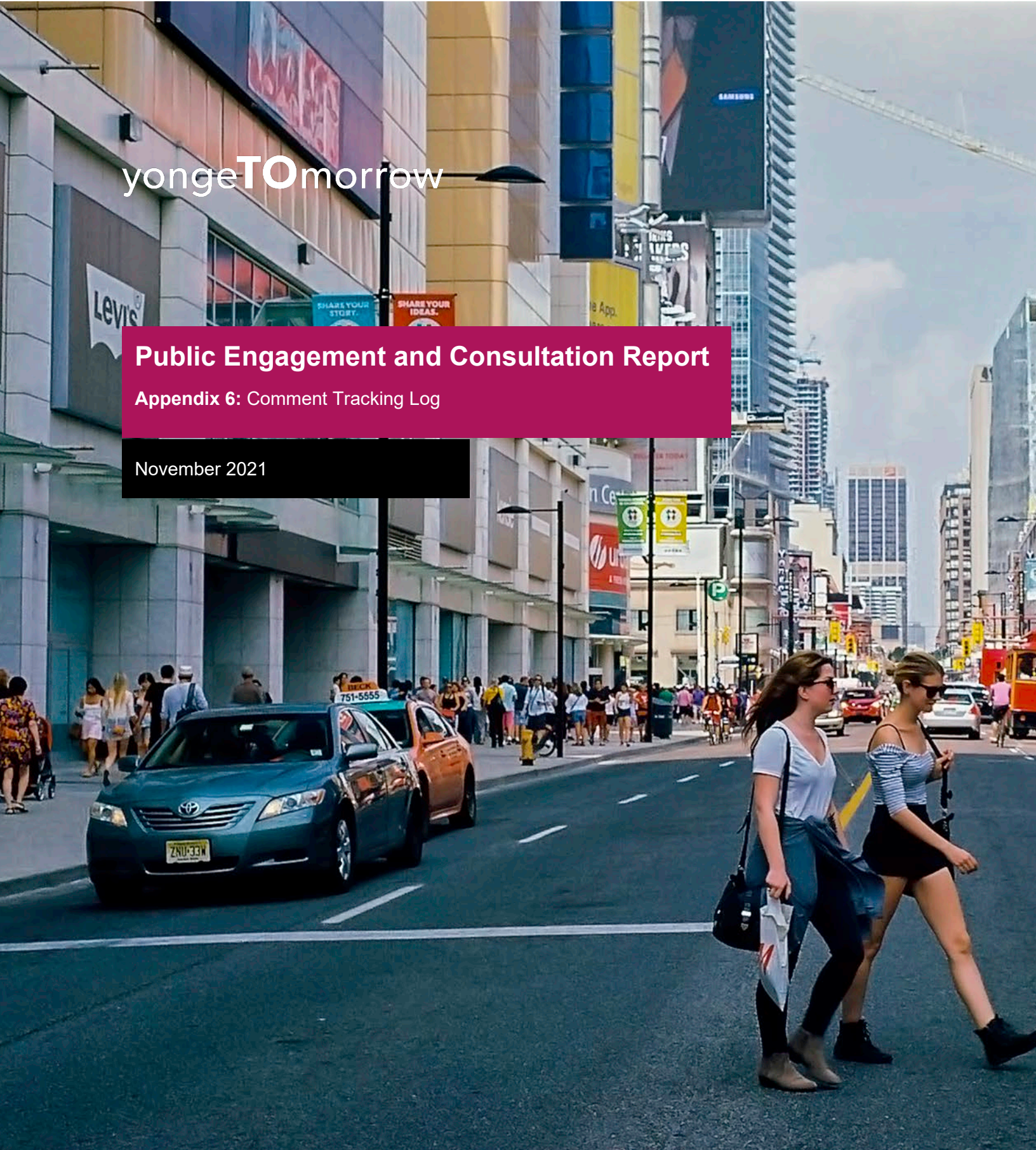


yonge**T**omorrow

Public Engagement and Consultation Report

Appendix 6: Comment Tracking Log

November 2021





yonge**T**omorrow

Public Engagement and Consultation Report

Round 1 Comment Tracking Log

November 2021

Date	Stakeholder Type	Contact Name Organization	Themes	Comment/Question	Response	Date
7/31/2018	SAG	Bloor East Neighbourhood Assoc.		<p>Thank you.</p> <p>On the project, given our climate and behavioural traits, I am just concerned about built in "dead zones" or economic or social dysfunction and yet continue the viability of arterials such as Queen West and King West.</p> <p>Ithaca NY and the photographic sites chosen in yesterday's booklet are places I have been from Chongqian to Oakville to Ottawa all suffer with a lack of economic sustainability. Tainjin has its long pedestrian zone which is packed with a sea of walkers on weekends from the High Speed Rail Station to the abandoned Catholic Cathedral and yet, the shops are the same duplicated without economic wealth creation; just as we have five McDonald's outlets Bloor to Dundas on Yonge.</p> <p>How can turn the towered condo silos through planning into Plaza frontages? The Aura has two great examples, one of animation at Gerrard and another of Walj past in front of the banks or Shoppers and inside their basement. Near death and across the road a small parkette at McGill of drug infestation and anti social behaviour.</p> <p>Change is needed on YONGE and pockets will succeed. How to link these is the challenge.</p>	Thanks for this. I will share with the project team. Maogosha	EM 07/31/ 2018

7/31/2018	SAG	Church Wellesley Neighbourhood Association	Social Wellbeing Local Business	<p>Some comments on yesterday's session ...</p> <p>Possible Tweet: The Yonge Street experience is an essential part of Toronto. It draws people from around the city, the province, the country and the world. It's where people stroll, shop, dine, live, study or just pause at one of the street's many pedestrian islands.</p> <p>Overall Concern: I feel that the experience of Yonge Street should be an explicit and central concern. This might be captured, in part, by a vision: Yonge Street is iconic. The Yonge Street experience is central to the cultural identity of Toronto.</p> <p>Growth brings an opportunity to elevate Yonge Street's physical form and lived experience to reflect the significance it holds in both the city's landscape and in our minds.</p> <p>Opportunities: Doing something about the street's aging infrastructure is an opportunity. But so too are the many private investments being made along and around the street.</p> <p>Objectives: For a number of reasons I would like to see "Liveability" replaced by "Social Fabric". The explanation might read, "Social Fabric - celebrate and enhance the Social Fabric by providing a physical environment that supports and enhances life.</p> <p>Alternatives: Ken's presentation made clear that vehicles have been given control of a disproportionate share of the public realm. I find the idea of Yonge Street as one-way to be attractive. Given our social fabric, it would be prudent to provide space for some vehicular traffic, and making the street one-way might be a step forward.</p> <p>Next Steps: I don't see this effort as being primarily the publication of a report/recommendation. You're really in the business of influencing our collective awareness of positive changes that could be made to Yonge Street and the Yonge Street Experience. The publication of Occasional Papers could be one way to influence that social awareness. Possible titles:</p> <p>How Yonge Street influences the social fabric of downtown.</p> <p>The role of pedestrian retail destinations along Yonge Street.</p> <p>processHow pedestrian spaces shape the Yonge Street experience.</p> <p>It's not clear to me what I can do to help in your efforts, but Yonge Street has always been important to me. It was important to me 40 years ago when we moved to Toronto. It's important to me now that we live just off Yonge Street, (at Maitland).</p>		
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8/1/2 018	SAG	YQNA	<p>Dear Maogosha, Thank you for this information. Would you be able to also send out the list of participants and study team who were at the meeting? I have forwarded your email to the rest of the YQNA Planning Committee so they may have other comments. I think that the City has already studied great streets, and while Yonge is special, it is also just a busy street and most of the previous work should be translatable. For example, TOCore has a big section on the public realm; complete streets are well known; Pet-Friendly Design Guidelines are under way; John Street has a plan; there are already rules about street furniture location and clearways for the disabled. A few additional points I have thought of since the meeting:</p> <ol style="list-style-type: none"> 1. Lots of garbage bins. Other busy streets like Front or King don't have enough, so people use the planters. The current design is relatively useless: people don't know what is recyclable, the slots are too small, the capacity is too small and/or they are not emptied in a timely fashion. The big bins at the parks are not pretty but at least they are useful and the new signage "no coffee cups" on the blue bins helps cut down on mixed garbage. Some other solutions are separate compartments with labels/icons to show what goes where e.g. "paper, bottles & cans, cigarette butts, everything else". I think the City needs to have a chat with Astral Media about this issue, or take back the job of providing public bins. 2. Paving materials. Granite looks nice but is very expensive; concrete pavers are easier to repair for utility cuts, but they tend to heave and become tripping hazards. I would favour coloured concrete to define zones for pedestrians, cyclists and motor vehicles, if any. Pale colours are best to avoid heat island effects: some of the dark granite pavers down on Queens Quay get very hot in the summer, which is a hazard for dogs. However, Toronto Hydro and other utility providers must be made to carry out proper, timely repairs, not leave ugly asphalt patches for years. 3. Washrooms. I have met tourists asking me where to find a washroom, and I have to explain that they need to go into a restaurant, bar, or hotel to find relief. Can we start providing public washrooms, perhaps for a small entrance fee via coins or bank cards, to help the public on the street? The fee would discourage indigent users overnight and help pay for maintenance. I have heard that the City is worried about drug users. Well, people do drugs in Tim Hortons etc. What we need are safe, supervised drug use sites such as the City is starting to provide. 4. Maintenance in general. Who is the beneficiary of the City's investment? Should the BIA take on planting, watering and general care of the trees and flowers? The City is not doing a very good job at present of tending the greenery we already have. I see trees dying all over the place, even in parks. 5. Construction co-ordination when the time comes. The ancient sewer and water pipes need to be replaced, and all the utility companies invited to participate, putting in hand-wells and over-sized conduits to avoid digging in the near future. There should be a moratorium on any digging for 5 years. This has not happened on Queens Quay. 6. Celebration of Yonge's history. There is a nice example at the foot of Yonge on the south side at the slip, on the walkway, showing the distances to key places along Highway 11. All along the study area there could be plaques and signage about interesting facts concerning the local area. For example, "here stood Sam's record shop until 2010? Sam the Record Man was a key 	<p>Thank you for your email and for taking the time to provide us with some very important considerations for this study. Your feedback has been recorded and I've noted that YQNA is interested in receiving project updates but not being on the SAG. In terms of meeting attendees, please see the following:</p> <p>Participants:</p> <ul style="list-style-type: none"> Aura Tower Bay Cloverhill Community Association BILDBloor East Neighbourhood Association Cadillac Fairview Church of the Holy Trinity Church Wellesely Neighbourhood Association Covenant House Cresford Cycle Toronto Downtown Yonge BIA Financial District BIA HNR Properties Limited Lanterra Developments Lifetime Developments McGill-Granby Residents Association Metropolitan United Church MOD Massey Tower Condos Ryerson City Building Institute Ryerson University St Lawrence Market Neighbourhood BIA St Lawrence Neighbourhood Association St Michael's Choir School St. Michael's Church Master Plan Redevelopment Walk Toronto YMCA (Grosvenor) Yonge Suites Yonge-Dundas Square York Quay Neighbourhood Association City of Toronto: Johanna Kyte, Transportation Services, Beautiful Streets (Project Manager for the EA) Jeff Dea, Manager, Transportation Services, Infrastructure Planning Unit Tracy Manolakakis, Policy, Planning, Finance & Administration (PPFA), Public Consultation Unit Maogosha Pyjor, Policy, Planning, Finance & Administration (PPFA), Public Consultation Unit Steer: Harold Sich and Jeff Qiao Lura: Liza McHardy and Zoie Browne Greenberg Consultants Ken Greenberg <p>All the best, Maogosha</p>	EM 08/02/ 2018
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			<p>figure in Toronto's emerging music scene in the 1960's and his eye-catching sign has been repaired and installed on the facade of Ryerson University's new building at ## Gould Street"; "The Eaton Centre was built in 1966? by the Eaton family who had their flagship store in the mall. This was an early example of a large enclosed shopping centre. Unlike the suburban models, the Eaton Centre covered over and privatised several small streets in the area, such as Albert Street. Today the Eaton family business is gone but the name remains."7. Subway entrances. The original rat-holes in the ground are not very enticing, and the newer ones inside buildings can be hard to locate. Visitors may not understand the TTC logo or the word "subway", so signage needs to be universal. Could we have the street entrances improved with a roof over the stairs, for example?That's all for now. Please note that my attempts at historical references are not necessarily accurate, just examples!! don't think I wish to continue on the SAG, as the study area is very remote from YQNA's territory, and we have plenty of other issues along the Waterfront to keep us busy. As we heard, our part of Yonge Street has already been studied as part of the Lower Yonge Precinct Plan. We may take an interest in the remaining section from Front to Queen when the time comes, however, so please do keep YQNA on your mailing list.I think we would like to receive emails about the YongeTOMorrow study progress and reports as they are prepared</p>		
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8/7/2 019	SAG	St Lawrence Market BIA	<p>Hello Maogoshal wanted to follow up on this e-mail, with a particular observation/comment following my perusal of the information sent to me. Eric, who is away today, will send further comments to you shortly. It would seem that Queen Street is an odd place to stop the study and this initiative if you are looking to revitalize, enhance and eventually promote Yonge Street as the signature street in Toronto. I say this for a few reasons. Firstly, south of Queen there are three BIA's that run up to or close to Yonge street: Our BIA, the Financial District and the Waterfront BIA which is close to Yonge St. at Queen Quay. These are three vibrant areas with different items to offer visitors, residents and businesses. To create Yonge Street as the jumping off point for these diverse neighbourhoods beyond Queen St. would seem to be a natural direction to consider if you wish to make this a complete street. To miss this opportunity would be unfortunate and would provide a less than complete experience. How can one envision Yonge Street in the future without completing it south of Queen, at the very least to the tracks at Esplanade if not to the Waterfront? Further to that there are already initiatives in place in these areas that speak to the future direction you wish to take Yonge Street. The St. Lawrence Market Neighbourhood BIA, following the completion of its Master Plan have already taken to working with the city to revitalize its public realm and streets with pedestrian and cycling initiatives, wherever possible to create a more holistic experience that speak to the Opportunity Statement, and Objectives as laid out by this process. We have created shared streets at Market Street, and Scott Street, with further plans to create more and higher pedestrian destination areas on our side streets and along Adelaide in the near future, and the gateway to Old Town Toronto and these initiatives actually abuts Yonge Street. We have supported the integration of cycle tracks along Adelaide, and Richmond as well as Sherbourne, and other future cycling initiatives. We would like to work with the city to continue initiatives already being talked about and put into place that have been referred to in your documents. The following is a link to our Master Plan for reference: http://www.stlawrencemarketbia.ca/images/01_SLMNBIA-Final-Report_full_Edited%20June%208%202015%20Optimized.pdf On the other side of Yonge Street, Union Station has undergone a massive change to its public realm and streetscape on Front. It is crying out for connection to Yonge Street and speaks to the very things this study is trying to espouse. The Waterfront has undergone massive change with new transportation, cycling, public realm, artwork and pedestrian systems. Why would you not want to connect this as well? The continuity and connection between all the neighbourhoods on Yonge from Kilometre Zero at the Water would be imperative and it seems that the thought moving forward on Yonge street is incomplete, and should be fully fleshed out and integrated to create this Grand Avenue dream before we continue.</p>	<p>Thank you for your feedback which will be shared with the project team and be part of the public record for this study. We will ensure that the summary report addresses your comments/questions including: • How can one envision Yonge Street in the future without completing it south of Queen, at the very least to the tracks at Esplanade if not to the Waterfront? • Working with initiatives already in place in these areas that speak to the future direction you wish to take Yonge Street is critical (Reference: St. Lawrence Market Neighbourhood BIA Public Realm Master Plan) • Imperative to make connections to Union Station and to The Waterfront which already have new transportation, cycling, public realm, artwork and pedestrian systems Kind regards, Maogosha</p>	EM 08/14/ 2018
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8/9/2018	SAG	Ryerson University Real Estate, Facilities Management & Development		<p>Hi Maogosha and Jeff,</p> <p>Please see attached with additional feedback from Ryerson. Many thanks,</p>	<p>Many thanks to you as well for providing Ryerson's feedback which will be shared with the project team and part of the public record for this study. Please note that I've also copied the Project Manager, Johanna Kyte, to ensure she is aware of this feedback. We will be in touch soon with a summary report from the workshop and more details about the Stakeholder Advisory Group. Kind regards, Maogosha</p>	EM 08/09/ 2019
8/13/2019	SAG	Ryerson City Building Institute		<p>Hi Maogosha,</p> <p>Please find attached the Ryerson City Building Institute's written feedback submitted in response to the July 30th Stakeholder Meeting for the YongeTOmorrow EA.</p> <p>Thank you for the opportunity to participate -- we look forward to continued engagement in the EA process.</p> <p>Thank you!</p>	<p>We also look forward to your continued role and input on this project. Ryerson City Building Institute's feedback and letter (August 13, 2018) has been shared with the project team and will be part of the public record for this study.</p> <p>We will report back shortly on the feedback that we have received from the July 30 Stakeholder Meeting.</p> <p>Thank you again for your early contribution to this study! Kind regards, Maogosha</p>	EM 08/13/ 2019

10/30/2018	SAG	Walk Toronto		<p>Zoie, It was nice to chat with you just now. It turns out that my focus of concern is language used in the City of Toronto's main webpage for YongeTOMorrow at: http://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/yonge-downtown/ If you go to the Background section, and expand Opportunities, there is a bullet list of possible changes which the EA will be looking at. One is the traditional pedestrian mall idea that was tried out on Yonge in the 1970s: "Making some sections pedestrian-only". Further down the list is the rather vague, "Installing cycling facilities". In active transportation circles, we tend to talk about a greater range of options that reflect contemporary developments such as Complete Streets and multimodality. As streets become more fluid, we expect to see other options for consideration like "car-free" or "traffic calming" – recognizing that the chief danger to street users on Yonge is the motor vehicle.</p>	<p>Thank you for sharing the link. The City will be updating the webpage in the coming weeks to better reflect Complete Streets and multimodality opportunities. We appreciate your feedback and look forward to working with you and Walk Toronto further through this project process. Have a great day. Zoie</p>	EM 10/31/2018
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1/8/2 019	SAG	Transit Lead Toronto Youth Cabinet		<p>Hi Maogosha,</p> <p>I'm the Transit Lead at the Toronto Youth Cabinet, the City of Toronto's youth advisory body. Though transit usually refers to public transportation I am also focusing on active transportation and making our streets safe for all users. Redesigning Downtown Yonge Street is an important part of that.</p> <p>The Yonge Tomorrow webpage has been available for a while, but I'm not aware of any public consultations that have taken place. It would be great if you could provide an update on the status and timelines of the Yonge Tomorrow study.</p>	<p>Thank you for your email and my apologies for the delay in responding.</p> <p>The first public event will take place May 9th and we are in the midst of preparing materials and communications which will include updating the webpage. There will be a lot more information and opportunities to participate to in the coming months.</p> <p>In the meantime, are you interested in representing the Toronto Youth Cabinet on our Stakeholder Advisory Group? If so, I've copied the YongeTO SAG Lead, Zoie Browne. Please note that we have our next meeting scheduled for April 1st.</p> <p>SAG Membership Requirements include:</p> <ul style="list-style-type: none"> • Purpose: Provide an ongoing forum for advice, feedback and guidance to the Project Team • Representation: One member per organization • Duration: January 2019 – March 2020 • Time Commitment: 4 meetings (approx. 2 hours in length) • Meeting Style: Presentations, workshops and guided discussions • Roles and Responsibility: Review, comment and provide feedback on presentation materials (more information is outlined in the Terms of Reference) <p>Please feel free to give me a call with any questions that you may have. I've also copied the Project Manager for the study, Johanna Kyte.</p> <p>Kind regards, Maogosha</p>	EM 02/13/ 2019
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2/22/2019	SAG	Transit Lead Toronto Youth Cabinet		Hi Zoie and Maogosha, Thank you for the update on the project and inviting me to take part in the stakeholder advisory group on behalf of the Toronto Youth Cabinet. I will read the terms of reference and fill out the form. I look forward to attending the next stakeholder advisory group meeting on April 1.	Thank you again for your interest and for signing up to be part of the advisory group. We look forward to meeting you and having you participate. Zoie is coordinating the Stakeholder Advisory Group so please expect to receive more information from Zoie in the lead up to our April 1 meeting. Kind regards, Maogosha	02/22/2019
2/6/2019		DYBIA		Follow-up to phone conversation re. social agencies and provider contacts to reach out to.	Thank you again for taking the time to speak with me yesterday about the important work you do and the partners and programs connected to safe and inclusive streets. I've put together some notes from our conversation. Please review to ensure I've got it right. I would very much like to take you up on your offer to speak again about the organizations to reach out to for their input into our study. Let me know you're availability next week and I'll set up another meeting time. Kind regards, Maogosha	02/06/2019

2/11/2019		Chief of Staff Councillor Cressy Office		Hi Maogosha, Thanks for the update – much appreciated. Take care,	Hello Councillor Cressy and Councillor Layton, As you may know, the City is embarking on a Municipal Class Environmental Assessment entitled YongeTOMorrow. This study will develop and review design options intended to improve the public realm, along with other possibilities to improve the way people move through and enjoy Yonge Street between Queen Street and College Street. A phase 2 EA will look at potential changes to Yonge Street north of College Street to Davenport Road. We have a Stakeholder Advisory Group meeting scheduled for Monday April 1st (early afternoon, exact time and location TBD) and our first public event is scheduled for May 9 (early evening event). We have coordinated these dates with Councillor Wong-Tam and we would like to extend an invitation to you both. Please feel free to contact either myself or the Project Manager, Johanna Kyte, with any questions. Otherwise we will keep you and your offices informed about event details and project updates. Kind regards, Maogosha	EM 02/11/ 2019
3/6/2019	SAG	Church of the Holy Trinity		Hi, Maogosha: I will plan to attend this meeting. As you observe, it is important that faith communities, like Holy Trinity, participate in this project.	I'm following up on an invitation that you should have received last month to attend the second Stakeholder Advisory Group meeting for the YongeTOMorrow study scheduled for Monday April 1st, 2019 2 p.m. – 4 p.m. at City Hall Committee Room 3. We haven't heard back from you so I wanted to reach out to confirm if you are still interested in participating in the study. The project team is aware that there may be time constraints for attending meetings and that there may be other ways to engage with community and faith organizations like Church of the Holy Trinity in order to receive input on the potential re-design of Yonge Street. Let me know if you can continue to participate in our study. Kind regards, Maogosha	EM 03/05/ 2019

3/13/2019	SAG	Financial District BIA Consultant	Public Transit	<p>You refer to College Station as a "second exit" I'm not clear. Is there no plans for a full second entrance (not just exit) into College Park station? Is the being factored into the whole project?</p>	<p>The TTC's work includes:</p> <ul style="list-style-type: none"> • Expansion of the concourse level to accommodate the addition of new stairs and elevators to/from station platforms • Connection to College Park building through a new vestibule • Construction of two new elevators and stairwells from platform level to concourse level <p>(this work does not mean another stairwell will occupy sidewalk space at street level)</p> <p>You can find more info on the TTC's Second Exit Program and Easier Exit Program here: https://www.ttc.ca/About_the_TTC/Projects/Second_Exit_Projects/Second_Exit_Planning/index.jsp https://www.ttc.ca/About_the_TTC/Projects/Easier_Access/index.jsp Thanks, Johanna</p>	EM 03/13/2019
4/25/2019	Commuter		Motor Vehicle	<p>I love walking and exploring the city but I also have to commute for work in my car (public transit is not an option for me). Yonge is basically one of three main streets going north from downtown. If you make it a pedestrian only street the other two streets (Dufferin and Jarvis) will become even more packed than they already are.</p> <p>Not everyone can afford to live and work downtown so driving has to be a viable option on all the major streets, including Yonge.</p> <p>Thank you in advance for your thoughtful consideration.</p>	<p>Thank you for contacting the City about the YongeTOMorrow study and sharing your feedback about commuting in a car and your use of Yonge Street.</p> <p>I have recorded your comments and they will be shared with the project team.</p> <p>If you haven't already subscribed to receive updates about the project, please use the form on the main page of the project website: www.toronto.ca/yongeTOMorrow We also have an online questionnaire that you can fill out in addition to your email.</p> <p>Thank you again for taking the time to email us! Kind regards, Maogosha</p>	Email: 05/06/2019

04/26/2019	Indigenous	MNCFN Env. & Regulatory Advisor Dept. Consultation & Accomodation		Good morning Maogosha ... I need a bit more detail to determine if I would like to participate. Is it possible to share a site plan (map) for the project? Is there any required environmental regulatory requirements? Thank you in advance for your feedback.	Thanks very much for your email. I've copied the Project Manager, Johanna Kyte, so that she is aware of your inquiry. Re. the site plan, the study area map is available on the website, under the Timeline and Map tab. In terms of environmental regulations, the study will follow the Schedule C and will focus on the road use and streetscape and hence does not have any foreseeable impacts on the natural environment as it is within the urbanized area. Currently, we are encouraging people to view the display panels and fill in the online questionnaire. We also have upcoming events on May 3 and May 9. Let me know if you have any other questions or comments. Our project website is: www.toronto.ca/yongeTOMorrow Kind regards, Maogosha	Follow up 04/26/2019:.
04/26/2019				Interested in the project, wondering if I should attend May 9, can you confirm the meeting format?	Followed-up and confirmed format	04/26/2019
04/26/2019	Resident			I want to talk about Yonge St public walkway, I have questions.	MP followed up with phone and no additional comments to suggestions left on vm.	Email: 05/06/2019
04/26/2019		MetroQuest		You have a great metroquest survey, I want to learn more about the engagement plan, 400 people participated	No follow up needed	
4/27/2019			Communi cations	<p>Got your "notice of public event". A double-sided bunch of words with no message, just a very, very vague mention of some "study" and certain "work".</p> <p>I was born and raised in Toronto (1971). You want my feedback of how to make it better? Stop the vertical sprawl and those lunatic bike lanes. And get rid of those giant TV screens and other HUGE ads at Yonge and Dundas.</p> <p>That might be a good start.</p> <p>Seriously, as a "Senior Public Consultation Coordinator" you mailed out a really cheesy notice. How much money was wasted? You might want to keep a few words in mind - simplicity and clarity.</p>	<p>Thank you for contacting the City about the yongeTOMorrow study and sharing your comments.</p> <p>We invite you to learn more and subscribe to receive updates about the project using the form on the project website www.toronto.ca/yongeTOMorrow</p> <p>If you haven't already filled out the online questionnaire, it is open until tomorrow Friday May 24th at: https://yongetomorrow.metroquest.ca/</p> <p>Thank you again for your interest in this project. Sincerely, Maogosha</p>	04/27/2019

4/30/2019	Real Estate	Chestnut Park Real Estate Ltd. Brokerage	Pedestrian Widen Sidewalks	<p>I like the idea of widening the sidewalks - even providing some benches here and there. I'm 76 and live in the St. Lawrence Market area - and - often get bumped into by an on-coming pedestrian - I find I need to navigate carefully. Usually I get off Yonge as quickly as possible after finishing my shopping and use Church or Victoria because they're not as crowded.</p>	<p>Thank you for contacting the City about the yongeTOMorrow study and sharing your comments about your experience walking on Yonge Street. If you haven't already, we invite you to learn more and subscribe to receive updates about the project using the form on the project website www.toronto.ca/yongeTOMorrow Thank you again for your time and interest in this project. Sincerely, Maogosha</p>	04/30/2019
05/03/2019	Resident		Cycling	<p>Also emailed 05/01/2019: Please consider my input. I want there to be consideration for bicycles. Bicycles are important for the city. Think about how much less pollution there is because people opt for a bike instead of a car. We need more bike stands to lock your bike to. As well lightened rules for bikes. For instance bikes should be able to go down one way streets (ie. one way street excepting bicycles - note Toronto does have streets with such signage) & allowed on sidewalks - it is actually safer for all this way. If there is a lot of car traffic and no one on the sidewalk it is actually better for both car drivers and biker that a cyclist bike on a sidewalk in this instance. And if a cyclist is going slow (at walking speed) on a sidewalk it should be allowed. Please keep things flexible and easy for all). In other major cities in the world they allow cyclists on the sidewalk; we should too.</p> <p>Cyclists are integral members of Toronto. We cycle around and we spend money on all those small businesses around the city on a DAILY basis.</p>	<p>Thank you for contacting the City about the YongeTOMorrow study and sharing your feedback regarding consideration for bicycles.</p> <p>I have recorded your comments and they will be shared with the project team. I also left you a voice message in case you have any additional comments or questions that you would like to share.</p> <p>If you haven't already subscribed to receive updates about the project, please use the form on the project website: www.toronto.ca/yongeTOMorrow</p> <p>Thank you again for your interest in YongeTOMorrow! Kind regards, Maogosha</p>	Email: 05/06/2019

5/7/2019	Resident		Business Safety	<p>Lives at corner of Bay and Edward.</p> <p>Phone conversation about Ryerson and "concession" type of stands located at corner of Gould and Yonge. The stand brings litter, is an "eye soar" and attracts a lot of unsavory characters. What can be done about this? Several calls to Councillor.</p> <p>Yonge street is dangerous and will not let neices walk alone on street. There is not a day that passes without looking over shoulder.</p> <p>Supports cleanliness and safety. Need more officers to help direct traffic.</p>	<p>I'm following up on our conversation this morning. I've just subscribed you to receive our project email updates. Your information is confidential and you will only receive information about the yongeTOMorrow study.</p> <p>In case you wanted to try to fill out the questionnaire one more time (but I understand if you don't), click on the following link: https://yongetomorrow.metroquest.ca/</p> <p>Again, I've recorded your comments which will also be shared with the project team All the best, Maogosha</p>	05/07/2019
5/13/2019	Resident			<p>Phone message re. concerns about "concession stand" corner of Gould and Yonge (dangerous, safety, mess)</p>	<p>Hi Glenn, Thank you for your phone message earlier this week. I spoke with the Project Manager this week and in terms of your concerns about the shops/stands at the corner of Gould and Ryerson, this property is privately owned. Some interest has been expressed by the owners to develop the property. If there is anything illegal taking place (i.e. bylaws) and if you haven't already, you are encouraged to call 311 for enforcement. There is no other information or action I can offer but as I noted in our previous correspondence, I have logged your concern about site in our public record for the study. Kind regards, Maogosha</p>	EM 05/15/2019
05/08/2019	Resident			<p>She wanted to let us know she got sick and cannot make it to the meeting but she has a friend who is going</p>	<p>vm</p>	05/08/2019
05/06/2019	Resident		Communi cations	<p>As someone that lives one km from Yonge and Bloor, takes the subway every day, follows the Waterfront development, is an avid walker in the downtown core, why did I not know anything about this initiative before Saturday when I read about it in the Globe and Mail?</p> <p>Your distribution of public info has been non-existent from my point of view. Posters in subway cars, notices in the paper, fliers in the mail are all ways to get the message out.</p> <p>As far as the project goes, be bold, take it up to Bloor, focus on the pedestrian.</p>	<p>Thank you for your email. I've recorded your comments re. the project and support for a pedestrian focus.</p> <p>Communications for the project thus far has included:</p> <ul style="list-style-type: none"> • 89,786 fliers for Notice of Commencement and May 9 Public Event were sent out via Canada Post to study area bounded by King 	05/09/2019

				Do away with car traffic. Consider hop on hop off golf cart train style people movement up and down the street in spring/summer and fall.	<p>St., University Ave., Davenport Rd., and Jarvis St.</p> <ul style="list-style-type: none"> • 5,000 postcards distributed at local events, venues and stakeholders including: May 3 Study Launch; Heritage Toronto • Email invitation to area resident and business associations • Twitter: @CityofToronto, @TO_Transport, Instagram: @CityofTO (April 23, April 24, May 8) • Project webpage: www.toronto.ca/yongeTOMorrow • Subscription option to receive project email updates is available from webpage <p>There is definitely more communications coming! Posters in libraries and community centres as well as billboards.</p>	
5/9/2019			Communi cations	<p>Maogosha: Thank-you for your reply. It does seem like you have engaged in some attempt to get the word out. However, my question stands: how did I not hear about it. My answer: you engaged in communication via twitter etc, which does not come close to engaging most people over 40 years old. The handouts were only to adjacent areas, seeming to suggest (wrongly) that only they will be impacted by any changes. The stakeholders are, frankly, all users of Yonge Street not just the neighbourhood. Somehow, a strategy of broader distribution that respects the entirety of the Toronto resident population was needed for a project as important as this. Interestingly, I have heard quite a bit about the north Yonge Street plans. Not sure why, but clearly they had a different communication plan. Regardless, I am very pleased this process is underway. It provides an opportunity to make a significant difference to the quality of our urban experience. Good luck!</p>	<p>Hi Brock, Thank you for the well wishes. With the Notice of Study Commencement being issued last month, I've confirmed the following from our communications folks in terms of reaching larger audience:</p> <ul style="list-style-type: none"> • Billboards (large Astral billboards appearing at various roadside locations around Toronto as part of the City of Toronto contract with Astral Media) • Posters in local community centres and libraries (posters sent to every library and community centre in the city, approx. 300) • Media stories in the Toronto Star, Globe and Mail, also featured on CBC Toronto, and discussed on NewsTalk 1010, and the Notice was advertised in NOW Magazine <p>We will continue to get the word out and make improvements. All the best, Maogosha</p>	05/23/2019
5/23/2019				<p>Maogosha: Wonderful news and well done on the follow-up. Really appreciate it.</p>	N/A	05/23/2019

5/10/2019	BIA	DYBIA		<p>Hi Peter,</p> <p>It was great running into to you at last nights event. The turn out seemed pretty good and I'm sure you got some great initial feedback for the study.</p> <p>I was going through the boards I had some questions about #14. In conservations with one of our members, they viewed the board as a reason to not make any changes to certain of Yonge St that was deemed "comfortable + acceptable". I know that was not the intention of the board, but I can see how it might have been viewed that way.</p> <p>I was just wondering if you could share some of the data/methodology for this board? I just want to wrap my head around some of that data. Also, do you know if there are ways to model or predict the ped volumes with the incoming development?</p>	<p>Hi Steven</p> <p>Great to hear from you, and thanks for coming to our event last night and for taking the time to view the boards.</p> <p>I am about to head to the airport as heading off to Italy on leave for a week so don't have time to respond to your comments in detail. However have a look the following document and link which gives a bit of background:</p> <p>http://content.tfl.gov.uk/pedestrian-comfort-guidance-technical-guide.pdf https://tfl.gov.uk/corporate/about-tfl/what-we-do/walking</p> <p>And yes the future scenario can be modelled based on an increase in numbers of pedestrians – so you may find green sections changing to red. Lets catch up when I am back. Kind regards Peter</p>	Forward.
5/10/2019	BIA	DYBIA		<p>Hi Peter,</p> <p>Thanks for sending along the links to understand some of the background info. I will have a read over the materials this weekend.</p> <p>I think it would be really helpful to model some of the sections + scenarios based on increased pedestrians. Let's touch base when you get to discuss this further.</p>		Forward.

