

yonge**T**omorrow

**Municipal Class EA –
Yonge Street from Queen Street to College Street**

Stakeholder Advisory Group Meeting #5 Summary

Prepared by LURA Consulting for the City of Toronto
March 2020

Table of Contents

- Overview 2
- Meeting Presentation – Study Progress 2
- Questions of Clarification 6
- Summary of Feedback 6
- Next Steps 8
- Appendix A – List of Participants..... 10
- Appendix B – SAG Meeting #5 Agenda 12
- Appendix C – Transcribed Worksheet Feedback 13
- Appendix D – Roll Plans 19

Overview

The City of Toronto hosted the fifth Stakeholder Advisory Group (SAG) meeting for the yongeTOmorrow: Municipal Class Assessment (EA) – Yonge Street from Queen Street to College Street on February 25, 2020 from 9:00 a.m. – 12:00 p.m. at Metro Central YMCA, located at 20 Grosvenor Street. The purpose of the SAG meeting was to:

- Report on study progress
- Present and solicit feedback to inform refinements to the emerging Preferred Alternative Design Concept
- Provide an update on upcoming public consultation activities
- Provide an opportunity for questions and feedback

There were 36 SAG member organizations and 2 Indigenous organizations invited to represent various sectors within the Study Area. A total of 31 participants, representing 27 SAG member organizations and 1 Indigenous organization, attended the SAG meeting. The stakeholders included, Business Improvement Areas, Resident Associations, research and advocacy groups, educational institutions, land owners and other stakeholders. A full list of SAG members and participants can be found in **Appendix A**.

This meeting feedback document is organized according to the SAG Meeting #5 Agenda. A detailed agenda can be found in **Appendix B**.

Meeting Presentation – Study Progress

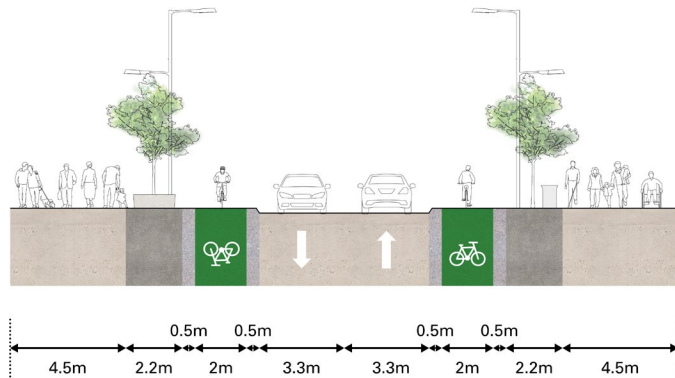
The SAG meeting began with a land acknowledgement provided by Donald Corbiere, Indigenous Affairs Office, City of Toronto. Liz McHardy, LURA Consulting, reviewed the agenda and purpose of the meeting before handing the floor to Johanna Kyte, City of Toronto and Peter Piet, Steer to provide the presentation. Johanna commenced the presentation with a project recap including the project timeline, project drivers and purpose and consultation completed to date. Peter then provided the process for finalizing and testing the preferred alternative solution before detailing the emerging Preferred Alternative Design Concept.

Information and worksheet packages were provided to participants with detailed visuals of the Preferred Alternative Design Concept.

A highlight of the emerging Preferred Alternative Design Concept are presented below. A detailed role plan can be found in **Appendix D**.

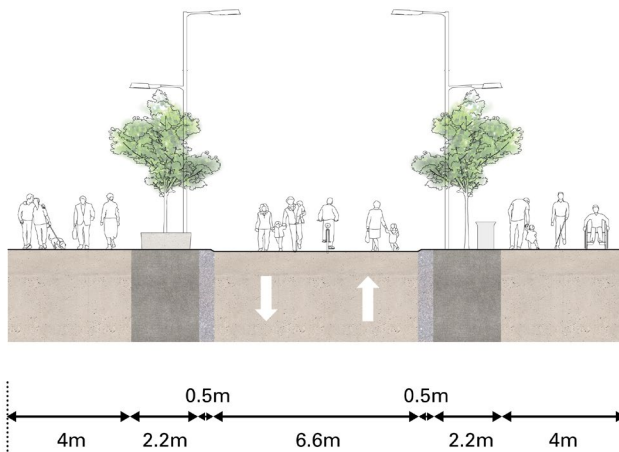
Emerging Preferred Alternative Design Concept

