



yonge**T**omorrow

# Round Two Consultation Summary Report

Prepared by LURA Consulting  
January 2020

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## Executive Summary

YongeTOMorrow is a study working to develop and evaluate design options to increase pedestrian space and improve the way people move through and experience Yonge Street between Queen Street and College/Carlton Street. As part of the Round Two Consultation process, residents, businesses and stakeholders were engaged to consider:

- short list of street design options (i.e. two driving lanes, one driving lane, pedestrian priority and cycling facility on alternative street)
- four alternatives (application of different street design options on different blocks along Yonge Street between Queen Street and College/Carlton Street). The four options are demonstrated in Figure 1 below.
- review of a preliminary preferred alternative

The street design options and alternatives were assessed using the evaluation criteria which informed by public and stakeholder feedback received during Round One Consultation. The summary of Round One Consultation can be found on the project website [toronto.ca/yongetomorrow](http://toronto.ca/yongetomorrow).





















Blocks	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Gerrard to College				
Elm to Gerrard				
Dundas Sq to Elm				
Shuter to Dundas Sq				
Queen to Shuter				

Figure 1: Four Alternatives for Yonge Street

## Project Communications and Engagement Activities

Public communications to promote Round Two Consultation included flyers delivered to residents within the study area, a promotional video, information postcards distributed at various locations, email invitations to stakeholders and project list members and social media posts.

This round of public consultation resulted in over 3,300 points of engagements and included a variety of engagement opportunities:

- over 20 participants at both of the two Stakeholder Advisory Group (SAG) meetings
- over 40 individual stakeholder meetings (i.e. properties, businesses and organizations)
- presentation to the City's [Design Review Panel](#)
- 50 stakeholders who attended a Property and Business Focus Meeting
- 173 attendees for drop-in public event
- 3,085 completed online questionnaires
- over 70 emails received and recorded

## **What We Heard**

The key categories of feedback received about the street design options, how they can be applied on Yonge Street and the preferred preliminary alternative include:

### **Overall Preferred Preliminary Alternative Feedback**

- clear support was demonstrated for the proposed pedestrian zone between Dundas Square and Edward Street with these portions receiving 4.45 and 4.38 scores out of five, respectively
- other portions were generally supported, however, some received lower scores as many participants wished to see the City incorporate dedicated cycling facilities on the street

### **Pedestrian experience on Yonge Street**

- pedestrian experience is the top priority and proposed pedestrian priority segments generally supported
- people with mobility needs and those who require assistive devices should feel at ease and have the space required to move freely on Yonge Street
- safety is a priority for neighbourhood and all road users at all times of the day and week
- street should support multiple modes of movement to enhance active transportation in relation to cycling, transit access and some vehicle access for deliveries and ride hailing

### **Cycling experience downtown**

- requests for dedicated cycling facilities on Yonge Street
- safety concerns about the interaction between people who cycle and people who walk in pedestrian priority areas, with careful consideration for how to implement and educate
- proposal to shift dedicated cycling infrastructure to University Avenue, as a substitute to Yonge Street, not well received due to distance and traffic volumes on the avenue

### **Vehicle access**

- consideration for ride hailing, tourism and entertainment activities hot spots
- concern about removal of street access for personal vehicles on certain segments
- concern about increased travel times, traffic congestion and impacts to larger network
- access to parking garages critical to maintain
- increase consideration needed for goods and curbside movement throughout all blocks

### **Space for patios and street retail**

- dedicated space for patios and on-street retail will contribute to economic vibrancy, street activation and safety through “eyes on the street,” especially at night

- space allocated to patios and on-street retail should not come at the expense of accessibility

### **Support festivals and events**

- introduce unique-character areas, amenity-rich zones and regular programming to support economic vitality and residential community continuing to grow

### **Online Questionnaire Highlights**

- the top three priorities identified for all four block sections on Yonge Street were improving the pedestrian experience, improving the cycling experience and providing space for patios and retail space
- 50% of participants said that their opinion on priorities by time did not change, 40% said that their opinions did change and only 10% said they were unsure
- of the four block segments for the preliminary preferred alternative, Dundas Square to Edward Street was most preferred with an average star rating of 4.38, followed by Edward Street to Gerrard Street with average rating of 3.72 and Gerrard Street to College Street received 2.92 average rating

### **Additional Considerations**

- consistency and simplicity in design are priorities to improve flow and safety
- consider a phased approach to implementation of changes
- a bold approach that plans for 2050 and beyond
- integrate sustainability into street design (e.g., stormwater management and landscaping) to respond to Toronto's [Climate Emergency declaration](#)

### **Next Steps**

The feedback received from Round Two Consultation will be used to inform the next phase of the study. Round Three Consultation will occur in the spring of 2020 and will focus on different ways that the preferred alternative can operate and look. For more information, please visit: [toronto.ca/yongetomorrow](https://toronto.ca/yongetomorrow).

## Overview of Public Consultation

As part of the Round Two Consultation process, residents, businesses and stakeholders were engaged in the consideration of different street design options for different blocks along Yonge Street. This report summarizes the communications and consultation activities carried out and feedback received leading up to, during and after the public event held on November 21, 2019.

The Project Team is committed to engaging stakeholders in a meaningful way that is transparent, inclusive, contemporary, and accountable. It is important to make it easy for people to learn about the project, provide feedback and at this stage, help inform the preferred alternative for the potential re-design of Yonge Street.

### Notification and Communications

Public communications were used to promote awareness of the consultation process, collect broad perspectives and engage stakeholders and the public on potential street design options for Yonge Street:

- 90,850 flyers delivered by Canada Post for public drop-in event (November 7) to study area bounded by King Street, University Avenue, Roxborough Drive and Jarvis Street
- video (1 minute +) with call-to-action shared on social media and project website
- postcards distributed at local events, venues and stakeholders
- email invitation to SAG members consisting of resident, business and community organizations
- 639 subscribers on the project email list
- Twitter: @CityofToronto, @TO\_Transport (November 7), Instagram: @CityofTO (November 7) and Facebook: City of Toronto (week of November 11)
- paid promotion on Twitter, Facebook and Instagram (started November 7)
- paid advertisements in NOW Magazine (November 7, 14)
- media stories in BlogTO (October 10, November 7), Daily Hive (October 11), Narcity (October 11), Ryerson City Building Institute (November 8), Urban Toronto (November 15), Toronto Star (November 18)
- project website: [toronto.ca/yongeTOMorrow](http://toronto.ca/yongeTOMorrow)

### Activities

Public input was collected through the following consultation activities:

- SAG meetings: (July 18, September 24)
- Design Review Panel (November 7)
- Public Event #2 (November 21) – 173 registered participants
- Business Stakeholder Drop-in Event (January 14) – 50 participants
- Public Drop-in Event Materials:
  - Over 100 sticky notes comments on display panels
  - Over 100 staff collected comments
  - 3,085 completed responses to the online questionnaire
- over 40 individual stakeholder meetings, which are ongoing (Appendix 3 for list of organizations)
- 75 emails and phone calls logged (to date: January 31)

## Submissions/Letters Received

- Walk Toronto (Walk TO) (October 1)
- Cadillac Fairview (CF) Eaton Centre (September 9)
- BentallGreenOak (October 31)
- Downtown Yonge Business Improvement Area (BIA) (November 5)
- Daoust Vukovich LLP (November 15)
- Consulate of Sweden (December 4)
- Yonge Suites, 209 Yonge Street (December 14, December 20)

## Feedback Summary

The following section provides a high-level summary of the feedback received from the different Round 2 Consultation activities. All comments received have been reviewed and organized to identify key themes, priorities, preferences and differences in opinion.

### Consultation Overview

Participants were presented with the three short-listed street design options that best achieve the project objectives. The street design options were applied to Yonge Street based on the unique needs of the four block sections identified in the study area. In total, four design alternatives were evaluated. Alternative 4 was identified as the preliminary preferred alternative because it was able to accommodate the most pedestrian improvements with acceptable impacts to the vehicular network. People had to consider the following project details before providing their input:

The project objectives are to:

- improve the pedestrian experience on Yonge Street
- improve the cycling experience downtown
- provide vehicle access for ride hailing, deliveries and off-street parking
- provide space for patios and street retail
- support festivals and events

The three street design options are demonstrated in the graphics below:



Figure 2: The three street design options: Option 1 (Two-Way Traffic), Option 2 (One-Way Traffic), Option 3 (Pedestrian Priority Zone).

The four design alternatives evaluated are demonstrated in Figure 3 below. Alternative 4 is the preferred alternative.

Blocks	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Gerrard to College				
Elm to Gerrard				
Dundas Sq to Elm				
Shuter to Dundas Sq				
Queen to Shuter				

Figure 3: yongeTOMorrow Alternatives

### Stakeholder Advisory Group

Local community stakeholders formed a SAG that will meet with the Project Team five times throughout the yongeTOMorrow study. Stakeholders engaged in two meetings during the Round Two Consultation.

### Who Participated?

The stakeholders include representatives from: property owners/operators, Business Improvement Areas, Residents' Associations, research and advocacy groups and educational institutions. Full meeting summaries, along with a list of participating organizations, are available to review on the [project website](#).

### Meeting #3: Evaluation Criteria and Short List of Alternatives

The third meeting took place on July 18, 2019, with presentation on the evaluation criteria and workshop style discussion about shortlisting the long list of alternatives.

### Key Points:

- public safety and pedestrian experience were ranked high as top priorities. Decisions should be made using a public safety lens, however, innovation and creativity in design should not be compromised
- sidewalks must have enough capacity to support pedestrians and other activities. The car-free option is complementary to the pedestrian experience. Pedestrianization would further support the natural environment, streetscape and street activity



- a multi-modal option would allow users of different needs access to the area to support economic vitality
- transit is necessary to support movement and accessibility. Consider diverting buses to adjacent streets or dedicating the two-driving lanes to transit
- incorporating dedicated cycling infrastructure received mixed feedback. While it would enhance the overall street experience, it may invite conflicts between people who walk and people who cycle

#### **Meeting #4: Short List of Alternatives and Preferred Alternative**

The fourth meeting took place on September 24, 2019, and sought feedback on the short list alternatives and preliminary preferred alternative.