5/10/2019	BIAProperty Owner	CF TEC		<p>Peter, Thank you for sending this so quickly. This is very helpful!</p>	<p>Thanks for coming to our event last night and for taking the time to view the boards. As per our discussions concerning the Pedestrian comfort level of service you may find the following document and link interesting: http://content.tfl.gov.uk/pedestrian-comfort-guidance-technical-guide.pdf https://tfl.gov.uk/corporate/about-tfl/what-we-do/walking Kind regards, Peter</p>	05/10/2019
05/11/2019	Cyclist		Cycling	<p>Dear Maogosha, it was nice seeing you again.</p> <p>During my discussions with staff I mentioned that I see it necessary to maintain two lanes of traffic to accommodate TTC and emergency vehicles. I suggested that cars be prevented from traveling more than one block, similar to King street, to discourage them.</p> <p>I also want bike lanes and I suggested a bi-directional lane, partly because it would take less width than separate north and south lanes. However even with a bi-directional lane of 3.0 metres (vs two lanes each 2.0 metres) it would not allow for significant widening of the pedestrian space.</p> <p>In Europe I have seen bollards that retract to allow authorized vehicles onto pedestrianized streets and plazas. I attach a photo of one. I believe that residents, maintenance trucks and emergency vehicles have remotes that lower the bollards at the touch of a button. With such a system at each cross street, pedestrians and cyclists would have the full width most of the day. The night bus would only be there when there are few pedestrians, and deliveries should only be made to businesses overnight and early morning. When the subway is down there are a lot of shuttle buses but they could move slowly (but probably faster than they do now in traffic).</p> <p>I suggest the city consider such a system as one of the alternatives during the next stage of the EA.</p>	<p>Thank you for providing a summary of your discussions with staff. I've recorded your suggestions which will be shared with the project team:</p> <ul style="list-style-type: none"> - maintain two lanes of traffic to accommodate TTC and emergency vehicles - bi-directional bike lane (noting not allow for increased pedestrian space) - example of bollard that is retractable <p>I've also copied the Project Manager, Johanna Kyte.</p> <p>I you haven't already filled out the questionnaire, please visit: https://yongetomorrow.metroquest.ca/ Kind regards, Maogosha</p>	05/13/2019
5/13/2019				<p>Hi again Maogosha</p> <p>I should clarify. I don't want two lanes of traffic, but if a corridor is required to accommodate TTC and emergency vehicles then there should be restrictions to keep other traffic out. I suggest retractable bollards but there may be other ways, such as signs saying authorized vehicles only.</p>	<p>Thanks for clarifying. Maogosha</p>	05/15/2019

05/1 1/20 19	Cyclist Journalist		Cycling	<p>Greetings Maogosha, While I already completed the online survey for yongeTOMorrow and attended Thursday's open house, I would like to provide some supplementary feedback for Yonge Street from Queen to College Streets. I put it in the form of this blog post, but will provide a quick summary. https://twowheelpoli.blogspot.com/2019/05/the-pedestrianized-folly-of.html Yonge Street is one of the few opportunities available to establish a continuous north-south bike route from the Waterfront all the way to the Steeles Avenue border. The next closest opportunities west are Bathurst (2 km from Yonge) and Parkside-Keele-Weston (6 km from Yonge), while the next closest on-street option east of Yonge is 8 km away at Victoria Park. Given this lack of suitable alternatives and the REimagining Yonge study under way in North York, I strongly feel any final recommendation for yongeTOMorrow MUST include dedicated cycling facilities on Yonge Street in both directions. Among the options presented, I feel Car Free Option B (with the bike path in the middle) would do the best job in accommodating people on bikes, as well as achieve the main yongeTOMorrow goals of providing more space for people who walk and pursue public realm improvements. Not having a bike path (Car Free Option A) would go against the Cycling Network Plan which called for bike lanes on Yonge, increase the risk of pedestrian-cyclist conflicts, and make people with visual impairments feel unsafe with the difficulty in identifying people on bikes. In the event going car free were not to be possible, I would support having Yonge Street reduced to two travel lanes with protected bike lanes on both sides. One disadvantage would be it does not give people who walk much more space, though it would be easier to implement than having one travel lane. Feel free to contact me should you wish to discuss this further.</p>	<p>Thank you for your email and additional feedback in support of a Car Free Option B (with the bike path in the middle) and if this is not possible, support for Yonge Street being reduced to two travel lanes with protected bike lanes on both sides. I've copied the Project Manager, Johanna Kyte, in order to share your summary which I will also record as part of our comment tracking for the study. Thank you again for your interest and input in the YongeTOMorrow study. Kind regards, Maogosha</p>	05/13/ 2019
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5/11/2019	Resident			<p>I have already submitted my objections to any proposed changes to Yonge Street, initiated by Krystyn Wong-Tam the last three times she has proposed this.</p> <p>The time to consider road closures on Yonge, or narrowing the access for vehicular traffic, and widening it for pedestrians, etc. has long since passed. It is an idea that needed to be considered a long time ago. Long before Wong-Tam was elected. It needed to be considered when Toronto was being planned, 100 years ago.</p> <p>She has already tried this idea on Church St. and previously on Yonge Street south of the current proposed target. She needs some new ideas because this one does not work. Her ideas are not workable and yet she keeps plugging away at it. It was a failure on Church Street, it was a failure previously on Yonge Street. Rein this woman in.</p> <p>Imposing the changes proposed by Kristyn Wong Tam is giving in to her idea that a party will solve everything, and that is an out of date, unworkable proposal.</p> <p>There is no future for this ridiculous idea, buried in some completely unrealistic fantasy world of Krystyn Wong-Tam.</p>	<p>Thank you for contacting the City about the yongeTOmorrow study and sharing your objections to any of the proposed changes.</p> <p>It sounds like you already filled out the online questionnaire so that's great and if you haven't already signed up to receive project updates, you can subscribe on the project website www.toronto.ca/yongeTOmorrow</p> <p>Thank you again for taking the time to submit your comments. Kind regards, Maogosha</p>	05/23/2019
5/11/2019	Resident		Communi cations	<p>Hello! heard on CBC news yesterday that there will be two more public meetings about the Yonge street revival before a report is presented in 2020. But I don't see notice of any more public consultation meetings on your website. Will there be any more public meetings? If so, can you please put me on a mailing list for where and when? Wishing you well,</p>	<p>Thanks very much for your email. Information about public events (May 3, May 9) has been moved to the Consultation tab now that they have already take place but you can still view the display panels from the May 9 event. If you haven't already completed the online questionnaire, it will be active until May 24 from the following link: https://yongetomorrow.metroquest.ca/ The next round of public events will take place later this year in the fall. To sign up to receive email updates, you can do that from the main page on the webpage too. The link is just above the tiles/tabs. If you have any problems, just give me a call at 416-338-6866 Thank you again for your interest in the YongeTOmorrow study. Maogosha</p>	05/13/2019

05/13/2019			Communi- cations	<p>Thank you very much for your message. I'm actually writing on behalf of my parents who live close by. I will pass on this message to them Wishing you well with thanks for your work.</p>		
5/15/2019				<p>I attended the May 9th Public meeting. My interest in was seeing what your project wanted and expectations.</p> <p>My history with Yonge St may be of exceptional interest to you - regarding how to actually and realistically make Yonge St a glorious functional hot spot as it was decades ago.</p> <p>I was one of the original street-artists who operated among 30 others in the 1990s, alongside street vendors and buskers - we were a key landmark in making Yonge St. a REAL place for the people - local and visitors alike.</p> <p>Unfortunately disaster struck - in the form of City Staff/Council collaborations with BIAs and corporate magnates who in the late 1990s - early 2000s slammed popular downtown areas with radically sterilized gentrification plans with flushed out the once popular daily natural street activities and local independent businesses at Yonge/Dundas - along the entire length of downtown Yonge St, Yorkville, Queen St.W.</p> <p>In short - being starkly honest - persons in charge of such projects had no / zero / nil connection with the love of streetlife. The results became quickly obvious - only corporate franchises could afford the crushing property taxes / leases to operate the pro-elite gentrified areas and the masses lost interest as independent fun unique businesses and street activities were slowly pushed out.</p> <p>Your ideas and agendas that I saw at the public meeting showed me you will have little chance of any success because your ideas are merely about putting lipstick on a pig's lips hoping uselessly that all your pretty-gentrification ideas will equate with success. In reality all your accomplishments will be spending lots of taxpayers money in creating beautiful places that nobody/ the masses will have any interest in visiting or using regularly.</p> <p>The transit subway system and traffic access is a complete disaster compared the other first-class cities worldwide; Security on the streets is laughable and only not made worse because Canadians fortunately have a timid nature; More and more the high cost of living created by the thoughtless/ heartless gentrification agenda is tipping people into dangerous insanity and they stray on downtown streets and transit with ease as TTC prefers using their constables to check for fare-evaders rather than maintaining security and cops are not placed more visibly in risky areas the way other first class cities do.</p>	<p>Thank you for taking the time to attend the May 9 public event and for submitting your comments which I have recorded as part of this Environmental Assessment consultation process.</p> <p>I've also copied the Project Manager, Johanna Kyte, in order to share the history you've provided about Yonge Street and your frustration with a number of issues including support of street vendors and buskers, gentrification, transit, tourism, and government bureaucracy.</p> <p>Please expect a more detailed response to these issues and to the artist-zone plan opportunity which you have mentioned.</p> <p>Kind regards, Maogosha</p>	05/23/2019

			<p>Toronto is a boring tourist destination - it has a few popular landmarks to visit but what eludes arrogant leadership in Toronto is that it has no tourist milling area. The mismanaged Harbourfront has popular festivals but outside of those events the place is a bore that closes up by 10 pm - compare that to Montreal's Old Port area which is dynamic and packed with visitors until midnight in the summer. The Yonge-Dundas Square is generally known as a shabby mini-me version of Times Square. The area's BIA allow for shabby festivals with excessive vendor registration fees and no control of DJ noise pollution excesses - and beyond festivals the buskers are ripped off having to buy expensive permits > thus, only buskers who can afford the permits/ liability insurance can operate there-> not necessarily the most talented and people-popular entertainers.</p> <p>I have 30 years experience operating as a street entertainer across Canada - from Toronto to Vancouver to Kingston to Montreal. I've served on many joint committee roles with various City Halls - I've seen the best plans work and the most ill-conceived projects predictably flop. I've been on streets day and night - and understand what precise details can make or break an area. Slow dithering plans by City Halls are a prime reason why areas never hit their full potential. Montreal's City planning moves three times faster than Toronto > and that's why Montreal's downtown popular growth is now very dynamic and people friendly > yes, Montrealers use their beautiful downtown with daily zeal.</p> <p>I have an exceptional artist-zone plan that is hardly costly and very easy to implement with my experienced direction and one that could generate \$20,000 - \$50,000 annual revenue income for Toronto City Hall if set-up precisely and properly - I have all that information ready. It wouldn't work if it's a hashed-up version of what's needed fully. I would share it with our project planners in a formal discussion if anyone on your staff is a true streetlife advocate who I would communicate with me. If you're interested in a sincere commitment, feel free to contact me.... if not then another area will benefit from the plan.</p>		
05/18/2019			<p>Finally something is being done to beautify and enhance the potential of Yonge St. Use the pedestrian streets of Europe as an example. It should be a GEM to behold!</p>	<p>Thank you for taking the time to contact the City about the YongeTOMorrow study and future of Yonge Street. I've recorded your comments and if you haven't already subscribed to receive updates about this project, you can sign up from the main page of the webpage at: www.toronto.ca/yongeTOMorrow Kind regards, Maogosha</p>	05/21/2019

05/20/2019			<p>I live and work near Yonge Street. I went through the various options suggested for revitalizing Yonge Street during the proposed watermain replacement. I'd vote in favour of option 5 D - a larger and more beautiful pedestrian walkway, reducing lanes for cars and busses to 1 lane northbound and 1 lane southbound.</p> <p>As someone that walks, runs, and drives along Yonge Street, I know that when I'm driving I'm in the minority and a greater share of the road should go to others. As a city, we need to refocus on making Toronto the most beautiful city we can.</p>	<p>Thank you for contacting the City about the YongeTOMorrow study and for sharing your preference for Alternative 5: Two Driving Lanes, Option D. I've recorded your comments and if you haven't already completed the online questionnaire, please visit the project website or https://yongetomorrow.metroquest.ca/</p> <p>You can also subscribe to receive updates about the project using the form on the website: www.toronto.ca/yongeTOMorrow</p> <p>Thank you again for your interest in this project. Your contribution is important. Sincerely, Maogosha</p>	05/21/2019
05/20/2019			<p>I live and work downtown and I have been wanting a Yonge redesign for a decade now! I would love to become involved with the study and provide feedback or complete surveys as required in the planning process.</p> <p>Please take my name and email and if there is a committee made up of city residents or any surveys, please let me know. I can't wait to see what's in store for the new Yonge St.</p>	<p>Thank you for taking the time to contact us about the YongeTOMorrow study and for your enthusiasm!</p> <p>To start:</p> <ul style="list-style-type: none"> • Participate in the Online Questionnaire! • Sign up to receive updates • Share #yongeTOMorrow • Visit toronto.ca/yongeTOMorrow <p>You may also be interested in reviewing the display panels from our May 9th public event. This information is also available on the website under the consultation tab.</p> <p>Of course, let me know if you have any questions.</p>	05/21/2019

50/2 1/20 19	Resident		<p>Dear Maogosha Pyjor,As someone who has both lived and worked close to Yonge Street for over 10 years I feel I have an informed perspective on this urban area the qualities of which make it both a positive and negative entity within the community and a dynamic part of the city's character overall.As a follow up on attending the recent drop-in event at the Courtyard Marriott here is my perspective on the various proposals that were put forth and the general consensus that Yonge Street was in need of re-development.First, it needs to be said that Yonge Street functions quite well already – this in clear contrast to Bay Street and Jarvis Street, to use two proximate examples, which are currently little more than urban freeways where pedestrian traffic is minimal and barely any businesses are able to survive.What holds Yonge Street back from being something greater is not wider sidewalks or a dearth of green space; it is the tragedy of homelessness and the sadness of abusive drug addiction abundantly on display to anyone roving the avenue. The fact that these elements of Yonge Street were barely mentioned in the drop-in event worries me greatly as it seems that the objectives of the project cannot be attained without attending to the already overwhelming need of this most vulnerable population. The public's use of parks, squares, green spaces, benches etc. is seriously affected by the tremendous amount of homelessness downtown. Without an effective plan to reduce homelessness, any new proposal will undoubtedly fall victim to the same circumstances that exist currently. Unless of course this new re-development is to be policed to keep away “the unwanted” or, as with the drop-in event's scarce mention of them, “the ignored”, in which case Yonge Street will clearly cease to be ‘Our Street’.Second, the businesses of Yonge Street - aside from the many large brand-name outlets – have struggled since the city started to re-develop the street and continue to struggle (recently in fact petitioning the mayor for some kind of tax break). The only positive change that has occurred recently is the influx of Asian students to the area south of Bloor and the array of Asian restaurants and grocery stores that have opened in response. This development has had a dramatic and positive effect on the character and vitality of the area. Closing sections of Yonge Street for years of re-development will do nothing to help this step forward and in fact, threatens to make the situation much worse or reverse whatever progress has recently been made.Instead of grand schemes for changing the way the street operates it seems wiser to proceed with the current strategy of closing the street regularly on weekends and holidays during the summer months. The fact that the sidewalks are often crowded needn't be seen as something negative, rather, it helps to create a sense of critical mass. If one looks at the sidewalks in many major urban areas around the world they are similarly a bustle with people and that's part of what makes them vibrant. The city could follow the pattern of recent experiments with King Street and start to close Yonge Street off to certain types of traffic – presumably limiting the amount of non-commercial vehicles and prioritizing Uber, Lyft, taxis, buses, etc. would help alleviate some of the street's traffic congestion. As vehicular traffic becomes more manageable space will open up for bike use, and potentially, for sitting space too, but my feeling is that it's better to let these things happen in a more organic</p>	<p>Thank you very much for taking the time to share both your experience and insight about how Yonge Street currently functions and how to better support people and place. As part of the Environmental Assessment consultation process I've recorded your comments. I've also copied the Project Manager, Johanna Kyte, in order to share the challenges and opportunities for Yonge Street which you have so thoughtfully outlined.Please expect a more detailed response to both the concerns and suggestions you have provided.Kind regards,Maogosha</p>	05/24/ 2019
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				<p>manner. It should be noted that although the city loves its patios and its festivals, these generally happen intensely for a 4 month period during the year and – to learn from cities like Ottawa that made similar mistakes - it makes very little sense to re-develop an urban area to cater to the needs of people during one season of the year to the potential detriment of how that space functions for the other 8 months. Last, in regards to street congestion, the recent surge in condo development has done much to contribute to that traffic congestion – by closing off large sections of sidewalk space, some of which in my area have been inaccessible for years – and have also done much to erase the street's history and character all the while seemingly giving very little back to the street other than more people ... and really, tourists don't come to Yonge Street to see condos. If the city finds it difficult to manage this rampant development then surely it could find a way to benefit from them aside from more property tax revenue. Instead of a programme to require building developments to fund public art commissions (which does almost nothing to support local artist or create important civic works of art) City Hall could be finding a way to lever funds from these developments to support low-cost housing, to offset high retail rents and support entrepreneurial initiatives, to fund community projects to help addicts, and to offset some of the costs of the street's many festivals. This effort could go along way to making the kind of better environment where we are all happy to call Yonge Street 'Our Street'.</p>		
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6/19/2019			<p>Dear Maogosha, Many thanks for your e-mail and the detailed clarification of your plan for Yonge Street's renewal. I was actually intending on e-mailing you today regardless because I just recently returned from Vienna and saw their renewal of Mariahilfer Strasse (Vienna's Yonge Street) which is very much in the spirit of your proposals and I was happily surprised to see that it seems to be working very well. I'm not sure if your team has visited Vienna but I would strongly suggest that you might want to discuss with them their strategies for undertaking a very similar project especially since Vienna, while not having extreme winters, has very discernible hot and cold seasons like we do. In response to your suggestion that I address some of the issues I mentioned to my city councilor, unfortunately my city councilor seems not to have any time for people like myself since I have written her and e-mailed her several times about numerous issues and never received any response and in fact only once even got an automated response to say that my query had been received - such is the nature of democracy in our day and age. That said, it is because of this I am even more appreciative of the time you took to address my concerns. Sincerely,</p>	<p>Thank you again for taking the time to provide your feedback on this study. Please see the following responses provided by Transportation Services to the comments and suggestions which you provided. 1) Why Reconstruct or Redevelop Yonge Street and many of the services beneath it are at the end of their life span. Regardless of the vision or plan for the street, Yonge Street still needs to undergo reconstruction to ensure the watermain, sewers, and road itself remain safe and in a state of good repair. Road reconstructions take place once every 30-50 years and as a result we design to anticipate the needs of road users many years into the future when, in the case of Yonge Tomorrow, the neighbourhood population is expected to double. Yonge Tomorrow is an opportunity to make movement more comfortable and efficient for all street users. 2) Congestion Our data collection indicates that vehicle volumes are low on Yonge Street compared to other north-south streets. Our data also shows that vehicular volumes have been steadily declining as development increases. In contrast pedestrian volumes, transit usage and cycling volumes have been steadily increasing with development. 3) Street Functionality Our data collection and analysis, combined with feedback from stakeholders, indicate there are needs to improve conditions for pedestrians, cyclists, and transit users on Yonge Street. The following conditions have been documented and indicate that infrastructure is inadequate for current volumes: * pedestrians slowing their walking speed due to congestion or obstructions * pedestrians stepping off the sidewalk to bypass slower traffic or obstructions * frequent midblock crossings and non-compliance with pedestrian signals (insufficient time/opportunity to cross the street) * cyclists indicate they do not feel comfortable using Yonge Street in the current mixed traffic configuration * Surface</p>	06/19/2019
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5/22/2019				<p>Didn't read it all the way through, but has anyone mentioned there are NO street lights between Wellesley and Bloor, and very few further south down to Dundas?</p> <p>Thanks for taking it into consideration,</p>	<p>Thank you for contacting the City about the yongeTOmorrow study and sharing your comments regarding the importance of street lights along Yonge Street.</p> <p>We invite you to learn more and subscribe to receive updates about the project using the form on the project website www.toronto.ca/yongeTOmorrow Thank you again for your interest in this project.</p>	05/24/2019
05/23/2019				<p>Given the number of online engagement tools available, why did we choose to use MetroQuest?</p>	<p>Phone conversation to explain that MetroQuest has local experience on transportation projects and uses easy to understand visuals, maps and screens to move people through activities followed by analysis tools and dashboard. Also used by consultation and contract with sub consultant LURA.</p>	05/23/2019
06/03/2019	Municipal	Constituency Advisor Councillor Wong-Tam		<p>Hi Johanna, I have a few questions about the Yonge Street EA Process. Hopefully you can help direct me. 1. Do you know where I can find data related to Church Street that was within the study area? 2. Is there someone in your team who could attend a meeting with a few representatives from the Church-Wellesley Village BIA and the Church Wellesley Neighbourhood Association to help with discussions around reimagining Church Street parallel to the Yonge Street process? Thanks in advance for your help!</p>		

06/19/2019	Resident	Sent to Councillor Wong-Tam	<p>Ms Wong-Tam As a resident of Jarvis Street who walks each workday between the Dundas subway and my home on Jarvis Street, I was appalled by the picture on the front of the this notice I received in the mail. https://www.toronto.ca/wp-content/uploads/2019/04/8ffa-PPFA_PCU_YT_Flyer_Final.pdf I cannot understand how this would be on an official City of Toronto publication, which was delivered to what I would assume is tens of thousands of residents in the area but is also published on the city website for even further distribution. As councillor for this area, can you please explain how this picture could be used by the city, and what you will do to rectify the situation. Sincerely</p>	<p>Thank you for reaching out to our office and for your patience.</p> <p>I can definitely understand your disappointment upon seeing the notice graphics.</p> <p>I think the most appropriate avenue to address your concern is to reach out to the staff that developed the notice. I will list the contact information here (Have also cc'd them on this email);</p> <p>Maogosha Pyjor Senior Public Consultation Coordinator 416-338-6866 yongetomorrow@toronto.ca</p> <p>If you have any issues receiving a response, please let me know. I would be happy to reach out. Warm regards, Robyn</p>	06/28/2019 from RB in Councilor Wong-Tam's office
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7/29/
2019

Maogosha, Thank you for your response. However, I find it unacceptable to pawn me off on another department. This notice was sent in Councillor Tam's ward. She has also spoken publicly about the program described in the newsletter. Isn't it her responsibility to deal with the legitimate safety concerns of her constituents? Since you did not address the issue that I was complaining about (and I later realized I didn't highlight it in my original email because it struck me as so obvious), I will very clearly say: that picture shows the intersection of Yonge and Dundas in which the "scramble" crossing is in effect -- i.e. the lights for vehicles in all directions is red. Yet the picture shows cyclists going through the intersection. Everything I have been taught and what I have read very clearly says this is against the law. Yet the city not only turns a blind eye to this behaviour on a daily basis, but now is modeling incorrect behaviour in its circulars. I am tired of dealing with cyclists breaking the laws and putting me at risk. Just this evening on my walk home -- on a sidewalk -- both a pedestrian stepping onto the sidewalk from the crossing the street and me already on the sidewalk were very nearly hit by a cyclist on the sidewalk. He wasn't paying attention because he was on a cellphone and nearly fell off his bike as he lost control. Obviously completely ignorant of the law, he swore at me when I told him to get off the sidewalk and shouted "he lived here" pointing to the apartment building. Every week I have at least one such interaction with a cyclist. On the King streetcar at nearly every stop cyclists pass open doors, and often with people getting on and off the car. Just two weeks ago someone was nearly hit exiting the front door of a streetcar at Bay and King by a cyclist. That same week a colleague of mine missed by inches being hit by a cyclist going very, very fast on the sidewalk going around pedestrians as she exited an office building -- I was right behind her. Also along King Street cyclists regularly pass vehicles on the right that are turning right on an advance green light, and go through the intersection from a right turn lane (both of which are against the law according to information on your website for safe cycling) -- and these lights are supposed to give the cars an opportunity to get off King Street, where they clearly are not wanted, but are ineffective. I personally feel very safe on downtown streets from cars -- they are big, easy to notice, and generally stay where they are supposed to be. Yet despite the city's rhetoric on unsafe drivers, it is cyclists who have nearly hurt me several times over, because they travel fast, are hard to spot and go where they are not supposed to. I regularly see cyclists riding on the sidewalk when there is a bike lane right next to them! I find it mind-boggling that the city is on this tear to promote cycling, but does nothing to promote safe and legal cycling. This is especially bothersome when the city is providing bicycles to anyone through a bike share program subsidized by all taxpayers, yet seems to take no responsibility for proper usage -- that is plainly irresponsible. Enough is enough. I want to know what Councillor Wong-Tam is doing to protect me and other pedestrians from cyclists who are uneducated, ignorant, or just don't care about anyone else. I want to know that Councillor Wong-Tam is personally aware of my concerns, and the concerns of many people I know. And I want to know she is doing something actively to deal with the problem. Regards,

7/22/2019	SAG	Transit Lead Toronto Youth Cabinet	Youth	Thank you for holding another great stakeholder meeting last week. At the Winter stakeholder advisory group meeting I mentioned the possibility of the Yonge Tomorrow project being presented to the Toronto Youth Cabinet later in the year. This would be an opportunity for young Toronto residents to be informed and provide feedback on the project. Our meetings are open to all Toronto youth ages 13- 24 and are held in the evening on the second Thursday of each month at City Hall. Our upcoming meeting dates are August 8, September 12, October 10 and November 14. Let me know if it would be possible for the Yonge Tomorrow team to attend one of our meetings.	This is a fabulous opportunity and thank you for the invitation. Given that the next public event is being planned for late November, I would like to suggest November 14th because we can engage the TYC in our call to action (event, survey). What do you think? Kind regards, Maogosha	07/22/2019
08/12/2019	SAG	The David Suzuki Foundation	SAG interest	Hi, Johanna, Hope you're well. Good to e-meet you. As Jared mentioned, I'd like to find out more about the stakeholder group for Yonge and what the process is for joining. Many thanks.	Thanks so much for your email and interest in joining the yongeTOMorrow Stakeholder Advisory Group. I've copied Zoie Browne from LURA who is the lead contact for the SAG. Zoie: can you follow up with Gideon regarding memberships requirements, Terms of Reference, and application. Kind regards, Maogosha	08/12/2019
8/20/2019	SAG	Cycle TO Campaign Manager		Hi Johanna, Maogosha, Thank you for offering to discuss this project in more depth. I'd emailed Angie with a question, and since then a couple more have come up. It would be great to sit down and discuss. In particular, some things we've wondered are: 1. Have advisory bike lanes been considered as an option for some segments of the street? 2. What are the TTC's must-haves? For example, is it mandatory that they have bidirectional bus access for night bus or planned/unplanned shuttle bus operation? 3. What operational restrictions are on the table for vehicular lanes? Variations for different times of day? Alternating one-ways? Transit vehicles only? Vehicle-for-hire exemptions? Commercial vehicle exemptions? Restricted hours for deliveries? Etc. Please let me know whether we can set something up in the next couple weeks, thank you!		

9/6/2019	Municipal			Lives on McPherson Ave, I am bewildered why you won't go up 2 more blocks north to the CP railway line. Why are they excluded by the study?	<p>Again, thank you for taking the time to call us and inquire about the YongeTOmorrow project. You can sign up to receive updates from the website: www.toronto.ca/yongeTOmorrow</p> <p>If you want to read more about the first round of public consultation back in May, just click on the Public Events tab and you can view both the display boards and the feedback summary.</p> <p>Don't hesitate to contact me again with any additional questions you may have. Kind regards, Maogosha</p>	
10/1/2019	Community	Toronto Skateboard Committee			<p>Sorry that you couldn't make the stakeholder advisory meeting for the yongeTOmorrow study on September 24th. Current SAG meetings are held in the morning hours. When we polled members at the first meeting, this was the time that worked for most people. That said, we are committed to involving as many organizations as possible with a range of interests, expertise and perspectives. Also, if you haven't already reviewed the project webpage, all minutes from previous SAG meetings are posted under the consultation tab at: www.toronto.ca/yongeTOmorrow</p> <p>Let me know what time works best for you to be brought up to speed on the study, review current options and provide feedback on behalf of TSC.</p> <p>I can also arrange a phone call with the project manager or in person meeting based on your schedule. All the best, Maogosha</p>	

10/10/2019	SAG	Cycle TO Campaigns Manager		<p>Hi Johanna, It was good to connect earlier this week. Just wanted to give you a heads up that as this report is now public, we'll have to issue a mailing to our membership today. We'll also be deputing next week (as discussed in our meeting). Do you have a sense of whether, beyond staff presentation, public deputations, and Councillor questions, any motions would be involved with this item? I understand it to be an informational report, so would it be atypical to receive Council direction on it? Best,</p>	<p>Staff have recommended that the committee receive the report for information. It is meant to act as a progress update. What the committee does with the information is up to them. It would not be productive for me to try and make a prediction. What I can say is that we are midway through a provincially required planning process and any actions of committee or council do not relieve us of our duty to carry out the remainder of the study. Council's actions would need to be documented as feedback received as part of our process. Rather than focusing on particular alternatives, Transportation Services hopes that both stakeholders and council will show support for the engagement process to date and support staff in continuing an open engagement process to arrive at a preferred solution. Johanna</p>	10/10/2019
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yonge**T**omorrow

Public Engagement and Consultation Report

Round 2 Comment Tracking Log

November 2021

Date Rec'd	Type	Contact Org.	Theme	Comment/Question	Response	Date
09/24/2019	Business - Taxi	Beck Taxi	Taxi	<p>Hi Maogosha,</p> <p>Our interest would like mainly in the ability for taxi drivers to approach curbside in a safe manor to pick up passengers when they hail or order them to locations within the study area. Having said that, our feedback has not proven to be of consequence in the past when it comes to planning. If you have more specific questions we would be happy to answer them.</p> <p>Thank you,</p>	<p>Thanks very much for taking the time to respond to my email.</p> <p>We would like to confirm which properties or destinations within the focus area (Yonge St. between Queen and College/Carlton) tend to be the largest trip generators for Beck.</p> <p>In more general terms and if you're interested, we could also brief you on some of the emerging options along Yonge Street (pedestrian area, one traffic lane and two traffic lanes) and receive you're input. Kind regards, Maogosha Pyjor</p>	10/03/2019
10/08/2019	SAG	Cycle TO	Cycling Shared Space	<p>Hi Maogosha,</p> <p>Here are some examples of delineation of space between cyclists and pedestrians that we wanted to pass along for today's meeting:</p> <ul style="list-style-type: none"> • King's College Road, car/bike/ped delineation needed • Walthamstow Village pic and video, ped/bike/bus, delineation needed • Rembrandtplein video, ped/bike, delineation needed • Freiburg im Breisgau, ped/bike/transit, delineation for transit needed <p>Also, here is King St with the pilot project comparing daytime and evening (taxis permitted) street conditions: video.</p> <p>I put some of the images on a USB drive as a backup. As well, I wanted to provide a link to the Wheels for Well Being, Cycling Mobility webpage. We've been thinking about how to ensure that Yonge St is appropriate for people of all ages and abilities in reviewing these examples. Wheels for Wellbeing also wrote an excellent piece in The Guardian that has a video of someone using a hand-powered wheelchair as a mobility aid around London, UK.</p>	<p>In the spirit of catching up, thank you for providing the examples which we referenced at our last meeting. I've attached the meeting notes. Please ensure all key comments and questions have been accounted for and I'll finalize them after you're review.</p> <p>Kind regards, Maogosha</p>	11/12/2019

10/9/2
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Autono
mous
Cars

Hello

I was wondering if you could tell me if lane reductions for cars are being considered on Yonge Street as part of this plan.

I was wondering if any options are being considered for increasing the capacity on the street for more cars - as experts are suggesting that clean autonomous technologies of tomorrow will need more road space.

Thanks for taking the time to email us and for your interest in the yongeTOMorrow study.

10/10/
2019

The study is considering lane reductions for the design of Yonge Street and an increase of space for pedestrians. The pedestrian volumes on Yonge Street are growing with some of the highest pedestrian volumes in Canada. There has also been a considerable amount of development in the neighbourhood and the current population and employment are projected to double by 2041. If you are interested in learning more about some of the rationale and evidence informing the study, please see the panel slides from the first round of consultation highlighting the current transportation trends (slide 13).

We are not considering increasing capacity on Yonge Street for more cars. New technologies in motorized vehicles may develop, but the City will continue to promote active transportation and protections of vulnerable users. Currently Transportations Services' Policy and Innovation group is developing policy at a network wide level to ensure that the operation of new vehicle technologies on our streets support the city's overall transportation network goals.

If you haven't already signed up to receive project updates, please visit:

www.toronto.ca/yongeTOMorrow

Our next public event is planned for November 21 and we'll be communicated more about his in the coming weeks.

All the best, Maogosha

10/9/2019	SAG	Toronto Financial District BIA	IEC	<p>Hi Jacquelyn,</p> <p>I hope you're doing well. I've seen the agenda posted for the Infrastructure and Environment Committee on October 17th, and with it the YongeTOmorrow report for information. I understand the report does not contain specific information related to the shortlisted options 1-4, including the currently preferred option #4.</p> <p>Are there plans to present additional information at the meeting based on the last advisory group held on September 24th?</p> <p>I'm happy to have a quick call this week to chat if needed.Thanks!</p>		
10/12/2019	Individual		Support Alt.	<p>That is the best news about our city. It is high time to have major street car free like any other European city. It brings people together . I give my congratulation . Thank you .</p>	<p>Thanks very much for taking the time to share your support for this project!</p> <p>We're approaching our second round of public consultation next month. If you haven't already signed up to receive email updates, you can subscribe from the project webpage: www.toronto.ca/yongeTOmorrow We aim to have the next online questionnaire available as of November 7th. All the best, Maogosha</p>	15/10/2019
10/15/2019	Individual		Accessibility	<p>Quickie response; I haven't yet read this current report. What I have read of their work so far, does include accessibility: baby carriages, scooters, wheel chairs. They do invite input & consultation. It might be Mon before I read this report. I hope your wk-end is good with good eating. Beth</p>	<p>Thank you for taking the time to read our latest update. I just wanted to check in to see if you had a specific question for me about accessibility. If not, I'll record you're interest and email. Kind regards, Maogosha</p>	10/15/2019

10/17/2019	SAG	Ryerson	Pedestrianization Other Cities Van	Hi Zoie. Would you be able to let me know the name of the street on Vancouver where significant pedestrianization was implemented? (Commercial?) I know this was an example for the YongeTO efforts. Thank you.	See information below and let me know if you need anything else.	10/17/2019	
					<p>Robson Square (between Howe and Hornby) became pedestrian-only / closed to traffic after council vote in 2016 (https://dailyhive.com/vancouver/vancouver-robson-square-closed-permanently) Previously, this section of Robson Street was closed off for "VIVA Vancouver" programming for a number of summers previous. More recently, the square has been closed for construction of public space improvements until 2020 (https://www.cbc.ca/news/canada/british-columbia/robson-square-closed-until-spring-2020-for-construction-of-permanent-plaza-1.5285531). The space had until now had the asphalt painted and public seating, space for food trucks / performers, but no real changes to infrastructure/pavers from previous roadway.</p> <p>I believe Commercial Drive participates in car-free day, but there are no permanent pedestrianizations that I know of.</p> <p>Granville Street (in the downtown) acts as a transit/taxi and pedestrian zone - but isn't entirely 100% car-free. Traffic is typically shut down for special events such as festivals. Zoie Browne, MPA Project Manager</p>		
10/17/2019			IEC	Deal all, I am writing to you to support the car-free area on yonge street project. Car free zones in any cities in the world has proven , community, safety,human zone with no car exhaustion pollution and noise. This is our mandate to improve our life with car free and pedestrian and bikers friendly zone. Please implement this project as soon as possible.	Because your communication came in after the item was voted on at Committee, it was not before the members therefore I am unable to include it in the minutes as part of the public record.		
					At the link below is the staff report that was before the Committee and listed in it is contact information for the Director, Project Design and Management, Transportation Services. Please feel free to reach out to her directly with your comments:		

10/31/ 2019	SAG Property	CF TEC	Data, Conge stion	<p><u>Key points:</u> Do not support of short list of alternatives Request for empirical evidence Increasing congestions, reduced commerical vitality and safety/security risks Need to hear from more voices</p>	<p>https://www.toronto.ca/legdocs/mmis/2019/ie/bgrd/backgroundfile-138574.pdf Jacquelyn Hayward</p>	See Letter on file to Mayor Tory	via Mayor' s Office
11/07/ 2019			Shuter	<p>Johanna, I was reviewing the materials posted on line today and was hoping you could clarify a couple of things for me?</p> <p>Page 17 of the materials - showing Alternative 4 - shows a condition of one lane of traffic, north bound only, from Shuter to Dundas Sq. The material you shared with the stakeholder group had a condition of one lane southbound in this block. Can you explain why this has changed?</p> <p>Page 19, while speaking to the stretch from Queen to Dundas has a graphic showing one lane, north bound only, from Queen to Dundas Sq, which is different again.</p> <p>Our concerns with all the shortlisted alternatives remain, but I am hoping you can clarify these two points for me.</p>	<p>I spoke with Steer and they advised as follows:</p> <p>Based on comments received from various stakeholders, in Alternatives 2 & 4, travel on Yonge from Shuter to Dundas changed from southbound to northbound to: -meet curbside activity needs/concerns on this block -manage access to/from Yonge-Dundas Square and underground parking -reduce eastbound traffic directed onto Shuter St</p> <p>We welcome your feedback on these updates. Regards, Johanna</p>	11/07/ 2019	
11/07/ 2019				<p>Johanna</p> <p>Does Alternative 4 intend two lanes of traffic from Queen to Shuter - one north bound, one southbound, or only one lane northbound? Slides 17 and 19 are not clear on this. Thanks</p>	<p>Alternative 4: Queen to Shuter - "Two Driving Lanes" - (1 lane northbound, 1 lane southbound with consideration for laybys to support curbside activity) Shuter to Dundas Sq - "One Way" (1 lane for northbound driving, 1 lane for curbside access) Johanna</p>	11/07/ 2019	

10/31/ 2019	Bentall Green Oak	Oppos ed	<u>Key points:</u> Request for supporting data Negative impacts for vehicular traffic Negative impacts for business model	See Letter on file to Mayor Tory	via Mayor' s Office	
11/04/ 2019	SAG	DYBIA	Oppos ed Alt. 4 Data Traffic Less busine ss	<u>Key points:</u> Do not support alternatives with pedestrian only access (Alt. 2-4) Request for empirical evidence More engagement with business community Request to defer announcing preferred	See Letter on file to Mayor Tory	via Mayor' s Office
11/04/ 2019	Canada Post	Good Movem ent Deliveri es Operati ons	Good afternoon, A colleague just forwarded some info on the yongeTOMorrow project. Certainly seems like an interesting report! I was wondering if you would be available for a quick meeting to get some more details on the project and discuss what consultation has taken place thus far, including any potential consulting with Canada Post or any other movement of good companies. Our office is at 1 Dundas so I can easily come to City Hall any time that works best for you (besides today J) Thank you and all the very best,	Meeting scheduled for Nov 20, 2019.	11/04/ 2019	

11/05/
2019

#ZeroW
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Hi, Maogosha Pyjor, I heard that there is a Public Consultation on Thurs Nov 21 for Yonge TOmorrow.

