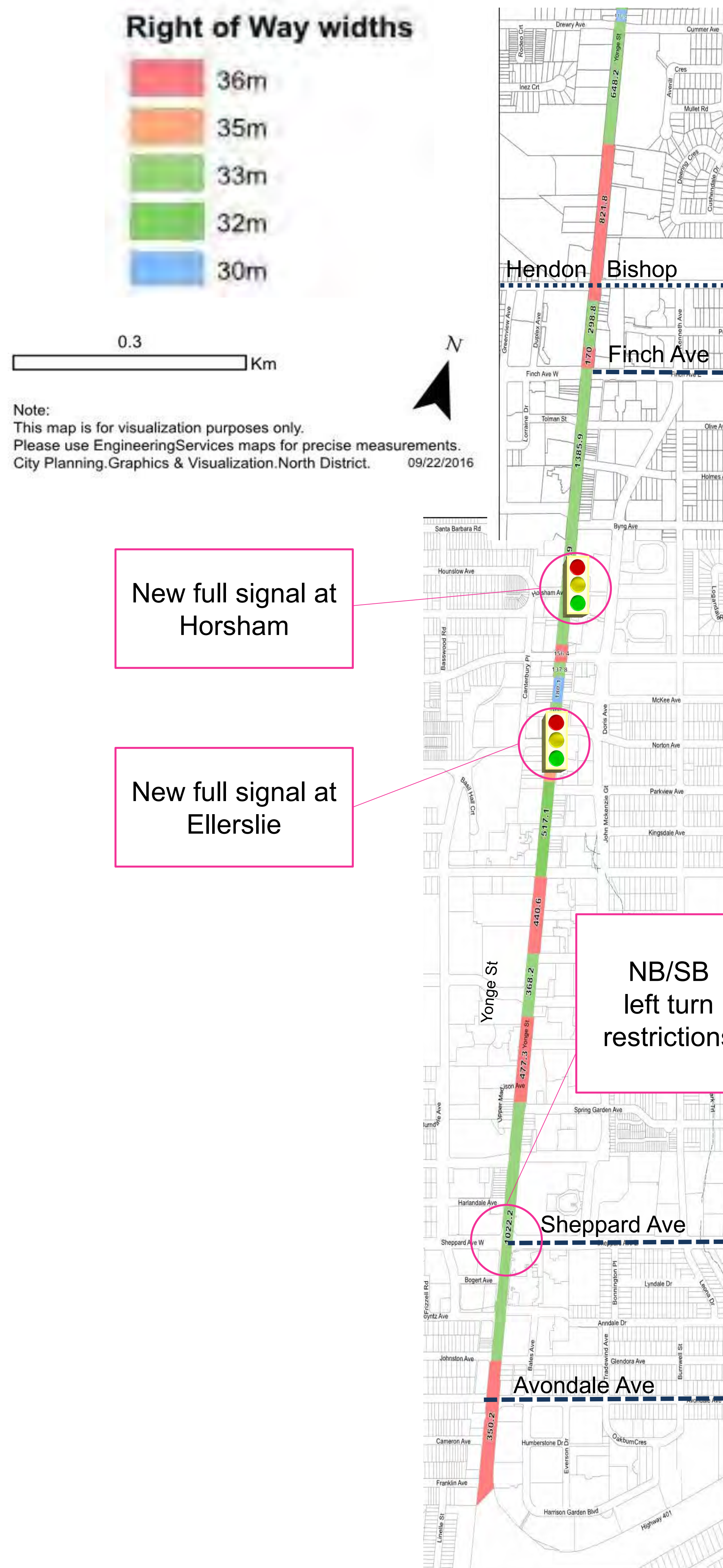
May 25, 2016
July 25, 2016
September 29, 2016



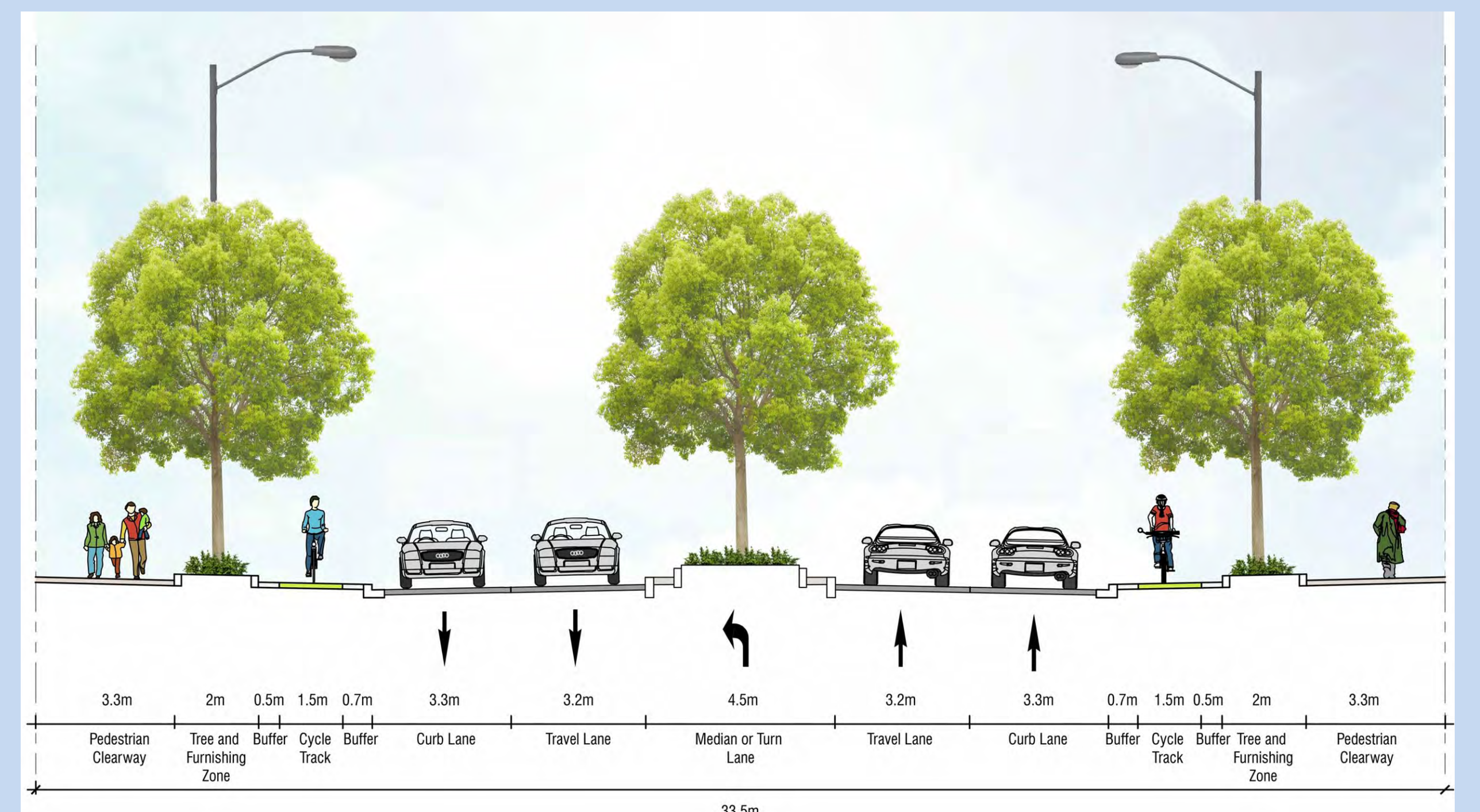
On-line / On-street Survey
1,084 Responses

**Over 198,000
notices sent to
area residents and
businesses for the
Stage 1 drop-in
events.**

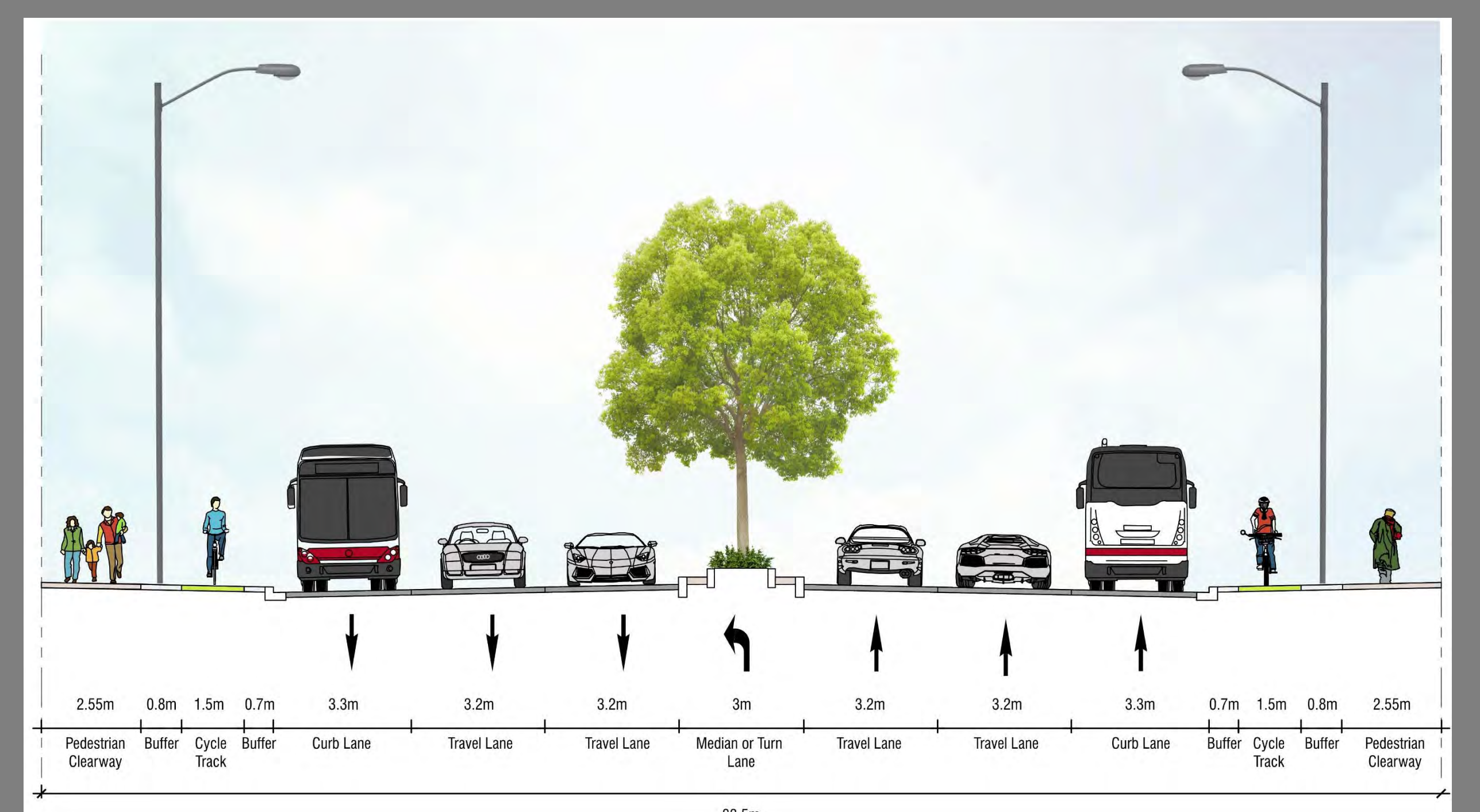
INTRODUCTION: STAGE 1 PREFERRED ALTERNATIVE



Option 4B



Option 4A



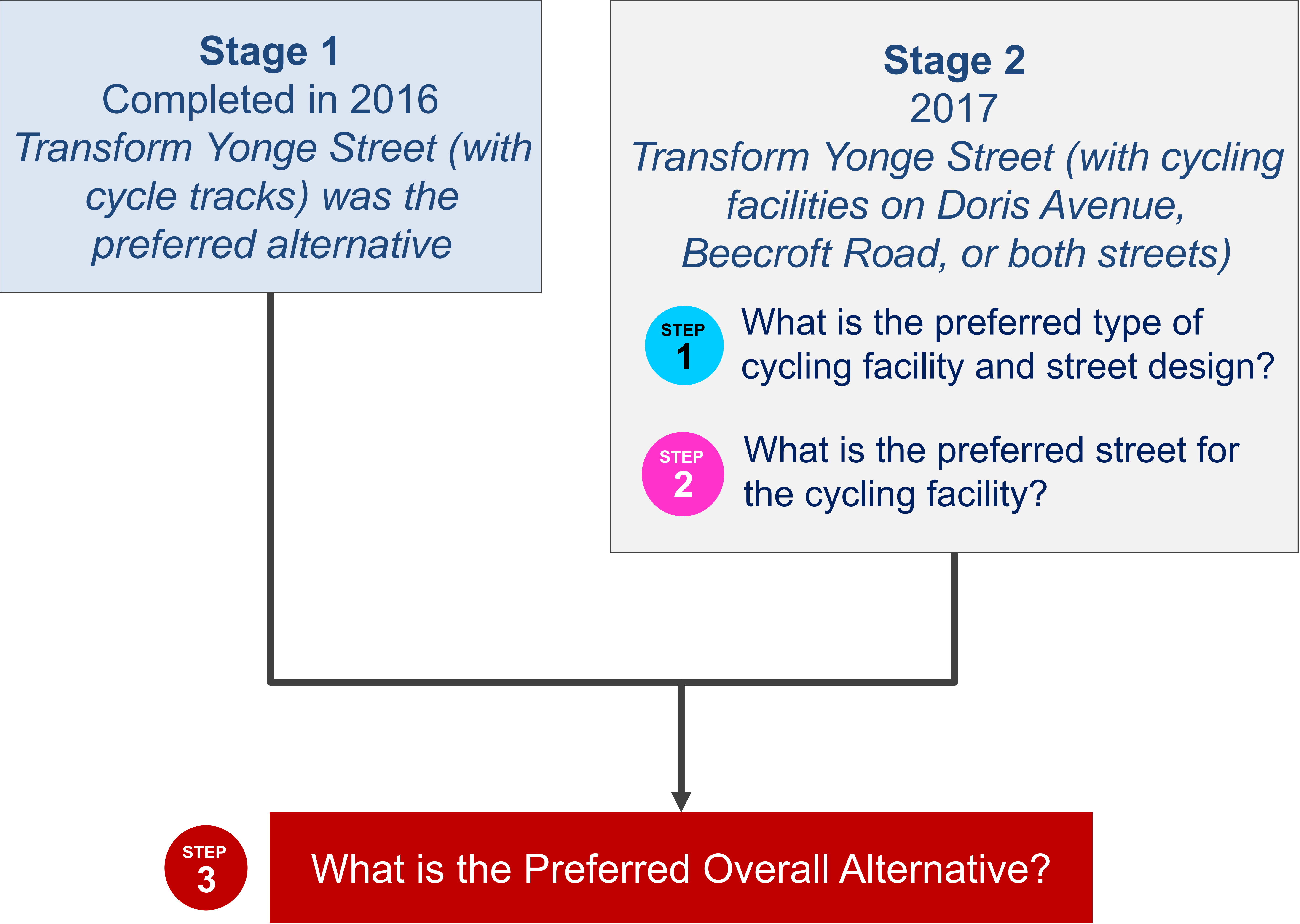
Key features of Stage 1 preliminary preferred alternative:

- 6 traffic lanes with cycle tracks from Avondale Ave to Sheppard Ave.
- 4 traffic lanes with cycle tracks from Sheppard Ave to Finch Ave.
- Wider sidewalks and integration with public spaces.
- Landscaped median from Avondale Ave to Hendon / Bishop Ave.
- New traffic signals at two intersections to improve pedestrian safety.
- Prohibition of northbound and southbound left turns at Sheppard Ave to improve north-south traffic flow and reduce delay.
- Removal of off-peak parking north of Sheppard Ave and addition of parking to east-west streets, Beecroft Road and Doris Ave.

INTRODUCTION: STAGE 2

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

As part of Stage 2, we need your input on the following questions:



WHAT WE HAVE HEARD

So far during Stage 2, the City has been actively consulting with the business community to understand their ideas and concerns.

We asked businesses along Yonge Street, Beecroft Road, and Doris Avenue to tell us what elements are a priority for them.

Here is what we heard from the business community:

- Addressing traffic congestion on Yonge Street, Doris Avenue and Beecroft Road is a top priority.
- On Yonge Street, parking and sidewalk space, followed by streetscape design and patio space are 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.

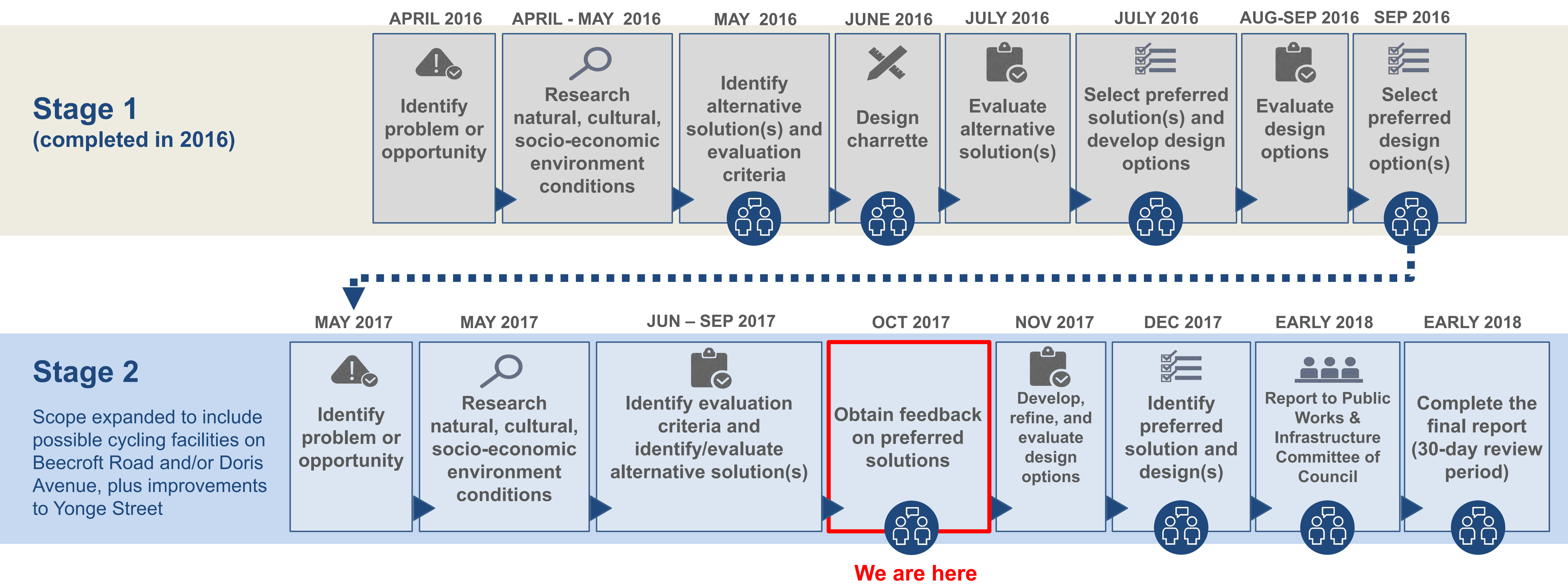


Tonight is your opportunity to provide feedback on Stage 2 ...