#### **Key Points:**

- a complex design may create confusion for all modalities, create new conflicts between types of users and reduce safety
- pedestrian priority zones will be accommodating heavy foot traffic in peak times and could enhance businesses and overall vibrancy. Events and programming should be considered during off-peak times to sustain activity
- sidewalks should accommodate and provide space for people of different abilities and those who use assistive mobility devices
- balance a multi-modal approach to improve pedestrian mobility during peak hours, accommodate transit (including Wheel-Trans) and allow some vehicular and ride-hailing access
- consider the appropriate solution to cycling needs given the identification of cycling as a project priority. Cycling infrastructure is needed to avoid potential conflicts and safety issues with pedestrian and vehicle traffic. Consider a possible cycling route diversion to Victoria Street
- conduct additional traffic and pedestrian flow impact studies and provide evidence-based justification for proposed street changes

Detailed stakeholder meeting summaries, including list of participants and design graphics, are available to review on the project website [toronto.ca/yongeTOmorrow](http://toronto.ca/yongeTOmorrow).

#### **Design Review Panel**

On November 7, 2019, the City presented the project history, existing and future context, and planning framework to the Design Review Panel (DRP). The Panel's advice was sought for developing the design concepts for the preliminary preferred alternative. Key issues that were discussed included priority of road users based on time of day, day of the week as well as managing application and impact of design on the use and perception of the street.

#### **Who Participated?**

Meeting attendees included the DRP members, City staff and a representative from the design team. The DRP is comprised of professional architects, landscape architects, urban designers and engineers who provide advice to city staff in matters that impact the public realm.

## **Key Points:**

- success of the project is dependent on creating unique and vibrant amenities for the growing residential community along Yonge Street, particularly within the study area
- design for the long-term in a way that enables continued change over time
- connect with the surrounding urban context and enhance Yonge Street's role as the key "connective tissue" weaving Toronto together and take into consideration existing/future built form/population context
- reduce driving lanes to two-lanes to enhance the pedestrian realm and maximize the opportunity for pedestrian-only zones and avoid one-way vehicular circulation
- maximize the flexibility of design to enable a wide variety of events in all seasons
- beyond circulation planning, introduce unique-character, amenity-rich zones that break the linear nature of the Street and support the growing Yonge community
- landscape is an essential defining character and amenity along Yonge Street. A landscape strategy should be mindful of a sunlight-poor, windy and highly urban environment
- integrate a storm water management plan
- provide a holistic sustainability strategy that can be a visible learning tool

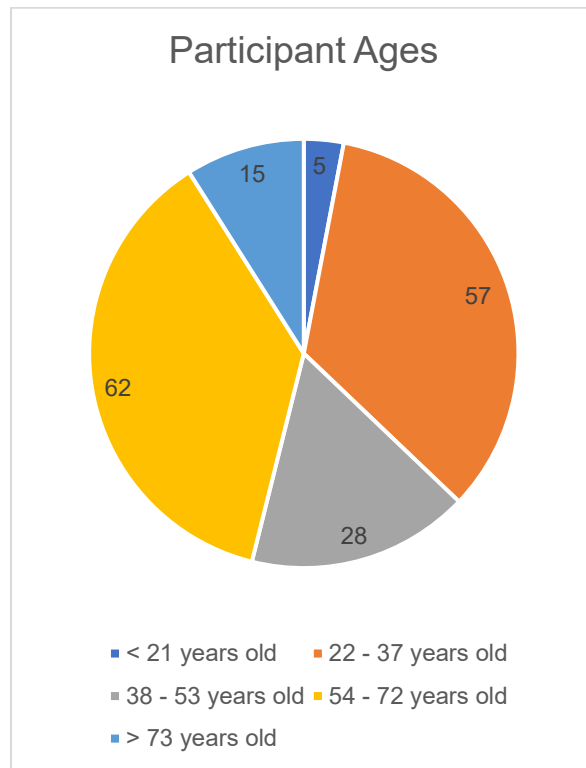
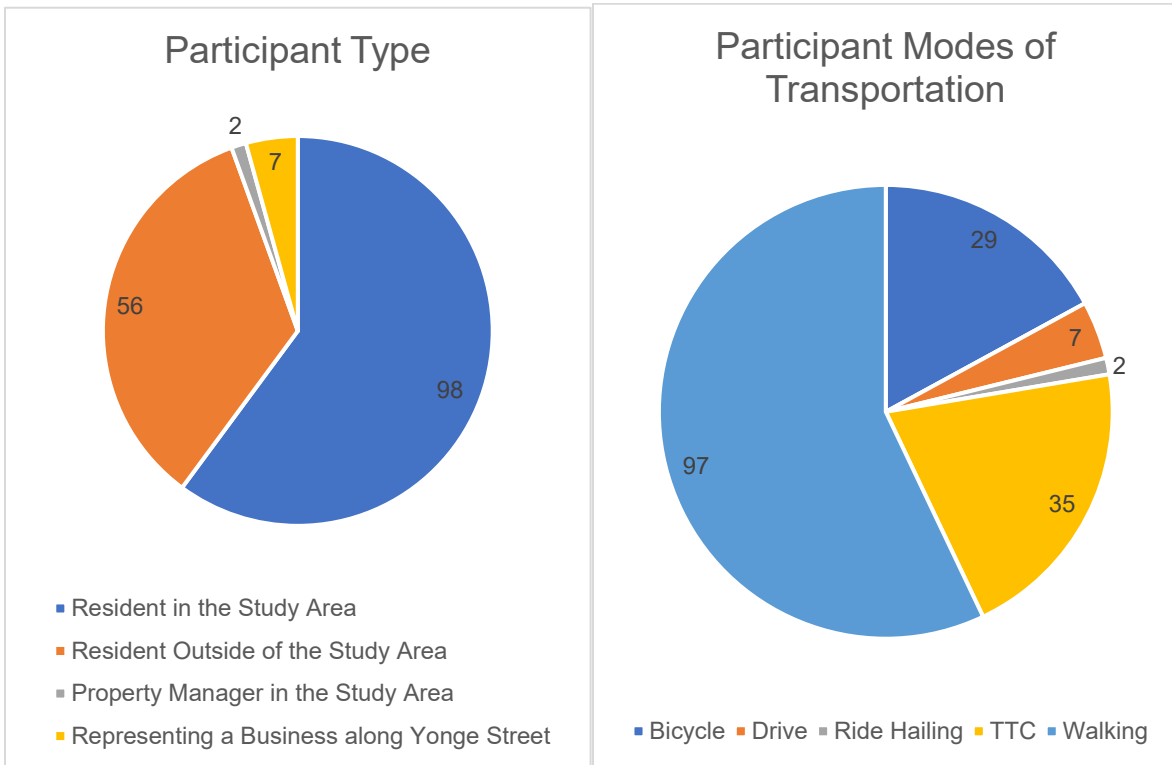
## **Public Drop-In Event**

On November 21, 2019, the City hosted a public event to gather feedback on a short list of alternatives with an identified preliminary preferred alternative for the re-design of Yonge Street. People were invited to drop-in, review display panels and have conversations with the Project Team. Attendees were also encouraged to share feedback via the online questionnaire with tablets provided on site, posting comments directly onto display panels, completing printed questionnaire forms and/or submitting comments via email and/or phone.

## **Who Participated?**

The event was well attended by approximately 170 participants.

Meeting attendees self-recorded the following demographic information:



## Key Points:

- an improved pedestrian environment is the top priority
- maintain vehicle access to parking garages and traffic circulation both on Yonge Street and adjacent streets
- consider a phased approach to implementing changes
- dedicated cycling infrastructure should be provided on Yonge Street with consideration given to safe interaction between cyclists and pedestrians in pedestrianized zones
- city should be bold in its approach and should plan for the next fifty years and beyond
- feedback on Alternatives included:
  - preliminary preferred Alternative 4 received mixed comments of support and concern
  - support shared for Alternative 1 with overall less lane reductions and consistent two lane cross-section along Yonge Street
  - support for Alternative 3 related to wanting more space for pedestrian priority area stretching full length of the Yonge Street
  - questions about lack of cycling facilities in all the alternatives

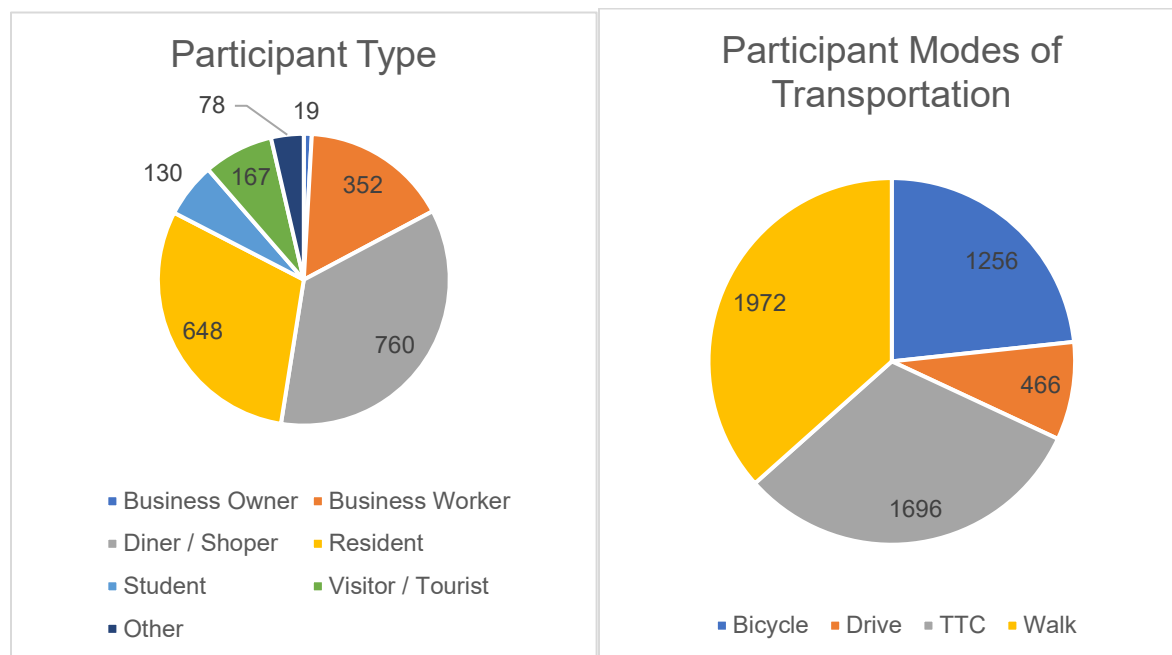
See [Appendix 1](#) for more information and feedback.

