Crosby Avenue Extension

Benson Avenue to Wright Street

Feasibility Study and Preliminary Design

Stakeholder Meeting #1

13 September 2024

Agenda

Meeting Objective: Provide an opportunity for stakeholders to ask questions and provide feedback

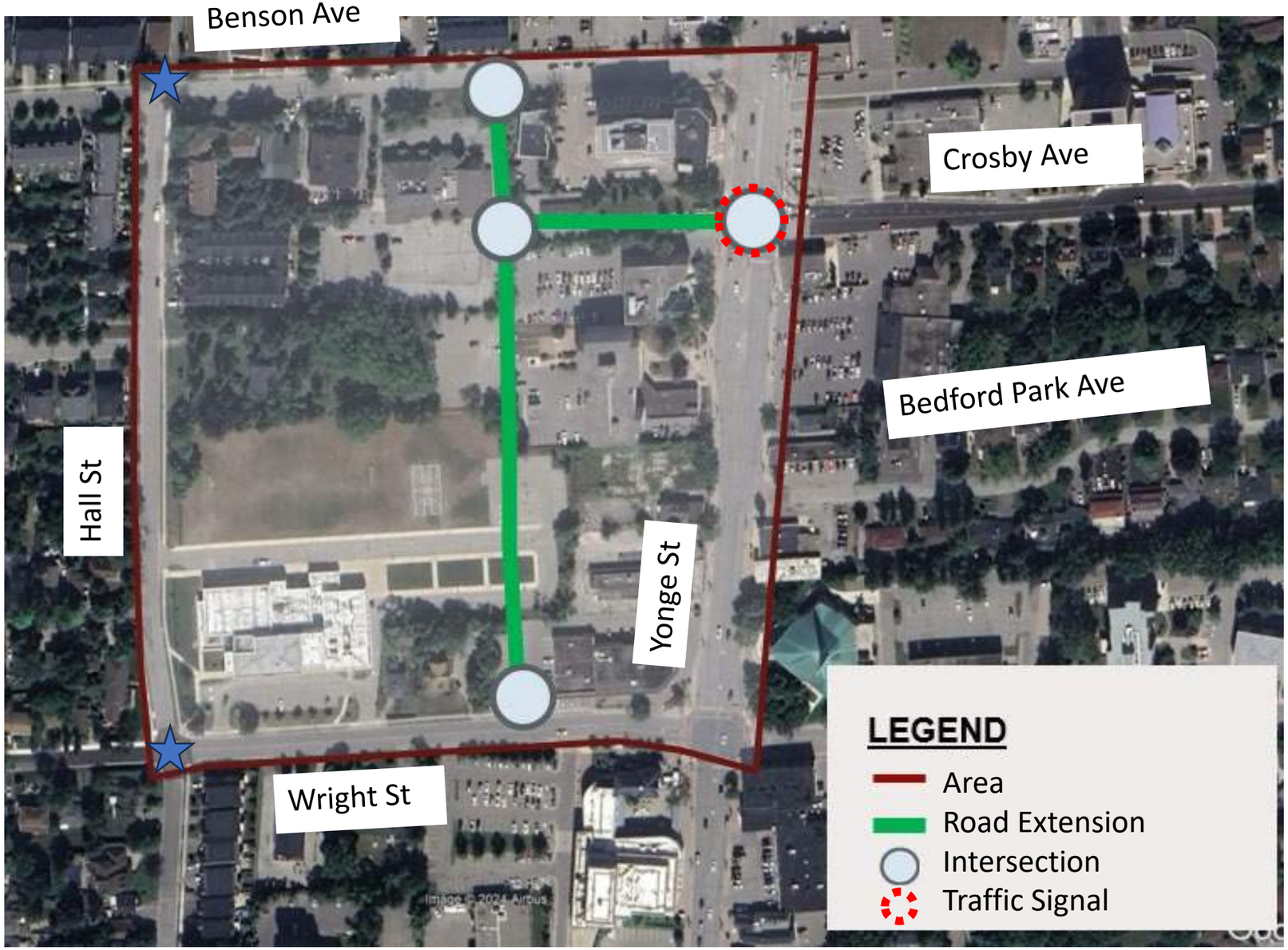
1. **Introductions** (10 mins)
2. **Project Overview, Goals, Evaluation Criteria** (15 mins)
    - Discussion (10 mins)
3. **Cross Section Alternatives** (10 mins)
    - Discussion (10 mins)
4. **Alignment Alternatives Overview** (20 mins)
    - Miro Board Exercise and Discussion (40 mins)
5. **Next Steps** (5 mins)

Introductions

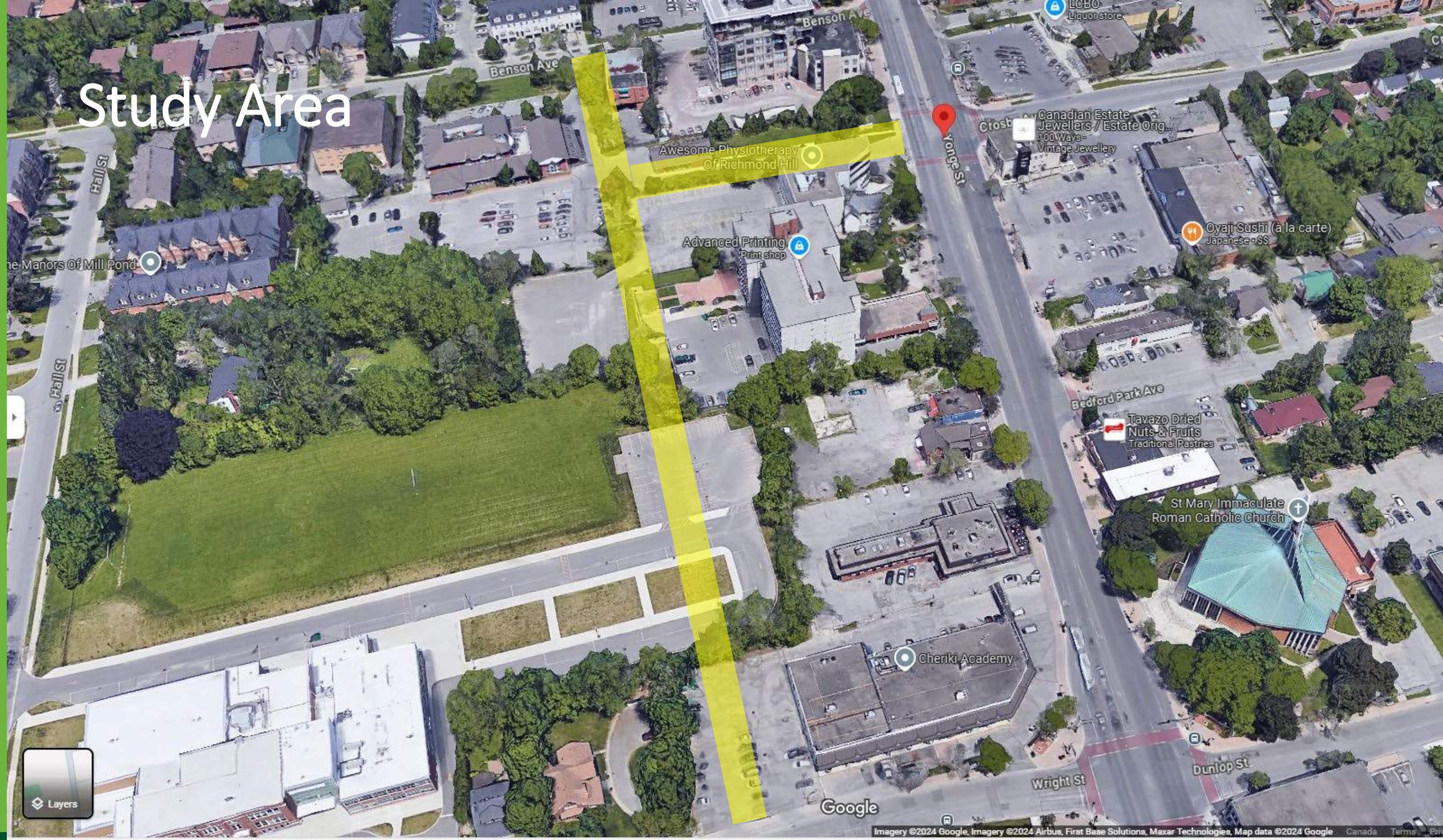
1. Name
2. Organization
3. Interest in the Study

