



yonge**T**omorrow

Public Engagement and Consultation Report

Prepared by LURA Consulting
November 2021

Table of Contents

Executive Summary	1
1. Introduction	6
1.1. Background	6
1.2. Problem and Opportunity Statement	7
1.3. Study Process and Timeline	7
1.4. Project Objectives and Evaluation Criteria	8
2. Public and Stakeholder Consultation Program	9
2.1. Consultation Guiding Principles	9
2.2. Three Rounds of Consultation	9
2.3. Consultation Program	10
3. Summary of Consultation Feedback	19
3.1. Round One – Vision and Long List of Alternatives	19
3.2. Round Two – Short List of Alternative Solutions	22
3.3. Round Three – Recommended Design Concept	25
3.4. Refinements to the Recommended Design Concept	29
4. Emerging Considerations Affecting the Recommended Design Concept	37
5. Next Steps	38
Appendices	39

Executive Summary

Background

The YongeTOmorrow study worked to develop and evaluate design options to increase pedestrian space and improve the way people move through and experience Yonge Street between Queen Street and College/Carlton Street. YongeTOmorrow followed the process for a Schedule 'C' Class Environmental Assessment.

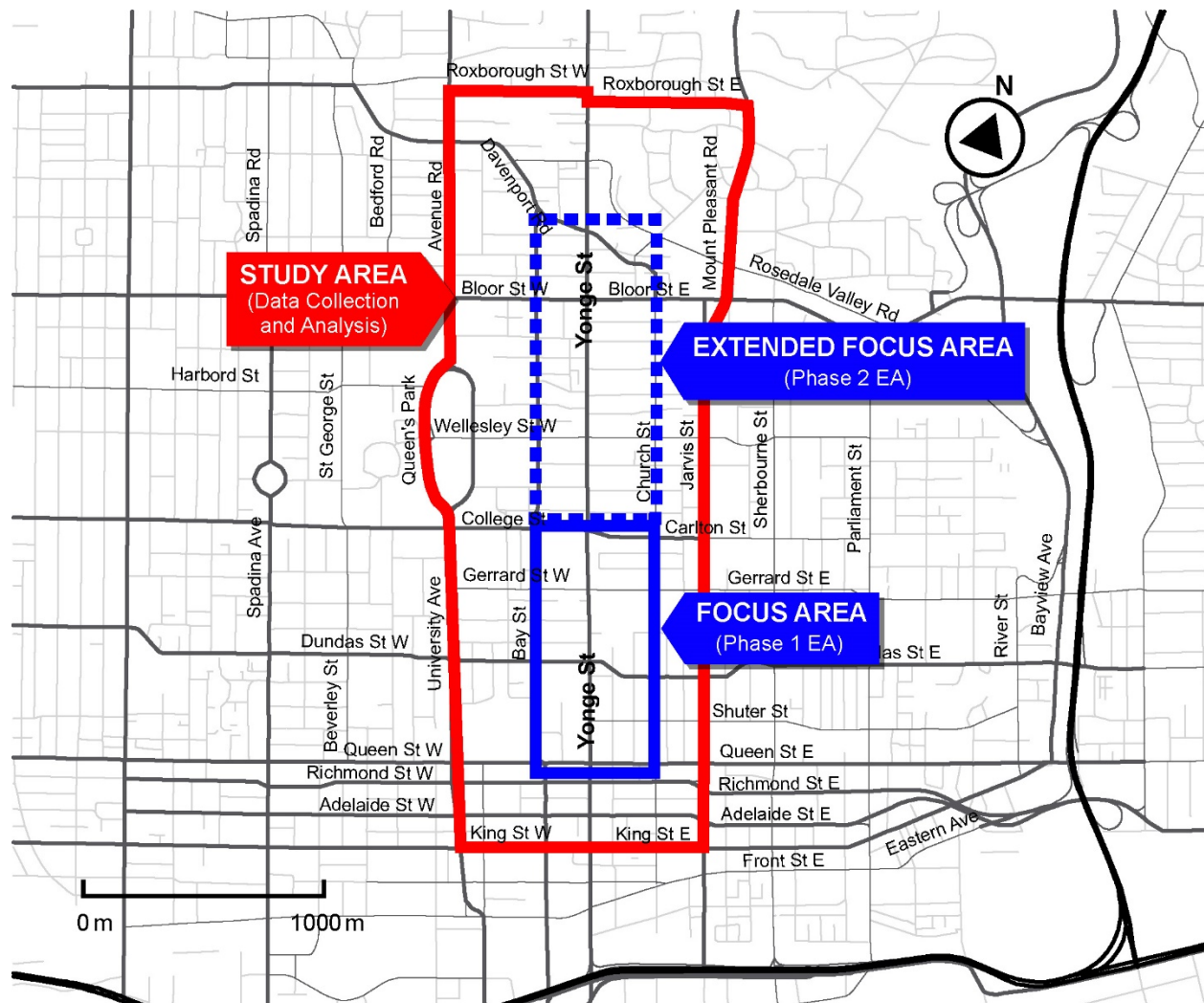


Figure 1: Map of the YongeTOmorrow Study Area and Focus Area

This Public Engagement and Consultation Report provides an overview of the public consultation process implemented throughout the study and summarizes the input received during consultation activities.

Consultation Process Overview

To fulfill the regulatory consultation requirements mandated under the *Environmental Assessment Act* and to support the project's guiding principles for consultation, a wide range of complementary communication and consultation activities were utilized to encourage broad

participation. The Project Team was committed to engaging stakeholders in a meaningful way that is transparent, inclusive, contemporary, and accountable.

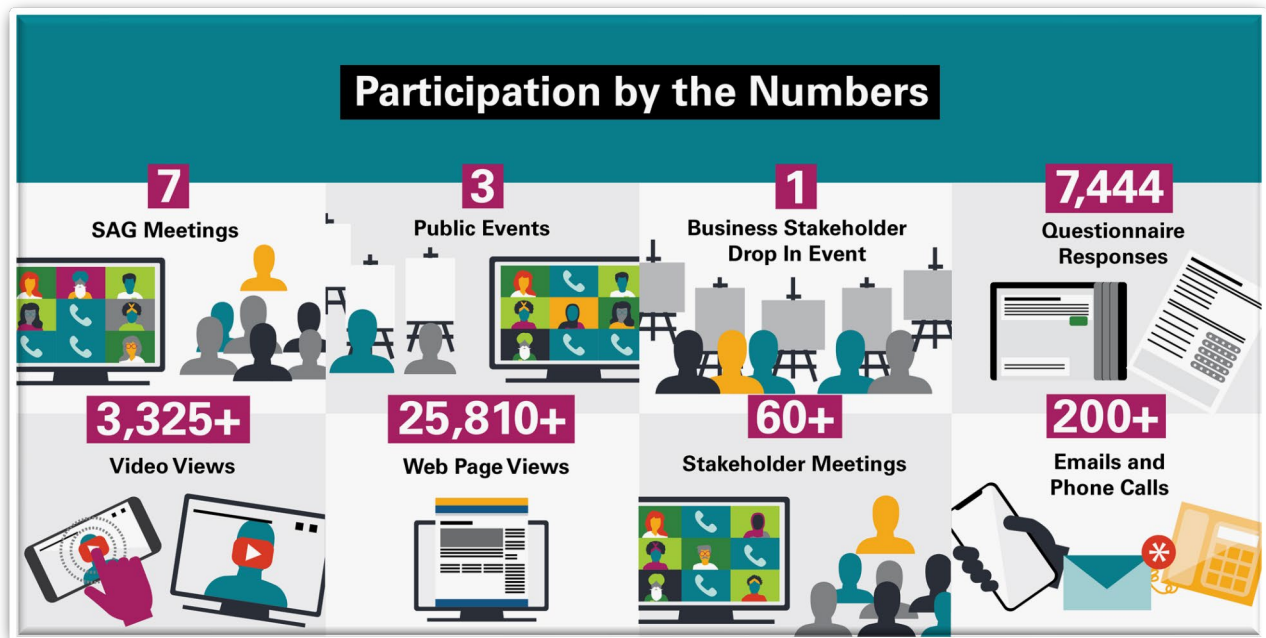
Three rounds of consultation were held between Spring 2019 and Winter 2020, with over 7,000 points of contact achieved during this time. Consultation targeted a range of stakeholders including residents, businesses, Mississaguas of the Credit First Nation, property owners, government and review agencies, institutions, community organizations, and the general public. The table below outlines the key consultation activities that were conducted during the yongeTOmorrow study.

Table 1: Key Consultation Activities for the yongeTOmorrow Study

Activity	Description
Project Launch Event	A project launch event was held on May 3, 2019 at Yonge-Dundas Square to inform the public about the study and generate interest from a broad audience. The event included the viewing of the first Project Video, a performance by Unity Break Dancers, and remarks from Donald Corbiere from the City's Indigenous Affairs Office, local Councillor Kristyn Wong-Tam, and Barbara Gray, the General Manager of Transportation Services. During the event, participants were encouraged to provide input by completing a questionnaire and speaking with Project Team members.
Indigenous Engagement	Formal study notices were circulated to the Mississaugas of the Credit First Nation (MCFN). This correspondence invited participation during each round of consultation and offered the opportunity for direct engagement with the Project Team.
Stakeholder Advisory Group (SAG) Meetings	A Stakeholder Advisory Group (SAG) was formed at the outset of the study and included members from approximately 40 key interest groups including Business Improvement Areas, resident associations, research and advocacy groups, educational institutions, landowners and other stakeholders. The mandate of the SAG was to provide an ongoing forum for advice and guidance to the Project Team at key points during the study.
Public Events	Public events were held during each round of consultation to obtain feedback on the work completed during each phase of the EA. The events were designed to encourage broad participation through a variety of formats. Consultation Summary Reports were prepared and made available to the public on the project web page following each round of consultation.
Online Questionnaires	Each round of consultation included an online questionnaire delivered via MetroQuest as a means to communicate project details and gather feedback on current and future priorities, street design options, and the Recommended Design Concept. Each questionnaire also included open-ended questions to allow participants to share additional feedback or comments.
Business Stakeholder Drop-In Event	On January 14, 2020, the Project Team hosted a drop-in event for property/business owners and managers to present information on the short list of alternatives including the preliminary preferred alternative for the yongeTOmorrow study, to answer questions of clarification and seek feedback and advice.
Individual Stakeholder Meetings	Individual meetings with specific organizations or groups (e.g., property owners, businesses, community organizations, etc.) were held with the Project Team throughout the EA and were an important component of the

Activity	Description
	consultation process. The goal of these meetings was to ensure that there was a broad understanding of the objectives of the EA, to obtain input on detailed components of the alternatives being considered, and to collaboratively resolve issues and concerns. The Project Team held 70 meetings with stakeholders throughout the study.
Technical Advisory Committee (TAC) Meetings	A Technical Advisory Committee was formed consisting of representatives from various City of Toronto divisions and partner agencies to provide review, comment, and advice throughout the EA process. The TAC met six times at key stages of the project.
Design Review Panel (DRP) Presentations	The Design Review Panel is comprised of professional architects, landscape architects, urban designers, and engineers who provide advice to City staff in matters that impact the public realm. The Project Team met with the DRP two times during the yongeTOmorrow study to seek their advice in developing the design concepts for the preliminary preferred alternative as well as how the Recommended Design Concept supports the project objectives.

