

## 1.0 PROJECT OVERVIEW

### 1.1 Introduction

Yonge Street from south of Sheppard Avenue to north of Finch Avenue is in the heart of North York Centre - one of four dynamic mixed-use Centres in Toronto with plans focused on growth of commercial office and residential uses existing side by side. Improving Centres outside the Toronto's downtown core is critical to balancing growth and prosperity across the City and key to the affordability of City services since new employment uses have a positive impact on City finances.

Centres with a healthy mix of land uses help take pressure off public transit infrastructure and roads as they encourage people to live, work and play within a centralized geography.

North York Centre generally comprises the area bounded by Beecroft Road to the west, Doris Avenue to the east, Highway 401 to the south, and Drewry/Cummer Avenues to the north.

The North York Centre Service Roads - comprised of Doris Avenue and Beecroft Road - form a ring road around the North York Centre, east and west of Yonge Street were planned and constructed to support traffic capacity, growth, and convenient rear access to residential, retail, and office buildings on Yonge Street. Supported by this broader transportation network, Yonge Street is envisioned as a Complete Street that provides a range of transportation options and safe passage to the many destinations in this vibrant, growing neighbourhood.

Despite being second to Downtown in civic importance, scale, and growth, investment in the state of good repair and the quality of the Yonge Street streetscape has not kept pace with the area's transportation network and the scale and density of development. As a transportation asset, Yonge Street is at the end of its lifecycle - with full reconstruction for Yonge Street required within five to eight years.

Yonge Street is the central transportation corridor within North York Centre. This six-lane arterial is the central commercial and civic street in the Centre, from Highway 401 north to Cummer/Drewry Avenues. Under the provincial Growth Plan for the Greater Golden Horseshoe, North York Centre is identified as an urban growth centre.

Today, the area is faced with challenges from inconsistent features such as sidewalks that are narrow and substandard, boulevards that have deteriorated to such a degree that full reconstruction is necessary, lack of safe pedestrian crossings, lane widths and medians, as well as no dedicated cycling facilities, and concerns over traffic movement.

Over the past few years, the City has completed work on Yonge Street related to upgrading the underground services (i.e. watermain). However, the overall surface condition on Yonge Street (in terms of the pavement and sidewalks) requires significant investment to bring the street back to a state of good repair.

This REimagining Yonge Street Environmental Assessment (EA) provides an opportunity to create an attractive and consistent streetscape for Yonge Street with a design that achieves the civic goals of the North York Centre, and will serve people of all ages as they travel in and around the area for work, school and leisure.

The Study Focus Area consists of the Yonge Street corridor from south of Sheppard Avenue (Avondale Avenue and Florence Avenue) to north of Finch Avenue (the Finch Hydro Corridor), between Doris Avenue on the east and Beecroft Road on the west. A larger Study Area, extending from Bathurst Street to Bayview Avenue, and Wilson Avenue and York Mills Road to Steeles Avenue, has been addressed as well, primarily in terms of potential traffic impacts. This larger Study Area also reflects the consultation area. **Exhibit 1-1** displays the extended Study Area and Study Focus Area.

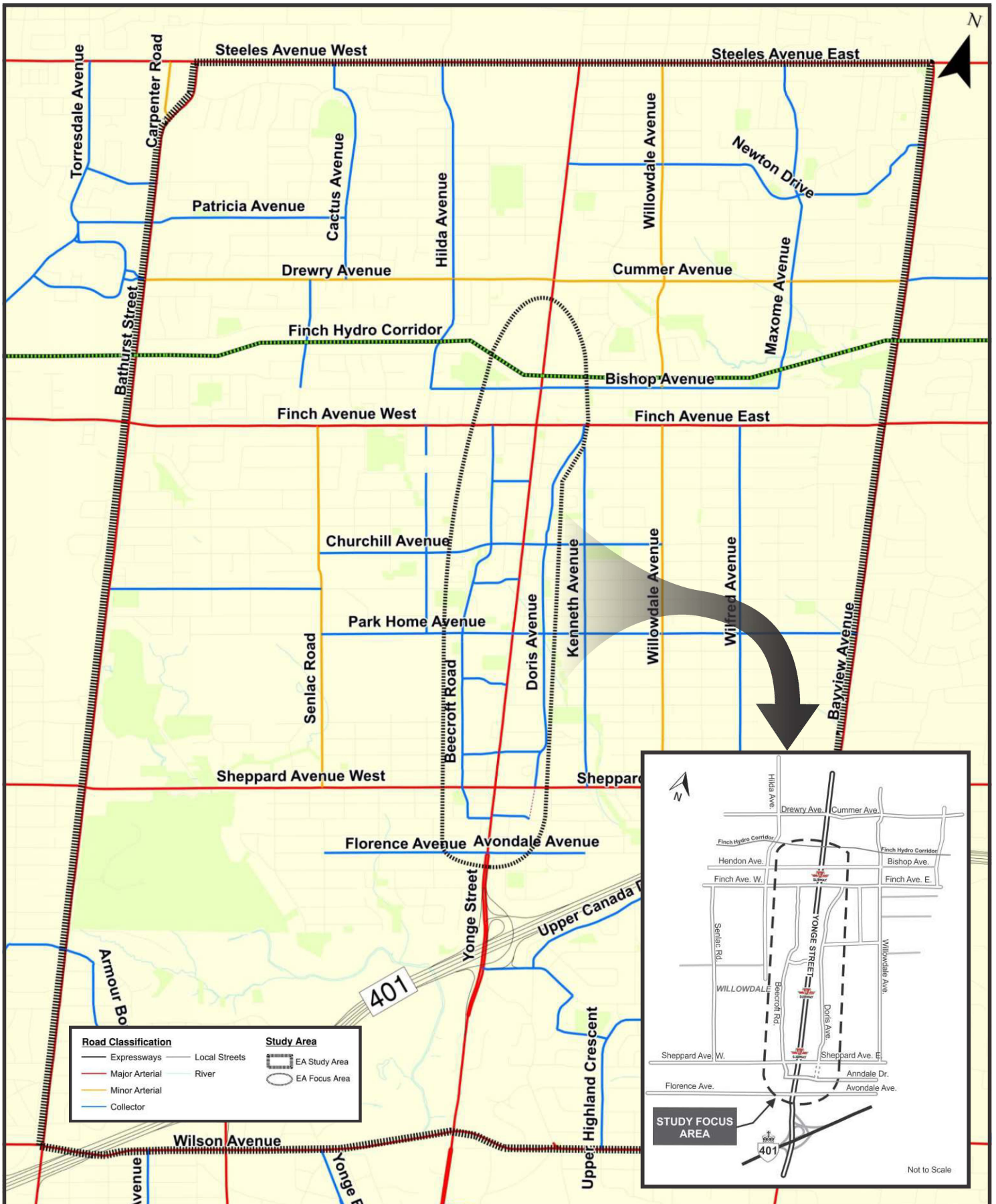
## **1.2 Study Stages**

The REimagining Yonge Street EA was conducted in two stages. Stage 1 involved the examination of alternatives for Yonge Street. As a result of direction from City Council, a Stage 2 study was added to examine alternatives for cycling facilities on Beecroft Road and/or Doris Avenue. These two stages are further described below.

### **1.2.1 Stage 1**

Leading up to February 2017, the Project Team had undertaken the majority of the Municipal Class Environmental Assessment (MCEA) process, including public and stakeholder consultation, and evaluation of alternatives for enhancements to Yonge Street only. The study identified the “Transform Yonge” alternative as the preliminary preferred alternative involving full reconstruction on Yonge Street, including:

- Between Sheppard Avenue and Hendon Avenue / Bishop Avenue: a reduction of Yonge Street from six (6) to four (4) lanes, one-way cycle tracks on each side of the street, a centre landscaped median and wider boulevards.



- Between Florence Avenue / Avondale Avenue and Sheppard Avenue: six (6) lanes, one-way cycle tracks on each side of the street, a centred landscaped median and wider boulevards, where feasible.

In February 2017, City Council directed staff to undertake further review to assess additional alternatives, including:

- A more comprehensive review of options to implement cycling facilities on Doris Avenue and / or Beecroft Road, and on Willowdale Avenue from Bishop Avenue to Steeles Avenue, rather than on Yonge Street;
- Additional project development to determine an option for a secondary preferred alternative that does not reduce traffic capacity on Yonge Street;
- Traffic modelling work to assess the new design option(s);
- Thirty (30) percent design of a secondary preferred alternative; and
- Additional stakeholder consultation, including wider business consultation.

### **1.2.2 Stage 2**

Following City Council's direction to complete a second stage of work, the project was taken to the Infrastructure and Environment Committee (formerly Public Works and Infrastructure Committee) in May 2017, where direction was provided to complete Stage 2 through the release of the Interim Project Status Update – REimagining Yonge (Sheppard to Finch) Municipal Class Environment Assessment Study: Report for Action.