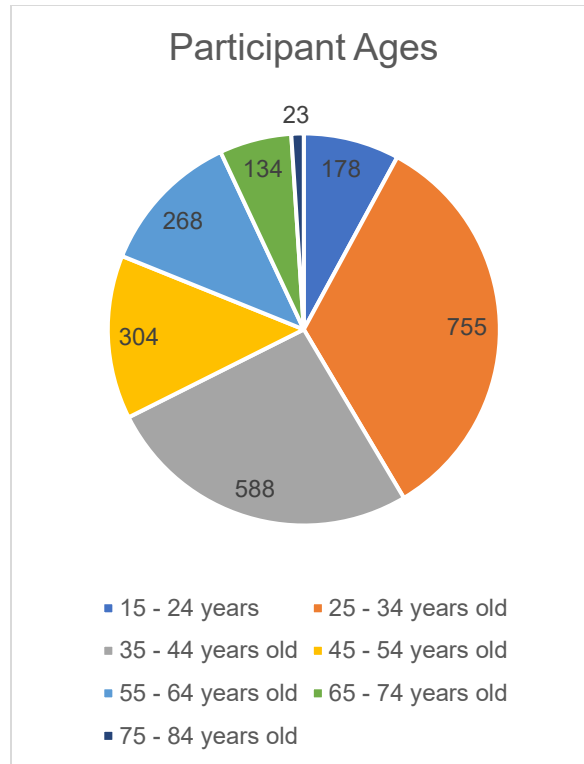
## Online Questionnaire

An online questionnaire was made available between November 6<sup>th</sup> and December 6<sup>th</sup>, 2019, and completed by 3,085 participants. Participants were asked to review three short-listed street design options developed through feedback from Round 1 Consultation and consider how the street design options could be applied to each identified block section of Yonge Street between Queen Street and College/Carlton Street.

## Who Participated?

Participants indicated that their association with Yonge Street included:





**Key Points:**

- safe active transportation and public transit options are needed throughout the study area, at all times of the day
- multiple street configurations may result in safety issues and cause confusion among drivers
- access for delivery and service vehicles at night is important
- sidewalks must meet current and future pedestrian volume demands
- Dundas Square to Edward Street should be pedestrianized as proposed
- consider a design that is compliant with the Complete Streets Guideline, the Toronto Green Standard and the Climate Emergency declaration
- the diversion of cycling lanes to University Avenue is not a suitable alternative to the need for dedicated cycling infrastructure on Yonge Street itself
- restricting access for all vehicles was discussed and supported however, concerns were raised about residential and visitor access to residential buildings and garages
- increased traffic congestion as a result of changes
- support nighttime economy by allowing for ride hailing, patios, festivals and events
- improve the streetscape by incorporating public art, seating, greenery, lighting, gathering spaces, and sidewalk cleaning and upkeep

See [Appendix 2](#) for the complete online questionnaire feedback.

**Individual Stakeholder Meetings**

The project team is meeting individually with various stakeholders throughout the process to gather feedback from those who are directly impacted by the project.

## Who Participated?

Over 40 individual stakeholder meetings have been held to date and intended to foster open and transparent conversations with impacted groups in order to make informed decisions for the final design. Meetings were scheduled upon the request of stakeholders or identified by the project team.

### Key Points:

The key discussion topics during the individual stakeholder meetings:

- ensure access to parking garages and loading docks
- understand requirements of tour bus operations and large vehicles associated with set up and take down of entertainment events (e.g. Yonge-Dundas Square, theatres)
- concern about effects of lane reductions on traffic circulation in the downtown core
- concern about any changes to receiving product deliveries from a range of vehicle sizes with unpredictable schedules
- help provide opportunities to animate the street and engage more patrons in pedestrian priority areas
- growing social challenges on the street (e.g. open drug use, panhandling, homelessness, discarded needles) make people feel uncomfortable and unsafe
- challenges of retaining business tenants on street reflected in types of business that leave and stay (e.g. fast food, marijuana dispensaries)

See [Appendix 3](#) for list of individual stakeholder meeting participants.

## Business Stakeholder Drop-In Event

### Who Participated?

On January 14, 2020, the project team hosted a drop-in event for property/business owners and managers to present information on the short list of alternatives including the preliminary preferred alternative for the yongeTOMorrow study, answer questions of clarification and seek feedback and advice.

### Key Points:

- vehicle access (e.g. TTC, ride hailing, deliveries, hop-on hop-off, school tours, etc.) and lay-bys are important for economic vitality as well as to move people and logistics for events and tourism
  - Victoria Street would not be able to support required or additional capacity
- businesses are concerned with additional costs, labour, and time required to manage changes to accepted delivery times
  - some businesses receive deliveries on an irregular basis and do not have control over times
  - noise and nuisance complaints are also a concern with nighttime deliveries
- consider traffic and related congestion impacts on Bay Street, Elm Street, Edward Street and other downtown areas
- consider a phased approach to implementation

See [Appendix 4](#) for notes from question and answer session following presentation.

## Appendices

Appendix 1: Public Drop-In Event Feedback, Short List of Alternatives and Preferred

Appendix 2: Online Questionnaire Feedback Details

Appendix 3: Individual Stakeholder Meetings

Appendix 4: Business Stakeholder Event Summary

Appendix 5: Additional Feedback and Themes

## Appendix 1: Public Drop-In Event Feedback

### Short List of Alternatives and Preliminary Preferred Alternative

The short list of Alternatives and the Preliminary Preferred Alternatives displayed at the public event are available to review on the project website under the Consultation, Public Events tab.

The following comments below are captured from sticky notes provided on the display panels, conversations with staff and daily project correspondence log (i.e. emails and phone calls).

### Short-list Alternatives

#### Alternative 1: Two Driving Lanes

- support attributed to consistent, moderate and easy to understand driving lane configuration
- interpreted by some as compromise with less traffic impacts than other alternatives
- two-lane approach seen as waste of time when considering current and future pedestrian volumes and the City's [Climate Action Plan](#)

#### Alternative 2: Pedestrian Priority between Dundas Square to Elm Street

- similar to Alternative 4 in terms of pedestrian priority boundaries

#### Alternative 3: Pedestrian Priority between Queen Street to Gerrard Street

- best accommodates heavy numbers of pedestrians today and in future
- boldest plan and addresses climate emergency
- most positive impact for the majority of people
- simple to understand
- request to make it safe for people who cycle as well

#### Alternative 4: Pedestrian Priority between Dundas Square and Gerrard Street, Preliminary Preferred Alternative

- support provided with some variations suggested to boundaries (i.e. reducing or increasing the pedestrian priority area)
- doesn't go far enough to fight climate change
- concern from businesses on impacts to operations, revenue and clientele access.
- having four traffic patterns in four blocks will lead to more driver confusion and collisions
- seems like a compromise for Alternative 3 and a full pedestrian priority area
- concern about increased pressure put on Dundas Square from one driving lane open between Shuter Street and Dundas Square
- questions about traffic management and operations with different cross sections, time of day restriction through pedestrian priority area
- suggestion not to use curb cuts for a more accessible space which is flexible (e.g. Kitchener City Hall)



## Preliminary Preferred Alternative

### Rating the application of the different street design options in the Preliminary Preferred Alternative

Similar to the online questionnaire, event attendees asked to rate how well the Preliminary Preferred Alternative 4 meets their top three objectives along the different segments of Yonge Street and overall. The following section documents participant feedback.

#### Overall Feedback

- support shared for the pedestrian priority sections between Dundas Square and Edward Street
- remainder of results were spread across low and high ratings for different segments along Yonge Street

