

Mobility and Public Realm Options

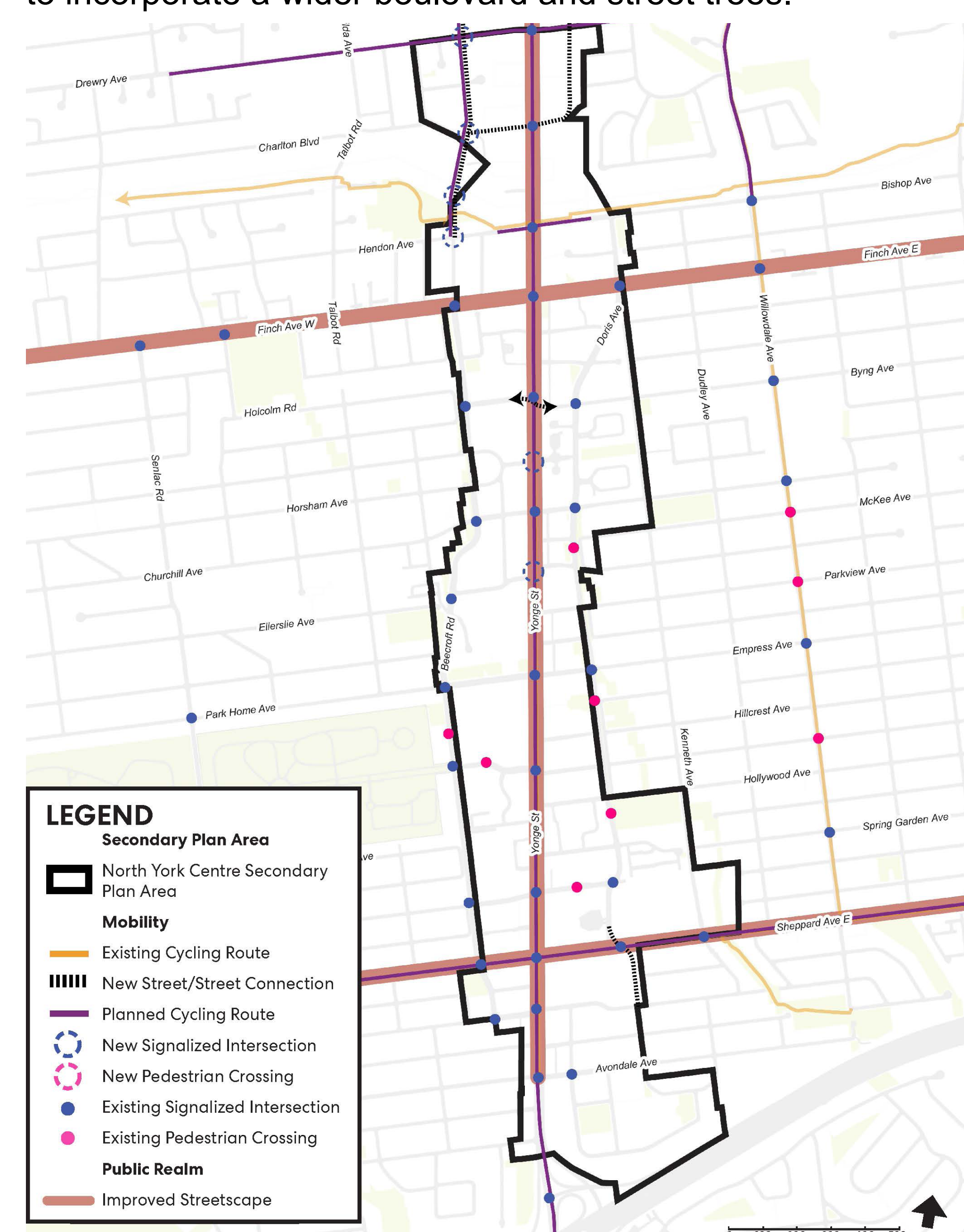
Background

North York Centre has a robust multi-modal mobility network for transit users, pedestrians, people cycling and motorists, with opportunities to adapt to a growing population. It has a strong public realm structure with plans to upgrade the Yonge Street streetscape through the Transform Yonge initiative and a network of squares, POPS, and mid-block connections. The options were developed to consider:

