



yonge**T**omorrow

## Public Engagement and Consultation Report

Appendix 3: Design Review Panel

November 2021

yongeTOMorrow  
meet us there

# Design Review Panel

November 7, 2019

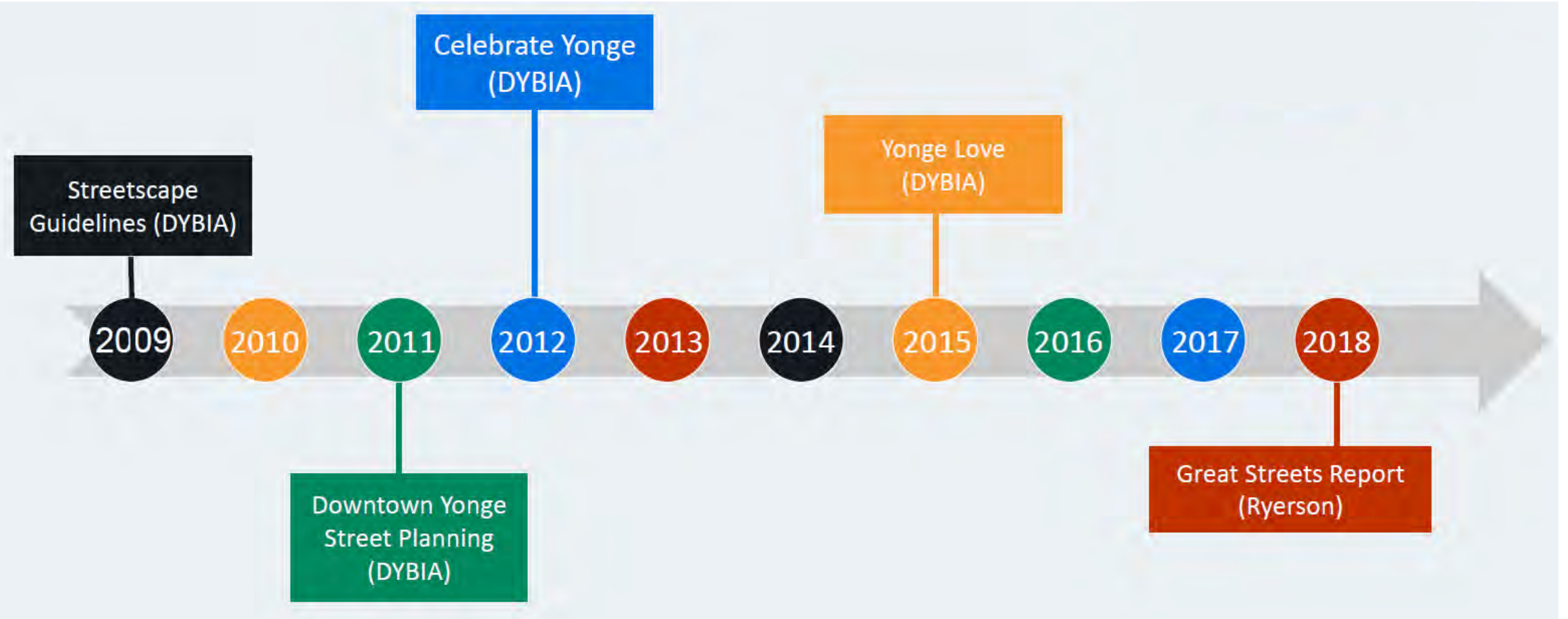


# Yonge Street – *an icon, where Toronto comes together*

- Since the opening of Yonge-Dundas Square in 2002, the neighbourhood's importance as a zone for education, retail, tourism and entertainment has evolved
- A 2014 Environics poll conducted by the Downtown Yonge BIA indicated that 28% of the pedestrian traffic in the Study Area are visitors and a further 10% are tourists



# Past Studies



# TOcore – The Downtown Plan



The goals set for Yonge Street in TOcore, along with consultation feedback have yongeTOMorrow.

TOcore identifies Yonge Street as one of Toronto's **Great Streets**, a **Cultural Corridor** and a **Priority Retail Street**. The goals set for Yonge Street in TOcore are:

- Create a significant pedestrian destination supporting public life and retail vitality
- Celebrate the cultural aspects of Yonge Street and enhance it as a place for regional festivals and parades as well as a place for day to day use by residents, visitors and workers
- Design a unified streetscape that responds to the various neighbourhood character areas
- Improve the streetscape for walking, transit stops, social gathering, public outdoor seating, café seating and landscaping
- Improve the cycling experience

# Past & Current Conditions

- 20 metre right-of-way
- 4 lanes of vehicular traffic
- 12.2 metres of roadway
- 3.9 metre sidewalks



# Growth in the Core



**43%**

Increase in employment from 1996 to 2016 to over 225,000



**73%**

Increase in population from 1996 to 2016 to over 50,000



**400**

Residents and jobs per hectare by 2031 according to Toronto's Official Plan



**8500+**

Proposed condo units in development

# Mode Share in the Core

Over the last 20 years (1996 – 2016)



Walking doubled to  
**24%**



Cycling increased to  
**5%**



Driving has  
decreased to  
**17%**



TTC mode share  
has increased to  
**49%**



Trips to/from outside  
Toronto doubled to  
**41%**

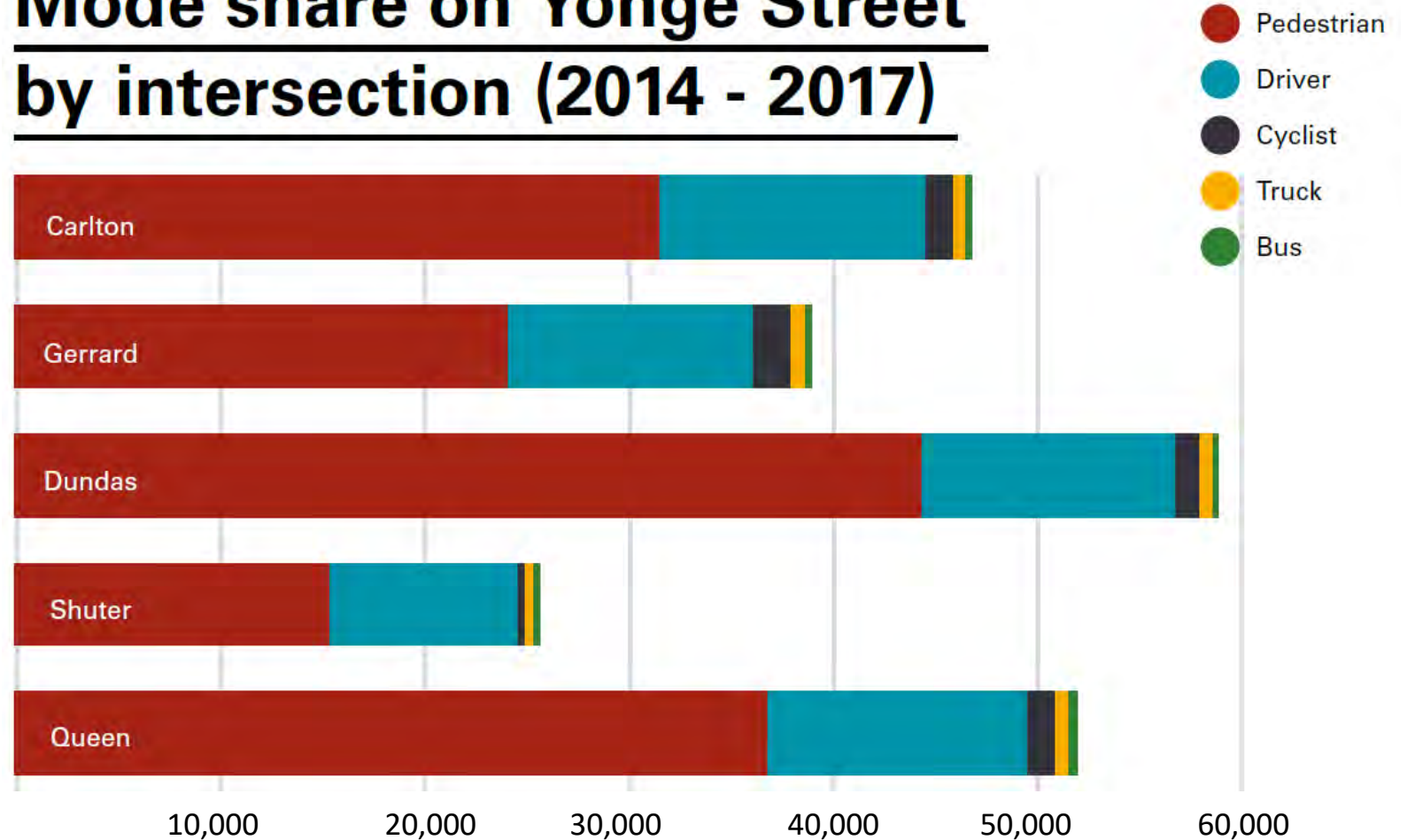


# Mode Share on Yonge



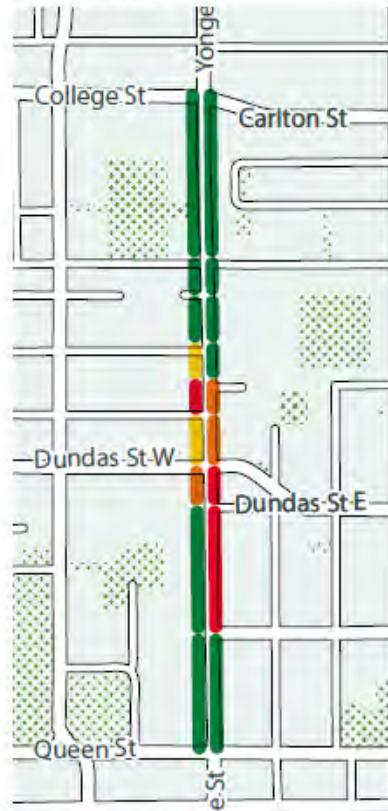
**50-75% of people using Yonge Street are pedestrians (8-hour intersection counts)**

