

Photo of yongeTOmorrow Public Event April 21, 2026

yongeTOmorrow:
College Street to Queen Street

Public Consultation Report
October 2026

TORONTO

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Executive Summary

This report details the activities and feedback received during public consultation on the preliminary detailed design for yongeTOmorrow between June 2025 and June 2026.

A pre-engagement phase focused on public awareness and outreach was undertaken in 2025. During this phase, the project team participated in a range of engagement activities, including a Public Life Survey at College Park and Sankofa Square, a Sankofa Day pop-up event, Jane's Walk, Doors Open Toronto, a Youth Design Workshop, and a presentation and discussion with a Toronto Metropolitan University planning class. Feedback gathered through these activities highlighted a desire for a more people-focused downtown Yonge Street, with participants emphasizing the importance of creating engaging and welcoming spaces, flexible and functional designs, and a greener, safer and more comfortable environment.

During the 2026 engagement phase, community groups, organizations, institutions and residents were invited to provide feedback on proposed design features and priorities including:

- character areas (e.g., Green Gateway, Innovation, Performance/Retail)
- public art opportunities and locations
- streetscape elements (e.g., street furniture, paving and wayfinding)
- road safety improvements (e.g., turn restrictions)

Overall, public consultation engaged more than 3,273 individuals and 64 organizations through a range of activities. This included participation from 32 organizations through the yongeTOmorrow Community Advisory Group, 14 organizations through a Business Loading Survey, and 21 organizations through a Business Owners and Operators Meeting. The project team also conducted 32 one-on-one meetings with 20 organizations, hosted a public event attended by 188 participants, and received 3,273 survey responses.

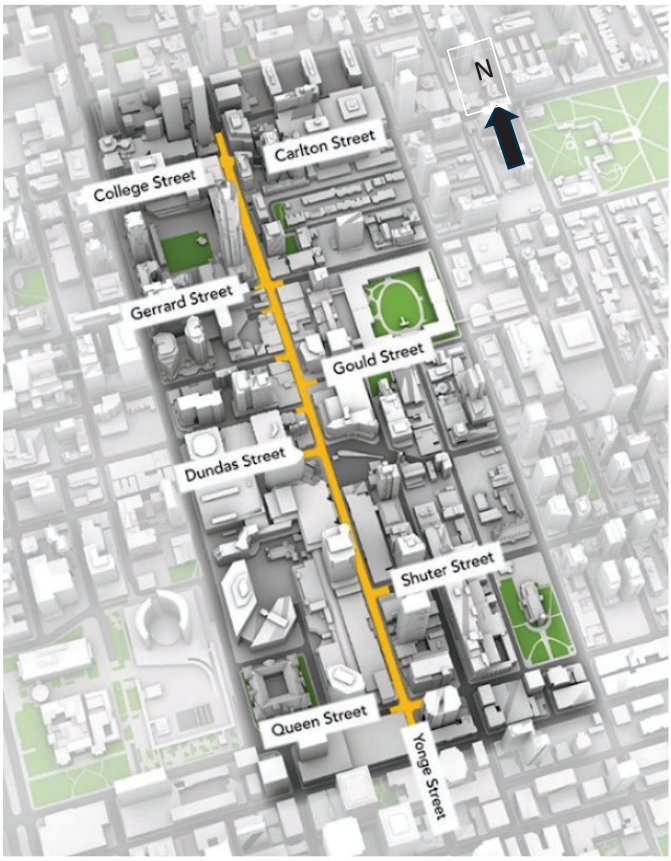
Overall feedback identified:

- **Strong support for transformation:** Participants supported redesigning Yonge Street as a more vibrant, pedestrian-focused destination.
- **Competing priorities:** While there was broad agreement on the need for change, participants expressed differing views on how street space should be prioritized. Some emphasized pedestrian improvements and accessibility while others highlighted the importance of supporting business operations, deliveries, emergency access, and traffic movement.
- **Concerns about functionality and implementation:** Feedback highlighted the importance of addressing curbside management, loading, servicing, rideshare access, road safety, maintenance, and enforcement to ensure the street functions effectively for all users.
- **Support for distinct character areas:** Survey results showed strong support for the proposed character themes, particularly the Green Gateway (84% agreement) and Performance/Retail Destination (78% agreement), with moderate support for the Innovation District (69% agreement).
- **Support for public art and placemaking:** Participants supported public art that reflects Yonge Street's history, culture, diversity, and Indigenous perspectives, including Indigenous ways of knowing, being, and relationships to land and place, through accessible, interactive, and functional installations that strengthen local identity and the public realm.

Project Summary

The City is increasing pedestrian space and improving the way thousands of people move through and experience Yonge Street between College/Carlton Street and Queen Street. The improvements focus on mobility, safety, accessibility, and creating a more vibrant street that will serve the daily needs of residents, businesses, workers, students, and visitors.

This report summarizes consultation activities and feedback received during the preliminary phase of detailed design consultation, taking place from June 2025 to June 2026.



Notification & Consultation Activities

A variety of methods were used to notify interest groups and members of the public the week of April 6, 2026 about the consultation for the preliminary design phase:

- Project Web page www.toronto.ca/yongeTOmorrow
- Canada Post direct mail (18,430 addresses in project area)
- Email to project list (783 contacts)
- Email to interest group list including residents' associations, community groups, organizations, institutions and elected officials (224 contacts)
- Indigenous engagement with email to Mississaugas of the Credit First Nations and outreach to Indigenous representatives at Toronto Metropolitan University (TMU) as well as Native Child & Family Services of Toronto
- Social media posts on Facebook, X and LinkedIn
- Advertisement Sankofa Square digital screens (April 16 – 21)

Activities

Phone & Email Comments

Members of the public and interest groups were invited to share comments and ask questions via phone, email, or written letter. A total of 139 comment submissions were received between June 1, 2025 – June 1, 2026. All comments were recorded and reviewed for consideration and response by the project team.

Community Advisory Group Meetings

Two Community Advisory Group (CAG) meetings have been held to date. CAG #1 was held virtually on June 24, 2025 with 29 interest groups in attendance. CAG#2 was held on March 10, 2026 in-person at the YMCA with 21 interest groups in attendance. Representatives from 33 local organizations participate in the CAG and are listed below:

1. Bay Cloverhill Community Association
2. Bicycle Mayor
3. Branded Cities
4. CAA Ed Mirvish Theatre
5. Cadillac Fairview Toronto Eaton Centre
6. Canada Post
7. Canderel Group
8. Central YMCA
9. Chelsea Hotel
10. Church Wellesley Neighbourhood Association
11. City Sightseeing Toronto
12. Concord Adex Corporation
13. Cycle Toronto
14. Downtown Yonge BIA
15. Elgin & Winter Garden Theatres
16. Great Eagle Hotels Canada, Chelsea Hotel
17. McGill-Granby Village Residents' Association
18. Milkin Holdings Inc.
19. Old Town BIA
20. Salad King
21. Sankofa Square
22. St. Lawrence Neighbourhood Association
23. St. Michael's Choir School
24. St. Michael's Hospital
25. Massey Hall
26. The Tenor, BentallGreenOak
27. The Thornton-Smith Building
28. Toronto Metropolitan University – Facilities, Management, Development
29. Toronto Financial District
30. Triovest/Colliers
31. University of Toronto Schools
32. Walk Toronto
33. Yonge Suites/Firken on Yonge

CAG 1 was facilitated by Matthew Carreau, Public Engagement Specialist from O2 Planning & Design, and featured presentations on the project overview by Violetta Savage, Senior Project Manager from the City of Toronto, and presentations on landscaping and preliminary design considerations from Nick Onody, Urban Design Lead from O2 and Yannis Stogios, Project Manager from Parsons. Opportunities for questions and feedback followed the presentations. Participants were provided with an opportunity to ask questions and encouraged to submit comments afterward, and a notetaker recorded the meeting minutes. Councillor Moise, representing Toronto Centre, and Councillor Saxe, representing University-Rosedale, were also in attendance.