- Feedback from phase 1 public engagement, including the importance of addressing issues related to speeding, transit access, sidewalk design, streetscape improvements and the cycling network to help make North York Centre more accessible, walkable and safe.
- The City's Official Plan policies, which support making more efficient use of the street and transit networks to move people instead of vehicles, increase opportunities for walking, cycling, and transit use, and reduce car dependency. Official Plan policies also support the development of a high quality public realm that is safe, attractive and brings the community together.
- Approved, planned and on-going mobility projects in the area led by the City, TTC, MTO, Metrolinx and other partners.
- Coordination with adjacent Secondary Plans including Yonge Street North, Sheppard Lansing, and Sheppard Willowdale.
- Opportunities to improve east-west connections for pedestrians, cyclists and motorists.
- Opportunities to expand the Yonge Street public realm onto side streets and introduce public realm moves for placemaking and placekeeping.
- Potential for streetscape improvements to preserve and increase tree canopy while incorporating green infrastructure and pedestrian and cycling amenities.
- Potential for safety improvements that prioritize vulnerable road users.

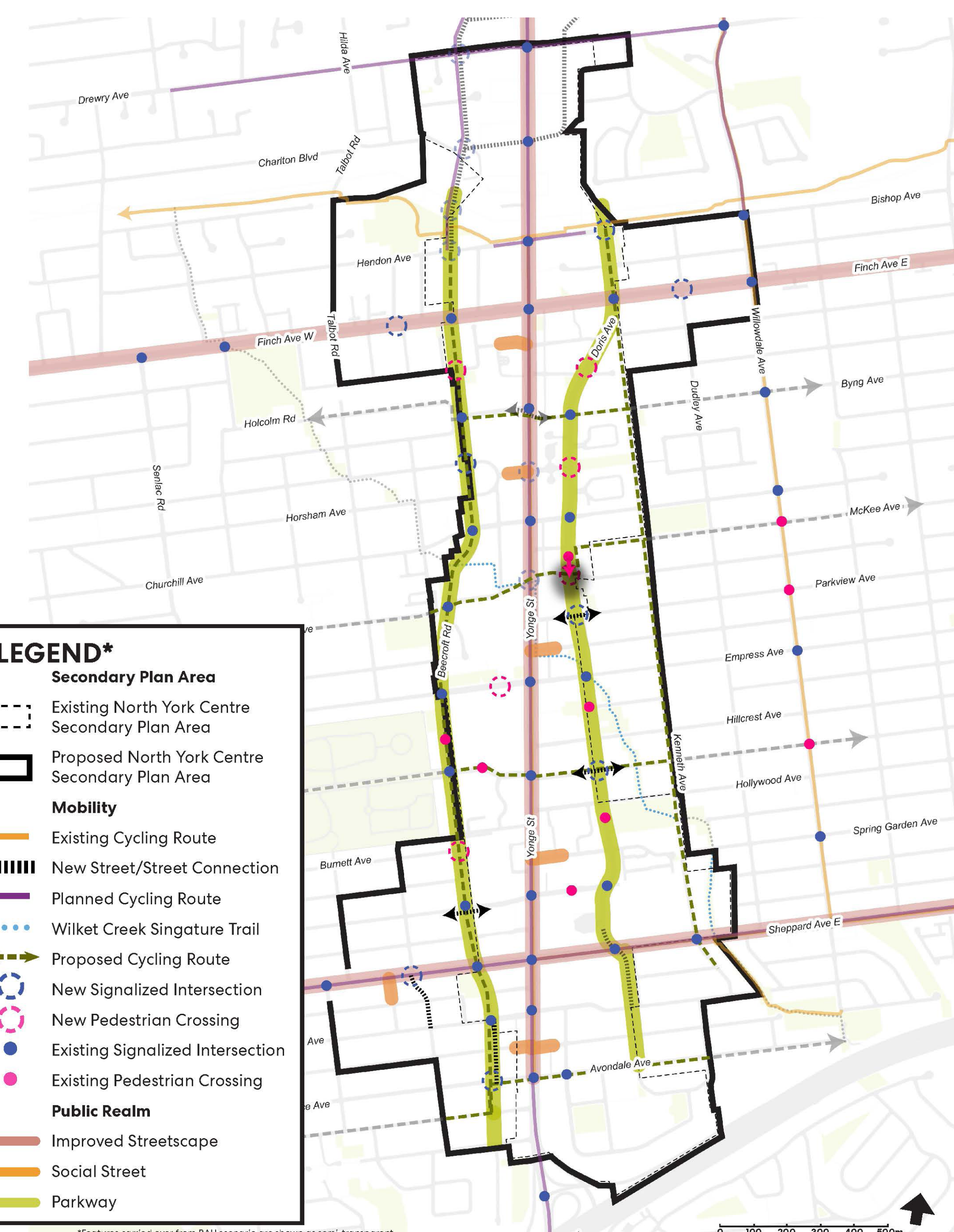
Business As Usual

BAU includes approved improvements such as the Yonge North Subway Extension, Transform Yonge, Beecroft and Doris Extension, and other planned improvements in the City's Cycling Network Plan, RapidTO Surface Transit Network Plan, and Secondary Plans. It also considers potential improvements that are subject to further study such as the Sheppard Subway Extension, Finch West LRT East Extension, and Yonge /401 Interchange. Improved streetscapes are envisioned on Yonge, Sheppard and Finch to incorporate a wider boulevard and street trees.



