

REIMAGINING YONGE STREET

SHEPPARD AVENUE TO FINCH AVENUE



Source: Bing Maps



ENVIRONMENTAL ASSESSMENT STUDY
PUBLIC OPEN HOUSE 1 - MAY 25, 2016

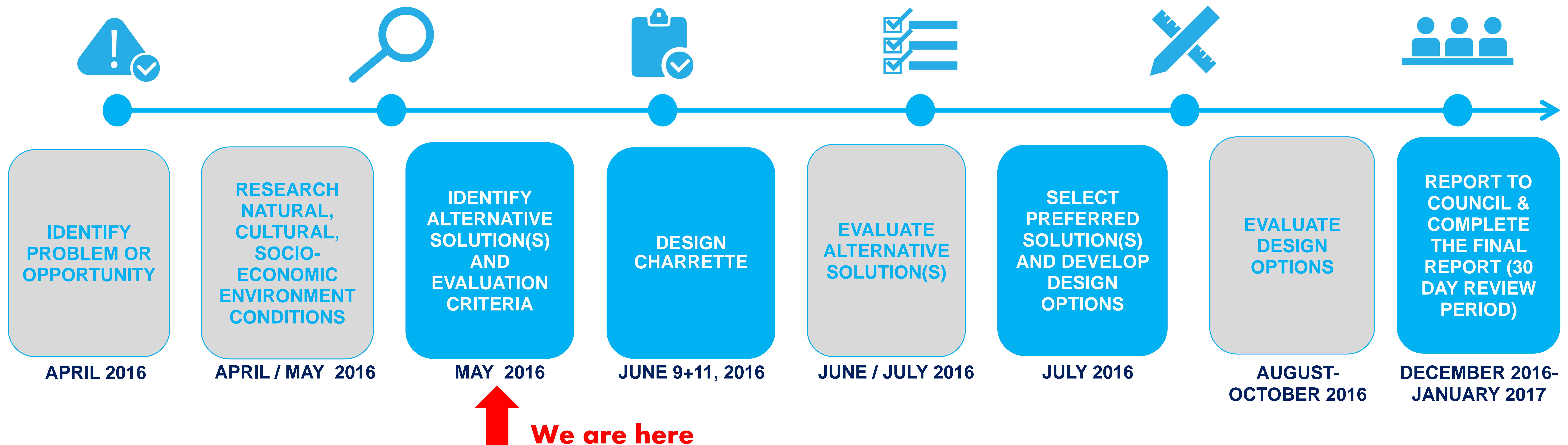
WELCOME

Welcome to the first Public Open House for the REimagining Yonge Street from Sheppard Avenue to Finch Avenue Environmental Assessment Study.

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

THE PROJECT & STUDY PROCESS

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.

STUDY AREA

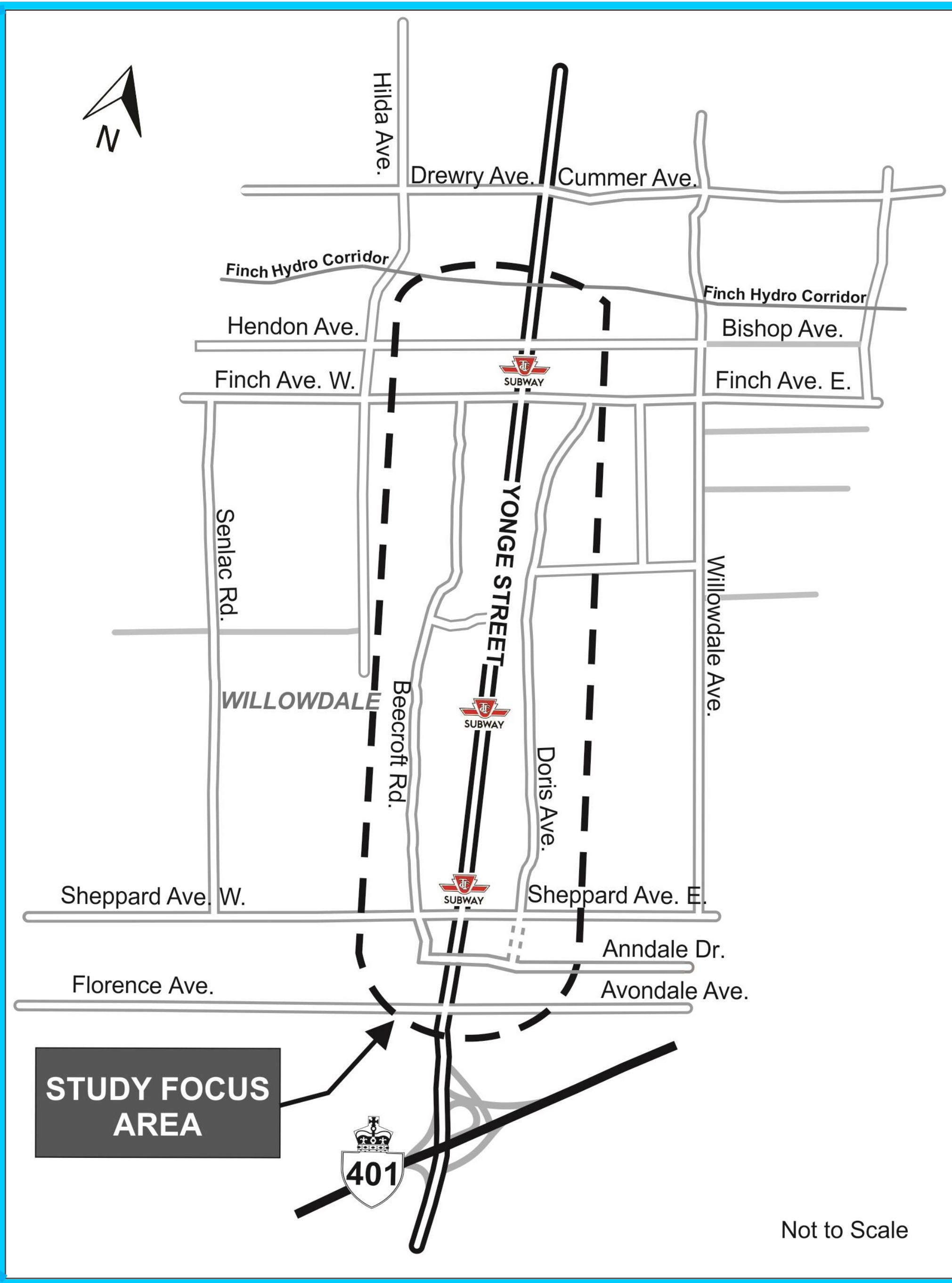


Road Classification

- Expressways
- Local Streets
- Major Arterial
- River
- Minor Arterial

Study Area

- EA Study Area
- EA Focus Area

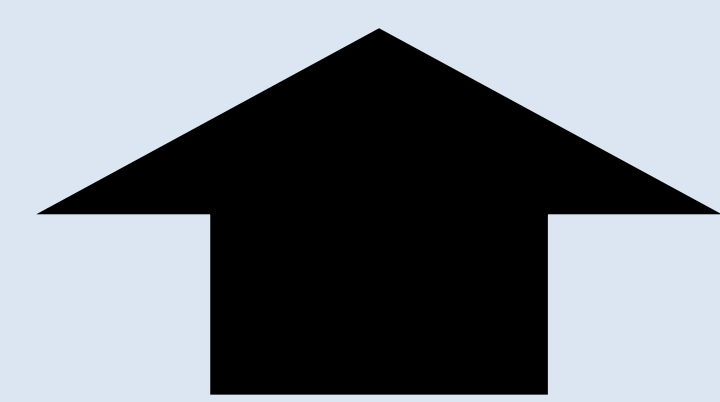


In the study focus area, alternatives will focus on changes to Yonge Street, and mitigating effects to Beecroft Road, Doris Avenue and east/west streets.

ACCOMMODATING PLANNED GROWTH

The City needs to plan for the future in North York Centre – the area is continuing to grow:

POPULATION GROWTH



11.2%
Increase from
2006 to 2011

ACTIVE DEVELOPMENT IN NORTH YORK CENTRE

(April 2016)

- **12 active development proposals**
- **3,868 residential units**
- **57,134 sq.m. of non-residential**

The *Growth Plan for the Greater Golden Horseshoe* promotes accessible public infrastructure that is essential to the viability of Ontario's communities and critical to economic competitiveness, quality of life and the delivery of public services.

The Growth Plan identifies North York Centre as an *urban growth centre*.

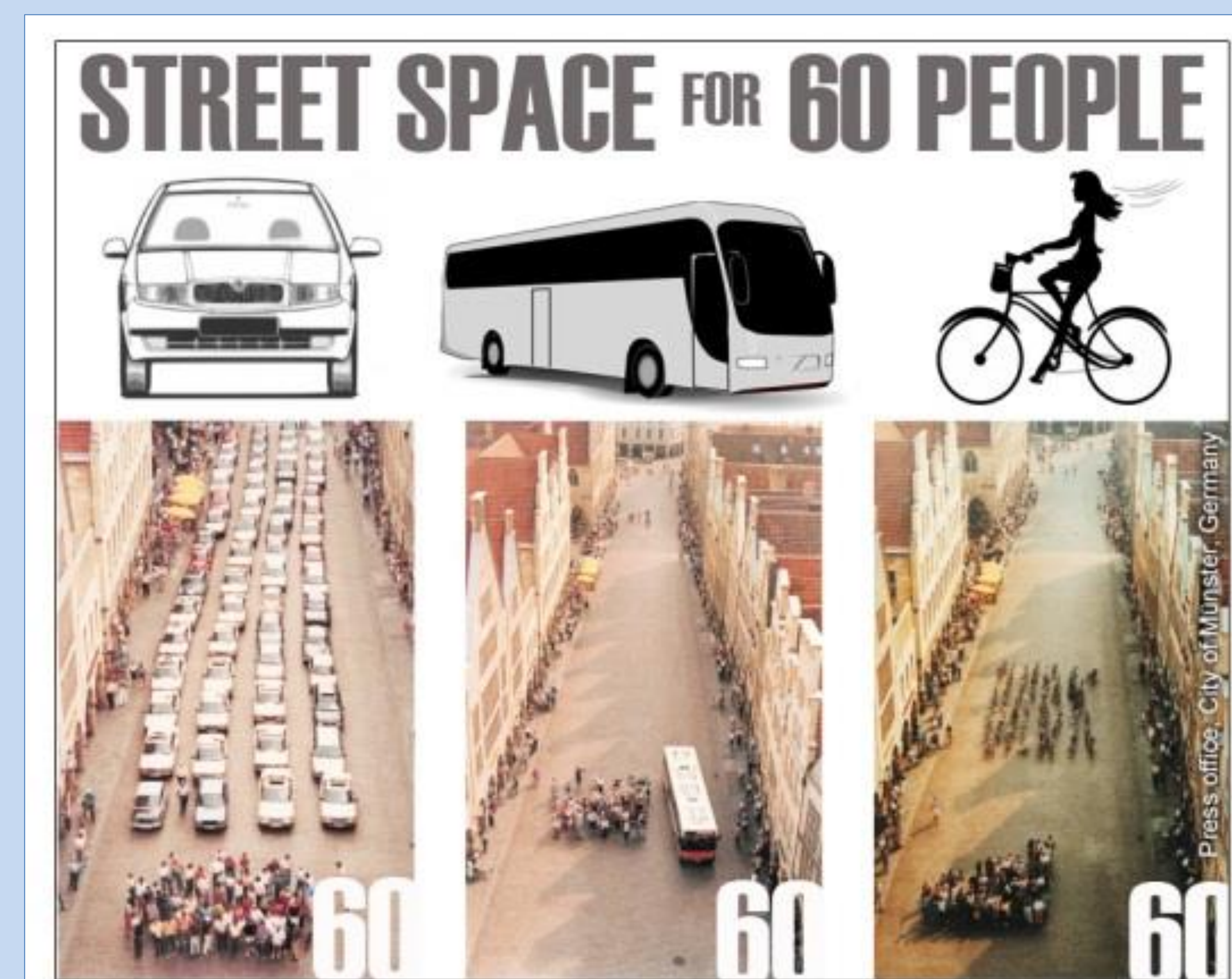
Accommodating the role as an *Urban Growth Centre* requires investment on Yonge Street, and we must plan for the ways transportation is changing – ride-share services like Uber, autonomous and connected vehicles and declining vehicle ownership are changing the way we plan streets and cities.



Connected vehicles

The City's vision for North York Centre is that it should be supported by active transportation modes. To increase the number of people moving by transit, walking and cycling, we need to:

- Make better use of the available street space to **move more people**



- Make Yonge Street a **better public space**, so people will want to use it as a place to enjoy



TRANSPORTATION TRENDS AND IMPROVEMENTS

Introduction of VIVA, GO Transit buses, and other transit improvements resulted in more than a 10% reduction in severe congestion on Yonge Street south of Steeles Avenue.

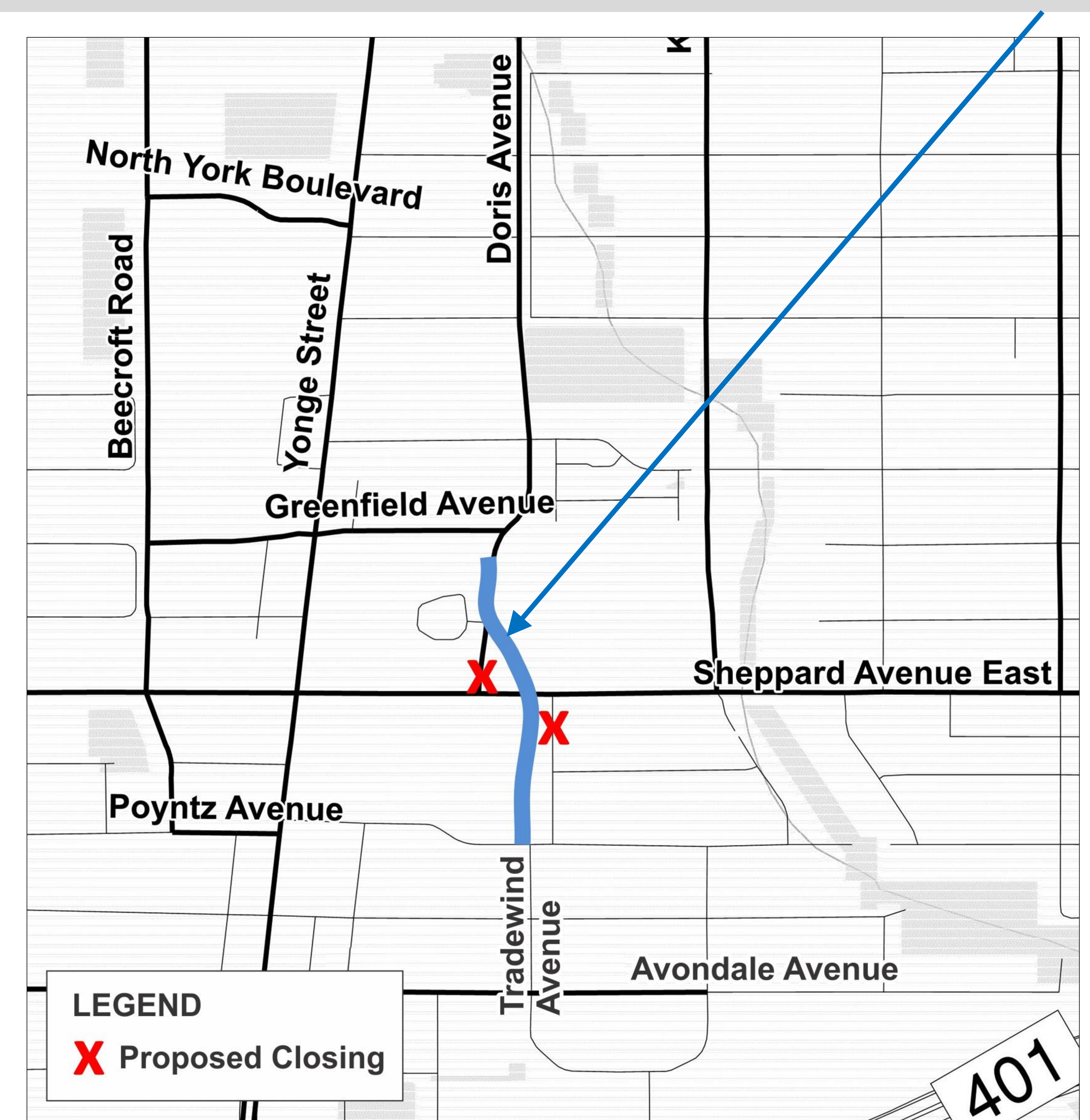


Proposed transit improvements include a subway signaling system upgrade (allowing reduced headways and additional trains), and the Yonge Subway Extension.

The planned increase in transit capacity is expected to reduce congestion on Yonge Street.

Proposed improvements to the service road network will result in reduced traffic demands and improved operations on Yonge Street.

The City is planning for a connection of Doris Avenue to Tradewind Avenue to enhance the service road system, under the *North York Centre South Service Road – EA Addendum Study*, a separate process and EA study. That connection is expected to help accommodate traffic demand.

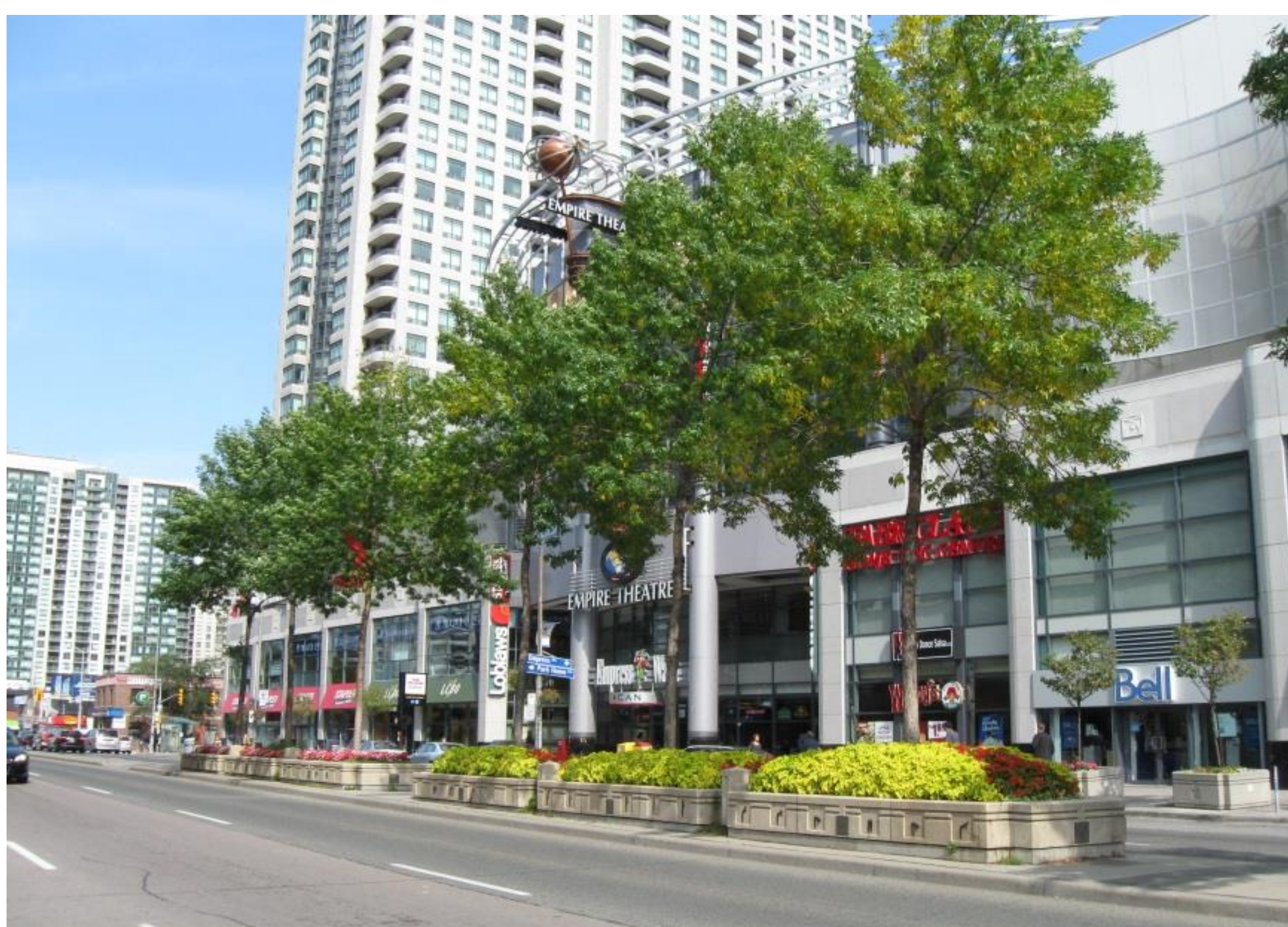


PROBLEM AND OPPORTUNITY STATEMENT

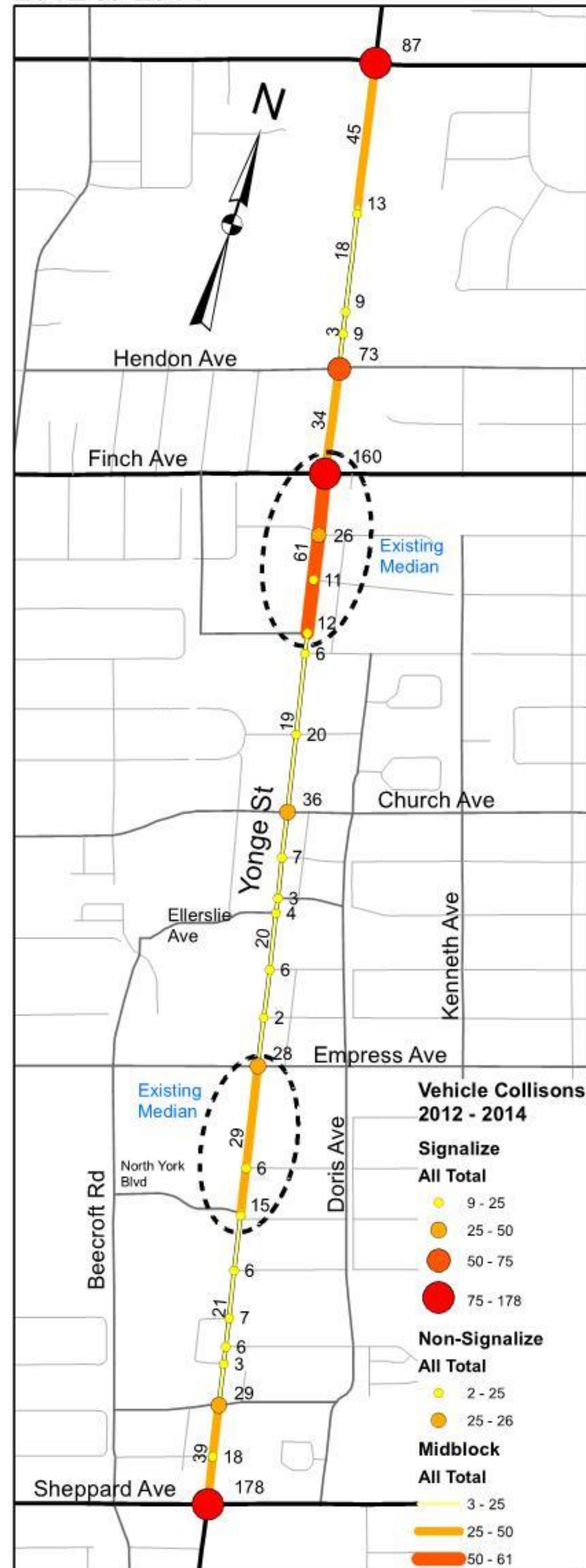
North York Centre is one of four centres in the City focused on transit-based employment and residential growth. At its core is Yonge Street from Sheppard Avenue to north of Finch Avenue, envisioned as one of the city's primary pedestrian promenades with a vibrant urban environment that promotes walking,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

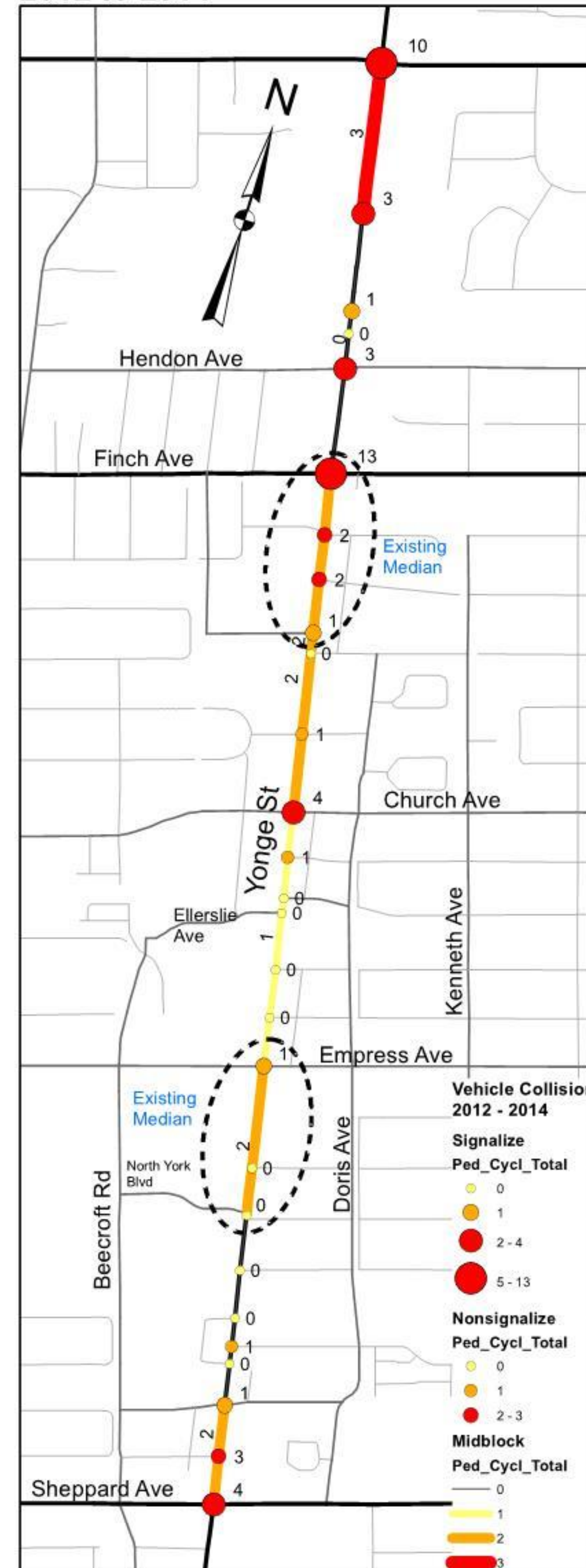
The City is looking at ways to create an attractive and consistent streetscape with design appropriate to the civic goals of the North York Centre that will serve people of all ages as they travel in and around the area for work, school and leisure.



