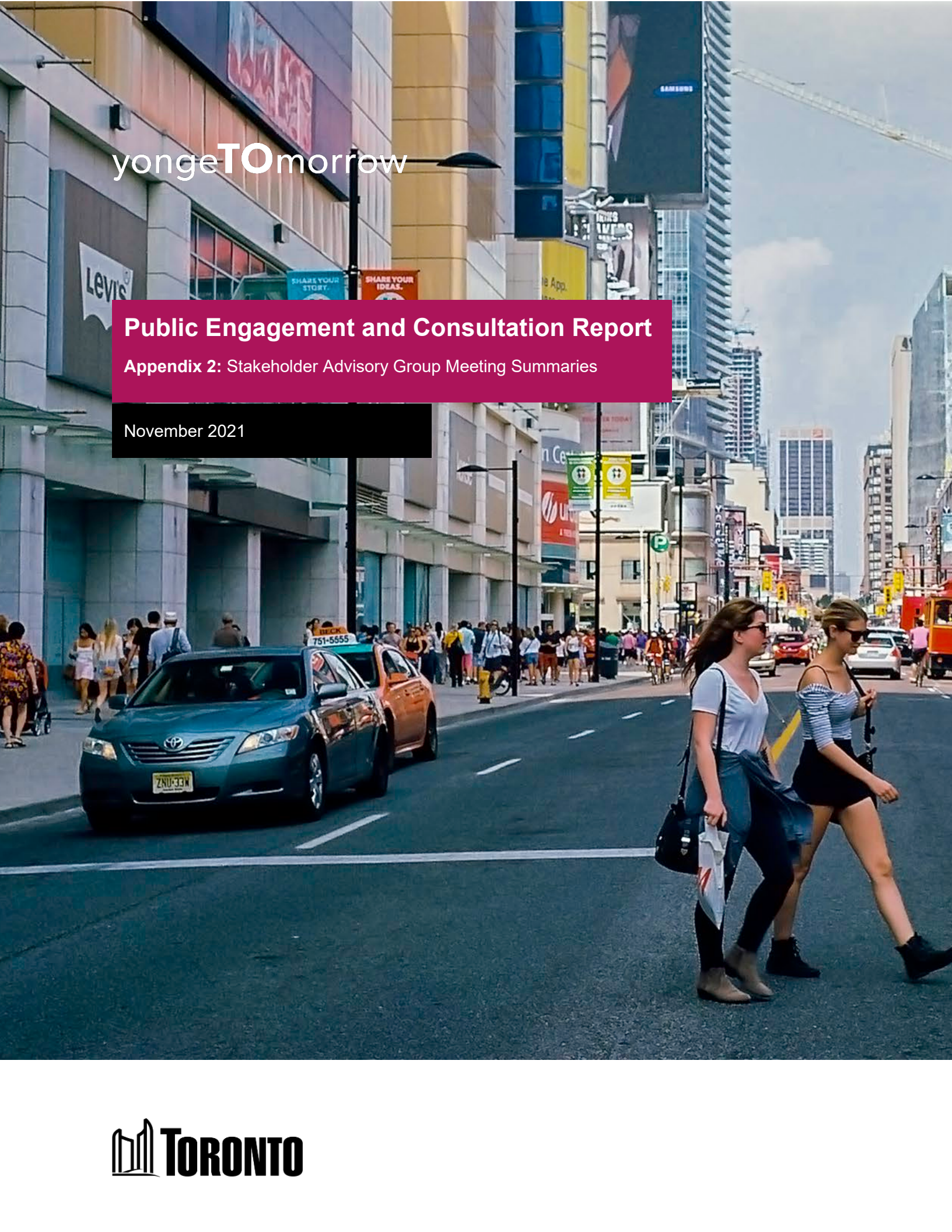




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Public Engagement and Consultation Report

Appendix 2: Stakeholder Advisory Group Meeting Summaries

November 2021

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**Municipal Class EA –
Yonge Street from Queen Street to College Street**

Stakeholder Advisory Group Meeting #1 Summary

Prepared by LURA Consulting for the City of Toronto
September 2018

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Appendix A: List of Participants

Appendix B: SAG Meeting #1 Agenda

Overview

The City of Toronto hosted the first stakeholder meeting for the yongeTOmorrow: Municipal Class Environmental Assessment (EA) - Yonge Street from Queen Street to College Street on July 30th, 2018 from 2:00 p.m. – 4:00 p.m. at the Bond Place Hotel, located at 65 Dundas Street East. The purpose of the first stakeholder meeting was to:

- Introduce yongeTOmorrow: EA purpose, process and timelines
- Provide an overview of preliminary work completed to date
- Present preliminary vision, opportunity statement, and objectives, and discuss alternatives and seek feedback
- Outline opportunities for future engagement
- Solicit interest in the Stakeholder Advisory Group (SAG)
- Review next steps

There were 85 stakeholder organizations invited to participate in the meeting and 26 representatives attended. Attending stakeholders including representatives from Resident Associations, Business Improvement Areas, advocacy groups, developers, and other stakeholder groups. A full list of invited and participated attendees can be found in Appendix A.

This meeting feedback summary document is generally organized according to the Stakeholder Meeting # 1 Agenda. A detailed agenda can be found in Appendix B.

Meeting Presentation

A presentation was given by Johanna Kyte, City of Toronto and Ken Greenberg, Greenberg Consultants Inc. The presentation provided attendees with an overview of the background, purpose and engagement process and opportunities for the yongeTOmorrow study. The slide deck for this presentation is available upon request. The presentation was followed by a questions of clarification segment facilitated by Liz McHardy, LURA Consulting.

Questions of Clarification

The following represents a summary of the questions of clarification that followed the presentation. The summary is not verbatim. Questions posed by participants are noted with a 'Q,' comments made by participants are represented by a 'C,' and answers/responses provided by City of Toronto staff are represented by an 'A.'

- Q.** Will the presentation be provided to participants?
- A.** Yes, the presentation will be shared with all participants.
- Q.** The street configuration shown in the presentation stated Yonge Street has a width of 20m. Is this and the setbacks typical?

- A. Yes, this is the typical right-of-way width.
- Q. Will this study consider a car free zones such that pedestrian routes are connected to perpendicular streets within the area including nearby destinations outside of the corridor such as Ryerson University, City Hall, etc.?
- A. Yes, this study will be considering these potential concepts.
- Q. Why isn't safety an objective?
- A. Safety is a fundamental consideration in any City initiative. Vision Zero and security perspectives will be considered throughout the study.
- Q. What is happening on Yonge Street from Queen Street to the waterfront?
- A. Waterfront Toronto has completed the 'Lower Yonge Precinct Municipal Class EA which accounts for Yonge Street from Front Street to the waterfront.
- Q. What is the construction cost and timeline for Phase 1 and Phase 2 with the inclusion of reporting and approvals? Is this in the City's 10-year Capital Program?
- A. The exact project timeline and cost are currently unconfirmed. However, there is funding through Section 37 provisions that has been allocated to transportation that will be made available for this project and the City is working on securing additional funding as part of the 2019 capital budget process.

Detailed Summary of Feedback

Following introductions and the presentation, attendees worked through feedback activities in table discussions which was facilitated by members of the project team. Using an activity workbook which included information outlined in the presentation, participants discussed the draft vision, opportunity statement, associated objectives, and alternative concepts of the yongeTOmorrow Study Area. The section below includes feedback shared during and after the meeting.

Overall Feedback

- Yonge Street needs to be seen as part of a broader network with a context sensitive approach and this project needs to consider the projections of growth for residents, visitors and workers within the larger Study Area.
- Pedestrians should be the top priority for mode of transportation within the Study Area followed by cyclists and then vehicles.
- Social issues and safety concerns are prevalent on Yonge Street today and it is important for stakeholders to understand how the City plans on addressing these issues and how the streetscape is connected.

Vision

A draft vision was presented to participants which stated:

“Yonge Street is iconic and plays an important role in the cultural identity of Toronto.

Growth brings an opportunity to elevate Yonge Street's physical form to reflect the significance it holds in both the city's landscape and in our minds.”

Feedback provided by participants on the draft vision is presented below:

- Some participants noted that the statement was good because it does not pigeon hole the street function
- The words “experience” and “destination” were repeatedly mentioned as key ingredients of the vision for Yonge Street. Yonge Street is iconic and significant not just for its physical form but for the experience and the destination that it offers users
- A few participants noted that there wasn’t enough focus on experience, specifically that it should be the focus of the vision and infrastructure should be what helps achieve that focus
- Yonge Street was noted as having more than one character. It should be as diverse as the city itself (it can and should include many different uses and experiences)
- It was noted that Yonge Street needs to keep its cultural and recreational identity (for all levels of society) and that the vision should incorporate cultural identity as a key element
- Some participants indicated that the historical, heritage and cultural significance, as well as the economic/local business identity should also be reflected in the vision
- Some participants described Yonge Street as being the “spine” and “thread” that connects to the heart of the City of Toronto. Yonge Street is the central marker in the city that leads and directs people and provides a gathering hub for all
- The history of Yonge Street should be integrated into the vision (e.g. why is it named Yonge Street, it is world renowned for being the longest street)
- Additionally, several participants noted that the vision should have a pedestrian priority that includes a fully pedestrianized portion of the street
- Greenspaces and park spaces were also noted as an ingredient that should be included;
- Some participants noted support for the use of the word “elevate”
- One suggested modification noted included the wording “elevate the vitality, culture and quality of life (by addressing social issues), and physical form” and defining the word growth

Opportunity Statement

A draft opportunity statement was presented to participants which stated:

Yonge Street plays a central role in the city's economy, transportation network, and cultural landscape. Dramatic growth is both changing the character of built form and the needs of street users - placing increased and shifting demands on aging infrastructure.

