Yonge Street North Transportation Master Plan

City Planning staff are looking for your feedback on the Transportation Master Plan and Planning Study for Yonge Street North during a virtual consultation meeting on September 9, 2020. Your feedback is important to help the City develop policies for this changing area where an extension to the TTC Line 1 Yonge-University Subway is planned.

Consultation Materials

The materials contained in this package relate to the Transportation Master Plan and information about existing transportation conditions. These materials will be presented at the September 9, 2020 virtual consultation. In advance of the meeting, staff recommend that you review these materials and prepare any questions you might have.

In addition, Community Planning staff have prepared materials relating to draft expanded Secondary Plan boundaries and different building type options in the area of Yonge Street North. You can view these materials which will also be presented during the September 9, 2020 virtual consultation at the following link:

https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/yonge-street-north-planning-study/meetings-events-yonge-street-north-planning-study/

Share Your Comments With Us

In advance of the virtual consultation meeting that will held on September 9, 2020: •Send your comments and questions to Guy Matthew, Senior Planner at Guy.Matthew@toronto.ca

Participate in the virtual consultation meeting on September 9, 2020:
- •Click *here* to learn more
- •Complete the transportation survey on the project website at the link above

Transportation Master Plan Purpose & Background

What is a Transportation Master Plan?

A Transportation Master Plan (TMP) recommends a range of transportation infrastructure projects, policies, and programs to be implemented over time. It identifies a problem or opportunity to be addressed, and evaluates potential solutions, with opportunity for public and stakeholder feedback.
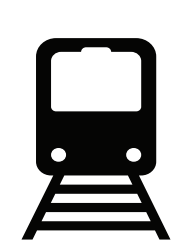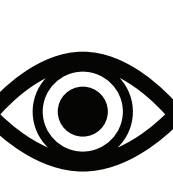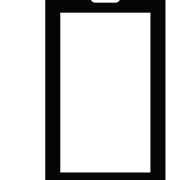
Study Purpose:

The Yonge Street North TMP will be undertaken alongside the Yonge Street North Planning Study, to recommend transportation improvements in support of current and future populations anticipated for the Yonge Street North Study Area.

The Yonge Street North Planning Study aims to develop a Secondary Plan that identifies a long-term vision to guide expected growth.

Why is an Update needed?

A draft TMP was prepared in 2013 as part of the Yonge Street North Planning Study. The study is being reinitiated in response to the proposed extension of the TTC Line 1 Subway into York Region and the resulting development pressures along the Yonge Street corridor. The TMP will be updated to reflect the evolving planning context, including:

- Transit Infrastructure Investment
- Sustainability & Green Streets
- Development Pressure
- Active Transportation
- Safety & Vision Zero
- New & Emerging Mobility Options

Transportation Master Plan Study Area

Focused Study Area

Will consider the area centred around Yonge Street, which will be most influenced by proposed infrastructure investment along the corridor.

VS

Extended Study Area

Will be considered to reflect the broader transportation context influencing travel demand and volumes to and from the Focused Study Area.

Legend:
- Focused Study Area
- Extended Study Area
- Trails

Map labels: Centre St, John St, Bathurst St, Clark Ave, CITY OF VAUGHAN, Hilda Ave, Yonge St, CITY OF MARKHAM, Bayview Ave, Steeles Ave W, Steeles Ave E, Willowdale Ave, Drewry Ave, Cummer Ave, Talbot Rd, Finch Ave W, Finch Ave E, Sheppard Ave W, Sheppard Ave E

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Draft Problem and Opportunity Statement

The Yonge Street North area is anticipated to accommodate additional transit supportive development, with the planned northerly extension of the TTC Line 1 subway. The area is currently characterized by:

- Existing development patterns that are not transit-oriented
- Deficiencies in pedestrian and cycling infrastructure
- Discontinuous north-south and east-west roadways
- Insufficient capacity and infrastructure for travel by various modes

Yonge Street will be a distinct corridor with a vibrant public realm, where intensification will be focused. As the area responds to development and rapid transit improvements, there is strong opportunity for it to:

- Evolve in a manner that reduces automobile dependency
- Support sustainable travel choices
- Improve road connectivity
- Improve safety for all road users
- Manage transportation demand through multi-modal strategies and infrastructure.

Planning & Policy Background

Policies & Studies that Influence the TMP

City of Toronto Complete Streets Guidelines to ensure the future road network can safely, comfortably, and efficiently accommodate travel by all road users.


TTC Line 1 Subway Extension environmental assessment and ongoing planning work to ensure planned station locations and project details are reflected in the TMP analysis.

City of Toronto Green Streets Technical Guidelines to identify opportunities to implement green infrastructure into the recommended street network.
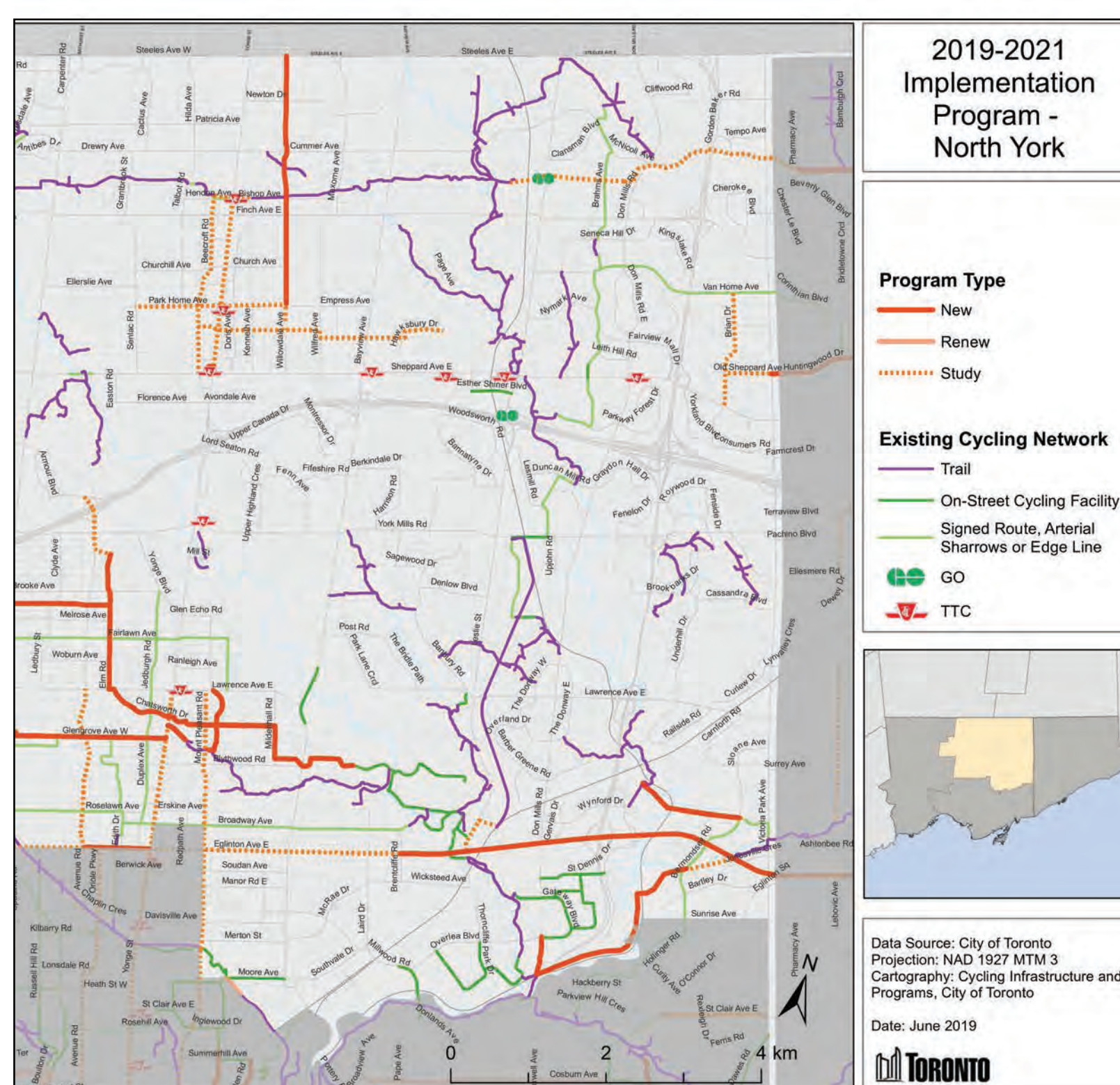
City of Toronto Cycling Network Plan to ensure that TMP recommendations align with the City's short-term and longer-term objectives for the citywide and study area cycling networks.
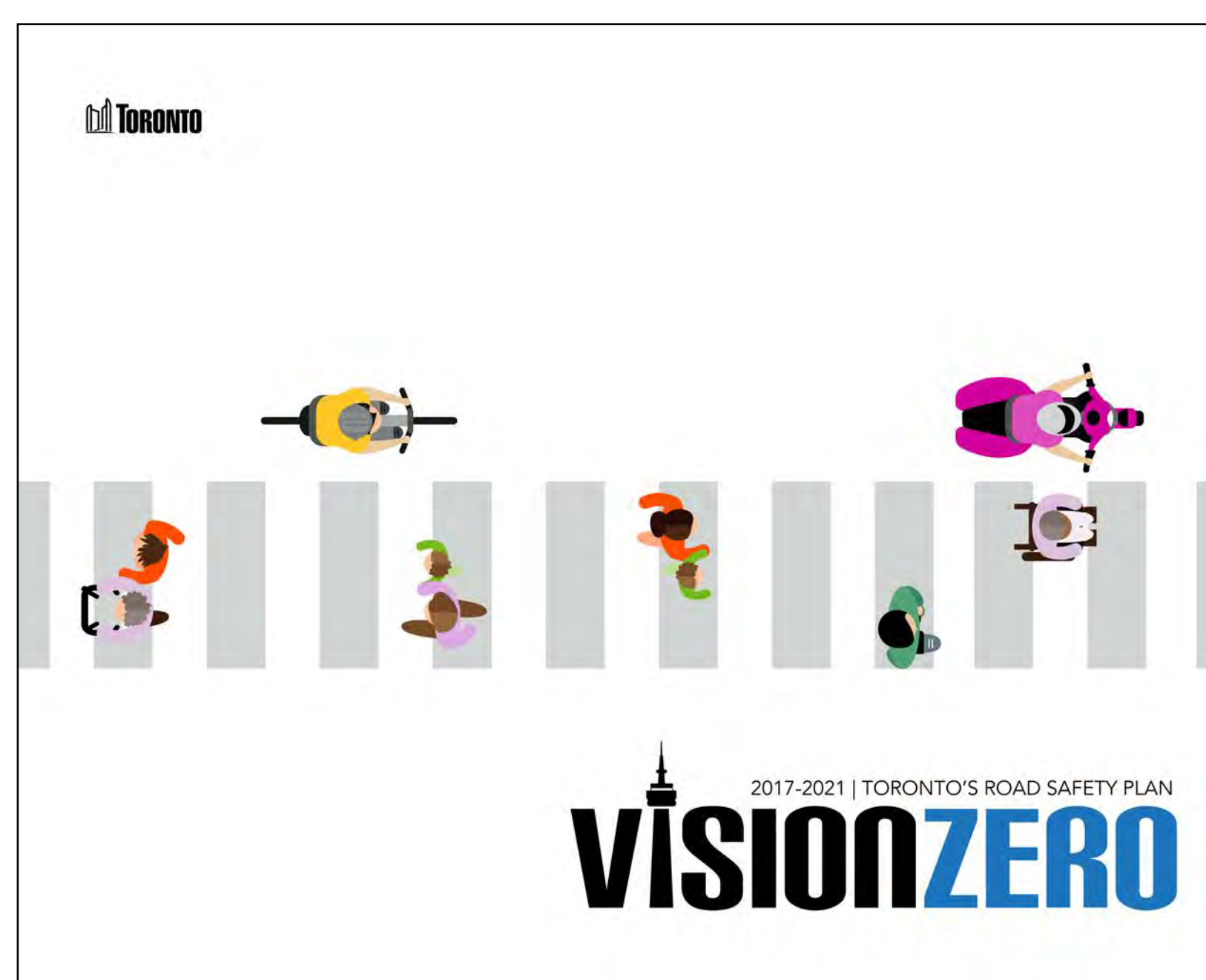
City of Toronto Vision Zero Road Safety Plan to ensure that TMP recommendations support goals to reduce traffic-related fatalities and serious injuries for all road users.
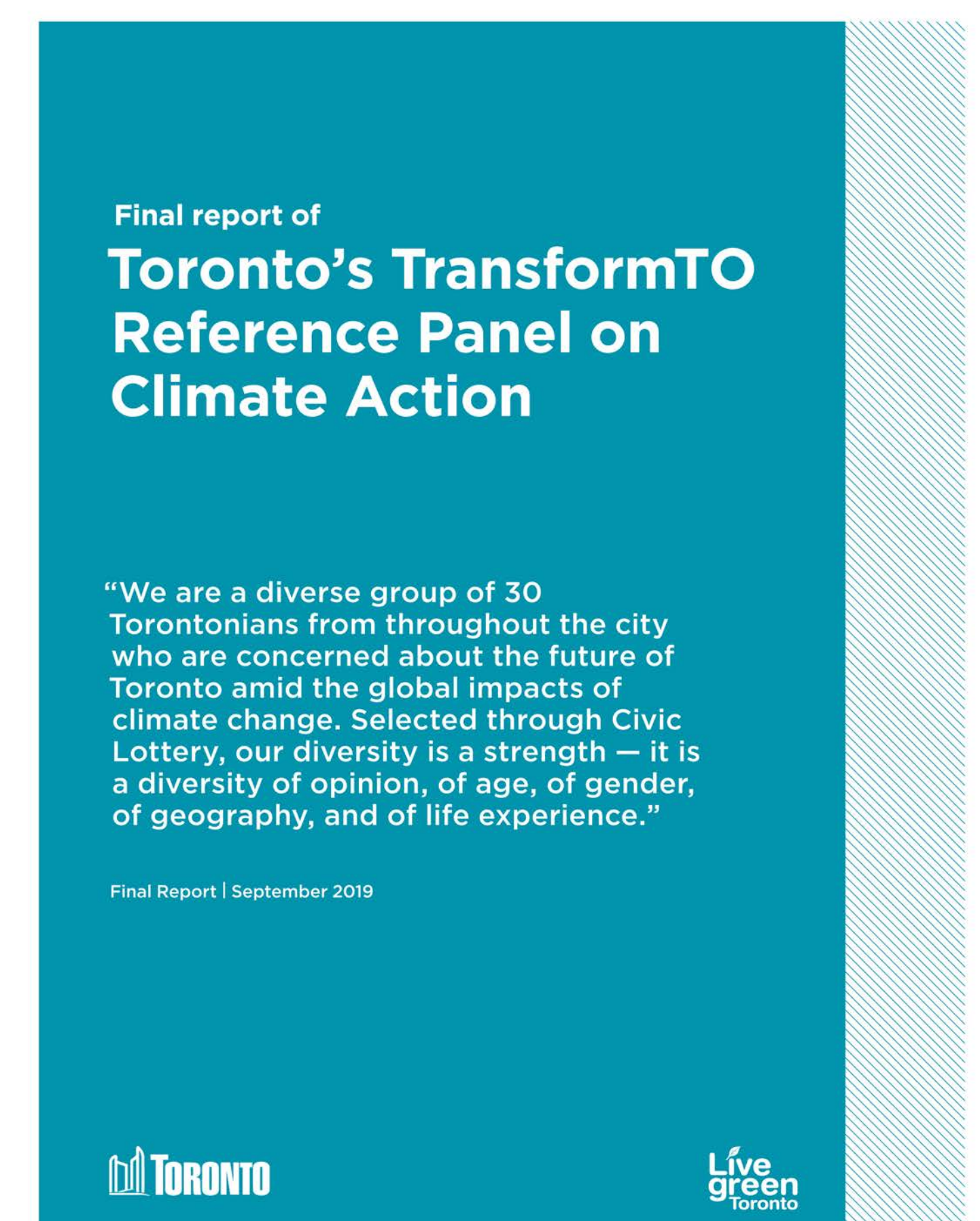
TransformTO to ensure that TMP recommendations contributes to goals for climate change action, resilience and adaptation.

