

Attendee Represented:

Bay Cloverhill Community Association
BentallGreenOak
Bloor-Yorkville BIA
Cadillac Fairview
Canada Post
Canderel
Chelsea Hotel
Church-Wellesley Neighbourhood Assoc.
Church-Wellesley Village BIA
Cresford
Cycle Toronto
David Suzuki Foundation
Downtown Yonge BIA
Gaimo Architects

Goodmans LLP
HNR Properties Ltd.
Mark Development Advisors LLC
Massey Hall
Milkin Holdings Ltd.
Ryerson City Building Institute
Ryerson University Facilities & Development
Salad King
St. Lawrence Market BIA
The Elgin and Winter Garden Theatre
The Lalani Group
Toronto Camera Centres Ltd.
Trioest
Yonge-Dundas Square

City of Toronto Staff:

Johanna Kyte, Transportation Services
Carol Tsang, Public Consultation Unit
Maogsha Pyjor, Public Consultation Unit

Meeting Purpose

To receive feedback from property/business owners and managers on the short list of alternatives including the preliminary preferred alternative for the yongeTOMorrow study.

Discussion

The following presents the questions and comments received by meeting participants and the responses provided by City staff.

Salad King, Alan Liu

- Family has been operating the restaurant for almost 30 years in the neighbourhood and have completed their own economic study
- Difficulty of receiving deliveries downtown has meant the business has to facilitate delivering themselves (companies want to avoid travelling to the core), e.g. Currently without a plumber because they cannot find a plumber that wants to come downtown
- Any restriction to movement will exacerbate the ability for any supplies to come downtown
- Delivery time of day as outlined in presentation and panels won't work (i.e. midnight to 7 a.m.):
 - Many businesses are currently closed during suggested delivery hours
 - Predict additional costs associated with employing staff to receive deliveries during proposed delivery hours

- Require seven day delivery to keep volumes where they need to be
- Businesses cannot afford to operate and will City bring in the revenue to the business to cover those costs?

Response:

- Helpful for staff to hear about what isn't working and any data that a business is willing to share is welcomed but there will have to be some compromises from business owners
- Free and open access all the time might not work, but staff are willing to work with stakeholders on better operations
- Businesses encouraged to request an individual meeting with City staff to talk about their specific requirements, e.g. vehicle sizes and delivery times

Janet Gates, The Elgin and Winter Garden Theatre

- Concern about delivery service times for businesses and suggested midnight to 7 a.m. is not practical:
 - Most businesses in the neighbourhood deliver from Yonge Street
 - Development in the area has denied them any access from Victoria Street
 - Most rely on the Yonge Street for drop-offs
- Limits to ride hailing 9 p.m. onwards takes care of the post-show crowd, but does not assist with the drop-off issue
- Located between Queen Street and Shuter Street and supportive of the Queen Street to Shuter Street 2-way cross-section, with the pedestrian corridor and lay-bys
- Any consideration of Victoria Street absorbing some of the volume is impractical
 - Street is at a standstill when the Ed Mirvish Theatre and Massey Hall have load in operations and construction associated with St. Michael's Hospital renovations
- Can't predict the traffic volume associated with shows because schedules are unpredictable
 - Schedule for eight shows in a week can be provided but there are odd bookings for a 1 p.m. or 2 p.m. show (for children) which is off the standard time/evening times
- Important to consider that a lot of development is still slated for north of Dundas Street East and results in pressures for access off of Yonge Street
- Idea of testing which has merit and there have been past opportunities to reference with street closures including TIFF and Busker festivals
- Very supportive of the short term plans and open to other models permitting occasional takeovers

Response:

- Stakeholder Advisory Group (SAG) has also expressed similar sentiment towards a phased in approach and/or testing alternatives
- Part of the conversation is about readiness in Toronto for Alternative 3 or 4 and timing for introducing pedestrian priority street
- Clarification regarding taxi/ride hail limitations within pedestrian priority areas – the limitations on the vehicles are only for areas that are pedestrian priority
- Request to better understand impact on operations if taxis are able to access the front of the property:
 - Janet indicated that they are fine if Alternative 4 provides layby for drop-offs but note that buses will need to occupy lay-by as well resulting in both ride hailing and buses consuming northbound lane when lay-by is occupied

Bob Emond, BentallGreenOak, Representing 10 Dundas East

- Concerned with the Dundas Street to Elm Street pedestrian only section, as the building's loading docks are off of Gould Street and this is a 24/7 operation
- Majority of overnight deliveries are service vehicles, garbage pick-up, etc.
- Request to explain meaning of managed time access for deliveries
- Third slide in the presentation indicated that the traffic is roughly 24% of vehicular traffic on Yonge Street – what percentage of this is service vehicles?
- Inviting staff to property to see what 24/7 delivery looks like to better understand the impacts
- Near future tourist attraction "Little Canada" coming Canada Day and will draw school/tour buses to Dundas Square

Response:

- Concern raised about proposed delivery hours will be shared with project team and look for workable solutions
- Do not have percentages and data on volume of delivery vehicles however in the process of figuring out distinction between two types of delivery vehicles – couriers and mobile app delivery services to better understand operations and requirements

Ken Rutherford, Thornton Smith, Owner of 340 Yonge Street

- Live in an area where services and deliveries take place late (between the hours of midnight and 7 a.m.) and the noise is ridiculous and needs to be considered when balancing needs of residents and businesses
- Request for timing and implementation
- Have there been any studies done for Elm Street and Edwards Street?
- City of Toronto divisions all need to be involved in the lead up and coordination of watermain works in order to gain more public support, e.g. task force

Response:

- Targeting 2023 for construction and coordinated with watermain replacement – given both, it will be a lengthy construction timeline
- Length of construction depends on the alternative selected as part of the process
 - Ken indicated that given 2023 is three years away, consider starting immediately to test different elements of alternative to provide learnings and help communicated affects to larger community
- As part of the traffic modelling exercise, the design team is assessing all the intersecting streets and larger network operations
- Project has a Technical Advisory Committee (TAC) composed of the following City divisions: City Planning, Parks Forestry and Recreation, Toronto Water, Solid Waste, Economic Development & Culture, Municipal Licencing and Standards, Toronto Public Health, Shelter Support and Housing and the Project Management Office.

Doug McKendrick, Massey Hall

- Noise Bylaw states that you can't unload or load between 11 p.m. and 7 a.m.
- Turning radius for Massey Hall needs to be considered for the large amount of tractor trailers and buses that come with the shows and use Yonge Street
 - Ensure trucks don't get stuck at the turn from Yonge Street to Shuter Street

Ryan Kichler, Yonge-Dundas Square

- For Yonge-Dundas Square to Elm Street block, high volume of events is part of rationale for pedestrian priority area but event space also requires:
 - Vehicle access to unload and take-down of events
 - Alternative 3 or 4, seems to restrict services, unloading and/or vehicle access to the square
- Site is a hub and tourist attraction with Hop-On Hop-Off bus travelling north on Yonge Street

Gina Verteouris, Milkin Holdings Ltd., Property Manager 7 Dundas Square

- Consider special situations that require access, i.e. broken watermain, utility access:
 - Transformer work had to be done recently and finding space for generator was challenging "nightmare"
 - Tenants moving in and out
 - Construction staging, impacts and disturbances
- O'Keefe Lane is blocked most of the time
- Difficult to understand how the alternative will work with existing space limitations and logistically

Response:

- This project is a major initiative for the City of Toronto and willing to look outside the box for Yonge Street

Stephanie McCracken, Church-Wellesley Village BIA

- Suggestion to explore other cities who are successfully building pedestrian streets
- Important to recognize that we can have economic vitality and tourism without vehicle traffic

Al Lalani, TLG, Represents 335 Yonge Street Development Application

- Request to explain decision making process and authority of staff present today – how likely is one of these alternatives to be implemented
- 2023 is not too far away, so why is the City from the building and zoning perspective not considering changes to the street when evaluating new applications? Why is my application being held up or having to meet current parking requirements?

Response:

- Happy to facilitate a meeting between the applicant, City Planning and Transportation Services
- Transportation Services is conducting this EA study and in terms of decision-making process, the design team will make a staff recommendation to City Council for consideration and it is City Council's decision on the ultimate design of Yonge Street. If Council approves,

the final report then submitted to the Ministry of the Environment Conservation and Parks (MECP)

- Given watermain, Yonge Street needs to be constructed no matter what and construction will last 1-2 years

Scott Watson, Canada Post

- Indicated that working with City of Toronto staff and can address any mail or e-commerce concerns
- Delivery time frame also doesn't work for Canada Post and providing data to City on routes and associate volumes

Marc Cinq-Mars, Ryerson University

- Will there be any coordination with the TTC for new subway entrances?

Response:

- Yes, working closely with the TTC and Ryerson. Important to acknowledge that TTC and Transportation Services are two different entities and therefore, this road reconstruction project cannot facilitate a new subway entrance or changes to subway infrastructure

Martin Wray, Cadillac Fairview

- Acknowledge that concern regarding TTC and emergency vehicle access has come up a lot
- When considering impacts on downtown network, City needs to consider:
 - Impact on Bay Street, i.e. 1-4 minute increase in travel time and where does this time come from?
 - Experiences like watermain break on Yonge Street made Bay Street impassable
 - The vitality of neighbourhood will be affected and has to include vehicles
- Cannot move forward with just pedestrianization and need to consider the stakeholders in the room that have a greater say on the street

Gideon Forman, David Suzuki Foundation

- Alternative 3 or 4 (prioritize walking and cycling with facilities) provide real solutions for our traffic congestion problems

Mark Garner, Downtown Yonge BIA

- Encourages people to talk to their neighbours and networks as this is an important project and we need to hear more from business owners and operators