CAG 2 was facilitated by Michael Chiu, Principal of Michael S. Chiu Consulting and featured presentations on design progress, technical challenges, streetscape opportunities and public art from Nick Onody, Urban Design Lead from O2 and Yannis Stogios, Project Manager from Parsons. Following presentations, participants had the opportunity to ask questions, provide feedback, and participate in smaller discussions around roll-plan maps. Representatives from Councillor Moise's and Councillor Saxe's offices were also in attendance.

Business Owner & Operator Meeting

A business-focused meeting was held in-person on February 18, 2026, at the Marriott Bonvoy Hotel. More than 100 businesses were invited to attend. Representatives from 21 local organizations including Councillor Moise and Councillor Saxe participated and are listed below:

1. Branded Cities
2. CAA Ed Mirvish Theatres
3. Cadillac Fairview Toronto Eaton Centre
4. Chelsea Hotel
5. City Sightseeing Toronto
6. Downtown Yonge BIA
7. EB Games
8. Elgin Winter & Garden Theatres
9. GWL Realty Advisors
10. Little Canada
11. Milkin Holdings Inc.
12. Northam Realty
13. Old Town BIA
14. Salad King
15. Sankofa Square
16. Shoppers Drug Mart
17. The Firkin Group of Pubs
18. The Tenor, BentallGreenOak
19. TJX Canada (Winners, Marshalls)
20. Toronto Financial District BIA
21. Yonge Suites

The meeting was facilitated by Maogosha Pyjor, Senior Coordinator in the Public Consultation Unit, and featured presentations on the overall preliminary design from Violetta Savage, Senior Project Manager from the City of Toronto, and presentations on landscaping and preliminary design considerations from Nick Onody, Urban Design Lead from O2 and Yannis Stogios, Project Manager from Parsons. Opportunities for questions and feedback followed the presentations with a focus on curbside uses, patron access and accessibility, design and construction.

Individual Interest Group Meetings

More than 30 meetings were conducted with organizations, property owners, business owners and operators to allow the project team to both learn and connect with people who live, study and work in the area, and are listed below:

1. CAA Ed Mirvish Theater
2. Cadillac Fairview Toronto Eaton Centre
3. Canada Post
4. Canada Running Series
5. Chariot Festival
6. City SiteSeeing Toronto
7. Downtown Yonge BIA
8. Elgin Winter & Garden Theatre
9. GWL, College Park
10. Latin Fall Parade & Hispanic Canadian Heritage
11. Martin Bower Canada
12. McDonalds
13. Old Town BIA
14. Pride Toronto, Pride Festival
15. Sankofa Square
16. The Thornton-Smith Building
17. TMU, Accounting Students
18. TMU, Planning Students
19. Yonge Suites

Public Event

The public event took place on April 21, 2026, from 5:30 – 8:30 p.m. at the Central YMCA and was attended by 188 people. The purpose of the event was to provide members of the public with an overview of the preliminary design details and gather feedback on concerns and interests related to the project.

Maogosha Pyjor, Senior Coordinator in the Public Consultation Unit facilitated the meeting. Violetta Savage, Senior Project Manager with the City of Toronto and Nick Onody Urban Design Lead with O2, provided a project overview covering road design, streetscape considerations and the operational plan. The presentation was followed by a question-and-answer period. Participants were asked to provide comments through the online survey, and a notetaker recorded minutes. Maps were also placed on tables, where participants could add comments using sticky notes.

The materials prepared for the public event, including the information panels, presentation slides and survey were posted to the project webpage on April 7, 2026, and hard copy printed materials were made available upon request.

Indigenous Representatives

In summer 2026, a Talking Circle was held with Indigenous representatives from Toronto Metropolitan University (TMU), including Gdoo-maawnjidimi Mompii Indigenous Student Services, the Indigenous Education Council, and Indigenous Initiatives, to gather feedback on the preferred design concept for Yonge Street. As part of the next round of engagement, Native Child and Family Services of Toronto will also be engaged.

Survey

An online survey was available from April 7 to May 5, 2026, that received more than 3,000 responses. The survey included background information on the project, demographic questions and five questions on the proposed design details. Participation was anonymous.

Feedback Summary

An overall summary of the input received is highlighted below.

Support for a More People-Focused Yonge Street
Feedback showed strong support for creating a more vibrant, pedestrian-focused Yonge Street through enhanced public spaces, landscaping, and public realm improvements. Many participants felt the current design should be more ambitious and better reflect the project's original vision, with some expressing disappointment that permanent pedestrian-priority zones were not included. There was also interest in creating a distinctive street that reflects local character and serves as a destination for residents, visitors, and businesses.

Balancing Public Realm Improvements with Operations and Accessibility
While there was broad support for change, participants emphasized the importance of maintaining the street's day-to-day functions. Feedback highlighted the need to accommodate deliveries, servicing, emergency access, hotel and rideshare pick-ups, and accessibility requirements, while ensuring that the street remains functional for all users. Comments reflected a desire to balance pedestrian-focused improvements with the operational needs of businesses and transportation networks.

Mobility, Safety, and Traffic Operations
Participants identified the need to safely accommodate pedestrians, cyclists, delivery vehicles, e-bikes, and motorists within the redesigned street. Concerns were raised about the potential for traffic congestion, particularly at intersections and loading areas, as well as the possibility that existing issues such as unsafe U-turns, informal parking, and limited curbside space could be exacerbated by reduced vehicle capacity. Many comments emphasized the importance of clear street organization, effective curbside management, enforcement, and safety measures.

Design Quality, Maintenance, and Programming
Participants supported high-quality design features, including increased greenery, durable materials, effective drainage, and clearly defined street zones. There was also interest in incorporating public art, cultural activities, and entertainment to animate the street and encourage year-round use. However, participants noted that successful programming would require ongoing funding, management, maintenance, and regular activation to ensure spaces remain vibrant, safe, and well used over time.

Indigenous Placemaking and Place keeping
Feedback from participants during the July 29, 2026 Talking Circle at Toronto Metropolitan University highlighted the importance of reflecting on Indigenous histories, cultures, languages and contemporary presence throughout the Yonge Street corridor. Feedback also highlighted the need for Indigenous involvement in design, programming and stewardship while creating welcoming, culturally safe spaces that strengthen connections to land, water and community.

Community Advisory Group

Questions and comments from participants during the June 24, 2025 and March 10, 2026 meetings are summarized below:

Topic	Question and Comment Summary
Active Transportation	- Bill 212 could negatively impact the addition of both the bike lane between Gerrard Street and College Street and increasing space for pedestrians - Integrate the Clock Tower Trail (i.e., green loop pedestrian walking promenade) into project design - Continue pedestrian and cycling improvements north of Gerrard Street and consider connections to the bike lanes south of Front Street, as these four blocks along Yonge Street serve as a key link for all modes within the yongeTOmorrow corridor - Importance of a balanced, multi-modal approach
Construction	- Construction impacts on businesses are particularly challenging given ongoing downtown disruptions and project delays
Design Considerations	- Support for a pedestrian-first vision and desire for improved safety, better walkability, more social & youth-friendly spaces with a vibrant and attractive public realm - Streets should include curbs with a minimum of a rolled curb to help define street edge - Avoid creating “bottlenecks” that further slow motor vehicle traffic and affect flow on Yonge Street (e.g., Yonge Street and Elm Street due to turning and loading) - Prioritizing pedestrians supports redesigning Yonge Street to allow for lower speed limits - Prevent water and melted snow from pooling around intersections - Questions were raised about whether the streetscape should have a consistent design throughout the corridor or reflect the distinct character of key destination areas - Future proof the design to manage e-bikes and delivery industry - Interest in criteria that will be used to identify and locate layby areas
Environmental Assessment	- Too much time has passed since the EA was approved in 2021, and construction has yet to begin
Operations	- Interest in how the street will function day-to-day, including deliveries and servicing, rideshare and taxi access, lay-bys and curbside management, hotel pick-up/drop-off and for event loading
Pedestrians	- Preliminary design does not include permanent pedestrian priority areas that were explored as part of the Environmental Assessment, particularly south of Gerrard Street - Cities around the world provide examples of street designs that slow vehicles during specific times with smaller delivery vehicles to compliment pedestrian environments - Design should consider multiple users, remain flexible, consider impacts on businesses and draw from lessons like Ottawa’s Sparks Street
Safety	- Safety issues at Yonge Street and Dundas Street are different from other neighbourhoods with the primary issues involving erratic behaviours - People do not feel safe after dark - Downtown Yonge BIA has nine years of safety perception survey data to better understand public perceptions of safety - Perceived safety has declined since COVID