**Vehicle Collisions:
2012 to 2014**



**Pedestrian/Cyclist Collisions
2012 to 2014**



EXISTING CONDITIONS

SAFETY

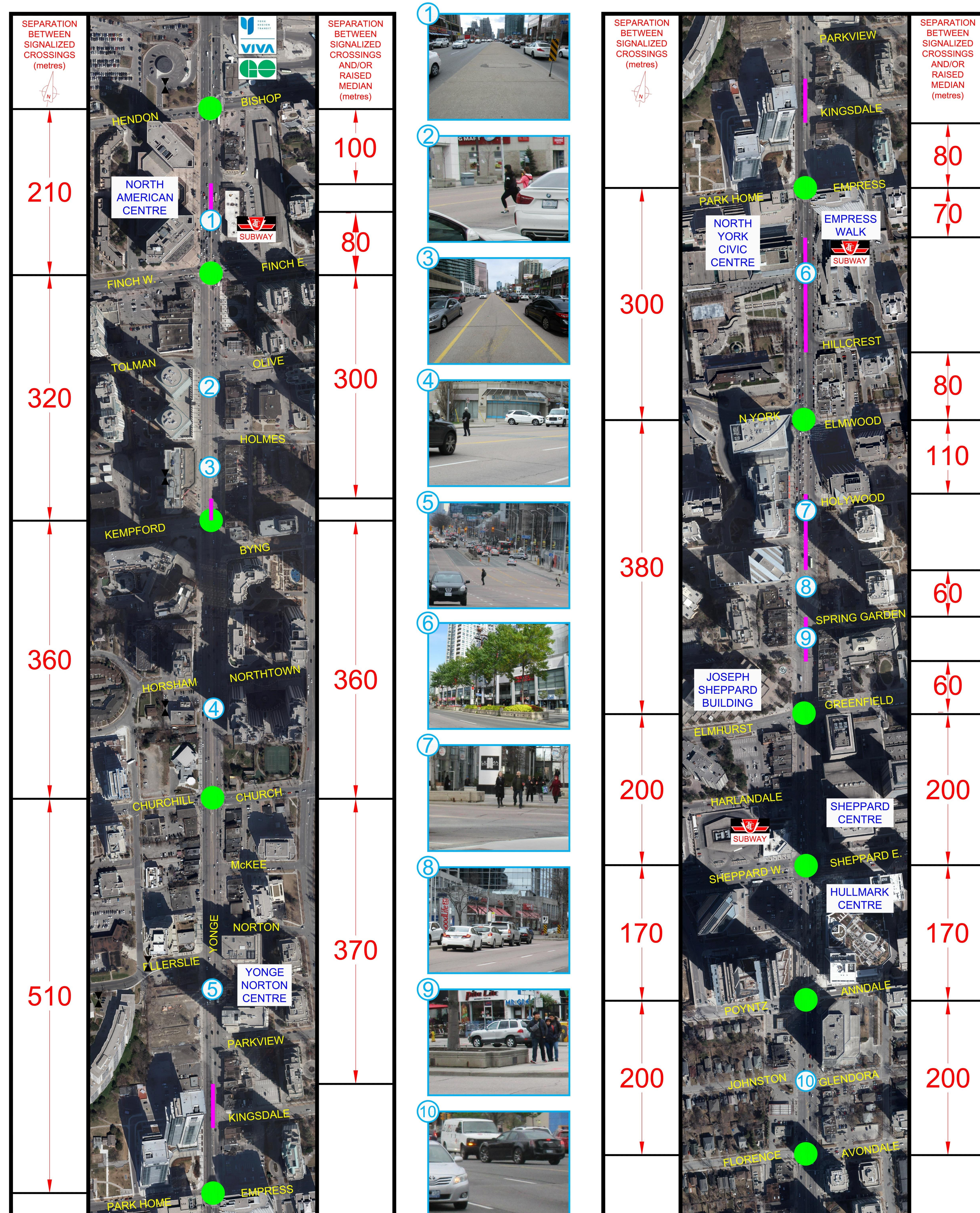
The maps show vehicular collisions and pedestrian/cyclist injuries from 2012 to 2014 throughout the study corridor.

Key Findings:

- Section between Finch Avenue and Cummer Avenue accounts for 42% (455 of 1070) of total vehicle collisions, and 55% (36 of 66) of total pedestrian/cyclist injuries.
- 66 total pedestrian/cyclist injuries: 63 minor injuries and 3 KSI (Killed or Seriously Injured) including 1 pedestrian fatal injury and 2 pedestrian major injuries.
- The Yonge Street/Sheppard Avenue intersection has the highest number of vehicle collisions (177) but a relatively small number of pedestrian/cyclist injuries (6).
- The sections where a median exists have fewer collisions – particularly for cyclists and pedestrians.

EXISTING CONDITIONS

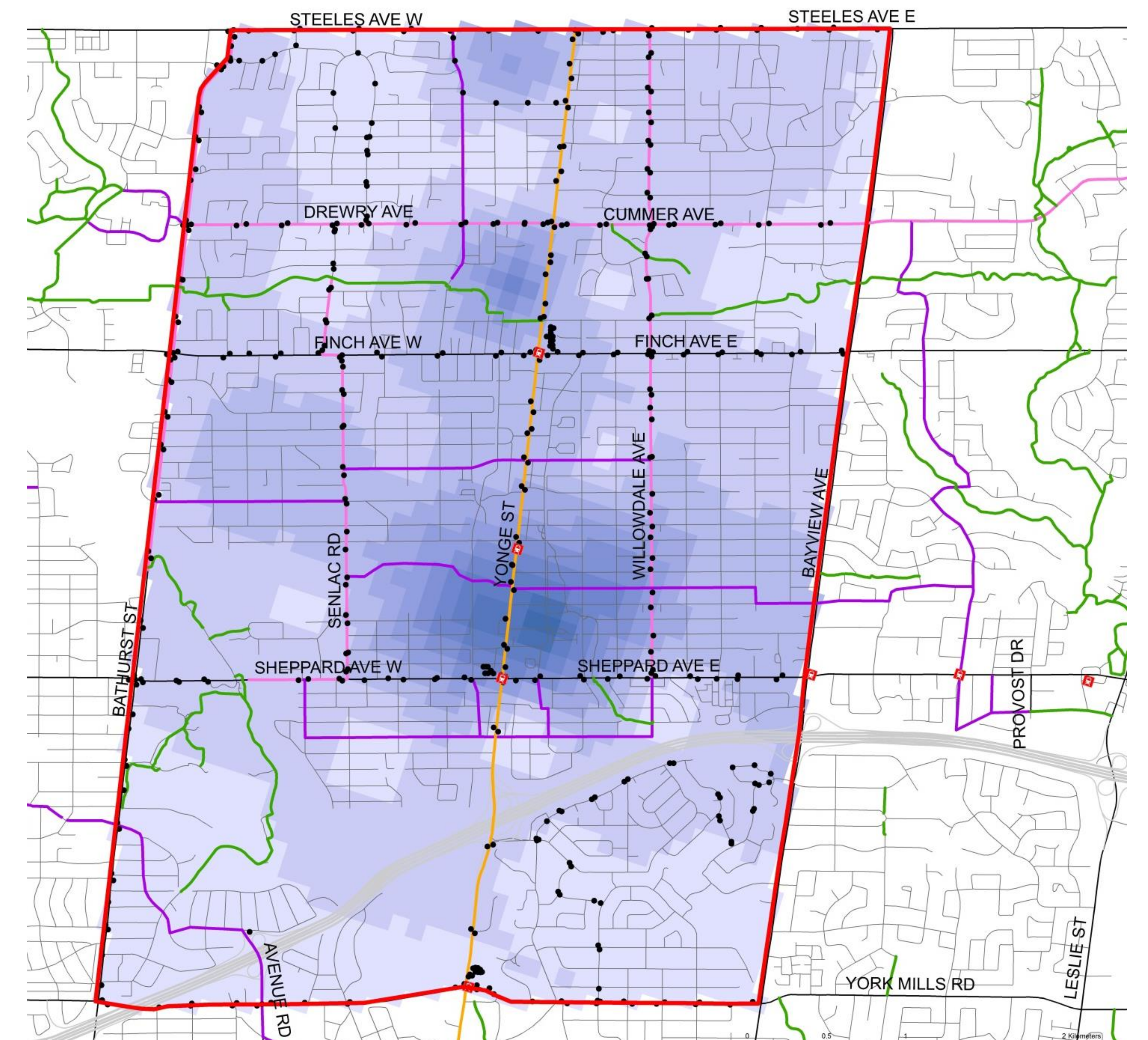
PEDESTRIAN CROSSING AND LANDSCAPED MEDIAN LOCATIONS



- There are significant gaps along Yonge Street between controlled pedestrian crossing points.
- The raised median acts as a “refuge” in the centre of the road, allowing pedestrians to cross one direction of traffic at a time.
- Perceived pedestrian delay to cross Yonge Street at Kempford Boulevard.
- Where a centre turn lane exists, pedestrians must cross 7 lanes when gaps in traffic coincide in both directions or wait in the centre turn lane.
- There is the potential for a raised median in sections where the existing centre turn lane is not required for left turns into side roads or driveways.

CURRENT CYCLING TRIPS

CURRENT TRIPS. This map shows the total number of cycling trips originating or ending in the study area. This map also shows existing and planned bike facilities.



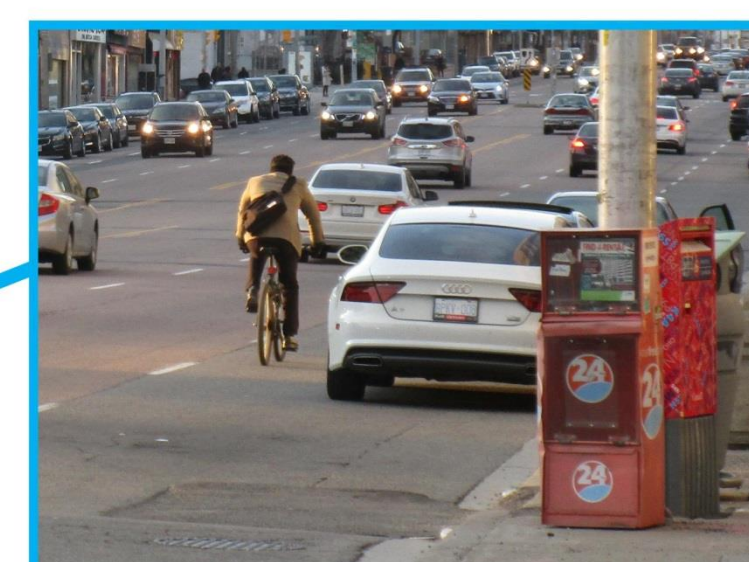
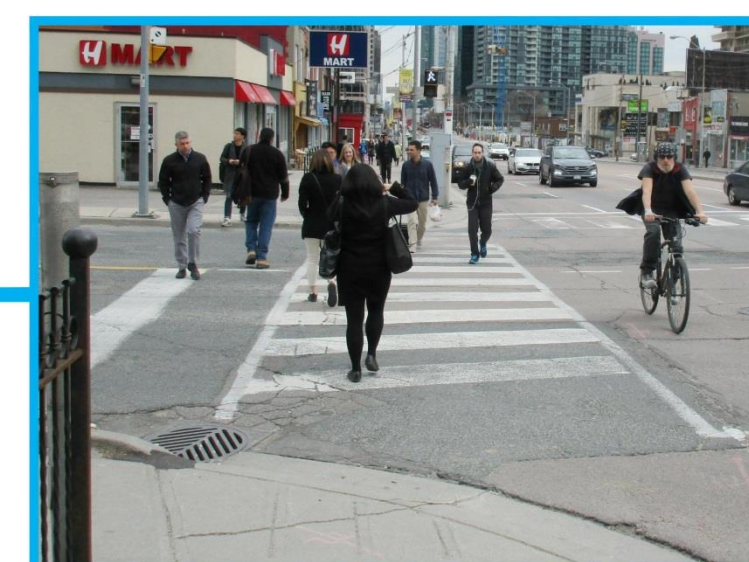
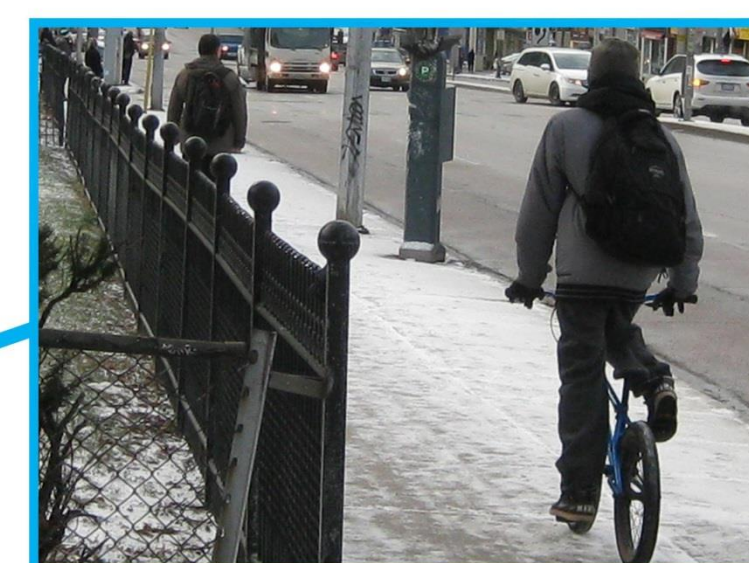
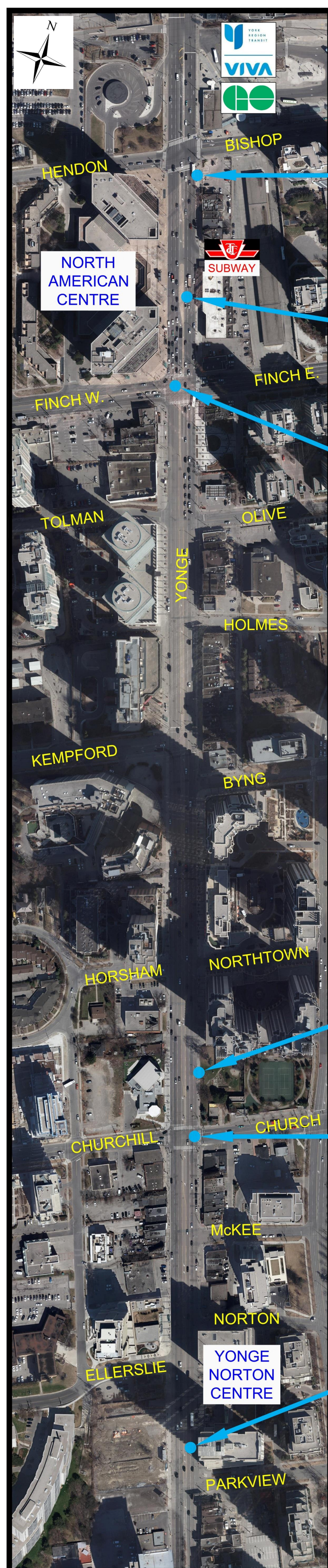
Cycling Trips (Originating & Ending)



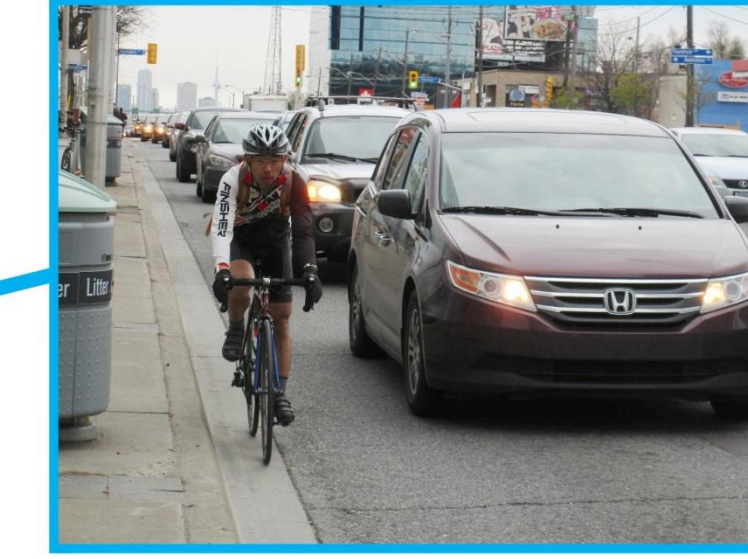
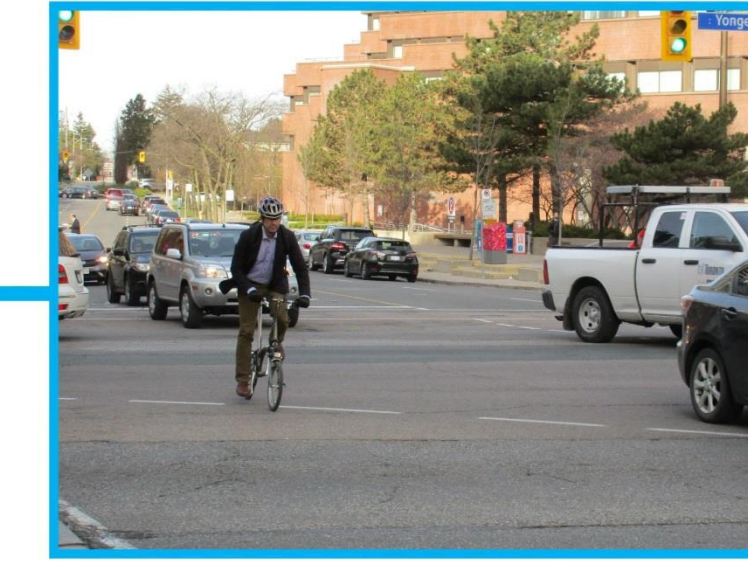
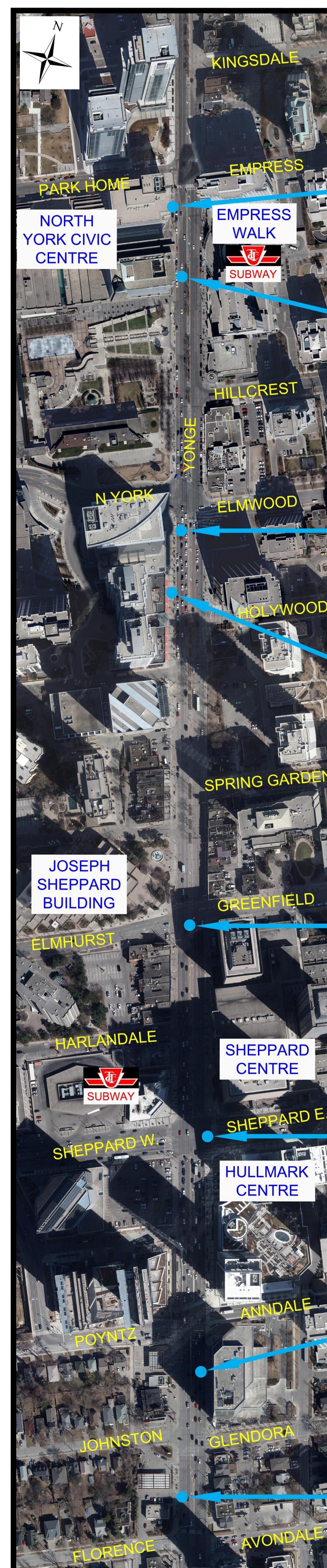
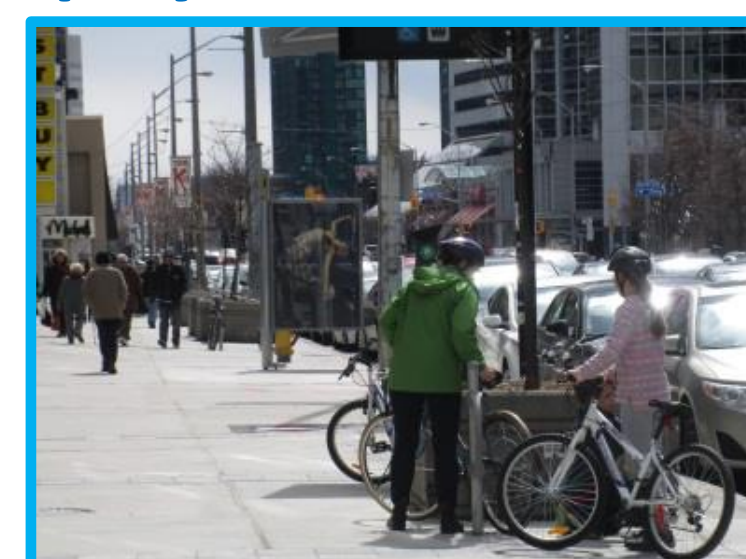
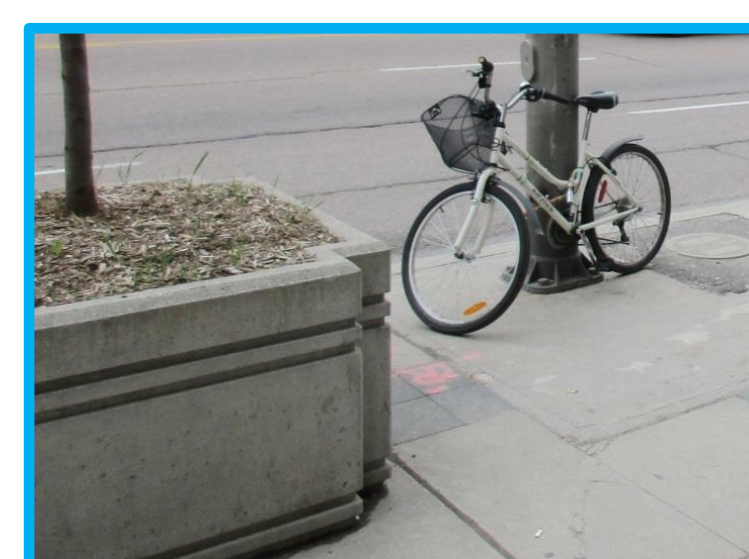
Legend

- Study Area
- TTC Subway Stations
- TTC Transit Stops
- Existing Cycling Network
- Proposed major corridor study, to build a City-wide network
- Proposed route on fast, busy street
- Proposed route on quiet street

Data Source: City of Toronto / Transportation Tomorrow Survey, 2011



Demand for bike parking can exceed supply:

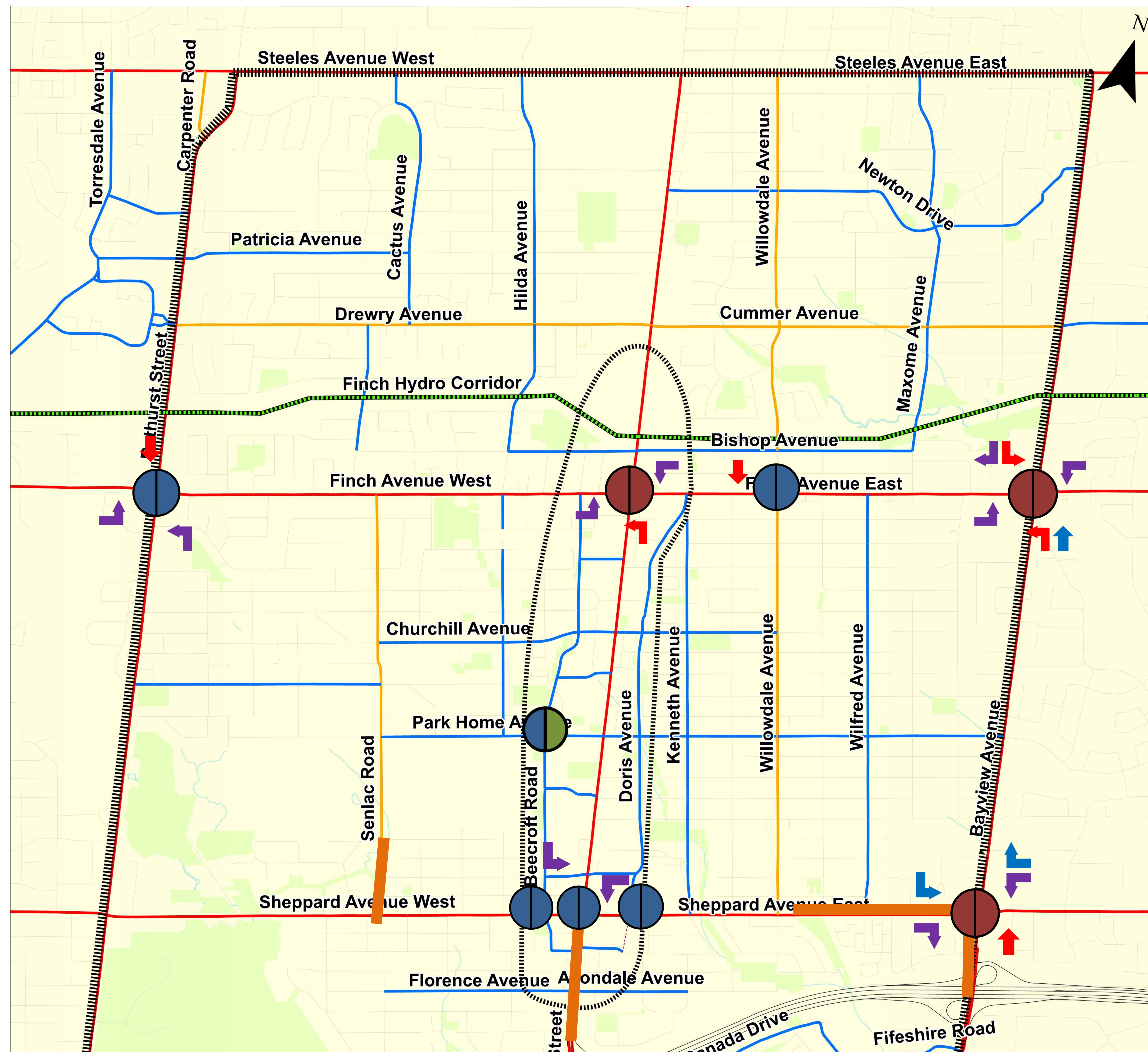


Existing bike parking:



TRANSPORTATION OPERATIONS

STUDY AREA



Traffic conditions have been assessed based on current weekday a.m. and p.m. peak hour volumes.