Other plans to be aconsidered:

- Official Plan
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe
- REimagining Yonge Street

- Provincial Policy Statement
- Surface Transit Operational Improvement Studies
- TTC 5-Year Service Plan
- Accessibility for Ontarians with Disabilities Act

Environmental Assessment Process and Study Timeline
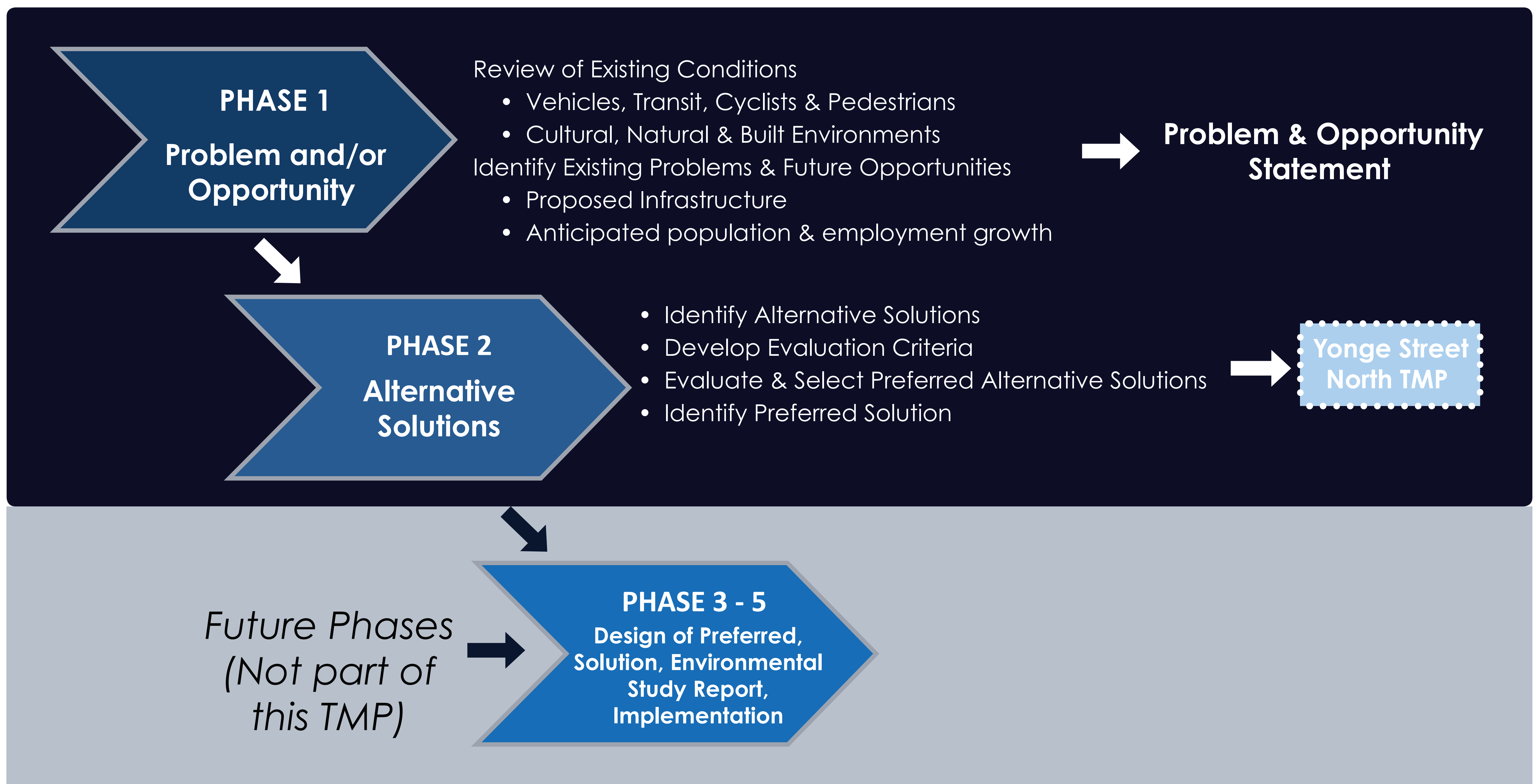
The Municipal Class Environmental Assessment Master Planning Process

The Yonge Street North TMP will follow the Municipal Class Environmental Assessment (MCEA) Master Planning process and will satisfy MCEA Phase 1 & 2.

PHASE 1
Problem and/or Opportunity

Review of Existing Conditions
- Vehicles, Transit, Cyclists & Pedestrians
- Cultural, Natural & Built Environments

Identify Existing Problems & Future Opportunities
- Proposed Infrastructure
- Anticipated population & employment growth

→ **Problem & Opportunity Statement**

PHASE 2
Alternative Solutions

- Identify Alternative Solutions
- Develop Evaluation Criteria
- Evaluate & Select Preferred Alternative Solutions
- Identify Preferred Solution

→ **Yonge Street North TMP**

Future Phases (Not part of this TMP) →

PHASE 3 - 5
Design of Preferred, Solution, Environmental Study Report, Implementation

Yonge North Transportation Master Plan Timeline

TMP Begins January 2020
Q1 2020

Review of Existing Conditions
Q2 2020

Identify & Evaluate Alternative Solutions
Q2-Q3 2020

Refinement of Preferred Solution
Q4 2020

Transportation Master Plan Report
Q1 2021

Community Meeting 1

Potential Additional Consultation

Community Meeting 2

Focused Study Area Travel Trends

Where do People Travel From?

Approximately **82,000** daily trips are made to and from the Focused Study Area.

Of these, **68%** are to and from Toronto. **26%** are to and from York Region. **6%** are to and from elsewhere in the Greater Toronto Area.

How Do People Travel?

Travel data collected over a 10-year period, from 2006 to 2016, indicates the Yonge Street North study area has experienced a decrease in auto driver modal split from 60% of all trips in 2006 to 49% in 2016. Over the same time period, the transit modal split increased from 20% to 33%.

York Region
26%

Scarborough
4%

Etobicoke
2%

Within North York
44%

Central Toronto
18%

Yonge Street North Mode Split

2016

Auto	Transit	Passenger	Walking	Cycling
49%	33%	13%	4%	1%

2011

Auto	Transit	Passenger	Walking	Cycling
57%	22%	17%	4%	<1%

2006

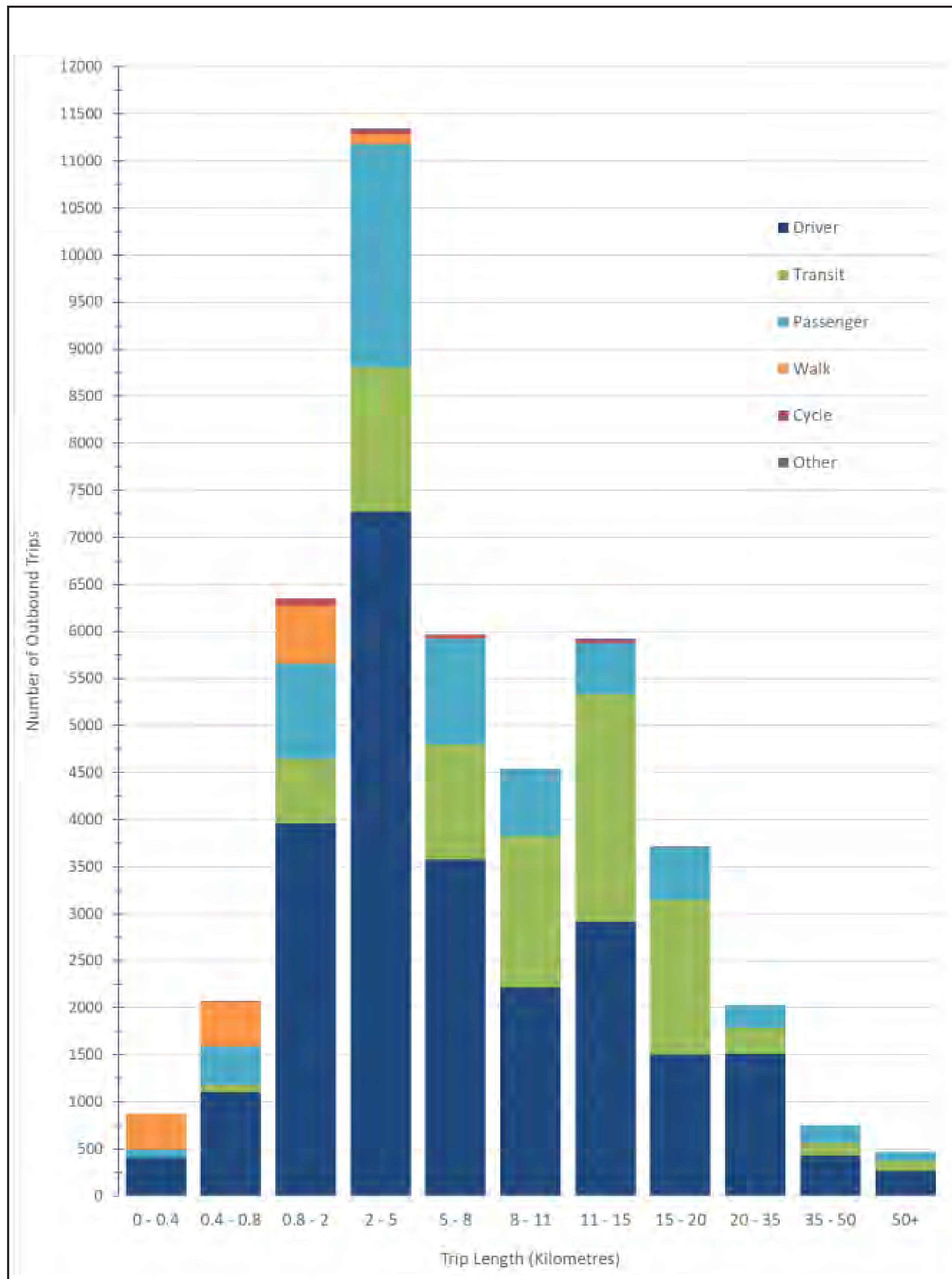| Auto	Transit	Passenger	Walking	Cycling
60%	20%	16%	4%	<1%