Streetscaping	- Clear commitment needed for how space will be activated and managed because without this, it will be a wasted use of space - Absence of programming can become a public safety issue - Inquiry about dedicated space for event set-up and consideration of shipping costs and logistics - Seasonality and activity levels of businesses and TMU need to be factored into planning - Support for enhanced aesthetics and cleanliness, backed by a commitment to long-term maintenance - City should apply highest standards with Montreal as an example of successfully integrating streetscape design with programming and public space activation - Some businesses are reluctant to cross the pedestrian clearway to access their sidewalk cafe - Interest in integrating pollinator gardens - Support for expanded tree canopy and microclimate benefits
Public Art	- Interest in opportunity to tie-in the TTC's grates with public art - Support for using public art along Yonge Street to strengthen east-west connections and improve wayfinding - Montreal provides good examples of interactive art
Public Transit	- Yonge Street shuttle bus operations could be relocated to Bay Street (approximately 200 m away) - All-night bus service on Yonge Street could be disruptive to the many nearby residential buildings
Additional	- Invitation for members to attend summer street closures on Church Street - Noise complaints downtown are increasing and need to be mitigated - Interim or temporary phase (e.g., change pavement markings with paint first) should be employed to test the narrowing and optimization of the furniture zone, while also addressing delivery needs and expanding the boulevard where there is higher demand

Business Owner and Operator Meeting

Questions and comments from participants during the February 18, 2026, business-focused meeting are summarized below:

Topic	Question and Comment Summary
Construction	- Clarification on details and phasing of watermain replacement and streetscape works - Clarification on plan to support businesses during construction - Poor or late communication about construction significantly worsens impacts on businesses, and notifications need to be timely and reach both businesses and those who support them
Curbside	- Support for designated pick-up/drop-off and loading zones to improve curbside activity - Tour bus activity requires more space than standard designs when considering lay-by design
Customers	- Allow time-based access for vehicles turning into the Shuter Street parking lot (e.g., permitted during certain hours only) - High pedestrian demand from theatres, with patrons queuing on the Yonge Street sidewalk and frequent Wheel-Trans and coach bus drop-offs - School bus operations in the area take place with unloading on Dundas Street (east of Yonge Street) and parking occurring on Victoria Street
Deliveries	- Yonge Street is heavily used by delivery services and rideshare drivers, making them a core user group to consider
Operations	- People driving are making unsafe or inefficient U-turns mid-block as well as stopping/parking informally on the street and these behaviors affect businesses - Reduced traffic lanes may worsen congestion and operational conflicts, given the already high demand for curb space and vehicle movement
Streetscaping	- Support more public realm features, such as trees and bike parking - Locating public realm features directly in front of businesses could limit space needed for other curbside uses, such as line-ups and loading

Public Event

Questions and comments shared during the April 21, 2026, public event, including, feedback provided to project team members, during the Question & Answer session and written directly on roll plans for specific locations, are summarized below.

Topic	Question and Comment Summary
Cycling	- Bike lanes don't extend far enough and feel incomplete with missing connections - Potential conflicts between pedestrians and people cycling in a shared street context - Support for continuous, protected bike lanes along Yonge Street and better connections to existing cycling routes, particularly at major intersections
Design Considerations	- Clarification about the impact of provincial policy Bill 212 - Street needs to be lively with vendors, food trucks and markets - Interest in programming that keeps the area active and vibrant during evenings and throughout the winter months - Desire for Yonge Street to function as a vibrant cultural corridor - Important to ensure safe movement for all road and street users - Consider pet-friendly features - Add clearer design drawings and labels to improve public understanding of proposed changes
Operations	- Design continues to prioritize motor vehicles over pedestrians, particularly in the allocation of space for parking and other curbside uses - Reducing Yonge Street to one lane in each direction could increase traffic congestion and result in longer travel times - Limit vehicle access to early morning hours only - Employ shuttle buses and service-only access - Add no-right-turn-on-red restrictions with some suggestions to restrict during busy times only - Important to balance pedestrianization with delivery vehicles, Wheel-trans access and accessibility - Ensure day-to-day maintenance of garbage, cigarette waste and snow clearing - Interest in exploring underground waste collection system - Important to enforce existing and new by-laws - Interest in understanding the traffic data and evidence used to inform key design decision including real-time pedestrian and bike counts - Clarification about traffic signal coordination, including the use of fixed versus adaptive signal timing - Interest in curb design options, including flush and raised curb treatments
Pedestrian Priority	- Design does not reflect public support for pedestrianization priority areas - Support for more pedestrian scramble crossings, raised crossings, flexible crossing opportunities, allowing pedestrians to cross safely at locations beyond signalized intersections - Support for temporary or flexible street closures, such as time-based restrictions managed with removable bollards
Public Art	- Design needs to be inclusive with Indigenous and cultural elements - Add programming, food vendors, public art, music, games, and other features that would make Yonge Street a more vibrant destination

Public Transit	- Ensure no delays for TTC night service - Maintain and/or improve TTC service, transit priority measures, and preserving surface transit access where appropriate
Safety	- Interest in understanding how social issues, including homelessness, will be considered in the design and management of the public realm
Streetscaping	- Support for a street that feels relaxing, green and comfortable - Add larger and more trees for shade, cooling and mental health - Support for a mix of trees, shrubs, native plantings and pollinator gardens - Add seating areas to rest, study and socialize near TMU - Interest in community gardens and urban agriculture - Clarification on tree sizing and availability of space - Interest in how the design of each street segment and character area will differ and reflect its intended identity - Add wider sidewalks in busier areas like TMU
Timeline	- Prospect of waiting until 2030 for construction to commence is discouraging - Employ interim or pilot project to test pedestrianization now using temporary measures (i.e., paint, planters, barriers)

Location	**Roll plan Comment Summary**
Intersection of College Street & Yonge Street	- Prioritize walking and cycling, including pedestrian scramble intersections - Improve connections to existing and planned College Street bike lanes - Add protected cycling facilities, safer intersections, more trees, and reduce turning conflicts
Intersection of College Park & Yonge Street	- Support for pedestrianization and expanded cycling facilities - Interest in further reducing vehicle access - Mixed views on loading areas, with support for accessible pick-up/drop-off zones - Add public art and placemaking - Ensure safety and emergency access with expanded public space - Support for raised crossings, enhanced landscaping, and improved pedestrian crossings/signals
College Park crosswalk to Gerrard Street	- Support for wider sidewalks, protected bike lanes, and further pedestrianization - Ensure transit capacity if vehicle lanes are reduced - Preference for cyclist-friendly paving materials
Intersection of Gerrard Street & Yonge Street	- Support for safer cycling connections, protected bike lanes through the intersection, and dedicated cyclist/pedestrian signals - Reduce turning vehicle conflicts and support for removing unnecessary turning lanes
Gerrard Street to Elm Street	- Mixed views on vehicle access, with many favouring pedestrian-focused design - Support for maintaining surface transit, lowering speed limits, adding greenery, enhancing public spaces, and celebrating Yonge Street's music history
Elm Street to Edward Street	- Add public amenities and flexible spaces that could support future or event-based pedestrianization - References to Gould Street as a successful model - Ensure pedestrian safety at intersections and interest in interim improvements

