

ActiveTO Midtown Complete Street Pilot

April 9 . 2021



Artist's rendering: Yonge St at Woodlawn Ave E

Key Stakeholder Group

*RSVPs

Associations

Avenue-Bay Cottingham (ABC) Ratepayers' Association*

Asquith-Collier Association

Bloor-East Neighbourhood Association

Brentwood Towers Tenants Association

Deer Park Residents Group*

Governor's Bridge Ratepayers' Association

Greater Yorkville Residents' Association

Huron-Sussex Residents' Organization

North Rosedale Ratepayers' Association*

Moore Park Residents' Association*

Oriole Park Residents' Association

Quantum Owners & Residents' Association*

Republic Residents' Association

South Eglinton Ratepayers and Residents Association

Summerhill Residents' Association

Site Specific

Archdiocese of Toronto

Christ Church Deer Park

McDonald International Academy

Mount Pleasant Cemetery

Oxford College of Art, Business & Technology

The Dalton School

Toronto Film School

Toronto Lawn Tennis Club

Toronto Reference Library

Tricon Residential Inc.

Tridel: 5 Scrivener Sq Residential Development*

York International School*

York School (Jr. Campus)*

Yorkminster Park Baptist Church*

Organizations

City of Toronto Senior's Forum

Cycle Toronto*

Mid-Town Ravine Group*

Toronto Youth Cabinet*

Walk Toronto*

People/Goods Movement

Board of Trade, Goods Movement Committee

Canada Post*

Purolator

UPS

BIAs

Bloor Yorkville BIA*

Midtown Yonge BIA

Rosedale Main Street BIA*

Yonge & St. Clair BIA*

Agenda and Introductions

- 1 Project Updates
- 2 Streetscape Design Elements
- 3 CaféTO
- 4 Preliminary Design
- 5 Next Steps

PROJECT TEAM

Director, Project Design & Delivery
Jacquelyn Hayward

Cycling & Pedestrian Projects
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Maogosha Pyjor

BIA Office
Danielle Davis

IBI Group
Zibby Petch

Dillon
Daniel Hoang

Project Updates | What happened since our last meeting?

Meetings & Events:

- March 23: Infrastructure and Environment Committee (IEC)
- March 26: CaféTO Window 1 closed
- March 31: BIA Meeting #2
- April 1: Toronto Accessibility Advisory Committee (TAAC)
- April 7: City Council



Project Updates | Council Decision (Motion 2021.IE20.12)

On April 7, 2021, City Council approved the General Manager, Transportation Services, to **consult, design, install and monitor the ActiveTO Midtown Complete Street Pilot** in collaboration with the local Councillors and stakeholders and as part of the ActiveTO Cycling Network Expansion Projects.

This included a supplementary report on TTC Impacts of the Complete Street Pilot.

Transportation Services continues to **work with TTC staff to ensure the proposed design adequately accommodates TTC bus stops, minimizes the impact to transit, and improves the street environment for transit users**. Wheel-Trans and accessibility needs are also key considerations in the proposed design.

Project Updates | Council Decision (Motion 2021.IE20.12)

2a - Motion to Amend Item (Additional) moved by Councillor Josh Matlow (Carried)

That City Council request the Chief Planner and Executive Director, City Planning to collaborate with the General Manager, Transportation Services and other appropriate Divisions on the planned interim report in the second quarter of 2021 on the **Midtown Infrastructure Implementation Strategies** requested under Parts 19.d and 20.d in Item 2018.PG31.7, the Midtown in Focus: Final Report, such report to include **how the ActiveTO Midtown Yonge Complete Street Pilot may inform other local transportation aspects, such as potential Bus Rapid Transit routes to relieve subway-overcrowding,** being addressed as part of the Midtown Infrastructure Implementation Strategies.

Project Updates | Council Decision (Motion 2021.IE20.12)

2b - Motion to Amend Item (Additional) moved by Councillor Josh Matlow (Carried)

That:

1. City Council request the General Manager, Transportation Services to ensure that the staff team working on the ActiveTO Midtown Yonge Complete Street Pilot **ensure business-specific issues get reviewed and addressed throughout pilot delivery and monitoring, and that block-by-block on-site walkthroughs be conducted with the Business Improvement Areas** as long as they can be done safely in compliance with public health restrictions.
2. City Council request the General Manager, Transportation Services to direct efforts on securing the ability for all **restaurants and bars fronting Yonge Street along the pilot area to receive a curb lane café, provided they meet all other requirements of the program**, as part of the ActiveTO Midtown Yonge Complete Street Pilot.

Project Updates | Council Decision (Motion 2021.IE20.12)

3a - Motion to Amend Item (Additional) moved by Councillor Kristyn Wong-Tam (Carried)

That City Council adopt the following recommendation in the transmittal from the Toronto Accessibility Advisory Committee [IE20.12a]:

1. City Council direct the General Manager, Transportation Services to **report to the Toronto Accessibility Advisory Committee following the consultation and the full installation of the ActiveTO Midtown Temporary Complete Street Pilot.**

Project Updates | Design + Installation

Design Work:

- Base maps and survey being prepared
- Constraints maps in progress and will be used during BIA Site Review (in person Site Walk subject to public health restrictions)
- Curb lane CaféTO and Parking Accommodations map prepared (to evolve as CaféTO registrations and more feedback are received)
- Traffic modelling work beginning
- The first focus is on cross sections, then intersections and public realm / safety improvements will follow in the design process.

Installation Work:

- Tender was issued on April 6, closes end of April

Project Updates | Work Zone Summary

Curb Lane Closure

2-8 Cumberland St and 826-836 Yonge St

- Major condo construction works on the west side, between Yorkville Ave & Cumberland St for the next ~2 years. Will extend north of Asquith Ave.
- No CaféTO applications expected in this block, bikeway should fit.