An overview of the consultation activities and level of participation is shown in the graphic below:



Summary of Participant Feedback

Round One – Vision and Long List of Alternatives

The first round of consultation was held during Spring 2019 and engaged over 3,000 individuals. The purpose of Round One was to seek feedback on current conditions and future priorities for Yonge Street as well as present and seek feedback on possible changes to Yonge Street, including a long list of street design options (including options with four driving lanes, three driving lanes, two driving lanes, no driving lanes, and cycling facilities).

Feedback included that Yonge Street, between Queen Street and Carlton/College Street, is currently crowded, dirty, and sometimes feels unsafe. Participants felt that sidewalks are too narrow for the volume of pedestrians, creating an uncomfortable experience. Yonge Street is not cyclist-friendly, and for drivers, route options from Yonge Street are limited due to turn restrictions. Future priorities for Yonge Street included more greenery, creating an adaptable space that can be used for a variety of activities, and public realm improvements to support local retail and dining experiences. Public safety is also a top priority, encompassing both improving road safety and design considerations to improve everyone's personal security.

For the long list of street design options, a range of support was expressed, from widening sidewalks and maintaining driving lanes to full pedestrianization of the street. Participants felt that it is critical to maintain access for vehicles providing goods movement/services. Support was also expressed for a shared street that accommodates cycling infrastructure.

Round Two – Short List of Alternative Solutions

The second round of public consultation took place during Fall 2019 and engaged over 3,000 individuals. Four Alternative Solutions were presented which were developed by applying one of the three short-listed street design options (i.e. two driving lanes, one driving lane, pedestrian priority and cycling facility on alternative street) to each block of Yonge Street based on its local needs. Each alternative was assessed using the evaluation criteria developed for the study and Alternative 4 with cycling facilities on University Avenue was identified as the preliminary preferred Alternative Solution. The purpose of Round Two Consultation was to present and obtain feedback on the four Alternative Solutions with a particular focus on Alternative 4. Preliminary Preferred Alternative 4 received mixed comments of support and concern. Some participants showed support for Alternative 1 with overall fewer lane reductions and a consistent two-lane cross-section along Yonge Street while others supported Alternative 3 including an expanded pedestrian priority area. Questions were also raised about the lack of cycling facilities in all the alternatives.

Participants felt that a complex design may create confusion for all road users and create conflicts between types of users and reduce safety. Vehicle access (e.g., TTC, ride hailing, deliveries, hop-on hop-off, school tours, etc.) and lay-bys were noted as important for economic vitality as well as to move people and logistics for events and tourism. Business stakeholders expressed concern with additional costs, labour, and time required to manage changes to accepted delivery times. Additional traffic and pedestrian flow impact studies were requested to provide evidence-based justification for the proposed street changes. Participants expressed that sidewalks should accommodate and provide space for people of different abilities and those who use assistive mobility devices.

Round Three – Recommended Design Concept

The third round of consultation took place in Summer/Fall 2020 and engaged over 1,300 individuals. Leading up to Round Three Consultation, Alternative 4 was further developed into three Design Concepts which provide more detail and address feedback related to each block section of Yonge Street. A detailed evaluation was completed and Alternative Design Concept 4C was selected as the Recommended Design Concept as it best supported the four objectives of mobility, livability, sustainability, and prosperity. The purpose of the Round Three Consultation was to present and seek feedback on the Recommended Design Concept (4C) for Yonge Street.

There was an overall positive response across the online questionnaire and public meeting regarding the Recommended Design Concept, particularly as it related to improving the

pedestrian experience. SAG participants expressed varying levels of support for the design and comments recorded from email and phone calls were more mixed between agreement and disagreement with the recommendations.

Some participants were concerned about the level of confusion for all road users as the road operation changes from block to block. There was support for a more consistent operation throughout the focus area to reduce confusion for users. Business stakeholders continued to express concern for the economic impacts of removing daytime vehicular access on sections of Yonge Street. There was also concern that the design may increase traffic volumes on adjacent streets.

With respect to cycling, some participants shared support for clear and dedicated separation of cyclists from other road users, and concern about the interaction of cyclists and other road users such as pedestrians and delivery vehicles.

There was support for providing space for festivals and events along the street, including for occasional road closures to accommodate these events, as well as support for improving patio and street retail spaces. Suggestions were made to include more trees, green space, public art, and furniture into the design.

Refinements to the Recommended Design Concept 4C

After round three of consultation, refinements were made to Alternative Design Concept 4C. Based on stakeholder feedback it was determined that two-way operation from Gerrard Street to Walton Street would be more appropriate considering the development proposals located on this block. Alternative Design Concept 4C was amended to provide two-way driving access from Gerrard Street to Walton Street, forming the Final Recommended Design Concept.

The Recommended Design Concept was presented to the Stakeholder Advisory Group during meeting #7 on December 9, 2020. SAG participants continued to expressed varying levels of support for the overall design. Some concerns were raised with the operational plan advanced with the physical design. In feedback received after Round Three of the public consultation process, it became clear that additional attention on the operational plan was needed during detailed design. There was an insufficient level of consensus among stakeholders on the operational plan and business stakeholders continued to express concern for the economic impacts of removing daytime vehicular access on sections of Yonge Street. Therefore, the Recommended Design Concept put forward to Toronto City Council consisted of the physical design associated with the Recommended Design Concept 4C, for which EA approval was recommended, along with a flexible operations approach that was not tied to the physical design. This will enable the City to be nimble in advancing operational approaches during the day, weekends or for special events. Additional attention and consultation on the operational plan will occur during detailed design and in light of the uncertainties of how the COVID-19 pandemic may change operational considerations in the future.

Next Steps

The Environmental Study Report for yongeTOmorrow will be submitted to the Ministry of the Environment Conservation and Parks (MECP) and will be subject to a 30-day public review period.

1. Introduction

1.1. Background

YongeTOmorrow is a study working to develop and evaluate design options to increase pedestrian space and improve the way people move through and experience Yonge Street between Queen Street and College/Carlton Street. YongeTOmorrow follows the process for a Schedule 'C' Class Environmental Assessment.

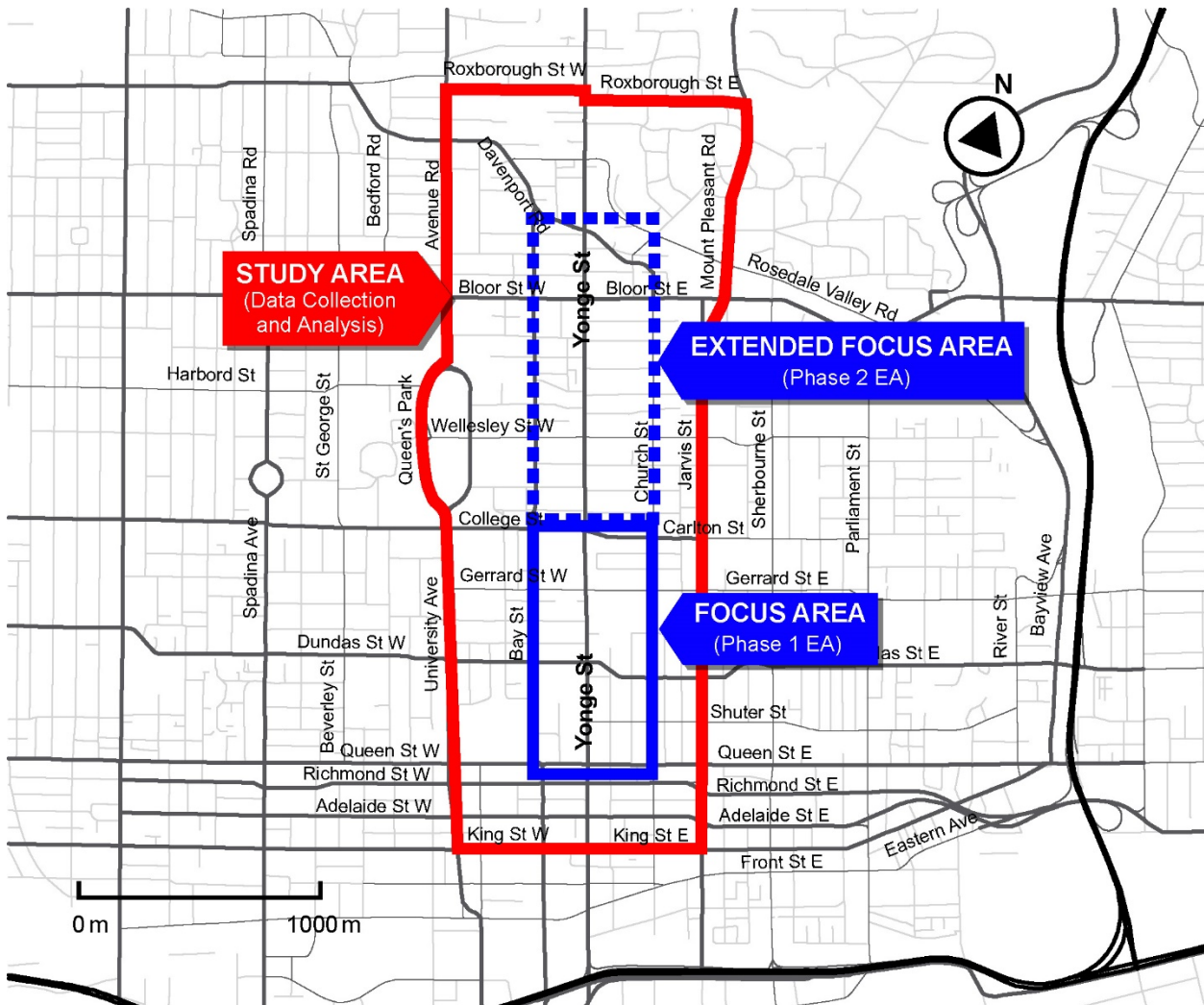


Figure 2: Map of the YongeTOmorrow Study Area and Focus Area

The YongeTOmorrow study builds on several policies, guidelines, and local stakeholder initiatives. In 2018, City Council adopted the Downtown Plan (also known as TOcore) and the Downtown Parks and Public Realm Plan. Together, these Plans provide a policy framework and vision for parks and public realm in the core. They identify Yonge Street as one of Toronto's Great Streets, a Cultural Corridor, and a Priority Retail Street. Local stakeholder initiatives also identify the need to revitalize Yonge Street as a destination and for the public realm to support its role in the city as an economic and cultural hub.

1.2. Problem and Opportunity Statement

The first phase of the EA process identified and defined the existing issues to be studied and resulted in a clearly defined statement of the problem or opportunity addressed through the EA process. The problem and opportunity statement for the study is described below:

Yonge Street is iconic.

The street plays a significant role in the **cultural and economic identity** of Toronto and forms the spine of the city's transportation network. **Dramatic growth** is changing the character of the built form along the street and the **needs of its users**, placing increased demands on aging infrastructure.

We have an opportunity to re-examine how Yonge Street can best respond to our **diverse and changing city**. This presents the opportunity to elevate Yonge Street's physical form and the experience it brings to its users to reflect the significance it holds in both the city's landscape and in our minds.

1.3. Study Process and Timeline

Technical work for yongeTOMorrow was completed in phases and implemented in parallel with consultation activities throughout the study process. The graphic below outlines key milestones and consultation dates during the study process.

