REIMAGINING YONGE STREET
SHEPPARD AVENUE TO FINCH AVENUE

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

*We are here*

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

**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
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.
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 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.

Demand for bike parking can exceed supply:

Existing bike parking:

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
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.

Traffic conditions have been assessed based on current weekday a.m. and p.m. peak hour volumes.
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.
EXISTING CONDITIONS
PUBLIC AND PRIVATE PARKING

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 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.
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.
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.

1. Public Right-of-Way = 36.15 metres

2. Public Right-of-Way = 35.02 metres

3. Public Right-of-Way = 34.70 metres
The curb lanes provide parking during off-peak times.
We have opportunities to ...

- Manage congestion
- Plant trees
- Re-align traffic lanes
- Expand sidewalks and boulevard widths, and improve crossings
- Integrate adjacent public spaces
- Enhance the streetscape
- Add cycle tracks or bike lanes

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

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

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

- Rose Garden
- Historic Cemetery
- Olive Square
- Mel Lastman Square
- Federal Building
- Mel Lastman Square
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
We are researching streets from around the world...

Do you know other streets or ideas we should consider? Add a post-it note to tell us about them.
<table>
<thead>
<tr>
<th>Alternative</th>
<th>Description</th>
<th>Proposed Components</th>
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</table>
| **1 Do Nothing** | Business as usual: continue implementing the existing plan as development proceeds | Wider Sidewalk: Enhance as redevelopment occurs  
Bike Facilities: No change  
Travel Lanes: No change  
Landscaped Median: Proceed with existing plans  
Trees & Planters, Public Art, Street Furniture: No change  
Curb Relocation: No change |
| **2 Enhance** | Minor Improvements to the streetscape and transportation operations at strategic locations | Wider Sidewalk: Fix existing sidewalk and enhance as redevelopment occurs  
Enhance / Expand Pedestrian Crossings: Enhance at strategic locations  
Bike Facilities: No change  
Travel Lanes: No change  
Landscaped Median: Consider minor improvement options  
Trees & Planters, Public Art, Street Furniture: Add in strategic locations  
Curb Relocation: No change |
| **3 Modify** | Minor reconstruction in strategic locations, to improve the streetscape and pedestrian facilities, and bike facilities | Wider Sidewalk: Widen in redevelopment areas and other strategic locations  
Enhance / Expand Pedestrian Crossings: Enhance at strategic locations  
Bike Facilities: Consider bike facilities  
Travel Lanes: Consider reduction from 6 lanes to 4 in sections  
Landscaped Median: Consider options in strategic locations  
Trees & Planters, Public Art, Street Furniture: Add in strategic locations  
Curb Relocation: Changes in strategic locations |
| **4 Transform** | Major reconstruction to create a multi-modal street and enhanced streetscape, including cycle tracks, and enhanced pedestrian facilities | Wider Sidewalk: Widen throughout the corridor  
Enhance / Expand Pedestrian Crossings: Enhance corridor-wide  
Bike Facilities: Consider bike facilities  
Travel Lanes: Reduce from 6 lanes to 4, throughout the corridor  
Landscaped Median: Consider options throughout the corridor  
Trees & Planters, Public Art, Street Furniture: Enhance throughout the corridor; consider new features  
Curb Relocation: Extensive relocation |
ALTERNATIVES FOR YONGE STREET

ALTERNATIVE 1: DO NOTHING

ALTERNATIVE 2: ENHANCE

ALTERNATIVE 3: MODIFY
REimagining Yonge Street

ALTERNATIVES FOR YONGE STREET

ALTERNATIVE 4A: TRANSFORM

ALTERNATIVE 4B: TRANSFORM

ALTERNATIVE 4C: TRANSFORM

ALTERNATIVE 4D: TRANSFORM

* Parking lane during off-peak periods
ALTERNATIVES FOR YONGE STREET

ALTERNATIVE 4E: TRANSFORM

ALTERNATIVE 4F: TRANSFORM

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.
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:

**Most Liked about Yonge Street**
- Convenient for Walking: 13%
- Convenient for Cycling: 36%
- Well-served by Transit: 38%
- Convenient for driving: 4%
- Other: 9%

Common "Other" responses include:
- The mix and wide variety of uses, including retail, services, restaurants, etc.
- Convenience and accessibility of the area to transit and highway access
- The level of street activity and diversity along the study area

**Least liked about Yonge Street**
- Insufficient Sidewalk Space: 35%
- Lack of Cycling Facilities: 8%
- Insufficient Parking: 15%
- Aesthetics / Streetscape Design: 19%
- High Traffic Volume: 13%
- Other: 5%

Common "Other" responses include:
- Lack of safe pedestrian crosswalks
- Lack of parking
- Aesthetics / Streetscape Design

**When are you on Yonge Street?**

- Morning: 84 people
- Lunchtime: 131 people
- Afternoon: 152 people
- Dinnertime: 206 people
- Late night: 54 people
- Weekends: 87 people

**How do you use Yonge Street?**

- Work: 25
- Study: 10
- Shop: 30
- Dine: 10
- Other: 9

**If you were making one big change to Yonge Street, it would be:**
- Pedestrian Crossings: 35%
- Bike Lanes: 15%
- Cycle Tracks: 10%
- Street Furniture: 5%
- Art Installations: 9%
- Events: 3%
- Open Spaces: 2%
- Connection to parks: 1%
- Extend Median: 1%
- High Traffic Volume: 4%
- Insufficient Sidewalk Space: 15%
- Lack of Cycling Facilities: 5%
- Insufficient Parking: 9%
- Lack of Streetscape Design: 35%
- Poor Condition of Streetscape: 13%

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

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