REIMAGINING YONGE STREET SHEPPARD AVENUE TO FINCH AVENUE







ENVIRONMENTAL ASSESSMENT STUDY PUBLIC OPEN HOUSE 2 – JULY 25, 2016

REimagining Yonge Street







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WELCOME

Welcome to the second Public

Open House for the REimagining

Yonge Street from Sheppard

Avenue to Finch Avenue

Environmental Assessment

Study.



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





RECAP: PROBLEM AND OPPORTUNITY STATEMENT

North York Centre is one of four centres in the City focused on transitbased employment and residential growth. At its core is Yonge Street from Sheppard Avenue to north of Finch Avenue, envisioned as one of the city's primary pedestrian promenades with a vibrant urban environment that promotes walking, cycling and safe passage across the street.

Today the 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.

The City is looking at ways to create an attractive and consistent streetscape with design appropriate to the civic goals of the North York

Centre that will serve people of all ages as they travel in and around the area for work, school and leisure.





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RECAP: ALTERNATIVES FOR YONGE STREET

		Proposed Components						
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
1 Do Nothing	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
2 Enhance	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
3 Modify	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
4 Transform	Major reconstruction to create a multi-modal street and enhanced streetscape, including bike facilities, 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	Potentially extensive relocation

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THE PROJECT & STUDY PROCESS



There will be opportunities for public input throughout the study, and at the milestones shown in blue.

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

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WHAT WE'VE DONE – CONSULTATION

Notice of Study Commencement (North York Mirror, May 12 and 19, 2016)



Jane's Walk (May 7, 2016)





Public Open House 1 (May 25, 2016)



Design Charrette

(June 9 and 11, 2016)





The following slides summarize the feedback we have received from the consultation activities completed to date.





WHAT WE'VE HEARD -PUBLIC OPEN HOUSE 1

At the first Public Open House, people provided their feedback on existing conditions, potential street design elements, evaluation criteria, and alternatives. A summary of this feedback is provided below.

People generally responded positively to the various street design elements being considered.



The most popular street design element was Street Trees, followed by Wide Sidewalks and Landscaped Median. On-street Parking was the least popular design element.



People made many comments on the evaluation criteria, identifying issues of local significance.

People expressed a desire to see pedestrian and cyclist safety improved, as well as the streetscape.



There was strong support for bike lanes on Yonge Street.

The "Transform" Alternative was most preferred by attendees.









WHAT WE'VE HEARD – SURVEY RESULTS

We have conducted a survey of residents and visitors to help us gather information about how Yonge Street is used, and to identify opportunities and challenges. Close to 1,100 surveys were completed. Key results are as follows:



Most Liked about Yonge Street



Approximately 60% of those surveyed use Yonge Street for more than one



How do you utilize Yonge Street?





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WHAT WE'VE HEARD - DESIGN CHARRETTE

- At the Design Charrette, people participated in exercises regarding:
- Issues to be addressed through the study
- Values they wish to see reflected
- Evaluation criteria
- Alternatives



Approximately 70 attendees participated in an activity in which they designed a cross section for Yonge Street by using strips of paper that represented different design elements.

Most people (54 out of 70, 77%) included bike lanes in their crosssection.



Most people (58 out of 70

83%) included a planted median in their cross-section.

Most people (55 out of 70) wanted 5 m or wider sidewalks on Yonge Street (distance is for both sides combined)



Most people (45 out of 70) wanted Yonge Street to be a 4-lane road





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PARKING SUPPLY AND UTILIZATION

Location	Facility Type	Number of Spaces	Utilization Range*	
From Drewry Avenue /	On-Street	62	25% – 100%	
Cummer Avenue to Tolman Street	Off-Street	5258	26% – 96%	
From Tolman Street to	On-Street	311	8% – 100%	
Park Home Avenue / Empress Avenue	Off-Street	2098	40% – 95%	
From Empress Avenue	On-Street	342	25% – 100%	
to Sheppard Avenue	Off-Street	6228	51% – 93%	

*Utilization Ranges were established for daytimes on weekdays, as this was typically the highest utilization period

FOCUS STUDY AREA TOTAL

On street parking: Off-street: Total spaces: 715 spaces **13,584** spaces **14,299** spaces

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OVERVIEW OF EXISTING PARKING DEMANDS

- Over 14,000 publicly accessible parking spaces are available within the Focus Study Area
- The utilization of off-street facilities is:
 - high during daytimes on weekdays
 - moderate on weekday evenings and
 - low on weekends, when offices are closed.
- Only 5% of the total capacity is accommodated by parking along Yonge Street and some intersecting streets.
- Parking is prohibited during the weekday peak hours on Yonge Street (7:00am to 9:00am and 4:00pm to 6:00pm).





Green P Public parking lot

Surface privately operated lot

Underground privately operated lot

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Enhancements to the evaluation criteria based on the input from the first Public **Open House and the Design Charrette are** shown in red.





