



# Improving The Esplanade and Mill Street

## Public Consultation Report

---

**April 2021**

Prepared by:

*Alyssa Cerbu  
Senior Public Consultation Coordinator  
Public Consultation Unit, City of Toronto*



# Contents

Executive Summary .....	2
Introduction .....	2
Summary: Project Design Elements .....	2
Overview of Communications & Consultation .....	4
Online Feedback Results.....	5
Feedback Summary .....	5
Feedback by Theme.....	6
SAFETY .....	7
DRIVING .....	9
PARKING AND LOADING .....	11
CYCLE TRACKS.....	12
PHASING AND COORDINATION.....	14
ADDITIONAL CONSIDERATIONS .....	15
Next Steps.....	16

## Executive Summary

Over the past few years, extensive consultation was undertaken on ways to improve the way people walk, cycle and take transit along The Esplanade and Mill Street corridor. Consultation activities included a series of individual and group stakeholder meetings as well as virtual consultation efforts such as videos, online feedback form and a Virtual Public Meeting.

Overall, feedback was largely supportive of the proposed cycling infrastructure and road safety improvements. Concerns identified through the consultation process related to the complexity of the changes being proposed, the design of the cycle tracks and the maintenance of vehicular traffic and access points along the corridor. The project team heard many constructive comments that will continue to be used to improve upon the proposed changes along The Esplanade and Mill Street corridor.

## Introduction

The City of Toronto is proposing safety and transportation-related improvements to The Esplanade and Mill Street corridor based on Toronto City Council approved policies and plans. A number of design, stakeholder and site-specific considerations added to the complexity of this project. Below is a summary of the project design elements divided by corridor segment.

### Summary: Project Design Elements

#### The Esplanade

- Bi-directional cycle tracks would be added to the south side The Esplanade.

- Safety enhancements would be added to all intersections, such as renewed pavement markings, prohibited vehicle turns, and signal timing that separates the movements of vulnerable road users from vehicles.
- The speed limit would be reduced from 40km/h to 30km/h.
- The Esplanade would be converted to one-way westbound from Church Street to Scott Street, from Jarvis Street to Market Street, and from Princess Street to Berkeley Street.
- The Esplanade would be converted to one-way eastbound from George Street South to Frederick Street.
- Through traffic in both directions between Sherbourne Street and Princess Street would be prohibited.
- George Street between The Esplanade and Wilton Street would be made one-way southbound to prevent Wilton Street from becoming a bypass and to reduce traffic near St. Michael School.
- The north half of Farquhars Lane would be made one way northbound to reduce local traffic infiltration and the traffic volume across the busy Front Street East sidewalk.
- Otherwise, intersecting streets would not be changed.

#### Summary of Proposed Upgrades on The Esplanade:



#### Parliament Square Park

- A bikeway is proposed through the parking lot just to the north of the Park.

#### Mill Street

- A new south-side bi-directional cycle track would be added to the whole Mill Street corridor, and one block on Bayview Avenue, up to Front Street East.
- Mill Street would be converted to one-way westbound between Cherry Street and Parliament Street and between Bayview Avenue and Tannery Road.
- Bayview Avenue would be converted to one-way southbound between Front Street East and Mill Street.
- Curbside activity would be accommodated on one side for most blocks.

#### Summary of Proposed Upgrades to Mill Street:



## Overview of Communications & Consultation

The consultation and communication activities for this project included:

- Display and information panels circulated at the David Crombie Park revitalization event in October 2019 and feedback form with 227 responses collected
- A site walk with eight (8) local stakeholders in fall 2019
- 15 individual external stakeholder meetings. These stakeholders included:
  - 70 Mill Street
  - The Distillery District
  - Gooderham and Worts Neighbourhood Association
  - Kilmer/DREAM
  - Novotel
  - Older Women's Network (OWN) Housing Co-operative
  - St Lawrence Neighbourhood Association
  - St Lawrence Business Improvement Area (BIA)
  - St Lawrence Community Centre
  - St Lawrence Market
  - St Lawrence Market Precinct Advisory Committee
  - St Michael Catholic School
  - Market Lane Public School/Toronto District School Board
  - Toronto Community Housing Corporation (55, 140 and 176 The Esplanade)
  - West Don Lands Committee
- Over 23,500 flyers distributed to the project area
- A stakeholder meeting on January 26<sup>th</sup>, 2021 that focused on changes on Mill Street attended by 26 participants
- A stakeholder meeting on January 28<sup>th</sup>, 2021 that focused on changes on The Esplanade attended by 34 participants
- Two project videos posted to YouTube
  - Summary video: seven minutes in length; received over 1,600 views
  - Detailed video: 30 minutes in length; mirrored what was presented at the Virtual Public Meeting; received over 635 views

