

Welcome!

yonge**TO**morrow

Public Event #1

April 21, 2026

Project Overview

Yonge Street is an iconic destination in the heart of downtown Toronto. The yonge**TO**morrow project will increase pedestrian space and improve the way people move through and experience Yonge Street. The project is now in the design stage and includes:

1**Road Design and Reconstruction****3****Streetscape Enhancements****2****Watermain Replacement****4****Operational Plan**

Project Area



yonge**TO**morrow project area - Yonge Street
between College/Carlton Street and Queen Street.

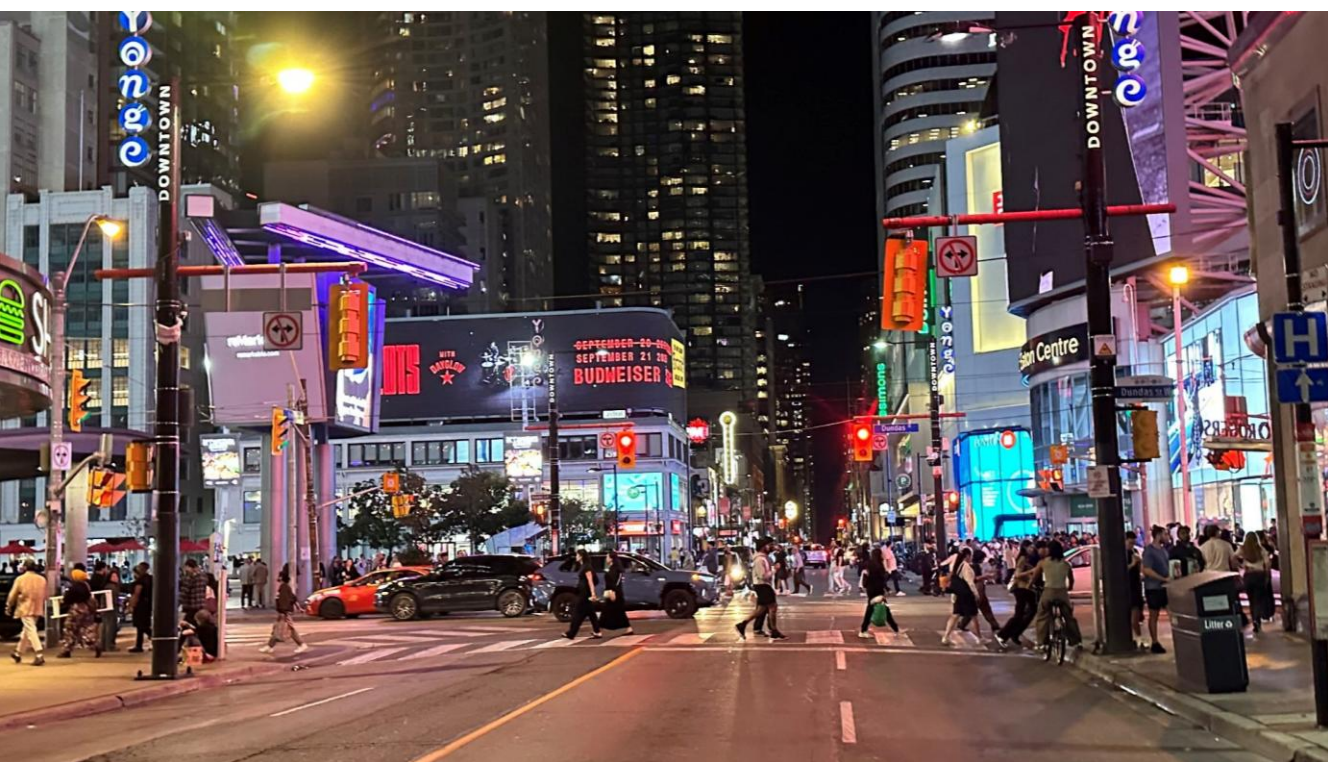
Project Overview: Why Now?

Pedestrian volumes, City policy, and public feedback all indicate that pedestrians should come first on Yonge Street.



State of Good Repair

Yonge Street must undergo reconstruction soon to replace the watermain and the road base



Safety and Equity

Provide a better experience and more public space in a safe manner for everyone



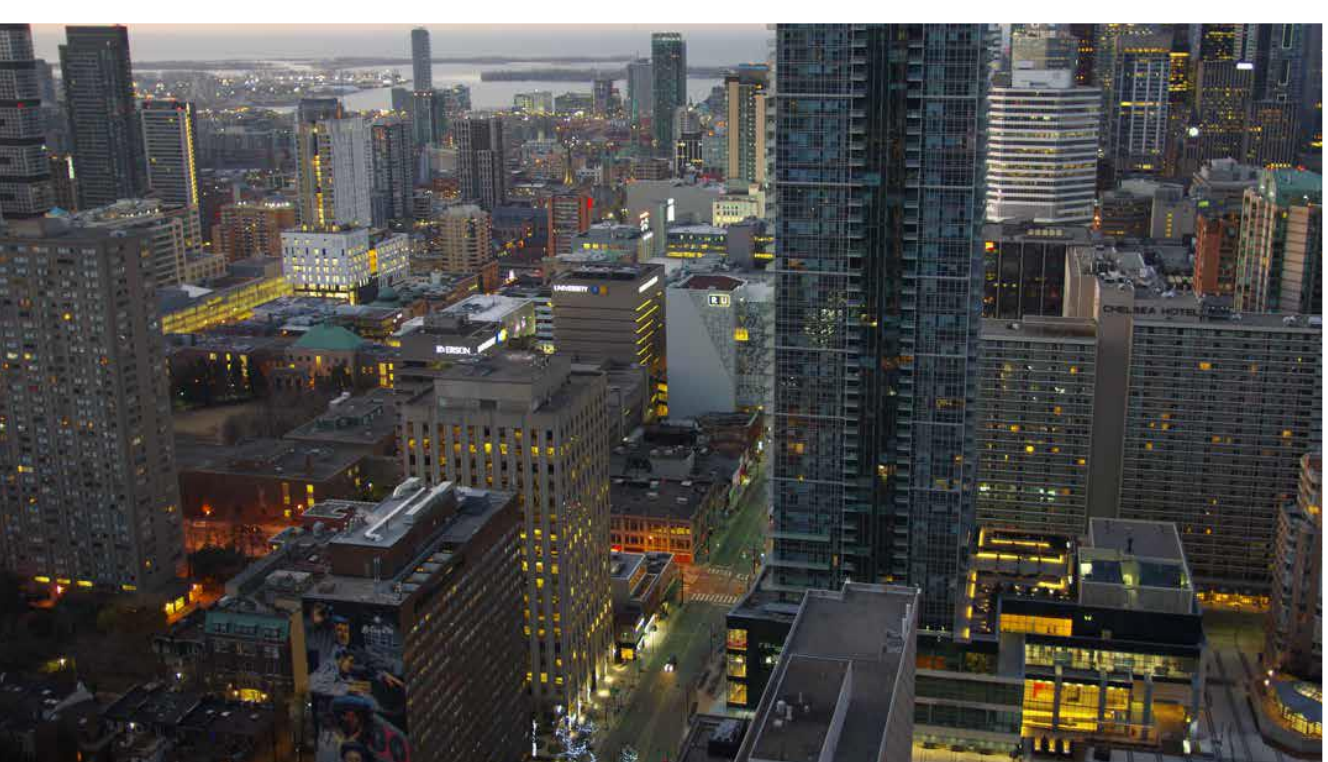
Transportation Shift

Most people who use Yonge Street are pedestrians, and more people are choosing to bike, use private transportation companies (e.g. taxi, Uber, Lyft) and take public transit



City Policy

The Official Plan and Downtown Plan “TOCore” identify Yonge Street as a cultural corridor and priority retail street that should be improved for pedestrians



Growth

The downtown population is growing with new developments

Project Overview: Background

Environmental Assessment

The City of Toronto completed the yonge**TO**morrow Schedule 'C' Municipal Class Environmental Assessment (EA) in 2022.

- The recommended design concept was adopted by City Council in 2021.
- Consultation included:
 - Seven Advisory Group Meetings
 - Three public meetings
 - Design Review Panel presentations
 - Three project videos
 - 12 E-notification to project subscribers



What is a Municipal Class EA?

A Municipal Class EA is a planning process required under the Ontario *Environmental Assessment Act*.

It provides the framework for municipalities to plan, design and construct infrastructure projects.

The EA identifies problems and opportunities, evaluates alternative solutions, and recommends a design concept for further development in future phases.

Project Overview: Timeline



Design Stages

Larger infrastructure projects, such as roads or bridges, are planned and designed in stages – design concept, preliminary design and detailed design. These stages help engineers and planners study the project and create technical drawings used to plan and carry out the construction.