College Street to Gerrard Street: Two-Way Traffic Calmed with Cycling Facilities



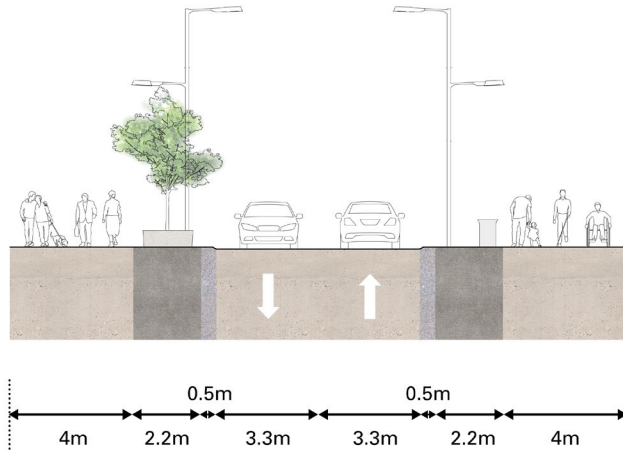
- Two driving lanes along entire length between Gerrard Street and College Street.
- Cycling facilities added to respond to public feedback, connect to existing cycling infrastructure, and provide opportunities for future northbound connections. Existing wide sidewalks further support the introduction of protected cycling facilities.
- The design accommodates a street furnishing and tree planting zone for an enhanced look and feel.
- Mid-block pedestrian crossings have been added to support pedestrian movement.
- Lay-bys for loading and pick-up and drop off have been placed at strategic locations to support local businesses.

Gerrard Street to Elm Street: Pedestrian Priority Zone



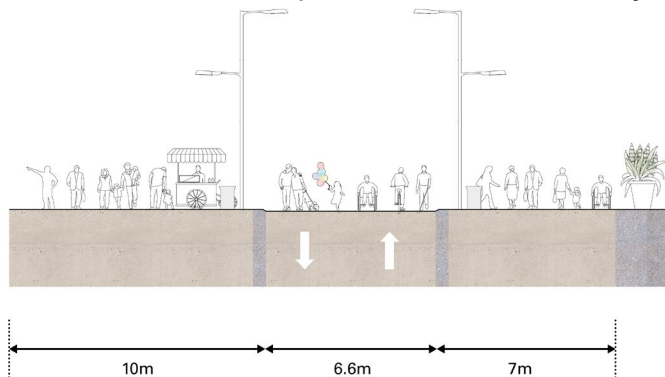
- Managed access southbound to Walton Street from Gerrard Street.
- Complete right-of-way access given to pedestrians to support high foot traffic in this area.
- Access permitted to cyclists with the expectation of reduced speeds.
- Increased sidewalk width with space allocated for furnishing and tree planting.

Elm Street to Edward Street: Local Vehicle Access



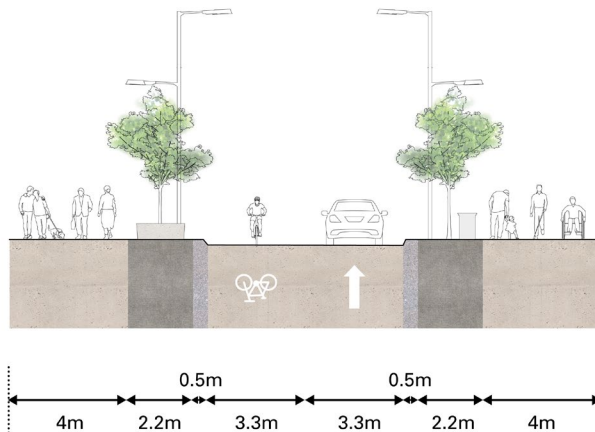
- Widened sidewalks to support pedestrian movement with additional space for furnishing and seating.
- Managed local access to via a two-way loop between Elm Street and Edward Street to support businesses with limited or no rear access.

Edward Street to Dundas Square: Pedestrian Priority Zone



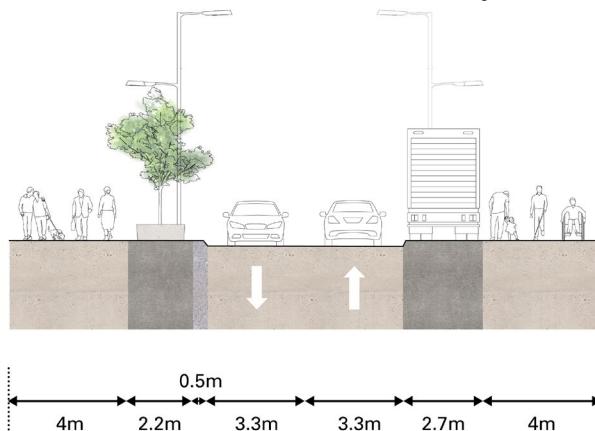
- Complete right-of-way access given to pedestrians to support high foot traffic in this area.
- Access permitted to cyclists with the expectation of reduced speeds.