This provides us with an opportunity to re-examine how Yonge Street can best respond to our diverse and changing city.

Feedback provided by participants on the opportunity statement is presented below:

- It was noted that some participants like that the draft opportunity statement captures Yonge's changing character as well as pointing to the fact that there may be evolution and change over time. Some participants particularly noted liking the second paragraph
- Others noted that the focus seems to be too much on the infrastructure component and not the overall opportunities that Yonge Street presents. Some participants noted the opportunity to introduce a significant pedestrianized street and a focus on the term "people place"
- Some participants questioned whether the statement has considered future-proofing as a key element and suggested that it should consider the immediate needs and future impacts on people and infrastructure
- It was also suggested that the word "both" is moved to follow the word "changing"
- Some participants expressed the fact that new buildings and private developments provide a great opportunity for the area and the statement does not express this well
- It was noted that while Yonge Street is a destination, it is also a neighbourhood. The existing and growing residential component is not captured in the draft opportunity statement and a sense of community should be specifically included
- Some participants discussed the unique opportunity to increase capacity at Yonge Dundas Square to host larger festivals
- Participants also noted that changes with new technologies, green technologies and smart technologies should be reflected
- Tourism should be specifically mentioned
- Walking and mobility should be mentioned
- Needs of all street users or "street for all" should be specifically mentioned

Objectives

The draft objectives were presented to participants which stated:

The opportunity statement has been divided into the following Objectives:

- **Mobility** – provide Mobility for a diverse and evolving city.
- **Liveability** – celebrate and enhance Liveability by providing an enriching and adaptable urban destination.
- **Prosperity** – support Prosperity with a public realm that further develops Yonge Street as an economic and cultural hub.
- **Sustainability** – foster sustainability with design that respond to our changing climate, protects our ecological assets, and benefits our well-being.

Feedback provided by participants on the opportunity statement is presented below:

General Feedback

- Several participants acknowledged that the constraints necessitate balance and trade-offs;
- Some participants noted that the number of objectives should be minimal and simple in order to remain effective, while others emphasized the need to add objectives such as security and safety or ensure it is explicitly highlighted in each objective. Some suggested modification included language such as “safest environment” and “invitational experience”;
- Social issues were also discussed with regards to safety. Participants emphasized that the City needs to consider how to manage the public realm and physical design/uses of the area with issues such as safe injection sites, cannabis stores, mental health and homeless populations; and
- Participants also noted that objective pillars shouldn't be considered in silos but rather holistically with other objective lenses top of mind. For example, mobility should also be considered from a sustainability lens which could include detouring cars off of Yonge Street and on to other streets.

Mobility - ***provide Mobility for a diverse and evolving city***

- Participants were supportive of mobility as an objective and some noted that it should support pedestrian activity as the primary mode of travel on the street, and the major priority for the design overall. Others felt cycling was an equal priority and vehicles should have lower priority
- Some participants expressed that mobility should be a subsection of all other objectives
- Other considerations suggested for mobility include:
 - o Increase pick-up locations for deliveries and ride share programs
 - o Additional bike stations
 - o What other streets can provide in terms of a whole network focus

- o Improved wayfinding (including along Yonge Street and connections to transit and other areas of the City)
- o One-way streets may allow movement for goods and more space for pedestrians
- o Safety and accessibility
- o Laneways
- o Extend PATH (underground or overhead)
- o Varying speeds for different modes of transportation
- o Including the wording “all ages and mobilities”

Liveability - *celebrate and enhance Liveability by providing an enriching and adaptable urban destination*

- Participants were supportive of liveability as an objective and some participants particularly noted support for the use of the word “adaptable”, or “seasonal adaptability” while others suggested modifying the wording to state “support a pedestrian-priority street with a safe, attractive, and welcoming streetscape that supports life and activity in the public realm”
- Some participants felt that social fabric would be a better terminology that could also speak to safety and security
- Other considerations suggested for liveability include:
 - o Infrastructure impacts (growth management)
 - o Residential sense of community
 - o The social fabric of the area and people with a lived experience – Yonge was noted as a community and social gathering for people with and without homes and all aspects of society need to be considered
 - o Resources such as: DYBIA Report on ‘Street Use from Walkabout with Police’, Financial BIA Street to Home Program, Metropolitan United Church housing worker staff resource
 - o Engagement spaces that provide equal access to different users
 - o Greenspace and places to sit

Prosperity - *support Prosperity with a public realm that further develops Yonge Street as an economic and cultural hub*

- Participants were supportive of prosperity as an objective and some participants particularly noted that it should also consider the unique character of the street that is supported by small, independent businesses and the ways in which a pedestrianized street could support a vibrant successful local economy along Yonge Street; and
- Other considerations suggested for prosperity include:
 - o Support is needed for the range of businesses from local independent to larger corporate (i.e. Eaton Centre)
 - o Examine how increased rents from increased developments and dynamism will affect local and independent businesses (Yonge Love addresses this also)
 - o Ensure that all types of businesses, small and large, are successful
 - o Animate/attract frontages
 - o Smart, flexible and adaptable technologies

Sustainability - *foster sustainability with design that respond to our changing climate, protects our ecological assets, and benefits our well-being*

- Participants were supportive of sustainability as an objective and some participants particularly noted that it should recognize that the design of Yonge Street itself must be flexible to adapt to changing needs, neighbourhood growth, changing mode splits and travel patterns in the future; and
- Other considerations for sustainability included:
 - o Additional greenspace, healthy street trees and “green” smart technologies
 - o Pedestrian commuter routes
 - o Subway is an asset that moves people through the area and at the same time is a challenge for street trees

Alternative Concepts

The project team noted that there are numerous alternatives considering all travel modes and different timeframes, including that there could also be a different solution concept for each block within the Study Area.

A highlight of feedback provided by participants about alternative concepts is presented below:

- Some participants indicated that they would like to respond to concrete ideas rather than reflect on vague ideas in discussing alternatives for Yonge Street as there is an understanding that there will be trade-offs and the consideration of determining who the area is serving is unclear
- Participants indicated that sidewalks, pedestrian pathways and pedestrianized areas are a major priority. This includes the use of mobility devices as well. Some participants noted that Yonge Street, within the study area, should be closed to cars and parallel streets should be used to accommodate traffic flow
- Some participants noted hesitation for daily time changes and the difficulty to communicate rules to the public. One-way dead ends were also noted as being difficult for users and unfavourable
- Participants noted that it was difficult to envision individual blocks as Yonge Street is linked to a wider city network and needs to be connected for consistencies. Sidewalks and cycling lanes were particularly noted as needing to be continuous
- Some participants also expressed concern for construction during peak hours and hope that the majority will take place during off peak hours
- Alternative methods for waste removal was suggested such as ENVAC systems;
- Ensure economic and social diversity including accommodating and managing social issues
- Ensure adaptability and flexibility
- Use pilot project and test cases to get feedback and gain acceptance

Additional Information

Participants indicated that the following information would be useful in the project process:

Research

- Information from past pilot project studies and reports
- A showcase of what has been learned from other cities that are similar to Toronto
- Preliminary position papers or other works so that more imminent developments can help towards the solution / objectives due to the fast-paced nature of development along the Yonge Street corridor
- Data collection that is captured during peak seasons such as summer months (especially at TTC stations and consideration of the worst-case scenario of a complete shut down)

Engagement

- Participants would like this project process to follow the model use of TOcore that provided multiple opportunities for all users to be engaged and participate in the process
- Project notification should be continuous with updates
- Presentations should be delivered by the project team on a request basis to formal associations

Workshop Session

- Participants noted the difficulty in covering too many topics in one meeting and suggested focusing on one topic at a time (i.e. traffic, environment, community, retail, etc.)
- Participants would like to be presented with viable tangible options and react to more concrete ideas
- Participants would like to receive additional information to better understand the concept of workshop materials
- Participants would like to receive communication about project and construction timelines as early as possible. This is of particular importance to businesses, developers and their tenants
- Ryerson University would like to be involved directly with case studies and design process

Other

- Information about minimum standards for waste removal and Emergency Medical Services (EMS), Fire and Police
- Information about the varying needs of residents, workers and tourists

Additional Stakeholders/Organizations

Participants indicated that the following individuals/organizations should be involved in the project process:

- Toronto Transit Commission (TTC)
- Police
- Waste removal
- Emergency Medical Services (EMS)
- Transitional Housing and Social Housing Services
- Toronto Public Health (TPH)
- Transportation Services Accessibility Committee
- Accessibility community
- Multi-cultural community
- The Centre for Addiction and Mental Health (CAMH)
- Youth
- Children
- Ryerson University Student representatives
- Indigenous communities/organizations
- Visitors associations

* Consultation with government agencies and First Nations are key components of the Environmental Assessment process.

Next Steps

Liz McHardy, LURA Consulting, and City staff thanked participants for their feedback and asked that any additional feedback be shared with the project team by August 13th, 2018. City staff committed to sharing the presentation and meeting summary in the coming weeks.

Appendix A – List of Participants

The following is a list of organizations that have been invited to participate in the SAG. Those organizations that participated at the July 30th, 2018 meeting are signified in **bold text**.

