

4.0 CONSULTATION AND ENGAGEMENT

Consultation and engagement have been important components of this study, to provide opportunities for two-way communication with interested stakeholders. The consultation activities provided a forum for stakeholders to learn about the study, provide input, exchange information and dialogue, and identify potentially significant design and environmental concerns early in the decision-making process, to ensure that they were given appropriate consideration.

A comprehensive consultation and engagement program was developed for this study to create opportunities for ongoing dialogue, feedback and collaboration, build relationships with local stakeholders, and meet the statutory requirements of the Municipal Class Environmental Assessment (MCEA) process.

A variety of consultation techniques were applied during each phase of the process, including Technical Advisory Committee (TAC) meetings, stakeholder meetings, public events (e.g. street survey, design charrette, Jane's Walk, public drop-in events), a project website, and study notification through mailings and newspaper advertisements, as well as direct contact with the Project Team via mail, email, phone or fax.

This section provides a summary of the consultation and engagement activities undertaken as part of the study, and identifies the key issues raised and how they were resolved. Consultation records were compiled and are documented in **Appendices H, I, and J** of this report.

4.1 Study Commencement

A combined notice of study commencement and advertisement of the first public open house (Public Event #1) was issued to City Councillors within the Study Area (Wards 23 and 24 (Willowdale)), external government review agencies, Indigenous Communities, emergency service providers, utilities, local residents associations, and other potentially interested stakeholders in May 2016. The notice was also published in the *North York Mirror* on May 12 and 19, 2016 and distributed to approximately 66,000 properties in the Study Area by Canada Post's unaddressed mail service on May 9, 2016. The notice provided the study background, the process, details on how to participate in the public meeting, the project webpage address, and contact information for the City's Public Consultation Coordinator.

A copy of this notice is included in **Appendix H**.

4.2 Project Website

A project webpage (<http://toronto.ca/reimaginingyonge>) was launched to coincide with the study commencement in May 2016, and has remained active with regular updates occurring throughout the course of this study. All study notification materials included the link to the project website.

The website provides an opportunity for the public and stakeholders to review up-to-date study information and content, background information, download study materials, reports, respond to online surveys, and provides contact information for the Project Team. All consultation events were also listed on the City of Toronto's central public consultations webpage and calendar.

4.3 Public Drop-in Events

Public drop-in events are informal meetings where area residents, businesses and interested stakeholders are provided an opportunity to review planning and project information, identify concerns and provide direct input to the Project Team. The public events were arranged as drop-in sessions (open-house style, with a series of display panels) where representatives of the Project Team were available to answer questions and discuss the study. The events included engagement activities such as brainstorming design opportunities, voting on preferred design features, providing feedback about the alternatives, design options, evaluation criteria, and selection of the preferred alternative. A copy of the notification materials, information displays presented at the public drop-in events, and consultation summaries are provided in **Appendix H**.

Five (5) public drop-in events were held during the study to present project information and updates, and provide participants with the opportunity to discuss the project with the Project Team. The first three events were conducted addressing enhancements to Yonge Street only (i.e. Stage 1). Per the City Council direction at the February 2017 Council Meeting, the Project Team added Beecroft Road and Doris Avenue to the Study Area, and alternatives on Beecroft Road and Doris Avenue were developed and included in the study. The final two public meetings included information on the enhancements considered along Yonge Street, Beecroft Road, and Doris Avenue (i.e. Stage 2).

A notice was published in the *North York Mirror* prior to each event, and circulated via mail and email to contacts on the study mailing list. The notices and event materials (e.g. information panels) were also posted on the City of Toronto project website following the events. Members of the general public who had not requested to be added to the project mailing list were informed of key project milestones through newspaper notices, flyers, and City website postings. The notices included text in Farsi, Korean, and Chinese to notify non-English speaking members of the public to contact the City

for more information in Farsi and Korean. Chinese translation was added to the notice from event #3 onward.

4.3.1 Public Drop-In Event #1 (May 25, 2016)

A combined notice of study commencement and event #1 was published in the *North York Mirror* on May 12 and 19, 2016. A flyer was also circulated to all properties within the expanded Study Area through Canada Post on May 9, 2016, the project webpage was updated to advertise the meeting, notification was emailing to the project mailing list, and the event was listed on the City's central online public consultation calendar.

The public event was held on May 25, 2016, at Memorial Hall (5110 Yonge Street, Toronto). A total of 187 people signed in at the register for the open house. The information displayed included study background, the process involved in conducting a Municipal Class EA, the purpose of the meeting, the problem and/or opportunities statement, existing conditions, urban design opportunities, generation of alternatives, evaluation criteria and next steps.

Attendees were invited to review the existing conditions, and provide input directly on the display panels by voting on potential features and adding comments about opportunities to enhance Yonge Street as well as the evaluation criteria. Attendees has the opportunity to ask questions and discuss the project with members of the Project Team, and fill out comment forms to record any questions or comments.

The focus of this first event was only on potential enhancements to Yonge Street (i.e. Stage 1). A range of opinions and ideas relating to opportunities to enhance Yonge Street and re-imagine the street with a multimodal focus were heard by the Project Team. A summary of the key comments provided by members of the public and stakeholders and how they were addressed is provided in **Exhibit 4-1**.

Exhibit 4-1: Summary of Key Comments Received During Event #1 and Responses

Key Comment	Project Team Response
Support for improved pedestrian / cyclist safety (e.g. more crossing points along Yonge Street, prevention of jaywalking, extending the time permitted for pedestrians at signalized crosswalks)	Reviewed space between signalized intersections, and proposed signaling two additional intersections in the largest gap areas. Signal timings will be reviewed post-construction.

Key Comment	Project Team Response
Support for improved natural features (e.g. planting more trees, increased greenspace, planter maintenance, and promotion of conservation)	Noted for consideration in public realm design.
Support for wider sidewalks	Considered in planning alternatives going forward.
Preference to reduce congestion and the implementation of traffic calming measures	Considered in planning alternatives going forward.
Support for improved access for emergency / commercial vehicles (including loading areas)	Comments were noted.
Bike lanes on Yonge Street were polarizing, with both strong positive and negative responses. Some stakeholders inquired about why bike lanes could not be implemented on the service roads (Doris Avenue and/or Beecroft Road)	Noted that these streets were not assessed at this stage (they were considered in Stage 2).
Requests to maintain on-street parking but also support to remove existing on-street parking	Parking needs and mitigations to be assessed on a quantitative basis.
Requests for improvements to the Highway 401 connections south of the Study Area	Improvements to the Highway 401 connections are outside the Study Area and not being considered as part of this study.
General concern about lane reductions along Yonge Street and potential impact on traffic congestion	Traffic studies will be completed as part of the EA to determine the feasibility of lane reductions, and their effects.

4.3.2 Public Drop-In Event #2 (July 25, 2016)

The second public event for this study was held on July 25, 2016 to provide information relating to the study background, the class EA process, details on the meeting, evaluation and selection of the preferred alternative, design options for the preferred alternative, and contact information. Two sessions, a day and evening session, were offered as follows:

- **Day Session:** Stakeholders were invited to drop-in anytime from 11:00 a.m. to 2:00 p.m. at Mel Lastman Square (5100 Yonge Street), where an information

booth was set up in the Square, and Project Team members were available to answer questions.

- **Evening Session:** stakeholders were invited to drop-in anytime from 5:00 p.m. to 8:00 p.m. at North York Memorial Hall (5110 Yonge Street) to view the panels and discuss the information with Project Team members.

A notice of the public event #2 was sent to contacts on the mailing list on July 7, 2016, and published in the *North York Mirror* on July 14 and 21, 2016. Due to a potential Canada Post strike, flyers were not distributed to properties within the extended Study Area. Alternative methods of notification were used, including:

- A Notice of Public Open House #2 was placed in the North York Mirror (East) on July 14, 2016 and July 21, 2016
- Information about the Open House was posted on the project website, along with all panels and reports: www.toronto.ca/reimaginingyonge
- The Public Open House was listed on the City of Toronto's central "Get Involved" online consultation event calendar
- Notices were sent via email to the project email list
- The notice was also provided to the offices of Councillor Filion, Councillor Shiner, Councillor Robinson, and Councillor Carmichael Greb to be shared with constituents

A total of 83 individuals signed in at this public event. The information presented at this meeting included a review of the study background, the process involved in conducting a Municipal Class EA, study updates since the previous public event, engagement summary and what we've heard, evaluation of the alternatives, design options, opportunities to integrate public spaces and public realm, and next steps.

Attendees were encouraged to provide input directly on the display panels about the design options, evaluation criteria and opportunities to integrate public spaces, using post-it notes, and to fill out comment forms to record any questions or comments. A summary of the key comments provided by members of the public and stakeholders and how they were addressed during event #2 is provided in **Exhibit 4-2**.