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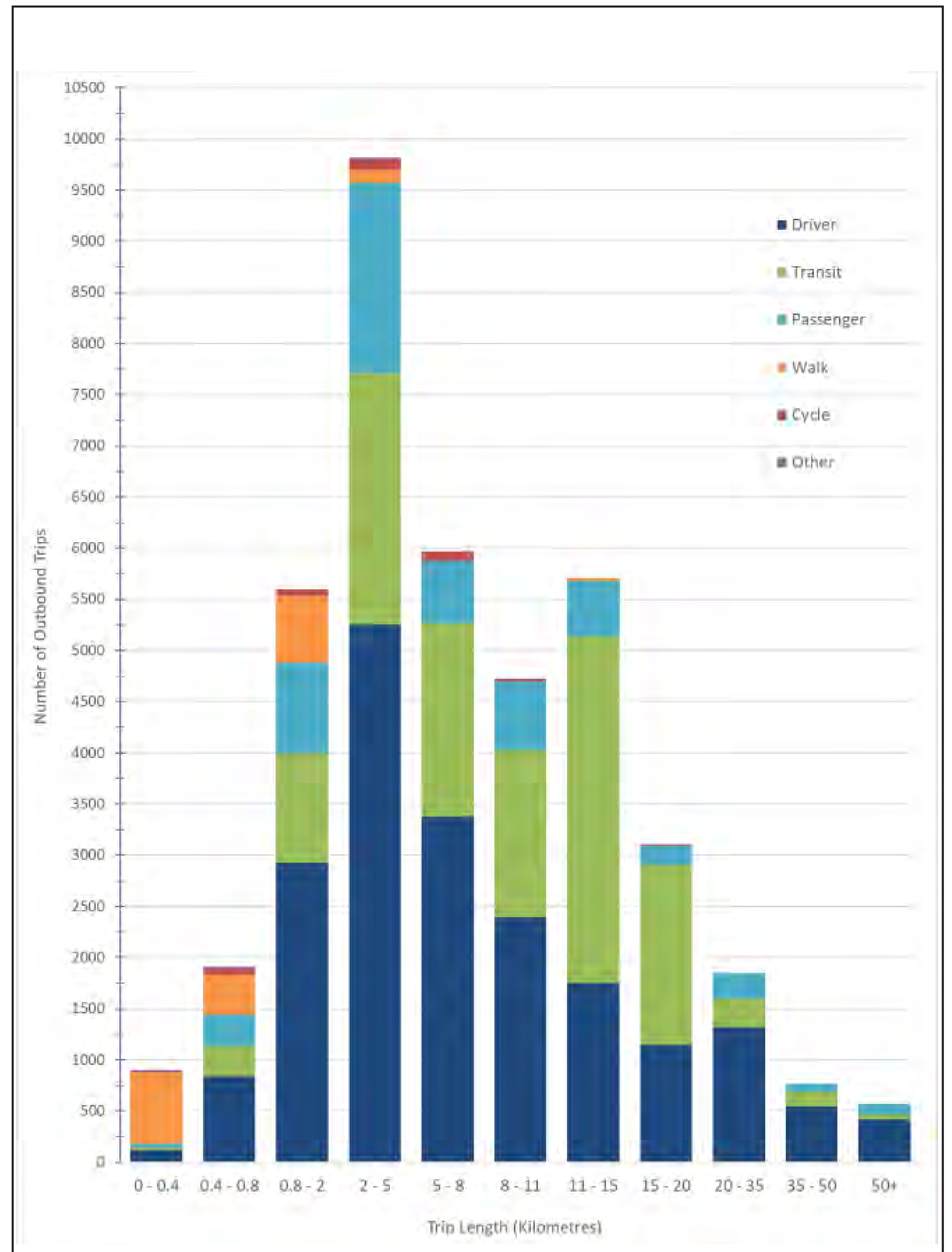yonge street north study
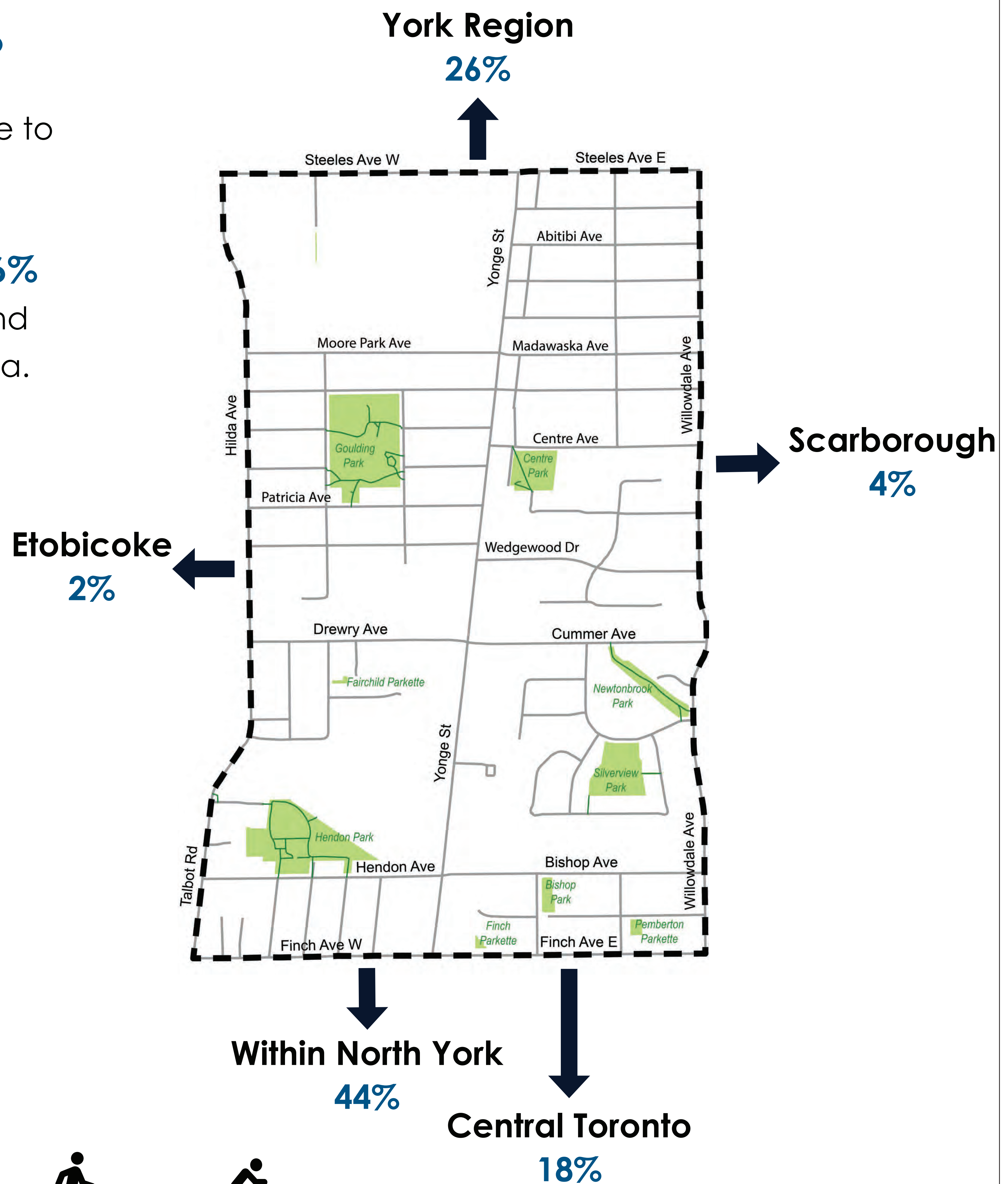
Focused Study Area Travel Trends

Mode of Travel by Trip Distance
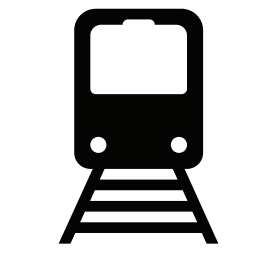
Travel Mode by Trip Distance in 2011

Source: Transportation Tomorrow Survey, 2011

Travel Mode by Trip Distance in 2016

Source: Transportation Tomorrow Survey, 2016

Between 2011 and 2016, the following trends were observed:

Decrease in auto driver modal share for all trip lengths categories, with the exception of trips between 8 – 11km, which increased by 2%, and for trips 35km or greater

Increase in transit modal share for all trips less than 35km

Increase in cycling modal share for trips less than 8km. However, it is a small proportion and there is strong opportunity to increase cycling trips within bikeable distances (less than 5km)

Increase in walking modal share for trips less than 2km. However, there is strong opportunity to increase walking trips within walkable distances (less than 2km)

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Existing Conditions - Transit Network

Study Area Transit Network

Extended Study Area Existing & Proposed Transit Network

Existing Network

The Focused Study Area is connected to the TTC, YRT and GO Transit networks, facilitating local and regional connections. It is located at the northern terminus of the TTC Line 1 Subway, which connects with the majority of bus routes in the area as well as GO Transit bus service via the Finch GO Bus Terminal.

Proposed Network

The major change proposed for the study area transit network is the extension of the TTC Line 1 Subway from Finch Station into York Region, with a terminus currently planned for Richmond Hill Centre. Bus service is expected to continue operating on Yonge Street to supplement and facilitate connections to the future subway service.

Legend

Parks	YRT Bus Routes
Trails	TTC Bus Routes
	TTC Subway Line 1
	Proposed TTC Subway Line 1 Extension
	Other Roads
	TTC Subway Line 4
	GO Bus Routes
	GO Bus Terminal

N

0   100   200m

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Existing Conditions - Transit Network

Transit Service - Headways

TTC Route Headways within the Extended Study Area

YRT Route Headways within the Extended Study Area

TTC Routes	
Subway	
Line 1 - Yonge-University	Every 2 - 3 minutes at Peak Hour Every 4 - 5 minutes off Peak Hour
Line 4 - Sheppard	
10-Minute Network	
7 - Bathurst	
36 - Finch West	
39 - Finch East	10-minute or better service all-day
53 - Steeles East	
60 - Steeles West	
84 - Sheppard West	
Regular Bus	
11A - Bayview	Every 15-minutes All-day
42 - Cummer	Every 8-minutes at Peak Hour Every 15-minutes off Peak Hour
85 - Sheppard East	Every 15-minutes at Peak Hour Every 20-minutes off Peak Hour
97C - Yonge	Every 30-minutes all-day
98AC - Willowdale-Senlac	Every 15-minutes at Peak Hour Every 25-minutes off Peak Hour
160 - Bathurst North	Every 20-minutes at Peak Hour Every 25-minutes off Peak Hour

YRT Routes	
VIVA	
VIVA Blue	Every 5- to 15-minutes All-day
VIVA Pink	Every 10- to 15-minutes All-day
Regular Bus	
2 - Milliken	Every 20-minutes at Peak Hour Every 40-minutes off Peak Hour
3 - Thornhill	Every 30-minutes at Peak Hour Every 45-minutes off Peak Hour
5 - Clark	Every 15-minutes at Peak Hour Every 30-minutes off Peak Hour
23 - Thornhill Woods	Every 30-minutes at Peak Hour
77 - Highway 7	Every 15-minutes at Peak Hour Every 30-minutes off Peak Hour
77A - Highway 7	Every 50-minutes at Peak Hour
88 - Bathurst	Every 15-minutes at Peak Hour Every 35-minutes off Peak Hour
91/91A - Bayview	Every 15-minutes at Peak Hour Every 25-minutes off Peak Hour
98E - Yonge	Once a day @ 4:55pm
99 – Yonge	Every 30-minutes at Peak Hour Every 50-minutes off Peak Hour

The majority of TTC transit service operates at frequent headways, with most routes operating every 15 minutes or better during the peak hour periods.

Frequent YRT transit service is operated by the VIVA Blue and Pink routes, with all other routes operating at a 15-minute headway or higher.

## Tell us about your experience as a transit user!

Existing Transit Ridership

Transit data from 2018 for bus routes operating within the Focused Study Area was reviewed to identify existing patterns of transit ridership along major corridors. Transit ridership depicted below shows total number of boardings and alightings at each stop.
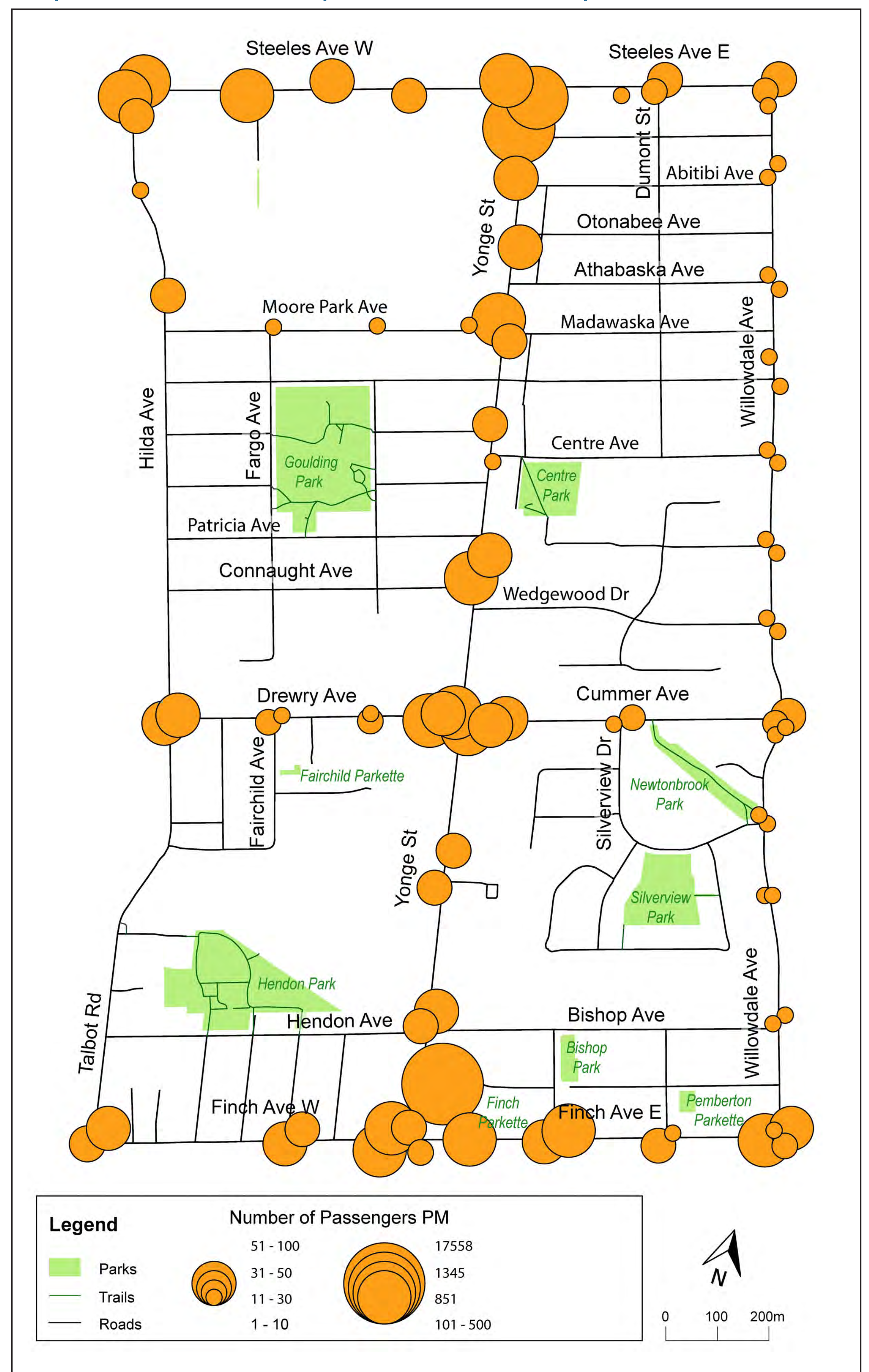
AM Ridership (6:00-9:00 AM)