Project Overview: Recent Engagement



What We Heard

Key themes for what people want to see more of on Downtown Yonge Street:

- People first public realm
- Flexible, functional and shared
- Engaging and welcoming
- Comfortable, greener and safer

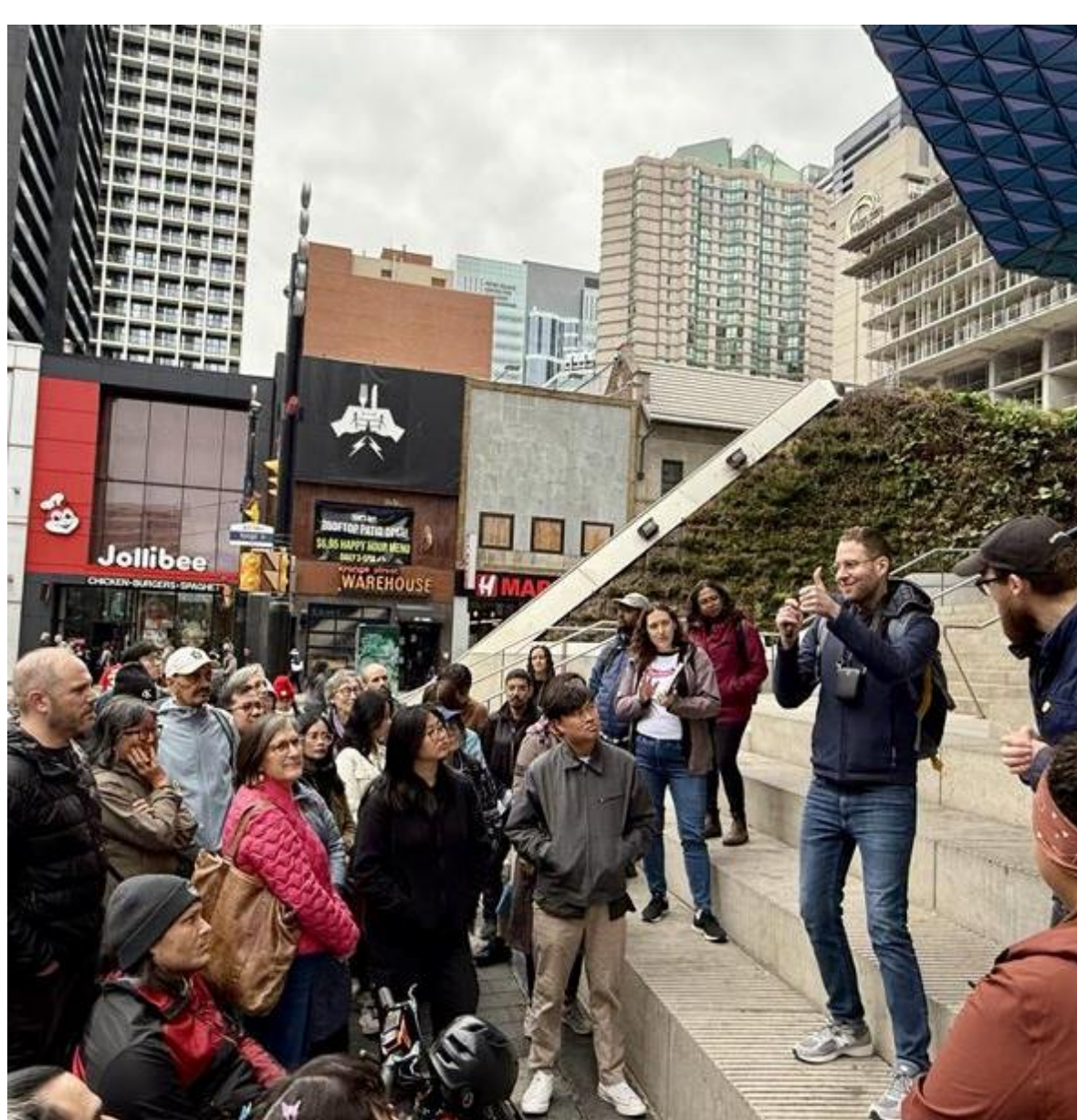
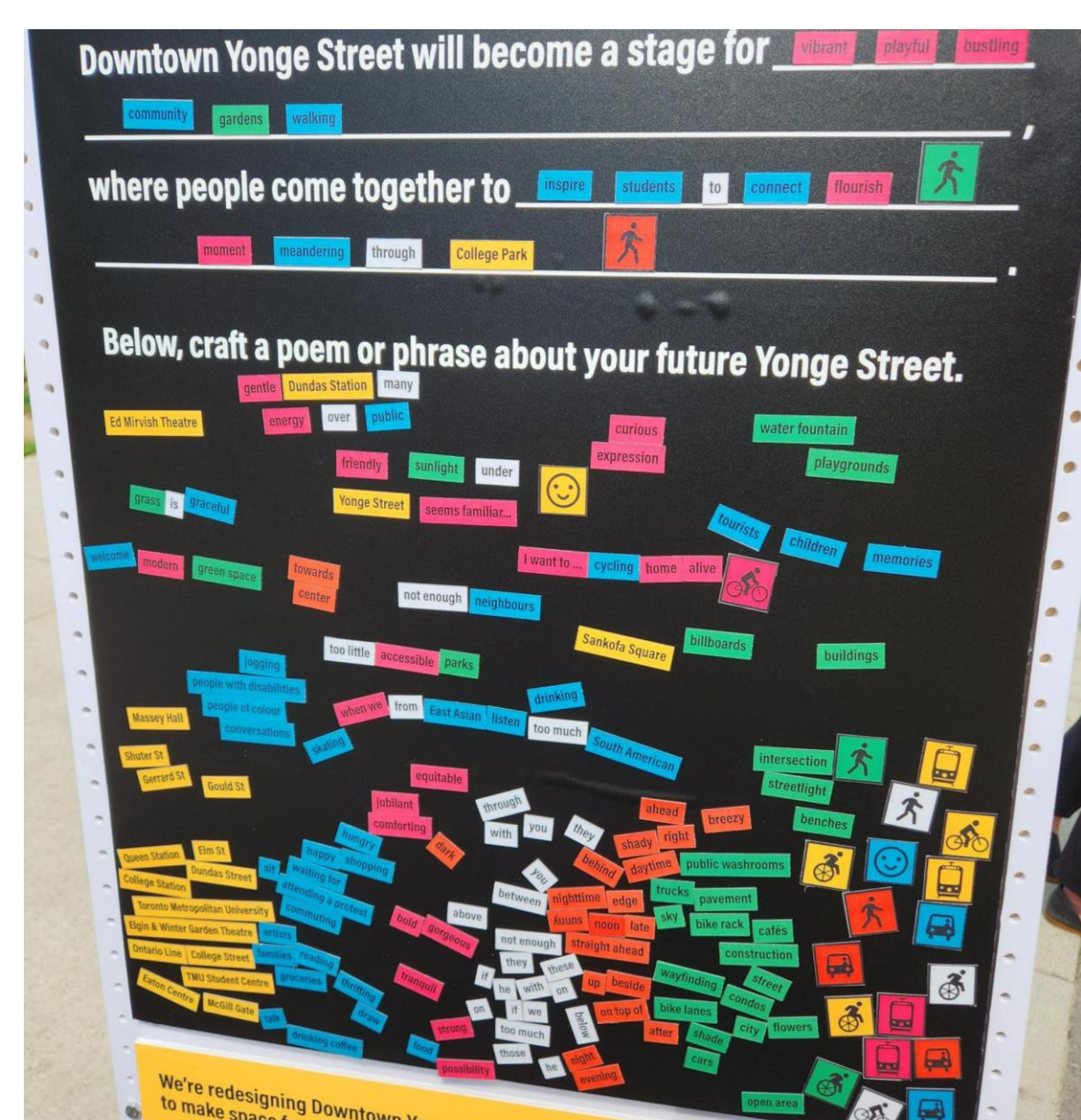
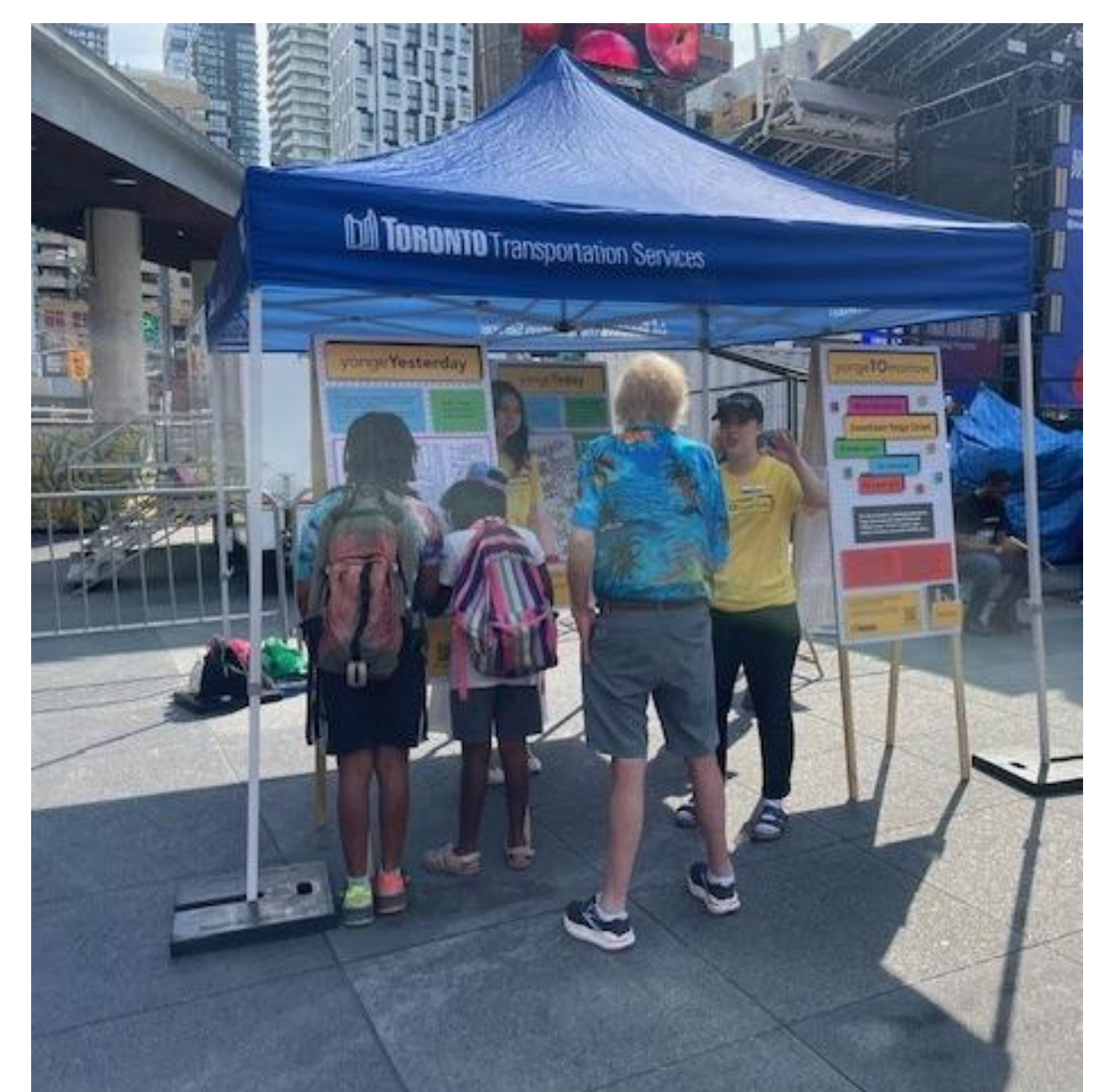


Photo of Jane's Walk participants.