Alternative #1

Alternative 1 includes improvements aimed at enhancing mobility and public realm in and around North York Centre, specifically in the three Major Transit Station Areas which comprise the expanded Secondary Plan Area. Public Realm moves include linear "Parkways" along Doris Avenue and Beecroft Road, "Social Streets" flanking Yonge Street and a signature trail along Wilket Creek.



Alternative #2

Alternative 2 builds on BAU and Alternative 1 and includes a broader series of mobility and public realm improvements aimed at facilitating easier access to areas further from Yonge Street. Additional public realm moves include the introduction of Willowdale Avenue as a Neighbourhood Main Street with intersecting social streets.



Note: Options are presented for discussion purposes and are subject to feasibility analysis, public consultation, and Council approval.

Evaluation of Options

Local Mobility Improvements

- Alternatives #1 and #2 provide local mobility improvements including pedestrian crossings and cycling routes.

Safety

- Alternatives #1 and #2 focus on providing additional safe connections across the two service roads (Doris Avenue and Beecroft Road).

East-West Connectivity

- Alternative #2 expands the improvements to include more east-west cycling routes, street extensions, and potential for local transit improvement.

Public Realm and Streetscape Improvements

- Alternative #2 provides the most opportunity for improvements to include Doris and Beecroft Parkways, Willowdale Ave Neighbourhood Main Street, social streets, a continuous trail along Wilket Creek and tree-lined streets.