Project Overview, Goals, Evaluation Criteria

Study Area

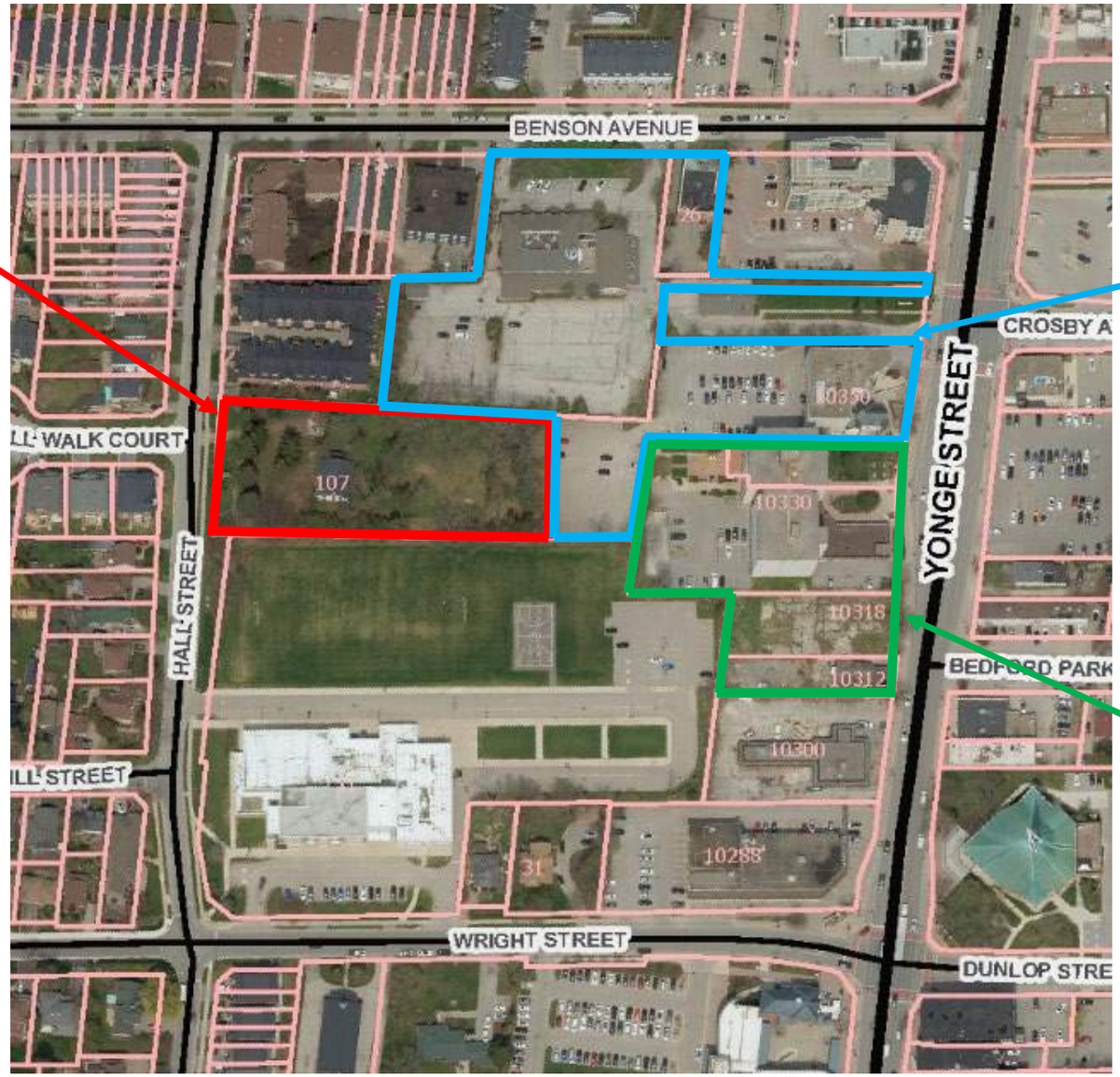

Benson Ave
Crosby Ave
Bedford Park Ave
Hall St
Yonge St
Wright St
LEGEND
Area
Road Extension
Intersection
Traffic Signal

Study Area


Benson Ave
Hall St
Awesome Physiotherapy Of Richmond Hill
Advanced Printing
Print shop
Yonge St
Canadian Estate Jewellers / Estate Orig...
100 Ways - Vintage Jewellery
Oyaji Sushi (à la carte)
Japanese · $$
Bedford Park Ave
Tavazo Dried Nuts & Fruits
Traditional Pastries
St Mary Immaculate Roman Catholic Church
Cheriki Academy
Wright St
Dunlop St
Layers
Google
Imagery ©2024 Google, Imagery ©2024 Airbus, First Base Solutions, Maxar Technologies, Map data ©2024 Google
Canada
Terms

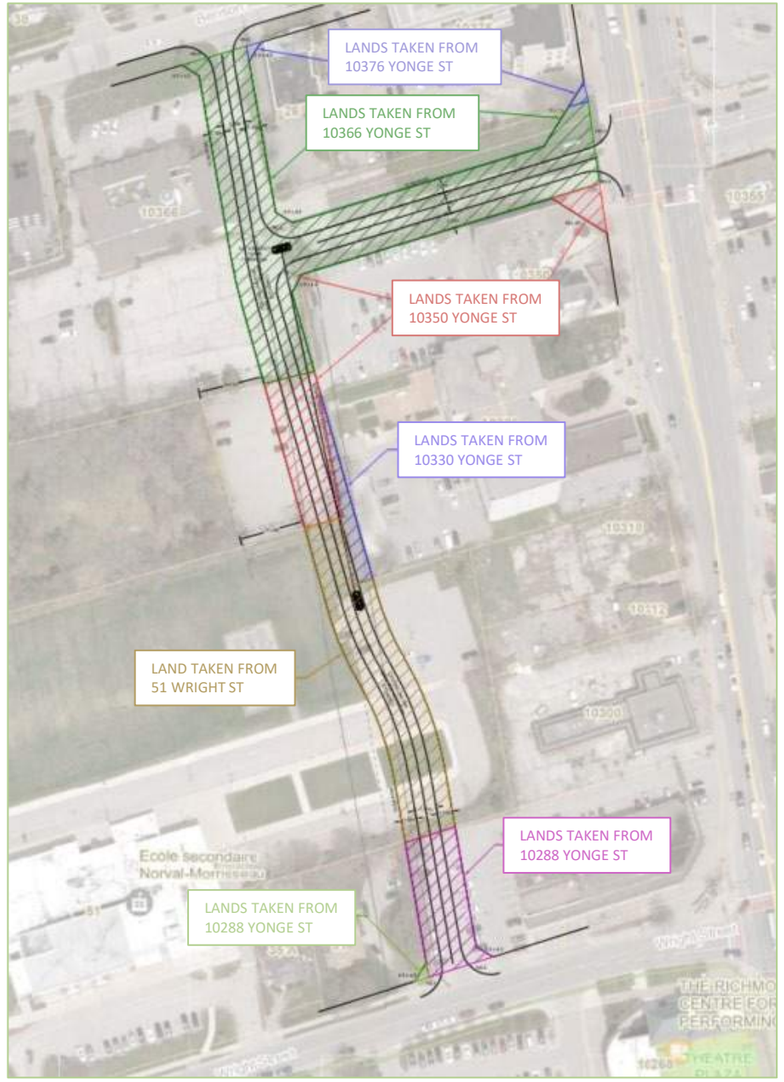
Current Area Applications / Pre-Applications