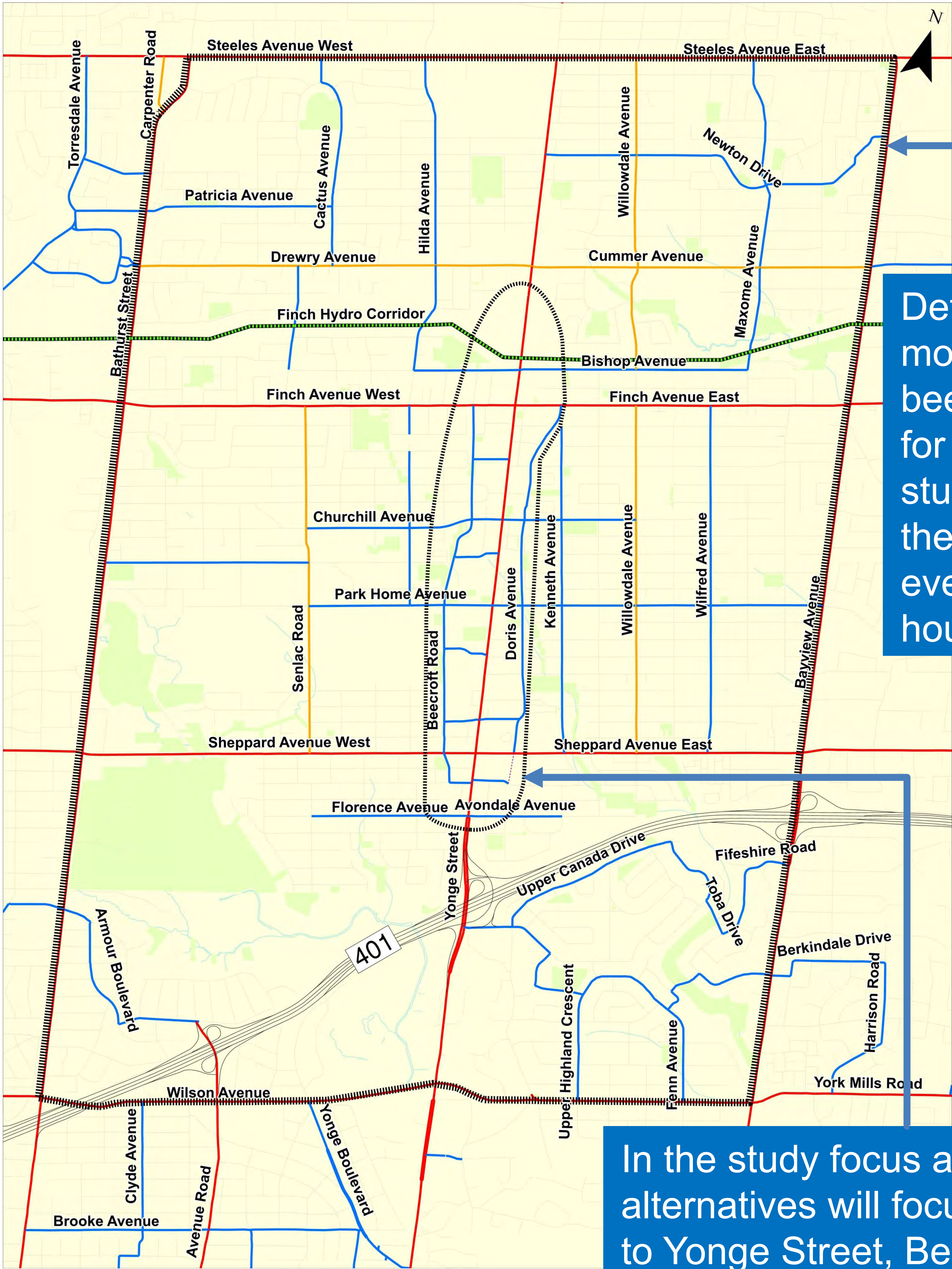
STUDY PROCESS

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

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



STUDY AREA



Detailed traffic modelling has been completed for the entire study area, for the morning and evening peak hours.

In the study focus area, alternatives will focus on changes to Yonge Street, Beecroft Road, Doris Avenue, and east-west streets.

- Road Classification**

 - Expressways
 - Major Arterial
 - Minor Arterial
 - Collector
 - Local Streets
 - River
- Study Area**

 - EA Study Area
 - EA Focus Area

PROBLEM AND OPPORTUNITY STATEMENT

The problem and opportunity statement from Stage 1 has been revised to include Doris Avenue and Beecroft Road as part of the project scope.

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



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



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



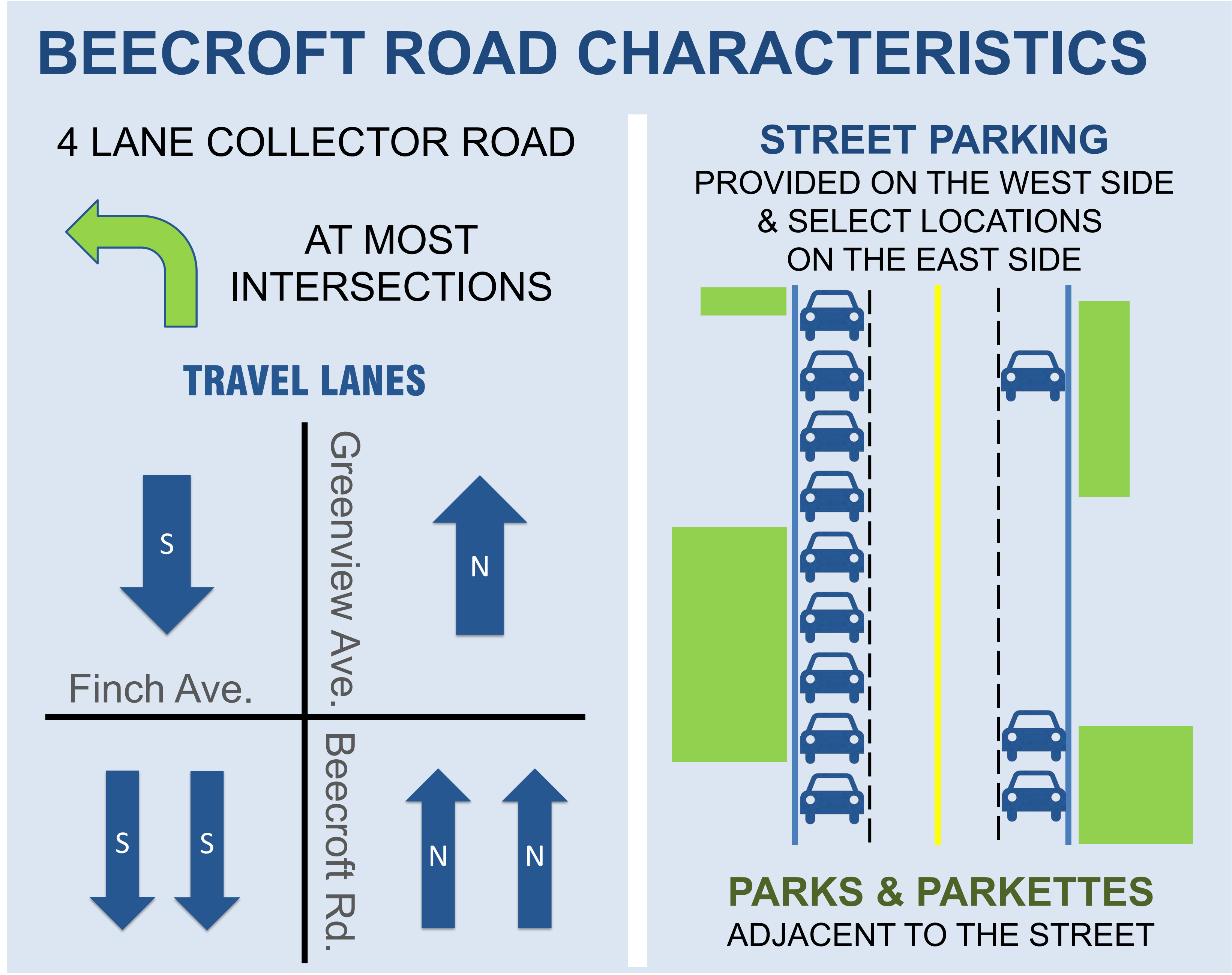
Existing conditions on Yonge Street near Kempford Boulevard, looking south.

Today the study focus area is faced with **challenges** from inconsistent features such as sidewalks, pedestrian crossings and medians to lack of dedicated cycling facilities and concerns over traffic movement. Yonge Street requires reconstruction to address deficiencies and maintain a state of good repair.

The City is looking at ways to create an attractive and consistent streetscape ...

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

WHAT ARE YOUR THOUGHTS ABOUT BEECROFT ROAD?



Existing conditions near Bishop Avenue (looking south).



Existing conditions near Kempford Boulevard (looking south). On the right side: typical boulevard with trees.

Service Roads such as Beecroft are intended to provide capacity to the road network in the study focus area, as well as separate North York Centre traffic from traffic related to surrounding residential neighbourhoods.

City staff have recommended the extension of Beecroft Road to Steeles Avenue West in the proposed Yonge Street North Secondary Plan.

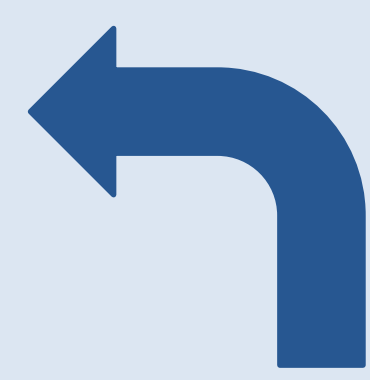


Please share your observations about how Beecroft Rd functions today.
How do you use it? Tell us what you think on a sticky note and place it here.

WHAT ARE YOUR THOUGHTS ABOUT DORIS AVENUE?

DORIS AVENUE CHARACTERISTICS

4 LANE COLLECTOR ROAD



AT MOST INTERSECTIONS

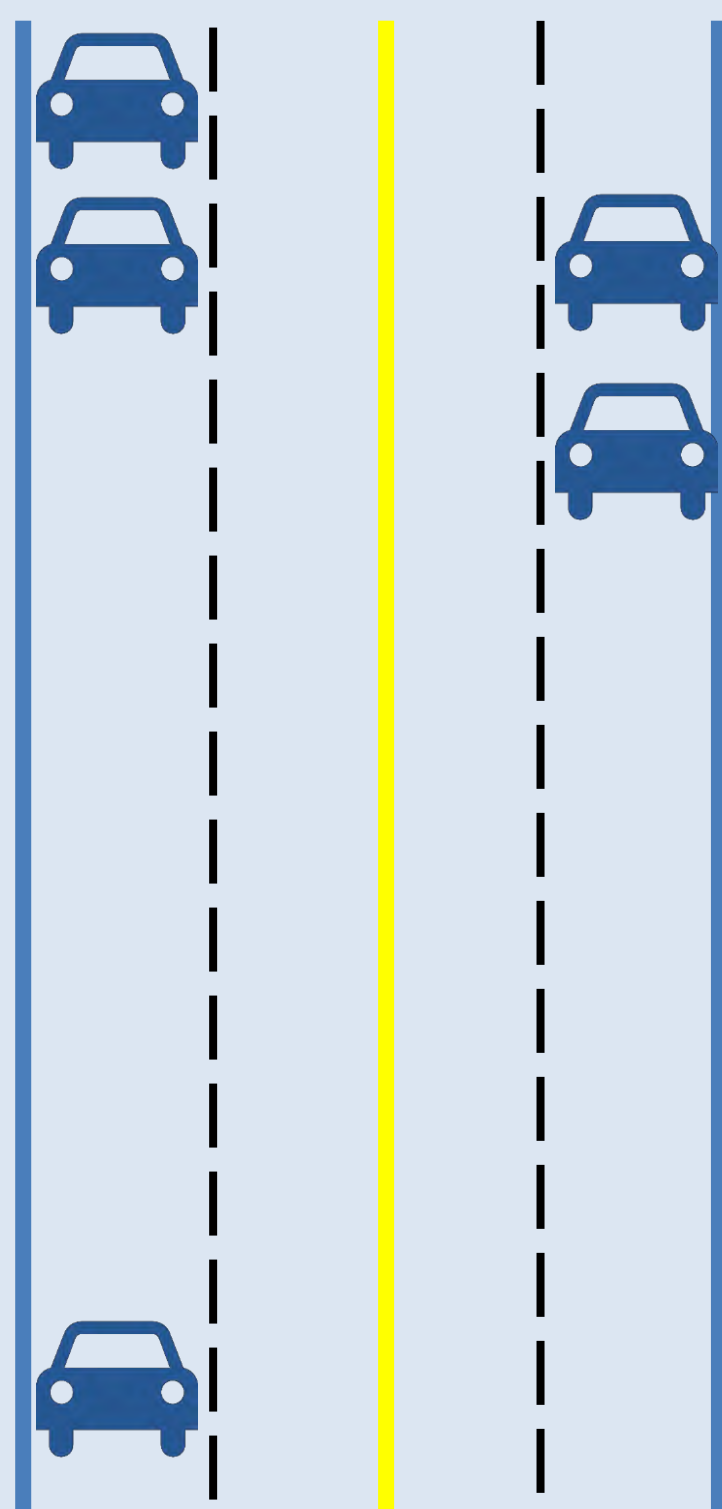
IMPORTANT FOR RESIDENTS & STUDENTS AT

- MCKEE PUBLIC SCHOOL
- CLAUDE WATSON SCHOOL
- CARDINAL CARTER ACADEMY
- EARL HAIG SECONDARY SCHOOL



STUDENT
DROP-OFF & PICK-UP
OCCURS NEAR
DORIS AVENUE AND
GREENFIELD AVENUE

**STREET PARKING
LIMITED**



TEMPORARY ON-STREET PARKING
ACCOMMODATED WHEN
RESIDENTIAL PARKING GARAGES
ARE BEING CLEANED OR REPAIRED



Existing conditions near Finch Avenue East with typical boulevard trees (looking north)



Existing conditions on Doris Avenue near Empress Avenue (looking north)



SPEED LIMIT



Sheppard Ave E to Church Ave
Finch Ave E to Bishop Ave

Church Ave to
Finch Ave E



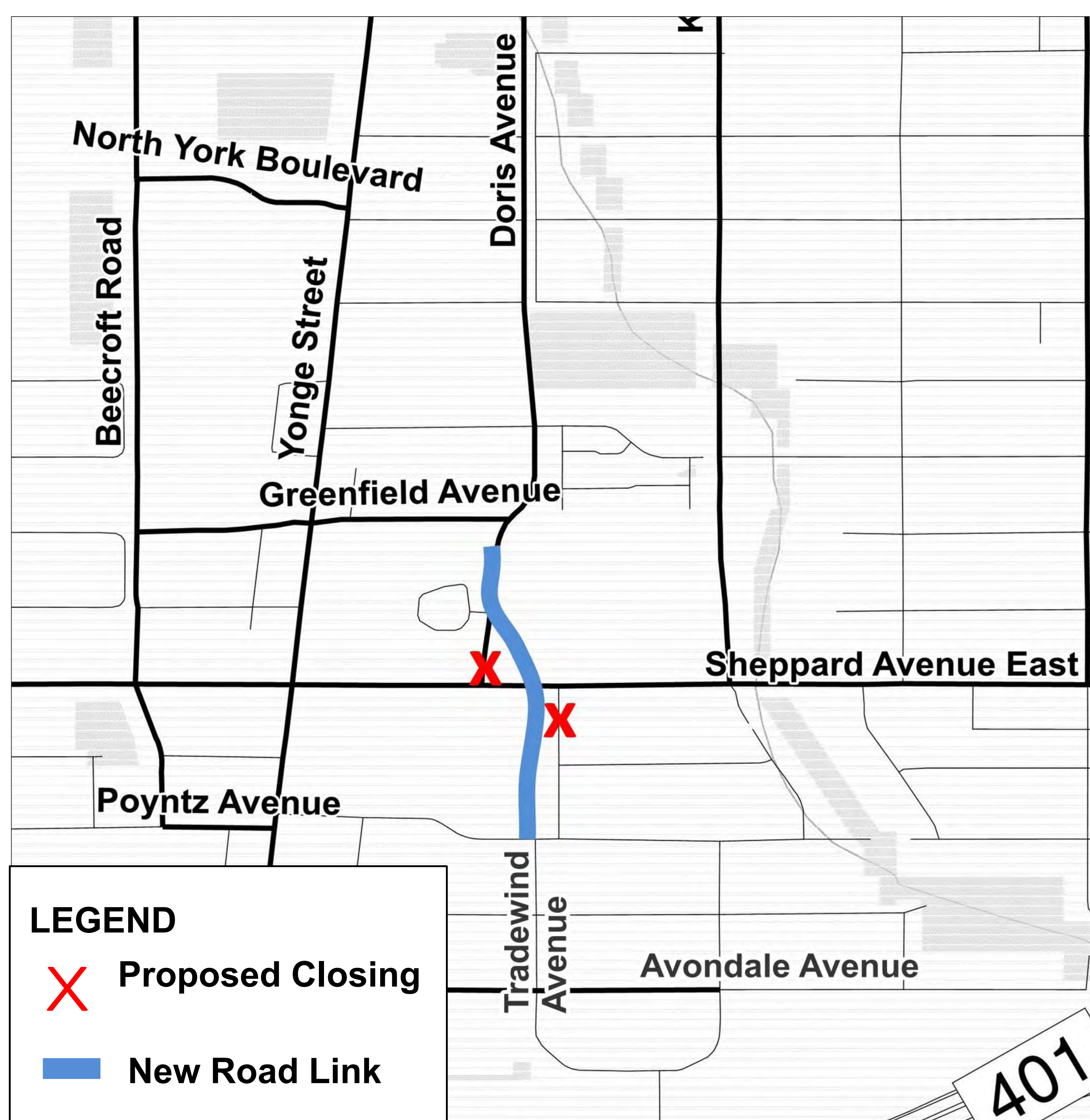
*Please share your observations about how Doris Ave functions today.
How do you use it? Tell us what you think on a sticky note and place it here.*

AN EXTENSION OF DORIS AVENUE IS PLANNED

The *North York Centre South Service Road Environmental Assessment* is a separate process. That study is on hold, pending the outcome of this project. More information is available on the project website:

www.toronto.ca/nyc-south-road

The City is planning to connect Doris Avenue to Tradewind Avenue, to enhance the service road system, as per the North York Secondary Plan. This connection will complete the southeast segment of the ring road system and is expected to help accommodate growth in traffic demand.



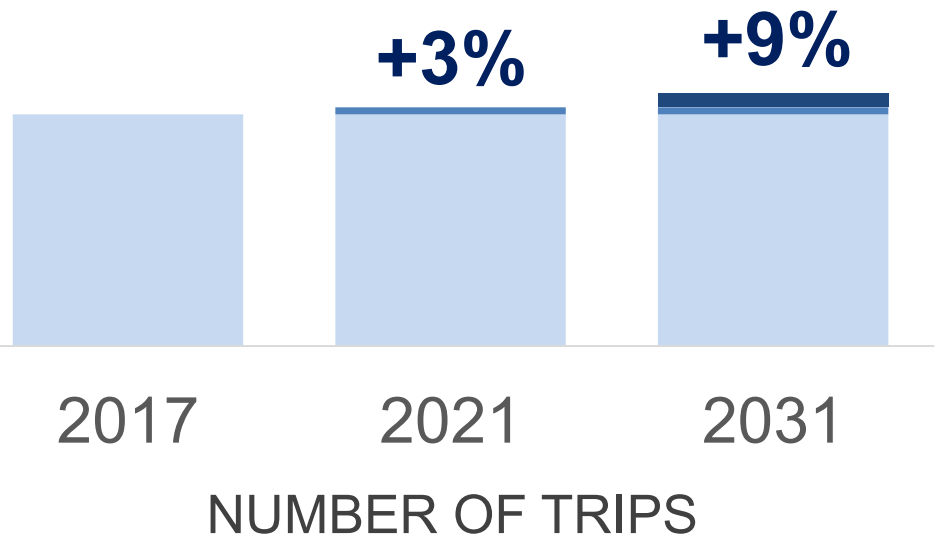
The Doris-Tradewind connection has been assumed to be in place for the horizon year 2031 traffic modelling but not for 2021.