Exhibit 4-2: Summary of Key Comments Received During Event #2 and Responses

Key Comment	Project Team Response
Support for the preliminary preferred alternative - "Transform Yonge"	Comment was noted by the Project Team.
Support for bike lanes to be included in the plan for Yonge Street	Comment was noted by the Project Team.
Comment that Yonge Street will need to be maintained to avoid it falling into disrepair	Comment was noted by the Project Team.
Comments that Design Option 4A is dominated by vehicle lanes, and that the six lanes allows for more traffic	Comment was noted by the Project Team. Options had been assessed for traffic impact.
Comment that pedestrian clearways in Design Option 4A need to be wider	Comment was noted by the Project Team.
Support for Design Option 4B, as it is pedestrian friendly	Comment was noted by the Project Team.
Comment that the four lane cross sections will affect traffic flow, especially in the southern end of the Study Area near Highway 401	Comment was noted by the Project Team. Options had been assessed for traffic impact.
Support for the location of trees (separating the vehicles from the cyclists) in Design Option 4F	Comment was noted by the Project Team.
Comment that the parking bays shown in Design Option 4F are not necessary and that parking can be found elsewhere	Parking needs had been quantified, and a plan for replacing sufficient lost parking defined.
Support for the public realm opportunities at Mel Lastman Square	Comment was noted by the Project Team.
Inquiry about whether there are plans to connect the bike paths to the Finch corridor bike / multi-use path or the East Don Trail	Connections to the Finch corridor trail are proposed.
Request to provide natural paving material for pedestrian clearways like stone or granite	Paving materials will be selected in the next design phase, however preference has been noted by the City.
Suggestion that Yonge Street should be treated similar to Bloor Street or Queens Quay	Comment was noted by the Project Team.

Key Comment	Project Team Response
Comment that the construction schedule needs to be expedited and daytime construction is preferred	Construction staging will be determined in the next design phase.

4.3.3 Public Drop-In Event #3 (September 29, 2016)

The third public drop-in event for this study was held on September 29, 2016 between 5:00 p.m. and 8:00 p.m. in the main foyer of the North York Civic Centre (5100 Yonge Street). The purpose was to provide a study update, the evaluation of the design options for Yonge Street and selection of the preferred design option for Yonge Streets, mitigation measures and next steps in the study.

A notice advertising the third Public Drop-in Event was published in the *North York Mirror* on September 15, 2016. A flyer was also circulated to all properties within the expanded Study Area via Canada Post on September 13, 2016, and the project webpage was updated to advertise the open house.

A summary of the key comments provided by members of the public and stakeholders and how they were addressed during event #3 is provided in **Exhibit 4-3**.

Exhibit 4-3: Summary of Key Comments Received During Event #3 and Responses

Key Comment	Project Team Response
Support for different preliminary preferred Design Options (e.g. 4A, 4B, and 4F)	Support for the different options were noted by the Project Team.
Comment that the proposed plan will significantly improve livability in the area	Comment was noted by the Project Team.
Comment that landscaping should be removed from the median because of maintenance issues and concerns about sightlines / safety for pedestrians and drivers	To be considered during detail design phase.
Multiple concerns about reducing the travel lanes along Yonge Street, given this is a main street and the existing traffic demands	Detailed traffic assessment had been completed to understand impacts.
Comment that reducing Yonge Street to four lanes will negatively impact quality of life	Comment was noted by the Project Team.

Key Comment	Project Team Response
Concern that the reduction of vehicle lanes along Yonge Street would result in increased traffic and congestion on Beecroft Road and Doris Avenue (i.e. cut through traffic)	Beecroft Road and Doris Avenue are designated as bypass roads in North York Centre, and are intended to accommodate this traffic. The traffic model has projected the increases of demand on these streets, and this is reflected in the alternatives evaluation.
Concern that the removal of on-street parking could affect small businesses along Yonge Street	Parking needs have been assessed, and a mitigation strategy defined to replace parking within a 5-minute walk.
Support for the wider pedestrian clearways for pedestrians along Yonge Street	Comment was noted by the Project Team.
Preference for a barrier to provide separation between vehicles and cycle track	Comment was noted by the Project Team. To be considered during detail design.
Concern about the implementation of the cycle track, given the anticipated low cycle volumes during the winter months	Comment was noted by the Project Team. Cycling in Toronto continues to increase year-round; provision of secure facilities is a key determinant.
Inquiries about the selection of uni-directional cycle tracks along the west and east sides of Yonge Street, instead of a bi-directional cycle track along one side of the roadway	This suggestion is reflected in the preferred design.
Inquiries about the proposed width of the cycle track	Cycle tracks will meet the City minimum width, or greater (to be determined during detail design).

4.3.4 Public Drop-in Event #4 (October 10, 2017)

The fourth public drop-in event for this study was held on October 10, 2017 between 5 and 8 p.m. in the main foyer of the North York Civic Centre (5100 Yonge Street). The purpose was to present the alternatives for Beecroft Road and Doris Avenue that were developed in response to the direction received following the February 2017 City Council meeting.

A notice advertising the event was published in the *North York Mirror* on September 28 and October 5, 2017. A flyer was also circulated to approximately 66,000 residences and businesses within the expanded Study Area via Canada Post, and to contacts on the email distribution list on September 12, 2017. The notice was also e-mailed to approximately 750 people and the project webpage was updated to advertise the open house. Translators were available to provide information in Korean, Chinese and Farsi.

A total of 230 individuals signed in at the register at public event #4. The information presented at this meeting included a study update, an update to existing conditions in the Study Area, the identification of the preferred Stage 2 alternative solution, and next steps in the study. Attendees were encouraged to speak with members of the project team, and to fill out comment forms to record any questions or comments.

Approximately 204 responses were received via feedback forms at the meeting or online. Key responses were as follows:

- 57% preferred cycling on both Beecroft Road and Doris Avenue, compared with 33% on Beecroft Road only and 9% on Doris Avenue only.
- The question regarding the type of cycling facility preferred along Beecroft Road and/or Doris Avenue showed highest support for Transform 2: In-boulevard bi-directions (43%) and Transform 1: Raised cycle tracks adjacent to the curb (30%).
- Of the 215 respondents, preference for alternatives Stage 1 vs Stage 2 was 40% to 60% in favour of Stage 2.

A summary of the key comments provided by members of the public and stakeholders and how they were addressed during event #4 is provided in **Exhibit 4-4**.

Exhibit 4-4: Summary of Key Comments Received During Event #4 and Responses

Key Comment	Project Team Response
Concern that the area does not have a strong cycling culture with people biking mainly for recreation and commuting by bike not a viable option due to distance and physical barriers, such as Highway 401	Comment was noted by the Project Team. Cycling in Toronto continues to increase; provision of secure facilities is a key determinant.
Concern that removal of a traffic lane and parking on Yonge Street will negatively impact businesses and cause traffic bottlenecks	Parking needs have been assessed, and a mitigation strategy defined to replace parking within a 5-minute walk from Yonge Street. Extensive, detailed modelling of

Key Comment	Project Team Response
	traffic movement at the microscopic level has been completed, and has shown that traffic impacts are expected to be manageable.
Suggestion that there be restrictions to parking on Doris Avenue and Beecroft Road along with improved connections at Hendon Avenue/Bishop Avenue and Anndale Drive/Poyntz Avenue	The City regularly reviews parking needs, based on factors which include traffic impacts, and will adjust the parking supply if required. Detailed traffic modelling of future conditions has led to the development of the appropriate street network throughout the Study Focus Area.
Concern that Beecroft Road and Doris Avenue do not provide direct access to any businesses	This trait fed into the evaluation of the alternatives, resulting in the choice of the preferred alternative,
Support for Yonge Street to be a destination for all to explore using a complete street approach	Support for Yonge Street to be a destination for all to explore using a complete street approach was noted by the Project Team.
Suggestion that the speed limit on Yonge Street be reduced where there are key destinations	The City will define an appropriate speed limit for the area as the project nears completion, reflecting local multimodal and safety needs.
Suggestion to invest in pedestrians and transform pedestrian clearways along all of Yonge Street, instead of where feasible	Comment was noted by the Project Team.
Suggestion that medians be installed along Yonge Street for pedestrian safety	Comment was noted by the Project Team.
Suggestion that lane reductions will have a positive impact by eliminating current scenario whereby cars use the outer travel lane to speed ahead and zig zag in and out to avoid parked cars	Comment was noted by the Project Team.

4.3.5 Public Drop-in Event #5 (December 11, 2017)

A notice advertising public drop-in event #5 was published in the *North York Mirror* on November 30, 2017. A flyer was also circulated to approximately 66,000 residences and businesses within the expanded Study Area via Canada Post, and emailed to approximately 750 contacts on the email distribution list on November 30, 2017. The notice was also uploaded onto the project webpage to advertise the public drop-in event.

The fifth public event was held on December 11, 2017. The information presented included a study update, a review of the alternative solutions being considered, mitigation measures, comparison and evaluation of the alternative solutions, and next steps in the study.

A total of 160 individuals signed in. Translators were available to provide information in Korean, Chinese and Farsi. A total of 613 responses were received, responding to the question on whether one agrees or disagrees with the recommendation to transform Yonge Street (including feedback forms at the meeting and online responses). The results of the survey are provided below:

- Of the respondents, a majority walk along Yonge Street (80%), travel by TTC (78%); and bike (62%), followed by drive (38%), taxi (11%), travel as a passenger (9%), or use GO buses (4%).
- Of the 613 responses, 89% agreed with the Transform Yonge Street recommendation, and 11% disagreed.
- Respondents expressed interest in on-street parking being investigated for: Beecroft Road (73%); Doris Avenue (67%), and east-west streets (35%).