## Mode share on Yonge Street by intersection (2014 - 2017)

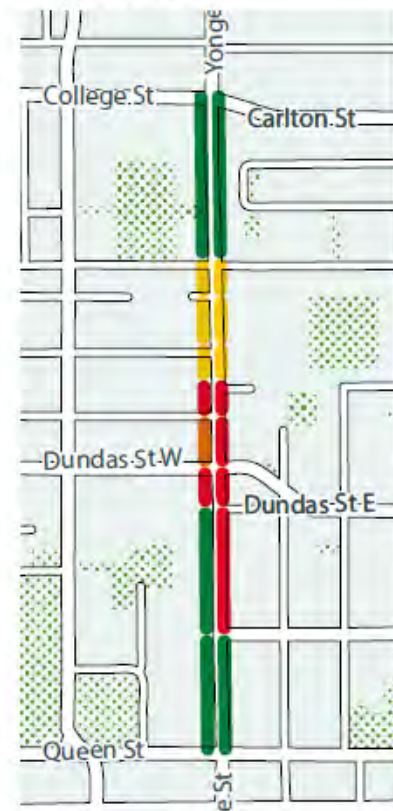


# Current Pedestrian Level of Service on Yonge

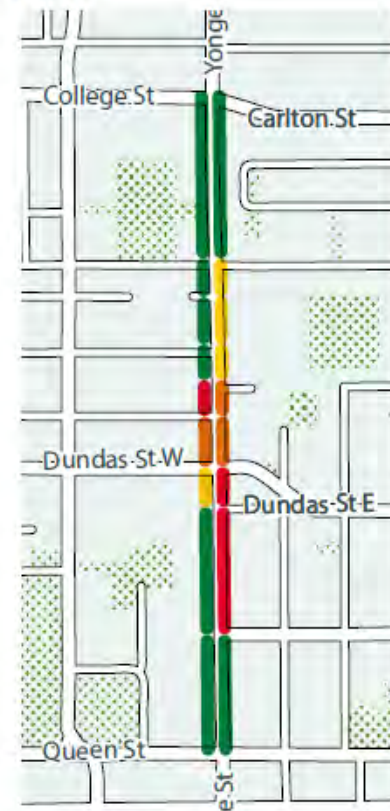
Spring



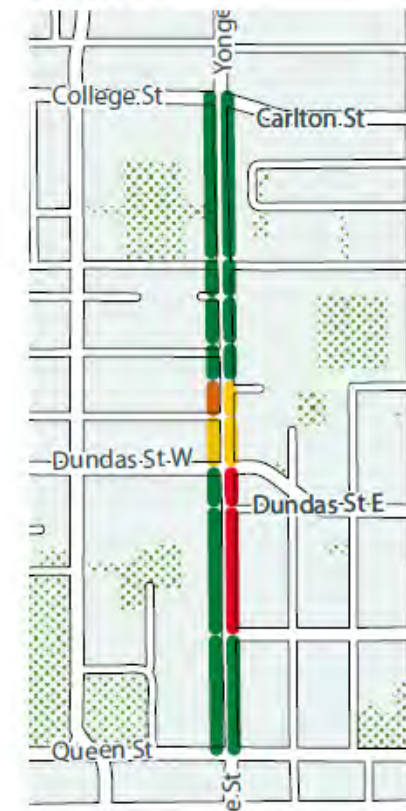
Summer



Fall



Winter



Pedestrian Level of Service - pedestrians per sidewalk metre

Comfortable

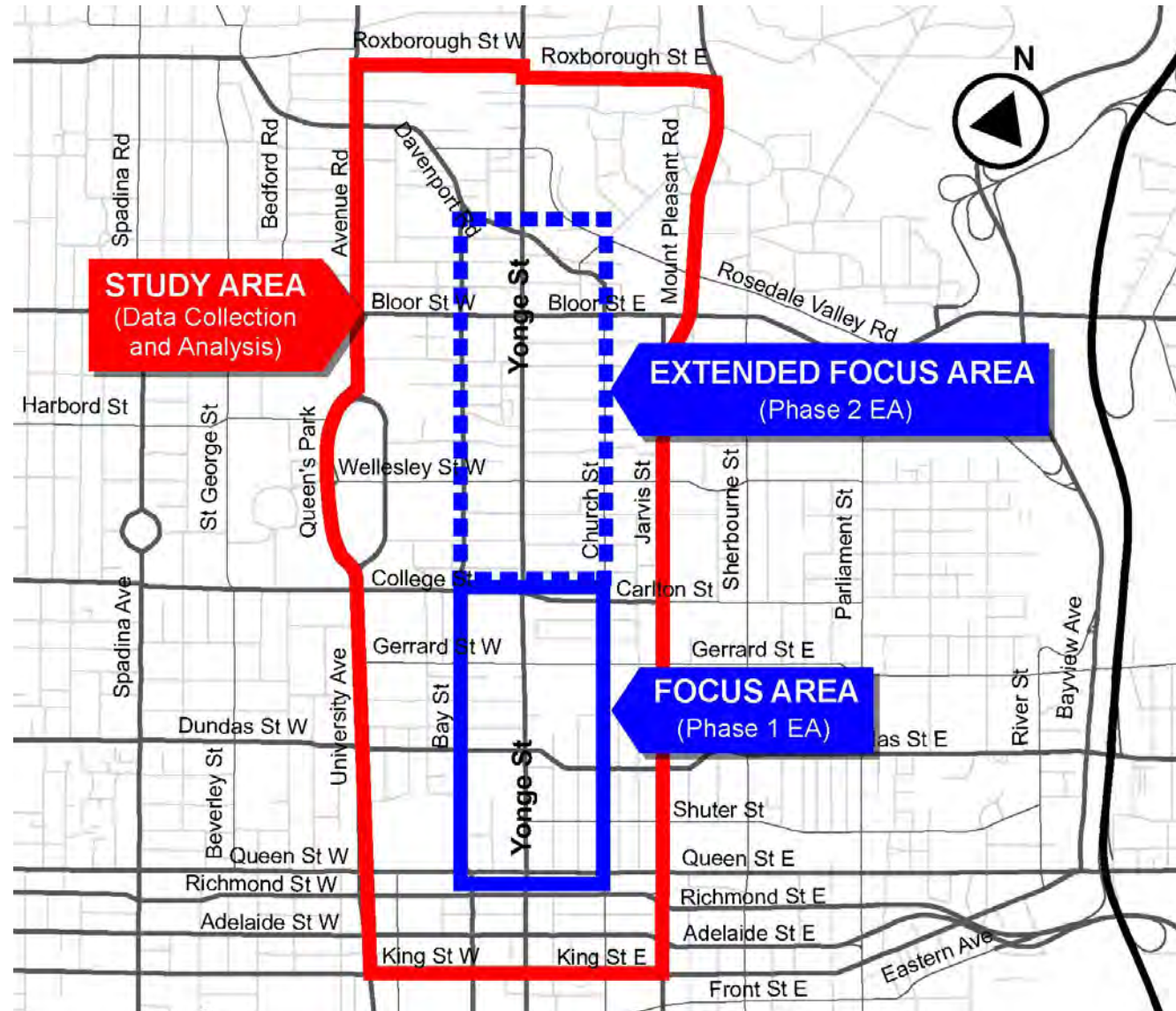
Acceptable

Poor

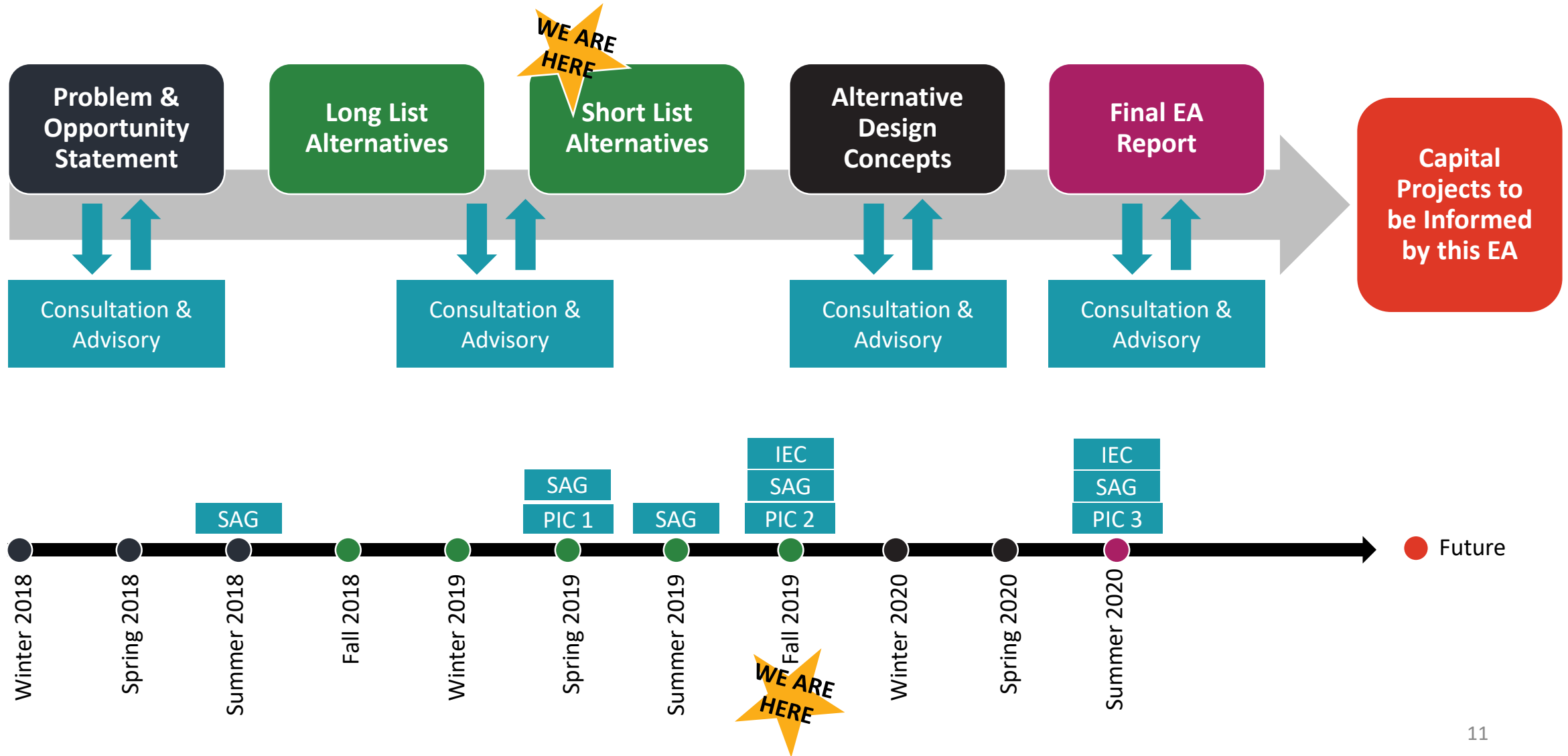
Uncomfortable



# Study Area

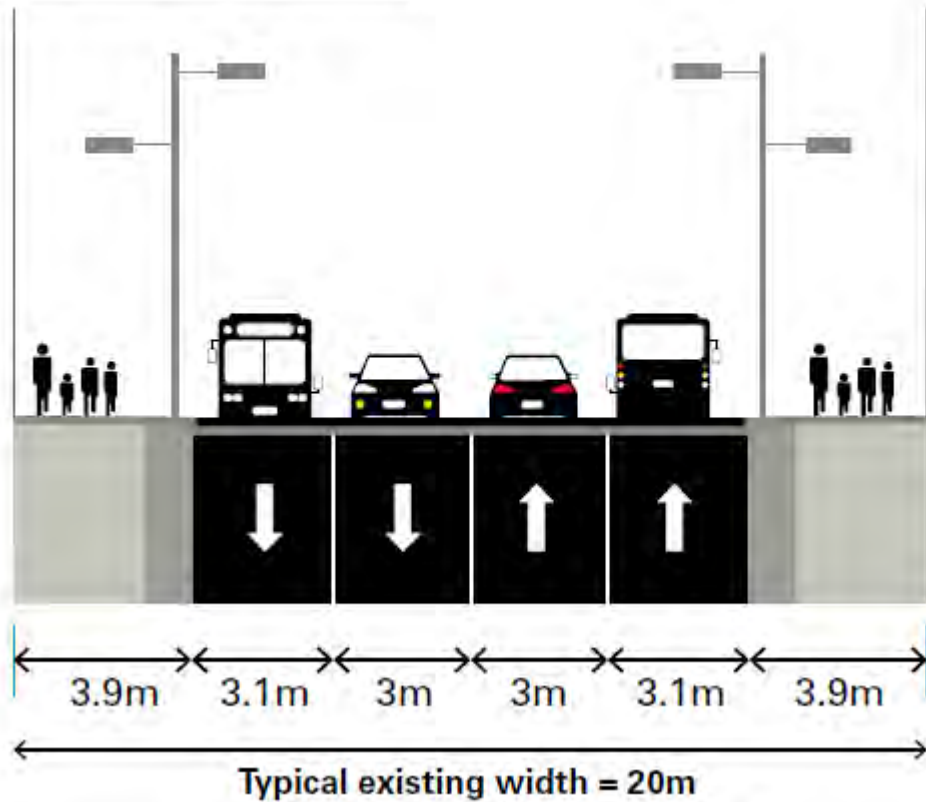


# Where We Are

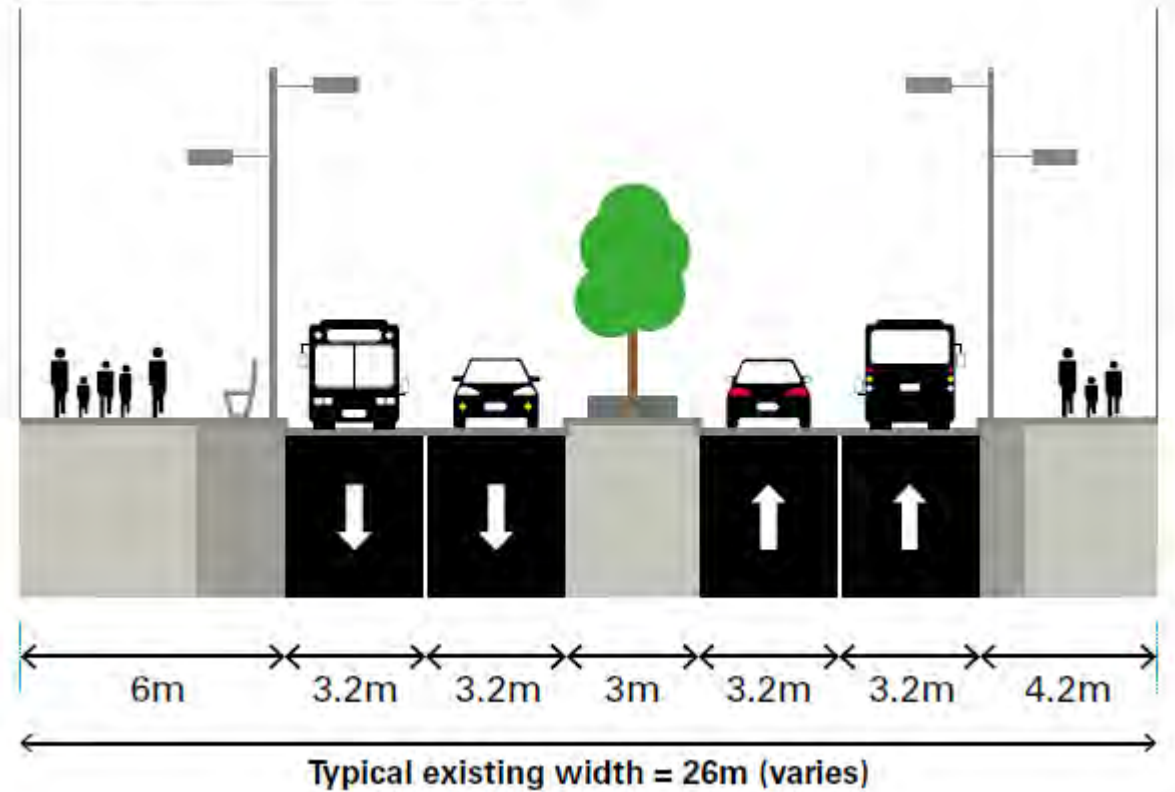


# Existing Cross Sections

## Queen to Gerrard



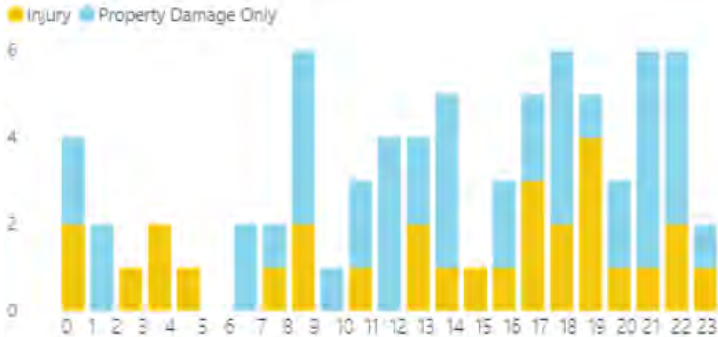
## Gerrard to College



# Key Issues - Road Safety

An In Service Road Safety Review (ISSR) and a Road Safety Audit (RSA) are being completed for the Yonge Street Cultural Corridor in coordination with yongeTOMorrow. The ISSR has identified existing areas for improvement and mitigative countermeasures to be considered in the evaluation of the long list and short list of alternatives.

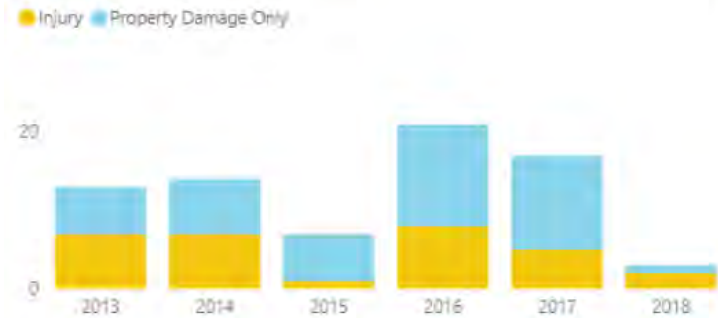
Collisions by Time of Day



Impact Type of Fatal and Injury Collisions



Collisions by Year



Lighting condition of Cyclist Collisions



- Findings:
1. Rearend (28%) and Sideswipe (32%) are the main Impact types at this intersection;
  2. Peak hours for the occurrence of collisions are from 8:00 to 9:00, from 17:00 to 19:00 and from 20:00 to 22:00;

**Total Collisions (PDO Incl.)**  
**75**  
**% Vulnerable Road User Collisions**  
**29%**

Lighting condition of Pedestrian Collisions



# Key Issues - Walking & Cycling

- Pedestrian volumes, City policy, and public feedback all indicate that pedestrians should come first on Yonge Street
- Dedicating space to pedestrians, cyclists and drivers on Yonge Street will not allow meaningful improvement to the pedestrian experience
- The level of separation required to combine major cycling and pedestrian routes may not be fully compatible with a street intended to host numerous events
- Night bus operations and regular event closures would have major impacts on a cycling facility



# Key Issues - Transit Access, Parking Access & Curbside Activity

## Transit:

- Maintenance of 320 Night Bus on Yonge
- Reliability of 6 Bay bus
- Reliability of east-west surface routes

## Parking Access to:

- CF Eaton Centre (Shuter/Yonge) and
- TPA Lot 34 (Yonge/Dundas)

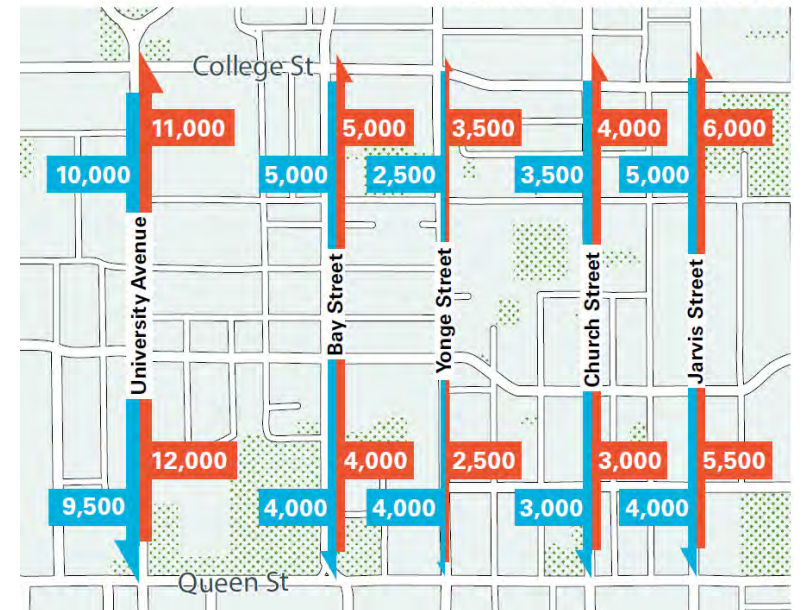
## Curbside Activity:

- Deliveries/pick-up
- Ride Hailing

Modelling to assess impacts of the proposed changes to the Study Area is being undertaken to test alternatives against existing and 2031 conditions.



Comparing weekday 8-hour driving volumes between streets





# Public Consultation

The project includes 3 rounds of consultation. In **Round One**:

- 3025 online surveys completed
- 161 public event attendees

This is what we heard:

## Improve to the pedestrian experience by:

- Adding more space for walking
- Adding space for trees, seating & programming
- Creating a street that feels safe

## Create a street where business and tourism can thrive by:

- Supporting deliveries, ride hailing, and services
- Adding space for patios & retail
- Supporting events, festivals & parades

## Create a flexible street:

- That can adapt to change in use and growth

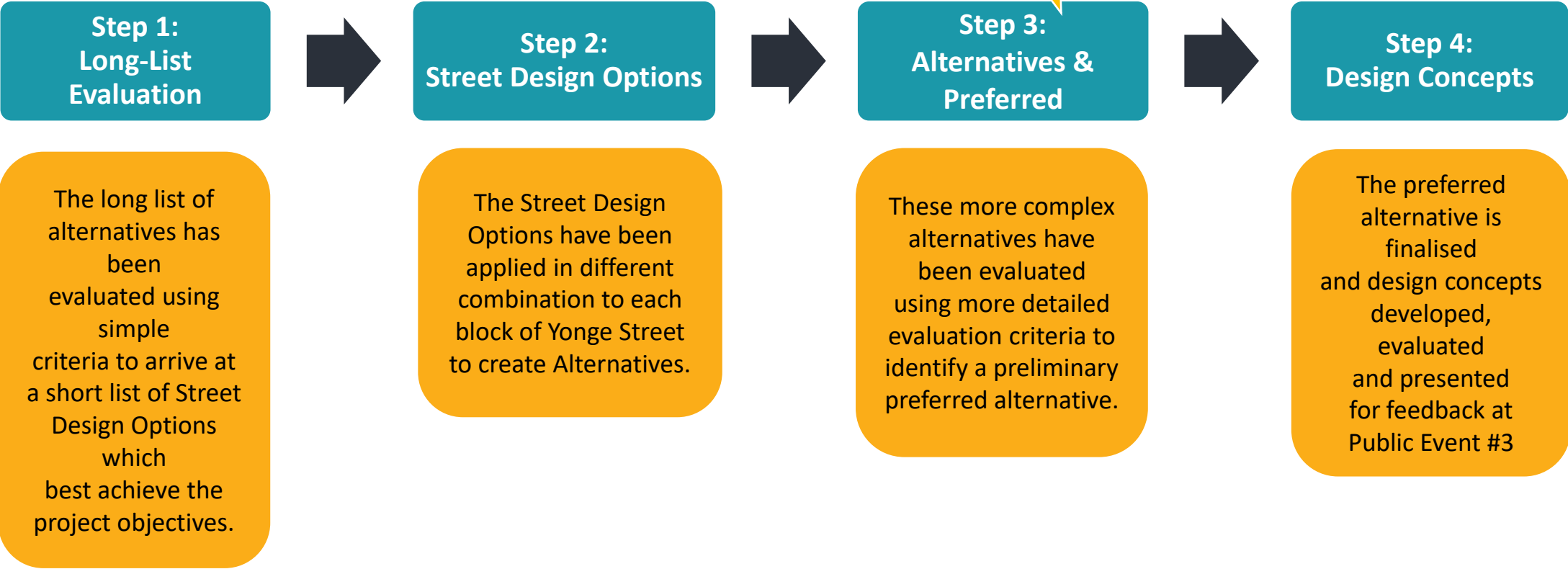
## Improve the cycling experience

The evaluation criteria have been designed to capture these priorities.



**Round Two** starts Nov 7<sup>th</sup> and will seek feedback on a short list and preferred alternative.

# Evaluation Process



# Evaluation Criteria

## Mobility



### Pedestrian Movement

Provides the opportunity to significantly improve pedestrian movement by adding space for movement both along and across Yonge Street to accommodate growing pedestrian volumes



### Cycling

Provides a major north-south connection through downtown and improves experience for cyclists on Yonge Street



### Transit

Supports efficient operation of bus and streetcar routes identified by TTC to meet ridership demand and allows streetscape improvements to surface transit stops and transfers



### Driving

Provides suitable vehicle access to support business operation, tourism and servicing of neighbourhood

## Liveability



### Pedestrian Experience

Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement



### Events, Festivals & Parades

Supports Yonge Street's role as a cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades



### Public Safety

Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by providing space for lighting, sight lines and emergency services

## Prosperity



### Retail & Tourism

Supports Yonge Street's role as a priority retail street by adding space for patios and vending and providing a streetscape which provides a pleasant experience to shop, dine and explore



### Cost Effectiveness

Improves Yonge Street in a cost effective manner [note that this is considered from the Short-List Selection onwards]



### Curbside Activity

Supports appropriate access and level of service for ride hailing, goods movement and municipal services to support business and tourism

## Sustainability



### Natural Environment

Supports a healthier and more resilient streetscape by providing opportunities for tree planting



### Flexibility & Innovation

Provides flexible and adaptable street design that can respond to changing demands and needs



### Health & Wellbeing

Encourages walking, cycling and transit use for all ages and abilities by providing safe, convenient and attractive facilities

# Long List Evaluation

	Criteria	Do Nothing	Car Free (A)	Car Free (B)	One Driving Lane (A)	One Driving Lane (B)	One Driving Lane (C)	One Driving Lane (D)	One Driving Lane (E)	Two Driving Lanes (A)	Two Driving Lanes (B)	Two Driving Lanes (C)	Two Driving Lanes (D)	Three Driving Lanes (A)	Three Driving Lanes (B)
Mobility	Pedestrian Movement	X	+	!	-!	-!	!	!	!	X	X	-!	!	X	X
	Cycling	X	!	+	!	!	-!	-!	-!	+	+	-!	-!	-!	X
	Transit	+	-!	X	-!	-!	-!	!	-!	!	!	!	!	+	+
	Driving	!	-!	X	-!	-!	-!	!	X	!	!	!	!	!	!
Liveability	Pedestrian Experience	X	+	+	!	!	+	+	+	X	X	-!	!	X	-!
	Events, Festivals & Parades	-!	+	X	-!	-!	-!	!	X	X	X	-!	!	-!	!
	Public Safety	X	+	!	!	!	-!	!	!	X	X	-!	!	X	-!
Prosperity	Retail & Tourism	X	+	+	!	+	+	+	+	X	X	-!	!	X	-!
	Cost Effectiveness	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Curbside Activity	!	-!	X	-!	X	X	!	X	-!	-!	-!	!	!	+
Sustainability	Natural Environment	X	+	+	-!	-!	+	+	+	X	X	X	!	X	X
	Flexibility & Innovation	X	+	X	X	X	X	+	X	X	X	-!	+	X	+
	Health & Wellbeing	X	+	+	-!	-!	-!	!	-!	X	X	-!	!	X	X
	Conclusions	⊗	✓	⊗	⊗	⊗	⊗	✓	⊗	⊗	⊗	⊗	✓	⊗	⊗

**+** Meets study objective

**!** Meets study objective with challenges

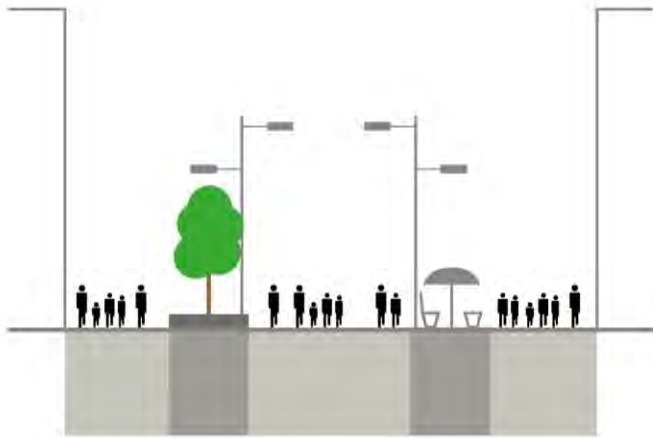
**-!** More significant challenges to meet study objectives

**X** Fails to meet study objective

# Short List of Street Design Options

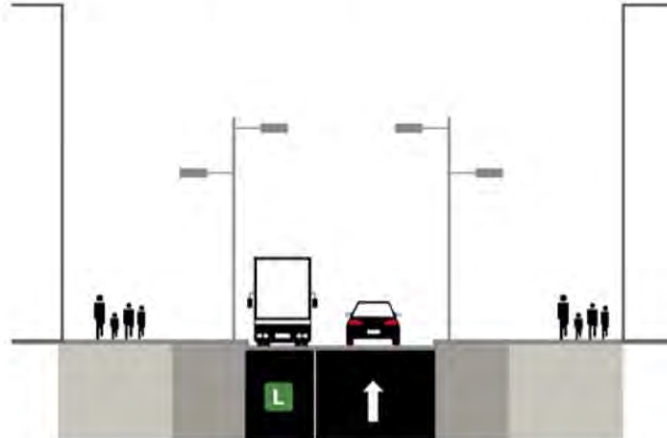
## Pedestrian Priority

(Car Free A)



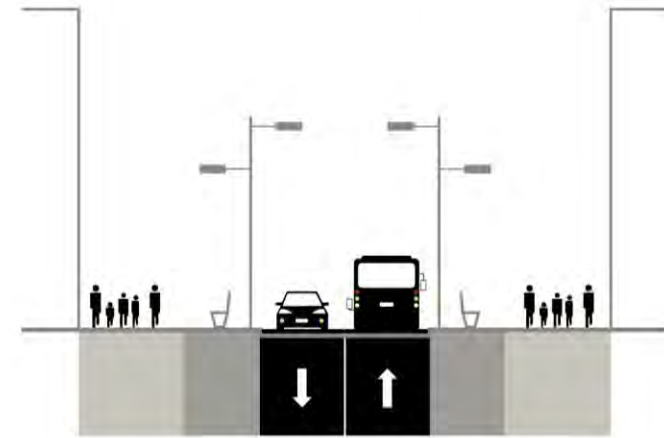
## One Way

(One Driving Lane D)



## Two Driving Lanes

(Two Driving Lanes D)



yongeTOmorrow has short listed three street design options that best achieve the project objectives:

- Increase pedestrian clearways to a minimum required width of 4m in each direction
- Recommend a separated cycling facility on a parallel street
- Maintain the existing TTC 320 night bus service in two directions
- Consider timed access for different vehicle types (deliveries, loading, ride hail)

# Short List of Street Design Options



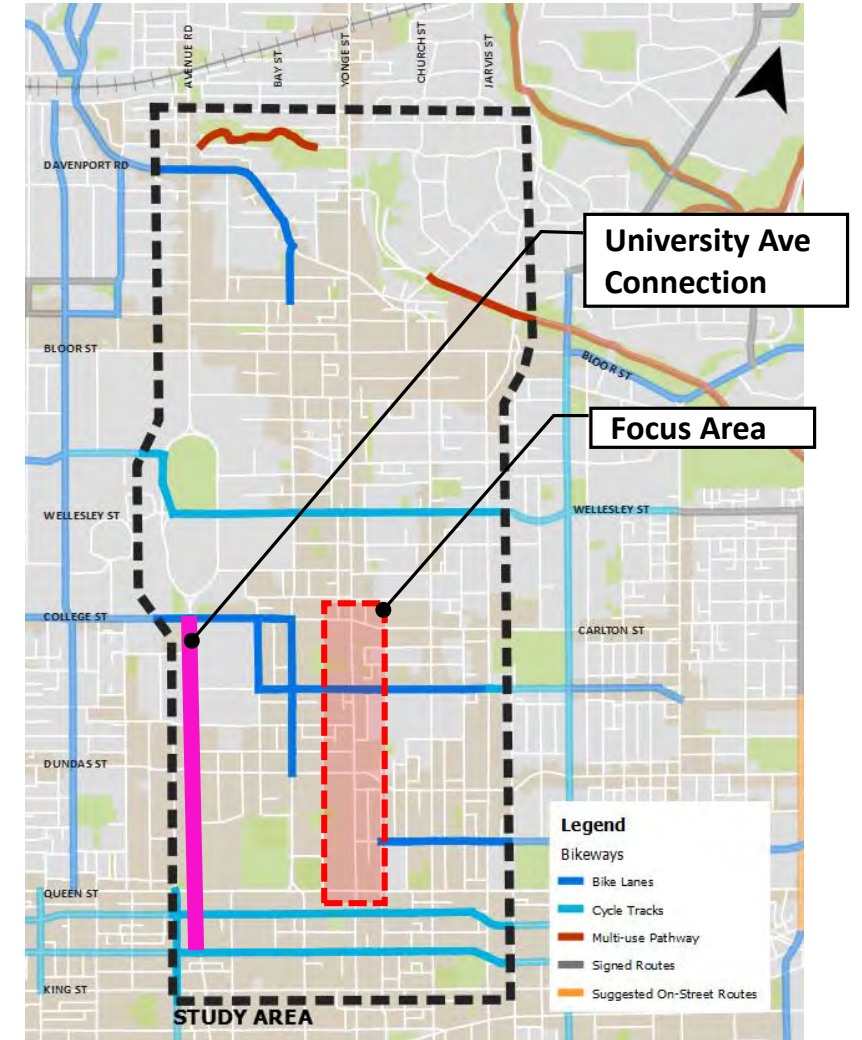
All street design options:

- Maintain existing TTC 320 Night Bus service
- Consider managed timed access for different vehicle types

# Cycling



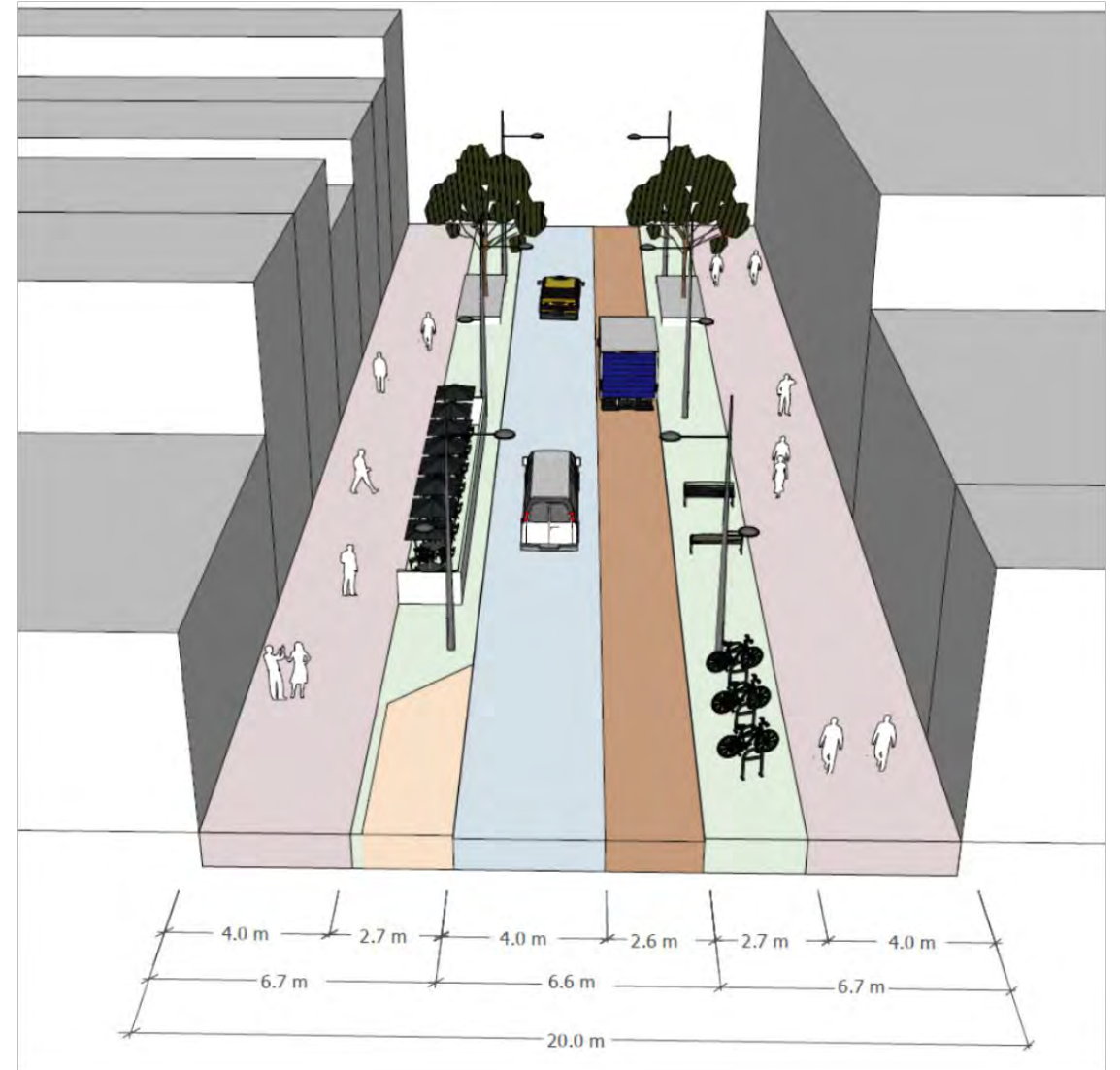
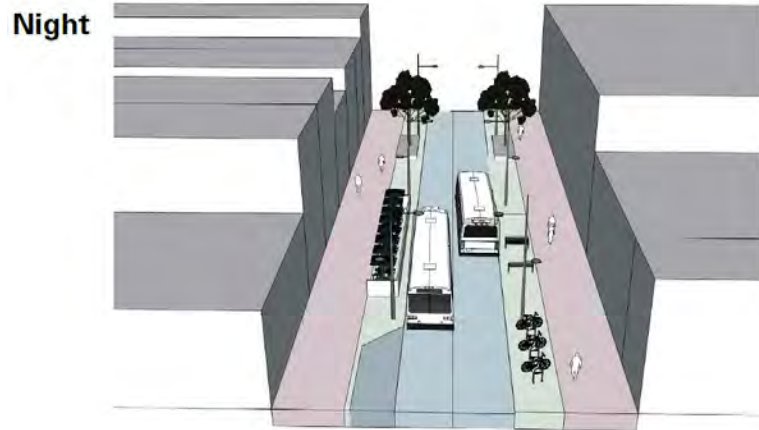
- yongeTOMorrow does not recommend dedicated cycling infrastructure on Yonge Street
- As a result University Ave, Bay St and Church St have been evaluated for feasibility.
- University Ave is the recommended street for a major cycling facility.
- Opportunities exist on Church through the removal of on street parking, but further consultation and study is required.
- Upgrades to the Bay St bike lanes will have significant impacts to transit and traffic operations



# More about the Options

## One Way

One driving lane with space dedicated for deliveries, ride hailing and services, and an improved pedestrian experience. Some space for seating and patios. Existing TTC night bus service is maintained overnight in two directions. Separated cycling facility provided on University Avenue.



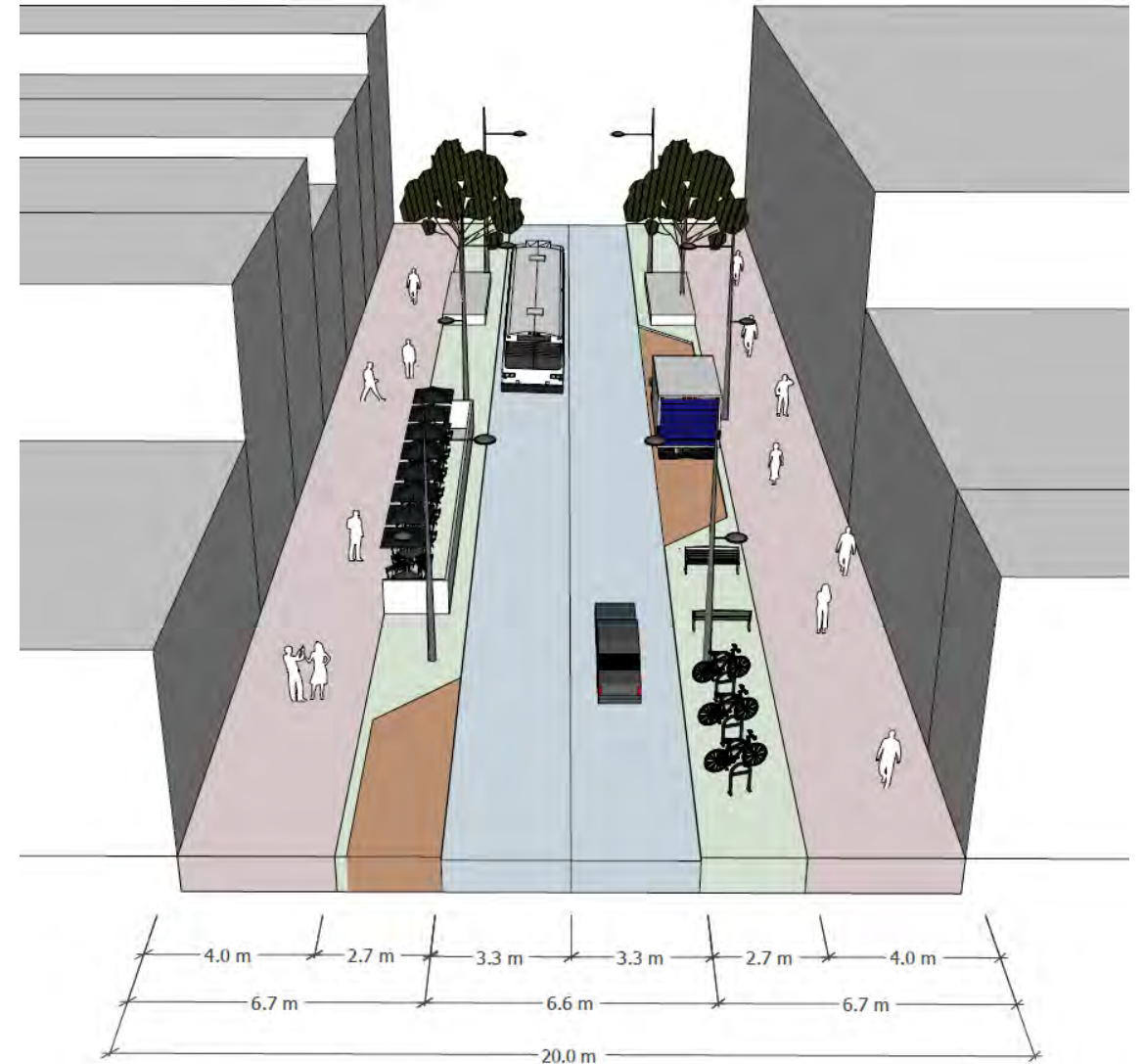
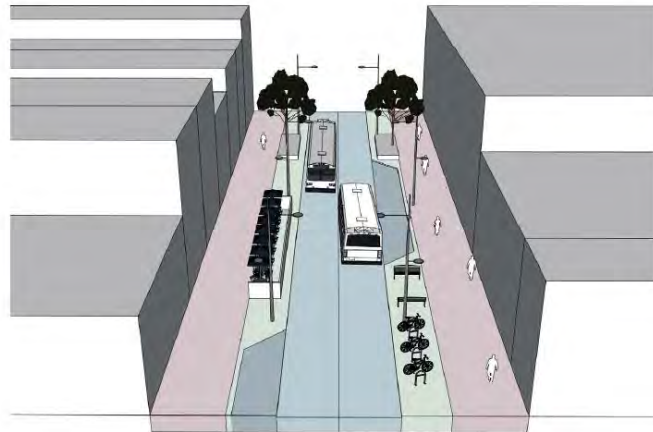


# More about the Options

## Two Way

A focus on driving access with two-way travel and an improved pedestrian experience. Some space for seating and patios. Existing TTC night bus service is maintained overnight. Separated cycling facility provided on University Avenue.

Night

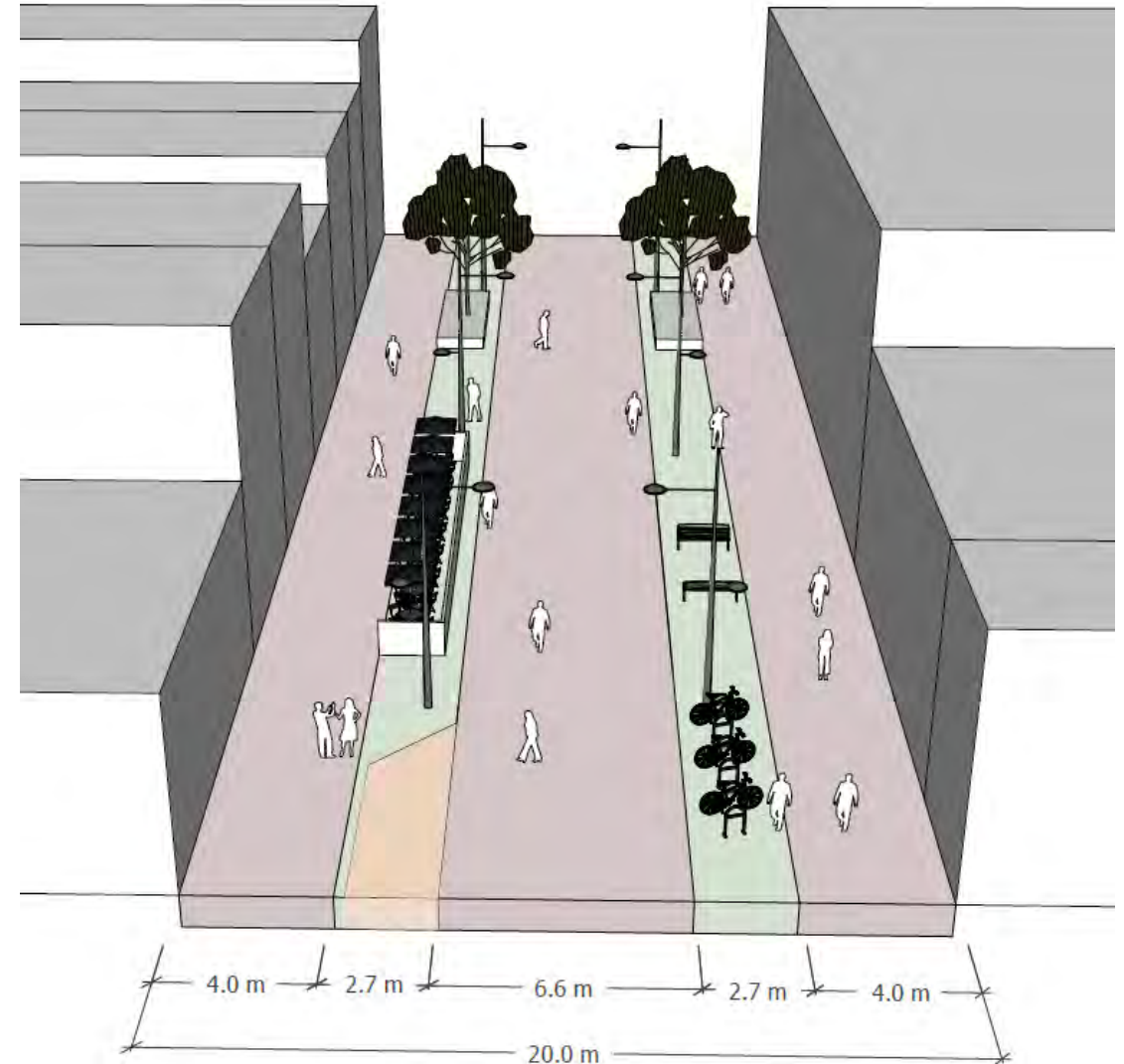
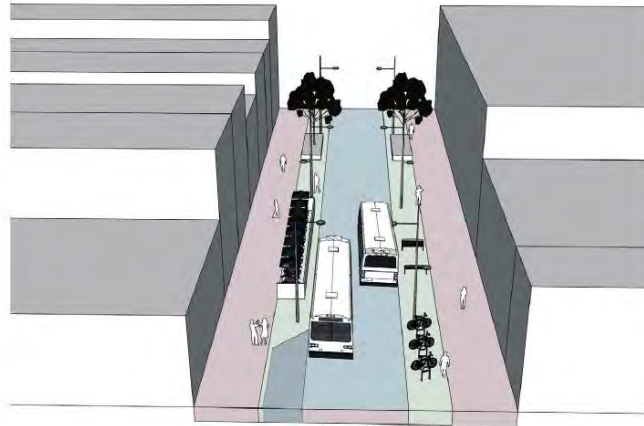


# More about the Options

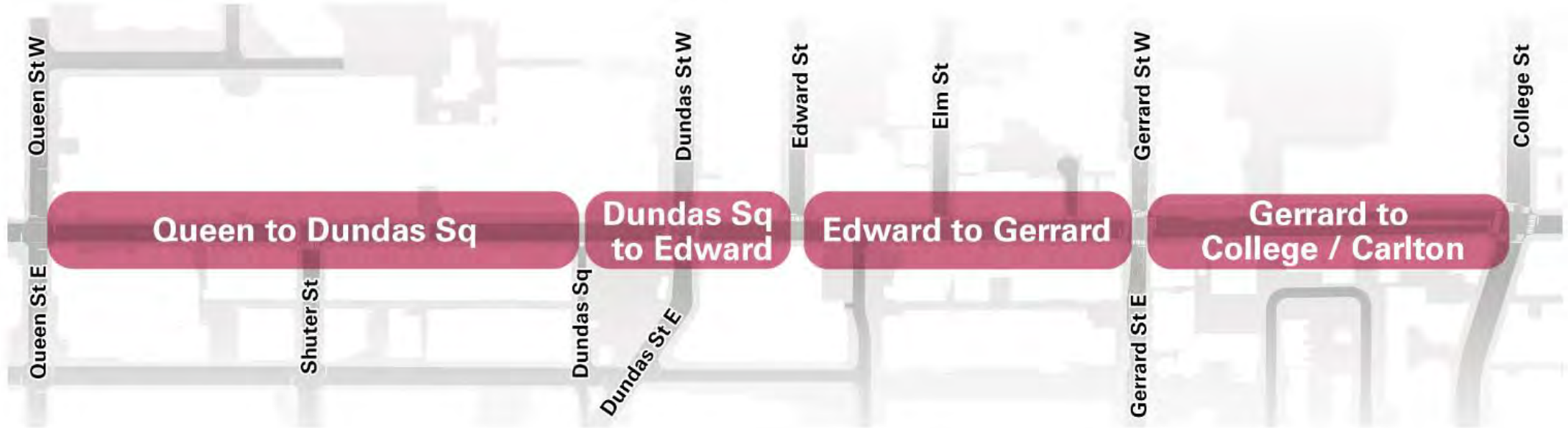
## Pedestrian Priority

A focus on active transportation and the ability to accommodate growth, tourism and events. Vehicle access is managed by time. Existing TTC night bus service is maintained overnight in two directions. Separated cycling facility provided on University Avenue.

Night



# Applying the Options



Yonge Street is used differently by people on each block between Queen Street and College Street. The Focus Area has been divided into 4 distinct use areas for consideration in application of the street design options.

- Queen to Dundas Sq** - Eaton Centre, Live Theatres, Offices, Retail and Dining.
- Dundas Sq to Edward** - Yonge-Dundas Square, Movie Theatre, Retail and Dining
- Edward to Gerrard** - Ryerson University, Movie Theatre, Retail and Dining
- Gerrard to College** - Condos/Apartments, College Park, Retail and Dining

# Applying the Options – Preliminary Preferred

## Queen St - Dundas Sq.

**Two Driving Lanes (Queen St. to Shuter St.) &  
One Driving Lane Northbound (Shuter St. to  
Dundas Sq.)**

has been applied because this section has: lower pedestrian crowding, access to major parking garages, lots of deliveries and ride hailing.

Night



# Applying the Options – Preliminary Preferred

## Dundas Sq. – Edward St.

**Pedestrian Priority** has been applied because this section has: the highest pedestrian volumes and demand for special events.

Night



# Applying the Options – Preliminary Preferred

## Edward St. – Gerrard St.

**Pedestrian Priority** has also been applied to this section due to high pedestrian crowding and demand for special events. The image shows how managed vehicle access can be applied.



# Applying the Options – Preliminary Preferred

## Gerrard St. – College St.

**Two Driving Lanes:** has been applied because this section has: a wider right-of-way, lower pedestrian crowding, access to major parking garages, lots of deliveries and ride hailing.

Night



# What's Next



The Development of Alternative Design Concepts is targeted to begin in winter 2020 and feedback on the 30% design concept will be gathered in the spring of 2020. Below is a summary of milestone activities planned for the remainder of the project:

- Report to Infrastructure & Environment Committee - October 17, 2019
- Design Review Panel - November 7, 2019
- Online Questionnaire #2 - November 7 - December 6, 2019
- Public Consultation Drop In Event #2 - November 21, 2019
- Public Consultation Drop in Event #3 - Spring 2020

The final Environmental Study Report, Report to Infrastructure and Environment Committee, and Report to Council are planned for the summer of 2020.



# Question #1



Street users have different priorities day vs night and weekday vs weekend.

Developing an operational strategy that considers uses by time is a key component of this design exercise. Please comment on the application of the street design options considering the temporal use changes on Yonge Street.

# Question #2



All of the street design options have a very similar spatial structure given the requirement to operate buses on the street. Although each design option is similar in spatial structure the application of design details may significantly impact the use and perception of the street:

- Paving materials
- Tree planting locations and details
- Grading and curb details
- Physical separation of modes
- Locations of seating and patio spaces

Please provide your advice for the design team to consider in developing design concepts for the preferred alternative in the next phase of the EA.

yongeTOMorrow  
meet us there

Thank you

**Johanna Kyte**  
Project Manager, Major Projects  
Transportation Services  
johanna.kyte@toronto.ca

Project Consultants:

**steer**

**LURA**  
LISTEN · UNDERSTAND · RELATE · ADVANCE

# CITY OF TORONTO DESIGN REVIEW PANEL

## MINUTES: MEETING 11 – November 7, 2019

The Design Review Panel met on Thursday November 7, 2019, in the Robinette Room, Campbell House Museum, 160 Queen Street West, Toronto, at 10:30am.