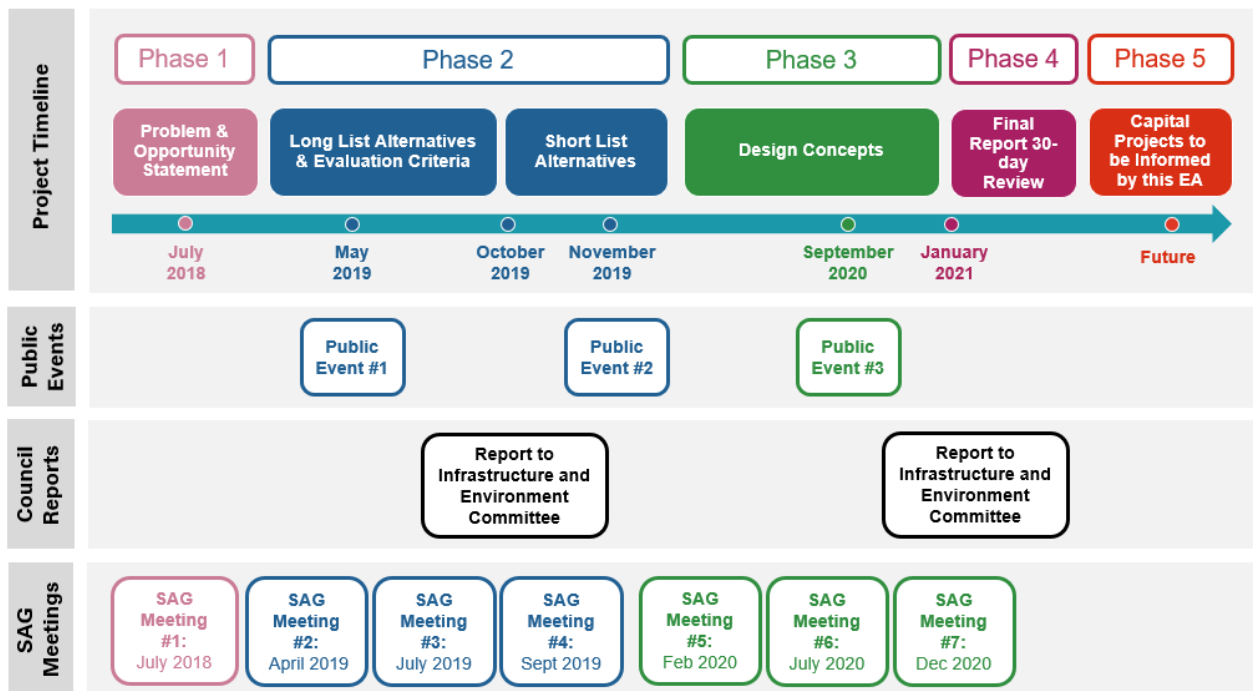















Figure 3: Study Process and Timeline for yongeTOMorrow

1.4. Project Objectives and Evaluation Criteria

Four overarching objectives guided the yongeTOmorrow study: Mobility; Livability; Prosperity; and Sustainability. Based on these objectives, evaluation criteria were developed to evaluate the alternative solutions and design concepts for the EA.

Objectives				
Criteria	Mobility	Livability	Prosperity	Sustainability
	 Pedestrian Movement Provides the opportunity to significantly improve pedestrian movement by adding space for movement both along and across Yonge Street to accommodate growing pedestrian volumes	 Pedestrian Experience Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement	 Retail & Tourism Supports Yonge Street's role as a priority retail street by adding space for patios and vending and providing a streetscape which provides a pleasant experience to shop, dine and explore	 Natural Environment Supports a healthier and more resilient streetscape by providing opportunities for tree planting
	 Cycling Provides a major north-south connection through downtown and improves experience for cyclists on Yonge Street	 Events, Festivals & Parades Supports Yonge Street's role as a cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades	 Cost Effectiveness Improves Yonge Street in a cost effective manner [note that this is considered from the Short-List Selection onwards]	 Flexibility & Innovation Provides flexible and adaptable street design that can respond to changing demands and needs
	 Transit Supports efficient operation of bus and streetcar routes identified by TTC to meet ridership demand and allows streetscape improvements to surface transit stops and transfers	 Public Safety Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by providing space for lighting, sight lines and emergency services	 Curbside Activity Supports appropriate access and level of service for ride hailing, goods movement and municipal services to support business and tourism	 Health & Wellbeing Encourages walking, cycling and transit use for all ages and abilities by providing safe, convenient and attractive facilities
	 Driving Provides suitable vehicle access to support business operation, tourism and servicing of neighbourhood			

2. Public and Stakeholder Consultation Program

2.1. Consultation Guiding Principles

Public consultation was an important component of the yongeTOmorrow study. The Project Team was committed to engaging stakeholders in a meaningful way that is transparent, inclusive, contemporary, and accountable.

The guiding principles that guided the consultation process are listed below.

- **Openness and Inclusivity:** The engagement process will be open to all stakeholder groups and community members in the study area, as well as interested individuals and organizations outside the study area.
- **Transparency:** Transparency will be maintained by demonstrating how participants' views and perspectives have informed the EA and related components through timely posting of engagement results and communication of how stakeholder feedback has been considered and influenced the planning process.
- **Clarity:** The purpose and scope of the EA and related engagement process will be clearly communicated. Roles and responsibilities will be clearly defined. The Project Team will strive to provide information about the project that is factual, visual, and easy-to-understand.
- **Timeliness:** Engagement will begin as early as possible in the process to allow a greater range of opportunities and issues to emerge and to heighten the prospect for successful issue resolution during the planning of the EA. Engagement will occur well before plans are finalized for submission to the City of Toronto for approval.
- **Flexibility:** The engagement process will seek to accommodate the needs of participants, considering their diversity, differing interests, areas of expertise, geographic distribution, and availability. Flexibility will be maintained to adjust the engagement process and methods should the need arise.
- **Coordination:** To the extent possible, the engagement process will connect and coordinate with any other relevant concurrent City of Toronto consultation processes in the study area.
- **Accessible:** All project-related information and engagement events (whether in person or online) will be accessible in accordance with the Provincial Accessibility for Ontarians with Disabilities Act (AODA) requirements.

2.2. Three Rounds of Consultation

The yongeTOmorrow study included three rounds of public consultation, implemented in alignment with the various phases of the study, to ensure multiple opportunities for participation. Core components of the consultation program included: three public events; three online questionnaires; seven Stakeholder Advisory Group (SAG) meetings; and over 60 meetings with individual stakeholders representing specific organizations or groups with an interest in the study (e.g., businesses, property owners, community organizations, etc.). Consultations with review agencies, Mississaugas of the Credit First Nation, and the project's Technical Advisory Committee were also convened throughout the study. Table 2 provides the general timeframe for each round of consultation and a summary of key consultation activities that were completed.

Table 2: Overview of Public Consultation by Round

Study Phase	Consultation Round	Consultation Activities	Purpose
Phase 1: Winter 2018		<ul style="list-style-type: none"> Stakeholder Advisory Group Meeting #1 	Seek feedback on the Problem & Opportunity Statement
Phase 2: Spring 2018-Fall 2019	Round One	<ul style="list-style-type: none"> Notice of Study Commencement Stakeholder Advisory Group Meeting #2 Public Event #1-2 Project E-Blast #1 Project Video #1 	Round One introduced the project to the public and presented a long list of street design options and draft evaluation criteria. Over 3,000 individuals were engaged.
	Round Two	<ul style="list-style-type: none"> Stakeholder Advisory Group Meeting #3 to #4 Interim Report to IEC Design Review Panel Presentation Public Event #2 Project E-Blast #3-5 Project Video #2 	Round Two discussions and feedback on the four Alternative Solutions including an evaluation of the preliminary preferred Alternative Solution. Over 3,000 individuals were engaged.
Phase 3: Winter 2020	Round Three	<ul style="list-style-type: none"> Stakeholder Advisory Group Meeting #5 to #6 Design Review Panel Presentation Public Event #3 Project E-Blast #6-12 Project Video #3 	Round Three featured discussion and feedback on the Recommended Design Concept based on the preferred Alternative Solution. Over 1,300 individuals were engaged.
Phase 4: Winter 2021-Fall 2021	Round Three – Part 2	<ul style="list-style-type: none"> Stakeholder Advisory Group #7 Report to IEC and Council 	Refinements to the Recommended Design Concept (thereafter referred to as the Preferred Design Concept) Final EA Report 30-day Public Review

2.3. Consultation Program

A multi-faceted consultation approach was implemented throughout the study targeting key stakeholders and the general public through complementary communication and promotional tactics, as well as inclusive consultation activities. These tactics and mechanisms are described below. The consultation program was documented by both an independent facilitator, LURA Consulting and the City's Public Consultation Unit.

2.3.1. Communications and Promotional Tactics

Notice of Commencement

In accordance with the guidelines for a Schedule 'C' Municipal Class EA, a Notice of Commencement for the yongeTOMorrow study was issued on April 25, 2019. The Notice of Commencement formally announced the project start-up, described the purpose of the study and provided information on how to learn more and participate in the process.

Project Notifications

Project notifications were used to inform members of the public, stakeholders, review agencies, and Mississaugas of the Credit First Nation about upcoming consultation opportunities and project updates at key stages in the project. Notifications were provided through different mechanisms as requested by the specific stakeholders, mandated by the Environmental Assessment process, or determined by the Project Team and included:

- Flyer distribution by Canada Post to addresses across the study area bound by King Street, University Avenue, Roxborough Drive, and Jarvis Street (approximately 98,000 households and businesses received flyers as unaddressed ad-mail).
- Social Media: Twitter (@CityofToronto, @TO_Transport), Facebook (City of Toronto), Instagram (@CityofTO)
- Paid advertisements in NOW Magazine
- Emails to Stakeholder Advisory Group Members
- E-updates to project contact list and subscription list
- Media stories

Project Launch Event

A project launch event was held on May 3, 2019, at Yonge-Dundas Square to inform the public about the study and generate interest from a broad audience. The event included the viewing of Project Video #1, a performance by Unity Break Dancers, and remarks from Donald Corbiere from the City's Indigenous Affairs Office, local Councillor Kristyn Wong-Tam, and Barbara Gray, the General Manager of Transportation Services. During the event, participants were encouraged to provide input by completing a questionnaire and speaking with Project Team members.

Videos

Promotional videos were released for each round of consultation with a call-to-action encouraging participation in the study. Videos were shared on social media and the project web page.

Due to COVID-19 restrictions, an online briefing video was prepared and posted on the project web page before public meeting #3 to provide an additional format for participants to learn about the Recommended Design Concept.

Social Media

Twitter, Instagram, and Facebook were used as promotional tactics during the consultation process to increase awareness about the study and to encourage broad participation. Social media posts were used to advertise public events and opportunities to participate online.

Posters, Postcard Distribution, Billboards, Street Decals

Before each public event, posters were placed in community centres and libraries, and postcards were distributed at local events, venues, and distributed by stakeholders. Billboard advertisements were also displayed at various roadside locations around Toronto.