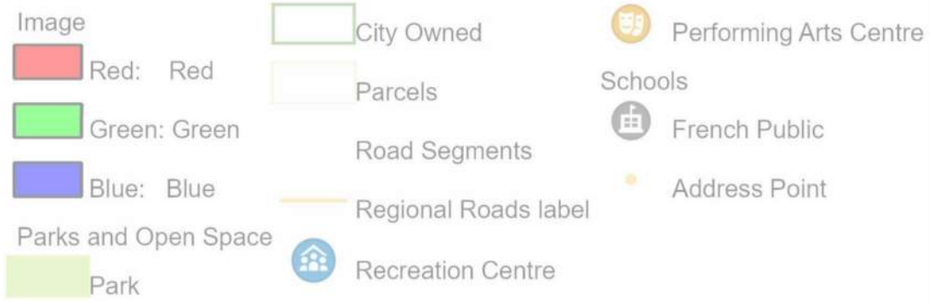
- **107 Hall Street – OPA & ZBA applications submitted for two towers containing 265 residential units.**



- **10350 & 10366 Yonge Street and 26 Benson Avenue – pre-submission meeting held**
- **10312, 10318 and 10330 Yonge Street – pre-submission meeting held**

Conceptual Alignment from 2023



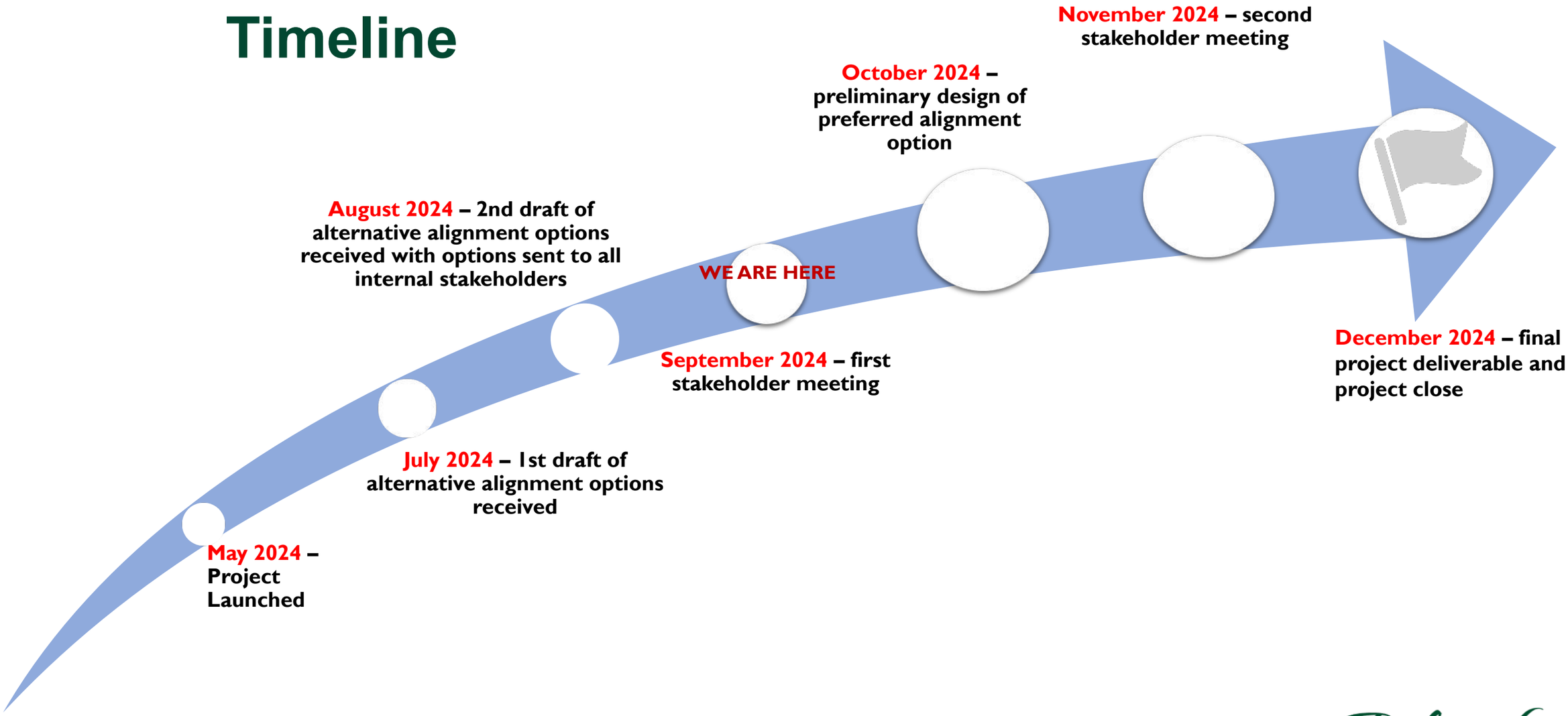


PROPERTIES AFFECTED:

- 10366 Yonge St
- 26 Benson Ave (daylight tri only)
- S of 10376 Yonge St
- 10350 Yonge St
- 10330 Yonge St
- 51 Wright St
- 31 Wright St (daylight tri only)
- 10288 Yonge St

Feasibility Study

Timeline



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Purpose of the Road

- Facilitates the need for **greater interconnections between existing roads** with a view to creating a finer grid network, as well as **new Active Transportation (AT) opportunities**, for local neighbourhoods within the City.

- These finer grid networks would not only facilitate greater travel options for vehicles and pedestrians, but also **increase options for residential and servicing vehicular access opportunities for new developments**. Dispersing traffic will also provide greater transit and AT capacity along Yonge Street.

- The section of Yonge Street between Benson Avenue and Major Mackenzie Drive West is one of the City's **key growth and intensification corridors**.