A summary of the key comments provided by members of the public and stakeholders during event #5 and how they were addressed is provided in **Exhibit 4-5**.

Exhibit 4-5: Summary of Key Comments Received During Event #5 and Responses

Key Comment	Project Team Response
Strong support for Transform Yonge as a way to revitalize the area by improving the streetscape and making it more pleasant and safe to walk and cycle	Support for Transform Yonge as a way to revitalize the area by improving the public realm was noted by the Project Team.

Key Comment	Project Team Response
Strong support for prioritizing pedestrian needs and incorporating wider pedestrian clearways and rest areas	Support for prioritizing pedestrian needs was noted by the Project Team.
Support for landscaped median and the improvement to aesthetic, pedestrian safety and reducing vehicle speeds	Support for landscaped median and improvements to the public realm was noted by the Project Team.
Support for new public realm features such as trees, plantings, street furniture and art	Support for new public realm features was noted by the Project Team.
Comment that cycling connections to the north and south are also needed	This was noted by the Project Team for consideration in future planning studies.
Concern that bike lanes on Yonge Street will cause traffic delays along the corridor and impacts to adjacent roads	Comment was noted by the Project Team. Cycling in Toronto continues to increase; provision of secure facilities is a key determinant.
Request for a comprehensive study of traffic demands in the larger area	The study has included a traffic study for the entire Study Area as per the City's requirements.
Suggestion to complete former plans for Doris Avenue and Beecroft Road	The study has built on all previous City of Toronto studies, including those for Doris Avenue and Beecroft Road.
Suggestion that laybys be provided for buses on Yonge Street	The Project Team has conferred with TTC and GO Transit with respect to the design of Yonge Street, and the final design reflects their input.
Suggestion for a permanent place for food trucks to park and access electrical outlets in front of Mel Lastman Square, along with access for water for handwashing	Noted. This can be considered during detailed design.
Consider adding on-street parking to various east-west and parallel streets, with enforcement	This idea was noted and taken into account in the final project plan.

Key Comment	Project Team Response
Suggestions to eliminate on-street parking and better promote use of existing Green P parking or consider additional off-street parking	Suggestion noted. The overall City direction is to avoid over-supply of parking; Toronto Parking Authority (TPA) monitors demands to consider need for off-street facilities on an ongoing basis.
Differences of opinion on use of residential streets for parking	Comment noted. The parking strategy reflects the existing situation in North York Centre, as approved in the Secondary Plan.
Request for more bicycle parking	Bicycle parking supply and locations will be defined during detailed design, reflecting the expected increase in cycling.

4.3.6 Jane’s Walk (May 7, 2016)

On May 7, 2016 the Project Team hosted a Jane’s Walk called "REimagining Yonge Street: Your Vision for Yonge Street from Sheppard Avenue to Finch Avenue". This walk was advertised on the Jane's Walk website and a notice was emailed to the project mailing list and posted on the project website. City of Toronto staff and members of the WSP consultant team guided approximately 20 walkers along Yonge Street, stopping to learn about planning a complete street, reliving the history of North York Centre and exploring opportunities to enhance the streetscape and public realm. The walk leader was City of Toronto Urban Designer Sasha Terry, who provided a history of the area, current conditions, and plans for improvements.

4.3.7 Jane’s Walk – School / Youth Focused (May 31, 2016)

A second Jane’s Walk was held on May 31, 2016 to engage youth in the Study Area. The City contacted the following three schools within the Study Area with invitations to participate in student walks: Earl Haig Secondary School, Cardinal Carter Academy for the Arts, and Claude Watson School of the Arts. Claude Watson School of the Arts expressed interest and agreed to organize the walk. City of Toronto staff joined a group of approximately 15 students and a teacher from Claude Watson School to walk along Yonge Street from Spring Garden Avenue to Empress Avenue. The teacher and students led the walk, discussing elements they enjoyed and identifying areas for improvement, while City staff recorded comments. The comments provided by the students are summarized in **Appendix H**.

4.3.8 Street Survey (May 10, 2016)

The Project Team conducted a one-day street survey on May 10, 2016 to collect information from pedestrians and cyclists utilizing the Yonge Street corridor. Surveyors were located in five (5) locations along Yonge Street during peak rush hours (i.e. 11:00 a.m. – 2:00 p.m. and 4:30 p.m. – 6:30 p.m., and 7:30 p.m. – 9:00 p.m.). The goal of the street survey was to ask how the community currently uses Yonge Street within the Study Area limits, and identify features that the community would like to see in the future. The survey was also designed to gather feedback about existing problems within the corridor, and opportunities to improve Yonge Street. The survey consisted of nine (9) questions; participants were able to provide responses to the survey on the street, or were provided an information sheet, identifying a web link where stakeholders were able to complete the survey at a later time.

A total of 1,084 surveys were completed; responses are indicative that the vast majority of respondents either work and/or live within the Study Area. 348 responses were gathered during the field survey while 736 online surveys were submitted. A summary of the responses to the questionnaires are provided in **Exhibit 4-6** while detailed survey results, and corresponding graphs and charts are provided in **Appendix H**.

Exhibit 4-6: Survey Questions and Results

Survey Question	Summary of Survey Results
<p>What do you like most about Yonge Street? (Select top 3 choices)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Convenient for walking <input type="checkbox"/> Convenient for cycling <input type="checkbox"/> Well-served by transit <input type="checkbox"/> Convenient for driving <input type="checkbox"/> Generous sidewalks <input type="checkbox"/> Variety of shops and restaurants with outdoor patios <input type="checkbox"/> Streetscape design (e.g. street tree planters, decorative paving, planted median) <input type="checkbox"/> Other (please specify) 	<ul style="list-style-type: none"> • The top three answers were: <ul style="list-style-type: none"> ○ Well served by transit ○ Convenient for walking ○ Other • Some of the responses in the “Other” category included: a wide variety of uses (e.g. retail, services, dining), entertainment, convenience and walkability of the area, close proximity of amenities, high level of street activity, vibrancy, and diversity.
<p>What do you like least about Yonge Street? (Select top 3 choices)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Not enough sidewalk/boulevard space for pedestrians <input type="checkbox"/> Lack of cycling facilities 	<ul style="list-style-type: none"> • High traffic volume, lack of streetscape design and poor condition of streetscape were the top choices.

Survey Question	Summary of Survey Results
<input type="checkbox"/> Lack of streetscape design (e.g. street tree planters, decorative paving, planted median) <input type="checkbox"/> Poor condition of the streetscape <input type="checkbox"/> High volume of vehicular traffic <input type="checkbox"/> Other (please specify)	<ul style="list-style-type: none"> Lack of cycling facilities and insufficient pedestrian clearway space came in at 14% and 10%, respectively.
<p>If you could make one big change on Yonge Street, what would it be?</p> <input type="checkbox"/> Widen sidewalks <input type="checkbox"/> Improve and add pedestrian crossings <input type="checkbox"/> Install bike lanes/cycle tracks <input type="checkbox"/> Reduce vehicular traffic <input type="checkbox"/> Extend the streetscape design with more trees and decorative paving <input type="checkbox"/> Provide more street furniture <input type="checkbox"/> Extend the planted median <input type="checkbox"/> Improve connections to nearby parks and open spaces <input type="checkbox"/> Host more events and festivals <input type="checkbox"/> Install more public art <input type="checkbox"/> Other (please specify)	<ul style="list-style-type: none"> The most popular choices for question 3 include: <ul style="list-style-type: none"> Streetscape design Reduce vehicular traffic More bike lanes and pedestrian crossings
<p>How do you typically travel to Yonge Street?</p> <input type="checkbox"/> Walk <input type="checkbox"/> Bike <input type="checkbox"/> Drive <input type="checkbox"/> TTC <input type="checkbox"/> GO Transit <input type="checkbox"/> Taxi <input type="checkbox"/> Other (please specify)	<ul style="list-style-type: none"> Most of the survey respondents indicated they primarily travelled on Yonge Street by walking, TTC and driving. Given there is no existing cycling infrastructure, it was interesting that 150 respondents cycle on Yonge Street.
<p>How do you use Yonge Street? (select all that apply)</p> <input type="checkbox"/> Live on Yonge Street or nearby <input type="checkbox"/> Work <input type="checkbox"/> Study <input type="checkbox"/> Shop <input type="checkbox"/> Dine <input type="checkbox"/> Entertainment	<ul style="list-style-type: none"> The survey indicated that respondents tend to use Yonge Street for a variety of functions, including shopping, living, dining and working. Approximately 60% of those surveyed utilize Yonge Street for

Survey Question	Summary of Survey Results
<input type="checkbox"/> Commute	more than one purpose (e.g. live and work; shop and dine, etc.)
When are you on Yonge Street? (select all that apply) <input type="checkbox"/> Morning <input type="checkbox"/> Lunchtime <input type="checkbox"/> Afternoon <input type="checkbox"/> Dinnertime <input type="checkbox"/> Late night <input type="checkbox"/> Weekends	<ul style="list-style-type: none"> The survey respondents indicated that the most popular times spent on Yonge Street were in the morning and the afternoon. These times were immediately followed by the weekend.
Please indicate your age group. <input type="checkbox"/> 16 to 19 years old <input type="checkbox"/> 20 to 24 years old <input type="checkbox"/> 25 to 34 years old <input type="checkbox"/> 35 to 44 years old <input type="checkbox"/> 45 to 54 years old <input type="checkbox"/> 55 to 64 years old <input type="checkbox"/> 65 years or older	<ul style="list-style-type: none"> The majority of respondents surveyed were between the ages of 25 and 34 years old. This age group was followed by 35-44 years old, with the lowest proportion being 16-19 years old.
What are the first three digits of your home postal code?	<ul style="list-style-type: none"> 537 out of 714 (80%) of respondents live in a Canada Post FSA zone that lies within or intersects the Study Area.
What is the closest intersection to your place of employment?	<ul style="list-style-type: none"> 647 out of 779 (83.1%) of respondents work near an intersection that lies within or intersects the Study Area.