Key Findings:

- Almost all major north-south roads operate with adequate capacity throughout the day.
- Both service roads, Beecroft Road and Doris Avenue, have unused capacity in both directions.
- Willowdale Avenue experiences congestion in both directions in the vicinity of the TTC commuter parking lot.
- Traffic growth has been relatively flat in the last decade on Yonge Street.



34 bus routes use Yonge or the 2 bus terminals.
 During peak periods:

- Most TTC buses operate every 3 to 6 minutes
- GO buses operate every 20 to 30 minutes
- VIVA operates every 15 minutes
- YRT operates every 20 to 30 + minutes

TRANSPORTATION OPERATIONS

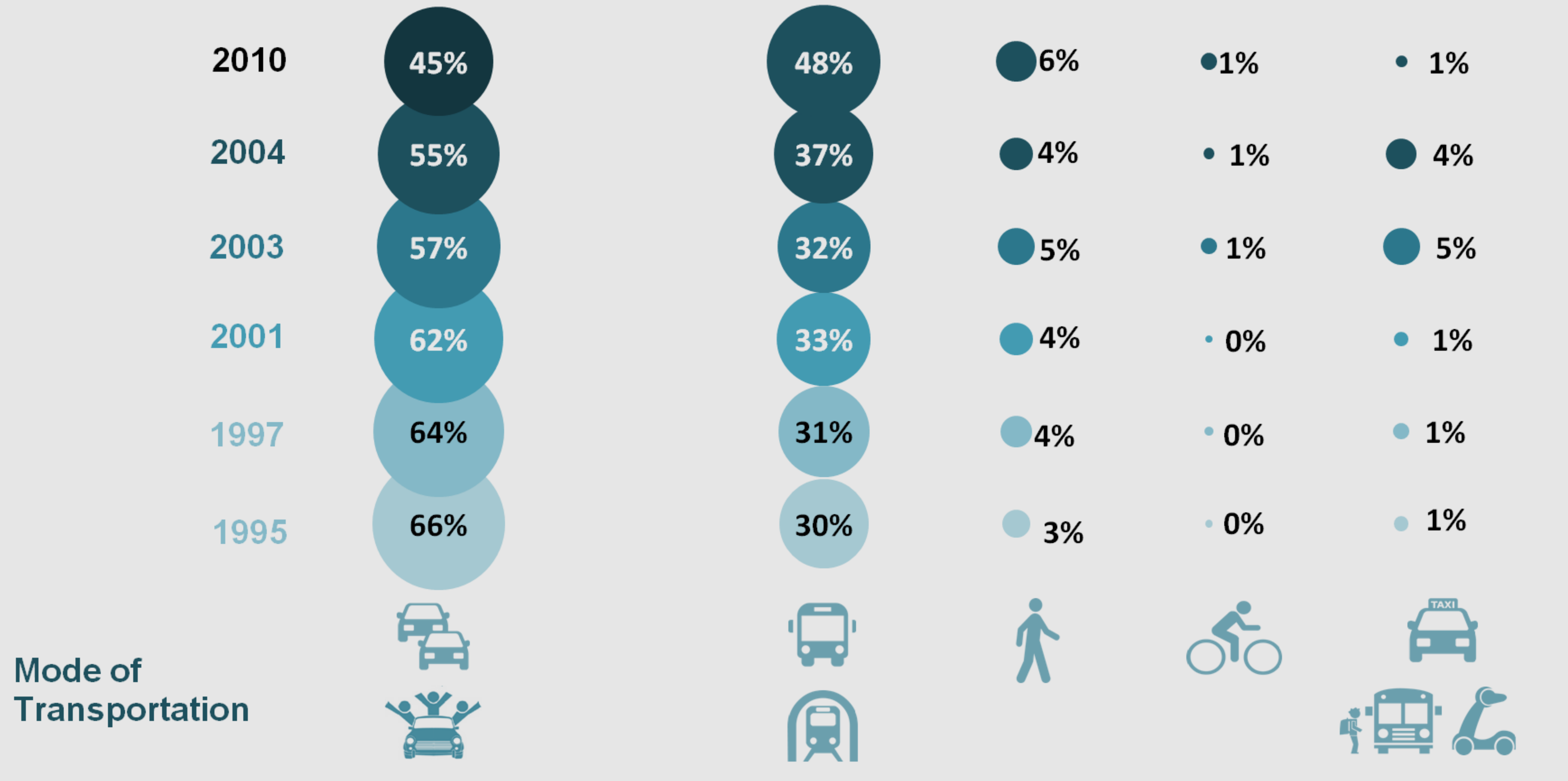
STUDY FOCUS AREA

Existing traffic conditions have been assessed based on weekday morning and evening peak hour volumes. we have assessed Yonge Street, Beecroft Road and Doris Avenue. Changes to Yonge Street could result in effects on these parallel streets.

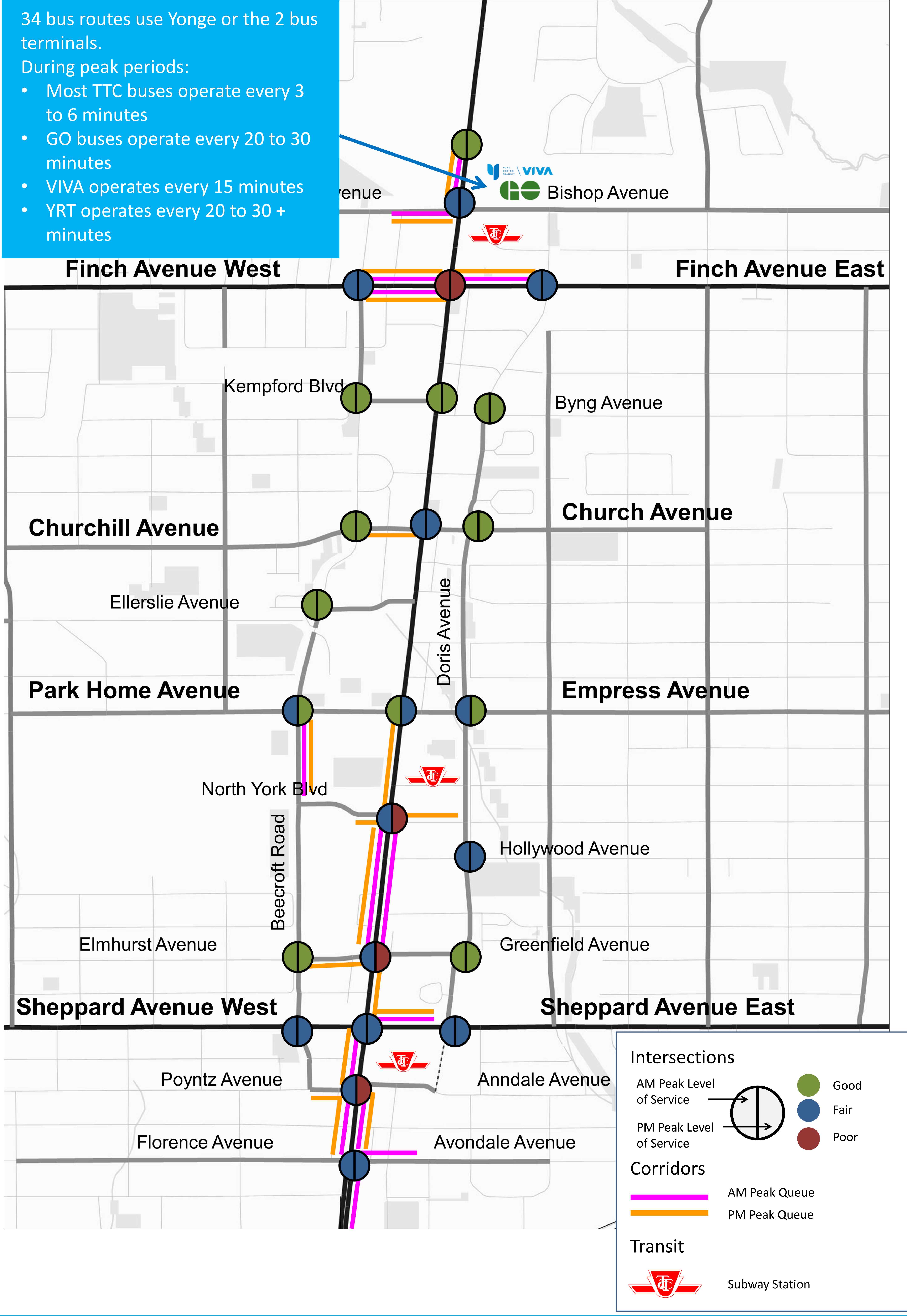
Existing traffic volumes show that all intersections on Beecroft Road and Doris Avenue, the service roads parallel to Yonge Street, operate at acceptable levels of service. These intersections have unused capacity in both directions, and are able to accommodate additional traffic from Yonge Street.

More people are also travelling to North York Centre by transit and active modes.

Morning Peak Period, North York Centre



Source: Travel Survey, North York Centre, Transportation Planning, North District, City of Toronto, 1995-2010.



PARKING
SUPPLY

From Drewry Avenue / Cummer Avenue to Tolman Street

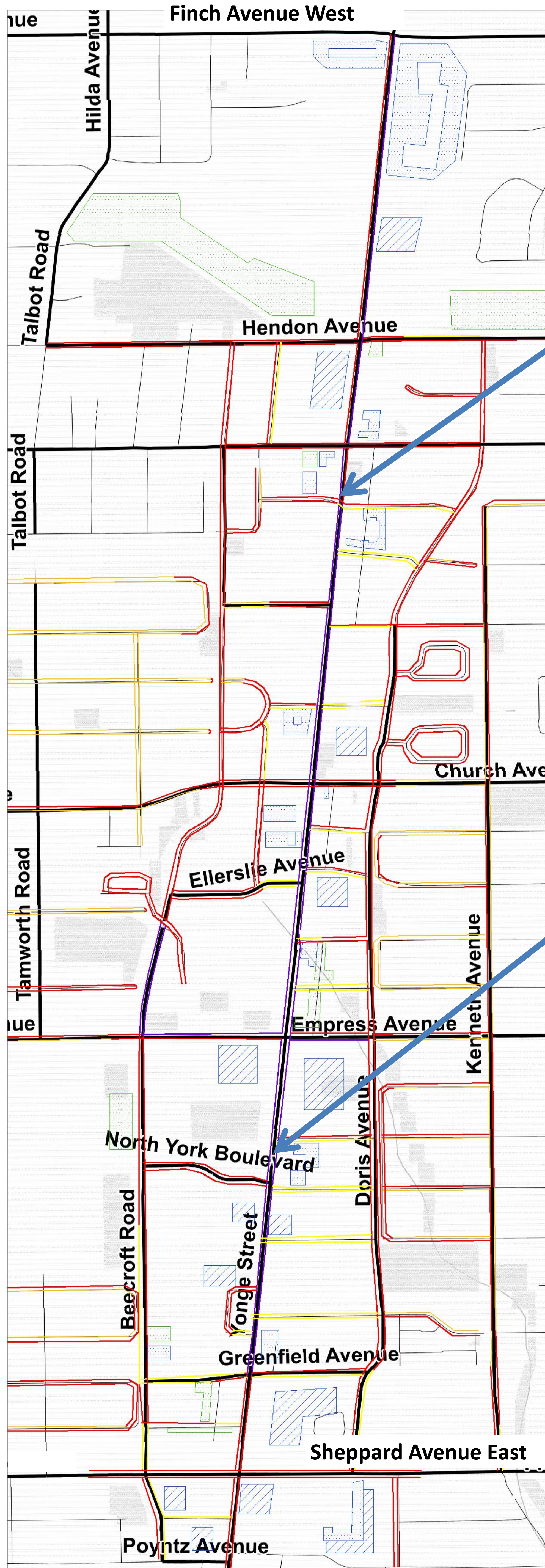
On street parking: 61 spaces
Off-street: 6174 spaces
Total spaces: 6239 spaces

From Tolman Street to Park Home Avenue / Empress Avenue

On street parking: 259 spaces
Off-street: 915 spaces
Total spaces: 1174 spaces

From Empress Avenue to Sheppard Avenue

On street parking: 331 spaces
Off-street: 7952 spaces
Total spaces: 8283 spaces



Parking Regulations

- Paid parking permitted 8 am to 9pm
- Paid parking permitted off-peak hours
- No parking 8 am to 6 pm
- No on-street parking, standing or stopping

EXISTING CONDITIONS
PUBLIC AND PRIVATE PARKING

Parking is available on most streets in the study focus area, and in many off-street lots and garages.

There are high levels of demand for parking on weekdays in some parts of the study focus area.

Demand is lower on the weekend.

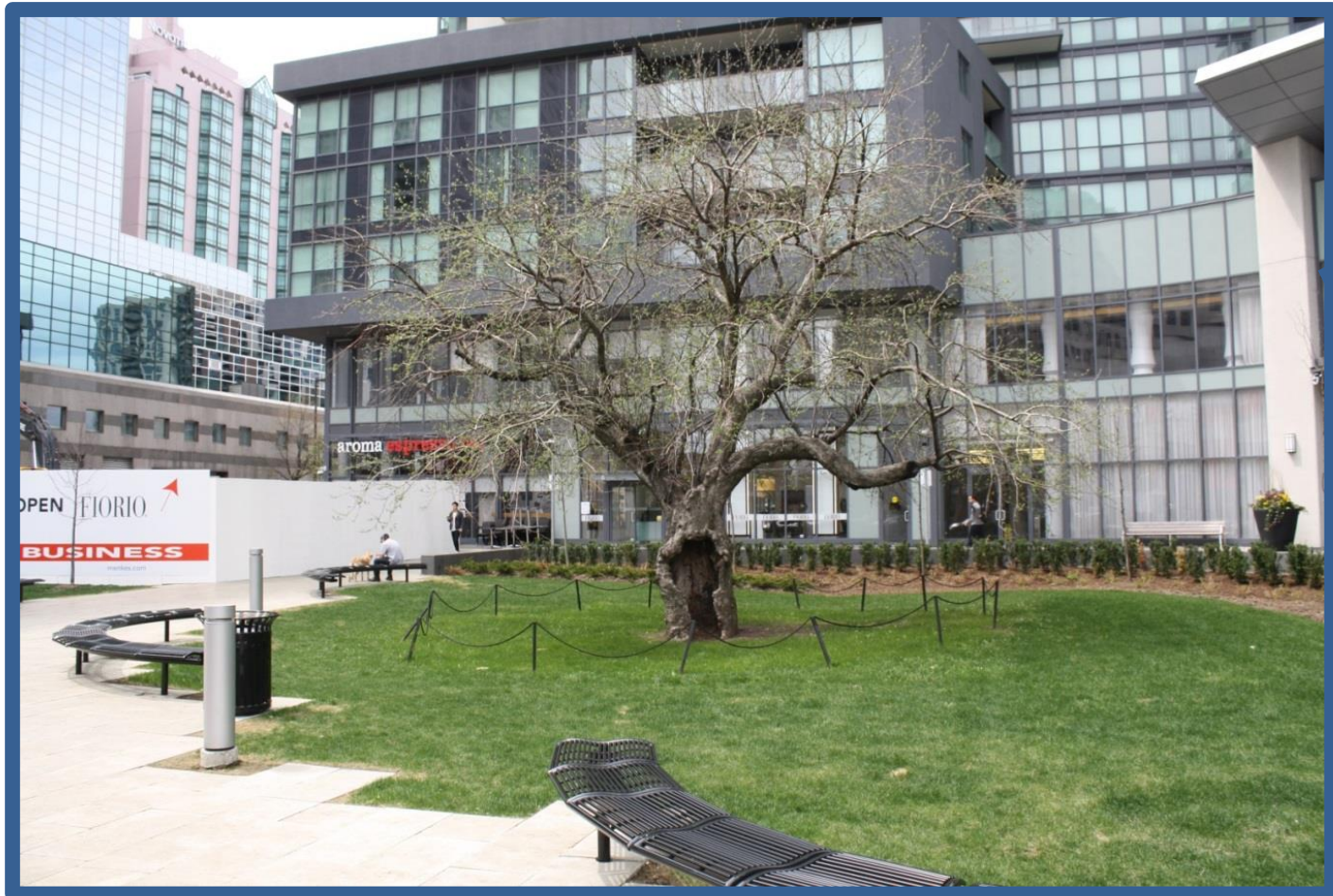
As part of this study, we will be conducting a parking utilization study to understand how the existing parking is currently being used.

EXISTING CONDITIONS

CULTURAL AND NATURAL ENVIRONMENTS

The study area is highly urbanized and vegetation is limited. The vegetation is primarily limited to planted trees.

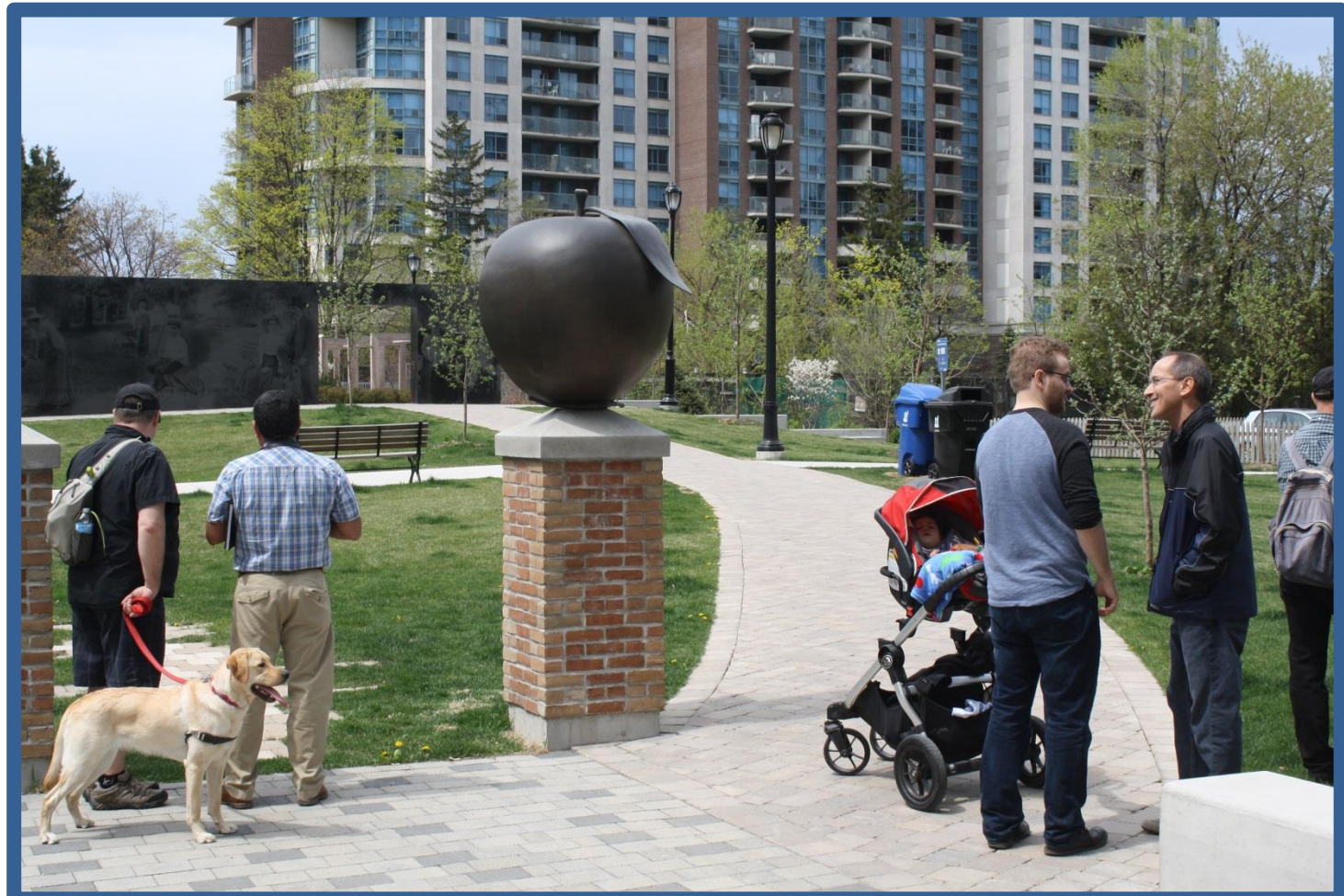
The study area has a rich history, evident by the heritage / historical plaques, and cultural institutions found along and adjacent to Yonge Street.