#### Queen Street to Dundas Square

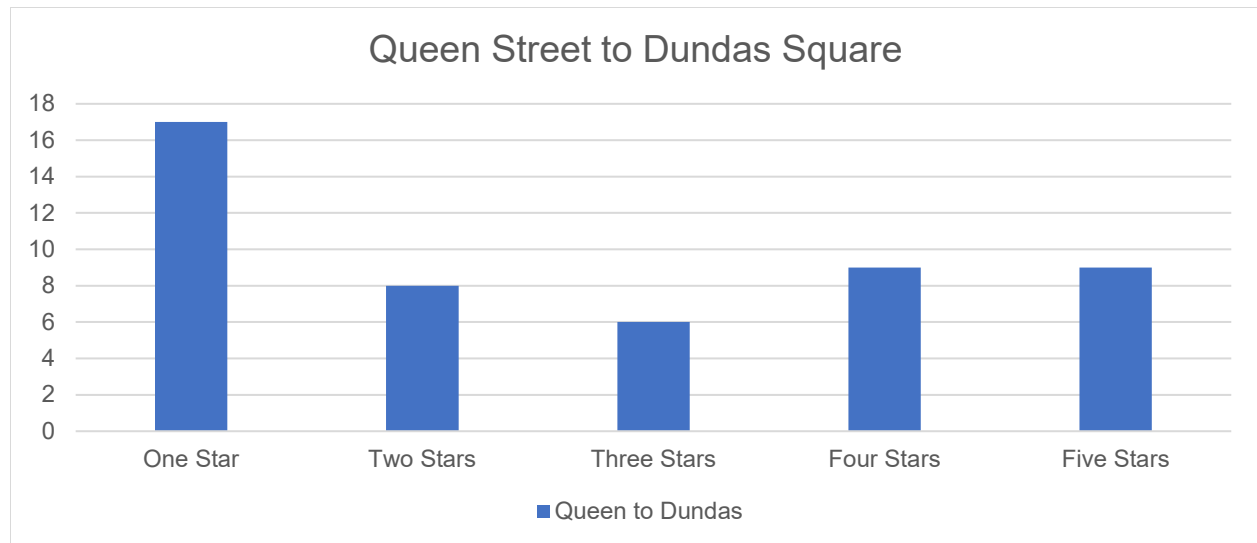


Figure 4: Average Rating = 2.69 Stars

- parking garage access at Shuter Street and Yonge Street already experiences congestion and long queues which will only be made worse by alternative proposals
- one sharing lane between cars and bikes will make cycling more dangerous dealing with limited space and aggressive drivers
- request for 100% pedestrian, car-free and be more creative with servicing needs.
- some support for being able to cycle through pedestrian area (i.e. albeit without dedicated and marked facilities)
- requests for marked and separated cycling facilities to help interaction between pedestrians and cyclists
- one-way segment from Shuter Street to Dundas Square seems confusing
- lay-bys will need constant enforcement, or they will be used for parking

## Dundas Square to Edward Street

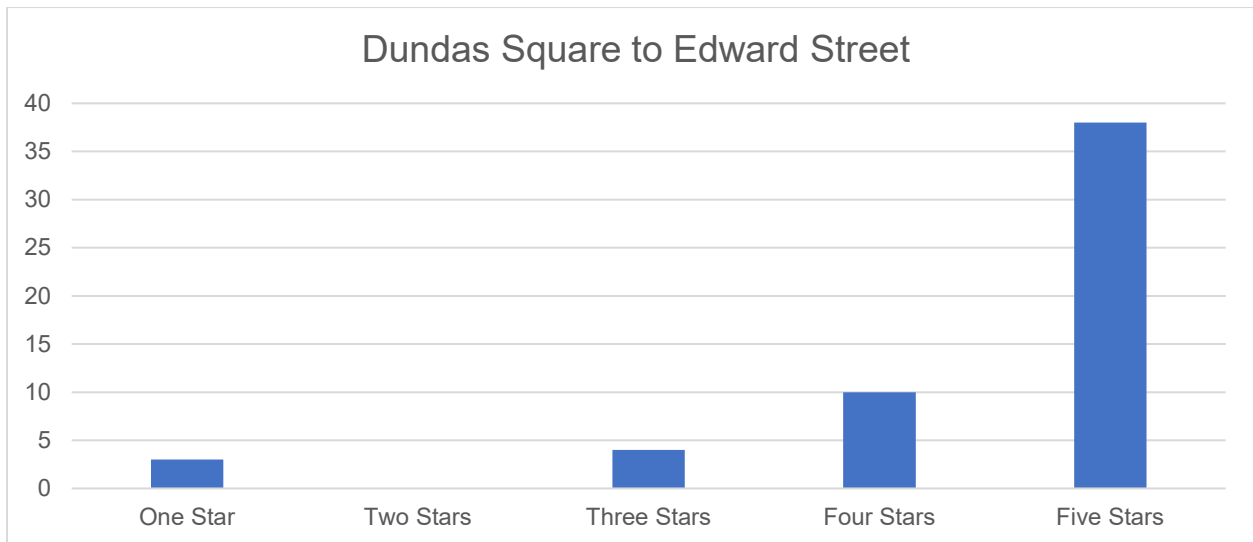


Figure 5: Average Rating = 4.45 Stars

- requests for road to be even with sidewalk (i.e. no curbs)
- space for cycling down the centre needs to bring awareness and identify actions for people who walk and people who cycle (e.g. signage, material use, paint markings)
- concern that businesses that removal of driving lanes will hinder access and increase traffic congestion
- support for a more of a European approach which prioritizes people who walk, people who cycle and public transit (e.g. TTC blue night bus only!)

## Edward Street to Gerrard Street

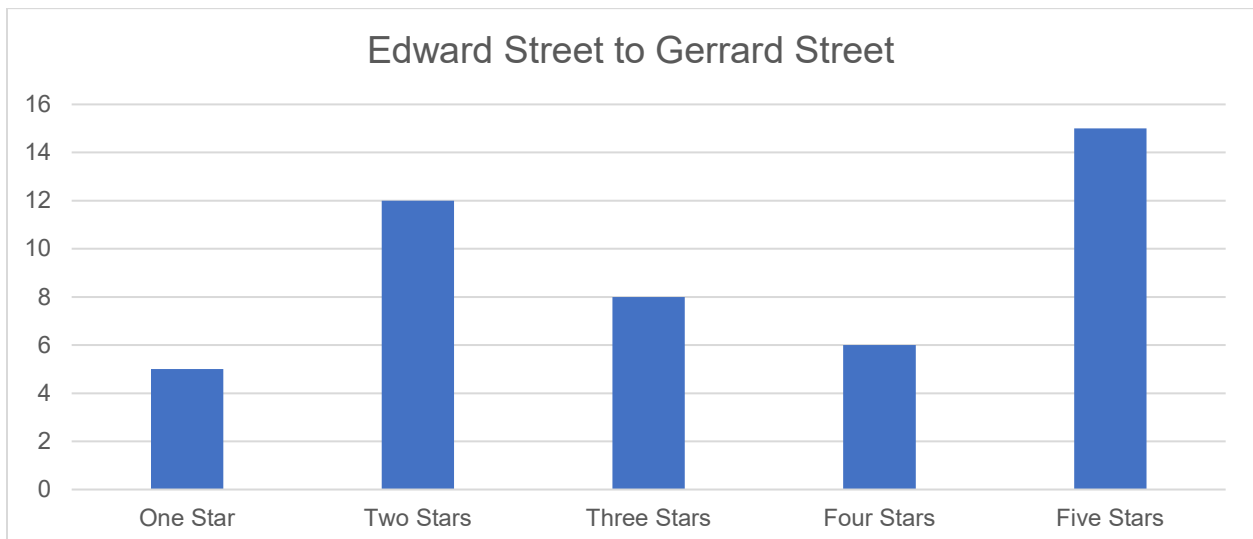


Figure 6: Average Rating = 3.3 Stars

- be bold and extend pedestrian priority area to Gerrard Street
- needs to remain open for delivery and service vehicles
- important pedestrian intersection sited at mid-block north of Gerrard Street

- consider slowing vehicles down (e.g. reduced speed limit, rough road surface)

### Gerrard Street to College Street

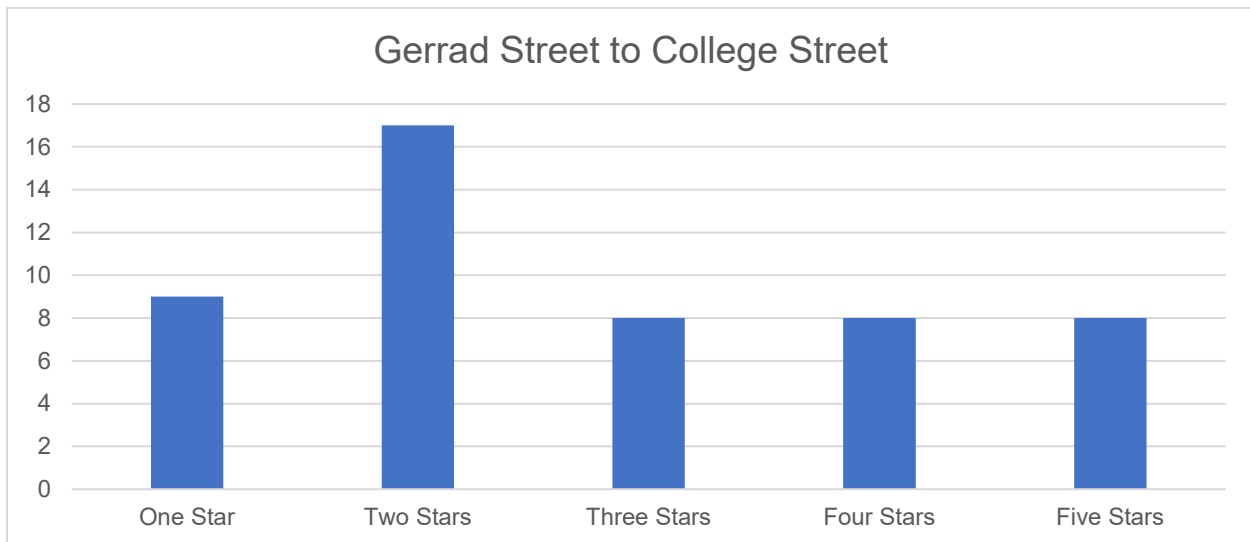


Figure 7: Average Rating = 2.78

- consider keeping trees that are already located in the middle of the street
- requests for full pedestrianizing of Yonge Street
- cycling facilities needed wherever there are two driving lanes

### Themes and Popular Topics

#### Pedestrian Priority

- request to think big and be bold by providing pedestrian only area (with permits for service and delivery vehicles) for entire stretch of study area
- plans are long overdue, and density of downtown core needs more space for pedestrians
- ensure a good relationship between pedestrians and cyclists
- pay attention to Yonge Street (between Dundas Street and Gould Street) where Ryerson students already experience crowding on sidewalks
- some people avoid walking on Yonge Street today due to crowding and pedestrian volumes

#### Cycling Facilities

- disagreement with no separated/dedicated cycling facilities on Yonge Street
- concern that no cycling facilities on downtown Yonge Street will affect potential cycling facility plans for other stretches of the street (e.g. Front Street to Steeles Avenue and across boarding regions)
- if Bloor Street can have protected cycling facilities, why can't Yonge Street
- agreement and disagreement that cycling facilities should be implemented on University Avenue:
  - questions and doubt about the likelihood of University cycling facilities being installed
  - too far west from downtown to be an option for facilities in place of Yonge Street