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<b>Members of the Design Review Panel</b>	<b>Members Present</b>
<b>Gordon Stratford (Chair):</b> Principal – G C Stratford – Architect	✓
<b>Michael Leckman (Vice Chair):</b> Principal – Diamond Schmitt Architects	✓
<b>Carl Blanchaer:</b> Principal – WZMH Architects	
<b>Dima Cook:</b> Director – EVOQ Architecture	
<b>George Dark:</b> Design Partner – Urban Strategies	
<b>Ralph Giannone:</b> Principal – Giannone Petricone Associates	
<b>Jim Gough:</b> Department Manager, Transportation Planning – WSP	✓*
<b>Meg Graham:</b> Principal – superkül	✓#
<b>Jessica Hutcheon:</b> Principal – Janet Rosenberg & Studio	✓##
<b>Viktors Jaunkalns:</b> Partner – MacLennan Jaunkalns Miller Architects	
<b>Joe Lobko:</b> Partner – DTAH	✓
<b>Jim Melvin:</b> Principal Emeritus/Advisor – PMA; Owner – Realm Works	✓
<b>Adam Nicklin:</b> Principal – PUBLIC WORK	
<b>Juhee Oh:</b> Director, Sustainability & Energy – WSP	✓
<b>Heather Rolleston:</b> Principal, Design Director – Quadrangle Architects	✓**
<b>David Sisam:</b> Principal – Montgomery Sisam Architects	✓
<b>Sibylle von Knobloch:</b> Principal – NAK Design Group	

*\*Conflict for Third Item*

*\*\*Conflict for Fourth Item*

*#Present for Last Item*

*##Absent for Third & Fourth Items*

### Design Review Panel Coordinator

Meredith Vaga: Urban Design, City Planning Division

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### CONFIRMATION OF MINUTES

The Panel confirmed minutes of their previous meeting which was held on October 10, 2019 by email.

### MEETING 11 INDEX

- i. Yonge Tomorrow Redesign (1<sup>st</sup> Review)
- ii. Retail Best Practices (2<sup>nd</sup> Review)
- iii. 1200-1210-1220 Sheppard Avenue East (1<sup>st</sup> Review)
- iv. 2075 Kennedy Avenue (1<sup>st</sup> Review)

# YONGE TOMORROW REDESIGN

## DESIGN REVIEW PANEL

### DESIGN REVIEW PANEL MINUTES

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DESIGN REVIEW First Review

APPLICATION EA

*PRESENTATIONS:*

CITY STAFF Johanna Kyte, Public Realm,  
Infrastructure & Development  
Services

DESIGN TEAM Peter Piet, Steer

VOTE No vote

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## Introduction

City staff outlined the project history, existing and future context, and planning framework. Staff are seeking the Panel's advice on the following key issues:

1. Street users have different priorities day vs night and weekday vs weekend. Developing an operational strategy that considers uses by time is a key component of this design exercise. Please comment on the application of the street design options considering the temporal use changes on Yonge Street.
2. All three street design options have a very similar spatial structure given the requirement to operate buses on the street. Although each design option is similar in spatial structure, the application of design details may significantly impact the use and perception of the street. For example, currently we are considering the appropriate design and application of paving materials, tree planting, curbs/barriers, seating/patios.

Please provide your advice on these topics for the design in developing design concepts for the preferred alternative in the next phase of the EA.

## Chair's Summary of Key Points

The Panel appreciates the efforts of the proponent team on their strong start towards reimagining Yonge Street; especially given the importance of this major thoroughfare in the past and future of Toronto.

Given the considerable development along the Street, the success of this initiative is vital in terms of creating a significant and vibrant amenity for the growing community along Yonge. In order to achieve this essential goal, the following aspects of the initiative need further work:

### Response to Context (including local character and heritage)

- Design for the long-term (50+ years) and enable changes over time.
- Take full advantage of connecting with and taking advantage of surrounding civic context (see Site Plan Design).
- Take into consideration sun, wind and existing/future built form / population context (see Site Plan Design and Built Form).
- Enhance Yonge's context-building power as key "connective tissue" weaving Toronto together.

- Ensure initiative continues to include Yonge up to Bloor.

### **Site Plan Design**

- Moving from 4 vehicular lanes down to 2 (and increasing the pedestrian realm) is a radically positive change.
- Avoid one-way vehicular circulation.
- Introduce unique-character, amenity-rich zones along Yonge that break the linear nature of the Street and support the growing Yonge community.
- Maximize convertibility of Street to enable a wide variety of events in all seasons.
- Design Yonge Street as a site with increasingly limited and selective sun penetration, and variable wind conditions.

### **Pedestrian Realm**

- Maximize opportunity for pedestrian-only zones along Yonge (see Site Plan Design).

### **Built Form (Massing, Height, Articulation, Heritage Conservation)**

- Think beyond street circulation planning to create Yonge Street's unique design character.
- Continue working in section and computer-generated views for full consideration of existing and future street-edge built form (height, massing, etc.), sun penetration, etc. on Yonge's design.
- Develop design character(s) strategy for Yonge.

### **Landscape Strategy**

- Ensure that landscape is an essential defining character and amenity along Yonge.
- Provide a landscape strategy that will thrive in a sunlight-poor, windy and highly urban environment.

### **Sustainable Design**

- Provide a holistic sustainability strategy that can be a visible learning tool.
- Integrate storm water management into landscape/streetscape.

### **Comments to the City**

- Included above.

### **Panel Commentary**

The Panel thanked the project team for their presentation, and many members commented that it was great to see the proposal moving forward. The Panelists noted that the Yonge St spine was very important to the culture, history and future of the city and various members thought the study was "completely necessary" from a pedestrian and transportation point of view.

Moving forward, the Panel felt further development of the design options was necessary and recommended ensuring the street remained a vibrant physical and cultural amenity for both the surrounding community and overarching city. The Panel looked forward to seeing the project again.

### **Response to Context (including local character and heritage)**

#### Design for Long-Term

The Panel advised considering the street from a 50 year horizon as part of the evaluation process, including resiliency, adaptability and the future mix of vehicles over the next half century.

Many members wondered where the scooters, e-bikes, cargo bike, automated delivery vehicles would go in the current design options. Other members pointed out that due to the "highly urbanized" location the buildings along this portion of Yonge St do not have a lot of rear access.

#### Connectivity & Surrounding Civic Context

Several members pointed out that if the transformation is done successfully it will bring more people to Yonge St, both to live and as a destination. Many members thought maximizing the width of the pedestrian zone was more important than solving the vehicular ideas.

Some members noted that civic spaces and what they contain (stages, art pieces, seasonal events) are very important for a city. The Panel encouraged continued analysis into the "connective issues", circulation needs and distinction of Yonge St as a linear amenity for a growing community.

#### Protect Unique Character of Yonge Street

The Panel advised that any future transformation of Yonge needed to protect the unique character of the street. Many members pointed out that it was also important to maintain the historical façade character of the street, including protecting against the development of "façade buildings".

Many members pointed out that Yonge St may change in character at different parts of the corridor. The Panel felt that the proposal should not focus exclusively on sidewalk width but should instead develop the landscape quality of the sidewalk. A few members suggested that precedents could be used as a way to convey character.

Several members commented that Yonge St is a spectacle and a destination, and cautioned against "diluting" this character. They felt that in terms of trees and street furniture less was preferable to oversaturating the street. Other members commented that the transformation had to achieve a balance between these elements.

#### Extend Project Area to Bloor St

Several Panel members felt the boundary of the project area, and corresponding interventions, should be extended north to Bloor St.

#### Implement Pilot Test Period

Some members suggested implementing a pilot project to use as a test period to figure out what works/doesn't as well as to get people acclimatized to the changes. A few members noted that King St and Queen's Quay both underwent successful pilot periods with "not a lot of expense".

Other members advised additionally looking at the successes/shortcomings of recent street transformations across Toronto, including St Clair Ave W and Bloor St W.

### **Site Plan Design**

#### Reduction of Vehicle Lanes & Mode Share

While the Panel supported the reduction of the vehicular lanes from 4 to 2, they were concerned about traffic impacts due to connectivity and thought further traffic studies should be undertaken.

Some members felt that vehicles could have more access by only fully closing Yonge St for special events. Many members noted that implementing a mode share model for Yonge St would be revolutionary.

#### Avoid One-Way Vehicle Circulation

Several Panel members felt the project should avoid one-way vehicle circulation where possible. These members commented that in their experience on way streets are not as pedestrian friendly.

#### Cycling Infrastructure

Several Panel members noted agreement with the decision to not include dedicated cycling infrastructure on Yonge St. Some members acknowledged the potential community tensions due to this decision.

#### Maximize Flexibility of the Street

Many members thought the project team should pursue the most flexible option. However, the Panel cautioned that this would necessitate a clear, well designed street, lighting and signage. A few members pointed to the updated traffic signals along King Street as an example.

#### Consideration for Parades & Other Events

Some members questioned how the transformed street could accommodate established parades, while some other members felt that the street could be closed for these events, or routes could be amended if necessary. A few members questioned how snow plows would function on the street.

#### Servicing & Loading

While the Panel recognized there may be restrictions preventing servicing and loading from being located in the rear of the buildings along Yonge St, some members commented that as much as possible the servicing should be off street to prevent further circulation complications.

### **Pedestrian Realm**

#### Maximize Pedestrian-Only Zones

Several Panel members noted there was a need for an enhanced pedestrian environment on Yonge. Many members felt that a pedestrian focus was the key to transforming this street.

Some members suggested having a fully pedestrianized street from Shuter St to Gerrard St. Other members wondered if another option could be developed that enhanced the existing laneway between Shuter St and Dundas St.

Various members noted that the large pedestrian load is not seasonally dependent. Some members recommended looking at Market St, where bollards move and parking changes to keep the street vibrant in both winter and summer.

### **Built Form (Massing, Height, Articulation and Heritage Conservation)**

#### Think Beyond Circulation Planning

Several members thought the success of the project was found in the space between the buildings. The Panel advised the design team to think beyond circulation planning when advancing the proposal. Many members felt the solutions had a "linearity about them" and thought a proposal that operated from a finer grain would be "where the real [design] solution will happen."

#### Existing & Future Street Edge Built Form

Some members, commenting on the idea of incorporating adaptable furniture zones, noted that the strategy seemed to be successful in other places but advised ensuring it incorporated the other traffic movement patterns.

### **Landscape Strategy**

#### Design Character of Yonge Street

Several members pointed out that the existing character of Yonge St varies at different points along the street. These members felt that the character should be used to dictate the design response. For example, at College St and Gerrard St there is already visual access to green spaces compared to parts of Yonge St further south.



Many members noted that this approach would help break up the linearity of Yonge St by claiming the street in various ways. Several members felt the materiality and visual cues were more crucial to the success of the project than the precise dimensional metrics.

Various members did not think Yonge St should have as many trees as had been proposed, commenting that Yonge was a place of culture for people to gather.

#### Lighting Strategy

The Panel felt that lighting needed to be a part of this study, including both pedestrian scale street lights and the amount of traffic lights. Many members noted that lighting was an important quality defining street character. Some members advised consideration for lighting heights on the street.

#### Develop Landscape Strategy

The Panel advised developing a comprehensive, zone specific landscape strategy. Many Panel members noted there will likely be a large problem implementing street trees due to the existing infrastructure below grade. Some members hoped gutters and curbs would be included in the review and eventual design.

### **Sustainable Design**

#### Develop Sustainability/Resiliency Strategy

The Panel advised that any transformation of the street needed to include a strong resiliency strategy and allow for adaptability. They suggested looking more carefully at the locational conditions against what is trying to be designed and achieved.

Several members recommended further study into what would happen to Yonge St when there is an environmental "shock in the city" (major snow, rainfall, flooding etc.). Some members, noting that more work was necessary, suggested a robust stormwater strategy, including a permeable street, could be a good start.

Regarding the natural environment, many members questioned whether simply providing the opportunity for tree planting would solve resiliency issues. These members felt more work on the resiliency front was necessary

yonge**T**omorrow  
meet us there

# Design Review Panel – Presentation #2

September 17, 2020



# Where We Are



# COVID-19 Impacts and Responses

The CurbTO, ActiveTO and CaféTO programs have been implemented under the direction of the Mayor and Council based on consultation and recommendations from the Medical Officer of Health to address specific issues related to COVID-19.



CurbTO



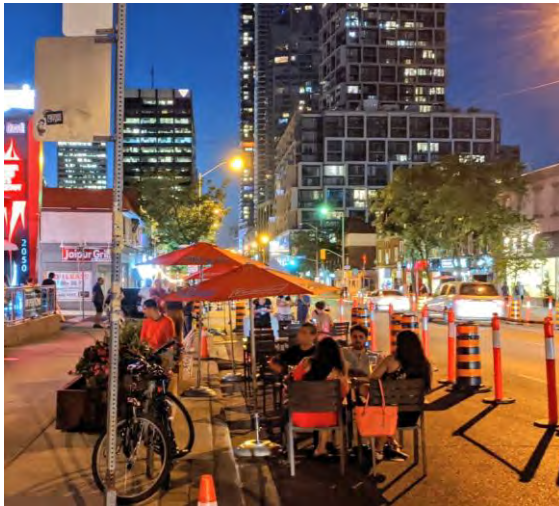
ActiveTO



CaféTO

# COVID-19 Impacts and Responses

YongeTOmorrow continues to evaluate the Design Concepts by considering the needs of people using the street today and many years from now in a post-pandemic future.



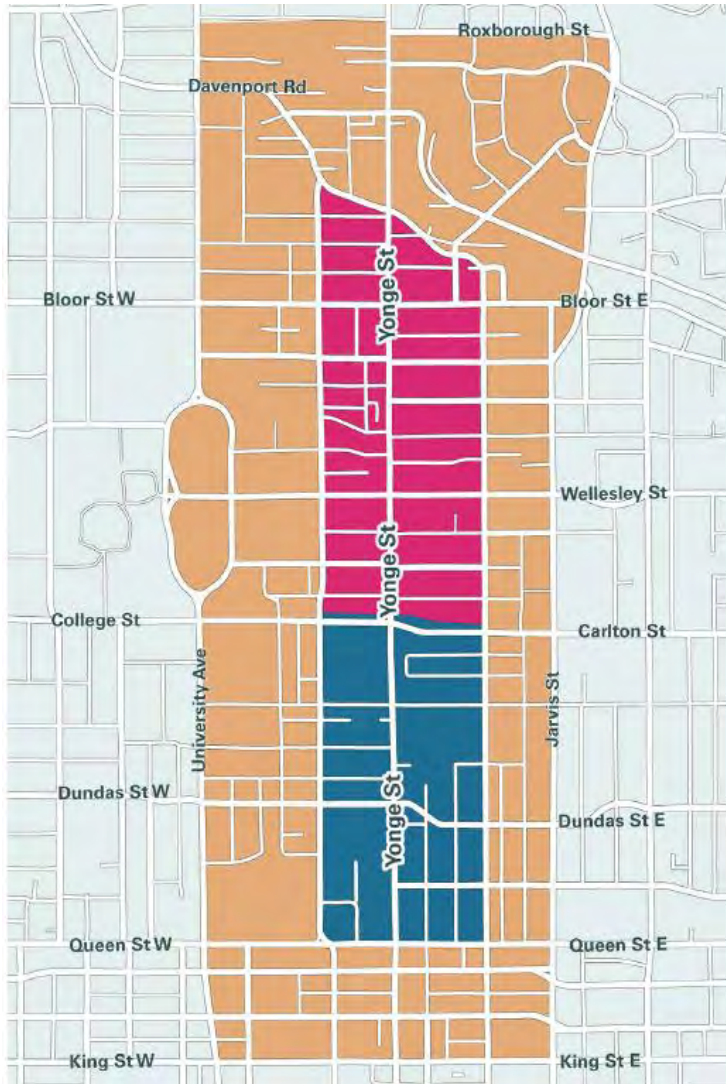
# yongeTOMorrow Objectives

The recommended Design Concept would support short term recovery needs by:

- Providing more space for people walking and cycling
- Providing more space for outdoor cafés, vending, and on-street retail
- Improving equity and experience for those who walk, cycle, and take transit
- Providing public space for residents in the core with less access to parks and private outdoor spaces



# Study Area



**Study Area**  
Area for which data collection and analysis is being completed

**YongeTOMorrow EA Focus Area (Phase 1)**  
Area for which alternative solutions are currently being developed and evaluated

**Future Focus Area (Phase 2)**  
An EA to develop and evaluate design solutions for Yonge from College to Davenport is planned to start upon completion of YongeTOMorrow Phase 1

# Study Drivers





# State of Good Repair



# Mode Shift

More people are choosing to walk, cycle, and take transit (change 1996-2006)

## Trips to/from Toronto



GO trips to/from outside Toronto have doubled to 41%



Driving has decreased to 37%

## Trips in Toronto



Walking has doubled to 24%



Cycling has increased to 5%



Driving has decreased to 17%

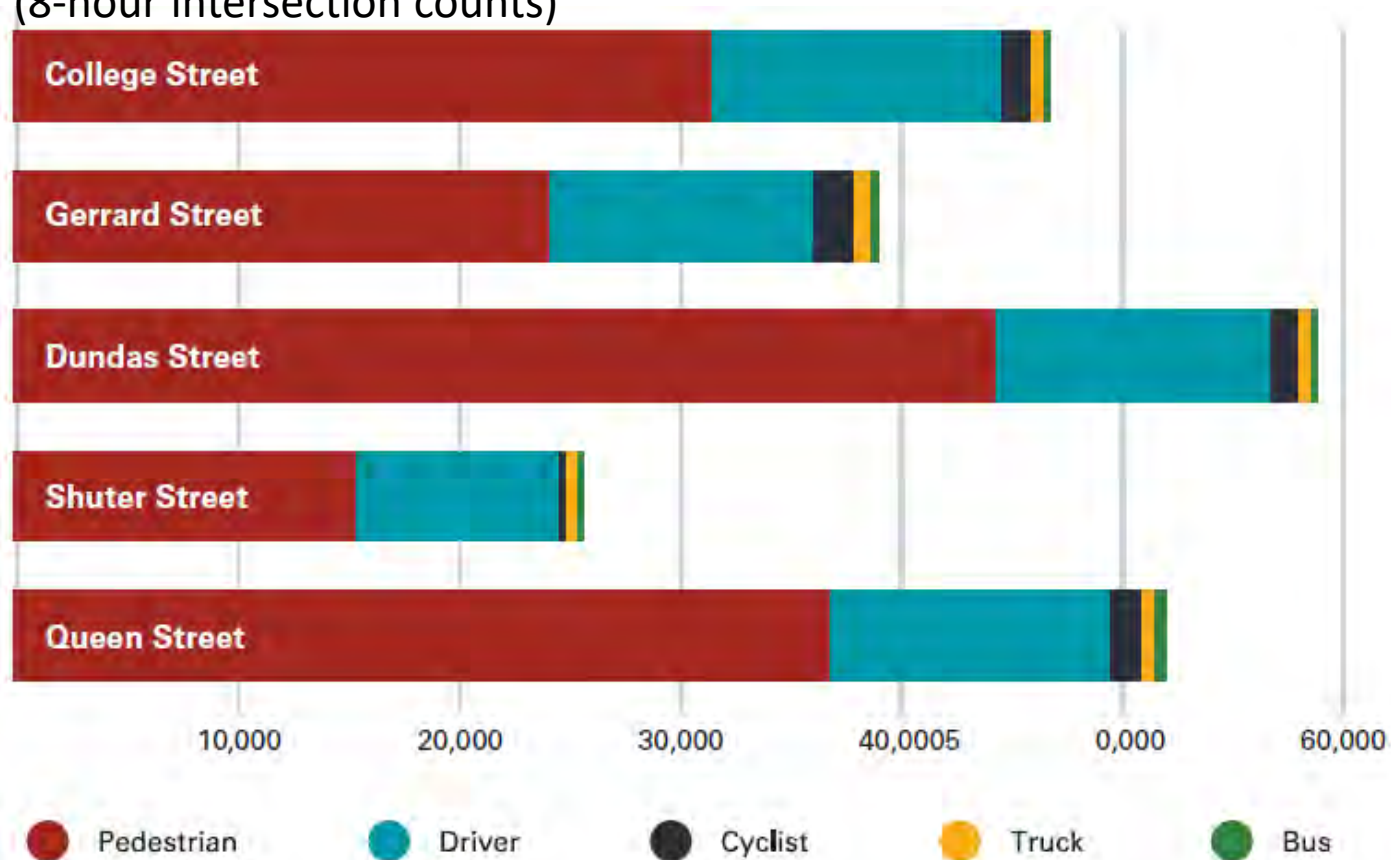


TTC mode share has increased to 49%

# Mode Share

50-75% of people using Yonge Street are pedestrians

(8-hour intersection counts)



# Growth

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**73%**

increase in population between 1996 and 2016 to over 55,000



**400**

residents and jobs per hectare by 2031 according to Toronto's Official Plan



**43%**

increase in employment between 1996 and 2016 to over 225,000



**8,500+**

proposed condo units in development

# City Policy

The City's Official Plan identifies Yonge Street as a Cultural Corridor and a Priority Retail Street that should be improved for walking, transit use, cycling, and social gathering, with space for seating, cafés, and greening.



# Safety

yongeTOMorrow supports the Vision Zero Road Safety Action Plan to prioritize the safety of vulnerable road users by:

## Adding:

- Protected space for walking and cycling

## Reducing:

- Number of driving lanes
- Driving speeds
- Car and truck volumes
- Corner radii
- Crossing distances

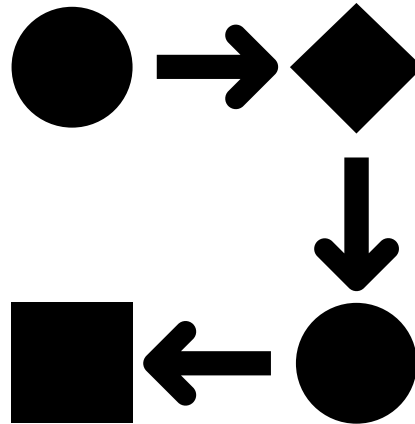


# Equity

There is a need to provide better transportation choices and experiences for all who walk, roll, cycle, and take transit and provide more public space for downtown residents.