Dundas Square to Shuter Street: One-Way Traffic Calmed



- Sidewalks widened to improve pedestrian movement with space added for street furniture and trees.
- Northbound traffic allowed to circulate north of Shuter Street, requiring an eastbound turn exiting Yonge Street at Dundas Square.
- Southbound lane is made available for cycling.

Shuter Street to Queen Street: Two-Way Traffic Calmed



- Sidewalks widened to improve pedestrian movement with space added for street furniture and trees.
- Two-way traffic permitted in both directions.
- Lay-by access allocated for ride-hailing and deliveries to support the theatres and local businesses without rear access in this area.

Following the presentation, participants were invited to ask questions of clarification.

Questions of Clarification

The following represents a summary of the questions of clarification that followed the presentation. The summary is not verbatim. Questions posed by participants are noted with a 'Q,' participant comments are marked with a 'C' and answers/responses provided by the project team are represented by an 'A'.

- Q.** How will mobility be addressed in terms of design for the visually impaired?
A. This level of detail could for example include tactile warnings between pedestrian clearways and the road or cycling facilities. Design features could also include height differentiations and contrasting pavements.
- Q.** Is there any consideration given to heated sidewalks? This would reduce salt use and be better for street trees and the environment.
A. At this time, no.
- C.** More thought is needed in the design of the Elm Street to Edward Street segment. Elm Street currently experiences a big bottle neck. Give consideration to ongoing construction from Edward Street to Gerrard Street as construction vehicles will need access to the area.
- Q.** Will there be cycling permitted southbound, south of Shuter Street?
A. Yes, however the southbound lane would be restricted to motor vehicle during the day.
- Q.** Are sharrows provided for cyclists?
A. No.

Summary of Feedback

Following the presentation and questions of clarification, participants were provided with worksheets with the emerging Preferred Alternative Design Concept to ask questions, provide individual comments on the benefits and challenges of the design concept, and discuss their feedback in small groups about the operations and functions of the street.

A second activity asked participants to discuss the look and feel of the street. Liz McHardy, LURA Consulting then facilitated a group discussion of participant questions, feedback and advice for the project team as they move forward with the project process. Feedback was provided during and after the SAG meeting in the form of verbal and written comments. In total, five post-meeting submissions were received. A transcript of written worksheet feedback can be found in **Appendix C**.

A summary of the feedback received from participants is organized by general feedback first and then by individual block segment.

Emerging Preferred Design Concept: Overall Feedback

- Overall, the emerging preferred design concept was received positively by participants. Many noted that they could see how the team had addressed feedback from both stakeholders and the public in the design.

- Participants expressed keen interest in learning more about the detailed design including considerations for accessibility, lengths and signing for loading zones and the rationale behind the placement of various street features (e.g., loading zones, patios, trees, etc.).
- More detail would help stakeholders understand the accessibility standards that will be incorporated into all sections of the street.

Design Concept: College Street to Gerrard Street (Two-Way Traffic Calmed with Cycling Facilities)

- The emerging design concept for this segment was well received by participants. Elements such as pedestrian clearway widths, laybys, and reduced vehicle lanes were all supported.
- The majority of participants were pleased to see the introduction of cycling lanes on this segment of Yonge Street with no outright objections noted. Some participants requested that evidence be provided to demonstrate the rationale and whether this decision indicates the City's desire to see cycling facilities extended north of College Street in the second phase of the study.
- Some participants wanted further detail on the placement and size of the loading zones.
- Clarity is needed regarding the signaling and safety features for the proposed mid-block crossing.

Design Concept: Gerrard Street to Walton Street (Managed Local Access)

- Some participants expressed interest in seeing two-way vehicle access between Walton Street and Gerrard Street to service future developments and the extension of Walton to Bay Street.

Design Concept: Walton Street to Elm Street (Pedestrian Priority Zone)

- Some participants questioned placement of pedestrian priority zone because it is disconnected from the other pedestrian priority zone to the south.
- Consideration is needed for how local access for residents and businesses will be met and where deliveries can occur.
- It was suggested that plans for animation should be addressed to ensure that the pedestrian priority zone remains vibrant.
- Participants requested more information about the interaction between cyclists and the partial gates. Signage will also be needed to encourage safe interactions between cyclists and pedestrians.