Sidewalk/Sidewalk Adjacent Hoarding

- **1 St.Clair Ave E** - southeast side at Yonge St and St. Clair Ave E (Scotiabank), current permit for streetscaping until mid-April (may extend one month)
- **1365-1375 Yonge St** - east side between Pleasant Blvd and Rosehill Ave, on-going
- **5 Scrivener Square** - east side construction entrance, until end of 2025
- **931 Yonge St** – east side at Aylmer, until the end of Aug 2021

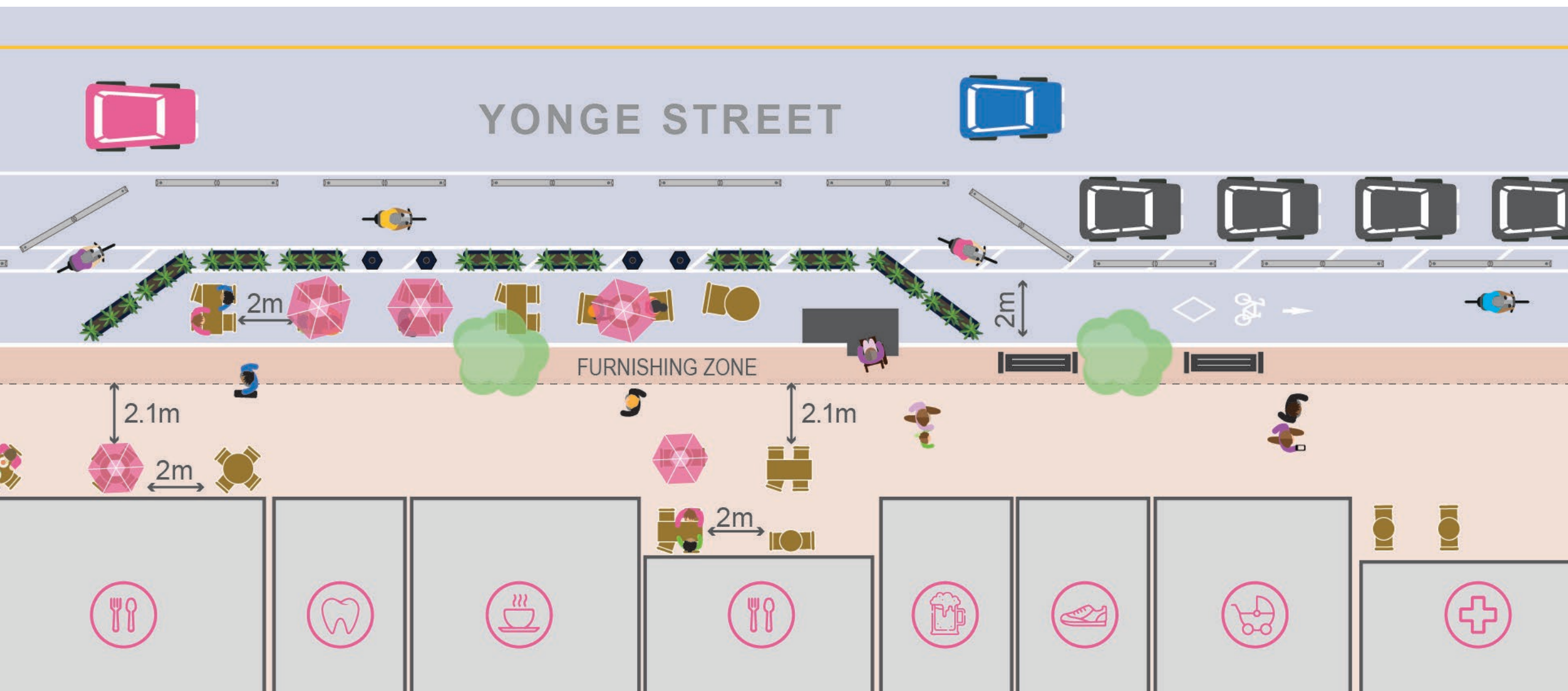
Upcoming Developments – No applications received yet for long term closures on Yonge St

- 767-773 Yonge St (Zoning approved, Site Plan being finalized)
- 874-878 Yonge St (Site Plan nearing completion)
- 1140 Yonge St (Zoning by-law amendment application under review)
- 1365-1375 Yonge St (Zoning by-law nearing completion)
- 1409-1431 Yonge St (Zoning and Site Plan nearing completion)
- 1496-1510 Yonge St (Zoning approved)
- 1485-1535 Yonge St (Zoning application under review)

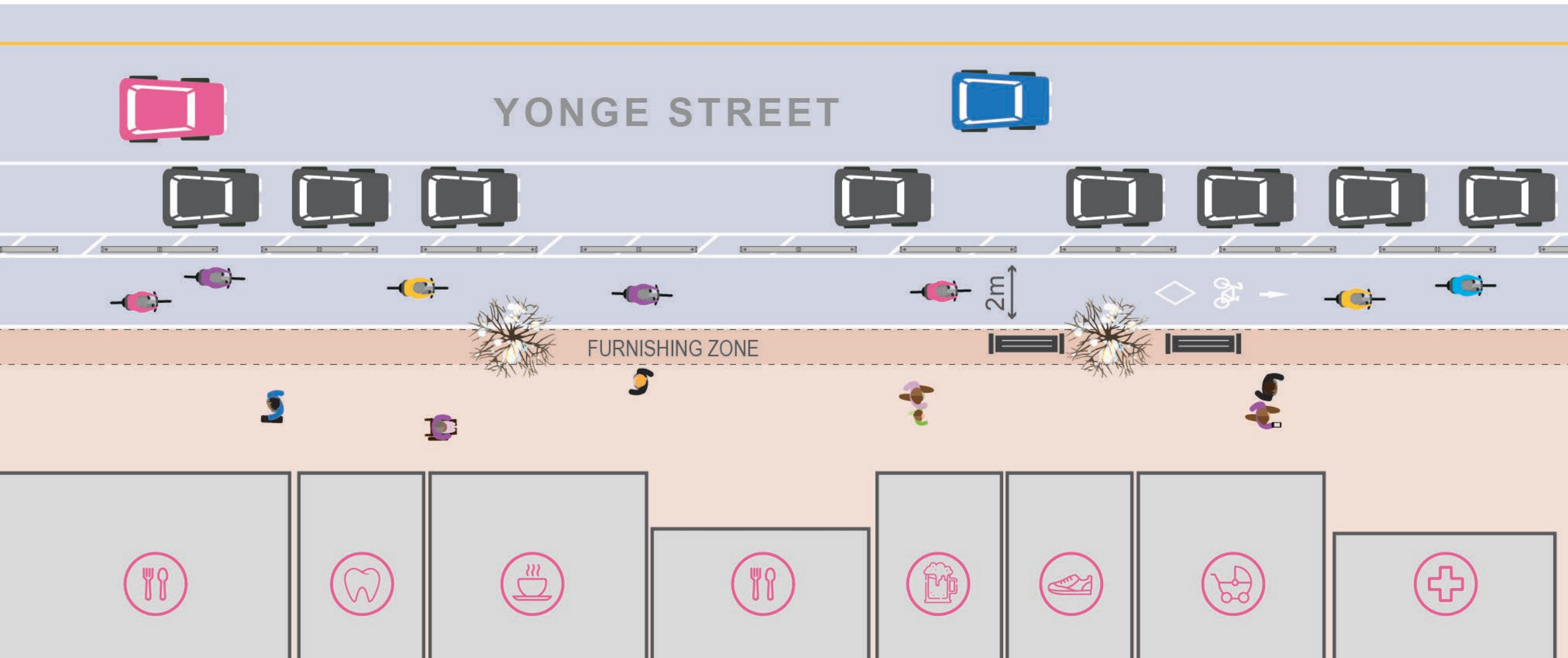
No other street occupancies in the pilot area between now and installation on June 12-30.