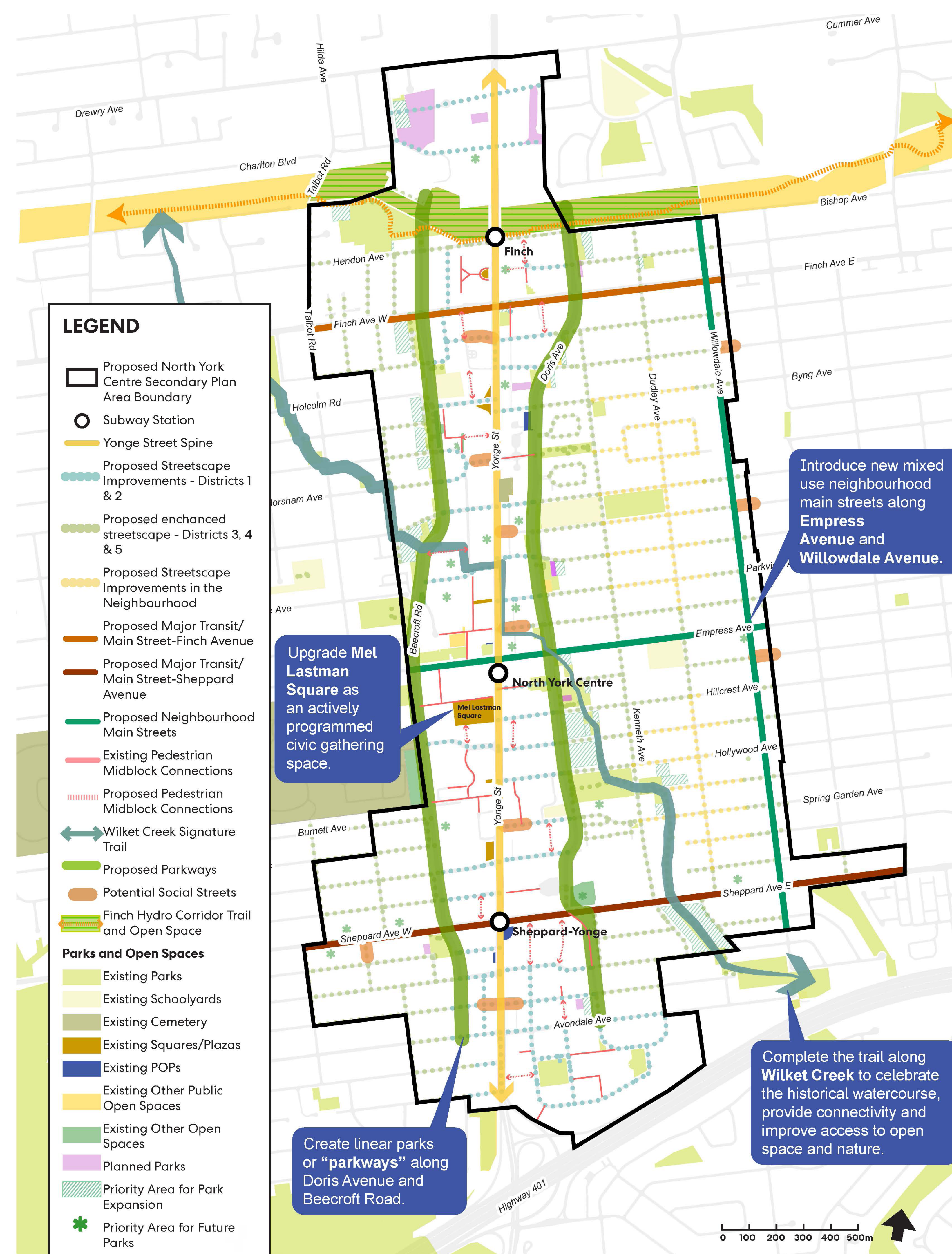
Existing streetscape along Yonge Street with wide boulevard

Scoring

Measure	BAU	ALT #1	ALT #2
Multi-Modal Mobility	●	●	●
Active Transportation	●	●	●
Transit	●	●	●
Road Safety	●	●	●
Mobility Choices and Innovation	●	●	●
Cost and Feasibility	●	●	●
Streetscapes	●	●	●

Public Realm Emerging Preferred Option

In the Emerging Preferred Option major public realm moves create a green, resilient and connected network that stitches North York Centre together.