Stakeholders

1. Aboriginal Legal Services
2. Advocacy Centre for the Elderly
3. Aura Tower
4. Avenue Bay Cottingham Residents Association
5. **Bay Cloverhill Community Association**
6. **Bloor East Neighbourhood Association**
7. Bloor Yorkville Business Improvement Area (BIA)
8. Building Industry and Land Development Association (BILD)
9. Canada Employment & Immigration Union
10. Canadian Courier and Logistics Association
11. Canderel
12. **Church of the Holy Trinity**
13. **Church Wellesley Neighbourhood Association**
14. Church-Wellesley Village BIA
15. College Park/The Carlu
16. Collier-Asquith Residents Association
17. **Covenant House**
18. **Cresford**
19. **Cycle Toronto**
20. Delta Chelsea Hotel
21. **Downtown-Yonge Business Improvement Area (BIA)**
22. Eaton Centre Child Care/Canadian Mothercraft Society
23. Elgin Winter Garden Theatre
24. **Financial District BIA**
25. Friends of Berczy Park
26. Garden District Residents Association
27. Greater Yorkville Residents Association
28. Heritage Toronto
29. **HNR Properties Limited**
30. Hospital for Sick Kids
31. Greater Toronto Hotel Association
32. Kingsett Capital
33. **Lanterra**
34. Lifetime Developments
35. LOFT Community Services
36. Massey Hall
37. Massey Hall Revitalization
38. McGill-Granby Residents Association
39. **Metropolitan United Church**
40. Mirvish

41. Miziwe Biik Aboriginal Employment & Training
42. MOD Massey Tower Condos
43. Native Child and Family Services
44. Native Canada Centre of Toronto
45. Ontario Healthy Communities Coalition
46. Ontario Motor Coach Association
47. Queen Street West Business Improvement Area (BIA)
- 48. Ryerson University: City Building Institute**
- 49. Ryerson University: Facilities Management**
- 50. Ryerson University: Student Learning Centre**
51. Salvation Army
52. Social Planning Toronto
53. St James Cathedral
54. St Lawrence Market Neighbourhood Business Improvement Area (BIA)
- 55. St Lawrence Neighbourhood Association**
- 56. St Michael's Choir School**
57. St Michael's Church
- 58. St Michael's Church Master Plan Redevelopment**
59. St Michael's Hospital
60. St Vincent De Paul Mary's Home
61. The 519
62. The Aura
63. Toronto Centre for Active Transportation
- 64. Toronto Eaton Centre (Cadillac Fairview)**
65. Toronto Entertainment District Business Improvement Area (BIA)
66. Toronto Film School
67. Toronto General Hospital (UHN)
68. Toronto Street Food Vendors Association
69. Toronto Taxi Alliance
70. Toronto Women's City Alliance
71. Tourism Toronto
72. University of Toronto
73. U Travels & Tours/Ontario Tourism
- 74. WalkToronto**
75. Waterfront BIA
76. Women's College Hospital
- 77. YMCA (Grosvenor)**
78. Yonge Street Missions Evergreen Centre
- 79. Yonge-Dundas Square**
- 80. Yonge Suites**
- 81. York Quay Neighbourhood Association**
82. Youth-Motion Foundation
83. YSL Cresford
84. YWCA Toronto

Toronto City Councillors/Representatives

- Tristan Downe-Dewdney, Ward 27 Chief of Staff

Project Team

- Johanna Kyte, City of Toronto, Senior. Project Manager Public Realm
- Jeff Dea, City of Toronto, Manager Infrastructure Planning
- Tracy Manolakakis, City of Toronto, Manager Public Consultation Unit
- Maogosha Pyjor, City of Toronto, Senior. Coordinator Public Consultation Unit
- Alexa Aiken, City of Toronto, Coordinator Public Consultation Unit
- David Sit, City of Toronto, Manager Community Planning
- Ken Greenberg, Greenberg Consultants Inc.
- Harold Sich, Steer, Project Manager
- Jeff Qiao, Steer, Project Coordinator
- Liz McHardy, LURA Consulting, Community Engagement Lead
- Zoie Browne, LURA Consulting, Community Engagement Project Manager

Appendix B – SAG Meeting #1 Agenda

Meeting Purpose:

- Introduce yongeTOmorrow: The EA's purpose, process and timelines
- Provide an overview of preliminary work completed to date and seek feedback
- Present preliminary vision, opportunity statement, and objectives, and discuss alternatives
- Outline opportunities for future engagement
- Solicit interest in the Stakeholder Advisory Group (SAG)
- Review next steps

2:00 pm	Opening Remarks and Introductions Jeff Dea, City of Toronto Johanna Kyte, City of Toronto Kristyn Wong-Tam, Ward 27 Councillor Liz McHardy, LURA Consulting (Facilitator) • Study overview including purpose, process and timelines for yongeTOmorrow • Work in progress/completed (including Yonge Love, Living Yonge, TOCore)
2:10 pm	Presentation Ken Greenberg, Consultant • Vision and opportunity statement • Objectives and alternatives • Engagement opportunities • Key upcoming activities
2:30 pm	Questions of Clarification Liz McHardy, LURA Consulting, (Facilitator)
2:40 pm	Activity #1 – Write a tweet/social media post about Yonge Street in 2050! • Participants will individually reflect on the presentation and their vision for what the future of Yonge Street will look like and write their responses on their activity sheet using 280 characters or less. • Study Area map and area to write response is on Page 2 of the activity workbook • <u>Guiding question:</u> <i>Envision a Yonge Street in 2050. How would you describe the street? What does your Yonge Street experience look like?</i>
2:45 pm	Activity #2 – Vision, Opportunity Statement, and Objectives • Participants will remain seated at roundtables of 6-8 people and will be asked to reflect individually for 2 minutes on each discussion question below and then discuss, as a group, in order to gather input on the vision, opportunity

	statement and objectives - Each participant can refer to Page 3 and Page 5 of the activity workbook for vision, opportunity statement and objectives information as shown during the presentation - During the group discussion, facilitators for each group will record group feedback <u>Guiding question:</u> <i>Reflecting on the work completed (Yonge Love, Living Yonge, TOcore), as well as the work that is yet to come:</i> <i>Does the vision reflect your future for yongeTOMorrow? Why or why not?</i> <i>Do you agree with the opportunity statement? Why or why not? What, if anything is missing?</i> <i>Do you agree with the objectives? Why or why not? What, if anything, is missing?</i>
3:05 pm	Activity #3 – Alternatives - Participants will remain seated at roundtables of 6-8 people and will be asked to reflect individually for 5 minutes then discuss, as a group, the question below to gather initial input on the alternatives - Each participant can refer to the activity workbook for information as shown during the presentation - Input will be recorded on page 6 of the activity workbook - Facilitators for each group will record group feedback <u>Guiding question:</u> <i>What advice do you have for the project team as they move into the next Phase?</i> <u>Additional questions to probe discussion (if needed):</u> <i>What types of activities/uses should the area have?</i> <i>What issues/concerns should be considered in the future?</i> <i>What opportunities should be considered?</i>
3:30 pm	Report Back Each group will be asked to report back
3:55 pm	Next Steps Project team will discuss next steps for the project, SAG membership and engagement process
4:00 pm	Meeting Adjourns

yonge**T**omorrow

**Municipal Class EA –
Yonge Street from Queen Street to College Street**

Stakeholder Advisory Group Meeting #2 Summary

Prepared by LURA Consulting for the City of Toronto
April 2019

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Appendix A: List of Participants

Appendix B: SAG Meeting #2 Agenda

Overview

The City of Toronto hosted the second Stakeholder Advisory Group (SAG) meeting for the yongeTOmorrow: Municipal Class Assessment (EA) – Yonge Street from Queen Street to College Street on April 1st, 2019 from 2 p.m. – 4 p.m. at City Hall, located at 100 Queen Street West. The purpose of the SAG meeting was to:

- Review and confirm Terms of Reference and role of SAG
- Report on study progress and present draft long list of alternatives
- Provide update on upcoming public consultation activities
- Provide opportunity for questions and feedback

There were 21 SAG member organizations invited representing various sectors within the Study Area. A total of 21 participants, representing 19 SAG member organizations, attended the SAG meeting. The stakeholders included, Business Improvement Areas, Resident Associations, research and advocacy groups, educational institutions, and other stakeholders. A full list of SAG members and participants can be found in **Appendix A**.

This meeting feedback document is organized according to the SAG Meeting #2 Agenda. A detailed agenda can be found in **Appendix B**.

Review SAG Terms of Reference

The SAG meeting began with opening remarks provided by Johanna Kyte, City of Toronto and Ward 13 Councillor Kristyn Wong-Tam. Liz McHardy, LURA Consulting, reviewed the key aspects of the SAG Terms of Reference (TOR).

The following represents a summary of the questions of clarification that followed review of SAG TOR. The summary is not verbatim and includes feedback during, and following, the meeting. Questions posed by participants are noted with a 'Q,' and answers/responses provided by the project team are represented by an 'A'.

- Q.** As members of the SAG, we are adhering to the TOR. What happens if there are disagreements between SAG members? How would disagreements be resolved?
- A.** The TOR indicates that the SAG is an advisory body. The SAG is encouraged to discuss and debate ideas towards the generation of consensus. However, it is anticipated that consensus will not be reached on all issues. If after a period of time no consensus can be reached, differences will be noted and provided to the Project Team with rationales for consideration.
- Q.** How are SAG members expected to carry out communication about the project after and between meetings?
- A.** The SAG will support communication by sharing information and opportunities to participate in the consultation process with their organizational networks.
- Q.** Are the presentation materials confidential?

- A. The information presented today is in draft form. SAG member feedback will help inform final versions to then be presented to general public. SAG members are asked not to circulate draft information from this meeting publicly.

In the future, SAG meeting materials (i.e. presentation and meeting summary) will be posted on the project website (under Consultation tab). SAG members will receive an update once the meeting materials are uploaded onto the website.

Meeting Presentation

Peter Piet, Steer, delivered a presentation on the yongeTOmorrow study. The presentation provided participants with information on the existing conditions of Yonge Street and the long list of alternatives that have been developed. The presentation was followed by a discussion facilitated by Liz McHardy, LURA Consulting. SAG members were invited to ask questions and provide feedback.