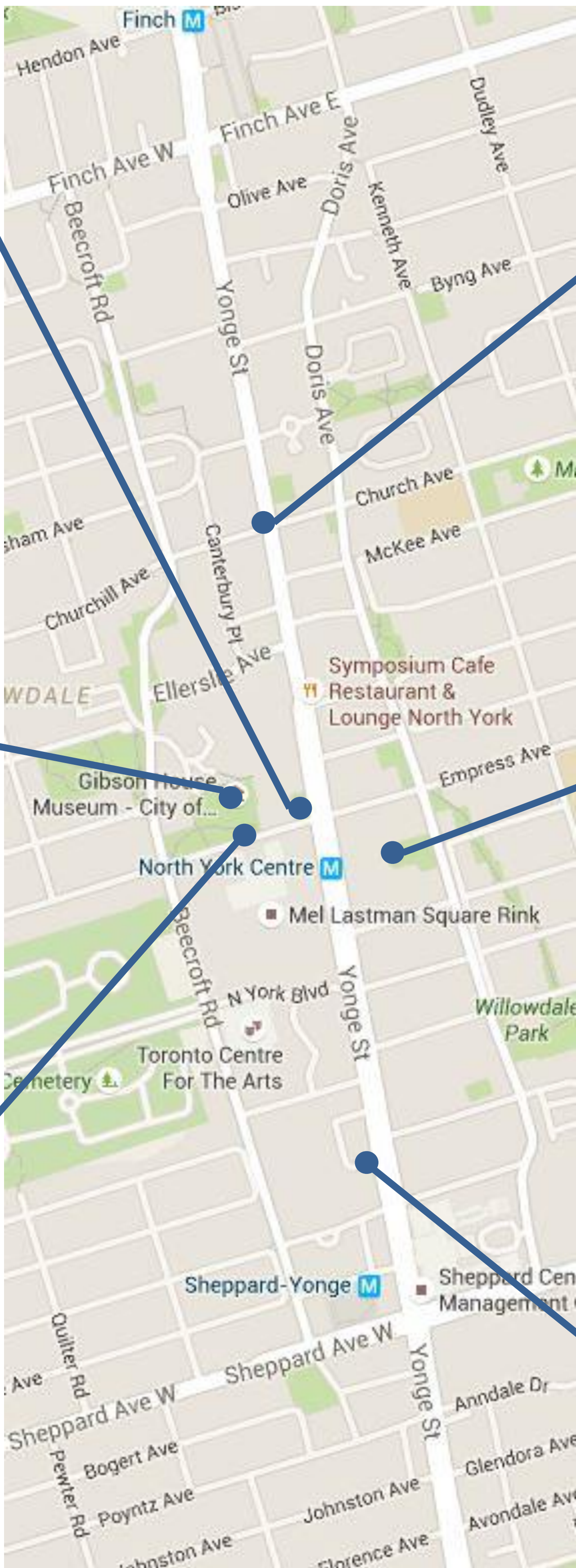
Rose Garden



Gibson House Museum



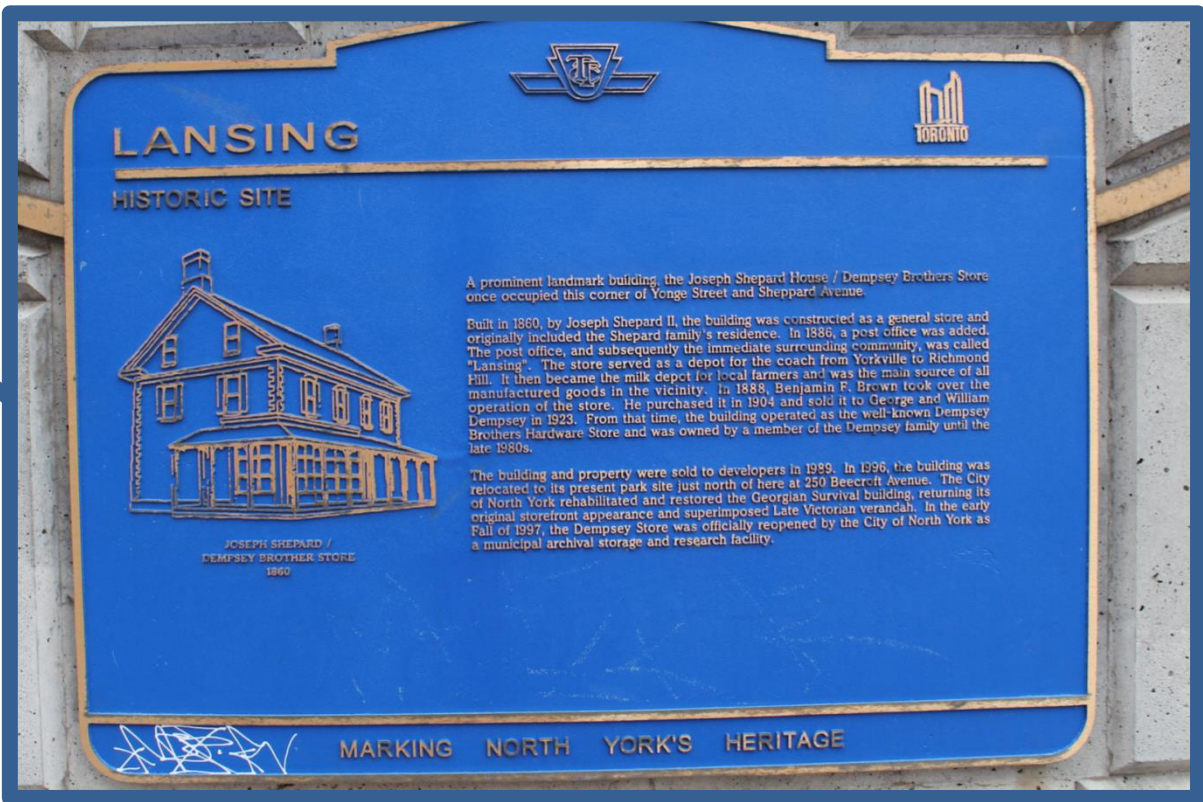
Park



St. George Anglican Church



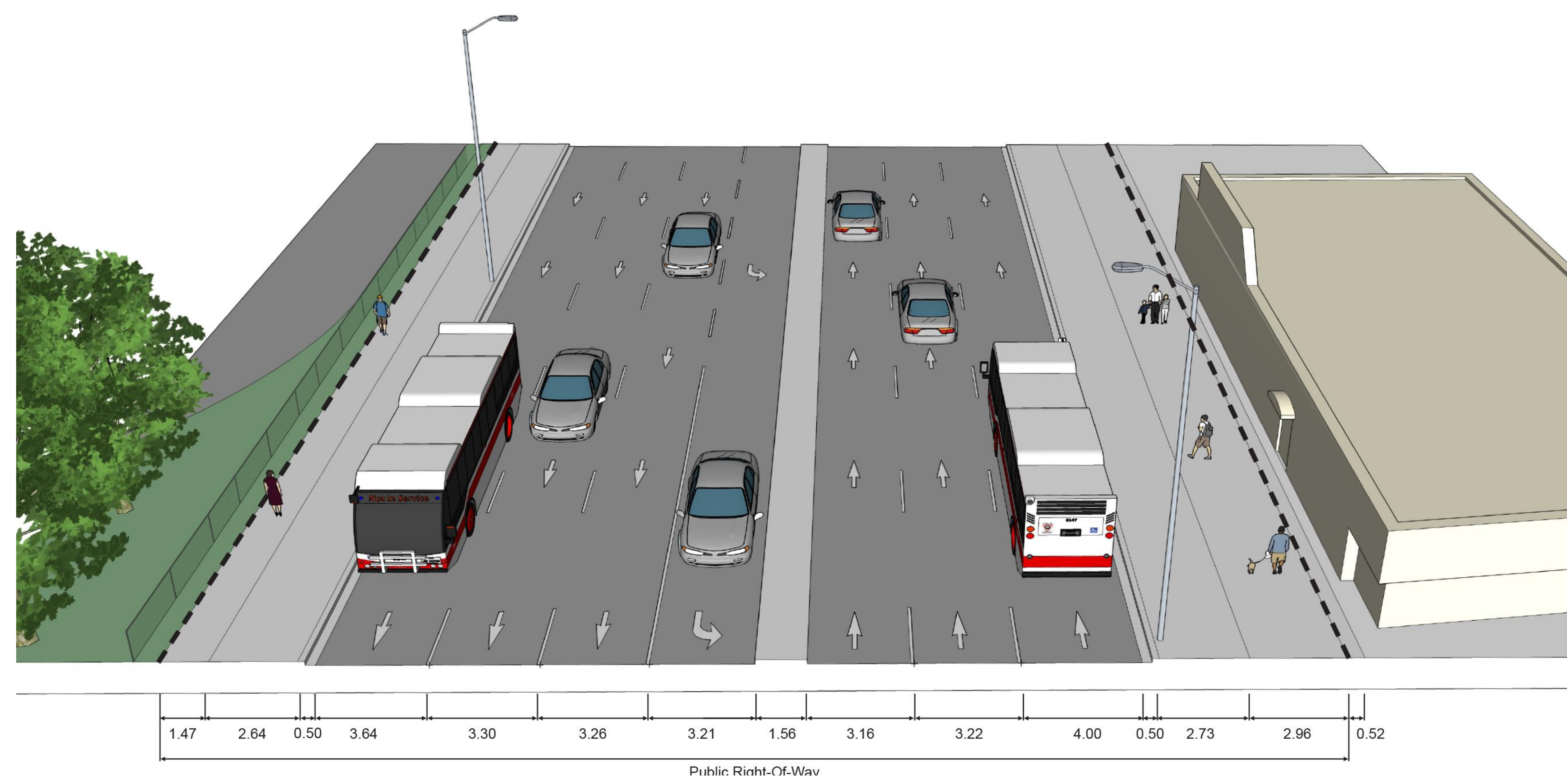
Princess Park – Fire Tower



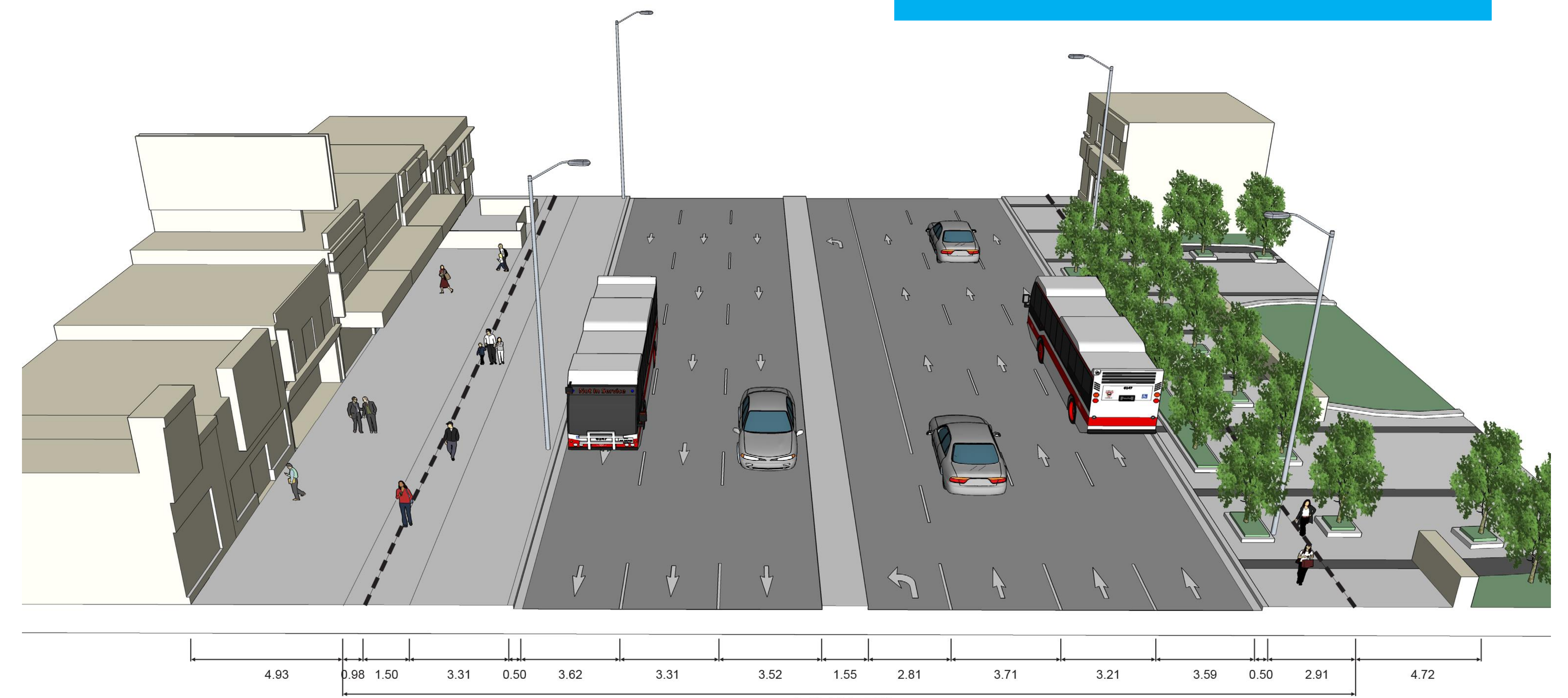
Sheppard House Historical Plaque

EXISTING CROSS SECTIONS

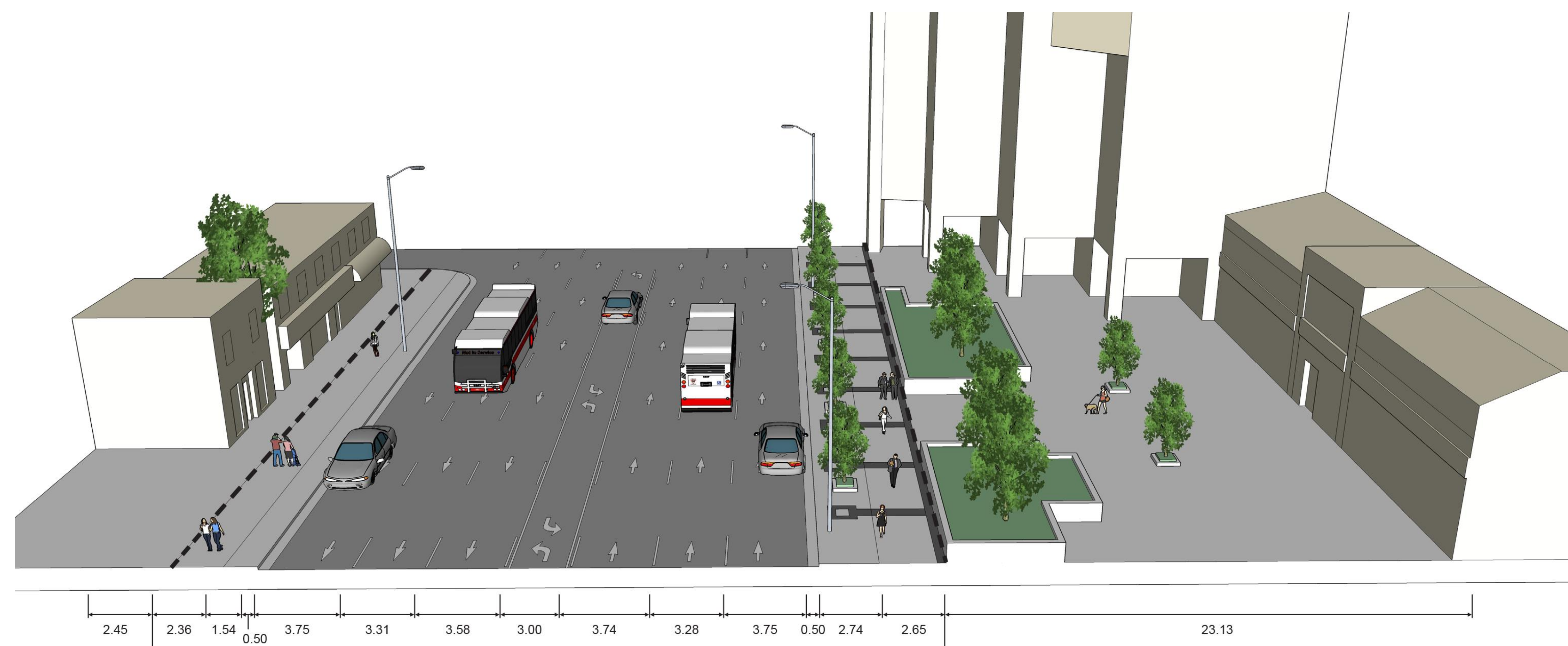
NORTHERN PORTION OF THE STUDY AREA



1. NORTH OF BISHOP AVENUE
Looking North

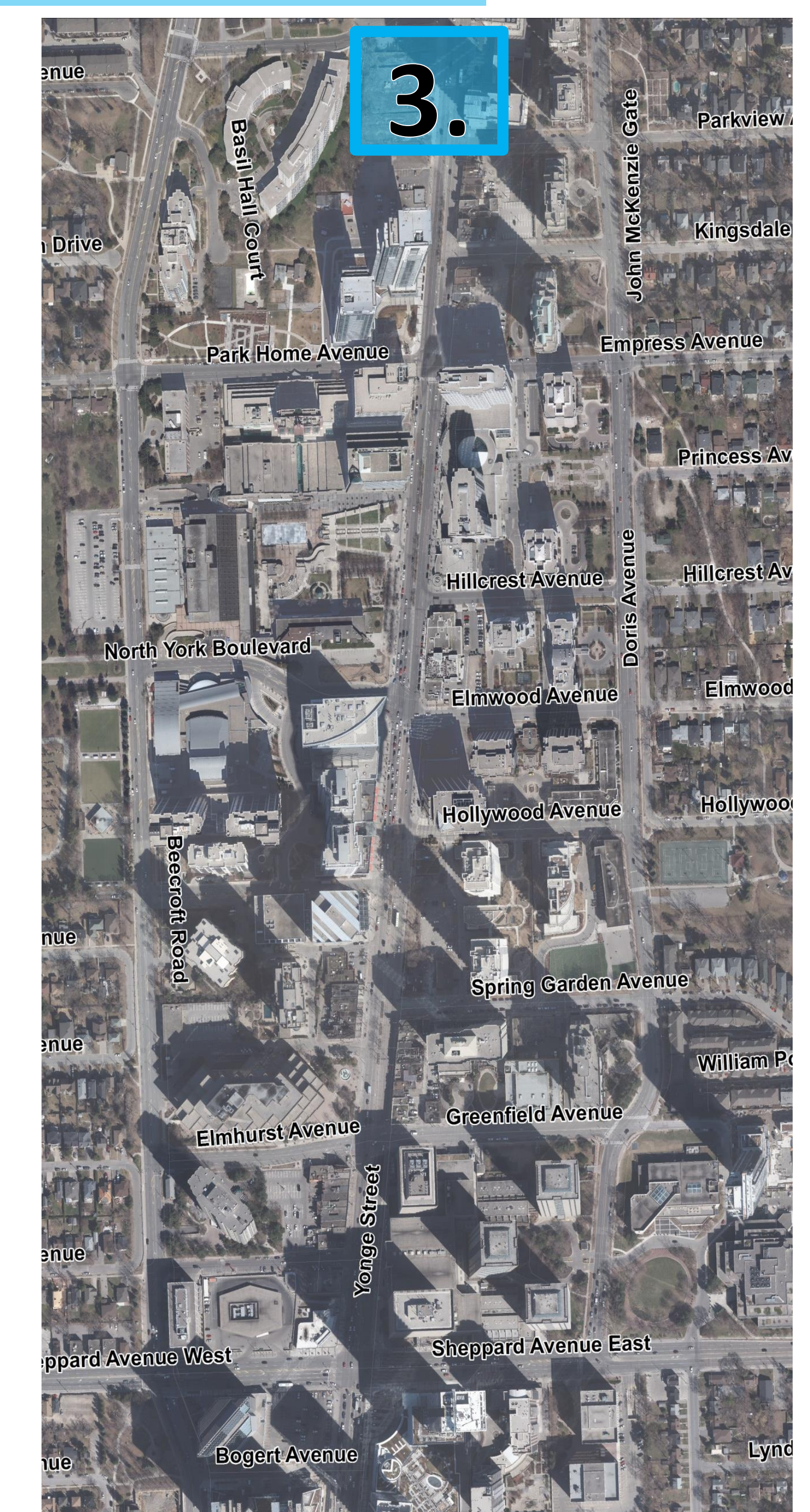
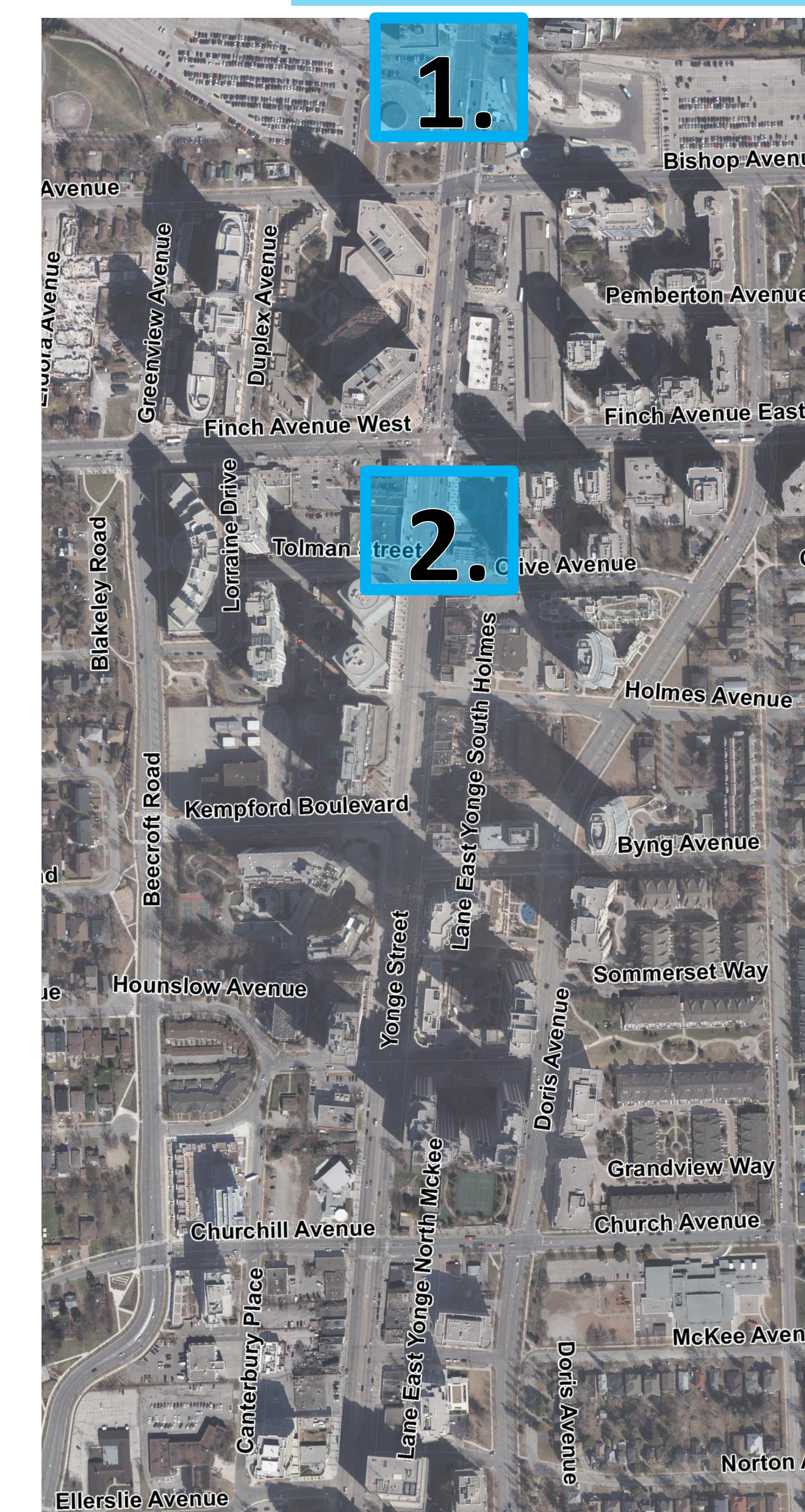


2. SOUTH OF FINCH AVENUE
Looking North



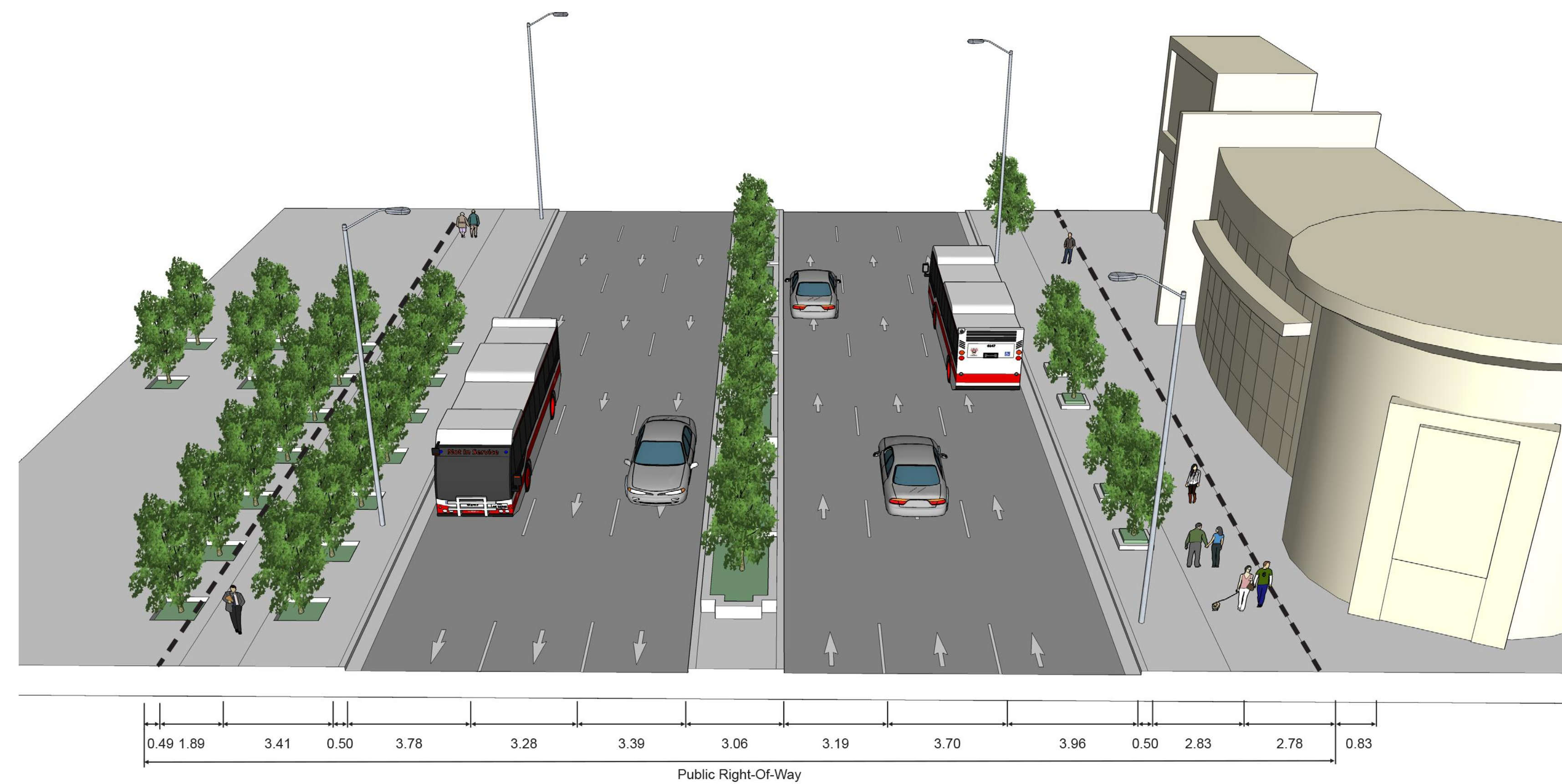
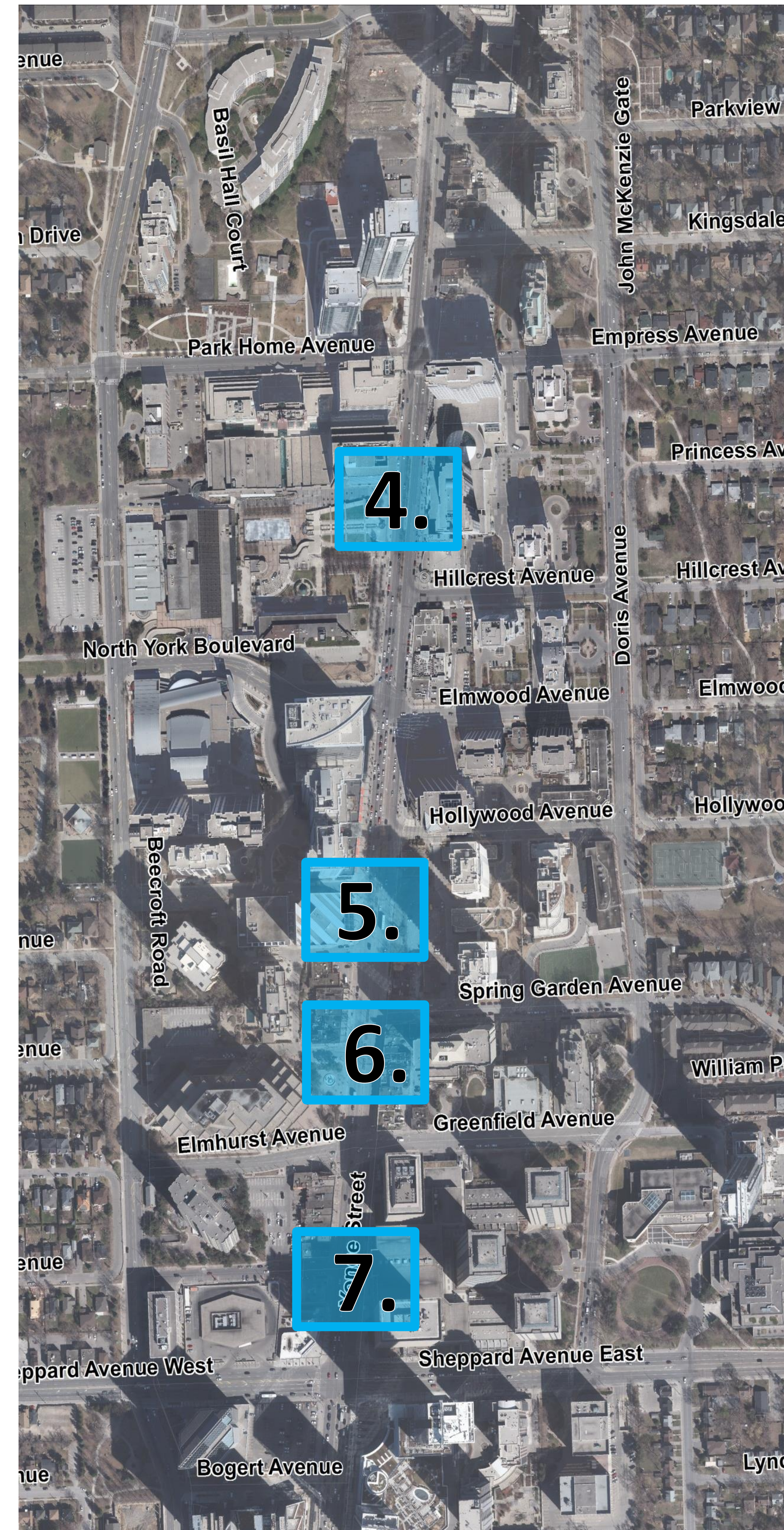
3. SOUTH OF ELLERSLIE AVENUE
Looking North

The curb lanes provide parking during off-peak times.