No other confirmed developments to occupy curb lane during the pilot.

Streetscape Design Elements | With Curb Lane CaféTO



Streetscape Design Elements | Without Curb Lane CaféTO



Streetscape Design Elements | Precedents



Curb Extension



Cycle Track

Buffer

Parking / Loading



Flex-post Bollards

Curb Lane Café

Cycle Track

Planter

Hex Posts

Richard Lautens/Toronto Star

CaféTO | Updates

Window 1 Registration:

- CaféTO Registration Window 1 closed on March 26, 2021
- Approved restaurants will have their curb lane cafés set up in May
- 16 applicants within the pilot area:
 - Bloor-Yorkville = 0
 - Rosedale Main Street= 9
 - Yonge & St.Clair = 5
 - Midtown Yonge = 2
- Auto-response sent to all business in pilot area
- Approvals for Window 1 registrants will come directly from CaféTO

Window 2 Registration:

- CaféTO Registration Window 2 open, closes May 3 for the Pilot Area
- Approved restaurants will have their curb lane cafés set up with ActiveTO Midtown installation in June



Preliminary Design | Bloor St to Heath St

Existing Conditions



Sidewalk

Travel Lane

Travel Lane

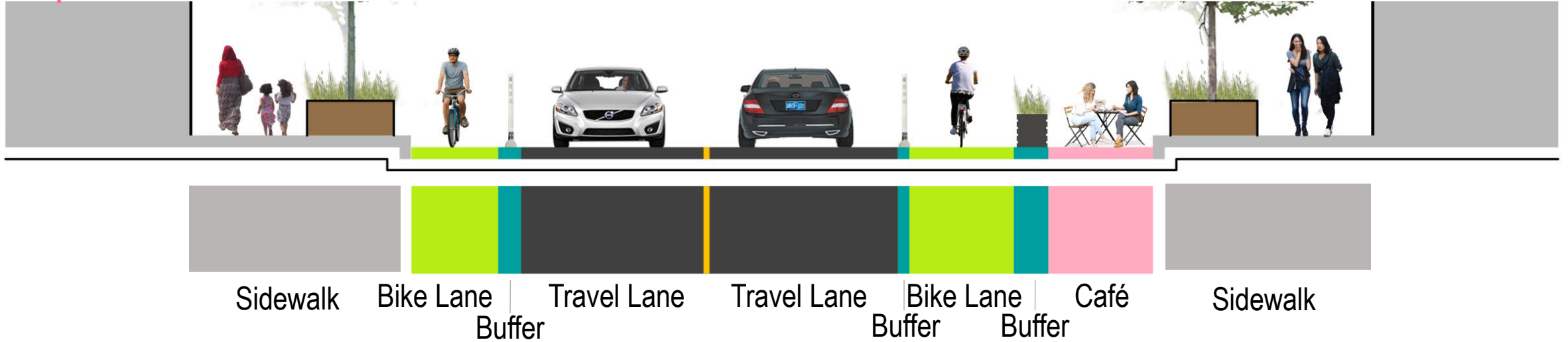
Travel Lane

Travel Lane

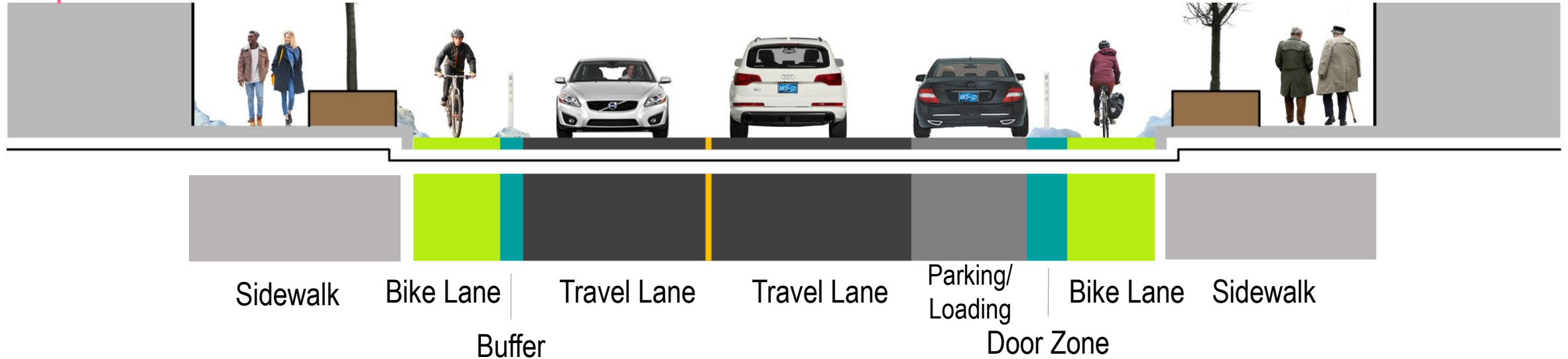
Sidewalk

Preliminary Design | Bloor St to Heath St

Proposed: Summer Conditions

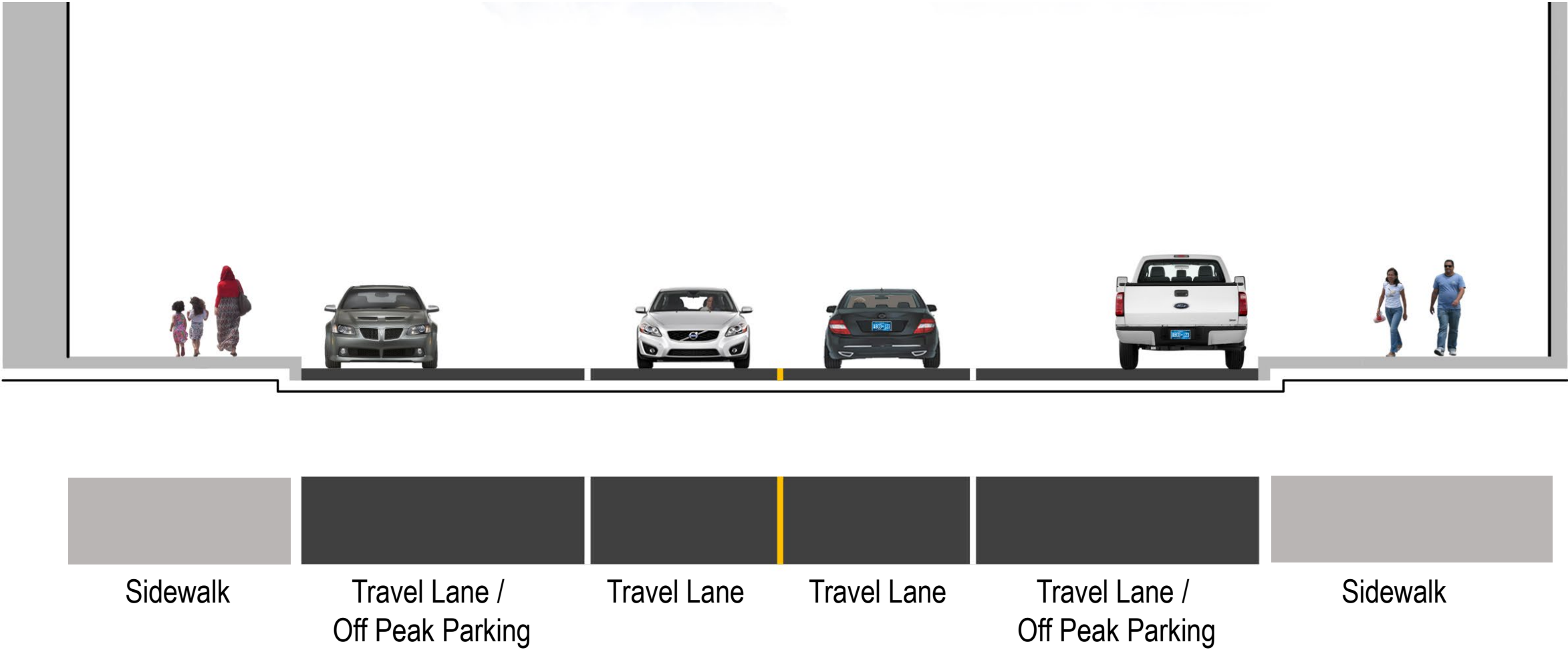


Proposed: Winter Conditions



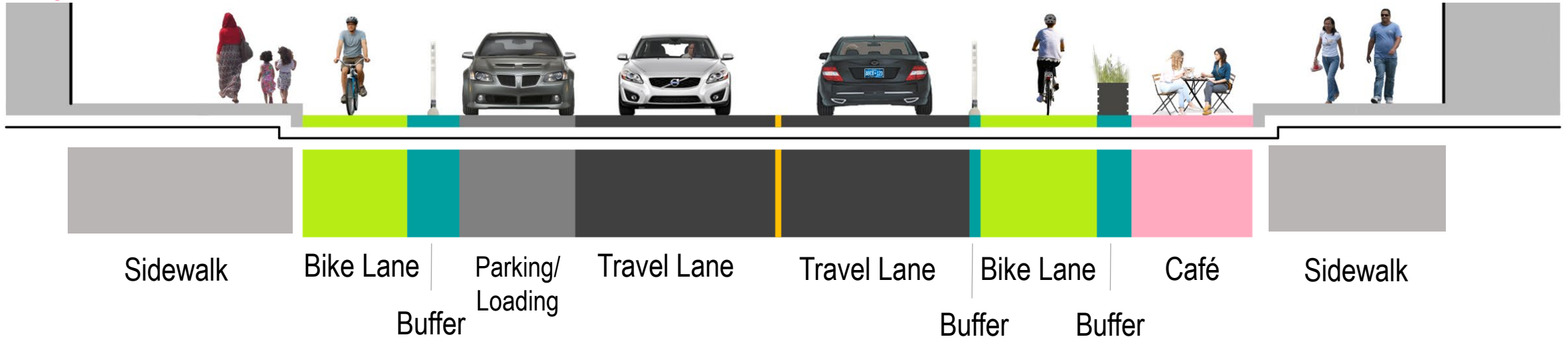
Preliminary Design | Heath St to Davisville Ave