Do you have more information on this and where it will be held ?

Thanks for your email. Our website info and communications will be activated tomorrow (Nov 7) so great timing!

11/06/
2019

Details will include:

The City of Toronto is studying a number of opportunities to increase pedestrian space and improve the way people move through and experience Yonge Street.

You can learn more about the proposed street designs and preliminary recommendations by attending an upcoming event on November 21st. You can also go online, review information and reply to a questionnaire anytime up until December 6th.

Please share with your networks and come out to the event.

Public Event No.2

Join us for the second of three public events that are taking place throughout the study.

Date: Thursday, November 21, 2019

Time: drop in anytime from 4 to 8 p.m.

Location: Central YMCA, Auditorium, 20 Grosvenor Street

See attached Notice.

All information materials including an online questionnaire will be available on the project webpage.

11/07/ 2019 SAG

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Hi Maogosha,
I have reviewed the notes and It looks like you have
everything covered.
I have attached my skateboarding landscapes
documents for reference.

We also appreciate the skateboarding landscape
reference.

If you haven't already checked out our online
questionnaire and public event info, definitely take
some time to submit your feedback and share with
your networks. Much appreciated!

Subject: yongeTOmorrow: meet us there

The City of Toronto is studying a number of
opportunities to increase pedestrian space and
improve the way people move through and
experience Yonge Street between Queen Street
to College/Carlton Street.

Tell us your vision for downtown Yonge Street:

- Participate in the online questionnaire!
- Attend an upcoming Drop-in Event on November 21 from 4 to 8 p.m. at the Central YMCA, 20 Grosvenor Street
- Sign up to receive updates
- Visit toronto.ca/yongeTOmorrow
- Share #yongeTOmorrow

If you have any questions, contact: Maogosha
Pyjor

11/07/2019 Entertainment Businesses Operations Massey Hall

Letter addressed to Councillor Wong-Tam.
Key points:
Corp. never engaged by City
Lg. Transport trailers need to make turn at Shuter for load-ins
Forced r/turn at Shuter for NB traffic will increase congestion especially for deliveries
Predict increased traffic on Victoria

We have been made aware of your concerns related to the lack of stakeholder engagement with the Massey Hall Corporation and preliminary street design alternatives in your letter addressed to Councillor Wong-Tam (dated November 7, 2019).

11/18/2019

Please consider that when we initiated the Stakeholder Advisory Group last year, we had identified Doug McKendrick as a contact person for Massey Hall and we extended an invitation for Mr. McKendrick or another member of your organization to participate.

I am very sorry to learn that this invitation was not passed along to you. Now that we have been made aware of your concerns, I would like to extend a meeting invitation to you both to meet with myself and the Project Manager, Johanna Kyte, so that we can address your concerns and receive your feedback on this very important project. Let us know what your availability is this month and we will accommodate based on your time and meeting location preference.

I would also like to mention that we have launched an online questionnaire and we have an upcoming public drop-in event this Thursday at the Central YMCA (20 Grosvenor St.) from 4 to 8 p.m. The consultation materials (i.e. display panels) which will be displayed at the public event are available on the project website.
Kind regards, Maogosha

11/28/ 2019				<p>Thank you for reaching out and for responding to our earlier letter to the Councillor.</p> <p>Mr. McKendrick did not receive any correspondence from the City on this matter. It is possible that mail sent to Massey Hall (at the 178 Victoria St. address) was lost or not delivered as the site has been closed and under construction since July 1, 2018.</p> <p>Regardless, we would be pleased to meet with you and outline our concerns with the YongeTOMorrow options that we have seen. We are very much in favour of public realm enhancements to the area around Massey Hall, but not if it impedes operations of the very businesses that visitors to the area would come to see and experience. Thank you and best regards,</p>	<p>We very much look forward to meeting with you. Let me know if any of the following potential meeting dates work for you. Also let us know if you have a preference of meeting at City Hall or at your offices. We can accommodate either way.</p> <p>Thursday December 5 – anytime between noon and 4 p.m. Friday December 6 – am or pm Tuesday December 10 – anytime between 9:30 a.m. and 1 p.m. Wednesday December 11 – am or pm</p> <p>If none of the above dates work, let me know you're availability week of December 16th. Kind regards, Maogosha</p>	12/02/ 2019
11/07/ 2019	Resident			Confirm location for event on Yonge Street.	Left message with event details.	11/07/ 2019
11/07/ 2019	SAG	The David Suzuki Foundation	Support Ped Priority	<p>Hi, Maogosha,</p> <p>Hope you're well. I thought I'd write a short letter to NOW urging folks to attend the Nov 21 drop in. I also thought I'd give my opinion that we should support the "pedestrian priority" option along with bike lanes. I would obviously sign the letter as David Suzuki Fdn staff. But given that I'm on the Advisory Group I just wondered if you had any concern about my writing this letter to the editor.</p> <p>Please advise. Thanks!</p>	<p>As long as you are not signing for the SAG, there is no issue with your letter.</p> <p>In my correspondence, I am also encouraging people to attend Nov 21 and to visit the webpage to fill in the online questionnaire which people can do right now. It would be so great to have a higher number of responses than the first round of public consultation.</p> <p>Thanks for helping to share the call to action! All the best, Maogosha</p>	11/07/ 2019
11/07/ 2019	SAG	YDS		<p>I want to inquire about the possibility of you and/or a colleague attending a meeting of the YDS Board to provide an overview of the yongeTOMorrow project. We meet 7 times per year and the next meeting is Dec.5th at City Hall. Meeting dates for 2020 have yet to be determined. Please advise on this as I would like to make sure that the YDS Board is informed on the project from your end of things and not primarily from other sources who have financial interests they are looking to protect. Feel free to call if you prefer.</p>	<p>Thanks for this opportunity to connect with the board Taylor.</p> <p>I am open on December 5th. Please let me know the details and I will put it in my calendar.</p> <p>Cheers, Johanna</p>	11/07/ 2019

11/07/2019	SAG	St. Lawrence N. A.	Thanks I will promote within the St. Lawrence Neighbourhood- in our newsletter going out today and on our social media channels. Cheers,		
11/07/2019	Resident	Ped Congestion north of focus area	Hello. I'm looking at your study process document for yongeTOmorrow. I live at Yonge and Wellesley and pedestrian congestion at that corner in becoming increasingly problematic especially with a Line One Exit/Entrance nearby. Could the parameters of the study be extended north??	Thank you for your email and inquiry. Firstly, I've recorded your observations about the Yonge Wellesley corner and pedestrian crowding. This is important. Please consider that this study is being conducted in two phases. Phase 1 study boundaries are bounded to the north by College/Carlton however, once completed, phase two boundaries will be bounded from College/Carlton St. up to Davenport. If you have time, visit www.toronto.ca/yongeTOmorrow In particular, there is a Map/Timing Tab that illustrates phase 1 and phase 2 boundaries. I've also provided the direct link here: https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/yonge-downtown/timeline/ I hope this helps and very much encourage you to take a look at the consultation materials and questionnaire which are currently posted on the project website. All the best and let me know if you have any other questions or comments. Maogosha	11/08/2019
11/08/2019	Resident		Request for postal code because got rid of internet.	Spoke with resident.	11/08/2019
11/09/2019	Resident		I can't find an online questionnaire on your web site - how can we give feedback on line?		11/12/2019

11/09/2019	Resident	Opposed	<p>Really! this is still going on!?</p> <p>Kristyn Wong-Tam is flogging a dead horse.</p> <p>This is not an appropriate plan -- she has tried this over and over again and it doesn't work. No one wants to sit around on the street.</p> <p>Yonge Street is an important traffic route for people, cars, bikes, etc. We need this fully operational as a street. Any problem this corridor has will not be fixed by reducing lanes.</p> <p>Every year she drags this plan out as a fix. As I have said before, this is something that needed to be included 100 years ago; it's not something that can be tagged on now. It has failed three times, so let's look for new solutions.</p> <p>Somebody needs to stop this woman. A party does not fix anything.</p>	<p>Thank you for your ongoing involvement in this study and for taking the time to send us your comments.</p> <p>I've recorded your objections which will also be shared with the project team.</p> <p>If you haven't already completed the online questionnaire, you can click on the following link: https://yongetomorrow.metroquest.ca</p> <p>Otherwise, we will continue to keep you posted. Kind regards, Maogosha</p>	11/12/2019
11/09/2019	Resident	Cycling facilities	<p>Wants separated cycling facilities on Yonge Street. Reacting to no facilities as part of street design options. Is both a driver and cyclist and has been hit 9 times while on bike.</p> <p>Given congestion, space should not be prioritized for patios and sitting in the street. The street is for moving people and transportation.</p>	<p>Shared info that Cycling being proposed on University with considerations for Church and Bay as well.</p>	11/12/2019
11/09/2019	Resident Bay Street at Edward	Personal and Road Safety	<p><i>Previous PIC1 objections to "concession stands" by Ryerson</i></p> <p>Current turn restriction SB Bay and Left onto Edward forces residential traffic to perform U Turns to access Edward.</p> <p>Has personally seen numerous accidents at this corner.</p> <p>7-Eleven (328 Yonge) locatoin attracts gatherings on street with cheap food.</p>	<p>Recorded Comments. Reminder that this is a Transportation study and cannot address type of retail on street.</p>	11/12/2019

11/09/ 2019 Residen
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Questi
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Open
ended

You have asked for feedback in regards to the development of the area around Yonge St from Richmond to College, and from Church to Bay. Unfortunately, your request is absurdly vague and open-ended, and as a result you will simply get random, isolated suggestions that lack any sort of overall theme or purpose. If you want to develop a comprehensive solution then you must give some guidance as to the sorts of things and the scope of things that are acceptable.

Are you willing to buy out businesses and completely rework the area, for example? Is the project to be developed in sections and thus on-going for decades? Do you want to create a hyper-modern space for concerts and conferences, or do you want a more funky, artistic space as a venue for local artists? Is it to be shut off from normal vehicle traffic and be a large walking space with sidewalks, hedging, statuary and covered meeting places and bandstands, with shops and restaurants on the periphery? Or do you, indeed, simply want small pockets of organically-grown expressions that lack any overall plan, and which are mostly designed, funded and developed by the local inhabitants?

Other possibilities abound.

The first step then, is to declare the sort of space that you want to develop. And if the objective is exactly to poll the population on that concept, you still need to give the scope of the project you are willing to engage in, and the degree of government versus business involvement that is expected.

And to do something constructive, the second step must be to create a set of initial suggestions on various themes that inspire and suggest, and from which people can choose and modify rather than demand that everyone develop a full plan from scratch, for only the most competent and engaged can start from a blank sheet of paper and give a fully-detailed solution on their own.

That is my initial response to your request for feedback.

Firstly, thank you for taking the time to submit your comments which I've recorded, shared with the Project Manager (copied here) and will also be part of the public record for the yongeTOmorrow environmental assessment study.

Please consider that we are seeking feedback on the preliminary preferred design alternative outlined on page 17 in the consultation materials posted here: https://www.toronto.ca/wp-content/uploads/2019/11/9703-PIC_Nov_Boards_v15.3_low-res.pdf. These materials also outline the study objectives, drivers and scope of work.

You can also complete the online questionnaire found here <https://yongetomorrow.metroquest.ca/>. This survey asks participants to identify their priorities for each block of Yonge Street within the Focus Area. It also asks the public to rate and comment on the preliminary preferred alternative for Yonge Street between Queen Street and College Street.

Regards, Maogosha

11/19/
2019

11/09/ 2019 Individual

Support Ped Priority

I am unable to attend your open house, so I am sending some comments in writing for your perusal.

I often walk Yonge Street, the full length of your study, and find sidewalks far too narrow. There are far too many pedestrians for the present day sidewalk. The crowding results in some dangerous situation, as all too often pedestrians step off the sidewalk to get around other pedestrians. I do it too.

Any narrowing of traffic lanes must result in wider sidewalks, at least double the present width.

Wider sidewalks must not be cluttered with patios. It is no use widening sidewalks only to take that space for something else. If you want patios - I don't use them much, - or street furniture as on King, they must not take away from a wider sidewalks.

Sidewalks must be straight, unobstructed, and fast.

Curb clutter, garage bins, bike racks, utility poles etc must not be counted as part of sidewalk, one cannot walk over garbage bins for instance.

Since most curb clutter will stay, then the wider sidewalk will in fact be two sections, one from property line to curb clutter, the other taking a traffic lane. If you want patios, then use existing sidewalk for them and use the entire traffic lane as sidewalk.

Patios have a tendency to grow, what with fences, overhanging planters, benches, chairs, etc. Pedestrians are compromised in many places around downtown by cancerous patios.

In all these discussions good ideas get whittled down and purpose is lost. Avoid the desire 'share'. The sidewalk is not for sharing, it is an essential utility and is not for sharing. It is for pedestrians, straight and uncluttered, and properly cleared of snow,

Since now, property owners do a poor job of snow

Thank you for taking the time to submit your comments which I've recorded, shared with the Project Manager (copied here) and will also be part of the public record for the yongeTOMorrow environmental assessment study.

It is important for us to hear about your experiences with narrow sidewalks and crowding as well as your comments about providing for an unobstructed pedestrian clearway with less attention needed for patio space. Given limited space, clearly you prioritize a pedestrian commuter route with some attention to curb heights.

Given that you are not able to attend this Thursday's public event, I want to let you know that you can still review consultation materials which will be on display and we have an online questionnaire if you want to provide attentional comments on the preliminary recommendations for this study.

Kind regards, Maogosha

11/19/ 2019

clearing, that task needs to be done by the city. And done well. No big huge dangerous trucks. Get rid of all the flooding at intersections, more shovels are needed..

Finally, given traffic speeds and driver practices, closing the street to traffic would be preferred, but if it is reduced to one lane each way, or one lane one way, higher curbs are in order.

Consider closing all lanes except for service and deliveries, which should be done before 7am daily

11/11/ 2019	Resident t Senior	Ped Priority Phased approach Timed Access	<p>I am a Senior not in good shape to join the meeting tomorrow. However being a resident of the Yonge precinct..precisely Gerrard and Bay since I came to Canada 36 yrs ago, I have a pretty good view of the past and future for this area.</p> <p>Yonge-Carlton/Gerrard and Queen by Bay and Church is the heartbeat of Toronto with the Eaton Centre and College Park as its heart.</p> <p>Deciding on the future of Yonge Street we have to look back, now and the future. The population then, now and future.</p> <p>With Ryerson, the new high rises, EC and Dundas Square and the many many people who commute and spend weekdays and weekends in that precinct it is important to provide the space required. The population will just keep growing.</p> <p>The sidewalks are too small and Yonge Street is narrow. So, no option to widen either without sacrificing the other. My suggestions:</p> <ol style="list-style-type: none"> 1. Widening the street is no option. There are Bay Street and Church Street steps away..a few seconds drive. These streets and sidewalks are wide enough to allow for future widening. 2. Close Yonge Street from Queen to College/Carlton and make it a pedestrian way. There is no space to expand either College Park or the Eaton Center. Making Yonge Street all pedestrian will integrate the sidewalk businesses with the both EC and CP... will surely create more space and give life to all the businesses... Calgary and Syntygma Square in Athens which I visited a few months ago are examples. 3. The above can be achieved in phases. <ol style="list-style-type: none"> 1. Close Yonge Street Friday afternoon to Sunday midnight. 2. Make it one way up and down morning afternoon as on Jarvis 3. Make it two lanes - one each way with no stop at all time.. not viable knowing the taxis and Uber drives will just create a nightmare. 	<p>Thank you for taking the time to submit your comments which I've recorded, shared with the Project Manager (copied here) and will also be part of the public record for the yongeTOMorrow environmental assessment study.</p> <p>One correction that I would like to point out is that our public event is actually tomorrow: Date: Thursday, November 21, 2019 Time: drop in anytime from 4 to 8 p.m. Location: Central YMCA, Auditorium, 20 Grosvenor Street</p> <p>Please note that all information materials including an online questionnaire are also available on the project webpage: www.toronto.ca/yongeTOMorrow</p> <p>In terms of the comments that you have provided, we appreciate you sharing your experiences and suggestions. I've noted you're support for pedestrian priority areas, phased approach to introduce changes and ideas for traffic direction and timed access.</p> <p>Thank you for you input, Maogosha</p>	11/20/ 2019
11/12/ 2019	Climate Emerg ency	<p>When will Toronto run out of Natural Gas? Who is responsible for the energy alternative? How much will it cost?</p>	<p>Second follow up call to provide TransformTO website and City's climate actions strategy.</p>	11/12/ 2019	

11/13/ 2019	SAG	Cycle TO	Questi onnaire Only asked about Alt. 4	<p>Just a heads up that we circulated a mailing to our members regarding the public survey and consultation to advocate for the largest car-free area possible (Alternative 3): https://www.cycleto.ca/civicrm/mailling/view?id=2893&reset=1</p> <p>Further, we have received many, many questions about the survey as it is fairly confusing. There are 3 cross-sections shown in the survey, but only Alternative 4 is sketched out in the survey. This is inconsistent with the Nov 21 meeting boards which show four Alternatives. The inconsistency suggests that people must come to the public meeting to discuss the other Alternatives beyond Alternative 4. I think this is something that should be fixed – a survey should be consistent with what’s discussed at a public meeting.</p>	<p>The boards are available online for the public to review. There is no need to attend the Nov 21 event to provide feedback. The online questionnaire focuses on obtaining feedback on the preliminary preferred alternative. This is because the survey needs to be simple, short, and manageable for the general public to complete. If a participant disagrees with the application of the street design options in alternative 4, they can communicate this using the screens in section 4 – "Applying the Options" For example – on "Applying the Options – Queen Street to Dundas Sq" participants are asked to rank this scenario. If you disagree with the application of "Two Driving Lanes" for this block, then you can rank this alternative poorly on this block and explain your reasoning (ie I feel this section of Yonge should also be pedestrian priority because . . .) Please let me know if you have any additional questions. Thanks, Johanna</p>	11/14/ 2019
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11/13/ 2019 Individual

Cycling facilities
Climate Emergency needs to be referenced!
Transform TO

I am very, very disappointed by the failure of Youngtomorrow's current proposals to give proper weight to bike lanes on Yonge Street. I am also disappointed by the project's focus on just a few blocks of Yonge Street, rather than looking at Yonge Street as a whole. It is shocking that there was NO MENTION of the impending global climate crisis in its recent survey/questionnaire. What planet is Youngtomorrow living on?

Toronto badly needs European style bicycle highways to provide an alternative form of transportation to cars. In particular, we need much better north-south bicycle transportation corridors. There should be a bicycle highway on Yonge Street all the way from the waterfront to Highway Seven (where there are dedicated bike lanes); and then a bike highway from that area to Barrie beside back roads. There are numerous advantages to this proposal:

- 1) A long bike highway on Yonge Street would ease crowding on the Yonge subway, which needs all the relief it can get..
- 2) A bike highway would be good for all the businesses along Yonge (as the studies of other bike lanes indicate); and in particular would be good for the businesses in the study area because it would potentially deliver thousands of cyclists to them every day.
- 3) TransformTO wants 75% of all trips under 5km to be made by foot by 2050 as part of its plan to meet the climate crisis. This is an excellent goal, though 2050 is too slow as a target date. A Yonge Street bike highway would go along way toward meeting this objective, especially if it were to be combined with an east-west bike highway along the Bloor/Danforth from Old Mill to the Queensway.
- 4) Yonge Street is one of Toronto's most iconic streets. A Yonge Street bicycle highway could easily be marketed toward tourists.

Thank you for taking the time to submit your comments which I've recorded, shared with the Project Manager (copied here) and will also be part of the public record for the yongeTOMorrow environmental assessment study. Please consider the following responses to the important issues and concerns you have raised.

11/28/ 2019

Climate Change:
Impacts to climate change are captured under the "Sustainability" evaluation criteria. Health and Wellbeing evaluates how well design options support alternative modes of transportation. Similarly the Natural Environment category evaluates the ability to accommodate tree planting and associated heat island, stormwater management and air quality benefits. More elaborate stormwater management techniques have not been evaluated at this stage due to the presence of the subway beneath the focus area. The flexibility category also considers the streets ability to change and respond to new demands in the future.

Emphasis on Business:
TOcore identified Yonge Street as a priority retail street. Yonge Street between Queen and Gerrard is a special policy area within the City's official plan which promotes public amenities to support Downtown Yonge Street as a pedestrian oriented retail and entertainment area. City Policy has identified that sustainment and growth of business and entertainment uses in this neighbourhood is important to the long term growth and success of the downtown core.

Cycling Highway:
There is not enough space for all uses on Yonge Street. Pedestrian volumes, city policy and public feedback indicate that pedestrians come first on Yonge Street. Given the limited space, alternatives that included cycling infrastructure proposed challenges in the following evaluation

5) Following on point four, a bike highway along Yonge Street, which ultimately connected to Barrie, would link the cycling network in Toronto to the provincial cycling network in a way that currently does not exist. (Think of the appeal to wealthy European tourists from cycling friendly countries).

In particular, I am not pleased by the study's emphasis on patios for private businesses. Although these can be quite lovely, they can be emphasized in other parts of the city where there is more space and sun rather than on Yonge Street, which is quite narrow and constricted. Here the emphasis must be on the public's needs rather than private business interests.

I am also not happy with the project's proposal to divert bike traffic from Yonge to University Avenue, where there is currently no bike lane at all. Why not divert vehicular traffic to University? Unlike Yonge, it's a road that can handle heavier volumes of large vehicles.

In closing, I must say that I am VERY disappointed by Kristyn Wong-Tam. Although she was a champion of Open Streets in Toronto, I do not see the philosophy of Open Streets - which explicitly included bikes - reflected in the current proposals for Yonge Street.

Yonge Street is too important for ALL of the residents of Toronto and Ontario to be hijacked by one neighbourhood. Going forward, no street redesign should exclude the challenge presented by the impending climate crisis. We need to think big and act faster!

criteria areas:

Flexibility (ability to change use of street for events, transit, service vehicles etc.); Pedestrian Experience (level of separation required between major cycling and pedestrian facilities to mitigate conflicts); Curbside Activity (ability to accommodate ride hail, deliveries and loading); Transit (impacts on Night Bus); and Operations (with respect to Public Safety and Emergency Services).

Currently the City is recommending cycling infrastructure on University Avenue. This is because University Ave offers the greatest potential to develop a high quality, protected cycling facility. This is a preliminary recommendation which needs to be finalised and approved by Council. If endorsed by City Council, an implementation strategy will be developed. The timing will be dependent upon the final design and coordination with other construction works in the area.

Shared Streets:

Cycling is encouraged in the central area (circled in red) of the Pedestrian Priority Street Design Option. Cyclists are protected from motorized vehicles in this area. A formal cycle track would not be marked in this area because cyclists would be expected to yield to pedestrians.

We will be reporting back on the feedback received from this last round of consultation so if you haven't already signed up to receive project updates, please visit the website and click on the news and updates tab:

www.toronto.ca/yongeTOMorrow

Kind regards, Maogosha

11/13/ 2019	Individual	University bike lanes details needed	<p>In your most recent presentation for the upcoming meeting, "University Avenue bike lanes" are repeatedly referred to.</p> <p>Is there any timeline to have these built?</p> <p>Have they been approved by city council?</p> <p>Will they be installed before Transform Yonge is complete?</p> <p>What is the current status of these bike lanes?</p> <p>Given all the issues with implementing the bike plan over the last ten years is it prudent to use these possible bike lanes on University Avenue as a reason to go ahead with car only lanes on Yonge?</p>	<p>Thank you for taking the time to submit your questions which I've recorded, shared with the Project Manager (copied here) and will also be part of the public record for the yongeTOMorrow environmental assessment study.</p> <p>Currently the City is seeking feedback on the preliminary preferred alternative for yongeTOMorrow which is recommending cycling infrastructure on University Avenue. These preliminary recommendations have not been finalised or approved. The final yongeTOMorrow recommendations will be considered by City Council in the summer of 2020. Once recommendations have been endorsed by City Council, an implementation strategy will be developed. The timing will be dependent upon the final design and coordination with other construction works in the area.</p> <p>Kind regards, Maogosha</p>	11/19/ 2019
11/13/ 2018	City Division	Hi Johanna,	<p>I have received a request from Urban Toronto for a copy of the presentation or drawing package on Yonge Tomorrow given to the DRP last week. Are you and the applicant okay with me sharing this?</p> <p>Because the DRP recognizes that you are presenting projects in progress you are not required to share any drawings. Please let me know what you think.</p> <p>Thanks,</p>	<p>The design drawings are posted publicly on pages 14-17 of the consultation materials found here:</p> <p>https://www.toronto.ca/wp-content/uploads/2019/11/9703-PIC_Nov_Boards_v15.3_low-res.pdf</p> <p>Please direct them to the website to ensure they have the most up to date version.</p> <p>Please let me know if Urban Toronto is seeking any additional info.</p> <p>Thanks, Johanna</p>	11/14/ 2019
11/13/ 2019	Individual	<p>Was always a heavy area for pedestrian traffic- Id say more so in the eighties. Stupid Toronto condo development and road narrowing needs to stop.</p>			

11/14/ 2019	Individual	Cycling Collisions with Peds	<p>Key concern with cyclists who ride on sidewalks. Was hit by a bike at Bloor and Yonge spent 3 weeks recovering in the hospital with head injuries including 14 staples to head.</p> <p>Incident location (June 18, 2019): S/E corner crossed on green nb to Royal Bank.</p> <p>Personally very nervous walking around bikes. People are not respecting rules and ROW.</p> <p>Understanding that Couriers, Food deliveries are timed but shouldn't put people in danger.</p>	Conversation recorded.	11/14/ 2019
11/14/ 2019	Individual	Traffic impacts on other streets concern	<p>In response to you ad in today's Now magazine: Subject: PLEASE DO NOT MAKE DOWNTOWN YONGE A PEDESTRIAN ONLY STREET!!!</p> <p>I love walking and exploring the city but I also have to commute for work in my car (public transit is not an option for me). Yonge is basically one of three main streets going north from downtown. If you make it a pedestrian only street the other two streets (Dufferin and Jarvis) will become even more packed than they already are.</p> <p>Not everyone can afford to live and work downtown so driving has to be a viable option on all the major streets, including Yonge.</p> <p>Thank you in advance for your thoughtful consideration.</p>	<p>Thank you for taking the time to submit your comments again which I've recorded both from the first public event back in May and for this second round of public consultation. Your email has also been shared with the Project Manager (copied here) and will also be part of the public record for the yongeTOMorrow environmental assessment study.</p> <p>If you can make it, we have a public event this Thursday:</p> <p>Date: Thursday, November 21, 2019 Time: drop in anytime from 4 to 8 p.m. Location: Central YMCA, Auditorium, 20 Grosvenor Street</p> <p>All information materials including an online questionnaire are available on the project webpage: toronto.ca/yongeTOMorrow Kind regards, Maogosha</p>	11/19/ 2019

11/15/ 2019	Property Tenant	Opposed Traffic Impacts Access Eaton Centre	See Letter on file: Proposal to restrict to pedestrians only will: Significantly increase traffic on other roads in the area, including immediately outside our office tower on Queen Street and thereby pose increased hazards to the safety of our staff and clients Impede access to Eaton Centre garage at Yonge and Shuter Impede access for emergency responders to the area Increase the potential for disruptive, negative public gatherings/protests	Thank you for taking the time to submit your concerns which I've recorded, shared with the Project Manager (copied here) and will also be part of the public record for the Yonge Tomorrow environmental assessment study. In terms of you not being able to complete the questionnaire, please use the following link: https://yongetomorrow.metroquest.ca/ We look forward to meeting your delegate tomorrow at the public event. Please note that the consultation materials that will be on display tomorrow are also available on the project webpage: www.toronto.ca/yongeTomorrow Kind regards, Maogosha	11/20/ 2019
11/16/ 2019	Individual		Hello, Can you please tell me where and when the meeting about Yonge Street potential plans will take place this Thursday? Thanks	Details for our public event include: Date: Thursday, November 21, 2019 Time: drop in anytime from 4 to 8 p.m. Location: Central YMCA, Auditorium, 20 Grosvenor Street Please note that all information materials including an online questionnaire are available on the project webpage. www.toronto.ca/yongeTomorrow Thank you for your inquiry. Maogosha	11/18/ 2019

11/17/ Student
2019

Develo
pment

I didn't have a chance to drop in for the public event last week due to work but I wanted to share some of my thesis research with you since it might aid in your study process. I think it's great that the City of Toronto is identifying Yonge Street as a potential vessel for better pedestrian opportunities.

I spent a year and a half documenting high density development in downtown Toronto and learning how condominium developments affect public spaces at the ground level. In my thesis, I have identified the challenges of the public realm in high density corridors such as Yonge street and have offered design solutions at different scales. I used Yonge and College as my site to communicate these design strategies even though they can be implemented anywhere along high density corridors.

You can download a pdf of my thesis book here:
<https://uwspace.uwaterloo.ca/handle/10012/13332>

Here's one of the renderings I did for the Yonge and College intersection.

Let me know how I can help or if I can offer any additional thoughts or ideas to this initiative.

Thank you for your email.

Regarding the public event, you haven't missed it. Details include:

Date: Thursday, November 21, 2019
Time: drop in anytime from 4 to 8 p.m.
Location: Central YMCA, Auditorium, 20 Grosvenor Street

All information materials including an online questionnaire are available on the project webpage:
www.toronto.ca/yongeTOmorrow

Also, I've copied the Project Manager, Johanna Kyte, in order to share your thesis and renderings. After this week's public meeting, we will definitely review your learnings re. high density corridors. Thanks very much for this!

Kind regards, Maogosha

11/17/2019	Resident	Yonge Wellesley	Moving out of TO!	<p>I am an architect and resident of Yonge and Wellesley (formerly around Yonge and St Mary) as of 15 years and have owned a condo as of 7 years ago. As much as I love Yonge, it's currently so bad that I have had enough and I am departing for greener pastures. The City of Toronto should really consider cleaning up the drug users and the homeless who are everywhere - in particular Yonge and Wellesley is so bad it's a hot bed of the worst things I have seen in my life on a daily basis (and I was totally ok with ie downtown Eastside Vancouver it's not nearly as bad).</p>	<p>Thank you for taking the time to submit your comments which I've recorded, shared with the Project Manager (copied here) and will also be part of the public record for the yongeTOMorrow environmental assessment study.</p>	11/27/2019
			<p>Safety Emergency: Worsening Drug use, Litter, homelessness and Crime</p>	<p>The crimes and drug users are creeping into my building as well as the buildings around here - many professionals have departed for better areas or better cities. This is an emergency situation and no one is doing anything about it - especially the councillors for this ward. Cars are parked up the street across from Halal boys making congestion worse. Abandoned commercial spaces make for perfect crackhead dens etc. All the fake spas and even food places that sell drugs on the side and perform other illicit ongoing. But hey, this is a truly Liberal city that makes this city so great....</p>	<p>Please consider that YongeTOMorrow is a transportation project that will not be able to solve many of the social conditions that exist in the Downtown Yonge neighbourhood. However, we acknowledge that these are serious challenges that the study must carefully consider. We are working with many internal and external partners to, where possible, seek positive social change through the road design process. Experts from Shelter Support & Housing (Streets to Homes), Toronto Public Health, Downtown East Action Plan, Toronto Police Services and the Downtown Yonge BIA's Safe & Inclusive Neighbourhoods program are providing advice to the project team on how to best address safety and equity through environmental design.</p>	
				<p>It's good the city is trying to improve but providing bike lanes is not the answer. Larger sidewalks and trees would definitely improve Yonge as well as actually developing the abandoned decrepit buildings all along Yonge - it's basically zombieland. Introducing street furniture will only allow drug users to use to spaces or keep the retail owners busy to provide security for the problem that will not solve itself ever, based on 15 years of observing Yonge and Wellesley.</p>	<p>We very much appreciate you sharing your learnings and observations related to the widening of sidewalks, use of alleys/small streets and planning challenges. While this first phase of work is focused on the area between Queen and College, upon completion of this study there will be a second environmental assessment for Yonge between College and Davenport. The following link will connect you to the display boards from our first public event and slide 2 provides additional information about our study area and phases of work: https://www.toronto.ca/wp-content/uploads/2019/05/97b8-Final-Board_Yonge-St-v11_compressed.pdf</p>	
				<p>Combination of 24 hrs Tim Hortons, LCBO (open late) and 14hr MCDonalds make the crime rate and sketchiness a haven for the criminals and zombies - the city is not controlling that enough. It should be controlling hours and location of certain businesses. This also doesn't help out the police - there is no rational employment of any control or implementation of what is actually needed for a healthy city. The crime</p>	<p>All the best with your move and next home.</p>	

rates only prove that. I guess it must be all the corruption going on at the city from what I have heard.

I feel like there is a lack of overall planning. Yonge and Wellesley was reconstructed to perfection and then months later torn down for repairs, then patched up then again just to be completely reconstructed due to Wellesley Station improvements - it's a waste of millions of dollars, including my own tax money.

Since Toronto is going down hill and does not reflect in any way 1st world country living (maybe it tries to disguise all the problems with these funny King St and Yonge St proposals and not actually solving any problems), it's honestly saddening that Toronto only got worse as of 2005 til now.

One more point - the alleys and small streets that run parallel to Yonge should be developed into secondary throughfares. Many residents use those to avoid traffic on the sidewalks of Yonge St. Especially the stretch from College to Bloor.

BTW , take some notes from Bloor St West if you want to improve a street. Or University. your projects just ghettoize the city and it's getting worse by the day.

11/18/
2019 Govern
 ment Canada
 Post

Project Team is meeting with Scott on Wednesday (Canada Post Government Affairs) and Marina is with CP Real Estate Div. CP Real Estate is a large team for the planning and forecasting of delivery routes and vehicle operations.