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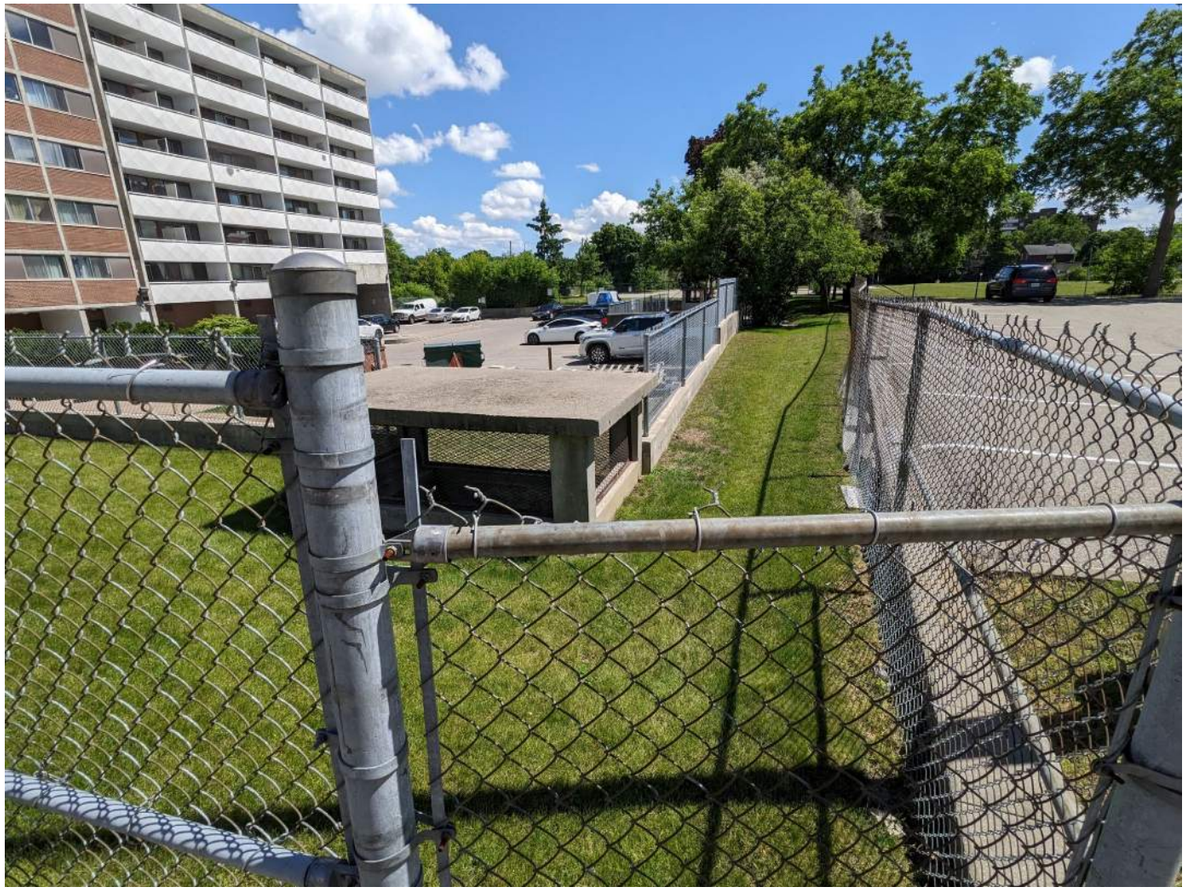
Site Observations | West Leg at Yonge St

Site Observations | East-West and North Connections

Site Observations | East-West and North Connections

Site Observations | South Connection



Proposed Evaluation Criteria

Criteria	Description
Property Impact	- Minimize number of impacted properties - Minimize third-party property impacts/conveyance
Geometric Constraints	- Meets requirements for design/control vehicles (Emergency services/waste collection/snow clearing/street sweeping) - Impacts to traffic operations - Loading and deliveries
Safety	- Safety and comfort for vulnerable road users - Provides accessible environment for users - Provides appropriate infrastructure for all ages and abilities - Reduces conflicts between turning motorists and cyclists
Public Realm	- Opportunities to improve the pedestrian environment and streetscape - Alignment with existing plans and concepts - User experience
Socio-economic Impacts	- Vehicle parking supply - Noise impacts/air quality - Aesthetics - Developable Land

What We've Done So Far– Key Activities

- Site visit
- Topographic survey
- Issues / opportunities
- Alignments and cross sections alternative development
- Develop cross section design alternatives
- Stakeholder meeting #1 ← We Are here
- Choose a preferred alternative based on a design criteria
- Development of preliminary design
- Traffic assessment
- Stakeholder meeting #2
- Finalize feasibility report, preliminary design

Cross Section Alternatives

Proposed Cross Section – Alternative A (Preferred)

Shared Lanes:

- Following the City's engineering standard for a 15.5m local road with the shared lanes

Proposed Cross Sections – Alternative B

Bike Lanes, Option B:

- 1.5m sidewalks, 1.75m buffer, 1.5m bike lanes, 3.0m vehicular lanes

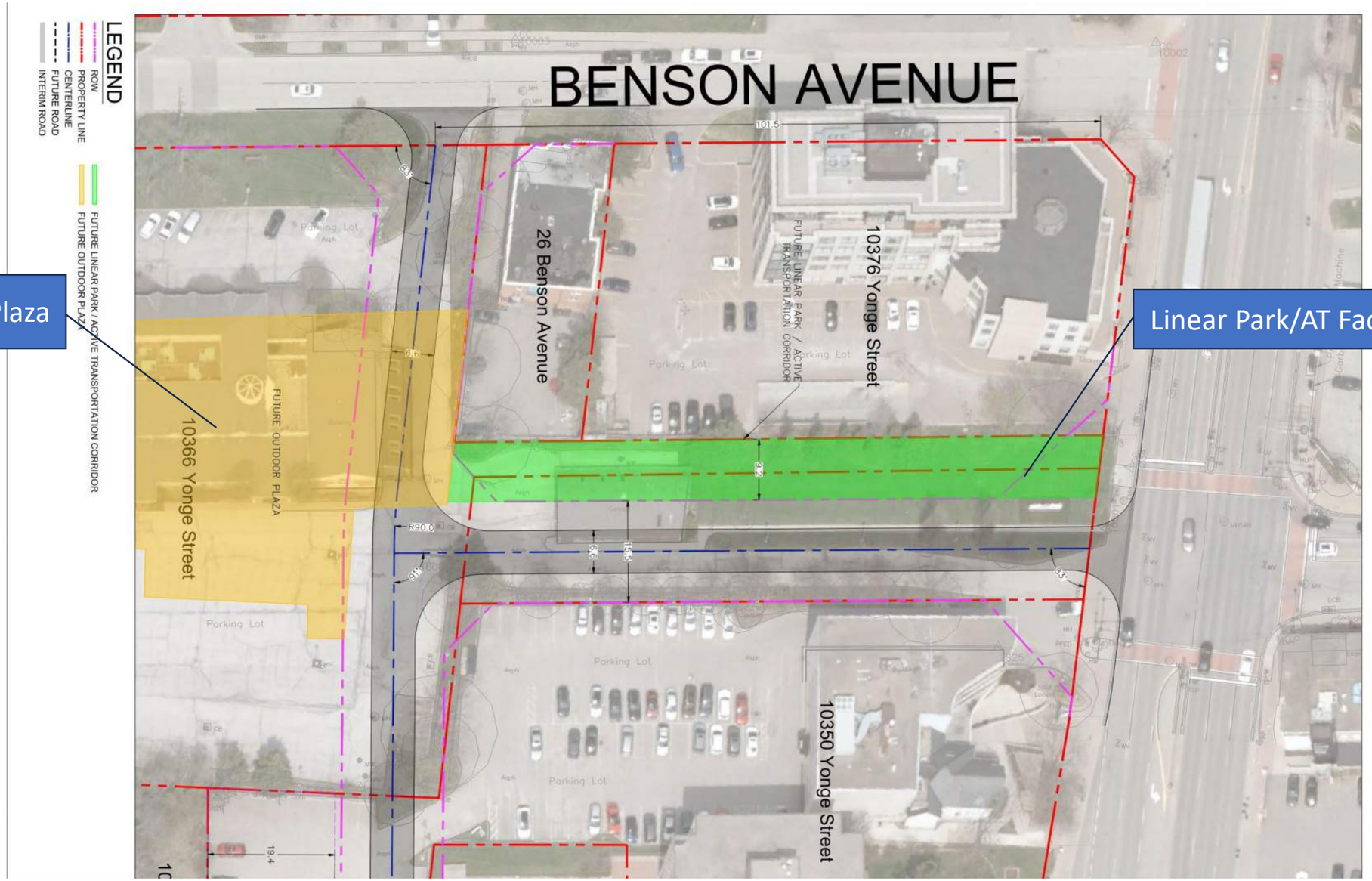
Cross-section Comparison

	Pros	Cons
Alternative A – No bike lanes **(Preferred)**	• Narrower road width provides traffic calming • Wider sidewalks and more buffer from road • Wider boulevard provides opportunities for better landscaping and public realm	No cycling facilities
Alternative B – Bike lanes	• Dedicated cycling facilities	• Wider curb-to-curb width encourages higher speeds • Narrow sidewalks • Narrow buffer limits opportunities for plantings

East-West Linear Park Concept

Future Outdoor Plaza

Linear Park/AT Facility



East-West Linear Park Concept

West Toronto Railpath,
source: nowtoronto.com

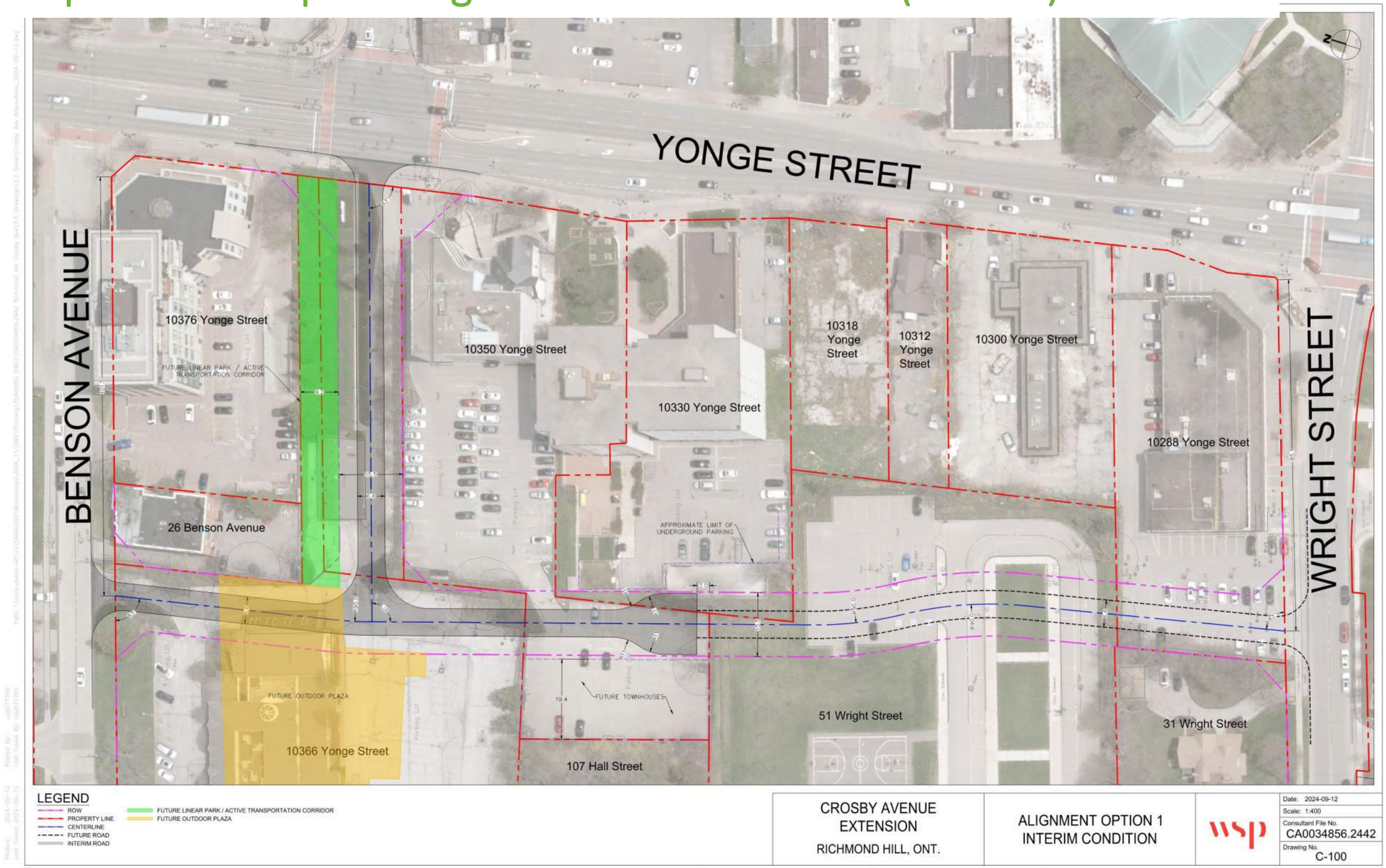
Monon Trail, Carmel, Indiana
Source: American Fietser