Existing Conditions

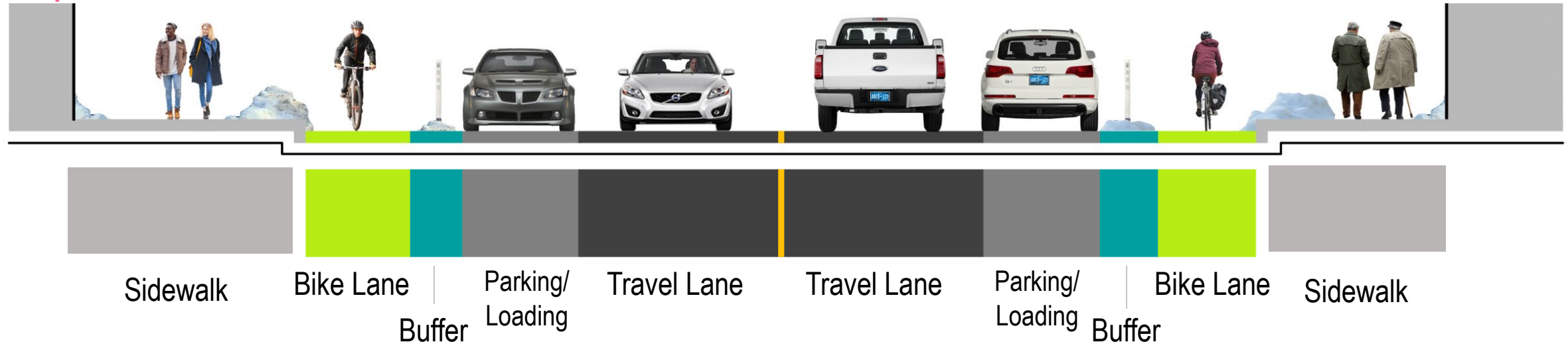


Preliminary Design | Heath St to Davisville Ave

Proposed: Summer Conditions

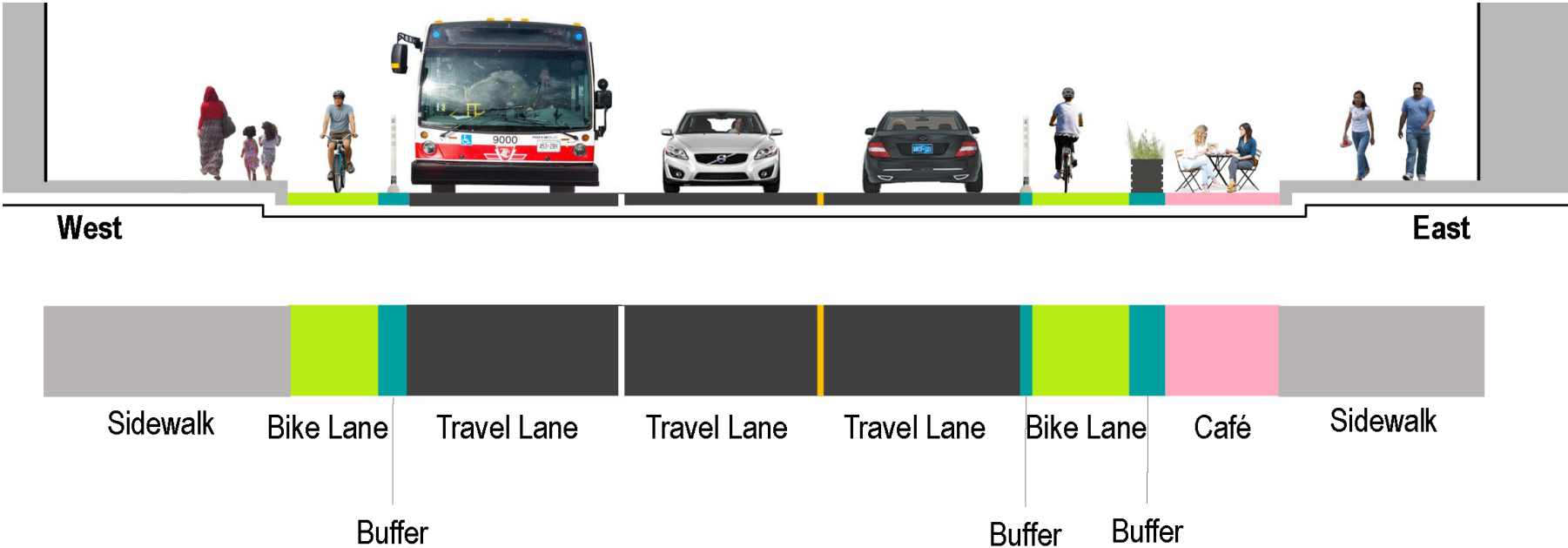


Proposed: Winter Conditions

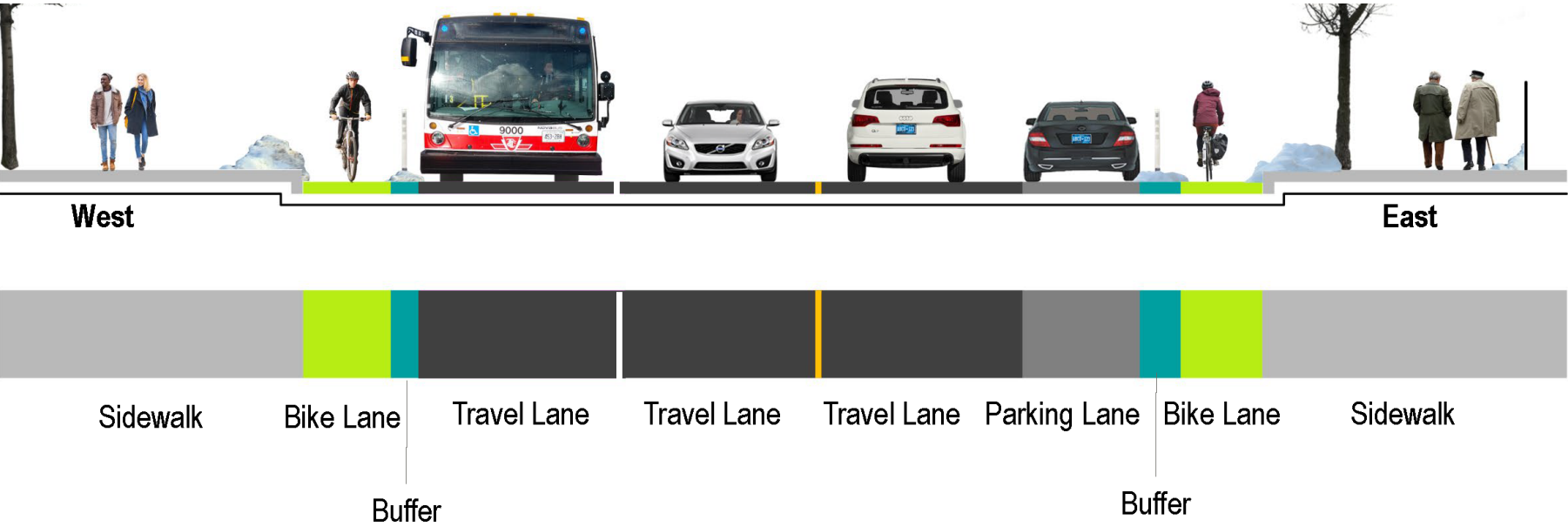


Preliminary Design | Alternative Second Southbound Lane

Merton St to Davisville Ave



Heath St to Merton St (except under Beltline trail where there will be no parking and at the intersections of Heath / Merton)

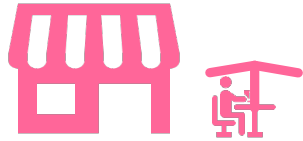


Preliminary Design | Side of Street Recommendation Factors

Cafés & Curbside Uses



CaféTO Installations (2020) and Applications (2021): Every effort made to accommodate 2021 applications meeting CaféTO guidelines



Permanent Sidewalk Cafés impact on-street parking supply



Construction Hoarding / Work Zones impact curb access

Accessibility Provisions



Dedicated Accessible Passenger Pick-up/Drop-off Zones & Parking Zones

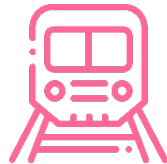


Wheel-Trans Trips indicate pick-up and drop-off demand on each side of the street

Parking & Loading Demand Factors



Current On-Street and Municipal Off-Street Parking Supply increase alternative parking options



TTC Subway Station Accesses generate pick-up and drop-off demand



Land Uses & Places of Worship generate different parking demands and usage patterns



Laneways provide alternative loading space

Preliminary Design | Constraints Maps

We will use these maps as a base for our BIA site walks to examine site specific issues and loading, parking and CaféTO considerations.