Phone Conversation.

11/18/
2019

We'll need to meet with Marina sometime after meeting with Scott (he will first bring back information to the appropriate teams/contact people) but she wanted to understand scope of proposed changes and if we were looking at any other areas in addition to Yonge Street. Their key concern is any provisions they have to plan for in terms of deliveries on and around Yonge Street.

11/18/ 2019	Residen t	Charles St. East	Ped. Safety Senior & Motoris t perspe ctive Driver Educati on	<p>Letter: Observations, comments and suggestions for supporting our Residents (Motorists, Businesses, Stores etc) our Vision for Downtown Yonge Street. Attention: M. Pyjor</p> <p>I am taking my time and paying fro postage because I consider this topic to be of utmost importance and particularly because I'm no longer technologically and /or Internet connected. Therefore, I truly trust that you will read and consider seriously, my comments.</p> <p>Also I should be regarded as knowledgeable. I am resident and owner of two downtown properiteis for 40 years and I pay City Hall taxes annually. By way of direct deduction from my income chequing account. For 20 plus years, I have lived in Charles St. East and 20 years at tow previous locations in Toronto (downtown).</p> <ol style="list-style-type: none"> 1. Pedestrians are at very high risk of danger to their lives 2. Wider sidewalks should be a high priority 3. Cyclists need to be also considered and given better and safe laneways for their use 4. Motorists have absolutely no regard for each other and more so fro cyclists and pedestrians 5. Motorists should be more educated and taught the essential qualities of courtesy, humanity to others - road users (some of them have obviuosly never been taught in their youth, these qualities, which are primary fo all, as we grow older and as adults purchase cars etc. <p>Note: I'm a senior citizen. I'm still a motorist; I have driver's license for each of the U.S.A., U.K., other countries in South America where I have driven in all these countries for several years and now I'm still driving in Canada where I'll be living for the rest of my life.</p> <p>Therefore, kindly do your best to keep our Canadian citizens safe and secure when driving, cycling, walking and runing on our streets downtown.</p> <p>I am not at all demented; I'm very functional, mentally, physically, and emotionally alert. My comments here are made on behalf of other users of the road with whom I'm had many discussions and who are all very</p>
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disgusted and frustrated. We all hope that motorists particularly, are educated to consider being more humane and courteous. P.T.O

Do not ignore what my thoughts convey or what I've said in this letter. This is a reflection of many more residents feelings, who are all taxpayers.

I thank you very whole heartedly, for your time and hope you will take practical steps, a little at a time to change the entire scenario of motorists, pedestrians, etc cyclists usage of the downtown Canadian roads. Also, I trust that this will solidify the entire purpose of your public event notice, regarding all our visions for downtown yonge street and its environs.

Good luck with your debates. I hope they will be eventually fruitful very soon. Very very soon, my friends!!

11/19/2019 Resident

Cycling facilities
Yonge is the best connected of options

Please include this letter in the record of public consultation.

The Yonge Street TOMorrow plan is a start in the right direction by prioritizing pedestrians over cars, but needs to also include cyclists. The report prepared for Public Event #2 makes a number of dubious arguments and assumptions.

First, it states that "Dedicating space to pedestrians, cyclists and drivers on Yonge Street will not allow meaningful improvement to the pedestrian experience." I think the pedestrians and business owners in the Annex would say that the addition of bike lanes show clearly that road space belongs to all - motor vehicles, cyclists and pedestrians. It makes an inclusive, welcoming environment.

Second, it states that "the level of separation required to combine major cycling and pedestrian routes may not be fully compatible with a street intended to host numerous events." Bloor Street hosts numerous street festivals too!

Third, it states that "night bus operations and regular event closures would have major impacts on a cycling facility." The TTC also operates both night buses AND frequent bus shuttles along Bloor Street whenever the subway is closed.

The report suggests that University is better suited to bike lanes, but misses the fact that Yonge Street is far better connected, from Queens Quay to the city limits at Steeles Avenue. Along the way, it bisects numerous bike lanes (Richmond, Adelaide, Gerrard, Carlton, Wellesley, and in time, Bloor and Davenport). It's highly improbable given the issues with relocating parking that Church Street would be a viable alternative. It's far from certain that either alternative would have the political support, and at best mean further delay. Direct routes are always preferable.

Some would argue that the number of people currently

Thank you for both attending last week's public event and for taking the time to submit your comments requesting protected bike lanes on Yonge Street.

I've recorded your comments which will be part of the public record for the yongeTOMorrow environmental assessment study and shared them with the Project Manager, Johanna Kyte, (copied here).

We'll be reporting on the feedback we've received from this latest round of public consultation so please ensure that you've signed up to receive project updates. If you haven't already, you can sign up via the project website under the News and Updates tab:
www.toronto.ca/yongeTOMorrow
Kind regards, Maogosha

11/25/2019

cycling on Yonge Street is too low to merit protected bike lanes. However, there is overwhelming evidence that they attract significant more cyclists, such as Bloor (3,300/day to 4,400/day) and Richmond and Adelaide (828 per cent to about 2,733 riders between University and Parliament). If you build it, they will come!

Including protected bike lanes in the The Yonge Street Tomorrow Plan is an investment in our city's future.

11/20/2019 Individual

Support Ped Priority

Maogosha Pyjor: I received your notice regarding the study to consider a Yonge Street revamp. I am not able to attend the November 21 information session, however, would just like to comment that it is in my opinion long overdue to widen the sidewalks on Yonge Street, and improve the pedestrian experience. I already avoid Yonge Street. Especially during the summer months, it is impossible to walk at any speed - unable to get past the slow couple in front of you. Yonge Street is an iconic Toronto street. The heart of the downtown, and well frequented by visitors to the city. As more and more large condominium buildings go up along, or close to, Yonge Street, the current congestion will only get worse. I am not sure why the current plans seem to be only from Queen to College / Carlton. Perhaps this is the initial phase, with further expansion planned. I would think a revamp, with wider sidewalks and a more pleasing environment, should extend from at least King to Bloor. It would also be nice, from my perspective, for the city to work with the Yonge Street Merchants Association (I am assuming there is such an organization) to improve the buildings lining the street, many of which are run down and in a rather sad state of disrepair. It would especially be nice to see a concerted effort to restore the remaining heritage buildings - with historically appropriate windows, signage, etc. I have never understood why building owners in Toronto seem to take so little pride in their buildings. I visit other cities, wander along their wide - appropriately sized sidewalks, past their beautiful preserved / restored heritage buildings - and just wonder - what is wrong with Toronto? Regardless, I am very pleased the city is planning something. Long overdue. Really - anything will be an improvement. This more or less sums up my thoughts.

Thank you for taking the time to submit your comments which I've recorded, shared with the Project Manager (copied here) and will also be part of the public record for the yongeTOMorrow environmental assessment study. Please note that the consultation materials from last Thursday's event are available on the project website including a questionnaire: www.toronto.ca/yongeTOMorrow We very much appreciate your support for widening the sidewalks to improve the pedestrian experience.

In terms of working with the local business community, we are working with the Downtown Yonge Business Improvement Association as well as with numerous local resident and community groups.

With respects to improving building frontages, this is not within the scope of this transportation study however, you may be interested to know that the City is looking at a continuous retail/services streetscape aesthetic to help animate our main streets with pedestrian activity.

In terms of the study boundaries expanding north of College, please consider that upon completion of this study there will be a second study exploring the area of Yonge Street between College to Davenport. The following link will connect you to the display boards from our first public event and slide 2 provides additional information about our study area and phases of work: https://www.toronto.ca/wp-content/uploads/2019/05/97b8-Final-Board_Yonge-St-v11_compressed.pdf Let me know if you require any additional information.

11/25/2019

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Dear Maogosha Pyjor,
I was very disappointed to read that the iconic Yonge Street is being considered to reduce or eliminate driving lanes. I object strongly to removing driving lanes. This is the most direct route from the Lakeshore to highway 401. Yonge Street should be paved as soon as possible because it is in such bad shape. If you want to increase sidewalk width, increase the setbacks of the buildings such as current proposal 335 Yonge Street. I drive a delivery truck and need to stop all along Yonge street. Vehicles need to pass me when I am stopped. Cyclists already are allowed to use either lane so it is not necessary to install cycling facilities on Yonge Street (Installing bike lanes just makes it near impossible to deliver to stores and restaurants safely). In this study, you are considering providing space for street furniture and streetscape elements ie. Bike parking, tree planting and public art -these elements take away space from pedestrians (the whole reason you are considering this study) and has been proven to interfere with delivery vehicles (King street and Bloor Street are good examples of bad planning for delivery vehicles.
Furthermore, closing part of Yonge street to private vehicles increases gridlock on adjacent streets thereby increasing vehicle emissions and detrimental air quality.
If it is decided that only taxis and ride sharing vehicles are allowed, then it is hypocritical of pedestrians to make that choice- they should not be allowed that choice- it is a definite prejudice against car owners not being allowed to use Yonge Street in whole or in part. Please keep Yonge Street open to vehicular traffic (and all other types of corridor users of Yonge Street) at all times
Finally, I would suggest one of these public consultations be held at the Canadian International Auto Show in February to get a more fair representation of the people of Toronto.Thank-you,

Thank you for taking the time to submit your comments and particularly your objection to the removal of driving lanes on Yonge Street which I've recorded, shared with the Project Manager (copied here) and will also be part of the public record for the yongeTOMorrow environmental assessment study.

Given your perspective as a delivery person and driver, it is important that we hear from you. Please consider that in terms of the pedestrian priority street design option, timed access could be considered for night buses, ride hailing and servicing including deliveries in the evening hours. I'm curious if you think that could work for you and your company.

We will be reporting back on all the feedback we have heard. If you haven't already signed up to receive project updates, you can do so via the website by clicking on the news and updates tab: www.toronto.ca/yongeTOMorrow

Thank you again for your interest and contribution.
Maogosha

11/26/
2019

11/26/
2019

Dear Moagosha,
Thank-you for your reply. I can give you a couple reasons evening deliveries would not work. The first reason is we have to follow MTO guidelines for hours of service and we start at 7:00am. Included in our hours of service is the route preparation and circle check of the truck so it is approximately 2 1/2 hours before we even get downtown. We basically try to finish up before 3:30 (rush hour) and return to the plant. The second reason is that some customers are only open during the day. There is nobody present to receive deliveries in the evening.
Please keep 2 lanes of traffic open all the time.

Thank you for your additional input on evening deliveries and support for two lanes of traffic. Again, I've copied the Project Manager and recorded your comments about why evening deliveries wouldn't work.
Kind regards, Maogosha

11/27/
2019

11/21/ 2019 Resident

Support Alt. 1, 2
Mailed in Notice marked up.
I can't come on Nov 21 but I have marked up my preferences. Support two driving lanes.

11/21/ 2019 Residen
t

All. Ped Support
I attended today's presentation and filled out a questionnaire. Basically I thought it should all be pedestrian during the day with deliveries and garbage pickup in off hours.

I suspected the changes by "segments" were because of lower pedestrian traffic rather than that the retail/condos etc in some blocks (pedestrian-only blocks) can accommodate off-hour deliveries/garbage, but the areas where you put two-way traffic are incapable of doing that. I don't understand why they can't. If you can give me a good reason I'd appreciate it.

But on my way home I realized I forgot to say something. If the differentiation between pedestrian vs two-way traffic is based on pedestrian numbers then I forgot to add: "if you build it they will come". If you make those areas pedestrian friendly isn't it likely more pedestrians will go to those blocks? More cafes might open? etc?

I really think it will be better and safer to keep the whole length pedestrian centered during the day than to switch from pedestrian to cars to pedestrian etc.

What would have happened to the king st pilot if it was effective on four blocks, removed for 3 blocks, then put back on the next 4 blocks?

Look what happened on Queens Quay with new signage, unusual streetcar paths etc. I think it's still not solved.

Simpler is better. If you diverted to University or Bay or Church to drive south just stay on it. The main reason this can work at all is because of the relatively low number of cars driving on Yonge. So why make it so confusing? Thanks very much.

Thank you for taking the time to attend our public event last week and to submit your additional comments which I've recorded, shared with the Project Manager (copied here) and will also be part of the public record for the yongeTOMorrow environmental assessment study.

In terms of your question regarding: Why not provide for a pedestrian priority area the length of the study area given that the pedestrian volumes will only grow with walking infrastructure. Please consider that there are numerous stakeholders and uses that need to be considered in addition to pedestrian volumes including: impact to larger transportation network, access to parking garages, delivery operations, TTC services, emergency vehicles access, ride-hailing and other business requirements e.t.c.

We will be reporting back on the feedback received from this last round of consultation so if you haven't already signed up to receive project updates, please visit the website and click on the news and updates tab:
www.toronto.ca/yongeTOMorrow
Kind regards, Maogosha

11/27/
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11/27/
2019

Thanks for your prompt reply Maogosha.

Can you send me a link to the report that explains the rationale behind each section being 2-way traffic vs pedestrian. I would like to understand the stakeholder issues that led you to decide which was more appropriate. I'm sure, once I understand, I will agree.

BTW ... As a pedestrian I appreciated that you were able to decide to not have any bike lanes along the whole route and instead add bike lanes to the other parallel driving streets. (While I support bike lanes, I find trying to cross Queen's Quay quite scary as a pedestrian.) But I suspect some cyclists may not agree.

Thanks again. I look forward to reading the report.

Please refer to slide 17 of the consultation materials for the rationale in applying the street design options.

12/02/
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Slide 17 states:

In terms of balancing future growth with driving access, the following points have been taken into consideration for the Preferred Alternative No.4:

- Pedestrian priority has been applied between Dundas Square and Gerrard Street where pedestrian crowding and frequency of events are highest.
- Between Dundas Square and Edward Street only emergency vehicles would have access during the day.
- From Edward Street to Walton Street, there would be limited day access to serve local businesses.
- One Way will be applied from Shuter Street to Dundas Square. This is to allow local access (e.g. Dundas Square parking garage), but discourage through traffic.
- Two driving lanes has been applied from Queen Street to Shuter Street, and Gerrard Street to College Street pedestrian crowding is lower and driving access for off street parking (e.g. Eaton Centre parking garage) and ride hail is needed.
- 97B bus and Wheel-Trans cannot be accommodated from Dundas Square to Gerrard Street, but night buses and emergency shuttles can operate in two directions.

I hope this helps explain the team's and study rationale. Let us know if you have any further questions or comments. Kind regards, Maogosha

11/22/ 2019	Developer Legal	Goodmans LLP for Great Eagle Hotels	<p>Hi Johanna and Maogosha,</p> <p>As discussed at the public consultation yesterday, our client Great Eagle Hotels (Canada) Limited is the owner of the lands known municipally as 33 Gerrard Street West (the "Site"). The Site is currently occupied by the Chelsea Hotel, but was recently approved (rezoning) for a redevelopment consisting of three towers and one 2-storey structure, POPs, a public park, and the re-connection of Walton Street as a publicly-accessible, privately-owned mews.</p> <p>Given the Site is subject to the YongeTOmorrow EA, we believe it would be prudent to meet with you to review the emerging alternatives currently being developed and evaluated. Team members from architectsAlliance, BA Group and Goodmans would likely attend the meeting on behalf of Great Eagle. Further, it would be beneficial if Derek Waltho attended the meeting given his involvement in Great Eagle's rezoning application.</p> <p>Could you please provide a list of potential meeting dates/times at your earliest convenience? Thank you,</p>	<p>Please let us know if any of the following times works for you:</p> <ul style="list-style-type: none"> - (tomorrow) Wednesday November 27, anytime between 9:30 a.m. and 4 p.m. - Monday December 2, anytime between 9:00 a.m. and 2 p.m. - Tuesday December 3, anytime between 11:30 a.m. and 5 p.m. <p>If none of the above work, I will send a second round of potential meeting dates for the following week of December 9th.</p>	11/26/ 2019
11/24/ 2019	Individual		<p>Hello Maogosha,</p> <p>If there is an email mailing list for the yongeTOmorrow project, can you please add me to the list, to be informed of the project as it progresses?</p> <p>Thank you,</p>	<p>Thank you for your email and inquiry re. signing up for the project email list.</p> <p>Just click on the following link to sign up: https://toronto.us13.list-manage.com/subscribe?u=e277dfd698a9212f48e81e3c8&id=7bbaa8bce9</p> <p>You can also sign up via the project webpage, under the news and updates tab: https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/yonge-downtown/news-updates/ Let me know if you have any other questions. All the best, Maogosha</p>	11/25/ 2019

12/04/ 2019	Consul General	Consula te of Sweden	Suppor t Ped Priority	<p>Dear Madam/Sir,</p> <p>The yongeTOMorrow project is very exciting and offers many opportunities for Toronto to set a new standard with downtown revitalization. Similar projects take place around the world, including Sweden. The Consulate General of Sweden would like to submit some ideas and suggestions based on our experience from sustainable downtown renewal and revitalization in Sweden.</p> <p>Hopefully, you will find our contribution interesting. We would be pleased to answer any questions or comments you may have. In addition, we would be delighted to assist in arranging a program for a study tour for representatives from the City of Toronto involved in this project to some of the Swedish cities.</p> <p>Very truly yours,</p>	<p>Thank you for taking the time to submit your comments which I've recorded, shared with the Project Manager (copied here) and will also be part of the public record for the yongeTOMorrow environmental assessment study.</p> <p>We very much appreciate you sharing ideas from other revitalization projects in cities like Stockholm and Copenhagen. The learnings from other cities and local government are both helpful and encouraging. On that note, we would very much like to accept your invitation to meet and further discuss your ideas and suggestions. I can arrange for a meeting room at City Hall or we can meet at your offices. Please shares some meeting dates in January and we will do our best to accommodate. Again, thank you for your contribution to this study.</p> <p>Kind regards, Maogosha</p>	12/10/ 2019
12/15/ 2019				<p>Good morning all,</p> <p>Thanks for your email. My apologies for not responding sooner, but this is a busy time. Probably for you too.</p> <p>I would be delighted to meet with you and members of the project team to share more in depth some of the thoughts we put down in our submission. The easiest is probably that you come up with two, three meeting dates and times that would work for you. Your schedule is most likely more tied up than mine. I may ask a colleague from our trade commissioner's office, Business Sweden, to join me.</p> <p>Let's meet at City Hall. Again, I imagine that is more convenient for you and your colleagues. We will just jump on the subway. Best regards</p>	<p>On behalf of the Project Manager, Johanna Kyte, we look forward to further discussing the items attached in your submission.</p> <p>I have confirmed that Lorraine Hewitt will be attending on behalf of Councillor Wong-Tam and Councillor Layton is also available to attend.</p> <p>I will send out a meeting invite following this email confirming our meeting date, time and location at City Hall.</p> <p>Thank you again for reaching out to the study team. Kind regards, Maogosha</p>	12/19/ 2019

02/05/
2020

Hi Johanna et al

Many thanks to you and your colleagues for a very interesting meeting. It is obvious that the project is in very good hands. I was impressed by all the material you had gathered and your thinking around Yonge Street and its future.

Most likely, you noticed the article in the Star the other day about snow clearance in some cities around the world that like Toronto receive snow. However, in case you didn't see it, here is a link to the article https://www.thestar.com/amp/news/gta/2020/02/03/how-other-cities-around-the-world-clear-their-streets-of-snow-including-one-that-puts-women-first.html?__twitter_impression=true

As you can notice, the article is mentioning Stockholm's gender-based snow clearing and the common use of heated sidewalks. Iceland, of course, is in a very unique and favourable position thanks to the 'free' heat from their hot springs. However, both in Sweden and other parts of Scandinavia, the concept is very common. While there may be a few examples of using electricity to heat the sidewalks, at least in Sweden they are connected to the district heating system as in Iceland.

European district energy systems, contrary to most systems in North America, consist of closed loops of insulated water pipes. This increases the efficiency of the system dramatically compared to steam systems. As far as I know, the district energy system in Regent Park is the closest water-based system to Yonge Street. I don't know its capacity, but it might be possible to put a pipe down from there to Yonge Street. Of course, it is also possible to find or establish a heating source closer to Yonge. Regardless, you should really look into it. The article also mentions that heating the sidewalks is cheaper than shoveling them. In addition, it results in fewer hospital visits.

Thank you Lars for this additional information on gender-based snow clearing, European district energy systems and contacts for Daniel Hellden.

03/10/
2020

Again, we very much appreciate your interest and participation.

Kind regards, Maogosha

Finally, NAME and EMAIL - I am sure he would be happy to share his and Stockholm's view and experience on snow clearance.
Please, feel free to contact me whenever you think I can be of any assistance. Very truly yours

12/04/ 2019	Safety Police Presen ce Support t Alts	<p>Good Morning!</p> <p>I think to bring more tourism to this area we need to make it appealing. Shops, pubs, kiosks, buskers (inventive, creative), no strip bars, and a ton of police presence until the area is safe to walk around in. Look to Dublin, Covent Garden in London, many areas in Rome, Madrid, Lisbon. They have many interesting pedestrian areas but there are no thugs...no gangstas. Good Luck and I hope it happens! Until I see police every few feet between Queen and College, I will walk around the Distillery District and the Waterfront. Hope you can do this!</p>	<p>Thank you for taking the time to submit your comments which I've recorded, shared with the Project Manager (copied here) and will also be part of the public record for the yongeTOMorrow environmental assessment study.</p>	04/12/ 2019
12/05/ 2019	Cycling missing	<p>Wants to understand where cyclists will be moving in Alternatives 3 and 4 and notes that in the complete street guidelines, "pedestrian only area" includes traditional sidewalk so that means that cyclists would be in either traffic lane or shared space in the clearway. Please confirm.</p>	JK L/M Dec 21/19	
01/16/ 2019	Shared Space	<p>Phone conversation with JK:</p> <p>Positive feedback about the edges of ped priority being for pedestrians only and the central area being shared. References to precedents in NY on PSA/signage/education on how bikes and peds can share and guidance for cyclists on a Recommended space buffer to give peds so less comfortable peds</p>		

(older adults, low now vision, poor balance) can feel more comfortable. Will provide links.

12/09/2019	Government	Senior Advisor, Constituency and Planning Office of Council or Mike Layton	Phase 2, Lighting	<p>As you know, we've been hearing a lot of concerns in the last year or so about the lighting levels on Yonge Street, particularly the section from Davenport to Charles that does not have any street lighting provided by Hydro.</p> <p>Can you confirm that Hydro will be involved in the discussions come phase 2 of Yonge Tomorrow?</p> <p>They have advised our office that they are not able to pursue lighting installations until the revitalization is underway, so we just want to ensure they are looped into the discussions as early as possible. Thanks,</p>	<p>Yes we can ensure they are part of our technical advisory team in Phase 2.</p>	12/12/2019
12/06/2019	Gov't	Little Canada	Stakeholder List	<p>I hope this email finds you well. Little Canada is a major permanent installation that is going to be launched mid-2020 at 10 Dundas Street East. It anticipates becoming a major tourist draw for the area and could very well grow to attract hundreds of thousands (or more) to the area on an annual basis.</p>	<p>We would very much like to meet with you to learn more about Little Canada and your upcoming plans as well as to provide a project brief for you about the yongeTOMorrow study. Depending on your schedules, we can try to meet before the holidays or alternatively meet in the new year.</p>	12/09/2019
		Little Canada	Attraction Coming Tourism	<p>Both NAME and NAME are excited by what they have heard about the Yonge Street EA. While I anticipate that both 10 Dundas Street East and the BIA are advocating for their interests through the EA process, I thought it would be valuable for you to have their direct contacts. To facilitate so many people coming into the neighbourhood, they are hoping to work out a plan for buses and school buses to drop people off nearby.</p> <p>They do not need this to be on Yonge Street, but it may be a factor that has not been considered in the plans to date, in terms of broader traffic management. Regards,</p>	<p>If you haven't already visited our yongeTOMorrow website, you can learn more about our current round of public consultation by reviewing the consultation materials. I also encourage you to sign up to receive project updates.</p> <p>Kind regards, Maogosha</p>	

12/07/ 2019	Ind.	Support Ped Priority	<p>I am a resident of Edward St, between Bay and Yonge. I was out of country for the YongeTOMorrow in-person consultation and just returned to Toronto. I completed the online survey today but noticed the deadline was yesterday. I'm writing to ask for my response (and other people's late responses) to be considered please.</p> <p>This is a very important project to myself and others in our area, and we are truly excited for a more pedestrian-friendly Yonge St in the near future. Thank you,</p>	<p>Absolutely we will still consider your response. Thank you for taking the time to complete it and if you haven't already signed up to receive project updates, please do.</p> <p>All the best, Maogosha</p>	12/09/ 2019
12/06/ 2019	Ind.	Support Alt 1, 2 Driving Lanes	<p>Good day,</p> <p>To whom it may concern: I prefer the Two driving lanes option. I noticed that the Notice of Public Event #2 pamphlet made no mention of Alternative #4. Thanks</p>	<p>Thank you for taking the time to submit your preference for two driving lanes on Yonge Street. I've recorded your comments, shared them with Project Manager (copied here) and they will also be part of the public record for the yongeTOMorrow environmental assessment study.</p> <p>We will be reporting back on the feedback that we have received in the new year. If you haven't already signed up to receive project updates, please do so and we will keep you posted.</p>	12/09/ 2019
12/10/ 2019	Bentall GreenO ak Investm ent Manage ment	<p>Dear Ms. Kyte,</p> <p>On October 31, 2019, BentallGreenOak wrote to Mayor Tory regarding the above-noted matter. Due to an oversight, the correspondence did not get addressed directly to the project team. Accordingly, please find attached the letter sent to the Mayor and Councilors for your reference and files. I would be pleased to discuss any of these matters further at your convenience.</p>	<p>I am also including Maogosha who manages our consultation and outreach.</p> <p>Would a meeting in early January work to meet and discuss?</p> <p>Johanna</p>	12/11/ 2019	

Hello Maogosha,

I will likely be attending the information session on January 14 and would be pleased to meet with you and Johanna anytime after 11:00 AM on the 15th to discuss the concerns of 10 Dundas Street East. Regards,

I'm happy to receive your interest to meet with Johanna and myself. Please see the following suggestions for meeting dates and times:

- Jan 7 – anytime between 11:30 a.m. and 1:30 p.m. or between 3:30 and 5:30 p.m.
- Jan 8 – anytime between noon and 5:30 p.m.
- Jan 15 – a.m. or p.m.

If one of the above doesn't work, please feel free to provide a few other options based on your availability. Also, let us know if you prefer to meet at City Hall or your office.

I also want to mention that we are planning a morning meeting on Tuesday, January 14th to provide a study update followed by a question and answer session for the business community along Yonge Street. You may also be interested in attending this and I'll be sure you receive the meeting invitation once details are finalized. Kind regards, Maogosha

12/20/
2019 SAG
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Dear Maogosha,

Thank you for the opportunity to participate in the Stakeholder Advisory Group for the yongeTOMorrow project.

Kindly find attached our letter outlining our position on, and concerns about the recommended options presented by the City for the redesign and future of Yonge Street.

Thank you for taking the time to submit your comments which I've shared with the Project Manager (copied here) and will also be part of the public record for the yongeTOMorrow environmental assessment study.

I have recorded your preference for the two driving lanes street design option which is represented in Alternative 1 from Queen Street to College Street. Also, thank you for providing additional business details as it relates to your guests, need for front door access on Yonge Street and the neighbouring context of the Eglin Theatre's operations and vehicle volumes.

On behalf of the project team, we are committed to working with local businesses to both understand and address street design priorities and operational requirements. On that note, please expect to receive an invitation later today for a stakeholder meeting in the new year on

12/16/
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January 14th to receive feedback specifically from property/business owners and managers. We look forward to your continued participation on the SAG and hope you can make it out on Jan 14th (details coming soon).

12/12/ 2019 SAG Cycle TO

Hi Maogosha,

I hope you're doing well. I wanted to flag / inquire about a discrepancy in pedestrian volumes between May and November's public consultation display boards.

In May, we see:

180,000 – 238,000 pedestrians in 24 hours along the whole corridor: <image002.jpg>

100,000 – 380,000 pedestrian at intersections, and ~100,000 pedestrians: <image004.jpg>

In November, we see:

No numbers for pedestrian volumes <image005.png>

10x reduction in volumes compared to March:

<image006.png>

We'd just like to confirm what's accurate so that we don't inadvertently misinform people. Do you know what's correct? Thanks so much,

Apologies for the delay here. The intersection Specific traffic count bar chart from May is incorrect. An extra zero was added. The Nov #'S and other stats from May are correct. I will ensure the May docs on the website are corrected.

Thanks, Johanna

12/24/ 2019

12/18/ 2019	SAG	Ryerson Operati ons, Facilitie s	<p>Hello Johanna,</p> <p>As you may be aware, Ryerson has been working on its Campus Master Plan update (to 2030) and is nearing completion of the draft. Our next steps are to reach out to important stakeholders like YongeTOMorrow and the community to show how the input we have received has been integrated into the plan.</p> <p>Would you be available in the next few weeks to meet with me and my colleague Molly Anthony to review the draft Master Plan?</p> <p>We would be happy to host you here or join you in your offices. We suggest a minimum of 45 minutes.</p> <p>The university closes after this week until January 6th. Do let me know if there might be a few good times to meet and we will do our best to make one of those days work. Thank you,</p>	<p>Let me know if any of the following dates work:</p> <ul style="list-style-type: none"> • TOMORROW Thursday Dec 19th 2 – 3 p.m. • Friday Dec 20th 9:30 a.m. or after 12:30 p.m. • Monday Jan 6th anytime between noon and 2 p.m. • Tuesday Jan 7th anytime between 11 a.m. – 1:30 p.m. • Wednesday Jan 8th afternoon <p>Kind regards, Maogosha</p>	12/18/ 2019
12/05/ 2019	SAG	YDS Board	<p>Good Morning Johanna,</p> <p>Unfortunately, I could not make this morning's presentation on yongeTOMorrow to the YDS board. Do you have another time when you can walk me through the presentation deck? In addition, thank you.</p>	<p>Apologies for the delay in response, but I would be happy to meet with you. I am looping in my colleague Maogosha from Public Consultation as well. What week in January would work well for your schedule? Best Regards,</p>	12/20/ 2019

12/20/ 2019	Develop er Legal	Great Eagle Goodmans	Develo pment Project coordin ation	<p>Johanna and Maogosha – thanks again for meeting with us last week to discuss the Yonge TOMorrow EA process and also the Chelsea redevelopment project at 33 Gerrard Street West. We have attached some suggested clarifications/additions to the meeting minutes that Maogosha circulated earlier this week. As promised, we are forwarding the site plan drawings for the Chelsea redevelopment project. The following link contains the architectural drawings that were submitted to the City last week by our client [Great Eagle Hotels (Canada) Limited] as part of its site plan application. The link also contains a supporting traffic memorandum from BA Group dated December 6, 2019 (as well as earlier transportation reports from BA Group dated September 28, 2015 and October 7, 2016, submitted in support of the now approved rezoning application for the site).</p> <p>https://spaces.hightail.com/receive/2wgYYhDjH0</p> <p>As we discussed, the Chelsea redevelopment project will reconnect the east and west portions of Walton Street between Yonge Street and Bay street with a publicly accessible mews street. This mews street, along with the north/south park/POPS connection between Elm Street and Gerrard Street, will greatly enhance pedestrian connections through the Chelsea site, fitting in well with the Yonge TOMorrow focus on pedestrian activity in the downtown Yonge Street area. We appreciate that, as part of your ongoing traffic modelling, you will review how vehicles entering and exiting the Cheslea site, in particular hotel drop-off traffic, might best be accommodated. From Great Eagle’s perspective, maintaining vehicular access on Yonge Street between Gerrard and Elm, to allow for ingress and egress to and from the Chelsea site from both the south and the north, would be most beneficial. This would perhaps involve a reconsideration of Alternative 2 (or some variation thereof). Once the Yonge EA team has had a chance to review the Cheslea redevelopment plans, Great Eagle hopes to hear from you and discuss things further. Following those further discussions, Great Eagle may comment more formally on the Yonge TOMorrow plans.</p>	<p>Thank you for providing the link for the Chelsea redevelopment project site plan drawings and traffic memorandum. I’ve also recorded your comments on behalf of Great Eagle which will be part of the public record for the yongeTOMorrow environmental assessment study.</p> <p>We look forward to future discussions in the new year. All the best, Maogosha</p>	12/23/ 2019
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01/06/2020 Developer Cresford

Good day Maogosha.
I have just subscribed so that I will receive updates on this project.
I tried to download the info./consultation materials from November's public event, but I was not able to do so.
Can you kindly send them to me?
All the best for 2020.

Thank you for your email and my apologies for the inconvenience of not being able to download the public event #2 materials. We are in the process of updating our website this week with the intention of making it easier for people to access the public materials under the consultation tab. In the meantime, I've attached the display panels.

01/07/2019

I also want to take this opportunity to know if you or any of your colleagues from Cresford are planning to attend our stakeholder meeting next week with a focus on business operations and property management. The meeting invitation which follows was mailed to Ryan Millar last month.

Otherwise, let me know you have any questions or if you require further information.
Kind regards, Maogosha

01/09/ 2020	Delivery Gov't	Canada Post	Deliveries	Happy new year! I hope you had a great holiday and peak!	<i>See next item.</i>	03/11/ 2020
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Recently, Canada Post has been in discussions with the City about a new project called Yonge Tomorrow - <https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/yonge-downtown/>. This project is researching alternative transit priorities for Yonge Street from Queen to about Bloor to better reflect its current use. The project will make a recommendation to council and plans on reporting in April of 2020. As of our last meeting they are focusing on "Alternate 4" option (pg. 17) in the attached overview document.

While they have received lots of public responses, they are looking for more corporations to discuss what implications potential changes may have on operations. I said I could definitely reach out to our friends at Purolator to see if they wanted to provide input.

I have copied the two project leads on this email.
Johanna Kyte Project Manager, Major Projects
Maogosha Pyjor
Sr. Public Consultation Coordinator
Public Consultation Unit
Happy to discuss if needed. All the very best!

Canada Post has been in discussions with the City on a new initiative they have called Yonge TOMorrow – that is evaluating the road use of Yonge street just north of the core centring around Dundas. In a recent meeting the two project leads asked if it would be possible to present at the next Movement of Goods committee meeting to get some more business input on the consultation. I talked to Chad and he agreed it would be a great opportunity for the group to connect on the project. I have copied them both on this email. Would it be possible to add them to the next agenda? While I'm here, have we set a date for the next meeting? Their titles are below.

Let me know if there are questions.

With our third and final public event (April 16th) approaching for the yongeTOMorrow study, I wanted to take this opportunity to follow up on the potential opportunity to attend a Movement of Goods committee meeting. Please let us know if this is possible and/or if there is interest in our upcoming event.

Thank you both for your time, Maogosha

03/10/
2020

Happy new year! I hope you had a great holiday and peak!

Recently, Canada Post has been in discussions with the City about a new project called Yonge Tomorrow - <https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/yonge-downtown/>. This project is researching alternative transit priorities for Yonge Street from Queen to about Bloor to better reflect its current use. The project will make a recommendation to council and plans on reporting in April of 2020. As of our last meeting they are focusing on "Alternate 4" option (pg. 17) in the attached overview document.

While they have received lots of public responses, they are looking for more corporations to discuss what implications potential changes may have on operations. I said I could definitely reach out to our friends at UPS to see if they wanted to provide input.

I have copied the two project leads on this email.
Johanna Kyte
Project Manager, Major Projects
City of Toronto
Maogosha Pyjor
Sr. Public Consultation Coordinator
Public Consultation Unit
City of Toronto
Happy to discuss if needed. All the very best and see you at the next Board meeting.

01/09/2020 Busines
s Purolato
r

Thank you for sharing NAME and all the best to the team in 2020 as well.
Hello Johanna and Maogosha, nice to meet you virtually. We will review internally and will provide feedback to you and your team.
Much appreciated and thank you.