Stage 2 works included assessing alternatives related to the installation of cycling facilities on Doris Avenue and/or Beecroft Road, additional project development to determine an option for a secondary preferred alternative that does not reduce traffic capacity on Yonge Street, and additional stakeholder consultation, as outlined throughout this report.

On November 17, 2020, the project was taken to the Infrastructure and Environment Committee to present the completed MCEA that identified “Transform Yonge” as the recommended preferred alternative as it best supports the goals of the REimagining Yonge project, as well as the City’s broader policy objectives such as the City’s Climate Action Strategy – TransformTO.

In December 2020, City Council endorsed the recommended design for the reconstruction of Yonge Street from Florence Avenue / Avondale Avenue to the Finch Hydro Corridor and refinements as outlined in the report published on November 17, 2020. City Council also authorized the issuance of the Notice of Study Completion and

the filing of the REimagining Yonge Environmental Assessment Study in the public record for a 30-day review period, in accordance with the MCEA.

### **1.3 Environmental Assessment Process**

The REimagining Yonge Street EA is being completed to satisfy the MCEA process, which is approved under the Ontario Environmental Assessment Act. This study is being carried out as a Schedule 'C' project in accordance with the MCEA process.

#### **1.3.1 The Ontario Environmental Assessment Act**

The Ontario *Environmental Assessment Act* governs the planning and decision-making process in Ontario to ensure projects adequately consider and assess potential project effects to the environment during the planning stage to protect and manage the environment. Similar projects with predictable potential effects are assessed as part of a 'Class', which are pre-approved processes, subject to the compliance with the Class EA process (e.g. Municipal Class EA).

#### **1.3.2 Municipal Class Environmental Assessment**

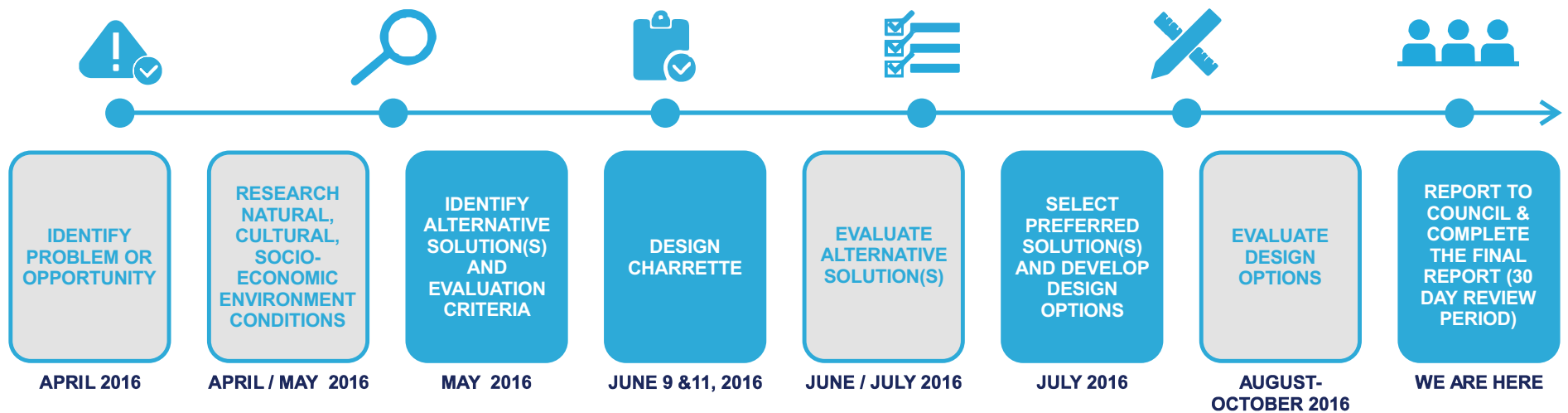
The MCEA is an approved approach under the Ontario *Environmental Assessment Act* (1990) which specifically applies to municipal infrastructure projects. This Class EA provides municipalities with a pre-approved planning process under the Ontario *Environmental Assessment Act* to plan and undertake municipal infrastructure projects such as new roads that occur frequently, with predictable environmental effects.

The MCEA outlines a comprehensive approach to consider the environmental and technical advantages and disadvantages of alternatives in order to determine a preferred alternative for addressing the problem (or opportunity), as well as consultation with agencies, directly affected stakeholders and the public throughout the process.

**Exhibit 1-2** illustrates the study process for the REimagining Yonge Street EA.

Dependent on the schedule classification, projects are required to implement a portion or all of the phases. Projects are classified into one of three schedules under the Municipal Class EA depending on the complexity and degree of potential environmental effects.

**Schedule 'A':** Projects that are limited in scale, have minimal adverse environmental effects and include a number of municipal maintenance and operational activities. These projects are pre-approved and may proceed to implementation without following the full Class EA planning process. Schedule 'A' projects generally include normal or emergency operational and maintenance activities.



**Schedule ‘A+’:** Projects are similar to Schedule ‘C’ and are pre-approved, however, the public is to be advised prior to project implementation.

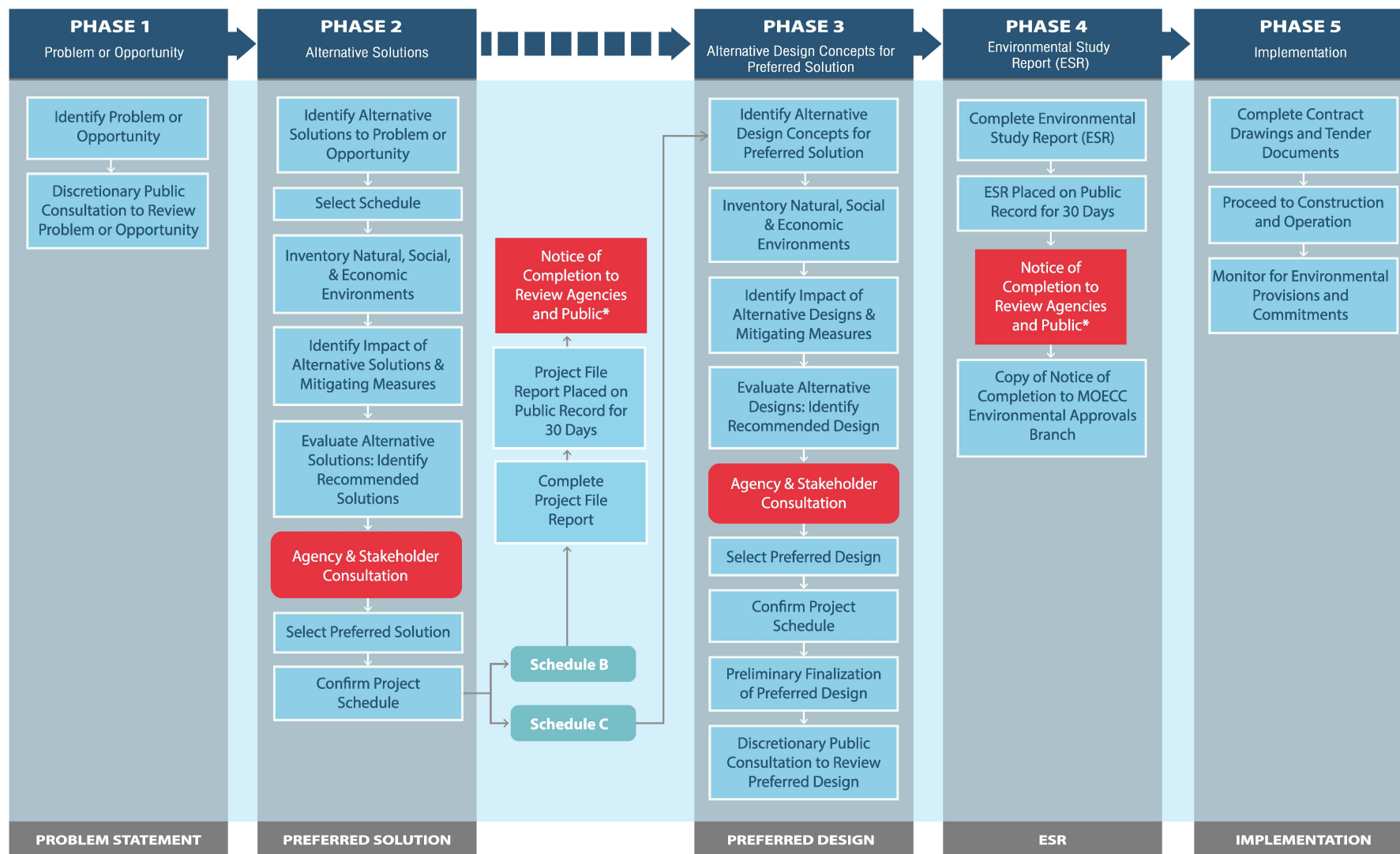
**Schedule ‘B’:** Projects that have the potential for some adverse environmental effects including improvements and minor expansions of existing facilities. Schedule ‘B’ projects require proponents to undertake a screening process, involving mandatory contact with directly affected public and relevant review agencies, to ensure that they are aware of the project and that their concerns are addressed. If there are no outstanding concerns, then the proponent may proceed to implementation.