4.3.9 Design Charrette (June 9 and 11, 2016)

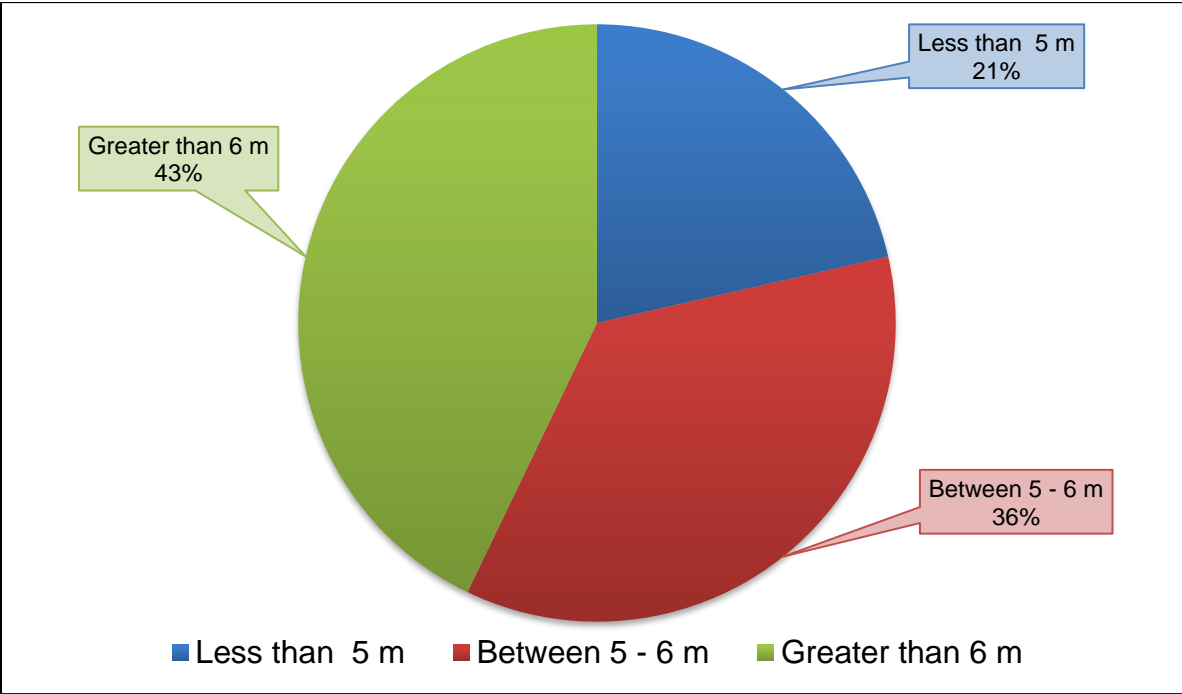
A design charrette was organized for the Project Team, stakeholders, and the community to come together to discuss the project and collaborate on a vision for the plan in a collaborative environment to encourages discussion and participation. The purpose of the charrette was to build on data gathering and analysis efforts by the Project Team to produce alternatives for a preferred design, while creating a joint vision with the community. The design charrette was offered on June 9 and June 11, 2016 to provide flexibility to members of the public. Attendees were encouraged to choose one event to attend as the same information was presented at both events.

Day one of the design charrette was held on June 9, 2016 from 4:30 p.m. to 8:00 p.m. at the Spring Garden Church (112 Spring Garden Avenue), two blocks east of Yonge Street. Day two of the design charrette was held on June 11, 2016 from 10:00 a.m. to 1:30 p.m. at the St. George on Yonge Anglican Church (5350 Yonge Street), within the Study Area. The design charrette was advertised at public event #1, on the project webpage, a flyer was sent to all residents in the expanded Study Area on May 30, 2016, and notification was emailed to the project mailing list.

During the design charrette, participants had the opportunity to review the existing conditions along Yonge Street (from Sheppard Avenue to Avondale Avenue), alternative solutions for Yonge Street and collaborate with the Project Team in identifying a preferred alternative, engage in design activities to help create a vision for Yonge Street, which will inform the development of design alternatives, and speak with the project team and other participants.

A total of 166 attendees signed in at the register at the two design charrettes and approximately 70 attendees participated in an activity of designing a preferred cross section for Yonge Street. Based on the results of the exercise, it was determined the majority of the attendees preferred wider pedestrian clearways (see **Exhibit 4-7**), and reduction in the number of travel lanes from 6 to 4. Fifty-eight (58) out of 70 (83%) of participants included a planted median in their cross-section, and 54 out of 70 (77%) of participants included bike lanes in their cross-section.

Exhibit 4-7: Design Charrette: Preferred Sidewalk Widths



Other key comments provided by stakeholders during or after the design charrettes included:

- Support for cycling facilities
- Request for more opportunities to cross Yonge Street near Horsham Avenue
- Comment that there is the need for more pedestrian crossings
- There needs to be a focus on the viability of businesses along Yonge Street throughout this study
- Comment that there should be more businesses and resident involvement
- Comment to consider multi-use lanes on the service roads, instead of Yonge Street
- Support for the models referencing New York City initiatives
- Support for Alternative 4F given the lack of street parking on Hillcrest
- Concern about maintenance of the green space, given it is not being maintained today
- Suggestion to add small trees and keep the existing green space
- Support for a landscaped median that could accommodate pedestrian crossings
- Inquiries about the timeline associated with this study
- Comment that the session provided useful information about street design
- Support for the format of the design charrettes and comments about the level of engagement.

The design charrette summary provides more information about the format of the sessions, and all comments received (see **Appendix H**).

4.3.10 Planners in Public Spaces Events

As part of an effort to engage people in the neighbourhood, the City held Planners in Public Spaces (PiPs) events at key locations within the Study Area. Each of these events provided the public an opportunity to speak one-on-one with staff. Events were held on:

- July 18, 2016 from 4 to 7 p.m. at Finch Subway Station
- July 20, 2016 from noon to 7 p.m. at Hullmark Centre Outdoor Plaza, south-east corner of Yonge Street/Sheppard Avenue

- July 21, 2016 from 10 a.m. to 2 p.m. at North York Civic Centre at the Farmers Market held in Mel Lastman Square
- August 31, 2017 from 11 a.m. to 1:30 p.m. at North York Civic Centre at the Farmers Market held in Mel Lastman Square
- September 6, 2017 from 4:30 to 6:30 p.m. at Finch Subway Station
- September 28, 2017 from 11 a.m. to 2 p.m. at North York Civic Centre at the Farmers Market held in Mel Lastman Square.

4.4 External Stakeholder Consultation

4.4.1 Project Mailing List

At the onset of the study, a contact list was developed, which included municipal staff, interest groups (including Yonge Corridor Condominium Association, Silverview Community Association, Bayview Cummer Neighbourhood Association, Avondale Community Condo Association, West Lansing Homeowners Association, Federation of North Toronto Residents' Associations (FoNTRA), Lansing Community Association, Edithvale-Yonge Community Association, Willowdale West, South of Sheppard, Willowdale Centre, Walk Toronto, Canterbury Place and CycleTO), and other interested stakeholders and relevant bodies that may have an interest in the study. As the study progressed, the contact list was updated to ensure that all identified interested parties received study notifications. Interested individuals could add themselves to the project mailing list online, via phone, or at a consultation event.

It should be noted that no Business Improvement Association (BIA) existed in the area when the study began, however the formation of a BIA was underway. City staff met with business leaders during the project in order to inform them of the study. The Planners in Public Spaces events were also intended partially as an outreach to the business community.

4.4.2 Agencies

Federal and provincial external government agencies, school boards, emergency service providers, local condominium and resident associations, utilities, and other potentially interested stakeholders were notified at study commencement to inform them of the study, and request for comments and feedback. Individuals and groups that expressed an interest in the project were kept informed throughout the study and were invited to attend the public open houses.