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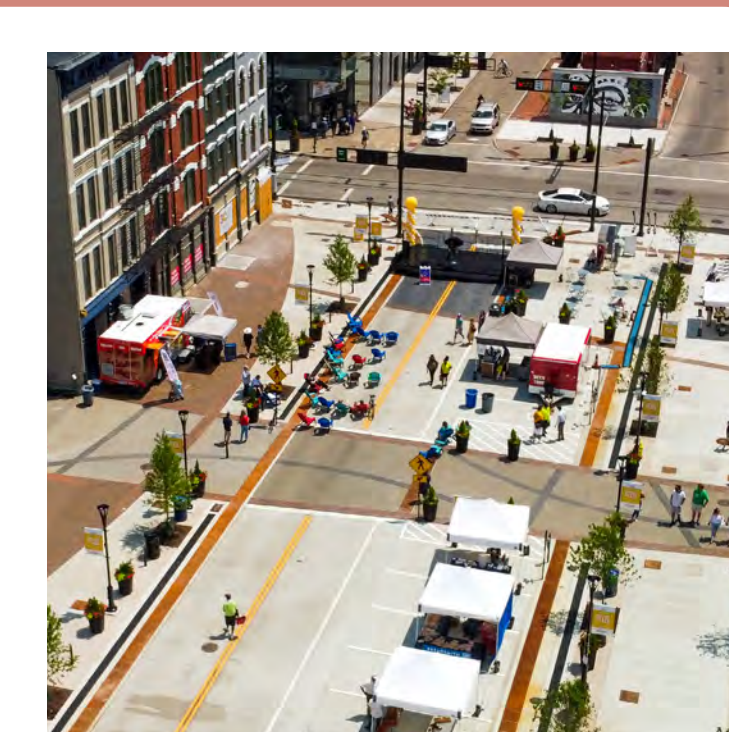
Definitions

Parkways: Doris Avenue and Beecroft Road will have wide green linear open spaces on either side.



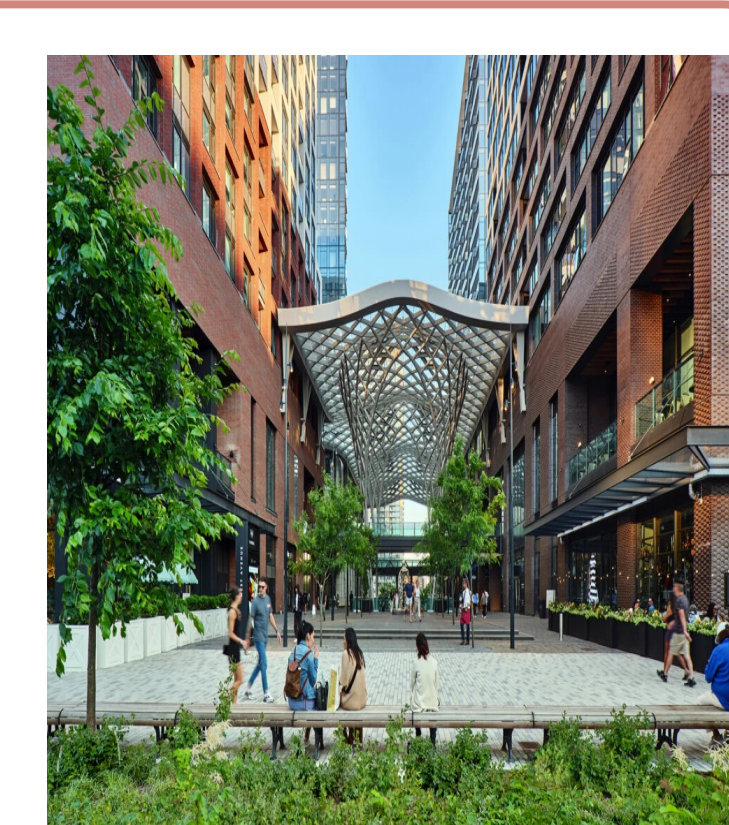
Daldy Street Linear Park, Auckland

Social streets: Short side street segments abutting Yonge Street, Sheppard Avenue and Willowdale Avenue that are flexibly designed to provide public open space and can be closed for special events.