- for alternative cycling facility routes, Bay Street is too short and Church Street is too narrow
- cycling facilities belong on major corridors as indicated in the City's own cycling corridor study
- more secure bike parking needed on Yonge Street to serve long distant cyclists
- plan lags behind other cities for safe bike infrastructure, improving traffic flow and making people happier and connected

### **Climate Action Plan**

- plans don't go far enough to protect communities and environment in adherence to the Climate Emergency
- Yonge needs to be given to pedestrians and cyclists

### **Business and Economic Activity**

- more engagement needed with business community including hospitals, entertainment and retail stakeholders
- some businesses not supportive of closing Yonge Street to vehicle traffic and attribute concerns to servicing requirements (deliveries), access, reduced revenue and customer experience and convenience
- requests for more traffic modelling and data
- specific concern about impacts to Eaton Centre parking garage and effects of lane reductions for Shuter Street traffic volumes
- more tourism is coming and increased access needed for school and tour buses
- examples like Chicago cited which enhance public realm without closing the street
- concerns that plans will make traffic worse on Yonge Street and adjacent streets

### **Deliveries and Servicing**

- concern about making deliveries for businesses more difficult than it already is
- reference to Ministry of Transportation guidelines which require deliveries to start at 7 a.m. and finish by 3:30 p.m. and questions about how flexible we can be with restricting vehicle access during the day
- support for lay-bys to help facilitate business and residential needs

### **Developments**

- project feels like a compromise to accommodate condominium developers in terms of moderate change – see New York City for dramatic change using paint and planters
- needs more focus on community and social gathering space for condo residents
- Introduce setbacks and enforce in order to increase pedestrian space
- intensification downtown is leading some stakeholders to coordinate both short term and long-term planning to support active transportation infrastructure (e.g. Ryerson Campus Master Plan)

### **Public Realm**

- more seating needed for a better experience
- skateboard community interest in planning, programming and activation of spaces.
- consider moveable furniture and green walks
- more public space, like College Park, needed for residents that don't have a backyard
- better lighting needed particularly around TTC subway entrances

## **Ride Hailing and Taxis**

- concern that companies won't respect restricted areas and rules
- companies need to be able to access curb safely for customer pick-up and drop-offs.
- willingness to abide by designated areas

## **Safety**

- concerns about open drug use, urination, lack of cleanliness and bad smells in focus area and questions about implementing a safety plan
- more lighting needed (e.g. McGill-Granby area)
- request for security cameras along with more protection for residents

## **Suggestions**

- criticism that questionnaire should have asked for feedback on all of the alternatives not just the preliminary preferred alternative
- display panels and questionnaire overwhelming and need to be simplified
- experiment by setting up an inexpensive barricade to begin testing in the interim
- functionally re-design needs to implement changes holistically and in tandem with other area changes, improve transit, make it more expensive to bring your car downtown; and address urban poverty
- weight the objectives with an eye to our overall city priorities of addressing climate change, reducing collisions, Vision Zero, and becoming a world class city
- weigh pedestrian and public realm above all and we'll arrive at the right answer
- support for one-way design and consider making Bay Street and Jarvis Street one way
- consider pedestrian scramble for Yonge Street and College/Carlton Street

## Appendix 2: Online Questionnaire Feedback Details

### Online Questionnaire Overview

An online questionnaire was made available between November 20<sup>th</sup> and December 9<sup>th</sup>, 2019 and completed by 3,085 participants.

### Priorities by Location

#### What we Asked

Online questionnaire respondents were provided with five specific priorities pertaining to future priorities for the yongeTOMorrow study area to consider in relation to four block sections in the study area. The four block sections were:

- Queen Street to Dundas Square
- Dundas Square to Edward Street
- Edward Street to Gerrard Street
- Gerrard Street to College Street

The five specific priorities were the following:

- improve the pedestrian experience on Yonge Street
- improve the cycling experience downtown
- provide vehicle access for ride hailing, deliveries and off-street parking
- provide space for patios and on street retail
- support festivals and events

#### What we Heard

Participants were asked to select their top three priorities that should be prioritized for each identified block section. The top three priorities for each of the four block sections were:

- improve the pedestrian experience on Yonge Street
- improve the cycling experience downtown
- provide space for patios and on street retail

The element "festivals and events" was usually the fourth ranked element except for the block section between Gerrard Street and College Street where participants indicated stronger support for vehicle access for ride hailing, deliveries and off-street parking.

The following charts demonstrate how each element was prioritized in relation to location.

## Queen Street to Dundas Square

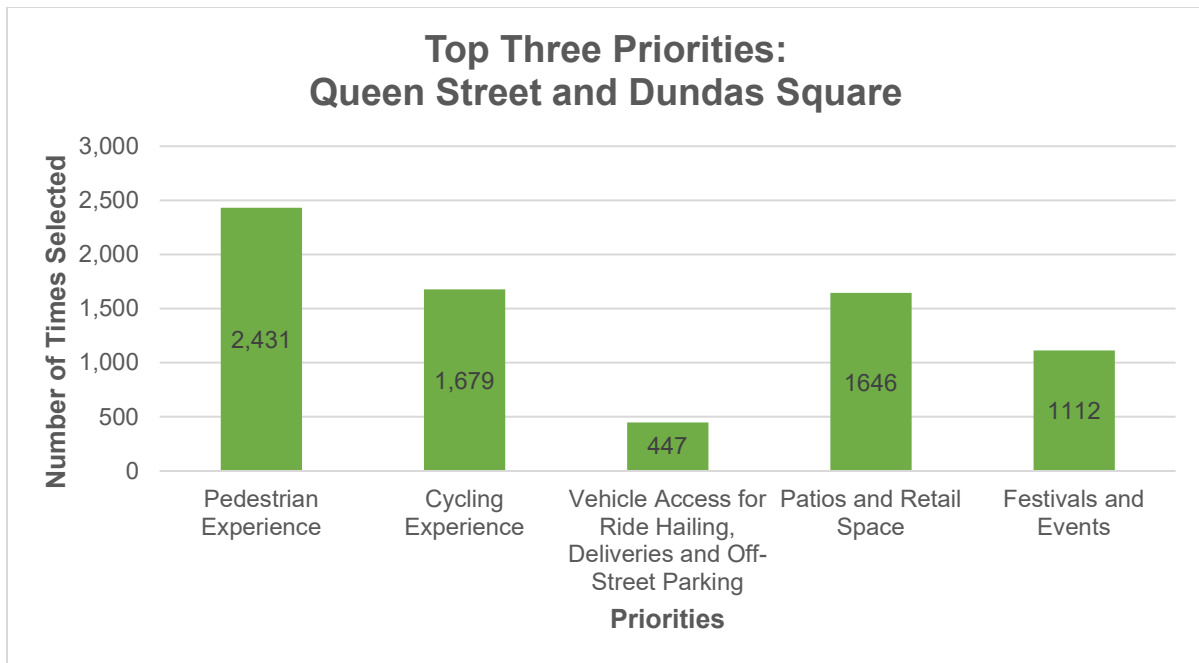


Figure 8: 1. Pedestrian Experience, 2. Cycling Experience, 3. Patios and Retail Space

## Dundas Square to Edward Street

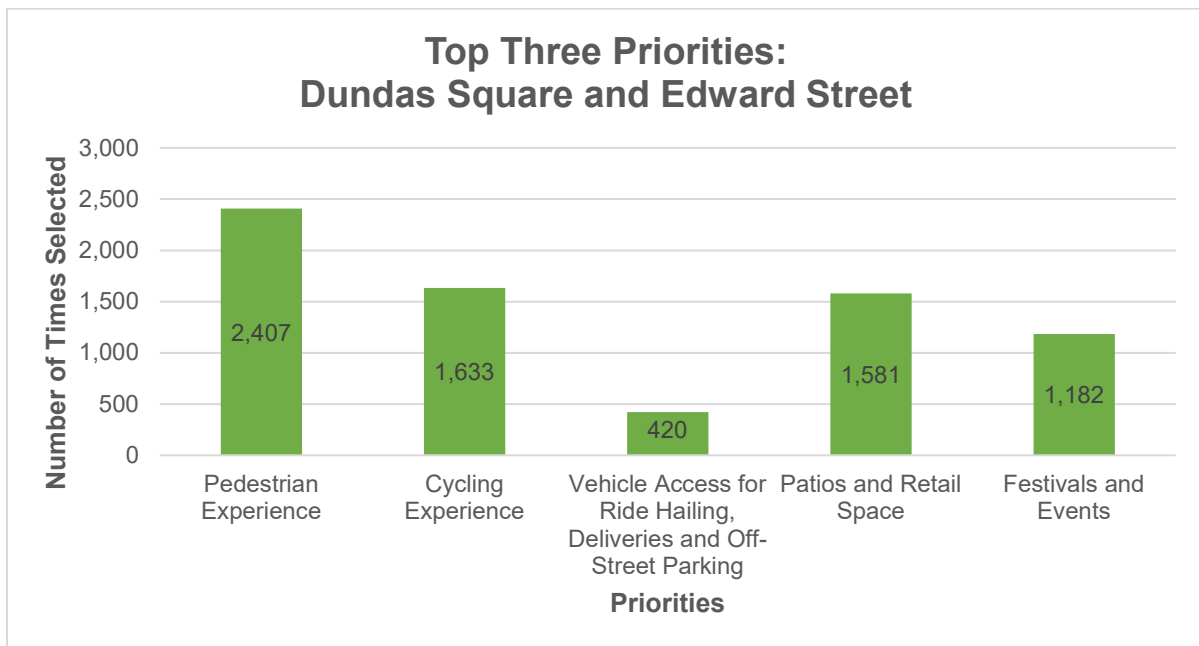


Figure 9: 1. Pedestrian Experience, 2. Cycling Experience, 3. Patios and Retail Space