Questions of Clarification

The following represents a summary of the questions of clarification that followed the presentation. The summary is not verbatim. Questions posed by participants are noted with a 'Q,' and answers/responses provided by City of Toronto staff are represented by an 'A.'

- Q. The presentation slide indicated that the driving modal share is 17%. What is that a percentage of?
- A. Within Toronto, the driving modal share is 17% of all transportation modes (e.g., walking, cycling, public transit).
- Q. I was happy to see that your alternatives considered pedestrians. I want to emphasize that pedestrians come not only as adults. There are people with disabilities, children, etc. that all need to be taken into consideration. Are you taking into account the wide-range of pedestrians?
- A. There is a movement called 8 80. It states that when you design cities and spaces that are great for an 8-year-old and an 80-year-old, then you are designing places that are great for everyone. There are opportunities to make Yonge Street more activated and animated, but we need to have space for that to happen. This project will look into how we can make that happen.
- Q. How will you assess the viability of having cycling facilities on parallel streets (e.g., Church Street, Bay Street)?
- A. We will be conducting a technical analysis of Yonge Street and the adjacent parallel corridors to understand the feasibility of having cycling routes, in terms of the physical space, the number of drivers, constructability, ridership, and more. Cycling experts within the Transportation Services at the City will also provide input on the where would be most appropriate to locate the cycling facilities. The policies framing the project will also be a critical part of the analysis. Post note clarification: First, Yonge Street will be assessed in isolation to determine its purpose within the transportation network. If it is determined that the priority/purpose if Yonge St does not include cycling infrastructure, then the feasibility of alternate streets will be undertaken as per above.

- Q.** With respect to improvements to the area, such as a second subway exit at College Street, will you be looking at the aspect for the study?
- A.** The TTC has their own program for improving interior station access, which includes renovating stations to add and improve access from the concourse level to platform level. The scope of the YongeTOmorrow project focuses on works in the right-of-way. That said, we are coordinating with the TTC on all of their projects within the study area to provide guidance when their works may impact or influence the right-of-way.
- Q.** How many alternatives will you be presenting to the public?
- A.** At this stage in the EA process, the long-list of alternatives from today will be presented.
- Q.** Has consideration been given to two lanes of traffic going one-way? This would allow for better traffic to flow. This would also give drivers room to pull off to the side to allow emergency vehicles to perform their duties.
- A.** One of the alternatives presented looks at providing a slightly wider lane, which would allow traffic to flow in addition to providing the necessary requirements for emergency vehicles. Post note clarification: The alternatives shown represent spatial allocation, but do not define operation, materials or other detailed design considerations. Lanes shown in any of the alternatives could be northbound, southbound, or dedicated turn lanes.

Detailed Summary of Feedback

Participants provided comments on the existing conditions and the long list of alternatives. Feedback was provided during and after the SAG meeting in the form of verbal and written comments.

A summary of the feedback received from participants are organized below by themes.

Vehicular Traffic and Circulation

- Members discussed the potential impacts on circulation in and around Yonge Street arising from changes to the road network. Some members expressed changes that would result in negative impacts, while others felt it would not result in significant impact.
 - o Some members expressed concerns that a reduction in the number of traffic lanes may create potential traffic flow issues. This was particularly noted for access to office towers, parkades, and Ryerson University.
 - o One member noted that there are currently restrictions on left and right turns for vehicles travelling on Yonge Street within the study area. Road operation and circulation would therefore not be significantly impacted by any additional turn restrictions or limits to connections with east-west streets.
- A few members liked that there are alternatives that consider reducing vehicular traffic on Yonge Street in order to prioritize other transportation modes, especially for pedestrians. Yonge Street was noted as an ideal corridor for prioritizing active transportation.
 - o Some members noted that Yonge Street has low vehicle volumes in comparison to adjacent north-south streets. Additionally, there is currently no on-street parking on Yonge Street within the study area and therefore none would have to be removed.

- Flexible, unstructured, and unmarked two-way vehicle space in the central area (i.e., woonerf) was a suggested opportunity to explore through this study. Drivers, cyclists, and pedestrians could share the space, with some delineation between pedestrian and vehicle spaces. Examples were noted in the West Don Lands and Yorkville.
- An assessment of the potential impacts of changes to the road network will have on traffic and circulation in and around the study area as well as, the impacts of each alternative were requested by several members.
 - o One member expressed that if Yonge Street were to be fully pedestrianized, methods to address concerns for how traffic would be controlled and not pushed into areas such as Ryerson University would be needed.
 - o Additionally, it was noted that alternatives to force traffic to other main streets (such as, Jarvis Street) and smaller streets (such as Bond Street and Victoria Street) should be considered.
- Some participants expressed preferences of one-lane of traffic in each direction, as moderate traffic is needed for deliveries and pick-ups.

Active Transportation - Walking

- Some members noted that pedestrianizing Yonge Street is an ideal outcome for this study. It was noted that full pedestrianization should be a long-term goal and it is important to think about creating an enhanced Yonge Street that can easily be changed to accommodate full pedestrianization.
- It was noted that Dundas and College subway stations are well-located to service increased pedestrian activity and an increase in pedestrian traffic on Yonge Street would alleviate overflow and jaywalking issues on Victoria Street and Gould Street.
- Several concerns about the current width of sidewalks were noted and particular consideration to increase space was discussed. This aspect needs to be prioritized at Yonge Street and Dundas Street.
 - o One member expressed that the sidewalks are not wide enough at Yonge Street and Dundas Street, especially during busy times of the day. There are issues with crowding due to the high cluster of offices, retail, Ryerson University, and transit stops.
 - o One member expressed that statistics on pedestrian traffic and accidents should be acquired as part of this study to help demonstrate the potential need for wider sidewalks.
- Apart from pedestrian traffic, the space on the sidewalks are also impacted by other factors.
 - o Several members expressed that ice and snow are not cleared promptly on the sidewalks. During winter months, there are large amounts of ice that constrain space on the sidewalks and space on the roads.
 - o Some members noted that there are people panhandling and sleeping on Yonge Street that constrains space on the sidewalks with panhandling activities and camping.
- Well-defined side and central pedestrian areas were favourably noted by some participants. If the central space is sometimes used by vehicles, it is important to have pedestrian-only space along the sides for people with accessibility needs.

- It was additionally suggested that an increase of pedestrian traffic on Yonge Street requires an assessment of enhance protection for pedestrians from east-west traffic.

Active Transportation - Cycling

- Cycling was noted as a convenient way to get around when other transportation modes are congested; however, there are currently factors deterring people from cycling on and around Yonge Street.
 - o One member noted that the lack of dedicated cycling facilities makes people feel unsafe and hesitant to ride a bike.
 - o One member noted there is no continuous north-south cycling route between Sherbourne Street and Beverly Street.
 - o One member noted that there are currently very few safe places to lock bikes on Yonge Street and additional bike parking would need to be provided if Yonge Street were to have dedicated bike facilities.
- Some members expressed the desire for cycling facilities to be located on Yonge Street while others expressed alternative streets (such as Bay Street and Church Street) be considered.
 - o It was noted that it is ideal to locate cycling facilities on Yonge Street because it has the lowest vehicle volume, no streetcar tracks, and no on-street parking. Whereas, Church Street and Bay Street have high vehicle volumes and streetcar tracks, which are not ideal conditions for cycling facilities.
 - o It was also noted that incorporating cycling infrastructure into a pedestrian-priority or a fully pedestrianized space could result in potential conflicts and collisions between cyclists and pedestrians. This would also limit the amount of space and flexibility available for pedestrian space, public realm improvements, and events.
- It was noted that in the absence of clarity on how cycling facilities will work on the adjacent parallel streets (e.g., Bay Street, Church Street), an incentive has been set for cycling advocates to push for cycling facilities on Yonge Street.

Operations and Servicing

- Operational and servicing concerns were discussed, particularly for business and organizations that rely on front door deliveries and pick-ups from Yonge Street.
 - o It was noted that businesses without their own loading dock or laneway for servicing may face specific challenges if more space is allocated to pedestrians and cyclists on Yonge Street. This could also create challenges for institutions such as Ryerson University was one noted example who have a centralized loading system which uses Yonge Street for deliveries to various buildings.
- It was suggested that analyzing waste removal and loading on smaller streets and lanes (such as O'Keefe Lane South) are critical to incorporate in the study.
- Members noted the desire for further discussion on methods to address specific challenges with regards to operations and servicing for any alternative provided.

Public Realm

- Several members expressed that greening and street trees are desirable to enhance the public space on Yonge Street.

- The project team noted challenges of providing sufficient soil volumes for tree growth due to subway and utility conflicts below grade. Members suggested the need to explore other options such as raised planters and permanent artificial trees.
- Hanging gardens was a noted suggestion for consideration as there is low maintenance in the winter.
- Several participants expressed that Yonge Street should provide places for people to spend time on Yonge Street and the area should have a diverse mix of uses and be a major destination for festivals, entertainment, and tourism with four season programming.
- One member expressed concern for increased maintenance pressures as a result of increased pedestrian traffic should be considered.
- It was noted that street furniture should be designed and selected to ensure that it fits in with other aspects of the street while providing flexible social spaces.

Safety

- Members suggested that the City should work with stakeholders and the community in reviewing how changes to Yonge Street will impact safety and security.
- Many members discussed that it is important to accommodate disenfranchised populations in a meaningful way. It was noted that some people living on the street are spending less time in laneways and more time on Yonge Street due to concerns for their safety in the laneways.

Growth and Neighbourhood Change

- Some members expressed that the rapid population and employment growth in the area is an important consideration.
 - There is a lot of condo development along Yonge Street – more than 8,500 proposed condo units are in development. It is important to keep in mind the population that will be arriving and using Yonge Street.
- The built form of Yonge Street was a noted importance. One member noted that controls on towers casting shadows will be critical for the analysis of the study.
- One member expressed that gentrification and neighbourhood change should be addressed appropriately to ensure all members of the public feel welcome in the area.