**Schedule ‘C’:** Projects that have the potential for significant environmental effects and must proceed under the full planning and documentation procedures specified in the Class EA document. Schedule C projects require that an Environmental Study Report (ESR) be prepared and filed for review by the public and review agencies. Schedule ‘C’ projects generally include the construction of new facilities and major expansions to existing facilities.

The MCEA process consists of the following five (5) phases, and is shown in **Exhibit 1-3**:

- Phase 1: Defining the problem or opportunity;
- Phase 2: Identifying and evaluating alternative solutions to address the problem and establishing the preferred solution;
- Phase 3: Examining alternative design concepts for the preferred solution and establishing a preferred design concept, as well as identifying measures to minimize any adverse effects;
- Phase 4: Preparing an Environmental Study Report (ESR) which summarizes the rationale, planning, design and consultation process for the Project; and
- Phase 5: Implementation of the Project

The REimagining Yonge Study has been identified as a Schedule ‘C’ project and followed Phases 1 to 4 under the MCEA.



\* Includes provision to request a Part II Order to elevate the project to a higher level of review.

■ Mandatory Public Contact Points

Adapted from Municipal Engineers Association (MEA), Municipal Class Environmental Assessment, October 2000 (as amended in 2007, 2011 and 2015)

### 1.3.3 Environmental Study Report

This Environmental Study Report (ESR) documents the study process, the existing natural, cultural and socio-economic, and engineering/technical factors, a summary of stakeholder consultation and engagement undertaken, the generation of alternatives and evaluation and selection of the preferred alternative, a description of the recommended plan, potential environmental effects, and proposed mitigation measures and commitments to future work and monitoring.

As required by the MCEA, this ESR will be placed on the public record with the City of Toronto for a 30-day review period. A Notice of Study Completion will be sent to government agencies, affected property owners and members of the public on the study mailing list, and published in the *North York Mirror*. During the review period, parties are encouraged to bring their project concerns to the Project Manager or the Project Consultation Lead for resolution: The Consultant and City of Toronto Project Managers for this EA Study are also available to discuss this information and can be contacted as follows:

**Jim Gough, P.Eng.**  
Consultant Project Manager  
WSP Canada Inc.  
100 Commerce Valley Drive West  
Thornhill, ON L3T 0A1  
Tel: 905-882-7283  
Email: [Jim.Gough@wsp.com](mailto:Jim.Gough@wsp.com)

**Clara Romero, OAA, LEED AP ND**  
Senior Project Manager  
City of Toronto, Transportation Services  
100 Queen St. W, 22<sup>nd</sup> Floor, East Tower  
Toronto, ON M5H 2N2  
Tel: 416-397-5122  
Email: [clara.romero@toronto.ca](mailto:clara.romero@toronto.ca)

Construction timing for the proposed undertaking is subject to funding allocation. Should selected components of the proposed improvements contemplated by this EA study be implemented over a longer term, it is possible that minor modifications to the recommended undertaking and its impacts on the environment will be identified during future detail design phase. However, these modifications are not anticipated to change the intent of the undertaking. It is expected that any additional impacts to the environment would be addressed through standard mitigating measures, recommended during detail design.

### 1.3.4 Section 16 Order

The Municipal Class EA process includes an appeal provision. The Minister of the Environment, Conservation and Parks has the authority and discretion to make an Order under Section 16 of the *Environmental Assessment Act*.

A Section 16 Order may require that the proponent of a project going through a Class Environmental Assessment (Class EA) process:

1. Submit an application for approval of the project before they proceed. This is generally referred to as an Individual Environmental Assessment (Individual EA).
2. Meet further conditions in addition to the conditions in the Class EA. This could include conditions for: further study, monitoring, and/or consultation.

The minister can also refer a matter in relation to a section 16(6) Order request to mediation.

Before making an Order, the Minister must consider the factors set out in section 16(5) of the *Environmental Assessment Act*. If a Section 16 Order request is made, the project proponent cannot proceed with the project until the minister makes a decision on the request. If the minister makes a Section 16 Order, the proponent may only proceed with the project if they follow the conditions of the Order.

Note: Section 16 Order requests were previously known as Part II Order requests.

### **Reasons for requesting an Order**

A concerned party may ask the minister to make a Section 16(6) Order if:

- They have outstanding concerns that a project going through a Class EA process may have a potential adverse impact on constitutionally protected Aboriginal and treaty rights
- They believe that an Order may prevent, mitigate or remedy this impact

A Section 16(6) Order request should not be made just to delay or stop the planning and implementation of a project that is going through a Class EA process. Prior to making a Section 16(6) Order request, the concerned party should first try to resolve any concerns directly with the project proponent, in this case, the City of Toronto.

### **Timing for an Order request**

During the 30-day public comment period, anyone can review the documentation, submit any comments or concerns to the proponent, and request a Section 16(6) Order.

To request a Section 16 Order for a project, on the ground that an Order may prevent, mitigate or remedy potential adverse impacts on constitutionally protected, Aboriginal and treaty rights, a concerned party must make the request **before** the public comment period is complete.

### **How to make a request**

To submit a Section 16(6) Order request, the following information must be provided:

- Name, address and email address;
- Project name;
- Proponent name;
- What kind of Order is being requested (i.e., a request for additional conditions or a request for an individual environmental assessment);
- Detail about your concerns about potential adverse impacts on constitutionally protected Aboriginal or treaty rights and how the proposed Order may prevent, mitigate or remedy the identified adverse impacts;
- Whether the concerned party belongs to, represents or has spoken with an Indigenous community whose constitutionally protected Aboriginal or treaty rights may be adversely impacted by the proposed project;
- Whether the concerned party has raised their concerns with the proponent, the proponent's response (if any) and why the concerns could not be resolved with the proponent;
- Any other information to support the request.

### **Where to send your request**

Section 16 Order requests are to be sent to the Minister of Environment, Conservation and Parks **and** the Director of Environmental Assessment Branch via mail, email, fax or hand delivered to:

Minister  
Ministry of the Environment, Conservation and Parks  
777 Bay Street, 5th Floor  
Toronto ON M7A 2J3  
Minister.mecp@ontario.ca

Director  
Environmental Assessment Branch  
Ministry of the Environment, Conservation and Parks  
135 St. Clair Avenue West, 1<sup>st</sup> Floor  
Toronto ON M4V 1P5  
EABDirector@ontario.ca

Requests should also be sent to Clara Romero, Senior Project Manager for the City of Toronto by mail or by e-mail.

There is no appeal of the minister's decision with respect to a Section 16 Order. If the request for a Section 16(6) Order is denied by the minister, the proponent can proceed with the project. If the minister makes an Order, the proponent may only proceed with the project if they follow the conditions of the Order or they may choose not to proceed with the project.

The above is intended as an overview of the process only. For more information regarding Section 16 Order requests, please visit:

<https://www.ontario.ca/page/class-environmental-assessments-section-16-order>

### **1.3.5 The Canadian Impact Assessment Act (2019)**

The Canadian *Impact Assessment Act*, 2019 (IAA 2019) and associated regulations came into effect on August 28, 2019 and replaces the *Canadian Environmental Assessment Act* (CEAA) (2012). Under IAA 2019, a federal environmental assessment is required for “designated projects.” A designated project is one that includes one or more physical activities that are set out in the regulations under IAA 2019 or by order of the Federal Minister of the Environment and Climate Change.

The REimagining Yonge project was reviewed by the Project Team against the Federal Regulations Designating Physical Activities, and the Project Team determined that the study is not “designated” and therefore will not require a federal environmental assessment. However, the project may still require federal permits / approvals to meet the requirements of other federal legislation. Any required federal approvals would be identified during the EA and obtained during the subsequent design phases.

More information about the Canadian *Impact Assessment Act* (2019) is available at the following link: <https://www.canada.ca/en/impact-assessment-agency.html>.

## **1.4 Policy Framework**

Provincial and local City policies that provide direction with respect to growth, land use planning and environmental protection were reviewed to determine applicability to the REimagining Yonge Street EA. This section provides an overview of provincial and City policy framework, as well as previously completed studies that are applicable to the project.

### **1.4.1 Provincial Policy Framework**

#### **1.4.1.1 The Planning Act**

The *Planning Act* is the overarching legislation governing land-use planning in Ontario, distributing legislative powers between the province and municipalities, and laying out

planning policies and plans. The *Provincial Policy Statement* is established under the *Planning Act*, which allows the Minister of Municipal Affairs and Housing to issue policy statements directing land-use planning in Ontario, such as providing infrastructure in an efficient manner while preparing for the impacts of a changing climate and accommodating projected needs. Provincial policy statements provide the City with direction about land-use and development, and the City's Official Plan and zoning by-laws must be consistent with the provincial policy statements issued under Section 3 of the *Planning Act*.