The agencies that were contacted during the study included the following:

Federal Agencies

- Department of Fisheries and Oceans
- Environment Canada
- Canadian Transportation Agency
- Parks Canada

Provincial Agencies

- Ministry of Indigenous Affairs (formerly Ministry of Aboriginal Affairs)
- Ministry of Agriculture, Food & Rural Affairs
- Ministry of Community Safety & Correctional Services
- Ministry of Economic Development
- Ministry of Education
- Ministry of Energy (formerly Ministry of Energy, Northern Development and Mines)
- Ministry of Municipal Affairs and Housing
- Ministry of Northern Development, Mines, Natural Resources and Forestry (*formerly Ministry of Natural Resources and Forestry*)
- Ministry of Environment, Conservation and Parks (formerly Ministry of the Environment and Climate Change)
- Ministry of Heritage, Sport, Tourism, and Culture Industries (*formerly Ministry of Tourism, Culture and Sport*)
- Ministry of Transportation
- Infrastructure Ontario
- Metrolinx / GO Transit
- Ontario Provincial Police
- Toronto and Region Conservation Authority
- Ontario Growth Secretariat
- Ontario Power Generation

Local Agencies

- Conseil Scolaire de district Catholique Centre-Sud
- Greater Toronto Airports Authority
- Toronto Catholic District School Board
- Toronto District School Board

Utility Providers

- Allstream
- Bell Canada
- CN Rail
- Cogeco Data Services Inc.
- CP Rail
- Enbridge Gas Distribution Inc.

- Enbridge Pipeline Inc.
- Hydro One Networks Inc.
- Imperial Oil
- Prestige Telecom
- Rogers Cable Systems
- Telus
- Tera Span
- Toronto Hydro
- Trans Northern Pipe Line
- Enwave Energy Corporation
- Sun-Canadian Pipe Line Company Ltd.

Local Condominium and Resident Associations/Groups

- Yonge Corridor Condominium Association
- Atrium II Condo
- Silverview Community Association
- Bayview Cummer Neighbourhood Association
- Avondale Community Condo Association
- West Lansing Homeowners Association
- Federation of North Toronto Residents' Associations (FoNTRA)
- Lansing Community Association
- Edithvale-Yonge Community Association
- South of Sheppard
- Willowdale West
- Willowdale Central Ratepayers Association

Other Potentially Interested Stakeholders

- Walk Toronto
- Canterbury Place
- CycleTO
- Tera Span

A summary of external agency and utility correspondence is provided in **Exhibit 4-8**, and included in **Appendix I**.

Exhibit 4-8: External Agency and Utility Participation

Agency / Participant	Comments Received	Action Taken / Response
Provincial Ministries / Agencies		
Toronto and Region Conservation Authority (TRCA) Daniel Brent	Comment received May 13, 2016 and June 7, 2016 indicating that TRCA has no areas of interest within the immediate or expanded Study Area, and therefore can be removed from the distribution list.	Comment noted. No further action required.
Ministry of Heritage, Sport, Tourism, and Culture Industries (MHSTCI) <i>(formerly Ministry of Tourism, Culture and Sport)</i> Rosi Zirger	Comment received May 19, 2016 indicating that: <ul style="list-style-type: none"> • MHSTCI received the Notice of Study Commencement and Open House • Would appreciate being kept informed of this project as it proceeds through the EA process 	Comment noted. No further action required.
Ministry of Environment, Conservation and Parks (MECP) <i>(formerly Ministry of the Environment and Climate Change)</i> Chunmei Liu	Comment received May 19, 2016 acknowledging receipt of the notification and identifying MECP's interest in the following areas with respect to the proposed undertaking: <ul style="list-style-type: none"> • Ecosystem Protection and Restoration • Surface Water • Groundwater • Air Quality, Dust and Noise • Servicing and Facilities • Contaminated Soils • Mitigation and Monitoring • Planning and Policy • Class EA Process • Indigenous Community Consultation 	Comment noted. No further action required.



Agency / Participant	Comments Received	Action Taken / Response
Ministry of Northern Development, Mines, Natural Resources and Forestry (NDMNRF) <i>(formerly Ministry of Natural Resources and Forestry)</i> Jackie Burkart	Comment received June 6, 2016 indicating that NDMNRF has no concerns with the subject EA and need not be involved in this proposed undertaking.	Comment noted. No further action required.
Infrastructure Ontario (IO) Patrick Grace Victoria Schweighardt	Comment received May 13, June 17, and July 15, 2016 indicating that if IO lands are required, the due diligence requirements and MIO obligations must be met.	Comment noted. IO lands are not required; all work will remain within the City's existing ROW. No further action required.
Emergency Service Providers		
Toronto Paramedic Services EMS Planning	Comment received May 16, 2016 indicating that: <ul style="list-style-type: none"> • Paramedic Services would like to remain on the contact list • Would like to continue to receive updates on the project, specifically when it comes to bike lanes/cycle tracks • Would like to participate in discussion as any changes to lane widths can impact emergency services 	Meetings conducted with Toronto Fire Service, Toronto Paramedic Service and Toronto Police Service representatives on June 21, 2016 to inform them of the study process and analysis to that point, and receive input. A second meeting was held with these agencies on October 6, 2016 to present the preliminary preferred alternative and receive input.
Toronto Fire	Comment received June 6 and July 14, 2016 indicating that:	Meetings conducted with Toronto Fire Service, Toronto Paramedic



Agency / Participant	Comments Received	Action Taken / Response
Colin Booth	<ul style="list-style-type: none"> • Toronto Fire would like to participate in the study • Our primary focus would be to provide input on any issues/proposals that may impact on the travelled portion of the roadway • Please update the contact list to ensure that Fire Captains Bruining & Del Vasto are cc'ed on any future correspondence 	Service and Toronto Police Service representatives on June 21, 2016 to Inform them of the study process and analysis to that point, and receive input. A second meeting was held with these agencies on October 6, 2016 to present the preliminary preferred alternative and receive input.
Emergency Management Health & Safety Fire Services Terry Bruining	<p>Comment received October 31, 2016 indicating that:</p> <ul style="list-style-type: none"> • There appears to be a significant increase in the centre median that creates a division between the north and south bound lanes • Access to/from intersecting side streets is significantly impacts by the median • Reduction in travel lanes on Yonge Street will impact emergency vehicles in terms of speeds, maneuvering and staging • Fire Station 114 uses Ellerslie Avenue and Church Avenue as the primary route to Yonge Street • Transit stops are in live traffic lanes which will further restrict travel lanes • Request for mountable curb for the cycle track and median • Cross-over locations to access intersecting streets should be maintained where existing 	Comment noted. The City Project Manager followed-up with Mr. Bruining, and meetings were held with Fire Services later in the study.



Agency / Participant	Comments Received	Action Taken / Response
Toronto Paramedic Services EMS Planning Colin Booth	Comment received on December 1, 2017 indicated Toronto EMS would like to continue to participate in the study.	Comment noted.
Ministry of Heritage, Sport, Tourism, and Culture Industries (MHSTCI) (formerly Ministry of Citizenship and Immigration, Tourism, Culture, and Sport) Chris Rosati	Comment received on December 1, 2017 indicated that the Ministry of Culture (now known as the Ministry of Heritage, Sport, Tourism, and Culture Industries) will respond on their behalf.	Comment noted.
Utility Providers		
Hydro One Networks Claire Zhang	Comment received May 18, 2016 indicating Hydro One facilities exist within the Study Area.	Comment noted.
Enbridge Ann Newman	Comment received on June 6, 2016 indicating that: <ul style="list-style-type: none"> • Confirmed Enbridge Pipelines operates facilities along Yonge Street near the northern portion of the Study Area. • Enbridge Pipelines Inc. and Enbridge Gas Distribution are separate operating companies and Enbridge Gas will be impacted 	Comment noted.
Enbridge Pipelines Chris Pincombe	Comment received on September 21, 2016 indicating that: <ul style="list-style-type: none"> • A pipeline exists in the Study Area 	Comment noted.



Agency / Participant	Comments Received	Action Taken / Response
	<ul style="list-style-type: none"> • Request to be notified of proposed works • A copy of Enbridge's crossing guidelines was attached 	



4.4.3 Local Businesses

4.4.3.1 Door-to-Door Visits

City staff visited local businesses and property managers located within the Study Focus Area on May 17, 18 and 29, 2017. Businesses received a project postcard and were asked for their contact information and preference(s) for how they would like to get involved.

4.4.3.2 Survey of Local Businesses and Property Managers

A letter and survey were issued on August 10, 2017 to 161 businesses and property management firms within the Study Area asking for their input on the priorities for REimagining Yonge Street, what improvements they wanted to see, and how they wanted to be engaged in the study.

A copy of the letter was also issued on August 15, 2017 to businesses on the email distribution list.

The City received 23 survey responses. Respondents indicated that addressing traffic congestion on Yonge Street, Doris Avenue and Beecroft Road was a top priority. On Yonge Street, parking and pedestrian clearway space, followed by streetscape design and patio space were important elements. On Doris Avenue, parking, pedestrian clearway space for pedestrians and cycling facilities are priorities. On Beecroft Road, cycling facilities and pedestrian clearway space featured as priorities.