Project Web Page

The yongeTOmorrow web page (toronto.ca/yongeTOmorrow) was launched at the time of project initiation and was maintained on the City of Toronto web page. It served as a central portal for all information and engagement activities for the study. The web page included general information about the study, news and project updates, relevant documents and consultation resources, project videos, information about consultation events, opportunities to provide feedback, meeting and consultation reports, and contact information.

Project Email List

Throughout the study, a project email list was maintained with approximately 685 subscribers. Those on the mailing list received notices of meetings and public consultation and study updates. A list of e-blast topics and dates is provided in the table below.

Table 3. Project E-Blast Topics and Dates

Consultation Round	E-Blast Topic	E-Blast #	Date
Round One	<ul style="list-style-type: none">• NoC, Public Event #1• IEC	<ul style="list-style-type: none">• E-Blast #1• E-Blast #2	<ul style="list-style-type: none">• April 24, 2019• October 9, 2019
Round Two	<ul style="list-style-type: none">• NoC, Public Event #2• Business Drop-in• COVID-19 Update	<ul style="list-style-type: none">• E-Blast #3• E-Blast #4• E-Blast #5	<ul style="list-style-type: none">• November 7, 2019• January 10, 2020• March 19, 2020
Round Three	<ul style="list-style-type: none">• Public Event #3• Event Reminder• Questionnaire Reminder• R3 Summary Report + IEC• Report to Council• Letter from GM• IEC endorses• Council adopts	<ul style="list-style-type: none">• E-Blast #6• E-Blast #7• E-Blast #8• E-Blast #8• E-Blast #9• E-Blast #10• E-Blast #11• E-Blast #12	<ul style="list-style-type: none">• September 2, 2020• September 15, 2020• September 30, 2020• December 2, 2020• December 24, 2020• January 8, 2021• January 28, 2021• February 11, 2021

One-Window Contact

An email account (yongeTOmorrow@toronto.ca) and dedicated telephone number were created and monitored during the study to provide for one-window communication opportunities for members of the public.

Copies of the communications and promotional materials can be found in **Appendix 1**.

2.3.2. Consultation Activities

The following consultation activities were implemented to ensure broad participation from key stakeholders and members of the public during each round of consultation.

Indigenous Engagement

The Mississaugas of the Credit First Nation were contacted by the Project Team at key milestones throughout the study process. Given the downtown context, they expressed a low level of concern with the project. The City of Toronto recognizes that the study area is within Mississaugas of the Credit First Nation territory land and covered by Treaty 13. Through this study, no significant archaeological resources were identified in the focus area.

Stakeholder Advisory Group

A Stakeholder Advisory Group (SAG) was formed at the outset of the study and included members from approximately 40 key interest groups including Business Improvement Areas, resident associations, research and advocacy groups, educational institutions, landowners, and other stakeholders. The mandate of the SAG was to provide an ongoing forum for advice and guidance to the Project Team at key points during the study. The SAG comprised of representatives from the following organizations:

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

A total of seven SAG meetings were convened during the study, as summarized in the table below. Each meeting included a presentation by the Project Team and a facilitated discussion period. Handout materials and comment sheets were used to share information and capture feedback at each meeting.

Table 4: Overview of Stakeholder Advisory Group Meetings

Meeting No.	Meeting Date	Purpose
1	July 30, 2018	Introduce the study purpose, process, and timelines. Present preliminary vision, opportunity statement, and objectives, and discuss Alternative Solutions and seek feedback.
2	April 1, 2019	Report on study progress, present draft long list of Alternative Solutions and provide opportunities for questions and feedback.
3	July 18, 2019	Report on study progress and Round One Consultation feedback. Receive feedback on the evaluation criteria and recommendations of a short list of Alternative Solutions.
4	September 24, 2019	Receive feedback on the application of street design options (short-list) to different blocks of Yonge Street and the preliminary preferred Alternative Design Concept.
5	February 25, 2020	Present and receive feedback to inform refinements to the emerging preferred Alternative Design Concept.
6	July 9, 2020	Provide a project update in light of recent events and hear from participants about the effects of the COVID-19 pandemic (i.e. physical distancing requirements, economic support & recovery) and other ongoing events and conversations (i.e. race & equity, crime prevention & policing, mental & physical health needs).
7	December 9, 2020	Present refinements to the Recommended Design Concept (thereafter referred to as the Preferred Design Concept) and provide an update on the next steps for the study.

Summaries of each SAG meeting, including feedback provided by SAG members, can be found in **Appendix 2**.

Public Events

Public events were held during each round of consultation to obtain feedback on the work completed during each phase of the EA. The public events were designed to encourage broad participation through a variety of formats. The first two public events followed a similar drop-in format where members of the public were able to view display panels and handouts, have conversations with the Project Team, and share feedback by completing a questionnaire (available in print and online) and posting comments directly onto display panels. The third public meeting was adapted due to COVID-19 restrictions and consisted of a virtual presentation followed by a question and answer period that was held online or by telephone. This was accompanied by an Online Information Package and Online Project Briefing which was made available on the project web page in advance of the event. Print copies of the Information Package and Project Briefing were also made available for pick up at the Central YMCA located at 20 Grosvenor Street.

The table below outlines the timing, number of participants, and purpose of each public event.

Table 5: Overview of Public Events

Event No.	Event Date	No. of Participants	Purpose
1	May 9, 2019	161	Introduce the study and provide a long list of alternatives for consideration and comment.
2	November 21, 2019	170	Present and seek feedback on a short list of alternatives with an identified preliminary preferred alternative for the re-design of Yonge Street.
3	September 16, 2020	206	Present and seek feedback on the Recommended Design Concept for Yonge Street.

The proceedings from the public events held during each round of consultation are available in **Appendix 4**.

Online Questionnaires

Each round of consultation included an online questionnaire delivered via MetroQuest¹ as a means to communicate project details and gather feedback on current and future priorities, street design options, and the Recommended Design Concept. Each questionnaire also included open-ended questions to allow participants to share additional feedback or comments.

Business Stakeholder Drop-In Event

On January 14, 2020, the Project Team hosted a drop-in event for property/business owners and managers to present information on the short list of alternatives including the preliminary preferred alternative for the yongeTOmorrow study, to answer questions and seek feedback and advice. Approximately 50 people participated in the event.

Design Review Panel

The Design Review Panel (DRP) is comprised of professional architects, landscape architects, urban designers, and engineers who provide advice to City staff in matters that impact the public realm. The Project Team met with the DRP two times during the yongeTOmorrow study to seek their advice in developing the design concepts for the preliminary preferred alternative as well as how the recommended design concept supports the project objectives.

Individual Stakeholder Meetings

Individual meetings with specific organizations or groups (e.g., property owners, businesses, community organizations, etc.) were held with the Project Team throughout the EA and were an important component of the consultation process. The goal of these meetings was to ensure that there was a broad understanding of the objectives of the EA, to obtain input on detailed components of the alternatives being considered, and to collaboratively resolve issues and concerns. The Project Team held 70 meetings with stakeholders throughout the study. A list of meetings with stakeholders is provided in the table below.

¹ MetroQuest is a web-based tool used to deliver visual online surveys to collect public input.

Table 6: List of Stakeholder Meetings and Dates

Stakeholder	Meeting Dates
Downtown Yonge Business Improvement Area (BIA)	July 26, 2018 September 19, 2018 September 28, 2018 November 15, 2018 December 6, 2018 January 22, 2019 March 26, 2019 September 11, 2019 September 28, 2019 May 7, 2020 November 3, 2020 December 3, 2020 December 14, 2020
Development Application Public Meeting, 8 Elm Street and 348-356 Yonge Street	May 9, 2019
Cadillac Fairview Eaton Centre, 220 Yonge Street	June 11, 2019 August 8, 2019 September 13, 2019 March 6, 2020 October 29, 2020 February 9, 2021
TTC Open House: College Station Exit/Entrance/Access Construction Plan	June 25, 2019
Cycle Toronto	July 17, 2019 September 17, 2019 October 8, 2019
Open Streets Event	September 15, 2019
Toronto Police Service and DYBIA	October 28, 2019
Toronto Skateboard Committee	October 30, 2019
Downtown East Action Plan, Toronto Public Health	November 6, 2019
Toronto Youth Cabinet	November 14, 2019
Uber, Public Policy Representative	November 14, 2019
Canada Post, Government Relations	November 20, 2019
Canada Post, Real Estate, Operations	January 7, 2020
Councillor Wong-Tam, CycleTO, WalkTO, 8-80 Cities	December 2, 2019
Yonge-Dundas Square Board Meeting	December 5, 2019
Yonge-Dundas Square Board Treasurer, Mr. Roach	January 15, 2020
Yonge-Dundas Square	January 22, 2020
Great Eagle Hotel, 33 Gerrard Street Development Site	December 10, 2019 July 16, 2020 October 14, 2020 October 23, 2020
Ryerson, Real Estate and Facilities/Operations	January 6, 2020
BentallGreenOak, 10 Dundas Street East	January 15, 2020
Consulate General of Sweden	January 27, 2020
Thornton-Smith Building, 340 Yonge Street	January 27, 2020
Salad King, 340 Yonge Street	January 27, 2020

Stakeholder	Meeting Dates
HNR Development, 21 Dundas Square	January 27, 2020
Little Canada Attraction for 10 Dundas Street East	January 28, 2020
The Lalani Group, 335 Yonge Street	February 4, 2020 March 20, 2020 October 7, 2020
Milkin, 7 Dundas Square	February 5, 2020
Ed Mirvish Theater, 244 Victoria Street	February 7, 2020
Bridge Foods, McDonald's, 356 Yonge Street	February 10, 2020
St. Michaels Hospital and BA Group	February 19, 2020
City Sightseeing Toronto	February 19, 2020
Triovest, Atrium on Bay, 595 Bay Street	March 4, 2020
Cresford, Great Eagle, BA Group, 363-391 Yonge Street	March 20, 2020
Consortium Representatives, Sussex Strategies, Branded Cities	October 5, 2020
Arron Barberian, Barberian Steakhouse, 7 Elm Street	October 8, 2020
Astral Media	November 25, 2020
Development Application for 378 Yonge Street	November 30, 2020
Development Application Public Meeting for 335 Yonge Street	December 1, 2020

Technical Advisory Committee

A Technical Advisory Committee was formed consisting of representatives from various City of Toronto divisions and partner agencies with the purpose of providing review, comment, and advice throughout the EA process. The TAC met six times at key stages of the project, as outlined in the table below. Representation on the TAC included:

- Municipal Licensing & Standards
- Office of Emergency Management
- Shelter Support & Housing
- Solid Waste Management
- Toronto Community Housing
- Toronto Fire Services
- Toronto Paramedic Services
- Toronto Parking Authority
- Toronto Police Services
- Toronto Public Health
- Toronto Transit Commission
- Toronto Water
- Urban Forestry

Table 7: Overview of Technical Advisory Committee Meetings

Meeting No.	Meeting Date	Purpose
1	March 6, 2019	Provide a project overview, present and discuss existing conditions, alternative solutions and the evaluation framework, and opportunities for public engagement.
2	August 15, 2019	Present and discuss the evaluation of a long list of alternatives and emerging preferred alternative.
3	September 16, 2019	Presentation of emerging alternatives, further discussion on cycling options on University Avenue.
4	October 9, 2019	Present a summary of feedback received during Stakeholder Advisory Group meeting #4.
5	February 13, 2020	Presentation of impacts on TTC operations from alternatives. Discussion on trees, cycling, gate design, and operation.
6	July 30, 2020	Provide an overview of the presentation for SAG meeting #6 and recap of stakeholder feedback received to date.