- A detailed project webpage that included links to the videos, Virtual Public Meeting and online feedback form
- A Virtual Public Meeting held on February 25<sup>th</sup>, 2021 and attended by 150 participants
- 3 phone calls received
- 71 emails received
- 451 completed responses to the online feedback form

The webpage link for the project is: [Toronto.ca/EsplanadeMill](https://toronto.ca/EsplanadeMill)

*A copy of the flyer is included in Appendix A.*

*Screenshots of the YouTube videos are included in Appendix B*

## Online Feedback Results

An online feedback form was available from February 12<sup>th</sup>, 2021 to March 14<sup>th</sup>, 2021. Participants were invited to complete the feedback form through the project flyer and webpage. A total of 451 completed responses were received.

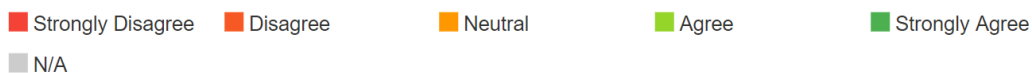
Of the total responses:

- The majority of respondents were from postal codes within or surrounding the project area (i.e. M5A, M5E, M5V, M5J)
- 85% reported that they regularly travel by walking, 61% by bicycle, 38% by motor vehicle and 36% by public transit
- The majority of respondents live, travel or own property near the corridor
- 6% of respondents hold parking permits

## Level of Support

The majority of respondents agree or strongly agree that the proposed changes meet the goals of the project, which were (or include above in the intro):

1. Improve safety for everyone
2. Make walking, cycling and taking transit more attractive
3. Maintain access to local and citywide destinations



## Feedback Summary

Below is a summary of the feedback heard through all communication and consultation channels, including preliminary consultation efforts through the David Crombie Park



Revitalization, individual stakeholder meetings, larger stakeholder meetings, the Virtual Public Meeting, the online feedback form, phone calls and emails. Participants were self-selecting and not a representative sample of the affected community.

Overall feedback was positive with participants happy to see road safety for vulnerable road users, including seniors, people cycling, people biking and people with accessibility needs being prioritized. Safety measures favoured included: lowering speeds to 30 k/hr along The Esplanade; adding raised crosswalks, islands and bump outs; and improving intersection safety at key, major intersections.

Participants also wanted to see additional safety measures added, including: coordinated, improved signal timing along the corridor; more pedestrian and signalized crossings; increased pedestrian signal phases; and more raised intersections and speed reduction measures.

Concerns were expressed that the various traffic changes would be confusing and cause issues with compliance and safety and that other traffic calming measures should be considered.

Many people who drive in the area expressed concerns over increased traffic and travel time to or from their place of residence as well as the proposed decrease in permit parking spots. Street-specific feedback on the turn, traffic and parking changes is detailed in the feedback section below.

Many access, accessibility, loading, school bus drop-off and other curbside activities along the corridor were identified through stakeholder discussions and public feedback and are outlined below. City staff have worked to understand and accommodate these activities in the final proposal.

Many people in favour of cycle tracks prefer strong, physical separations; bi-directional cycle tracks; and connections to other cycling facilities.

Those who travel by TTC noted that the bus routes are often stalled and were in favour of the proposal to prioritize transit along the corridor. Some respondents, however, were concerned about the consolidation of the stops for the TTC 121 Fort York-Esplanade Bus.

Participants want the City to consider how new developments in the area may impact traffic and travel times in the area; including the proposed and approved residential and commercial developments along the corridor, the First Parliament site redevelopment and the David Crombie Park revitalization along with new park at the former site of the St Lawrence Market tent.

## Feedback by Theme

Following are topics that were raised at least once in the public feedback process. Frequently raised comments are ordered at the top of the list, **with comments heard very frequently bolded**. Comments are summarized and paraphrased for succinct clarity. Note that comments have been combined during both phases of the project (i.e.

design development and final proposal presentation). Statements in comments are not necessarily accurate, legal, feasible, or agreed by the City.