Feedback for Public Events

Participants provided feedback on how information should be presented at the upcoming public event in May 2019. Below is a summary of the comments received:

Long-List of Alternatives and Recommendations

- The flexible, unstructured space (i.e., woonerf) should be presented as an alternative.
- The flexibility of the street should be emphasized, in terms of its ability to adapt to change. This may include acknowledging time of day, seasonal changes, events, and operational challenges.
 - The opportunity for flexibility should be clearly communicated to allow the public and stakeholders to understand the potential operational and design options to address challenges associated with pedestrian-priority and pedestrian-only alternatives.

- The graphical presentation of streets should not be black as this could be confused to represent asphalt.
- A high-level recommendation statement on how the vision can be achieved should be provided. A suggested example included approaching City Planning to provide input on where developers can assist with realizing the vision.

Additional Data and Information

- Additional context information should be provided including data on:
 - o Number of pedestrians, vehicles/cars, projected growth etc
 - o Pedestrian accidents
 - o Traffic volume broken down according to vehicle type (e.g., bus, passenger vehicle, trucks)
 - o East-west vehicle and streetcar movement to provide insight into the important east-west gateways and entry/exit points
 - o Anticipating additional subway station entrances/exits
 - o Best practice examples or case studies of other jurisdictions that have undertaken similar work.

Concurrent City Initiatives

- Information should be provided about strategies underway, beyond the scope of the study, which address issues such as winter maintenance and homelessness, shelter support, and housing.

Next Steps

Liz McHardy, LURA Consulting and City staff thanked SAG members for their participation. They noted that any additional feedback be shared with the project team by April 8th, 2019. City staff expressed that the meeting presentation will be shared after the meeting.

Appendix A – List of Participants

The following is a list of organizations that are members of the SAG. Those organizations that participated at the April 1, 2019 meeting are signified in **bold text**.

Stakeholders

- **Bay Cloverhill Community Association**
- **Cadillac Fairview**
- Church of Holy Trinity
- **Church-Wellesley Village BIA**
- **Cycle Toronto**
- **Downtown-Yonge BIA**
- **Greater Yorkville Residents Association**
- **McGill Granby Village Residents Association**
- **Mirvish Productions**
- **Ryerson City Building Institute**
- **Ryerson University**
- **St. Lawrence Market Neighbourhood BIA**
- St. Lawrence Neighbourhood Association
- **St. Michael's Choir School**
- **Toronto Financial District BIA**
- **Toronto Youth Cabinet, City of Toronto**
- **Walk Toronto**
- **YMCA**
- **Yonge Suites / Firkin on Yonge**
- **Yonge-Dundas Square**

Toronto City Councillor/Representatives

- Councillor Kristyn Wong-Tam, Ward 13 – Toronto Centre
- Lorraine Hewitt, Chief of Staff, Councillor Wong-Tam's Office
- Tristan Down-Dewdney, Advisor, Policy & Stakeholder Relations, Councillor Wong-Tam's Office

Project Team

- Johanna Kyte, City of Toronto, Senior Project Manager Public Realm
- Jeff Dea, City of Toronto, Manager Infrastructure Planning
- Maogosha Pyjor, City of Toronto, Senior Coordinator Public Consultation Unit
- Alexa Aiken, City of Toronto, Coordinator Public Consultation Unit
- Peter Piet, Steer, Project Manager
- Angie Ning, Steer, Project Coordinator
- Liz McHardy, LURA Consulting, Community Engagement Lead
- Zoie Browne, LURA Consulting, Community Engagement Project Manager
- Jennifer Le, LURA Consulting, Community Engagement Support

Appendix B – SAG Meeting #2 Agenda

Meeting Purpose:

- Review and confirm Terms of Reference and role of Stakeholder Advisory Group
- Report on study progress and present draft long list of alternatives
- Provide update on upcoming public consultation activities
- Provide opportunity for questions and feedback

2:00 pm	Opening Remarks and Introductions Johanna Kyte, City of Toronto Kristyn Wong-Tam, Ward 27 Councillor
2:10 pm	Review of the Stakeholder Advisory Group Terms of Reference Liz McHardy, LURA Consulting Zoie Browne, LURA Consulting • Highlight key aspects of the Terms of Reference (TOR) • Facilitate SAG questions about the TOR or their role • Confirm the TOR
2:20 pm	Study overview including purpose process and timelines • YongeTOmorrow intro (meet us there) Presentation Peter Piet, Steer • Project Overview • Problem / Opportunity statement • Existing condition constraints and challenges • Evaluation criteria and methodology • Long list of Alternatives • Next steps
3:00 pm	Facilitated Discussion – SAG Questions, Feedback and Advice Liz McHardy, LURA Consulting (Facilitator)
3:45 pm	Public Information Centre (PIC) Materials • Present yongeTOmorrow DRAFT social media video • Review approach to PIC #1 including online questionnaire
4:00 pm	Next Steps • PIC #1 May 9th Drop-in Event 4 p.m. to 8 p.m. (Marriott Courtyard, 475 Yonge Street) • Next Meeting

yonge**T**omorrow

**Municipal Class EA –
Yonge Street from Queen Street to College Street**

Stakeholder Advisory Group Meeting #3 Summary

Prepared by LURA Consulting for the City of Toronto
July 2019

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Next Steps	13

Appendix A: List of Participants

Appendix B: SAG Meeting #3 Agenda

Overview

The City of Toronto hosted the third Stakeholder Advisory Group (SAG) meeting for the yongeTOmorrow: Municipal Class Assessment (EA) – Yonge Street from Queen Street to College Street on July 18, 2019 from 9 a.m. – 12:30 p.m. at Metro Hall, located at 55 John Street. The purpose of the SAG meeting was to:

- Report on study progress and round 1 consultation feedback
- Solicit feedback on evaluation criteria and shortlisting alternatives
- Provide update on upcoming consultation activities
- Provide opportunity for questions and feedback

There were 25 SAG member organizations invited representing various sectors within the Study Area. A total of 21 participants, representing 19 SAG member organizations, attended the SAG meeting. The stakeholders included, Business Improvement Areas, Resident Associations, research and advocacy groups, educational institutions, and other stakeholders. A full list of SAG members and participants can be found in **Appendix A**.

This meeting feedback document is organized according to the SAG Meeting #3 Agenda. A detailed agenda can be found in **Appendix B**.

Meeting Presentation – Study Progress and Round 1 Consultation

The SAG meeting began with a land acknowledgement and opening remarks provided by Johanna Kyte, City of Toronto, Transportation Services. Liz McHardy, LURA Consulting, reviewed the agenda and reviewed the results of the first round of engagement. Peter Piet, Steer then noted the changes occurring on Yonge Street since the last meeting and David Sutanto, Steer reviewed the evaluation criteria. Following the presentation, participants were invited to ask questions of clarification and provide general feedback. No questions or comments were received.

Summary of Feedback

Activity 1 – Evaluation Criteria Ranking

Members engaged in an activity to rank the Evaluation Criteria. Working in small groups, participants ranked each of the 15 Evaluation Criteria from most important to least important. Members were invited to think individually with their stakeholder organization in mind and then discuss and collaborate feedback and comments as a group. The following section provides images of the rankings along with discussion points that were addressed during the exercise

Group 1

Downtown Yonge BIA, Margaret's, Mirvish Productions, St. Michael's Choir School, and Toronto Youth Cabinet.



Ranking:

1. Public Safety
2. Pedestrians
3. Transit, Flexibility & Innovation (tied)
4. Transit, Flexibility & Innovation (tied)
5. Economic Activity
6. Goods Movement
7. Streetscape & Public Realm
8. Street Activity
9. Cyclists
10. Emergency & Municipal Services
11. Natural Environment
12. Public Health
13. Taxi / Rideshare
14. Drivers
15. Cost Effectiveness

Discussion:

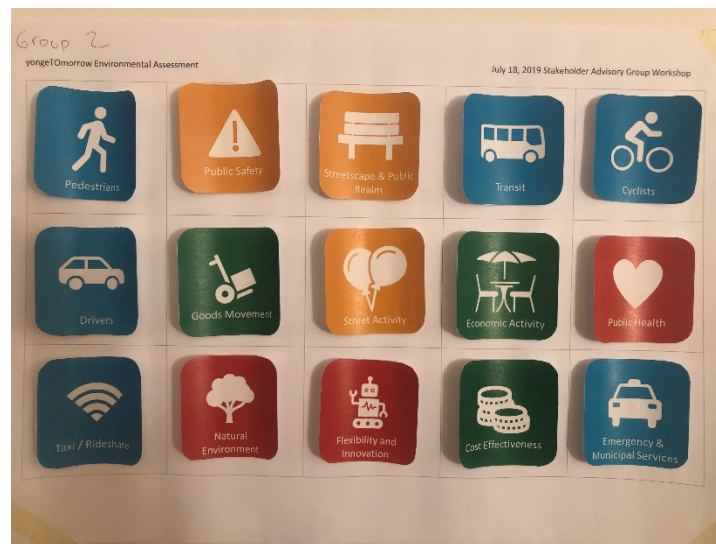
- Public safety should be the top priority and overarching umbrella. It is the cornerstone that supports everything else.
- Economic activity should be the number one priority. The vitality of the street will drive the success of everything else. Pedestrians want to experience economic activities of the area.
- Cycling is important, but not as much of a priority as other criteria such as streetscape and public realm and economic activity.
- Greening, a top priority noted through the first round of the consultation process, is included with streetscape considerations over natural environment separately.
- Transit is an effective way of moving many types of people with different needs. Movement is key. However, reconsider surface routes on Yonge Street that are not well used such as the night bus. Throughout the study area, buses can be diverted off Yonge Street.