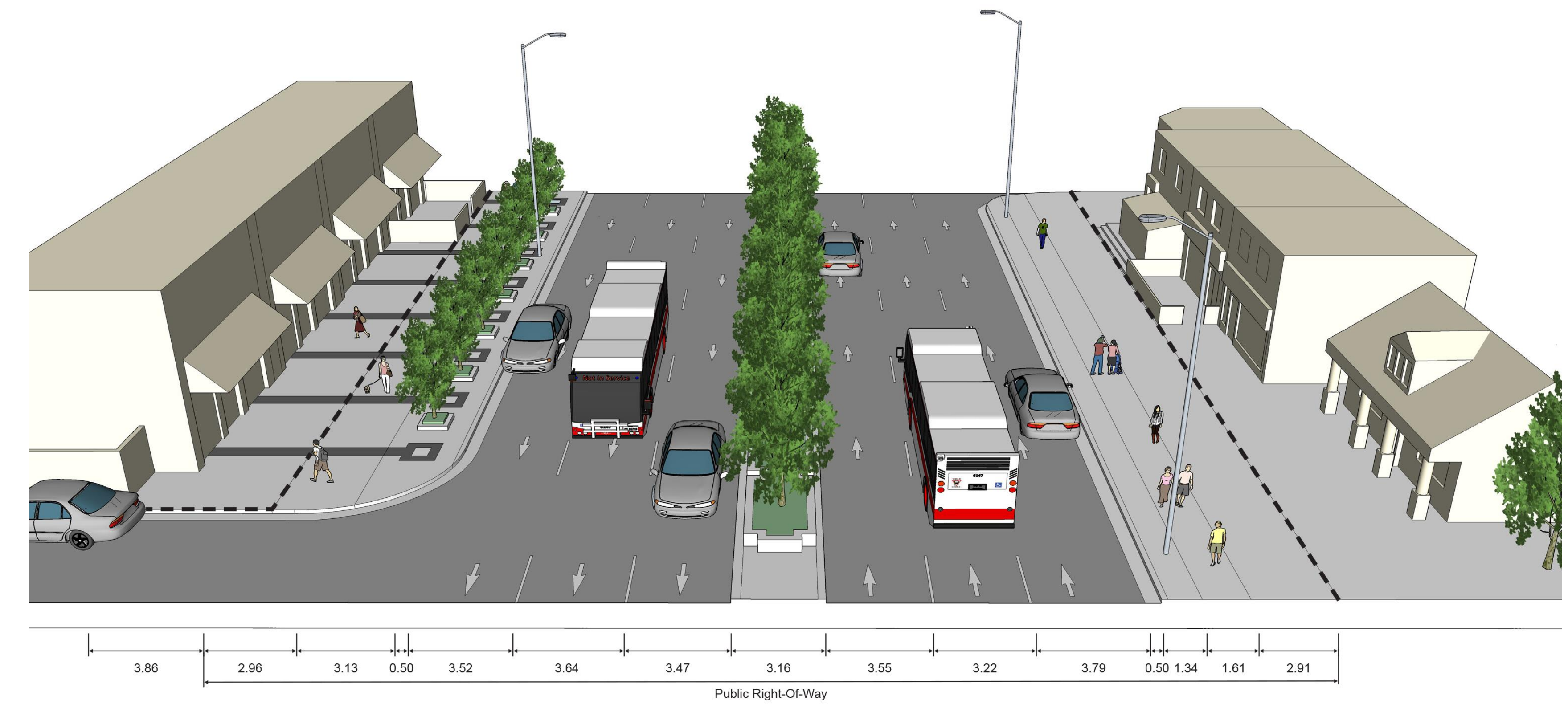


EXISTING CROSS SECTIONS

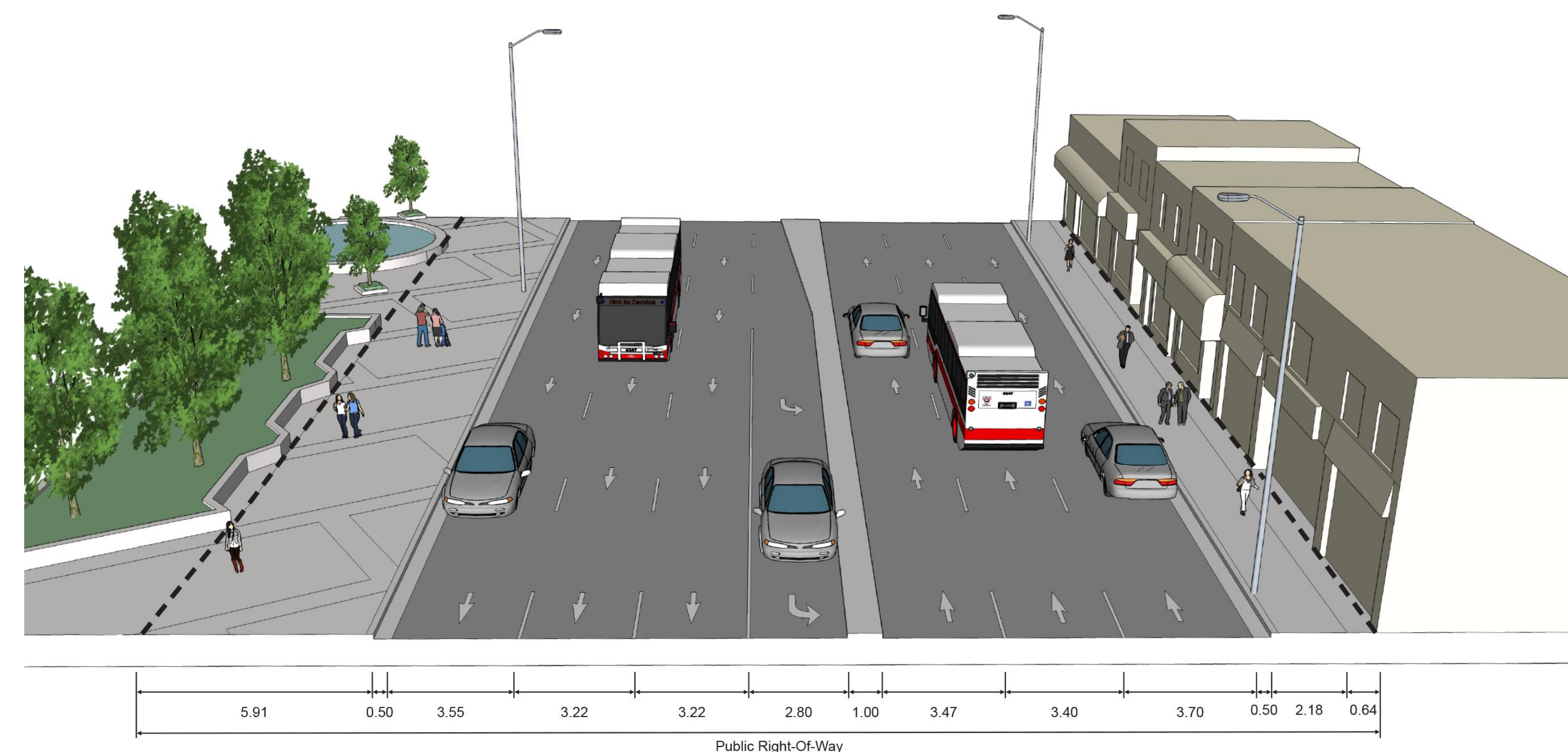
SOUTHERN PORTION OF THE STUDY AREA



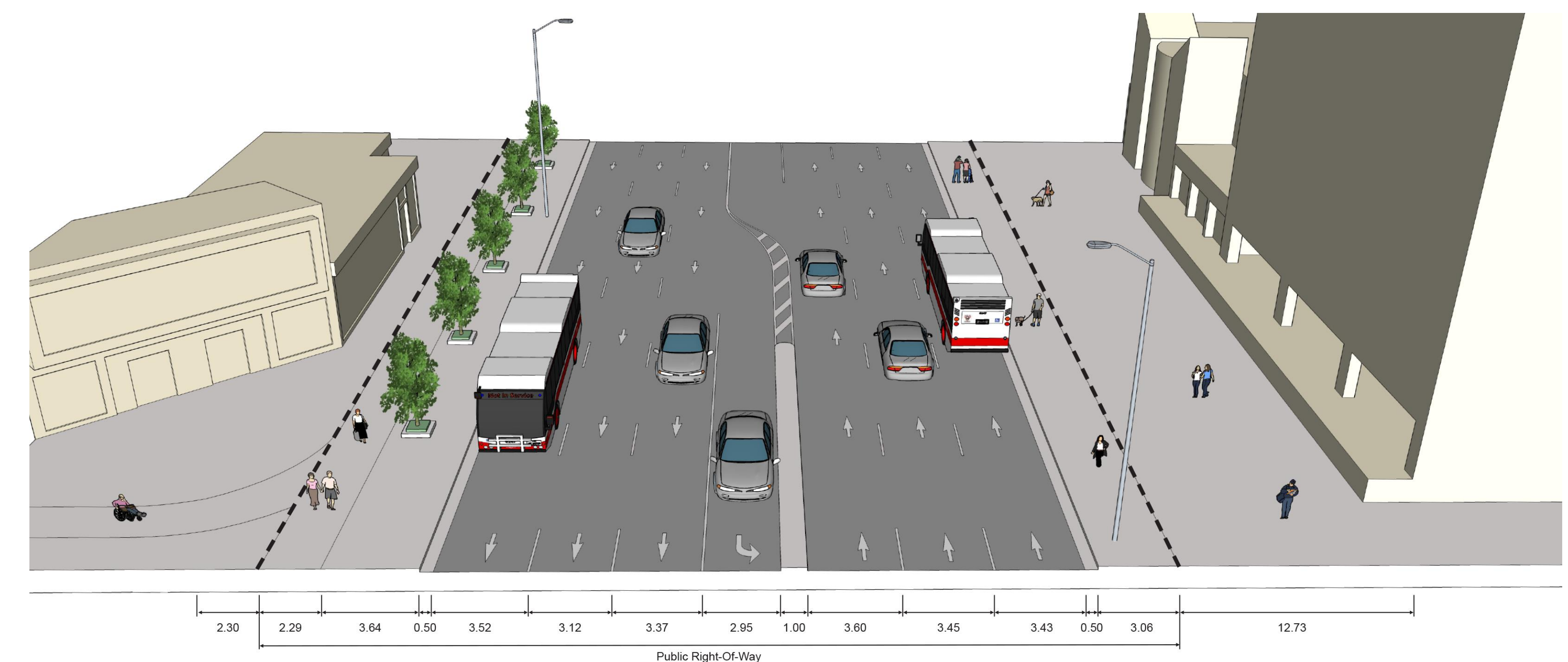
4. NORTH OF HILLCREST AVENUE
Looking North



5. SOUTH OF HOLLYWOOD AVENUE
Looking North



6. NORTH OF ELMHURST/GREENFIELD AVENUE
Looking North



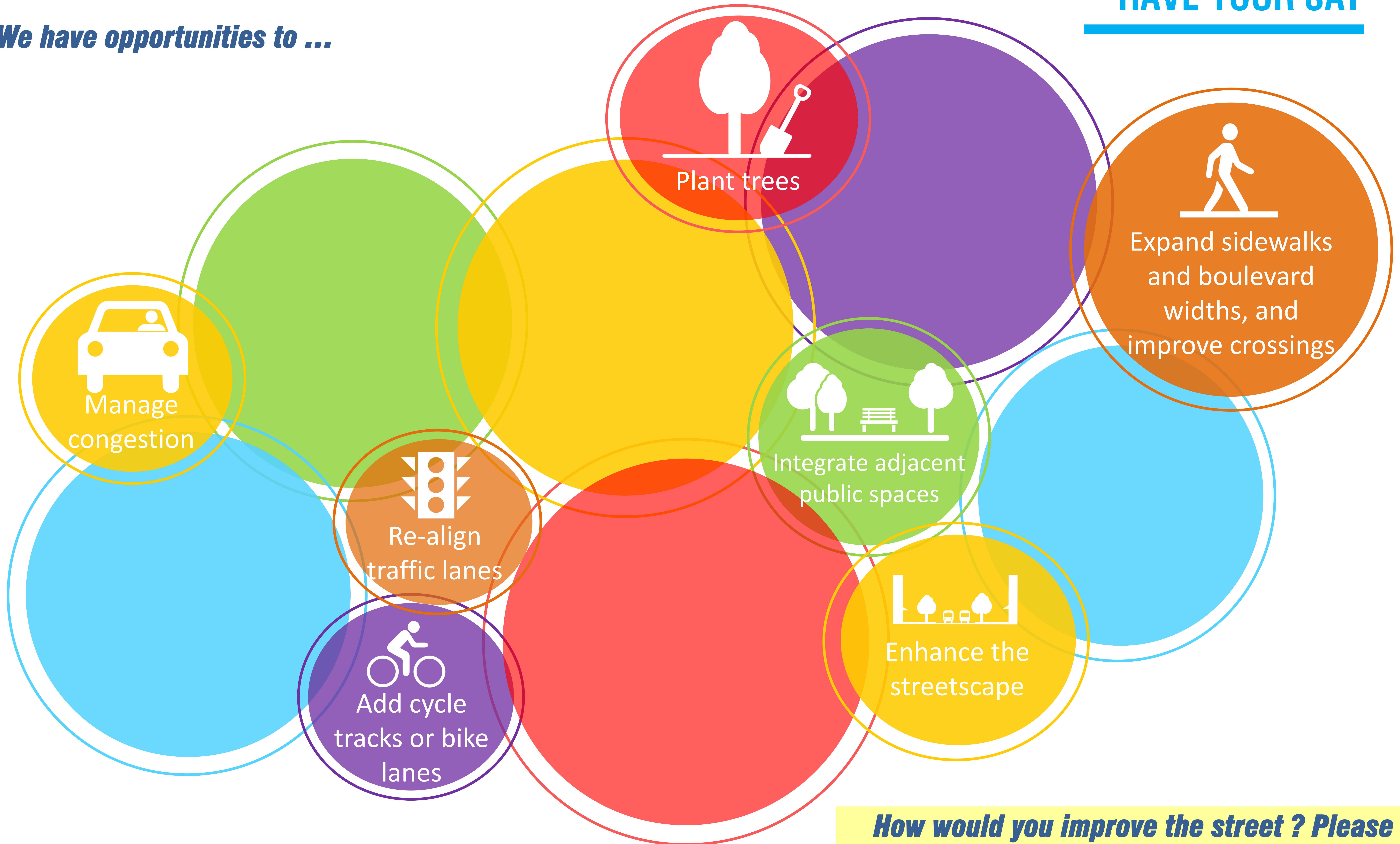
7. NORTH OF SHEPPARD AVENUE
Looking North

The curb lanes provide parking during off-peak times.

PUBLIC REALM / STREETSCAPE

HAVE YOUR SAY

We have opportunities to ...

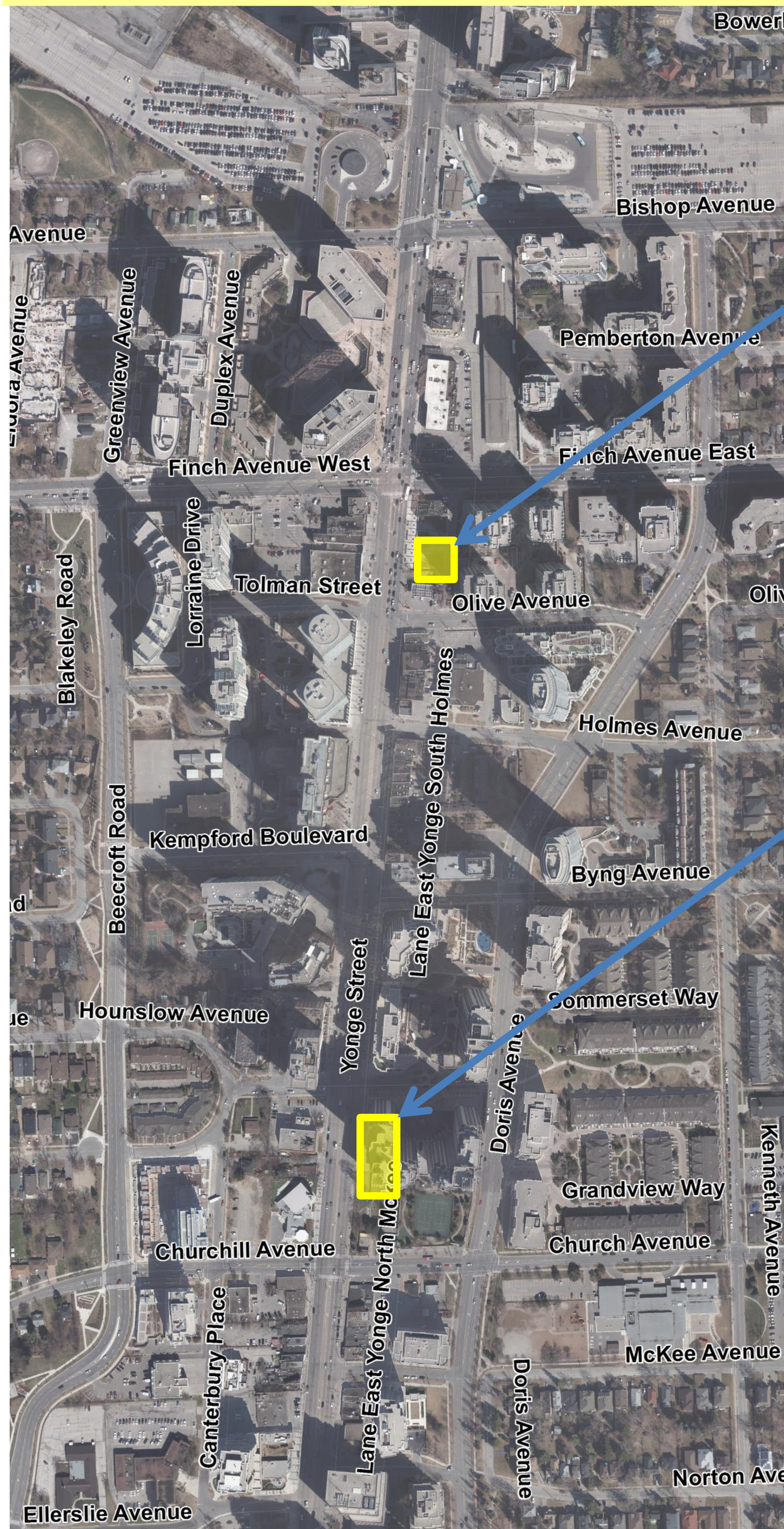


How would you improve the street ? Please add your ideas on “post-it” notes to the blank circles.

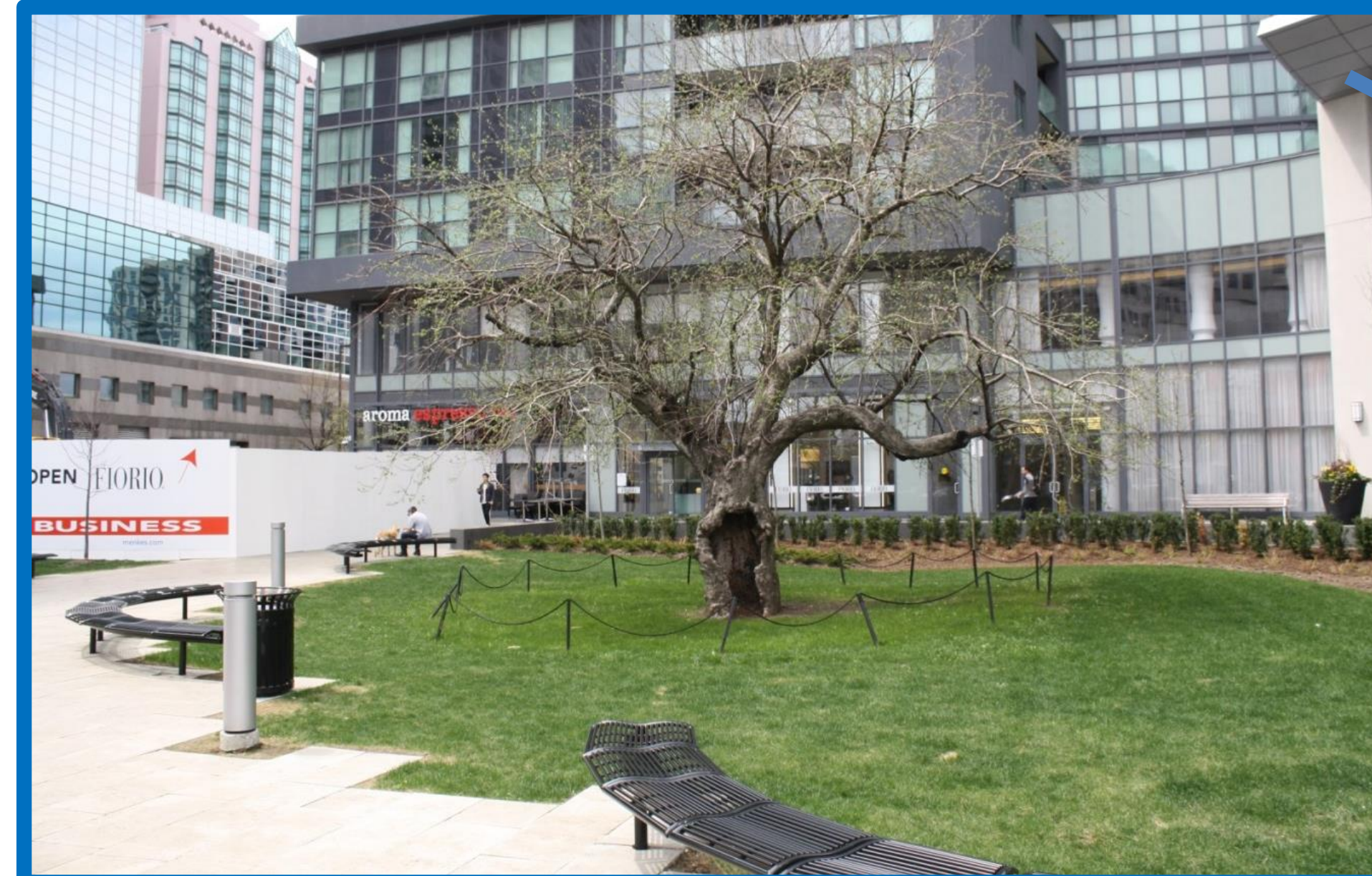
Are there other locations? Please tell us by adding your post-it note.