We have **not** assumed the extension of the Yonge Subway to York Region in the modelling. Therefore the projected traffic volumes may be conservatively high.

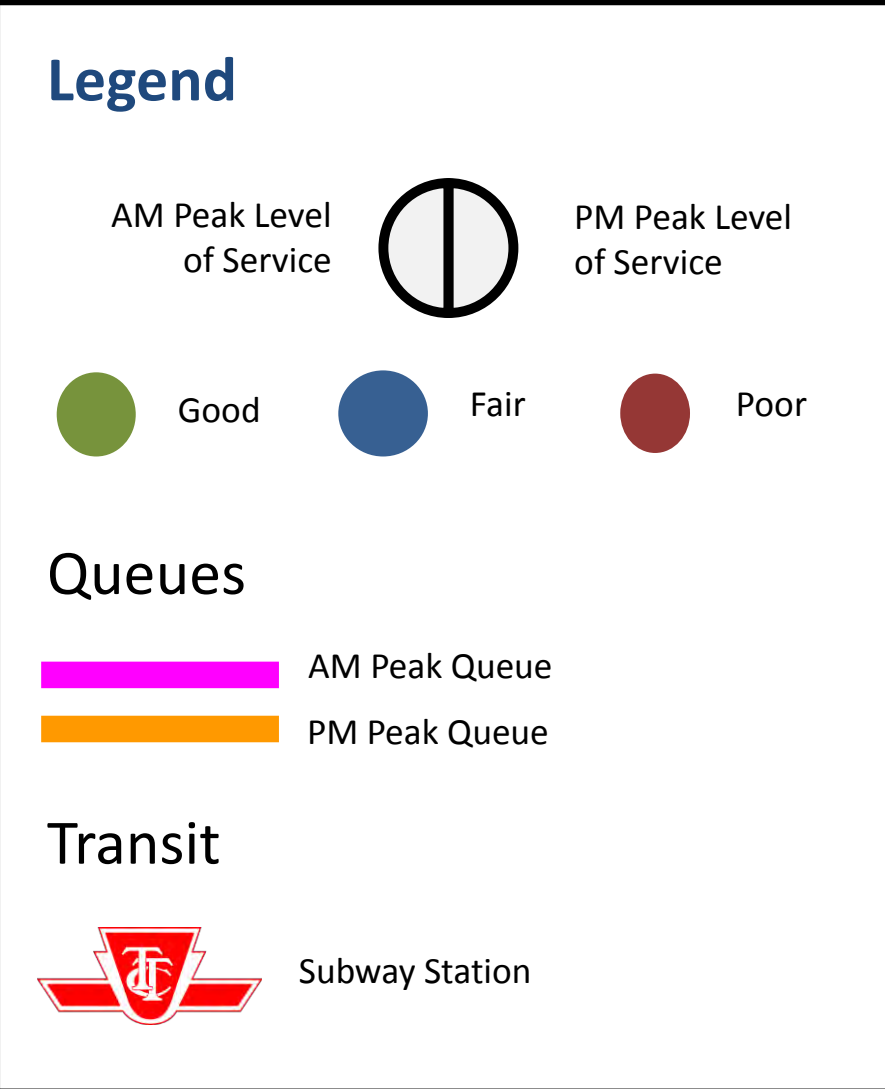
EXISTING CONDITIONS: MOVEMENT OF PEOPLE AND CARS

MOTOR VEHICLES

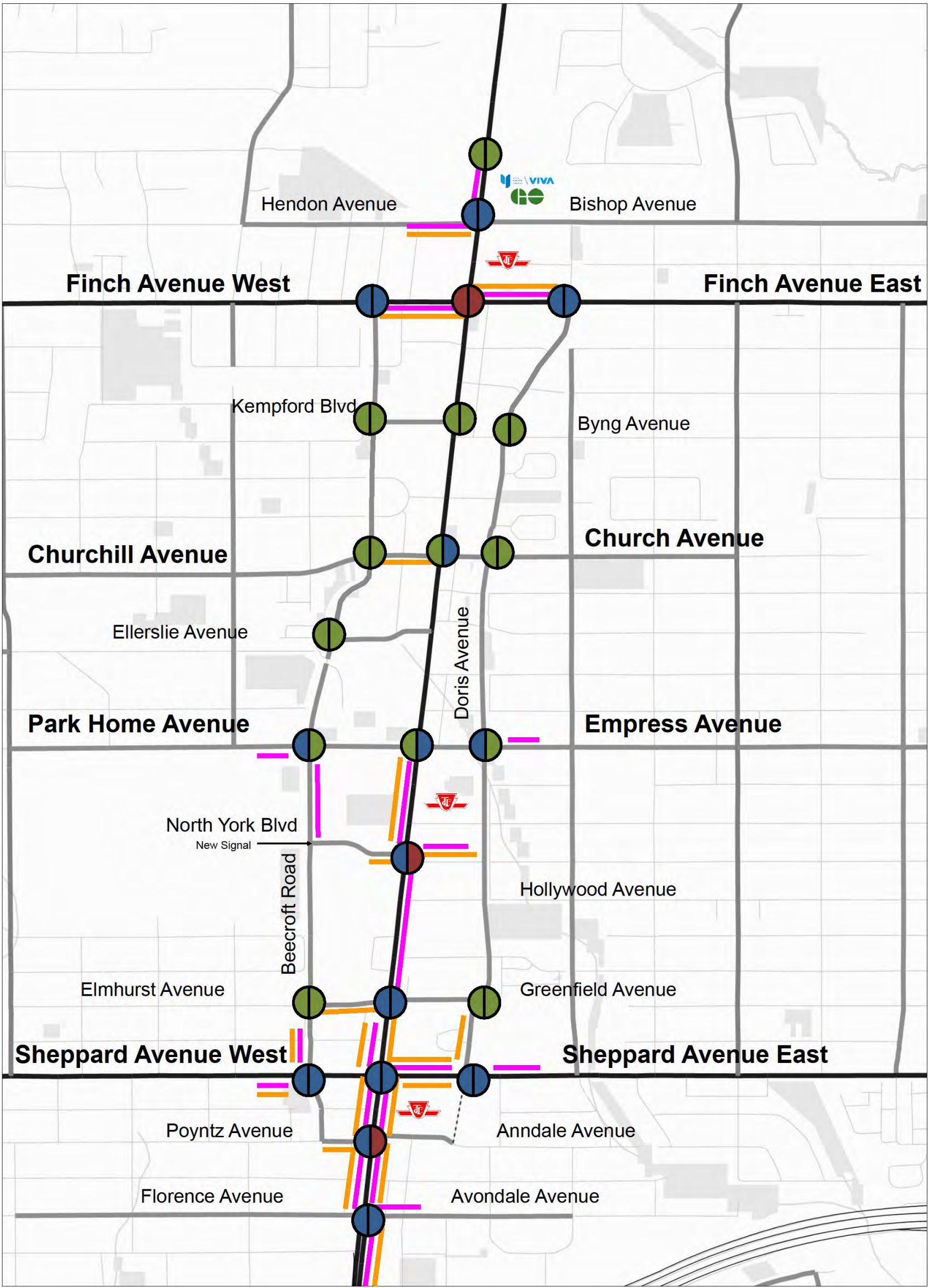
Traffic is expected to grow as the population of North York Centre grows.



Queues are often long on Yonge Street south of Sheppard Avenue, during the morning and evening peak periods.



Network Performance



Key pinch points in the network are Sheppard, Park Home / Empress, and Finch.

PEDESTRIANS

Yonge Street

- Pedestrian activity is high.
- Pedestrian flows are restricted by sections of narrow sidewalk.
- Safety and accessibility are issues due to the uneven sidewalks.
- Long crossing distances reduce comfort and safety.
- This section of Yonge Street has been identified as a priority area in the **Vision Zero Road Safety Plan**.

Beecroft and Doris

- Pedestrian activity is lower, and focused on trips to and from Yonge Street.
- In many sections, the sidewalks are narrower than the City guideline of 2.1 m.



This map shows pedestrian volumes at intersections in the study area over an average 8-hour daytime period.

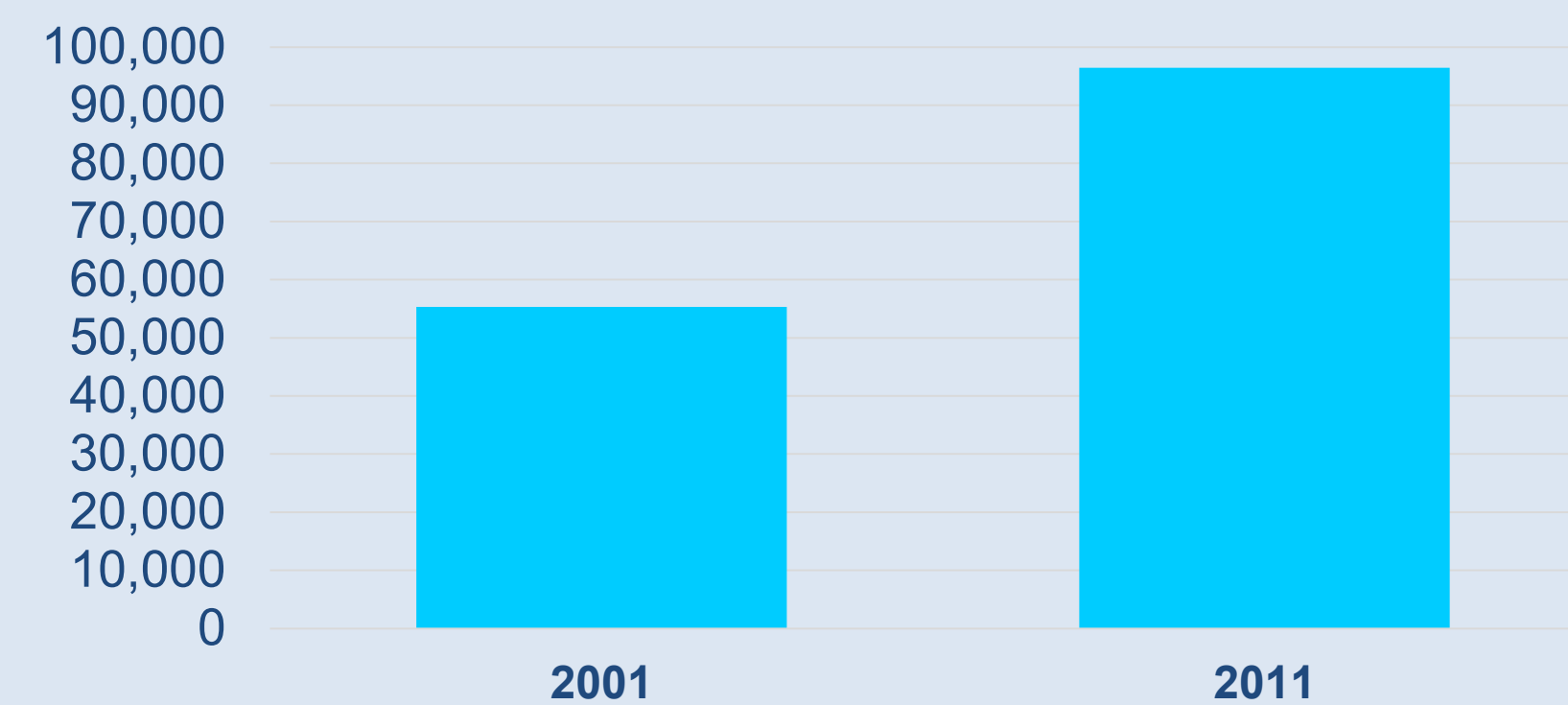
TRANSPORTATION IS CHANGING IN TORONTO

More people are choosing to travel in different ways. We need to plan for these emerging patterns.

Reflecting its role as a Growth Centre, North York Centre will accommodate major civic events and attract people from around the region. Rebuilding a street is an investment that lasts for around 50 years. **What should Yonge Street, Beecroft Road, and Doris Avenue look like in 50 years?**

CYCLING RATES INCREASING

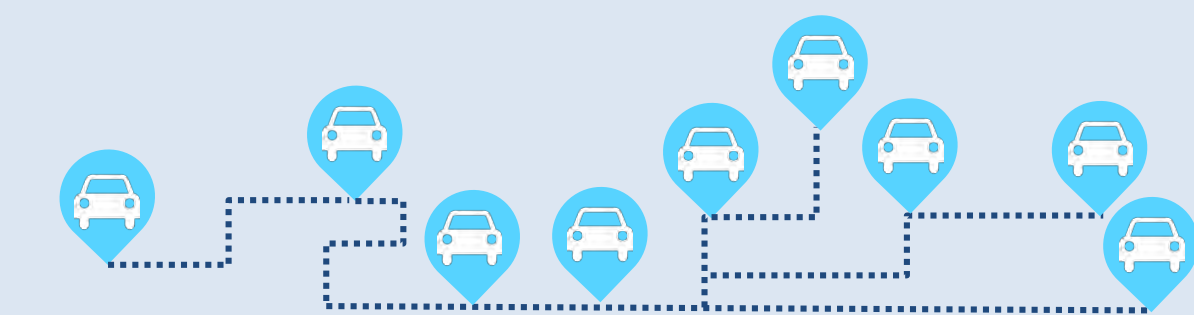
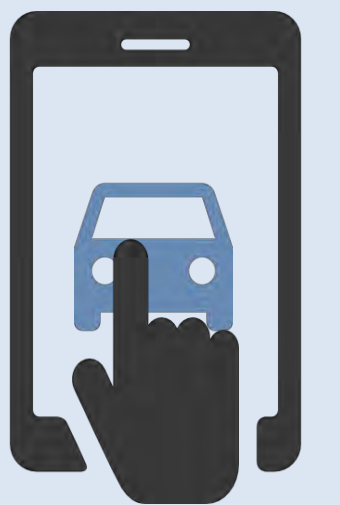
Average Daily Cycling Trips in Toronto *



* 2001 and 2011 Transportation Tomorrow Survey: trips originating in Toronto

SHARED MOBILITY ON THE RISE

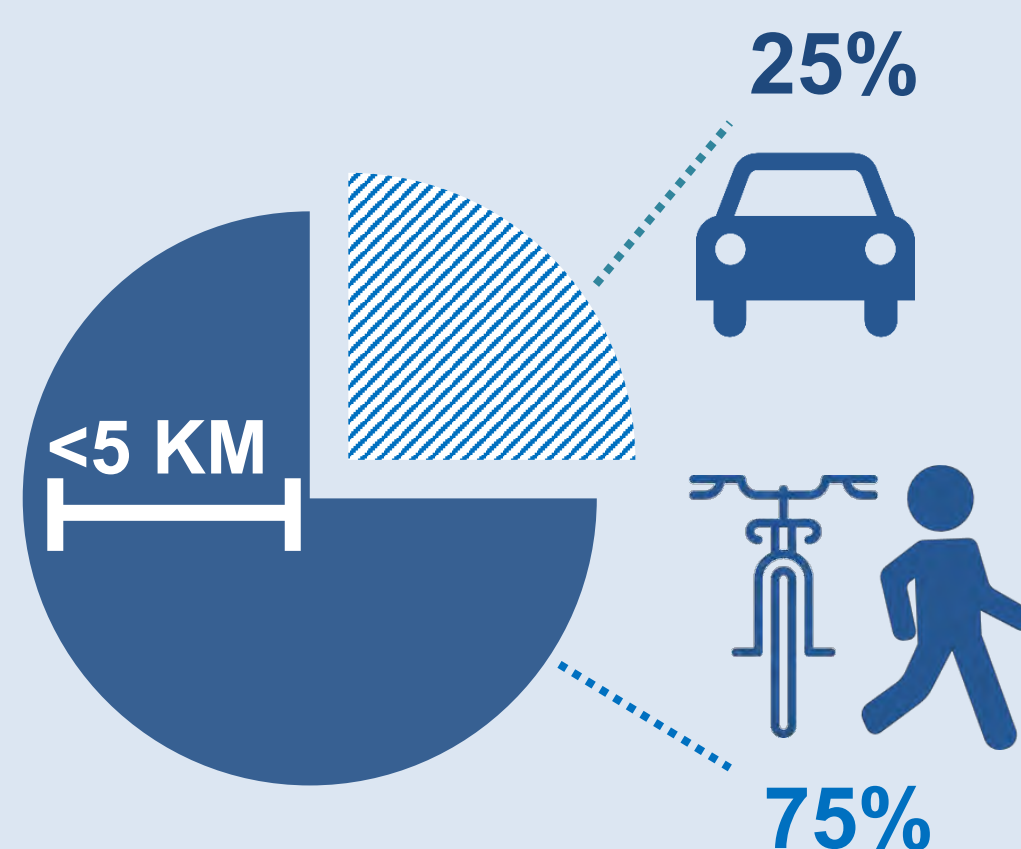
Over **2 million** private transportation company rides are taken each month in Toronto.