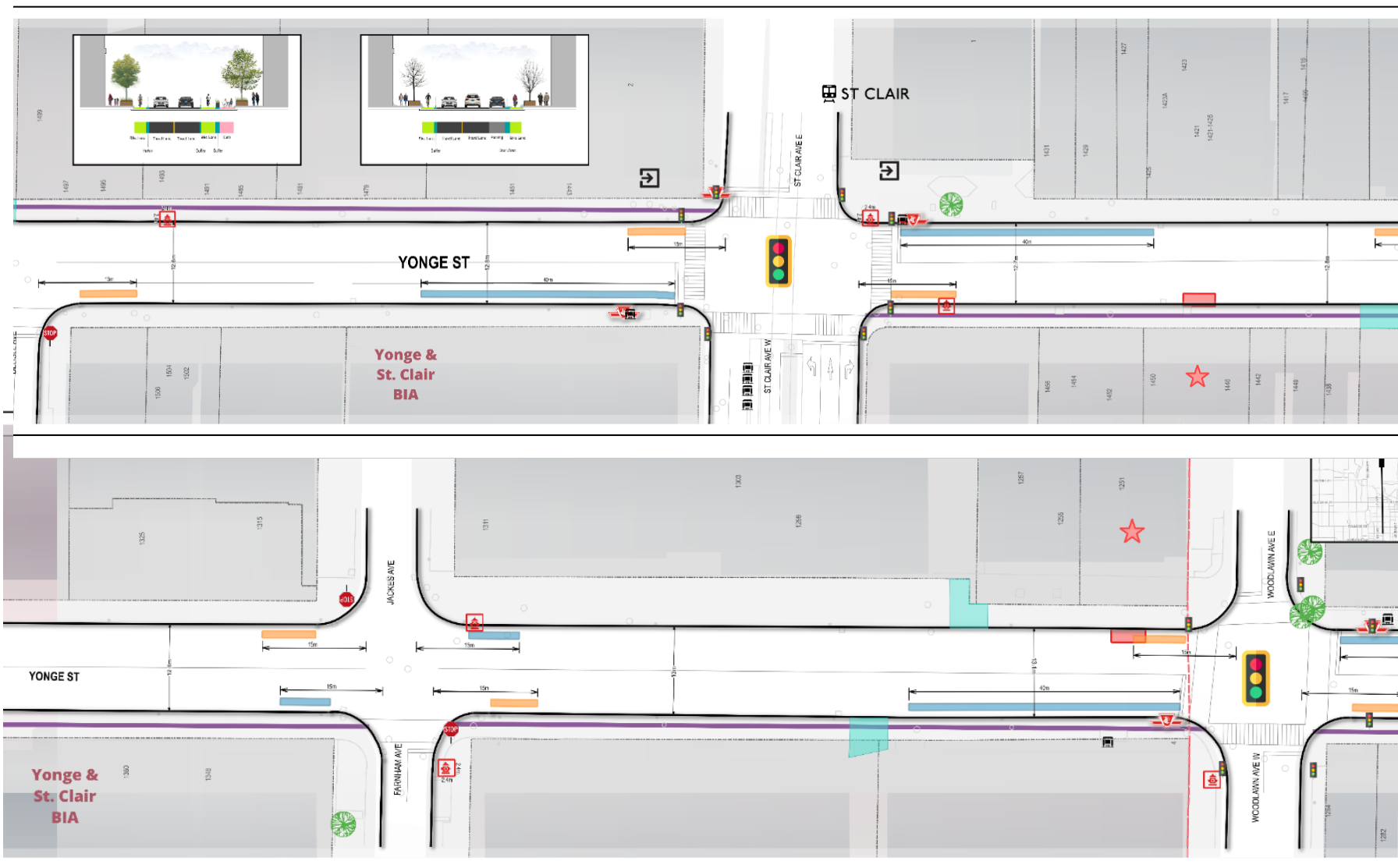
What do they show:

- Setback at intersections for sight lines and turning movements
- CaféTO guideline restrictions
- TTC stops and required setbacks (preliminary only - subject to detailed Autoturn review and shuttle needs)
- Utilities and hydrants
- Developments
- Restaurants that have applied for CaféTO
- Parking accommodations
- Driveways, laneways, subway entrances, etc.



Yonge St
& Rosehill Ave

Preliminary Design | Constraints Maps



PARKING & LOADING

- GREEN P PARKING
- DRIVEWAY
- PARKING OFFSET
- LOADING AREA

TRAFFIC & INFRASTRUCTURE

- STOP SIGN
- TRAFFIC SIGNAL POLE
- SIGNALIZED INTERSECTION
- FIRE HYDRANT
- OFFSET FROM FIRE HYDRANT
- LANEWAY
- FACE OF CURB

DESIGN CONSIDERATIONS

- CAFETO APPLICANT
- CAFETO FRONTAGE
- PRELIMINARY PARKING SIDE OF STREET RECOMMENDATION

TRANSIT

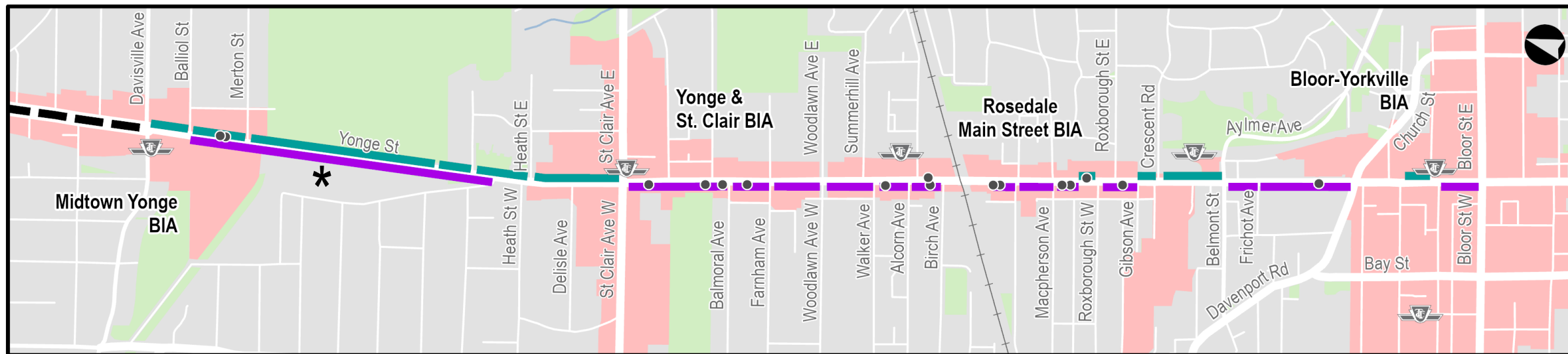
- BUS STOP/POLE
- BUS SHELTER
- SUBWAY STATION
- SUBWAY ENTRANCE
- 1391 MUNICIPAL ADDRESS
- STREET TREE
- PLACE OF WORSHIP
- SCHOOL
- GREEN SPACE
- BUILDING FOOTPRINT
- PROPERTY PARCEL
- YONGE & ST CLAIR BIA

Notes:

1. INFORMATION ON THIS PLAN IS BASED ON OFFICE RECORDS AND IS SUBJECT TO FIELD VERIFICATION
2. ALL DIMENSIONS AND LOCATIONS ARE APPROXIMATE