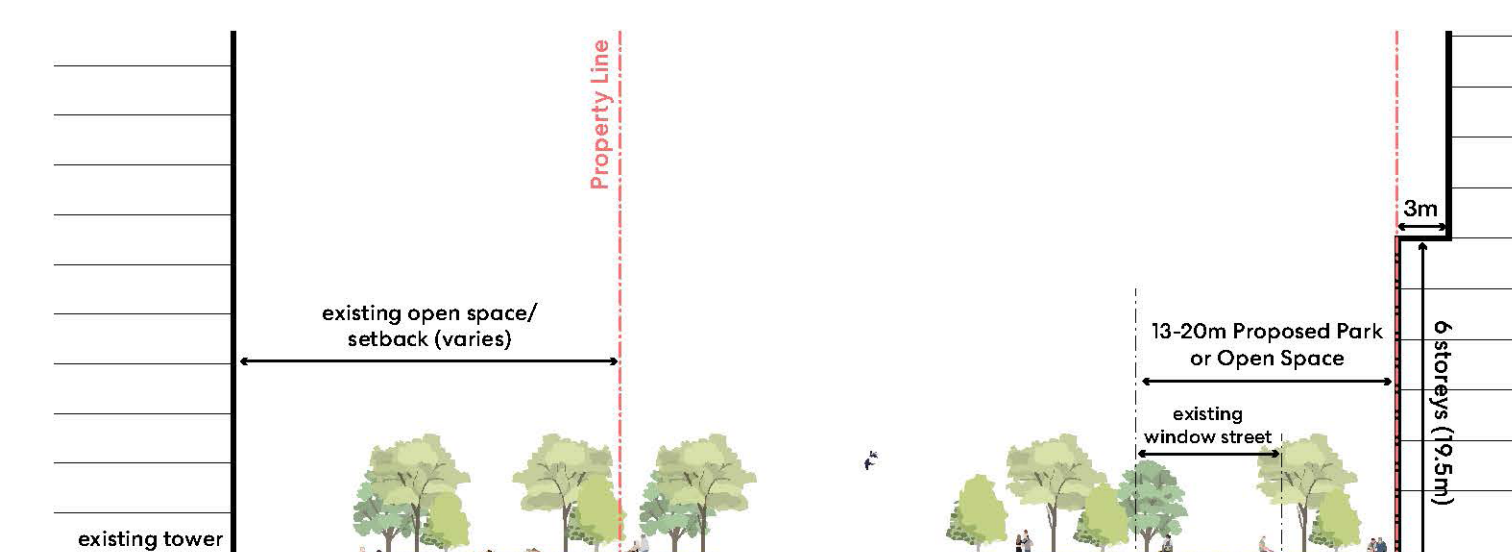


Court Street Plaza, Cincinnati

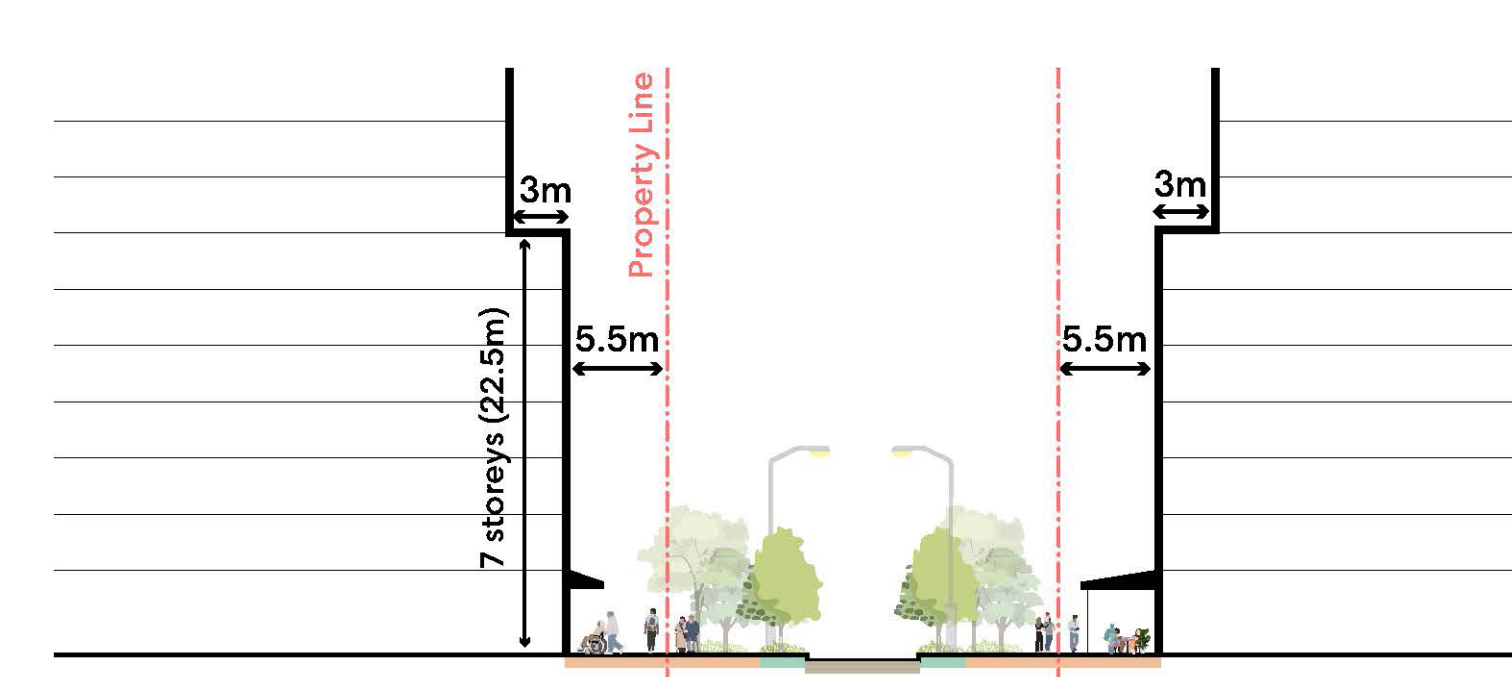
Midblock Connections: These pedestrian pathways between blocks will be secured by enhancing existing connections or creating new ones through new developments to improve connectivity within the Centre.