## Edward Street to Gerrard Street

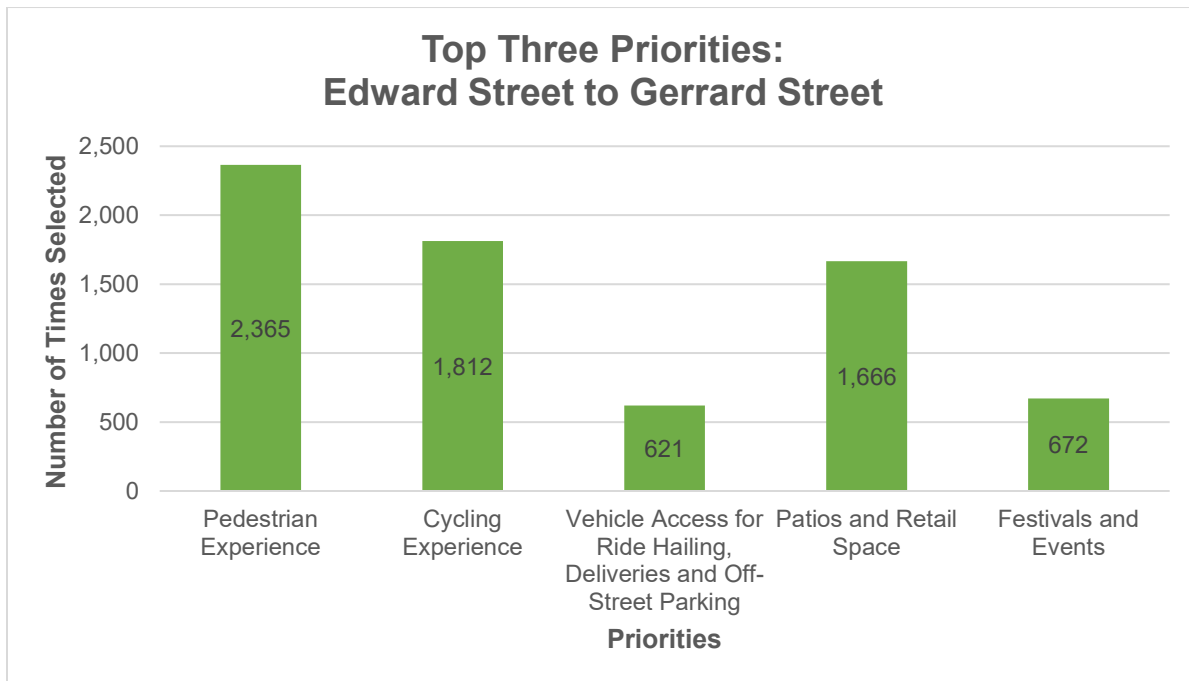


Figure 10: 1. Pedestrian Experience, 2. Cycling Experience, 3. Patios and Retail Space

## Gerrard Street to College Street

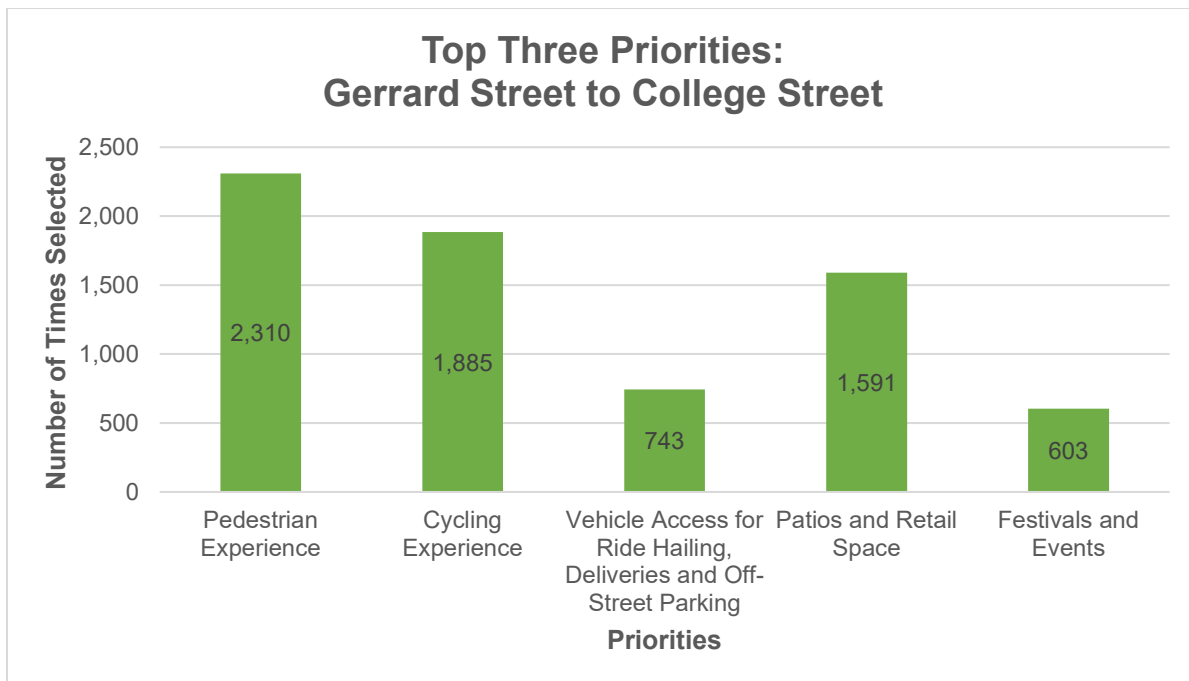


Figure 11: 1. Pedestrian Experience, 2. Cycling Experience, 3. Patios and Retail Space



## Priorities by Time

### What we Asked

Participants were asked whether their opinions related to priority from day to night and between weekday and weekend.

### What we Heard

Approximately 50% of participants said that their opinion on priorities by time did not change and approximately 40% said that their opinions did change. Less participants said they were unsure (approximately 10%). The following points highlight the rationale provided by participants to explain their responses to this question.

#### **Yes, priorities change by time:**

1,038 participants said that their priorities did change based on the time of day and/or time of week. The following points highlight the key messages demonstrating what variations of user access should be considered related to time.

#### **Daytime**

- accommodating business and commuting on Yonge Street
- prioritize pedestrians and cyclists
- vehicle access could be minimal

#### **Nighttime**

- supporting leisure activities on Yonge Street are priorities for evenings
- street should be made more inviting at night by increasing vibrancy with patios and events, increasing lighting and introducing safety measures
- allow for deliveries, ride hailing and TTC (particularly the 320 Yonge Street Night bus)

#### **Weekdays**

- dedicated space to support significant pedestrian volumes from local foot traffic and those commuting from the subway
- sustaining vehicle access could be minimal

#### **Weekends**

- street should be dedicated to pedestrianization and leisure activities (e.g. events and festivals)

#### **Other**

- pedestrians and cycling could be prioritized on Yonge Street at all times of the day
- seasonality should also be considered, for example, pedestrianization should be considered in the summer, but may be less appropriate in the winter months

### **No, priorities do not change by time:**

1,291 participants said that their priorities do not change based on the time of day and/or time of week. Unlike the 'yes' responses, participants provided more general feedback, which has been documented in the comments below.

#### **All-Day**

- street should primarily support active transportation (walking and cycling) at all times of the day:
  - pedestrian experience should be the top priority at all times while possibly considering complete pedestrianization
  - safe cycling infrastructure should be accessible on Yonge Street 24 hours a day and 365 days a year
  - Yonge Street should be a vibrant street even at night and support the nighttime economy (e.g., restaurants, bars, and clubs). However, the nighttime economy would require fostering of a safe environment
- street configuration should be consistent and permanent (i.e., no different between day and night) across the entire study area, as a varying street configuration based on time may result in safety issues, may be difficult for drivers to understand and obey, and may not be enforceable by police
- consider maintaining vehicle access on Yonge Street because downtown traffic congestion could worsen if lanes are removed or if access is restricted to certain times
- TTC 320 Yonge Night bus is important to maintain on Yonge Street especially in situations when the subway experiences service interruptions
- provide space for patios to encourage the animation of the street, providing more greenery and ensuring the general safety of the street configuration
- deliveries could only occur in the evening

#### **Unsure if priorities change by time:**

267 participants indicated that they were unsure if their priorities changed based on the time of day and/or time of week. The following points highlight the key messages explaining why

- modes of active transportation (e.g. walking and cycling) should be prioritized over driving:
  - pedestrianize similar to other pedestrian streets in Europe and around the world
  - safe cycling facilities should always be made available on Yonge Street especially at night
- address accessibility standards to ensure the street can be used by all types of people, regardless of ability
- street designs should be simplified to prioritize safety for all users
- time of deliveries should be limited to certain hours (e.g., overnight and early morning)
- accommodate more events such as festivals and parties on the weekends and/or at night
- TTC (particularly the 320 Yonge Street Night Bus) is a key part of the City's public transit system and should continue to travel on Yonge Street at night
- driving access should be maintained at all times of the day and week

## Applying the Options

### What we Asked

To assess the Preliminary Preferred Alternative, participants were asked to rank and provide feedback regarding the recommended application of a street design option to each block on Yonge Street between Queen Street and College/Carlton Street. Five stars represented the optimal preference of the suggested street design while one star represented the least desirable street design option.

### What we Heard

The following sections provide a summary of feedback received and the number of people who selected a star rating.