Preliminary Design | Curb Lane CaféTO / Parking Accommodations

Overall Pilot Area:



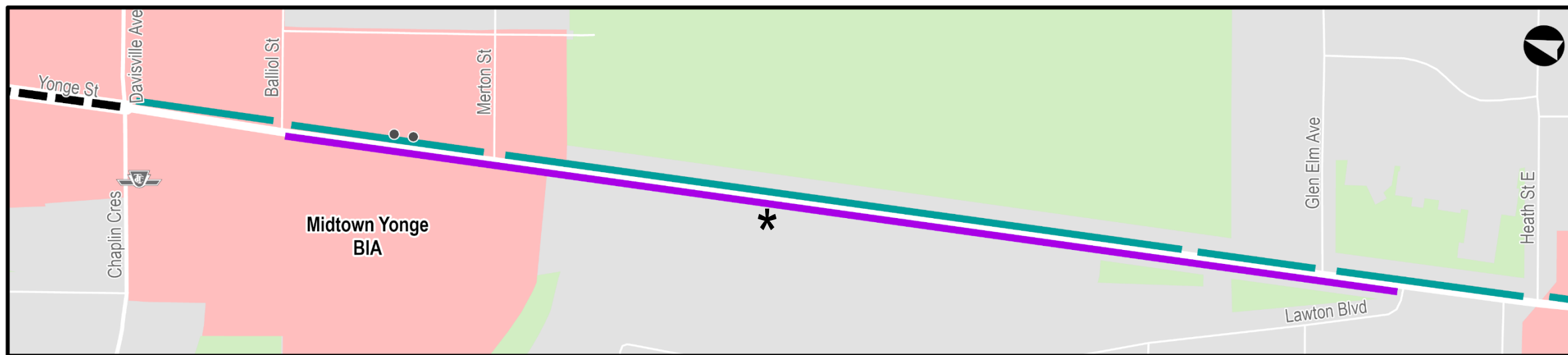
- Yonge St BIA
- CaféTO Application
- Curb Lane CaféTO / Parking Accommodations (East)
- Curb Lane CaféTO / Parking Accommodations (West)

0 150 300
Metres

* Depending on the preferred option, a second southbound lane would mean no parking on west side in this segment

Preliminary Design | Curb Lane CaféTO / Parking Accommodations

Chaplin Crescent/Davisville Avenue to Heath Street (includes southern section of Midtown Yonge BIA)



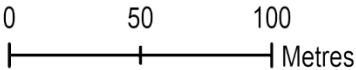
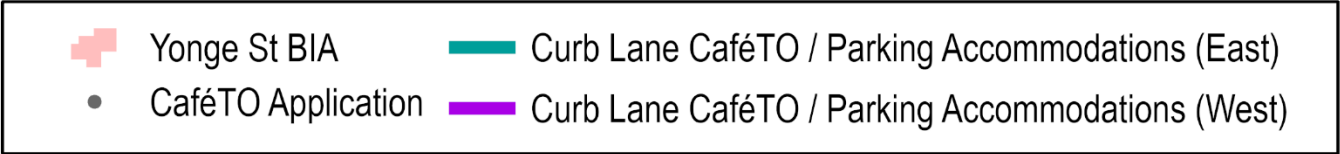
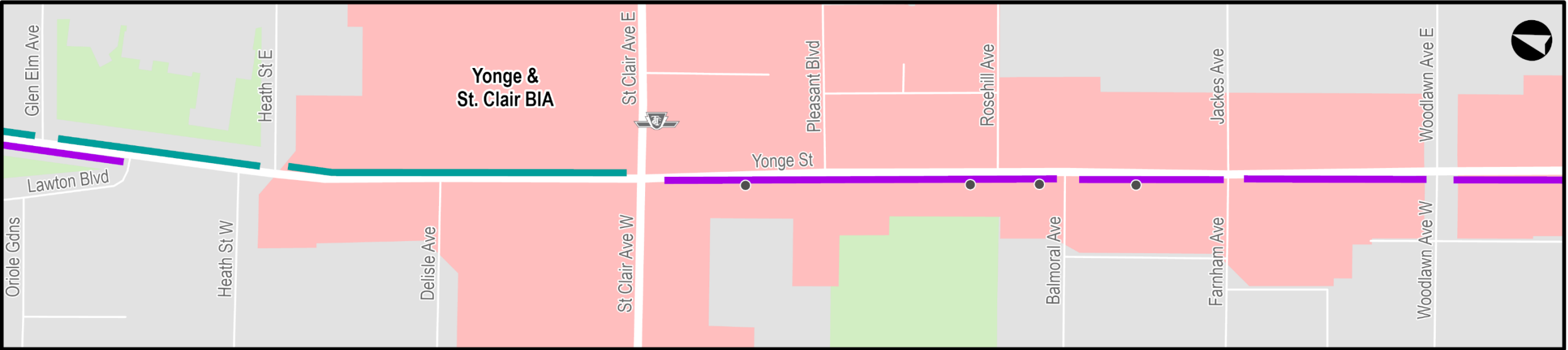
- Yonge St BIA
- CaféTO Application
- Curb Lane CaféTO / Parking Accommodations (East)
- Curb Lane CaféTO / Parking Accommodations (West)

0 50 100
Metres

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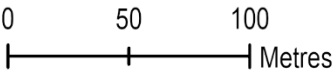
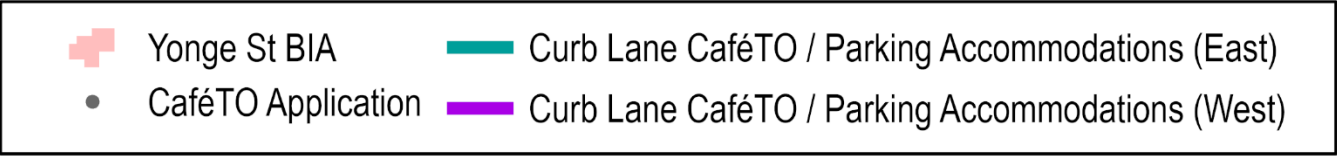
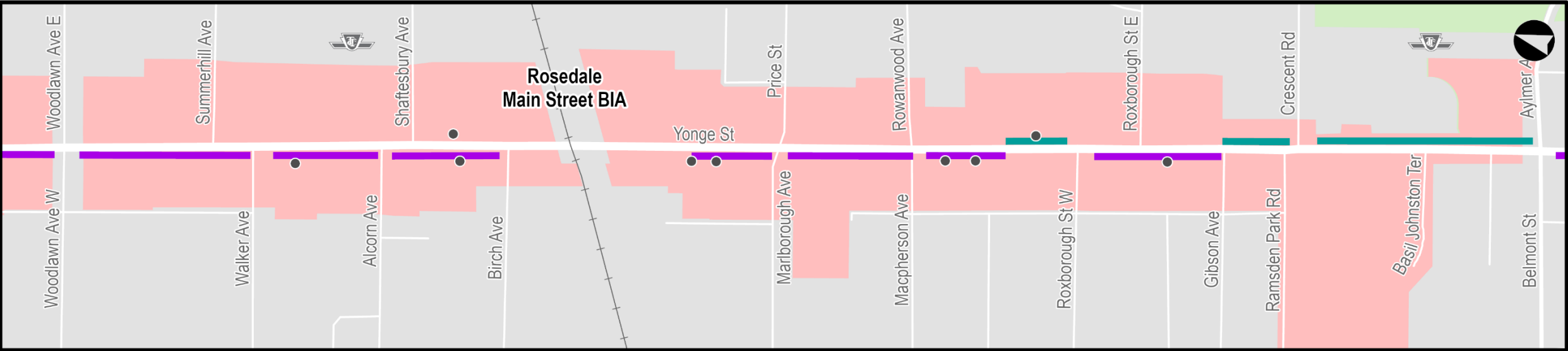
Preliminary Design | Curb Lane CaféTO / Parking Accommodations