## SAFETY

### In support of safety elements

- **This will bring a greater level of safety and liveability to our neighbourhood**
- **There are many children, seniors and people with disabilities in the area – consider the road safety for all users**
- **Happy to see improvements for people walking and cycling in the area**

### Make safety for seniors as well as people walking and cycling a priority

- Pedestrianize Farquars Ln, Nicholson Ln and Taylor Warf Ln
- Increase sidewalk width
- Add a sidewalk to the St Lawrence Market block
- At present, the experience of a person cycling on The Esplanade and Mill St is not great
- Consider upgrading signage for seniors
- Coordinate with the senior safety zone review
- Consider improvements on Front St as there are large pedestrian volumes there
- Minimize conflicts at the loading docks at the St Lawrence Market as there are many large trucks that travel there and queue
- Consider closing this corridor to vehicles entirely
- Ensure there is proper winter maintenance of the cycle tracks

### Decrease speed limits/supportive of proposed decrease

- **Decrease the speed limit to 30 km/h on The Esplanade**
- More traffic calming measures are needed
  - There are many seniors in the area
  - Consider placing large speed bumps on Lower Jarvis St
- Decrease the speed on Parliament St
- Consider Lower Sherbourne St and Lower Jarvis St for future traffic calming measures
- Reduce side streets speeds to 20 k/hr and laneway to 10 k/hr
- Lower Jarvis St and The Esplanade corner needs speed mitigation measures

### Ensure sightlines are maintained

- Maintain sightlines around the Novotel and their colonnades
- Maintain sightlines at the private garage just east of 1 The Esplanade

### Encourage safer driver behaviours

- Unsafe driving behaviours that should be discouraged include:
  - Entering the intersection at the wrong time
  - Blocking cyclists and pedestrians
  - Not stopping at stop signs
  - Running red lights
  - Completing illegal u-turns
  - Double parking
  - Parking illegally

## Continue to improve intersection safety

- **Consider adding proposed safety measures along other parts of the corridor, including raised intersections, raised crosswalks, islands, bump outs, rain gardens etc**
- **Improve intersection safety at key intersections, including:**
  - **Jarvis St and Sherbourne St**
  - **Berkeley St and The Esplanade**
    - Address the poor sightlines
  - **Jarvis St and The Esplanade**
  - **Princess St and Front St**
    - **Improve the signal**
  - **Cherry St and Mill St**
    - Change the signals
  - Cherry St and Lakeshore Blvd
  - Cherry St and Front St
    - Change the signals
  - Trinity St and Mill St
    - Confusing for drivers making deliveries
- **Coordinate signal timing along the corridor**
  - Fix the timing with the three stage lights at Lakeshore Blvd that results in vehicles blocking intersections
- **Add more pedestrian or signalized crossings or pedestrian priority signal phases to increase safety**
  - Add crossing at the north side of The Esplanade at Berkeley St
  - Add traffic light at Front St and Frederick St
  - Consider lights at Berkeley St and Queen St
  - Create a stop sign at Mill St and Bayview Ave for people cycling
  - Consider a traffic signal at Wilton St and Lower Jarvis S
  - Consider a traffic signal at Mill St and Trinity St
  - Add pedestrian-only crossing interval at Front St and Bayview Ave
  - Increase the length of the pedestrian signal phases to account for seniors in the area
- **Make sure the intersection at Parliament St is designed properly if bike traffic has to cross over**
  - **Ensure that this is marked clearly and is safe for all road users**
- **Decrease turning radii for vehicles**
- Ensure the forced right turn from Bayview Ave to Mill St accommodates bicycle turning movements
- Add more cycle track protection at the intersections of Cooperage St, Rolling Mills Rd and Tannery Rd to ensure parked vehicles cannot cause conflicts
- Prevent vehicles from making right turns on red
- Do not allow cyclists to pass cars on the right as many drivers do not check their blind spot

## Upgrade signage and markings

- Make lane markings clearer
- Consolidate signs – there are too many signs on The Esplanade

## Greater enforcement should be employed

- There should be enforcement:



- To prevent people from parking in bike lanes
- For ignoring turn restriction signs
- For running red lights
- Add red light cameras
  - Automatic ticketing should be set up at Lower Jarvis St and The Esplanade

### People cycling need to comply with rules of the road

- Fear of collisions with people cycling
- People cycling often cycle in The Distillery District when it is designed as a pedestrian space.
- People cycling often conflict with people walking on the sidewalk or on the David Crombie Park promenade
- People cycling travel too fast
- Develop a communications plan for The Distillery District to encourage people cycling to not cycle through
- Consider licensing bikes

## DRIVING

### Supportive or not supportive of this project, this plan is confusing

- **Concerned about compliance and that the bus only zone will not be respected by drivers**
- **There may be a long learning curve for proper compliance**
- **Compliance is still an issue in other, similar transportation projects around the City, including on King St**
  - Implement best practices from the King St pilot
- **Use physical infrastructure, such as traffic calming measures, to direct drivers instead**
- This may create more accidents, rather than reduce them
- We will need strong physical markers

### This plan will create more congestion and inconveniences

- **This will create more traffic on:**
  - **Front St**
    - Front St has heavy pedestrian traffic and this may cause more conflicts
  - George St South
  - Scadding Ave
  - Wilton St
  - Scott St
  - Tannery Rd
  - Church St
- **This would inconvenience those travelling to and from the 33 Mill St condominium**
- **This will increase the amount of idling and emissions in the neighbourhood**
- Consider a "block the box" scheme at The Esplanade and Lower Jarvis St and at Lower Jarvis St and Front St

- It is already difficult for vehicles to enter/exit the Gardiner
  - May cause more frustration for drivers and potential conflicts with people cycling
- This will make it harder for people living on or below Scadding Ave to get in and out of the neighbourhood by car
- Concerned about circulation in the Canary District
- Will be difficult to access the Christmas Market
- There may be drivers that use Princess St, Scadding Ave and Hahn Pl to bypass The Esplanade

### Maintain existing vehicle traffic

- **Keep Mill St two-way**
  - Traffic will be forced westbound
  - Does not make sense with proposed new developments
  - Will add more to my commute
  - Will cause more traffic
  - Will inconvenience pick-ups and drop-offs in the area
- **Do not close The Esplanade to vehicles from Lower Sherbourne St to Princess St**
- Maintain access to Farquhar Ln

### Change proposed vehicle traffic

- **Make Trinity St two-way**
  - Proposed changes are an inconvenience for residents of 70 and 80 Mill St
  - Consider a short section of two-way on Trinity St (between Mill St and New St and between Trinity St and Cherry St)
- Allow for an opening on the western end of Scadding Ave for local access to Sherbourne St
- Make Mill St eastbound only
  - Cars often use Mill St as a shortcut to avoid Front St East, Eastern Ave or Lakeshore Blvd
- Make The Esplanade one-way eastbound from Scott St to Jarvis St
- Close Wilton St
- Make Lower Jarvis St and Lower Sherbourne St one-way

### Consider changing or allowing certain turning movements

- **Consider advanced left turn at:**
  - **Princess St and Front St East**
  - **Berkeley and Front St East**
  - **Westbound Front St East to Southbound Lower Sherbourne St**
- Consider time-of-day turning restrictions
- Allow an advance green at Sumach St
  - Would relieve the 504 streetcar
  - Would encourage straight trips both westbound and eastbound
- Consider a right-turn only lane at Lower Sherbourne St
- Do not allow right turns on red
  - At Mill St and Parliament St

### Consider visitors and tourism in the area

- **Tour busses/large coach busses come to the area, stop and block traffic**
  - Especially in front of The Distillery District
- Events at Meridian Hall can have up to 4,500 people attend, many of whom travel by car. This can create congestion
- Baseball, hockey and basketball games can cause congestion
- Many tour busses load in front of the Novotel
- Maintain access to The St Lawrence Market for people driving from the region
- Coordinate with marathon closures

### In support of traffic changes

- One-way will make the street easier to cross at Market Lane PS
- Happy to see that no turns can be made from The Esplanade to Lower Jarvis St in the final proposal