Map 1: AM Bus Transit Ridership within the Focused Study Area
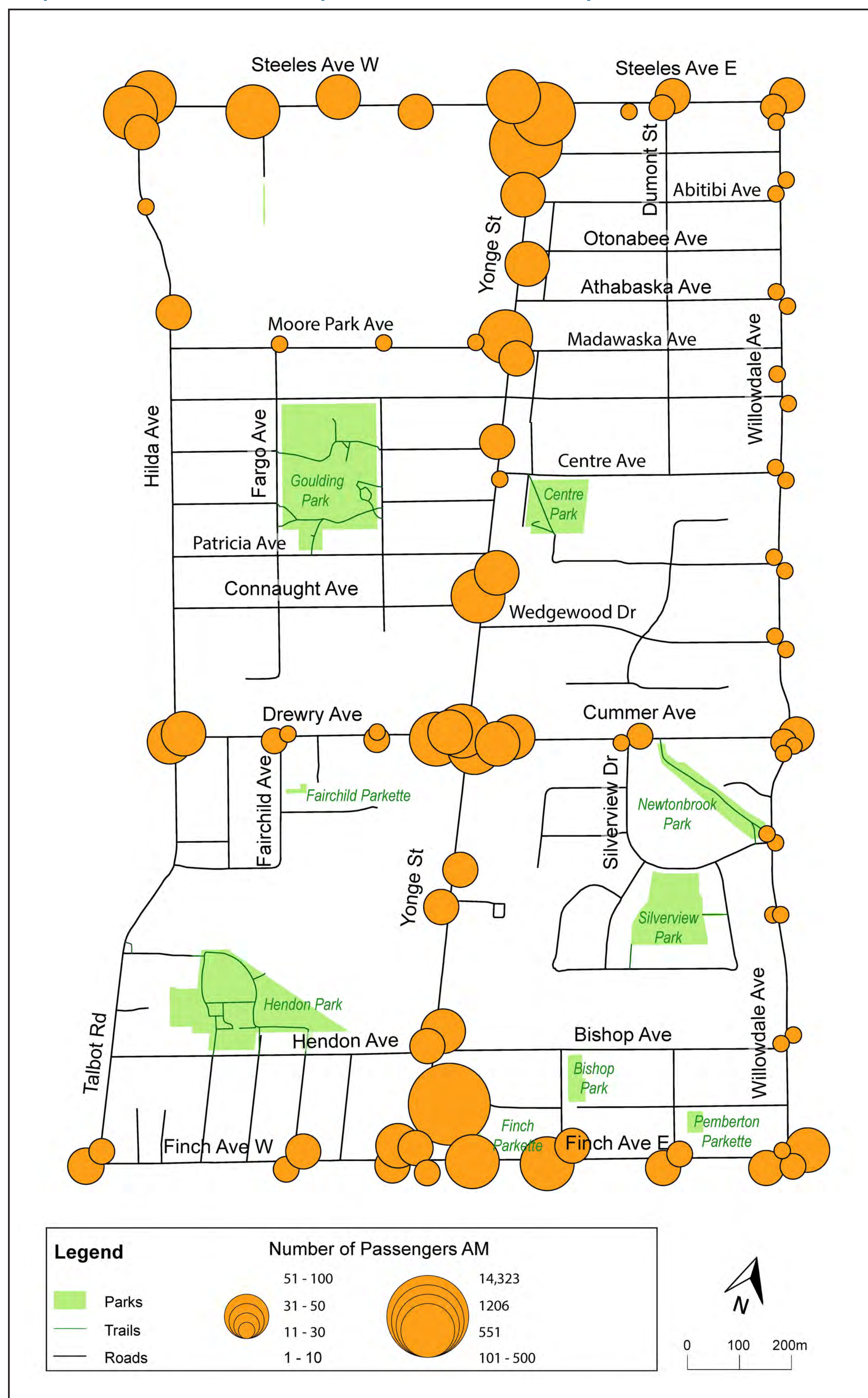
PM Ridership (3:00-7:00 PM)

Map 2: PM Bus Transit Ridership within the Focused Study Area

Major thoroughfares, particularly Yonge Street, Finch Avenue and Steeles Avenue, exhibited the highest levels of transit ridership. Consequently, major intersections along Yonge Street near Finch Avenue, at Drewry and Cummer Avenues, and at Steeles Avenue all exhibited significant transit ridership, as did Hilda Avenue at Steeles Avenue.

Existing Conditions - Pedestrian Sidewalk Network

Existing Sidewalk Network

Constraints

There are several gaps in the sidewalk network. Several residential streets have either no sidewalks or sidewalks on only one side.

With the exception of Willowdale Avenue, Talbot Avenue and Yonge Street, there are no north-south routes with continous sidewalks north of Hendon/Bishop Avenue.

Opportunities

There are opportunities to add sidewalks and improve connectivity, such as through redevelopment.

Existing Focused Study Area Pedestrian Sidewalk Network

Legend
- Focused Study Area
- Parks
- Trails
- Roads with No Sidewalk
- Roads with Sidewalks on One Side of the Street
- Roads with Sidewalks on Both Sides of the Street

N

0   100   200m

Existing Conditions - Pedestrian Environment

Existing Pedestrian Environment

The pedestrian environment along major routes within the Focused Study Area was assessed based on the Multi-Modal Level of Service (MMLOS) guidelines to identify existing constraints and potential opportunities to improve the pedestrian environment. A Level of Service (LOS) A represents the most comfortable, attractive and safe environment for pedestrians, while an LOS of F represents the least.

Focused Study Area Pedestrian Levels of Service (PLOS)

Map streets labelled: Steeles Ave W, Steeles Ave E, Yonge St, Dumont St, Abitibi Ave, Athabaska Ave, Otonabee Ave, Madawaska Ave, Newton Dr, Moore Park Ave, Pleasant Ave, Goulding Ave, Centre Ave, Homewood Ave, Patricia Ave, Connaught Ave, Wedgewood Dr, Willowdale Ave, Hilda Ave, Fargo Ave, Larivere Rd, Goulding Park, Centre Park, Drewry Ave, Cummer Ave, Fairchild Parkette, Newtonbrook Park, Turnberry Crt, Silverview Park, Talbot Rd, Hendon Park, Hendon Ave, Bishop Ave, Bishop Park, Finch Ave W, Finch Parkette, Finch Ave E, Pemberton Parkette

Legend

PLOS - Pedestrian Level of Service
- Focused Study Area
- Parks
- Trails
- Roads

Environment feels safe & attractive for pedestrians: A, B, C
Environment feels less safe / unattractive for pedestrians: D
Environment feels unsafe for pedestrians: E, F

N

0 100 200m

Constraints

Main thoroughfares, such as Yonge Street, Steeles Avenue, and Finch Avenue, performed worse along sections with narrow sidewalks and minimal boulevard space to separate pedestrians from roads experiencing high vehicular traffic volumes.

Minor arterial and collector roads, such as Willowdale Avenue, Hilda Avenue, and Bishop Avenue, performed poorly overall as a result of consistently narrow sidewalks interrupted by driveways and discontinuous sidewalks along some residential blocks.

Opportunities

This indicates strong potential to improve the streetscape and conditions for pedestrians through redevelopment in a mixed-use environment.

Tell us about your experiences as a pedestrian!

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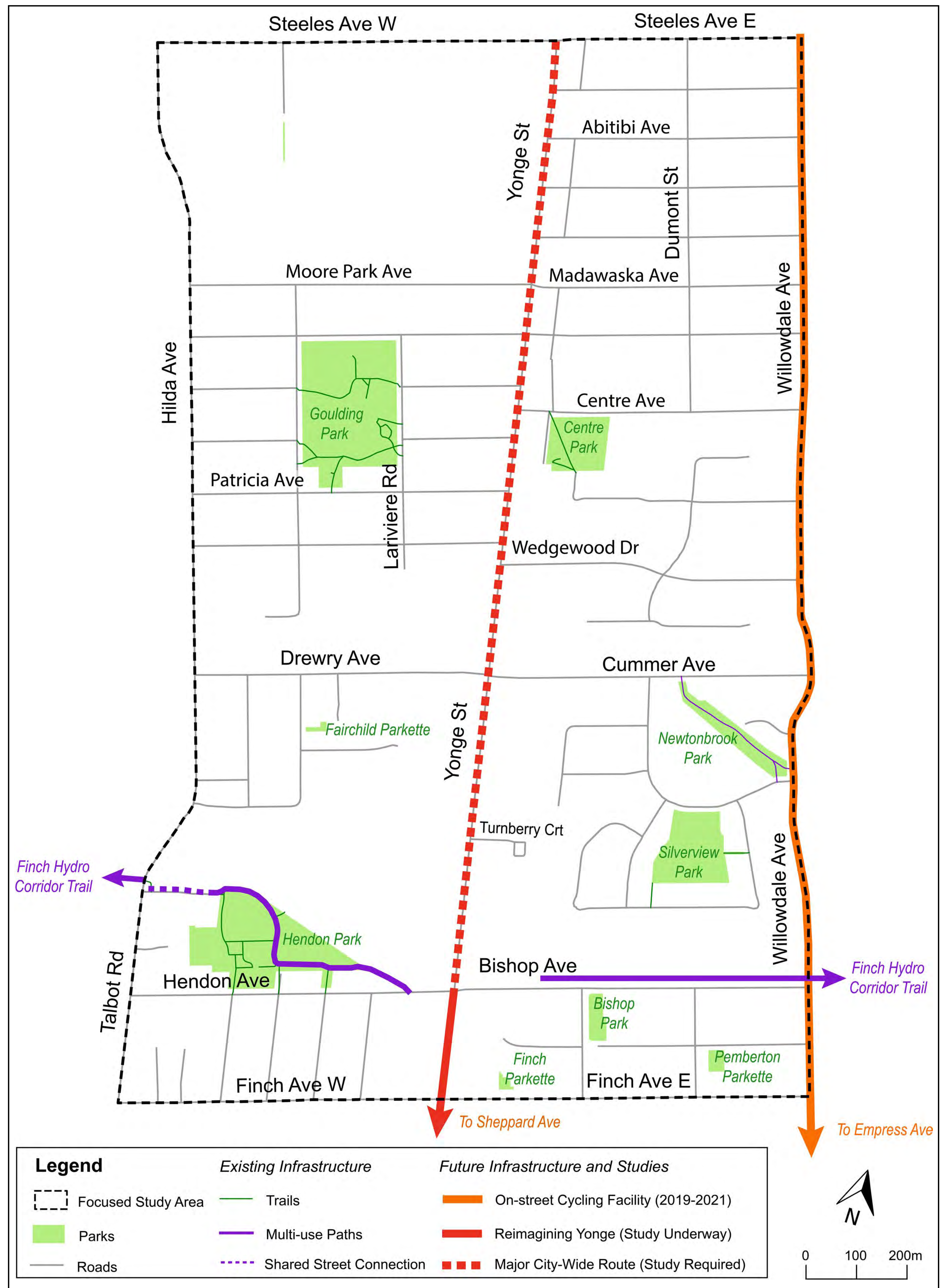# Existing Conditions - Cycling Network

Existing Network

A multi-use trail to the north of Hendon Avenue and Bishop Avenue facilitates connections to the Finch Hydro Corridor Trail, with the remaining trail network located in study area parks.

Outside of the trail system, walking is accommdated via the sidewalk network while on- street cycling occurs in mixed traffic.

Proposed Network

The Cycling Network Plan's near term implementation plan 2019-2021 includes dedicated on-street cycling facilities along Willowdale Avenue.

Existing and Proposed Focused Study Area Cycling Network

Legend

| Focused Study Area | | Parks | | Roads |

Existing Infrastructure
- Trails
- Multi-use Paths
- Shared Street Connection

Future Infrastructure and Studies
- On-street Cycling Facility (2019-2021)
- Reimagining Yonge (Study Underway)
- Major City-Wide Route (Study Required)

Existing Conditions - Cycling Environment

Existing Cycling Environment

The cycling environment along major routes within the Focused Study Area was assessed based on Multi-Modal Level of Service (MMLOS) guidelines to identify existing constraints and potential opportunities to improve the cycling environment. A Level of Service (LOS) A represents the most comfortable, attractive and safe environment for cyclists, while an LOS of F represents the least.

