

**Attachment 1: Revitalizing Yonge – Downtown Yonge Street**



Photo credit: Downtown Yonge BIA



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## Attachment 2: Revitalizing Yonge – Downtown Yonge Street



Image of Yonge Street Pedestrian Mall (1972)  
Photo source: Toronto Star File Photo / Ron Bull



Image of Yonge Street Pedestrian Mall (1975)

Photo source:

[http://commons.wikimedia.org/wiki/File:Yonge\\_Street\\_pedestrian\\_mall\\_in\\_Toronto.jpg](http://commons.wikimedia.org/wiki/File:Yonge_Street_pedestrian_mall_in_Toronto.jpg)

### Attachment 3: Revitalizing Yonge – Downtown Yonge Street



Image from Downtown Yonge Street Planning Study by KPMB/Greenberg Consultants

## Attachment 4: Revitalizing Yonge – Downtown Yonge Street



### Yonge-Redux: A New Vision of Yonge Street

Excerpt from submission by NXT City prize winner Richard Valenzona

## Attachment 5: Revitalizing Yonge – Downtown Yonge Street

### Precedents of Comparable Pedestrian-Oriented Initiatives

**Front Street at Union Station, Toronto:** Reconstruction on the segment between Bay Street and York Street is nearing completion where reduced travel lanes, expanded sidewalks and a central 'table-top' plaza will be created to accommodate the ever increasing numbers of pedestrians of entering and exiting Union Station.



Image source: Planning Partnership

**John Street, Toronto:** The City is currently undertaking the detailed design of the transformation of John Street to respond to its 'cultural corridor' designation and will be designed to accommodate high pedestrian volumes as well as closures associated with major events and festivals, by removing travel lanes, and providing mountable curbs and distinctive paving from building face to building face. As a pilot for the increased pedestrian space approved in the John St. Environmental Assessment, the Entertainment District BIA has partially occupied the roadway for pedestrians between Queen Street and Adelaide Street for the last two summers.



Image source: Planning Partnership

**Ste. Catherine Street, Montreal:** Similar to Yonge Street, Ste. Catherine Street serves as the main shopping street and pedestrian spine of Downtown Montreal and a central segment has recently been transformed into a flexible, flush street where in the summer months it is closed to vehicular traffic and accommodates a number of major events and festivals. The eastern segment of the street serving the gay village also closes off to traffic in the summer months, enabling patios to extend into the street and integrates a major public art catenary installation. The City is currently contemplating \$100 million in improvements to the balance of the street through the downtown area.





**Granville Street, Vancouver:** Similar to Yonge Street, Granville serves as the Downtown’s main shopping and pedestrian spine, with a significant segment through the core area closed to vehicular traffic, except for buses. Following years of deterioration, improvements were made in advance of the 2010 Winter Olympics that included further widening of sidewalks, as well as new decorative paving, furnishing, public art and lighting standards.



**Times Square & Broadway Avenue, New York City:** After years of deterioration, the Times Square area has undergone a renaissance as a result of a number of major public realm improvements, the most significant being a pilot project to close off segments of Broadway Avenue from vehicular traffic so as to create and expand pedestrian-only areas through the Square. This pilot is now being made permanent as a result of the tremendous success of the initiative, including improved traffic circulation, increased pedestrian volumes and the resultant positive impacts on tourism and retail sales in the area.