# Study Process

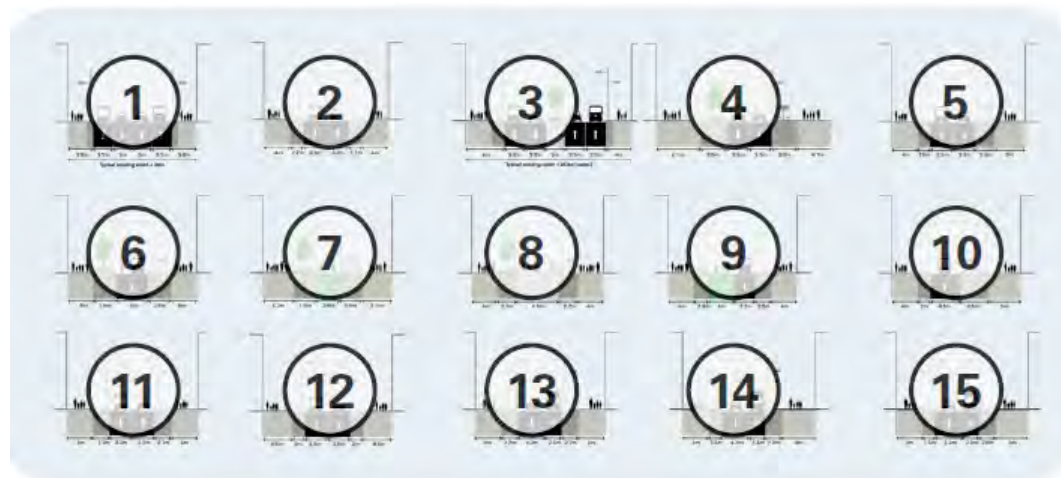




# How Did We Get Here?



**Public Event #1 (May 2019)**  
15 possible Street Design Options and a set of evaluation criteria were developed

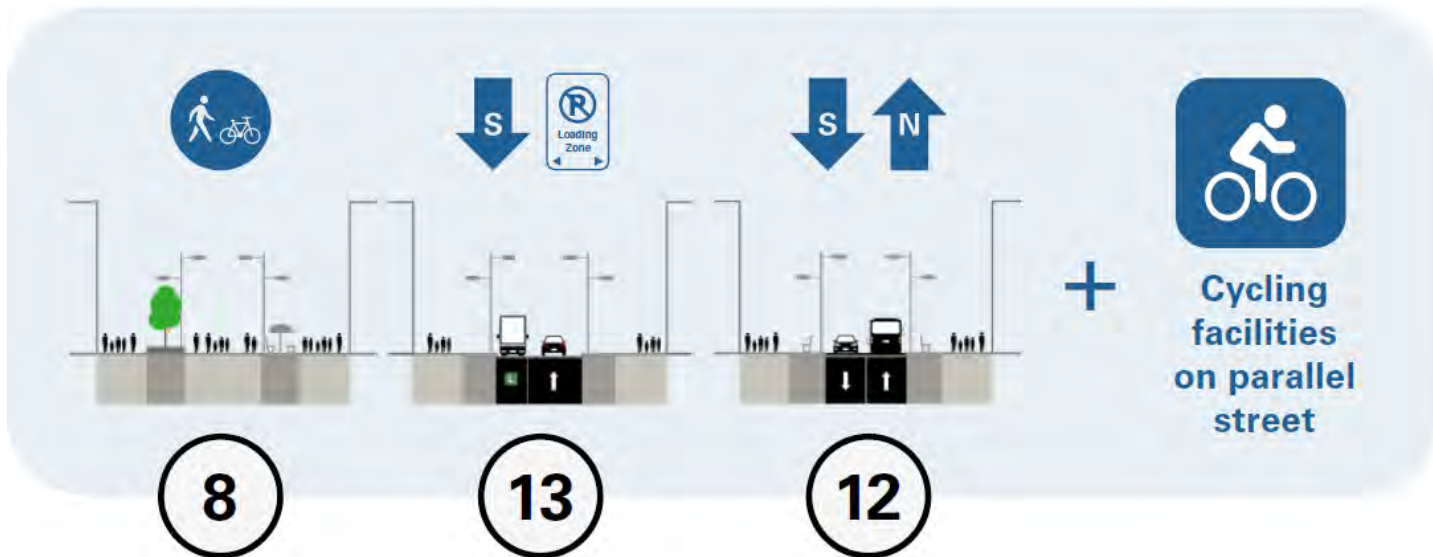


# How Did We Get Here?

## Report to Infrastructure and Environment Committee (October 2019)

Evaluation identified a Short List of three Street Design Options:

### Short List of Street Design Options

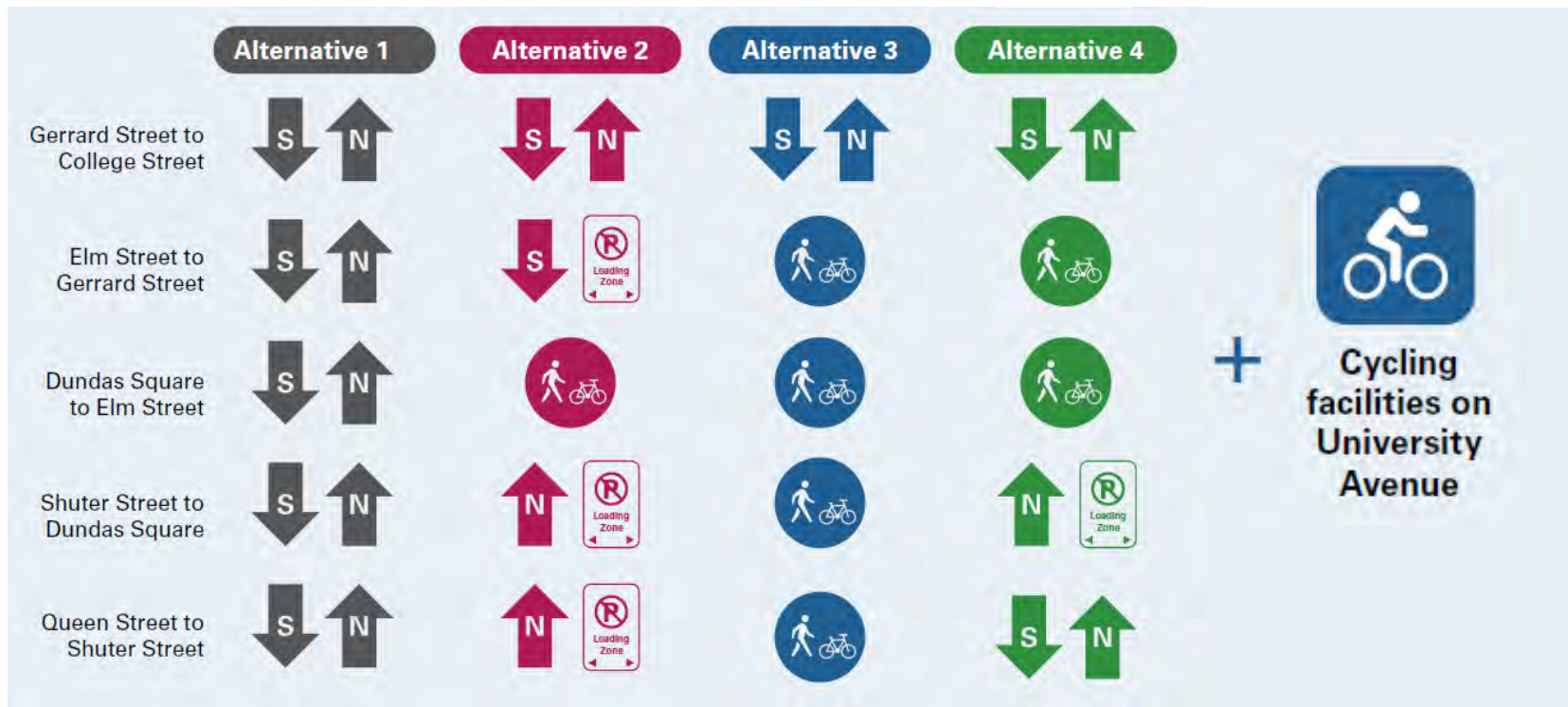


# How Did We Get Here?

## Public Event #2 (November 2019)

Four Alternative Solutions were developed by applying one of the three Street Design Options to each block of Yonge Street.

### Short List of Alternatives



# What We Heard

## Public Event #2 (November 2019)



### Pedestrian Experience

- The pedestrian experience remains the top priority
- Pedestrian priority zones were generally supported, with consideration for expansion
- Safety is a priority for all users



### Cycling Experience

- Increased consideration for cyclists on Yonge Street
- University Avenue cycling facility may be inconvenient for some to access from the east and north



### Vehicle Access

- Increased consideration for goods movement, ride hail and business access



### Space for Patios and Street Retail

- Dedicated space for patios and street retail will contribute to economic vibrancy, street activation and safety



### Support Festivals and Events

- Consider a phased or temporary approach to pedestrian priority zones

## Consultation Activity to Date from Round 1 and 2



6 Stakeholder Advisory Group meetings



44 representatives from local businesses and community groups participated in our Stakeholder Drop-in Event



56 individual stakeholder interviews



334 participants at 2 Public Drop-in Events



6,110 Online Questionnaire participants



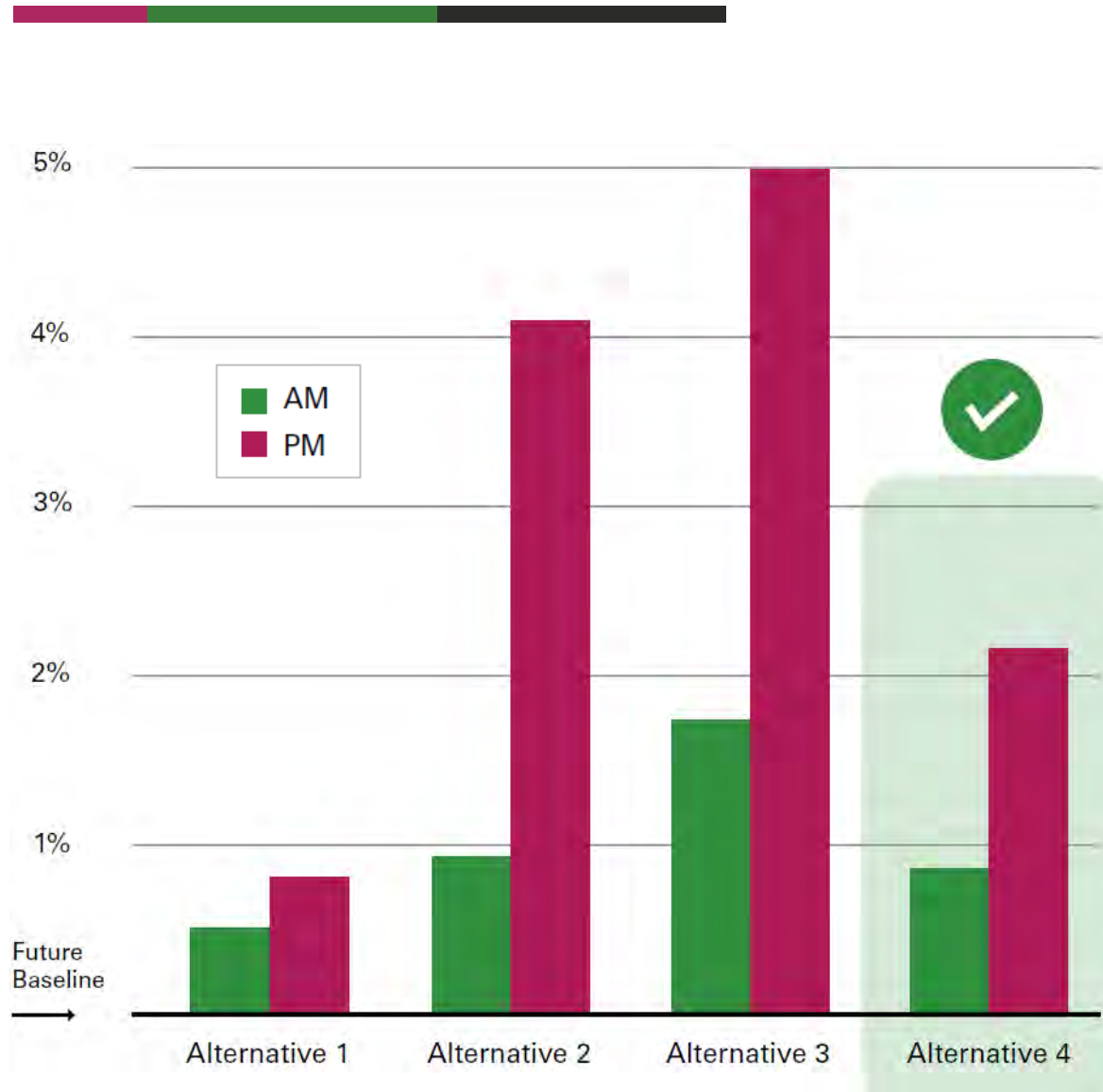
1 Design Review Panel Presentation

# What We Heard

## Public Event #2 (November 2019)

Block	Alternative 4	Online Approval Rating	Key Comments
College Street to Gerrard Street		2.92 ★★☆☆☆	Increase consideration for cyclists. Maintain access for vehicles to allow residents to access their homes.
Gerrard Street to Elm Street		3.72 ★★☆☆☆	Increase consideration for: accessibility, cycling, goods movement and curbside movement. Increase consideration for conflicts between vehicles, pedestrians and cyclists.
Elm Street to Dundas Square		4.38 ★★★★★	Increase consideration for: accessibility and cycling.
Dundas Square to Shuter Street		2.61 ★★☆☆☆	Increase consideration for: accessibility, cycling, goods movement and curbside movement and transit.
Shuter Street to Queen Street			

# What We Learned from the Traffic Model

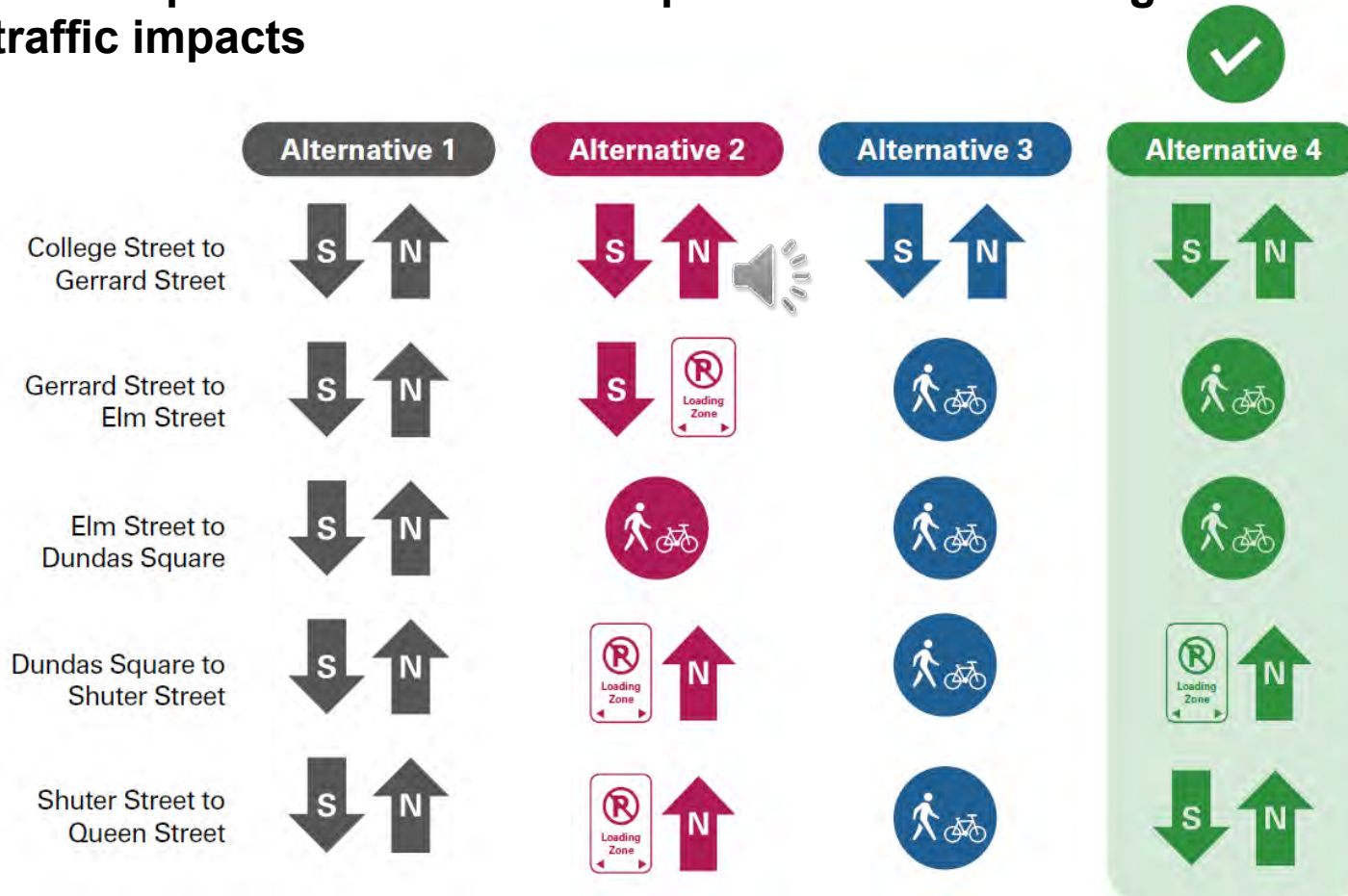


The longest delays in Alternative 4 were about 90 seconds

# Confirming the Preferred Alternative

## Alternative 4:

Most improvement to street experience while limiting traffic impacts

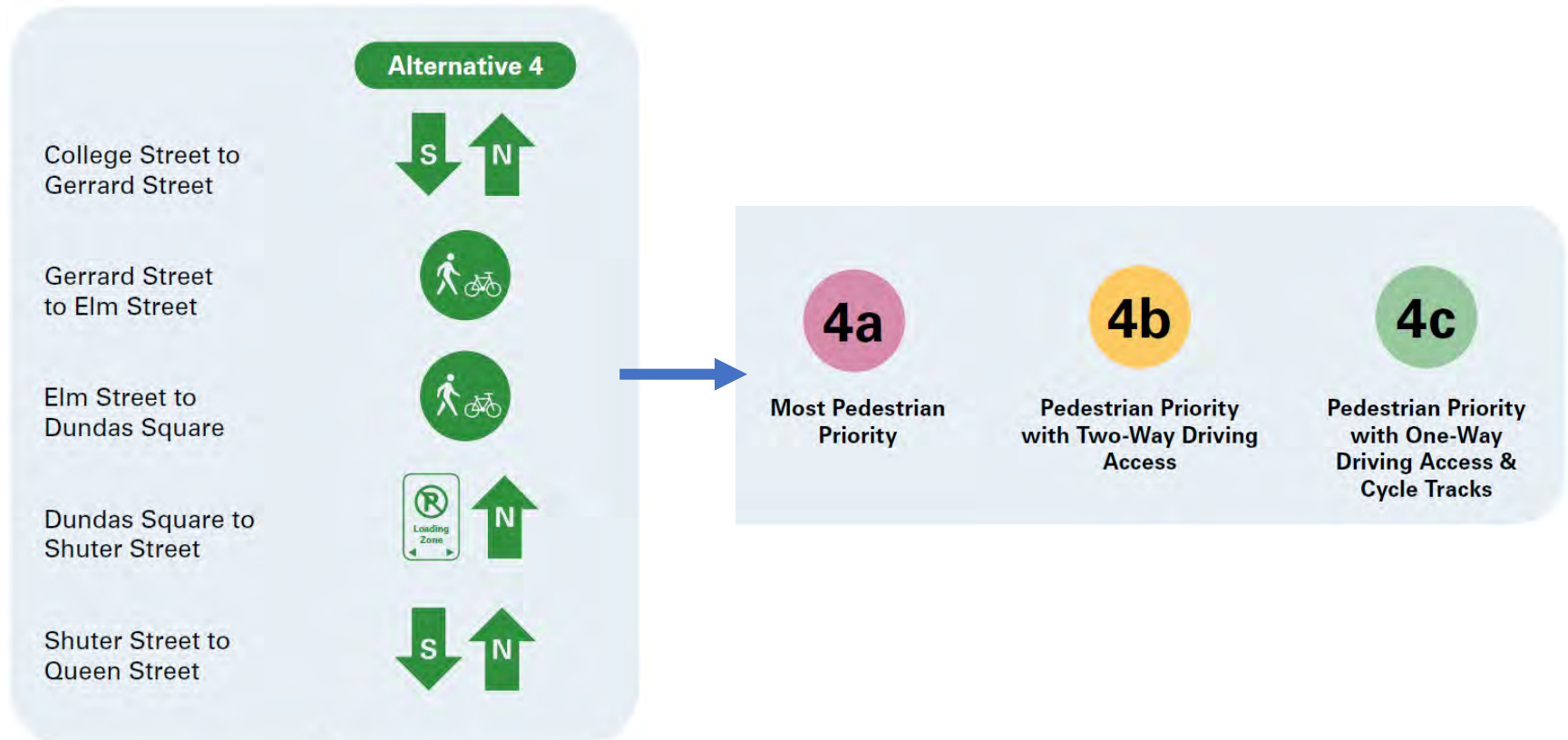


# Getting to the Recommended Design Concept

## Public Event #3 (September 2020)

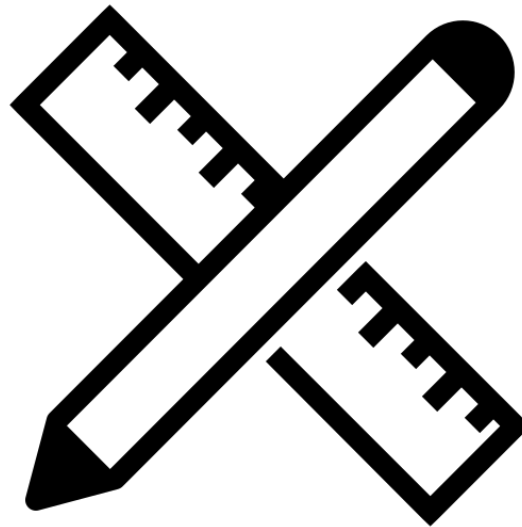
Alternative 4 was then developed into three Design Concepts.