Design Concept: Elm Street to Edward Street (Local Vehicle Access)

- Participants provided the greatest amount of critical feedback for this section and what types of vehicles would be permitted to use the local access loop. There were also questions about the subsequent design reconfigurations that might be required,

Design Concept: Edward Street to Dundas Square (Pedestrian Priority Zone)

- Overall support was demonstrated for designating this section as a pedestrian priority zone.

- Participants were curious about measures to encourage safe interaction between cyclists and pedestrians.
- There was interest in learning more about access for delivery vehicles and emergency services.
- Participants encouraged the need for animation and programming in this section of the street to promote safety and foster vibrancy. The current conditions (e.g., perceived disorder) of Yonge Dundas Square were cited as something to avoid.

Design Concept: Dundas Square to Shuter Street (One-Way Northbound Vehicle Access)

- Several participants noted the consideration of ways to control traffic movement in this segment. The availability of the southbound lane may encourage vehicles to U-turn and travel southbound on the street.
- A few participants said that it would be ideal to have dedicated cycling facilities on this portion of the street.
- Participants noted that this area needs ample space for loading and passenger pick up and drop off to support the theatres and businesses without rear access.
- Comments were received about providing signage to ensure safety and smooth transitions between pedestrian zones and vehicle access zones.

Design Concept: Shuter Street to Queen Street (Two-Way Traffic Calmed)

- Participants were in favour of traffic calmed conditions on the street by reducing traffic to two lanes.
- Participants responded positively to the placement of loading zones, but had questions related to loading volumes and trailer movement through the area.
- Cycling facilities were encouraged by a few participants in this area.

Additional Input

- Comments related to safety included topics of adequate lighting, sightlines, and ongoing “social issues.”
- Divergence in comments related to trees. Some believe they should be located above ground in boxes, whereas others were insistent about below-ground planting. Overall trees were seen as positive elements related to shading, beautification and limiting wind tunnel effects.
- Clarification requests about emergency vehicle routes in all sections.
- Support for a phased implementation approach to allow for people to get used to changes. Comment about implementing pedestrian zones once development has settled down.
- Consider the design of streetcar loading zones to accommodate over-crowding and pedestrian flow obstructions at major intersections (e.g., College St., Dundas St., and Queen St.).
- Consider character zones around distinguishable sections of the street (e.g., College Park, Ryerson and Yonge Dundas Square).
- Provide clarity on how intersecting streets may be reconfigured to support changes to Yonge Street.

Next Steps

Liz McHardy, LURA Consulting and City staff reviewed the approach to the upcoming third round of public consultation, including online questionnaire and thanked SAG members for their participation. City staff confirmed that the worksheets will be shared after the meeting. The meeting was then adjourned.

Appendix A – List of Participants

The following is a list of organizations that are members of the SAG. Those organizations that participated at the February 25, 2020 meeting are signified in **bold text**.

Stakeholders

- **BA Group (Independent Transportation Consultants to Cadillac Fairview, Great Eagle, Cresford, and St Michaels Hospital)**
- **Bay Cloverhill Community Association**
- **BentallGreenOak**
- **Cadillac Fairview**
- **Canada Post**
- **Canderel**
- Church of the Holy Trinity
- **Church-Wellesley Neighbourhood Association**
- **Church-Wellesley Village BIA**
- **City of Toronto Indigenous Affairs Office**
- **City of Toronto Senior's Forum**
- Cresford Developments
- **Cycle Toronto**
- **Downtown-Yonge BIA**
- **Elgin Winter Garden Theater**
- Greater Yorkville Residents Association
- **Goodmans legal consultant for (Great Eagle Holdings and Chelsea redevelopments)**
- **HNR Properties**
- Margaret's House
- **Massey Hall**
- **B Foods, McDonalds**
- **McGill Granby Village Residents Association**
- Mirvish Productions
- **Ryerson City Building Institute**
- **Ryerson University**
- St. Lawrence Market Neighbourhood BIA
- **St. Lawrence Neighbourhood Association**
- St. Michael's Cathedral Basilica and Cathedral Block Master Plan
- St. Michael's Choir School
- **The David Suzuki Foundation**
- **Toronto Camera Centres Limited**
- **Toronto Financial District BIA**
- Toronto Skateboarding Committee
- **Toronto Youth Cabinet, City of Toronto**
- **Walk Toronto**
- **YMCA**

- Yonge Suites / Firkin on Yonge
- **Yonge-Dundas Square**

Toronto City Councillor/Representatives

- Lorraine Hewitt, Chief of Staff, Ward 13 Councillor Wong-Tam's Office

Project Team

- Johanna Kyte, City of Toronto, Project Manager, Major Projects
- Maogosha Pyjor, City of Toronto, Senior Coordinator, Public Consultation Unit
- Carol Tsang, City of Toronto, Coordinator Public Consultation Unit
- Peter Piet, Steer, Project Manager
- Andy Barker, Steer, Project Manager
- Angie Ning, Steer, Project Coordinator
- Jordan Talker, Steer, Project Coordinator
- Liz McHardy, LURA Consulting, Community Engagement Lead
- Ryan Adamson, LURA Consulting, Community Engagement Support
- Michelle Diplock, LURA Consulting, Community Engagement Support