Long-Term Resilience

• Ability to adapt to evolve context in terms of mobility choices, technology, built form, economy and land use



Accessibility, Mobility & **Transportation Infrastructure**

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

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REVISED EVALUATION CRITERIA





Minimizes impacts on

Natural Environment

- vegetation communities and existing trees
- 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
- Supports sustainable transportation
- Compatibility with City's Cycling Network plans
- Connectivity to lands adjacent to Yonge Street





Cultural Heritage & Built Heritage Resources

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

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Enhancements to the evaluation criteria based on the input from the first Public **Open House and the Design Charrette** are shown in red.





Costs



Constructability & Utilities

- **Construction costs**
- Life cycle costs
- Maintenance/operational costs for:
 - Roadway, sidewalk, etc.
 - Enhanced streetscape and canopy trees
 - Winter maintenance

- 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

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REVISED EVALUATION CRITERIA



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
- Compatibility with existing planning policy and environmental assessments
- Noise effects





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. Maximizes impact of corridor on design of adjacent development

Enhances the attractiveness of urban environment and creates place-making opportunities

• Supports integration with public spaces • Wind / Pedestrian comfort / Microclimate

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EVALUATION RESULTS

Category	Alternative 1 Do Nothing	Alternative 2 Enhance	Alternative 3 Modify	Alternative 4 Transform	Summary
Long Term Resilience	 Does not present a strategy for responding to changing transportation and activity patterns. 	 Does not present a strategy for responding to changing transportation and activity patterns. 	 Provides some improvement over the do-nothing case in terms of meeting future needs 	 Provides the greatest opportunity to create a street which serves multiple needs while enhancing the public experience and livability. Provides opportunities to integrate and enhance the attractiveness of public space. 	Alternative 4 is preferred because it provides the greatest opportunity to create a street which has the flexibility and capacity to respond to evolving trends in transportation and the use of public space.
Accessibility, Mobility and Transportation Infrastructure	 Does not address projected multimodal transportation needs or City objectives. 	 Does not address projected multimodal transportation needs or City objectives. 	 Promotes the movement of people and goods to and within the study area. Provides opportunities to balance capacity for all modes. Addresses enhancing intersection operations. 	 Promotes the movement of people and goods to and within the study area. Provides opportunities to balance capacity for all modes, maximizing support for transit in terms of pedestrian access. Addresses enhancing intersection operations. 	Alternative 4 is preferred because it provides the greatest opportunity to enhance multimodal accessibility and mobility within the corridor.
Natural Environment	 No impact to terrestrial systems. No impact to SAR. 	 Minimal impact to existing terrestrial features, including planted trees. Opportunity to enhance tree canopy. Provides less opportunity to integrate sustainability into the design. No impact to SAR. 	 Minimal impact to existing terrestrial features, including planted trees. Opportunity to enhance tree canopy. Provides opportunity to integrate sustainability into the design. No impact to SAR. 	 Minimal impact to existing terrestrial features, including planted trees. Opportunity to enhance tree canopy. Provides opportunity to integrate sustainability into the design. No impact to SAR. 	 Alternatives 3 and 4 are equally preferred for the following reasons: Opportunity to enhance sustainability in the corridor (e.g. re-use of water). Opportunity to enhance tree canopy.
Cycling and Walking	 Does not address existing needs for pedestrians. Uneven sidewalks are a problem for persons with disabilities and individuals using strollers. No opportunity to add cycling facilities. 	 Does not address existing needs for pedestrians. Uneven sidewalks are a problem for persons with disabilities and individuals using strollers. No opportunity to add cycling facilities. 	 Some opportunity to address existing needs for pedestrians. Opportunity to add cycling facilities. 	 Greatest opportunity to address existing and future pedestrian needs, encouraging more walking. Opportunity to add cycling facilities. 	Alternative 4 is preferred because it maximizes the potential for the corridor to address walking and cycling needs and opportunities.
Cultural Heritage and Built Heritage Resources	 No impacts to existing cultural heritage and built heritage resources. 	 Potential to impact cultural heritage and built heritage resources is nominal, given all new elements would occur on City owned property. 	 Minimal potential to impact cultural heritage and built heritage resources along and adjacent to Yonge Street given the various elements that would be modified. Provides opportunities to create connections to existing heritage resources along the corridor. Opportunities to increase signage about existing cultural resources along the corridor. 	 Greatest potential to impact cultural heritage and built heritage resources along and adjacent to Yonge Street given the number of new elements. Provides opportunities to create connections to existing heritage resources along the corridor. Opportunities to increase signage about existing cultural resources along the corridor. 	 Alternatives 3 and 4 are equally preferred for the following reasons: Opportunities to enhance connections to public spaces and heritage resources.
Costs	 ✓ No upfront capital costs. ✓ No maintenance cost implications. 	 ✓ Low capital costs. ✓ No maintenance cost implications. 	 Moderate capital costs. Low maintenance cost increase. 	 × Highest capital costs. ✓ Low maintenance cost increase. 	Alternative 1 is preferred as it has the lowest capital cost. Alternative 4 has the highest cost.



