REIMAGINING YONGE STREET
SHEPPARD AVENUE TO FINCH AVENUE

ENVIRONMENTAL ASSESSMENT STUDY
PUBLIC OPEN HOUSE 2 – JULY 25, 2016
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
North York Centre is one of four centres in the City focused on transit-based 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.
## RECAP: ALTERNATIVES FOR YONGE STREET

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

There will be opportunities for public input throughout the study, and at the milestones shown in blue.
The following slides summarize the feedback we have received from the consultation activities completed to date.

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

Public Open House 1
(May 25, 2016)

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

Jane’s Walk
(May 7, 2016)

Design Charrette
(June 9 and 11, 2016)
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 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.

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

**What we’ve heard – Survey Results**

**Typical Travel Method on Yonge Street**

- **Walk**: 670
- **TTC**: 567
- **Drive**: 413
- **Bike**: 150
- **Auto Passenger**: 74
- **Go Transit**: 73
- **Taxi/Blackcar**: 55
- **Other**: 23

**Mode of Travel**

**Number of People**

- **Walk**: 600
- **TTC**: 500
- **Drive**: 400
- **Bike**: 300
- **Auto Passenger**: 200
- **Go Transit**: 100
- **Taxi/Blackcar**: 50
- **Other**: 40

**Most Liked about Yonge Street**

- **Well-served by Transit**: 38%
- **Convenient for Walking**: 37%
- **Convenient for Cycling**: 13%
- **Other**: 8%

Common “Other” responses include:
- The types, mix and wide variety of uses, including retail, services, dining, entertainment, etc.
- The convenience and walkability of the area and close proximity of amenities to each other
- The high level of street activity, vibrancy, and diversity

**Approximately 60% of those surveyed use Yonge Street for more than one purpose (e.g. live AND work; shop AND dine, etc.)**

**Least Liked about Yonge Street**

- **High Traffic Volume**: 30%
- **Poor Condition of Streetscape**: 16%
- **Insufficient Sidewalk Space**: 14%
- **Lack of Streetscape Design**: 10%
- **Lack of Cycling Facilities**: 10%
- **Other**: 20%

Common “Other” responses include:
- Lack of pedestrian crosswalks
- Poor condition of roads and sidewalks
- Lack of greenspace and seating for pedestrians
- Lack of parking

**How do you utilize Yonge Street?**

- **Shop**: 597
- **Live**: 358
- **Dine**: 557
- **Work**: 286
- **Study**: 74
- **Represent Resident Group**: 60
- **Represent Business**: 41
- **Represent Community Organization**: 21
- **Represent Faith Group**: 18
- **Represent School**: 17
- **Represent Government Agency**: 16

Survey Respondents Perspective on Yonge Street
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 cross-section.

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.
**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).

**PARKING SUPPLY AND UTILIZATION**

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

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

**FOCUS STUDY AREA TOTAL**

- On street parking: 715 spaces
- Off-street: 13,584 spaces
- Total spaces: 14,299 spaces
REVISED EVALUATION CRITERIA

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

### Natural Environment
- Minimizes impacts on 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

---

**REimagining Yonge Street**
REVISED EVALUATION CRITERIA

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

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

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

Enhancements to the evaluation criteria based on the input from the first Public Open House and the Design Charrette are shown in red.
The preliminary preferred alternative selected is Transform.
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.

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
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 resulted in an increase in commercial and residential property values \(^1\)
- Vanderbilt Ave, New York saw an increase in retail sales after reconstruction \(^2\)
- Reconstruction of First and Second Avenues, New York City, resulted in a reduction in vacancy rates \(^3\)
- King St, Kitchener: The number of restaurant patios increased from 5 to 16 after the completion of the street upgrade \(^4\)

**Sustainability and Air Quality**
- Highway 7 - 10% transit ridership increase \(^4\)
- Davenport Rd, Waterloo - 300 new trees will absorb 7,000 kg of CO\(_2\) annually \(^4\)

**Safety**
- Highway 7 in Markham - a 64% drop in collisions \(^4\)
- Richmond and Adelaide Streets cycle track – comfort and safety of cyclists increased significantly \(^4\)

**Healthy Living**
- Cannon Street, Hamilton experienced a significant increase in cycle traffic \(^4\)
- Queens Quay, Toronto saw an increase of 888% in cyclists along the corridor after the installation of a cycle track \(^4\)

Sources:
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.
**OPTION 4A: TRANSFORM**

* 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.