#### **1.4.1.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended 2020)**

A Place to Grow is the provincial government's initiative to plan for growth and development in a way that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life. The *Places to Grow Act*, 2005 enables the provincial government to develop regional growth plans that guide government investments and land use planning policies. The *A Place to Grow: Growth Plan for the Greater Golden Horseshoe* (2019, as amended 2020) contains policies pertaining to growth management and environmental protection to which all decisions related to planning within the Greater Golden Horseshoe must conform.

The City of Toronto is located within the boundaries of the Growth Plan, which is a comprehensive growth management plan to the year 2051. It directs growth to built-up areas, creates long-term density targets, and mandates a compact, transit-supportive, environmentally friendly, and efficient form of urban development. This would encompass providing a range of transportation options including safe, comfortable and convenient use of active transportation, and comprehensive stormwater management planning, such as the use of appropriate low impact development and green infrastructure, to increase the resiliency of communities.

Portions of the City of Toronto, including downtown, Yonge-Eglinton Centre, and North York Centre are designated as urban growth centres that will plan to achieve a minimum gross density target of "400 residents and jobs combined per hectare for each of the urban growth centres in the City of Toronto". The Growth Plan designates the EA Study Area under one of these urban growth centres. As of 2019, the density of North York Centre was 460 residents and jobs combined per hectare.

#### **1.4.1.3 Accessibility for Ontarians with Disabilities Act (2005)**

The Province enacted that *Accessibility for Ontarians with Disabilities Act* (AODA), which governs the provision of public infrastructure including sidewalks, walkways, stairs, curb ramps, tactile walking surfaces, pedestrian signals and parking spaces. The

City of Toronto has developed standards for all newly constructed or redeveloped infrastructure to ensure compliance with AODA.

#### **1.4.2 City of Toronto Policy Framework**

The policy framework for the REimagining Yonge Street EA Study is outlined in the following studies / plans.

##### **1.4.2.1 City of Toronto Official Plan (Consolidation to June 2019)**

The City's Official Plan designates land uses and sets the vision for where and how Toronto will grow over the long-term. The Official Plan describes a general approach to achieve the vision by setting out how the City should direct growth, land use, and transportation in the City, setting goals for the human, built, economic, and natural environments, and generally guiding local planning in the City.

To implement the vision, the Official Plan also contains policies, plans, land use maps, Secondary Plans and site and area specific policies, which follow the overarching vision for the City. All decisions made by the City must adhere to the Official Plan.

##### *Official Plan Building a More Liveable Urban Region Policy Context*

Policies related to building a more liveable urban region encourage: connectivity intra-regionally and inter-regionally, enhancement of the natural environment such as air and water quality, growth of the economy, and planning of housing and human services (s. 2.1 and s. 2.2).

The following Official Plan policies (s. 2.1 and s. 2.2) relate to the development of a more live-able urban region and provide context for this project:

*S. 2.1 (1) Toronto will work with neighbouring municipalities, the Province of Ontario and Metrolinx to address mutual challenges and to implement the Provincial Framework for dealing with growth across the GTA which:*

- a) focuses urban growth into a pattern of compact centres
- b) makes better use of existing urban infrastructure and services
- c) reduces auto dependency and improves air quality
- d) increases the efficiency and safety of the road

*S. 2.2 (1) This Plan will create a better urban environment, a competitive local economy and a more socially cohesive and equitable city through the integration and coordination of transportation planning and land use planning by:*

- a) attracting more people and jobs to targeted growth areas in the City that are supported by good and affordable transit services and other infrastructure;
- b) developing and expanding components of the City's transit and other transportation infrastructure to support the growth objectives of this Plan; and
- c) increasing accessibility throughout the City by taking advantage of the combined travel benefits afforded by improved mobility and increased proximity.

*S. 2.2 (3) The City's transportation network will be maintained and developed to support the growth management objective of this Plan by:*

- a) protecting and developing the network of rights-of-way shown on Map 3 and Schedules 1 and 2 by:
  - ii) extending and altering the widths of pavement, sidewalk and other facilities as necessary within the designated rights-of-way; and*
  - iii) giving high priority to preventative and restorative maintenance and rehabilitation of the road (pavement and sidewalk) network;*

#### *Official Plan Public Realm Policy Context*

Policies relating to the public realm promote: quality architectural, landscape, and urban design and construction through the commitment of funds to maintain a high quality public realm, excellence in design and public interest through competitions and advisory design panels for both public works and new development, creation of quality public realm through new development, and the use of skilled professionals in the design and construction process (s. 3.1.1.1).

The following Official Plan policies (s 3.1.1) relate to the streetscape and the public realm and provide context for this project:

- 5. City streets are significant public open spaces which can connect people and places and support the development of sustainable, economically vibrant and complete communities. New and existing City streets will incorporate a Complete Streets approach and be designed to perform their diverse roles by:*
  - a) balancing the needs and priorities of various users and uses within the right-of-way, including provision for:*



- i) *the safe and efficient movement of pedestrians of all ages and abilities, cyclists, transit vehicles and users, goods and services vehicles, emergency vehicles and motorists across the network;*
    - ii) *space for other street elements, such as utilities and services, trees and landscaping, green infrastructure, snow and stormwater management, wayfinding, boulevard cafes, marketing and vending and street furniture;*
    - iii) *ensuring the safety of vulnerable groups such as women, children, seniors and people with disabilities by implementing the Toronto Safer City Guidelines, or an updated version thereof;*
  - b) *improving the quality and convenience of active transportation options within all communities by giving full consideration to the needs of pedestrians, cyclists and public transit users;*
  - c) *reflecting the differences in local context and character;*
  - d) *providing building access and address, as well as amenities such as view corridors, sky view and sunlight; and*
  - e) *serving as community destinations and public gathering places.*
6. *Sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for pedestrians by:*
- a) *providing well designed and co-ordinated tree planning and landscaping, pedestrian-scale lighting, and quality street furnishings and decorative paving as part of street improvements;*
  - b) *locating and designing utilities within streets, within buildings or underground in a manner that will minimize negative impacts on the natural pedestrian and visual environment and enable the planting and growth of trees to maturity.*

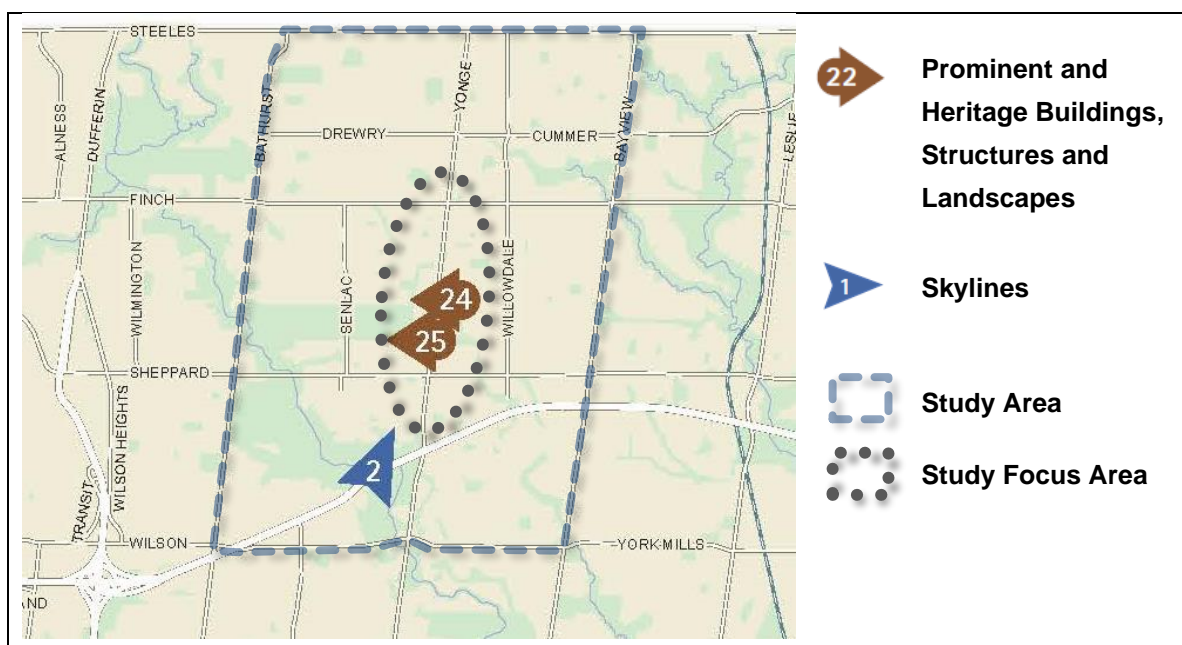
The City's Official Plan has identified key views throughout the City, and state that