Appendix B – SAG Meeting #5 Agenda

Meeting Purpose:

- Report on study progress
- Present and solicit feedback to inform refinements to the emerging Preferred Alternative Design Concept
- Provide update on upcoming public consultation activities
- Provide an opportunity for questions and feedback

9:00 am	Registration and Refreshments <ul style="list-style-type: none"> • Sign In
9:15 am	Land Acknowledgment, Opening Remarks and Introductions Johanna Kyte, City of Toronto, Transportation Services Councillor Kristyn Wong-Tam, Ward 13 <ul style="list-style-type: none"> • Welcome and Land Acknowledgement Liz McHardy, LURA Consulting <ul style="list-style-type: none"> • Health and safety, logistics and room orientation, round table introductions
9:25 am	Presentation – Study Progress Peter Piet, Steer Andy Barker, Steer Liz McHardy, LURA Consulting <ul style="list-style-type: none"> • Study timeline updates ‘Where We Are in the EA’ • What We Heard from Round 2 Consultation • Proposed Preferred Alternative Solution and emerging Preferred Alternative Design Concept
10:05	Questions of Clarification
10:20am	SAG Activities, Feedback and Advice Liz McHardy, LURA Consulting Activity #1 – Operations and Functionality (30 minutes) Activity #2 – Look and Feel (30 minutes) Group Discussion (30 minutes)
11:50 am	Next Steps <ul style="list-style-type: none"> • PIC #3 April 16th Drop-in Event 4 p.m. to 8 p.m. Metro Central YMCA – 20 Grosvenor Street, 2nd floor Auditorium • Next steps for the SAG
12:00 pm	Meeting Adjourns

Appendix C – Transcribed Worksheet Feedback

The following are the verbatim transcribed worksheet notes provided by participants during the meeting.

College Street to Gerrard Street – Two Way

- Very pleased to see the introduction of a cycle track, connecting the north end of the study area to the pedestrian priority area and Gerrard Street bike lanes. Increase streetcar loading area on southwest corner at College Street if possible. Extend the cycle tracks north of College Street as part of phase 2.
- Good; Transition of bike lanes going South; Lighting must be bright/full coverage of pedestrian area.
- This is a good accommodation of all modes/users of the street.
- Designed for what is there today: Car drop off and use needed; Maintenance? Depth of tree pits? Can we really get this deep! These trees should be elevated! Bike lanes? How did this get back on Yonge Street, does this assume bike lanes North of College/Carleton Streets and south of Queen Street.
- What is the depth of services in the area?
- Do we move any of the duct work on existing hydro? Do we re-use duct work for other purposes? i.e.: Fiber installation.
- Having a 90-degree curb/non-countable curb between cycling route and vehicular route is preferred. A mountable curb pedestrian route & cycling route may be appropriate. Suggest locating plantings curbside if possible, to ensure parking or stopping cannot occur in the cycling lane (could allow for Silva cells under cycling lane). Suggest delineation between cycling and pedestrian movement near ride hall area – e.g.: power stones, mountable curb at ride hall + 90-degree curb at ride hall. Cycle track is excellent, good consideration for cycle track position next to lay-bys. Concern that ride hailing or commercial activity will be done in bike lane at north or south ends since no lay-by's provided. Protected intersections at Gerrard Street or College Street?
- Separated bike lanes are much safer for cyclists.
- Plan for future constructions? Ride hail – how is space size determined? Seems small.
- Does this plan allow to accommodate any construction activity along Yonge Street? Special permits? Need to study impact on local businesses – how many people arrived to the area. Impact to traffic on Bay Street and Church Street need to be studied carefully – concerned about conjunction and impact to average neighbourhood's vitality. Concerns about pedestrians and delivery trucks sharing road, Maintaining sign visibility for local businesses with new trees and street functions.
- Many St. Lawrence Neighbourhood Association residents asked for more cycling areas – so I'm happy to see that in this intention. Consideration for ride hail zone.
- Mid-block crossing – signalized? Traffic signal or PXO? If signalized, should be automatic or smart wait. Prefer no signal button → at Eaton centre/roots entrance, often pedestrian waiting, but button not pressed. Pleased with 4m pedestrian clearway along whole route.
- There is already a problem on Granby Street and McGill Street with delivery trucks and garbage trucks. They park on the sidewalks, impeding pedestrian traffic. Consider access via Yonge Street or a delivery zone. The problem will get worse with more development. Keep needs of people with disabilities in this please.