3. Summary of Consultation Feedback

Highlights of the participant feedback received during each round of the consultation process are provided in the following sections and reflect the input received through the various consultation activities. The highlights provide a high-level synopsis of recurring comments, concerns, and/or recommendations from consultation participants and illustrate how stakeholder and public feedback informed the Recommended Design Concept for Yonge Street.

3.1. Round One – Vision and Long List of Alternatives

The first round of consultation was held during Spring 2019 and engaged over 3,000 individuals. The purpose of Round One was to seek feedback on current conditions and future priorities for Yonge Street as well as present and seek feedback on possible changes to Yonge Street, including a long list of street design options. It included several consultation activities and points of contact. The table below summarizes the number of participants engaged during Round One by consultation activity.

Table 8: Round One Participation Results by Consultation Activity

Consultation Activity	Number of Participants
SAG Meetings	26 (July 30, 2018) 21 (April 1, 2019)
Public Event #1	161
Online Questionnaire	3,025
Web Page Views	6,492 (April 25 – May 24, 2019)
Project Video Views	558 (April 25 – May 24, 2019)
Stakeholder Meetings	7 meetings
Emails and Phone Calls	45

Topics Considered

To assess current conditions, participants were asked to provide feedback regarding their typical experience on Yonge Street. Specifically, they were asked to share their experience getting around Yonge Street (e.g., by foot, bike, car, and/or transit) and their experience enjoying the area.

With respect to future priorities, participants were provided with six specific elements for the yongeTOmorrow study to consider. These elements aligned with the draft evaluation criteria and included: relaxing spaces; public art; space to support retail and dining; greening; adaptable space; and street events, activities, and event space. Participants were asked to rank their top three priorities.

Participants were asked to indicate what is important in the physical space of Yonge Street. Specifically, they were asked to allocate quantities of space for pedestrians, enjoyment, cycling, and driving.

Additionally, a long list of 15 street design options were presented during Round One Consultation including options with four driving lanes, three driving lanes, two driving lanes, no driving lanes, and cycling facilities.

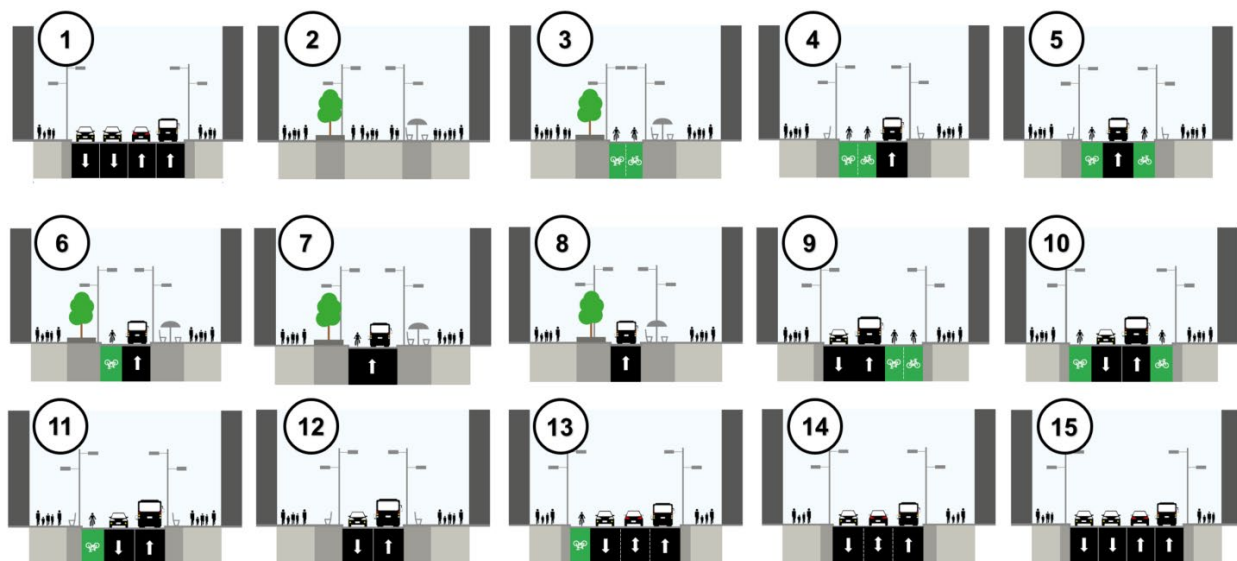


Figure 5: Long List of Street Design Options

What We Heard

With respect to current conditions for Yonge Street, participants shared the following key input:

- Yonge Street, between Queen Street and Carlton/College Street, is crowded, dirty and sometimes feels unsafe.
- Sidewalks are too narrow for the volume of pedestrians, which has made walking the street feel uncomfortable, difficult, or unsafe for some people due to the close proximity to vehicle traffic.
- Some cyclists noted that they avoid Yonge Street as it has not been made cyclist friendly and that the physical condition of the road is poor.
- For drivers, route options from Yonge Street are limited due to turn restrictions.

- Some noted that Yonge Street is not currently a place where people enjoy relaxing or strolling as it is too busy and congested.
- Consider the social conditions and safety issues that exist in the Downtown Yonge neighbourhood and seek positive social change through the road design process.

Key feedback provided by participants on future priorities for Yonge Street is summarized below:

- Many participants expressed that Yonge Street should have more greenery.
- Space and variety of retail options on the street should be improved.
- Ensure that the space is adaptable and used for a variety of activities such as street fairs, art exhibits, and performances.
- Provide space for public art which should include the work of Indigenous peoples, Canadian artists, and youth.
- Yonge Street needs to be seen as part of a broader transportation network that considers the projections of growth for residents, visitors, and workers within the larger study area.

With respect to physical space allocations desired for Yonge Street, participant feedback indicated the following results:

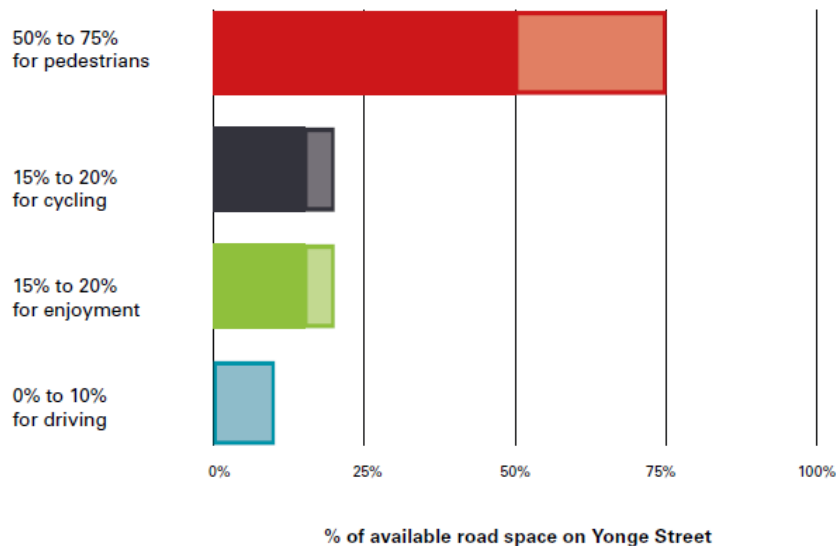


Figure 6: Physical Space Allocations Suggested for Yonge Street

Key feedback on the long list of street design options is summarized below:

- A range of support was expressed, from widening sidewalks and maintaining driving lanes to full pedestrianization of the street.
- Requests were made for a shared street that accommodates cycling infrastructure.
- It is critical to maintain access for vehicles providing goods movement/services.
- Concern that the reduction of driving lanes is insufficient in terms of capacity to accommodate TTC subway closures, shuttle buses, and emergency vehicles.

- There is a desire to see public realm enhancements including trees, planters, hanging gardens, relaxing spaces, space for entertainment and festivals, and the introduction of more street furniture.
- Concerns about how neighbouring and parallel streets will be affected by the various options.

A copy of the Round One Consultation Report is available in **Appendix 4**.

3.2. Round Two – Short List of Alternative Solutions

The second round of public consultation took place during Fall 2019 and engaged over 3,000 individuals. The table below summarizes the number of participants engaged during Round Two by consultation activity.

Table 9: Round Two Participation Results by Consultation Activity

Consultation Activity	Number of Participants
SAG Meetings	21 (July 18, 2019) 22 (September 24, 2019)
Public Event #2	173
Questionnaire	3,085
Business Stakeholder Drop-in Event	50
Web Page Views	10,608 (November 7 – December 6, 2019)
Project Video Views	867 (November 7 – December 6, 2019)
Stakeholder Meetings	40 meetings
Emails and Phone Calls	75
Design Review Panel	16 members

The 15 street design options put forward during Round One were evaluated to identify a short list of three preferred street design options: Pedestrian Priority, One-Way Driving Access and Two-Way Driving Access with cycling facilities on a parallel street.

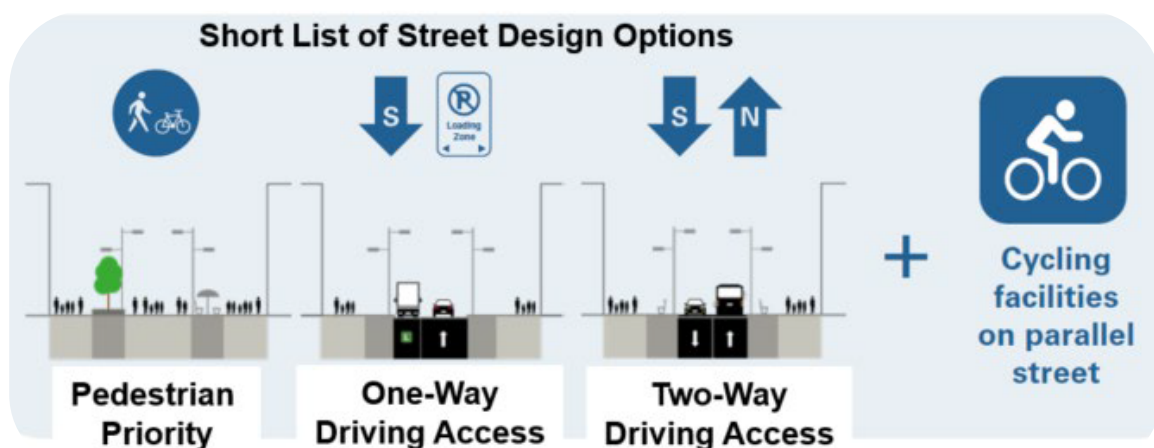


Figure 7: The Short List of Street Design Options

Four Alternative Solutions were then developed by applying one of the three street design options to each block of Yonge Street based on its local needs. The Alternative Solutions are

summarized in Figure 7 below. Alternative 4 with cycling facilities on University Avenue was identified as the preliminary preferred alternative solution because it was able to accommodate the most pedestrian improvements with acceptable impacts to the vehicular network.