Avenue Road Linear Park,
source: streetsoftoronto.com

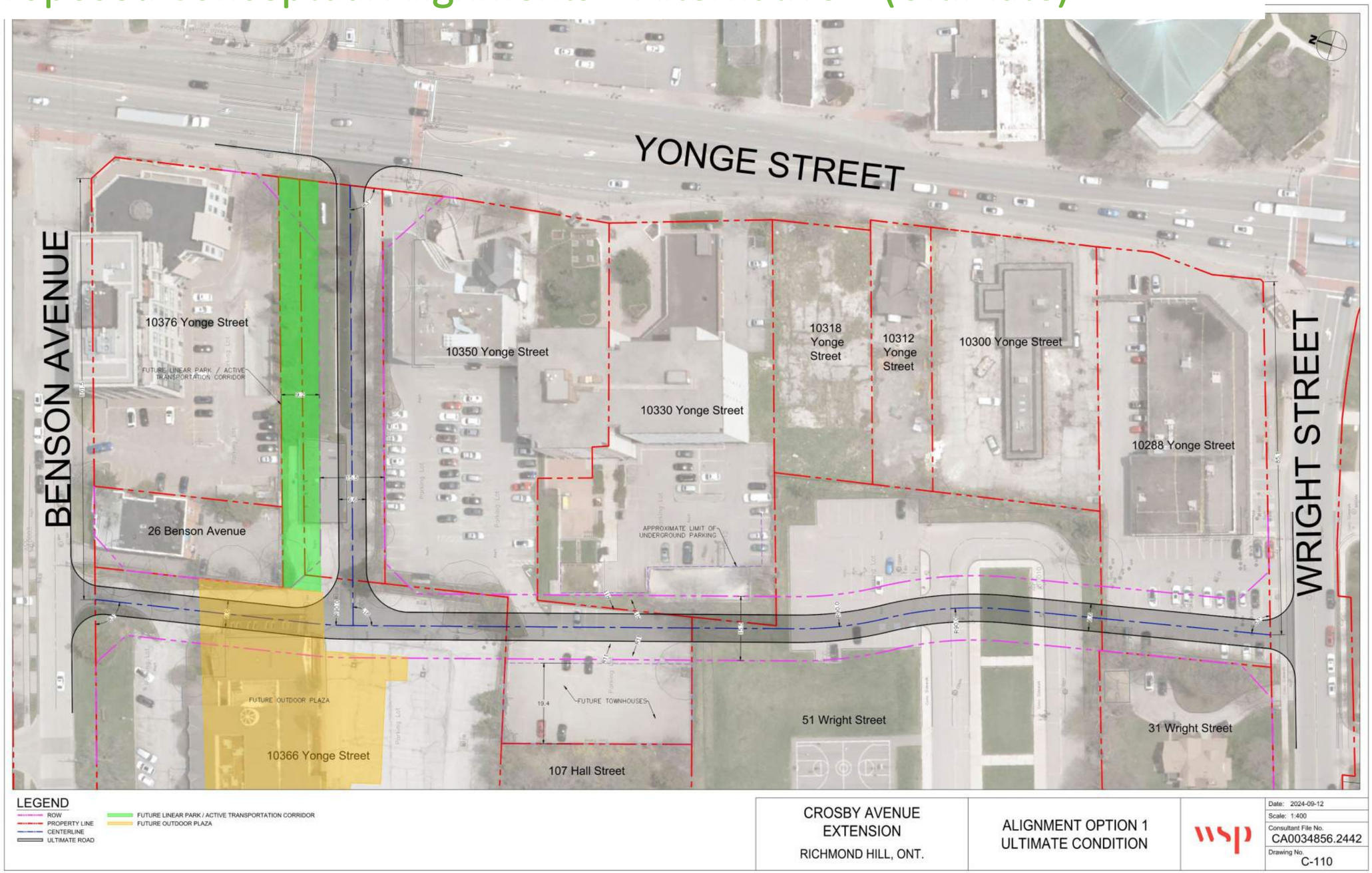
Alignment Alternatives

- Three alignment alternatives
- Interim & ultimate condition

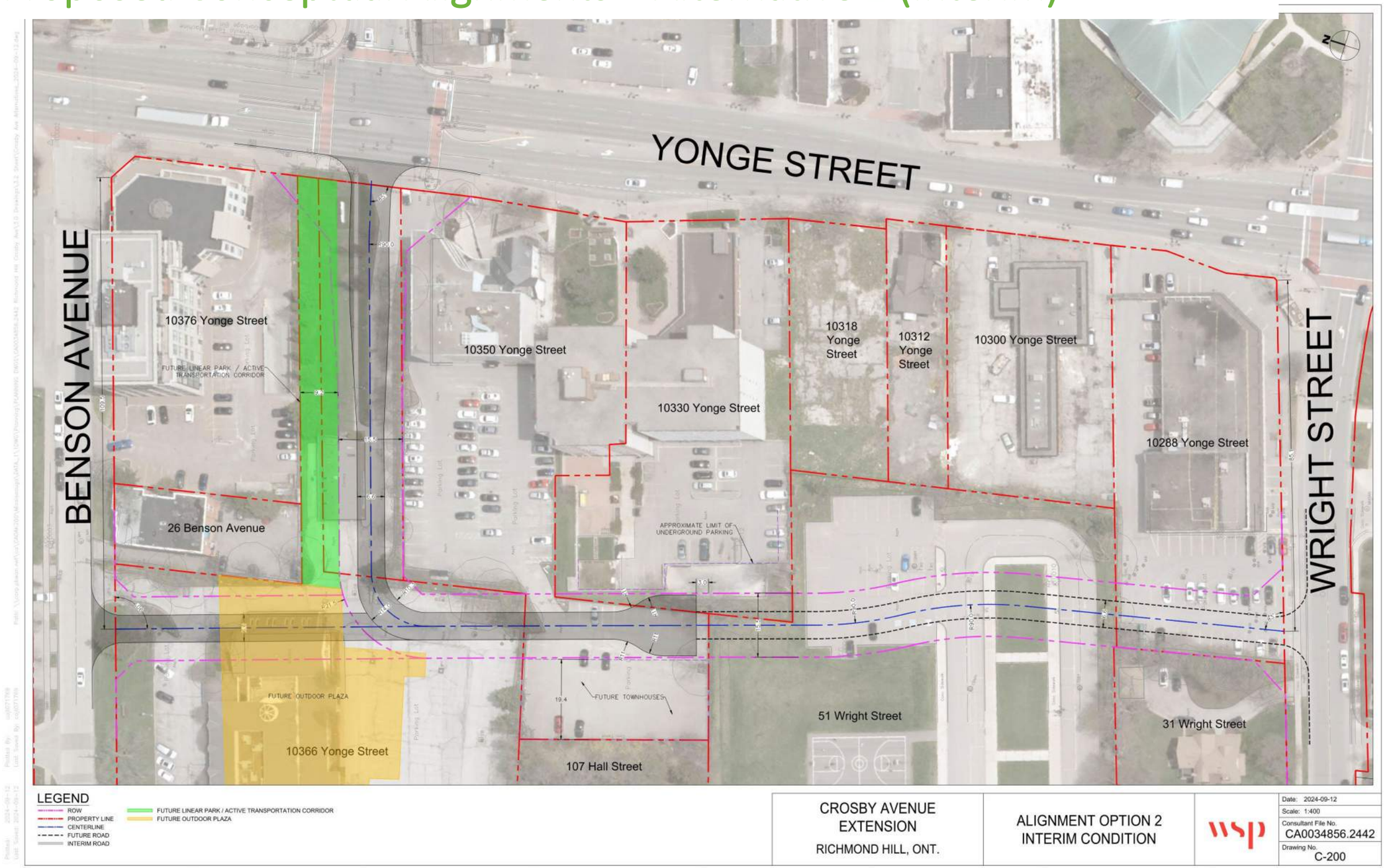
Proposed Conceptual Alignments – Alternative 1 (Interim)