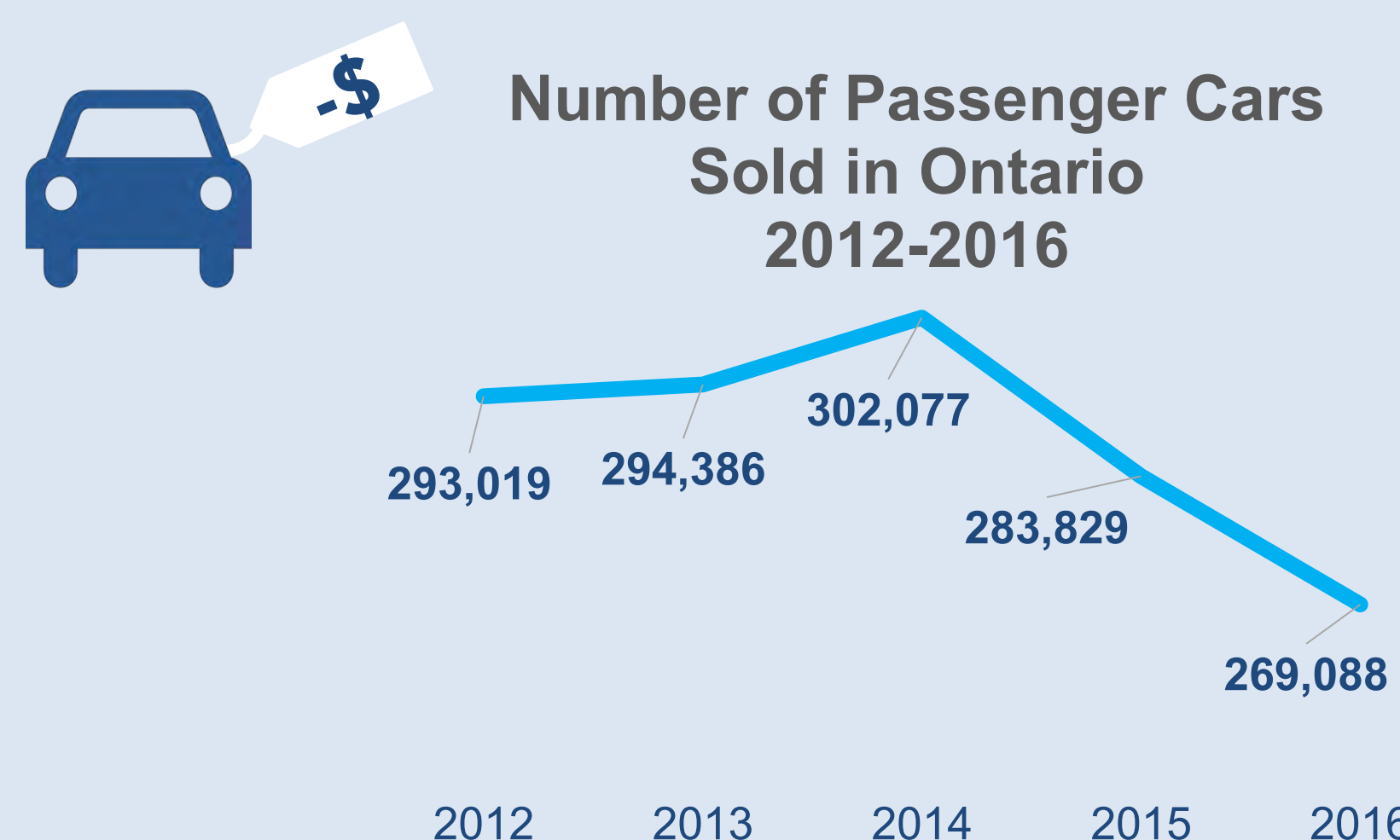
Car-share services are also gaining popularity with over **1,400 vehicles** in the GTA in 2017

NEW CITY COUNCIL DIRECTION

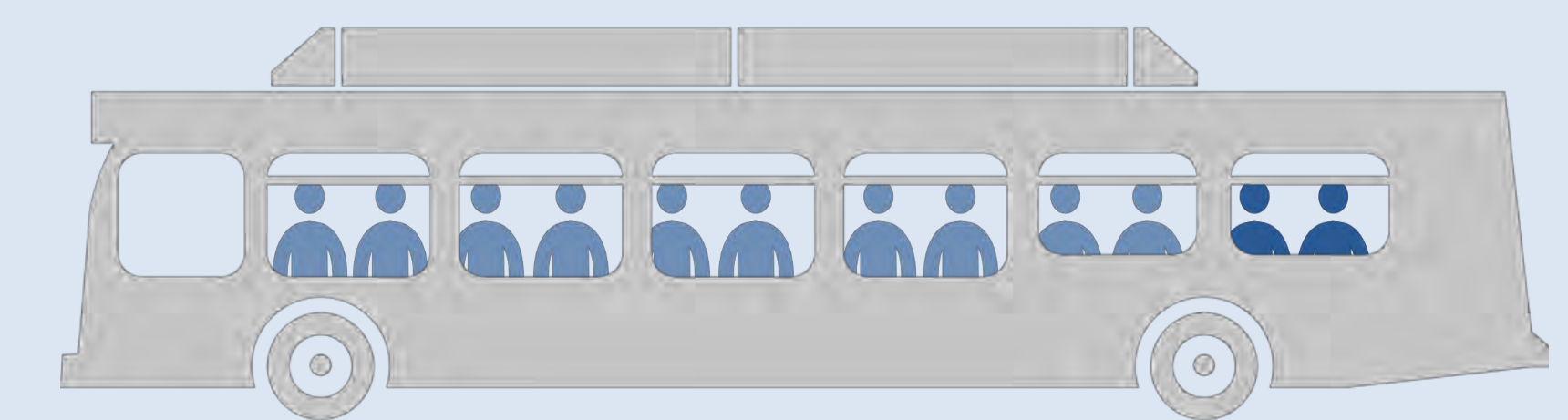
On July 5, 2017, City Council approved **TransformTO** – the City’s plan to cope with climate change. The plan indicates that by 2050 “walking and cycling will account for 75 percent of trips of less than 5 kilometres.”



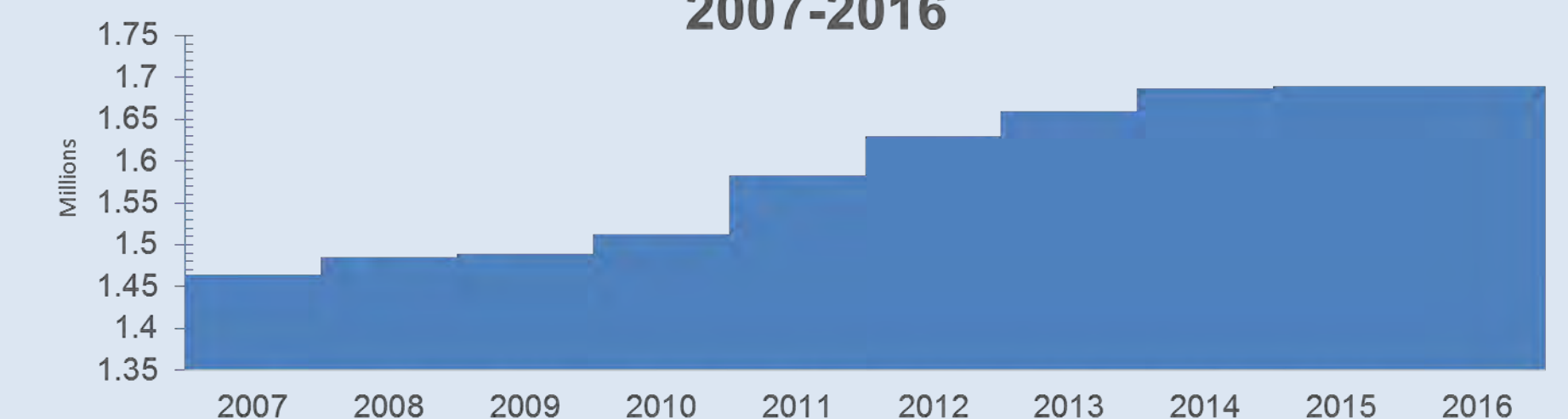
NEW VEHICLE PURCHASES DECLINING



TTC RIDERSHIP INCREASING



TTC Average Weekday Ridership 2007-2016

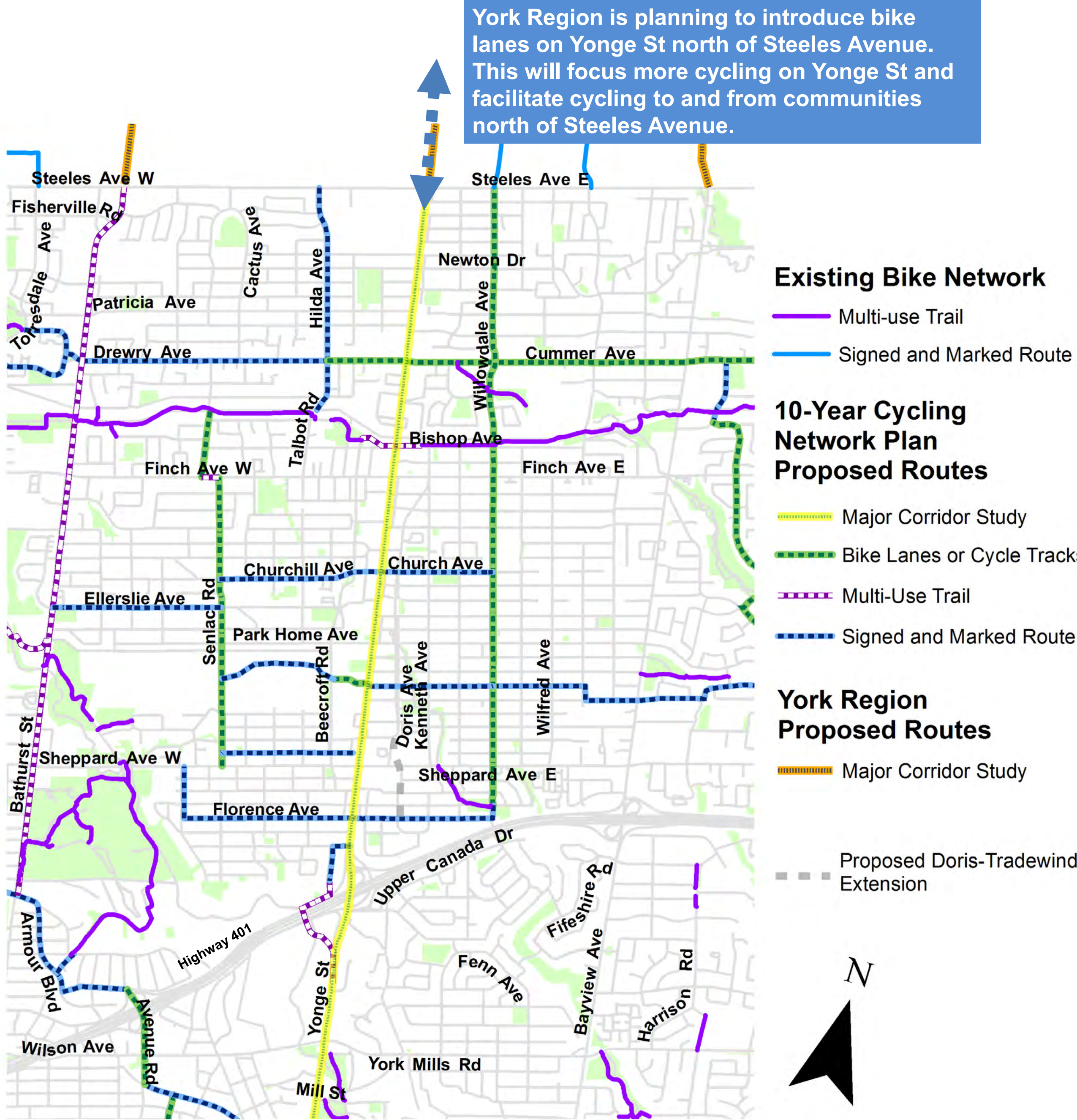


EXISTING AND POTENTIAL CYCLING DEMAND

In addition to existing cycling demand, there is also the need to accommodate more trips by bike, as directed by the City’s Official Plan, the North York Centre Secondary Plan, 10-Year Cycling Network Plan, and TransformTO – the City’s new plan to cope with climate change.

The City’s **10-Year Cycling Network Plan** identifies Yonge Street, from Front Street to Steeles Avenue, as a major corridor with high potential for cycling that should be studied further.

Other future routes include North York Boulevard and a potential future connection across Highway 401.



OPPORTUNITIES

30% of daily trips in Toronto are potentially bikeable

Cycling Behaviour and Potential in the Greater Toronto and Hamilton Area, Ryerson University TransFORM Lab, 2016,

- Limited existing cycling activity within North York Centre.
- Trips that are 1 - 5 km long are ideal to shift from driving to cycling if routes are bike-friendly. The study area, particularly along Yonge Street, shows potential for encouraging cycling.
- The mixed-use, walkable blocks of North York Centre are a strong indicator that more trips can be made by bike if safe and secure facilities are provided.

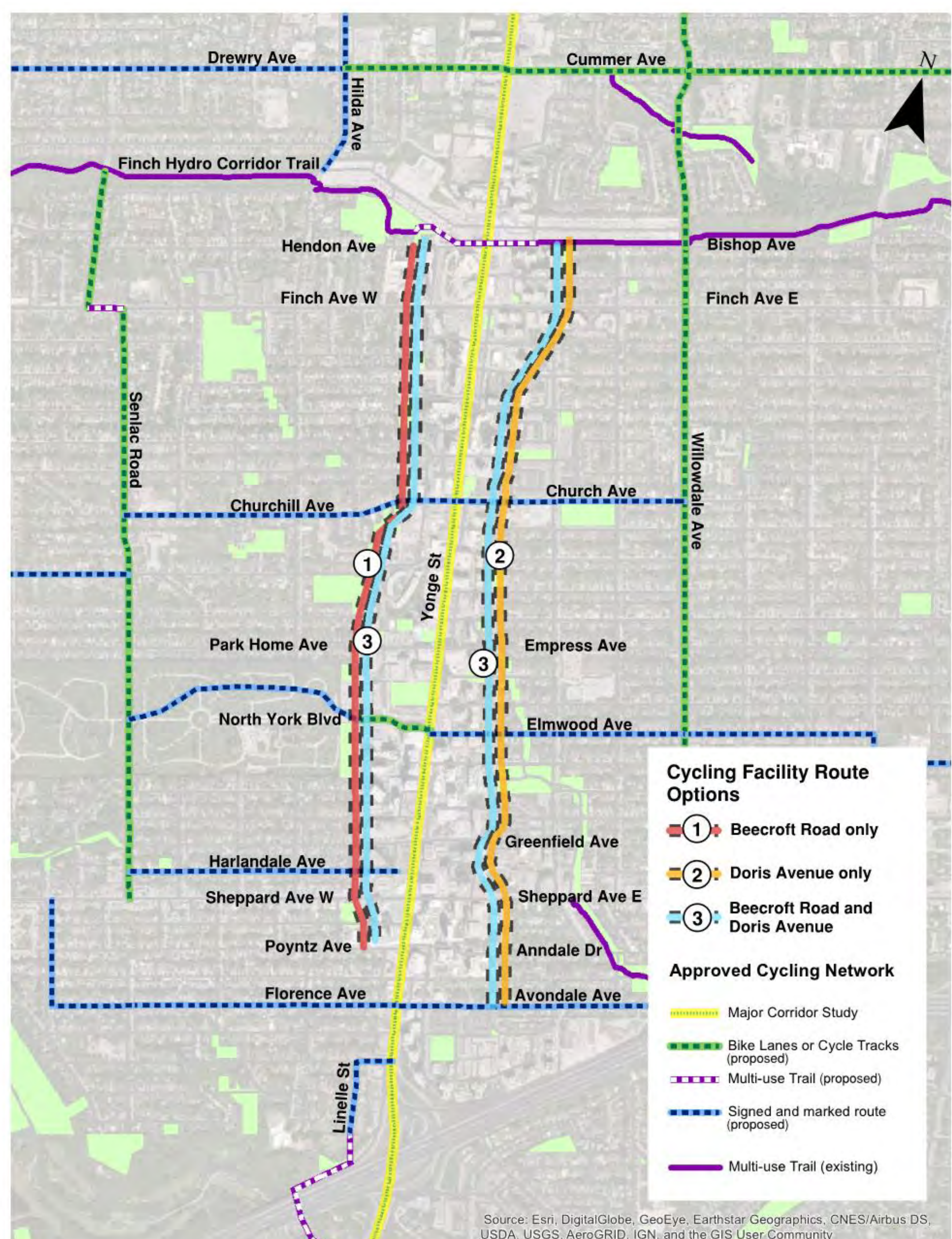
CYCLING NETWORK ALTERNATIVES

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

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

- The plan also includes bike lanes on Willowdale Avenue.
- The addition of bike lanes to North York Boulevard and Elmwood Avenue (from Beecroft Road to Doris Ave) is also recommended as an east-west connection to improve access to and from destinations on Yonge Street.

This map shows the cycling route options: Beecroft Rd, Doris Ave, or both streets.

