

September 9, 2016

REimagining Yonge Street (Sheppard Avenue to Finch Avenue)



Yonge Street is the central transportation corridor and pedestrian promenade within North York Centre, one of four centres in the City focused on transit-based employment and residential growth. Inconsistent urban features, from sidewalks, crossings, and medians, to the lack of dedicated cycling facilities present challenges. The City of Toronto is carrying out a study that will evaluate opportunities to improve the streetscape and public realm along Yonge Street from Sheppard Avenue to Finch Avenue.

We invite you to attend the third and final Public Open House to learn about the study and review the preferred design option for Yonge Street. Staff will be available to answer your questions and receive your comments.

Thursday, September 29, 2016

Time: Drop-in anytime from 5:00pm – 8:00pm

**Place: North York Civic Centre, Main Floor Foyer
5100 Yonge Street**

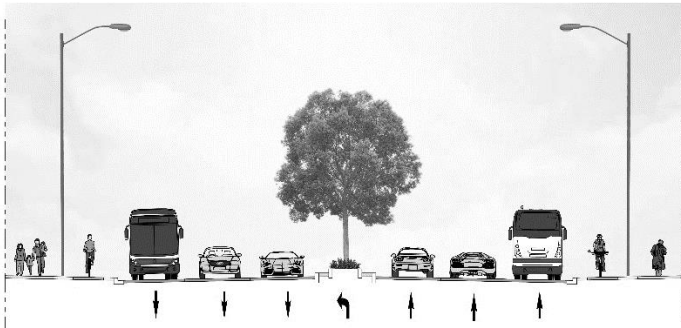


Design Options to Transform Yonge Street

After receiving comments from the public and completing a detailed assessment of the design options, the project team is recommending a combination of the “Transform” design options, shown on the back of this notice and in greater detail on the project webpage. This means a full reconstruction of Yonge Street within the City's existing right-of-way. At the second Public Open House these design options were presented and considered the following elements:

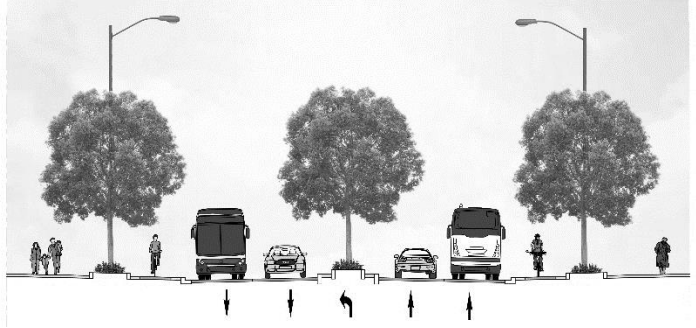
- Wider sidewalks
- Enhanced pedestrian crossings
- Street trees
- Dedicated cycling facilities
- Options for parking
- Planters, public art and street furniture
- Number of traffic lanes

Alternative 4A



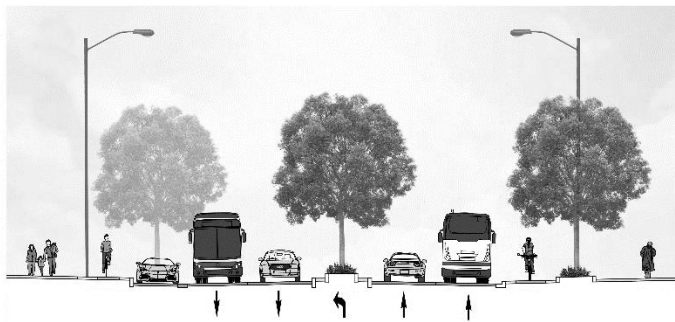
- 6-lane cross section
- Pedestrian clearway below City guideline of 2.1m
- This option has the narrowest sidewalk width
- Separated bike facility adjacent to traffic lanes
- Planted median between intersections with left turn lanes where needed
- Sidewalk widths on the east and west sides of the street are balanced (narrower sidewalks than the other design options)
- Off peak parking in curb lanes
- Maximum clear space for emergency vehicles

Alternative 4B



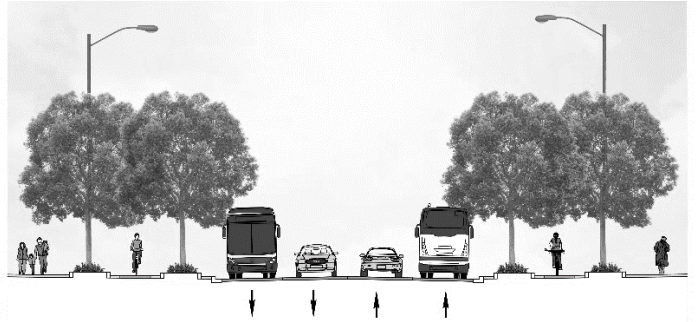
- 4-lane cross section
- Separated bike facility adjacent to traffic lanes
- Planted median between intersections with left turn lanes where needed
- Sidewalk widths on the east and west sides of the street are balanced
- No on street parking

Alternative 4F



- 4-lane cross section
- Parking bays, a type of on-street parking spot
- Separated bike facility adjacent to parking bays
- Planted median between intersections with left turn lanes where needed
- Wider sidewalks

Alternative 4G



- 4-lane cross section
- 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

We would like to hear from you:

If you have questions, please contact us. If you are unable to attend the Public Open House, you will be able to view the materials online, fill out a comment form, and submit feedback until October 13, 2016.

برای درخواست کمک در لطفاً با 311 تماس بگیرید.

한국어로 도움이 필요하시면, 311 번으로 전화하십시오.

如果需要普通话协助, 请拨 311

Contact	Kate Nelischer, knelischer@toronto.ca, 416-392-4360
TTY Hearing Impaired Service	416-338-0889 (7 Days a week, 8:00 am – 5:00 pm, closed holidays)
General inquiries	311

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.