Magnetic blackboard for people to share their vision of Yonge Street.



Pop-up at Sankofa Square.

Project Overview: Design Vision

Downtown Yonge Street will be designed as a shared street that is vibrant and prioritizes pedestrians while balancing movement, gathering and cultural identity. Yonge Street will serve the daily needs of residents, business, workers, students and visitors.



Objective

Design Direction

Mobility

Focus on pedestrian accessibility and comfort, with integration of various transportation modes.

Liveability

Streetscape improvements that integrate activations, public art and Indigenous placemaking.

Prosperity

Support local businesses through streetscape improvements.

Sustainability

Enhance urban greening and ensure a resilient design.

Project Overview: Data Collection and Studies

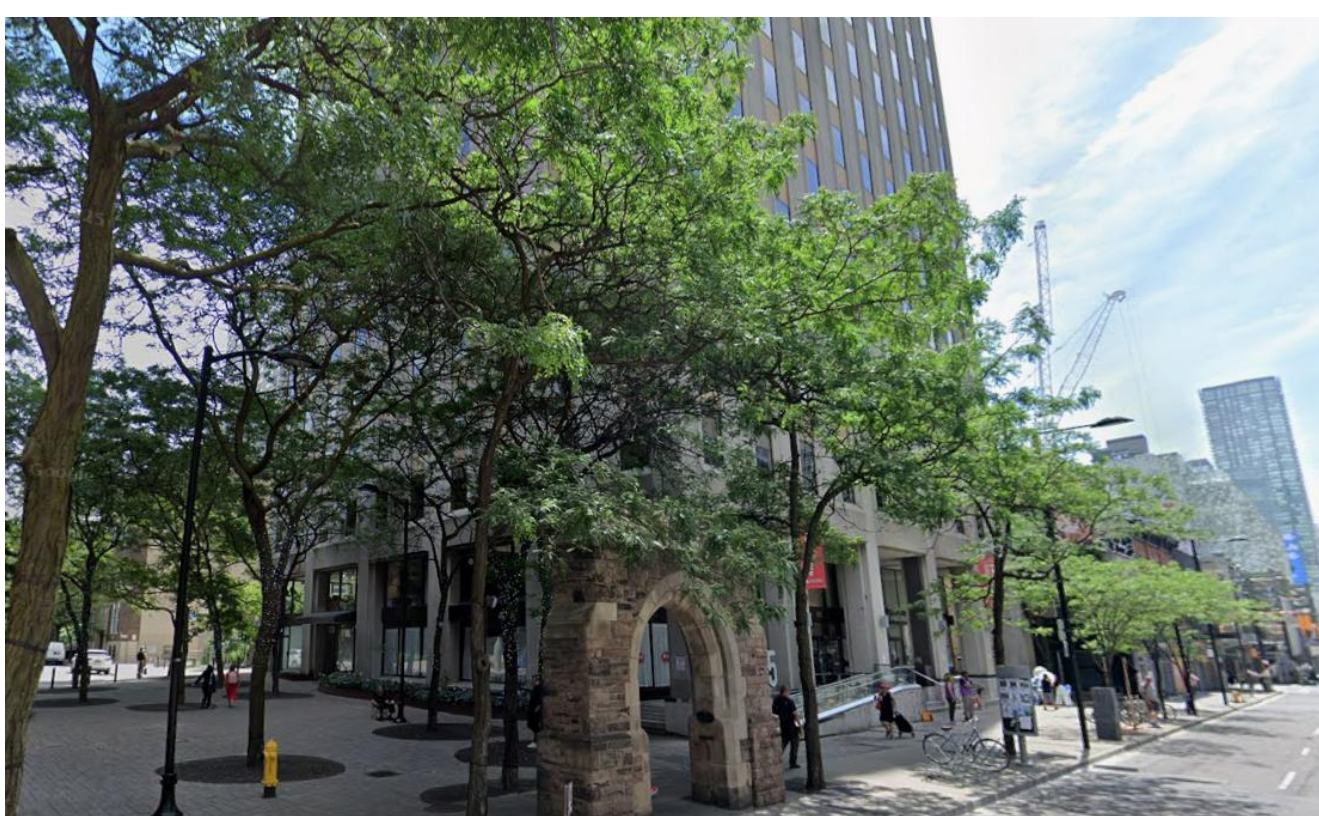
Since the EA, additional technical and public realm studies have been conducted to capture more recent data and better inform the design, including:



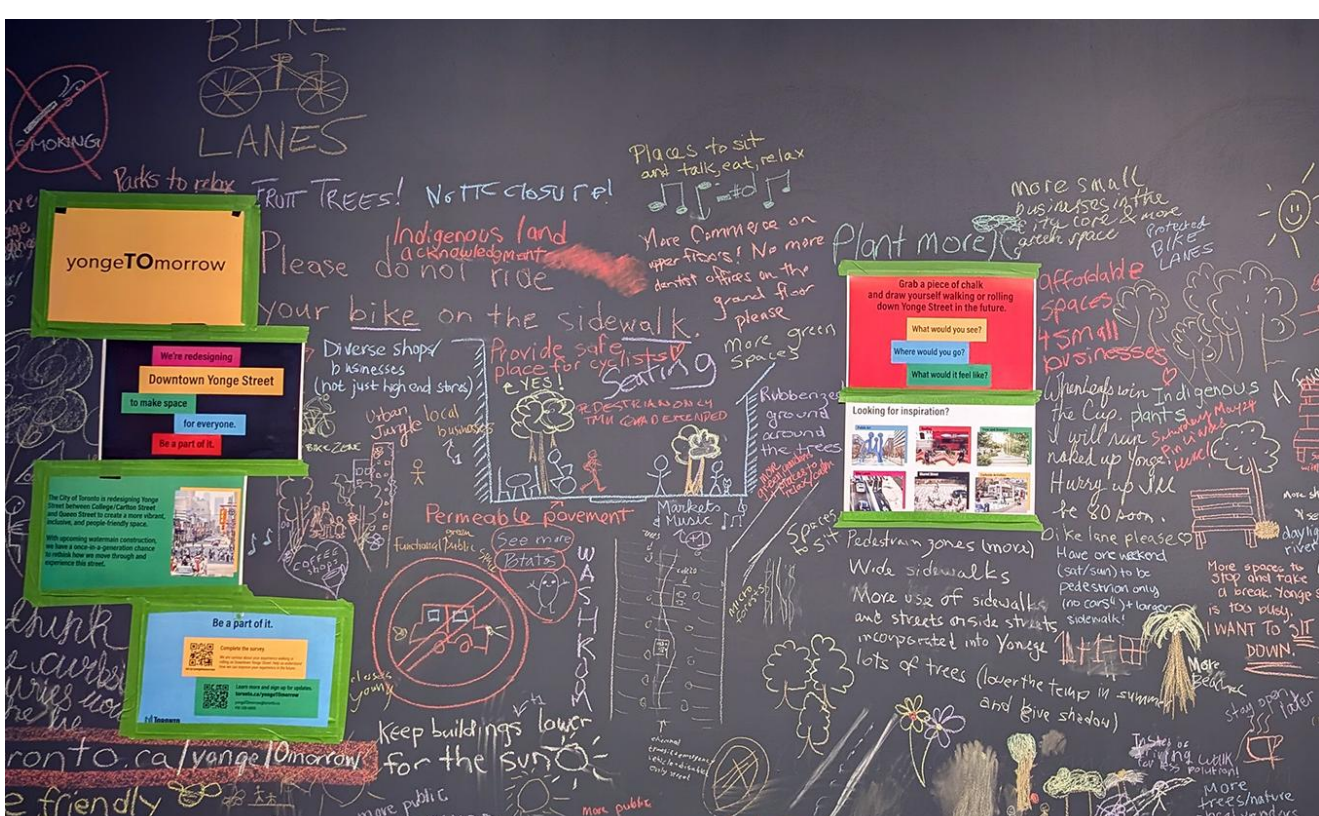
- Reviewing updates to municipal and provincial policies and planned development activities



- Conducting transportation and traffic modelling
- Analyzing where people gather and move



- Completing a tree inventory
- Assessing microclimate considerations



- Learning about how people view and experience Yonge Street through a Public Life Survey