Focused Study Area Cyclist Levels of Service (CLOS)
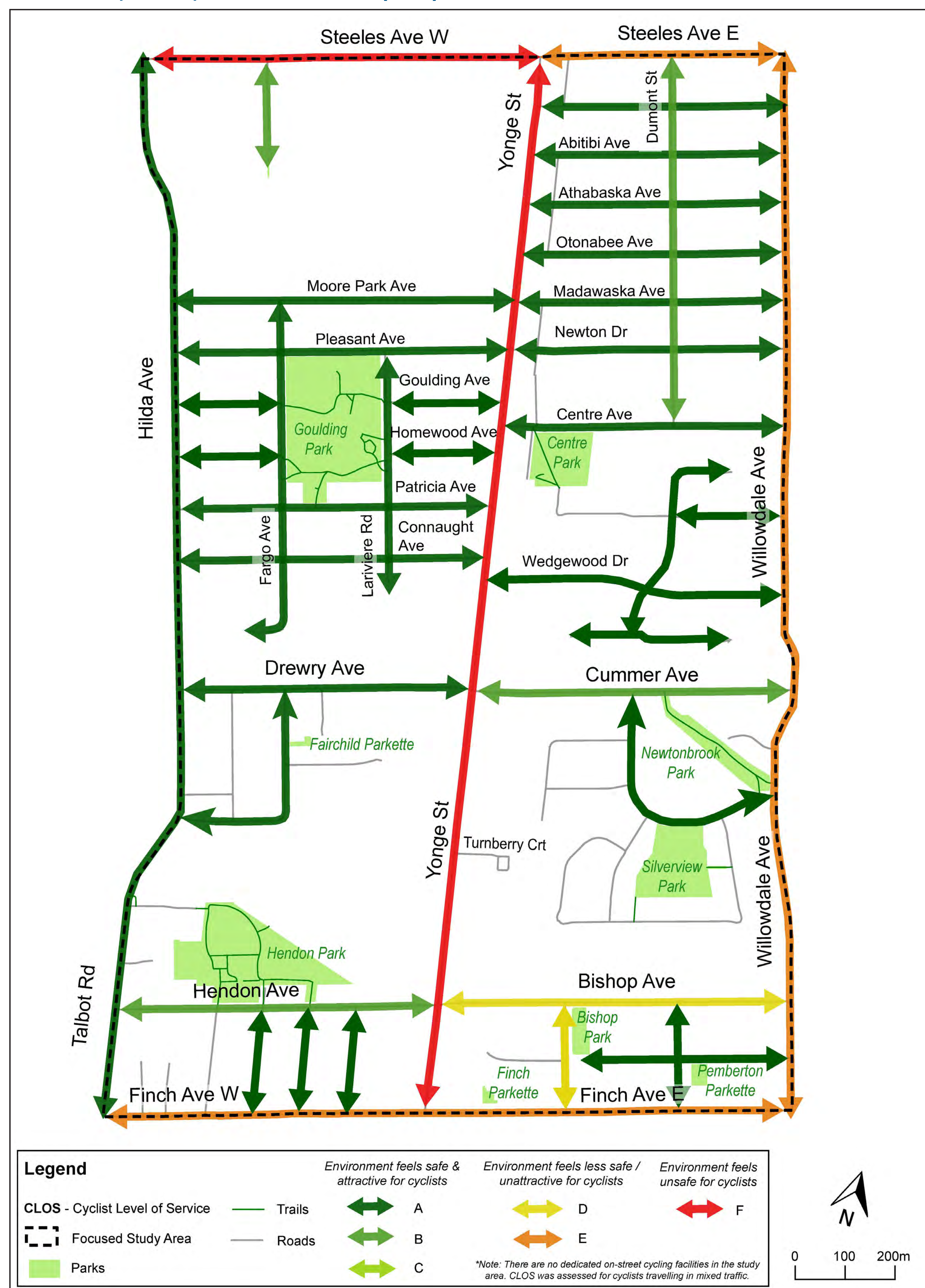
Constraints

There are currently no on-street cycling facilities located in the study area, and dedicated facilities are limited to the trail system.

Yonge Street is unfavourable for cyclists due its 7 lanes of vehicle traffic and high traffic volumes.

Steeles Avenue and **Finch Avenue** offer similarly unfavourable environments with high speed limits of 60 km/h and a high number of vehicular travel lanes, ranging from 4-7 along Steeles and 4-5 along Finch.

Opportunities

Many east-west local roads, as well as Hilda and Talbot Avenues, demonstrated the importance of lower vehicle operating speeds and less exposure to vehicles, for environments that are more attractive to cycling.

Providing dedicated cycling facilities would increase the comfort and safety for cycling.

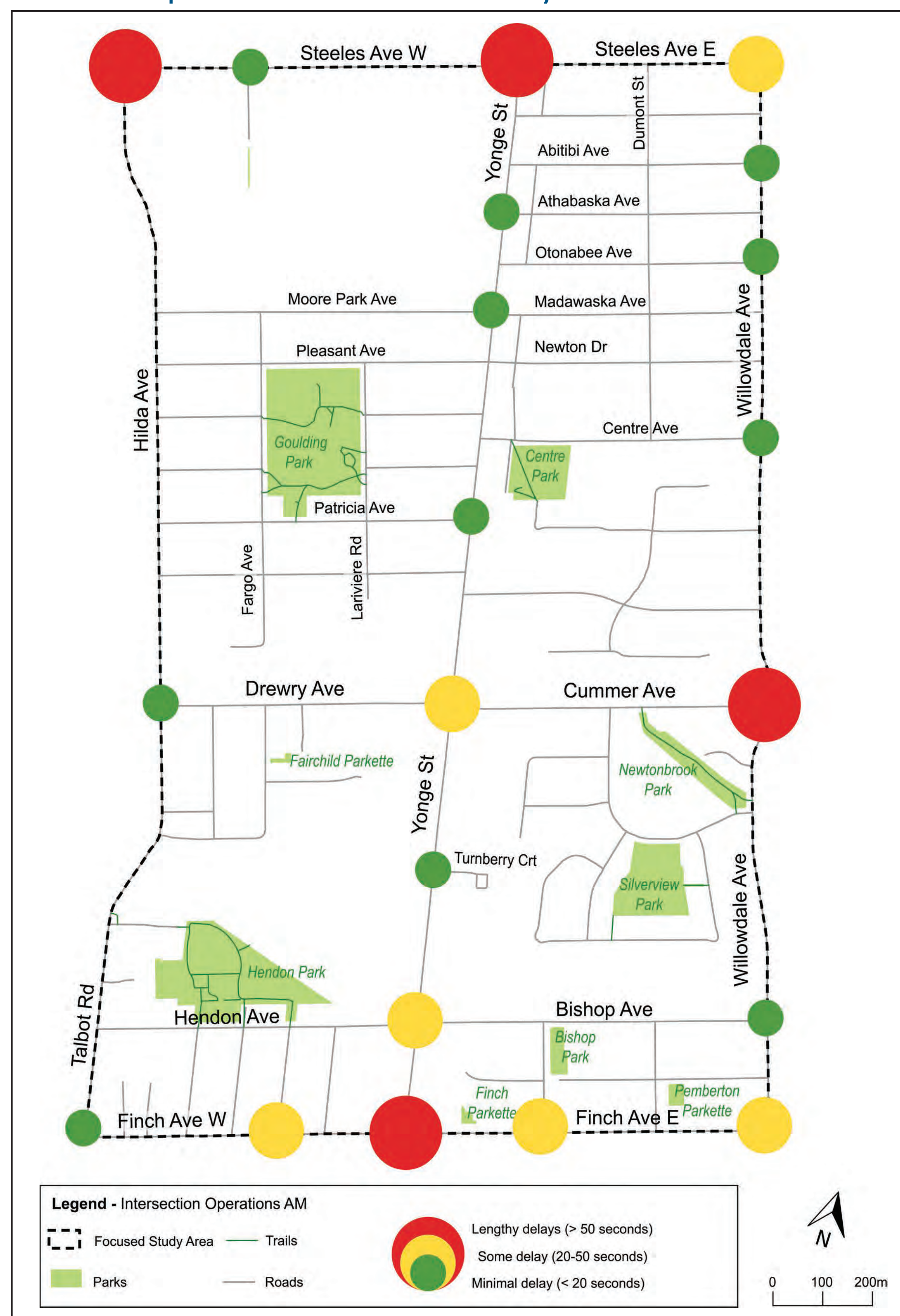## Tell us about your experiences as a cyclist!

Existing Conditions - Vehicle Traffic

Existing Intersection Operations

Vehicle traffic operations at signalized intersections within the study area were assessed based on traffic counts collected in 2019 at signalized intersections. This data was assessed to identify intersections experiencing capacity constraints under existing conditions for the AM and PM travel periods.
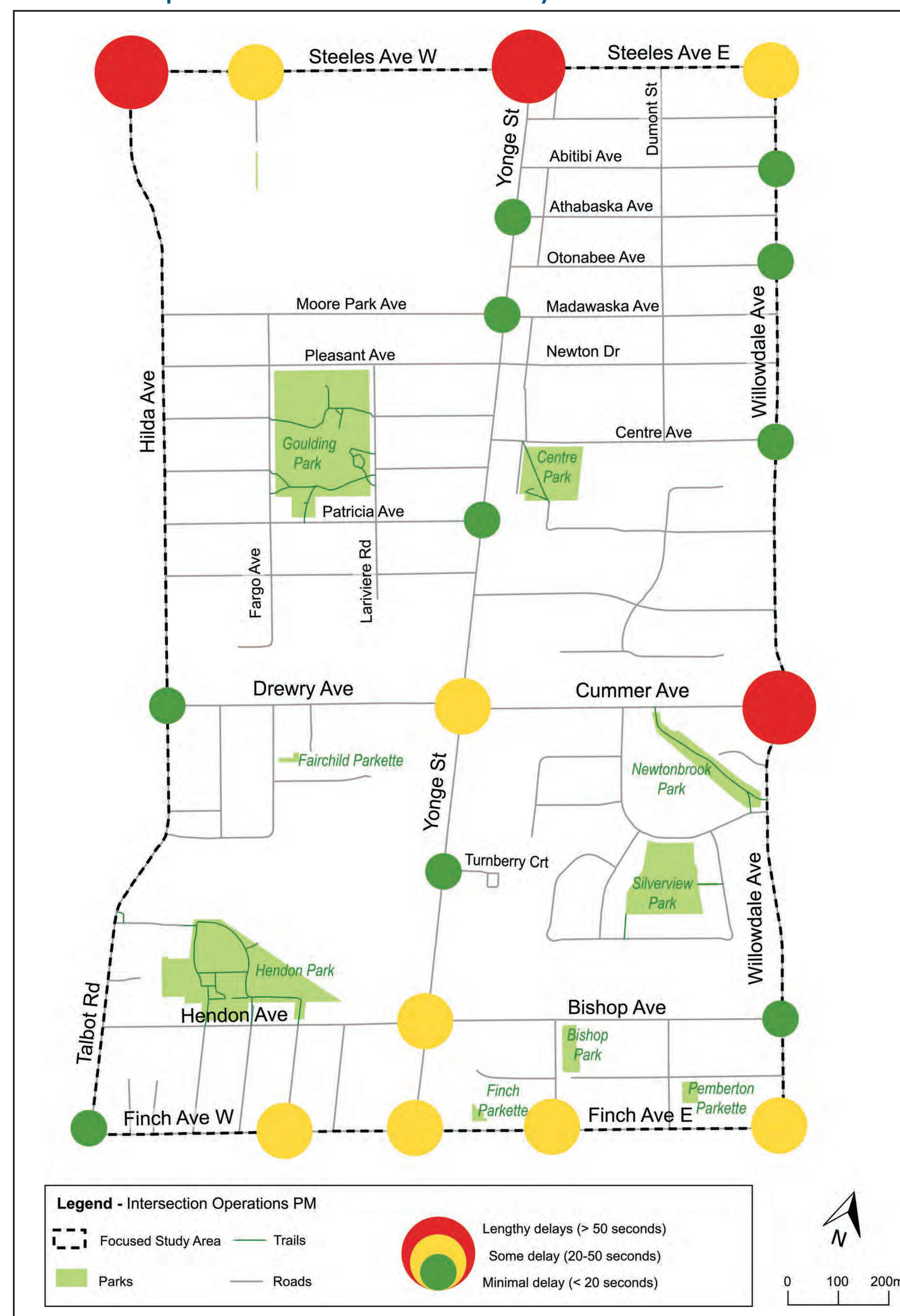
AM Peak Periods
(Between 8:00-9:15 AM)

AM Vehicle Operations within the Focused Study Area

Legend - Intersection Operations AM
- Focused Study Area
- Parks
- Trails
- Roads
- Lengthy delays (> 50 seconds)
- Some delay (20-50 seconds)
- Minimal delay (< 20 seconds)

0 100 200m

PM Peak Periods
(Between 4:15-6:00 PM)

PM Vehicle Operations within the Focused Study Area

Legend - Intersection Operations PM
- Focused Study Area
- Parks
- Trails
- Roads
- Lengthy delays (> 50 seconds)
- Some delay (20-50 seconds)
- Minimal delay (< 20 seconds)

0 100 200m

Several intersections in the study area had lengthy delays in the AM and PM, such as Yonge Street at Steeles Avenue, and Yonge Street at Finch Avenue.

With the exception of intersections along Finch Avenue and Steeles Avenue, most of the minor intersections exhibited good conditions overall, with minimal delays to vehicular traffic operations.