Thank you for taking the time to review information about the yongeTOMorrow study. I wanted to follow up to see if you have any questions and/or would like to meet with Johanna and I for project briefing. I can arrange for a phone call or in person meeting, Alternatively, we are gearing up for our third and final public event this coming April 16th. Please feel free to subscribe for project updates (under the News and Updates tab) to receive event details as they become available. Kind regards, Maogosha

03/11/
2020

04/01/ 2020	<p>My apologies for the delayed response Maogosha, I know that we have all been consumed with the COVID-19 and that we are all doing our best to deliver parcels safely to those that need it most.</p> <p>I have copied Brandon Lynch, our district manager that will support the plans moving forward so that we can continue to deliver to the businesses and residents of this key area more efficiently and effectively.</p> <p>When you have some time, a call between Brandon and you would be of benefit to determine how we best support the different scenarios.</p> <p>Thanks again and stay safe.</p>	<p>No need to apologize at all.</p> <p>As of right now our public consultation plans are on hold and there is no April 16th public event. That said, we are still working in the background on design work and reaching out to stakeholders that have the time to discuss.</p> <p>We very much appreciate the important work and priorities that you and your colleagues have right now. I can't even begin to imagine how busy you all are.</p> <p>Brandon, you let us know when you have time and both the project manager, Johanna Kyte, and myself will accommodate as best we can. I can easily set up a conference call or Webex call.</p> <p>Kind regards, Maogosha</p>	04/02/ 2020
01/10/ 2020 Delivery UPS Canada	<p>Thank you very much for reaching out, and Happy New Year to you too!</p> <p>Thank you for connecting me with Johanna and Maogosha, and for sharing the latest on the Yonge Tomorrow project. I'll be taking a closer look at alternate 4 with our operators here, and will be happy to follow-up with any comments. All the best,</p>	<p>Thank you for taking the time to review information about the yongeTOMorrow study and particularly our preliminary preferred alternative. I wanted to follow up to see if you have any questions and/or would like to meet with Johanna and I for a project briefing. I can arrange for a phone call or in person meeting. Alternatively, we are gearing up for our third and final public event this coming April 16th. Please feel free to subscribe for project updates (under the News and Updates tab) to receive event details as they become available. Kind regards, Maogosha</p>	03/11/ 2020

01/28/2020 SAG Institution Ryerson CBI DRP

Hi Maogosha,

I have a quick question for you regarding the Design Review Panel's consideration of the yongeTOMorrow project. I understand the plans were on the DRP's November 7th Agenda, listed as a "first review". Do you know at what point in the EA process (or on what date) the project will be again considered by the DRP?

Also, could you tell me how the DRP's comments will be considered in the final plans? Are they taken into consideration by the project team along with other feedback, or is the project team required to address specific issues or comments sufficiently? Your insight on this would be much appreciated! Thanks!

Design Review Panel is an expert peer review providing advice for consideration by the project team.

We are targeting going back to the panel in the spring around the time of the PIC but our slot on an agenda has not yet been confirmed.

Johanna

01/29/2020

01/30/ 2020	Taxi	Ontario Limousi ne Owners Associa tion and Global Alliance	No Response	<p>I received your contact information from my colleague with the City's Municipal Licensing & Services, Jordann Thirgood. As the Director of the Ontario Limousine Owners Association and President of Global Alliance, I am reaching out to you about the yongeTOMorrow project. The City of Toronto is studying options to increase pedestrian space and improve the way people move through and experience Yonge Street from Queen Street to College/Carlton Street. Currently the sidewalks on Yonge Street have some of the highest pedestrian volumes in Canada. There has also been a considerable amount of development in the neighbourhood and the current population and employment are projected to double by 2041.</p> <p>The study is currently in Phase 3 of the Municipal Class Environmental Assessment Schedule C process. We hosted our second public event on November 21, 2019 where we presented both a short list of alternatives (street design options) with a preliminary preferred alternative identified.</p> <p>The City is reaching out to stakeholders within the study area that we haven't heard from yet with respect to ride hailing and taxi operations along Yonge Street. The project team will be hosting a third and final public event in April 2020 and in the lead up to this event, we want to hear from you in order to make informed decisions about a potential re-design of this street.</p> <p>We would like to set up a meeting in person or by phone to further discuss this project, understand your business operations and receive your feedback.</p> <p>We also encourage you to visit toronto.ca/yongeTOMorrow to learn more about the opportunities being considered and to sign up to receive updates. We look forward to hearing from you and thank you for your time. Maogosha</p>	01/30/ 2020
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01/31/2020 Busines
s Tokyo
Smoke

Hi Maogosha

Thank you so much for reaching out.

In terms of pedestrian space in front of our store, we have yet to run into any issues. In terms of overall accessibility and delivery operations, we receive our shipment at 5:00 in the morning, and therefore have not ran into any problems.

Is there any specific pieces of information you are looking to receive from my end? Happy to support where I can.

I was provided your contact information from Steven at the DYBIA.

01/30/
2020

As you may already know, the City of Toronto is studying options to increase pedestrian space and improve the way people move through and experience Yonge Street from Queen Street to College/Carlton Street. City Council has identified Yonge Street as one of Toronto's Great Streets - a significant retail and civic corridor to be developed as a pedestrian priority urban destination. Currently the sidewalks on Yonge Street have some of the highest pedestrian volumes in Canada. There has also been a considerable amount of development in the neighbourhood and the current population and employment are projected to double by 2041.

The study is currently in Phase 3 of the Municipal Class Environmental Assessment Schedule C process. We hosted our second public event on November 21, 2019 where we presented both a short list of alternatives with a preliminary preferred alternative identified.

The City is reaching out to stakeholders within the study area that we haven't heard from to receive feedback with respect to servicing and delivery operations along Yonge Street. The project team will be hosting a third and final public event in April 2020 and in the lead up to this event, we want to hear from you and Tokyo Smoke inorder to make informed decisions about a potential re-design of this street.

We would like to set up a meeting in person or by phone to further discuss this project and receive your feedback. We also encourage you to visit toronto.ca/yongeTOMorrow to learn more about the opportunities being considered and to sign up to receive updates. We look forward to hearing from you. Maogosha

02/03/
2020 Property Triovest
Realty
Advisor

Hello Maogosha,

Our GM and I would be happy to meet with you at the Atrium to provide you with feedback on this important topic 😊

Perhaps you can suggest a few dates and times you are available and we can take it from there?

Thank you.

I received your contact information from Steven at the DYBIA.

01/30/
2020

As you may already know, the City of Toronto is studying options to increase pedestrian space and improve the way people move through and experience Yonge Street from Queen Street to College/Carlton Street. City Council has identified Yonge Street as one of Toronto's Great Streets - a significant retail and civic corridor to be developed as a pedestrian priority urban destination. Currently the sidewalks on Yonge Street have some of the highest pedestrian volumes in Canada. There has also been a considerable amount of development in the neighbourhood and the current population and employment are projected to double by 2041.

The study is currently in Phase 3 of the Municipal Class Environmental Assessment Schedule C process. We hosted our second public event on November 21, 2019 where we presented both a short list of alternatives with a preliminary preferred alternative identified.

The City is reaching out to stakeholders within the study area that we haven't heard from yet to share information with respect to servicing, deliveries and loading operations along Yonge Street. The project team will be hosting a third and final public event in April 2020 and in the lead up to this event, we want to hear from Atrium and 595 Bay Street in order to make informed decisions about a potential re-design of this street.

We would like to set up a meeting in person or by phone to further discuss this project and receive your feedback. We also encourage you to visit toronto.ca/yongeTOMorrow to learn more about the opportunities being considered and to sign up to receive updates. We look forward to hearing from you and thank you for your time. Maogosha

01/31/ 2020	Delivery	Canada Post		<p>Good morning Ryan,</p> <p>Thank you for the invitation. I look forward to attending!</p> <p>Meanwhile, a bit of an update from the Canada Post team – we have pulled the data for the points of call affected by the different options however are having issues defining what routes pass-through the area. We are still working on it. All the best</p>	N/A	
02/04/ 2020	Property	Bentall GreenO ak		<p>Johanna and Maogosha,</p> <p>As per our January 15th meeting, attached is a summary of loading dock deliveries for the month. The summary doesn't include food court tenants who drop off supplies with their personal vehicles or trucks servicing overnight trash and recycling.</p>	<p>Many Thanks.</p> <p>I will pass this info on to Andy and the rest of the design team.</p> <p>Johanna</p>	02/05/ 2020
01/30/ 2020	SAG	DYBIA	<p>Stakeholder Feedback, Businesses</p>	<p>Morning Maogosha,</p> <p>I hope all is well with you 😊</p> <p>I was wondering if it was possible for you to share any meeting minutes and agendas for meetings you have had with our members? We just would like to get a sense of who you have met with and what our members have been saying to the project team.</p>	<p><i>See response below.</i></p>	

02/10/ 2020 SAG DYBIA

Evening Maogosha and Johanna, I hope all is well.

I know Steven had reached out asking for notes or comments from our membership based on meetings you have been conducting.

Since we are not in those meetings, I would like to ask again if you can share those with our team, so that we can try to build some consensus or position for our organization.

There is no intent for distribution of those notes but to retain them internally for an overall discussion on what the membership have mentioned.
Let me know your thoughts.

In short, we are not ready to share the meeting notes as not all the notes are final. We have a process to follow and not all participants have received notes to verify the account of our discussions.

What we are able to do is have a discussion with you about what we have learned thus far from these one-on-one meetings and how it is informing the project design.

To date we have met with the following organizations:
CF Eaton Centre
Toronto Skateboard Committee
Cycle TO
TPH, Downtown East Action Plan
Toronto Youth Cabinet
Uber
Canada Post
Councillor Wong-Tam with CycleTO, WalkTO, 8-80 Cities
Yonge-Dundas Square Board Meeting
Yonge-Dundas Square staff
Great Eagle Hotel, 33 Gerrard St. Site
Ryerson, Real Estate and Facilities reps
BentallGreen Oak, 10 Dundas St. E.
Consulate of Sweden
Ken Rutherford, 340 Yonge St.
Alan Liu, Salad King, 340 Yonge St.
HNR Development, 21 Dundas Square
Little Canada attraction coming 10 Dundas St. E.
The Lalanie Group, 335 Yonge St.
Milken, 7 Dundas Square
Mirvish Theatre
Bridge Foods, McDonalds 356 Yonge Street
Again the meeting notes will be part of the final report and available for your review at that time.
Kind regards, Maogosha

02/12/ 2020

02/28/
2020 SAG

The
David
Suzuki
Foundat
ion

Alt. 4
support

Hi, Ryan,
Great chatting today.
Overall, we're very excited about what we're seeing in proposal 4A. We very much appreciate the fact you've listened to cyclists' concerns and are reflecting them in this revised option. Below are a few suggestions we believe would make the design even stronger:

1) College to Gerrard: Very pleased to see inclusion of separated cycling facility here. We do want to ensure the cycling lane is physically separated -- e.g., with a raised curb, planters or flexi-posts -- and is not just paint.

2) Walton to Elm: pedestrian and cyclist priority here is great.

3) Dundas to Dundas Square: pedestrian and cyclist priority here is great.

4) Dundas Square to Shuter: Very pleased to see the southbound lane is empty for cyclists' use. But we do wonder how safe cyclists would be here. We urge inclusion of a physical barrier between cars and bike-riders, even if it's just a flexi-post.

5) Shuter to Queen: We're pleased this section is traffic calmed. But again, we would urge inclusion of a physical barrier between motorists and people on bikes. Otherwise, the safety of all road-users is compromised.

Design 4A is already better than the other proposals. Many thanks for that! With some tweaks, as suggested above, we think 4A can be really great. Much appreciate your considering our amendments.

03/03/ 2020	SAG	Ryerson CBI	<p>Hi Maogosha,</p> <p>I hope this finds you well! It's my pleasure to write to you and deliver the comments of the Ryerson City Building Institute relating to the YongeTOmorrow stakeholder meeting #5. Please see our comments in a PDF attached. Have a wonderful day, Claire</p>	<p>Hi Claire,</p> <p>Thank you for providing the comments for Ryerson CBI which will be shared and reviewed with the project team and recorded in the final report.</p> <p>Also, we appreciate CBI's expertise and continued participation in this study. Kind regards, Maogosha</p>	03/03/ 2020
12/20/ 2019	SAG	DYBIA	<p>Hello Maogosha,</p> <p>We have recently received communication from some of our members expressing concerns regarding the yongeTOmorrow project.</p> <p>Please see the attached letter for further details.</p>	<p>Hi Steven,</p> <p>Thank you for providing communications from some of your members. All letters are currently on file and the concerns have been recorded.</p> <p>I'm happy to say that since receiving your emails we have had meetings with BentallGreenOak with a meeting later this week with Cadillac Fairview. Both Massey Hall and Yonge Suites are involved in our Stakeholder Advisory Group process.</p> <p>Kind regards, Maogosha</p>	03/04/ 2019

01/23/ Residen
2020 t

Dear Sir,
Regarding downtown vision of Yonge Street between
Queen Street and College/Carlton
Public Event #2

Yonge Street Proposal:

Yonge Street clear of all automobiles and trucks,
except for vehicles necessary to service the Yonge
street strip such as, taxis, service delivery trucks with
permits. bicycles, police etc.

The street would be a zone for walking and tourist.

Events for tourist and the people who live and visit the
downtown core; giving employment potential for
vendors and kiosks.

An active 24 hour transportation route of the TTC bus
service would facilitate transportation on Yonge Street
by going east along Front street from the normal bus
stop at Bay and Front Street West and then
northbound with stops to Bloor St and continue on with
the Bay St. routine of to the north and back

A Yonge Street bus service, day and night would help
decrease some of the overflow on the TTC Line 1
Yonge line. Thus providing more efficient TTC service
for the downtown business core and eliminating traffic
congestion and flow.

I would appreciate an update of the situation. Sincerely,

03/11/
2020

Hi Maogosha,

Thank you for your email.

I also wanted to add that it would be great to make Yonge street a walking friendly street with covered walkways. By adding an architectural projection that provides weather protection from rain, snow and wind could be an identity or decoration, supported by the buildings, as San Portico in Bologna's covered walkway. There are some examples in Toronto like, Shoppers Drug Mart corner of lower Jarvis, one block south of the Esplanade,

382 Yonge St, and starting from Metro Grocery store north side of Front and Church Street running east along the buildings to the TD Bank covered walkway, and elsewhere like the Stena Line new ferry port bus terminal, Columbus College canopy etc.

I believe a covered walkway would make a beautiful, architectural point of interest in the city.

I look forward to seeing the new Yonge Street.

Thank you again for your attention, input and time. 04/02/
I have recorded your comments which will be 2020
shared with the project team.

As you may have already received this information but just in case, I want to let you know that we recently reported that public consultations are suspended. An update on the yongeTomorrow study and the next round of public consultation will be provided once we return to regular business practices.

More information on the COVID-19 situation in Toronto and the City's response is available at <https://www.toronto.ca/home/covid-19/>
Be well and safe, Maogosha

02/29/ 2020	Student	Landsc ape Architec ture III UofT	ESA request	<p data-bbox="588 94 672 126">Hello,</p> <p data-bbox="588 162 1249 487">I am a graduate student at the University of Toronto's Daniels Faculty of Architecture, Landscape, and Design. I am currently completing my masters in Landscape Architecture. My thesis research has been looking at the site of Toronto's Phase 1 YongeTOMorrow project and assessing how materials on site can be re-used in a future conceptual design. My work is purely a design exercise to generate discussion surrounding practical usage of urban material and spontaneous urban vegetation.</p> <p data-bbox="588 519 1249 649">I am wondering if you can point me to or provide me with any of the following resources (or connect me with someone who can), which will be hugely helpful in my research and design:</p> <ol data-bbox="588 682 1249 1308" style="list-style-type: none"><li data-bbox="588 682 1249 876">1. Cross sections of Yonge Street between Queen and Carlton, showing thickness of asphalt and granular (I already have received DMOG CAD files from the city, which show the locations of conduits and sub-grade infrastructure, but the cross sections included in these CAD files don't show roadway thicknesses)<li data-bbox="588 885 1249 982">2. Information and/or drawings indicating the size of the new future water mains under Yonge St, which I understand are being replaced as part of the project<li data-bbox="588 990 1249 1079">3. Any other information or drawings relating to the existing sub grade condition of Yonge Street, including soil information, infrastructure, etc.<li data-bbox="588 1088 1249 1308">4. Confirmation whether the City's "COMPOSITE PAVEMENT CONSTRUCTION FOR MAJOR AND MINOR ARTERIAL ROADS" in the ENGINEERING & CONSTRUCTION SERVICES STANDARD DRAWING set, Drawing No. T-216.02-2, Rev 3 from Sept 2018, pertains to the stretch of Yonge Street between Queen and Carlton or not.Thank you so much,	<p data-bbox="1270 94 1879 186">I tried to send you a copy of the Environmental Site Assessment Study for Yonge Street last night but the PDF File is tool large.</p> <p data-bbox="1270 194 1879 251">I can share this with you via the Dropbox. Let me know if that would work for you.</p> <p data-bbox="1270 292 1879 487">Please keep in mind that the ESA Study will be included in the final report for the yongeTOMorrow Study. Basically, its not public yet. As per the email below, Johanna would be more than happy to discuss any questions you have and even set up a Webex meeting with you.</p>	04/16/ 2020
				<p data-bbox="1270 519 1617 552">Thank you for your patience.</p> <p data-bbox="1270 560 1617 584">Kind regards, Maogosha</p>		

12/05/ Ind.
2020

Dear Yonge TOmorrow,

The issue some people may have with this survey and YongeTOmorrow is that it completely ignores wheelchair users, blind people, deaf people, and anyone who uses wheel trans. I want more trees, and more activities, but people need to be able to get to the site to enjoy them.

Buildings will have to have stickers put in windows to prevent birds from flying into reflected trees on windows.

I do not have a physical disability, but I am autistic, and I find large crowds overwhelming and disorienting.

Sincerely,

My sincerest apologies for the delay in responding to your email and comments. Please note that I have recorded your feedback, suggestions and experience which will be both share with the project team and part of the public record for this study.

Please consider that all of our design work is required to consider the needs of all ages and abilities. Our project team and technical advisory committee both include AODA experts to ensure an accessibility lens on the options and designs being considered.

Please note that we will be hosting a third and final public event in April. If you haven't already signed up to receive updates, you can subscribe via the website under the News and Updates tab: www.toronto.ca/yongeTOmorrow

Thank you for your time and interest in this study. We appreciate your input. Kind regards, Maogosha

03/10/
2020

12/06/ Ind.
2019

Greetings

As elsewhere, my corridor study MUST include the Subway. The very over-crowded and desperate for Relief subway spines, though there are segments. The lower Yonge subway that has deficient exit numbers that were a 'priority' a few decades back. #iamdavidmiller/ #stephenjwickens Those that pay for their transit must have a claim upon the surface public asset given its basic crowding and fare-paying, let alone its unsafe overload, if either the City or the TTC actually values lives/safety. I don't think they do: Notice of Hazard; Yonge/Bloor overload; a few stations on Yonge do NOT have second exits; the streetcar network in the core of Toronto has considerable segments of the 'margin' (that bit of concrete closest to the curb) which is really badly broken up and presents an extra hazard to urban cyclists beyond the mere tracks, which are not counted in crash stats it seems, still. There is an option to provide some immediate relief: bus transit, and in a Jarvis-style reversible lane. Probably only in crush hours is it so essential to have this bus priority, ideally painted red, and likely in central lane like Jarvis.

Yes, the overload would be challenging to meet with buses, and Relief is needed by another project or five, (including bikeway relief, overdue by at least a decade) The City has been dismal (the suburban majority) on the silver buckshot as well as many other things, a performance matched by the feds in a few ways, but also assuredly by the Province Fordking things. But we should nonetheless be willing to do a surface Relief project, with transit priority, if we actually believe it's a climate emergency, have Relief as a priority, and want to maybe save some lives and improve transit.

Any bus transit should likely be on a much longer basis than what the project is thinking of, and of course this may only be that bit of Yonge that is within Ms. Wong Tams turf, because that's often how 'corridor' studies get done, eh? Narrow Yonge is from like North of St. Clair, even up to Davisville, but the really tight segments are south from St. Clair, where it's basically two tight lanes in each direction. Oh, oh, oh! - can't take away a car lane!?!?! But that's exactly what the

Thank you for your email. I have recorded your comments which will be shared with the project team and part of the public record for this environmental assessment study.

Please consider that in terms of "revamping Yonge", Yonge Street is scheduled for important watermain construction work which provides an opportunity to consider alternate street designs that better serve everyone.

Serving everyone means more than "decorating" Yonge Street. Serving everyone means addressing the dramatic growth which is expected for Yonge Street and considering possible changes like:

- Increased sidewalk width and space dedicated for pedestrians
- Reducing driving lanes
- Re-designing intersections and laneway connections
- Installing new cycling facilities
- Improving accessibility for all street users
- Improving pedestrian crossing opportunities
- Spaces for seating, planning and public art
- Flexible uses of the street that may change in different zones of the street or throughout the day, week or year
- Establishing car free zones during certain times of the day, week, or year

If you haven't already subscribed to receive project updates, you can sign up via the website and under the News and Updates tab:

www.toronto.ca/yongeTOMorrow

Kind regards, Maogosha

City has done at SW Yonge and Bloor to enable a massive condo on the Stollery's site, though sure, that's selling us out for the taxes right, so that's OK. I've been thinking of a reversible lane more for the Danforth of late, but as all of our subway spines in the core need Realief ASAP, and I think we've had a dollop of new buses thanks to the federal level, and might have the drivers and storage, if there's any real worry about overload, the proof for me will be in ensuring surface bus priority for semi-express buses c. St. Clair to Dundas, skipping Bloor etc.

Centre-lane may take so much room that it won't be possible to have bike lanes but wider curb lanes, and maybe slightly wider sidewalks. But as Bay is really dangerous for biking, a long story and many details (usually ignored), there is a need for safe-ish passage on Yonge, and maybe it's the private cars that should go, or be squeeze. It may be possible to have two wider each direction travel lanes, and in off-peak, use the centre for parking/deliveries, but the street is really tight for the demands placed upon it.

It is unlikely that too many have thought of having Bay/Yonge as complementary one-ways; and I'm not sure it's wise, but it's a further option.

We do need better North/South safety for cycling; it's a really nasty set of streets south of Dundas, including Bay at City Wall. Maybe Bay could become car-free in morning/afternoon rush hours to help ease car traffic pressures. A further option is converting the Jarvis lane to a reversible busway, red paint all the way, plus enforcements, and lowering the fare to single fare, or even free, why not?? If we've supported the Suspect Subway Extension for whatever billions, and if it gets built and if it brings in new riders, it'll be at c. \$1.5M EACH, heck, let's innovate in the core.

It would be reckless in some ways to be spending multi-millions on a revamp of Yonge with excess decoration when basics of road repair, like the streetcar track bed issues and many other road repair issues are neglected. That said, the real waste is with the Gardiner rebuild; Duh!

03/16/ 2020	Business	Board of Trade Goods Movement		<p>Hi Maogosha,</p> <p>I hope this e-mail finds you well. Apologies for the delayed response.</p> <p>Scott, thank you for sharing this information, I think it's a great opportunity to discuss at our next Movement of Goods Council meeting. I will bring this forward to our council chairs and follow up in the upcoming weeks. Stay tuned!</p> <p>As for the April date, that seems to align with when we would like to hold our meeting. Would it be something you would prefer to present prior to the consultation or post-consultation?</p> <p>I look forward to hearing from you.</p>	<p>Thank you very much for your email especially given the changing environment that we are all working in.</p> <p>In terms of the City of Toronto services and programs, public consultations area suspended. We have communicated to our stakeholders that an update on the yongeTomorrow study and the next round of public consultation will be provided once we return to regular business practices.</p> <p>That said, the project team is working away and we are still hosting conference/webex calls with those stakeholders that have time. Certainly, we are very much keen to participate in an online meeting and can accommodate the committee's availability. We sincerely thank you for your time and definitely keep us posted.</p>	04/02/ 2020
04/07/ 2020	Federal Agency	Canada Post	Good Movement Deliveries Operations	<p>Good afternoon,</p> <p>I hope you are both well and safe! I talked to Sahar and we are going to shift the next Movement of Goods working group to COVID related updates and recommendations. That said, we wanted to see what the latest was on the Yonge Tomorrow project as you were set to participate in the next meeting. Would it be possible to move the presentation to the next Board meeting? Is the timeline for the study being impacted at all by the panedemic?</p> <p>Thank you and all the very best,</p>	<p>Hi Scott,</p> <p>We are communicating that all public consultations are suspended and an update on the yongeTomorrow study and the next round of public consultation will be provided once we return to regular business practices. That said, Johanna and I continue to virtually meet with stakeholders so we welcome attending the next Goods Movement working group that you think makes sense to present on the study. We acknowledge that the Covid-19 situation is top of mind for everyone and this is where people's attention needs to be. Let us know what works best for the working group. Also, please use my direct email as I have more frequent access to this account right now.</p> <p>All the best to you and your colleagues as well. Thank you Canada Post!!! Maogosha</p>	

04/14/ 2020	Resident	Cycling	<p>Hello,</p> <p>I'm a Ward 11 resident emailing to show my support for welcoming bicycle infrastructure on the downtown portion of Yonge St currently being studied. Given the high pedestrian traffic, the need for overnight/relief bus service, and Yonge Street's important role as a future bicycle route, I believe the best solution would consist of:</p> <ul style="list-style-type: none"> -wider sidewalks -two-way shared bus/bicycle lanes, which could be open to local deliveries during a specific window -no access for private traffic <p>This arrangement would create a safe and separated environment for pedestrians and bicycles/mobility devices, while keeping capacity for bus flow in the late hours. If local deliveries are required to use Yonge Street, an off-peak duration could be assigned to allow for local deliveries only.</p> <p>I look forward to spending more time in Yonge Street businesses when it has been upgraded to welcome me as a cyclist and pedestrian!</p>	<p>Thank you for your email. I have recorded your comments and copied the Project Manager, Johanna Kyte, in order to share your support for cycling facilities on Yonge Street.</p> <p>Please note that public consultations are suspended and an update on the yongeTomorrow study will be provided once we return to regular business practices. If you haven't already signed up to receive project updates, please visit the yongeTomorrow and subscribe under the News & Updates page.</p> <p>Also, if you require more information on the COVID-19 situation in Toronto and the City's response, please visit the following webpage at https://www.toronto.ca/home/covid-19/</p> <p>Kind regards, Maogosha</p>	04/17/ 2020	
04/22/ 2020	SAG Property	CF TEC	Traffic	<p>Maogosha,</p> <p>One follow up we had was traffic data for the Yonge parkade.</p> <p>We average 1000 - 1200 vehicles per day.</p>	<p>I hope you and your colleagues are keeping well.</p> <p>As you know, public consultations by the City are suspended pending the return to regular business. That said, the yongeTOMorrow Project Team is working away and Johanna and I are still available for individual stakeholder meetings via phone or WebEx.</p> <p>I am sharing meeting notes from all our stakeholder meetings with participants. Please see attached notes from our CF meetings and review for accuracy. We understand that this is a critical time for businesses so please respond when you are able to. After you're review, I will finalize our meeting notes which will be part of the</p>	04/16/ 2020

final Environmental Study Report (ESR).
Again, stay well. Maogosha

03/26/ 2020	Develop er	Great Eagle BA Group	Traffic Access	<p>Good afternoon Johanna, Matthew and Maogosha</p> <p>Further to our conference call/webex meeting on March 20, attached is our request for traffic analysis information related to the analysis of alternatives for the Yonge TOMorrow study.</p> <p>Can you please review and let me know what the next steps and timing will be. Sincerely</p>	<p>Thank you very much for your emails and our sincerest apologies for the delay in responding. Please consider that the project team is working on your request for information and we will respond shortly.</p> <p>I hope you and your colleagues are also keeping well. Thank you again for taking the time to follow up. All the best, Maogosha</p>	05/12/ 2020
04/23/ 2020				<p>Good morning Johanna, Matthew and Maogosha.</p> <p>Could you please let me know the status of our request for information sent on March 26, and let me know when we might expect to receive the information?</p>		

05/11/
2020

Good Morning Johanna, Matthew and Maogosha!
Trusting All are Safe, Healthy . . . and Comfortable!
This Great Eagle, the Project Executive for the Chelsea
Green Project (33 Gerrard Street West). We are
following up on our conference call/webex meeting of
March 20, in which we requested city traffic analysis
information related to the analysis of alternatives for the
Yonge TOMorrow study. The request was for us to use
to further our traffic sensitives to further the dialog with
the city on the Yonge Tomorrow Environmental
Assessment. Understanding the COVID19 situation,
can you provide an update when we can expect to
receive this information? Thank you! Stay Safe . . .

06/25/
2020

Maogosha, as a follow up to my email this morning, we
understand the current update on the YongeTOMorrow
process is a stakeholder meeting scheduled for July
9th (9 am to 11 am) to provide an update on the EA
project and other miscellaneous City initiatives. We will
keep the event in our calendars with the intention of
attending. Thus, we're eager to receive the mentioned
City traffic study information noted below to further our
review. We'll await your update. Thank you!
We also understand a public information session will be
held in mid-September. Looking forward to any further
information on this session as well.

First off thank you again for reaching out to the
team and for your patience. Please see attached
letter and information.
Let us know if you have any questions.

Kind regards, Maogosha

06/30/
2020

05/20/ 2020	Councill or	Office of Councill or Mike Layton	Video confere ncing	<p>Hi Maogosha,</p> <p>Our office was contacted by a newish residents' group, the CAN-Alliance (Bloor/Yorkville South), asking that they be put on the list for invitations for any Yonge Tomorrow consultations or meetings</p> <p>They said that they were notified by another RA that an invitation recently went out for a Yonge Tomorrow video conference – would this have come from you? And is this something that someone from our office should attend?</p> <p>Anyway, if you could add them to your list that would be great. Their VP is named Jodi Cassidy, and her email is jodi.cassidy@can-alliance.ca.</p> <p>Thanks, and hope you are doing well,</p>	<p>I will add Jodi and CAN-Alliance to our yongeTOMorrow stakeholder list. The group can also subscribe to receive projects updates from the website, under the News & Updates tab.</p> <p>In terms of a video conference invitation, we have not sent out anything. Public consultation for the project has been and continues to be suspended. That said, we have still be communicating with individual stakeholder by phone or WebEx. The intention of the project team is to host an online consultation even in the Fall and we will first touch base with Councillor Wong-Tam and Councillor Layton once the timelines have been confirmed and before anything is advertised. I hope that helps and thank you for providing Jodi's contact information. All the best, Maogosha</p>	05/20/ 2020
06/08/ 2020	Residen t		Timing	<p>Hello, I attended 2 of your Open Houses last year and completed surveys.</p> <p>The city is accelerating the addition of bike lanes without requiring years of pilots for each new kilometer (including adding University). They are also allowing expansion of restaurant patios without alot of forms and a long approval process.</p> <p>So...I'm hoping your project can also be accelerated. As you know many people live near Yonge St but have no backyards nor many public parks. And there is even less traffic now. Are you working on accelerating your project?</p> <p>I'm also hoping you've figured out a way of standardizing the rules for each block (as I recall every few blocks had different rules of when traffic and what traffic was allowed). I think it would lead to chaos.</p> <p>I hope you can implement sooner rather than later. It's almost officially summer.</p>	<p>Thank you for taking the time to send us an email and for your questions which I have recorded for the study's public record. Please consider the following response provided by Transportation Services.</p> <p>The CurbTO and ActiveTO programs have been implemented under the direction of the Mayor and Council based on consultation and recommendations from the Medical Officer of Health to address specific issues related to COVID-19.</p> <p>ActiveTO is a measured and data driven approach to support essential trips, front-line workers, and vulnerable road users. Locations are being planned by evaluating several factors including population density, equity, access to greenspace, and traffic volumes.</p> <p>CurbTO is an application based program to help businesses, services, and community agencies that are open support physical distancing outside and inside their buildings while also</p>	06/16/ 2020

accommodating increased demand for delivery and pickup services, the City is offering two programs: Temporary Parking Pick-up Zones and Curb Lane Pedestrian Zones. Some businesses on Yonge Street have already submitted applications to participate in the program.

CafeTO is being considered by Council on June 22 and aims to provide more outdoor dining areas to help restaurants and bars create physical distancing for patrons on patios during the summer months. Businesses can participate by registering in the program.

Unlike the programs noted above, yongeTOmorrow is a Municipal Class Environmental Assessment which is a planning process required by the Province of Ontario for capital projects that will have a significant impact on local stakeholders. Council direction would be required to implement any alternatives being evaluated by yongeTOmorrow in advance of completing the EA.

The operations of the yongeTOmorrow scheme have been reviewed and simplified, but given the context of the focus area, some variation from block to block is proposed to meet the needs of street users and local businesses.

If you haven't already subscribed to receive project email updates, please do because we are planning for our final round of public consultation this fall.

Kind regards, Maogosha



yonge**T**omorrow

Public Engagement and Consultation Report

Round 3 Comment Tracking Log

November 2021

Date Rec'd	Type	Contact Org	Theme	Comment/Question	Response	Date, Comments Notes
06/24/2020	Councillor	Councillor Consitution	Pedestrian Space	<p>Hi Maogosha,</p> <p>Our office is doing well. Hope that you are, also!</p> <p>Appreciate the head's up on this. I have added the dates to the Councillor's calendar. Please let us know when the September 16th date, and details, are confirmed.</p> <p>As far as updates, I can let you know that we continue to receive concerns from constituents regarding physical distancing on Yonge Street. I think that there will be a lot of increased support for pedestrian space, given the current realities.</p> <p>All the best, Lorraine</p>	<p>I hope you and everyone in your office are keeping well.</p> <p>We have decided to host an additional virtual SAG Meeting via Webex on July 9th, 9 a.m. to 11 a.m. for the yongeTOMorrow study. We very much hope that you'll both be able to attend and we are planning to send the meeting invite to members later this week.</p> <p>Originally we had planned for five SAG meetings however the purpose of meeting No.6 will be to provide a project update in light of Covid-19- and speak to CurbTO, ActiveTO and CafeTO. We also want to understand how recent events have impacted member's needs and priorities for Yonge Street. This SAG meeting will then lead us into the next and final public event (No.3) which will also be held online and is tentatively scheduled for September 16th.</p> <p>We look forward to your response and any updates that you can provide for us as well in relation to Yonge Street.</p> <p>Kind regards, Maogosha</p>	06/24/2020

06/23/ 2020	Property Rep.	Goethel Sussex Strategy	Schedule Process	<p>I had a quick procedural question regarding the revised timeline for the YongeTOmorrow project and next steps. I believe there was a public event (#3) planned for Spring 2020, do you have a revised date scheduled yet or are you looking to host the consultation virtually? Were there any other remaining consultations for this project?</p> <p>As well, do you know in terms of process when this report will be going to Council? I believe it was scheduled for this summer, but of course with the current COVID-19 pandemic I'm assuming that timing has been delayed.</p> <p>If you could let me know it would be greatly appreciated.</p>	<p>Thank you for your email and for reaching out to us about timelines. We are in the process of updating the project website.</p> <p>Our next and final public event (#3) has been postponed to mid-September (tentatively scheduled for September 16). This will be a virtual event with an online questionnaire as previously provided through the previous public consultation rounds.</p> <p>This Report is going to Council later this year. I've also copied the project manager, Johanna Kyte, in case you have any additional questions. Kind regards, Maogosha</p>	06/30/2020
06/25/ 2020	Developer	The Lalani Group. Real Estate Acquisitio ns	Property	<p>Hi all,</p> <p>Just wondering has there been any changes to the YongeTO plans since we last talked ? can you please send me the latest shortlist options being considered ?</p>	<p>The concepts presented at our last SAG meeting in February are still those under consideration, discussion and refinement.</p> <p>Best, Johanna</p>	06/30/2020
06/25/ 2020	Developer	The Lalanie Group		<p>Hi all,</p> <p>Just wondering has there been any changes to the YongeTO plans since we last talked ? can you please send me the latest shortlist options being considered ?</p> <p>I hope everyone is well. Thanks</p>	<p>Hi Al,</p> <p>The concepts presented at our last SAG meeting in February are still those under consideration, discussion and refinement.</p> <p>Best, Johanna</p>	06/29/2020

07/06/ 2020 SAG

I have always been on the Stakeholder list for the Yongtomorrow specifically at the request of Councillor Wong Tam (see below) and I now find out that there is a call and I'm not on the list. Can you please correct and send me the info and time and details today for the call, and the previous minutes? I seem to have been left off the previous call as well. Thanks

I just left you a voice message. On behalf of the project team, I want to apologize for the fact that you did not receive SAG invites for Meetings No. 4, 5. If after tomorrow's SAG meeting you have any further input or questions that you would like to follow up on, I can set up a virtual meeting for you with Johanna and myself. All the best, Maogosha

07/08/2020

07/08/ 2020

Thanks
But why have I been left off the list?
What happened?
Is there anyone else left off?