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Group 2

Cadillac Fairview, Ryerson University, St. Lawrence Market Neighbourhood BIA, Walk Toronto



Ranking:

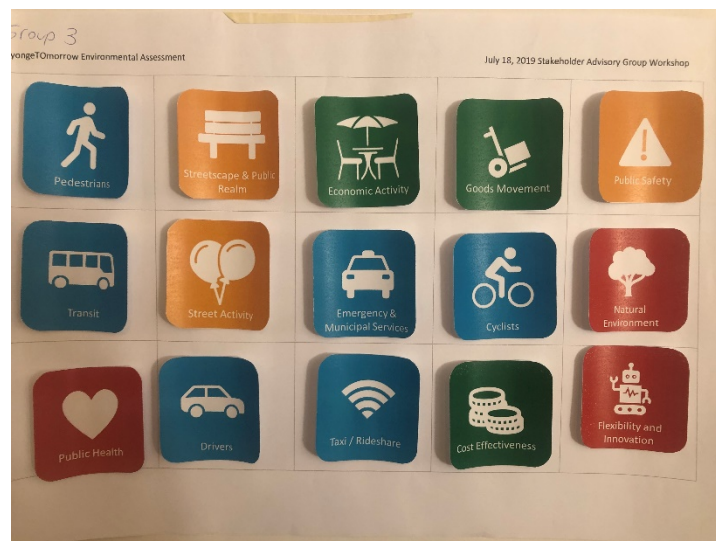
1. Pedestrians
2. Public Safety
3. Streetscape & Public Realm
4. Transit
5. Cyclists
6. Drivers
7. Goods Movement
8. Street Activity
9. Economic Activity
10. Public Health
11. Taxi / Rideshare
12. Natural Environment
13. Flexibility & Innovation
14. Cost Effectiveness
15. Emergency and Municipal Services

Discussion:

- Pedestrian experience is a top priority as the street should be friendly for people.
- Public safety as well as streetscape & public realm are priorities as they support the pedestrian experience.
- Emergency and municipal services should be ranked low as the street will be designed to suit their service needs.
- Modes of transportation ranked high on the list as pedestrians need methods of getting to and from Yonge Street.
- Economic activity, public health, and street activity ranked in the middle as they seem to be outcomes of developing a well functioning street.

Group 3

Church-Wellesley Neighbourhood Association, Ryerson City Building Institute, St. Lawrence Neighbourhood Association, YMCA



Ranking:

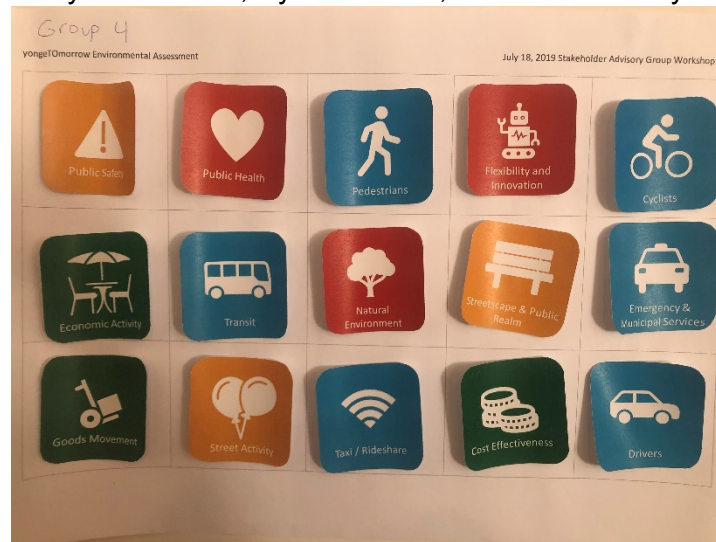
- | | |
|-----------------------------------|------------------------------|
| 1. Pedestrians | 9. Cyclists |
| 2. Streetscape & Public Realm | 10. Natural Environment |
| 3. Economic Activity | 11. Public Health |
| 4. Goods Movement | 12. Drivers |
| 5. Public Safety | 13. Taxi / Rideshare |
| 6. Transit | 14. Cost Effectiveness |
| 7. Street Activity | 15. Flexibility & Innovation |
| 8. Emergency & Municipal Services | |

Discussion:

- Cost effectiveness isn't an important consideration at this point in the project. Estimated costs and cost saving considerations would be made at the detailed design phase. Realistically, the City can be as cost effective as it wants to be.
- Driving should not be prioritized on Yonge Street.
- While public safety is a priority, there is a concern that this focus may restrain innovation and liveability.
- Many of the categories seem interrelated such as streetscape & public realm and natural environment. Streetscape & public realm ranked higher under the assumption that greening initiatives would be included in streetscaping.
- Goods movement is an important consideration as it supports the economic vitality of the street.

Group 4

Bay Cloverhill Community Association, Cycle Toronto, Church-Wellesley Village BIA



Ranking:

1. Public Safety
2. Public Health
3. Pedestrians
4. Flexibility & Innovation
5. Cyclists
6. Economic Activity
7. Transit
8. Natural Environment
9. Streetscape & Public Realm
10. Emergency & Municipal Services
11. Goods Movement
12. Street Activity
13. Taxi / Rideshare
14. Cost Effectiveness
15. Drivers

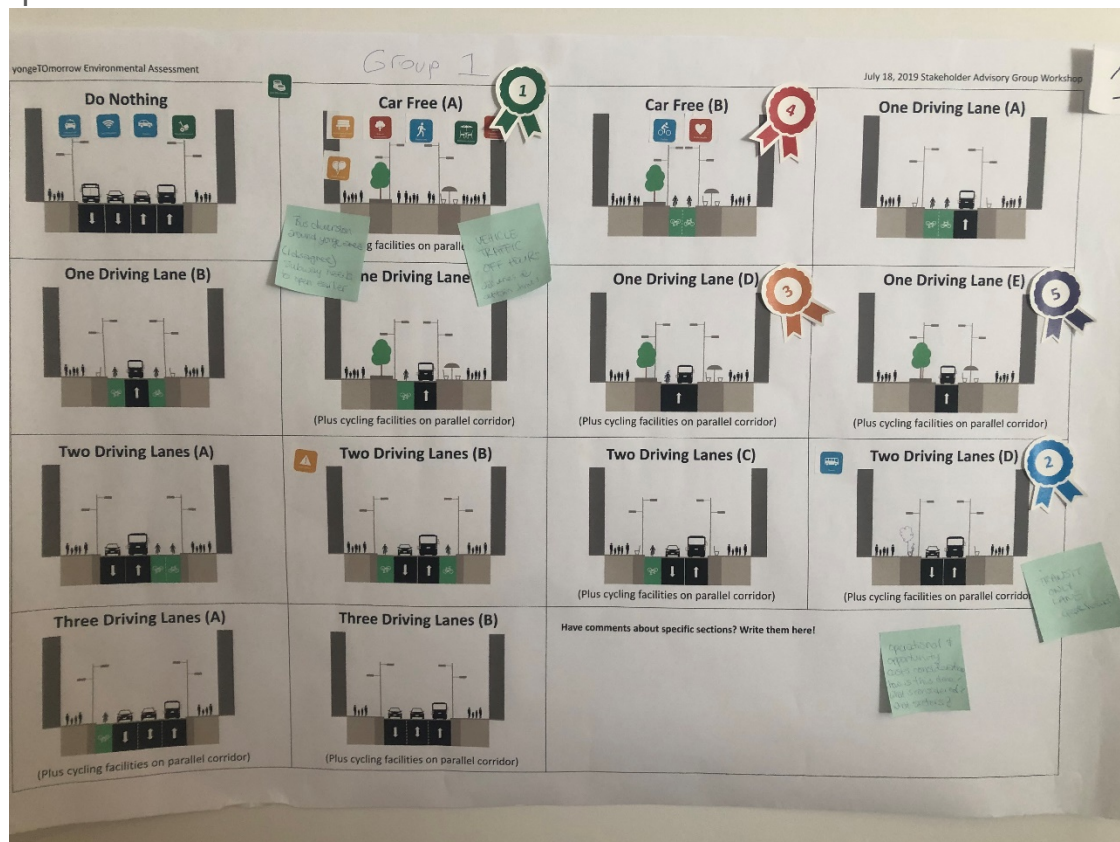
Discussion:

- Public safety is ranked most important as it is the strongest indicator of an individual's experience. If someone feels safe, they are likely to feel comfortable and have a more positive experience than someone who may feel unsafe or not at ease.
- Public safety should include considerations for emergency services response times.
- While public safety is important, it should not stifle or limit innovation or creativity when it comes to the development of the street.
- Some of the criteria was difficult to rank as either some were interrelated or some were perceived to be goals while others were action oriented.

Activity 2 – Matching Individual Evaluation Criteria with Alternatives

Activity two asked participants to consider the alternative street designs. Again, working in the same small groups, participants were instructed to match the evaluation criteria to the alternatives that would best suit that criterion. The following demonstrates the results of the activity. Key points from the group discussions have also been summarized below.

Group 1



Discussion:

- A car-free environment provides the best pedestrian experience and the greatest opportunity for street activity. A car-free environment may also contribute to the greatest boost to economic activity.
- A car-free option should allow vehicles during off-peak hours. This is particularly important for deliveries.
- Surface transit may not be feasible on Yonge Street, however a diversion should be considered onto an adjacent street.
- The “do nothing” alternative may be the best option for emergency and municipal services, goods movement, drivers, taxis and rideshare.
- A car free street was determined to be the most cost-effective option.
- Leaving one driving lane may be a good alternative, but the lane should be dedicated to surface transit only. However, the two-lane alternative is preferable to allow transit to move in both directions.