### Address congestion and vehicle traffic volumes

- Areas of concern include: Christmas Market; Parliament St and Mill St; north on Market St, right on The Esplanade; The Esplanade and Jarvis St; Mill St and Trinity St; The Esplanade in general; and the Gardiner Access ramp
- Encourage more people in the downtown core to make trips without cars
- Avoid routing to Berkeley St as this already is frustrating for drivers

## PARKING AND LOADING

### Increase parking availability or do not decrease it further

- **Please remove pay-by-the-hour parking spaces**
  - Parking permits are used at night and the majority of parking during daytime is paid parking, not permit parking. Changes to permit parking will therefore not address changes to paid, daytime parking
  - Hard to find parking space during the day
- **6N permit holders can only park on Mill St**
- **Do not eliminate parking in 6K**
  - 6K is used by visitors to The Distillery District
- **Parking may be further strained with the new developments coming online**
- **Maximize spaces along Scadding Ave, Hahn St and the inner streets for parking options**
  - Make Scadding Ave south permit parking only
- Parking was taken away during the Mill St redesign and taking away more would be an inconvenience
- Businesses are already suffering under COVID – every parking spot lost reduces sales
- Visitor parking is already limited
- There is already an oversupply of parking on Front St

### Maintain or accommodate access and loading

- **Maintain access to the Green P parking garages**
- **Maintain lay-bys for all residential buildings, including:**
  - **At 33 Mill St**

- At 70 Mill Street
- **Maintain access to David B Archer Co-operative**
- **Maintain access for emergency vehicles**
- Maintain taxi stand on Trinity St
- Maintain access to driveways, loading zones etc. on the south side of Mill Street in The Distillery District
- Maintain access to the Novotel loading and parking garage.

### Consider the impact of loading/unloading on traffic and cycle track activity

- On Mill St west of Trinity St there are lots of traffic issues with delivery trucks pulling over on the right hand side
- Meridian Hall has a loading dock directly at The Esplanade and Scott St. 53" tractor trailers that use these docks require a very large area to maneuver. Consider this in the design
- There is often a lot of curbside activity in front of 25 The Esplanade as well as between 1 and 8 The Esplanade that could impact safety
- There is a lot of ride hailing activity along the corridor

### Accommodate School Bus Pick-up/Drop-off

- School buses stop on the south side of Mill St just east of Trinity St
- Maintain drop-off for daycare run out of St Lawrence Community Centre on either Nicholson Lane or on The Esplanade
- Consider pick-up and drop-off needs at St Michael Catholic School
- Maintain a bus and delivery zone for Market Lane PS

### Maintain accessibility

- **Consider the visually impaired in the design**
- Maintain front door Wheel Trans access at OWN Housing Co-operative Inc
- Maintain Wheel-Trans access at TCHC site at 140 The Esplanade
- Maintain accessibility for 25, 35 and 55 The Esplanade
- Accommodate people along the corridor with disabilities who may need pick-up and drop-off areas
- Consider that many people with mobility and cognitive impairments live in the area

## CYCLE TRACKS

### In support of cycle tracks

- Build them as soon as you can
  - Especially for the segment that runs along Parliament Square Park
- Monitor their use to show the increase in people cycling after installation

### Use physical separation for the cycle tracks

- **Prefer stronger physical separators rather than bollards**
  - Concrete curbs
  - Planters
- Separate all uses to manage potential conflicts. There are often parked/parking cars, buses, taxis/ rideshare, trucks, emergency and other vehicles in dedicated lanes

- Painted, shared lanes are not effective

### Make the bi-directional cycle track uni-directional

- **Bi-directional cycle tracks are preferred**
- Please have the cycle tracks follow the direction of traffic
- Concerned that there will be no space for two bicycles to pass one another in the bidirectional cycle track with the Christmas Market configuration

### Make the design consistent across the city

- Understand the physical constraints, but it is currently hard to navigate as a person cycling
- Foster a sense of place-making in this neighbourhood and the city

### Consider adding or connecting to other cycling routes

- **Connect to Union Station**
  - Consider connecting through the former GO bus terminal space
- **Connect to Richmond St and Adelaide St cycling facilities**
  - Can use Parliament St
- Connect to Yonge St.
  - And extend Yonge St to Queen St
  - **Upgrade the tracks from Front St to Queens Quay**
- **Add safe pedestrian and cycling paths through the railway underpasses**
- **Fill in the gap and connect to Bayview Ave between Front St East and River St**
- Build a cycling route on Gerrard St through Regent Park
- Build a cycling route on Bay St from Queen St to Front St
- Add the Jarvis St bike lanes back in
- Install a contra-flow lane on George St
- Add lanes on Front St