4.4.3.3 Local Business Stakeholder Meetings

A series of meetings were held to provide area businesses an opportunity to find out more about the study, meet with City staff and ask questions about the work completed. Events were held on:

- October 5, 2017 (8:00 – 10:00 a.m.)
- October 16, 2017 (6:00 – 8:00 p.m.)
- December 14, 2017 (8:00 – 10:00 a.m.)

For each event, a letter was mailed to all businesses in the Study Focus Area, in advance of the meeting date and a series of follow-up emails were issued to promote the events. A copy of the letter and survey were translated into Korean, Chinese and Farsi and issued in the follow-up emails.

One representative of an area business attended the October 16 meeting and 12 business representatives attended the December 14 meeting. The key concerns voiced were: the impact on traffic conditions along Yonge Street, loss of parking along Yonge

Street, poor pedestrian clearway conditions, and the suggestion that a pilot study be undertaken to assess the traffic impacts before the study is completed.

4.4.3.4 Meeting with Residents and Ratepayer Associations

City staff attended a meeting, hosted by Councillor Filion, with the Yonge Corridor Condominium Association (YCCA) on September 13, 2017, at which staff presented the status of the study and answered questions from residents.

City staff organized another meeting with residents and ratepayer associations on October 18, 2017 between 6:00 p.m. and 8:00 p.m. at the North York Civic Centre to discuss the REimagining Yonge Street. Fifteen resident associations were invited, and two representatives attended from the YCCA and Willowdale Central Ratepayers Association. The key comments voiced were:

- There are an increasing number of cyclists in condominium who are in favour of increasing cycling facilities. Many cyclists currently utilize Beecroft Road and Doris Avenue instead of Yonge Street due to safety concerns, however, they would choose Yonge Street if safer cycling infrastructure is available. Suggestion was made to test cycling facilities on Yonge Street through a pilot program
- It was noted that within the community, there are mixed views on the alternative solutions and that more parks and open spaces may be more appealing to condo dwellers than to those with backyards
- Concern was expressed that the removal of traffic lanes on Yonge Street could worsen congestion, especially southbound in the vicinity of Highway 401
- In terms of parking on Yonge Street, comments noted were that part-time, on-street parking spaces alone do not support businesses on Yonge Street, and that much of their business comes from people who walk, cycle, or take transit.

4.4.4 Condominium Associations

City staff met with the Yonge Corridor Condominium Association, organized through Councillor Filion's office on September 13, 2017. City staff provided an update on the project and were available to answer questions about the project.

4.4.5 Integration of Stakeholder Engagement

The intent of the engagement activities and contacting external agencies, Indigenous communities and other stakeholders for this project was to ensure the public and external agencies had an opportunity to identify any potential concerns and influence the outcome of the preferred plans as appropriate, while also addressing the consultation principles identified in the MCEA document. One of the consultation

principles relates to showing how the input received in earlier stages affected the project.

Comments and concerns provided by external agencies and members of the public throughout the study, and how they were addressed are summarized in **Exhibit 4-9**.

Exhibit 4-9: Summary of External Agency and Public Comments and Project Team Responses

Summary of Key Comments	Project Team Response
There is the need for more pedestrian crossings along Yonge Street.	The Project Team reviewed the distance between existing pedestrian crossings along Yonge Street. Two (2) new pedestrian crossings are being proposed as outlined in Section 6.1.1 .
Comment that there should be more business and resident involvement.	Throughout this EA Study, multiple opportunities for input have been provided to raise awareness about the project and engage residents and businesses. These include: a Jane’s Walk, newspaper notices, flyer delivery, a project website, five Public Open Houses, a two-day Design Charrette, and Planners in Public Spaces (PIPs) events, and outreach events focused on the business community. All engagement opportunities are described in Chapter 4.0 .
Comment to consider bike lanes / cycle facilities on the service roads, instead of Yonge Street.	Bike lanes were considered previously on the service roads, and the City concluded that dedicated bike lanes/cycling facilities on these streets would not represent the preferred solution in relation to the project objectives. The Cycling Network Plan identifies Yonge Street as having a dedicated cycling facility.
Concern that the addition of cycle tracks will not facilitate a modal shift.	Shift to a pedestrian and cyclist-focused street design will promote greater use of these modes as well as transit, limiting increases in auto demand. Future studies will address expansion of the cycling network to create a broader shift.
Comment that bike lanes are not needed on Yonge Street, which currently experiences congestion.	Toronto City Council approved a Cycling Network Plan Ten Year Plan on June 9, 2016. This plan shows proposed bike lanes on Yonge Street from Avondale Avenue to beyond Finch Avenue. The study has confirmed this as the

Summary of Key Comments	Project Team Response
	preferred solution, and addressed the traffic operational effects.
Concern about lane reductions along Yonge Street and potential impact on traffic congestion.	<p>The traffic model was developed to simulate demands reflecting planned development to the year 2031. The model assessed three scenarios, and a detailed summary of the average speed and peak period travel times along Yonge Street is available in Section 5.</p> <p>Some of the traffic currently using Yonge Street will divert to Beecroft Road and Doris Avenue, with the reduction to 4 lanes on Yonge Street. This is consistent with the intended purpose of these roads.</p>
Concern about congestion on Doris Avenue and Beecroft Road based on the travel lane reduction on Yonge Street.	The projection of traffic conditions for the horizon of 2031 indicates that travel times are expected to increase to some degree on these roads. Intersection operations are not expected to change significantly from those under the do-nothing alternative.
Concern about intersection operations based on the elimination of left-turn lanes at select intersections along Yonge Street.	The projection of traffic conditions for the horizon of 2031 indicates that the remaining intersections with left turn lanes can accommodate the projected volumes, given the redistribution of traffic that is expected.
Preference to reduce congestion and the implementation of traffic calming measures.	The City must accommodate the remainder of planned growth within North York Centre and other areas. The best way to do this in an area well-served by rapid transit is to promote multimodal mobility. The design of the road network in the Centre, with the service roads separating the high-density area from adjacent residential neighbourhoods, will minimize traffic infiltration and hence the need for traffic calming. The City will continue to monitor the need for such interventions following project completion.
Concern about traffic infiltration on local neighbourhood streets, such as the West Lansing neighbourhood.	The 2031 traffic model shows little if any traffic infiltration occurring on neighbourhood streets, including those in the West Lansing community. East/west traffic demand is projected to remain focused on Sheppard Avenue. The traffic diverted as a result of the removal of the northbound and southbound left turns at Yonge Street/Sheppard

Summary of Key Comments	Project Team Response
	Avenue can be accommodated at other locations in the system, without impacts on local streets outside of the North York Centre boundaries.
Concern about speeding on local neighbourhood streets.	City standards for posted speed limits on residential streets will be implemented, and the City will continue to monitor the need for such interventions following project completion.
Concern about maintenance of the green space, given it is not being maintained today.	The City is in discussion with various departments about maintaining green space and street trees along Yonge Street.
Both requests to maintain on-street parking and support to remove existing on-street parking.	The Project Team met with Toronto Parking Authority (TPA) and on- and off-street parking was reviewed to assess the existing utilization along Yonge Street (see Section 3.7). Based on the existing capacity and opportunity to fulfill the vision for Yonge Street, on-street parking will be eliminated from the corridor.
Comment about compensating for the loss of on-parking along Yonge Street.	Section 6.1.5 discusses the potential for new on-street parking along the east-west streets connecting to Yonge Street, subject to further discussion with TPA during detail design and approval of an amendment to the existing bylaw.
Requests for improvements to the Highway 401 connections south of the Study Area.	The City of Toronto, in partnership with the Ontario Ministry of Transportation, is studying potential improvements to the interchange between Yonge Street and Highway 401. The study is currently on hold pending discussions with MTO.
Concern about delays to TTC and GO Transit buses based on the reduction of lanes to 4.	The City of Toronto has been consulting with both transit agencies to review the existing routes, bus stops and anticipated future routes to accommodate buses along the proposed four lane cross section.
Comment about making Yonge Street accessible for everyone (disabled, seniors, mothers with strollers, etc.) and creating an age-friendly street design.	The proposed improvements, including wider pedestrian clearways along Yonge Street will enhance safety and accessibility for all individuals. The street design will be completed in adherence to City standards for universal accessibility.

Summary of Key Comments	Project Team Response
Request to eliminate / remove the landscaped median along Yonge Street.	The landscaped median along Yonge Street has a rich history in North York Centre that helps to create a unique identity and character. In addition, the landscaped median mitigates the varying width of the road caused by turning lanes at the intersections, and creates a safe haven for people crossing the street at signalized intersections.
Inquiry about the positive features associated with the landscaped median.	The landscaped median provides a pedestrian refuge along Yonge Street; has a rich history; provides a unique identity and the planters support trees / vegetation, and potentially public art.
Comment that the landscaped median should be removed and reallocated to wider sidewalks.	The Project Team received strong support at the public open houses about the role the median plays in North York Centre and it will be retained to reduce the scale of the street and maintain the character defined in the original Secondary Plan.
Concern about maintenance of trees in the landscaped median.	The City is in discussion with various departments about maintaining street trees in the landscaped median. This strategy will be finalized during detailed design.
Concern that trees in the landscaped median affect the sightlines for both drivers and pedestrians.	Plantings will be designed to ensure adequate sightlines.
Concern about the landscaped median prohibiting left-turn from the side-streets onto Yonge Street in select locations.	There are six (6) existing locations along Yonge Street where the landscaped median prohibits left-turns from the side-streets. The Project Team has completed transportation modelling to stimulate traffic movements within the network (see Section 5).
Inquiry about the rationale for eliminating left-turns from Yonge Street onto Sheppard Avenue.	Left turns onto Sheppard Avenue at Yonge Street have been eliminated for the following reasons: provide wider sidewalks, accommodate cycle track, location of the GO bus stop, and to improve the intersection operations.
Support for improved access for emergency vehicles.	The Project Team met with Emergency Service providers during this study to present the preliminary preferred plan (presented at public event #3) and discuss access. Summaries of the meetings are included in Sections 4.8.2 and 4.8.3 .