- How was the length of ride hail chosen? Why not increase? How much ride hailing going on? (The most public transit accessible area in the city) Separating curbside – ride hail and loading – how does that work?
- Answer safe, continuous connections to cycling facilities on College Street/Gerrard Street. Mid-block crossing, is this signalized or a pedestrian crossover? If introducing needs to make this SAFE (support this placement have @ a high-volume and where people are already crossing without a safe crossing. Optimize planting wherever possible.
- Legend and plan and cross-section to identify southbound EMS route through to St. Michaels hospital (SMH).
- Traffic congestion onto Bay Street. Increased traffic congestion on to Bay Street. European cities are not always comparable to American cities to the city design and the mobility of European cities are not on a grid system and/or have different layouts and a greater use of public transport. It would be more beneficial to compare to Sydney that is also on a grid system, European cities also have a different climate.
- The benefits of dedicated cycling lanes are unclear. Have you considered instead providing ample cycle parking instead? These lanes really don't "go anywhere" ... They do connect to general, but how are they helpful north of College Street and Carleton Street.

Walton Street to Elm Street – Local Access

- Great to see Walton Street to Elm Street completely closed to traffic because it will allow people to walk in the middle of the street.
- It is a dead end at the moment and cannot move vehicles on or off Yonge Street. Northwest corner of Yonge street, Elm Street – major construction – 67 storey condo – 100 parking spaces using lifts that will take hours for all the cars to exit/enter daily. Northeast corner of Yonge Street and Gerrard Street – major 85 storey condo
- Pedestrian section seems unnecessary, will add to congestion on Elm Street. Plantings should be minimized to accommodate new model. Could widen sidewalks (4.5 meters) and two-way vehicular traffic (calmed) not be implemented?
- What actual benefit will pedestrianizing this section do?
- Elm Street redesign? Designed for what is there today! Do we need pedestrian zone here? It's very disconnected to the other areas. Surface treatment. Pedestrian zone.
- If a swing gate is used, consider the desire lines of cyclist to ensure the path does not bring them to gate.
- Trees are good for helping with wind tunnels. Permeable paving will help with flood mitigation.
- No access for delivery companies/car picking → curbside for uber eats/skip the dishes → Impact on our business. No access for goods/waste removal → only front access. Concerned about a curbside, impactful on the delivery process. Planted need large space broken up in between if delivery execration granted. Have not addressed where to address large scale trailer placement. How do large trailers navigate in pedestrian only route? → Liability. How to address, exit by goods/services from the space? → S2 trailers need to exit. Need to differentiate picking/loading zones from open gates for cyclists, etc.
- Pedestrian and cyclist priority zone welcomed! But where do cyclists go outside of zone – no cyclist lanes and this is needed for safety (going south)

- Redeveloped re-connectivity from Yonge Street to Bay Street. Access to Walton Street from Yonge Street is crucial for serving/loading/hotel operations/general movement. We appreciate allowance for Northbound movement on Yonge Street between Walton Street and Gerrard Street, but southbound movement should also be added. This is apparent in option “4B” – operations focused – this north south movement should also be provided in 4C – mixed in such a small section will deviate the mixed options goals.
- Ensure pedestrian/motorist conflicts → minimized at Elm Street/Yonge Street.
- Prefer specified cycle paths to protect pedestrians and people with disabilities.
- Scale? Yes, size of commercial loading, one way at top? At Walton Street?
- The continuity of the pedestrian priority zone is compromised by local access between Elm Street and Edward Street – inhibits the safety and experience of pedestrians to interrupt their lives from between Walton Street and Dundas Square. A VERY clear direction is needed for cyclists – option to more east/west at Gerrard Street should be emphasized when activity pedestrian zone – followed by door slow/dismount signage and design cues.
- Add southbound traffic between Gerrard Street and Walton Street to accommodate “around the block vehicle circulation” Modify legend, plan and cross-section to identify southbound EMS route to St. Michaels Hospital
- How will this be animated and executed to feel safe and welcoming? It cannot be repeat of Dundas Square.