The Well, Toronto



Cross section showing Doris Parkway



Cross section showing Social Streets

Wilket Creek Signature Trail: The trail along Wilket Creek, which exists in parts of the Centre but needs to be completed, is a signature move connecting the public realm network.



Dockside Green, Victoria BC

Objectives

- Enhance streetscapes in North York Centre
- Preserve and expand non-park open spaces
- Conserve North York Centre's built heritage and celebrate public art

Proposed Policy Direction Highlights

- Encourage public art that expresses North York's history, diverse cultures and natural heritage. This may include Indigenous placekeeping and cultural expression and North York Centre's history and civic identity as the downtown of the former municipality of North York.
- Undertake a Cultural Heritage Resource Assessment including a Historic Context Statement and Survey to inform policies for North York Centre.
- Upgrade Mel Lastman Square to facilitate its role as an actively programmed civic gathering space that reflects the identity and diversity of North York.
- Continue to encourage strategic indoor PATH-style connections between residential and office buildings in order to improve access to the subway system.

Note: Conceptual cross section for discussion only, built form parameters and street design will be determined through a Preferred Option and Functional Concept Plan later in Phase 2.

Tell us what you think!

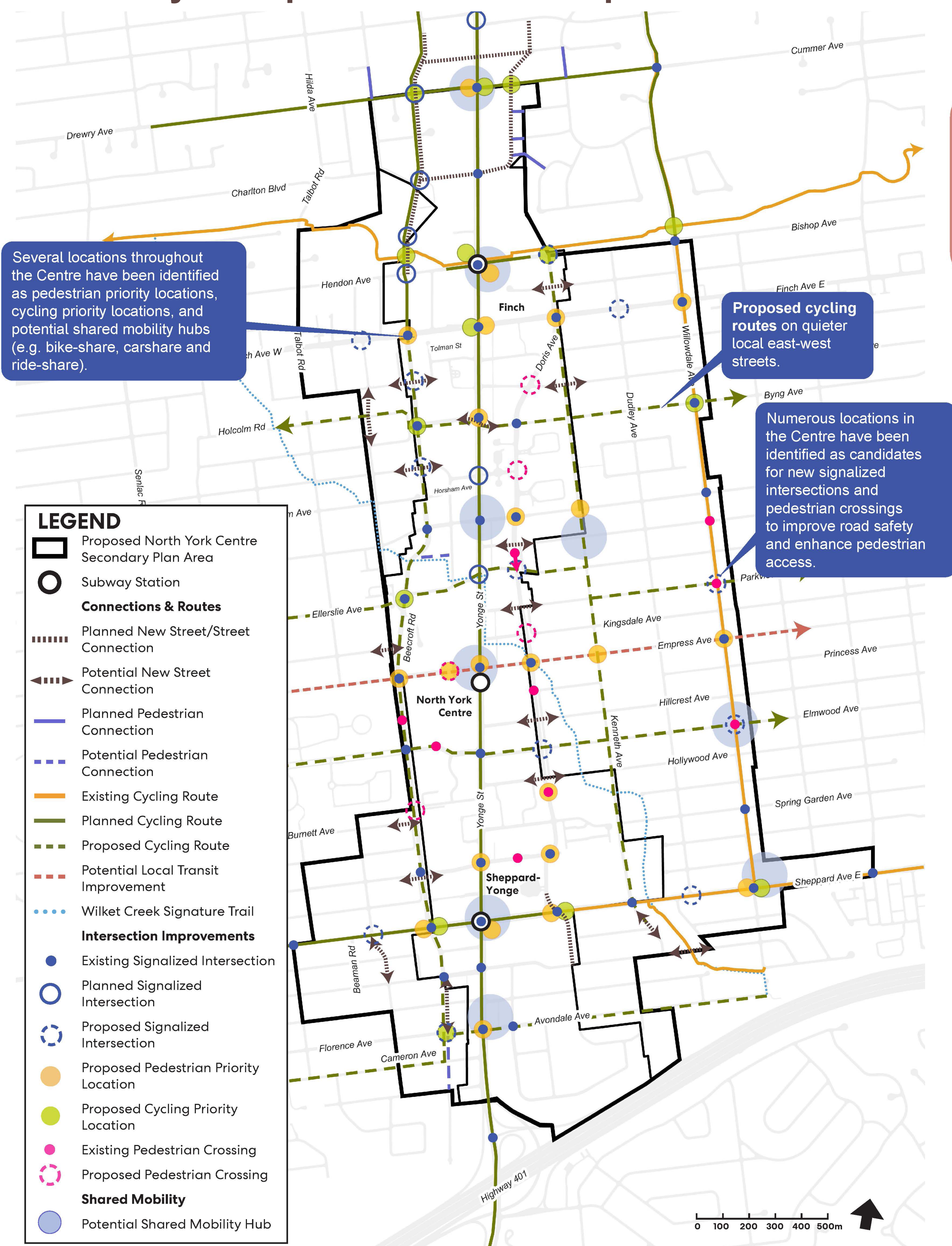
What do you like about the proposed directions for Public Realm?

What would you change about the proposed directions for Public Realm?

What's missing?

Mobility Emerging Preferred Option