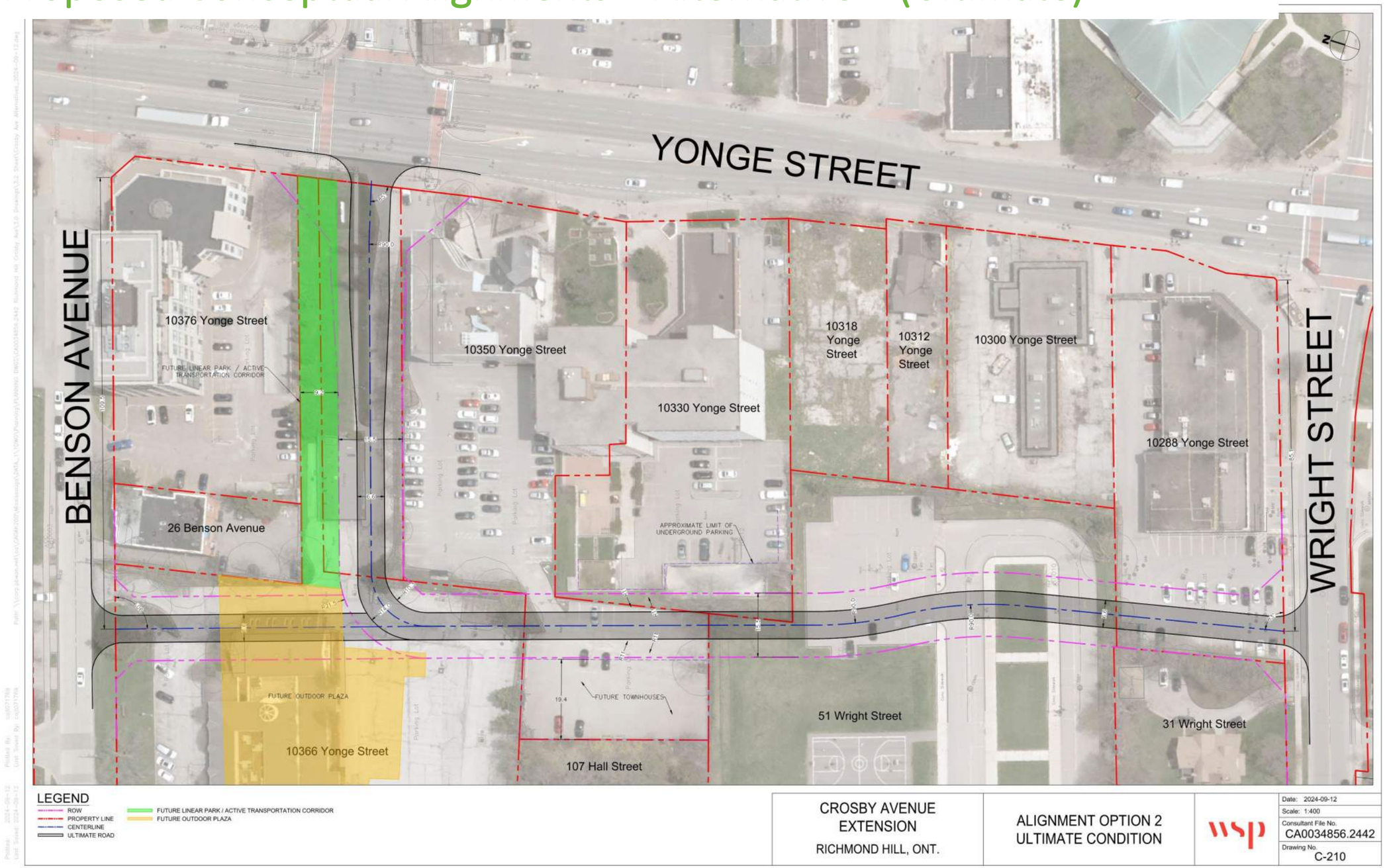
Proposed Conceptual Alignments – Alternative 1 (Ultimate)



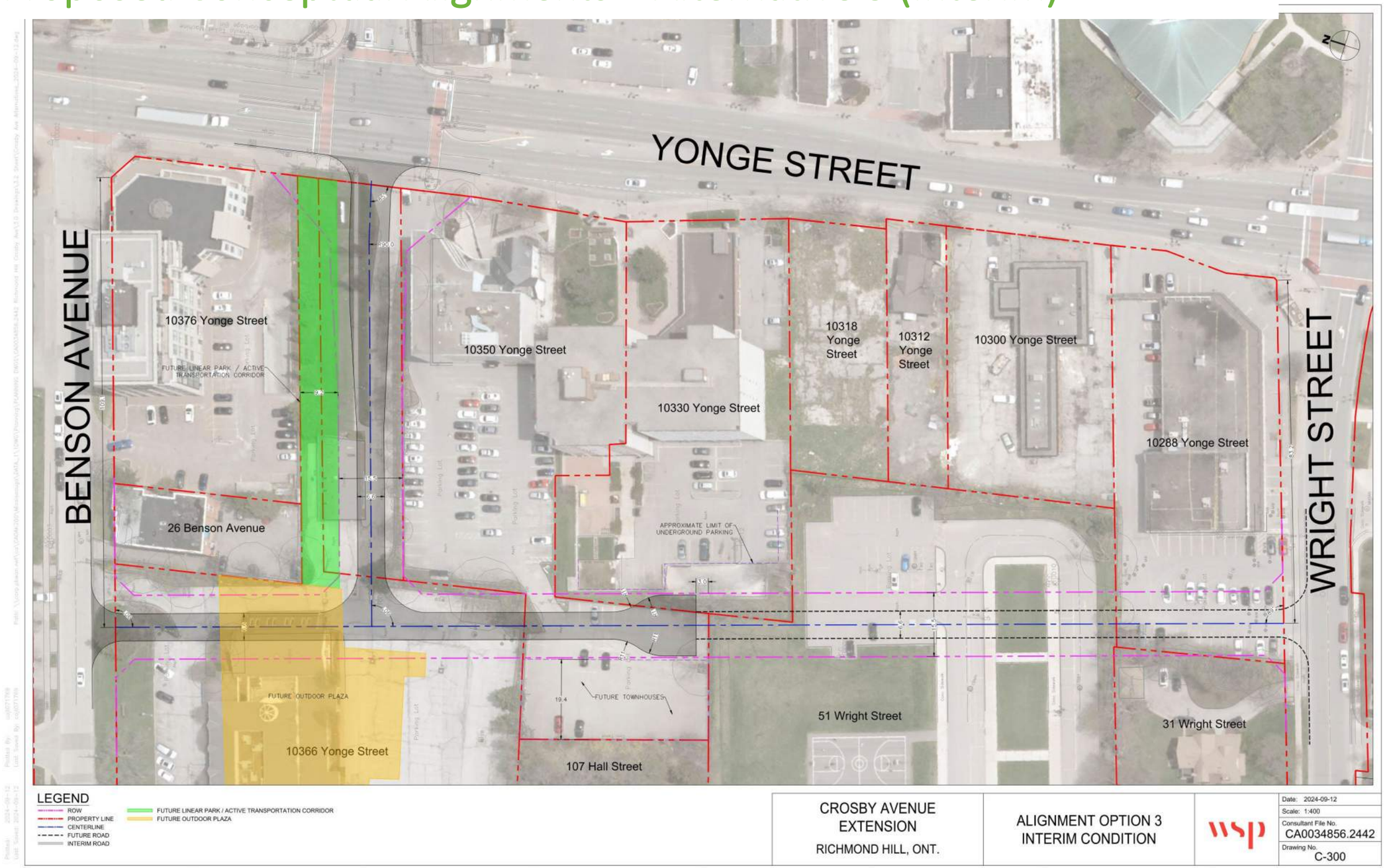
Proposed Conceptual Alignments – Alternative 2 (Interim)