OPPORTUNITIES TO INTEGRATE PUBLIC SPACES

One goal is to enhance connections and integration with public spaces. Potential locations are shown here.



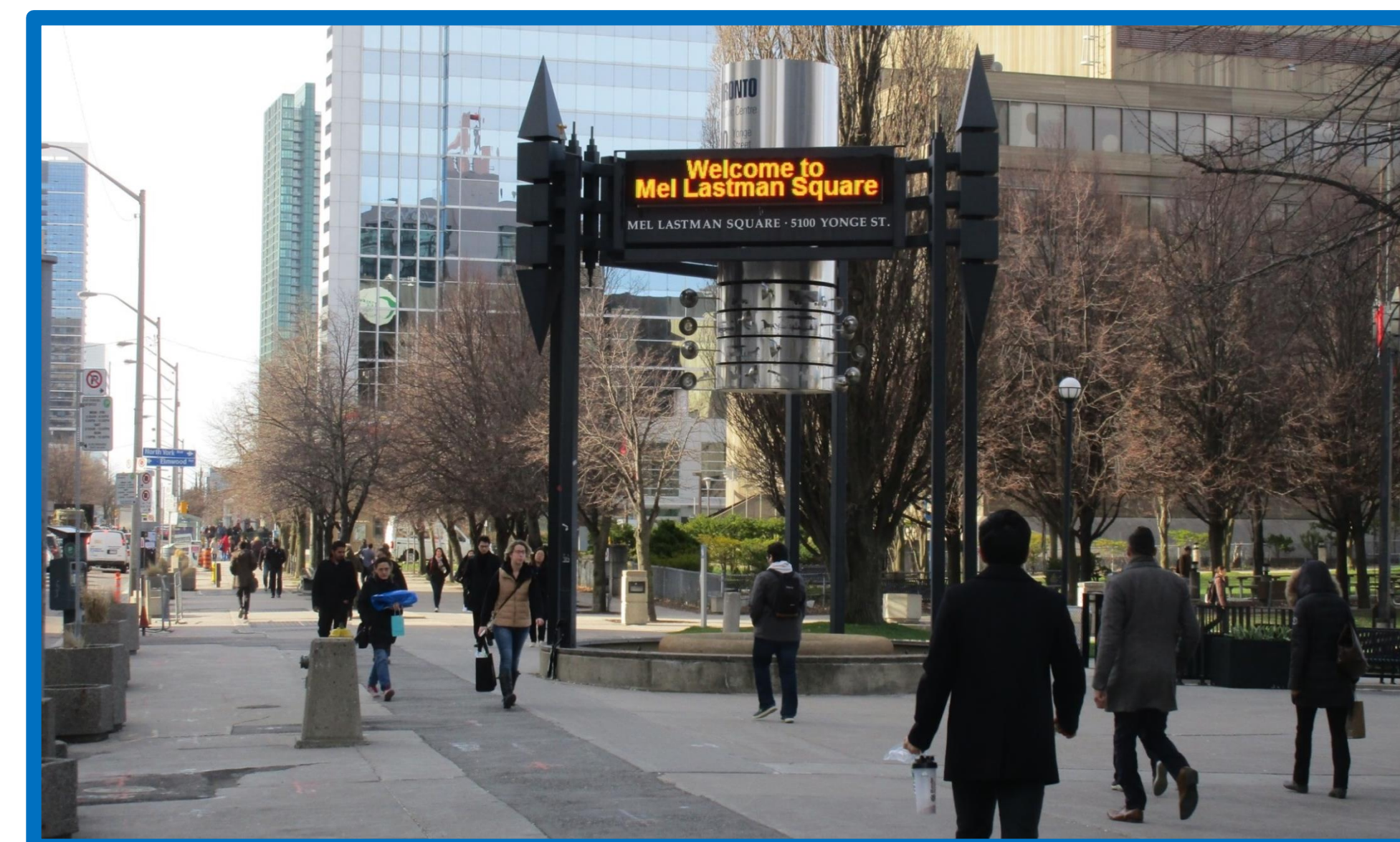
Olive Square



Rose Garden



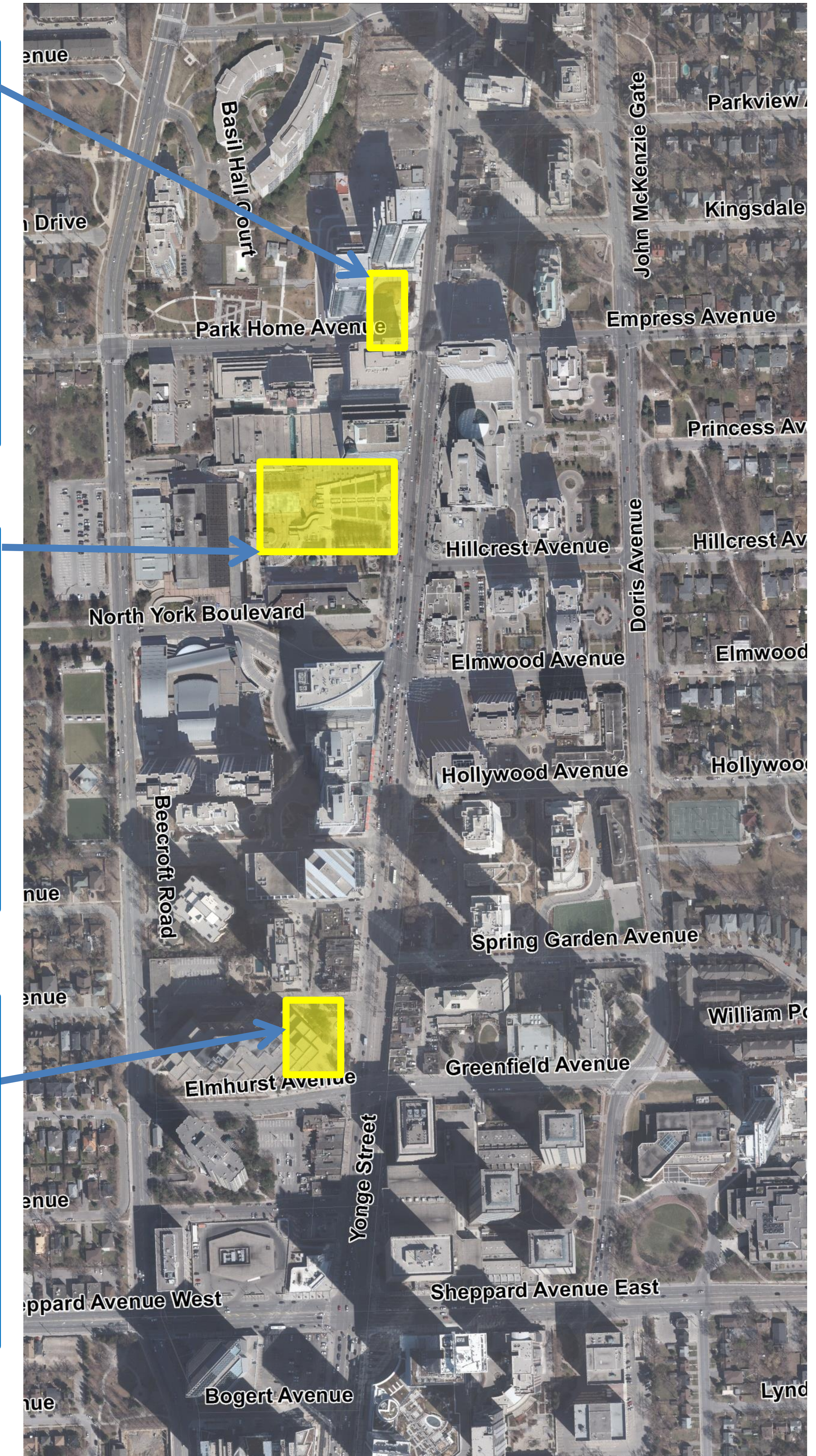
Historic Cemetery



Mel Lastman Square



Federal Building



STREET DESIGN ELEMENTS

HAVE YOUR SAY

What do you like or dislike? Do you support this element along Yonge Street? Why or why not?



At-grade planters



Street furniture



Wide sidewalks



On-street Parking



Landscaped Median



Public Art



Separated Bike Lane



Cycle Track



Street Trees



POTENTIAL VISIONS FOR YONGE STREET

We are researching streets from around the world...



Austin, TX

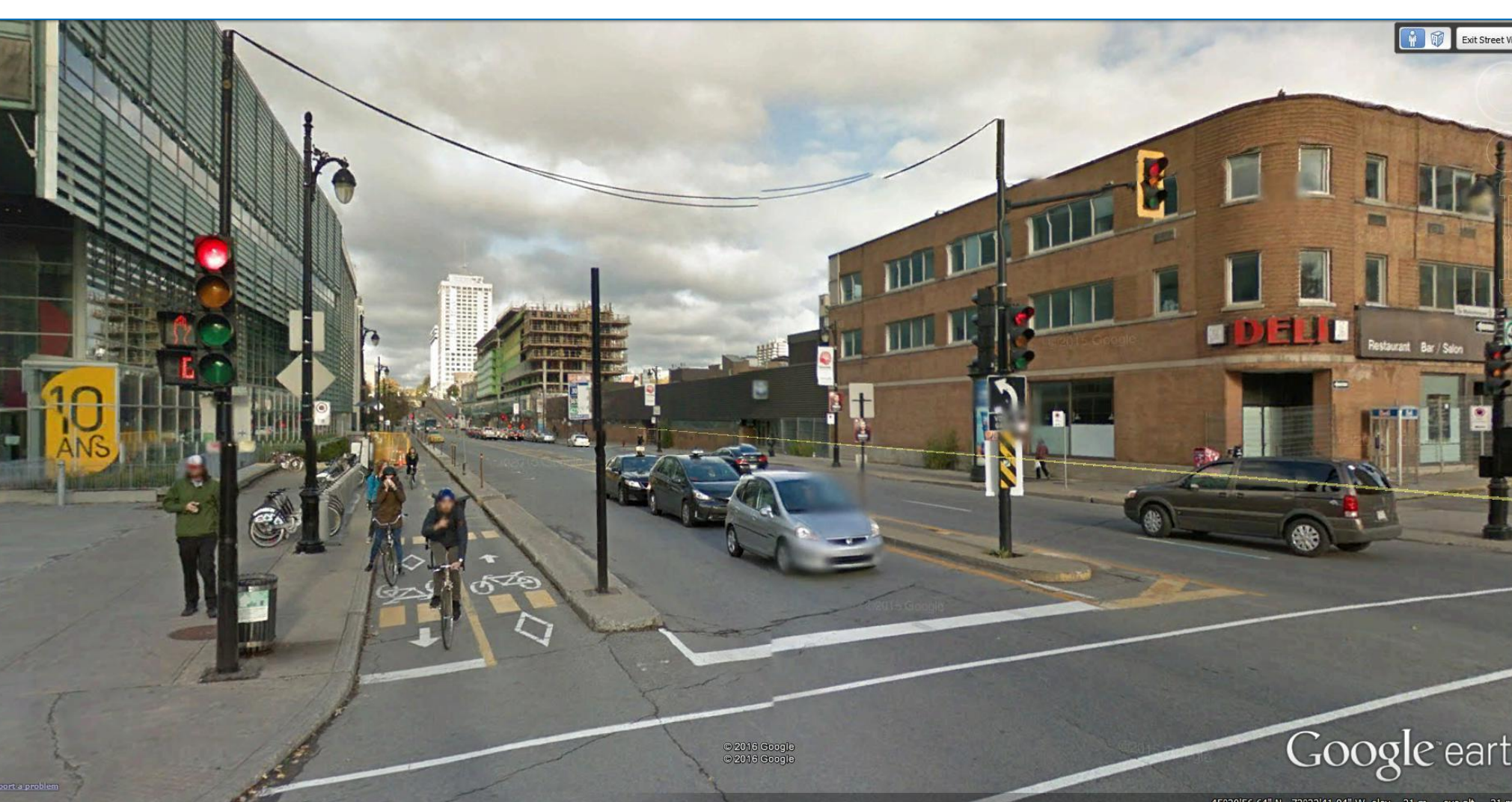


New York, NY



Kitchener

Credit Cory Bluhm



Montreal

Credit: Google Earth

Seattle, WA

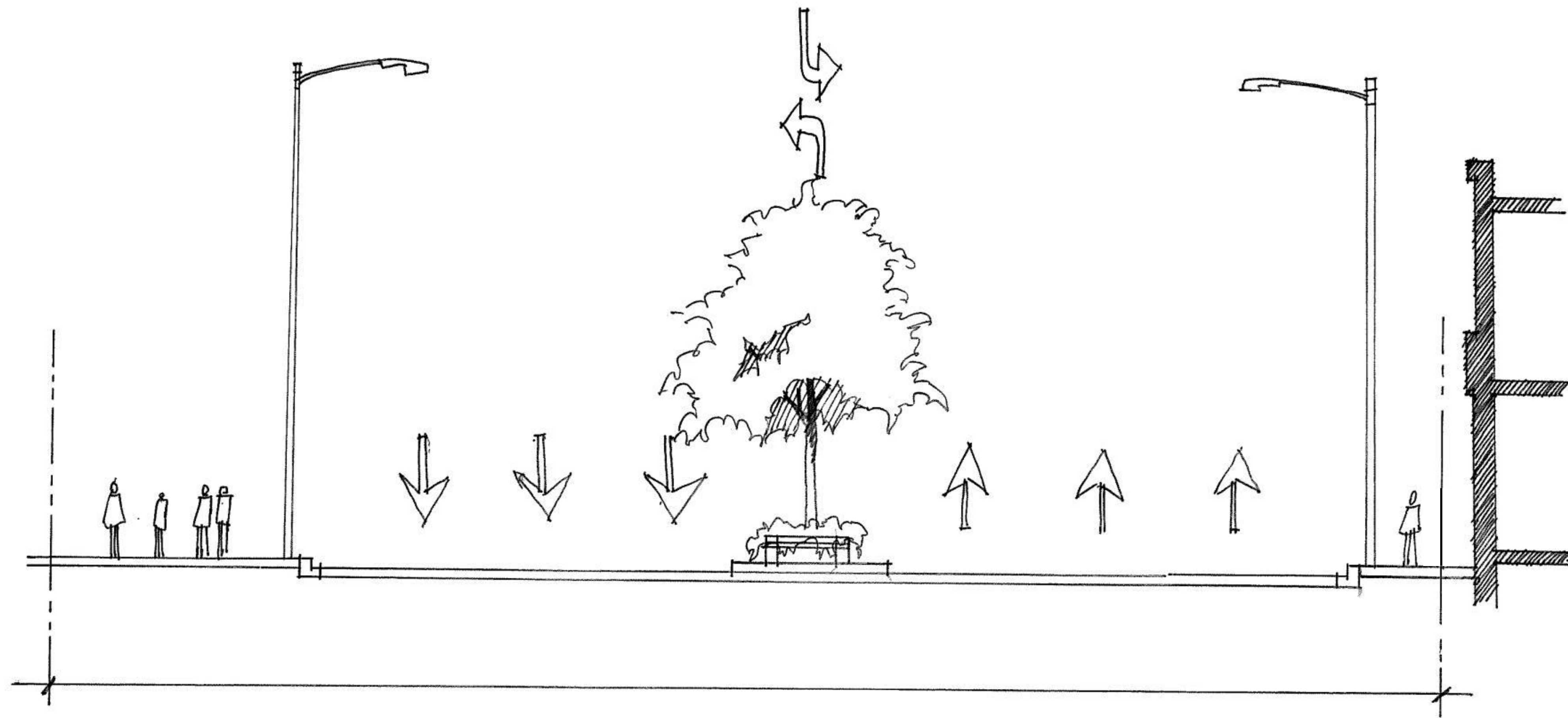


Do you know other streets or ideas we should consider? Add a post-it note to tell us about them.

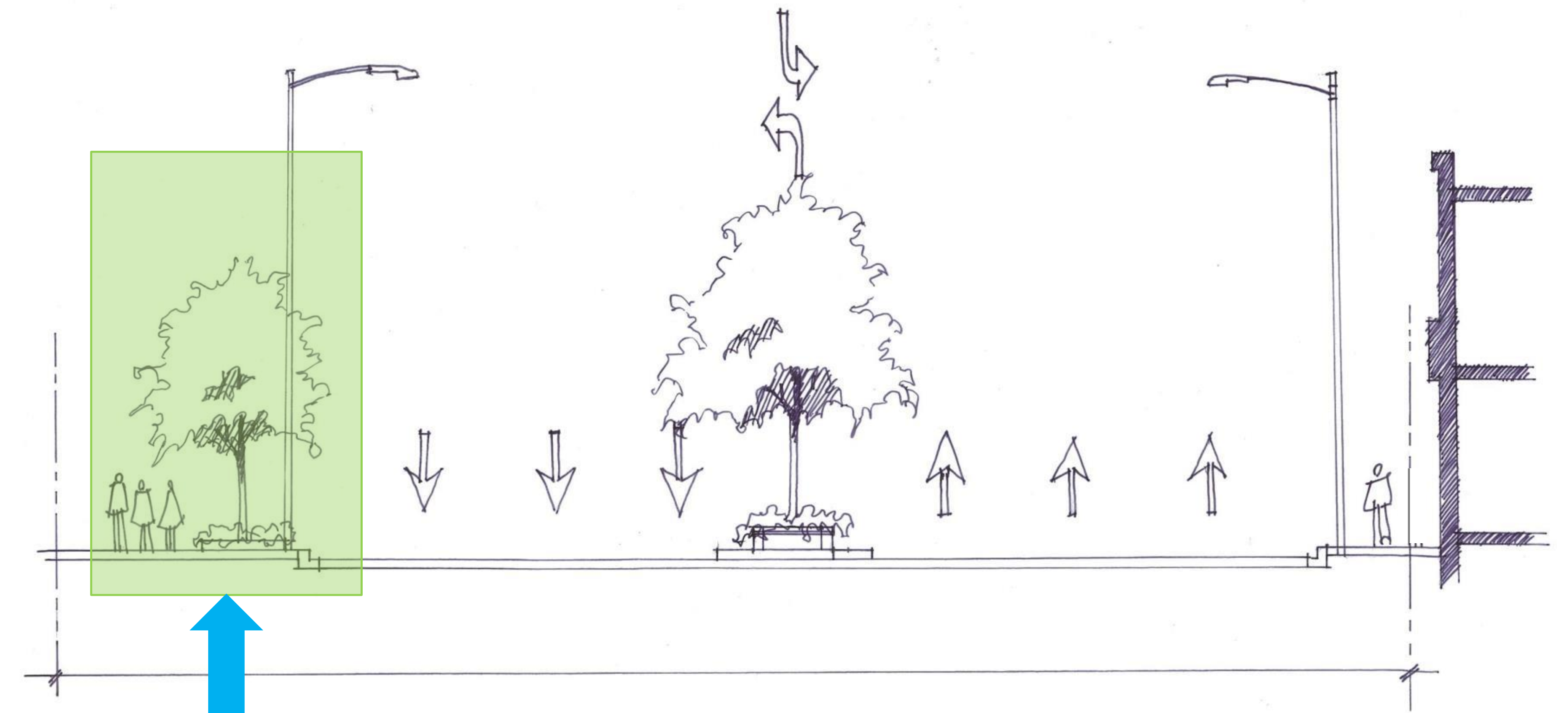
ALTERNATIVES FOR YONGE STREET

Alternative	Description	Proposed Components						
		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 cycle tracks, 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	Extensive relocation

