Atrium II

November 25, 2016

Public Works Committee
City of Toronto

RE; YONGE STREET RE-IMAGING

Comments from Atrium 11 Condominium Community

Dears Sirs,

I am the chair of the Community Action Committee for our above condominium community and as such have been charged with the responsibility to voice our extreme concern with respect to the proposal option to reduce the traffic lanes on Yonge Street north of Sheppard Avenue from three lanes each way to two lanes.

We believe that this is an ill-conceived and not well thought through proposal that will have a serious negative effect on the entire north Yonge Street and adjacent residential and business communities.

This part of Yonge Street is already a significantly vehicular congested traffic area at all time of day and especially in peak travel periods as local residents and 905 commuters use Yonge Street as a major north south artery. The alternative north south arteries, the Don Valley Parkway, Bayview Avenue, Leslie Street, Bathurst Street and Dufferin Street are equally congested. There are over 100,000.00 vehicles accessing Yonge Street daily. The 401 is approximately one half mile south of Sheppard Avenue and the vehicle traffic heading north from the 401 or south to the 401 on Yonge Steet encounter long lineups. Any reduction of the lanes of traffic on Yonge Street will significantly add to the long lineups we believe by at least 50%, causing that much greater emissions from the idling cars trapped and frustrated in the lines of traffic.

There is additional high rise condominium growth being constructed or planned in this area creating even more vehicular congestion. The ring roads of Doris Avenue and Beecroft are already experiencing significant increase in vehicular traffic and backup which feeds onto Yonge Street.

The reduction of lanes on Yonge Street would therefore be a significant safety issue by creating more difficulty for EMS vehicles to respond quickly to emergencies. In a serious emergency if it could be proven that the delay in response was due to the increased traffic resulting from the reduction in traffic lanes and such delay contributed to the death or adverse condition of the subject of the emergency. It is arguable that the City may have been negligent in not fully considering the effect on the negative change for Emergency response times.

Eliminating parking would have a significant detrimental effect on the business community which relies on short term parking for their survival. The consultants say they have identified some 1200 parking spaces within 6 minutes walk from Yonge Street. The condominium community in and around Yonge Street have a great number of senior residents some of whom would take longer than six minutes to make the walk to Yonge Street. Then they are required to walk along Yonge Street to their destination store. And worse still they then are required to carry their purchased groceries and other articles on the walk back to their cars. For may this would be a most difficult task and impossible during inclement weather. These persons will no doubt choose to shop where less walking is required thus seriously affecting the revenues of the business community on Yonge Street. It is our understanding that the business community was not solicited for their opinion, perhaps because of their anticipated overwhelming objection to the elimination of street parking on Yonge Street. Experience in other areas where street parking has been eliminated have shown a great loss in revenues to the merchants creating job loss and business termination and failure.

The loss of any of the Yonge Street stores and merchants means a loss by the reduction in retail availability to the Yonge Street and adjacent area community.

Yonge Street is a major north south artery and must remain so both for the benefit of the Yonge Street and adjacent area community residents and businesses as well as those in areas further north and south who use the vital roadway to travel to their eventual destinations.

Respectfully Submitted

Norm Gardner