Summary of Key Comments	Project Team Response
Comment that the construction schedule needs to be expedited and daytime construction is preferred.	A conceptual construction staging plan has been developed and presented to the public at Public Open House 3 (see Section 6.5.1). The plan anticipates that work will be completed for a few blocks at a time during each of the three (3) phases and recommends that work occur during the day / evening.
Comments that the notification flyers should include script for all local populations (i.e., Iranian, Chinese).	The City of Toronto included script for all known local populations on the subsequent flyers sent to local residents at key project milestones.

4.5 Agency Meetings

Meetings were held with various committees, agencies and utility providers throughout the Environmental Assessment Study. Summaries of each meeting held are provided below.

4.5.1 City Councillors

City staff met with area City Councillors early in the study process and maintained communications during the study. Prior to the reduction in number of wards, there were two (2) wards within the extended Study Area, Wards 23 and 24 (Willowdale). Councillor Filion represented Ward 23, while Councillor Shiner represents Ward 24. Since the consolidation of wards, Councillor Filion has represented the area.

Prior to each Public Event, City Staff met with City Councillors to present the Public Event information. All issues and concerns raised by Councillors were documented and considered during the study.

4.5.2 Technical Advisory Committee

During this study, three (3) Technical Advisory Committee (TAC) meetings and one (1) TAC workshop were held. The TAC is comprised of representatives from the City of Toronto (city planning, urban design, traffic operations, transportation services, forestry, city parks, maintenance and operations, etc.), and transit (TTC, Metrolinx) and transportation agencies (Toronto Parking Authority, MTO). A complete list of TAC representatives is provided below:

- Marilia Cimini, City of Toronto
- Shalin Yeboah, City of Toronto
- Sasha Terry, City of Toronto
- Dewan Karim, City of Toronto

- Victoria Witkowski, City of Toronto
- Leo Desorcy, City of Toronto
- Kate Nelischer, City of Toronto
- Shawn Dartsch, City of Toronto
- Shawn Dillon, City of Toronto
- Janet Lo, City of Toronto
- Alex Teixeira, City of Toronto
- Luisa Galli, City of Toronto
- Geoffrey Lau, City of Toronto
- Jacqueline White, City of Toronto
- David Dunn, City of Toronto
- Tara Bobie, City of Toronto
- Pinremola Olufemi, City of Toronto
- Jeff Dea, City of Toronto
- Diane Ho, City of Toronto
- Sheldon Koo, City of Toronto
- David Kuperman, City of Toronto
- Niki Siabanis, City of Toronto
- Gopa Pal, City of Toronto
- Joshua Wang, York Region
- Tia Hong, York Region
- Chris Pascos, MTO
- Rita Vinneri, MTO
- Scott Haskill, TTC
- Ann Marie Chung, Toronto Parking Authority
- Ian Maher, Toronto Parking Authority
- Malcom MacKay, Metrolinx
- Martin deGruyther, Metrolinx

Exhibit 4-10 provides an overview of the purpose of the TAC meetings.

Exhibit 4-10: Summary of TAC Meetings

Meeting Number and Date	Purpose
Meeting 1 April 15, 2016	The purpose was to introduce members of the Project Team, discuss the study, introduce the problem / opportunity statement, timelines, and draft public drop-in event #1 display panels.
Meeting 2 June 28, 2016	The purpose was to provide an update on the status of the study, including consultation activities completed to-date, discuss the alternatives presented at public drop-in event #1, and evaluation of the alternatives.
Meeting 3 September 20, 2016	The purpose was to provide an update on consultation, the traffic analysis, evaluation of the design options and draft public drop-in event #3 display panels.

Meeting Number and Date	Purpose
Workshop June 5, 2017	The purpose was to provide an update on the project, review the evaluation criteria for the alternatives assessment, provide an overview of the current and potential cycling travel patterns, and review the corridor and alternatives including bike facilities, consistency of facility types, public realm, window streets, traffic performance and operations, and medians.

Comments and concerns provided by the TAC at the above-mentioned meetings and workshop, and how they were addressed, are summarized in **Exhibit 4-11**.

Exhibit 4-11: Summary of TAC Comments and Project Team Responses

Summary of Key Comments	Project Team Response
Provided input into the Problem/Opportunity statement	Noted by Project Team.
Mention the existing underground transportation network as part of the existing conditions	Noted by Project Team, however this is not the focus of the study.
Other considerations include: <ul style="list-style-type: none"> • Peak period congestion at the TTC parking lot driveway on Hendon Avenue • Flexibility and maintenance implications, given the planned 50-year life-cycle of the project • Snow storage • Potential impact on Doris Avenue and Beecroft Road of lane reductions on Yonge Street 	Noted by Project Team.
Option 4A discussed in detail.	Noted by Project Team.
Option 4B could be centred along the corridor of the curbs could be shifted towards one side or the other depending on local preferences for pedestrian clearway widths and trees. Cycle tracks need to be aligned around and behind laybys to minimize conflicts with buses.	Noted by Project Team.
Option 4F provides the opportunity for parking laybys with minimal deflection of the cycle track alignment. Provision of on-street parking at select locations may	Noted by Project Team.

Summary of Key Comments	Project Team Response
help appease business owners, especially older retail establishments that do not have other parking available.	
Reaction to the loss of on-street parking	Mitigation strategy has been developed.
The parking bylaws would need to be amended to permit for on-street parking along the west-east streets and additional consultation sessions should occur during detailed design.	The service road plans are to be reviewed to ensure there is no conflict with proposed parking on the west-east streets. Further consultation with the public will be undertaken by the City during detailed design if required.
Why was 3:00 p.m. to 6:00 p.m. selected for the PM peak period?	The PM peak period was based on volumes, data and patterns for the study area.
Does the transportation model take into account population growth and density?	Yes, population growth and density has been accounted for in the transportation model.
Does the transportation model take into account planning transit improvements?	The model takes into account future on-street transit improvements – large-scale transit improvements need to be considered at a macro level (City’s EMME model in this case).
TTC indicated they are concerned about the four lane cross section up to Hendon Avenue because of the existing high volumes of buses, congestion, operations and movement buses make to access Finch Station. TTC requested no changes on Bishop Avenue that would affect the Finch Station operations.	Noted by Project Team.
Is the Project Team proposing to eliminate the northbound and southbound left-turns onto Sheppard Avenue?	Confirmed by the Project Team.
MTO requested a copy of the transportation model and corresponding results for review / comment.	Project Team provided MTO with transportation model.

Summary of Key Comments	Project Team Response
TTC inquired about whether the two new signalized intersections were based on warrants or distances between existing pedestrian crossings?	The Project Team has heard from stakeholders throughout this EA Study that in the northern portion of the study area, there are large gaps between existing pedestrian crossings.
Would the median be extended past intersections as a traffic control method?	Confirmed by the Project Team.
Provided suggested edits to the roll plan: show the service roads (Doris Avenue and Beecroft Road); show in colour; label distinct buildings and reference points along Yonge Street; continuous plot instead of three segments.	Project Team edited roll plan.
Is it possible to 'open access / enhance the area' in front of the cemetery to integrate the space into Yonge Street? Suggestions provided included: street furniture and additional seating.	Noted by Project Team.
Further discussion with TTC about narrowing the roadway at intersections and buses being able to make left-hand turns and bus diversion.	Project Team held a separate meeting with TTC to discuss their concerns.
Discussion about the median south of Sheppard Avenue and fueling trucks gaining access to the three gas stations.	Project Team reviewed existing routes used by trucks.
Impact to businesses from changes to streets (such as additional bike lanes and curbside parking / delivery removal) are recurring theme in a number of projects. It is important to consider on-street and off-street parking as distinct in terms of function and market. Toronto Parking Authority can provide transaction data to use for parking analysis.	Project Team conducted a parking assessment that factored in experience from other complete streets projects and developed a mitigation strategy. Project Team also provided consideration for temporary parking along Doris Avenue for neighbouring condominium towers, only where space and parking permissions exist.
Additional consideration of user needs: where are cyclists entering the area from? What routes do they prefer? Example: approach from south (Yonge Street	Project Team considered as part of the EA Study.