- 9. *Views from the public realm to prominent buildings, structures, landscapes and natural features are an important part of the form and image of the City. Public works and private development will maintain, frame and, where possible through project design, create views from the public realm to important natural and human-made features.*
- 10. *Views from the public realm to prominent, buildings, structures, landscapes and natural features identified on Maps 7a and 7b are important and are described in Schedule 4 [...].*
- 11. *Public works and private development will maintain views from the public realm to the skylines of the Downtown and the Central Waterfront, North York Centre, and Scarborough Centre shown on Maps 7a and 7b. These views are dynamic and are expected to evolve over time to include new buildings constructed within the Downtown and Central Waterfront, the North York Centre and the Scarborough Centre.*

**Exhibit 1-4** illustrates the views from the public realm in relation to the Yonge Street EA Study and Focus Areas. The following views have been identified:

- **Prominent Buildings, Structures and Landscapes, View 24 (H)** – View to North York Civic Centre from the west side of Yonge Street. “H” denotes views to a heritage property and as such, Official Plan policies 3.1.5 apply. This view is further described in Schedule 4: “The North York Civic Centre can be viewed clearly from west side of Yonge Street, directly across Mel Lastman Square from the building. Some of the landscaping obscures the lower portions of the building, but its setting, massing and form can be clearly viewed from this vantage point.”
- **Prominent Buildings, Structures and Landscapes, View 25** – View to York Cenotaph from the west side of Yonge Street
- **Skyline, View 2** – View of North York Centre Skyline from Highway 401 eastbound at the bridge over the Don River

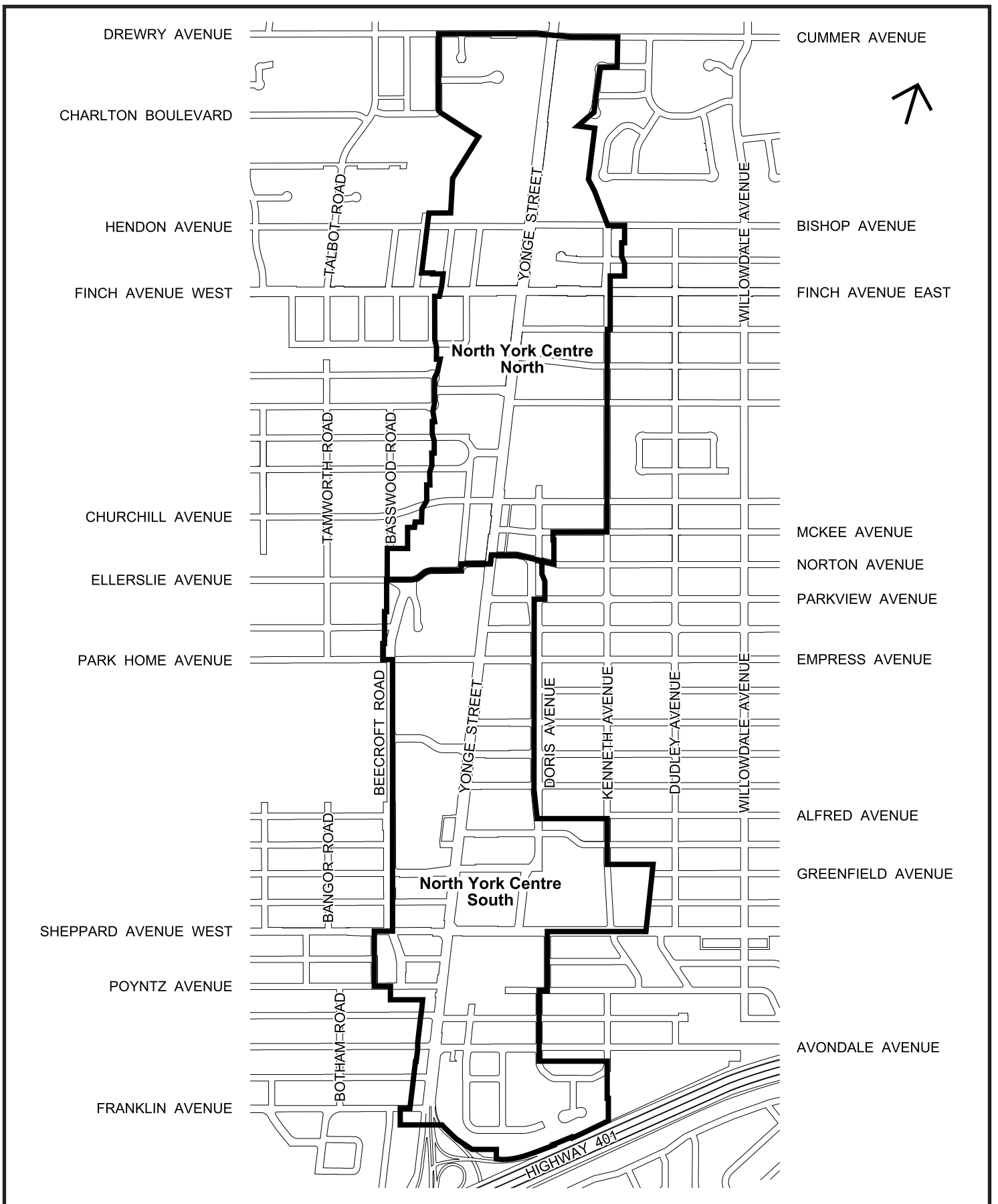
#### Exhibit 1-4: City of Toronto Official Plan, Identified Views from the Public Realm (Map 7a) (March 2013)



#### 1.4.2.2 North York Centre Secondary Plan (Consolidation to June 2015)

The North York Centre Secondary Plan includes the Yonge Street Corridor from Highway 401 north to Cummer Avenue / Drewry Avenue, and is comprised of North York Centre North and North York Centre South, separated by Ellerslie Avenue / Norton Avenue, as seen in **Exhibit 1-5**. North York Centre Secondary Plan was approved as part of the Official Plan in 2002, and subsequently approved by the Ontario Municipal Board (OMB) in 2006. The Secondary Plan provides a vision for Yonge Street with clear built form and public realm directions. Following this vision, the Yonge Street streetscape was adopted by City Council to provide a unifying streetscape for development in North York Centre.

The Secondary Plan is focused around three major transit stations: Sheppard-Yonge, North York Centre and Finch. The Sheppard-Yonge Station connects with both the Yonge Subway Line (Line 1) and the Sheppard Subway Line (Line 4), and Finch Station provides connections to York Region Transit and GO Transit bus services. The Secondary Plan encourages the retention of the existing institutional, cultural, entertainment and recreational facilities that exist in this area. It also acknowledges the “major concentrations of employment and residents [...] in conjunction with rapid transit in order to increase the proportion of travel that can be served by transit, and the separation of pedestrians from vehicular traffic as part of a pedestrian system integrated with existing and future development” (**Section 1.7**).



Key provisions of the Secondary Plan include:

- Yonge Street is the key pedestrian promenade and movement spine of North York Centre. A requirement of a 4-metre setback between the build-to line and right-of-way line of new development will expand available public space along each boulevard.
- Support for the continued development of the North York Centre Service Roads (Beecroft Road and Doris Avenue) as development progresses. The service roads' primary functions are:
  - Traffic routing alternatives to Yonge Street
  - Provide vehicular and delivery access to mixed-use high-rise developments along Yonge Street
  - Act as a buffer between the stable neighbourhoods areas east of Doris Avenue and west of Beecroft Road and the mixed-use activity area along Yonge Street.

#### **1.4.2.3 Central Finch Area Secondary Plan (2011)**

The Central Finch Area Secondary Plan relates to the lands on the north and south side of Finch Avenue generally from Bathurst Street to Bayview Avenue. This Secondary Plan borders the North York Centre Secondary Plan on the east and west of Yonge Street. The policies of the North York Centre Secondary Plan relate to the lands at the intersection with Yonge Street.