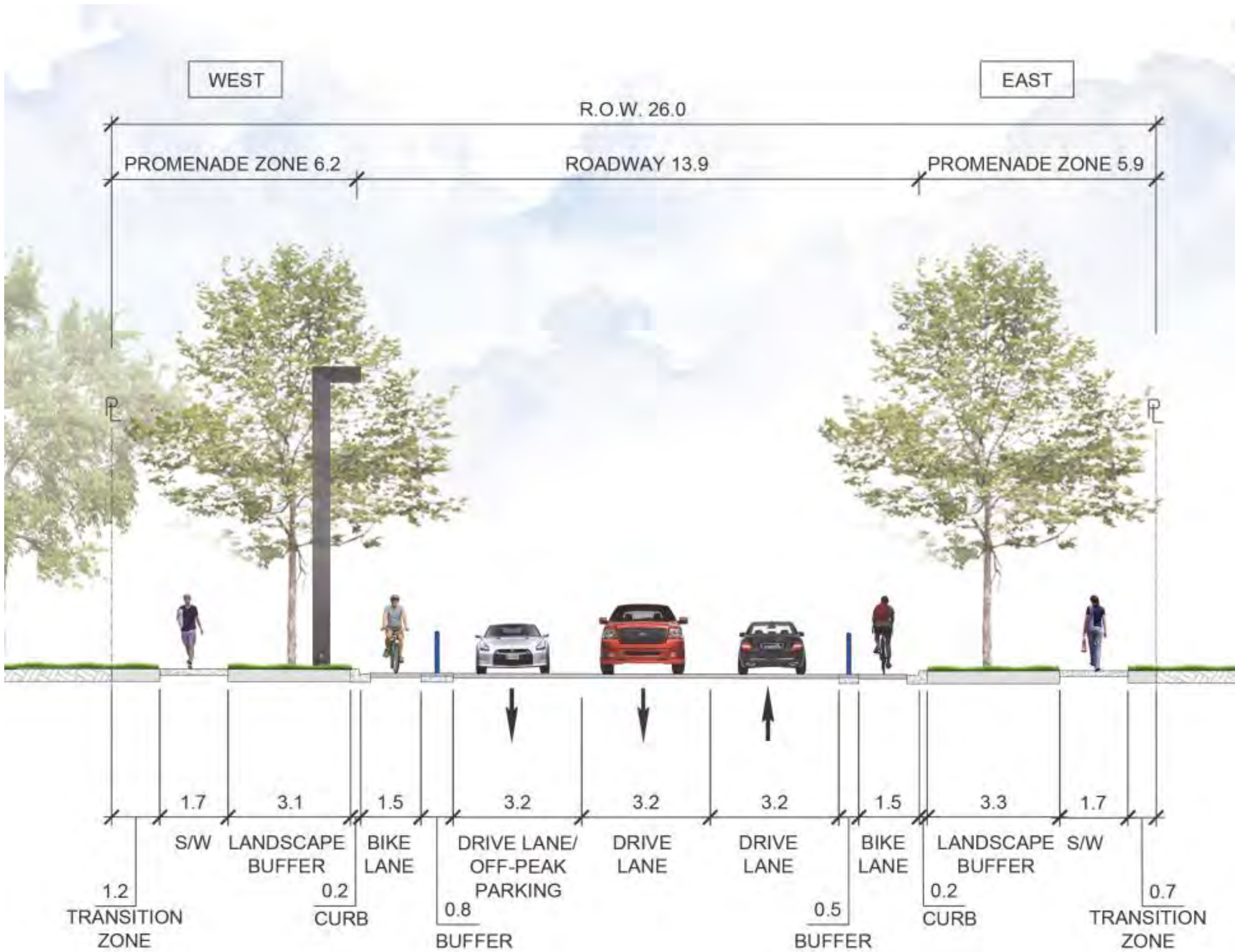


ALTERNATIVE SOLUTIONS: MODIFY

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

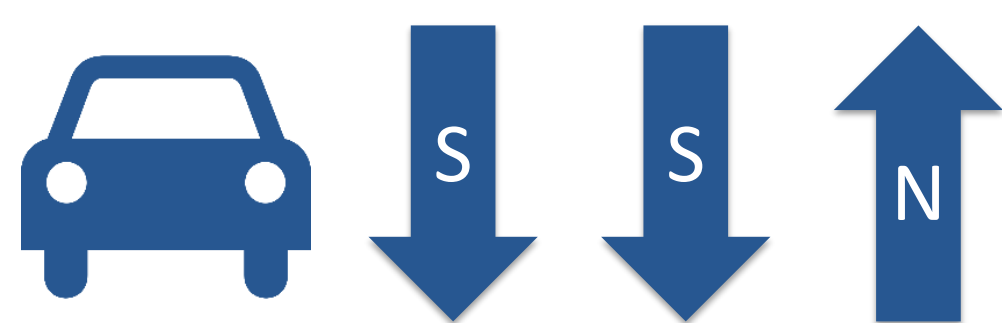
BEECROFT ROAD

Cross Section



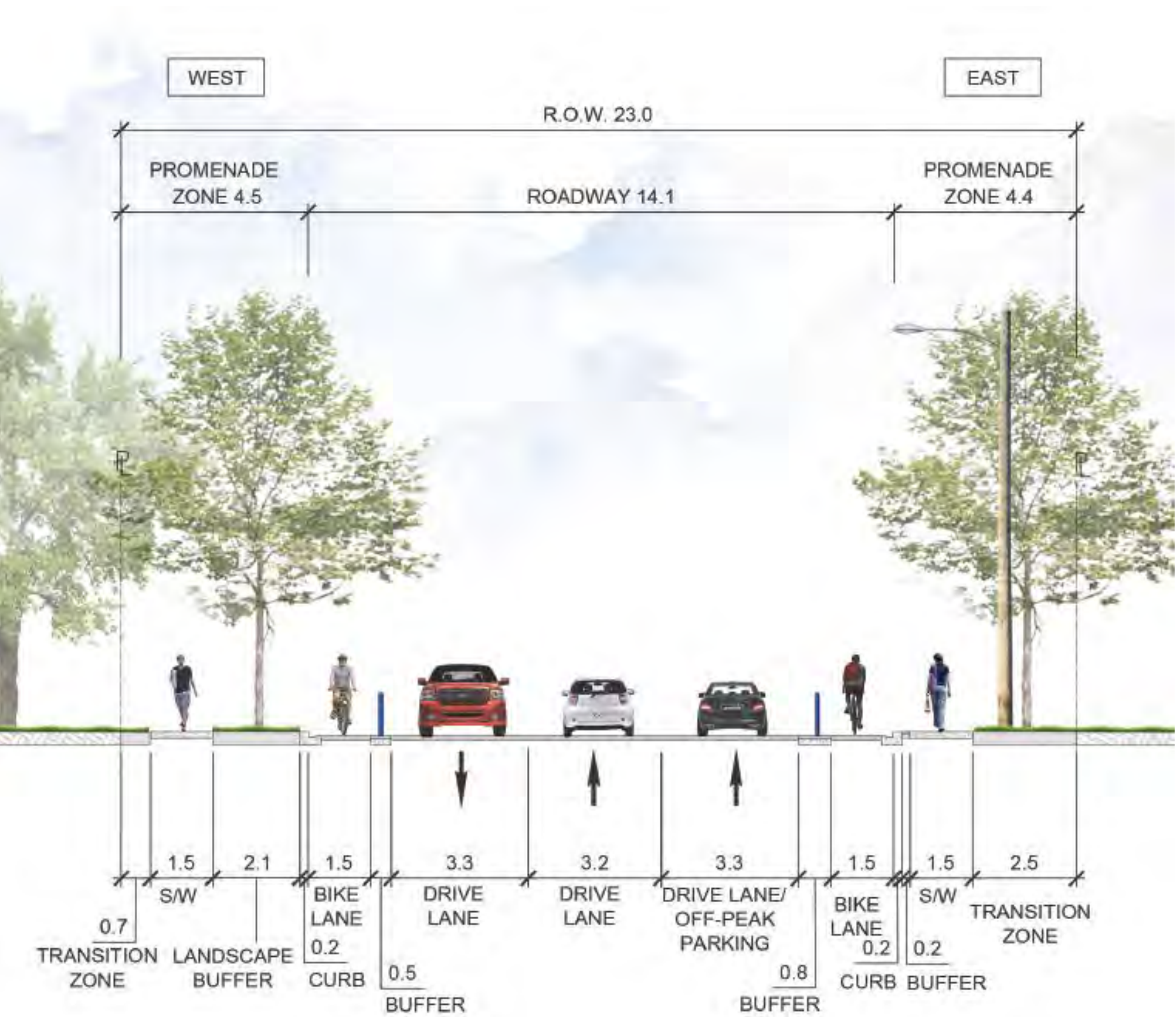
Not to scale. Illustrative purposes only.

Travel Lanes



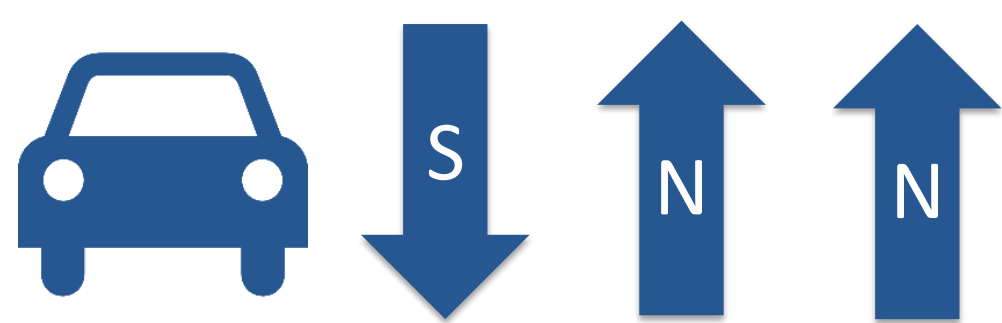
DORIS AVENUE

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



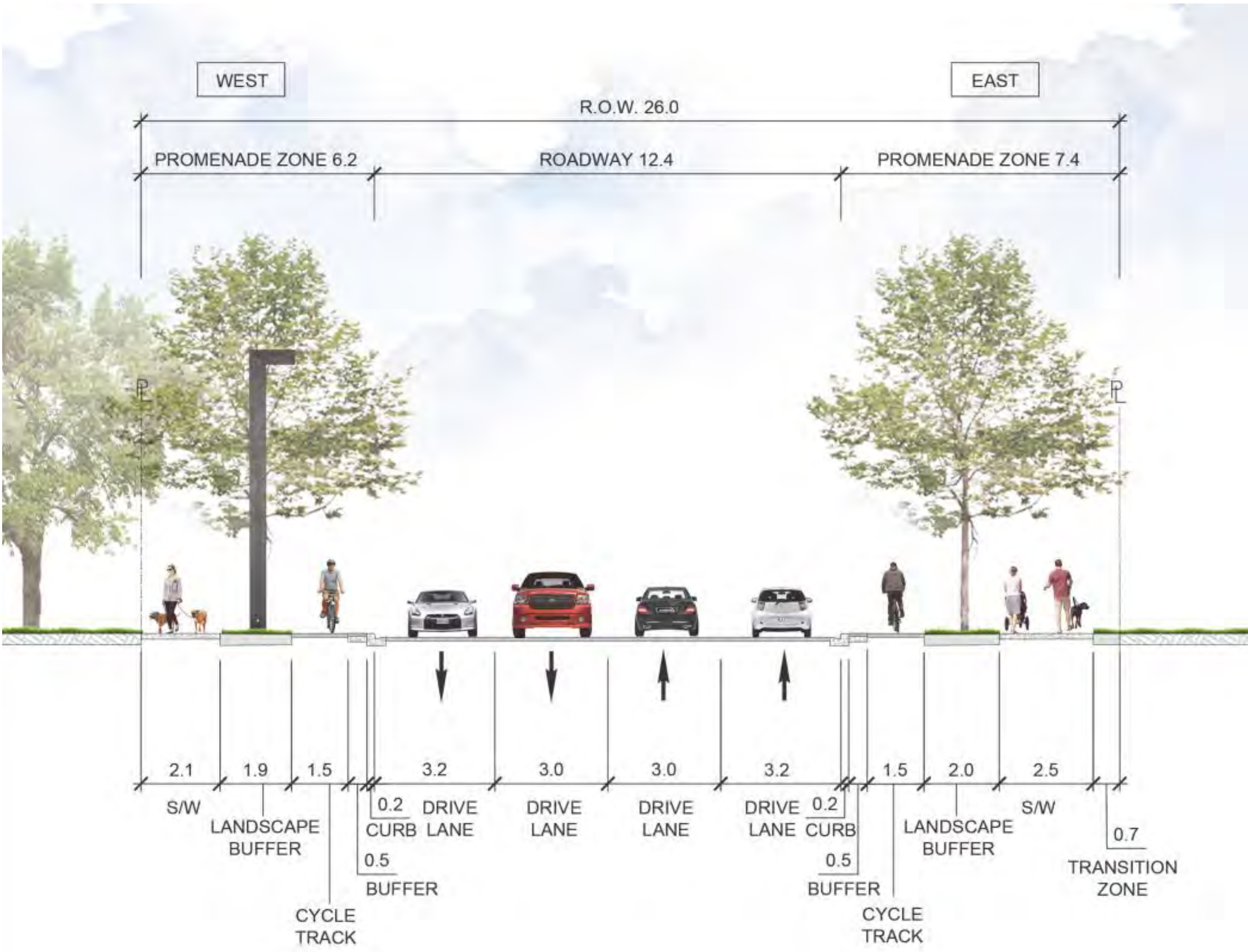
Not to scale. Illustrative purposes only.

ALTERNATIVE SOLUTIONS: 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

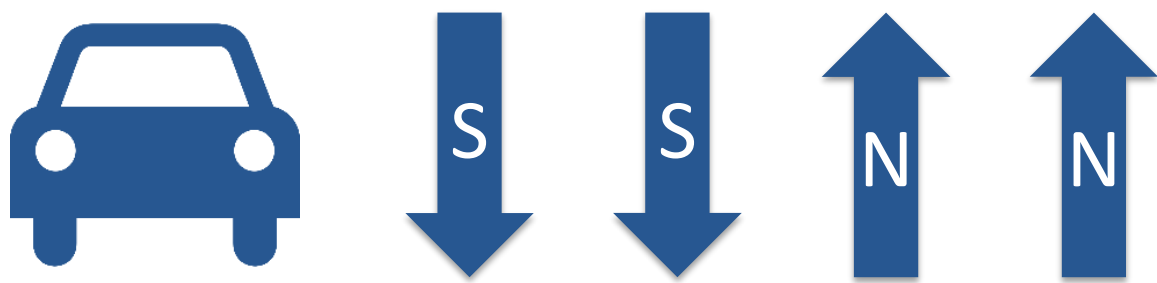
BEECROFT ROAD

Cross Section



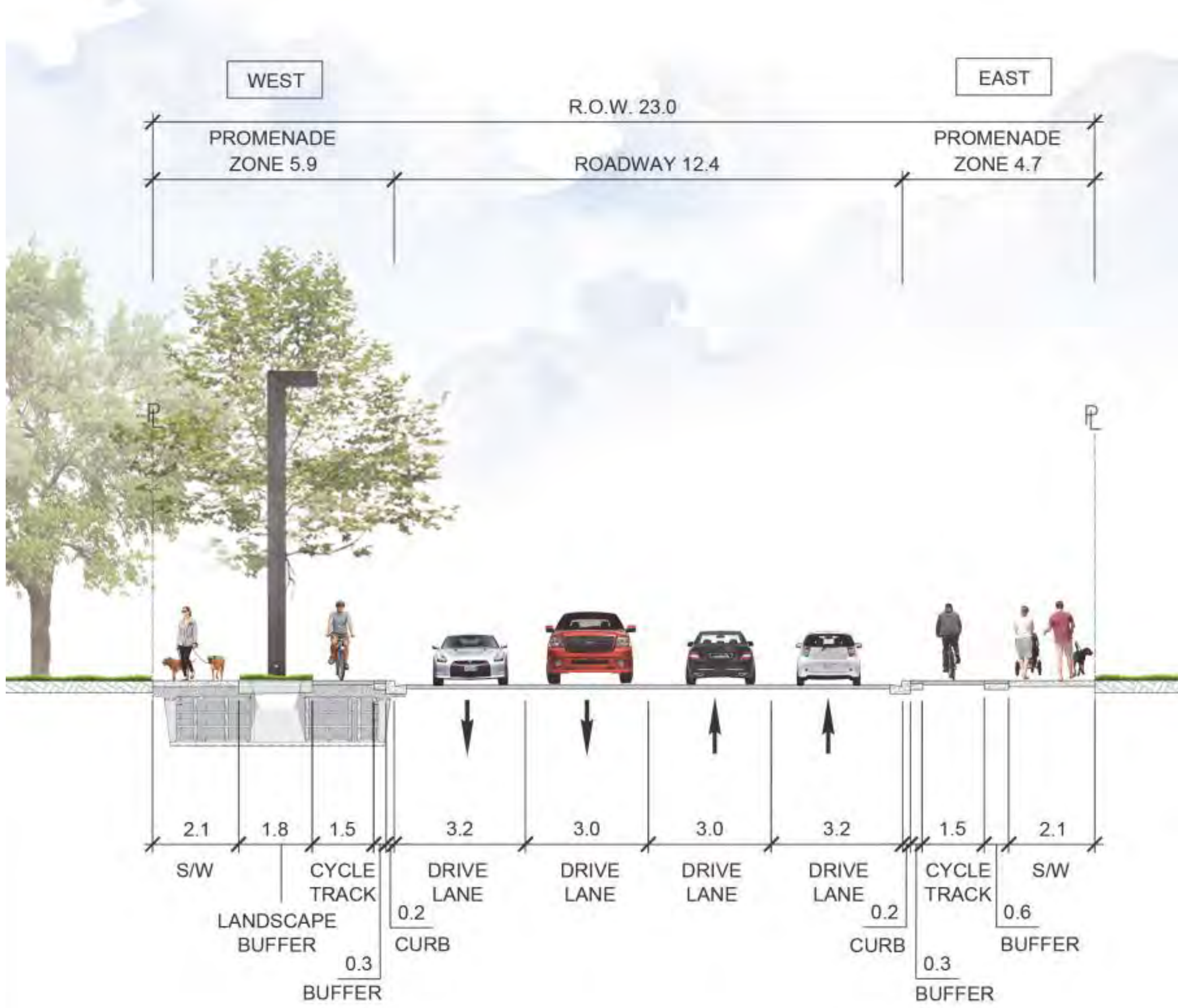
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Travel Lanes



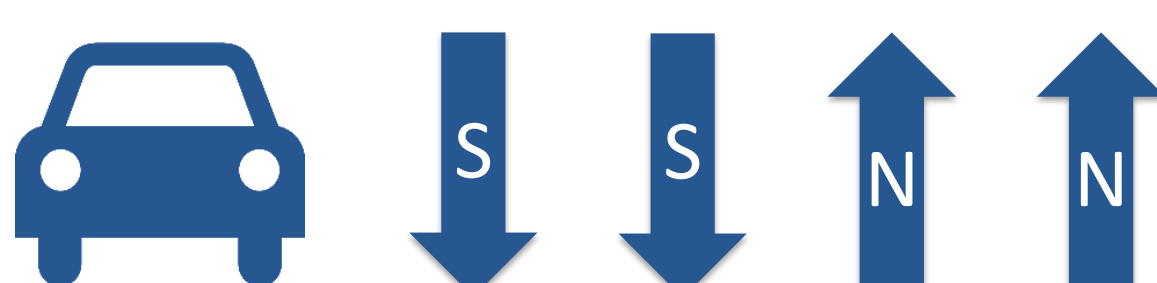
DORIS AVENUE

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



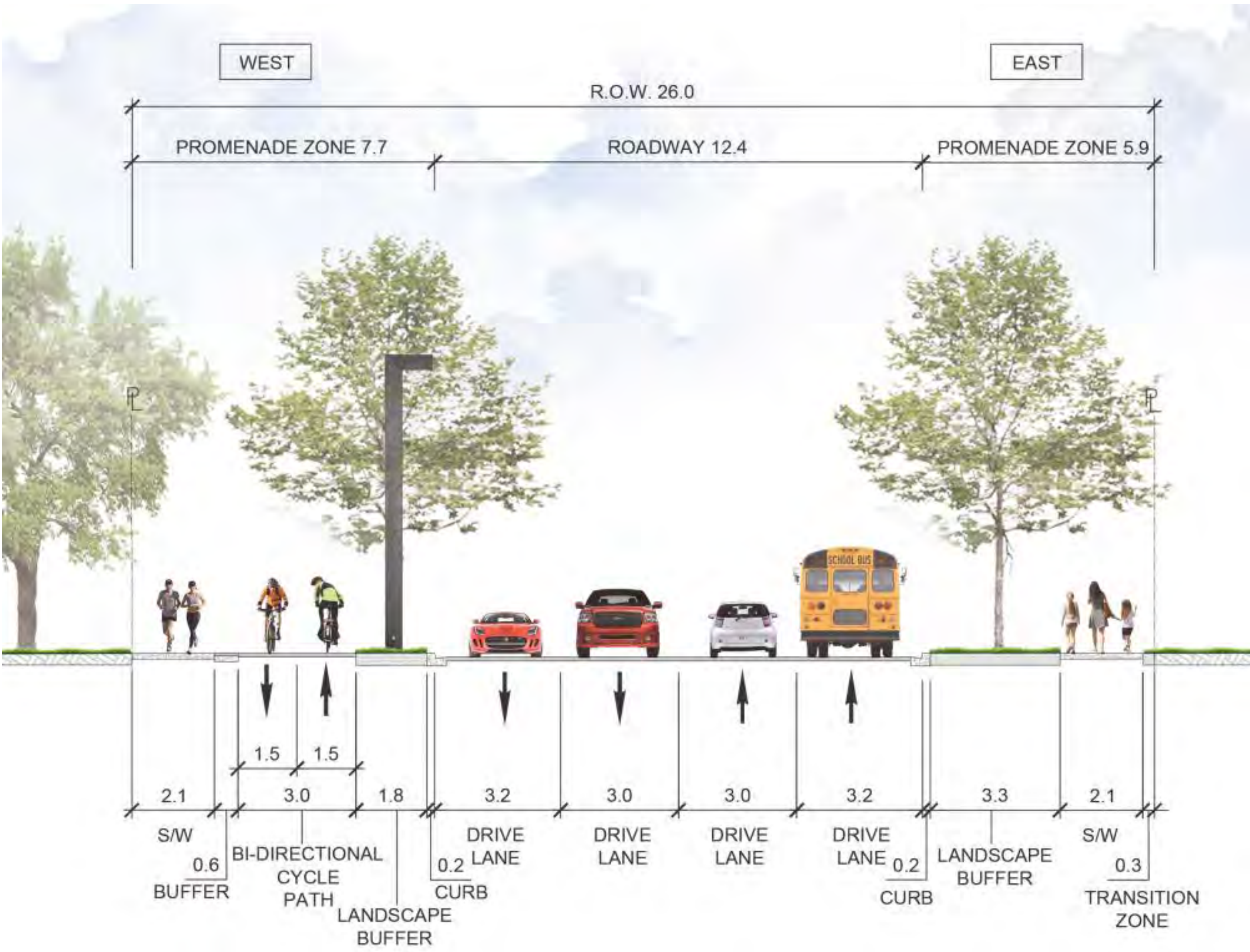
Not to scale. Illustrative purposes only.