We are here





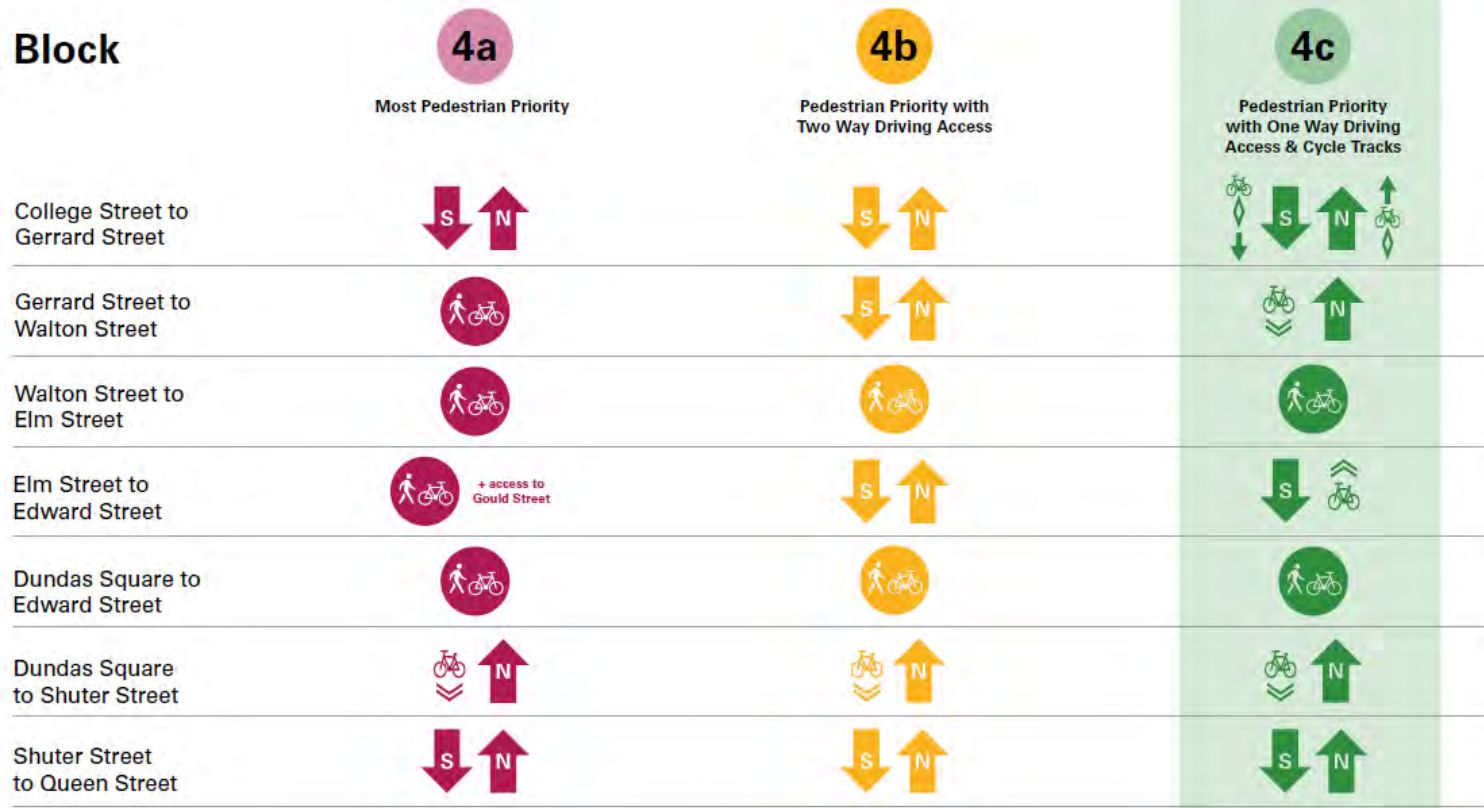
# Round 3 – The Design Concepts



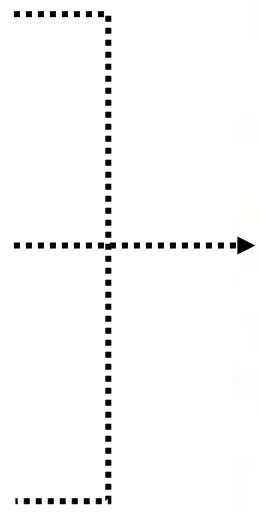
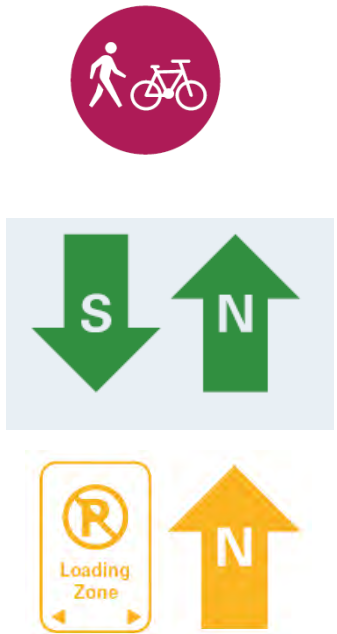
# Summary of Design Concepts

Public Event #3 (September 2020)

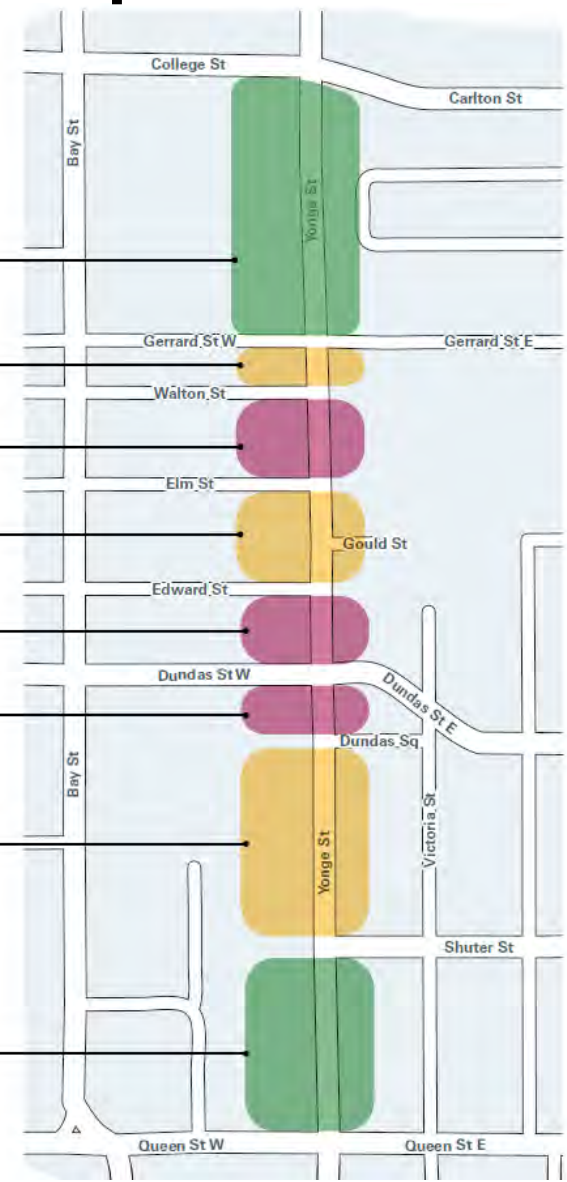
We are here



# 4C – Recommended Design Concept



- 
**Two-Way Driving Access with Cycle Tracks**  
 College Street to Gerrard Street
- 
**One-Way Local Driving Access**  
 Gerrard Street to Walton Street
- 
**Pedestrian Priority**  
 Walton Street to Elm Street
- 
**One-Way Local Driving Access**  
 Elm Street to Edward Street
- 
**Pedestrian Priority**  
 Edward Street to Dundas Street
- 
**Pedestrian Priority**  
 Dundas Street to Dundas Square
- 
**One-Way Local Driving Access**  
 Dundas Square to Shuter Street
- 
**Two-Way Driving Access**  
 Shuter Street to Queen Street



# 4C – Recommended Design Concept

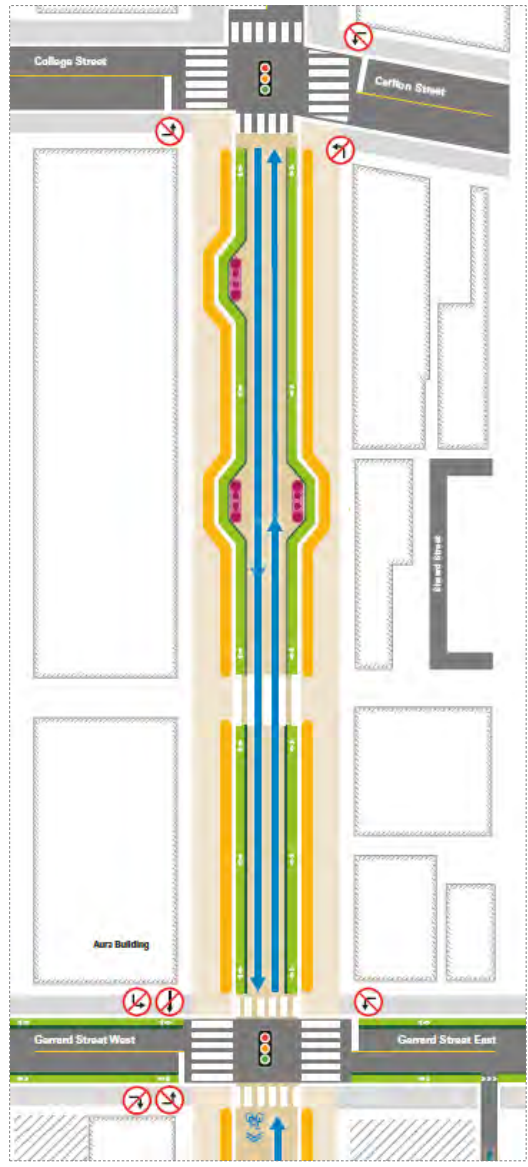
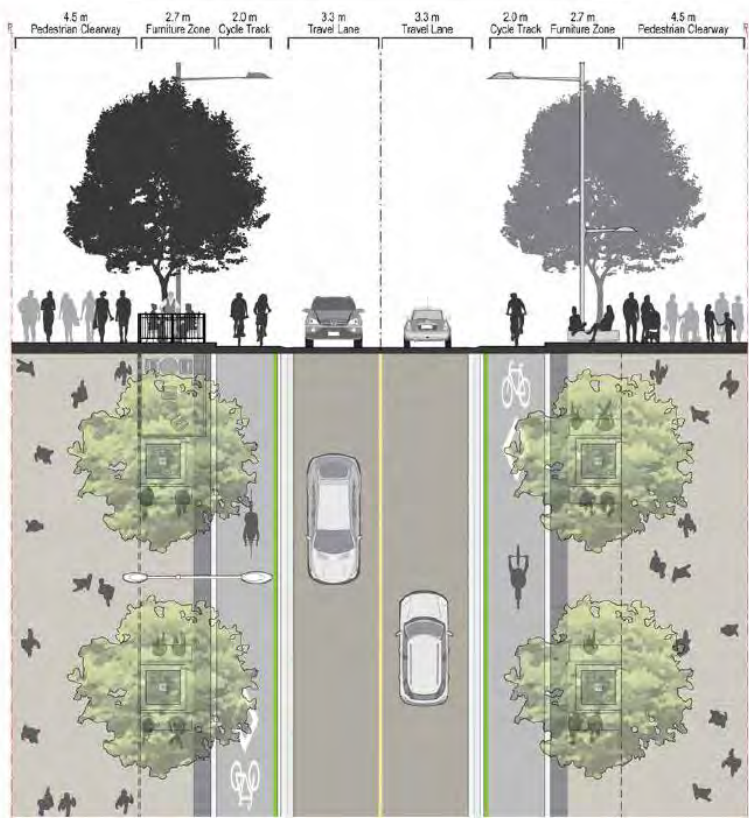
College Street to Gerrard Street – Two-Way Driving Access with Cycle Tracks












# 4C – Recommended Design Concept

## College Street to Gerrard Street Two-Way Driving Access with Cycle Tracks

Typical cross section between College/  
Carlton Street and Gerrard Street



**Legend:**

-  Street furniture/Greenery
-  Curbside Activity
-  Cycle Track
-  Direction of travel
-  Sharrow
-  No right turn
-  No left turn
-  No straight through
-  Traffic signals

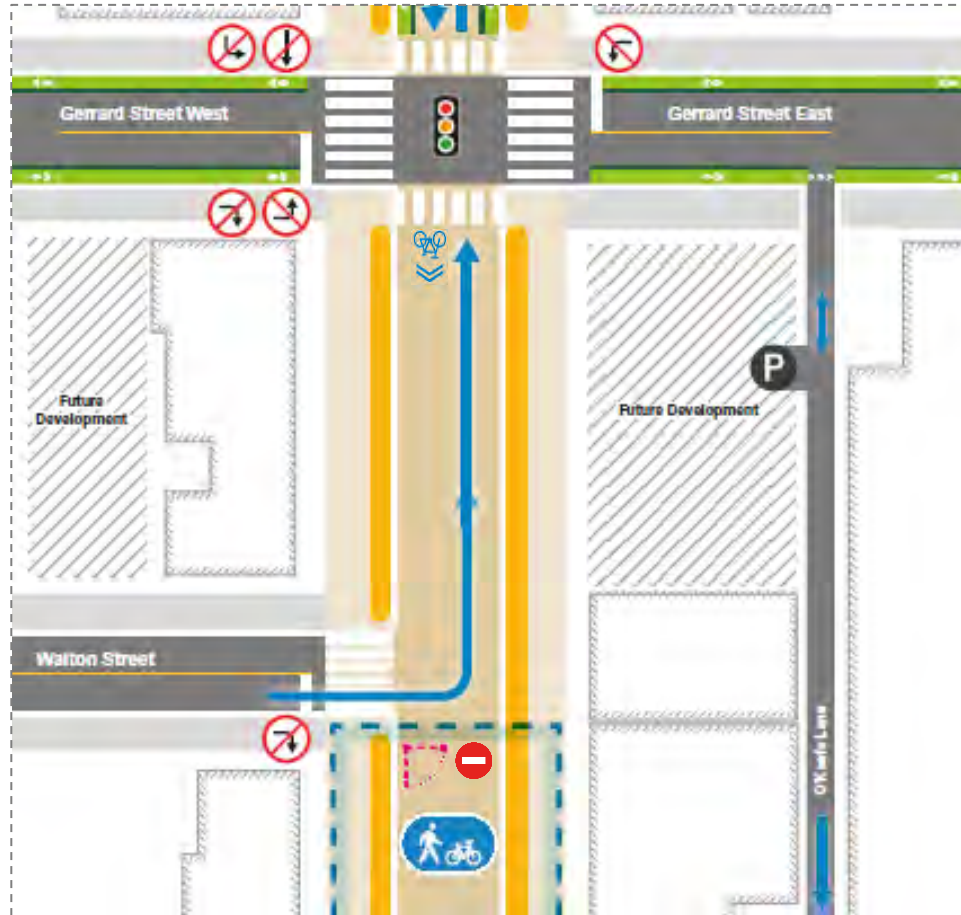
# 4C – Recommended Design Concept

## Gerrard Street to Walton Street – One-Way Driving Access



# 4C – Recommended Design Concept

## Gerrard Street to Walton Street – One-Way Driving Access



- Legend:**
- North
  - Street furniture/Greenery
  - Curbside Activity
  - Loading bay
  - Parking garage
  - Parking garage (private)
  - Pedestrian zone
  - Gate
  - Pedestrian only
  - Sharrow
  - Pedestrian / Cycle only
  - Direction of travel
  - No right turn
  - No left turn
  - No straight through
  - Traffic signals
  - Cycle Track
  - No Entry

# 4C – Recommended Design Concept

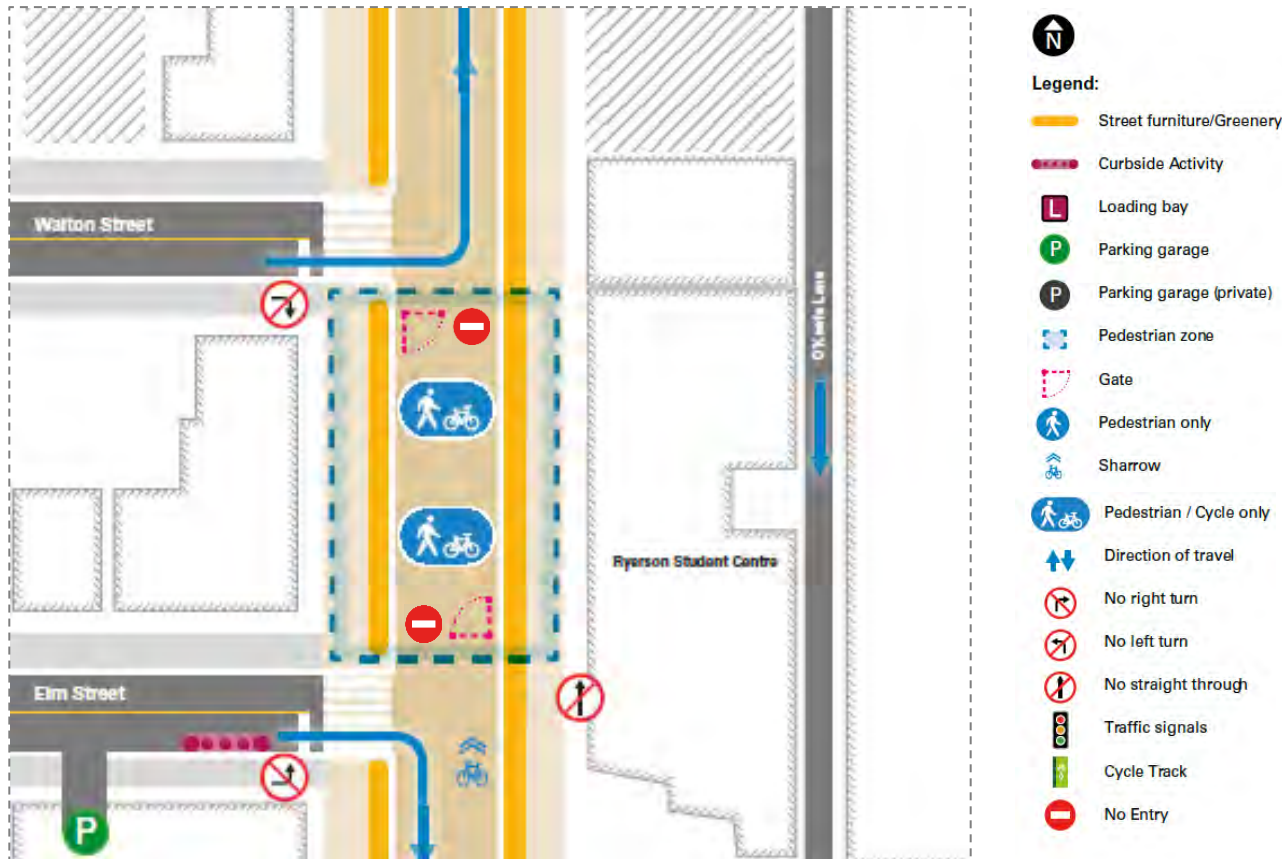
## Walton Street to Elm Street – Pedestrian Priority