---

**OPTION 4B: TRANSFORM**

**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.

---

**OPTION 4C: TRANSFORM**

**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.

---

**OPTION 4D: TRANSFORM**

**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)

OPTION 4E: TRANSFORM

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.

OPTION 4F: TRANSFORM

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 4G: TRANSFORM

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

OPTION 4H: TRANSFORM

Do not consider further: Two-way cycle track on one side creates access issues for cyclists, and potential conflicts with pedestrians. Unbalanced cross-section does not create equal opportunities for urban design enhancements.
### DESIGN OPTIONS FOR THE “TRANSFORM” ALTERNATIVE

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

<table>
<thead>
<tr>
<th>Option</th>
<th>Cross Section</th>
<th>Number of Lanes</th>
<th>Design Elements</th>
</tr>
</thead>
</table>
| 4A     | 6             | • Pedestrian clearway below City guideline  
|        |               | • Separated bike facility adjacent to traffic lanes  
|        |               | • Planted median between intersections with left turn lanes where needed  
|        |               | • Balanced sidewalk widths east / west  
|        |               | • Off-peak parking in curb lanes  
|        |               | • Maximizes clear space for emergency vehicles |
| 4B     | 4             | • Separated bike facility adjacent to traffic lanes  
|        |               | • Planted median between intersections with left turn lanes where needed  
|        |               | • Balanced wider sidewalk widths east / west  
|        |               | • No on-street parking |
| 4F     | 4             | • Parking bays  
|        |               | • Separated bike facility adjacent to parking bays  
|        |               | • Planted median between intersections with left turn lanes where needed  
|        |               | • Wider sidewalks  
|        |               | • Reduced clear space for emergency vehicles |
| 4G     | 4             | • Double row of trees between intersections  
|        |               | • Separated bike facility between rows of trees  
|        |               | • Wider sidewalks  
|        |               | • At intersection approaches, single row of trees only  
|        |               | • No on-street parking  
|        |               | • Lane and curb alignment varies significantly |
DESIGN OPTION 4A: 6 LANES

What do you like or dislike about this option?
Use a post-it note to tell us

Typical Cross Section

Typical Section – Plan View
REimagining Yonge Street

DESIGN OPTION 4B: 4 LANES

What do you like or dislike about this option? Use a post-it note to tell us.

Typical Cross Section

Typical Section – Plan View
DESIGN OPTION 4F: 4 LANES WITH PARKING BAYS

Typical Cross Sections

Typical Section – Plan View

What do you like or dislike about this option?
Use a post-it note to tell us
DESIGN OPTION 4G: 4 LANES WITH NO MEDIAN

What do you like or dislike about this option?
Use a post-it note to tell us

Typical Cross Section

Typical Section – Plan View
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.
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.

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

**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

Do you have any comments on the criteria? Use a post-it note to tell us.
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 each of the design options.
After this Public Open House, the Project Team will:

• Review and respond to comments;

• Meet with stakeholders, external agencies, and a technical advisory committee;

• 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).

The information presented today will be available online at [www.toronto.ca/reimaginingyonge](http://www.toronto.ca/reimaginingyonge)

**STAY CONNECTED**

Kate Nelischer  
Senior Public Consultation Coordinator  
City of Toronto  
Metro Hall, 19th Floor  
55 John Street  
Toronto, ON M5V 3C6  
Tel: 416-392-4360 or Fax: 416-392-2974  
Email: knelischer@toronto.ca