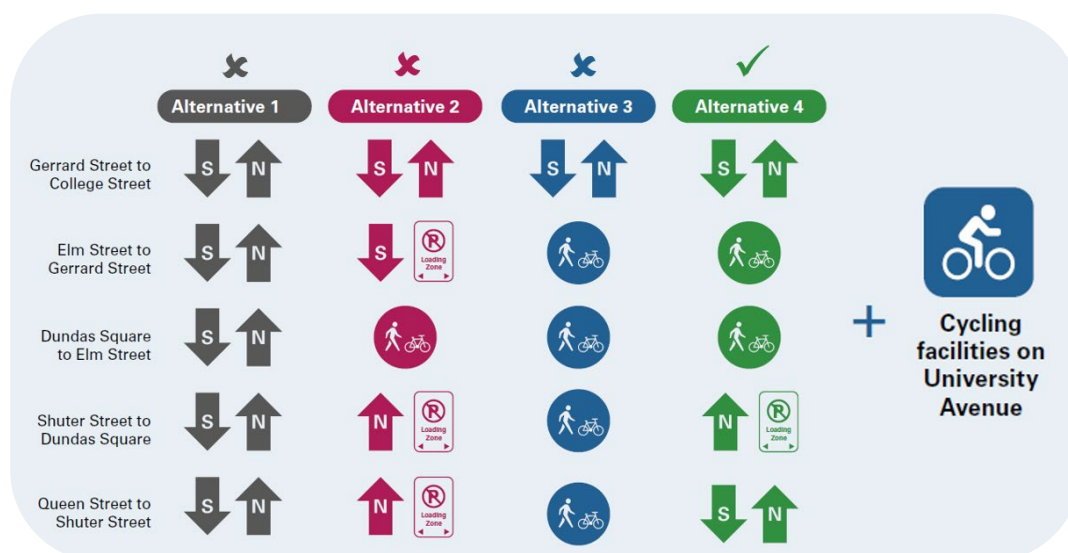


Figure 8: Summary of Alternative Solutions and Preferred Alternative 4

The purpose of Round Two Consultation was to present and obtain feedback on the four Alternative Solutions with a particular focus on the preliminary preferred alternative.

Topics Considered

During Round Two, participants were asked to consider the various block sections of Alternative 4 and rate out of five how well each block meets the three project objectives that are most important to them. The five project objectives are:

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

Participants were also asked to share general feedback on the proposed solution for each block.

What We Heard

Preliminary Preferred Alternative 4 received mixed comments of support and concern. Some participants showed support for Alternative 1 with overall fewer lane reductions and consistent two-lane cross-section along Yonge Street while others supported Alternative 3 including an expanded pedestrian priority area. Questions were also raised about the lack of cycling facilities in all the alternatives.

Feedback on the specific block sections of the preferred alternative is summarized in the table below:

Table 10: Summary of Feedback on Each Block Section of Alternative 4

Block Section	Key Feedback
Queen Street to Dundas Square	<ul style="list-style-type: none"> • Requests for marked and separated cycling facilities to reduce interaction between pedestrians and cyclists. • Parking garage access at Shuter Street and Yonge Street already experiences congestion and long queues.
Dundas Square to Edward Street	<ul style="list-style-type: none"> • Support for the pedestrian priority sections between Dundas Square and Edward Street. • Requests for the road to be even with the sidewalk (i.e., no curbs). • Concern that the removal of driving lanes will hinder access to businesses and increase traffic congestion. • Support for more of a European approach that prioritizes people who walk, people who cycle, and public transit (e.g., TTC blue night bus only).
Edward Street to Gerrard Street	<ul style="list-style-type: none"> • Block needs to remain open for delivery and service vehicles. • Consider slowing vehicles down (e.g., reduced speed limit, rough road surface).
Gerrard Street to College / Carlton Street	<ul style="list-style-type: none"> • Consider keeping trees that are already located in the middle of the street. • Requests for full pedestrianizing of Yonge Street. • Requests for cycling facilities wherever there are two driving lanes.

General comments provided on the alternative solutions are summarized below:

- A complex design may create confusion for all modalities, create new conflicts between types of users, and reduce safety.
- Balance a multi-modal approach to improve pedestrian mobility during peak hours, accommodate transit (including Wheel-Trans) and allow some vehicular and ride-hailing access.
- Ensure access to parking garages and loading docks is maintained.
- Sidewalks should accommodate and provide space for people of different abilities and those who use assistive mobility devices.
- Incorporating dedicated cycling infrastructure received mixed feedback. While it would enhance the overall street experience, it may invite conflicts between people who walk and people who cycle.
- Vehicle access (e.g., TTC, ride hailing, deliveries, hop-on hop-off, school tours, etc.) and lay-bys are important for economic vitality as well as to move people and logistics for events and tourism.
- Businesses are concerned with additional costs, labour, and time required to manage changes to accepted delivery times. Some businesses receive deliveries on an irregular basis and do not have control over times.
- Consider traffic and related congestion impacts on Bay Street, Elm Street, Edward Street, and other downtown areas. Conduct additional traffic and pedestrian flow impact studies and provide evidence-based justification for proposed street changes.
- Maximize the flexibility of design to enable a wide variety of events in all seasons.

A copy of the Round Two Consultation Report is available in **Appendix 4**.

3.3. Round Three – Recommended Design Concept

The third round of consultation took place in Summer/Fall 2020 and engaged over 1,300 individuals. The purpose was to present and seek feedback on the Recommended Design Concept for Yonge Street. Due to the COVID-19 pandemic, Round Three Consultation activities were adapted to ensure the health and safety of all community members and align with public health recommendations. The table below summarizes the number of participants engaged during Round Three by consultation activity.

Table 11: Round Three Participation Results by Consultation Activity

Consultation Activity	Number of Participants
SAG Meetings	31 (February 25, 2020) 31 (July 9, 2020)
Public Event #3 (virtual)	206
Questionnaire	1,334
Web Page Views	8,710 (September 2 – 30, 2020)
Project Video Views	1,900 (September 2 – 30, 2020)
Stakeholder Meetings	23 meetings
Emails and Phone Calls	140
Design Review Panel	16 members

Following Round Two Consultation, Preferred Alternative 4 was developed into three Alternative Design Concepts that provide more detail, including potential operational plans, and address feedback related to each block section. The three Alternative Design Concepts are shown in Figure 8. Alternative Design Concept 4A proposed the most pedestrian priority. Alternative Design Concept 4B proposed pedestrian priority with two-way driving access. Alternative Design Concept 4C proposed pedestrian priority with one-way driving access and cycle tracks. In all three Alternative Design Concepts, overnight, from 1 a.m. to 6 a.m., there would be two-way driving access for buses, cars, and trucks from College Street to Queen Street.

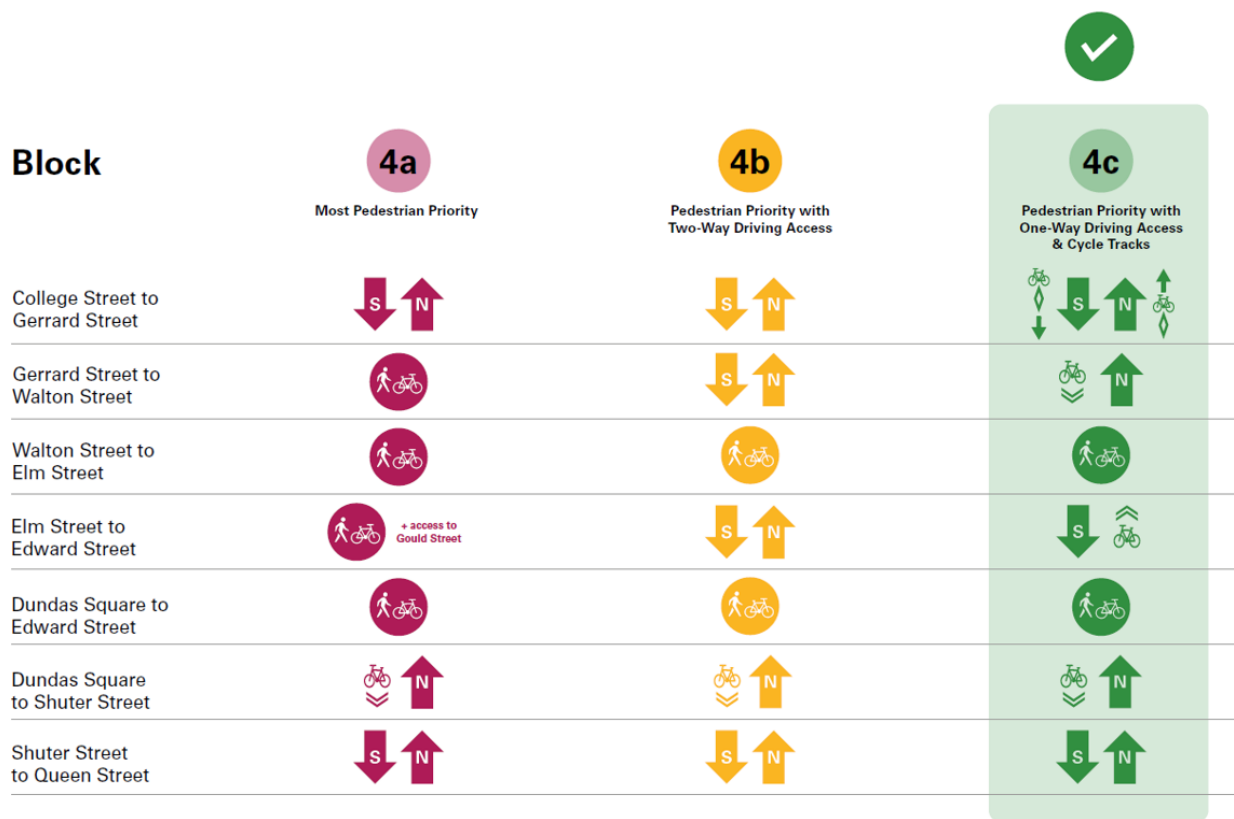


Figure 9: Three Design Concepts for Yonge Street

A detailed evaluation was completed and Alternative Design Concept 4C was selected as the Recommended Design Concept as it best supported the four objectives of mobility, livability, sustainability, and prosperity. It offered ways to access and experience Yonge Street by walking or cycling, by using transit or driving a vehicle. Recommended Design Concept 4C is shown in the diagram below.