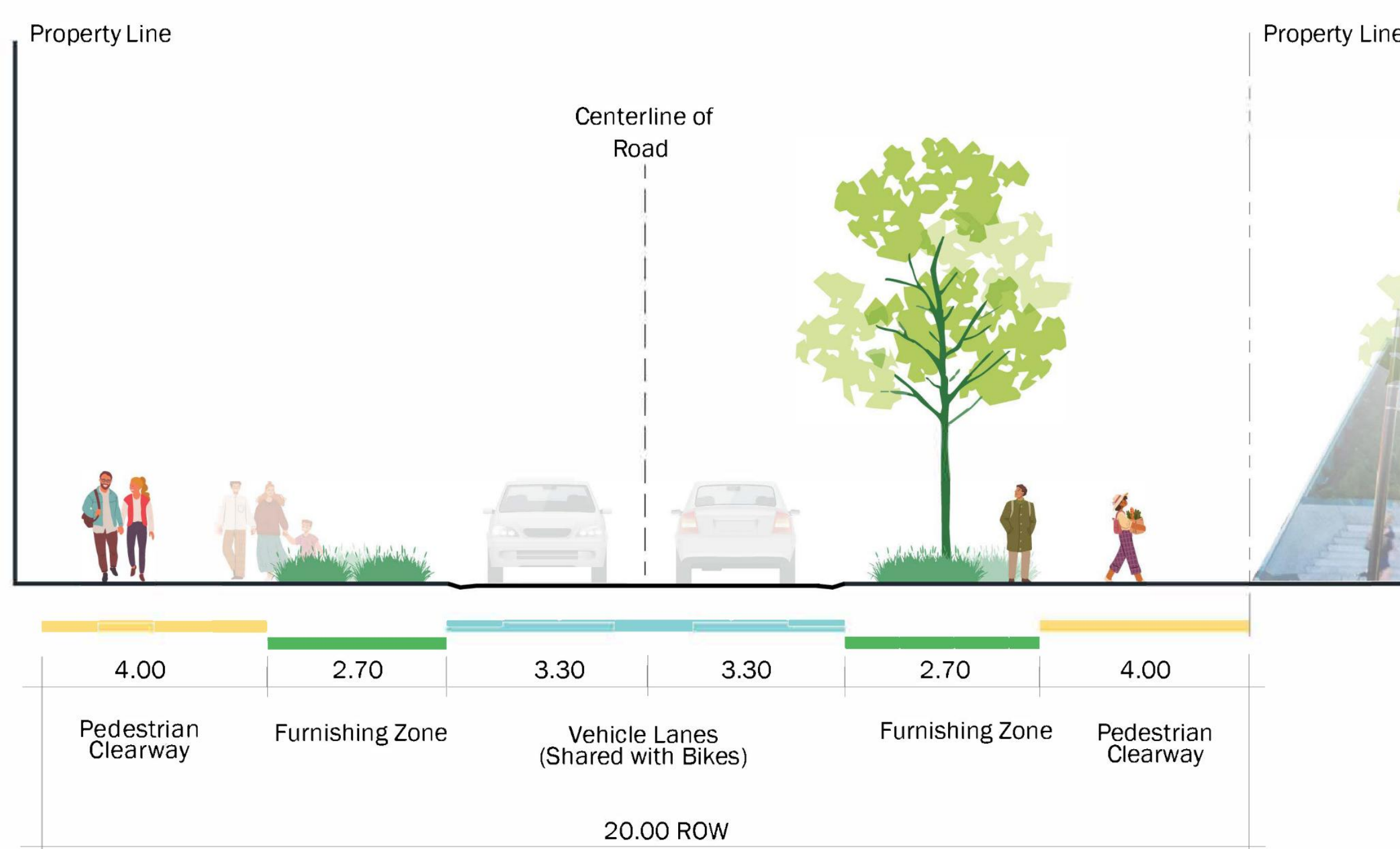


- Conducting a topographic survey for utility mapping, grading, and drainage analysis

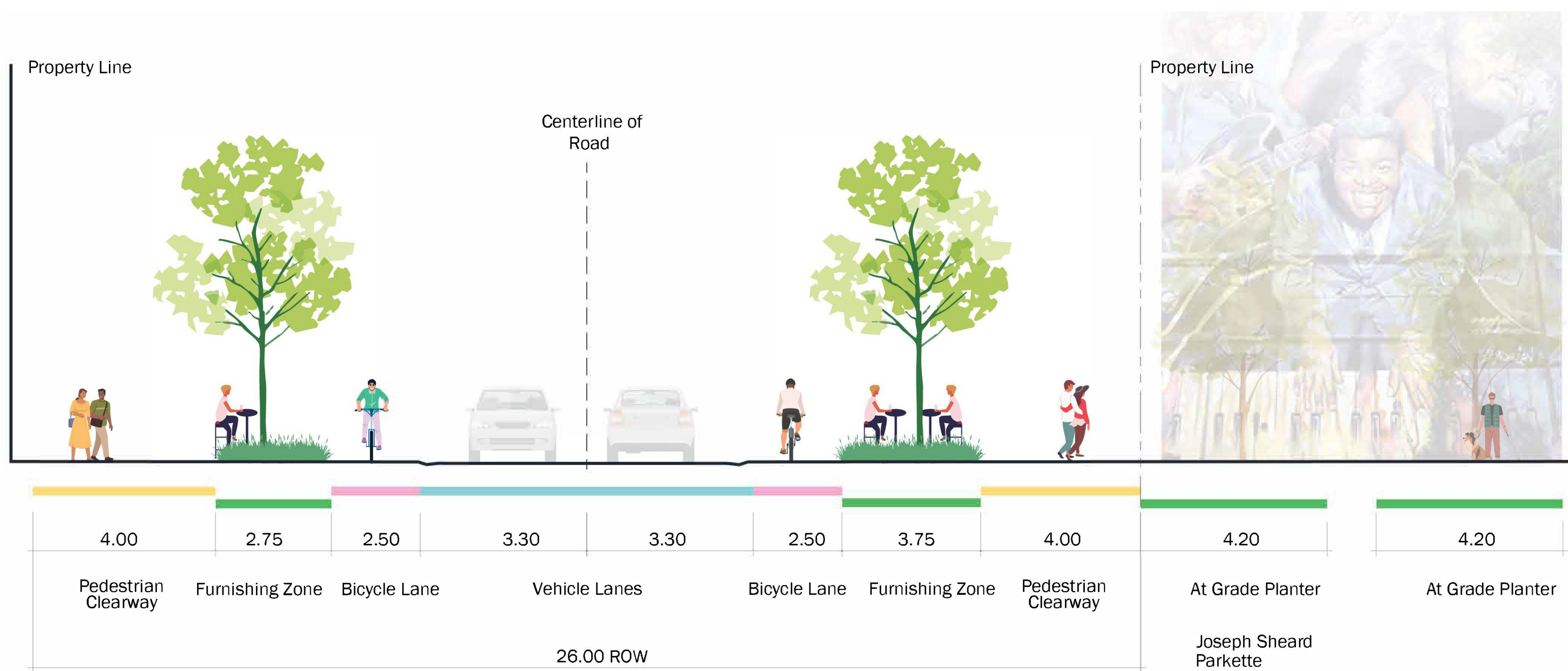
Road Design: Alignment

Cross-Sections

- **Roadway:** two lanes totaling 6.6 metres wide
- **Furnishing and Planting Zone:** ~2.7 metres wide
- **Pedestrian Clearway:** ~4.0 metre pedestrian clearway
- **Cycle Track:** between College Street and Gerrard Street
- Addition of **signalized pedestrian crossing** between McGill Street and College Park



Sample cross-section at Yonge Street and Gould Street



Sample cross-section at Yonge Street and Granby Street

What is a Pedestrian Clearway?

A pedestrian clearway is a designated, unobstructed and continuous zone on a sidewalk intended only for pedestrian traffic.

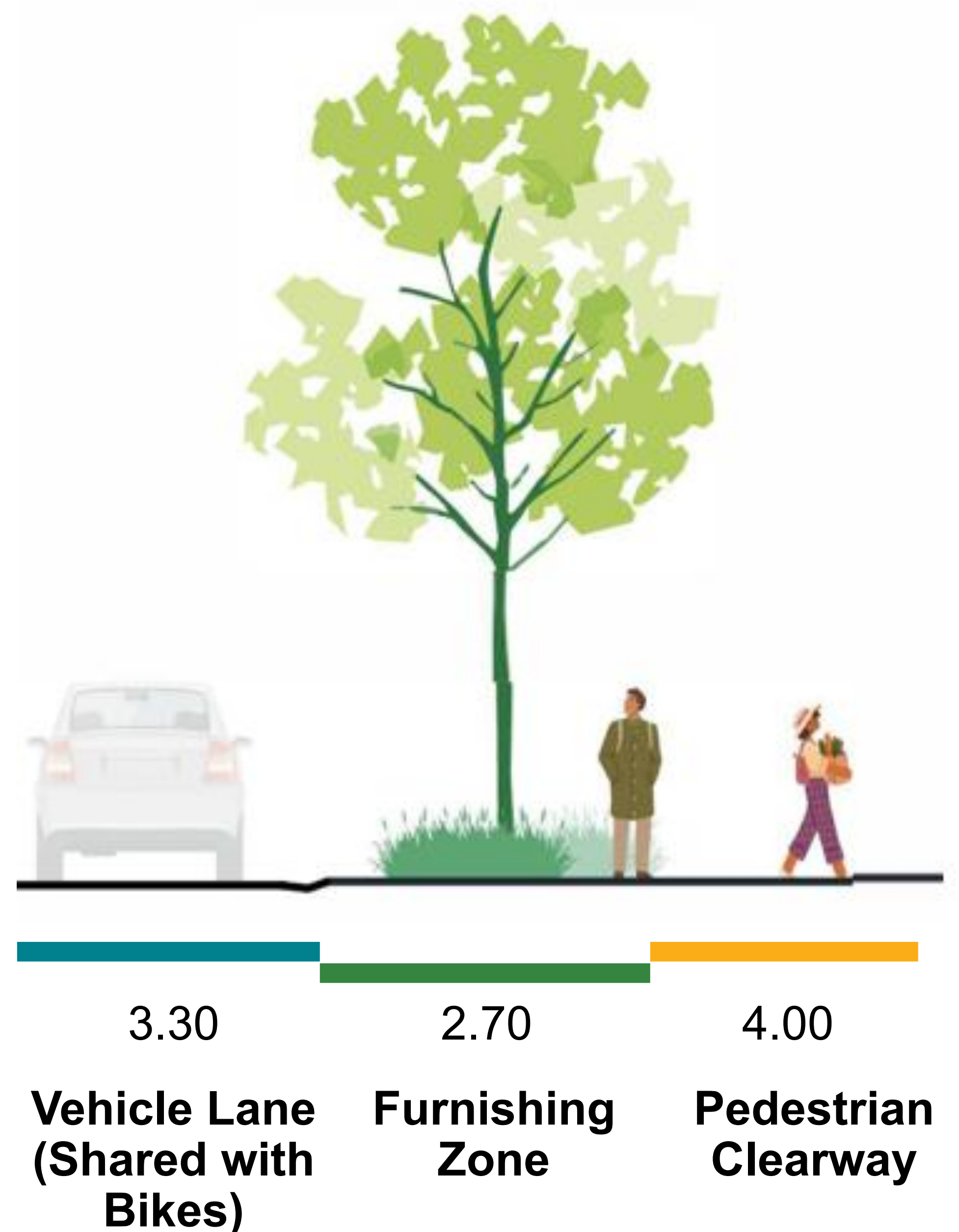
Road Design: Considerations

Vehicle Lanes:

- Designed for 30 km/h
- Reduced curb radii
- Raised pedestrian crossings
- Public transit stops

Pedestrian Clearway:

The Pedestrian clearway will meet or exceed accessibility standards (e.g. ramps at crossings, maintain clear path on sidewalk, tactile walking surface indicators).