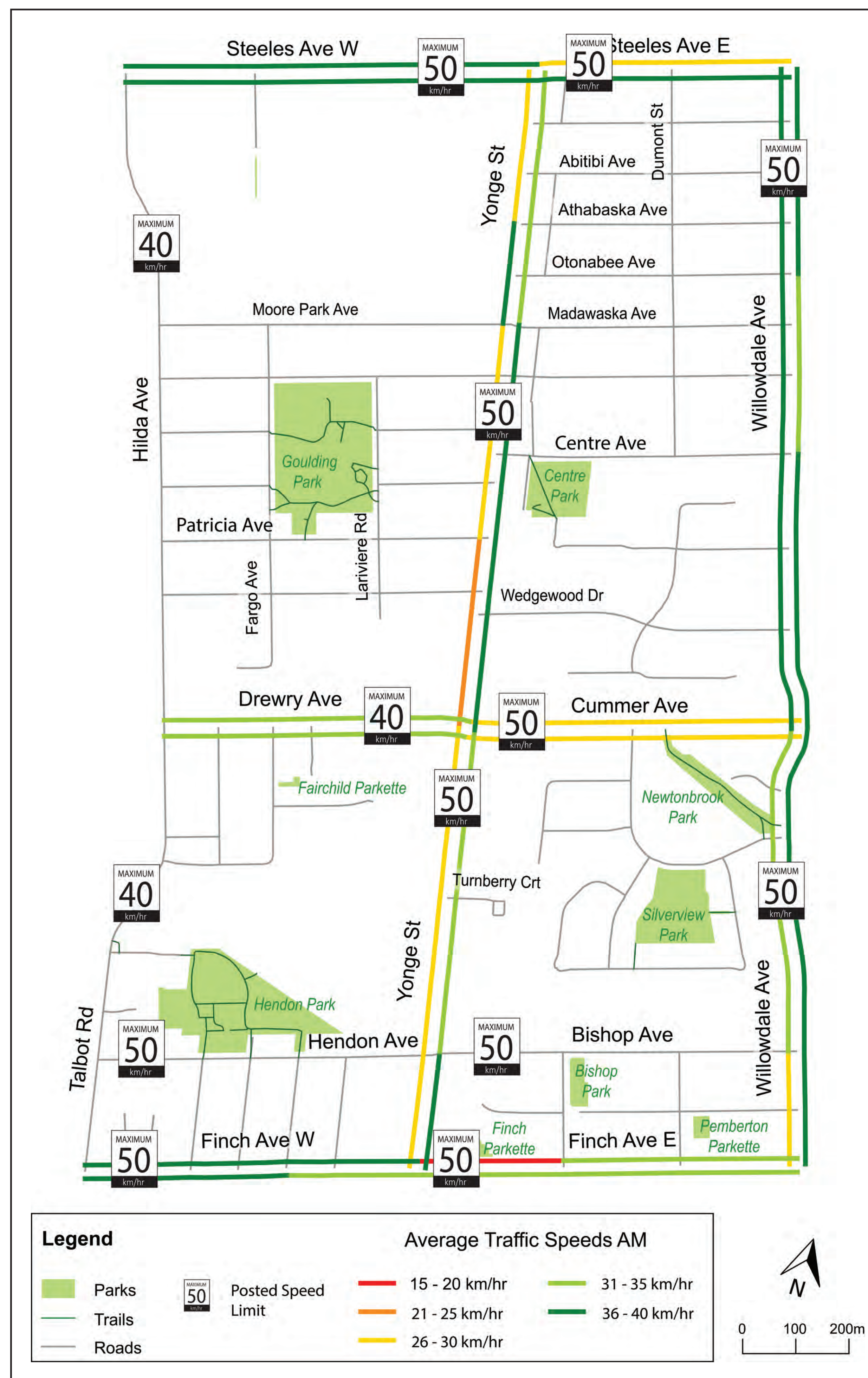## Tell us about your experiences as a driver!

Existing Conditions - Average Vehicle Speeds

Average Vehicle Traffic Speeds on Main Roads

The average vehicle speeds for the main thoroughfares, minor arterials, and collector roads were assessed and compared between the AM and PM periods, with the exception of Hilda and Talbot Avenue due to a lack of available data. Speeds shown are the average time it takes to travel between two signalized intersections, including time spent in queues.
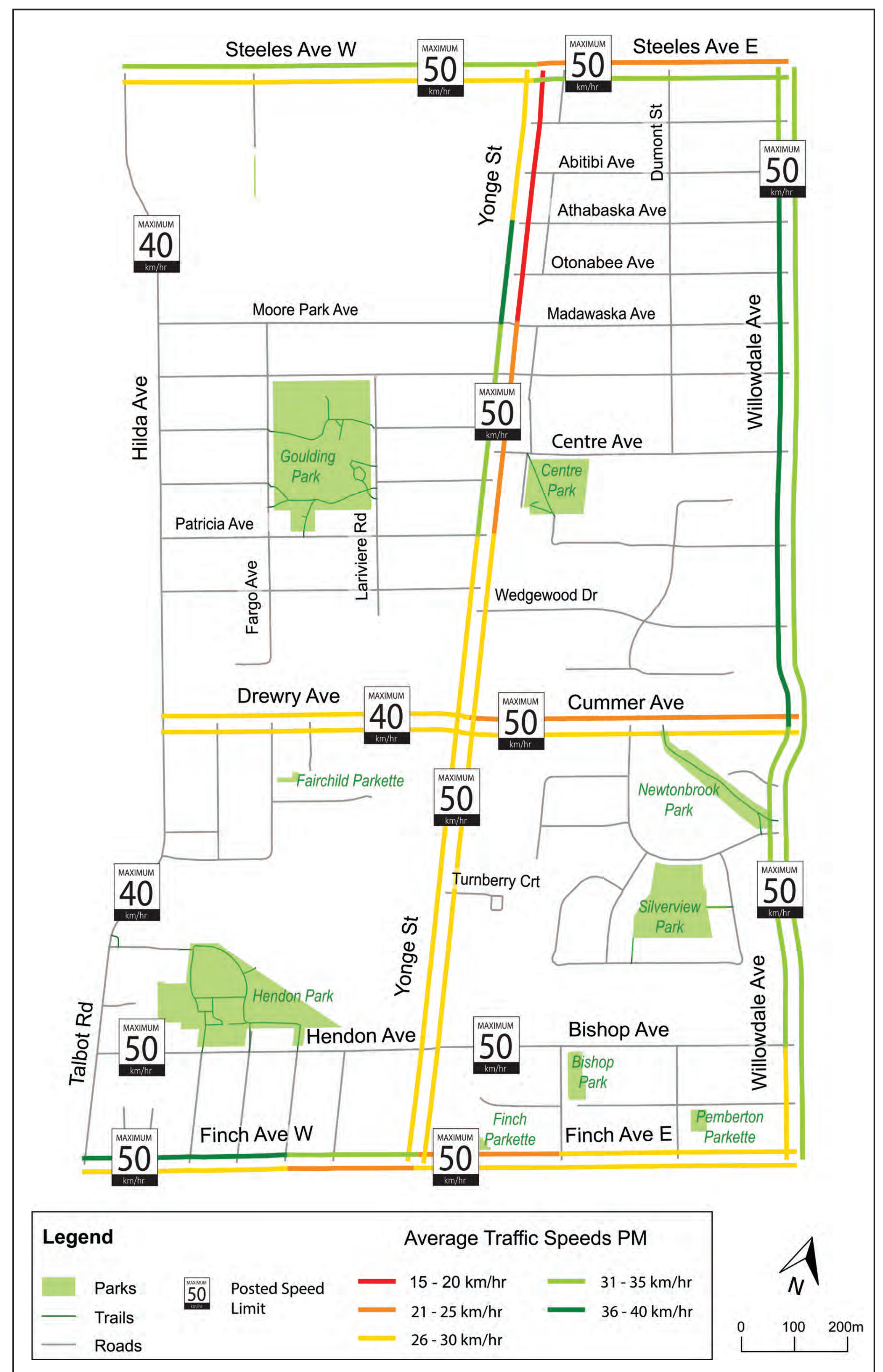
AM Average Vehicle Speeds (7:00-10:00 AM)

AM Average Vehicle Traffic Speeds within the Focused Study Area

Legend

- Parks
- Trails
- Roads
- Posted Speed Limit

Average Traffic Speeds AM
- 15 - 20 km/hr
- 21 - 25 km/hr
- 26 - 30 km/hr
- 31 - 35 km/hr
- 36 - 40 km/hr

PM Average Vehicle Speeds (3:00-6:00 PM)

PM Average Vehicle Traffic Speeds within the Focused Study Area

Legend

- Parks
- Trails
- Roads
- Posted Speed Limit

Average Traffic Speeds PM
- 15 - 20 km/hr
- 21 - 25 km/hr
- 26 - 30 km/hr
- 31 - 35 km/hr
- 36 - 40 km/hr

In the AM period, average vehicular traffic speeds are generally higher, with the majority of Finch, Steeles, Drewry, and Willowdale Avenues, and Yonge Street northbound, operating with an average speed greater than 30 km/h. Finch Avenue between Yonge Street and Kenneth/Doris Avenue operates with the lowest average speed in the AM, between 15-20 km/h.

In the PM period, most of the road network operates with an average speed below 30 km/h. Yonge Street northbound operates significantly slower on average than in the AM, with Yonge Street between Madawaska Avenue and Steeles Avenue operating the worst overall.

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Existing Conditions - Collision Data
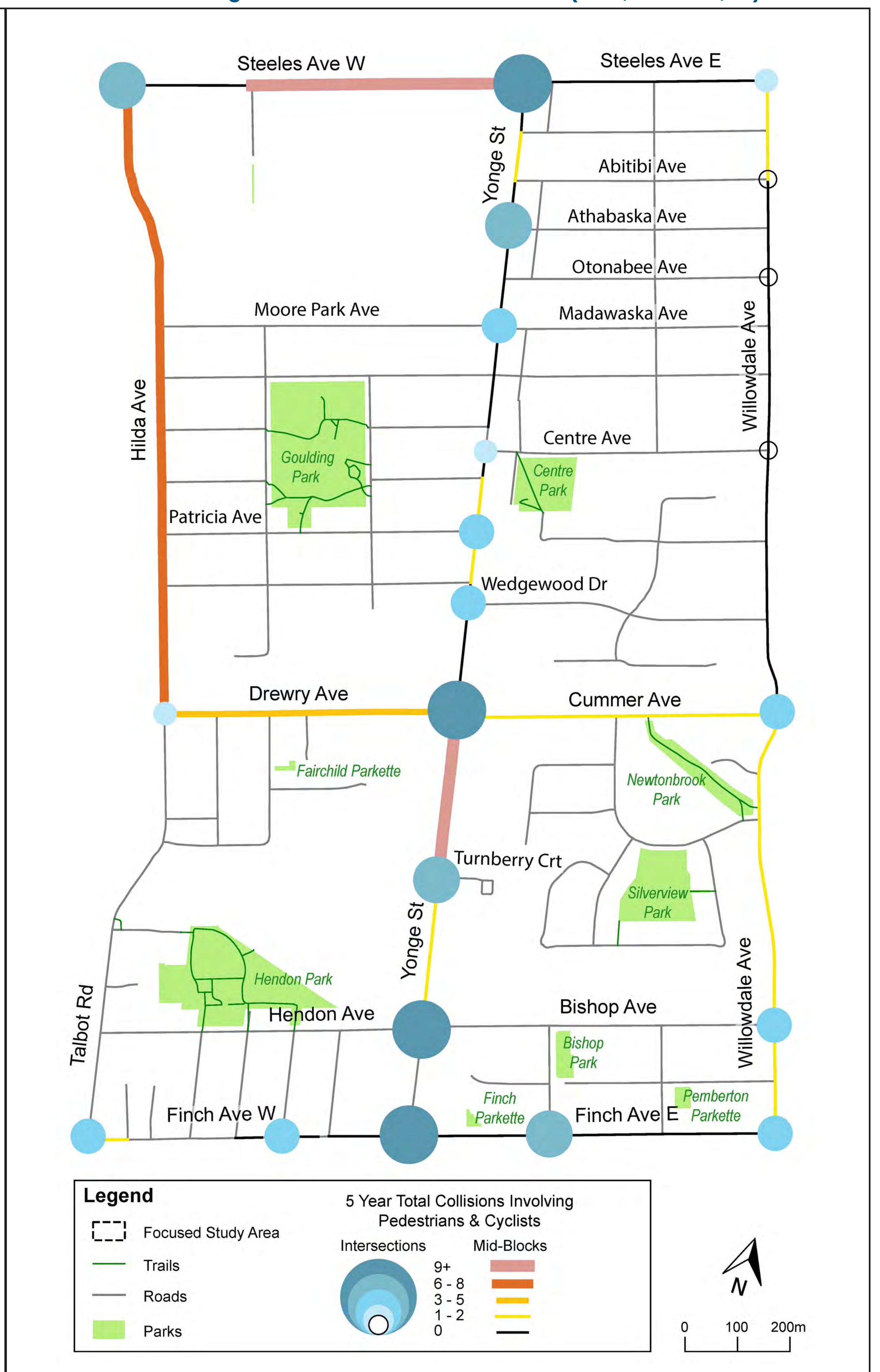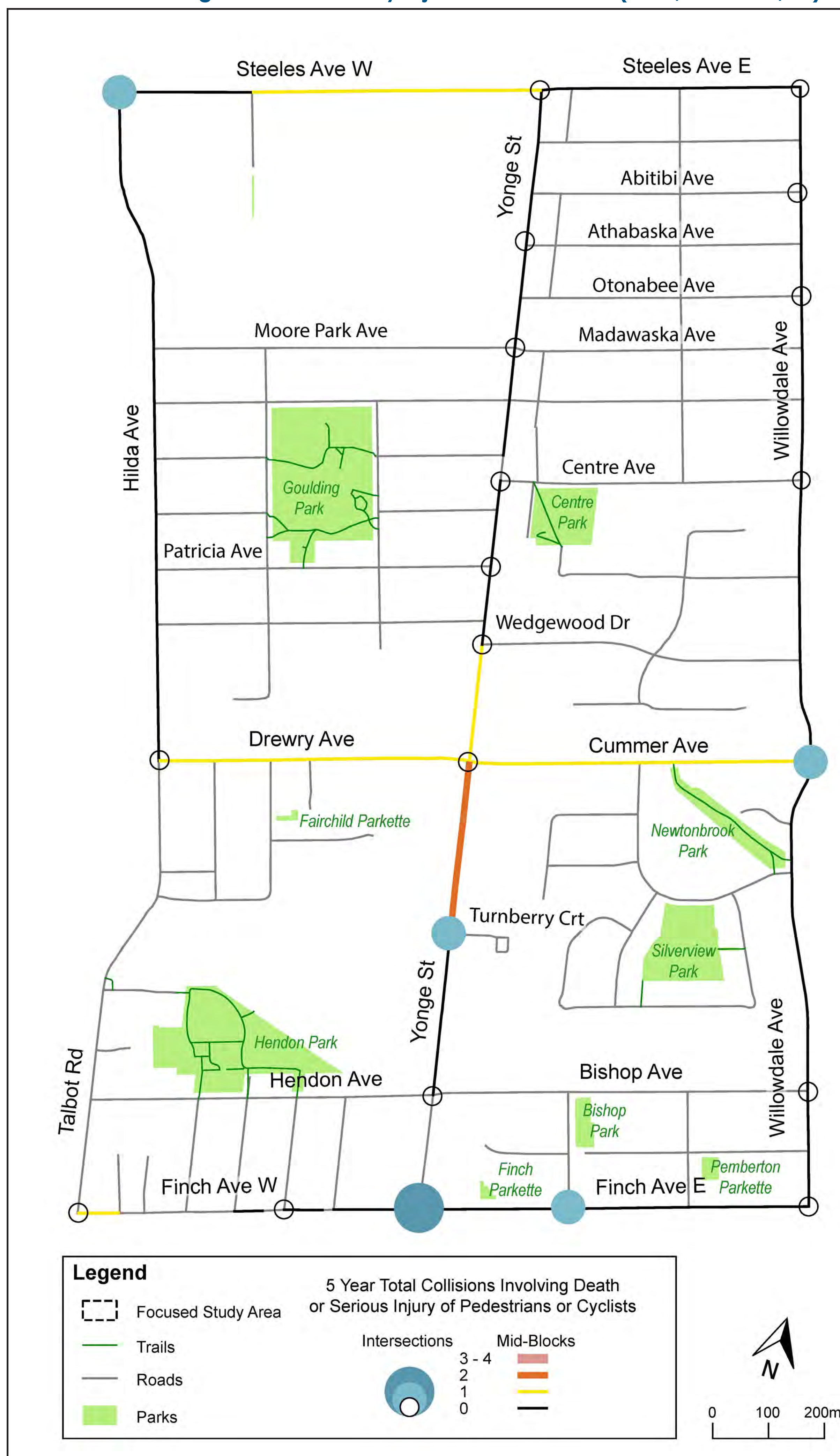
Observed Collision Trends