# 4C – Recommended Design Concept

## Walton Street to Elm Street – Pedestrian Priority



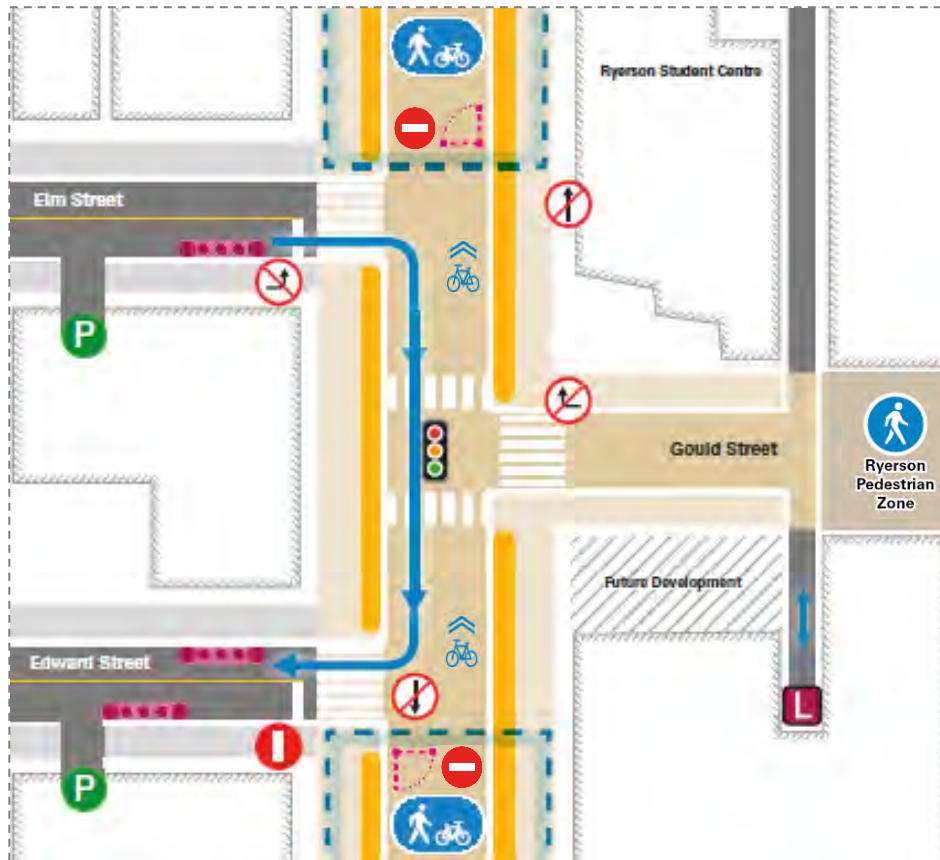
# 4C – Recommended Design Concept

## Elm Street to Edward Street – One-Way Driving Access Southbound



# 4C – Recommended Design Concept

## Elm Street to Edward Street – One-Way Driving Access Southbound



- Legend:**
- North
  - Street furniture/Greenery
  - Curbside Activity
  - Loading bay
  - Parking garage
  - Parking garage (private)
  - Pedestrian zone
  - Gate
  - Pedestrian only
  - Sharrow
  - Pedestrian / Cycle only
  - Direction of travel
  - No right turn
  - No left turn
  - No straight through
  - Traffic signals
  - Cycle Track
  - No Entry

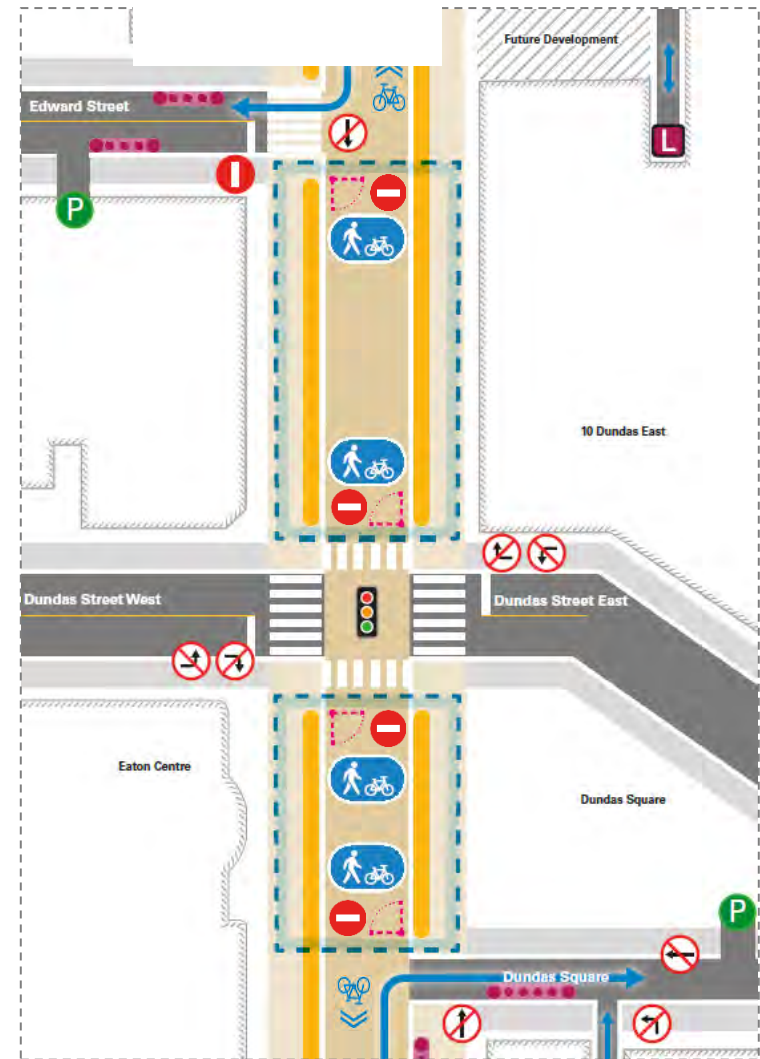
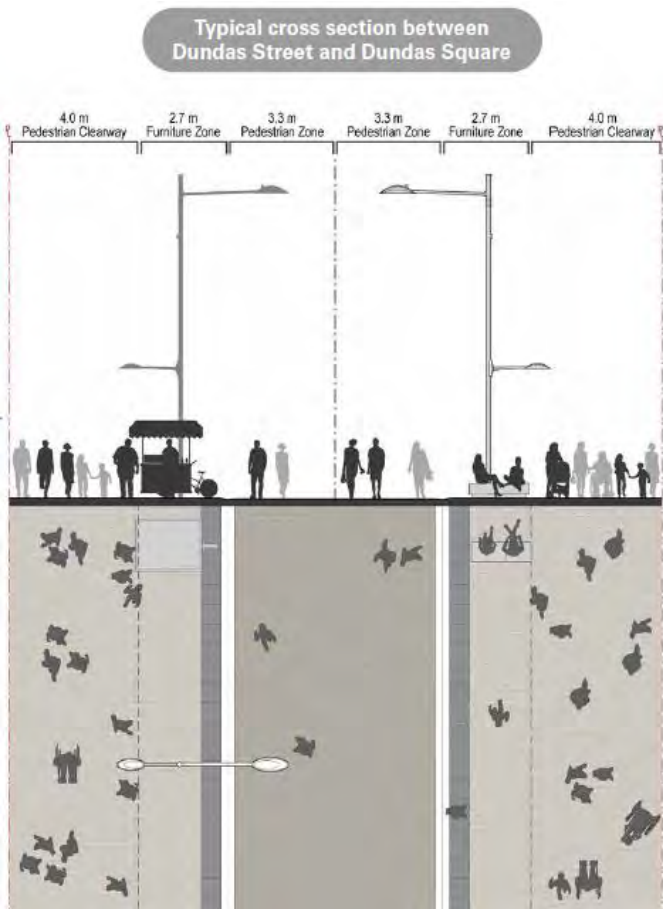
# 4C – Recommended Design Concept

## Edward Street to Dundas Square – Pedestrian Priority



# 4C – Recommended Design Concept

## Edward Street to Dundas Square Pedestrian Priority



- Legend:**
- Street furniture/Greenery
  - Curbside Activity
  - Parking garage
  - Pedestrian zone
  - Gate
  - Sharrow
  - Loading bay
  - Pedestrian / Cycle only
  - Direction of travel
  - No right turn
  - No left turn
  - No straight through
  - Traffic signals

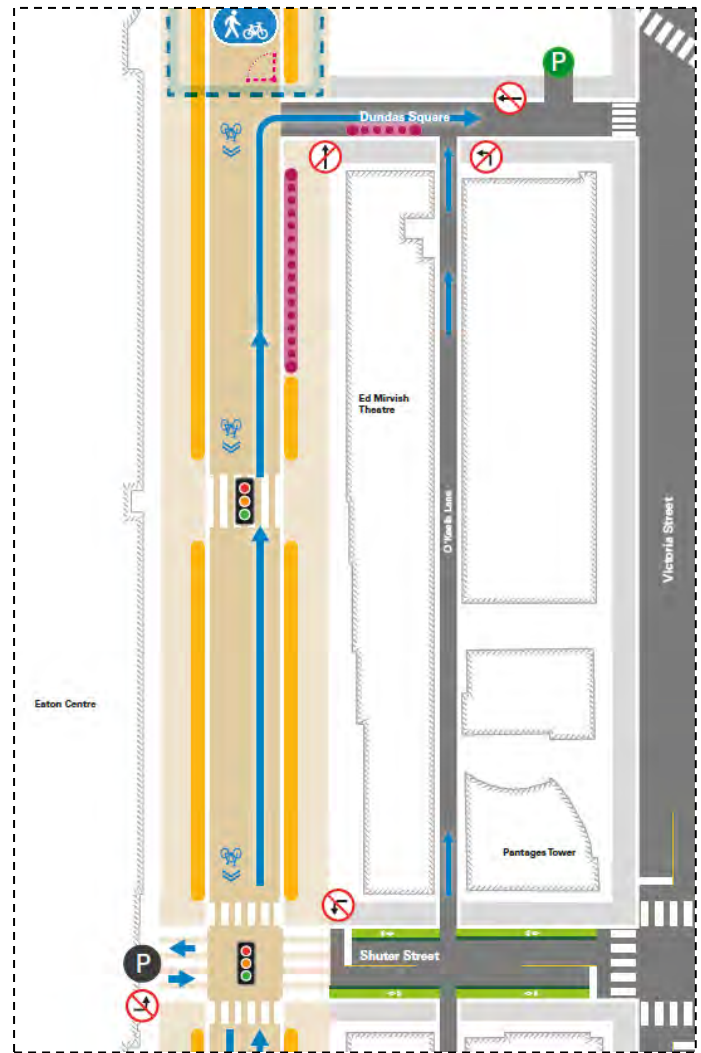
# 4C – Recommended Design Concept

## Dundas Square to Shuter Street – One-Way Driving Access Northbound



# 4C – Recommended Design Concept

## Dundas Square to Shuter Street One-Way Driving Access Northbound



- Legend:**
- Street furniture/Greenery
  - Curbside Activity
  - Sharrow
  - Parking garage
  - Parking garage (private)
  - Pedestrian zone
  - Gate
  - Pedestrian / Cycle only
  - Direction of travel
  - No right turn
  - No left turn
  - No straight through
  - Traffic signals
  - Cycle Track

# 4C – Recommended Design Concept

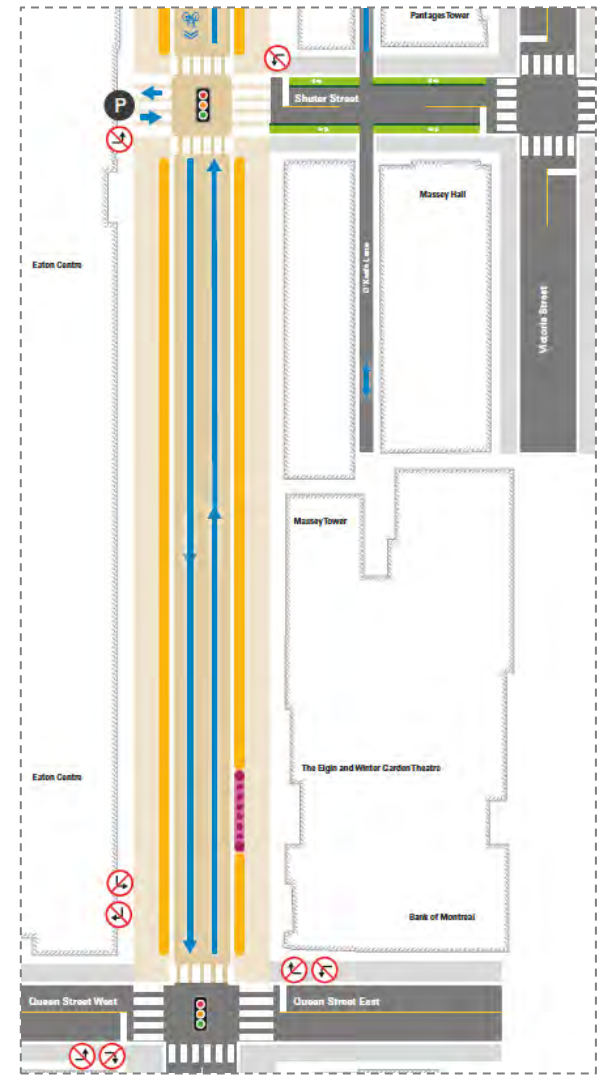
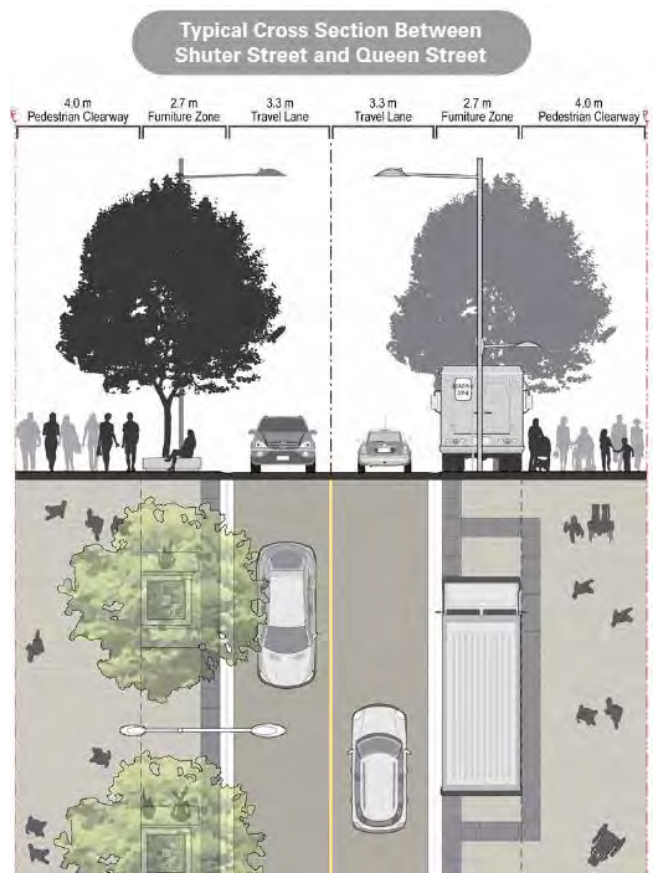
Shuter Street to Queen Street – Two-way driving access





# 4C – Recommended Design Concept

## Shuter Street to Queen Street Two-way driving access



# Developing Design Details

## Managing Driving Access

Automated gates are recommended to limit vehicle access to pedestrian priority zones during the day.



Example of automated gate, Den Haag, Netherlands

# Developing Design Details

## Lighting

It is recommended that the lighting on Yonge Street be simplified by combining pedestrian and vehicular lights on the same pole.



Front Street East, Toronto, Ontario

# Developing Design Details

## Curbs and Tactile Indicators

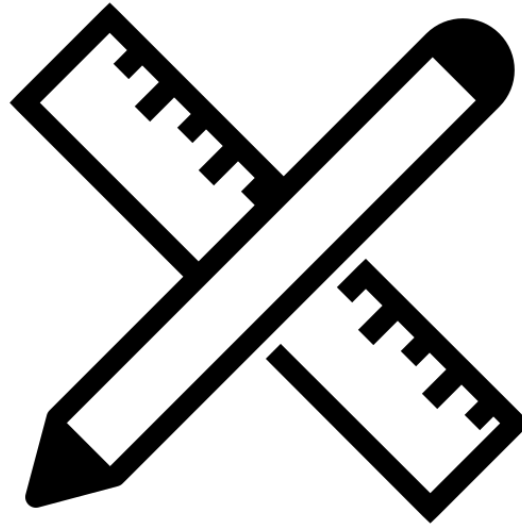
Mountable curbs are recommended to elevate pedestrian only sidewalks from the pedestrian priority, two-way driving access, and one-way driving access areas that would also be used by buses overnight.



Carden Street, Guelph, Ontario

# Evaluation & Impacts





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# Cycling

Design Concept 4c recommends a separated cycling facility on Yonge Street from College Street to Gerrard Street and on University Avenue from College Street to Adelaide Street.



- Recommended Cycling Facility 
- Existing Bike Lane / Cycle Track 
- Existing Sharrows 
- Existing Temporary Cycle Track to be evaluated as part of ActiveTO in 2021 