Summary of Key Comments	Project Team Response
pedestrian clearway through Highway 401) and west (cemetery path).	
If bike facilities are added to Doris Avenue and/or Beecroft Road, east-west connections across the study area will be critical to facilitate movement to/from activity centres along Yonge Street. General consensus to pursue options that consider adding bike lanes to both Doris Avenue and Beecroft Road, along with identified east-west connections, reinforcing a network of route options for users across North York Centre.	Noted by Project Team.
General consensus to maintain consistent facility type on each corridor (e.g., not transition from multi-use trail to bike lane).	Noted by Project Team.
If bike facility is located in-boulevard, provide advice on preferred buffering distance (e.g., to roadway).	City Cycling staff noted that there are no current guidelines for buffering distances. Buffering distances are reviewed on a case-by-case basis as physical and operational conditions vary. The Project Team has considered buffering distance in the development of the recommended plan.
Revised standard, particularly in locations with heavy pedestrian traffic (such as North York Centre) require a minimum of 2.1 m, with 2.5 m preferred. This would be the case for Doris Avenue / Beecroft Road and the east-west connectors. If next to a multi-use trail, a sidewalk could be 1.8 m, although higher is preferred.	Noted by the Project Team.
Consider 'window streets' along Beecroft Road between Harlandale and Burnett Avenues as an opportunity for improvement: sidewalks are narrower than the current standard of 2.5 m, window streets are 8 m wide, and an unattractive railing separate the window street from Beecroft Road.	Project Team reviewed feasibility.
ESR and the PIC boards should be clear as to the purpose of the Yonge Street median and its functional	Noted by Project Team.



Summary of Key Comments	Project Team Response
role in the street cross section. Some feedback received expressing the preference for removal of the median, despite its important role.	

4.5.3 Emergency Services

4.5.3.1 Meeting #1 with Emergency Service Providers (June 22, 2016)

A meeting was held with representatives from Toronto Police Services, Toronto Fire Services and Toronto Paramedic Services on June 22, 2016. The following comments were made about the existing conditions and proposed cross sections:

- Speeding along on Doris Avenue is a concern
- The presence of the existing median results in a divided highway
- There are stations on Eglerslie Avenue for all 3 responder agencies
- Suggestion to look at vulnerable road users, such as seniors
- Toronto Police Services favour median and smaller radii
- Consider space for bike passing – e-bikes are a growing concern

4.5.3.2 Meeting #2 with Emergency Service Providers (October 6, 2016)

On October 6, 2016, a second meeting was held with representatives from Toronto Police Services, Toronto Fire Services and Toronto Paramedic Services. The following comments were made about the existing conditions and proposed cross sections:

- Inquiry about the height of the curbs along Yonge Street
- Inquiry about the number of unsignalized intersections that will have left-turn restrictions by the landscaped median
- Would the City consider prohibiting right-turns on red lights at Finch Avenue
- Suggestion to educate users on how to use the redesigned street through either website / brochure / other media

4.5.3.3 Meeting with Toronto Fire and Emergency Medical Services (August 29, 2017)

A meeting was conducted on August 29, 2017, to review the Stage 1 and Stage 2 alternatives with representatives of Toronto Fire and Emergency Medical Services. A summary of key comments were as follows:

- EMS noted that the Stage 2 preferred (6-lane Yonge, Modify 1 on Doris Avenue/Beecroft Road) is preferable from EMS perspective. Call volumes in the vicinity of Yonge Street are significant and clear access on main arterials is important to maintain response times. Passable space is becoming an issue city-wide. The Stage 1 preferred 4-lane section from Sheppard Avenue to Finch Avenue has less passable area than the existing 6-lane cross-section.
- Access points through the median would be determined in coordination with Emergency Services during detail design.
- Fire staff noted that the needs associated with large gatherings are a consideration at major public spaces, and there is concern related to being able to provide barriers at major events that close streets, i.e. at Mel Lastman Square. During detailed design, ideas such as incorporating large planters that could be repositioned to close off the area for events can be considered.
- A question was posed regarding the type of vertical separation to be used for the cycle tracks. EMS noted that bike lanes at the road-level or on mountable/rolling curbs are preferable to increase the available clear pavement and passable area. The vertical separation will be determined at the detail design stage.

4.5.3.4 Meeting with Toronto Police Services (September 8, 2017)

A meeting was held with Toronto Police Services (TPS) staff on September 8, 2017, to review the proposed Stage 1 and Stage 2 alternatives. A summary of comments were as follows:

- TPS noted that police vehicles do not have the same maneuverability constraints as Fire or EMS vehicles, and therefore response times are not a significant concern.
- A priority for TPS is a communications plan and community involvement around construction and operationalization of the new infrastructure, and how the public should be using these new facilities. Public education outreach is seen as a key component.
- TPS also expressed that the project is beneficial from the viewpoint of Vision Zero street design. TPS generally supports design measures that calm traffic, decrease user conflicts, and facilitate active transportation

4.5.4 Meeting with Transit and Parking Authorities (July 12, 2016)

The Project Team met with GO Transit bus operations staff, TTC bus operations representatives and Toronto Parking Authority staff, to review agency needs and also

preliminary ideas with respect to the design for Yonge Street. The insights provided assisted in the development of design alternatives with respect to bus stops, bus bays and on-street parking.

4.5.5 Meeting with Metrolinx (September 14, 2016)

A meeting was held on September 14, 2016 with Metrolinx to review the recommended plan and discuss the existing operations along Yonge Street. The following was agreed to during the meeting:

- The northbound stop at Avondale Avenue will be consolidated with the TTC stop slightly to the south of its existing location. The proposed site has a wider right-of-way and the relocation will therefore minimize the potential for conflict between transit riders waiting for the bus and passing cyclists and pedestrians.
- At Sheppard Avenue, the northbound stop will be far side. This is a major unloading area as it is the first subway stop after the buses get off the 401. Dwell times are therefore significant, so a partial bus bay will be introduced.
- Southbound at Sheppard Avenue, the cycle track will be behind the curbs that buses pulling away from the stop do not have to cross the bike facility at the intersection. Right-turn volumes are relatively light so this will be a de-facto partial bus bay.
- The existing northbound and southbound stops between Finch Avenue and Bishop Avenue/Hendon Avenue will be eliminated.

4.5.6 Utility Meetings

Meetings were held with utility service providers throughout the study, and are summarized in **Exhibit 4-12**. The purpose of the meetings was to discuss existing utility and infrastructure locations, future expansions and proposed work along Yonge Street, and the process for utility relocations where conflicts exist.

Exhibit 4-12: Summary of Utility Meetings

Agency	Date
Rogers Communication	August 31, 2016
Toronto Hydro	August 31, 2016
Bell Canada	September 13, 2016
Enbridge Gas Distribution	October 24, 2016

4.6 Internal Stakeholder Consultation

4.6.1 City of Toronto – Design Review Panel

The Design Review Panel (DRP) is set up as an advisory body to City staff. It is comprised of private sector design professionals – architects, landscape architects, urban designers and engineers – who provide independent, objective advice to city staff aimed at improving matters of design that affect the public realm.

The Project Team met with members of the DRP on May 26, 2016 and September 15, 2016. Summaries of the two meetings are provided below.

4.6.1.1 Design Review Panel Meeting 1 (May 26, 2016)

A presentation was made by members of the Project Team during the meeting. The DRP provided the following input to the Project Team:

- Both positive and negative comments were received about the existing median;
- Understanding the subsurface utilities is essential
- Comments were received on the evaluation criteria, including: adding wind impacts, and focus on environmental sustainability instead of wildlife impacts
- The panel provided examples of other great streets, including: Bloor Street, St. George Street, and Michigan Avenue in Chicago
- The panel indicated that a strong graphic design is needed for Yonge Street

4.6.1.2 Design Review Panel Meeting 2 (September 15, 2016)

Members of the Project Team made a presentation to the DRP, presenting the evaluation of alternatives and the selection of the preferred planning alternative and design option. The following key points were identified by the DRP regarding the design:

- Panel members fully supported the proposed option for reduced vehicular lanes from 6 to 4, and noted that without this type of change, there will likely be little ability for significant improvement to the street.
- Concerned that the median would detract from the ability to have a truly generous pedestrian clearway area and a safe wide cycle track.
- Due to limited dimensions for this street, the project should focus on providing a "very rich pedestrian clearway life" first and foremost.
- Trees struggle to survive in landscaped medians.
- Supported the raised dedicated cycle tracks on both sides of Yonge Street.

- Recommendations for other surface treatments at the three public spaces was discussed.

4.7 Indigenous Community Engagement

The following Indigenous communities were contacted by the Project Team during the study:

- Mississaugas of the Credit First Nation
- Alderville First Nation
- Curve Lake First Nation
- Hiawatha First Nation
- Kawartha Nishawbe First Nation
- Mississaugas of Scugog Island First Nation

All Indigenous Community correspondence are summarized in **Exhibit 4-11**, and included in **Appendix J**.

Exhibit 4-11: Summary of Indigenous Community Correspondence

Indigenous Community	Comments Received	Action Taken / Response
Mississaugas of Credit First Nation	Comment received on June 26, 2016: <ul style="list-style-type: none"> • Confirmed receipt of the combined notice of study commencement and public event #1 • MCFN has a low-level concern about the project • Requested notification of any changes to the project • Requested a copy of all associated environmental and/or archaeological reports 	Comments were noted by the Project Team.