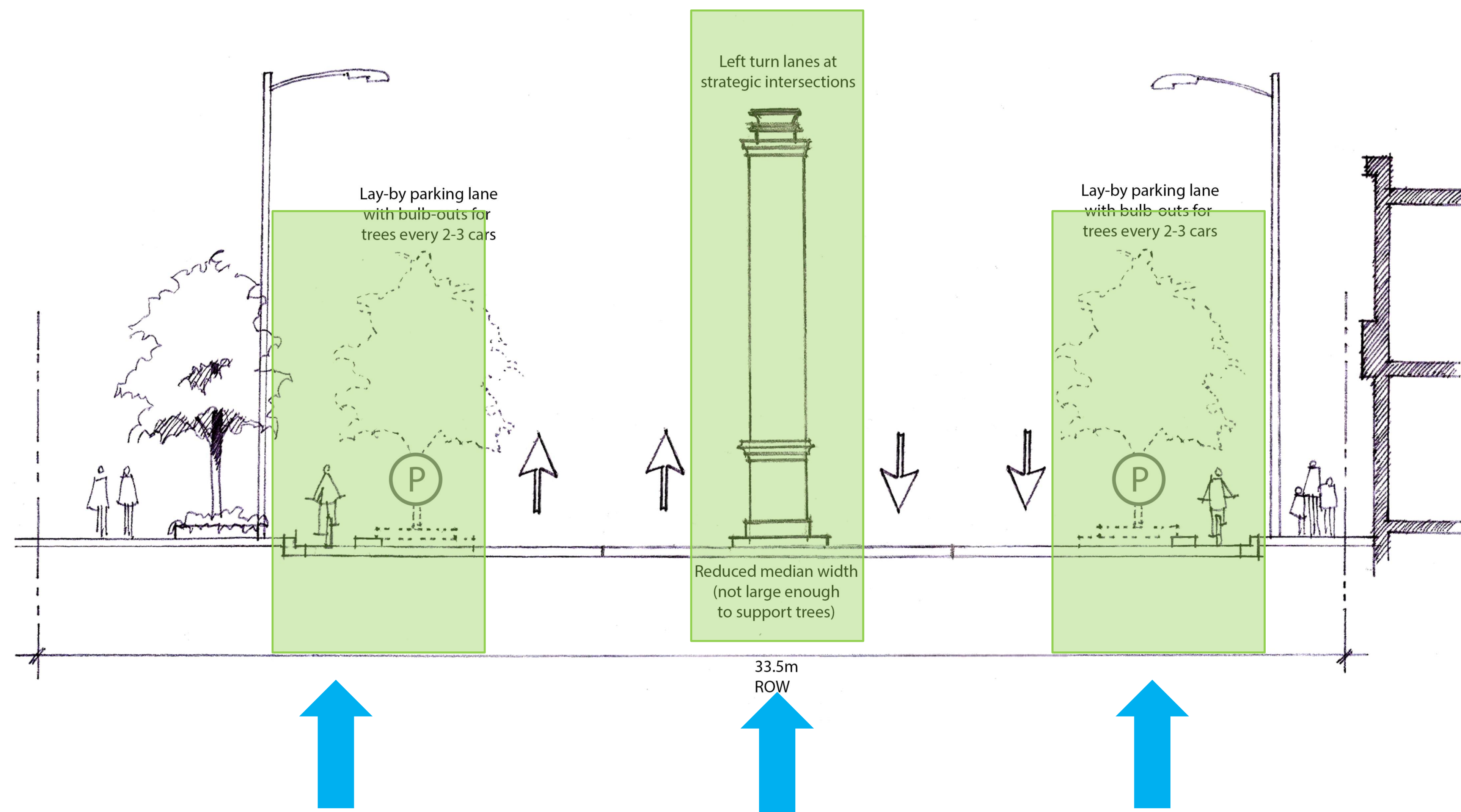
ALTERNATIVES FOR YONGE STREET



ALTERNATIVE 1: DO NOTHING



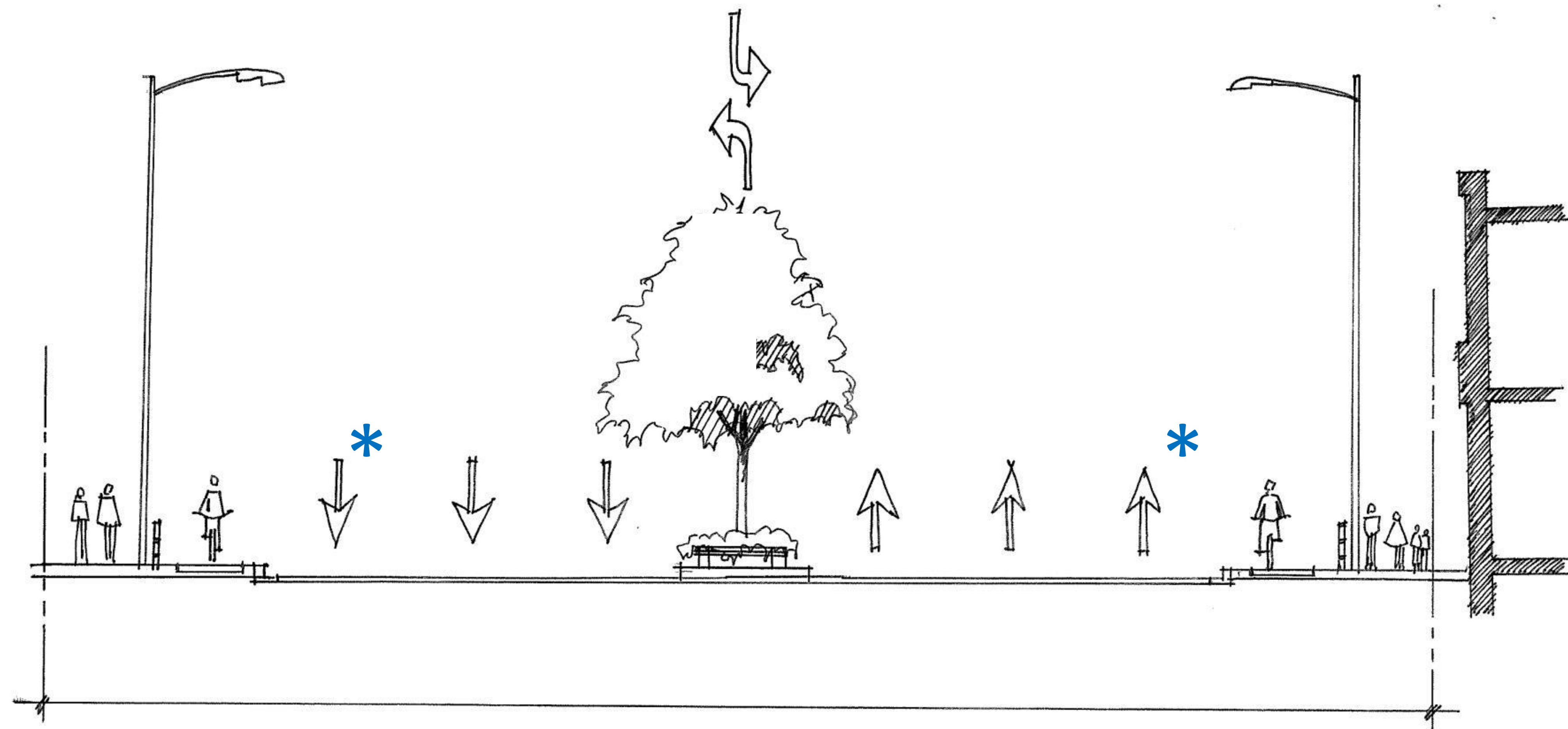
ALTERNATIVE 2: ENHANCE



New element New element New element

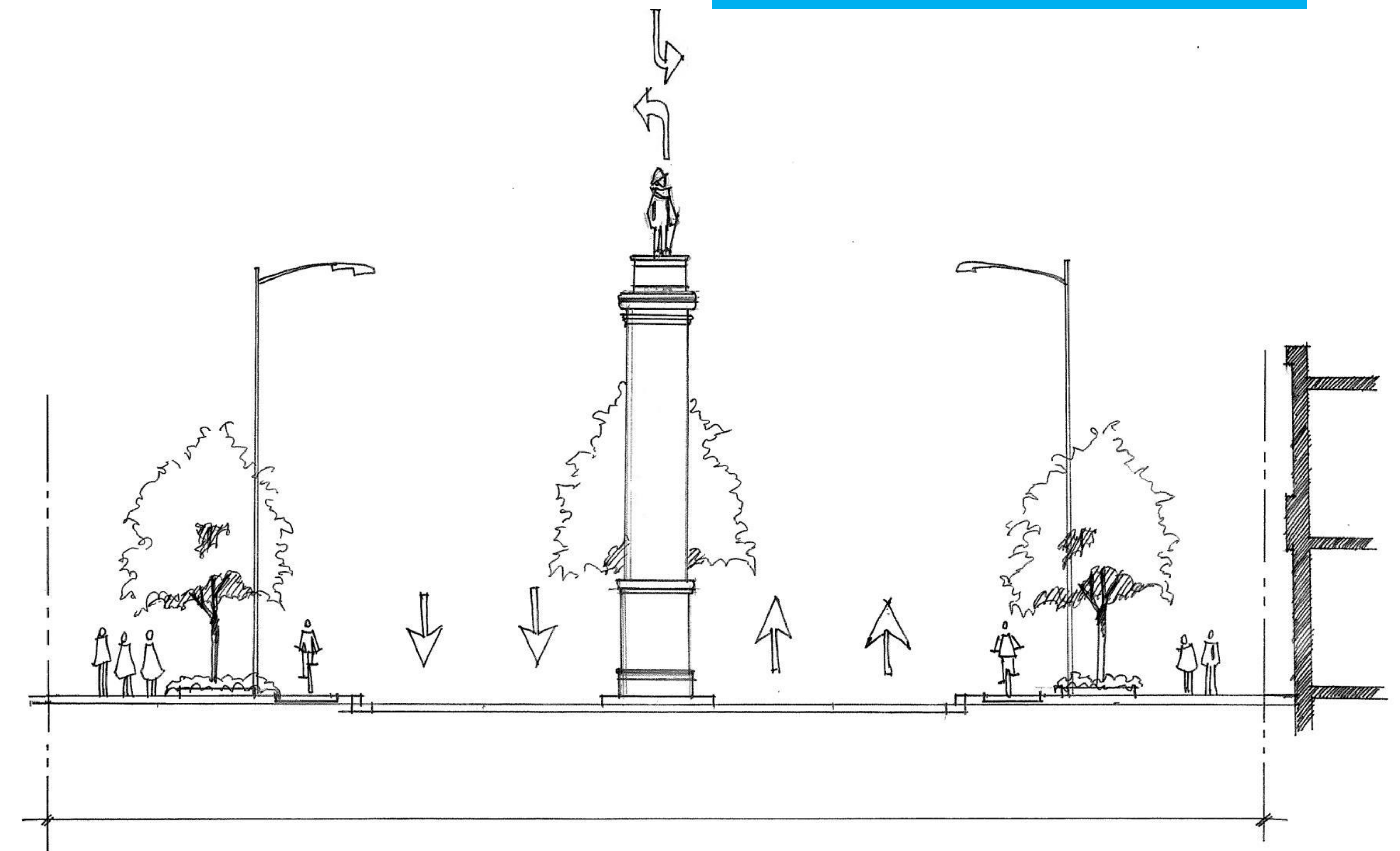
ALTERNATIVE 3: MODIFY

ALTERNATIVES FOR YONGE STREET

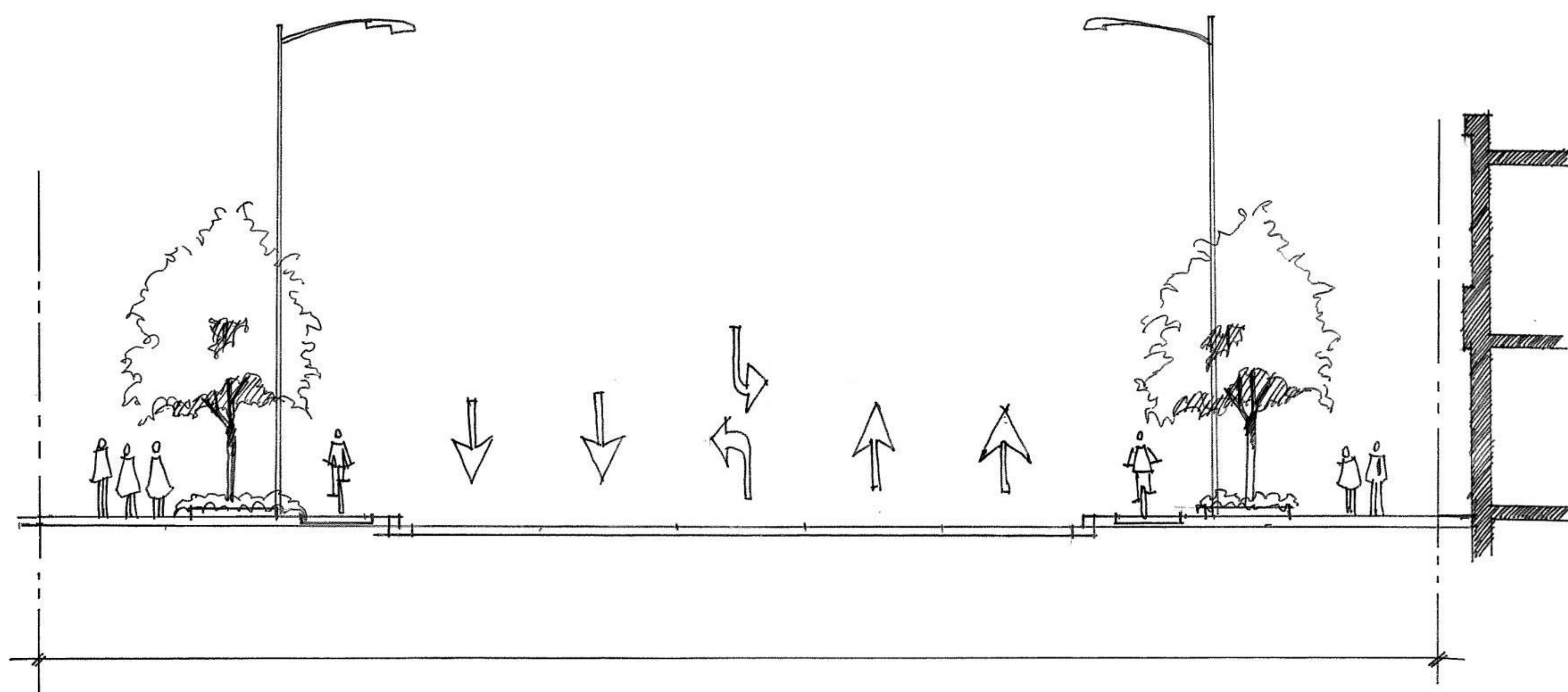


* Parking lane during off-peak periods

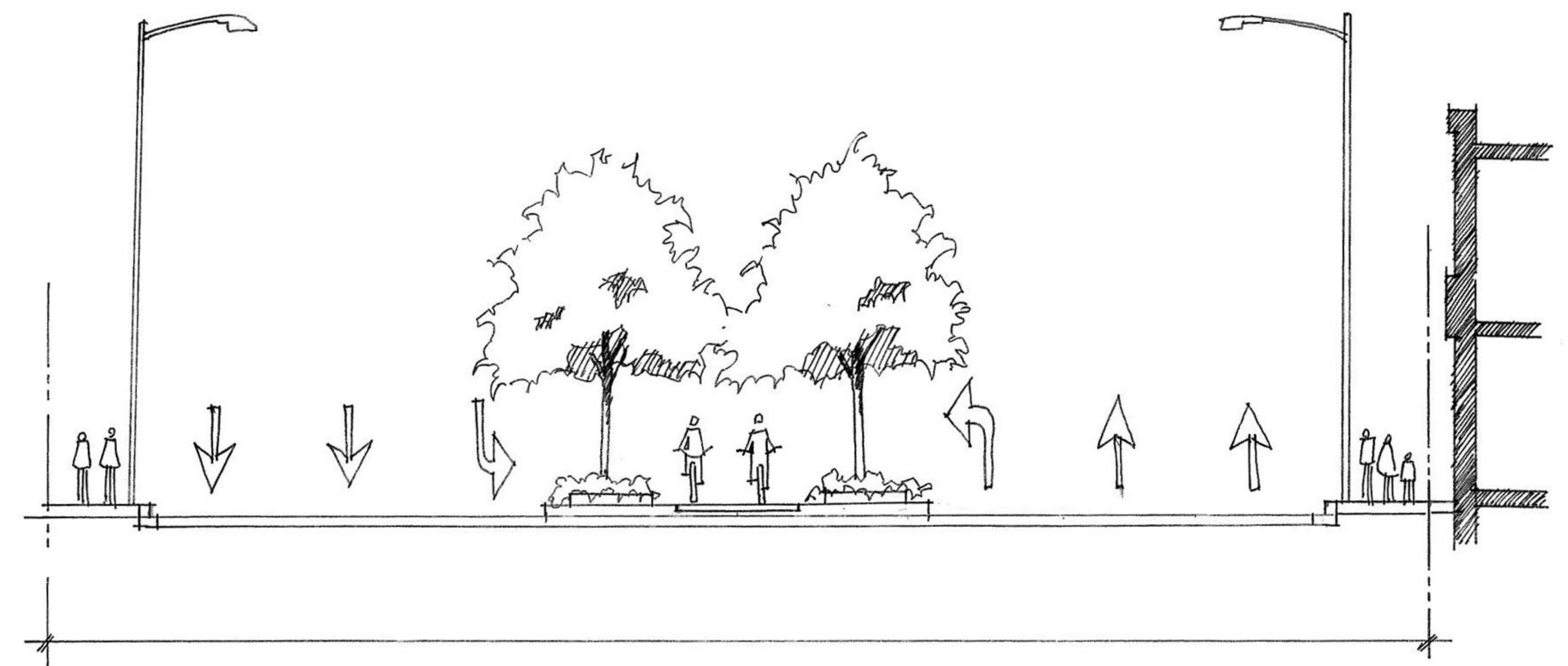
ALTERNATIVE 4A: TRANSFORM



ALTERNATIVE 4B: TRANSFORM

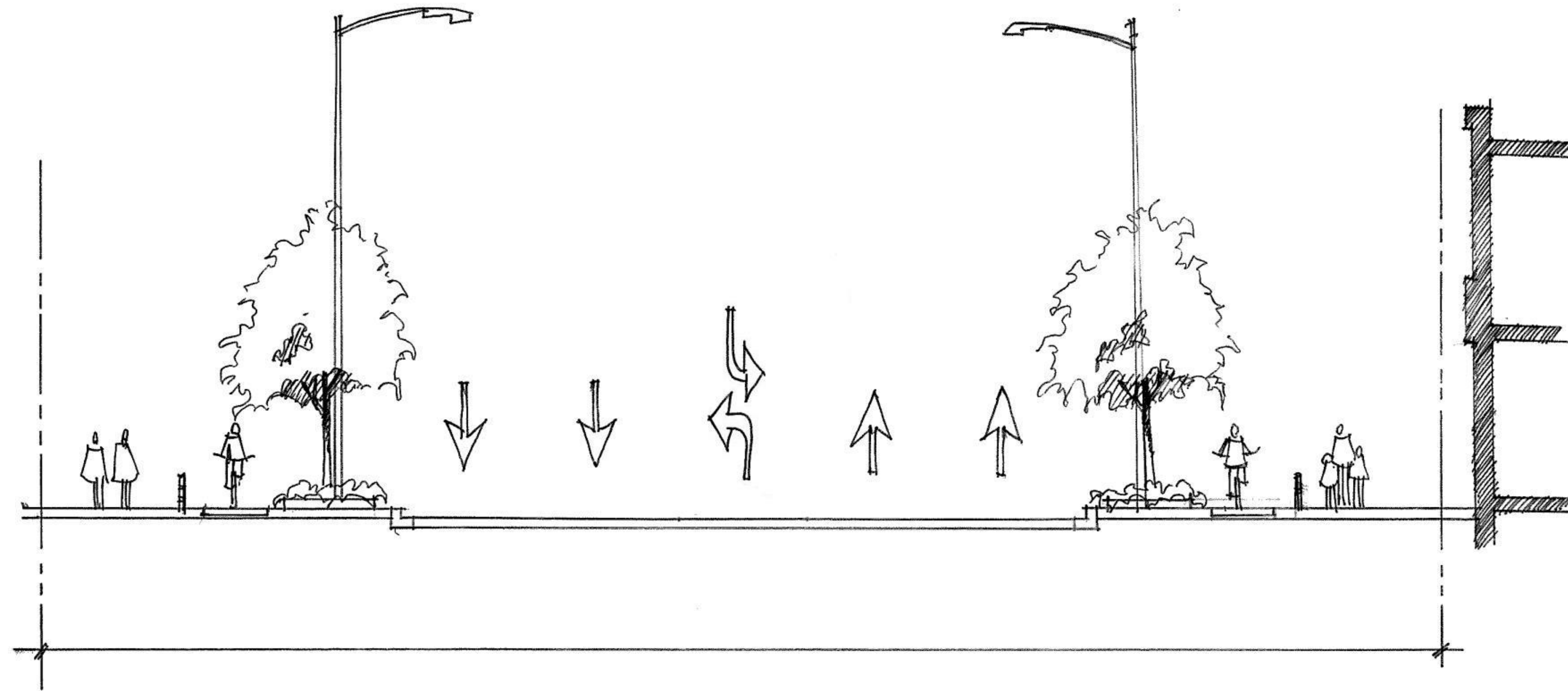


ALTERNATIVE 4C: TRANSFORM

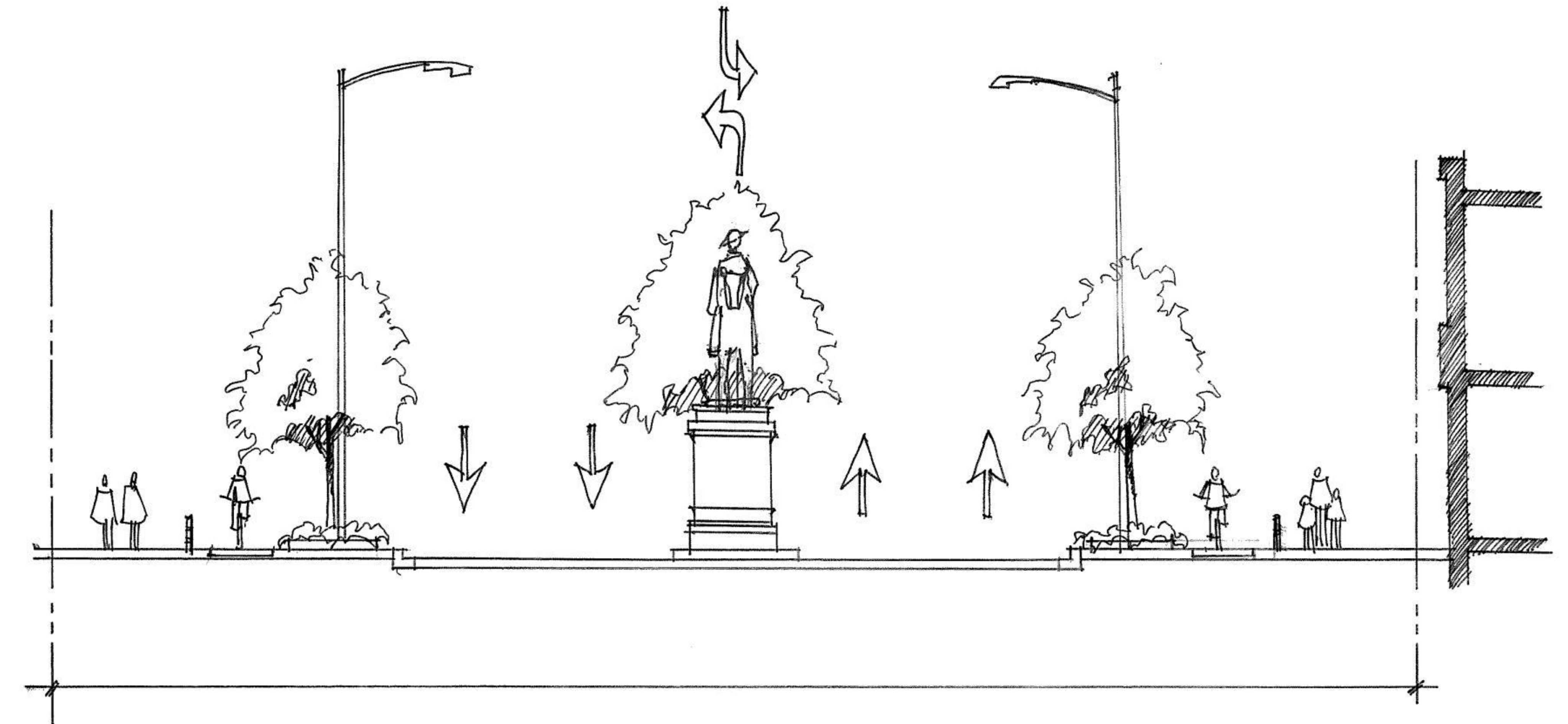


ALTERNATIVE 4D: TRANSFORM

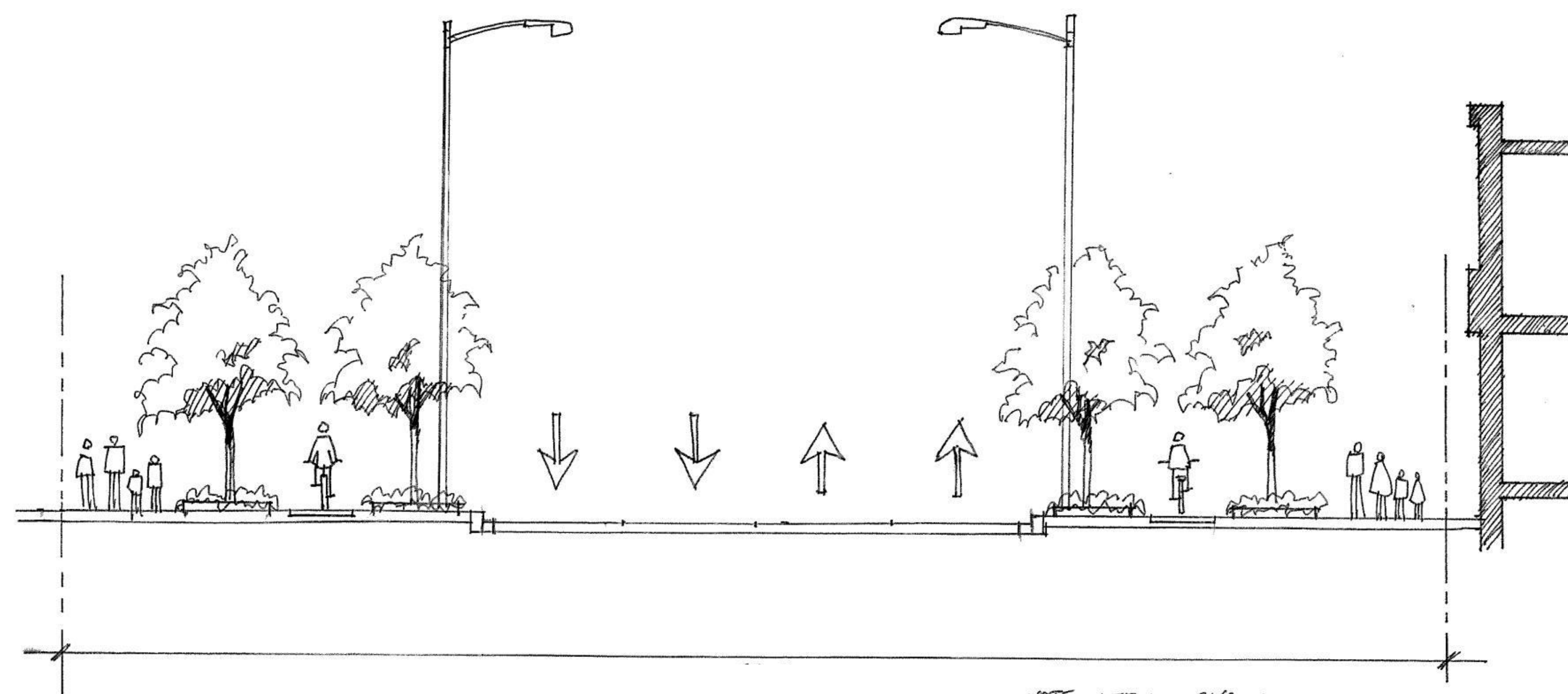
ALTERNATIVES FOR YONGE STREET



ALTERNATIVE 4E: TRANSFORM

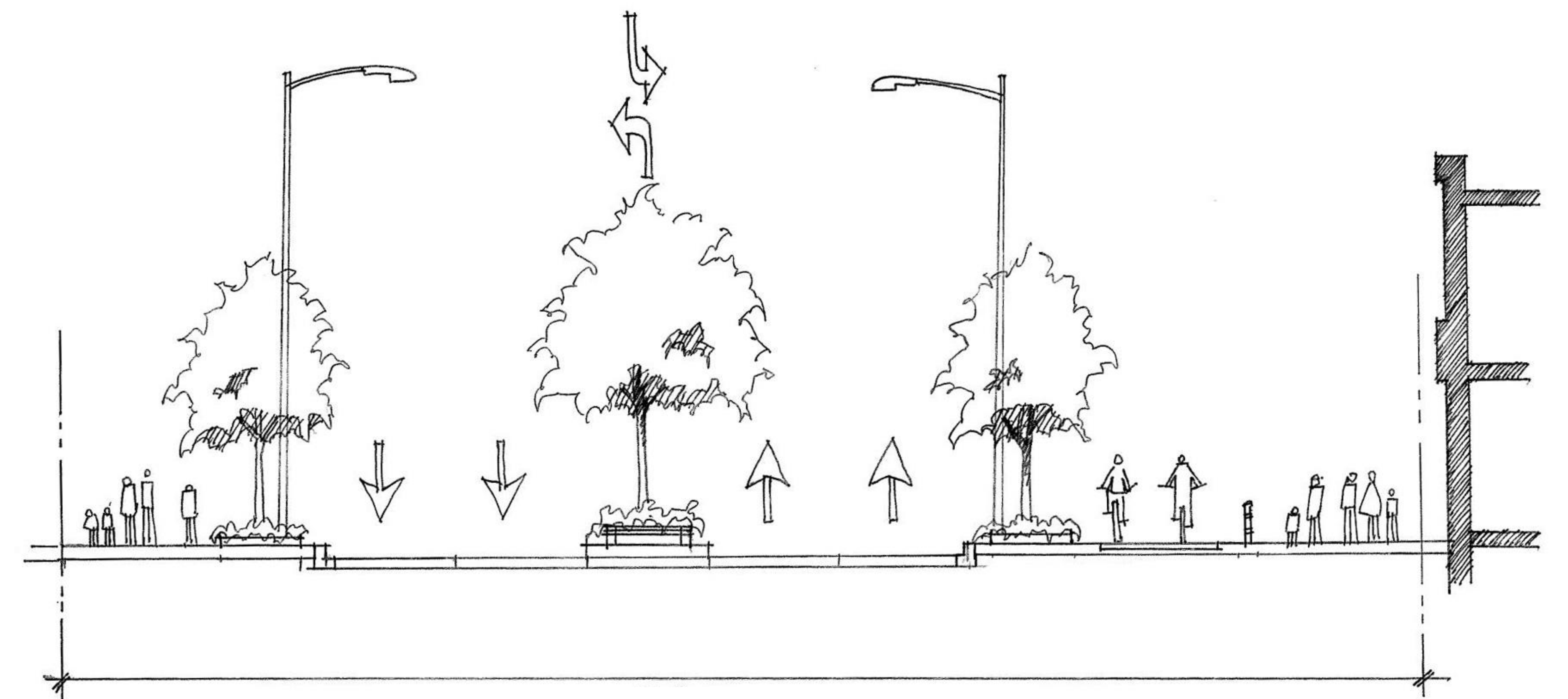


ALTERNATIVE 4F: TRANSFORM



NOTE: LEFT TURNS AT SELECT LOCATIONS W/ AUXILIARY LANES CREATED BY TAPERS THAT ELIMINATE CURB SIDE TREES

ALTERNATIVE 4G: TRANSFORM



ALTERNATIVE 4H: TRANSFORM

EVALUATION CRITERIA



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



Natural Environment

- Minimizes impacts on vegetation communities and existing trees
- Wildlife and wildlife habitat
- Maximizes opportunity for street tree planting in optimized urban condition that provides for the long term health of the trees



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

Have we missed anything? Add your comments on a post-it note in the space above.