ALTERNATIVE SOLUTIONS: 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

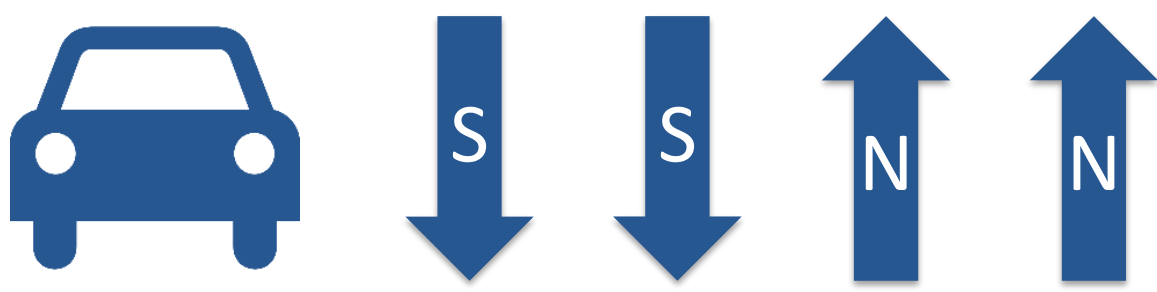
BEECROFT ROAD

Cross Section



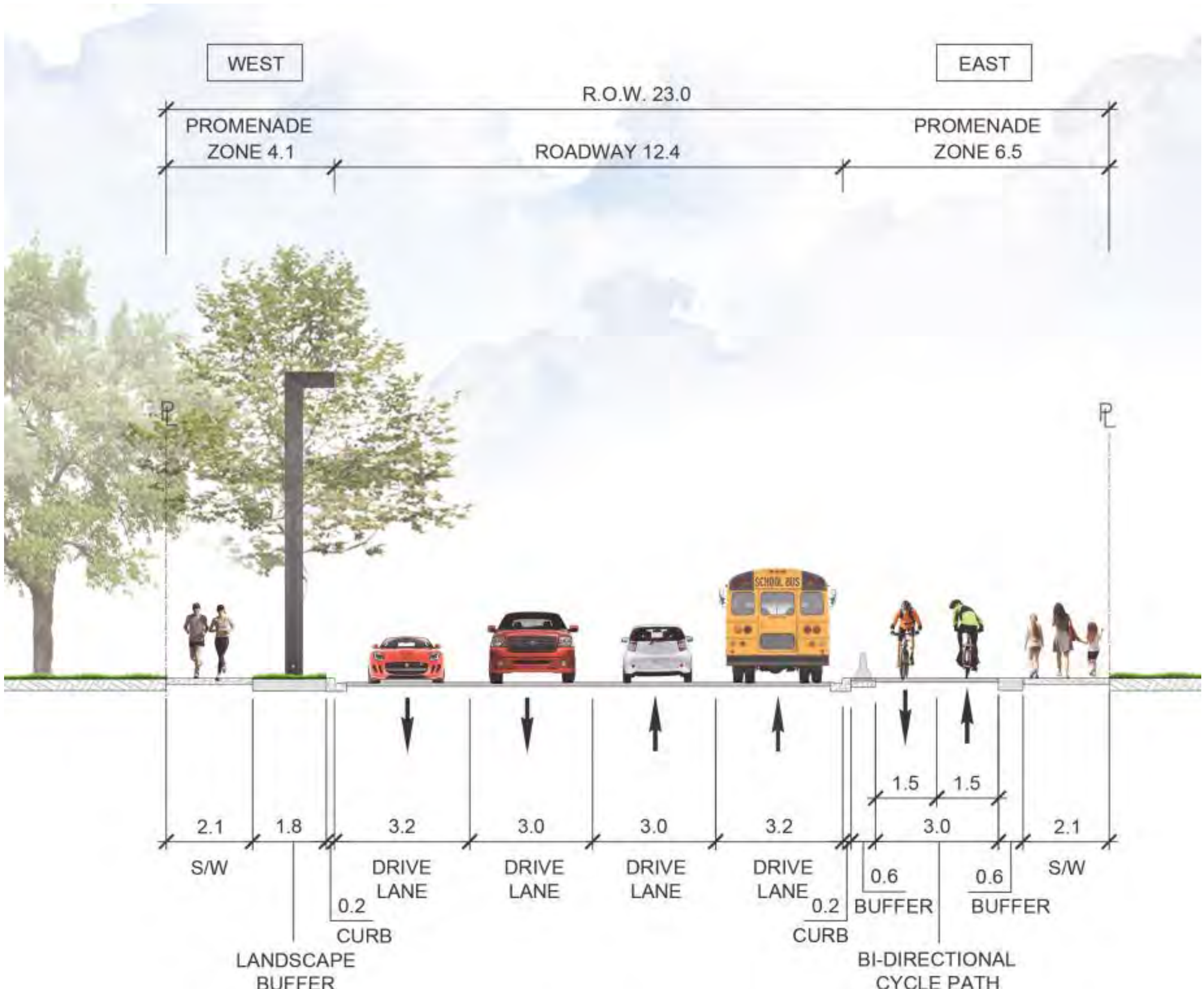
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Travel Lanes



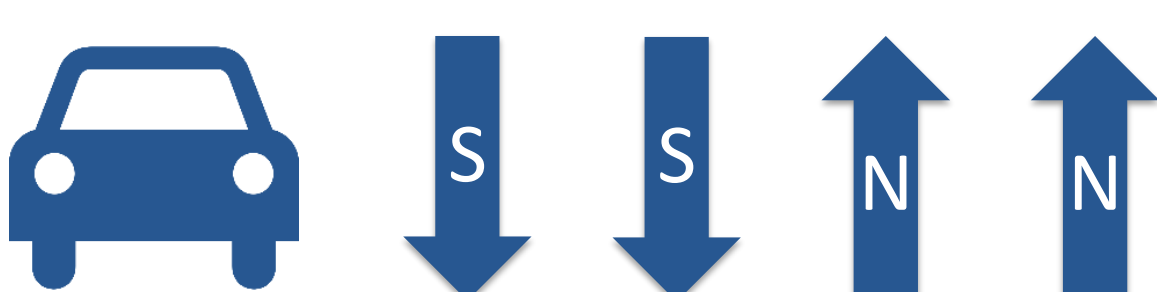
DORIS AVENUE

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



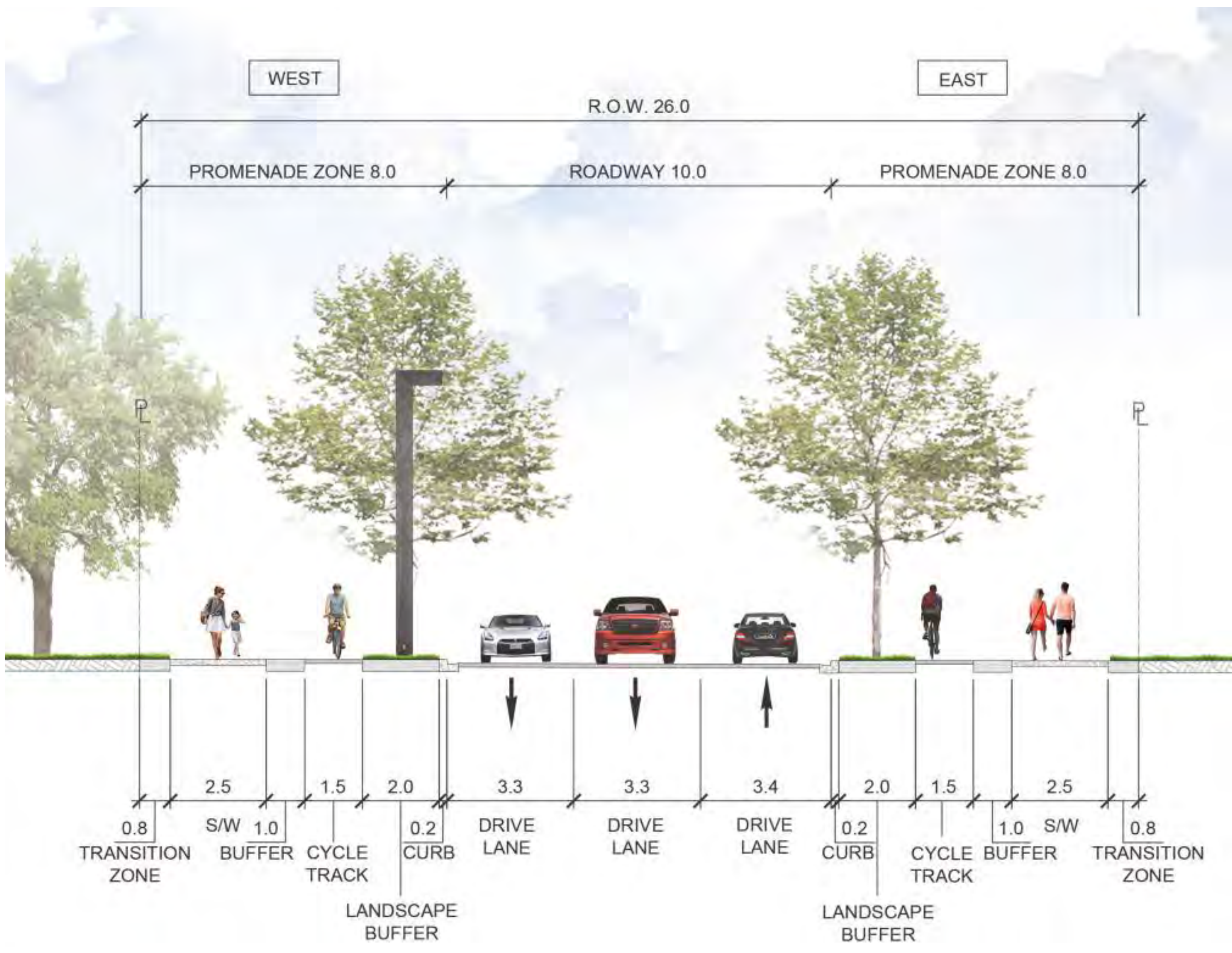
Not to scale. Illustrative purposes only.

ALTERNATIVE SOLUTIONS: 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

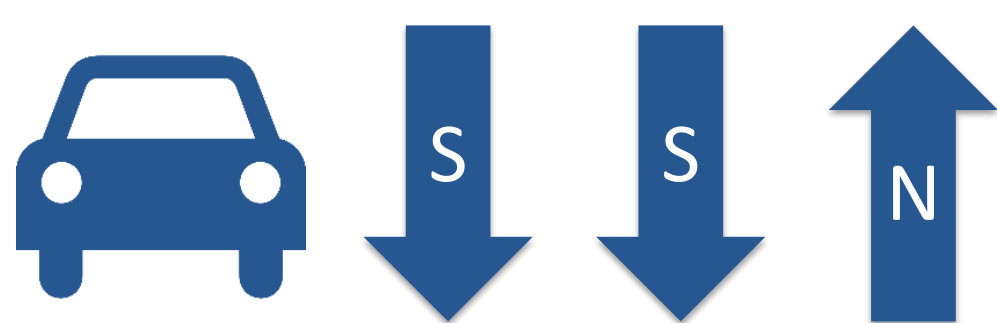
BEECROFT ROAD

Cross Section



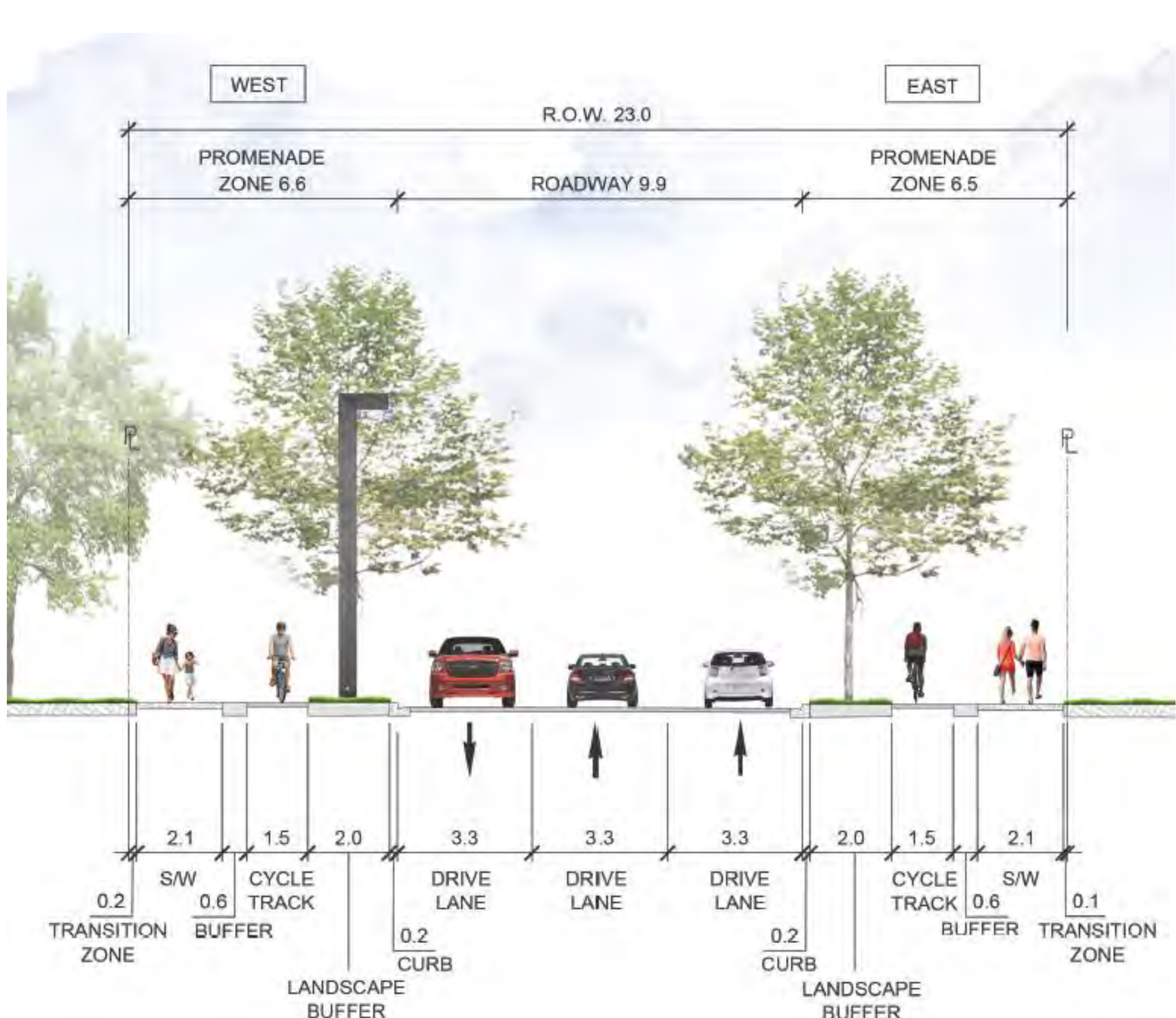
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Travel Lanes



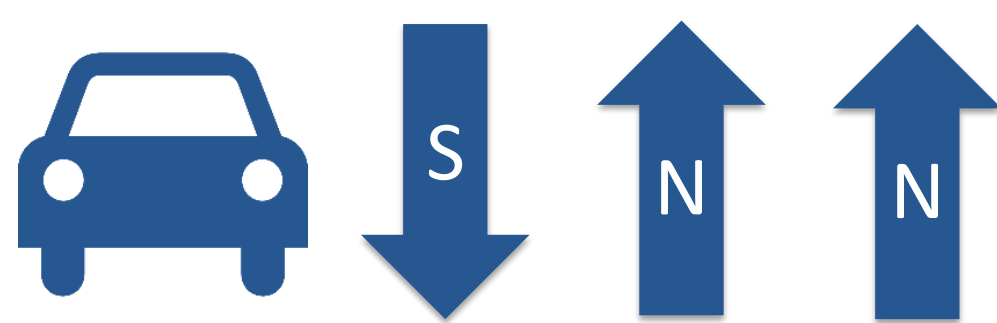
DORIS AVENUE

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

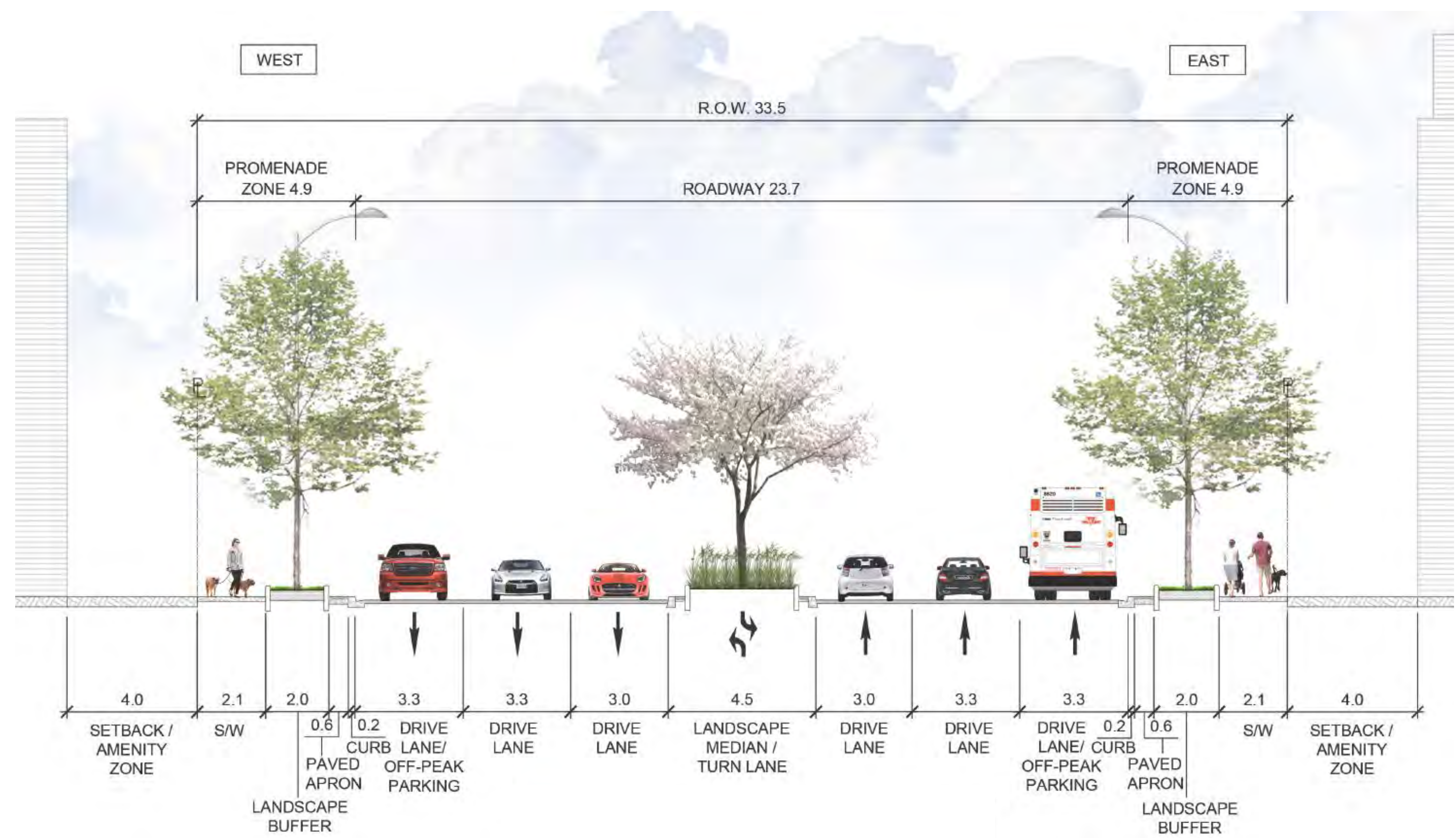


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STAGE 2 CONCEPT FOR YONGE STREET

A Stage 2 concept was developed for Yonge Street with 6 lanes, reflecting the Stage 2 proposal for cycling facilities on Beecroft Rd.