We made a mistake and the email lists that were used to send out SAG meeting invites did not correctly reflect the Master SAG List where you are indicated as an Alternate for Brodie/TFD and should have received the invites. Given your situation, I will be cross referencing SAG 4 and SAG 5 email lists with the Master SAG list this afternoon to confirm if anyone else was missed.

07/08/2020

There was not intent to leave you off the list. We messed up.

Again, if you feel you have any further input to add after tomorrow, let's meet. We can review outcomes from those meetings that you were not invited to and ensure we capture and address your feedback.
Maogosha

07/09/ 2020	Federal Agency	Canada Post Manager, Governm ent and Communi ty Affairs (GTA)	Deliverie s	<p>Good morning, Thank you for coordinating the meeting this morning – some great discussion on the future of this important street.</p> <p>Some general points of consideration from Canada Post's position:</p> <ul style="list-style-type: none"> - In thinking of the impact COVID will have on the region I wonder if we are talking about the lifetime of the implementation of the project or the short-term (hopefully) implications of the pandemic. IE the road will be there much longer than the impacts of the pandemic so we must consider business as usual, although obviously there may be some permanent implications of the pandemic. - From an eCommerce perspective, obviously with people limiting the risk of exposure of going outside they are relying more on items being delivered. We have seen record setting delivery quantities over the last several months, delivering upwards of 2 million parcels a day. Last months results, while still up, did start to see a relative decrease year over year as we enter opening stages. - I have talked with our operations team about the implications of restricted laneways in maintaining our Federal Service Charter obligations as I know we have discussed before. These have been somewhat mitigated by the decrease in traffic and curbside management for deliveries – an interesting balance. As traffic returns, with less road space, we will be closely monitoring operations impacts. Looking forward to seeing the recommendations on the report! Thank you for all the work on this and for listening to all the competing interests on this projects. Lots of passion is obviously understandable for such an important corridor in the city. <p>Let me know if there are any questions.</p>	<p>Thank you for sending along your feedback. To confirm we will incorporate it into the meeting report.</p> <p>Kind regards, Liz</p>	<p>From SAG 6 Meeting</p>
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07/23/ 2020	Property Rep.	Sussex- Strategy	Property Owner concerns	<p>Good Afternoon, On behalf of the Consortium of Yonge Street Businesses and Landlords representing a significant share of frontages in the Yonge Tomorrow study area, the following is stakeholder feedback related to the ongoing Municipal Class Environmental Assessment: Dear Mayor John Tory, Barbara Gray and Ryan Adamson, The Yonge Tomorrow Environmental Assessment was started in late 2018 to engage the community in consultation to guide the redesign of Yonge Street for the future. We approached this initiative in good faith and participated in consultations, working group meetings, and formal submissions. In the last year, this project has deviated from its original scope and must be addressed. All of our Members want to see Yonge Street evolve and remain relevant over the coming decades. The many businesses here, large and small, have worked very hard to make Yonge Street a destination for commerce, employment, tourism, and major events. We agree that the street can be better designed to support festivals and parades, and that major improvements are possible, working in synergy with businesses up and down the street, without the need for fully pedestrianized sections. It seemed like staff were working with us on an outcome that would work for all parties, but this changed at the end of 2019 due to very active outside interest group pressure. The November 2019 Yonge Street EA Interim Update to the Infrastructure and Environment Committee clearly stated that based on "technical constraints, stakeholder feedback and guiding policy... [the EA] does not recommend cycling infrastructure on Yonge Street. As a result, Yonge Tomorrow will recommend an alternate parallel street, associated network links and facility type to facilitate the downtown north-south network connection." Bay Street, University Avenue, and Church Street were to be evaluated for appropriate cycling infrastructure as part of the EA process. This appears to have been a tipping point, as business concerns were subsequently disregarded in favour</p>	<p>As the main point of contact for the consortium of property owners including Cadillac Fairview, BentallGreenOak, Milyin, and Kingsett Capital, I would like to arrange for an online WebEx meeting in early October with consortium representatives. Following the Yonge Tomorrow September 16th virtual public meeting, I will be in touch with a meeting invitation to discuss concerns about the recommended design concept (4C) highlighted in the consortium's letter to the Mayor's office dated July 23, 2020. I will aim to set up a meeting for the week of October 5th. City staff attending will include:</p> <ul style="list-style-type: none"> • Jacquelyn Hayward, Director, Project Design and Management, Transportation Services • Johanna Kyte, Project Manager, Major Projects, Transportation Services • Maogosha Pyjor, Sr. Coordinator, Public Consultation Unit <p>Kind regards, Maogosha</p>	09/15/2020 Copied Mayor's Office and GM
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of forcing cycling infrastructure onto Yonge Street through a plan that would stop regular daytime north-south vehicular traffic and breaks with the EA's intention of creating a unified streetscape. Additionally, cycling lanes have been added recently to University Avenue and can be seen as an adequate resolution that keeps in line with the EA process and staff recommendations. Worryingly, we are now aware of significant advocacy efforts to further undermine the EA process, with a YongeTOmorrow.ca campaign website directing people to call on staff to change their process even further. Members of this campaign include one of the area Councillors, Cycle Toronto, Walk Toronto, 8-80 Cities, and the Ryerson City Building Institute. This website wrongly states that the EA's goals include the elimination of cars from Yonge Street and the implementation of bike lanes, which is not the case. The YongeTOmorrow EA is rapidly losing credibility in the eyes of many community members and it is becoming a political vehicle with a predetermined outcome that works for a few, rather than a meaningful process that works with local stakeholders on a solution that works for everyone. We ask that we continue to be engaged in meaningful consultation to address the critical 24/7 operational roadway needs that businesses have raised since 2018 without adequate solutions and that any future drafted/presented options will balance and finally reflect the needs of the business community. Time is growing short and we need to know that Yonge Street businesses are a valued partner and a priority for this EA. Please do not hesitate to reach out directly to Mr. Paul Seaman who is serving as the Consortium's main point of contact, should you have any questions or require any additional information and we look forward to finding a viable option.

			<p>Can you let me know which one of the following meeting times works best for consortium representatives: October 5 - 10 a.m. to 11 a.m. or noon to 1 p.m. October 7 - 10 a.m. to 11 a.m. or noon to 1 p.m. October 9 - 10 a.m. to 11 a.m. or 3 p.m. to 4 p.m. Please confirm by Wednesday September 23rd. Thank you, Maogosha</p>	09/21/2020
09/22/2020	CF TEC	<p>Maogosha,</p> <p>Thanks for the note. All's well at this end and trust the same for you?</p> <p>I am not personally involved with this group so would defer to Paul's response.</p> <p>Thanks,</p>	<p>I wanted to follow up on the invitation by Transportation Services and myself to meet with the Consortium in early October to address the letter issued by Sussex Strategy issued July 23rd. While we wait for Paul's response, do you have any indication on when the consortium would like to meet?</p> <p>Thanks for your time, Maogosha</p>	09/22/2020
09/25/2020	Sussex Strategy	<p>Hi Maogosha, Hope this email finds you well. Apologies for the delay. Paul Seaman has asked me to confirm this meeting on the consortium's behalf. Monday, October 5th from 10:00 – 11:00 am works best on our end. If you could please kindly send WebEx meeting details, I will ensure that everyone receives the information in advance of the upcoming meeting. Thanks,</p>	<p>Hi Lauren, Thanks very much for confirming. This is great! Can you please provide me with a list of people who will be attending and their email, I will then follow up with a Webex meeting invite. Kind regards, Maogosha</p>	<p>09/25/2020 List of attendees confirmed in follow up email and Webex invite sent for Oct 5 meeting 09/05</p>

07/23/ 2020	Developer Consultant	BA Consulting Group Ltd.	Property Impacts and Operations	<p>Good afternoon Johanna</p> <p>Attached is our response to your letter dated June 25, 2020, including a revised request for traffic analysis information related to the analysis of alternatives for the Yonge TOMorrow study.</p> <p>Can you please review and let me know what the next steps and timing will be.</p>	<p>Thank you for the updated request. I have reviewed it with the team and we are able to provide peak hour intersection turning movement volumes for the intersections of:</p> <ul style="list-style-type: none"> • Bay Street at Gerrard Street • Bay Street at Elm Street • Yonge Street at Gerrard Street • Church Street at Gerrard Street <p>We plan to get this information back to you next week.</p> <p>In Alternative 4 from Nov 2019 there is not daytime vehicular access to Yonge Street at Elm/Gould, so there are no peak hour volumes for this intersection.</p> <p>Alternative 4 has been updated to produce 3 concepts which include increased access for vehicles within this part of Yonge Street.</p> <p>Stakeholders will receive the Round 3 consultation materials related to these concepts (including updated traffic modelling data) in September. This will provide a window of 3 months for stakeholders to review and provide feedback on the material prior to Council's consideration in mid December.</p> <p>Don't hesitate to contact me if you have any further questions or comments. Best Regards, Johanna Kyte</p>	07/24/2020
07/27/ 2020				<p>Thank you Johanna – much appreciated.</p>	<p>Attached are the intersection counts as discussed. Regards, Johanna</p>	07/29/2020

09/11/
2020

Hello Johanna

The preferred plan for the Yonge TOmorrow project has been made public on the City's website last week, and we note that it does not allow for the "around the block" vehicle connections that had been requested by the owners of the Chelsea and YSL sites to connect Walton Street to Gerrard Street and to Elm Street.

Having reviewed the model results supplied to us in July, we would like to better understand how the City's traffic model assumes drivers respond to the proposed vehicle closures, but would like to review the current modelling for the preferred plan first, as we expect that there would be some changes. Can the updated traffic modelling results be made available, including the same intersections that you provided the older data for in July, and could you please let us know when that data would be available to us?

09/16/
2020

Thanks for your email Johanna. I have passed on the information about a proposed meeting to our clients.

Once we have reviewed the latest traffic volume information, I expect that we may have some questions about modelling assumptions. I assume City modelling staff are assisting the project team by working with the consultant to review and sign off on the modelling work. If so, would it be possible to either have City travel demand modelling staff join a more technical meeting once we have questions, or for us to contact them directly off line?

Following the yongeTOmorrow virtual public meeting last week and your request for the latest traffic volume information, we would like to virtually meet with you and your clients.

09/22/2020

While Johanna will be in touch with the latest traffic information, can you let me know which one of the following dates works best for you, Great Eagle Holding - Chelsea Hotel re-development and Cresford Developments:

Wednesday, October 14 - between 10 a.m. to 11 a.m. or 11 a.m. to noon

Friday, October 16 - between 10 a.m. to 11 a.m. or 11 a.m. to noon

Once you confirm, I will provide WebEx meeting details.

City staff attending will include:

- Jacquelyn Hayward, Director, Project Design and Management, Transportation Services
- Matthew Davis, Manager, Capital Projects & Programs, Transportation Services
- Johanna Kyte, Project Manager, Major Projects, Transportation Services
- Maogosha Pyjor, Sr. Coordinator, Public Consultation Unit

Kind regards, Maogosha

Hi Stuart,

10/06/2020

Attached are the most recent counts for the intersections requested.

Best, Johanna

10/07/
2020

Thank you for sending this Johanna, much appreciated. We will review over the next few days.

I'm attaching a graphic that we have prepared to help with the discussion next week. The graphic shows proposed access changes to the Yonge Tomorrow plans to ensure workable access to the Chelsea site, and highlights some of the access challenges that the proposed changes will alleviate.

Thanks for the call yesterday. I updated the Steer team with what we talked about:

- no recommended change of Walton operation to one-way
- southbound connectivity out of neighbourhood needed via Elm/Bay intersection for development function
- no southbound through movement at Yonge/Gerrard needed
- eastbound right turns onto Yonge equally important from Gerrard and Walton to maintain function of site
- difference in opinion between teams on need to drop off on "correct side" in pedestrian mews environment with 2 way operation
- volume/type of vehicles expected southbound on Yonge from Walton to Elm?
- Transportation meeting with City Planning to review access for all future developments on block in coordination

I am also connecting David with you as he has some specific questions about the Transportation Impact Study and I thought it best for the two of you to connect directly on these items. Many Thanks, Johanna

10/16/2020

Thanks for the information you provided to Johanna, it's useful to our team as we consider the access and circulation issues ahead of our call next Friday.

10/16/2020

To help make this next discussion as informed and productive as possible, would it be possible to send through some further information? Specifically, it would be useful to get some numbers so that we can better understand the key vehicle movements associated with the developments and the directions which they're heading to / from. Would it be possible to provide the number of vehicle trips associated with the following access points / curbside areas, including how you have assumed that these trips are distributed (ie what proportions of trips at each area are going to / from the south, north, east and west). We're most interested in these numbers for the weekday afternoon peak hour, as this is critical for the road network, and it appears to also be the critical time period for your developments (although please correct me if I'm wrong).

- Access point on Gerrard
- Access point on Walton
- Curbside pick-up / drop-off on north side of Walton
- Curbside pick-up / drop-off on south side of Walton
- Curbside pick-up / drop-off on east side of Yonge

We note that Table 2 in your December 2019 memo sets out the latest trip generation, however it appears that this does not include pick-up / drop-off activity, and we couldn't see any information on how these trips are distributed. Hopefully you have these numbers to hand as we assume that they would have fed into the vehicle flows used in

your intersection modelling, so we trust that our information request above is not too onerous.

Also, as discussed in our call, it would be helpful if you're able to send over your analysis / observations for the Bay/Walton intersection. Thanks, David Sutanto

10/20/
2020

Hi David – sorry for my delayed reply. Workload-wise, it's like the last week before Christmas here for some reason.

I wanted to get back to you to confirm I have reviewed your request and that we will be working on getting the material to you. There have been several changes since our original submission, so we need to update a few things and it will be a couple of days to get that done through our other deadlines.

No problem, and thanks for your reply. Appreciate you taking the time to look at this request in amongst your other deadlines, but if at all possible it would be useful to get this information ahead of our call so that it is as productive as possible.

10/20/2020

Regards, David Sutanto

Attached are the updated PM turn counts for the four requested intersections.

10/22/2020

Below you will also find the Gerrard results.

Model EB WB
Base 05:20 05:00
FB 06:10 06:10
4c 07:00 08:10
Difference 00:50 02:00
Thanks, Johanna

10/23/
2020

Good morning all.
Attached is one of the items requested – a delay study we carried out for westbound Walton Street at Bay Street in June 2019. You can see that the 85th percentile measured delay for left turns from Walton onto Bay in the PM peak is approaching two minutes. A significant number of the left turns were observed to proceed through the intersection when drivers queued on Bay Street let them through with courtesy gaps.

I haven't been able to fully check through the revisions and adjustments to get the site traffic volumes to you before the call today.

			<p>We have a final meeting with the SAG on December 9th. It would be beneficial to receive available additional information as soon as possible to allow follow up between the City and Great Eagle teams in advance of the wider meeting. Please let us know if you will be able to accommodate Steer's request and the estimated timeline.</p> <p>Best, Johanna</p>	11/17/2020
11/17/2020	Great Eagle	<p>Thank you for the follow up! Stuart is working on it! As discussed we would like to have a follow up discussion with the YT Team upon receipt and review of BA's responses. Ideally, for YT to provide feedback on our recommendation and YT's recommendations to mutually agree on a solution to maintain a workable functioning traffic solution for the Chelsea Green Project and immediate surrounding area given the magnitude of the recent projects completed, under construction, in the LPAT pipeline, pending submission and approved. Currently, as shown on YT Scheme 4c we are not there today! Looking forward to a constructive follow up and mutual agreement before YT provides their recommendation to the City. Thank you! Respectfully,</p>		
12/15/2020	Great Eagle	<p>Good Afternoon Maogosha! Thank you for your patience in receipt of Great Eagles response to the YT Draft Meeting Minutes from our December 3, 2020 working meeting. Attached are the following items in response to the YT Draft Meeting Minutes, dated December 3, 2020:</p> <p>Item Nos. Attachments Dated Comments</p> <ol style="list-style-type: none"> 1. YT Mtg. Mts. of 12-03-20 with GE's Redline Comments 12-15-20 GE & BA Comments 2. Steer Chelsea Mixed-Use Development Report 12-03-20 Reviewed in the Mtg. 3. YT 3rd Recommendation Summary 12-02-20 GE Rec'd 12-02-20 4. BA Memorandum response to 12-03-20 Mtg. & Steer Rpt. 12-15-20 Position on YT/Steer Rpt. 	<p>The team has reviewed the attachments you provided. At this time, we have no additional questions or comments but very much appreciate the time and effort you have spent to work with us.</p> <p>We will keep you posted as we move through the next steps in the process including IEC and then, Council.</p> <p>Kind regards, Maogosha</p>	01/05/2021

07/28/
2020 Institution Ryerson

Hello Johanna. I hope you and colleagues are doing well in this peculiar time...
I wanted you to be aware of Ryerson's updated Campus Master Plan now being available for public consumption. A lot of work has gone into this and we are excited to have it completed. It is also, of course, relevant to the City's efforts to redesign portions of Yonge Street.
<https://www.ryerson.ca/facilities-management-development/campus-development/campus-master-plan/>
Please let me know if you wish to discuss any part of it. In the meantime, I hope you are well.

I will pass this on to the rest of the team.
Johanna

07/28/2020

07/30/ 2020	Active Transportation	CycleTO	Cycling	<p>It was nice to “see” you all at the SAG a few weeks back. It’s exciting to hear that the EA is proceeding.</p> <p>Appreciate the patience in hearing back from Cycle Toronto. Please let me know if you’d like to discuss anything shared below:</p> <ul style="list-style-type: none"> • At a high level, we continue to support Design Concept 4A with its emphasis on active transportation. • We firmly believe that the protected cycling lane north of Gerrard is well warranted and should continue to remain in the design. • Recent conversations around equity and enforcement with marginalized communities underscores our preference for various project goals to be achieved through engineering and design rather than enforcement. • In the pedestrian priority areas, we would like to see low-speed cycling continue to be permitted. • In any design alternatives in which cycling is expected to share the road with vehicular traffic, we are still concerned that the facility is not accessible for ‘All Ages and Abilities’. We cannot support shared lanes in an environment with heavy traffic such as buses or trucks while maintaining the existing 40 kph speed limit on Yonge. We would like to see other traffic calming, speed limit reductions, clear indication that cars are guests and should be operating at walking/cycling speed, no overtaking, etc. and are happy to continue that conversation with the project team. • The southern sections of the design alternatives, between Dundas Square and Shuter, seemed to accommodate Mirvish and other large, indoor entertainment venues. It should be clear that COVID has reduced the need to accommodate these institutions and their preference for bus and PUDO access in this section of Yonge. We would like to see design alternatives that include consideration for theatres not being open, such as flexibility in allowing the conversion of bus and PUDO access to other publicly-available amenities, such as temporary bicycle parking, Bike Share 	<p>Thank you for taking the time to provide feedback on behalf of CycleTO. This message is to acknowledge receipt.</p> <p>Have a great weekend! Kind regards, Maogosha</p>	07/31/2020
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stations, parkettes, etc.

- Further south, Shuter to Queen, this is not an acceptable configuration for 'All Ages and Abilities' cycling. More consideration must be given to allow for safe cycling facilities between the soon-to-be-reconstructed Shuter cycle track and the existing protected bike lanes on Richmond and Adelaide.
- Something to note on the business delivery loop design is the accommodation for large tractor-trailers. We do not believe that this is an appropriate design for a pedestrian and cycling priority area, especially with the shifts in urban freight access. As recently as June & July 2020, we, along with other local organizations, have partnered with FedEx to pilot the use of electric pedal-assist cargo bikes for urban deliveries. These e-cargo cycles are being evaluated in downtown streets and represent a major shift in how commercial delivery can be accommodated through this EA. We are very confident that FedEx and other industry leaders will be making shifts to smaller, greener vehicles that improve their ability to deliver to dense urban areas in the coming years, before this project is constructed. We are happy to discuss this further with you as it may be news for the project team.
- Lastly, we hope to see consideration of how to advance this project in either a temporary or permanent way to support the needs of the city as we weather and recover from this pandemic. It is clear that Torontonians need a more robust and resilient transportation network and this project with its focus on safe active transportation could enable healthy mobility within a very dense corridor as part of the pandemic response plan.

We would be happy to discuss further in advance of the next public meeting in September.

08/10/ 2020	Public Affairs UPS Canada	<p>Dear Sir or Madam,</p> <p>I am writing to enquire about the Yonge Tomorrow initiative. Would you be able to share any information on the revised timeline for this project, and any further opportunities stakeholder may have to engage? I see that a September public meeting is listed on the website, but wondered if there might have been changes to the timeline due to the current situation.</p> <p>Secondly, at this time, are you still working with several alternative project plans, or has a preferred option been identified at this time?</p>	<p>Thanks very much for reaching out to us. We are gearing up for our third and final round of public consultation this September which will look like this:</p> <ul style="list-style-type: none"> • New information materials online September 2 • Online and Phone in Event September 16 • Online Questionnaire open from September 2 to September 30 <p>During this phase in the study we are inviting feedback on a proposed alternative/design concept for Yonge Street. I've attached two slides from our last stakeholder advisory group meeting last month which maps out the design concepts.</p> <p>I've also copied the Project Manager, Johanna Kyte, in case you have any further questions and let us know if you would like me to set up a conference call or virtual meeting to further discuss.</p> <p>Kind regards, Maogosha</p>	08/12/2020
09/17/ 2020	Toronto Community Bikeways Coalition TCBC	<p>Cycling</p> <p>Dear Ms. Pyjor,</p> <p>Please find attached our letter respecting the yongeTOMorrow initiative.</p>	<p>This is to confirm receipt of your letter on behalf of Toronto Community Bikeway Coalition which will be shared with the project team and recorded as part of the public record for this study.</p> <p>We very much appreciate your input, both support and concern, for the recommended design concept.</p> <p>Kind regards, Maogosha</p>	09/18/2020

09/17/ 2020	Tourism	Little Canada, Our Home and Miniature Land	Tourism Delivery Passeng er unloadin g loading	<p>Hello Maogosha and Johanna,</p> <p>Congratulations on very good public consultation #3 last night. I was on the call, and I concur with the comment made about how well the meeting was run.</p> <p>Little Canada is highly supportive of the 5 objectives of the project. As a side-note, our construction and installation timeline has been significantly impacted by COVID-19 restrictions. We are eager to open our doors in the neighbourhood. We are progressing towards a late 2020 or early 2021 opening at 10 Dundas East, contingent on future COVID-19 impacts.</p> <p>Little Canada's key questions for the project are:</p> <ul style="list-style-type: none"> • Tour bus and school bus loading/unloading zones • 10 Dundas East Building access for deliveries • Access for nearby parking • For future - street construction disruption to access, and timeframe <p>The tour bus and school bus zones question was not explicitly addressed on yesterday's call. We anticipate significant bus traffic when the COVID-19 impacts have receded. We understand that school buses as a new consideration for the area.</p> <p>We would much appreciate if you could share the planning or thinking that has been considered so far for this vehicle access and activity?</p>	<p>Thank you for your email and for your participation in Wednesday's virtual meeting. That's great!</p> <p>I want to take this opportunity to confirm receipt of your comments which will be both shared with the project team and part of the public record for this study. I will be in touch shortly to respond directly to your questions.</p> <p>All the best with your preparation and plans to open Little Canada. Maogosha</p>	09/18/2020
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My apologies for the delay in responding to your questions. Please see the following responses and don't hesitate to contact us with any additional questions or comments you may have.

10/07/2020

Tour bus and school bus loading/unloading zones:

Loading could be accommodated in a couple of locations and finalization of these details will be dealt with in the next phase of design and in consultation with stakeholders when amendments to traffic/parking bylaws are established. Specifically, the east side of Yonge Street south of Dundas Square is recommended by the design team, however, opportunities may also exist on Gould Street, or Edward Street (i.e. opportunity to connect below grade via Atrium or at grade via pedestrian scramble).

10 Dundas East Building access for deliveries:

All day access to the 10 Dundas loading dock is maintained via Gould Street and O'Keefe Lane.

Access for nearby parking:

All day access to parking garages has been maintained (i.e. Yonge-Dundas Square, Eaton Centre, Ryerson, and Atrium).

For future - street construction disruption to access, and timeframe:

The targeted construction timeline is 2023-2025. Details of implementation and phasing will be determined in collaboration with stakeholders during the next phase of design. Kind regards,
Maogosha

09/22/ 2020	BIA	Planning and Advocac y Manager TorontoFi nancialDi strict	<p>Hi Maogosha,</p> <p>I hope you're doing well! I just wanted to quickly follow up on when the final report for YongeTOMorrow will be going to committee and council. Is it scheduled for December IEC, followed by Council later in the month?</p> <p>Also, I will be leaving my position as Planning and Advocacy Manager at the Financial District BIA on October 2, 2020. I will be joining Hines as the Assistant Property Manager for CIBC Square.</p> <p>For FDBIA matters, please continue to email me prior to and during the transition. My email will be closely monitored following my departure until my successor is on board and connects with you.</p> <p>It's been a pleasure working with you over the years and I'm sure we'll cross paths in the future!</p>	<p>Thank very much for your email and congratulations on your new position! I've copied Johanna and Liz McHardy from LURA just so we can all be on top of stakeholder changes.</p> <p>You are correct, yongeTOMorrow is going to IEC (Dec 1) and Council (Dec 16).</p> <p>It's been a pleasure working with you too! All the best! Maogosha</p>	09/22/2020
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09/28/ 2020	Agency	Telecon	<p>Hi,</p> <p>Is this a Utility request? Along Yonge street?</p> <p>Sincerely,</p>	<p>Hi Mary,</p> <p>The notice you received is about the study recommendations that may impact on the utility and not a request for review of drawings to identify utility locations.</p> <p>Kind regards, Maogosha</p>	09/30/2020
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Following captured from Google Doc spreadsheet and Public Event #3

09/02/ 2020	Anonymo us	Design 4C	<p>As a designer, this plan doesn't make sense. Bits and pieces all over the place. Most non-sensical thing that has seen in my life. I am going to give up.</p>	Automatic Reply
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09/02/ 2020		<p>Need clarification on intentions of project. Diagram is confusing. What does pedestrian priority mean? Drive route from Wellsley down to Queen and needs to be a reliable and efficient thoroughfare. This is critical for area residents (lives at Bay Bloor) Concern about lack of use of cycling infrastructure and maintenance requirements in winter. Does not support cycle tracks on University.</p>	<p>Explained ped. priority Listened to frustration with understanding notice, design and traffic problems along route. Walked through some of the design elements and rationale (Dundas and Yonge has highest ped. volume of any intersection)</p>	09/15/2020
09/02/ 2020	Question naire	<p>There is no place to provide feedback.</p>	<p>Sorry about that. We had to fix the link so please try the button again. Alternatively, here is a direct link to the online questionnaire: https://yongetomorrow.metroquest.ca/ Thank you for your time and patience.</p>	09/03/2020
09/02/ 2020	Support	<p>I tried to fill out your feedback form but it did not work.</p> <p>I think it is great Toronto is starting to catch up with other cities when it comes to cycling. As a business owner of a multi-national Corporation here in TO, I see the economic benefits of safe travels on a bike.</p> <p>I think Toronto has a long way to go and the yonge plan is quite typically, disappointing. I think more of a effort needs to put on making Toronto a city for people and not a highway. It has been good to see some much needed changes on bloor. I can now cycle more than one block, without fearing for my life. I can see how this yonge plan will really improve with such a short bike track.</p> <p>Toronto in my eyes continues to make wrong decisions, giving car2go the boot really put the city back 30 years. It is such car focused city, I think I actually need to but a car to live here.</p>	Auto Reply	

09/02/2020		<p>This proposal is a terrible idea. A continuation of the war on the automobile. In case you didn't notice, covid has driven people out of the office towers - the goose that lays the golden eggs. They are only coming back if they think it is safe - and for many - especially those in management positions that make location decisions - they will no longer consider transit an option. This proposal may be a key step in restoring the viability of the suburban business park that was - until recently - being squeezed out by the preference for downtown. You should start thinking again about how to keep these key revenue sources located in the financial core. That would mean not proceeding with this misguided proposal.</p>	Auto Reply
09/03/2020	Questionnaire	<p>Subject: Online survey not loading</p> <p>Hello, I cannot get the survey to load, can you send it to me?</p>	<p>We have left print copies of the questionnaire and presentation at the YMCA located at 20 Grosvenor. I'm not sure if that's close to you and if not, absolutely I can send you the questionnaire early next week.</p> <p>Do you mind trying the following link to the questionnaire one more time and let me know if it still doesn't work for you: https://yongetomorrow.metroquest.ca/</p>
09/03/2020	Media	<p>Global News Radio 640 Toronto</p>	<p>Good afternoon, I produce the Kelly Cutrara Show on Global News Radio 640 Toronto.</p> <p>Kelly would love to have someone on the show tomorrow morning to help us talk about the YongeTOmorrow project.</p> <p>Please let me know if we can arrange a 7 minute telephone interview tomorrow morning at either 9:05 or 10:05am ET</p>
			<p>Thanks for reaching out to us. I have forwarded your request to Councillor Wong-Tam's office for consideration and included your contact information.</p> <p>Kind regards Maogosha</p>
			09/04/2020
			09/03/2020

09/03/ 2020	curbside delivery	I am unclear on what you have done to clarify truck and double decker parking and on yonge King to Dundas.	<p>Thanks for you inquiry. I've attached a PDF file of the plans which identify curbside delivery zones which include:</p> <ul style="list-style-type: none"> -east side of Yonge Street just south of Dundas Square -east side of Yonge Street just north of Shuter Street -east side of Yonge Street infront of the Elgin Winter Garden Theatre <p>IF you have problems opening up the PDF, this roll plan is also on the project website, under the How to Participate tab: https://www.toronto.ca/wp-content/uploads/2020/08/96e9-2020-08-30-yongeTOMorrow-PE3-4c-Roll-Plan.pdf</p> <p>Hope this helps and let me know if you require any additional information.</p>	09/11/2020
09/03/ 2020	Timing Vision	<p>What a load of unnecessarily complex rubbish! Since one will not be able to drive the length of Yonge Street why not just ban traffic altogether except for limited hours when loading and unloading will be permitted and buses overnight? Cost virtually zero.</p> <p>Now we learn that after all this consultation there will be feedback and then there will be another study report. For Pete's sake, just DO IT. Do something. You will never get 100% approval whatever you do. So have the courage to do what you think will be best and do it. Next we will learn it takes five years to paint a white line on a street, and require provincial approval as well.</p> <p>Good Grief! One almost wishes for a dictatorship. Or at least an autocracy. Singapore has possibly the best infrastructure in the world. Do you think they would ever go through these shenanigans? Never.</p>	Auto Reply	

09/03/
2020

Timing
Vision

I have received and reviewed the Yonge Tomorrow Round 3 Consultation Launch material.

Auto Reply

While I'm pleased that the round 3 consultation has begun I'm very concerned about the very slow pace this process is taking.

Way back in the summer of 1972 the city initiated an experiment that closed Yonge Street south of Queen to vehicular traffic. The project's aim was to gather comments from the public and associated businesses on Yonge about the feasibility of permanently restricting vehicular traffic and improving the pedestrian experience. I recall that the experiment was repeated again a couple of times in subsequent years. The general reaction to the closings were generally positive with the proviso that local businesses are accommodated in any future plans.

Over the years there have been numerous articles in the Toronto Star and other news outlets about the shabby state of Yonge Street, one of the city's major downtown thoroughfares and tourist destinations. Everyone, it seems, agrees that Yonge Street is an embarrassing, run down unpleasant and poorly planned street. Hence, the creation of "Yonge Tomorrow".

I attended the forum presented by KPMB and Greenberg Consultants in 2011. I was cautiously optimistic at the time that something to improve Yonge was now actually going to happen. I voiced my concerns at the time that the recommendations would end up going nowhere like so many of the other proposals and endless conversations that have taken place in the past (decades).

The Yonge Tomorrow schedule posted on your website indicates that construction is tentatively scheduled for completion in 2025. The Greenberg consultation was presented in 2011. Assuming construction will actually be completed by 2025 (I have serious doubts that the date will be met) means that this project will have taken AT LEAST 14 years to complete. Fourteen years!

Needless to say, I'm not optimistic that this project will be completed by 2025. Meanwhile millions of

tourists visitors and residents will continue to experience Yonge Street in its current unwelcoming state.

I encourage you in your efforts to get this job done. I ask that you be mindful of the public's scepticism that anything coherent and meaningful will get done in the foreseeable future. Fourteen years is just not acceptable.

09/03/
2020

Signage

Please be sure that all signage, new and otherwise, is noticeable and readable from the driver's seat of a car. I have run across signs that were mounted well above my normal visual range from the driver's seat.

Test them out; have someone who is not familiar with the area drive there and make an assessment.

Automatic Reply

09/03/
2020

Do
Nothing

Wait...WHAT!? Why now? and NO. There is nothing the matter with Yonge Street especially between College and Dundas. Therefore it doesn't need fixing, doesn't need a plan to make it work. This is all a created scenario that is completely unnecessary.

Auto Reply

My vision for downtown Yonge Street means leaving it alone. Yonge Street is an important thoroughfare that should never need to be converted into pedestrian space, in spite of the fact that the water main requires work periodically. There is no correlation. Someone is deceiving us.

Public spaces need to be part of the original planning process. I have watched many new buildings going up in the past few years in this area that have not incorporated public spaces. Where was planning? And yet Krystn Wong Tam persists in believing that specifically Yonge Street needs to be converted to public pedestrian space. It already is, along with being a route for cars and bikes and buses. Leave it alone. What Krystn Wong Tam is good at is wrecking small businesses and the naturally occurring vibrant areas. Hands off!

What about the densely populated needs, such as road access for everyone, also for police, ambulance, and fire truck access. This is not something to be negotiated away for the frivolous ideas of a party child. Nor is it anything that can be restricted or contained or planned to certain times of the day or night. Life is not like that.

LEAVE the streets alone. They are there and we need them.

All over the city we have roads, and people, and yet the only area that keeps on repeating this consultation process is downtown Yonge Street from College to Dundas. Stop it! Move on to other more beneficial policies that don't require closure of streets. I do not believe that people actually enjoy

sitting in traffic drinking or picnicking, though this is what we are led to believe we all want.

This is not an issue that even needs consideration and there is no reason that the water main can't be updated without any future decisions depending on it. LEAVE the streets alone. They are there and we need them.

What we really need to do is get rid of Krystn Wong Tam, because she has only one idea that she keeps promoting. We need a politician that can let go of a boring useless idea and move on. Let's have a new face for downtown politics!

This is what... the seventh time we are having this discussion? We don't want to lose our street access. When will the City accept the refusal? I'm not going to change my mind. There is nothing the matter with Yonge Street that needs fixing. Why change something that isn't broken? Why force it to be a plaza?

09/03/
2020

Design
4C
Reflects
competin
g
interests
and
confusing

As a nearby resident, I recently received the Notice of Public Consultation on this issue, and I have had an opportunity to review it.

Automatic Reply

With all due respects, it's all a bit of a dog's breakfast – and yes, has all the hallmarks of a design made by Committee. Despite the Background as provided on the splashy yongeTOmorrow website, it still appears that competing interests, each claiming a portion of the project – changing the street's purpose from block to block – existed, with no apparent cohesive vision or rationale. I would suggest that anything close to this as a finished project will only confuse those using it, and will result in frustration, damage, injury - or death.