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Group 2

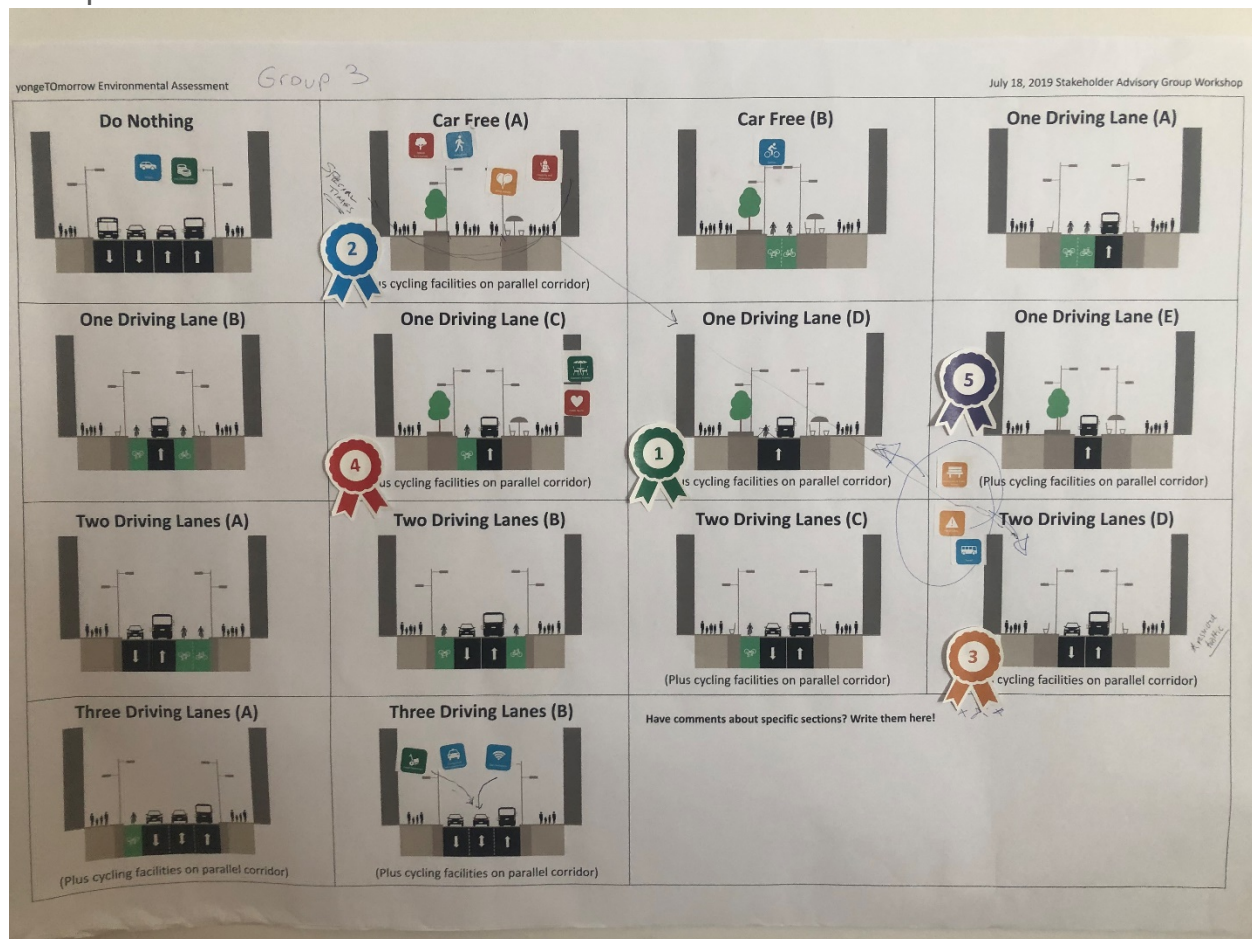
July 18, 2019 Stakeholder Advisory Group Workshop

Yonge/Tomorrow Environmental Assessment

Do Nothing 4 Plus cycling facilities on parallel corridor	Car Free (A) 5 Plus cycling facilities on parallel corridor	Car Free (B) 5 Plus cycling facilities on parallel corridor	One Driving Lane (A) 5 Plus cycling facilities on parallel corridor
One Driving Lane (B) 5 Plus cycling facilities on parallel corridor	One Driving Lane (C) 5 Plus cycling facilities on parallel corridor	One Driving Lane (D) 5 Plus cycling facilities on parallel corridor	One Driving Lane (E) 5 Plus cycling facilities on parallel corridor
Two Driving Lanes (A) 5 Plus cycling facilities on parallel corridor	Two Driving Lanes (B) 5 Plus cycling facilities on parallel corridor	Two Driving Lanes (C) 5 Plus cycling facilities on parallel corridor	Two Driving Lanes (D) 5 Plus cycling facilities on parallel corridor
Three Driving Lanes (A) 5 Plus cycling facilities on parallel corridor	Three Driving Lanes (B) 5 Plus cycling facilities on parallel corridor	Have comments about specific sections? Write them here! Comments: - Can't have a bus stop on a one-way street. - Can't have a bus stop on a one-way street. - Can't have a bus stop on a one-way street.	

- A pedestrianized street is not the best option for pedestrians. Pedestrians need ways to get to the street such as by driving, cycling or taking transit.
- A pedestrianized street would be better for the natural environment, streetscape and public realm and street activity.
- A street with two driving lanes would be the best alternative for pedestrians as there are options for pedestrians to get there by other modes first.
- A two driving lane option should be modified with laybys to allow for taxis and rideshares to pick up and drop off passengers.
- While replacing driving lanes with cycling lanes would serve cyclists best, this is not a desirable alternative. Yonge Street shouldn't become a cycling super highway.
- A street with two driving lanes and cycling lanes would potentially support the greatest economic activity as all road users are able to travel on the street.

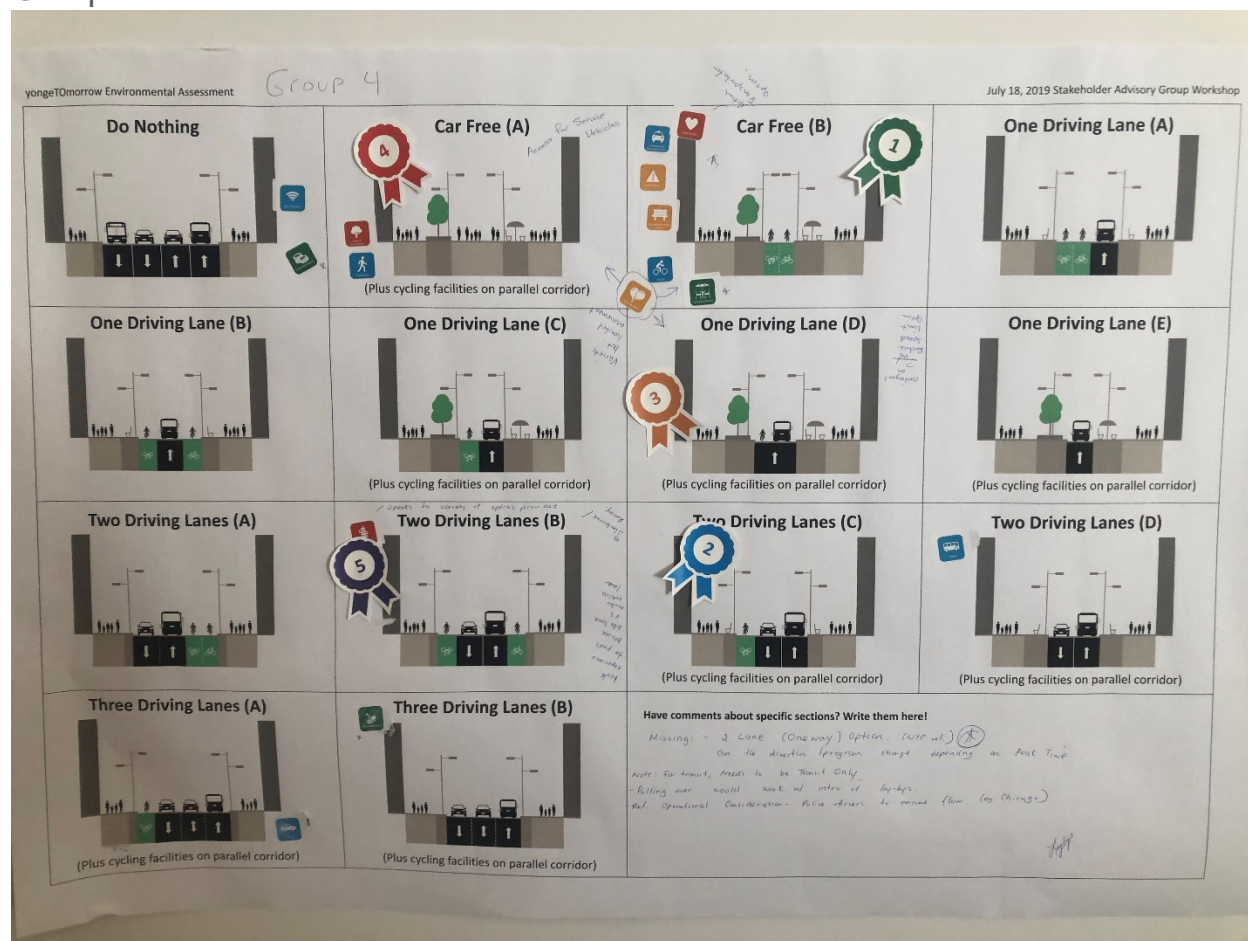
Group 3



Discussion:

- A two driving lane configuration provides better support for pedestrians while not compromising the street's other functions too severely.
- The street may not need dedicated cycling infrastructure if vehicle lanes are reduced. Cyclists may perceive the street as a safer route.
- Seasonal pedestrianization on alternatives with vehicle lanes should be considered.