6 lanes, no cycling facilities, off-peak parking




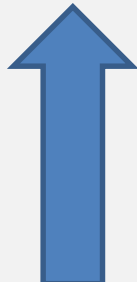








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While there is a need to rebuild Yonge Street to address the poor condition of the sidewalks and pavement, there is no immediate need to rebuild Beecroft Road or Doris Avenue.

TRANSPORTATION EFFECTS OF STAGE 2 ALTERNATIVES

<div> MOTOR VEHICLES</div> <div>Traffic conditions for horizons 2021 and 2031 have been projected using a detailed computer model. Weekday a.m. and p.m. peak hours have been modelled to understand the impact of removing one lane each from Doris and Beecroft.</div>		
Performance Measure *	Modify & Transform 3 3 Travel Lanes on Doris and Beecroft, 6 lanes on Yonge	Transform 1 & 2 4 Travel Lanes on Doris and Beecroft, 6 lanes on Yonge
Queuing	<div><ul style="list-style-type: none">FinchPark Home/EmpressSheppard</div>	Queues increase marginally, only due to planned growth
Travel Time on Beecroft (min.) (Finch ➡ Sheppard)	<div><div>2021</div><div></div><div>2031</div><div></div></div>	<ul style="list-style-type: none">Traffic operations change only due to planned growth.
Travel Time on Doris (min.) (Finch ➡ Sheppard)	<div><div>2021</div><div></div><div>2031</div><div></div></div>	<ul style="list-style-type: none">Marginal increase in travel times (under 1 minute).
Travel Time on Yonge (min.) (Steeles ➡ Wilson)	<div><div>2021</div><div></div><div>2031</div><div></div></div>	
Average Speed (km/h)	<div><div>2021</div><div></div><div>2031</div><div></div></div>	Marginal increase in speed (under 1 minute).
Overall Rating	Poor/Fair Travel times increase but queues are anticipated to be manageable.	Good Little change from “do nothing”

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

<div> PEDESTRIANS</div>	
BEECROFT AND/OR DORIS	<div><div>Modify 3 Travel Lanes<ul style="list-style-type: none">No changes. Existing sidewalks & street trees remain the same.</div><div>Transform 1, 2, & 3 3 or 4 Travel Lanes<ul style="list-style-type: none">Wider sidewalks, improving walking experience & capacity.</div></div>
YONGE STREET	<ul style="list-style-type: none">Public realm improvements such as integrating Mel Lastman Square would provide beneficial capacity for pedestrians.North-south crossings of local streets can be narrowed, reducing crossing distances.
<div> CYCLISTS</div>	
BEECROFT AND/OR DORIS	<ul style="list-style-type: none">Cycle tracks are expected to increase the volume of cyclists, comfort and safety.Cycling through North York Centre or to destinations on Yonge would require a number of left turn movements and increased travel time.
YONGE STREET	<ul style="list-style-type: none">Cycling would be permitted, but no separated lanes.
<div> PUBLIC TRANSIT</div>	
Modify & Transform 3 3 Travel Lanes on Doris and Beecroft, 6 lanes on Yonge <ul style="list-style-type: none">Minor reduction in bus reliabilityMinor increase in travel time	Transform 1 & 2 4 Travel Lanes on Doris and Beecroft, 6 lanes on Yonge <ul style="list-style-type: none">No change to bus reliability and travel times on Yonge Street

PARKING EFFECTS OF STAGE 2 ALTERNATIVES

Existing Parking

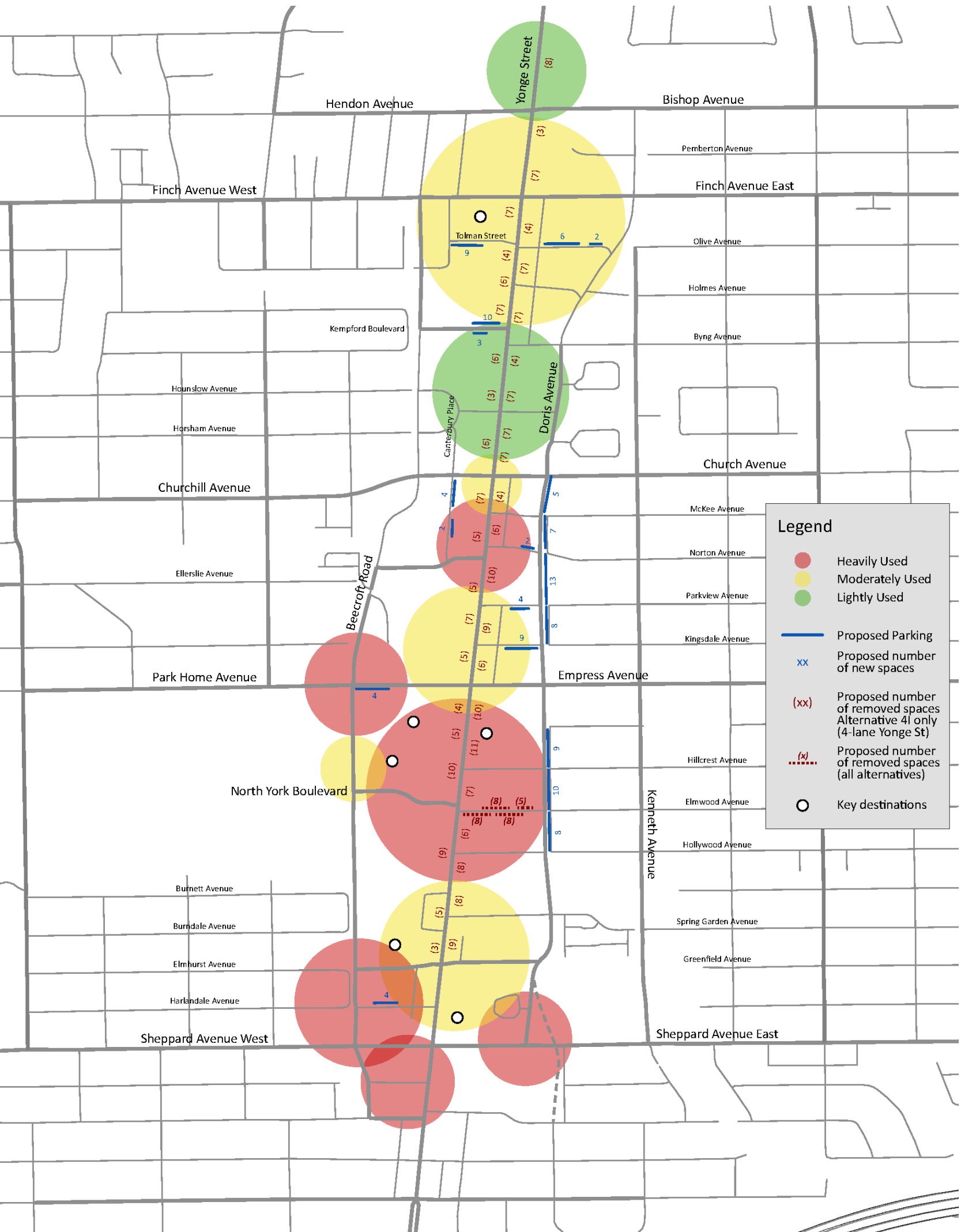
Over 14,000 publicly accessible parking spaces are available within the Focus Study Area

- Use of off-street facilities is:
 - high during daytimes on weekdays
 - moderate on weekday evenings
- Only 5% of the total capacity is provided by on-street parking.
- Parking is prohibited during weekday peak hours on Yonge Street and Beecroft Road (7 am to 9 am and 4 pm to 6 pm). There is minimal parking on Doris Avenue.

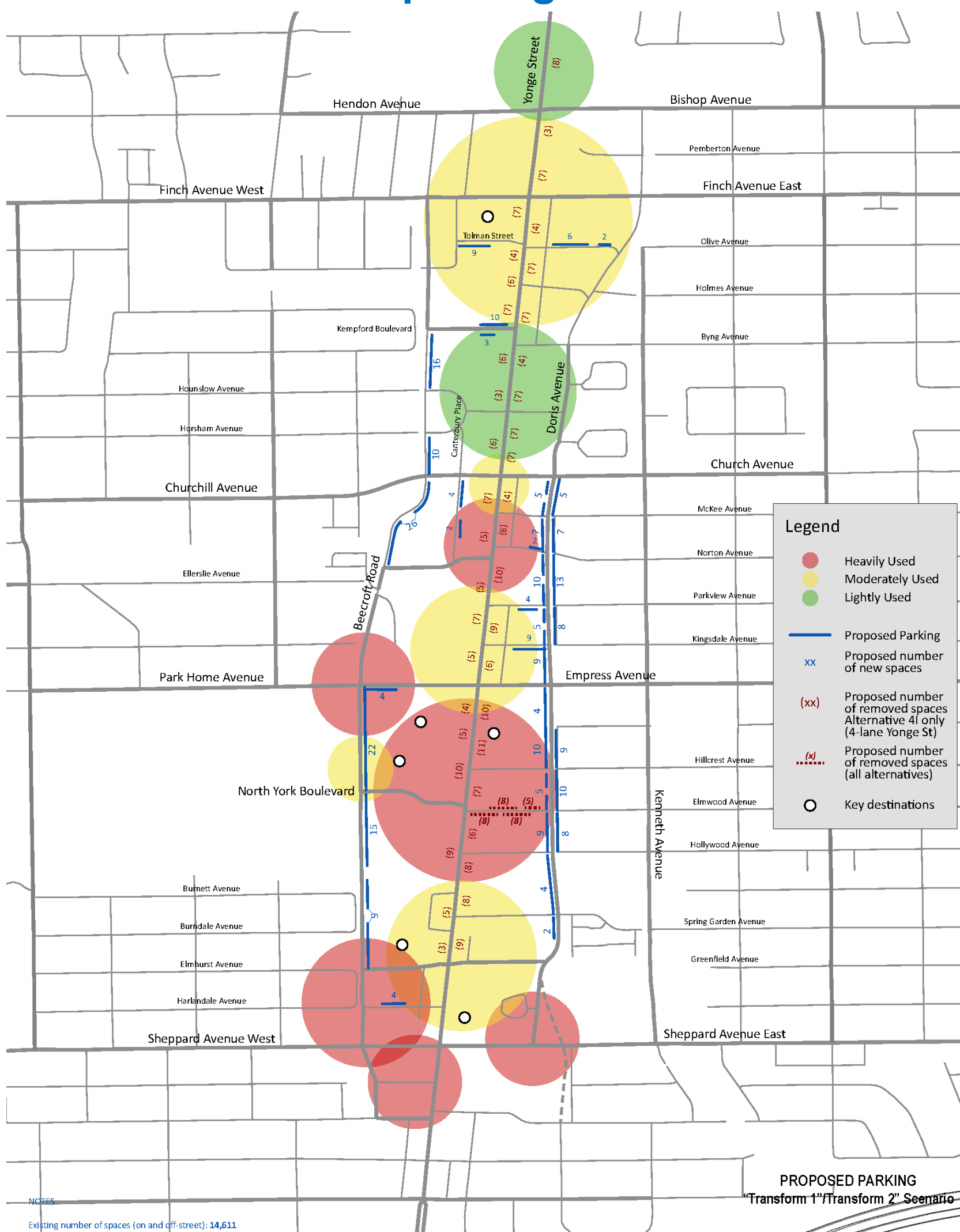
Potential Changes to On-street Parking

The Stage 2 alternatives do not result in any loss of parking on Yonge Street. The amount of on-street parking on side streets, Beecroft Road and Doris Avenue can be increased.

Modify and Transform 3 parking scenario



Transform 1 and 2 parking scenario



Alternatives	Total On-Street Proposed Parking on Beecroft, Doris and Side Streets (increase above existing)
Modify and Transform 3 (3 travel lanes on Doris and Beecroft, 6 lanes on Yonge)	782 spaces (+60)
Transform 1 and 2 (4 travel lanes on Doris and Beecroft, 6 lanes on Yonge)	980 spaces (+258)

EVALUATION CRITERIA



Planning: Vision for the Community

- Supports planning policy and vision for North York Centre
- Encourages vibrant, mixed-use development
- Effects on business (e.g., retail)
- Noise effects



Mobility and Congestion Management

- Movement of people and goods
- Transportation network capacity and operations
- Surface transit (GO and TTC bus) operations
- Emergency Services



Walking

- Makes walking a more attractive travel option
- Connectivity for pedestrians to lands adjacent to Yonge Street



Cycling

- Makes cycling a more attractive travel option
- Consistency with the City's approved Cycling Network 10-Year Plan
- Connectivity for cyclists to lands adjacent to Yonge Street



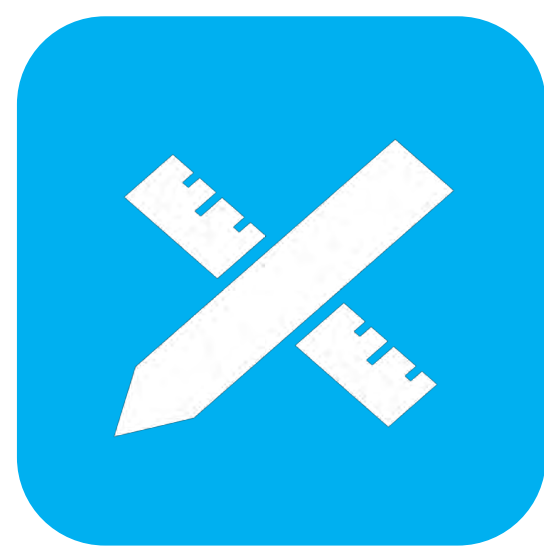
Curbside Activity

- Ability to accommodate pick-up, drop-off, and delivery activity



Parking

- Adequacy and location of proposed supply of parking



Opportunities for Design Excellence

- Supports place-making and streetscape improvements
- Right of way space dedicated to public realm



Constructability and Utilities

- Ability to get around during construction disruption
- Impacts to private property
- Impact to existing utilities and ability to accommodate future utility installation



Natural Environment

- Impacts on existing plants and trees
- Proposed street trees
- Sustainability features and ability to respond to climate change



Cultural Heritage & Built Heritage Resources



Capital Construction Costs



Operations and Maintenance Costs



Long-Term Resilience

- Ability to adapt to evolving mobility choices, technology, and a changing economy

EVALUATION OF STAGE 2 ALTERNATIVES

STEP
1

Step 1 is to define the preferred design concept for the cycling facility.

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

The preliminary preferred alternative is **Transform 1**. It accommodates traffic and parking while providing separated cycling facilities to enhance cycling safety and comfort. The pedestrian realm is improved by wider sidewalks.

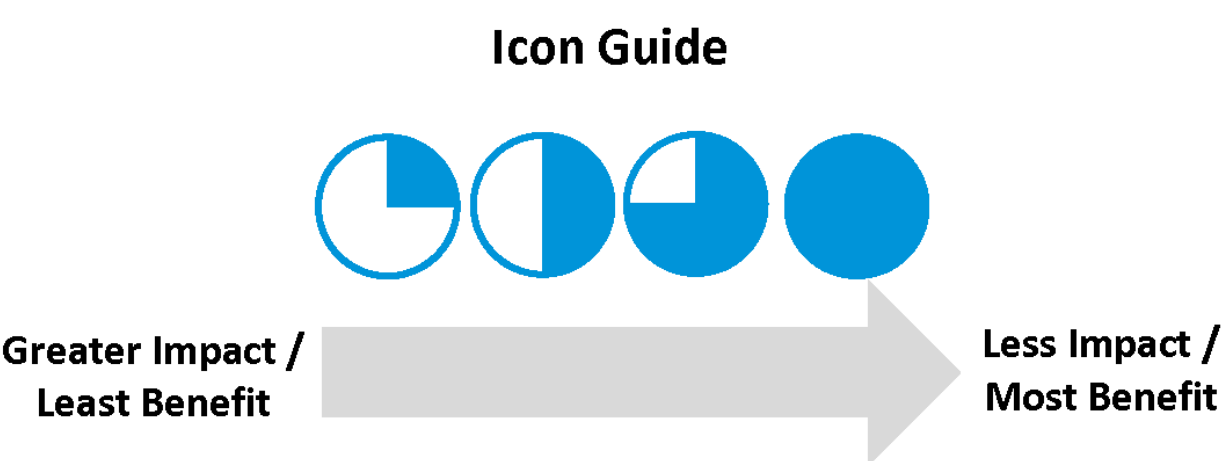


Please tell us what you think about the preliminary Step 1 evaluation. Which alternative do you prefer? Tell us what you think on a sticky note and place it here.

EVALUATION OF STAGE 2 ALTERNATIVES

STEP 2

Step 2 is to determine which street(s) to add cycling facilities to: applying Transform 1 on Beecroft Rd, Doris Ave, or both.



Category / Criteria	Alternative 1 Beecroft Road	Alternative 2 Doris Avenue	Alternative 3 Beecroft Rd and Doris Ave
Cycling <ul style="list-style-type: none">Makes cycling a more attractive travel optionConsistency with City's approved Cycling Network 10-Year PlanConnectivity for cyclists to lands adjacent to Yonge Street	<ul style="list-style-type: none">Does not provide north-south route option east of Yonge Street.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.	<ul style="list-style-type: none">Does not provide north-south route option west of Yonge Street.Indirect connection to the proposed future crossing of Highway 401.	<ul style="list-style-type: none">North-south cycling options both east and west of Yonge Street, with the most route options available to cyclists.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.
Mobility and Congestion Management <ul style="list-style-type: none">Movement of people and goodsTransportation network capacity and operationsSurface transit (GO and TTC bus) operationsEmergency services	<ul style="list-style-type: none">Supports a shift in demand away from auto travel to bike travel.	<ul style="list-style-type: none">Impact on access to Claude Watson and Cardinal Carter schools.Supports a shift in demand away from auto travel to bike travel.	<ul style="list-style-type: none">Impact on access to Claude Watson and Cardinal Carter schools.Supports a shift in demand away from auto travel to bike travel.
Natural Environment <ul style="list-style-type: none">Impacts on vegetation communities and existing treesProposed street treesSustainability features and ability to respond to climate change	<ul style="list-style-type: none">Potential for tree impacts on one corridor.	<ul style="list-style-type: none">Potential for tree impacts on one corridor	<ul style="list-style-type: none">Potential for tree impacts on two corridors
Costs, feasibility, and impacts to private property	<ul style="list-style-type: none">Lower construction costs associated with construction on one street.Few private property impacts and requirements.	<ul style="list-style-type: none">Lower construction costs associated with construction on one street.Potential for substantial private property impacts and requirements.	<ul style="list-style-type: none">Higher construction costs associated with construction on two streets.Potential for substantial private property impacts and requirements.
OVERALL RANKING			
ADVANCE?	<p>Yes. 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.</p>	<p>No. Alternative 2 would require substantial property impacts in constrained areas, particularly between Avondale and Greenfield Avenues.</p>	<p>No. 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.</p>

The preliminary preferred Stage 2 alternative for cycling facilities is **Beecroft Road**. Beecroft can accommodate cycle tracks with fewer property impacts, less impact on traffic and better long-term potential connections to Steeles Avenue and across Highway 401.