Recorded collision trends involving death or serious injury of pedestrians and cyclists were assessed for major study area roadways where data was available. Collision data was collected from 2014-2018 for Yonge Street and Finch Avenue, and from 2015-2019 for Talbot road, Willowdale, Hilda, Cummer, and Drewry Avenues. Where Finch Avenue intersects with Talbot Road and Willowdale Avenues, the more recent data set was assessed.

Collisions Involving Death or Serious Injury of Pedestrians and Cyclists

Collisions Involving Killed or Seriously Injured Persons from (2013/14 - 2018/19)

Legend
- Focused Study Area
- Trails
- Roads
- Parks

5 Year Total Collisions Involving Death or Serious Injury of Pedestrians or Cyclists

Intersections	Mid-Blocks
3 - 4	
2	
1	
0	

All Collisions Involving Pedestrians and Cyclists

Collisions Involving Pedestrians over a 5-Year Period (2013/14 - 2018/19)

Legend
- Focused Study Area
- Trails
- Roads
- Parks

5 Year Total Collisions Involving Pedestrians & Cyclists

Intersections	Mid-Blocks
9+	
6 - 8	
3 - 5	
1 - 2	
0	

Similar numbers of collisions involving death or serious injury were observed mid-block (7 collisions) and at intersections (6 collisions).

The Yonge Street, Finch Avenue, Steeles Avenue, and Drewry/Cummer Avenue corridors saw the highest number of collisions involving pedestrians and cyclists

Tell us about safety concerns at specific locations
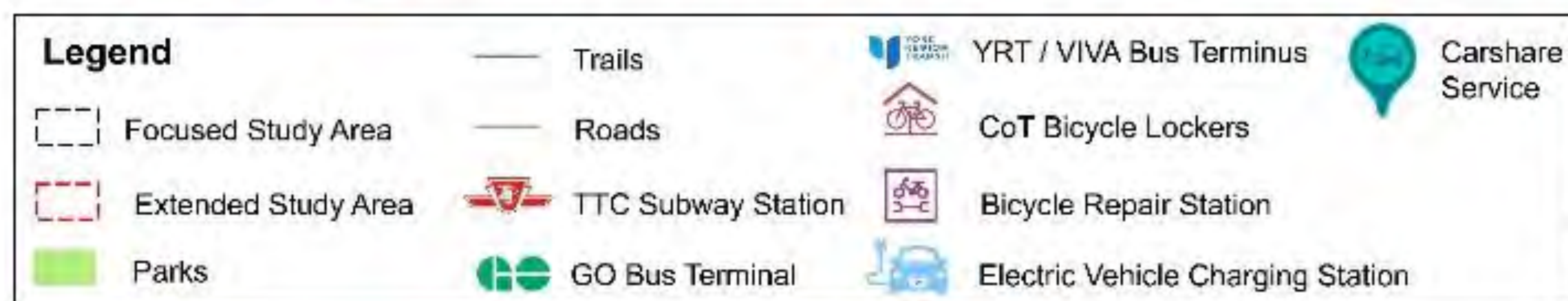
Existing Conditions – Shared and Sustainable Mobility

Shared mobility refers to transportation services and operations that are shared amongst users. These include carshare, bikeshare, and rideshare services that support more space-efficient ways of travel instead of driving alone, and help to manage transportation demand. Sustainable mobility infrastructure like public electric vehicle chargers and public bicycle parking hubs also support cleaner travel modes.
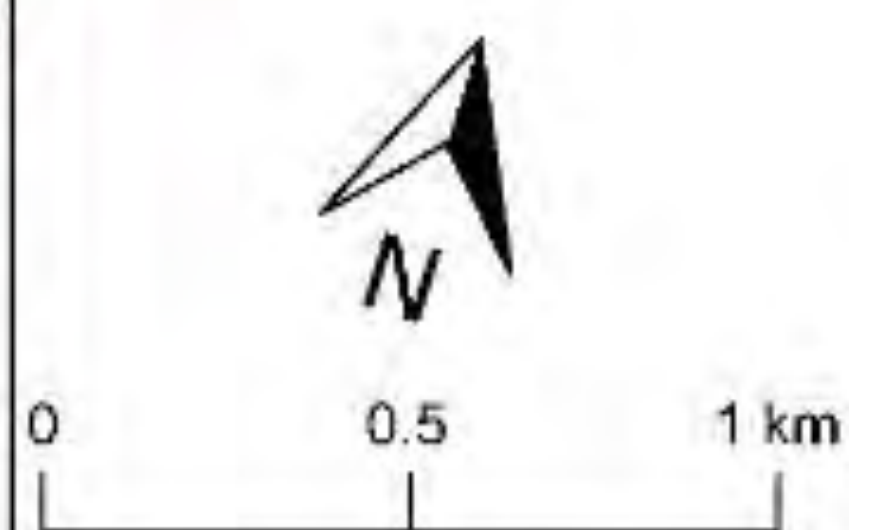
Constraints

Existing shared and sustainable mobility infrastructure is limited within the Focused Study Area, with options concentrated near the existing Finch Station and YRT/GO Bus Terminal. Within the Extended Study Area, there are more options for shared mobility, with the majority of options located along Yonge Street between Finch Avenue and Sheppard Avenue.

Opportunities

Anticipated intensification along the Yonge Street corridor would provide increased demand and opportunities to implement shared and sustainable mobility facilities through redevelopment, and the planned extension of TTC Subway Line 1 could provide the opportunities to implement such services within and near transit stations.

**Shared Mobility (Extended Area)**

Legend

- Focused Study Area
- Extended Study Area
- Parks
- Trails
- Roads
- TTC Subway Station
- GO Bus Terminal
- YRT / VIVA Bus Terminus
- CoT Bicycle Lockers
- Bicycle Repair Station
- Electric Vehicle Charging Station
- Carshare Service

N

0   0.5   1 km

Road Network Considerations

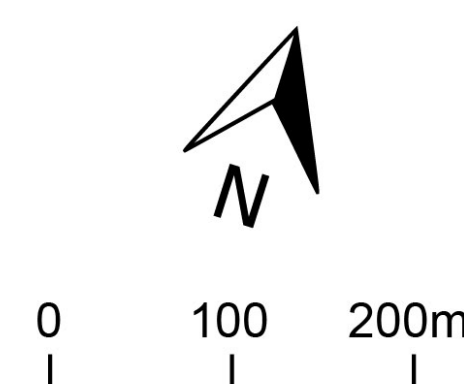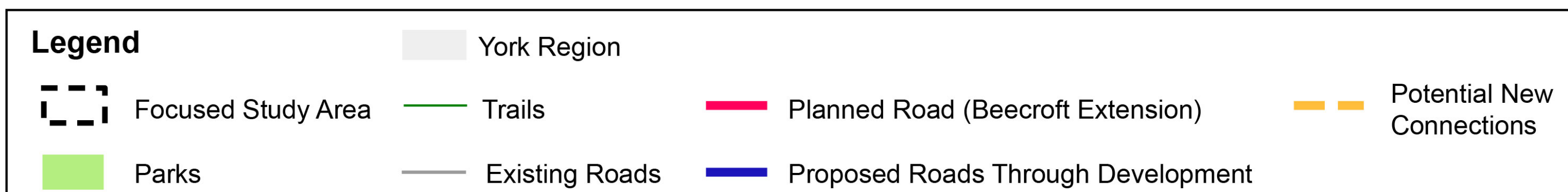**This board shows three categories of future roads:**

- **Planned Roads**, (e.g. Beecroft Extension) are identified in existing policy, involves City capital project for implementation.
- **Proposed Roads Provided Through Development -** The City is working to achieve these through development applications.
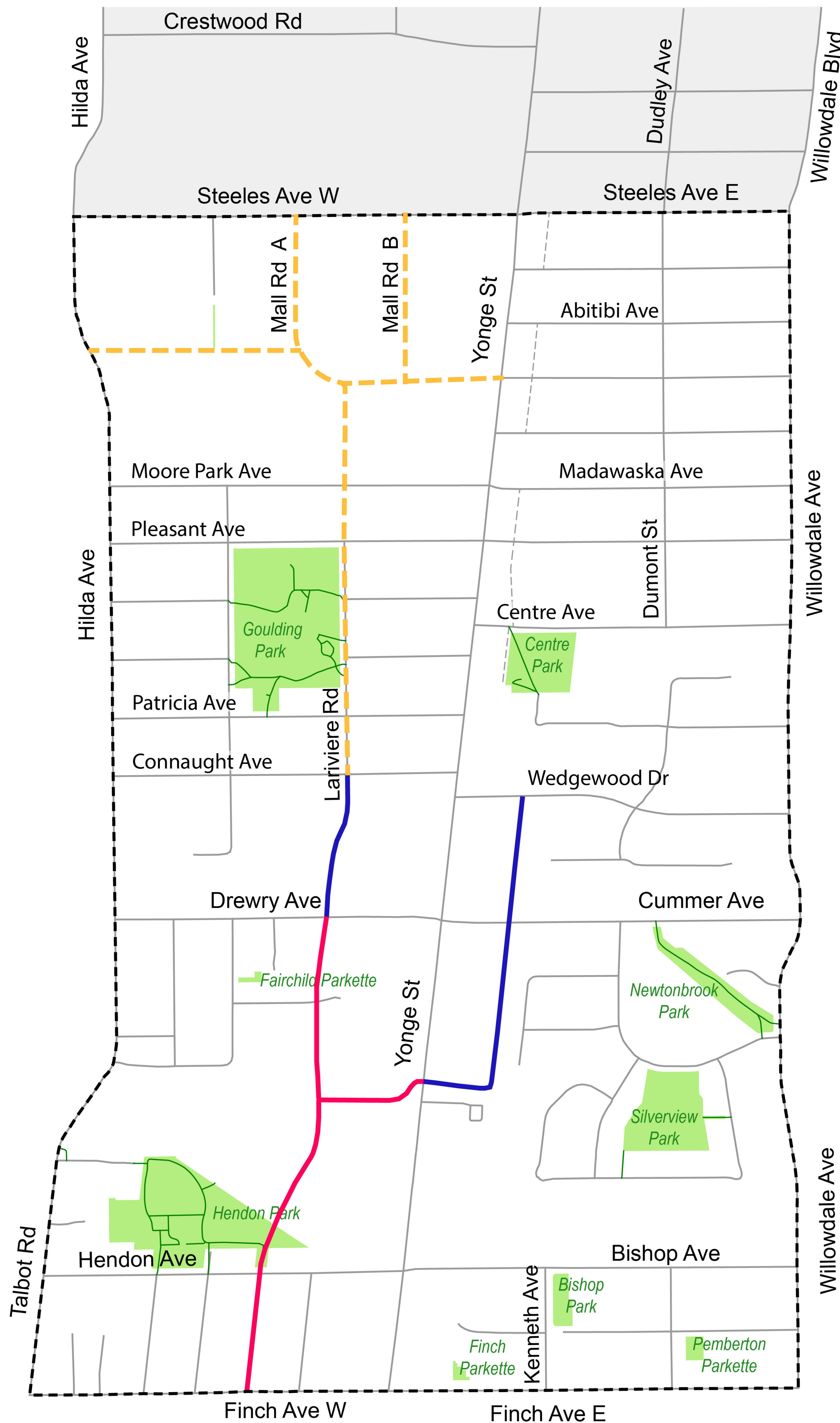
Potential New Connections will be considered and evaluated based on key goals of the TMP, including increasing walkability, improving network connectivity, and managing traffic congestion. Potential connections will aim to:

- Improve north-south road connections between Steeles Avenue and Finch Avenue, both west and east of Yonge Street, to provide more choices and alleviate traffic congestion
- Address east-west road connectivity such as at misaligned intersections on Yonge
- Establishing a grid-like street network in the Centerpoint Mall area

Tell us what you think the future road network in the Focused Study Area should look like.