Edward Street to Dundas Street	- Support for expanded pedestrian space and public gathering areas - Mixed opinions on retaining vehicle lanes - Support for pedestrian-priority design, flexible public space use, street activity, and enhanced safety features
Intersection of Dundas Street & Yonge Street	- Support for maintaining the pedestrian scramble crossing. - More ambitious vision needed for Sankofa Square, including greater programming, animation, and pedestrian-focused measures
Dundas Street to Shuter Street	- Support for full pedestrianization, bike lanes, raised crossings and expanded pedestrian space - Interest in extending pedestrian-focused treatments toward Queen Street and adding recreational amenities - Support for prioritizing transit, cycling, and emergency vehicles where access remains - Interest in temporary improvements and integration with nearby streets and laneways
Shuter Street to Queen Street	- Support for pedestrianization or traffic restrictions - Requests for continuous bike lanes, transit priority, more trees, public realm enhancements, active uses, and improved transit connections - Recognition of the economic benefits of pedestrian-friendly environments - Support for cycling improvements, lower speed limits, additional tree planting, expanded PATH connections, and future transit-priority measures

TMU Talking Circle Feedback

Comments and recommendations shared by participants during the July 29, 2026, TMU Talking Circle about placemaking and place keeping ideas are summarized below:

Topic	Comment Summary
Indigenous Presence and Representation	- Make Indigenous histories, languages and contemporary presence visible throughout the Yonge Street corridor - Incorporate Indigenous languages, imagery, public art and cultural markers into the public realm - Engage Indigenous artists and designers in developing public art and other design elements
Land, Water and Indigenous Ways of Knowing	- Reflect Indigenous connections to land, water and the natural environment in the design - Highlight historic waterways, natural landscapes and traditional travel routes that shaped the corridor - Incorporate Indigenous teachings related to stewardship, including “Water is Life,” native planting and ecological restoration - Increase trees and shade to improve comfort and strengthen connections to nature
Storytelling, Culture and Gathering	- Create opportunities for Indigenous-led storytelling, ceremony, cultural events and intergenerational learning - Provide flexible gathering spaces that can accommodate cultural programming, performances and ceremonies - Use public art, interpretive features and digital tools to share Indigenous histories, languages and contemporary stories

Cultural Safety, Belonging and Accessibility	- Create welcoming and culturally safe spaces where Indigenous people feel represented and a sense of belonging - Improve pedestrian safety, including through traffic calming and design features that provide greater separation from vehicles - Provide comfortable places for gathering, rest and reflection - Consider the needs of Indigenous students, faculty and staff who may be new to Toronto and looking for connections to community and culture
Ongoing Indigenous Engagement and Stewardship	- Involve Indigenous Nations, communities, Knowledge Holders and other partners throughout design, implementation and ongoing stewardship - Build long-term relationships rather than limiting Indigenous engagement to individual project milestones - Incorporate ceremony and appropriate cultural protocols throughout the project process - Maintain ongoing communication and establish opportunities for Indigenous participation in future programming, stewardship and decision-making
TMU and the Surrounding Public Realm	- Strengthen connections between the Toronto Metropolitan University campus and the surrounding public realm - Create opportunities for Indigenous students, artists, entrepreneurs and community members to participate in and use public spaces along the corridor
Out of Scope	- Consider programming and cultural activities in locations such as Barbara Ann Scott Park - Explore opportunities for Indigenous markets, artisans and cultural events

Email and Phone Comments

Comments received via phone/email from members of the public are summarized below:

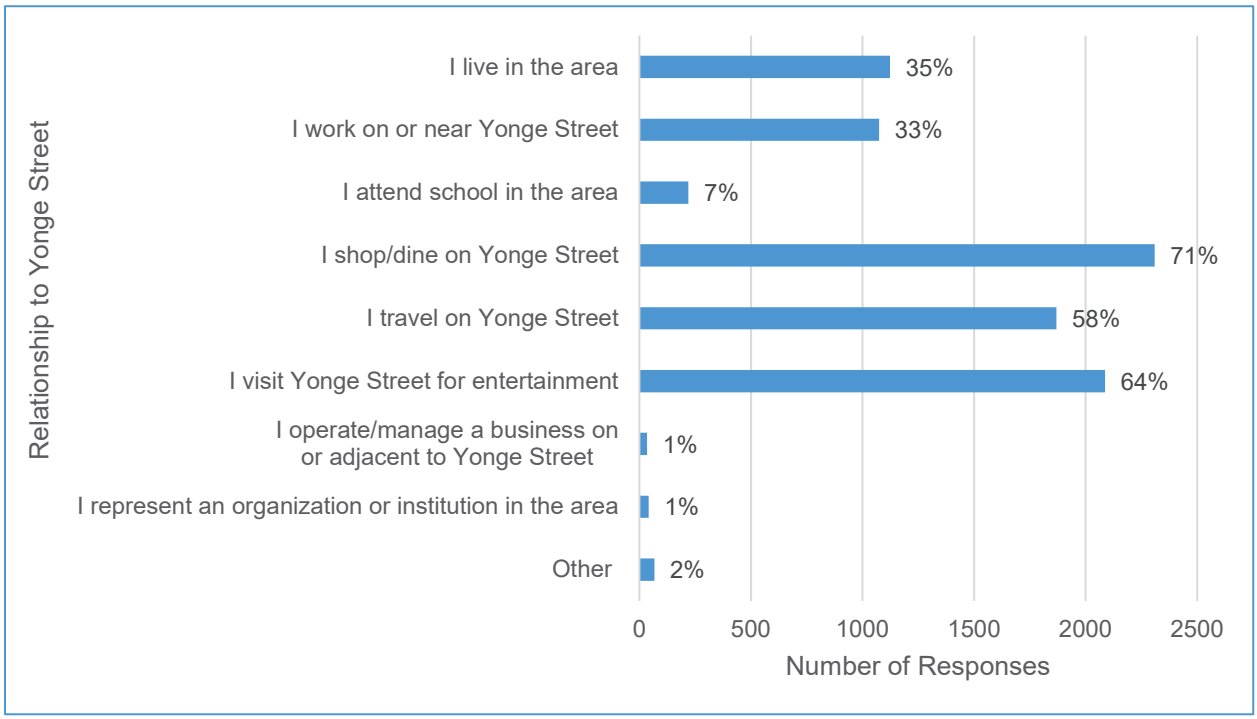
Topic	**Comment Summary**
Businesses & Construction	- Consider impacts to businesses (e.g., dust, site management, loading and delivery challenges, loss of revenue) - Keep businesses viable during long build periods
Consultation Activities	- Early and meaningful consultation needed with major interest groups - Ensure a variety of formats for people and organizations to be engaged i.e., not just large forums - Provide clearer communication materials, project timelines and regular updates - Project was not adequately discussed and or endorsed by residents and businesses represented by the Downtown Concern Citizens Organization
Cycling	- Address gaps in cycling network along Yonge Street and support for a more integrated approach to cycling infrastructure planning - Better management needed of bike couriers in terms of space and conflicts with pedestrians