### Not in support of this proposal

- There are not enough people cycling to warrant these changes
- There are already lanes on Lakeshore Blvd and therefore this is unnecessary

### Consider moving the cycle track to the north side

- In The Distillery District, this would interfere less with curbside activity on the south side
- On The Esplanade between Scott St and Church St, driveways, entrances and drop-off areas are on the south side. Consider moving to the north side for this portion

### Consider adding more bike parking and improving Bike Share

- **Consider adding bike parking across the corridor**
- **Coordinate with Bike Share**
  - Rotate the bike share station at the southeast corner of Parliament 180 degrees
  - Relocate Bike Share station on the east side of Jarvis St near Wilton St as it is in an awkward location
- The Distillery District would like to cost share with the City – people currently lock their bikes to private property

- Add in front of the St Lawrence Community Centre
- Add bike parking in front of St Michael Catholic School

#### Consider additional design elements

- Paint the cycle tracks green
- Minimize blank space on the road in pavement markings
- Improve signage to the Don Valley Trail
- Improve lighting under the Yonge St bridge

#### Consider sharrows instead

- Would not have impacts to the traffic flow

## TTC

#### Maintain existing TTC stops

- **The proposed removal of the EB 121 stop between Market Lane PS and Berkeley St would create a long walking distance for transit customers**
- **Please keep the bus stops as they are – close to 110 The Esplanade**

#### Prioritize bus routes

- Bus routes are stalled
- Bus drivers behave aggressively
- Busses maneuvering around illegally parked/stopped cars creates other conflicts
- Mill St could have better bus access
- Separated cycle tracks could help with TTC bus issues
- The 121 has slowed down since the King Street Pilot
- Consider re-routing the loop of the 121 bus on Sherbourne St instead of Princess St

#### Enforcing TTC-only lanes

- Concerned with how enforcement will work

#### Concerned with TTC changes

- The Scadding Ave turn may be too tight for TTC busses
- Make sure the TTC bus 121 can turn from Cherry St to Mill St
- Re-routing may eliminate access for some areas of The Esplanade

#### Add TTC Stops

- Add a 65 Parliament stop at Mill St

## PHASING AND COORDINATION

#### This should happen sooner

- Two stages of implementation is confusing
- Consider making certain changes (i.e. speed limit reductions) now

#### North Market construction coordination

- Consider phasing the project for when the North Market opens as there will be less potential conflicts with trucks



- Concerned about North Market coordination if construction is not completed in time

### Consider new developments in and changes to the area

- **Address how traffic will be managed when new developments come online**
  - 60 Mill St (proposed hotel)
    - Proposed layby and drop-off for this development
  - Corktown Commons
  - Time and Space Condominiums
  - St Lawrence Condominiums
- **Coordinate with the new park being added where the St Lawrence Market tent is currently located**
- **Coordinate with Metrolinx and the First Parliament site redevelopment**
- **Coordinate with David Crombie Park Revitalization**
- Coordinate with any Enbridge work being completed
- Street on north side of 70 and 80 Mill St will be extended to Cherry St
- DREAM/Kilmer development in the Canary District proposes the parking, service vehicles and deliveries go through the underground parking lot, but plans to have short-term parking/loading done through lay-bys on the south side of Mill St  
Ensure proper coordination to accommodate this activity

### Consultation and Project Background

- **Report on what local groups were consulted with**
  - Curious to know if local stakeholders were supportive of this proposal
- Report on what traffic data was used in the development of this project

## ADDITIONAL CONSIDERATIONS

### Consider the Christmas Market

- **Bike lane added to the Christmas Market could cause chaos**
- Neighbourhood is overrun with people trying to find parking and people in the streets
- Trinity St and Mill St intersection requires traffic officer on weekends
- Traffic management plan was put in place, but caused issues with deliveries and ride shares

### Additional Design Considerations

- **Add more public art**
- **Make more room for patios and public spaces**
  - Could be room for patios at the eliminated parking spaces between Cherry St and Bayview Ave
- Consider adding new street lighting
- Put in more trees and landscaped features
- Add beautification elements, such as those found on Queens Quay

### Cost

- **Report on the cost estimate for this project**
- In lieu of the COVID-19 pandemic, this proposal does not make financial sense

## Next Steps

The Project Team will review all feedback received, together with technical considerations, and stakeholder comments to finalize the recommended designs for The Esplanade, Parliament Square Park and Mill Street corridor. A Staff Report with the recommended design will be presented to the City's Infrastructure and Environment Committee on May 25, 2021, and considered by City Council thereafter.