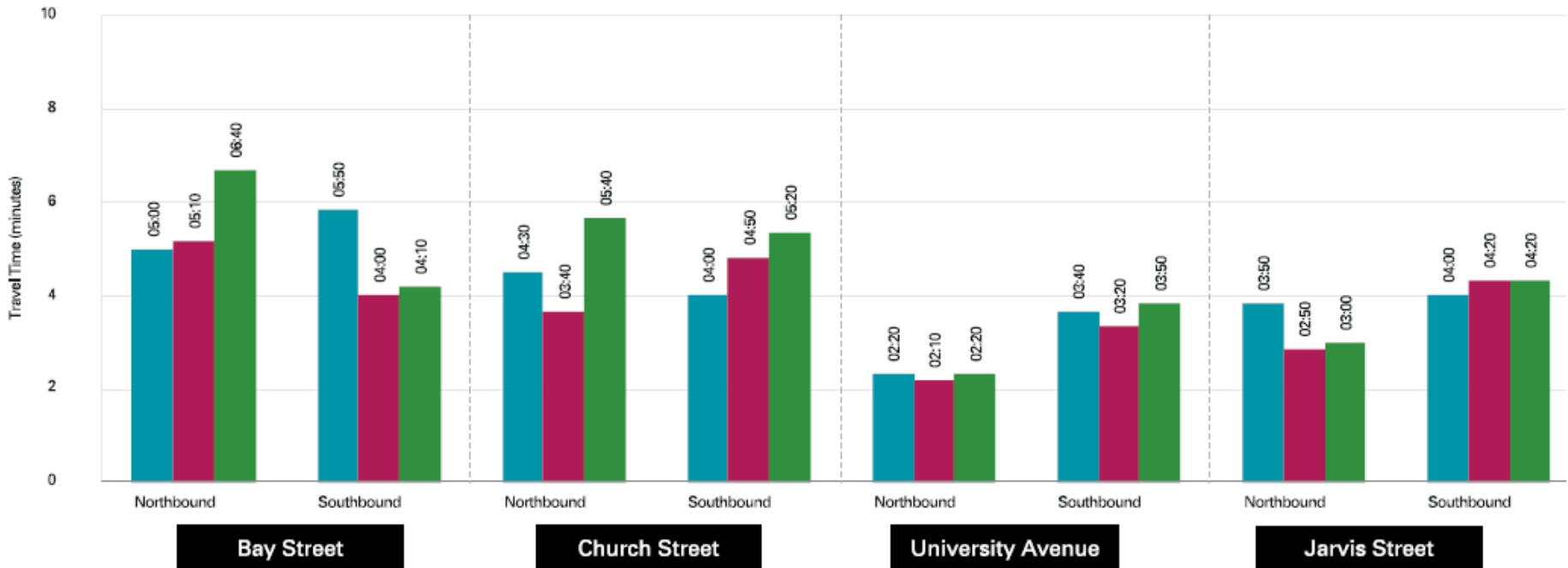


# Driving

**North-South driving times between College Street and Queen Street during afternoon rush hour**

## Legend

- Existing
- 2031 Do Nothing
- 2031 Recommended Design Concept 4c

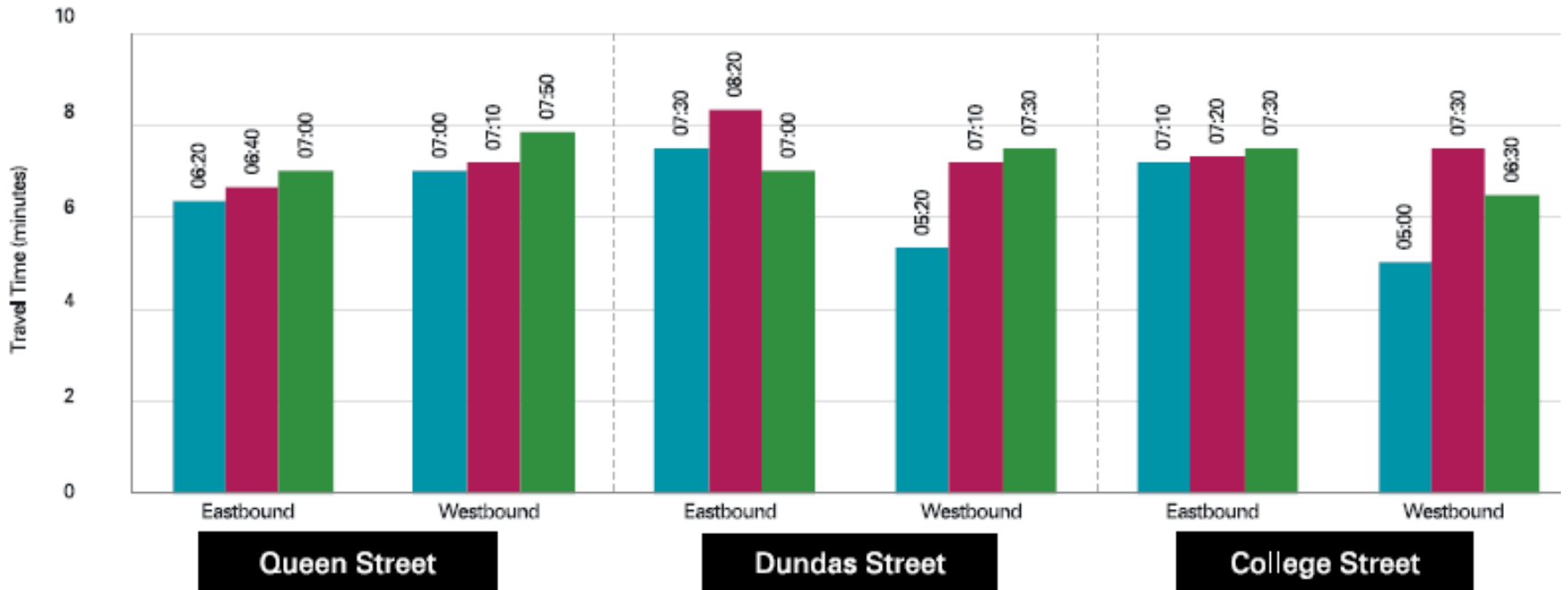


# Driving

**East – West driving times between University Avenue and Jarvis Street during afternoon rush hour**

## Legend

- Existing
- 2031 Do Nothing
- 2031 Recommended Design Concept 4c



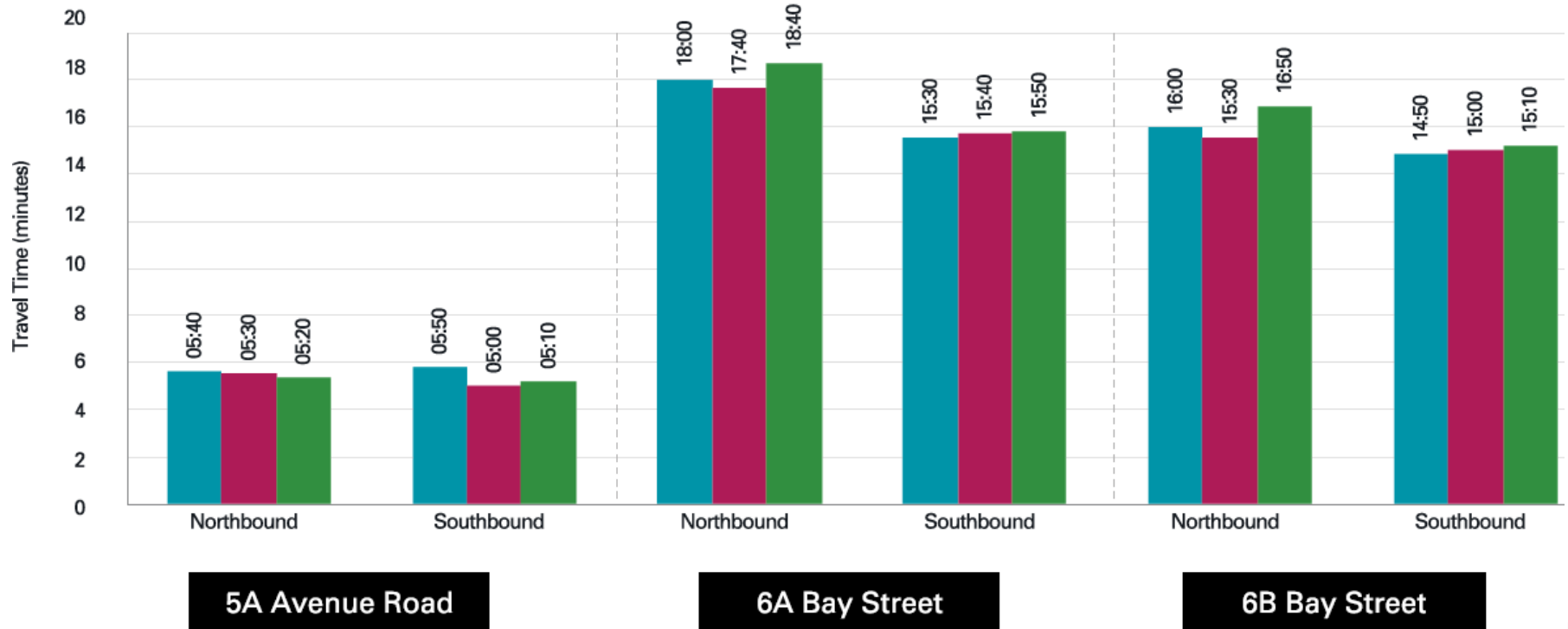


# Transit

## North-South bus travel times between College Street and Queen Street during afternoon rush hour

### Legend

- Existing
- 2031 Do Nothing
- 2031 Recommended Design Concept 4c

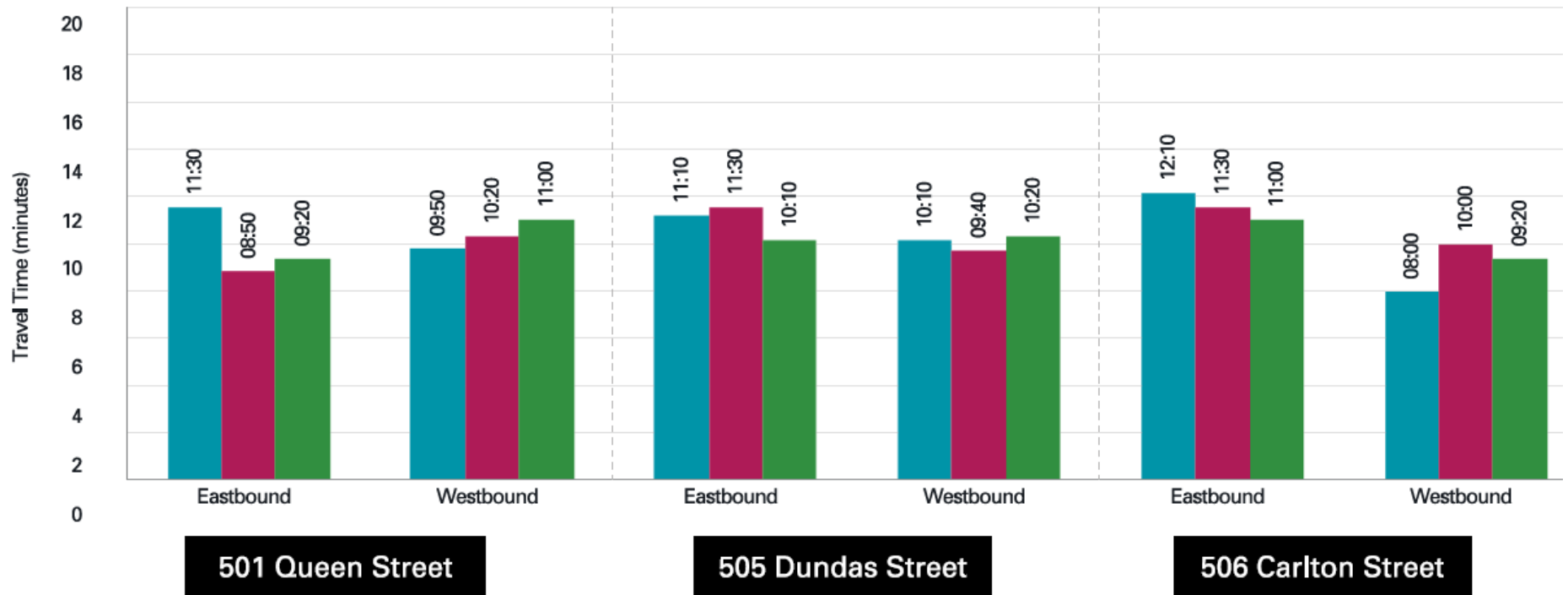


# Transit

**East-West streetcar travel times between University Avenue and Jarvis Street during afternoon rush hour**

## Legend

- Existing
- 2031 Do Nothing
- 2031 Recommended Design Concept 4c

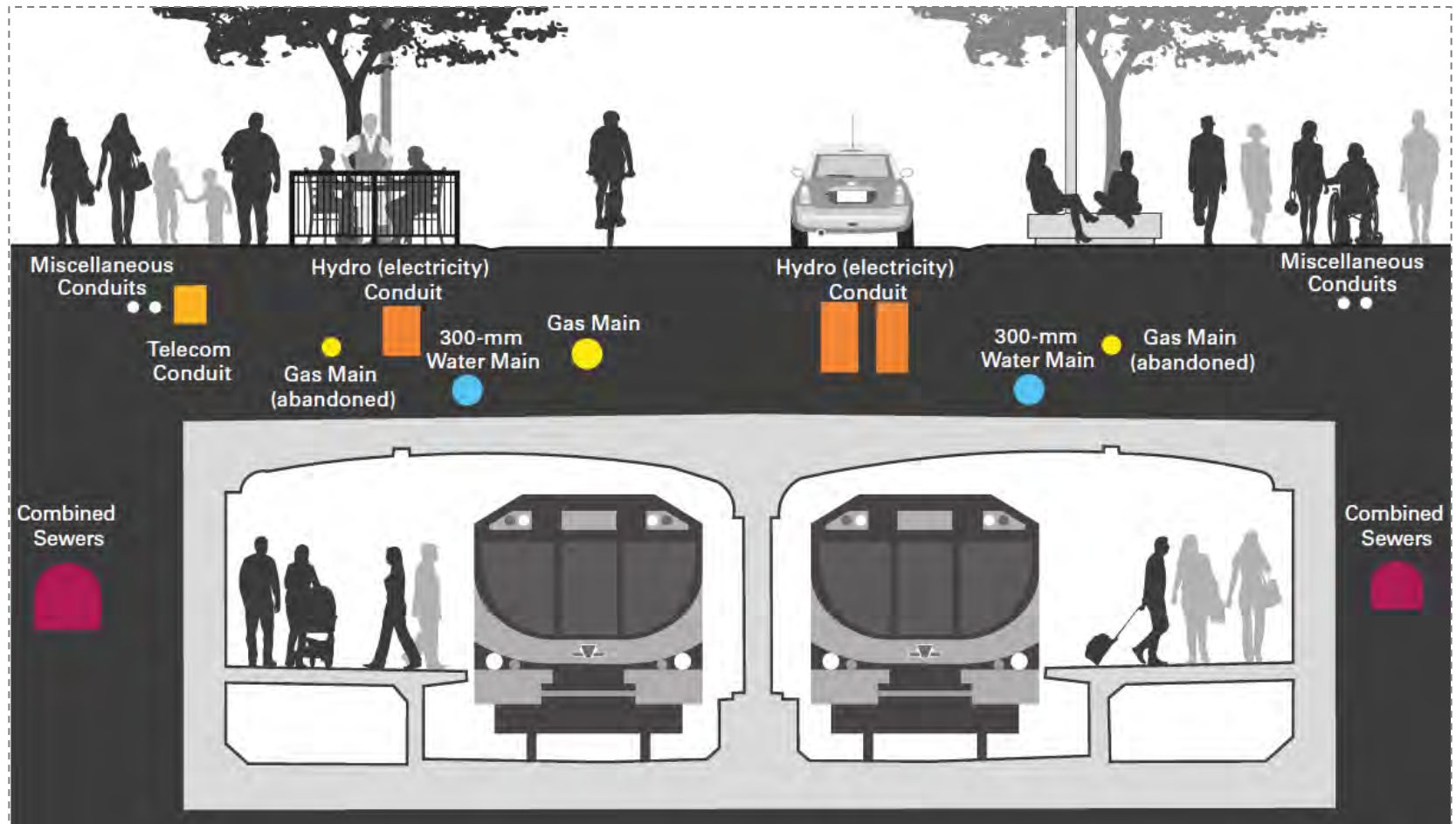


# Why 4C is the Recommended Design Concept

Evaluation Criteria	4a – Most Pedestrian Priority	4b – Pedestrian Priority with Two-Way Driving Access	4c – Pedestrian Priority with One-Way Driving Access & Cycle Tracks
<ul style="list-style-type: none"> <li>• Pedestrian Movement</li> <li>• Pedestrian Experience</li> <li>• Retail &amp; Tourism</li> <li>• Greening</li> <li>• Street Flexibility</li> <li>• Special Events</li> <li>• Public Safety</li> <li>• Health &amp; Wellbeing</li> </ul>	<b>Best</b> 	<b>Good</b> 	<b>Better</b> 
<ul style="list-style-type: none"> <li>• Cycling</li> </ul>	<b>Better</b> 	<b>Good</b> 	<b>Best</b> 
<ul style="list-style-type: none"> <li>• Driving</li> <li>• Transit</li> <li>• Curbside Activity</li> </ul>	<b>Good</b> 	<b>Best</b> 	<b>Better</b> 
<ul style="list-style-type: none"> <li>• Cost Effectiveness</li> </ul>	<b>Better</b> 	<b>Best</b> 	<b>Best</b> 

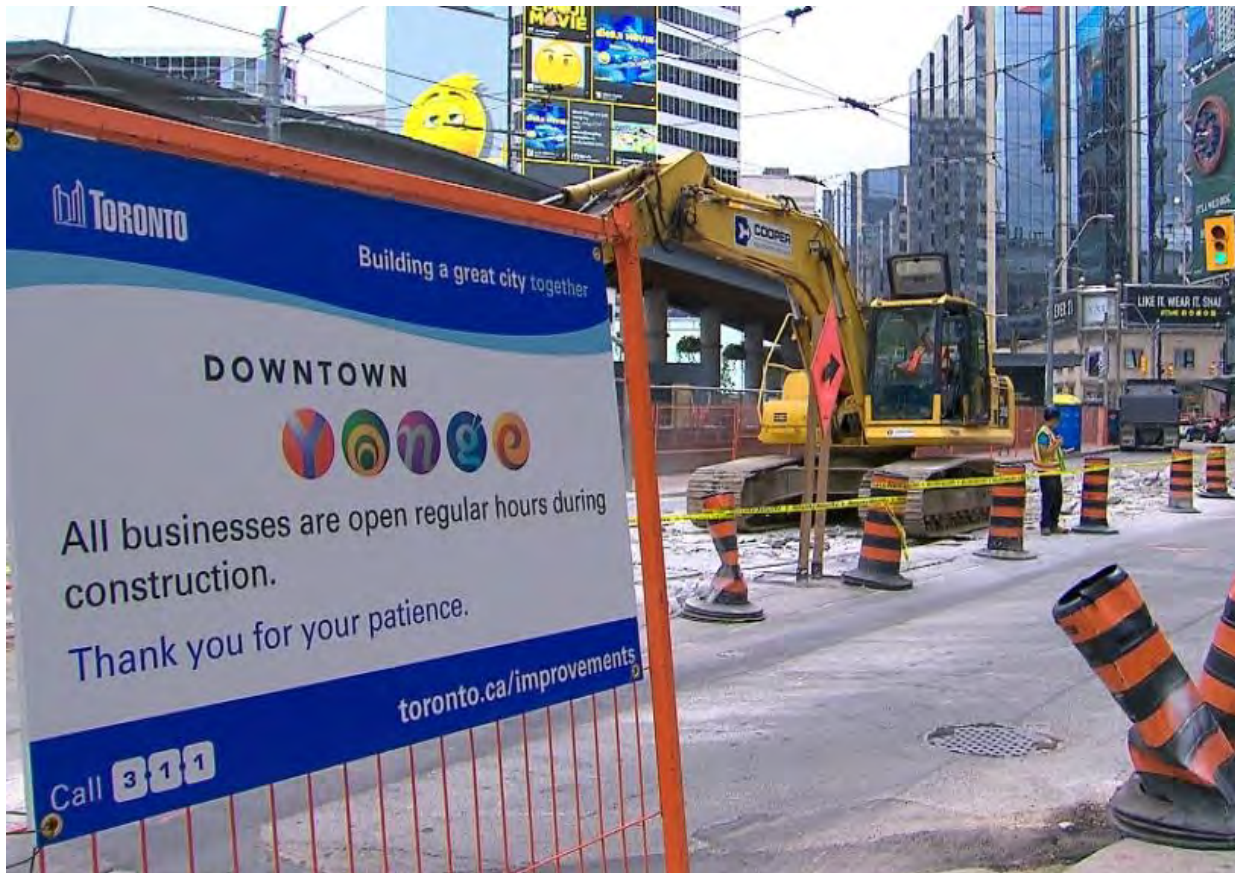
# Utilities

This diagram shows the typical layout of existing utilities in relation to the Recommended Design Concept.



# Construction

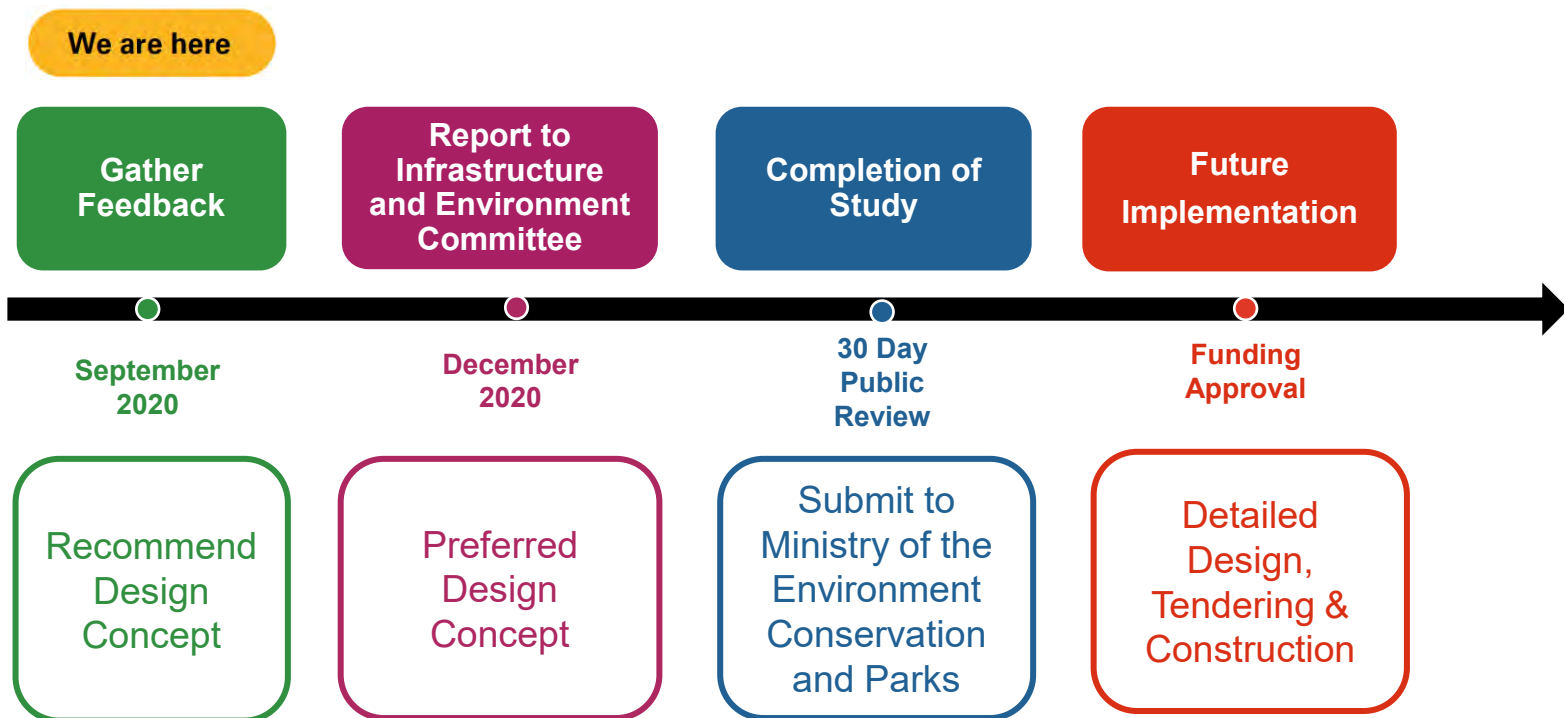
After the project and funding are approved, an engineering team would be hired to develop the preferred concept into detailed plans for tender and construction.



# Next Steps

After Public Event #3, the following activities will be carried out:

- Review and report on feedback
- Report to Infrastructure and Environment Committee December 2020



yonge**T**omorrow  
meet us there



# TORONTO



**steer**

 The Planning  
Partnership

 L U R A  
COSTEN. ONDERHOUD. PLANNEN. BEWAARDEN.

# CITY OF TORONTO DESIGN REVIEW PANEL

Meeting 8 – Sept 17, 2020 Summary

<b>Yonge TOmorrow Redesign – 2nd Review</b>
<b>Summary General Remarks:</b>  The Panel would like to thank the proponent team for their focus on creating an ambitious concept for reimagining Yonge Street.  This initiative is essential not only because of Yonge Street’s importance as a major thoroughfare. It also has the potential to be an exemplar for how our streets can elevate beyond just means of safely circulating people and vehicles; becoming vital social/cultural tendrils that weave our city together and nurture our neighbourhood communities. In the time of pandemic this is an even more crucial goal.  To achieve the above the following aspects of the initiative need further work:
<b>Response to Context</b> (including past (including heritage), present and future context): <ul style="list-style-type: none"><li>• Great work has been done to address the different traffic movement conditions context along Yonge and take advantage of them to create a variety of street settings.</li><li>• Ensure that the concept openly enables and celebrates Yonge Street’s social and cultural context.</li><li>• For success, the concept needs to move beyond being a universal street solution, to spring from and portray the “life essence” personality of Yonge.</li><li>• See Comments to City.</li></ul>
<b>Site Plan Design:</b> <ul style="list-style-type: none"><li>• The concept possesses a strong “loose fit – long life” adaptability.</li><li>• Ensure resilience and flexibility/agility that enhances ability to proactively respond to disrupters (the pandemic being a prime example), without solutions feeling temporary/adhoc.</li></ul>
<b>Pedestrian Realm:</b> <ul style="list-style-type: none"><li>• See Response to Context.</li></ul>
<b>Built Form</b> (Massing, Height, Articulation, Materiality, Presence): <ul style="list-style-type: none"><li>• See Site Plan Design.</li></ul>
<b>Landscape Strategy:</b> <ul style="list-style-type: none"><li>• Given the population growth along Yonge Street strengthen the concept of the street as a linear greenway for this burgeoning community.</li></ul>
<b>Sustainable Design:</b> <ul style="list-style-type: none"><li>• Embed into the design a holistic, physically visible sustainability strategy that openly educates and informs the community.</li></ul>
<b>OTHER COMMENTS</b>
<b>Comments to City:</b> <ul style="list-style-type: none"><li>• Further to Response to Context above integrate EA and CA efforts to ensure street designs that in equal measure satisfy pragmatic needs, and nurture and celebrate the social/culture context of the communities they serve.</li></ul>