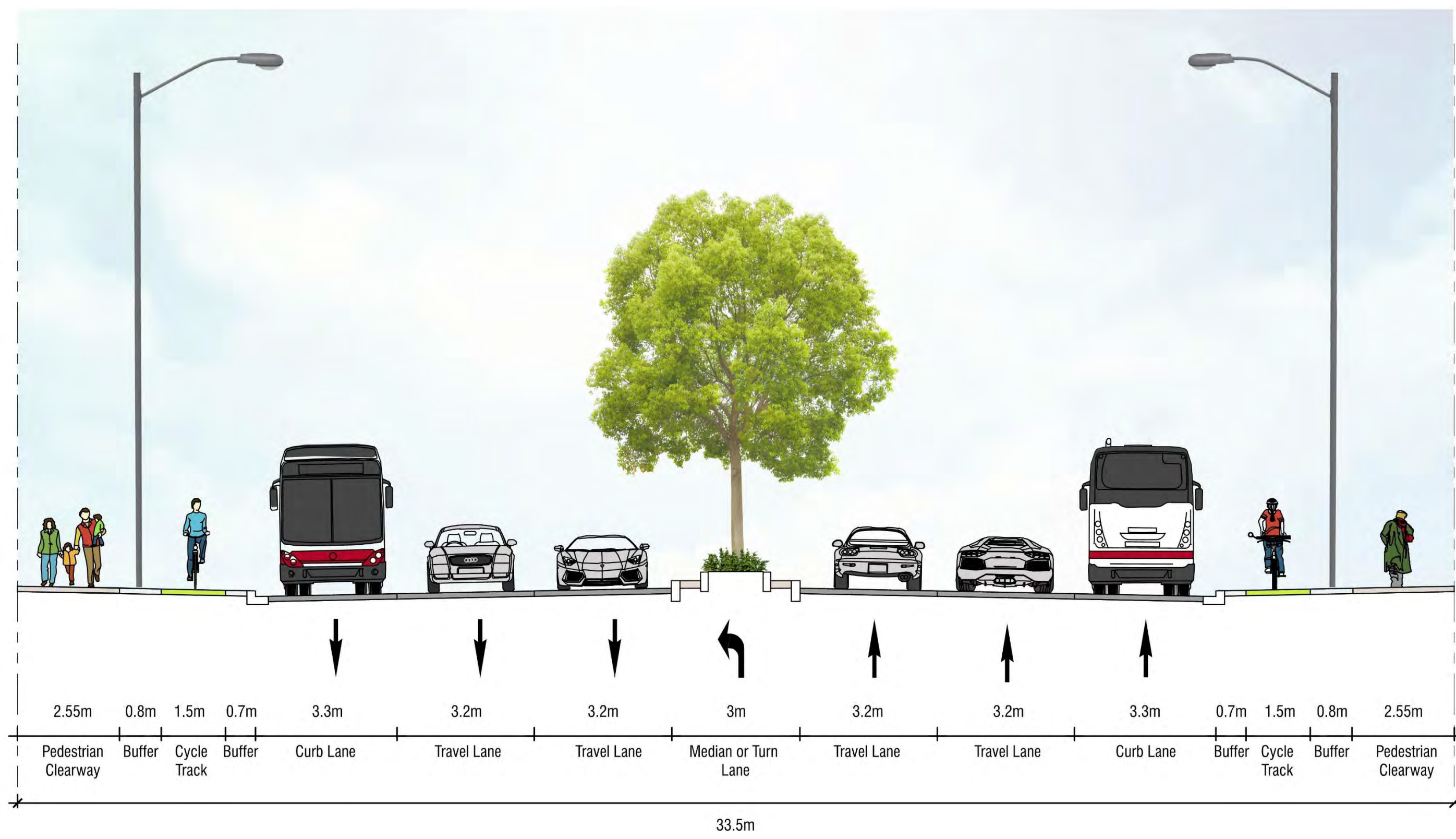
Please tell us what you think about the preliminary Step 2 evaluation. Which alternative do you prefer? Tell us what you think on a sticky note and place it here.

COMPARING THE PREFERRED ALTERNATIVES

STEP 3 Step 3 compares the preferred Stage 1 and Stage 2 alternatives to identify an overall preferred alternative.

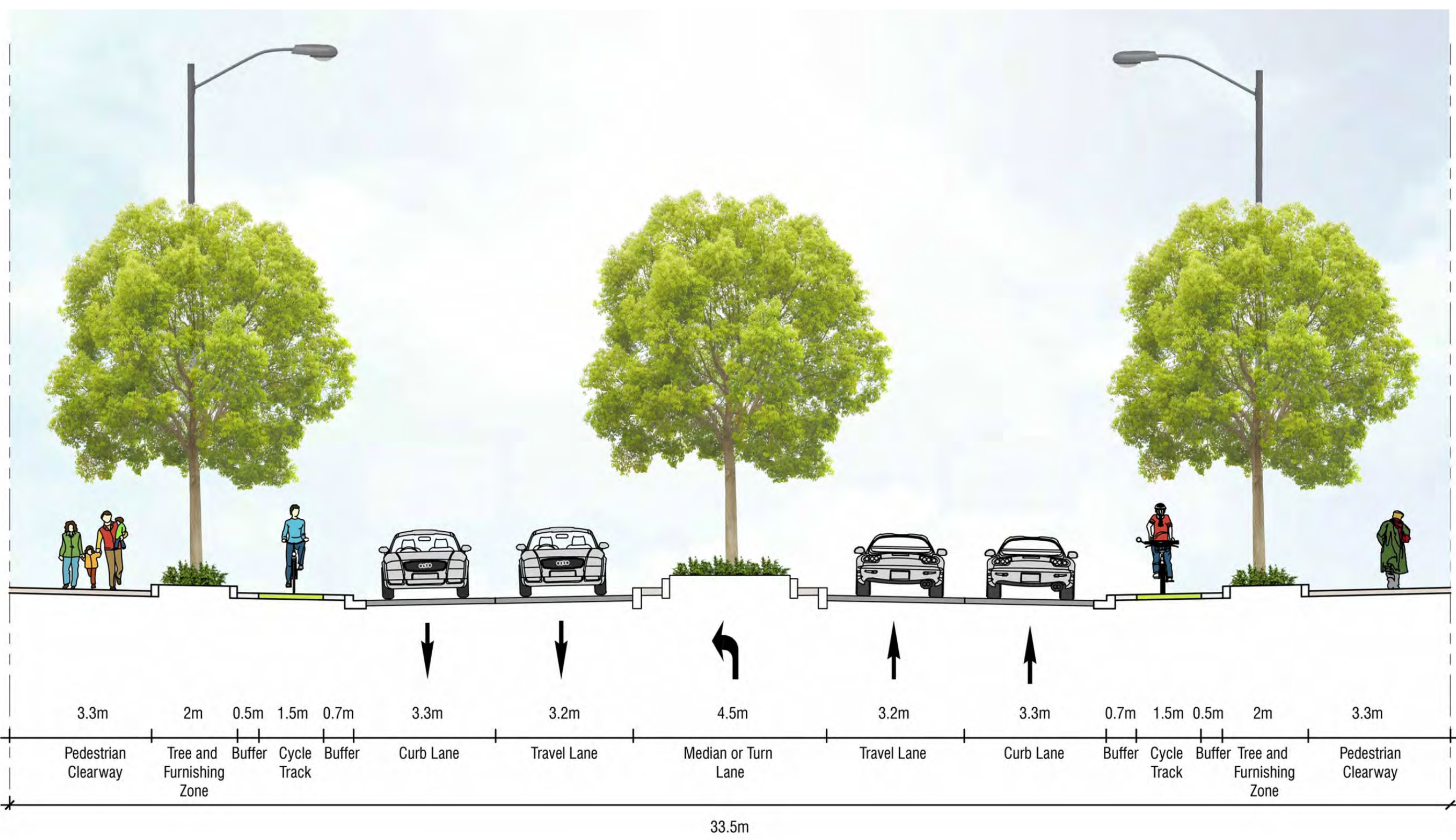
Stage 1 Preliminary Preferred Alternative

Yonge Street - Avondale to Sheppard



Not to scale. Illustrative purposes only.

Yonge Street - Sheppard to Hendon/Bishop

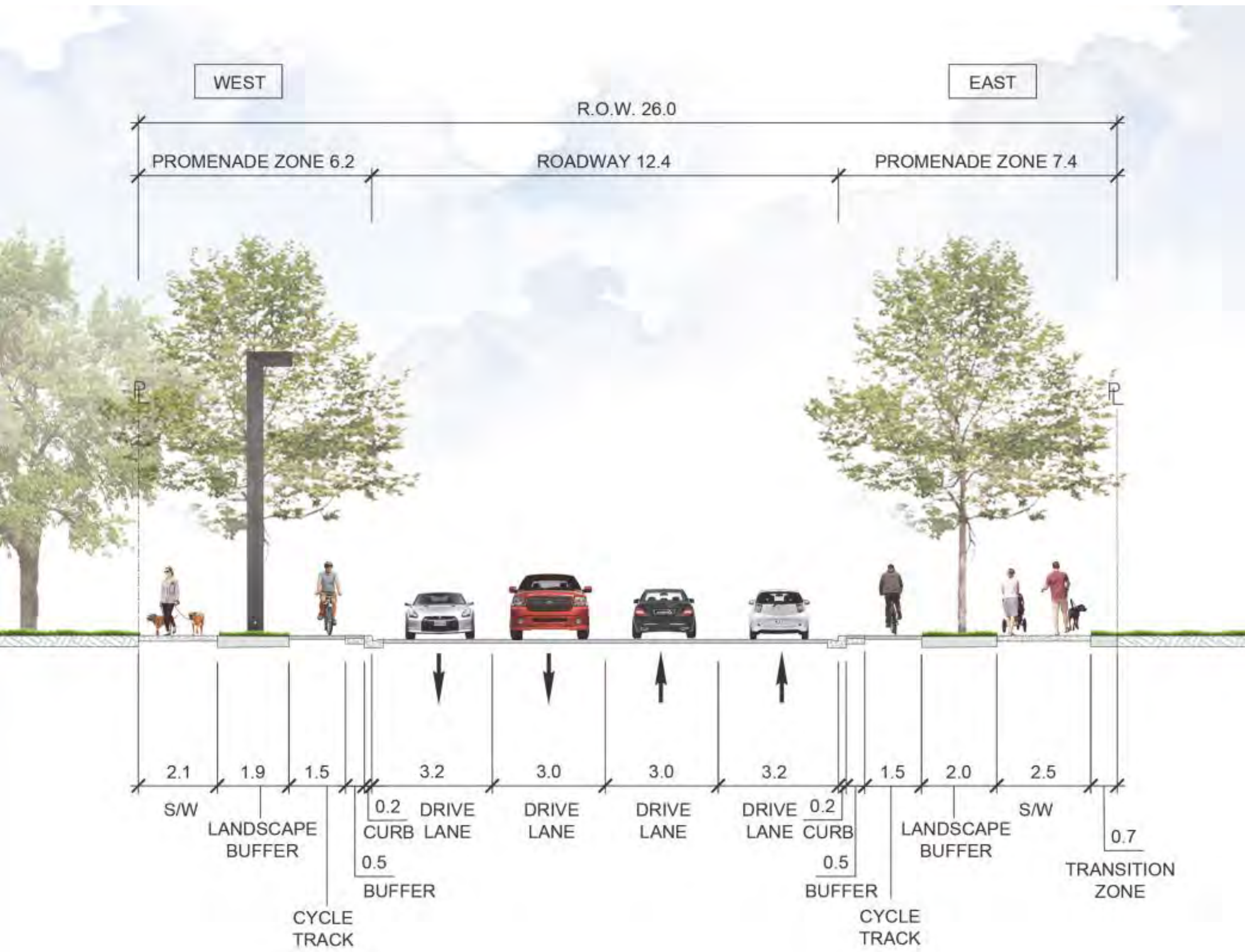


Not to scale. Illustrative purposes only.

No changes to Beecroft Road or Doris Avenue

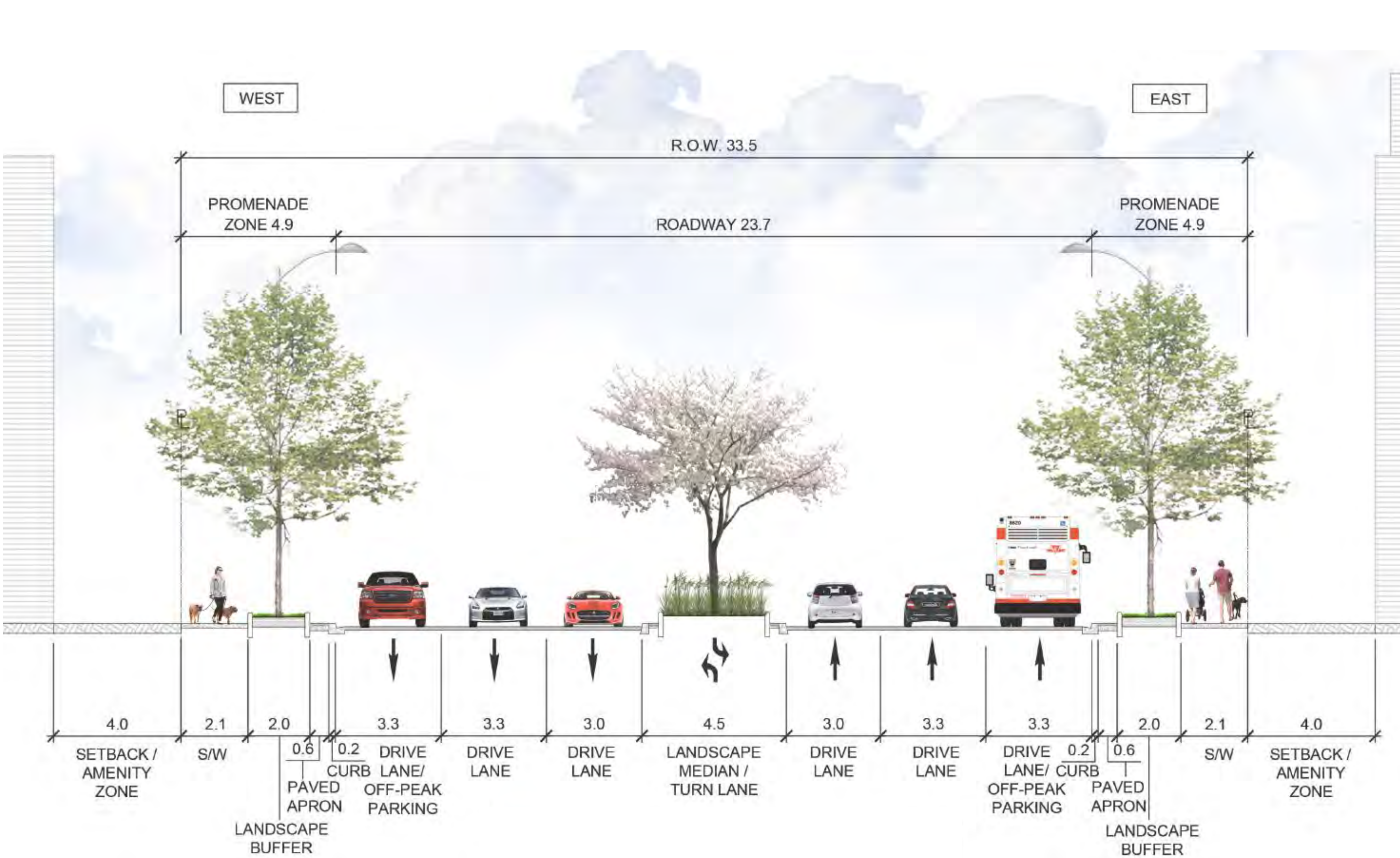
Stage 2 Preliminary Secondary Alternative

Transform 1 on Beecroft Road



Not to scale. Illustrative purposes only.

Yonge Street Stage 2 Concept



Not to scale. Illustrative purposes only.

COMPARING THE PREFERRED ALTERNATIVES

STEP
3

Step 3 compares the preferred Stage 1 and Stage 2 alternatives to identify an overall preferred alternative.

How well do these alternatives address the issues in the Problem Statement?	
Does it create a vibrant urban environment?	<p>Both alternatives support a vibrant urban environment on Yonge Street by providing improved sidewalks, opportunities to enhance public spaces, and a north-south cycling facility in North York Centre.</p> <ul style="list-style-type: none">The Stage 1 alternative provides the best support for vibrancy through additional space for pedestrian movement, public realm enhancements, and amenities.The Stage 2 alternative supports vibrancy by providing a more consistent experience for pedestrians. However, less space is available for enhancements.
Does it support mobility for all users?	<ul style="list-style-type: none">With much of the road network operating close to capacity, choosing to expand transportation choices is the preferred strategic direction. The Stage 1 alternative best meets this goal, by creating a multimodal Yonge Street, accommodating cyclists and pedestrians close to their destinations. Traffic operations are manageable. More sidewalk space will better serve people accessing TTC and GO buses.The Stage 2 alternative provides less sidewalk width for pedestrian movement, but maintains adequate traffic operations. The cycling facility is on a parallel corridor (Beecroft Road) within a reasonable distance of Yonge Street. East-west cycling connections between Beecroft and Yonge would be required. There would be less space for bus users on the sidewalk, but bus travel times would likely be lower.
Does it create an attractive and consistent streetscape?	<ul style="list-style-type: none">Stage 1 provides more opportunities for improving the streetscape on Yonge Street, creating an attractive pedestrian promenade with more street trees.Stage 2 results in an improved streetscape on Yonge Street, but with fewer opportunities for wider sidewalks and street trees. Streetscape improvements are provided on Beecroft Road.
Does it support economic activity?	<ul style="list-style-type: none">Stage 1 creates a more attractive environment for businesses by accommodating more pedestrians and cyclists. Parking losses on Yonge can be replaced on nearby streets.Stage 2 provides minimal additional support for economic activity by reconstructing Yonge Street. It maintains existing traffic capacity but does not add other supports for business.
How do the costs compare?	<ul style="list-style-type: none">Stage 1 requires reconstruction of only one street (Yonge). This street requires reconstruction now, so this is a logical time to enhance it. The preliminary cost estimate is \$51 million.Stage 2 requires reconstruction of two streets (Yonge and Beecroft) so costs are higher. Beecroft does not require reconstruction at this time. The preliminary cost estimate is \$61 million (for both streets).
How do the construction impacts compare?	<ul style="list-style-type: none">Stage 1 requires construction only on Yonge Street, limiting traffic capacity restrictions and construction impacts to an anticipated duration of 2 years.Stage 2 requires full reconstruction of Yonge and Beecroft with an anticipated total construction timeline of 3 years. This will delay the introduction of the cycling facility and extend the duration of traffic and construction impacts.



Please tell us what you think about the preliminary Step 3 evaluation. Which alternative do you prefer, and why? Tell us what you think on a sticky note and place it here.

NEXT STEPS

Thank you for attending today's drop in event.

After this Public Drop In, the Project Team will:

- Review and respond to comments
- Continue consultation with stakeholders and businesses
- Select the overall preliminary preferred alternative
- Assess design options
- Prepare for the final Public Drop-In Event, anticipated for early December 2017



The information presented today will be available online at www.toronto.ca/reimaginingyonge



We want to hear from you

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



Review the Project Website

The website will be updated regularly with Notices of Events, Display Panels, FAQs, etc.



Sign Up for Email Updates

Join the project mailing list to receive updates on the website and about future consultation events. Your information will be kept private.



Project Updates

Notification will be sent to property owners via Canada Post Delivery prior to key milestones such as the next Drop In Event.



Contact the Public Consultation Coordinator

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Please note that the deadline for the feedback form is **October 24, 2017**