Design Consideration	- Preliminary design seems “watered down” from original vision in the Environmental Assessment study - Higher quality streetscaping materials that are durable, attractive and designed for the long-term - Yonge Street is a “flagship” and “identity-defining” project with an opportunity to create a world-class main street - Shift from a traffic corridor to a destination and civic space - One lane in each direction will result in more traffic congestion with impacts on emergency vehicles - Support for improved lighting and street cleanliness
Funding & Governance	- Clarification on project funding, including the current funding status, the potential for funding shortfalls, and opportunities to leverage provincial funding sources such as Ontario Line-related investments - Align with other city-building initiatives and cost staring with groups like BIAs - Emphasis on the need for cross-agency coordination among transportation, planning, cycling, and development teams
Multi-modal	- Integrate cycle tracks into boulevards - Support for redirecting through traffic to other routes to reduce vehicle volumes on Yonge Street - Coordinate with existing and planned transit improvement
Operations	- Concerns about how deliveries, servicing, and operational needs for businesses and theatres will be accommodated on a day-to-day basis - Interest in understanding the proposed approach to parking, lay-bys, and rideshare pick-up and drop-off areas
Pedestrian Priority	- Support for pedestrianization especially around Dundas Street and nearby segments and missed “once-in-a-generation” opportunity - Yonge Street feels overcrowded and unsafe for pedestrians - Support for event-based or flexible closures (e.g., bollards, seasonal) - Reference global examples such as Paris, Montreal and Glasgow - Street is too vehicle oriented for its actual use of high foot traffic, transit hub, retail hub and university presence
Safety	- Space for activity zones, patios, and expanded pedestrian areas could attract crime, disorder, protests, and loitering, making businesses reluctant to participate - Request for stronger police enforcement
Additional	- Project is moving too slowly - Requests for an interim or temporary phase (e.g., temporary intervention, painted lanes, partial closures) - Extend project limits further south to Richmond Street or even further to Front Street - Reference to the Yonge Street Mall experiment (1971-1974) as an example of a pedestrian-focused redesign that was ultimately discontinued due to operational and safety concerns

Survey

Responses received to each question in the online comment form are described in this section.

Question 1) Which statements describe your relationship to Yonge Street between Queen Street and College/Carlton Street?



Respondents were able to select up to nine options to describe their relationship to Yonge Street between Queen Street and College/Carlton Street. A total of 3,246 respondents answered Question 1. The top three ways respondents interact with the project area include:

1. I shop/dine on Yonge Street
2. I visit Yonge Street for entertainment
3. I travel on Yonge Street

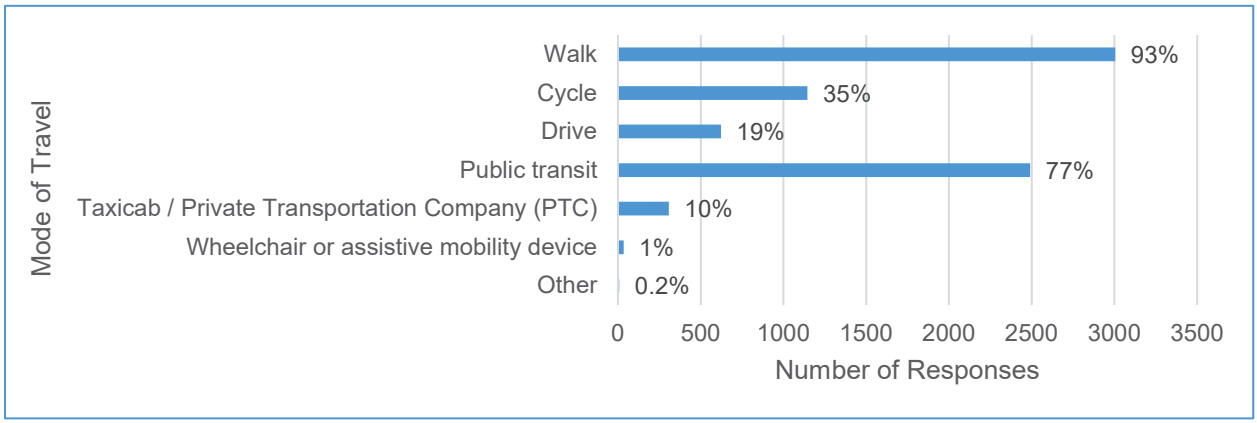
Followed by similar levels of respondents who:

4. Live in the area
5. Work on or near Yonge Street

Of the respondents who selected “Other” for their relationship to project area, their relationships to Yonge Street between Queen Street and College/Carlton Street include:

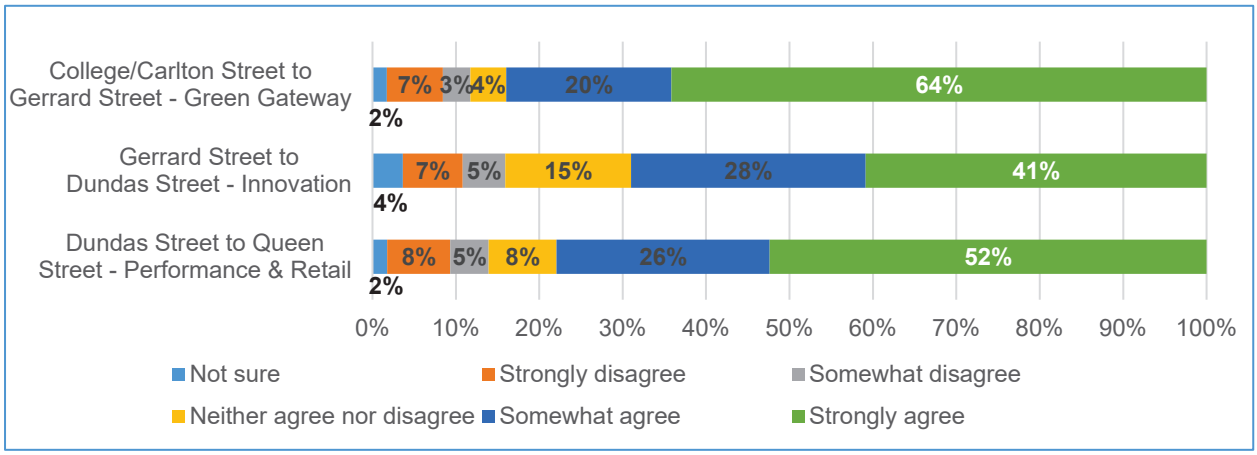
- Visits for medical appointments
- Visits to friends and family who live in or near the project area
- Uses Yonge Street for recreational exercise
- Former residents of the neighbourhood
- Former students
- Toronto residents who live outside of the project area

Question 2) How do you typically travel on or around Yonge Street?



Respondents were able to select up to six options to describe how they travel on or around Yonge Street. A total of 3,246 respondents answered Question 2. The majority walk (93%) or use public transit (77%). The third most common mode of travel identified was by bicycle (35%) followed by driving (19%). Of the respondents who selected "Other", modes of travel included rollerblading, skateboarding, and tour buses.