The preliminary preferred alternative selected is Transform.



Less Impact /





CONFIRMING THE PREFERRED ALTERNATIVE

Based on the comments received from the consultation activities to date, combined with the Project Team's technical analysis, we have confirmed that the preferred alternative is **Transform.**

Transform has the greatest potential to address the goals cited in the Problem and Opportunity Statement.

 \checkmark

It provides the opportunities to:

- Create a unique and attractive identity for Yonge Street
- Enhance pedestrian and cyclist access and safety

Manage traffic

✓ Integrate adjacent public spaces

Plan for the long-term success

of Yonge Street, as a vibrant pedestrian promenade





BENEFITS OF THE TRANSFORM ALTERNATIVE

In recent years projects that increase the accessibility of roadways for all users have become increasingly popular in North America. These projects provide opportunities to create a wide range of benefits.

Economic Prosperity and Vibrancy

- The reconstruction of Euclid Ave in Cleveland, OH
- Safety
 Highway 7 in Markham a 64% drop in collisions⁴
 Richmond and Adelaide Streets cycle track – comfort and safety of cyclists increased significantly⁴

resulted in an increase in commercial and residential property values¹

- Vanderbilt Ave, New York saw an increase in retail sales after reconstruction²
- Reconstruction of First and Second Avenues, New York City, resulted in a reduction in vacancy rates³
- King St, Kitchener: The number of restaurant patios increased from 5 to 16 after the completion of the street upgrade⁴

Sustainability and Air Quality

 Highway 7 - 10% transit ridership increase⁴

Healthy Living

- Cannon Street, Hamilton experienced a significant increase in cycle traffic⁴
- Queens Quay, Toronto saw an
- Davenport Rd, Waterloo 300 new trees will absorb 7,000 kg of CO₂ annually⁴

increase of 888% in cyclists along the corridor after the installation of a cycle track⁴

Sources:

- ¹Perk, Victoria, et al. "Capturing the Benefits of Complete Streets." (2015).
- ²New York City Department of Transportation. (2013). The Economic Benefits of Sustainable Streets . New York City: New York City DOT.
- ³New York City Department of Transportation. (2012). Measuring the Street: New Metrics for 21st Century Streets. New York City: New York City DOT.
- ⁴Smith Lea, N., Mitra, R., Hess, P., Quigley, B. & Loewen, N. (2016). Complete Street Transformations in the Greater Golden Horseshoe Region. Toronto: Clean Air Partnership. For more information: www.tcat.ca













YONGE STREET RIGHT-OF-WAY WIDTH



The available Right-of-Way width varies along Yonge Street, as shown in the figure on the left.

Combinations of the design options will be considered to recognize these constraints and capitalize on opportunities, while creating a distinct identity for Yonge Street in terms of the streetscape and urban design features.









DESIGN OPTIONS FOR YONGE STREET (1)



* Parking lane outside of peak traffic periods

Carry forward: Maintains current vehicle capacity and space for emergency services vehicles, and adds cycle tracks. Does not permit wider sidewalks, additional plantings or urban design features. May be applicable in high traffic segments of Yonge Street.



Do not consider further: Provides wider sidewalks and cycle tracks, and reduces traffic lanes. However, two-way centre left turn lane does not enhance pedestrian or vehicle safety, and detracts from urban design character.

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Carry forward: Provides wider sidewalks and cycle tracks, and reduces traffic lanes. Maintains the median as an urban design feature and pedestrian crossing refuge. Cycle track provides flexible space for emergency services vehicles. Good potential for enhancing streetscape.



Do not consider further: Cycle tracks in median create complications for cyclists and drivers at intersections. Wider median limits opportunity for wider sidewalks and enhanced urban design adjacent to the street.







DESIGN OPTIONS FOR YONGE STREET (2)



Do not consider further: Provides wider sidewalks and cycle tracks, and reduces traffic lanes. However, two-way centre left turn lane does not enhance pedestrian or vehicle safety, and detracts from urban design character.



Carry forward: Provides cycle tracks, wider sidewalks and wider planting zone, allowing double row of trees. May be applicable in segments with wide right-ofway. Only one row of trees is feasible at intersections with turning lanes.

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Carry forward: Provides cycle tracks, wider sidewalks and wider planting zone, and retains median for pedestrian refuge. Cycle tracks are separated from vehicle traffic. Opportunity to create full-time parking in bays.