Furnishing and Planting Zone may include the following:



- Tree plantings and green infrastructure
- Bike courier waiting areas
- Food delivery waiting zones
- Private Transportation Company (PTC) /loading/delivery areas and pick-up/drop-off areas
- Wayfinding and signage
- Street furniture

Wayfinding is the process of using signage/maps to help people navigate complex physical environments.

Curb radii refers to the angle of an intersection corner, making them smaller/tighter increases safety by reducing pedestrian crossing distance and encourages drivers to make slower turns

Road Design: Safety

Safety is a key priority for the design of Yonge Street. Strategies to enhance safety through the road design include:

Crime Prevention Through Environmental Design (CPTED)



- Maintain clear sightlines
- Improve existing lighting along the street to improve visibility at night
- Provide clear signage to support wayfinding and direct vehicle movements
- Encourage activities that foster a sense of community

Vision Zero and Complete Streets

- Lower speed limit (30 km/h)
- Reduced crossing distances for pedestrians
- Curb radius reductions
- Raised pedestrian crossings



Hostile Vehicle Mitigation (HVM)

A risk and threat assessment will be completed to determine the need for HVM.

What is Hostile Vehicle Mitigation?

HVM is a set of measures – like bollards, barriers or road design, used to stop or slow down vehicles to protect people, buildings or public space from intentional or accidental vehicle attacks.

Road Design: Traffic and Travel

Existing Travel Conditions in the Study Area

Higher pedestrian activity near College Street, Dundas Street, and Queen Street

Higher cycling activity near College Street and Queen Street

Three Line 1 Subway Stations (College, TMU and Queen)

Key transfer locations for East – West bus and streetcar transit lines

Up to 450 motor vehicles on Yonge Street during peak hour



Next Steps

- Test detailed operational configurations for turn restrictions, signal control, goods movement and curbside activities.
- Conduct a traffic impact analysis based on the confirmed operational strategy.

Watermain Replacement

Two existing watermains run on the east and west sides of Yonge Street from College Street to Queen Street. Both watermains were installed 137 years ago and are due for replacement.

The process of replacing watermains is as follows:

1 Locate underground utilities (gas, electric)



2 Dig a trench



3 Remove and install new watermain and replace City owned water service pipes



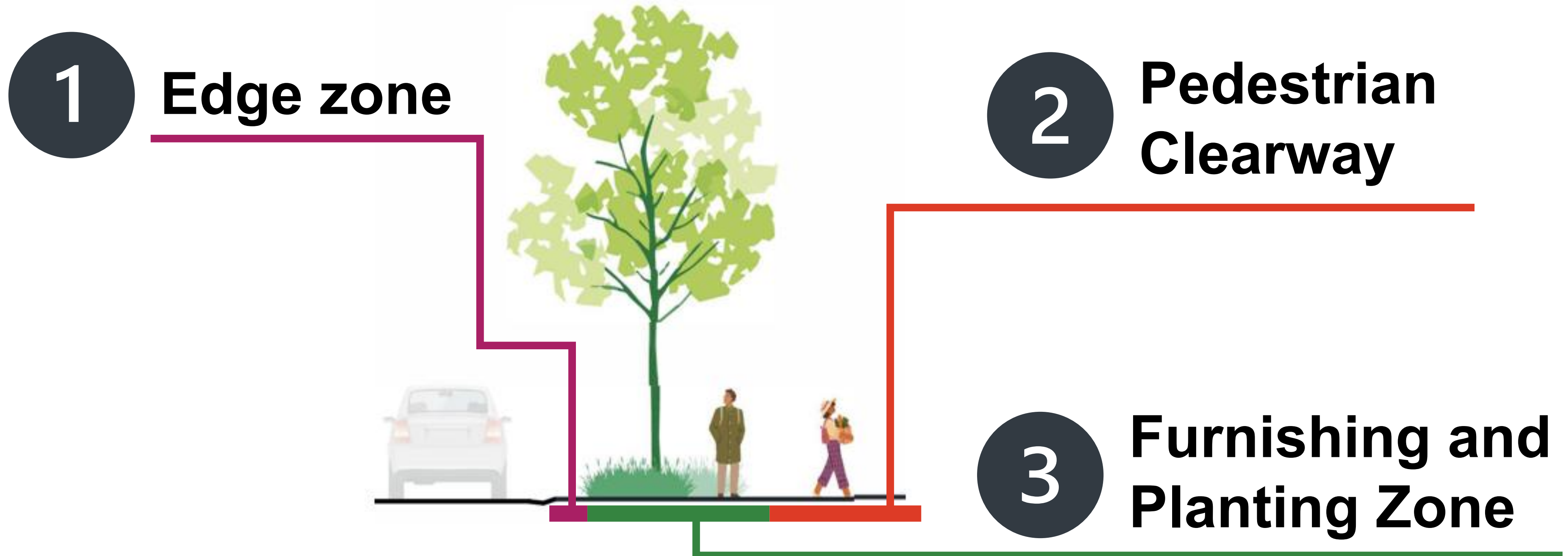
4 Restore the watermain trench and roadway



Streetscaping: Art and Place-keeping

The streetscape is made up of paving, lighting, trees, street furniture and sidewalks, framed by buildings and open spaces, that combine to form an overall aesthetic and identity for a place.

The streetscape zones that will be enhanced include:



Indigenous Place-keeping

Place-keeping is the active care, protection, and amplification of Indigenous presence, identity, and knowledge within urban spaces.

Consultation with Indigenous Communities will occur to incorporate Indigenous art and themes for the purpose of maintaining, restoring and honouring the living cultural relationships.

Public Art

Permanent artworks, temporary installations, and informal artistic expressions can animate and enhance the vibrancy of Yonge Street.

A Public Art Strategy will be developed to identify unique possibilities for the creation and sustainability of public art within the study area, including technical constraints, cultural considerations, and community priorities.



Example of Public Art: *We Are Shaped By The Obstacles We Face*, Jon Sasaki

Streetscaping: Anchors and Character Segments

Anchors are existing landmarks that contribute towards the identity of Yonge Street. Through these Anchors the cultural heritage of Yonge Street can be revealed and celebrated.

Anchors

Anchors were selected based on data collected and policy directives.