Heath Street to Woodlawn Ave E (Yonge & St. Clair BIA)



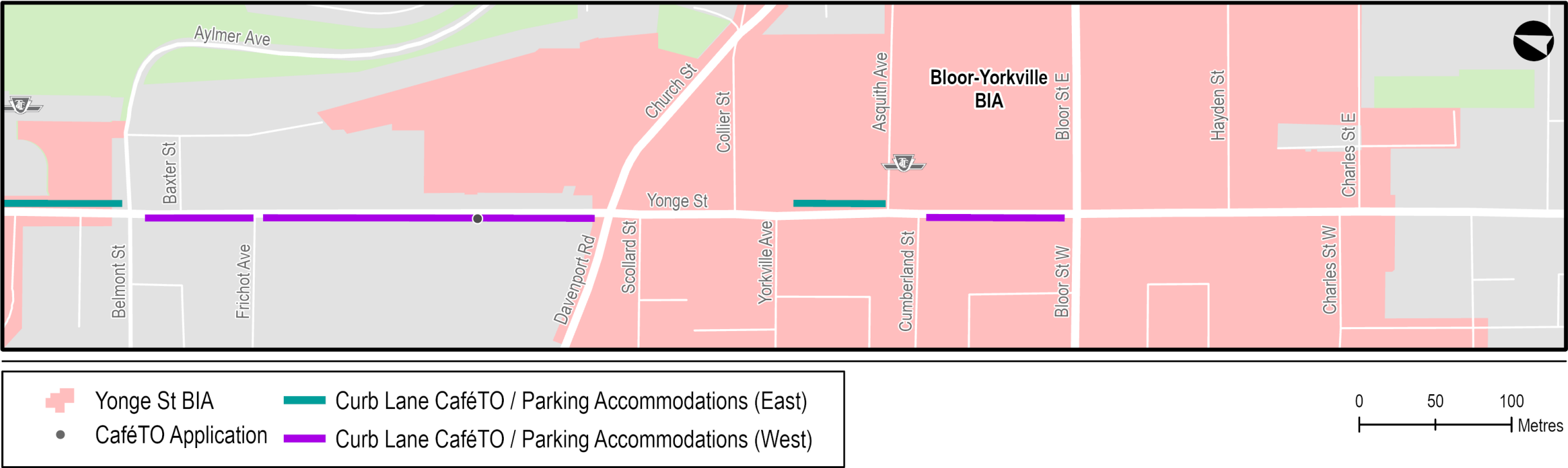
Preliminary Design | Curb Lane CaféTO / Parking Accommodations

Woodlawn Avenue to Belmont Street (Rosedale Main Street BIA)



Preliminary Design | Curb Lane CaféTO / Parking Accommodations

Belmont Street to Bloor Street (Bloor-Yorkville BIA)



Next Steps

Design Work:

- Site review/walks and accessibility site visit
- Work with BIAs and others to develop streetscape design palette and plant selection
- Prepare draft pavement markings plan
- Prepare draft public realm plan and signage plan
- Finalize traffic model
- Stakeholders to review draft design work (TTC, EMS, Solid Waste, etc.)



Next Steps | Key Dates

Meetings & Events:

- BIA Site Review, April 12-13
- Public Meeting Mail-out Invitation, April 12
- Website Launch, April 13
- Business needs and loading survey launch, April 13
- Accessibility Site Visit, date to be confirmed
- Virtual Public Meeting, April 27
- Advisory Committee on Accessible Transit (ACAT), May 5
- BIA/Stakeholder Meeting #3, Preferred Option, date to be confirmed
- June-July installation (closure will last a maximum of 2 weeks)



ActiveTO Midtown Complete Street Pilot

In April 2021, Toronto City Council approved the installation of a **temporary Complete Street Pilot on Yonge Street between Bloor Street and Davisville Avenue** as part of the City's Pandemic Mobility Recovery Strategy.

Yonge Street is proposed to be transformed into a complete street through the **CaféTO** and **ActiveTO** programs, which were both created in 2020 as quick-start COVID-19 response programs. CaféTO provided urgent support to hundreds of local restaurants and ActiveTO has connected the City's cycling network like never before.

The pilot will provide support for local businesses and the surrounding communities by expanding outdoor patio areas, improving safety and comfort for everyone, and providing a safe and protected bike lane along the Line 1 subway.



33,000 invites from Bloor to Davisville between Mount Pleasant Rd & Avenue Rd

Virtual Public Meeting Invite
Cover Page

Questions & Discussion

Follow-up Questions and Answers

- **Will planters and planting maintenance start in May?** We are actively working on a solution.
- **Will pot holes be repaired ahead of installation?** Yes, before May.
- **Will all curb lane CaféTO be impacted for two weeks during the Complete Street installation?** No, once we have a contractor, we will prioritize these locations and reduce the temporary closure to a minimum.
- **What is the difference in width of the curb lane cafés compared to last year?**

BIA	2020 Café Width Available	2021 Café Width Available
Bloor-Yorkville	2.0 - 2.4m	2.2 – 2.4m
Rosedale Main Street	1.8 - 2.4m	2.2 – 2.4m
Yonge & St. Clair	1.8 - 2.7m	2.2 – 2.4m
Midtown Yonge (South of Davisville)	3.3m - 4.0m	2.2 – 2.8m

Comparison of before / after café widths:

*All widths include the width of barriers / delineators between travel lane / bike lane

Closing Remarks

Thank you.

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Artist's rendering: Yonge St at Woodlawn Ave E