# Appendix A: Flyer Notice



## Public Consultation

February 10, 2021

### Improving The Esplanade and Mill Street Yonge Street to Bayview Avenue



Artistic renderings of The Esplanade (left) and Mill Street at Cherry Street (right).

#### Project Overview

The City of Toronto is inviting residents to learn more about, and provide feedback on, safety upgrades to The Esplanade and Mill Street. These streets connect people to iconic destinations like the St. Lawrence Market and Distillery District, as well as parks such as Corktown Common and David Crombie Park.

Today, walking, cycling and transit make up nearly three-quarters of the trips in the St. Lawrence and Distillery District neighbourhoods, yet there have been more than 340 collisions on this corridor in the last five years: 10 per cent involving people walking or cycling and one per cent causing serious injury or death.

The Esplanade is also being used as a bypass to Front Street and Jarvis Street. This non-local traffic leads to congestion, pollution, noise and delays to TTC service.

The City of Toronto is recommending changes to the way people move through and experience The Esplanade and Mill Street. These recommendations are based on Toronto City Council-approved policies, plans and data analysis. They are also informed by input from local stakeholders, including community groups, businesses, institutions and property owners along the corridor.

#### Project Area



#### Project Goals

1. Improve safety for everyone.
2. Make walking, cycling and taking transit more attractive.
3. Maintain access to local and city-wide destinations.



Visit [toronto.ca/EsplanadeMill](https://toronto.ca/EsplanadeMill) for more information, videos and online feedback form. Sign up for project notifications and register for the Virtual Public Meeting on February 25, 2021.

[toronto.ca/EsplanadeMill](https://toronto.ca/EsplanadeMill)





Page 1 of 4

## Proposed Changes on The Esplanade



### LEGEND | ↑



Mode of Travel	Proposed Changes
 If you walk or cycle	<ul style="list-style-type: none"> <li>• Intersections would have enhanced crossing markings, with turn restrictions or signal timing changes to reduce conflicts with drivers.</li> <li>• A bi-directional cycle track would be added to the south side of The Esplanade.</li> <li>• Dedicated bicycle waiting areas at intersecting bikeways such as Lower Sherbourne Street.</li> <li>• The separate cycle track would allow existing park paths to prioritize walking.</li> </ul>
 If you take transit	<ul style="list-style-type: none"> <li>• The TTC 121 Fort-York Esplanade bus would continue to serve The Esplanade in both directions between Church Street and Princess Street. It would become westbound only between Princess Street and Berkeley Street, and between Church Street and Yonge Street, with eastbound service along Front Street East.</li> <li>• Bus stop locations would be moved to improve the speed and reliability of these routes.</li> <li>• The TTC 75 Sherbourne and 65 Parliament bus routes would run similar to today.</li> </ul>
  If you drive or park	<ul style="list-style-type: none"> <li>• The speed limit would be reduced from 40 to 30 km/h.</li> <li>• The Esplanade would be converted to one-way eastbound from George Street to Frederick Street.</li> <li>• The Esplanade would be converted to one-way westbound from Berkeley Street to Princess Street, George Street to Market Street and Church Street to Scott Street.</li> <li>• The Esplanade would be closed to vehicles (except TTC) between Lower Sherbourne Street and Princess Street.</li> <li>• Parking and curbside activity on The Esplanade would only be maintained from Berkeley Street to Princess Street and from Church Street to Scott Street. Existing accessible loading zones would be maintained.</li> <li>• 35 permit parking spaces would be removed (19 in area 6H and 16 in area 6K). After removal, both areas would still be under capacity.</li> </ul>