Parks

Downtown's parks, squares and streets



Institutional

Health, educational, and/or government campuses

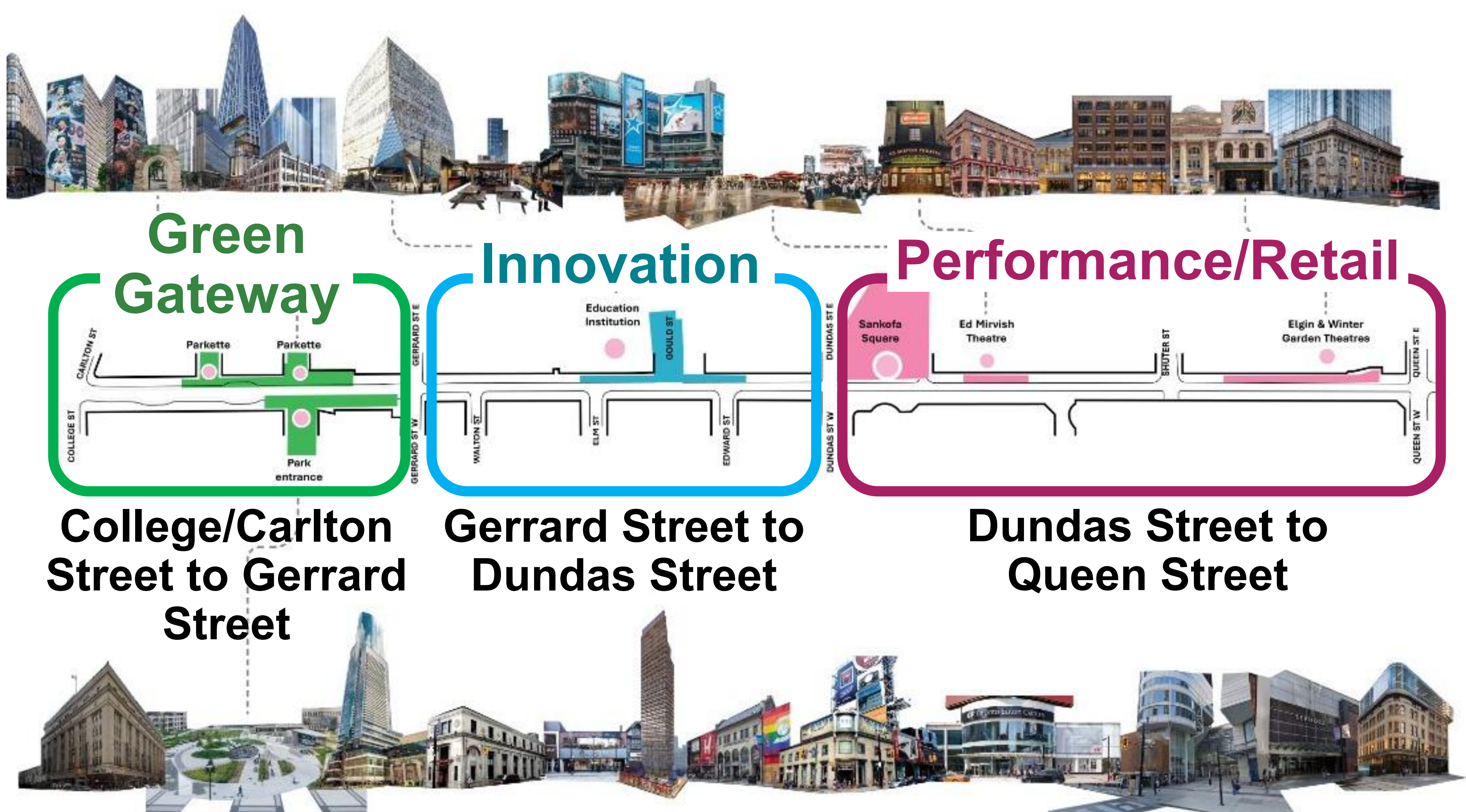


Cultural/Economic

Live music venues, theatre, performance areas, art and shopping centres

Character Segments

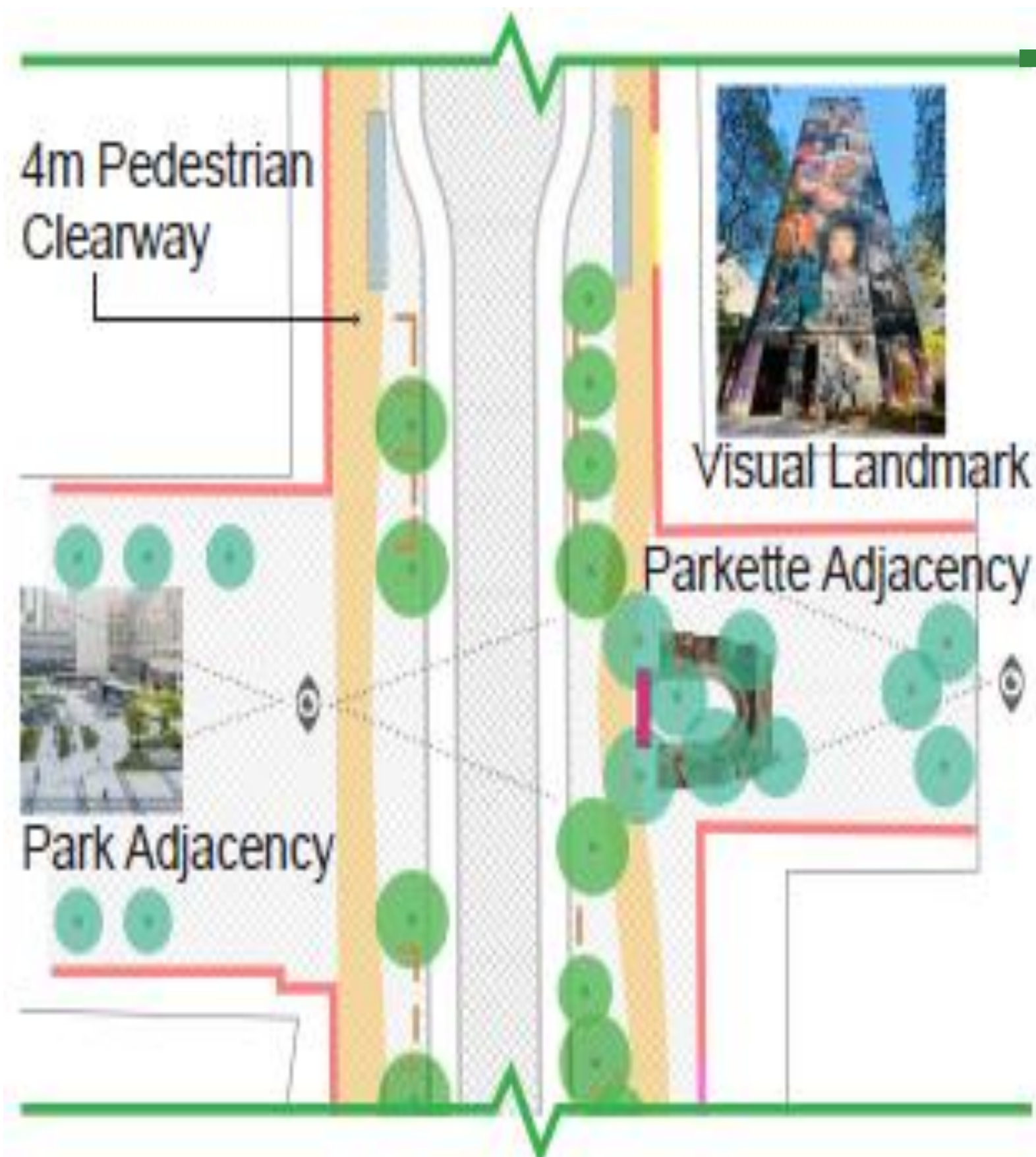
Anchors revealed three distinct Character Segments:



Streetscaping: Design Segments

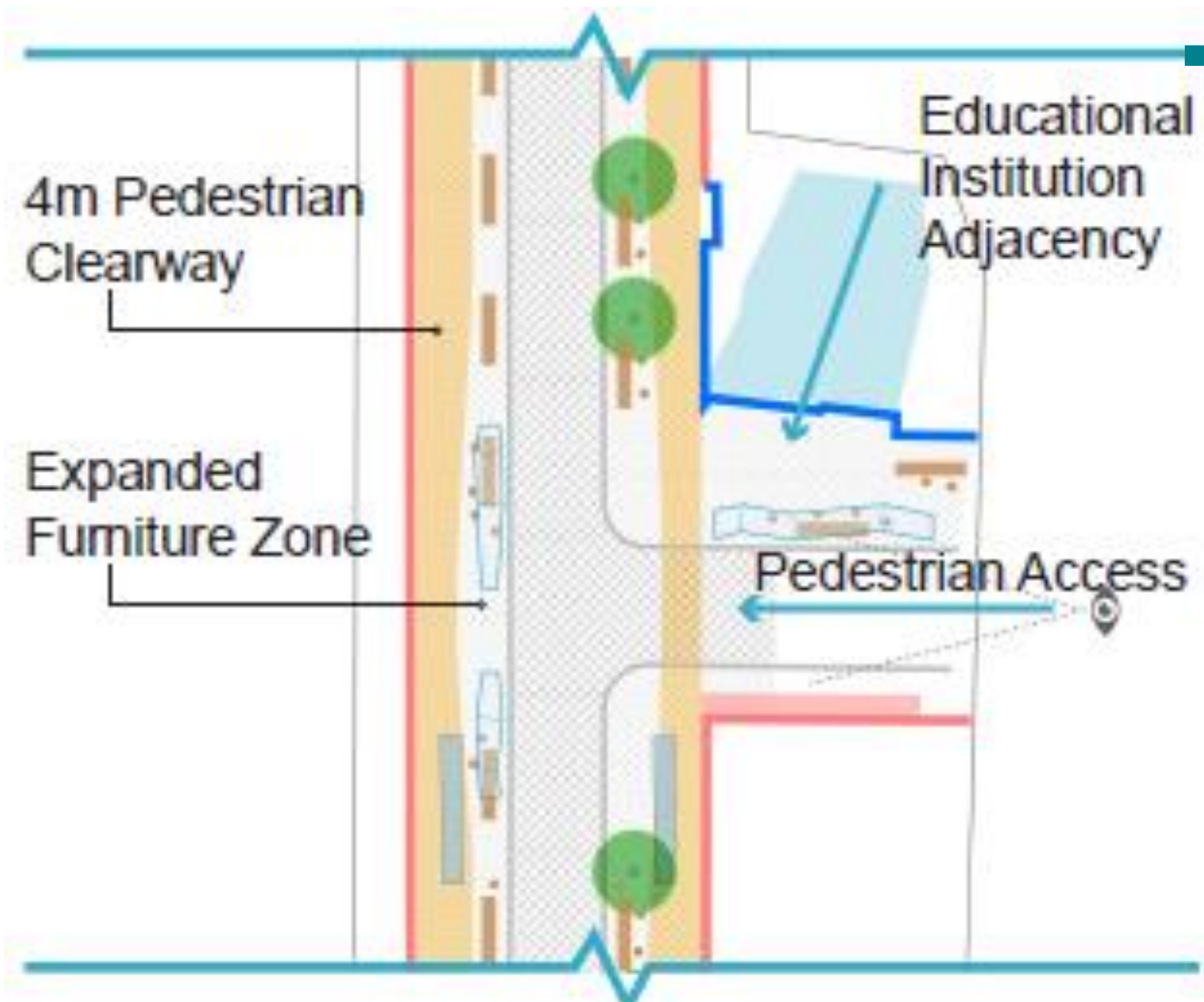
The Green Gateway, Innovation, and Performance/Retail Segments can be enhanced by adding streetscaping features such as street furniture, public art, and greenery, examples below:

Green Gateway



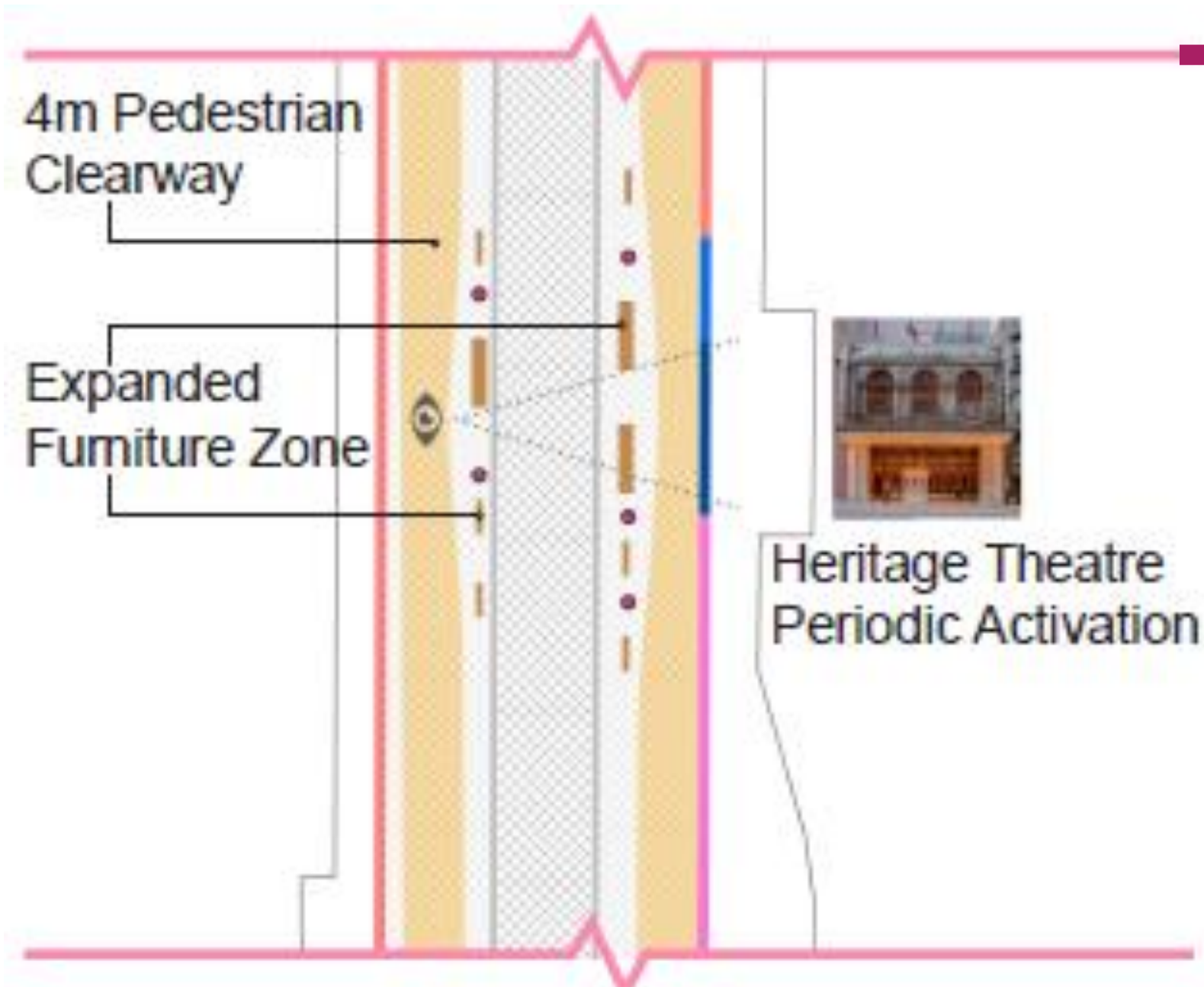
By adding more trees create green corridors that link existing park spaces throughout the area. This provides comfortable places for people to gather and spend time along this busy, high-density roadway.

Innovation



Improved connections between Yonge Street and TMU provide opportunities for collaboration and programming.

Performance / Retail



Yonge Street is strengthened as a cultural hub, with flexible spaces for public art and small performances that can adapt to events and bring people together.

Streetscaping: What Yonge Street Can Become

Mixed Use with Flexible Space

Spaces to gather and share food, supporting the retail and businesses that define the street.



Example of Street Furnishing

Greener

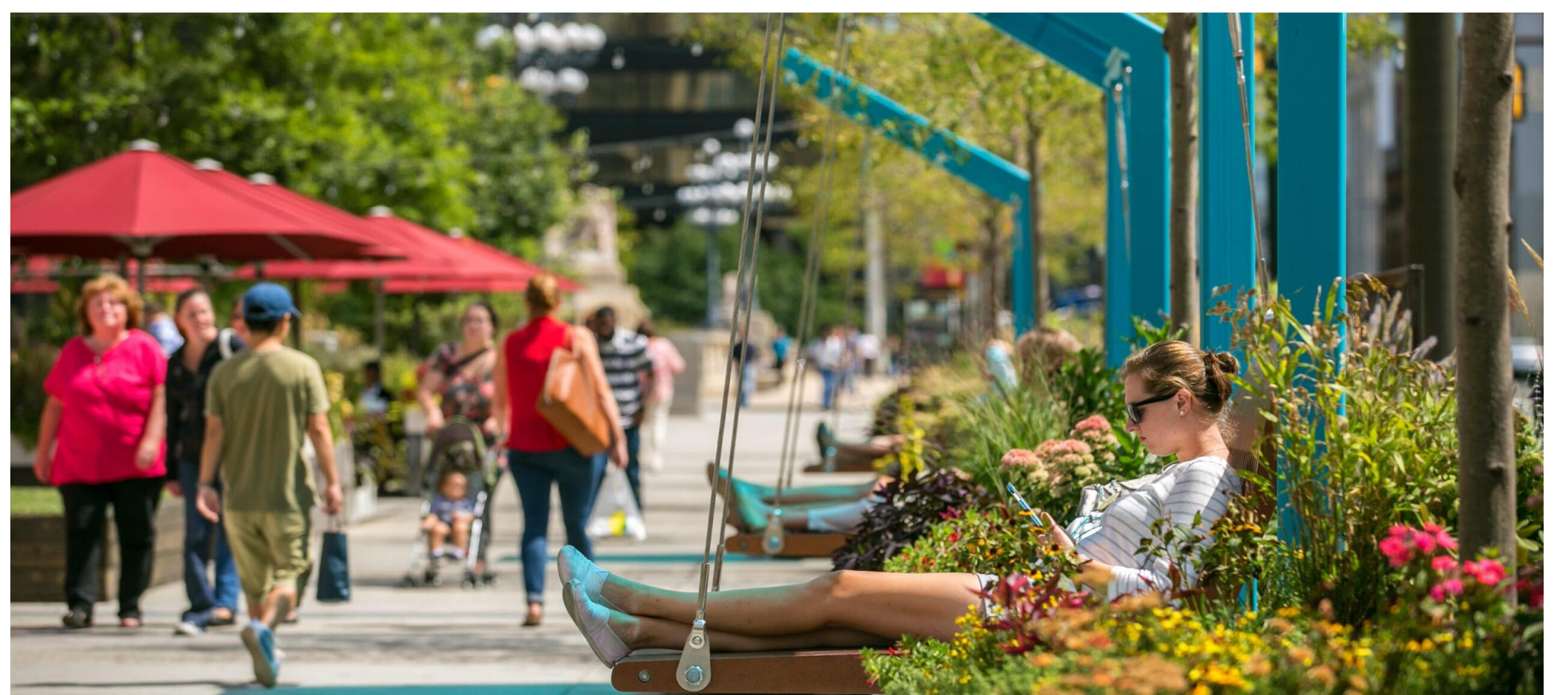
Increased canopy and vegetation to link the green spaces across Yonge Street.



Example of a Parkette with Trees

A Gathering/Study Space

Spaces for relaxing and conversation, complementing the role of the TMU campus.



Example of a Space for Relaxation/Gathering

Entertainment Space

Spaces for play and performance, next to the theatres, live music and arts present across Yonge Street.



Example of Street Entertainment

Operational Plan: Strategies Being Considered

What is the Operational Plan?

The Operational Plan will be a framework for how Yonge Street will function once the design is implemented. The Operational Plan will include features such as curbside uses, speed limit, and traffic operations.

Operational Strategies



Lane and Curb Use

Shared Lanes: One lane per direction for all motor vehicle traffic, public transit, and people cycling (where no bikeway exists).

Designated Short-Term Areas: Loading, pick-up, and drop-off.



Regulatory Updates

Bylaw Changes: Recommend amendments/additions to Toronto Municipal Code Chapter 950 – Traffic and Parking schedules.

Speed Limit: Introduce a posted 30 km/h speed limit.



Intersections

Signal Timing: Evaluate turn restrictions to prioritize pedestrians while maintaining essential motor vehicle traffic flow.

Vehicle Turns: No U-turns; left turns restricted or protected-only; no right turns on red.