Elm Street to Edward Street (South of Gould Street) – Local Access

- Concern that 2-way access in addition to planting zone, pedestrian space may be constrained in front of Ryerson, which is very crowded
- Needs to be redesigned to handle traffic. Redesign includes; parking, lights on bat street, position of loading zone low of pedestrians – cars will not be able to turn right on or off Elm Street in a timely fashion. Future developments of blocks from Gerrard Street to Edward Street. The subway entrance/exit to move students East side of street at Gould Street. Lighting must be bright and provide full coverage of pedestrian area.
- I foresee issues and problems being this section, sandwiched between pedestrian zones
- Redesign at Edward Street and Elm Street. Increased traffic – trucks will be on Elm Street and Edward Street will not work. Existing conditions
- How can we ensure the local access zone is reserved for deliveries? Can we? Want to ensure this area is not an hov driving lane? Concern for two-lane traffic, shared lanes with cycling (and scooters, skateboards, etc.) Nice loading on Elm Street, Edward Street, and Gould Street. More consideration for Elm Street/Edward Street to allow U-turns? Will there be large trucks reversing?
- Loading dock off Gould Street, receives 800+ deliveries monthly (300 + 48’ trailers. Can Elm Street and Edward Street accommodate this along their representative deliveries?
- Okay.
- Signalized crossing to remain at Gould Street? Want to ensure that conflicts at Edward Street, Elm Street are managed – reduce/eliminate blocked crosswalks.
- Prefer separated cycle path.
- Any timing restrictions? Vienna – LR impact on shopping street, Elm Street, Gould Street and Edward Street changes.
- This a VERY high pedestrian volume zone, with many students accessing Ryerson campus/SLC and North/South and East/West pedestrian traffic @Yonge Street and

Gould Street, Would prefer to see this area as pedestrian priority – with allowances for loadings and delivery areas ONLY as needed to preserve activity of pedestrian priority experience along Yonge Street.

- Legend and plan and cross-section to identify southbound EMS route through to St. Michaels hospital (SMH).
- North platform access.
- This section must have TTC/Subway access considered. Ryerson needs better TTC access and the area needs it too. Also – need to show Ryerson “Gould Street” will continue to be a pedestrian area.

Edward Street to Dundas Street – Pedestrian Priority

- Fully support complete pedestrianization. If possible, increase streetcar loading area on Northeast corner, and ease crowding in front of the subway entrance on Northwest corner.
- Section should familiarize how the street is used now. Focus on wider sidewalks, one-lane two-way traffic (formalize traffic patterns).
- Bus stops, how is this area managed/organized? Current street issues. Increase by-law enforcement.
- More greenery would be nice.
- Great, bold idea, will help tourism and the Toronto experience. No street furniture through, or trees, increases the sightlines for police and safety.
- Should we consider addressing this intersection of the rest of Victoria Street – Need to expand the reach.
- Okay.
- Need to ensure cyclists are slowed down aware that this is a mixed zone – 15km/h max.
- Prefer separated cycle path.
- Permitted deliveries?
- Pedestrian priority zone is absolutely appropriate here, given pedestrian volumes across Yonge Street/Dundas Street intersection and from subway entrances. Need to ensure appropriate crossing experience North/South across Dundas Street and Yonge Street to heighten pedestrian experience.
- Legend and plan and cross-section to identify southbound EMS route through to St. Michaels Hospital (SMH).
- This section must also have some reference made to the improvements to Dundas Station. It needs additional access. Also, reference to improved conditions in Dundas Square.

Dundas Street to Dundas Square – Pedestrian Priority

- Fully support.
- Similar comments to other pedestrian sections.
- Social issues, safety issues, and by-law changes to ensure no busking, etc. Love the streetlight, please no hot dog carts.
- More temporary greenery? Small benches and tables → NYC plazas.
- Great for festivals at Yonge-Dundas Square.
- Existing conditions have been noted as comfortable compared to other portions. Sidewalk seems excessive. Confusion of cyclist lanes into area with no defined path

(How do pedestrians avoid collisions with fast moving bikes) Has Dundas Square figured out how it's going to be widened from current conditions? How will tour buses/ride share be managed/stopping vs parking? Completely remaining Eaton Centre from North bound access. Large percentage of traffic to Eaton Centre comes from Northbound traffic.

- Always cars and trucks blocking this area is a nightmare.
- Welcome pedestrian and cyclist priority in this concentrated/high density area.
- Good.
- Ride hail vs curbside?
- Legend and plan and cross-section to identify southbound EMS route through to St. Michaels hospital (SMH).
- How will the animation of Dundas Square be enhanced? It is currently inadequate so expansion might lead to spreading issues over a greater area. This section of Yonge Street needs to be considered. The context of how Dundas Square will be "rehabilitated" and feel safe and welcoming. How about trees? How about regular programming and security?