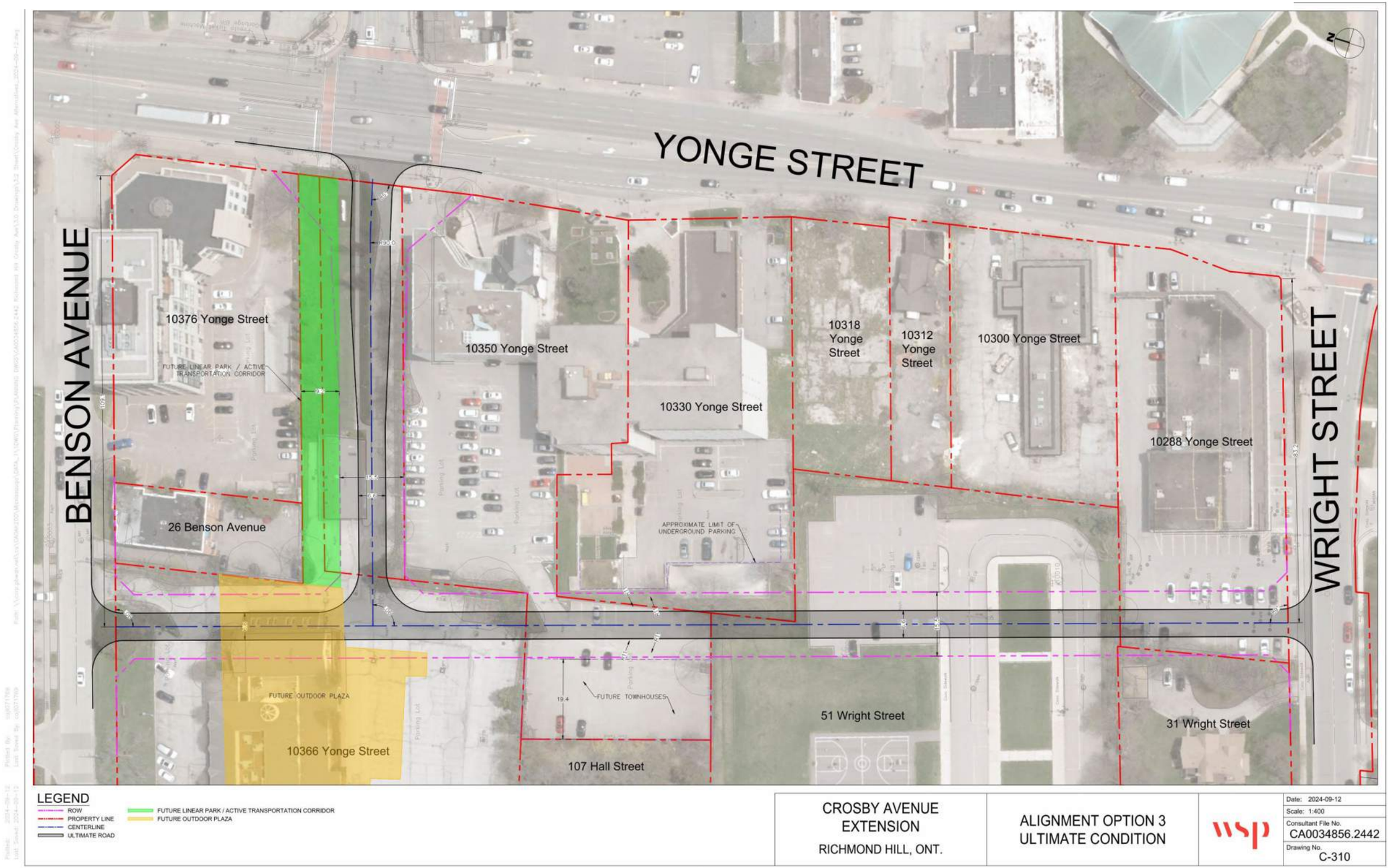
Proposed Conceptual Alignments – Alternative 2 (Ultimate)



Proposed Conceptual Alignments – Alternative 3 (Interim)



Proposed Conceptual Alignments – Alternative 3 (Ultimate)

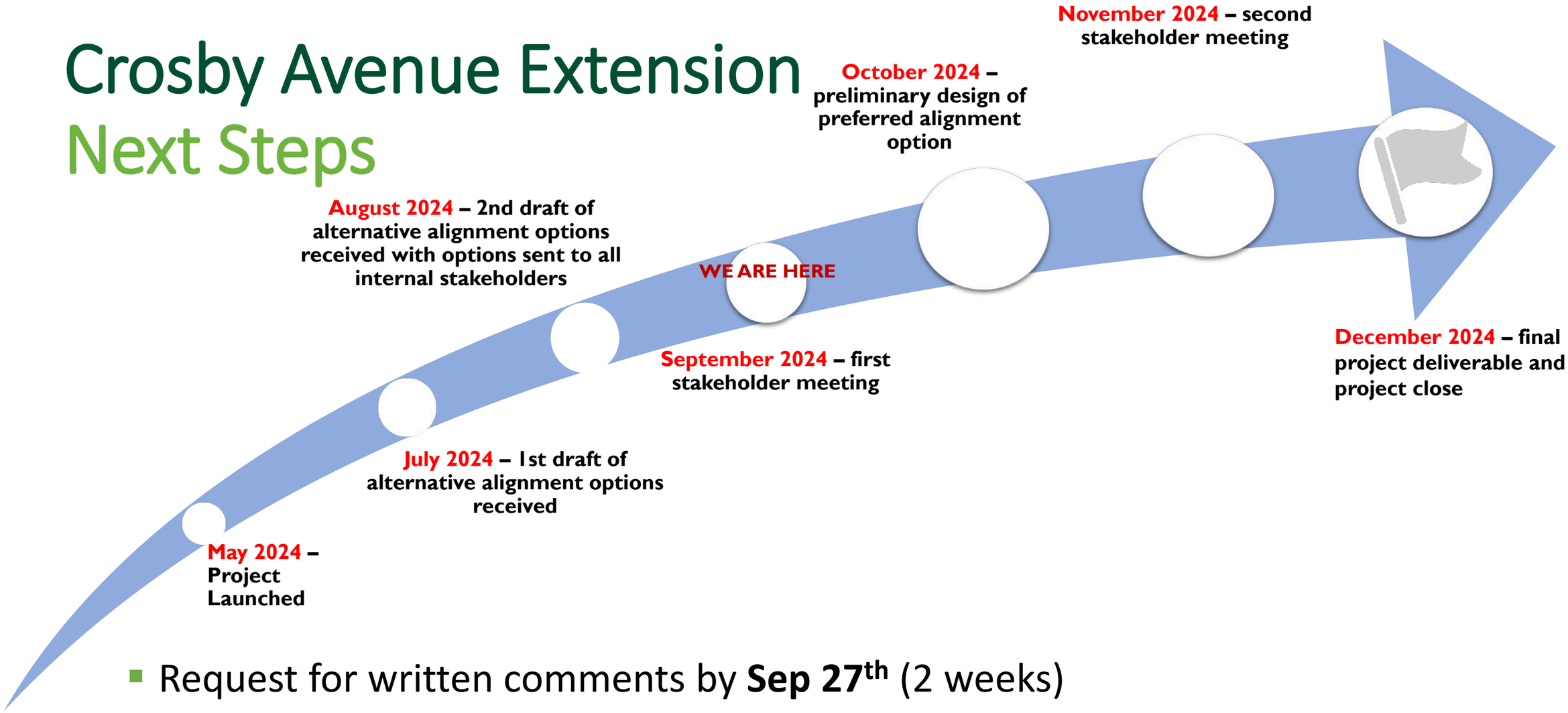


Alignment Comparison

Feature	Alternative 1	Alternative 2	Alternative 3
Public or Private Road	• Public access to Benson Avenue from Crosby Avenue Extension	• Private access road to Benson Avenue • Public road from Wright Street to Yonge Street with elbow design per City standards	• Public access to Benson Avenue from Crosby Avenue Extension
North-South Alignment	• Connections to Wright Street and Benson Avenue align with property lines to minimize impacts • Slight T-intersection skew for connection from Benson Avenue • Back-to-back curve at 51 Wright Street	• No skew angle for Benson Avenue access road • Retained back-to-back curve design at 51 Wright Street	• Straight north-south corridor. No alignment skew angle for access road to Benson Avenue and Wright Street.

We Want to Hear From You!

Crosby Avenue Extension
Next Steps



- Request for written comments by **Sep 27th** (2 weeks)
- Preliminary design development for the preferred alternative (**Oct 2024**)
- Second stakeholder meeting (**Nov 2024**)
- Feasibility study report and preliminary design drawings (**Dec 2024**)