If the goal is to create 'something' out of this stretch of Yonge Street, the City needs to look at either going full Woonerf (no priority to any one party, with traffic calming methods such as faux-cobbled street and strategic placing of street furniture) or, more simply, convert the curb lanes on both sides to share sidewalk widening and bike lanes, leaving the centre lanes as-is for traffic.

Whatever the case (and most especially with the Design Concept – 4C) you can be assured the confusion and restrictions on traffic will push drivers to use both Bay and Church Street from King to Bloor Street as perceived 'faster' routes north and south and skipping Yonge entirely. And that opens other issues on both those streets.

Though northeast of this Phase 1 of the Yonge Street project, there's The Village: Church Street from Carlton to Gloucester (along with its immediate side streets) – representing one of the most central residential and locally-g geared commercial and entertainment neighbourhoods in the City. Further, it is a social magnet to others not from the neighbourhood, or even the City.

Even so, it has long been challenged by the City and its Bylaws Department as far traffic mitigation is concerned - including the street's morning use as part of the Davenport / Church Street 'freeway' to the downtown core.

And larger freight and construction vehicles consistently use it already, rather than Yonge Street. Any effort to limit traffic or improve the pedestrian experience has proven to be a challenge when approaching the City.

Yet the recent experience with CaféTO has shown – with significant portions of three blocks in The Village turned over to the pedestrian experience – that the neighbourhood can benefit from this, and it has also forced traffic to slow as it proceeds through it. CafeTO has shown that minimal effort and imagination from the City can result in it being a more livable and appealing neighbourhood. And a Destination.

But my concern is that with the Yonge Street plan as recommended, the temporary nature of CafeTO and the inevitable drivers' decisions to avoid Yonge rather than deal with this Plan (as well as the return of the curb lane freeway), any efforts recently experienced to improve The Village will be lost permanently to people driving through – not into – the neighbourhood. And worse than previously.

Again, I fear that the current Design Concept is not only poorly realised and a hazard to all those who would use it, but little thought has been given to what such a plan would mean to traffic patterns affected by this. Despite what the website implies. I celebrate any effort to make Yonge Street more pedestrian and bike-friendly, but not at an even greater cost to other established neighbourhoods.

Thanking you for your attention to this matter, I cordially remain,

09/04/2020	Design 4C	Avoid bike lanes in your plan like Bloor and consider one-way streets. Bloor Street is disgraceful and dangerous for public. Also wondering if this is a meaningful exercise or PR exercise? Good luck.	Sorry about that. We had to fix the link so please try the button again. Alternatively, here is a direct link to the online questionnaire: https://yongetomorrow.metroquest.ca/ Thank you for your time and patience.	09/03/2020
09/04/2020	Consistent Design	It seems the design changes between blocks making it aesthetically and functionally very messy. Is there a way to keep the same style and functionality the whole way? Why have one block pedestrian, one block cars, one block pedestrian etc. A consistent theme would give unity to the project and open up room for public spaces.	Automatic Reply	
09/04/2020	Do Nothing	Making the street one way north for a couple of blocks and one way south for a couple and pedestrian-only for some parts is ridiculous — how would people who do not know the city well find their way around? How would such confusion affect surrounding streets? More — the rules would change at night?	Automatic Reply	
09/04/2020		Much better to leave it as it is. I would like to express my discontent in that there isn't one clear route through the city, yet there's more proposals to slow and shut down roads. My recommendation is to First focus on one clear route without traffic through the city.	Automatic Reply	

09/07/ 2020	<p>1. Car & truck traffic now using Yonge Street for more than one consecutive block: what has been planned to anticipate what will become of those vehicles? Are University, Bay, Church, and Jarvis, and the various east-west streets ready, do you think? If not, what do you anticipate will be the results of implementing yongeTOMorrow?</p> <p>2. Why is yongeTOMorrow a priority now? Pre-pandemic, Yonge Street had come to consist primarily of vacant retail establishments closed because they couldn't pay the heightened rent, a motley assortment of temporary and other sorts of retail establishments that could presumably afford the rent, and construction sites, i.e. an unappealing long stretch for pedestrians. Why would yongeTOMorrow result in increased pedestrian traffic on Yonge Street?</p>	Automatic Reply	
09/08/ 2020	<p>I would like to share my feedback on Recommended Design Concept 4C as I will not be able to participate on September 16. Can you please forward the questionnaire to me? Thank you,</p>	<p>I've attached a print copy and the following is the link to the online version of the questionnaire: https://yongetomorrow.metroquest.ca/ Let me know if you need anything else.</p>	09/09/2020
09/09/ 2020	<p>Many major metropolis' in Europe have pedestrian only centres. I don't see why Toronto can't do this also. I would create a 'piazza' with parameters of Queen, Bay, Elm and Victoria Streets.</p>	Automatic Reply	
09/10/ 2020	<p>Support Extend to Bloor</p> <p>Support plan but needs to go all the way to Bloor Street. Clean up tacky old businesses. Design needs to be more family oreinted vs. strip joints.</p>	Automatic Reply	
09/10/ 2020	<p>Explain Design Support Cycling</p> <p>Support protected bike lane on University which helps make cycling movements pridictable. Read the flyer and as a driver, it is confusing. Eliminating driving is not acceptable. If you are putting in a cycletrack, needs to be like University which seperates driver and cyclists with parking.</p>	Automatic Reply	

09/10/
2020

Support
Social
Needs

Must commend the city on it's Yonge St development and in favour of the proposed design concept. As you highlighted, Yonge St is booming with pedestrian traffic. I have been a resident of the said street for the past 10 years and am sad to say that I cringe every time I walk along it. It is becoming increasingly filthy with human and animal wastes of all kinds. Moreso, societies should not allow people to make the public streets their homes!!! The city turns a blind eye to this in my opinion. Canada is proud for owning the longest street in the world with thousands of tourists using it daily. My point, in short, we cannot hope to improve Yonge Street, if we don't fix the existing problems.

Automatic Reply

09/10/
2020

Social
Needs

There is a section that is very disturbing which can only be imagined as similar to the east side downtown Vancouver. It is north of Dundas for a few blocks where store fronts are now populated by Cannabis Stores, replete with people " hanging around" and visible security personnel. One woman, unfortunately with health and addiction problems was lying on the sidewalk, propped against a building rolling a " joint". There are sleeping bags, garbage, food containers everywhere. This is no where near what a safe " pedestrian" street should be. Why is sale of Cannabis allowed there? Yes there is a homeless problem and people with addictions do not survive long under these difficulties but why support the congregation on such a key area of the city where new condo developments are multiplying, where families with small children may settle? There is of course the nearby Eaton centre, plenty of young people and likely illegal activity of potential street drugs. It's really a shame, not the Canada image to project.

Automatic Reply

09/10/
2020

Design
confusing
Extend to
Bloor
Support
Change

With regard to the recent Notice of Public Consultation and the plans for Yonge Street, the provided Design Concept 4C is a bit confusing for someone who has not been involved in the review process.

I would just like to say that my preference, and in recognition of the pedestrian volumes on Yonge Street (which will presumably only be growing, with the condo towers going up in this area), is for 1) wider sidewalks, and 2) that this be from Queen Street - right up to Bloor.

It would also be nice if the city would encourage Yonge Street building owners to improve the appearance and upkeep of the buildings - with a particular emphasis on restoration of the remaining heritage properties.

It is a shame the number of rundown buildings along Yonge.

This is our main Street.

The information received results in more confusion, than clarity, from my perspective. Certain blocks are designated "Pedestrian Priority", with seemingly no real indication of what this means. Walking south, there is Pedestrian Priority from Walton to Elm Streets, and then apparently no Pedestrian Priority for the next block, and then Pedestrian Priority starts again (but only for 2 blocks, and only, apparently, for certain hours). All very confusing.

Perhaps others understand this.

Regardless, it is so so so nice to hear that the city is undertaking this process.

I hope this results in wider sidewalks, and an overall improved appearance. And - hopefully, in due course, right up to Bloor Street.

Automatic Reply

09/11/
2020

Support
with
consisten
t 2 lanes
of traffic

Firstly I love the new idea however please keep car traffic for both ways even if it is just one lane each way. Thank you

Automatic Reply

09/12/
2020

Support

I completed the online questionnaire and basically gave the design 5 stars on all categories. I think you've really nailed a design that will transform the street into something unique and will draw people from all of Toronto to visit, as well as tourists. It really could become a signature Toronto street and a destination street.

Automatic Reply

I do have some questions:

1. How will vehicles/bicycles be forced to respect the speed limits? Bumps on the road, posted signs, speed cameras? Or is it the design itself that will force those speed limits?
2. Are there any plans of extending the design to include streets north of College/Carlton St? For example, if this design is successful, in my opinion it would make sense to extend the design all the way to Bloor, perhaps with more vehicle access though, but certainly more space for pedestrians/bicycles is needed on Yonge north of College/Carlton.
3. What is the estimated timeframe to construct these changes, if everything else falls in place and the budget is granted for it?

09/13/
2020

Social
Needs

What is your plan of action for the Homeless? Until they are all off the streets and supported with a job, according to their needs in an environment that is away from the city there is little advantage to creating an expensive new Yonge Street for them to continue to beg, sleep and discourage tourists and pedestrians from enjoying and shopping.

Automatic Reply

09/15/ 2020	Elements Maintena nce	<p>1. Would it be possible to heat the pavement (sidewalks, bike lanes, roads and any squares) for snow melting purposes?</p> <p>2. Toronto does visual clutter better than any other city I know. Would it be possible not to do that in this case?</p> <p>3. Would it be possible to run maintenance differently for this stretch of Yonge? Perhaps making one person or office responsible for managing and coordinating all public realm maintenance and construction, including utility cuts?</p>	Automatic Reply
09/15/ 2020	Vehicle Permit 2 lanes	<p>I would like to see no cars permitted on Yonge st. from Bloor south to King st.</p> <p>I am a fan of the changes to King st. Traffic, has decreased and it has proved very successful. Thank you for your consideration.</p>	Automatic Reply
09/15/ 2020	Explain Design	<p>I live at the corner of Yonge and Carlton and I have some questions about Concept 4C. I find it a little confusing.</p> <ul style="list-style-type: none"> • Does this mean that you cannot drive straight all the way, both north and south from Queen to College/Carlton? What are the options? • What does pedestrian Priority mean? • One-Way Driving Access from Gerrard Street to Walton Street: As this is going north, should it be "Walton Street to Gerrard Street"? • Same for Dundas Square to Shuter Street, going north. 	Automatic Reply

09/15/ 2020	Opposed Develop ment concern Traffic	I totally REJECT those ideas. City gave all those old and new condos and Business towers permission to build in downtown and now bringing restrictions without making any commuting projects for public. That doesn't make any sense.	Automatic Reply	
		I am totally against this project.		
		In the past Jarvis street was reduced from 5 lines to 3 lines. City understood its mistake and removed it. Now University Avenue is reduced. Such a stupid idea. Jarvis, University Ave, Yonge Street, Spadina, Bathurst are carrying main traffic flow. PLEASE DON'T TOUCH THEM. Instead of that why don't you close entire Church street to traffic and use it for bikes and pedestrians. I am not sure who is coming up with these brilliant ideas. Someone who is not living IN downtown Toronto probably. I am against of this project.		
09/15/ 2020	Opposed Confusin g Design	Who is responsible for this design and provide their CV. Should be a walking areas only with one way street for cars on Bay and opposit direction on Church. Do not mix people, bikes and cars. We need a commercial walking street. Complicating design which is a big mistake.	Automatic Reply	
09/15/ 2020	Accessibi lity	I have a few questions with respect to accessibility. The document references unit paving, and all the images have paving stones. Why was this chosen over the more accessible option of poured concrete? As a wheelchair user, paving stones are much less accessible as they come loose and uneven with freeze/thaw, and are much more difficult to navigate around compared to cracks that develop in concrete. With respect to the pedestrian priority zones, I have two questions. The document mentions tactile paving delineating pedestrian only versus mixed use, but the images do not depict that other than in intersections, as well as having minimal contrast between the shared use and pedestrian only	We really appreciate you taking the time to submit your questions. Over the next week we are going to be compiling responses to all the questions that we have received and once complete, we will share with everyone and post on the website. In the meantime, please see the following response from Transportation Services to your questions. Unit pavers signal to people walking, driving and cycling that they are in a special area that is prioritized for pedestrians. The City of Toronto updated its unit paving design standards in 2019 to better consider accessibility. Unit pavers standards for sidewalks now require: • non-tumbled and bevel free pavers designed to be smoother under wheel and	09/18/2020

section. Why is there no yellow tactile paving delineating this (which is also useful for wheelchair users to mark the presence of a curb)?

Further, the document mentions TTC route 97 will no longer travel on this section of Yonge St during the day. Will the same restrictions apply to Wheel-Trans? In particular, will Wheel-Trans users or individuals who hold an accessible parking permit be allowed pickup at the door of buildings within the pedestrian priority zone, as the "curb side activity zones" being 50m (or more from various points within the pedestrian priority zones) are significantly further than some disabled people may be able to traverse. Will people who need door-to-door service be denied access to the pedestrian zones during the day?

foot.

- laid on a concrete base to prevent shifting and heaving
- consistent light colouring providing contrast to roadway surface (light grey pavers on the sidewalk and dark grey pavers on the roadway provides the same contrast as concrete and asphalt)

The city standard tactile paving strip developed in consultation with the Canadian Institute for the Blind (CNIB) has been shown in the renderings. It consists of 600mm of rough faced, dark coloured, paving stones that are cane detectable. This detail is used on Sherburne Street and Market Street. The City of Toronto only uses yellow tactile indicators around transit stops. The yellow tactile would be used around bus stops on Yonge Street.

The pedestrian priority zones have been developed in consultation with Wheel-Trans. Many buildings fronting the Pedestrian Priority zones also have front door access from other streets (Atrium on Bay, Eaton Centre and 10 Dundas) During the next phase of design there will be more discussion with Wheel-Trans to determine if there are any properties which will require additional accommodation for Wheel-Trans to service adequately.

09/16/
2020

two
driving
lanes

I would like to provide my feedback on Recommended Design Concept - 4C. I really would like to see a design that provides two-way driving access on Yonge st. I do not support only one-way driving on Yonge st.

Automatic Reply

09/16/
2020

No curb

I won't be able to attend the online meeting but I just want to encourage the elimination of the sidewalk curb for the pedestrian portion. The curb creates a barrier for those with strollers, wheelchairs, reduced mobility, and creates a tripping hazard for everyone else. Thanks!

Automatic Reply

09/16/
2020

two
driving
lanes

I have a question about the traffic modeling for the Recommended Design Concept 4c: What is the projected increase in traffic volume (not travel time) on Church St if this concept is implemented?

Automatic Reply

Was that impact ever compared to the other alternatives considered in the process? In particular, I'm interested in how it would compare to a Yonge St design with one lane in each direction and expanded pedestrian realm.

I live between Jarvis and Church Streets. The former is already a nightmare for vulnerable road users, and I am very concerned about the impact of this project on the latter. My intuition tells me that a solution on Yonge that limits speed and transfers space to the pedestrian realm, but that still provides a continuous path for motor vehicles in both directions, would have less impact on the surrounding streets. Did the city investigate this issue? Is there data?

09/16/
2020

Student
Request

As a Planning Graduate from Dalhousie, recently visited area of between Edward and Dundas Sq. After trying to sit down at a picnic bench, asked to leave because it belonged to Pickle Barrel. Will elements be public or commercial? Who has access to use.

Automatic Reply

09/16/
2020

Security
Enforcem
ent

Hello Carol,
Please acknowledge receipt of my five(5)
questions. I plan to be in attendance at tonight's
(Sept 16) virtual meeting

•• 1

Are additional security cameras being considered
in the designs for any new Yonge Street strip?

•• 2

How will cyclists be prevented from mingling with
pedestrians within the new patios and gathering
spaces?

•• 3

Currently vehicles continue to park illegally, (short-
term) at 386-388 Yonge Street in front of the Aura
Condos. It's quite common to see 5-7 vehicles.
How will this or a similar problem be fixed?

•••• 4

In 2018 a man used a rented van to purposely plow
down pedestrians on a busy stretch of Yonge
Street in North York. He faces 10 counts of first-
degree murder and 16 counts of attempted-murder,
linked to this tragic attack. What specifically in the
current designs will make it more more difficult for
a similar attack(s) to occur?

•• 5

Almost all attempts to licence cycles and cyclists
have failed. In Switzerland licences are no longer
required as of Jan. 1, 2012. However, Civil
Responsibility (RC - responsabilité civile) insurance
is required. This third-party insurance coverage is
not specific or limited to bicycles. The insurance
covers damage caused to another person or
property, and includes accidents such as footballs
kicked through neighbours' windows, and more
serious and expensive, any injuries caused to other
people. Is Toronto, working with the Insurance
Industry, willing to consider investigating and
considering a similar program?

I would like to confirm receipt of your
questions. I have added them to the Advance
Questions Log. We are going to try our best
to get address as many questions as
possible. We will be alternating between
Questions received in advance, Live
Questions, and Questions typed into the
Question Panel. All questions will be
responded to in the post event survey.

Thank you so much your time and interest in
this study! Great to hear you will also be
joining the virtual meeting at 6:30.

Kind regards, Maogosha

09/16/2020

09/16/ 2020	York Universit y,	Traffic	My question is, what's the point of having these short one-block long one-way sections on Yonge Street it most of it is pedestrian priority and wouldn't it cause congestion on the side streets such as Elm and Edward if cars are forced to turn off there?	Automatic Reply	
09/17/ 2020		Question naire	Hi there, I got the Notice in the mail. I am in favour of a pedestrian only Yonge St. The paper mentions an online questionnaire but I went to the website and could not find it. Thank you	Otherwise, you can click on the questionnaire link found on the project main page directly under the video (see red arrow): <i>image</i> If you still have problems, I can send you a printed copy. We also have printed copies available at the YMCA located on 20 Grosvenor Street (if it's convenient for you to get there).	09/18/2020
09/19/ 2020		Explain Design	Dear YongeTomorrow Your plans for south downtown Yonge St are impressive, but just a bit complicated. Why not simplify... Make all of Yonge between Queen and College/Carlton a Pedestrian Priority street with a dramatically lower speed limit, e.g. 12 km/hr? Add in photo enforcement of the speed limit. Everything along the street would remain accessible, but vehicles would not use this stretch of Yonge Street to go somewhere else. The other changes you propose should be implemented, they make sense on their own. But simplify the moving vehicle (including bicycles) rule. Keep the vehicles to a fast walking pace. Makes sense to me.	Automatic Reply	

09/21/2020			Consultation Recording	<p>Hello</p> <p>I received the email shown below. I missed the meeting. I would like to listen to the recording of that meeting. However, I cannot find it. Would it be possible for you to direct me to the location of the recording. In the alternative, would it be possible for you to email me a copy?</p>	<p>I'm very sorry for the delay. We are working on the close captioning for the video and it will be posted before this Thursday Sept 24th.</p>	09/21/2020
09/21/2020	Property Owner Business	Barberian Steak House	Negative Impacts BIA Traffic Access	<p>Disapproves of Plan 4C.</p> <p>Design fails on many items and many concerns</p> <p>Do not want Elm Street to become one way</p> <p>Safety, security and emergency services concerns</p> <p>Questions about deliveries</p> <p>Map provided shows falsehoods: Walton as through street, and Gould ends, should show laneways</p> <p>DYBIA is not supportive and want this fact shared with public. Call to discuss.</p>	<p>Confirmed concerns and meet with Johanna on Webex on October 8th. Notes on file.</p>	09/28/2020
09/21/2020	Resident, Condo		Support	<p>Has lived in Toronto for 43 years and supports the plan.</p> <p>Tell John Tory I support this project.</p>	<p>Returned call by accident so confirmed receipt of message.</p>	
09/23/2020				<p>Hi there,</p> <p>Hope you are doing well.</p> <p>I wanted to flag that the emails for the YongeTOMorrow consultation are hitting junk email folders. Thanks,</p>	<p>Automatic Reply</p>	

09/28/
2020 Garden
Club of
Toronto

Green
Space
Opportun
ities

Dear Sir

In looking at the proposals for Yonge St and the emphasis on making it enjoyable for pedestrians, We would ask that green space and especially trees be included.

In 2022, The Garden Club of Toronto is celebrating its 75th anniversary and is planning to raise \$75,000 to fund a legacy project.

We would be interested in investigating whether there might be a role for the Club in the Yonge Street project.

Perhaps you would take a look at what we are contributing to the greening of the City and consider this idea.
Current Garden Club of Toronto projects under development include the following:

An entry park for the Meadoway (\$1 million raised)
Highway of Heroes founding sponsor (\$20,000)
and park at the Coroner's Office
June Callwood Park
Teaching Garden at Allan Gardens Conservatory
(\$100,000 raised)
Entry garden at the High Park Forestry School
Plantings for Phase 2 St James Park
We look forward to hearing from you

Hi Joanne,

10/19/2020

Thank you for your email and my apologies for not responding sooner. I've recorded your request for green space and trees. I've also copied the project manager, Johanna Kyte, in order to share the work and upcoming celebrations of The Garden Club of Toronto. This wonderful! I'm curious if you have reached out to the Downtown Yonge BIA regarding more short term opportunities. You may already know that if yongeTOMorrow is approved (i.e. report goes to Council this December) the timeline for construction is targeted for 2023/2025.

Again, thank you for reaching out to the team.
Kind regards, Maogosha

09/28/
2020

Traffic
Impacts
Opposed

I wanted to express my unhappiness with this design concept of making cycle and one ways cutting off yonge street.

No offence but I believe it's stupid and not thought out. Traffic in Toronto is already one of the worst in the world and Yonge street is one of the only through-streets of the entire city. With so many one ways already on Yonge you're asking for more congestion and likely more frustrated drivers trying to jump the lights to get back those few minutes they lost, resulting in more accidents with pedestrians.

You would be better off having cycle lanes on bay and pedestrian streets along elm Edward and Walton.

This will be a bigger problem that infuriates more people than it helps.

Automatic Reply

09/30/
2020

Opposed

The proposed plan is a complete betray of anything called good design

Automatic Reply

10/02/ 2020 Tourism CSSTO Pick up Drop off Turning radii

Hi Maogosha,
Although I realize that many of the specific details will be determined after the potential acceptance of the proposal, I just wanted to make sure that our need to continue picking up and dropping off at Yonge-Dundas Square isn't forgotten. As discussed previously, our sightseeing information kiosk is where the majority of our guests begin their tour experience with us and we need to regularly pull up as close as possible to it.

In the event that controlled access for us to the stretch of Yonge St. immediately west of Yonge-Dundas Square (where we normally pick up) is not possible, and/or that an alternate accommodation is not found or created on or near the Square itself, will there be the possibility of a dedicated lay-by for us on Yonge St. immediately south of the Square?

One concern we have is that, without such a dedicated loading area, we may frequently arrive at our home base with a large group to unload and a large group to pick up, only to find no free space to stop and safely carry out this exchange. We won't have the flexibility enjoyed by a small ride sharing vehicle or a delivery van. We will also be arriving at regular intervals - typically every 10 minutes or so during the summer months. Loading and unloading will take time, and there is only so far we can ask guests with physical challenges to wander away from their starting point.

Please let us know if there are plans for an accommodation like this, and/or if there are other agencies or individuals we should also be in touch with about this issue.

Relating to the turn from northbound Yonge St. east onto Dundas Square Lane, does it look like there will be considerations made for longer, wide-turning vehicles? Thanks for your ongoing commitment to this exciting project that seems especially relevant right now!

Huge apologies for the delay in responding to your questions. Please see the following response from Transportation Services:

1. In the event that controlled access for us to the stretch of Yonge St. immediately west of Yonge-Dundas Square (where we normally pick up) is not possible, and/or that an alternate accommodation is not found or created on or near the Square itself, will there be the possibility of a dedicated lay-by for us on Yonge St. immediately south of the Square?
Curbside loading areas have been identified on the east side of Yonge Street south of Dundas Square. Specifics of bylaws for these layby areas and usage will be determined during the next phase of design in consultation with stakeholders.
2. Relating to the turn from northbound Yonge St. east onto Dundas Square Lane, does it look like there will be considerations made for longer, wide-turning vehicles?
The design team will ensure that the right hand turns from Yonge Street to Dundas Square can be accommodated. Given this section of Yonge Street is one-way northbound during the day it provides more flexibility to accommodate larger turning radii.

Thanks again for your involvement and interest in this study.

Kind regards, Maogosha

10/16/2020	Government	Manager, Permits and Enforcement Street Events and Right of Way Programs Transportation Services	Advertising	<p>Hi There,</p> <p>I am a Manager in Transportation. One of the programs that my team manages is the Coordinated Street Furniture Program. This is a Partnership Program with the City and Astral Media. I was contacted today by Astral who is requesting more information on Yonge Tomorrow (specifically around how it will affect their advertising contracts in the Yonge and Dundas area). They also want to know the timeline around the project, and what needs to happen for it to be approved.</p> <p>I agreed to put them in contact with someone who can provide them with this information. Can you please direct me to who that person is? I appreciate your assistance. Thanks,</p>	<p>I've copied both the yongeTomorrow Project Manager, Johanna Kyte, for specific questions about the study and our Strategic Communications lead, Eric Holmes, for Astral Media.</p> <p>In terms of project timelines, the study is wrapping up the third round of public consultation and upcoming timelines include: December 1: Infrastructure & Environment Committee December 15/16: Council Kind regards, Maogosha</p>	10/19/2020
10/01/2020	Resident Assoc.	BCCA	Letter (online questionnaire) received in mail.	<p>Brad why don't we do a webex call. I am available most afternoons next week. Let me know when you are available and I can send you an invite. Cheers, Johanna</p>	10/29/2020	
10/01/2020	Resident Assoc.	BCCA	Letter (online questionnaire) received in mail.	<p>Thank you very much for taking the time to send us your comments in the mail. I want to confirm that they will be included as part of our online questionnaire results. I have also copied the project manager, Johanna Kyte, in order to share your feedback and considerations for blind/low vision people. Given that you are also writing for BCCA, can I also include your response as an official submission (i.e. letter) representing BCCA? Kind regards, Maogosha</p>	10/19/2020	

10/20/2020 BIA DYBIA 4C Comments

I hope you are keeping well. The yongeTOmorrow team is planning a final SAG meeting for November 6th (9:30 a.m. to 11 a.m.) to check in before the project reports to IEC on December 1. The SAG invite will be sent later this week and it would be good to connect with you before that meeting about DYBIA's design preferences (letter to Mayor, September 11th) as well as some more specific design elements like lighting.
Let us know if you have some time to meet and I'll set up a Webex Meeting invite.
Thanks! Maogosha

10/20/2020 CF TEC

The yongeTOmorrow team is planning a final SAG meeting for November 6th (9:30 a.m. to 11 a.m.) to check in before the project reports to IEC on December 1. The SAG invite will be sent later this week. It would be good to connect with Cadillac Fairview before that meeting.
Let me know if you have some time to chat I'll set up a Webex Meeting invite.
Thanks! Maogosha

Meeting accepted and set for Oct 29 3 p.m.

10/22/ 2020	Agency	TPA	Parking Garage Access	Sounds good. Will review and get back to you with any questions/comments.	Apologies for the delay in response on this. Find attached analysis on routing from Steer. In short, only approaches from the north and north-west are impacted and based on our analysis those impacts will primarily be felt by patrons who originate within 2-3km of the carpark. Those further afield would benefit from alternative routes regardless. There are no impacts to egress routes. Below are the updated travel times from the most recent modelling (PM) which are looking even better than the last round of results. Greatest impacts are approximately: NB Church 90sec NB Jarvis 75sec SB University 75sec WB Queen 120sec Let me know if you want to have a call to discuss with Steer in further detail. As of this week the report to IEC has been bumped to January as the December agenda is too full. Reimagine has been bumped again to be the December meeting pushing yongeTOMorrow to January. We haven't had a chance to update the full TAC and SAG on this change yet so I'd appreciate if you give me till the end of the week before circulating so I can update the full group. Thanks, Johanna	Attachment on file.
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10/29/ 2020	Property Owner Manager	Milyin Corporati on.	Traffic and Business	<p>Dear Johanna,</p> <p>This letter is written on behalf of my business, its employees and my tenants with urgent concerns about the yongeTOMorrow project that is currently evaluating the reconfiguration of Yonge Street between College Street and Queen Street. We are deeply alarmed that the preferred "Recommended Design Concept 4C" does not reflect the views of the business community or other key stakeholders and would have serious negative consequences both operationally and economically.</p> <p>We have helped to build a community that is vibrant and an attractive destination for tourists, students, employers, and major events and festivals. We have continued to invest our time, money, and energy in this neighbourhood in spite of rising commercial taxes, endemic social problems that the City continues to struggle to address, and serious congestion that make daytime delivery operations very challenging and slow the overall supply chain.</p> <p>We do not disagree that pedestrians need more space on portions of Yonge Street however, the pedestrian only zones and bike lanes that are now part of the yongeTOMorrow preferred design concept would be especially challenging for local businesses. After-hours deliveries will not suffice and shows ignorance of how supply chain actually functions day to day. We request, in the strongest terms, that these plans be re-evaluated to maintain essential and continuous access along Yonge Street. Overall logistics are confusing and will not be adhered to and there is no additional funding for long-term enforcement.</p> <p>Additionally, businesses on Yonge Street have been financially impacted with the ongoing COVID-19 pandemic and we will struggle again during the lengthy watermain replacement work and rebuild of Yonge Street in the next few years. Now is not the time to be creating additional challenges for local businesses. We cannot take yet another hit by rebuilding the street in a way that completely undermines the commercial operations our</p>	<p>I am including my colleagues to ensure this feedback is documented and I will review your comments with the project team.</p> <p>Best, Johanna</p>	10/29/2020
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business owners and employees have spent decades building.

As a Member of the Downtown Yonge BIA, I voice my support for the following principles, which the BIA has identified that are considered vital in the yongeTOmorrow initiative's planning for revitalization of Yonge Street to foster economic prosperity and a vibrant community:

- Permanent street closure, even for scheduled hours, is not acceptable. Eliminating vehicular traffic would be catastrophic for business, significantly curtailing the number of customers and their interactions in the area. The closure of Yonge Street would exacerbate congestion on other downtown north-south arteries, as well as the east-west streets at either end of the closed section. Deliveries, waste management and other services for downtown businesses would be severely hampered.

- A "flexible street" concept is supported for activations. Sections of Yonge Street can be restricted to pedestrian traffic for major festivals and events – such as Luminato and NxNE – and other activations, but only for these occasions. Activations are key economic drivers and Yonge Street is an attractive location for them. By definition they take place during a finite time period; Yonge Street should be open for regular vehicular traffic at other times.

- No bicycle lanes. The addition of the bike lanes on Bay Street, University Avenue, and Church Street can accommodate the north and south flows while connecting to the already established bike lanes for east-west flows via Gerrard Street, Shuter Street, Richmond Street, and Adelaide Street.

- Widen sidewalks – improving the pedestrian experience and enabling seasonal patios. Wider sidewalks will ease pedestrian congestion, enabling more people to walk comfortably and would facilitate patios being established annually

as a boost to food service businesses.

- Include power and water in street design. Power and water supplies are essential for both regular maintenance and to support activations.

Redesigning Yonge Street will be a generational opportunity to upgrade underground systems and must be considered in all planning decisions.

- Take a holistic approach to safety. It is imperative that designs for Yonge Street address existing and ongoing community safety issues, including cleaning, outreach and other proactive services to instill a sense of safety and comfort for residents and visitors alike. Pedestrianizing any part of Yonge Street, at any time, requires the appropriate social services and neighbourhood supports.

Based on these design principles and the imperative of recognizing and addressing the current situation of Yonge Street, I voice my opposition to the vision as currently presented and implore you to intervene to reconsider the direction yongeTOmorrow appears to be heading.
Sincerely,

11/02/
2020

Bousfield
s Inc. Church
 St.

Hi Maogosha

I am looking at a site on Church Street (241 Church) and wanted to understand if the YongeTomorrow will impact Church at all. Let me know if you have a moment for a call. thanks

Thanks very much for your email. I've copied the project manager, Johanna Kyte, who is in a better position to take your call especially if you are interested in traffic circulation. I suggest that you share some times that you are available to speak this week and I'll let Johanna follow up with you directly.
Kind regards, Maogosha

11/02/2020

11/16/ 2020	Business Restauran t	Salad King	<p>Dear Mayor John Tory, Councillors Kristyn Wong-Tam & Mike Layton, Please find attached Salad King's position in response to the proposal put forth regarding the permanent closure of Yonge Street as part of the proposal for the yongeTOmorrow project. We are not in support of the proposal as we believe it will negatively impact the neighbourhood and our business, and may lead to a decision whereby we may be forced to leave the community. We ask that you take our concerns seriously and pursue other options that provide a better balance between the needs of all our neighbours who both currently and in the future, will live, work, play, and invest in the neighbourhood. Thank you for your careful consideration.</p>	<p>As Johanna and I were copied on your letter addressed to Mayor John Tory, Councillor Wong-Tam, and Councillor Layton, I would like to confirm receipt and thank you for taking the time to outline your economic and business concerns about the recommended design concept (4c). Your comments have been shared with the project team, recorded and will also be part of the public record for this study.</p> <p>Kind regards, Maogosha</p>	11/17/2020
11/24/ 2020	Student	Student Request	<p>Dear Ms. Pyjor, I hope this email finds you well!</p> <p>I am a Landscape Architecture student from University of Toronto. My graduate thesis is about Yonge Street. I have been doing research about the street. I am really interested in the yongeTOmorrow project and have been looking through the documents online.</p> <p>I am wondering if I can talk to anyone from this project to better understand the Yonge Street' s history and current condition?</p> <p>I attached a snapshot of our course requirement bellow to better articulate what I am looking for, but I would really appreciate any feedback!</p> <p>Thank you very much! Best regards,</p>	<p>Thank you for your email and for reaching out to us. I've worked on a lot of environmental assessment projects over the last ten years, and in terms of public consultation, this is one of the more unique projects in terms of geography and range of stakeholders. We can certainly touch base in terms of public consultation and engagement. As for background and existing conditions, I have also shared your request with the project manager, Johanna Kyte. Couple of things first. If you haven't already reviewed the past consultation link on the web page, this is a great place to review the slides/presentation for each round of consultation (three in total) but also the feedback summary report which will tell you a lot more about the perspectives/priorities that people have shared throughout the process.</p> <p>The second thing I would ask, is after your review (again if you haven't done this already), please feel free to share any specific questions you have. That can certainly better inform our conversation. We</p>	11/26/2020

can certainly speak anytime next week.
Kind regards, Maogosha

11/24/ 2020		Support	WONDERFUL !!! Toronto downtown needs MORE European-style pedestrian-oriented walkways and streets going into the future. Toronto continues to experience a long-awaited Renaissance as a World Class City. HURRAY !!!		
12/21/ 2020	ACAT	Accessibility TTC	3 points curb cuts to make it easier for wheelchair/scooter users and those with walkers gate not discussed if the gate standards will be on the roadway and not the sidewalk which would impede those with wheelchairs and mostly the distance that some wheel trans users will have to walk very far to get their rides Persons who use canes, walkers but have certain health issues ie. cardiac issues where walking prolong distances causes breathing issues all of these should be taken into consideration	N/A	Part of follow up to meeting notes
01/05/ 2021	CycleTO		Hi Johanna, Happy new year to you, and congratulations on the Yonge Tomorrow report going to IEC soon! Fingers crossed for the staff recommendations to pass. I may have confused myself, but could I clarify whether Page 25 "To mitigate these concerns design concept 4D recommends permitting a westbound right turn out of the garage at the Yonge Street and Shuter Street intersection" in the main report should instead read "eastbound right turn"? or is this referring to alternate right turn movements from Yonge into the garage, or from Shuter onto Yonge? http://www.toronto.ca/legdocs/mmis/2021/ie/bgrd/backgroundfile-159577.pdf Small detail, just wanted to confirm. Many thanks,	Good catch, yes an eastbound right turn would be permitted out of the garage onto Yonge Street as shown on the roll plan, in addition to the westbound right turn from Shuter onto Yonge. Best Regards, Johanna	01/06/2021

01/08/2021	Restaurant	Barberian Steakhouse	IEC Two lane support	Supports operations being removed via attachment 8 to show only physical design.	Acknowledged on phone call that previous meeting minutes will be part of public record and all correspondence recorded.	01/08/2021
01/08/2021	BIA	DYBIA		<p>Just a heads up that we have updated the project web page and SAG Members will be receiving the following update shortly. Can you also share with your members.</p> <p>--</p> <p>Hello yongeTOMorrow Stakeholders,</p> <p>Thank you for your ongoing interest and participation in designing the future of downtown Yonge Street. As you know, yongeTOMorrow is about creating an economically-vibrant and flexible street which improves the pedestrian experience between College Street and Queen Street.</p> <p>We understand there has been some confusion about what Infrastructure and Environment Committee (IEC) is being asked to approve on January 11 through report 19.11, given that the Recommended Design Concept 4D includes a physical design (reduction of driving lanes from four to two) and also references an operational approach (i.e. pedestrian priority zones, one-way segments, and turning movements etc).</p> <p>To help clearly communicate the physical design elements which are subject to the Environmental Assessment process and require IEC and Council approval, Attachment 8 of the staff report "Recommended Physical Design" has been revised to clearly show the recommended physical design. As has always been the plan, the City will continue to consult with local stakeholders on an operational approach during the detailed design phase (2021-2023), and an Operational Plan will be brought forward for Council approval at a future stage prior to proposed construction (2023-2025+), when COVID-19 recovery is underway and local needs are better understood.</p>	<p>Thanks, acknowledged.</p> <p>We are in the process of using our data base to send this out to our members. The team is working it now.</p> <p>Would you have time for a quick call to discuss, as I know I will be swamped with member calls so I want to be clear of the changes and what staff is now presenting on Monday.</p> <p>ps.. do you remember the date of the members session we did at Arts and Letters back in 2019?</p>	01/08/2021

The team appreciates your ongoing involvement to date and we look forward to continued collaboration in the next phases of design and operational planning.