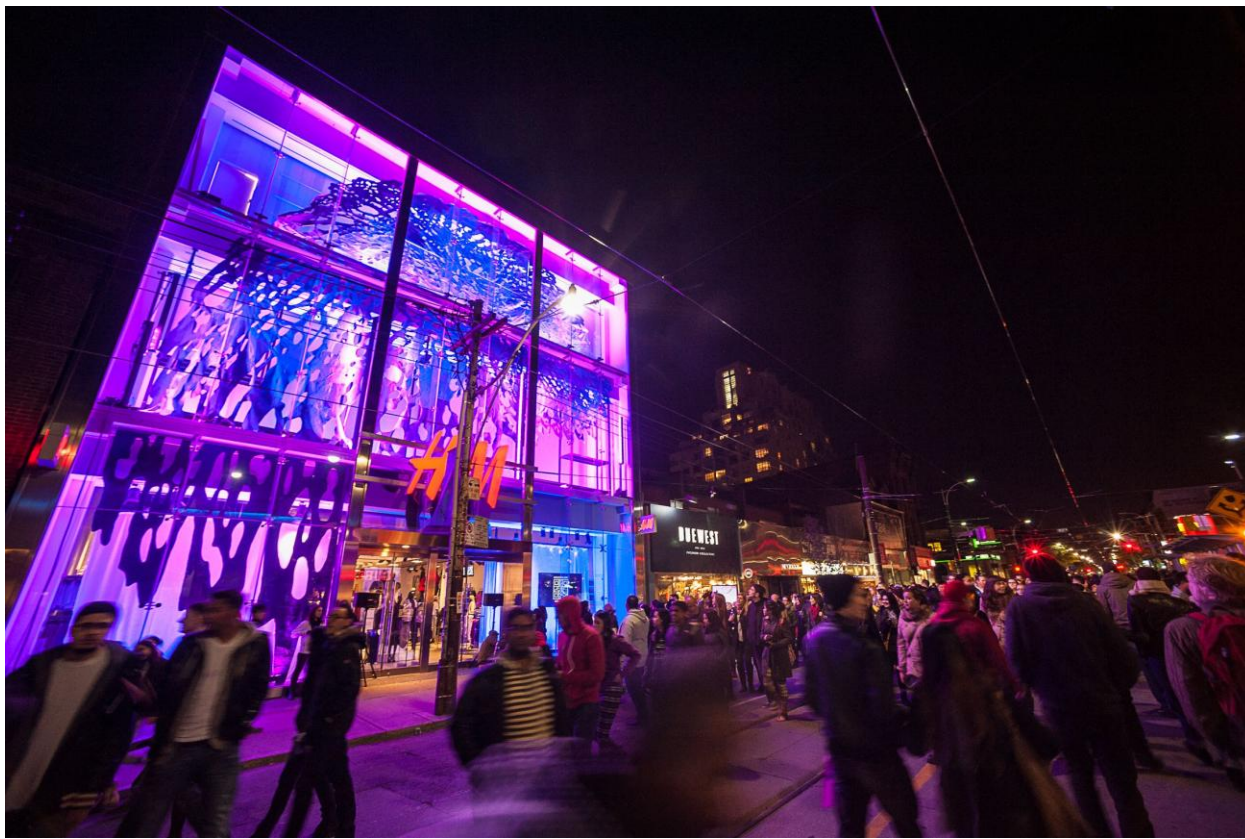
Public Transit

Cross-Street: Public transit will not be impeded, including streetcars on Queen Street, Carlton/College Street, and Dundas Street.

Yonge Street: TTC route 320 Yonge (Night) stop “in-lane” at curb.

Operational Plan: Special Events

Yonge Street is home to many events throughout the year. The design of Yonge Street will be flexible so that events can continue to be hosted along Yonge Street.



The Operational Plan will include special event operational strategies, such as:

- Permitting
- Detour Plans
- Parade Routes
- Barricade Plans
- Emergency Lane Access
- TTC Activities
- Public Service Announcements

Construction: Impacts to Residents and Businesses

Ahead of construction, residents and businesses will receive notices outlining what to expect, including access, impacts, and plans to reduce the effects of construction.

Construction is estimated to begin in 2030 with the project webpage updated regularly throughout.



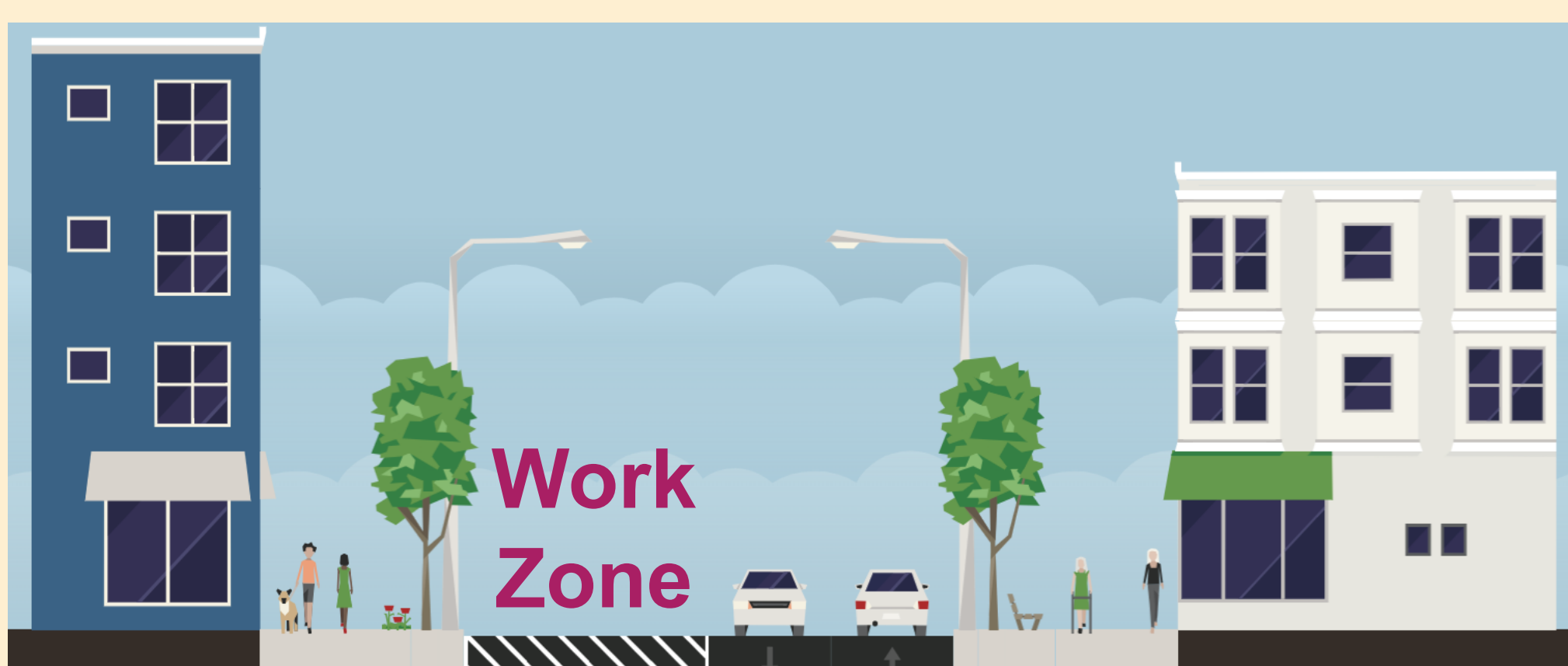
General construction impacts may include:

- Traffic delays
- Lane restrictions
- Water service interruptions
- Detour routes
- Noise, dust, and vibration

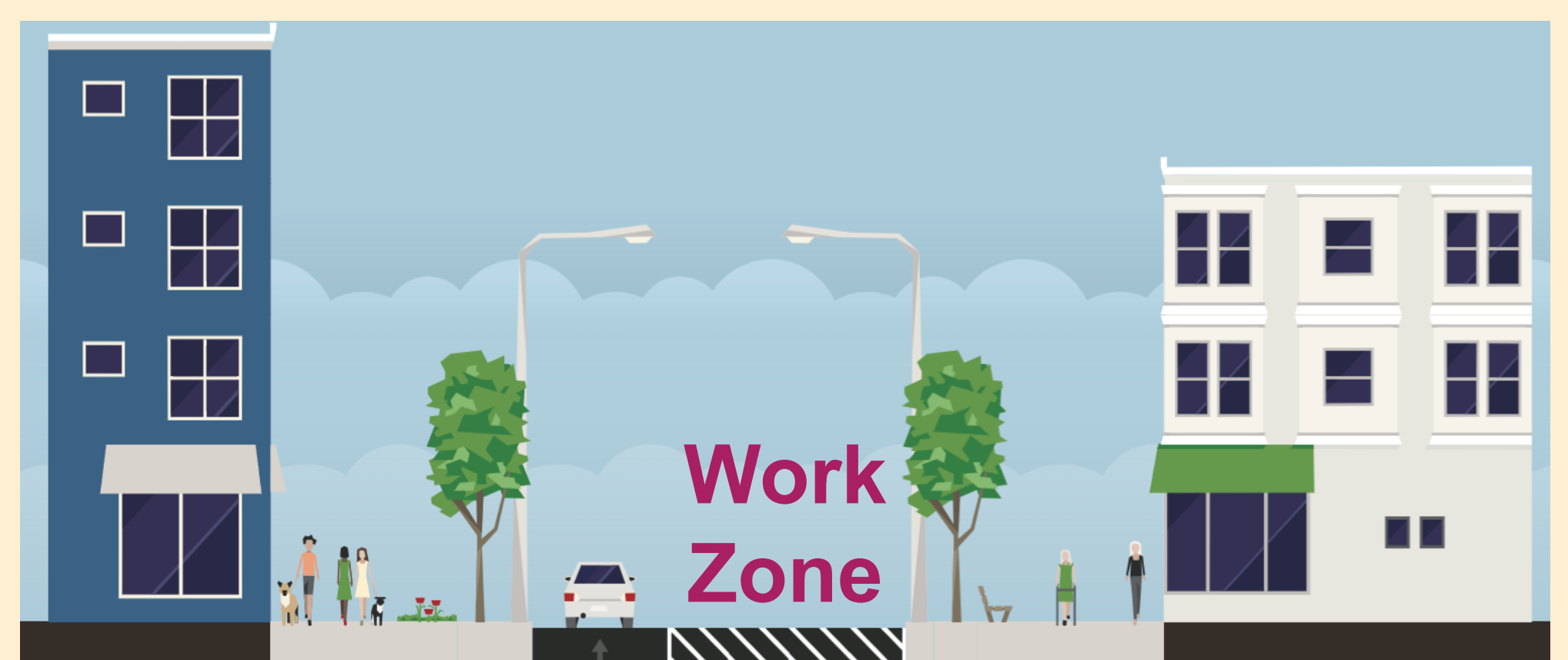
Plans to reduce the effects of construction may include:

- Advance notice on water service disruptions
- Maintaining pedestrian detours
- Vibration and noise monitoring
- Daily site cleaning and limiting stockpiling to reduce dust
- Advance building condition assessments
- Dedicated construction field ambassador

Configuration 1



Configuration 2



Next Steps

- Review and report on feedback received
- Refine the preliminary roadway design and Operational Plan based on feedback received from the Public Event
- Coordinate design with utilities (water, hydro, sewer, cable, etc.)
- Complete the Operational Plan and design
- Present updated design to the public in Spring 2027



Give us your feedback by completing the online questionnaire by May 5, 2026

Learn more and sign up for updates:

toronto.ca/yongeTOMorrow

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