OPTION 4H: TRANSFORM

33.5m

Do not consider further: Two-way cycle track on one side creates access issues for cyclists, and potential conflicts with pedestrians. Unbalanced crosssection does not create equal opportunities for urban design enhancements.









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The following design options are being carried forward for further analysis. Let us know what you think!



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DESIGN OPTIONS FOR THE "TRANSFORM"

Number of Lanes	Design Eler
6	 Pedestrian clearway below City guideline Separated bike facility adjacent to traffic lanes Planted median between intersections with left t Balanced sidewalk widths east / west Off-peak parking in curb lanes Maximizes clear space for emergency vehicles
4	 Separated bike facility adjacent to traffic lanes Planted median between intersections with left t Balanced wider sidewalk widths east / west No on-street parking
4	 Parking bays Separated bike facility adjacent to parking bays Planted median between intersections with left t Wider sidewalks Reduced clear space for emergency vehicles
4	 Double row of trees between intersections Separated bike facility between rows of trees Wider sidewalks At intersection approaches, single row of trees or No on-street parking Lane and curb alignment varies significantly

ALTERNATIVE

nents

turn lanes where needed

turn lanes where needed

turn lanes where needed

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Typical Cross Section



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DESIGN OPTION 4A: 6 LANES





Use a post-it note to tell us

Typical Section – Plan View

		 + + + + +	



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Typical Cross Section





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DESIGN OPTION 4B: 4 LANES

What do you like or dislike about this option?



Use a post-it note to tell us

Typical Section – Plan View



DESIGN OPTION 4F: 4 LANES WITH PARKING BAYS



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Typical Cross Sections





DESIGN OPTION 4G: 4 LANES WITH NO MEDIAN

Typical Cross Section



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PUBLIC REALM OPPORTUNITIES: OLIVE SQUARE

Olive Square is an opportunity to enhance the existing public space and integrate it with the street, to create a unique identity and gateway for the northern section of Yonge Street.









Please share your thoughts about this idea using a Post-It note.

PUBLIC REALM OPPORTUNITIES: MEL LASTMAN SQUARE

Mel Lastman Square is the heart of North York Centre and the site of many community events. This is a key opportunity to create an enhanced public space to showcase events and create a more engaged local community.

Location

Please share your thoughts about this idea using a Post-It note.

PUBLIC REALM OPPORTUNITIES: JOSEPH SHEPARD FEDERAL BUILDING

This site's existing public space presents an opportunity to integrate this space with the street, to create a unique identity gateway announcement for the southern section of Yonge Street.

Please share your thoughts about this idea using a Post-It note.

Do you have any comments on the criteria? Use a post-it note to tell us

CRITERIA FOR EVALUATION OF THE DESIGN OPTIONS

Building on the criteria used for evaluation of the planning alternatives, the criteria shown below will be the key factors for evaluation of the design options.

Natural

Cycling and Walking

Cultural Heritage & Built Heritage Resources

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)

- 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

- Ability to introduce new cycling facilities
- Ability to improve pedestrian facilities
- 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, mixeduse 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 /

ADDITIONAL TECHNICAL ANALYSES

Prior to the next public open house, the following technical analyses will be completed.

- **Parking Analysis**
- Quantify the current supply and demand of parking on Yonge Street and within the Study Focus Area.
- Identify alternative locations with ability to help serve the parking demand on Yonge Street.

• Develop and assess Parking Mitigation Strategies for the study area.

Traffic Modelling

- Determine how traffic moves on Yonge Street now and in the future
- Complete a traffic simulation model for the study area.
 This includes analysing the intersections within the Study
 Focus Area including Yonge Street, Beecroft Road and Doris
 Avenue
- Undertake traffic analysis based on existing and future conditions (2031 horizon year) for the weekday a.m. and p.m. peak hours for each of the design options.

- Traffic analysis will consider the future extension of Doris Avenue south of Sheppard Avenue to Tradewind Avenue
- Consider mitigating measures to minimize potential traffic impacts (ie. traffic diversion to Beecroft Road and Doris Avenue)
- The City will assess the different design options and their ability to serve traffic demand.
- Select the combination of design options that will work for the future of Yonge Street.

Utilities

 The City will be reviewing the existing utility locations along Yonge Street and determining the impacts based on Screen Shot from the AIMSUN Transportation Model

each of the design options.

NEXT STEPS

After this Public Open House, the Project Team will:

- Review and respond to comments;
- Meet with stakeholders, external agencies, and a technical advisory committee;

THANK YOU FOR ATTENDING TODAY'S PUBLIC OPEN HOUSE

- Complete the traffic and parking analyses, assess utility impacts and define plans for integration of public spaces and enhancement of the streetscape;
- Evaluate the design alternatives and select the preliminary preferred design options;
- Present to the Design Review Panel in September; and,
- Prepare for a third and final Public Open House in the Fall (anticipated in either September or October).

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The information presented today will be available online at

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