Dundas Square to Shuter Street – One Way

- Concerned that through traffic in addition to bus loading and ride share will constrain space in this busy pedestrian area and discourage people from walking on the road.
- Vacant lane is an issue, should be two-way traffic.
- Two-way but only to parkade? If so, will this be signed visibly.
- Cab U-turns on Yonge Street and head south on Yonge Street – UBER. Conflicts with going down a one-way street. Increased enforcement is needed, idling of hop on/hop off "ouch". Social issues in this area. How do we close the street for events?
- What will be the resulting traffic volumes from Yonge Street traveling east on Dundas Square? Will Dundas Square be widened? Will traffic volume be impacted in O'Keefe Lane? Will this impact loading for tenants? Will Dundas Square become a vehicle pinch point? Will loading be controlled (daytime only) in consideration of residential tenants in area? Concerns with reducing pedestrian experience along Dundas Square.
- How will we ensure westbound vehicular traffic on Dundas Square does not continue south if this intended for cycling traffic? Some delineation on street to show southbound would help demonstrate people are permitted. Wheeled active transport not quite AAA, is good that bidirectional flow is allowed for AT. Northbound volumes and speed for cars? Can these be minimized?
- Bus loading zones seem to be small. Theatre needs for Yonge Street to have appropriate loading zones.
- Ride hail, how will this be enforced, are these curb-cut away? Ride hails should be on both portions of the street, what are these portions, planters? What about patio or other retail activation? Need skooch lanes and opportunity for vehicles to pass/overtake?
- Welcomes 'little Canada' in 2020, can school and tour buses utilize the hop-on and hop-off zone?
- We would like to see increase cyclist access on Shuter Street – What I know is not part of this review – but just pointing out that we expect to see increase cycling activity coming from Shuter Street → dedicated cycling areas available in this section?
- Prefer separated cycle paths.
- Vienna example again.

- Concerned about transitions between pedestrian priority and areas with vehicular access – needs to be gradual, safe, clear for all road users. Needs appropriate markings for cyclists – both within the one-way area but also to make clear the transitions between pedestrian priority and one-way sections. This cannot apply to all areas of the corridor.
- Is there room for tour buses – going to Mirvish Theatre or to Dundas Street (Little Canada) – we don't want them blocked in the north areas.

Shuter Street to Queen Street – Two Way

- Greater pedestrian space would be preferred but challenges of this section make the proposed design acceptable. If possible, increase streetcar loading after on Northeast corner.
- This is how the street should look along Yonge Street.
- How do we close for events? Such as TIFF, theatre launches, no bike lanes on Shuter Street to Victoria Street “Massey hall”. Why bike infrastructure further north without any connections.
- What is the impact of traffic from Yonge Street on to Shuter Street? Will traffic volume be impacted in St. Enochs Square? Will study consider by stakeholders fronting St. Enochs Square? How is this plan coordinated with the City's wayfinding strategy? Are there measures being considered to simply streetscape?
- More detail about car volume and speed on all 3 segments → need minimize. For active transit not very AAA to share lanes. Good to have lay-bys. Can through movement at Yonge Street and Shuter Street be eliminated. Separate phases for cars and Pedestrians.
- Bump-ins for deliveries is good. Trees would (of course) be better in-ground.
- Commercial loading not sufficient for theatre bus and film festival volumes. Usually high number of elderly patrons, with high levels of mobility issues. Snow removal/snowbanks from sidewalk cleaning. Different pace of cyclist flow.
- Commercial loading times, cars back up on Shuter Street/Yonge Street trying to enter parkade. More ride hail. Why do the bike lanes disappear on this streetscape?
- These two areas are also very problematic.
- Please ensure appropriate traffic calming here to help slow traffic as much as possible given that cyclists will be sharing road with vehicles without dedicated cycling lanes
- Ensure good sightlines coming out of Eaton Centre if turns allowed out of garage. Want details on changes at Queen Street/Yonge Street. Right turns on red.
- Six ride hails and five commercial loading.
- How does a tractor trailer make a turn eastbound on to Shuter Street? 3000 people per night come to Massey hall, these is no consideration for ride hailing's, Wheel-trans. If Uber stops in front of Massey Hall, it will block Shuter Street entirely. What will the traffic impact be on Victoria Street? There are three theatres in two blocks that see a large amount of tractor trailer and bus activity does Jarvis Street become the only way to get there? Will Yonge Street be closed for traffic? It is one of the only ways off the Gardiner and GPS will direct them this way.
- Legend and plan and cross-section to identify southbound EMS route through to St. Michaels hospital (SMH).
- This looks sweet. Enhanced attention to tree – survival will be important.



Appendix D – Roll Plans

Please refer to the Appendix D attachment