### Queen Street to Dundas Square

#### About the Preliminary Preferred Alternative:

*Two driving lanes (Queen Street to Shuter Street) and one driving lane northbound (Shuter Street to Dundas Square) has been applied because this section has: lower pedestrian crowding, access to major parking garages, lots of deliveries and ride hailing.*

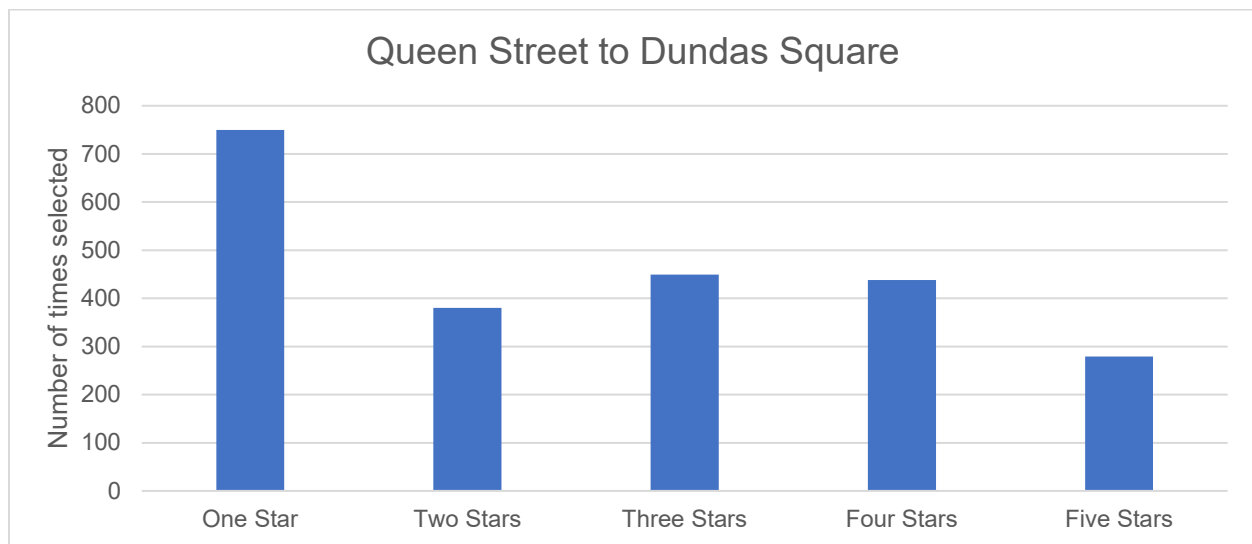


Figure 12: Average = 2.61 Stars

- this street design option is better than the current situation, but could have a greater focus for people who walk and priority for people who cycle
- while vehicle access is important, allowing only buses should be considered
- removing vehicle access from the area could make it a destination street
- safety and accessibility are concerns for pedestrian crossing between retail, restaurants and entertainment on both sides of Yonge Street
- allowance of two-way traffic downtown does not align with the City's declaration of a climate emergency
- design does not alleviate sidewalk crowding because all new sidewalk space is taken up by furniture
- patios and benches won't be enjoyable or healthy for people if it is next to vehicle traffic.

- more trees and greenery should be prioritized over patios and seating
- there could be an offload/delivery and ride hailing zone to prevent gridlock

## Dundas Square to Edward Street

### About the Preliminary Preferred Alternative:

*Pedestrian Priority has been applied because this section has the highest pedestrian volumes and demand for special events.*

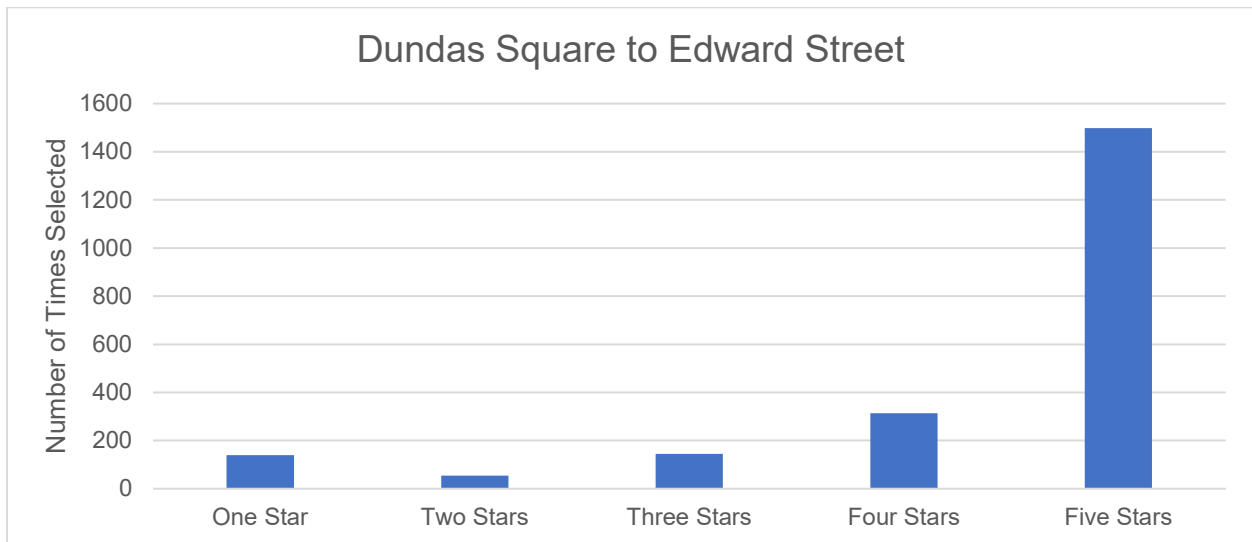


Figure 13: Average = 4.38 Stars

- favourable option but could have a greater cycling priority
- cycle tracks could demonstrate the advantage of active transportation and complete streets to a high-pedestrian traffic area, making residents and visitors consider different forms of active transportation
- dedicated space is needed for people on bicycles, skateboards, rollerblades, scooters or other mobility devices with parking for non-motorized modes of transportation should be accommodated
- ride hailing and Wheel-Trans need to be prioritized for people with mobility needs and devices
- consider pedestrian zone for special events and/or seasonally as opposed to all the time
- this section could be better animated with heritage aspects, improved streetlights, street furniture, art installations and more trees and greenery (particularly around Yonge-Dundas Square)

## Edward Street to Gerrard Street

### About the Preliminary Preferred Alternative:

*Pedestrian Priority has also been applied to this section due to high pedestrian crowding and demand for special events.*

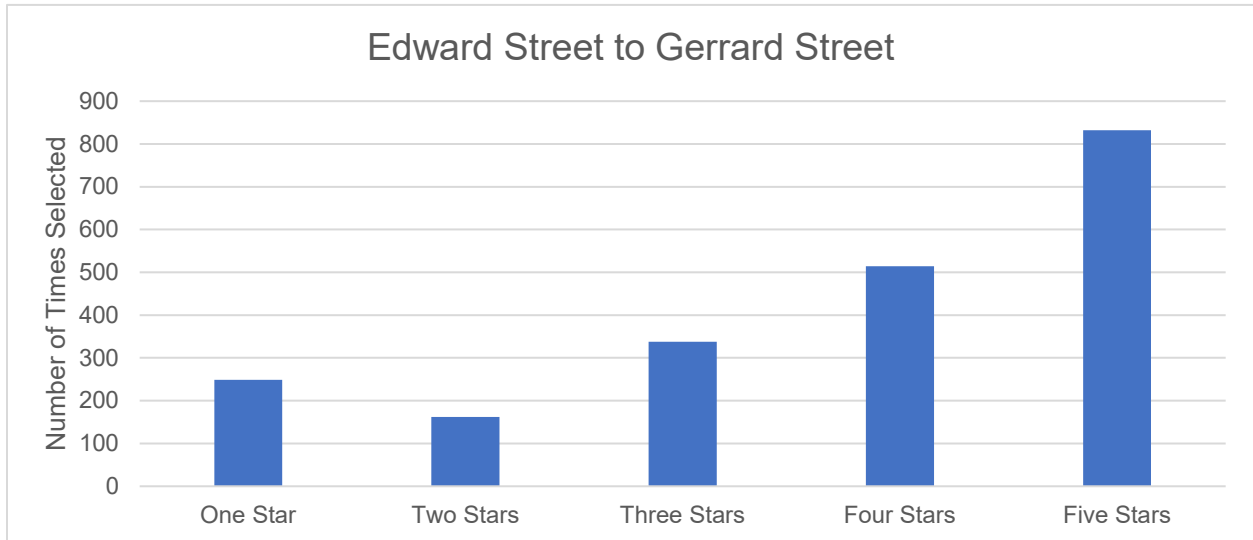


Figure 14: Average = 3.72 Stars

- the pedestrian priority focus of this street design option is favourable, however, cycling infrastructure should be added
- personal vehicle access should either be prohibited in this section or at least one lane of vehicle traffic (in a singular direction) should be maintained
- maintain the access for deliveries and services for businesses, but limiting to certain time (e.g. night)
- maintain TTC 320 Yonge Night bus should be maintained in this scenario as well as 97 Yonge bus to relieve passenger capacity pressure from the subway and act as a solution to any subway service interruptions
- ensure access for people with disabilities and safe for all users
- people with mobility limitations require access to TTC Wheel-Trans, taxi's and/or ride-hailing services
- safety concerns were noted in relation to vehicle traffic

## Gerrard Street to College Street

### About the Preliminary Preferred Alternative:

*Two driving lanes has been applied because this section has a wider right-of-way, lower pedestrian crowding, access to major parking garages, lots of deliveries and ride hailing.*