The general objectives of the Central Finch Area Secondary Plan include:

- 1.1 Permit and encourage development and redevelopment within the Central Finch Area which, when completed, will form a mixed use area between Bathurst Street and Willowdale Avenue primarily accommodating small office and multiple-unit residential buildings fronting onto Finch Avenue, including street-oriented retail and service commercial uses in the area west of Yonge Street, and a residential area accommodating small multiple-unit residential buildings fronting onto Finch Avenue east of Willowdale Avenue.*
- 1.2 Enhance the function of Finch Avenue as a major arterial road. To this end, new buildings will be required to be set back from the existing street-line to protect the function of Finch Avenue, and the consolidation of lots and reduction of the number of private driveways directly accessing Finch Avenue will be encouraged.*
- 1.3 Encourage the establishment of a vibrant, interesting and active street-front in the Central Finch Area through the provision of residential uses with front doors and building faces addressing the street and, west of Willowdale Avenue, the provision of a mix of commercial and residential uses similarly addressing the street.*

*1.4 Minimize the potential for adverse impact on the land use characteristics of low-density residential lands which do not abut Finch Avenue by ensuring that redevelopment in the Central Finch Area takes place in a manner that protects and enhances the residential neighbourhoods*

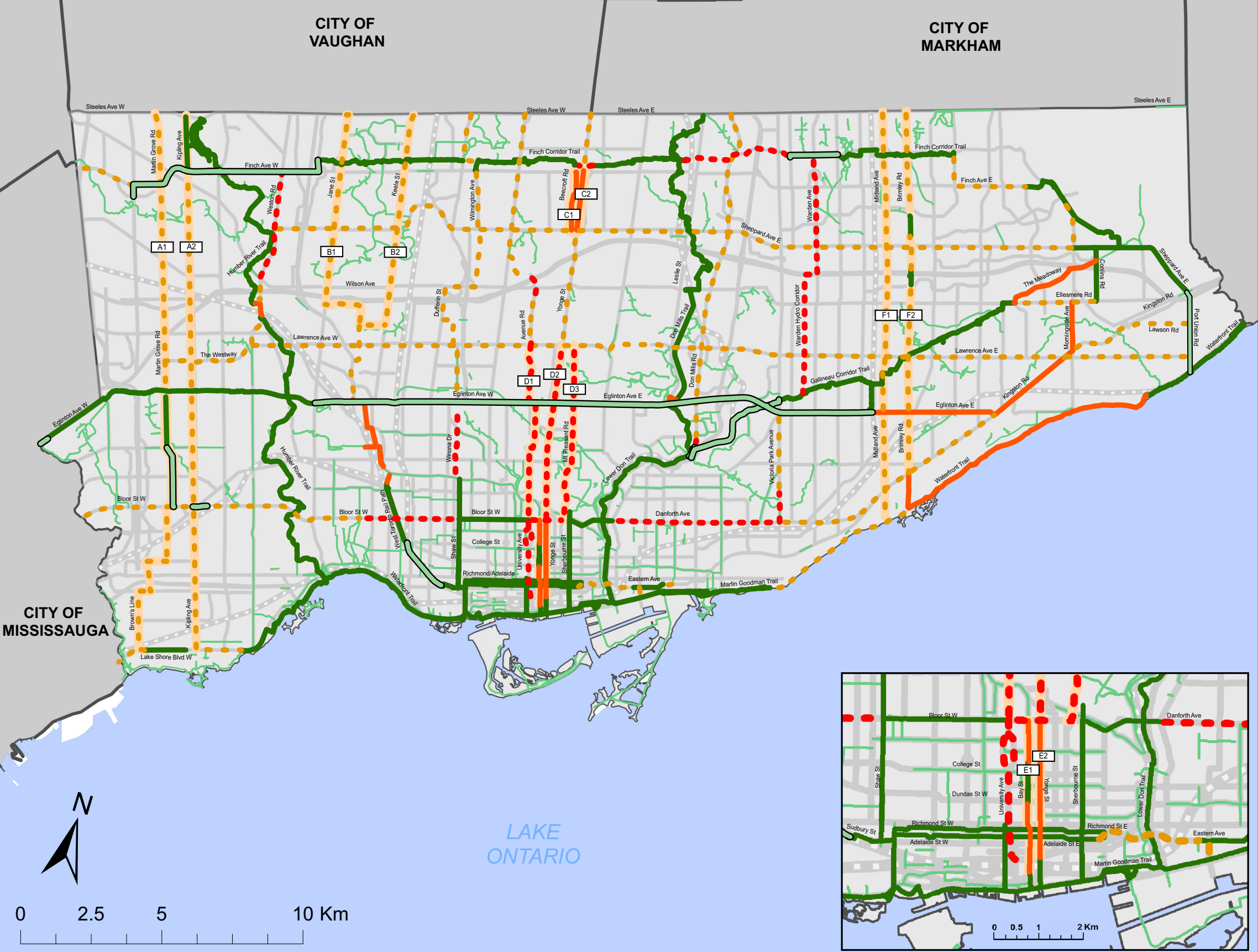
#### **1.4.2.4 Cycling Network Plan Update (2019)**

In June 2016, Toronto City Council approved a Cycling Network Ten Year Plan to connect, grow, and renew infrastructure across the city of Toronto. The Plan recommended various types of cycling facilities, including cycle tracks, bike lanes and boulevard trails on busy streets, and cycling wayfinding on quiet streets. In 2019, Toronto City Council approved the Cycling Network Plan Update, which provides a new timeframe to improve road work coordination, accountability, and implementation. The Cycling Network Plan now consists of a longer-term overall proposed network, as well as a detailed three-year rolling implementation program. A new map illustrating Toronto's Major City-Wide Cycling Routes, as shown in **Exhibit 1-6**, was also developed to identify the significant projects completed, underway, and proposed, which serve as the backbone of the cycling network.

The idea behind the restructuring of the Cycling Network Plan and the expansive long term vision is that all streets should be considered for potential bikeways. Instead of identifying a finite network, the City is in a position to take advantage of major capital work, major development work, new roadways, and other opportunities that arise over time. There is still a focus on high priority standalone cycling work, which is why the long-term vision is shown by the analysis scores behind it and can help guide near-term investments balanced with the advantages of bundling with emerging opportunities.

The routes in the Study Area identified in the 2016 Ten Year Plan were carried forward to the 2019 Cycling Network Plan Update. The full length of Yonge Street continues to be identified as a high priority Major City-Wide Cycling Route, and various sections have advanced to detailed design. Some of the proposed bikeway types of other proposed routes have changed as bikeway design standards have evolved. Many routes first scoped for shared cycling space no longer meet thresholds for "quiet streets", and will require dedicated cycling space, or more substantial traffic interventions to reduce vehicle volumes and speeds. All proposed routes will be assessed for implementation timing as part of the larger city-wide prioritization process of cycling projects.

Attachment 2 - Map of Major City-Wide Cycling Routes



Status of Routes

- Existing Routes\*
- In Design/Construction
- Environmental Assessment/ Study Underway
- Study Planned (2019-2021)
- Study Required
- Studies Planned in Conjunction
- Existing Local Cycling Network
- Rail Line

\* Existing Routes to be considered in Renew Program for future upgrades

Data Source: City of Toronto  
Projection: NAD 1927 MTM 3  
Cartography: City of Toronto

Date: June 2019



#### 1.4.2.5 Toronto Pedestrian Chapter (2002)

In 2000, the City approved the development of the Toronto Pedestrian Charter. The intent of the charter is summarized below:

- To outline pedestrian rights and what to expect from the City in terms of meeting their travel needs;
- To establish principles to guide the development of all policies and practices that affect pedestrians; and
- To identify the features of an urban environment and infrastructure that will encourage and support walking.

The Charter reflects the principle that a city's walkability is one of the most important measures of the quality of its public realm, and of its health and vitality was adopted by Council. The Charter sets out six principles necessary to ensure that walking is a safe and convenient mode of urban travel, which are:

- Accessibility;
- Equity;
- Health and well-being;
- Environmental sustainability;
- Personal and community safety; and
- Community cohesion and vitality.

To create an urban environment in all parts of the city that encourages and supports walking, the City of Toronto:

- Upholds the right of pedestrian of all ages and abilities to safe, convenient, direct, and comfortable walking conditions;
- Provides a walking environment within the public right-of-way and in public parks that encourages people to walk for travel, exercise, and recreation;
- Supports and encourages the planning, design and development of a walking environment in public and private spaces (both exterior and interior) that meets the travel needs of pedestrians;
- Provides and maintains infrastructure that gives pedestrians safe and convenient passage while walking along and crossing streets;
- Ensures that residents' access to basic community amenities and services does not depend on car ownership or public transit use;

- Sets policies that reduce conflict between pedestrians and other users of the public right-of-way;
- Creates walkable communities by giving high planning priority to compact, human-scale and mixed land use;
- Encourages research and education on the social, economic, environmental, and health benefits of walking as a form of travel, exercise, and recreation;
- Promotes laws and regulations that respect pedestrians' particular needs;
- Advocates for improving the provincial and federal regulatory and funding frameworks that affect the City's ability to improve the pedestrian environment; and
- Works with individual citizens, community groups and agencies, businesses, and other levels of government to achieve these goals.

#### **1.4.2.6 Vision Zero Road Safety Plan (2017)**

Toronto's *Vision Zero Road Safety Plan* is a comprehensive five-year (2017-2021) action plan focused on reducing traffic-related fatalities and serious injuries on Toronto's streets. The Plan prioritizes the safety of the most vulnerable road users, improve safety across the City of Toronto, and focusing on the locations where improvements are most needed. Based on factors that contribute to serious injury and fatality crashes, the Plan addresses six emphasis areas including Pedestrians, School Children, Older Adults, Cyclists, Motorcyclists, and Aggressive Driving and Distraction.

#### **1.4.2.7 Toronto Complete Streets Guidelines (2017)**

The *Toronto Complete Streets Guidelines* were developed to help implement the City's Official Plan vision for complete streets and other city building objectives and provide clear street design process to enhance collaboration on city street projects.