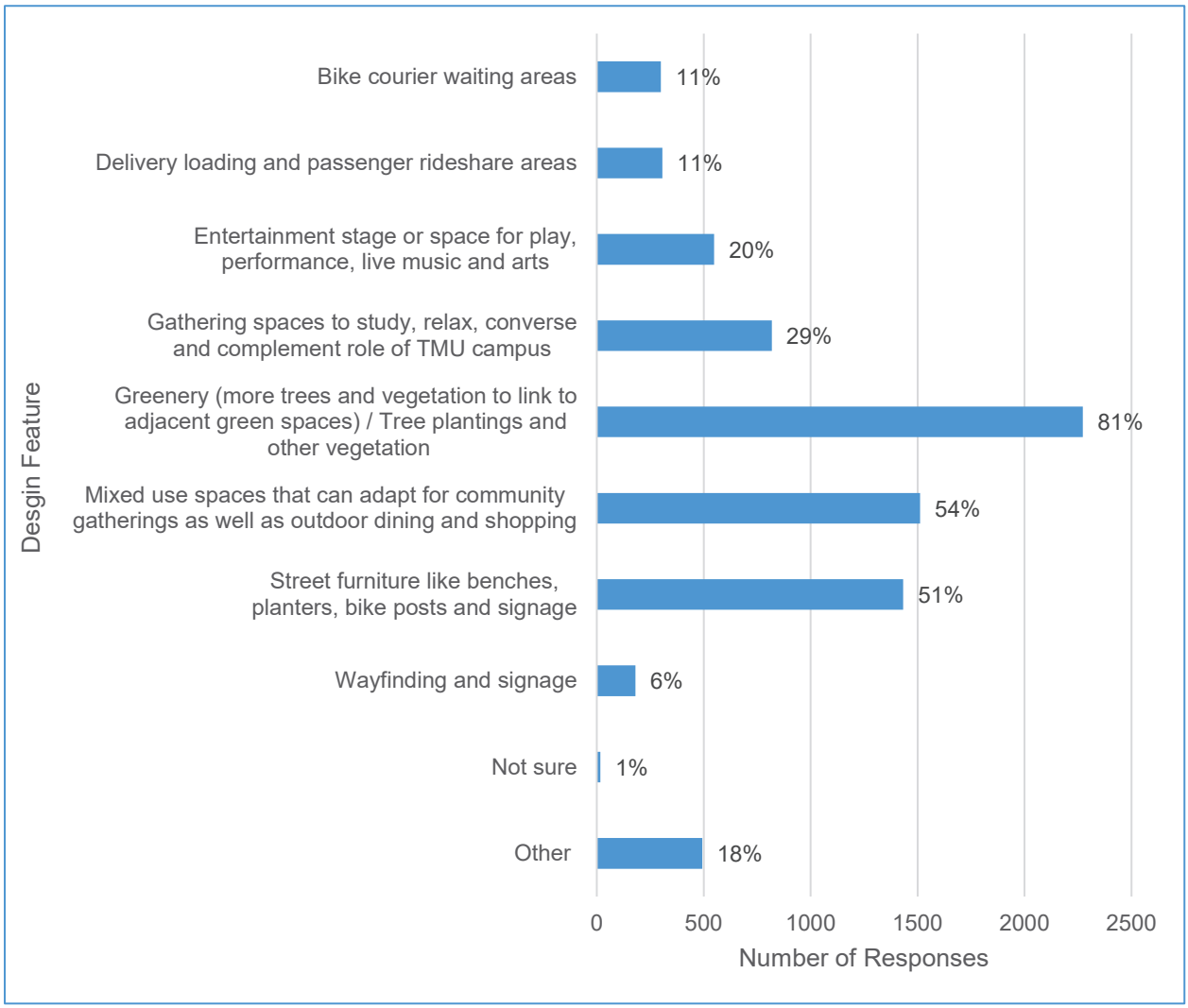
Question 3) To help guide the design of Yonge Street, we have grouped the street into three areas with distinct character. Do you agree that the areas reflect the identity of each location?



A total of 2,898 respondents answered Question 4:

- A total of 84% of respondents agree that the College/Carlton Street to Gerrard Street section reflects the **Green Gateway identity**, 4% are neutral, 10% disagreed and 2% were unsure
- A total of 69% of respondents agree that the Gerrard Street to Dundas Street section reflects the **Innovation identity**, 15% are neutral, 12% disagreed and 4% were unsure
- A total of 78% of respondents agree that the Dundas Street to Queen Street section reflects the **Performance/Retail identity**, 8% are neutral, 13% disagreed and 2% were unsure

Question 4) Which of the recommended design features for Yonge Street are most important to you?



Respondents were able to select their top three out of ten design features. A total of 2,805 answered Question 5. The top three design features include:

1. Greenery (more trees and vegetation to link to adjacent green spaces) / Tree plantings and other vegetation
2. Mixed use spaces that can adapt for community gatherings as well as outdoor dining and shopping
3. Street furniture like benches, planters, bike posts and signage

Key themes shared by respondents who selected the 'other' option included:

- Need for an accessible, user-focused design that accommodates people of all ages and mobility needs through features such as smooth paving and accessible parking
- Support for wider sidewalks, expanded pedestrian space, and enhanced cycling infrastructure, including protected bike lanes, although some participants opposed bike lanes or changes to the existing road and vehicle lane configuration
- Improved safety, with requests for barriers, raised crossings, speed management measures, improved lighting, and better regulation of e-bikes, motorcycles, and pick-up/drop-off areas
- Cleanliness and maintenance, particularly through improved waste management

- Support for full or partial pedestrianization and restrictions on vehicle access, though some expressed concerns that reducing vehicle lanes could increase traffic congestion elsewhere

Question 4 responses were also assessed based on three key audiences: mode of transportation, relationship to Yonge Street, and geographical area. The top three design features are mostly the same across all key audiences with the top three choices including:

1. Greenery (more trees and vegetation to link to adjacent green spaces) / Tree plantings and other vegetation
2. Mixed use spaces that can adapt for community gatherings as well as outdoor dining and shopping
3. Street furniture like benches, planters, bike posts and signage

Only people who drive, people who use wheelchairs or mobility devices and people that operate/manage a business chose street furniture more frequently than having mixed use spaces.

Question 5) A Public Art Strategy will be created to look at opportunities for public art in the area. It will consider what is possible, what the community values, and any technical or space related limits. Do you have any ideas or feedback on public art that you would like the project team to consider?

A total of 1,104 respondents provided a response to Question 6 summarized in the table below.

Topic	Comment Summary
Accessibility	• Art should be engaging for a variety of age groups
Artists	• Support for commissioning art from local artists, Canadian artists, and Indigenous artists • Host an art competition or provide an opportunity for public input on the art pieces
Culture	• Reflect the history of Yonge Street and Toronto, such as historical events and famous Canadians • Highlight cultural landmarks and heritage buildings along Yonge Street • Incorporate Indigenous art and history • Capture the diversity and multiculturalism of Toronto • Reflect the identity of the local community • Recognize history and heritage through signage and murals • Pursue partnerships with local event organizers and sports teams
Design	• Include bold, bright, and colourful art • Implement iconic art that becomes a focal point/landmark for Yonge Street • Place in areas that will not impede pedestrian movement
Examples	• Draw inspiration from other cities such as Montreal, Canada; Chicago, United States; Sydney, Australia, and London, England • Draw inspiration from local examples such as Berczy Park and Cabbagetown
Furnishing	• Install fountains and other water features • Integrate into the road infrastructure and furnishings (e.g., planters, grates, pavement, and light posts) • Make the art functional (e.g., providing shade and seating)

General	• General support for incorporating public art in the design • Opposition to the incorporation of public art, citing reasons such as cost
Maintenance	• Use materials that are durable and easy to clean and maintain
Medium	• Interactive installations that involve using different senses such as sound, lights, texture, and size • Include statues and sculptures • Include electronic/digital art • Murals should reflect the culture and history of Yonge Street, Toronto, and Indigenous communities • Opportunities for street performances such as live music and plays
Nature	• Include nature-themed art and incorporate greenery in art • Use sustainable materials
Seasonality	• Consider rotational/temporary art • Provide access and enjoyment through all seasons, weather, and time of day

Question 6) Do you have any ideas or feedback on street furniture, pavement treatments and wayfinding that you would like the project team to consider?

A total of 1,333 respondents provided a response to Question 7 summarized in the table below.