EVALUATION CRITERIA



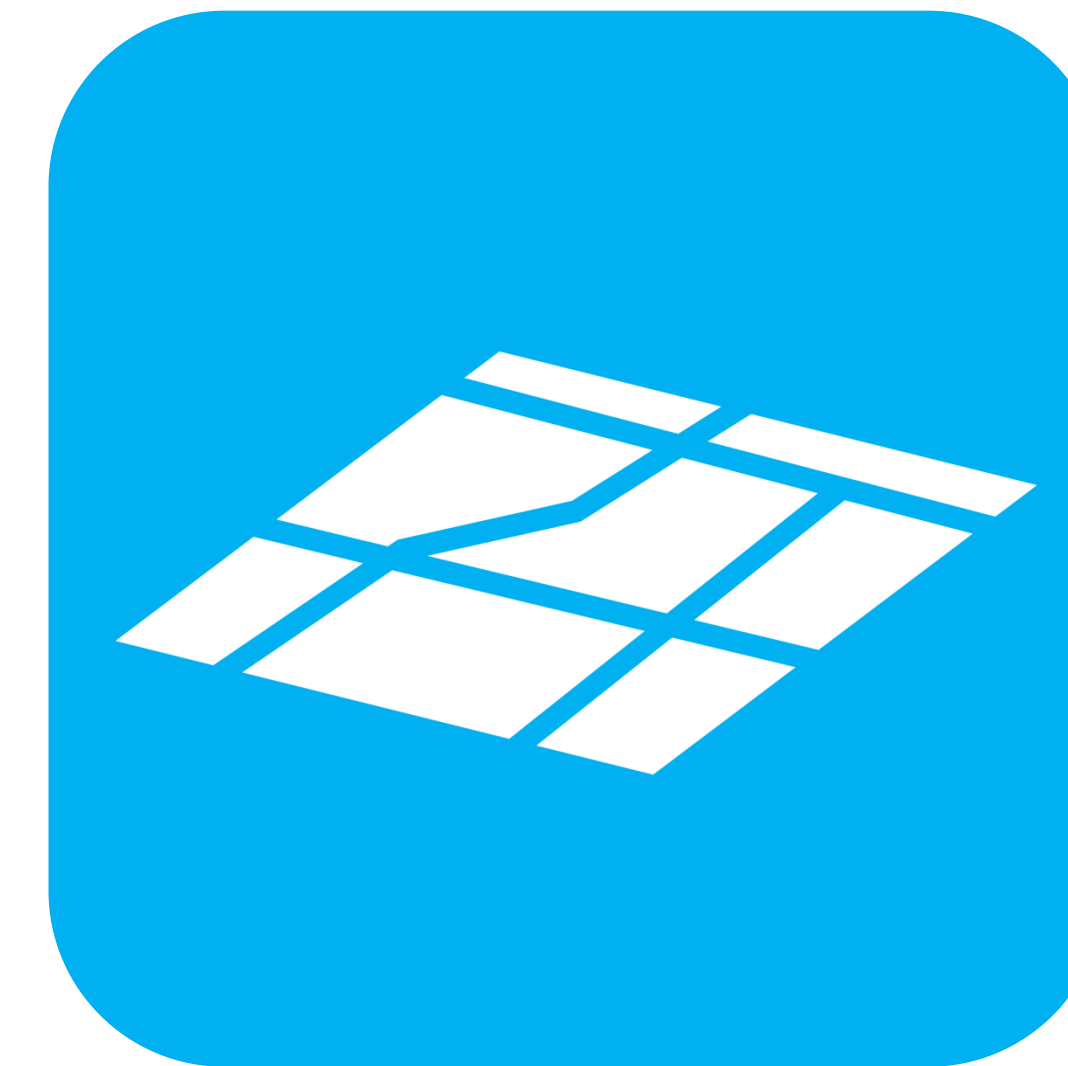
Costs

- Construction costs
- Maintenance/operational costs
- Life cycle costs



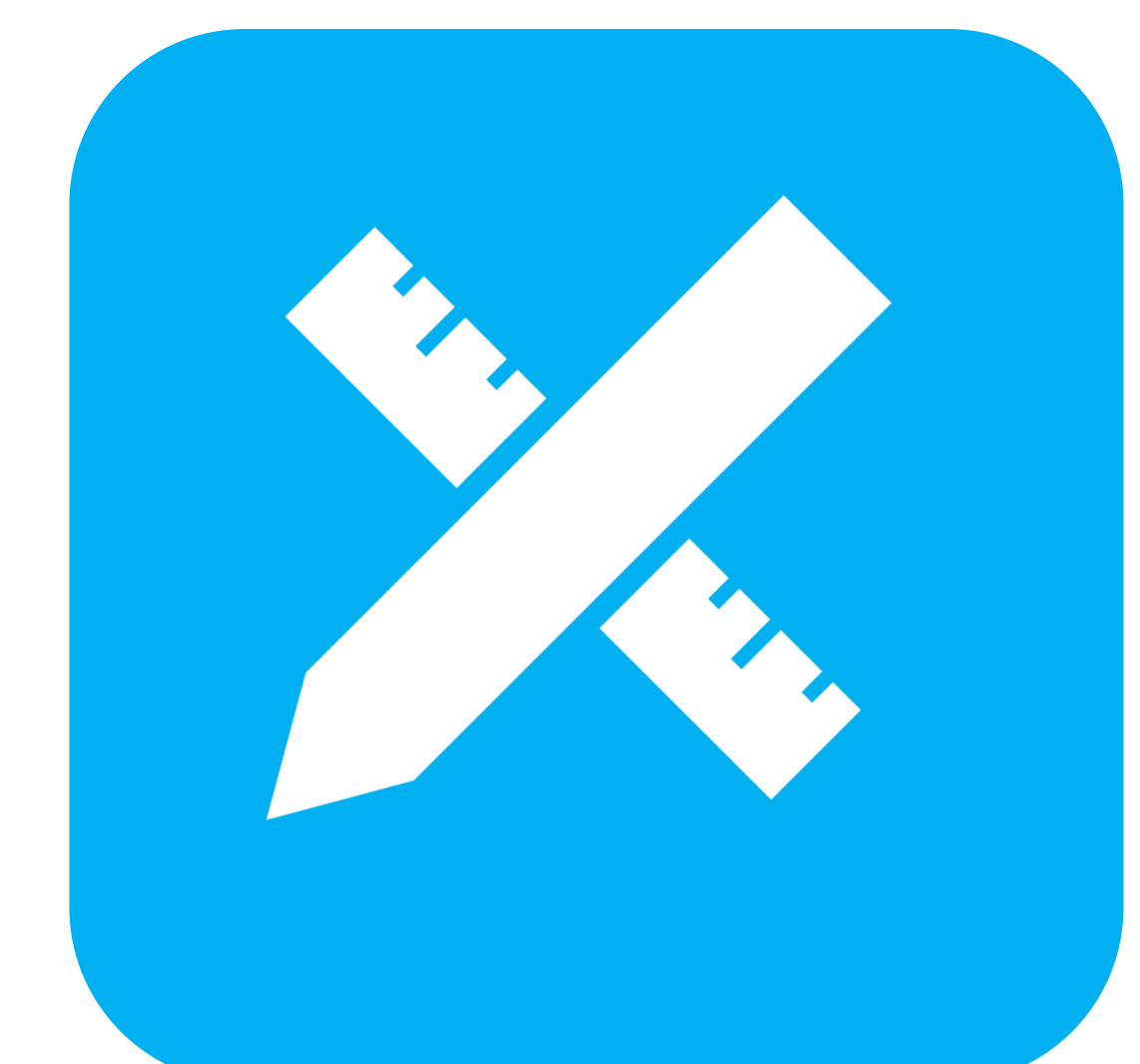
Constructability & Utilities

- 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



Community Planning

- 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
- Effect on emergency services



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

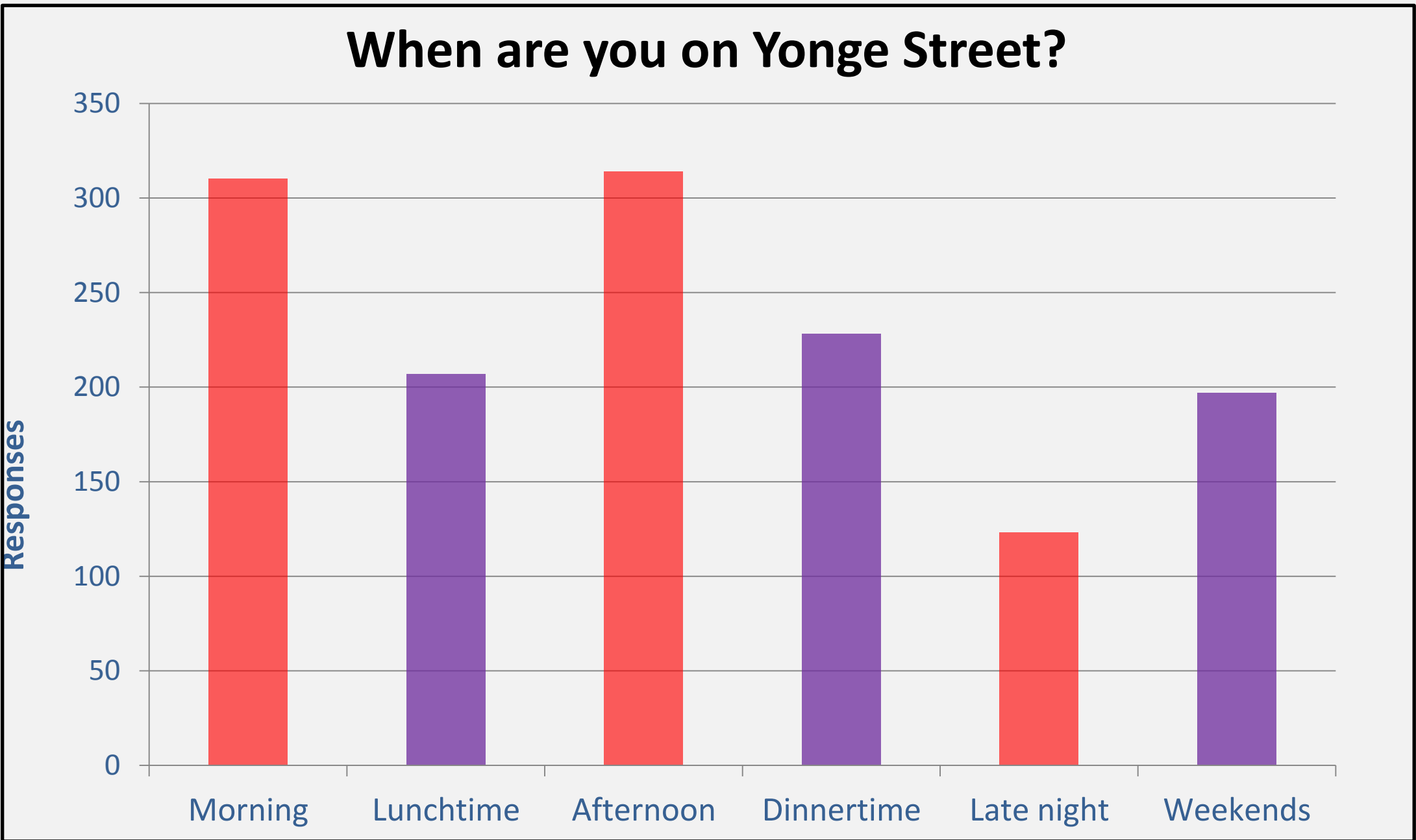
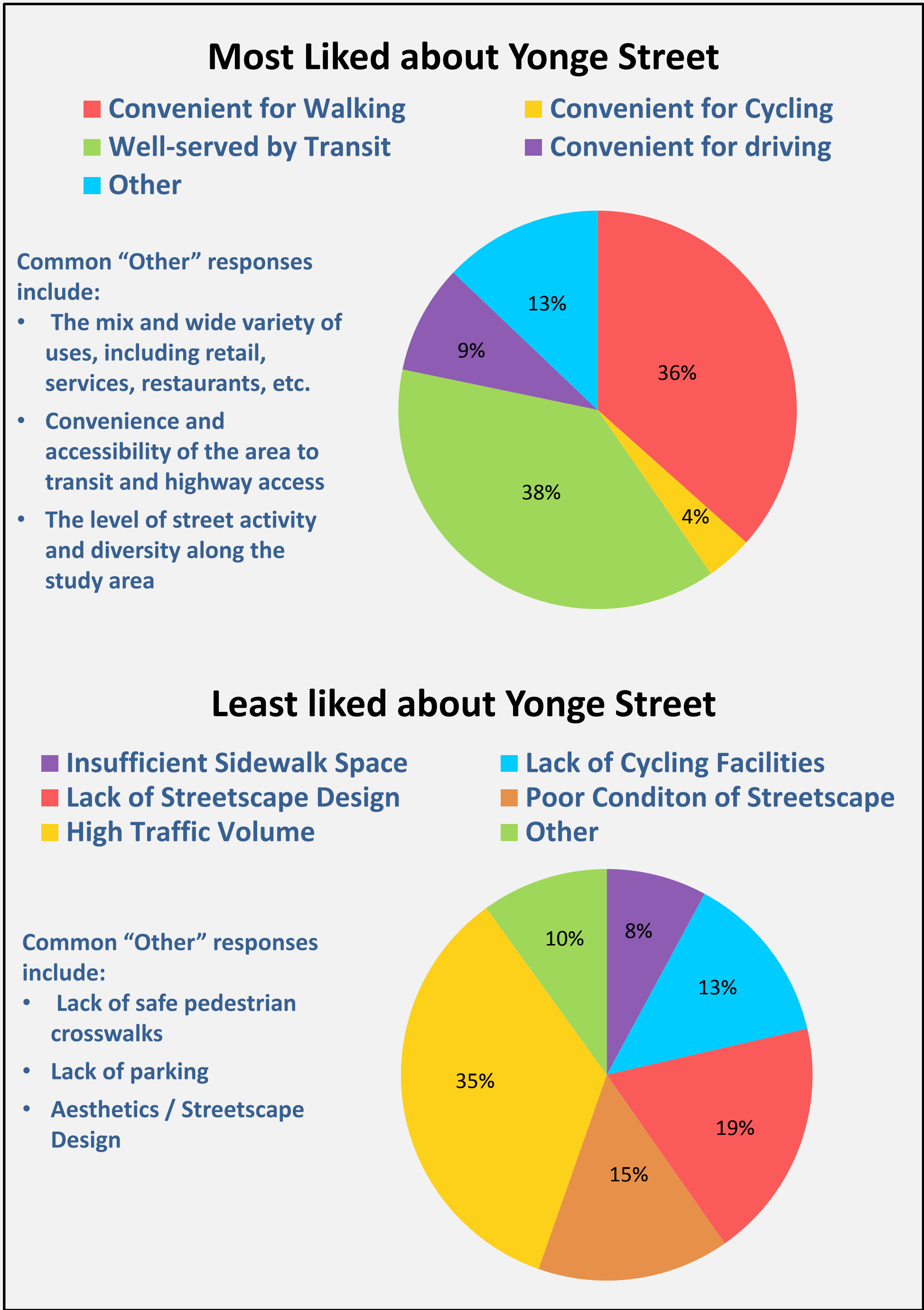
Have we missed anything? Add your comments on a post-it note in the space above.

WHAT YOU'VE TOLD US

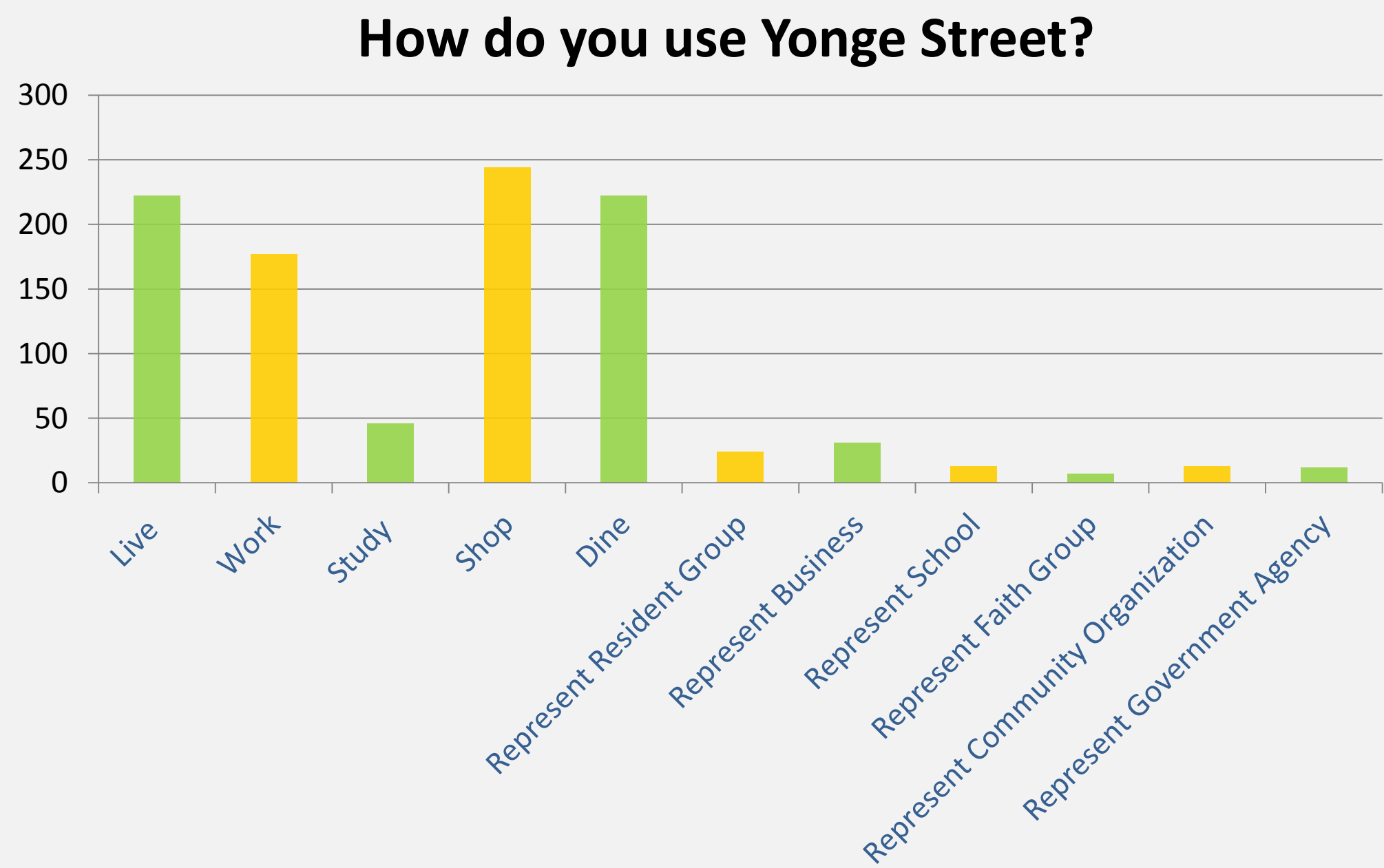
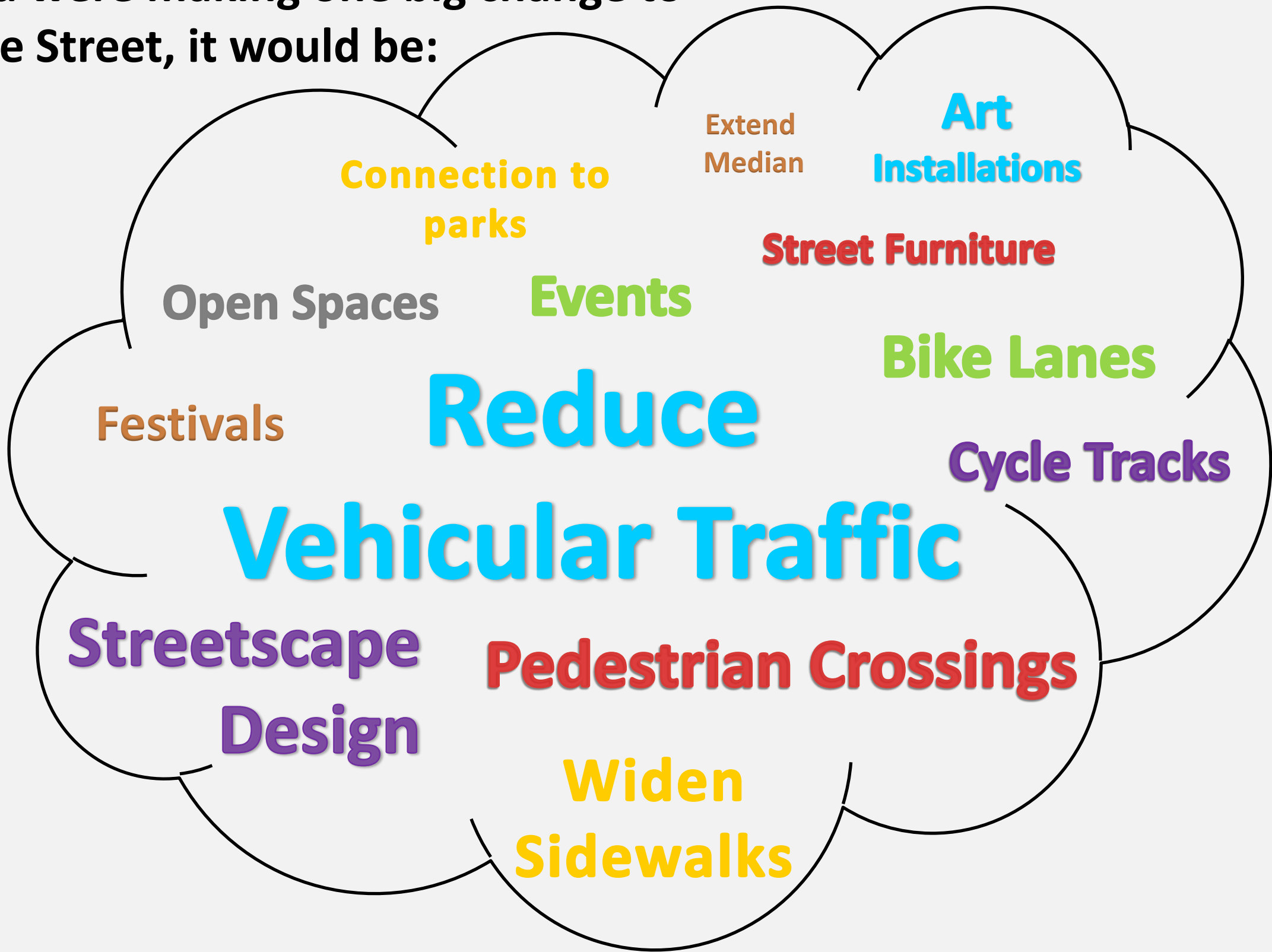
SO FAR...

We have been conducting a survey of residents and visitors to help us gather information about how Yonge Street is used and to identify opportunities and challenges. This survey will inform the study process, but is not a formal poll.

Interviews were conducted along Yonge Street on Tuesday, May 10, 2016, and **the survey is available on the project website until June 8, 2016**. Over **500** surveys have been completed to-date. Key results are as follows:



If you were making one big change to Yonge Street, it would be:



57% of people surveyed to-date use Yonge Street for more than one purpose.

DESIGN CHARRETTE

Your Chance to Participate

Thursday June 9 and Saturday June 11, 2016

What is a charrette?

- A charrette is a planning and design session where members of the public work with the Project Team to collaborate on a vision for the plan.
- It provides a forum for ideas and offers the unique advantage of a collaborative design process.

What is the purpose?

- The intent is to build on data gathering and analysis efforts by the Project Team to produce alternatives for a preferred design while creating a joint vision with the community.



**INTERESTED IN
PARTICIPATING IN THE
CHARRETTE?
SIGN UP AT THE
FRONT DESK OR
ONLINE**

Once available, more information about the charrette will be posted on the project web page:

www.toronto.ca/reimaginingyonge

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;
- Host Design Charrette (**June 9 and 11, 2016**);
- Evaluate the alternatives; and,
- Prepare for a second Public Open House (**July 25, 2016**).

**THANK YOU
FOR ATTENDING
TODAY'S
PUBLIC OPEN HOUSE**

STAY CONNECTED

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