Legend

- ▢ York Region
- ⬚ Focused Study Area
- — Trails
- ▨ Parks
- — Existing Roads
- — Planned Road (Beecroft Extension)
- — Proposed Roads Through Development
- -- Potential New Connections

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Road Network Considerations

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Travel Trends and Behaviour Change From COVID-19

The COVID-19 pandemic has brought numerous considerations for transportation planning, such as short and long term impacts to travel behavior, commuting patterns, and personal comfort levels on transit.

While there is uncertainty about the timing and extent of travel trend impacts relating to COVID-19, the TMP will aim to address the long-term goals for the study area, recognizing emerging priorities relating to COVID-19. Recommendations would consider the need for flexibility and adaptation to changing travel trends and behavior.

Emerging Priorities include:

• Supporting a compact urban form where daily life can occur on a more local scale

• Focus on making shorter trips using alternative (non-automobile) modes of transportation such as e-bikes and e-scooters to support transit, pedestrian, and cycling infrastructure

• Prioritizing easy and safe travel routes to parks and other green spaces

• Planting more trees to contribute to healthy cities, supporting local economies, and providing equitable access to jobs and services

## What are your thoughts on the trends that this TMP should respond to?

Existing Conditions - Natural Heritage

Natural Heritage Conditions

A natural heritage review of the existing study area was completed to characterize existing conditions within the study area and to identify environmental features. The following key natural heritage features were identified in the study area:

- Designated Natural Features - No identified Provincially Significant Wetlands, unevaluated wetlands

- Species at Risk - Very low probability of Species at Risk (SAR) for the following species: Barn Swallow, Bobolink, Eastern Meadowlark, Blanding's Turtle

- Confirmed Significant Wildlife Habitat - None observed within the study area

- Candidate Significant Wildlife Habitat - None observed within the study area

- Other features - Very limited aquatic ecosystem resources; storm outfall serving as a headwater origin of Newtonbrook Creek exists
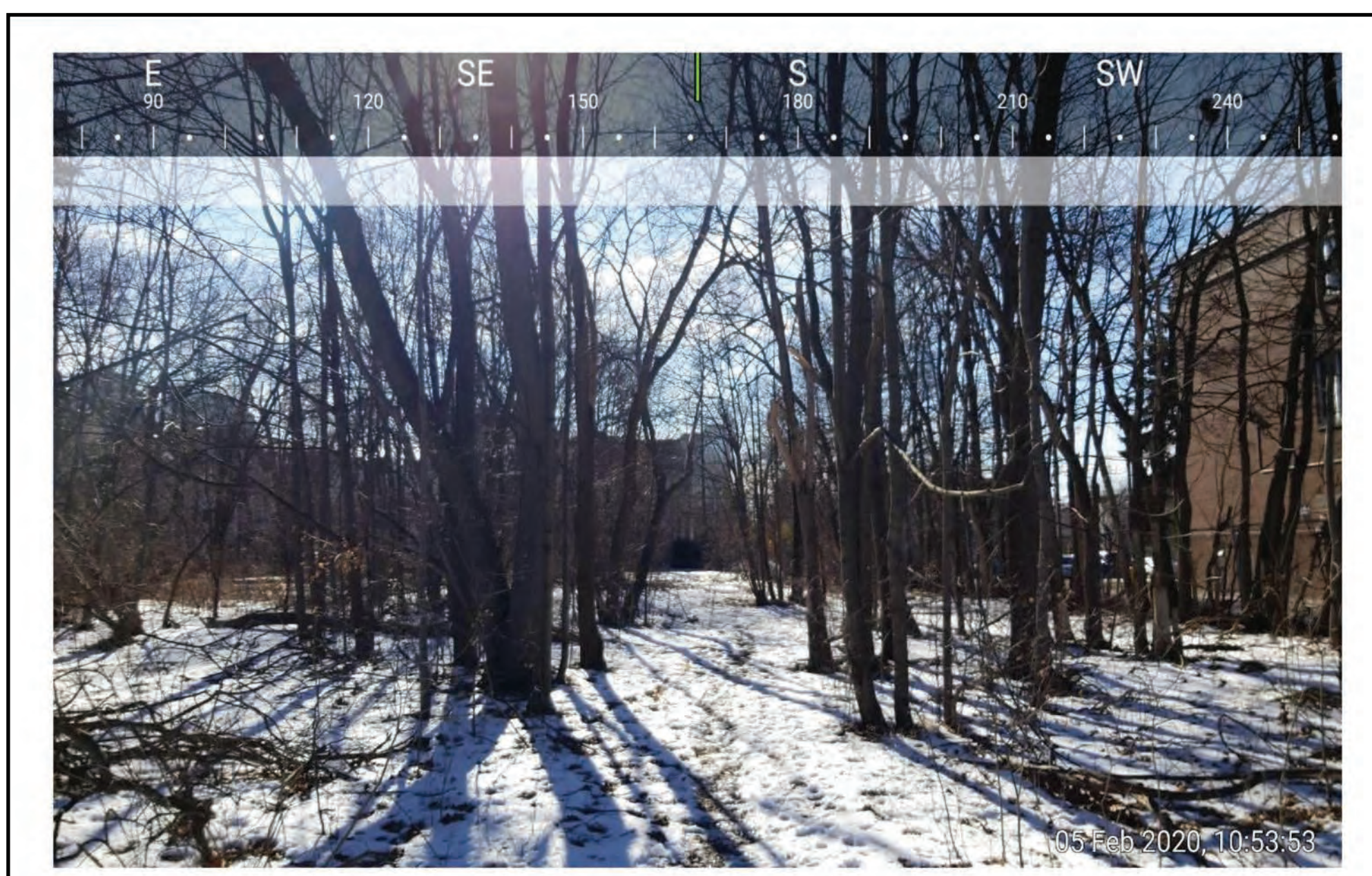
Site: End of Lariviere Road where several large mature trees, primarily Red Mape and Red Oak, are present on site.

Site: Mon Avenir Catholic School featuring a yard with perimeter fencing and a few mature trees and small shrubs.

Site: Centre Park, which features a large open space with well-maintained grass and some Maple Trees present alongside a walking path.

Site: Avondale Secondary Alternate School, which features a large open school yard with several mature trees along its perimeter.

Existing Conditions - Archaeology

A Stage 1 Archaeological Assessment will be completed within the study area to identify areas of archaeological potential. The focused study area has areas of high archaeological potential due to proximity to a historic roadway (Yonge Street), and proximity to other known archaeological sites.
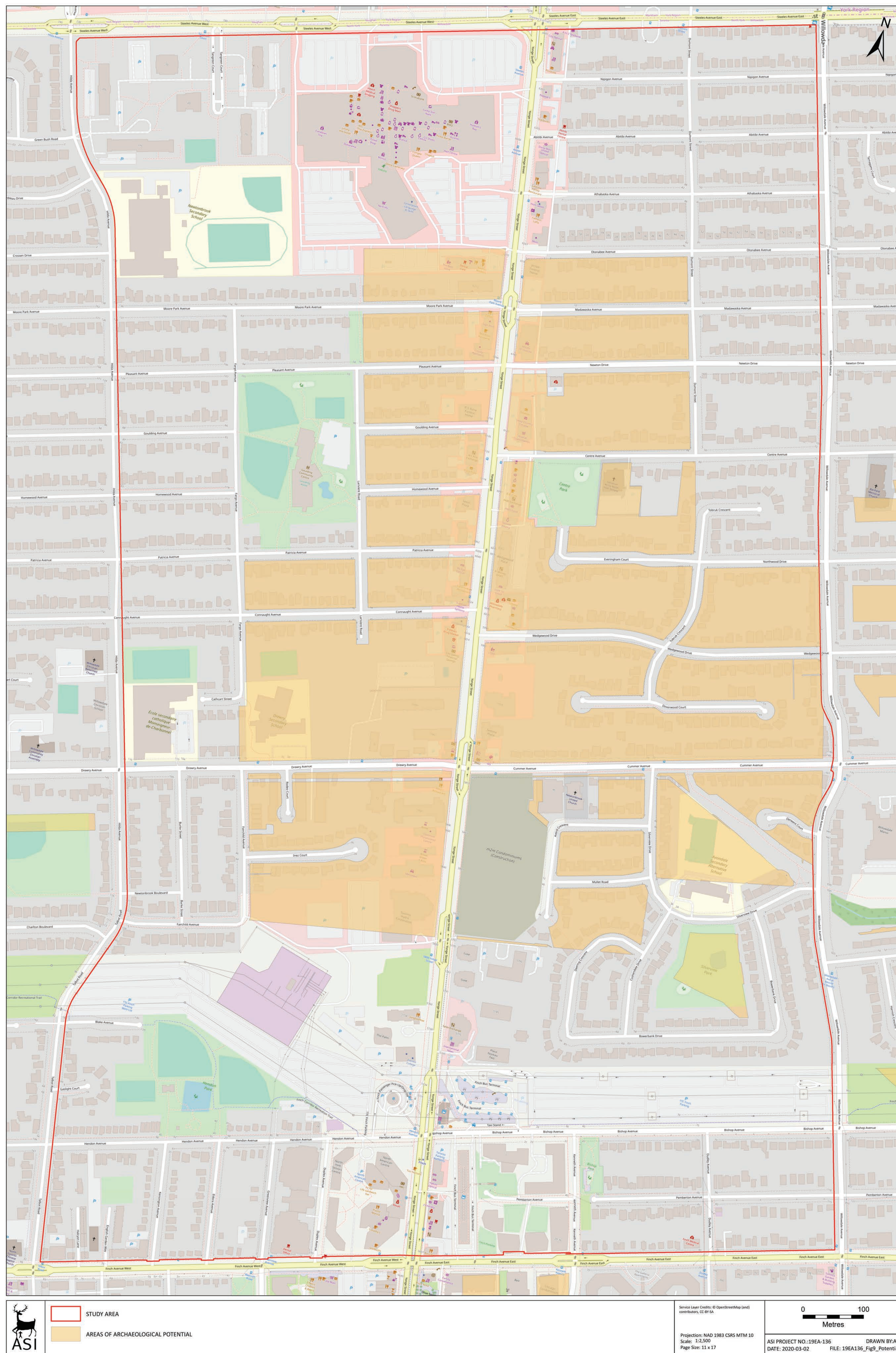

Figure 9: North Yonge TMP Study Area - Archaeological Potential Model

Existing Conditions - Cultural Heritage

Cultural Heritage

A Cultural Heritage review was conducted to identify potential built cultural heritage resources, and cultural heritage landscapes.

Recognized Heritage Properties (City of Toronto Municipal Heritage Register)

- 65 Centre Avenue, Designated under OHA Part IV, By-Law 53-2015 Robertson House, circa 1912

- 15 Patricia Avenue, Residence, circa 1900 (Listed)

- 5926 Yonge Street, Newtonbrook Store (Listed)

- Nomination form for 5800 Yonge Street, the former Hydro-Electric Commission building, built in 1963

Canadian Register of Historic Places (CRHP)

- 4900 Yonge Street, Joseph Shepard Building, modern office complex in pyramidal form

15 Patricia Avenue Residence, circa 1900

4900 Yonge Street, circa 1912

Robertson House, circa 1912

Newtonbrook Store

Former Hydro-Electric Commission Building, built in 1963

Socio-Economic Environment

The social environment will be reviewed in order to minimize potential adverse impacts. This includes existing communities, residential areas, and recreational areas. Land uses in the study area include:

- Mixed-use Areas
- Neighbourhoods
- Apartment Neighbourhoods
- Utility Corridors
- Parks
- Other Open Space areas (including Golf Courses, Cemeteries, Public Utilities)

Evaluation Criteria

As the TMP progresses, potential alternative solutions will be assessed with the following evaluation criteria, to determine how it meets the study's objectives.

Go to our online survey on the project website to tell us how important each criteria is to you.

Principle		Question	Criteria
Serving People	**CHOICE**	Will it increase travel options and improve network connectivity?	• Provides more route options for walking and cycling • Increases road network connectivity and continuity • Integrates connections between different modes of travel • Supports new transportation technologies and shared mobility
	EXPERIENCE	Will it make travel more safe, comfortable, and convenient?	• Increases comfort and safety for pedestrians and cyclists • Manages traffic congestion • Supports efficient surface transit • Provides adequate capacity for all modes of travel • Improves safety for all users
	SOCIAL EQUITY	Will it improve access to work, school, and services, for all?	• Reduces need for car ownership to access jobs and services • Accommodates all modes of travel in road designs • Accommodates the needs of users of all ages and abilities
Strengthening Places	**HEALTHY NEIGHBOUR-HOODS**	Will neighbourhoods be enhanced and support active travel?	• Improves public realm • Increases connectivity between neighbourhoods • Encourages safe walking and cycling for local trips
	SHAPING THE CITY	Will the transportation network encourage sustainable development?	• Supports transit-oriented development potential • Manages transportation impact of new developments • Compatible with other Secondary Plans in the area
	PUBLIC HEALTH & ENVIRONMENT	Will the natural environment be protected and enhanced?	• Minimizes impact on area ecology • Minimizes impact on built/cultural heritage and archaeological potential • Mitigates noise impacts • Reduces local greenhouse gas emissions
Supporting Prosperity	**AFFORDABILITY**	Will costs of improvements be reasonable given their benefit?	• Provides improvements that are economically feasible to build, maintain, and operate
	SUPPORTING GROWTH	Will economic development be supported?	• Improves access to employment areas • Supports efficient movement of goods

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