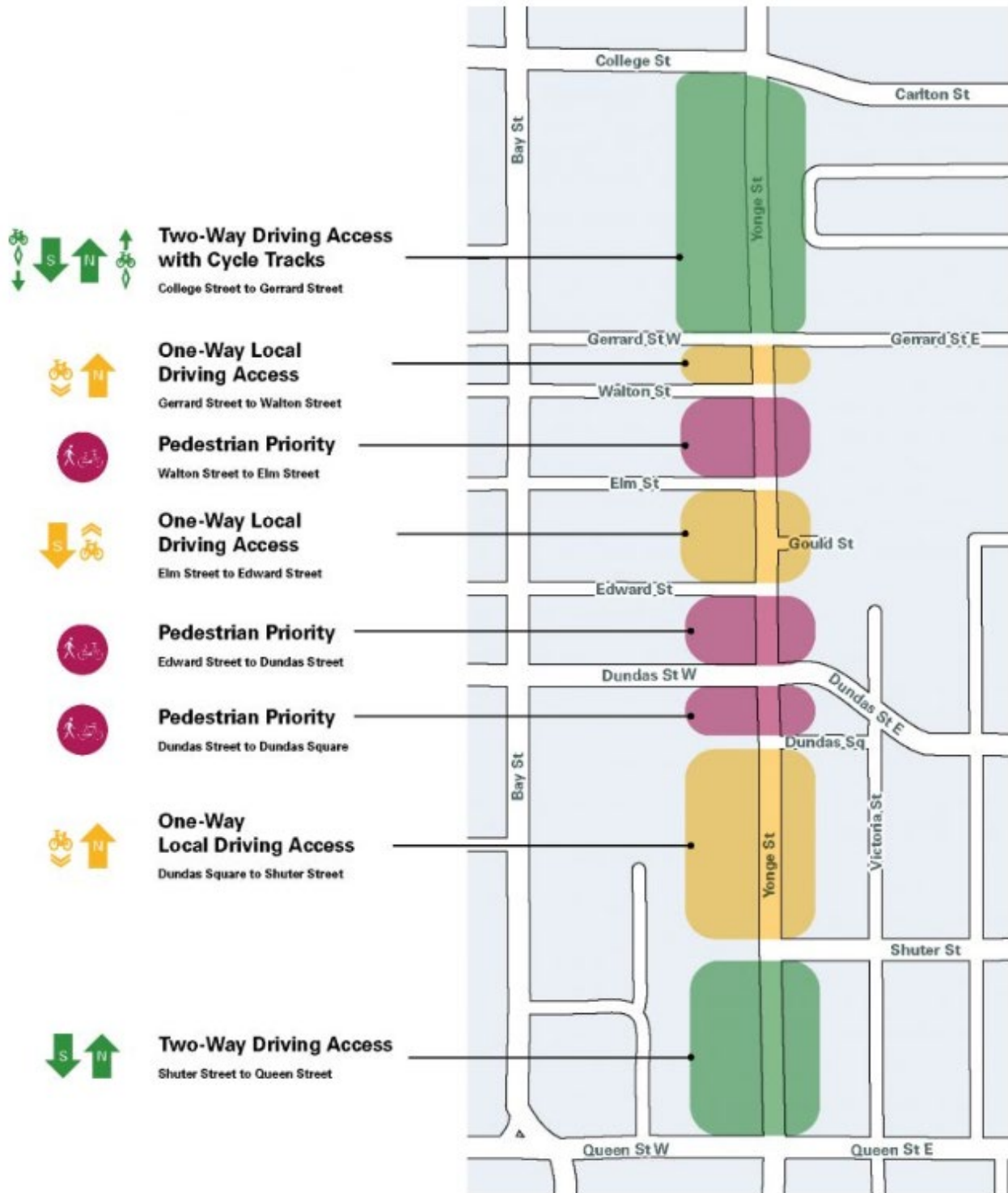


Figure 10: Recommended Design Concept 4C

Topics Considered

During round three, participants were asked to review the Recommended Design Concept for Yonge Street and consider how the design supports the five project objectives for Yonge Street. The effects of the COVID-19 pandemic were considered and acknowledged in the evaluation (i.e., physical distancing requirements, economic impacts, and recovery, transportation impacts).

What We Heard

Overall Feedback on Recommended Design Concept

There was an overall positive response across the online questionnaire and virtual public meeting regarding the Recommended Design Concept 4C. Stakeholder Advisory Group participants expressed varying levels of support for the design and comments recorded from email and phone calls were more mixed between agreement and disagreement with the recommendations. Some participants were concerned about the level of confusion for all road users as the road operation changes from block to block. There was support for a more consistent operation throughout the focus area to reduce confusion for users. Business stakeholders continued to express concern for the economic impacts of removing daytime vehicular access on sections of Yonge Street.

Pedestrian Experience

Support was expressed for the Recommended Design Concept 4C as it relates to improving the pedestrian experience. Participants shared that COVID-19 has either further emphasized the need for wider sidewalks and greater spatial allocations for pedestrians or raised questions about what pedestrian volumes will be post-pandemic. There were questions about how accessibility would be maintained in the pedestrian priority zones. Participants noted that it would be important to ensure that the zones remain vibrant through the programming of the street. Concern was also expressed regarding pedestrian safety as it relates to interactions with cyclists and vehicles.

Cycling Experience

There was support for the Recommended Design Concept as it relates to the cycling experience, however, some stakeholders continued to show opposition to cycle tracks. Some participants shared support for clear and dedicated separation of cyclists from other road users, and concern about the interaction of cyclists and other road users such as pedestrians and delivery vehicles. Connections to the existing cycle network were considered important to participants.

Vehicle Access

There were mixed views about the level of vehicle access that should be included in the design. Specifically, there was concern that the design may increase traffic volumes on adjacent streets. Some participants suggested dedicated delivery zones on side streets and limiting ride hailing on one-way streets while many businesses have requested dedicated curbside delivery zones on Yonge Street. There were also mixed views on how businesses will be impacted by reduced car access. Questions were raised about what physical elements would be used to restrict vehicle access in pedestrian priority zones and how emergency services would maintain access in those areas.

Space for Patios and Street Retail

There was general support for improving patio and street retail spaces and there was support for greater separation between patios and other street users. There was some concern that vehicle access will detract from the outdoor dining experience. Suggestions were made to include more trees, green space, public art, and furniture into the design. Concern was expressed about how the street will remain vibrant over the winter months.

Space for Festivals and Events

There was support for space for festivals and events along the street, including for occasional road closures to accommodate these events. The street needs to remain accessible for other users during events, and participants supported the flexibility of the street to accommodate a range of uses. Public washrooms, seating, and rest areas were considered important to the enjoyment of festivals and events.

A copy of the Round Three Consultation Report is available in **Appendix 4**.

3.4. Refinements to the Recommended Design Concept 4C

Feedback received influenced the refinement of the Recommended Design Concept 4C. Feedback received, how it was considered and incorporated is outlined in the table below.

Following the consultation with the public and stakeholders, refinements were made to the Recommended Design Concept 4C based on feedback received. The following minor changes to address specific points of feedback were made:

- Yonge Street, between Gerrard Street and Walton Street, altered from northbound one-way traffic only during the daytime to two-way traffic
- Permitted traffic movements for the Yonge Street/Gerrard Street intersection to additionally include the right turn from Gerrard Street onto Yonge Street. Modification of the curb lines is required to facilitate this movement

The refinements to the Recommended Design Concept 4C are summarized in the figure below.

Summary of the Refined Recommended Design Concept 4C

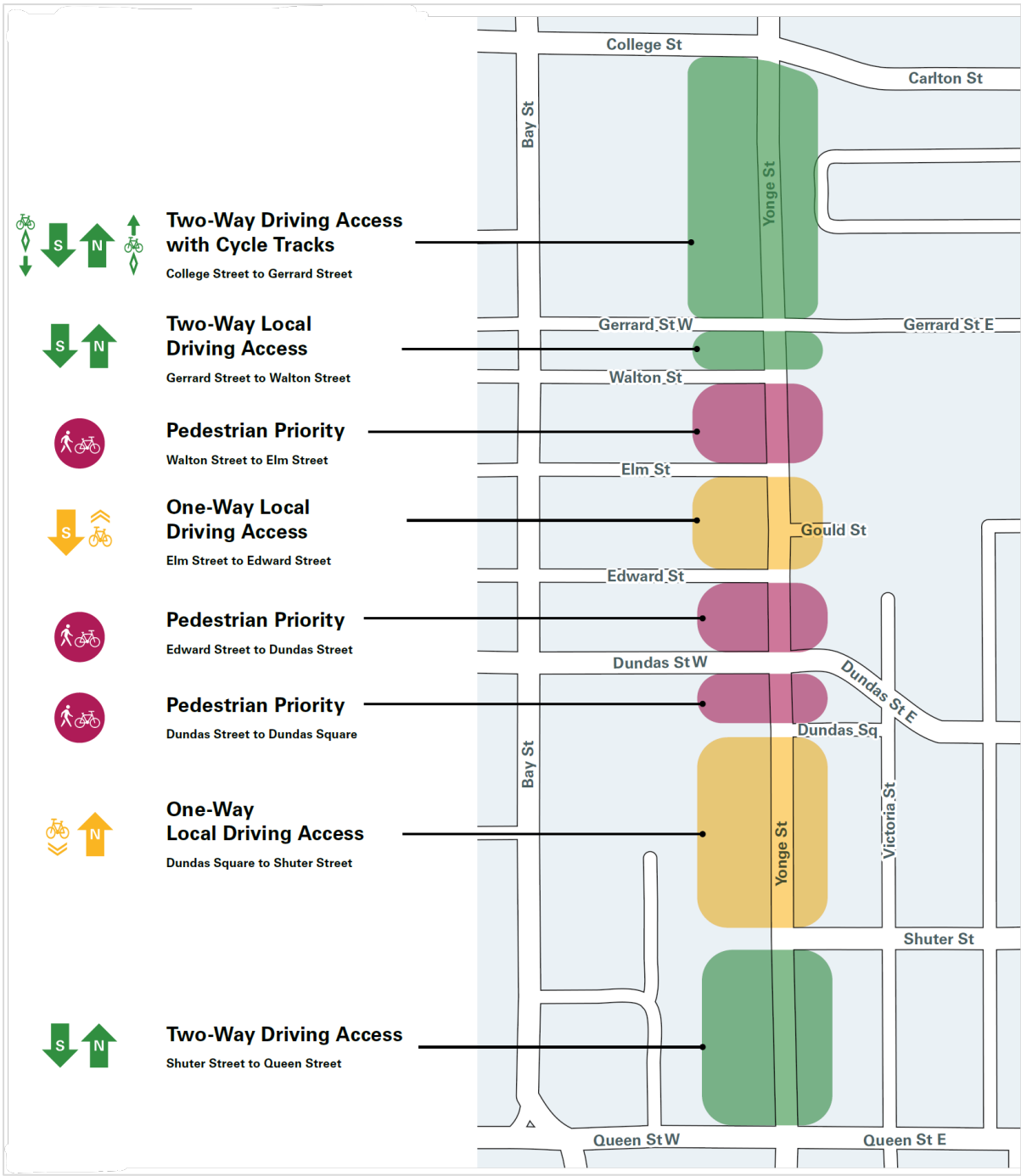


Table 12: Summary of Design Team Recommendations and Actions for Recommended Design Concept 4C

Source	Feedback Item	Design Team Comment(s)	Recommended Action
SAG5	Pedestrian priority zone from Walton Street to Elm Street was questioned because it is disconnected from the other pedestrian priority zones to the south.	Predicted future pedestrian flows are high for this section, making it suitable for pedestrianization. The Walton Street – Elm Street pedestrianized section is separated from the Edward Street – Dundas Street section by a short length of one-way ‘access only’ street during the daytime (between Elm Street and Edward Street) that will accommodate limited local traffic movements. The streetscape and public realm will create a sense of continuity and also encourage low speeds and considerate use by vehicle drivers. These aspects will therefore have the look and feel of a connected space, rather than a disconnected one.	Review operations at detailed design stage
SAG5	Dundas Square to Shuter Street: potential need for traffic control measures in this segment as the availability of the southbound lane may encourage vehicles to U-turn and travel southbound on the street.	It is recognized that some vehicles may carry out a U-turn. However, the traffic volumes are anticipated to be low and the streetscape and public realm will encourage low speeds and considerate use by vehicle drivers. The narrow width of the proposed cross-section of Yonge Street (6.5m) will make this manoeuvre difficult and therefore discourage regular use.	Review operations at detailed design stage
SAG5	From Shuter Street to Queen Street, cycling facilities were encouraged by a few participants in this area.	The limited space is being prioritized for pedestrians and the night bus/subway shuttle bus operation in this section. It will also have significantly lower vehicle volumes. This, along with the enhanced streetscape and public realm, will encourage low vehicle speeds and considerate driver behaviour and therefore the need for a separated cycle facility is not recommended.	No change
SAG6	Protected space is needed for businesses that do not have rear access or loading docks.	The Recommended Alternative Design Concept 4C makes provision for businesses that do not have rear access or loading docks.	Review operations at detailed design stage