In August 2014, City Council adopted a 'complete streets' Official Plan policy that recognized that although streets may have varying priorities, all new and existing streets should accommodate a variety of modes of transportation in a way that is safe and inviting for people of all ages and abilities. In addition, they consider uses like sidewalk cafés, street furniture, street trees, utilities, and stormwater management. Complete streets enhance human and environmental health by providing an environment that enables and encourages active transportation.

#### **1.4.2.8 Green Streets Technical Guidelines (2017)**

The City of Toronto's *Green Streets Technical Guidelines* provide guidance, standards and selection tools for the planning, design, integration and maintenance of a range of

green infrastructure options appropriate for the City's street types and conditions. The guidelines assist in realizing the City's vision by offering green infrastructure solutions that can yield significant environmental benefits to relieve urban pressures on ecological systems, improve air quality, achieve energy efficiency, and enhance water quality, while ensuring that Toronto's streets remain efficient conduits for vital infrastructure and beautiful, functional corridors for pedestrians, transportation and transit. Green Infrastructure, as defined in the City's Official Plan, refers to "*natural and human-made elements that provide ecological and hydrological functions and processes*" (City of Toronto, 2019), including street trees, green walls, wind/solar energy sources, high efficiency lighting, and Low Impact Development stormwater infrastructure (e.g. bioretention and rain gardens, swales and roadside ditches, and permeable pavement).

## **1.5 Related / Adjacent Studies and Projects**

Prior to and during this EA Study, the City has initiated and/or completed special planning studies for Sheppard Avenue and Yonge Street North within the EA Study Area. York Region, an upper-tier municipality, has also completed a study for Yonge Street and Steeles Avenue, located outside the Study Area. These studies are discussed below.

### **1.5.1 Sheppard Avenue Commercial Area Secondary Plan**

The Sheppard Avenue Commercial Area Secondary Plan (SACASP), West Segment (Phase 1), now referred to as Sheppard Lansing Secondary Plan extends along Sheppard Avenue West from Beecroft Road and Brentwood/Easton Avenues, directly west of the Yonge Street Focus Study Area. The purpose of the Secondary Plan, as approved through OPA 367 is to:

*"update the planning framework to guide growth and change that will form a mixture of residential, commercial, institutional and community uses in mid-rise buildings that are compatible with the adjacent residential areas. The updated policies also includes improvements to streetscape and the public realm to prioritize pedestrian and the cycling experience through the rebalancing of the planned 36 metre right-of-way and the objectives of Complete Streets".*

The Sheppard Avenue Commercial Area Secondary Plan (SACASP), East Segment (Phase 2) extends along Sheppard Avenue East, from Bonnington Place and Clairtrell Avenue, directly east of the Yonge Street Focus Study Area is currently under way. Phase 2 of the SACASP update shares the same intent and scope of work as Phase 1 of the SACASP update, and staff anticipate the final report containing staff recommendations be brought forward to City Council in the third quarter of 2021.

### **1.5.2 Yonge Street North Planning Study**

The City initiated the Yonge Street North Planning Study to establish a vision and land use framework for the Yonge Street corridor between Finch Avenue and Steeles Avenue. The project was initiated in response to anticipated development pressure through this corridor into the future; it will determine the level of development that can be accommodated given the current and planned transportation and transit network. A portion of the Yonge Street North Planning Study Area, south of Cummer Avenue / Drewry Avenue, falls within the “North Area” of the North York Centre Secondary Plan. The study also considers the relationship with the City of Vaughan and City of Markham, within the Regional Municipality of York, as this corridor is highly used by York Region Rapid Transit, providing access to Finch Station, and borders City of Vaughan and City of Markham along the north side of Steeles Avenue.

The conceptual built form option north of the North York Centre Secondary Plan currently being consulted on with the public illustrates nodes at the future subway stations (Cummer Avenue / Drewry Avenue and at Steeles Avenue) with mid-rise areas in between. Following completion of the study, City staff will prepare an Official Plan Amendment and implementing zoning by-laws.

### **1.5.3 Highway 401 and Yonge Street Interchange Improvements Study**

Following the completion of a Functional Planning Study in 2016, the City, together with the Ontario Ministry of Transportation (MTO), will undertake a more detailed Environmental Assessment (EA) Study which will evaluate six alternatives, in addition to two other feasible alternatives, as well as improvements to Highway 401 at the Yonge Street and Highway 401 interchange. The objective will be to improve functionality for all users of this interchange, including pedestrians and cyclists. Timing to commence the EA study is anticipated in late 2021.

### **1.5.4 Yonge and Steeles Area Regional Transportation Study (2015)**

In 2015, the Regional Municipality of York Council approved the Yonge and Steeles Area Regional Transportation Study for the area between Steeles Avenue in the south, 407 ETR to the north, Bathurst Street to the west, and Bayview Avenue to the east. The purpose of the study was to consolidate the recommendations of multiple ongoing studies within multiple jurisdictions, including City of Markham’s Yonge-Steeles Corridor Transportation Study, City of Vaughan’s Yonge-Steeles Corridor Secondary Plan (YSCSP), and City of Toronto’s Yonge Street North Planning Study. The Region’s study identifies strategic and inter-regional transportation requirements for all modes of transportation, as well as related Transportation Demand Management measures.

The study also assessed various land use scenarios based on the Regional Official Plan and local draft Secondary Plans, and determined that setting development level

thresholds that are based solely on transportation network level of service is not practical given that there is currently a high level of congestion in this section of the Yonge Street corridor (north of Finch Avenue). The study notes that implementation of the Yonge Subway extension north from Finch Station will significantly impact the transportation capacity, as well as the type and form of development. As such, the study recommends that development phasing be set at pre-subway levels in order to ensure a necessary level of predictability for future development and the related transportation impacts, as the biggest infrastructure investment that will support growth is the Yonge Subway extension.

#### **1.5.5 North York Centre South Service Road EA Addendum**

In 1996, a Municipal Class EA Study for the south service road was established by the City, and a subsequent addendum was prepared in 1998. The study was re-opened in 2013 to consider development updates, and reevaluate design alternatives. The City reported to City Council on the recommended design in December 2020 (IE18.2), and is in the process of filing the EA Addendum. The completion of the North York Service Road, which will link Doris Avenue and Tradewind Avenue across Sheppard Avenue East, east of Yonge Street, will provide additional north-south capacity in the Centre.

After several revised plans the City is now proposing the following:

- Interim Condition: an off-set intersection at Tradewind Avenue / Sheppard Avenue East and Doris Avenue / Sheppard Avenue East; Single road connection linking Doris Avenue to Tradewind Avenue; Bonnington Place would be converted to a cul-de-sac north of Lyndale Drive.
- Ultimate Condition: a continuous intersection, where Doris Avenue would be realigned approaching Sheppard Avenue East to meet the northern extension of Tradewind Avenue. This would result in a single four-legged intersection, with a skew on the north-east quadrant.

#### **1.5.6 Uptown Service Road and the Associated Road Network**

A MCEA study was completed in 1993 for the extension of Beecroft Road to Drewry Avenue. Other local improvements were also recommended as part of this study. The Environmental Study Report was endorsed by Council in May 1993.

#### **1.5.7 Extension of Beecroft Road Environmental Assessment**

The Uptown Road and Associated Road Network EA was completed in 1993, recommending corridor improvements between Drewry/Cummer and Eglinton/Norton Avenues (north and south), and Doris Avenue and Beecroft Road (east and west). One of the recommendations was the northerly extension of Beecroft Road from Park Home

Avenue to Drewry Avenue. To date, sections of the Beecroft Road extension have been constructed between Park Home Avenue and Finch Avenue West. The remaining northerly section from Finch Avenue West (via Greenfield Avenue) to Drewry Avenue is currently in design, with construction planned in 2026.

The City is currently undertaking preliminary (30%) design work for the Beecroft Road Extension alignment between Finch Avenue West and Drewry Ave. The current design for the Beecroft Road Extension is comprised of:

- Generally, a 26 m right-of-way, widening to 29 m at Finch Ave West and at Drewry Avenue, to accommodate a left turn lane.
- Two traffic lanes in each direction, with on-street parking in the curb lane in off-peak periods.
- Sidewalks, uni-directional cycle tracks, and tree plantings in the boulevard on both sides of the street.

The design of the Beecroft Road Extension is proceeding assuming that Hendon Avenue remains as a continuous through street to Yonge Street.

### **1.5.8 A Streetscape Vision for Downtown North York**

Prior to amalgamation, the City of North York Planning Department commissioned *Moriyama and Teshima Architects* to create a streetscape vision for the areas that was referred to as Downtown North York. The vision was built on previous pedestrian and streetscape studies including:

- The Pedestrian Study (Berridge Lewinberg Associates, 1986)
- Yonge Street Streetscape Plan (Berridge Lewinberg Associates, 1987)

These early plans recommended a street tree planting program that was not supportable given conflicts with utilities and other subsurface structures. In 1988, Moriyama and Teshima Architects were assigned to develop an alternative streetscape typical block concept that relied less on trees and more on other streetscape elements with enough detail for designing features.