The Emerging Preferred Option envisions a North York Centre with improved east-west connectivity that is safe and convenient to move around by multiple modes of transportation.



Note: Options are presented for discussion purposes and are subject to feasibility analysis, public consultation, and Council approval.

Definitions

Proposed Cycling Routes: These routes would include streets where people cycling are given priority by creating an environment with low motor vehicle volumes and speeds. Routes may include Ellerslie Ave, Avondale Ave, Spring Garden Ave, and Holcolm Rd.



Rue de Bellechasse, Montreal



6th Avenue, Manhattan

Objectives

- Improve the multi-modal mobility network to support the planned growth and demand
- Encourage walking and cycling by improving connectivity, accessibility and user experience of the active transportation network
- Promote and support transit
- Improve safety for all road users
- Increase mobility choices and support new mobility innovations
- Optimize cost and technical feasibility

Proposed Policy Direction Highlights

- Develop an appropriate mode share target with supporting policies to secure and implement the recommended multi-modal mobility network and improvements.
- Develop area and/or location-specific policies related to pedestrian/cycling priority locations and shared mobility hubs, informed by existing City standards and guidelines, and by the upcoming Functional Concept Plan and Implementation Strategy.
- Collaborate with partners in the development sector and coordinate capital works projects in order to implement the elements of the Emerging Preferred Option.

Tell us what you think!

What do you like about the proposed directions for Mobility?

What would you change about the proposed directions for Mobility?

What's missing?