## Proposed Changes on Mill Street






LEGEND | 

 Drive Lane

 Curbside Activity



 Cycle Track

Mode of Travel	Proposed Changes
 If you walk or cycle	<ul style="list-style-type: none"> <li>• Intersection safety improvements to give people walking and cycling more visibility and dedicated signal time would be added to reduce conflicts with drivers.</li> <li>• A bi-directional cycle track would be added to the south side of Mill Street and the east side of Bayview Avenue.</li> <li>• Dedicated bicycle waiting areas would be added to signalized intersections.</li> <li>• The cycle track would connect to Corktown Common and Parliament Square Park.</li> </ul>
 If you take transit	<ul style="list-style-type: none"> <li>• As today, the TTC 121 Fort York-Esplanade bus would serve Mill Street westbound only, but would be extended from Bayview Avenue.</li> </ul>
 If you drive or park	<ul style="list-style-type: none"> <li>• Mill Street would be converted to one-way westbound from Cherry Street to Parliament Street and Bayview Avenue to Tannery Road.</li> <li>• Bayview Avenue would be converted to one-way southbound from Front Street East to Mill Street.</li> <li>• Right turns on red would be restricted from Mill Street onto Parliament Street, Mill Street onto Cherry Street and Cherry Street onto Mill Street.</li> <li>• Parking and loading would be maintained on one side of the street on most blocks. Existing accessible loading would be maintained.</li> <li>• On-street parking would be available on:                             <ul style="list-style-type: none"> <li>→ the north side – Bayview Avenue to Rolling Mills Road and Cherry Street to Trinity Street</li> <li>→ the south side – Trinity Street and Parliament Street</li> <li>→ the west side of Bayview Ave – Front Street East to Mill Street</li> </ul> </li> <li>• 10 permit parking spaces would be removed from Mill Street and replaced on Front Street East, just east of Trinity Street.</li> </ul>

## Virtual Public Meeting

This consultation event will be conducted online, by phone and by mail only. This is based on the expert advice of our Medical Officer of Health to practice physical distancing, to help reduce the spread of COVID-19 and to protect the health and safety of Toronto residents and our staff.

At the virtual public meeting, staff will present the project and provide an opportunity to ask questions. A copy of the presentation will be available on the project web page.

<b>Virtual Public Meeting</b>	<b>Presentation and Question &amp; Answer period Thursday, February 25, 2021, 6:30–8:30 p.m.</b>	
	 <b>Join by computer, smart phone or tablet</b>	 <b>Join by phone (audio only)</b>
	<p>Visit the project web page and register for the meeting: <a href="http://toronto.ca/EsplanadeMill">toronto.ca/EsplanadeMill</a></p> <p>You will receive an email with instruction on how to join the event via your device.</p> <p>If you do not register in advance, you can visit the project web page on the day of the event to find the login information.</p>	<p>View information material ahead of time on the project web page OR request material by email or mail.</p> <p>Five minutes before the meeting starts, call <b>416-915-6530</b> and enter access code <b>177 673 8770</b>.</p>
<b>Online Information &amp; Feedback Form</b>	<p><a href="http://toronto.ca/EsplanadeMill">toronto.ca/EsplanadeMill</a></p> <p>Review more information online, including a video and downloadable presentation, provide comments and fill out our feedback form.</p>	
<b>Contact</b>	<p><b>Alyssa Cerbu</b>  <b>Sr. Consultation Coordinator, City of Toronto</b>  <b>Metro Hall</b>  <b>55 John Street, 19<sup>th</sup> Floor</b>  <b>Toronto, ON M5V 3C6</b>  <b>Telephone: 416-338-0503</b>  <b>Email: <a href="mailto:Alyssa.Cerbu@toronto.ca">Alyssa.Cerbu@toronto.ca</a></b></p>	



## Next Steps

Following public and stakeholder consultation and subject to approval from City Council, the City of Toronto plans to install the proposed changes on Mill Street and The Esplanade east of Sherbourne Street in 2021 and The Esplanade west of Sherbourne Street in 2022.

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.



## Appendix B: YouTube Videos

### Long Video



Improving Travel on The Esplanade and Mill Street (Long Video)

652 views • 16 Feb 2021

👍 13 🗨️ 0 ➔ SHARE ⚙️ SAVE ...

### Short Video



Improving Travel on The Esplanade and Mill Street (Short Video)

1,672 views • 16 Feb 2021

👍 15 🗨️ 3 ➔ SHARE ⚙️ SAVE ...