Sincerely, Barbara Gray
General Manager, Transportation Services, City of
Toronto

01/09/ 2021	<p>Morning Johanna, well upon further review of the revised document, which I didn't catch yesterday but see very clearly today, still has all infrastructure the gates to make Pedestrian zones on Yonge Street. This will not fly with DYBIA, our membership, stakeholders and partners.</p>	<p>We have identified "potential" gate locations for reference based on the recommended operational approach.</p>	01/10/2021	
	<p>They will need to be removed from the design if we are going to try to move forward with us approving the design document and the EA.</p>	<p>Whether or not gates are installed, their locations, and when they would be used (special events, weekends, daily, and for what hours) would continue to be consulted upon during the development of the operational plan and detailed designs.</p>		
	<p>Let me know your thoughts as members are now seeing the document and calling foul.</p>	<p>Many stakeholders have suggested throughout our meetings that a phased in approach or special event based use of ped priority zones may be desirable.</p>		
		<p>Please remember this is a pre-30% functional plan, not a 100% construction plan. There is still 1.5 -2+ years of design and consultation before we get to construction drawings and a finalized operations plan that would be brought to IEC.</p>		
		<p>The tomorrow we are looking for a decision from IEC on taking Yonge Street from four lanes to two lanes. Thanks, Johanna</p>		
01/08/ 2021	SAG	<p>IEC Confusion Info Request</p>	<p>I'm unclear about what you mean when you say: "some confusion about what Infrastructure and Environment Committee (IEC) is being asked to approve" What confusion are you referring to, and who has raised it, and where? Can you please provide specifics?</p>	
01/09/ 2021			<p>Can someone get back to me today on the question below:</p>	

01/10/
2021

We have staff meeting tomorrow at 9:00am before the City Committee meeting, and I will have to explain:

- 1) What is the "confusion" that has been referred to, below;
- 2) Is this new diagram / proposal sent Friday different, in any way than the main recommendation in the Agenda tomorrow?

If so, how?

I have sent a couple of e-mails already and have had no response over the weekend, so I am also copying Barbara Gray here.

Could someone from Steer Group, or Lura, or the City team working on this project get back to me today, so that I can explain it in the morning?

Thank you for your help in this.

It came to the team's attention that some folks were unclear about which components of the design the report is asking IEC to consider tomorrow. The amendments to Attachment 8 are to clarify the report recommendations which remain unchanged.

IEC is not being asked to make a decision on operations at this time as operations are not subject to the EA process. As a result, graphics illustrating the operations approach have been removed from the Attachment 8 diagram. This includes:

- pedestrian priority zone shading and symbols
- direction of travel/turn movements
- turn restrictions

Attachment 8 now illustrates the flexible 2 lane street design without operations.

Best Regards, Johanna Kyte

01/10/2021

01/10/
2021

Thanks for getting back. Appreciate it.
But that explanation below makes it even more totally confusing !
Are you now saying that the concept that staff had touted since last year
(as being what would be the recommendation in the report) ... the one that would direct vehicle traffic
on various one-way only sections / and different directions, and that showed actual barrier locations, is NOT the one that is being asked to be recommended under this new scenario ?
You say the report recommendation "remains unchanged" but in all that I saw and heard at various consultation and stakeholder meetings, staff were always showing the one-way only sections.

So, just to be clear, are you now saying that:

- the pedestrian priority zones
- the direction of travel / and turn movements
- the turn restrictions

are NOT going to be approved in this report? And if that is the case, when exactly will all of that be dealt with?

You and your team have known about the scheduling of this agenda & report & map for well over over 6 weeks, since it had not made the December committee agenda.
This is a major and very last minute diagram change (i.e. the "graphics illustrating the operations approach") and it was brought forward at the last minute on a Friday afternoon? Why?
Thanks for getting back

The Recommended Design Concept remains the same, but a two part approval process is suggested:

Part A –Physical Design (2 Lane Flexible Street)

The permanent lane reduction is subject to the EA process and IEC is being asked to consider this tomorrow. This would allow the EA process to conclude and work to begin on developing a capital project which also includes watermain renewal.

Part B – Operational Approach (Pedestrian Priority Zones, One-Way, Two-way etc)

The operations approach recommendations are not subject to the EA process. IEC will can consider this at a future date prior to construction (2023-2025+) once local needs related to COVID-19 recovery are better understood.

In Round 3 of consultation there were concerns about potential changes in travel patterns and local street needs related to COVID-19 recovery. The team acknowledged these stakeholder concerns and indicated they would look into opportunities for the report to address these concerns. In response, the Dec 23 report recommends approving the physical design now, and approving the operations approach in future.

As for the timing of the revisions, it was directly related to the timing of questions we received on Attachment 8 last week and the turn-around times to make the updates. I hope this helps answer your questions.
Best, Johanna

01/10/2021

01/10/
2021

Thank you

But this is incredibly confusing, and is not all what we had been led to believe was what you were going to be recommending.

In late Fall, we were led to believe that the option having all of the one-way street designations and barriers was what was on the plate for approval.

So ...

1) When was the scenario that you outline below, of a "Part A", and a "Part B", first presented to all the stakeholders and in all public consultations?

Please elaborate? What date, and when, and how?

I don't recall ever hearing that.

I recall no such presentation.

And also ...

2) Why was the fact that "the operations approach recommendations" would not be subject to the EA process made clear right from the very outset? ... and well before the final report for the agenda had been drafted? I do not recall ever hearing that either.

When and where was it made crystal clear?

Please supply details of that one?

In fact, in the final Committee agenda that you sent to the Clerk for posting and distribution, you had presented that very scenario / and design / and map of one-way streets, and barriers, so how did your staff and consultants suddenly come to the realization now that it did not fit the EA process? ...

Why is it now a new surprise? I don't understand.

Since that Fall, Transportation staff and consultants were always pushing the one-way street designations, and barriers.

Thanks

Thank you for reaching out. The report to Infrastructure & Environment Committee, which has been posted online since December 23, clearly describes the recommended physical design on page 14 and the notion of a flexible operational approach on page 15/16 including a concept diagram of the potential operations plan as developed to date, along with the following note:

This operational recommendation is subject to further consultation and refinement throughout the detailed design process. Prior to construction completion, a report would be brought forward to Infrastructure and Environment Committee recommending by-law and traffic operational amendments necessary to implement an operational approach. As with all operational initiatives, the street would continue to be monitored and further adjustments could continue to be made as needed to maintain effective street operations.

This point is reiterated in the conclusion of the report "Schedule and Next Steps"

Subject to Council approval, the Environmental Study Report will be finalized and submitted to the Ministry of the Environment Conservation and Parks (MOECP) and will be subject to a 30 day public review period.

Subject to approval of the EA, the next phase of the project will develop the detailed design of the Preferred Design Concept along with construction phasing and schedules. The next phase will also provide an opportunity to continue consultation with the community on the flexible operational strategy and considers post pandemic recovery needs.

01/11/2021

Prior to construction completion, a report will be brought forward for City Council for approval of necessary by-law amendments to enact the implementation of an operations strategy developed in consultation with stakeholders that is appropriate to the future near-term needs of downtown Yonge Street. As part of the detailed design process the City will also need to establish plans for operations, maintenance, and public realm programming. Due to the condition of the existing watermain, it is recommended that detailed design take place from 2021 to 2022 and construction from 2023 to 2025. Timing is contingent upon funding approval and coordination with other capital works in the downtown core.

In the feedback we heard from stakeholders during round three of the public consultation, it became clear that taking the operational plan forward for Council approval at this time would be premature for the following reasons:

- an operational plan is not subject to the Municipal Class Environmental Assessment process;
- we do not have the necessary level of consensus among stakeholders on the recommended concept for the operational plan; and
- we acknowledge that local needs related to COVID-19 recovery may change the recommended concept for the operational plan.

Following the publishing of the staff report to Committee, it became abundantly clear that the approach of proceeding with a recommended physical design through the Municipal Class Environmental Assessment process, followed by a detailed design phase to refine plans including operations, was not

widely understood. This led us to post a revision to attachment 8 to only show the recommended physical design elements, which are subject to the Municipal Class Environmental Assessment process, and being proposed for Infrastructure & Environment Committee and Council approval at this time.

I trust this is helpful. Jacquelyn Hayward
Director, Project Design & Management
Transportation Services

01/09/ 2021	Support Ped Priority Areas	Attention Mayor Tory and Barbara Gray:	N/A
		On behalf of the thousands of residents who call Kensington Market and the surrounding area home, can we please make Kensington CAR-FREE each and every weekend?	
		The Car-Free Sundays is wildly popular and really returns the streets to the people of Kensington. It is safer for pedestrians, those with mobility issues, cyclists, and runners. People who do not live in Kensington have zero need to drive within the small lanes of the district. There are multiple city parking garages on the perimeter, and the city can still retain street parking revenue on weekdays.	
		We will never become the city we aspire to be if we do not make big, bold changes. If smaller cities like Ottawa and even Miami can have car-free pedestrian zones, why are we so slow to do the same?	
		I follow your Yonge TOMorrow project, and while the changes coming are certainly heading in the right direction, I still feel like we missed the mark by not making Yonge completely VEHICLE-FREE between Shuter and Gerrard, except for the TTC, emergency vehicles, and commercial deliveries only. Anyway there are my two cents. Thank you.	
01/10/ 2021	Media	Annex Gleaner	Winter Maintena nce
		Dear Yonge TOMorrow,	Thanks for your question.
		Toronto is a winter city. Eight months out of 12, Toronto is in various stages of winter. And yet your image on your website shows a reimagined Yonge St., on a warm sunny day.	Amendments to existing winter operations on Yonge Street would be determined in the next phase of detailed design. I've copied the Project Manager, Johanna Kyte, in case you require any further information.
		How will your redesign of Yonge St. address this, and make the street usable, welcoming and friendly during winter?	Kind regards, Maogosha
			01/13/2021

01/13/
2021

Dear Ms Kyte,

Congratulations on winning the vote at the infrastructure environment committee. I participated by emailing my councilor, Mike Layton, in favour of the project.

However, I'm wondering how Toronto being a winter city has figured into your design. Does it include heated sidewalks, for example?

The Winter Cities Institute has lots of great resources and ideas on how to make winter cities liveable. Toronto is in various stages of winter eight months of the year, so it's crucial, in my opinion, that designers, architects and planners prioritize this fact of life for Torontonians.

Thank you for your participation in the study to date, your comments, and link to Winter Cities Institute. Early in the study heated sidewalks were reviewed, but the design team did not recommend them due to the cost and potential operational challenges. Amendments to existing winter operations on Yonge Street will be explored in the next phase of the project as part of detailed design and operational planning with local stakeholders.

I have copied my colleague Maogosha to ensure your comments are formally documents in the Environmental Study Report.

Best Regards, Johanna Kyte

01/13/2021

01/11/2021 Business Restaurant Bridge Foods Access Deliveries

Hello,

Thank you for forwarding the attached diagram highlighting more specifics around the design elements based on location. As a local business owner in this area, we have participated in the discussion and consultation around what design elements would do to my business based on selected choices ect. I've raised many times with the committee that a design choice of this nature would prohibit me from conducting regular business specifically around deliveries of critical supplies due to the nature and operation of my business. As i've stated many times before, my business requires regular, large volume deliveries that are heavy in nature that require our delivery truck to be situated right in front of my restaurant (during evening/night hours) in order to successfully continue operations. The proposed design does not highlight any accommodation to this effect an seems to completely prohibit it based on what I can see visually.

I am looking to understand once again what measures will be taken to ensure that by business is capable of operating with this proposed design change. I am worried that the feedback we have provided is not being considered and the committee is proceeding without listening to support local business owners who have highlighted their needs to continue to operate.

Please consider that the physical design under consideration at this time maintains 24/7 driving access to your property and supports a flexible approach to commercial loading. The physical design is a two lane flexible roadway all the way from College Street to Queen Street. The 2.7m wide furnishing zones supports space for any of the following: tree planting, commercial/passenger loading, furnishing, and cafes. During the next detail design phase of the project, the placement of streetscaping elements and by-lawed stopping/loading areas will be determined. In the feedback we heard from stakeholders during round three of the public consultation, it became clear that taking the operational plan (pedestrian priority zones etc.) forward for Council approval at this time would be premature for the following reasons:

- an operational plan is not subject to the Municipal Class Environmental Assessment process;
- we do not have the necessary level of consensus among stakeholders on the recommended concept for the operational plan; and
- we acknowledge that local needs related to COVID-19 recovery may change the recommended concept for the operational plan.

Staff will continue to consult with stakeholders like yourself on the operations of the two lane roadway. This operational recommendation is subject to further consultation and refinement throughout the detailed design process. Prior to construction completion, a report would be brought forward to Infrastructure and Environment Committee recommending by-law and traffic operational amendments necessary to implement an operational approach. As with all operational initiatives, the street would

01/13/2021

continue to be monitored and further adjustments could continue to be made as needed to maintain effective street operations.

We will also continue to discuss items specific to your site during the next phase including the action items from our meeting with you last year which included:

- Team needs to look at turn onto Edward Street and ways to simplify movement
- Meet with 18 Elm Street developer
- Given rationale with unique site context (front loading only) and thriving business, find workable solutions and consider special permission for delivery access while avoiding peak pedestrian hours
- Double back to any other stakeholders who do not have rear access for operational requirements (e.g. Swiss Chalet also takes front deliveries (CARA foods) and could be smaller volume but similar logistics.

Let us know if you require any clarification on the above and/or if you have any further questions. Kind regards, Maogosha

01/08/2021 Accessibility

Accessibility To: Mayor Tory <Mayor_Tory@toronto.ca>

Wheel-Trans

I'm a person with a disability who lives on Carlton Street at Church St. I've been an activist for equality for persons with disability for most of my life, mostly around transportation. I have sent a similar email to my city councillor, Councillor Wong-Tam.

Before I get started, I must tell you I sit on the TTC's advisory committee and I became aware of this through that committee; however, this email is solely my opinion and thoughts.

From the presentation which was shown at the committee meeting it was obvious that very little thought or consideration was put in with regards to people with vision lost nor for people using mobility devices. Another factor which is ignored is when people are using Wheel-Trans they "must" have Wheel-Trans pick them up and drop them off right at the door, NOT 100 meters. The whole idea for applying for Wheel-Trans, for some, is that they can't walk long distances. Now you are going to make this person walk half a block to get on Wheel-Trans . Also, where is this person supposed to wait for their ride, inside the pick-up address or on the corner? If on the corner, what happens in bad weather or really hot weather. The other aspect is people with mobility devices also can't be out in bad weather because their electrical system in the mobility device will short out. If the person waits for their ride inside the pick-up address, how will they see their ride when its parked at a corner?

It is Wheel-Trans policy that their drivers must have a clear view of their vehicle at all times. If drivers are now expected to walk half a block to escort their passenger to or from the pick--up address, how will they ALSO be expected to have a clear view of their vehicle?

People with vision loss will be more at risk because

On behalf of the yongeTOmorrow project team, I want to thank you for taking the time to share your comments.

Please see the following responses to the very important points that you provided.

1. Little consideration for people with vision loss or use mobility devices

The proposed pedestrian priority zones have been developed in consultation with Wheel-Trans. During the next phase of design there will be more discussion with Wheel-Trans to determine specific properties which require additional accommodation for Wheel-Trans to service adequately. The Design Team will also come back and meet with both the Toronto Accessibility Advisory Committee and ACAT.

2. Wheel-Trans pick up at front door

Thank you for this important point about challenges with mobility devices in bad weather.

3. Concern with vehicles mounting sidewalk for people with low vision

During detailed design we will consult with low/no vision users on the delineation and separation of passenger commercial/loading zones.

4. Equity and include: "people with mobility devices and who are blind"

This project affirms that there is a need to provide better transportation choices and experiences for all who walk, roll, cycle, and take transit and provide more public space for downtown residents. The City of Toronto is committed to building a transportation

01/13/2021

at certain points within a block, vehicles will be allowed to mount the sidewalk and park. I can't imagine being a person who is blind, walking on a sidewalk and all of a sudden hearing a vehicle right in front of me, can you? This plan is asking our blind community to feel safe walking on sidewalks except for one.

In this presentation it said "Equity - There is a need to provide better transportation choices and experiences for all who walk, cycle, and take transit and provide more public space for downtown residents". I am strongly suggesting that you recommend they include another sector of the public and that is people with mobility devices and who are blind.

We are always an "afterthought" and this must stop! Thank you and take care.

network that considers the needs of all groups regardless of race, class, ability or any difference and acknowledges that not everyone starts out with the same opportunities and mobility choices.

Again, thank you for sharing your contribution and we look forward to engaging with folks from the accessibility community early in the next round of design.

Kind regards, Maogosha

01/12/ 2021	Opposed Funding	<p>Dear Mayor Tory,</p> <p>If budget cuts are necessary, you have my blessing to cut the proposed Yonge Street revitalization from College Street south to Queen Street which, according to a news report today, will cost in the vicinity of tens of millions of dollars (which, in all honesty, likely means billions). Let's stick to funding only what is critical and essential to the effective operation and well-being of our city and residents.</p>	<p>Thank you for taking the time to submit your comments which I've recorded and will be part of the public record in the final report for this environmental assessment study.</p> <p>Kind regards, Maogosha</p>	01/13/2021
01/08/ 2021	Concern about Timing	<p>While this is better than we have currently, it does not exhibit any drama or new design concepts. As a university student 40 years ago i wrote a proposal very much like this for a different city. How much have you spent to get a marginal change? And the time- line! 2023? Get it done in 2021! My goodness, are we really this hide- bound in Toronto? A disappointed follower of the project</p>	<p>Thanks for taking the time to submit your comments.</p> <p>In terms of design, please consider that in the feedback we heard from stakeholders during round three of the public consultation, it became clear that taking the operational plan (pedestrian priority zones etc.) forward for Council approval at this time would be premature for the following reasons:</p> <ul style="list-style-type: none"> • an operational plan is not subject to the Municipal Class Environmental Assessment process; • we do not have the necessary level of consensus among stakeholders on the recommended concept for the operational plan; and • we acknowledge that local needs related to COVID-19 recovery may change the recommended concept for the operational plan. <p>In terms of the timeline, the watermain has to be replaced first (2023) and then we can work on the road. Kind regards, Maogosha</p>	01/13/2021

01/07/ 2021	Bus Stops	<p>I realise this is late in your design process but I'm wondering the reason why the bus stop is the sidewalk-side of the bike lane? Many cycling cities around the world place an 'island' between the mixed-vehicle lane and the bike lane for people to wait for busses, allowing boarding and alighting with less conflict with cyclists.</p> <p>Find attached an image of what I mean.</p> <p>What prevents the city from designing bus stops/bike lanes like this?</p>	<p>Thanks for your email. Please consider that given the only regularly scheduled bus service on Yonge Street is overnight, the Boulevard Island Stop option would be overbuilt for the street. It would also result in insufficient space for pedestrian clearways and furnishings zones which are key project objectives. The combined platforms proposed on Yonge Street are utilized across many corridors such as Sherbourne St, Lake Shore Blvd W, and Wellesley Street with much success.</p> <p>Kind regards, Maogosha</p>	01/15/2021
01/15/ 2021		<p>Will the 97 still be running along Yonge? I understand the irregularities of the bus service in the area.</p> <p>My hope is Yonge aimed to be a design for the city to replicate, on places like Wellesley and the other routes you mentioned and my hope is the design I've suggested is considered for those. Shortly after submitting it to you I realised it's a design NACTO recommends.</p> <p>I realise Yonge isn't the ideal place to test this "new" design (that's used in various cities in the world) and I'm late to the game if I want to genuinely recommend design changes, I was just wondering if it was considered, which you've answered.</p>	<p>You know, give me until Monday to confirm because up until our Committee meeting last week and a the last round of public consultation, the Recommended Design Concept maintained that: 97B day bus service within the focus area would be discontinued or rerouted. Discussions with the TTC are ongoing. 320 night bus service would be maintained. Stop locations would be relocated closer to pedestrian crossings where possible. No changes are planned to streetcar routes. Subway services and facilities are not impacted by yongeTOmorrow. The study continues to coordinate project recommendations with planned TTC station upgrades. Subway replacement shuttles would continue to operate on Yonge Street as needed See Panel from Round 3 Consultation (slide 31) I'll get back to you with status of this. Maogosha</p>	01/15/2021

			<p>One update on the information already provided: Due to low ridership, the 97B day bus service would no longer operate on Yonge Street if daytime pedestrian priority zones are implemented. Discussions with the TTC are ongoing as to whether this route would continue to operate if pedestrian priority zones are not approved as part of the final operation scheme. Maogosha</p>	01/18/2021
01/07/2021	Turn Radii	<p>The radius of most street corners of Yonge tomorrow project are much to big. If the whole thing (changing the water pipes excluded) is about pedestrianization/safety of Yonge it should be crucial for pedestrians to spend as little time as possible on the road and for cars to slow down. What's the reason why junction with Dundas Sq and Shutter St have street corner radiis as large as expressway exit ramp? So the cars coming from Shutter can go on Yonge without loosing too much speed? That's not safe. That's not good enough. Why exit from Eaton centre is still so large? So 20 cars (14 people?) an hour leaving the centre have the space that they're clearly entitled to and hundreds of pedestrians walking there every hour almost none? Why radii of southwest side of Yonge/Queen is different than southeast?</p> <p>Also - bike lanes should be wide enough to enable overtaking - not all people using bikes are travelling with the same speed - and that's perfectly OK but overtaking should be safe.</p>	<p>Thank you for your email. Please consider that most intersections still must accommodate movements for fire trucks, garbage trucks, tour buses and delivery trucks to maintain business operations and municipal servicing. The design team has determined the largest vehicle needing to make turns at each corner and design the radii accordingly. Turn radii will continue to be refined during the next stage of operational planning and detailed design.</p> <p>Kind regards, Maogosha</p>	01/15/2021

01/15/ Business Salad
2021 Restauran King
t

Hi Maogosha, Johanna,

Is there something specific you'd like to know about? The concerns I have haven't changed since we last met and is consistent with both my written submission and deputation on Monday. If there is a specific question, I can clarify and/or look into it a bit more for you.

Specifically:

01/18/2021

1) The physical design being considered by council February 2nd provides 2-way 24/7 vehicle access from College Street to Queen Street including in front of your property and support for curbside loading. Can you clarify the need to reschedule your deliveries? Can you clarify if you object to a two lane cross section with wider pedestrian sidewalks or if you only object to the pedestrian priority zones which are not under consideration at this time?

2) Although not being considered on February 2nd, the 4D operations scheme (which includes pedestrian priority zones from Walton to Elm and from Edward to Dundas) also includes 24/7 southbound vehicle access in front of your property and support for curbside loading. Can you clarify the need to reschedule your deliveries in this scenario?

If it's easier for you to respond to these questions via email and without a phone call, that's good too. Maogosha

01/19/ 2021	Salad King	<p>Specifically:</p> <p>1) We don't have any issues with 2-way access. This is in line with the work that was done during YongeLove and the streets were able to handle the volumes then. Our concern is primarily to do with the Pedestrian Priority Zones.</p> <p>2) Per above, our concerns are primarily with the bi-directional street closure, however we do still have concerns with any lane reductions beyond what was proven during YongeLove. Specifically with regards to whether there will be enough capacity on street to handle the traffic (left turn, right turn congestion at intersection, how far drivers have to go to change direction, especially with no-left turns on Bay Street during the day). If there is congestion then our delivery companies may not be able to accommodate, but we won't be able to assess this without further review. Per our feedback and site visit previously, Elm Street can get quite clogged Pre-COVID without any traffic changes. The Physical Design incorporates Gates that pre-supposes an operational mode that we cannot currently support due to the potential economic impact to our business. We also think such a complex concept (hours when streets are both ways, traffic next to pedestrians, ease of by-passing) is not safe.</p>	<p>Thanks very much for your additional responses Alan. This is helpful.</p> <p>Maogosha</p>	01/22/2021
02/01/ 2021	SAG CF TEC	<p>Johanna, Are you available 2pm Wednesday or 11am Thursday?</p>	<p>I am following up on the voicemail I just left for you. I received word by way of the Mayor's Office that Cadillac Fairview would like to discuss turn movements at the Yonge/Shuter intersection with the yongeTOMorrow team. Both Jacquelyn and I have availability for a call Monday afternoon between 2:30 -4:00pm. Please let me know if this window will work for you. If not I can circle back with some alternate times. Best Regards, Johanna</p>	01/29/2021

					<p>We understood CF wanted to meet with us prior to the item being considered by council on Tues/Wed.</p> <p>If that is not a priority, we could likely make the Wed 2pm time work (council will still be in session) or an alternative later date.</p> <p>Thanks, Johanna</p>	02/01/2021
04/04/2021	SAG	CycleTO	Support	<p>A sincere congratulations to the entire project team for achieving yesterday's supportive vote at City Council! A milestone years in the making on a very exciting project.</p> <p>Sure, there's plenty of work yet to come, and we are looking forward to continued collaboration with the team as new milestones approach... but for now, a celebration. Fantastic work all!</p>	<p>The yongeTOMorrow team sincerely appreciates the collaborative involvement from you and your team to date and we look forward to continuing the dialogue as we move into the next stage of planning.</p>	02/04/2021
02/09/2021	SAG	Yonge-Dundas Square	Org Update	<p>Hi Maogosha and Johanna,</p> <p>Hope all is well with you both and that you are staying safe. We have been watching as things have developed over the last number of months with yongeTOMorrow – congrats on the project getting through Council!</p> <p>I wanted to take this opportunity to introduce you both to new YDS General Manager Julian Sleath. Julian joined us before the holidays and I think it would be great to get a call together to make that connection. I would also like to share that I have accepted another job and will be moving on from YDS as of Feb 19th. Julian will take my place if there are any future Stakeholder Advisory Group Meetings. If I should be letting anyone else know so that he is on the proper distribution lists, please let me know.</p> <p>It was a pleasure working with you both and I look forward to watching to see what happens as this project develops.</p>	<p>On behalf of Transportation Services, thank you very much for your contributions on this project and to the SAG.</p> <p>Welcome Julian!</p> <p>I can schedule a 30 minute Webex meeting so that Johanna and I can meet you virtually. We have the following times available before Ryan's departure on the 19th so let me know if one of these works for you:</p> <ul style="list-style-type: none"> • Friday February 12th 2:30 p.m. • Tuesday February 16th 2:30 p.m. • Thursday February 18th 3 p.m. <p>I've also copied LURA who leads our SAG so that they can update the contact list accordingly.</p> <p>Thanks for this update Ryan. All the best with your new work adventure.</p> <p>Kind regards, Maogosha</p>	02/11/2021

02/11/
2021 Property
Owner
Manager Gemston
e
Property
Ltd.

Good afternoon,
I am hoping to get more information on the plans that were approved for Yonge Street. My understanding is they will be expanding the walkways. When will this project begin and when is it expected to be completed?

Where can I find the full plans? I have only seen a couple rendering online. I was looking for more information on what is planned for Yonge and College intersection, such as are both sidewalks being widened or only one?

Thanks in advance

Yes, the recommended design concept does widen the sidewalks on both sides.

In terms of the Yonge and College intersection, please see the following two links (which can also be found under the Past Consultation tab):

1. Information materials from the last round of public consultation:

<https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/yonge-downtown/consultation/past-consultations/>

2. The roll plan shows the College and Yonge area:

<https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/yonge-downtown/consultation/past-consultations/>

If you have already subscribed to the mailing list, amazing.

If you have not, please visit the website to sign up and the update we just issued to subscribers this week follows (with general timelines).

Please note that I've copied the project manager, Johanna Kyte, in case you have any additional questions or comments following the review of this information.

Kind regards, Maogosha

Feb Update to subscription listed pasted in.

02/12/2021

02/16/2021 Student Ryerson

Volunteer Interest

I am interested in volunteering with Yonge Tomorrow. I am a graduate City Planning student at Ryerson University and I have experience with placemaking and community development projects.

If there is a way for me to get involved in Yonge Tomorrow please let me know.

First off, thank you very much for reaching out to us and for your interest in this project! In terms of volunteering, we aren't set up to have volunteers work on environmental assessment studies. However, there are definitely opportunities to be involved. Consider the following:

02/19/2021

1. If you haven't already subscribed to received project updates, please do via the web page.

2. In the coming weeks, we are preparing to issue the Notice of Completion and the final report (Environmental Study Report) will be available for a 30 day public review period and posted on the web page. This is an opportunity to address any outstanding issues and receive additional feedback.

3. Following Notice of Completion, staff will then work on the next phase of Detailed Design (2021-2023). There will be more public engagement during this phase (stakeholder meetings, public events) and this is a really good way to get involved.

4. During Detail Design, there may be an opportunity as a local stakeholder for you to help organize a meeting with Ryerson students that the team could attend. We could certainly explore this more.

5. More general and established volunteer opportunities with the City can be found here: <https://www.toronto.ca/community-people/get-involved/volunteer-with-the-city/> Let me know what you think and thanks again for reaching out to us! Maogosha

02/16/ 2021	Student	UofT - Multidisci plinary Urban Capstone Project	Student Request	<p>Hi Maogosha,</p> <p>I hope you are well and had a pleasant long weekend!</p> <p>I am reaching out as I have been managing the School of Cities' Urban Pilot Lab's capstone course this past year. I wanted to invite you to submit a project pertaining to the recently approved YongeTOmorrow project. We are soliciting Statements of Needs (SONs) that would provide students with an interesting and engaging project for the 2021/2022 academic year.</p> <p>We believe this is an important project that would create a precedent for main streets everywhere, and thus, would benefit from the participation of students from a range of faculties. Our students have previously worked with the City of Toronto with great success, including the incorporation of TinyTownTO to the Daniels curriculum and building a booking service for nightlife events. All the details are below.</p> <p>Please feel free to contact Cecelia Pye if you have any questions,</p> <p>All the best,</p>	<p>On behalf of the project team, thank you for reaching out to us with an invitation to submit a SON.</p> <p>This would be an amazing opportunity to connect with students during the next detailed design phase of the study however we have some steps to first move through and it's difficult to predict the timelines for community engagement in 2022/2023, considering:</p> <ul style="list-style-type: none">• In the coming weeks, we are preparing to issue the Notice of Completion and the final report (Environmental Study Report) will be available for a 30 day public review period and posted on the web page. This is an opportunity to address any outstanding issues and receive additional feedback.• Following Notice of Completion, staff will then work on the next phase of Detailed Design (2021-2023). There will be more public engagement during this phase.• During Detail Design, there may be an opportunity to engage with students but we wouldn't be able to plan for this until next year <p>I've copied the project manager, Johanna Kyte, in order to share your request and interest in yongeTOmorrow. Certainly we would like to follow up with you in the near future after we have launched the Detailed Design Phase and perhaps there are some other ways we can discuss student involvement.</p> <p>Kind regards, Maogosha</p>	02/19/2021
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02/24/ 2021	Mirvish Productio ns	Can I be sure that in the detailed design work that will be done that The Ed Mirvish Theatre entrance on Yonge get a lay by under the marquee for drop off and pick up?	All recommended pick-up and drop off locations will continue to be reviewed and refined as part of the detailed design and operations planning process based on engineering and stakeholder feedback. I cannot guarantee the exact locations at this point, but both data and stakeholder input have indicated a high demand for pick-up and drop-off just south of the Yonge Street and Dundas Square intersection. The recommended 2.7m furnishing zone with mountable curb also allows long term flexibility to change areas identified for furnishing or cafes to pick-up/drop-off locations based on needs of adjacent properties. The team looks forward to continued collaboration with your organization on refining the detailed design in the next phase. Best Regards, Johanna Kyte (she/her)	02/24/2021	
02/24/ 2021		Thank you, Johanna. We have many seniors in our Audiences. The average age of a member is 50 plus. I hope if the Elgin / WinterGarden gets a lay by we can be treated equally.			
03/07/ 2021	Advisor, Constitue ncy & Stakehol der Relations	timelines ESR and phase 2	Hey Maogosha, Hope you've been well! I have two questions that I wondered if you could help answer. 1. When is the City going to begin public consultations and design for phase 2 of yongeTOmorrow? The work North of College Street. 2. When does the 30-day provincial public review period start?	Prior to starting Phase 2 consultation an RFP needs to be written and issued for consulting services and the selected team will need to undertake background analysis. Johanna anticipates Phase 2 consultation would start no earlier than Spring 2022 depending on staff/funding availability. More immediately, we expect 6-8 weeks to wrap up the ESR report and then submit to the MOECP. I hope that helps, Maogosha	03/09/2021

03/27/ 2021 Resident

Phase 2
North of
College

Super excited about this project and the design. And, since my parents live at Yonge and Charles...wondering if there's a chance of replicating this project (with appropriate adjustments) from College to Bloor??? ...with water main construction?

Many thanks

Thank you for your email and support. There will be a phase two (environmental assessment) for yongeTOMorrow from College Street to Bloor Street which is targeted to start once this first phase (Queen to College) is complete (Construction 2023-2025). We can expect Construction of Phase 2 for 2025-2027+
Kind regards, Maogosha

04/12/2021

05/20/ 21

Thanks for the connections and copies of the meeting notes.
I am going to be bold here. When I worked for the City in the Events team there was almost no design input from the event staff on the renovation of Nathan Phillips Square – consequently a huge opportunity was missed to make NPS an easier place on which to make events happen.
I don't know the design team working on yongeTOMorrow, but I would hope that they have the direction to work with a number of event specialists as my experience with various transportation design engineers has not been that great. That's not just in Toronto by the way.
Happy to talk further.

Thank you for your interest in the yongeTOMorrow study. YDS (Ryan and Taylor) has been involved since the beginning through the Stakeholder Advisory Group (SAG) and individual meetings which I've copied here given your staffing changes. We've also had some staffing updates, and I've copied the new project manager for the study, Violetta Savage.

Currently, the project team is working to finalize the Environmental Study Report and once that happens, we will have a better idea as to when we will issue the Notice of Study Completion in tandem with a 30 day public review period.

Let me know if you have any specific questions or comments. I've also copied Liz McHardy from Lura who was leading our SAG so that she can ensure your contact information is added to this list for upcoming project updates. I'll also ensure that you are on the general project email list. Super!
Maogosha