The 1.6 km study limits included the portion of Yonge Street bounded by Florence Avenue to the south to the Eglinton – Norton Avenue intersection to the north.

The study did not include investigation of sub-surface utilities or reconfiguration of the 24.5 m curb to curb roadway dimension within a right-of-way identified as 36.0 m wide. It was noted that traffic signal spacing impacted traffic operations and pedestrian crossing opportunities, and that left-turn lanes discouraged pedestrians from crossing

Yonge Street. The establishment of the Doris Avenue and Beecroft Road perimeter roads were identified as means to provide utility servicing to the intensifying precinct.

The vision for the streetscape was to accomplish the following three objectives:

1. “to give North York’s downtown a sense of unity.”
2. “to establish the downtown as an identifiable urban place, and”
3. “to achieve a level of urban comfort necessary for active pedestrian use.”

As a result of these objectives, specific streetscape elements and associated guidance were established for the following elements:

- Median strip
- Light standards
- Planting
- Landmarks
- Neighbourhood landmarks
- Surfaces
- Utility coordination
- Design for the disabled
- Street furniture
- Road surfaces
- Sidewalk surfaces
- Median
- Street programs

The final recommendations from the study included:

1. Appointment of a streetscape coordinator;
2. Consultation with surrounding neighbourhoods and community groups;
3. Consultation and coordination with merchants and developers;
4. Coordination with utility providers;
5. Streetscape elements to be coordinated with utilities and City departments;
6. Creating a design competition for entry and civic landmarks;
7. Initiating city-wide streetscape programs; and

8. Establishing a comprehensive planting and planting maintenance program.

### **1.5.9 Yonge Street Median Phase III Design Summary Report**

The City of Toronto commissioned a team led by Delcan (now Parsons) to evaluate the implementation of the Moriyama and Teshima Architects streetscape vision specifically focused on the Phase III design of the planted median. The report describes a design that was not implemented due to City's financial circumstance at that time.

The report demonstrates that establishing the median south of Poyntz Avenue and south of Highway 401 was not feasible based on safety issues and coordination with the Ministry of Transportation. The Phase III medians north of Sheppard Avenue were designed but not implemented because of lack of funding.

However, a DuToit, Alsopp & Hillier Urban Design Study completed in 1999 recommended extending the median north to Steeles Avenue based on its aesthetic and ability to provide pedestrian refuge. The report concludes with a recommendation for using a new footing detail for median planters unlike those used in Phase I and Phase II.

The landscape median design detail can be found on City's [Streetscape Manual website](#).

### **1.5.10 Yonge Subway Extension**

The extension of the Line 1 Subway into York Region has been recognized as a priority "In Development" Project under the 2041 Regional Transportation Plan, and as one of four lines addressed in the Getting Ontario Moving Act (2019). It is a priority of Metrolinx, York Region, and City of Toronto as a local and regional transit authority.

On March 18, 2021, Metrolinx released the Initial Business Case (IBC) along with a supplementary analysis that revealed how the project will serve the heart of major growth centres and significantly cut travel times. The IBC evaluated three alignments, with Option 3 demonstrating the greatest benefits and lowest cost. The extension of the Line 1 Yonge Subway (assuming Option 3 alignment), will span 8 km north on Yonge Street (diverting east off of Yonge St by Kirk Drive), from Finch Station (current terminus) to Highway 7, terminating at Richmond Hill Centre Station. The extension will include four new subway stations at Steeles Avenue, High Tech, and Richmond Hill Centre (the fourth station location to be confirmed).

Metrolinx is continuing to advance design, planning, and analysis.

### 1.5.11 York Region Pedestrian and Cycling Master Plan Study (2008)

The *York Region Pedestrian and Cycling Master Plan* (PCMP), released in 2008, was completed to develop a region-wide comprehensive pedestrian and cycling plan that could link existing facilities and identify future connection. The *PCMP* also includes a set of supporting policies and programs to promote walking and cycling in the Region. The purpose of the *PCMP* is to build upon the existing network of on and off-road pedestrian and cycling facilities as well as supporting programs in York Region to help improve walking and cycling conditions and encourage more people to walk and cycle more often.

The primary goals of the *PCMP* study were to:

- Develop an understanding of the elements that affect walking and cycling in York Region;
- Provide a range of alternative transportation choices that will benefit residents, employees and visitors in York Region by improving public health and air quality while reduced dependence on the private automobile;
- Improve conditions for walking and cycling for people of all ages through the provision of a continuous pedestrian sidewalk and trail system and regional-scale cycling network;
- Integrate the improved sidewalk system on Regional roads and proposed cycling network with Regional transit; and
- Encourage people to walk and cycle more often for utilitarian, recreational and health purposes.

The PCMP consists of a number of key components that are designed to work together to facilitate implementation, including:

- A recommended network of on and off-road pedestrian and cycling facilities, encouraging utilitarian, leisure, recreational, and touring pedestrian and cycling trips;
- Comprehensive planning and design guidelines to equip staff with the necessary tools to implement the network so that facilities can be designed in a way that minimizes risk to pedestrians and cyclists, as well as motorists;
- Policy and program suggestions on how to increase the level of walking and cycling in York Region;
- A proposed organizational structure to administer the PCMP and to introduce a process for planning, designing and implementing pedestrian and cycling facilities in the Region; and

- An implementation strategy that identifies priorities and required investments, sets out a fiscally sound approach to implementation, and provides a pedestrian and cycling network implementation process that can be integrated into annual service, capital investment and delivery programs.

In the long-term implementation timeframe, the PCMP recommends major corridor studies along three key corridors that meet the northern perimeter of the Study Area along Steeles Avenue: Bathurst Street, Yonge Street, and Bayview Avenue.

### **1.5.12 South Yonge Street Corridor Streetscape Master Plan (2012)**

The Regional Municipality of York, in partnership with the Cities of Vaughan, Markham, and Richmond Hill, developed a consolidated streetscape master plan for the southern segment of Yonge Street within York Region, from Steeles Avenue in Thornhill to Scott Drive / Bantry Avenue in the City of Richmond Hill.

The rationale for the requirement of this study was based on several key factors including:

- York Region has identified the Yonge Street corridor as a high priority for investment in high-order transit;
- The cost effectiveness of public transit depends on high levels of transit ridership, and ridership levels depend on an urban environment which is attractive, pedestrian-friendly and complementary to transit service in terms of density, built form, roadway design and streetscaping;
- The reconstruction of a significant part of the Yonge Street right-of-way will provide an opportunity to incorporate streetscape improvements during construction of transit facilities;
- Each of the area municipalities have undertaken intensification and urban design studies for the Yonge Street corridor; and
- Streetscape improvements will facilitate redevelopment and support of the proposed transit initiatives.

Yonge Street is at the forefront of York Region's city building initiatives. Designated as a Regional Corridor, Yonge is envisioned to be a pedestrian and cyclist-friendly street, lined with a compact and lively mix of housing, shops, offices and meeting places. The proposed Yonge Subway Extension, linking Richmond Hill Centre to Finch station, will serve to connect this vital corridor with other rapid transit initiatives including the proposed Bus Rapid Transit (BRT) on Yonge Street north of Bantry Avenue, serving York Region's diverse communities, the Greater Toronto and Hamilton Area and beyond.

Based on the above, the study was completed to develop a cohesive, integrated and detailed streetscape master plan for Yonge Street, addressing several criteria:

- Architectural built form, place making and public art;
- Green streets and sustainable design;
- Access and wayfinding;
- Fundamental elements of street design;
- Implementation and maintenance costs;
- Stakeholder and public consultation.

The Study considered three concepts: Linear, Linked Districts and Nodal. The Linear and Linked Districts concepts were further developed, with the Linked Districts concept being selected as the preferred.

The Streetscape Master Plan includes function street design considerations for typical intersections, subway stations, bus stops, vehicular traffic, vehicular access, a pedestrian boulevard, and cycling facilities.

The Master Plan is broken down into consistent streetscape elements and components that articulate continuity together with the unique features of each of the character districts that punctuate and define the episodes along the street. Of note, the Yonge-Steeles District which is just north of the REimagining Yonge Study Area, is identified as being one of the Distinct Character Areas outlined in the Master Plan. Key features of the streetscape design in this district include:

- Two northbound and two southbound lanes for vehicular traffic;
- Continuous buffered bicycle lanes in both directions;
- Raised center median that contains locations for a series of iconic vertical features and planting;
- Wide pedestrian sidewalks that provide a continuous urban quality paved surface compatible with at grade retail and building entrances;
- Large metropolitan-scale street trees planted flush to grade and in raised planters with generous subsurface growing medium zones, drainage and irrigation;
- No on-street parking on Yonge Street close to Steeles Avenue intersection; and
- On-street parking is located on side streets.