Source	Feedback Item	Design Team Comment(s)	Recommended Action
DRP	There is concern that an over-pedestrianization of Yonge Street could sterilize the character of the street.	City policy and public feedback all indicate that pedestrians should come first on Yonge Street, and this is a key project objective. The Recommended Alternative Design Concept presented addresses this.	No change
DRP	Street trees, style of lighting and quality of design will be key for pedestrian comfort. Furnishing should be diverse. Consider flexible furniture that can adapt to retail needs.	Extensive provision is made for street trees in all of the Alternative Design Concepts, and it is the intention that lighting, and furnishings will be of a high quality in support of the enhanced public realm that is being proposed. Detailed design will address the style of lighting, materials and other aspects of the design in more detail.	No change
Online questionnaire	Potential confusion for all road users because the road operation changes from block to block. There was a desire for a more simplistic design to reduce conflicts between users.	The physical streetscape and urban realm proposals do not differ significantly from block to block, but feedback on the needs of businesses and adjacent properties dictates the requirement for some limited, local access movements at various points along the corridor. This has to be balanced against the Project Objectives to prioritize Yonge Street for pedestrians, and the Design Team considers that the Alternative Design Concepts presented represent the best range of solutions to achieve this.	Review operations at detailed design stage
Online questionnaire	Concern was expressed regarding the safety of pedestrians, particularly in the pedestrian priority zones, and whether they would be separated from other road users (i.e., people who cycle, use scooters or e-bikes, etc.).	The physical streetscape and urban realm proposals do not differ significantly from block to block, but feedback on the needs of businesses and adjacent properties dictates the requirement for some limited, local access movements at various points along the corridor. This has to be balanced against the Project Objectives to prioritize Yonge Street for pedestrians, and the Design Team considers that the Alternative Design Concepts presented represent the best range of solutions to achieve this.	Review operations at detailed design stage
Online questionnaire	Some participants continue to be concerned	Cycling will still be permitted along the full length of Yonge Street,	No change

Source	Feedback Item	Design Team Comment(s)	Recommended Action
	that the cycle tracks on University Avenue are not a reasonable substitution as it is too far from Yonge Street.	between College Street and Queen Street, including within the pedestrian priority zones. However, because of the high pedestrian volumes, frequent events, and tourism sites sharing the limited space on Yonge Street south of Gerrard Street, a separated cycling facility is not recommended. To cater for high volume, commuter cycling University Avenue, Bay Street and Church Street were evaluated for cycling infrastructure and University Avenue was identified as the preferred location for a separated facility.	
Online questionnaire	Some participants felt that ride-hailing and delivery services should be restricted to side streets only.	Feedback on the needs of businesses and adjacent properties dictates the requirement for some limited, local access movements at various points along the corridor. Restricting access for ride hail will be difficult to administer and enforce. However, the restricted access sections have been designed such that there is no 'through route', encouraging local access only and therefore significantly reducing vehicle volumes.	Review operations at detailed design stage
Online questionnaire	It was noted that public washrooms, seating and rest areas are important to support enjoyment of festivals and events.	Detailed design can explore opportunities for public washroom facilities. However, the inclusion of such a facility is not a differentiator between Design Concepts. Seating and rest areas are already part of the proposals, with further details on design, spacing, etc. to be determined at the next stage of design.	Consider at next design stage.
Individual Stakeholder Meetings	Yonge Street should be a "flexible" street, with temporarily (not permanent) closures to vehicular traffic.	Pedestrian volumes (sidewalks on Yonge Street have daily volumes that exceed 100,000 pedestrians per day on all days of the week, not just at the weekends), City policy and public feedback all indicate that pedestrians should come first on Yonge Street, and this is a key project objective.	Review operations at detailed design stage

Source	Feedback Item	Design Team Comment(s)	Recommended Action
Individual Stakeholder Meetings	Suggestion for a pedestrian priority zone south of Dundas Square.	Feedback on the needs of businesses and adjacent properties dictates the requirement for some limited, local access along this section of the corridor, and in particular pick up and drop off for the theatre and access to the parking garage at Dundas Square. Surveys have shown that this is the busiest section of the study corridor for ride hail activity which is considered to be important to support local businesses. Also, pedestrian volumes are predicted to be lower on this section. This section will also have restricted vehicle access (northbound only local traffic) and therefore significantly reduced vehicle volumes.	Review operations at detailed design stage
Individual Stakeholder Meetings	Suggestion for the addition of a dedicated bike lane from Queen Street to Shuter Street.	The limited space is being prioritized for pedestrians and the night bus/subway shuttle bus operation in this section. It will also have restricted vehicle access (northbound only local traffic) and therefore significantly reduced vehicle volumes. This, along with the enhanced streetscape and public realm, will encourage low vehicle speeds and considerate driver behaviour and a separated cycle facility is not recommended.	No change
Individual Stakeholder Meetings	Gerrard Street to Walton Street – allow 2 way traffic	The development proposal for the Chelsea Hotel site includes reopening a two-way vehicular connection along Walton Street, between Bay Street and Yonge Street. In addition to providing access to a basement car park ramp, Walton Street will also provide a pick-up and drop-off location on both sides of Walton Street. In order to facilitate the efficient use of Walton Street (without the need for U-turns), the Developer has requested a change to the operational strategy on	Amend the daytime operational strategy for Yonge Street between Gerrard Street and Walton Street to allow 2-way traffic

Source	Feedback Item	Design Team Comment(s)	Recommended Action
		<p>Yonge Street between Gerrard Street and Walton Street to allow two-way vehicular access at all times (instead of one-way northbound access only). Southbound access to this block of Yonge Street would only be permitted via a right turn from Gerrard Street eastbound, in order to prevent southbound Yonge Street traffic from further north feeding into Walton Street. As one-way northbound vehicular access was proposed on this block, the addition of southbound vehicular access (solely to facilitate access to Walton Street) is not anticipated to significantly alter the function of this block. In any case, even in the absence of the Chelsea site development, two-way vehicle access on Yonge Street between Gerrard Street and Walton Street would be required in order to maintain vehicular access to the current Walton Street cul-de-sac from Yonge Street.</p>	
Individual Stakeholder Meetings	Walton Street to Elm Street – allow 2-way traffic flow	<p>The owner of the Chelsea Hotel site requested that one-way southbound vehicular access along Yonge Street be provided between Walton Street and Elm Street. This was not included in the original daytime operational strategy for the following reasons:</p> <ul style="list-style-type: none"> • Pedestrians already make up the majority of road users on Yonge Street in this area. Furthermore, a particularly high level of growth in pedestrian movements is expected in the block between Walton Street and Elm Street due to a large concentration of high-density developments, and the pedestrian priority zone on this block is proposed to cater for this growth. • Alternative vehicular egress routes are available from the 	No change – daytime operational strategy to be further refined as part of detailed design

Source	Feedback Item	Design Team Comment(s)	Recommended Action
		<p>Chelsea site. As such, allowing southbound vehicular access along this block of Yonge Street is not essential for the functioning of the development.</p> <ul style="list-style-type: none"> • It is acknowledged that traffic modelling undertaken for the yongeTOMorrow EA Study indicates that some surrounding intersections may be more congested in the weekday PM peak, and allowing southbound vehicular access along this block could allow vehicles to avoid some of this congestion. However, information supplied by Great Eagle indicates that relatively few vehicle movements associated with the Chelsea site would be affected in the weekday PM peak, and that peak vehicular demand associated with certain uses in their development will be later in the evening when congestion is less likely to be an issue. • Allowing southbound vehicular access on this block would mean providing continuous vehicular access along Yonge Street all the way through to Elm Street. Whilst through traffic would be discouraged via turn bans, this would add another level of complexity. <p>Notwithstanding the above, as noted elsewhere it will be possible to amend and refine the operational strategy during detailed design.</p>	

4. Emerging Considerations Affecting the Recommended Design Concept

In feedback received after Round Three of the public consultation process, it became clear that additional attention on the operational plan was needed during detailed design. There was an insufficient level of consensus among stakeholders on the operational plan and business stakeholders continued to express concern for the economic impacts of removing daytime vehicular access on sections of Yonge Street. Therefore, the Recommended Design Concept put forward to Toronto City Council consisted of the physical design associated with the Recommended Design Concept 4C, for which EA approval was recommended, along with a flexible operations approach that was not tied to the physical design. This will enable the City to be nimble in advancing operational approaches during the day, weekends or for special events.

As the project proceeds to detailed design, additional attention and consultation will occur to develop the final operational plan, noting that operational plans are not a prerequisite for the MCEA process. These types of plans include elements like timed closures, signage, pavement markings, turn restrictions, signal timings, loading areas, and time-based pedestrian priority zones. These can remain flexible as they do not require significant construction and are routinely amended by Committees and Council to improve local needs and operations.

The COVID-19 pandemic has impacted transportation volumes across all modes, as well as the economic viability of many businesses, and the project team recognizes that there is uncertainty looking towards the future.

The EA Study continues to evaluate operational concepts by considering the needs of people using the street today and many years from now in a post-pandemic future. Yonge Street is not only a retail and economic hub but it also supports a significant residential community. The needs of local residents and businesses are important to consider during post-pandemic recovery.

Early in the EA Study, flexibility was identified as a key priority for the future design of downtown Yonge Street. The physical design recommended for construction as part of the Environmental Assessment process does not "lock-in" the future operations of any block. Operations can be adjusted based on the future needs of downtown Yonge Street.

On February 3, 2021, City Council adopted the yongeTOmorrow Preferred Design Concept and authorized the City to file the yongeTOmorrow Environmental Assessment Notice of Completion and post the study report for a 30-day review period.

Future Public Consultation

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. It is recommended that the following are considered as part of the next phase of public engagement: 1) revise the engagement and communications strategy and stakeholder scan; 2) continue the Stakeholder Advisory Group; 3) continue to report on results of community engagement.

5. Next Steps

The Environmental Study Report for yongeTOmorrow will be submitted to the Ministry of the Environment Conservation and Parks (MECP) and will be subject to a 30-day public review period. Following the review period, the project enters into the Detailed Design phase which will include further public consultation, refinements of the physical design elements, and operational planning.

Appendices

Appendix 1: Communications and Promotional Materials

Appendix 2: Stakeholder Advisory Group Meeting Summaries

Appendix 3: Design Review Panel

Appendix 4: Consultation Summary Reports by Round

Appendix 5: Individual Stakeholder Meetings

Appendix 6: Comment Tracking Log

Appendix 7: Letter Submissions

Appendix 8: Mississaugas of the Credit First Nation Correspondence

Appendix 9: Review Agency Correspondance and Log