Topic	**Comment Summary**
Accessibility	• Add more seating throughout Yonge Street to accommodate people with mobility needs, children, and seniors • Pavers can create uneven ground that is hard to navigate for people with mobility devices and strollers and may create tripping hazards • Use large fonts and braille for signage • Avoid using hostile furniture design/anti-homelessness furniture • Install public bathrooms along Yonge Street • Maintain a clear, unobstructed path for pedestrian movement
Bike Infrastructure	• Add more bike parking, locking posts and bikeshare stations
Community	• Create spaces for people to gather and linger • Create opportunities for connection through furnishings (e.g., chess tables, picnic tables, activities for children, and seating arrangements that face each other)
Design	• Maintain a cohesive design throughout Yonge Street • Combine art with street furniture and paving • Design colourful spaces • Design “comfortable” spaces and street furniture • Include street furniture and spaces that are flexible to accommodate different types of programming
Examples	• Take inspiration from other cities and neighbourhoods, such as Montreal, Quebec City, European city centres, and New York City
Greenery	• Integrate greenery throughout Yonge Street, such as planters, trees, and green space • Use native plants where possible
Maintenance	• Keep the street clean by adding more garbage and recycling bins and replace existing bins with more durable and functional bins • Use high-quality materials that are durable and easy to clean and maintain

Topic	Comment Summary
Paving	• Use permeable pavement to improve water drainage and mitigate flooding • Use different paving materials (e.g., cobblestones and bricks) and patterns to delineate pedestrian paths and support wayfinding • Use non-slip materials
Safety	• Design well-lit areas to enhance nighttime safety • Use planters as safety barriers instead of other protective designs such as bollards
Seating	• Include more patio/café-style seating • Preference for seating with backs • Preference for wood materials instead of metal
Sustainability	• Use sustainable or recycled materials
Wayfinding	• Use clear, consistent, and distinct signage that can be easily understood by both tourists and locals (e.g., using colours and other visual cues for guidance) • Show key destinations such as transit stops, connections to the PATH, institutions, and landmarks on maps • Design signage that can be seen during the day and night
Weather	• Use materials that will withstand all seasons and weather • Design furnishings that will make the street enjoyable in all seasons (e.g., providing shade in the summer, protection from rain, and heating in winter)

Comments were also reviewed based on key audiences including people who live, work and study in the project area, Toronto residents and different road users.

Across all audience groups, there was strong support for creating a greener, more comfortable, and welcoming public realm. Participants consistently expressed interest in adding trees, planters, and other landscaping elements, as well as providing more seating opportunities for resting, gathering, and socializing. Many groups also emphasized the importance of using durable, easy-to-maintain materials and improving cleanliness through more frequent maintenance and additional waste receptacles. Opposition to hostile architecture was a recurring theme, particularly among residents, pedestrians, transit users, and people who work in the area.

While common priorities emerged across groups, some audiences highlighted more specific needs. People who cycle and students expressed stronger interest in enhanced cycling infrastructure and clearer separation between travel modes. Pedestrians and accessibility-focused participants emphasized comfortable seating, shaded areas, and accessible design features that support mobility and navigation. People living outside Toronto placed greater emphasis on waste management and traffic-calming measures, while businesses and organizations focused on improving wayfinding and signage. Overall, feedback suggests broad support for public realm improvements that prioritize comfort, greenery, accessibility, cleanliness, and a safer, more intuitive street environment.

Question 7) Please share any additional comments, concerns, observations, or suggestions related to yongeTOmorrow.

A total of 1,404 respondents provided a response which is summarized in the table below.

Topic	Comment Summary
Bike Infrastructure	• Include a continuous cycle track along Yonge Street • Opposition to any bike lanes on Yonge Street
Design	• General support for prioritizing pedestrians and people cycling • Support for accessible design • Implement unique, vibrant, and bold ideas to make Yonge Street an iconic destination
Furnishing	• Include additional seating, garbage and recycling bins, and public washrooms
Greenery	• Add more greenery, such as trees and planters
Pedestrian Space	• Support for wider sidewalks to accommodate high pedestrian traffic • Interest in turning part or all of this segment of Yonge Street into a pedestrian-only area
Maintenance	• Materials should be durable and easy to maintain • Yonge Street should be cleaned frequently
Noise	• Minimize sources of noise pollution (e.g., construction, use of amplified mics, and traffic)
Safety	• Improve safety for pedestrians and people cycling • Some respondents feel unsafe on this segment of Yonge Street due to poor lighting at night and drug use • Lack of clarity and regulations for where e-bikes and motorbikes can drive and park • Improve enforcement of loading, layby, and pick-up and drop-off regulations
Timeline	• Expedite the design and construction timeline
Traffic	• Removing vehicle lanes could result in more motor vehicle traffic congestion
Weather	• Design a street that can be enjoyed year-round

Comments were also reviewed based on key audiences. Across most audience groups, there was strong support for reducing the dominance of vehicles on Yonge Street and creating a more pedestrian-oriented environment. Many participants expressed a desire for a fully pedestrianized street, while others supported partial pedestrianization as an alternative if full pedestrianization is not feasible. Feedback also highlighted interest in adding more greenery, including trees, planters, and green gathering spaces, as well as support for prioritizing walking, cycling, and other active transportation modes. Many participants, particularly pedestrians, cyclists, and transit users, viewed expanded cycling facilities, including continuous cycle tracks, as an important component of a safer and more accessible street.

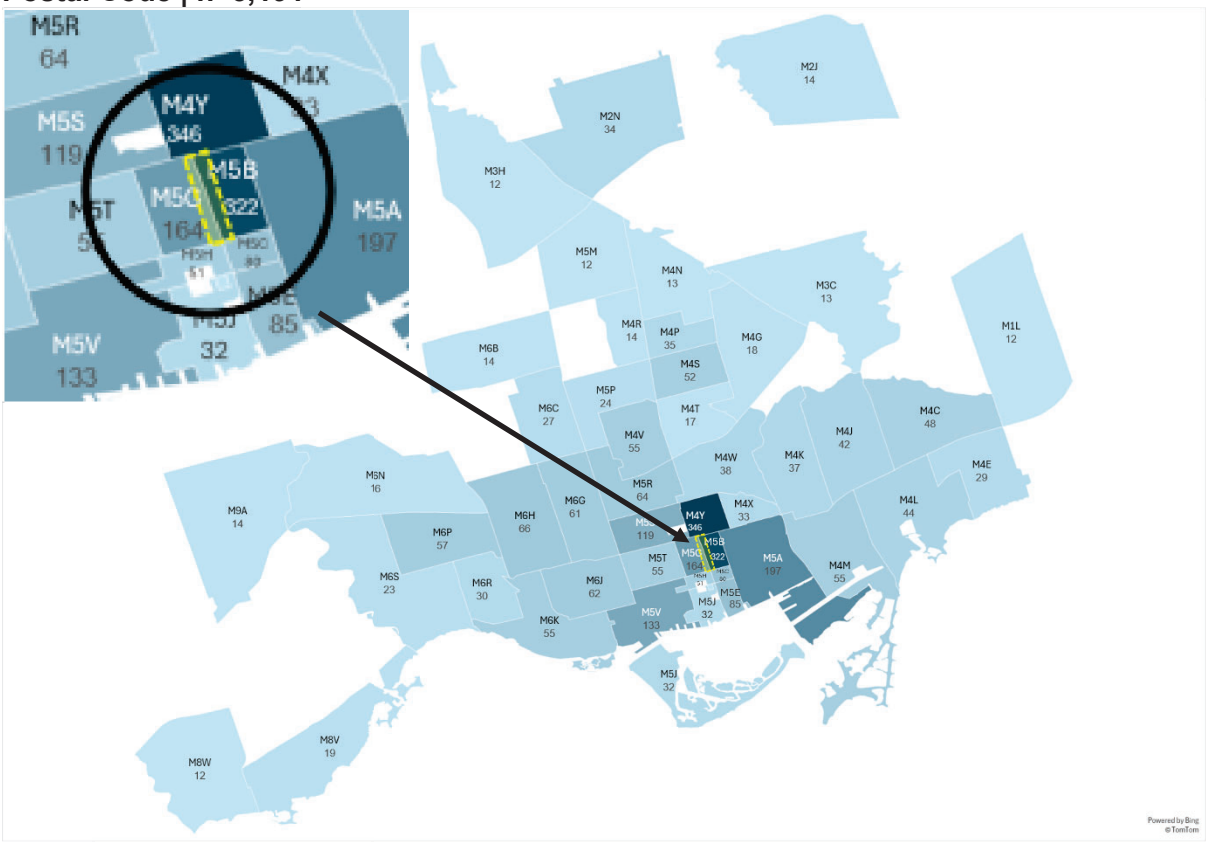
While support for pedestrian-focused improvements was common, some differences emerged among transportation user groups. People who drive and those who use taxis or ride-hailing services were more likely to express concerns about reducing vehicle lanes and the potential impacts on traffic conditions. Safety concerns were also raised by several groups, with pedestrians highlighting issues related to aggressive driving and narrow pedestrian spaces, while accessibility-focused participants identified concerns about construction impacts, detours,

and uneven surfaces. Businesses and organizations generally supported pedestrian-focused changes but noted concerns about the length of the design and construction process. Overall, feedback indicates broad support for a greener, more people-focused street, balanced with considerations related to traffic operations, accessibility, and implementation.