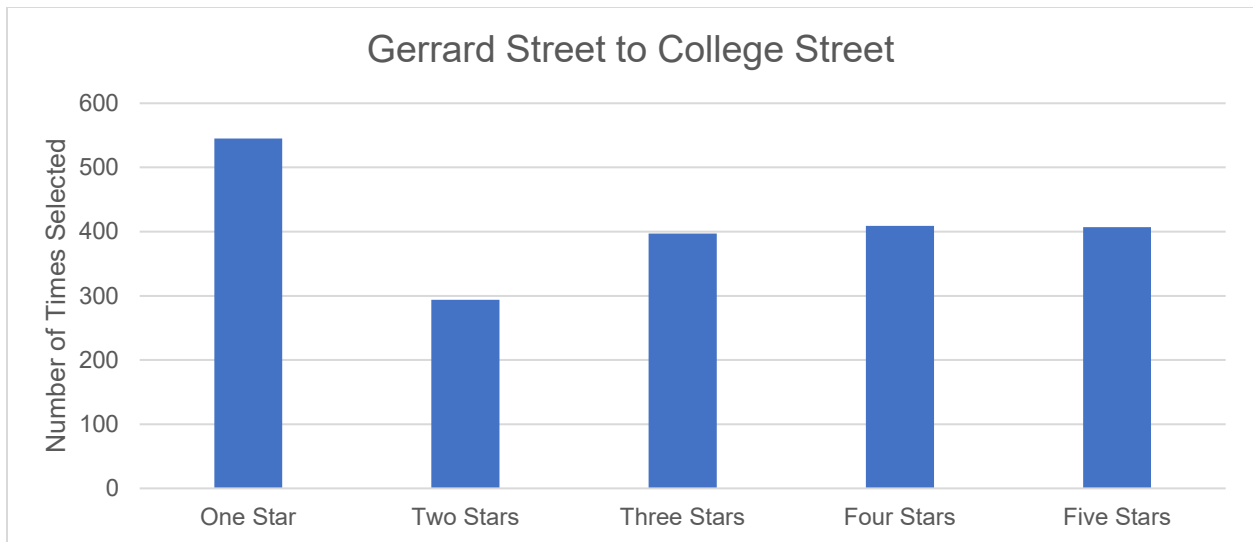


Figure 15: Average = 2.92 Stars

- support received for the way in which the design accommodated multiple methods of transportation (e.g. cars, public transit, ride hailing, personal vehicles and foot traffic) and provided additional seating and trees
- dissatisfaction with this configuration related to the lack of protected cycling lanes as well as preservation of driving lanes on this section of the street
- better serves pedestrians and cyclists and reinforces Toronto’s declaration of a climate emergency is important to prevent motorized vehicle access
- access for vehicles should be preserved to prevent increases to traffic congestion and allow for residents in the area to access their homes by car
- while two lanes of driving would be sufficient, maintaining existing configuration (four lanes) could be considered

## Additional Feedback and Themes

Participants were asked to share any additional feedback or suggestions for the project team to conclude the questionnaire. In total, 873 participants provided additional general feedback.

### Cycling Infrastructure

- dedicated and protected cycling infrastructure on Yonge Street is needed and the lack of cycling infrastructure does not comply with the City's [Complete Streets](#) policy
- lack of clarity noted regarding the consideration for dedicated cycling infrastructure on Yonge Street given that it was listed as one of the priorities in the first activity
- shifting cycling infrastructure to University Avenue received minimal support because it is too far west and/or is perceived to be less safe due to the volumes of vehicle traffic it currently accommodates

### Pedestrian Prioritization

- pedestrians should be the number one priority with foot traffic on Yonge Street at capacity and creating dangerous crowding situations
- examples of major Canadian cities as well as other cities in North America, Europe and around the world that have pedestrianized main streets successfully with pedestrianized thoroughfares are "world-class"

### Support for Active Transportation

- while cycling or walking separately received support, a combination of both modes of active transportation should be accommodated and vehicle lanes should be reduced or eliminated to accommodate this

### Vehicle Access

- personal vehicles should be prohibited from Yonge Street
- reduction from four lanes to two lanes is satisfactory in many of the preferred alternative segments and the street should continue to be multi-modal (accommodating of walking, cycling, transit and driving)
- alternatively, vehicle traffic could be maintained to avoid increase in traffic congestion in the downtown core
- businesses could suffer from disallowing vehicle access
- a "do nothing" option should be better considered as is standard in environmental assessment processes
- ridesharing (e.g., Lyft, Uber and other companies) could be banned from using Yonge Street

### Safety

- street is currently perceived to be unsafe for both pedestrians and cyclists and there is a feeling of compromised safety in relation to vehicle traffic and sidewalk crowding
- the City's Vision Zero campaign was referenced in the capacity that the City needs to implement design considerations that will prevent deaths on Toronto's streets

## **Excitement for Change**

- excitement expressed to see City work towards creating an alternative vision for Yonge Street
- project team encouraged to be bold in its decision making and ensure that designs for the study area will meet the future needs of the City rather than simply meeting today's needs
- City should work to implement alternate design configurations at an accelerated rate as the current study timelines and approval processes are too slow

## **Streetscape**

- Focus on improving the streetscape such as incorporating public art, seating, greenery (e.g., trees), lighting, public squares or gathering spaces and enhanced sidewalk cleaning and upkeep

## **Transit**

- improve public transportation options on Yonge Street to support the movement of people



## Appendix 3: Individual Stakeholder Meetings

06/11/2019	CF Eaton Centre
07/17/2019	Cycle Toronto
08/08/2019	CF Eaton Centre
09/11/2019	Downtown Yonge Business Improvement Area (DYBIA)
09/13/2019	CF Eaton Centre
09/15/2019	Open Streets event
09/17/2019	Cycle Toronto
10/08/2019	Cycle Toronto
10/18/2019	Toronto Parking Authority
10/28/2019	Toronto Police Service, DYBIA
10/30/2019	Toronto Skateboard Committee
11/06/2019	Downtown East Action Plan, Toronto Public Health
11/14/2019	Toronto Youth Cabinet
11/14/2019	Uber
11/20/2019	Canada Post, Government Relations
11/21/2019	Fire Services
12/02/2019	Councillor Wong-Tam, Cycle Toronto, Walk Toronto, 8-80 Cities
12/05/2019	Yonge-Dundas Square Board Meeting
12/10/2019	Great Eagle Hotel, 33 Gerrard St. development site
01/06/2019	Ryerson, Real Estate and Facilities/Operations
01/07/2019	Canada Post, Real Estate, Operations
01/15/2019	Follow up with Yonge-Dundas Square Board Treasurer, Mr. Roach
01/15/2019	Bentall Green Oak, 10 Dundas St. E.
01/27/2019	Consulate of Sweden
01/27/2020	The Thornton-Smith Building, 340 Yonge St.
01/27/2020	Salad King, 340 Yonge St.
01/27/2020	HNR Development, 21 Dundas Sq.
01/28/2020	Little Canada Attraction for 10 Dundas St. E.
02/04/2020	The Lalani Group, 335 Yonge St.
02/05/2020	Milkin, 7 Dundas Sq.

02/07.2020 Ed Mirvish Theater, 244 Victoria St.  
02/10/2020 Bridge Foods, McDonalds, 356 Yonge St.  
02/19/2020 St. Michaels Hospital and BA Group  
02/19/2020 City Site Seeing Toronto  
03/04/2020 Triovest, Atrium on Bay, 595 Bay St.

## Appendix 4: Business Stakeholder Event

**Meeting Date: January 14, 2020**

### **Attendee Represented:**

Bay Cloverhill Community Association	Goodmans LLP
BentallGreenOak	HNR Properties Ltd.
Bloor-Yorkville BIA	Mark Development Advisors LLC
Cadillac Fairview	Massey Hall
Canada Post	Milkin Holdings Ltd.
Canderel	Ryerson City Building Institute
Chelsea Hotel	Ryerson University Facilities & Development
Church-Wellesley Neighbourhood Assoc.	Salad King
Church-Wellesley Village BIA	St. Lawrence Market BIA
Cresford	The Elgin and Winter Garden Theatre
Cycle Toronto	The Lalani Group
David Suzuki Foundation	Toronto Camera Centres Ltd.
Downtown Yonge BIA	Triovest
Gaiimo Architects	
Yonge-Dundas Square	

### **City of Toronto Staff:**

Johanna Kyte, Transportation Services  
Carol Tsang, Public Consultation Unit  
Maogosha 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

## Appendix 5: Additional Suggestions

Other comments and suggestions not yet reflected have been received from all the consultation activities including the public event, online questionnaire and via phone/email.

### Accessibility

- consider needs of seniors who require convenient pick-up and drop-off locations
- request that no curbs be used in design (i.e. predictable infrastructure)

### Business

- consider that smaller businesses experience challenges with increasing rents, property taxes, competing with larger corporate franchises and construction projects.
- concern about economic sustainability of area, threat of "dead zones" and economic and social challenges in certain areas along the street.

### Cycling

- concern about potential conflict between cyclists and delivery/rideshare vehicles stopping in a cycling facility
- consider a paving treatment that will slow cyclists down
- connectivity is the most important consideration and therefore, open to cycling facility on Bay Street in order to choose best option
- consider connecting north/south cycling facilities with east/west cycle tracks on Richmond Street and Adelaide Street
- add Bike Share stations, racks and bike repair stations

### Deliveries and Services

- acknowledgement needed of new pressures to accommodate both deliveries due to online shopping and rideshare needs  
consider retractable bollards that allow for flexible use and emergency, delivery and transit access

### Events and Festivals

- use flexibility to shut down street for events and then re-activate traffic lanes
- consider another street for cultural events or do them early on Sunday morning

### Green the Street

- plant more trees along street and consider that mature trees add a sense of significance to a major thoroughfare
- add planter boxes, grassy parkettes, native species and other greenery
- include green infrastructure to account for flooding and urban heat caused by widespread paving



## Health and Well-Being

- student population is a positive contribution for the street and area
- acknowledgement that people (with and without a home) are scared on street and don't want to be harassed
- concern regarding the visibility and impacts of homelessness, addiction and substance abuse on Yonge Street
- comments that street feels more dangerous than it used to be
- experiences shared about challenges living in area including incidents of crime, violence and aggression
- requests for more crossing guards, cameras on corners and police officers

## Public Realm

- feeling that benches cause obstructions for pedestrians
- requests for waste receptacles and ashtrays
- question for team to think about how people can enjoy public space during winter months and factor this into design
- concern about experience on Yonge Street during summer with garbage smell
- interest in more public art and requests for artists and busker performance space