Appendices

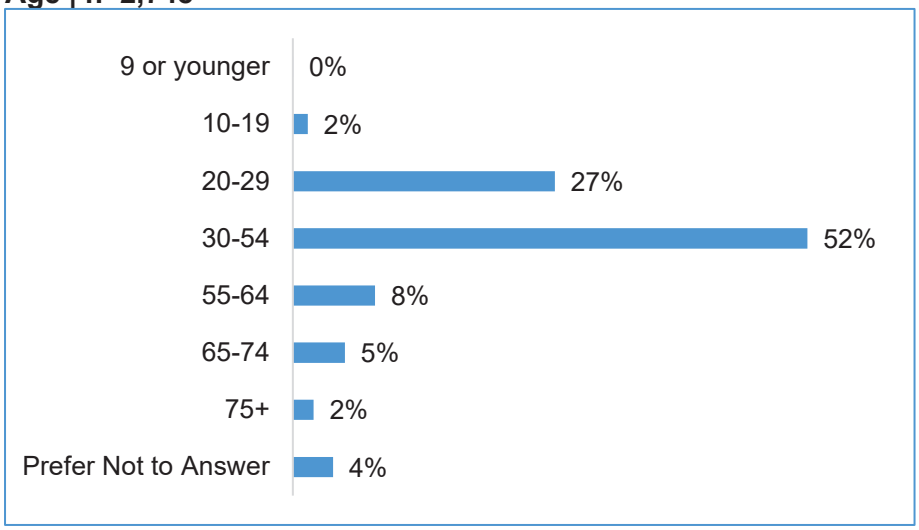
Survey Participant Profile

Postal Code | n=3,191

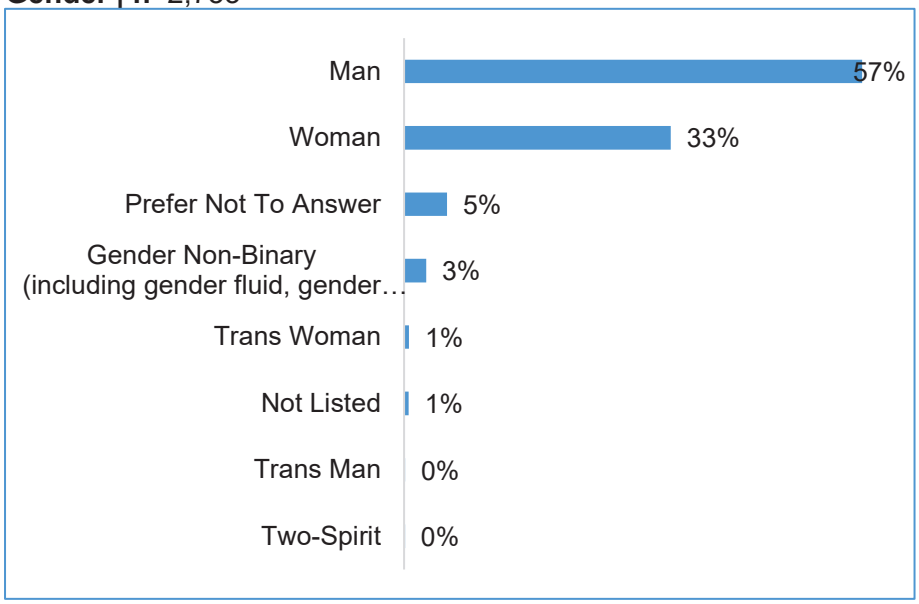


Most respondents are located in the Greater Toronto Region, with the highest concentration of respondents in and around the project area postal codes M5B and M5G. Postal code M4Y had the highest number of respondents (325) which is directly north of the study area, followed closely by postal code M5B (316).

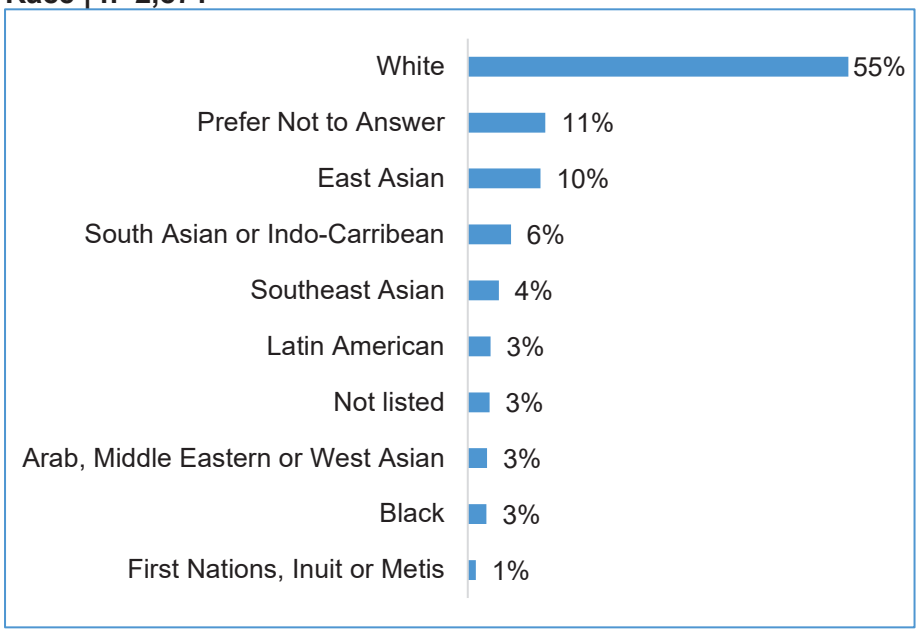
Age | n=2,748



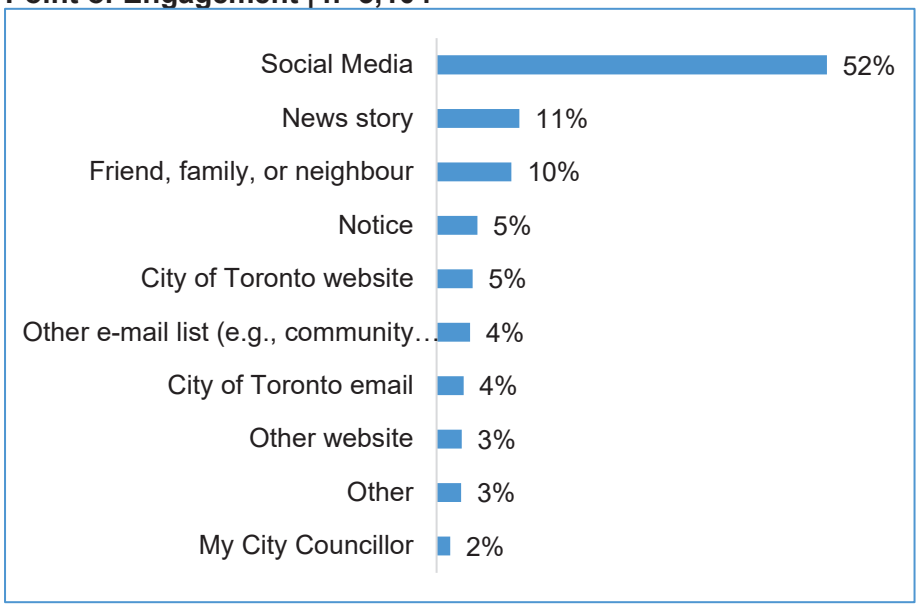
Gender | n=2,753



Race | n=2,871



Point of Engagement | n=3,104



Disability | n=2,718