Group 4



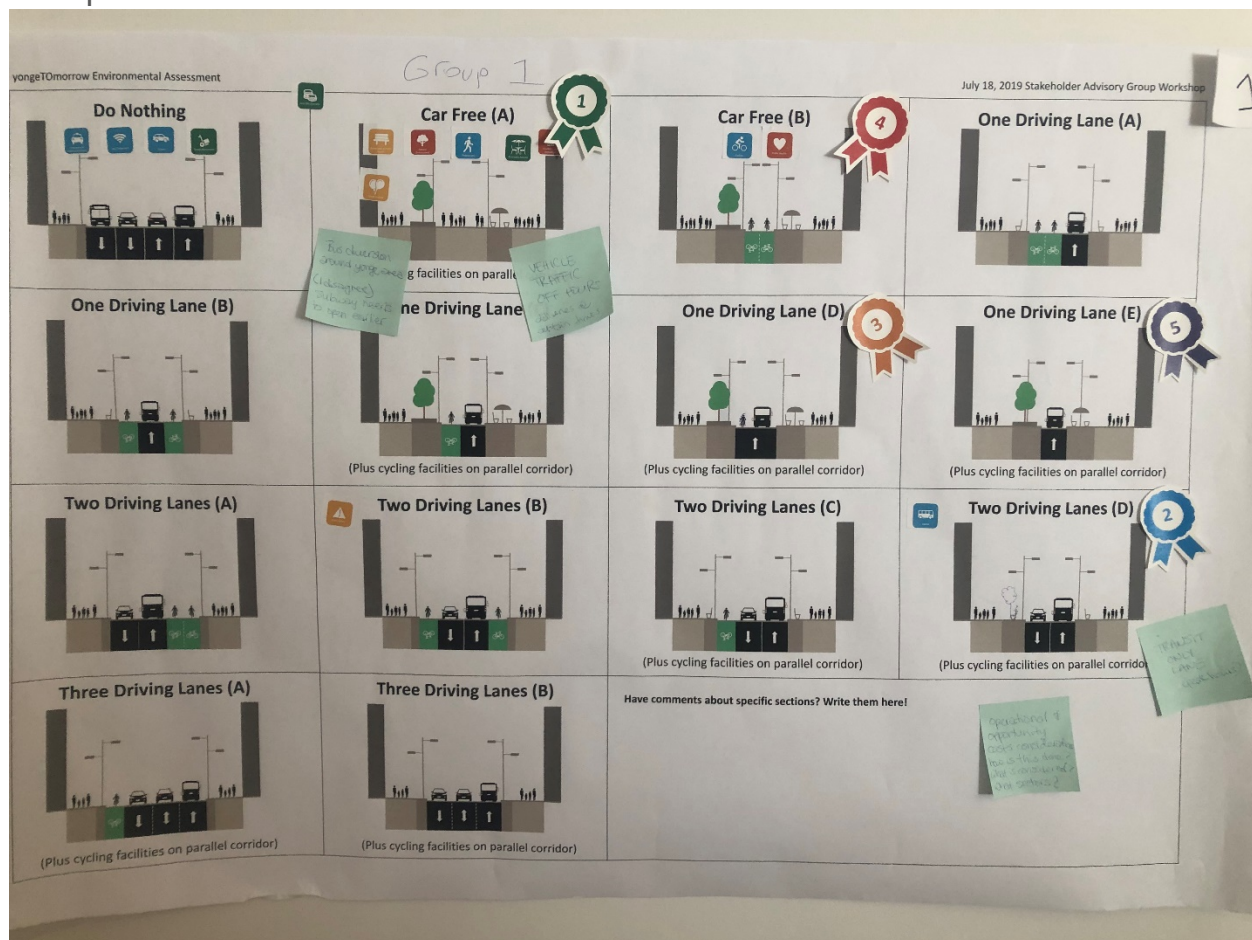
Discussion:

- A car free alternative with cycling lanes was noted as the best option to satisfy public health, emergency and municipal services, public safety, streetscape and public realm, cyclists and economic activity.
- An alternative that turns the street into a one-way street with two lanes should be considered.
- The alternative that includes one driving lane with non-dedicated space for cyclists should be paired with reduced speed limits to be viable.
- Adding cycling lanes on both sides of the street would enhance the pedestrian experience as the lane acts as a buffer.
- Consider adding laybys to the street to facilitate vehicles pulling over.

Activity 3 – Matching Evaluation Criteria to Alternatives

The final activity asked the groups to select their top five alternatives. Participants were instructed to recall their discussions from the previous two activities when making their decisions. If possible, participants were told to go one step further and rank their top five alternatives from first to fifth. The following section shows the results of the activity and the discussions that occurred.

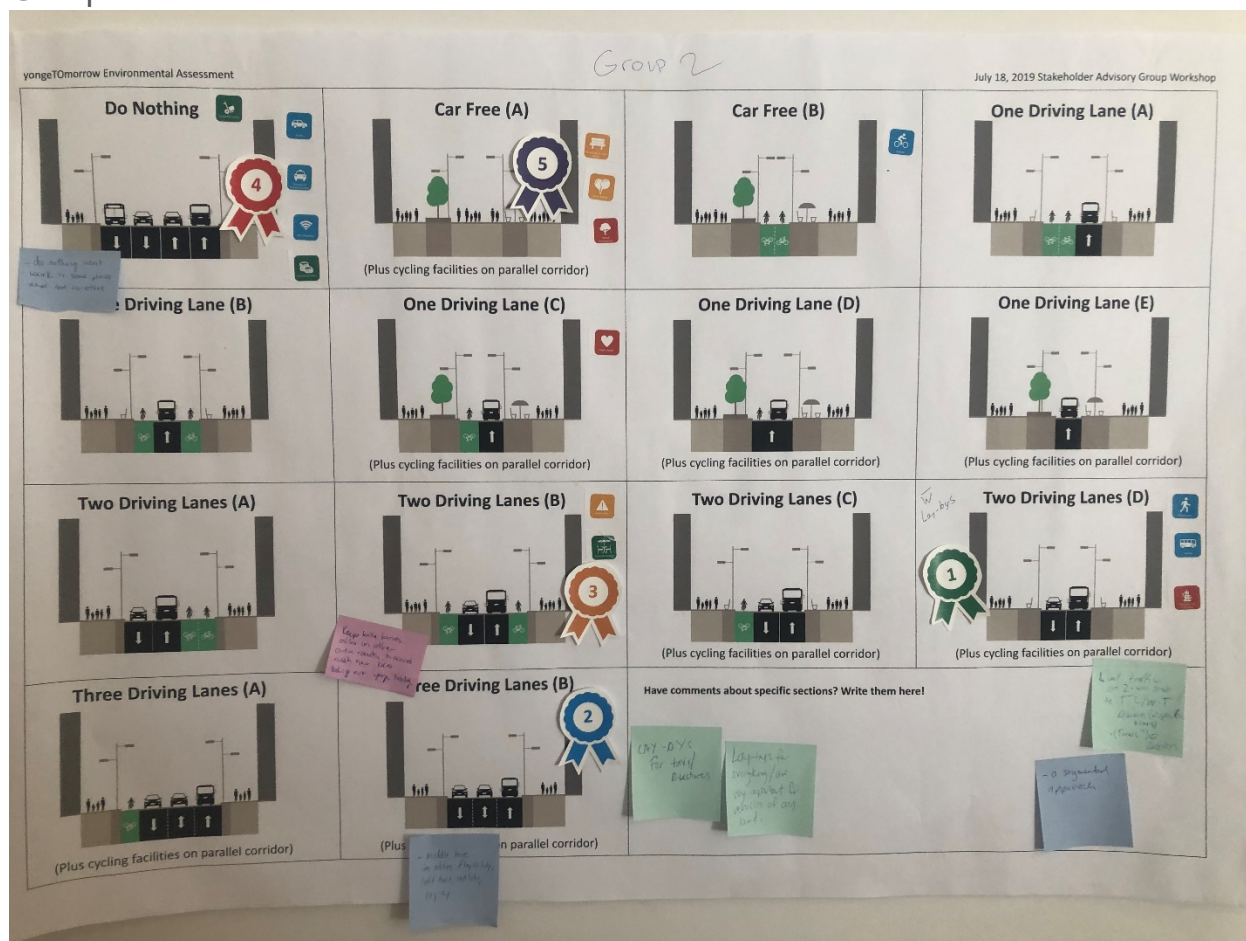
Group 1



Discussion:

- The car-free and pedestrianized alternative was ranked as most favourable as it was perceived to be the most flexible option. Allowing for vehicles after hours would ensure that the street is not too quiet at night and would accommodate goods movement.
- While a two-lane alternative was considered to be a more equitable option, participants noted that it would only extend sidewalks by two feet which might not be enough to deal with the current overcrowding issues.
- Vehicle access may be necessary to accommodate those who travel from the suburbs to get to Yonge Street.
- The car-free alternative with cycling lanes was determined to be less favourable than other options due to the potential for safety conflicts between cyclists and pedestrians.

Group 2



Discussion:

- The group determined that a two-lane option was the most preferable as it provided the greatest flexibility for multiple modes of travel while also improving the pedestrian experience (the group's top priority in the first activity).
- A menu approach was taken when selecting the other options. It was determined that lane reduction or pedestrianization might be preferable north of Dundas, whereas the do nothing alternative was perceived to be a better option south of Dundas.
- The other two selections, two driving lanes with cycling lanes and the three lane alternative with no cycling lanes, were selected because of their similarity to the preferred two-lane option.

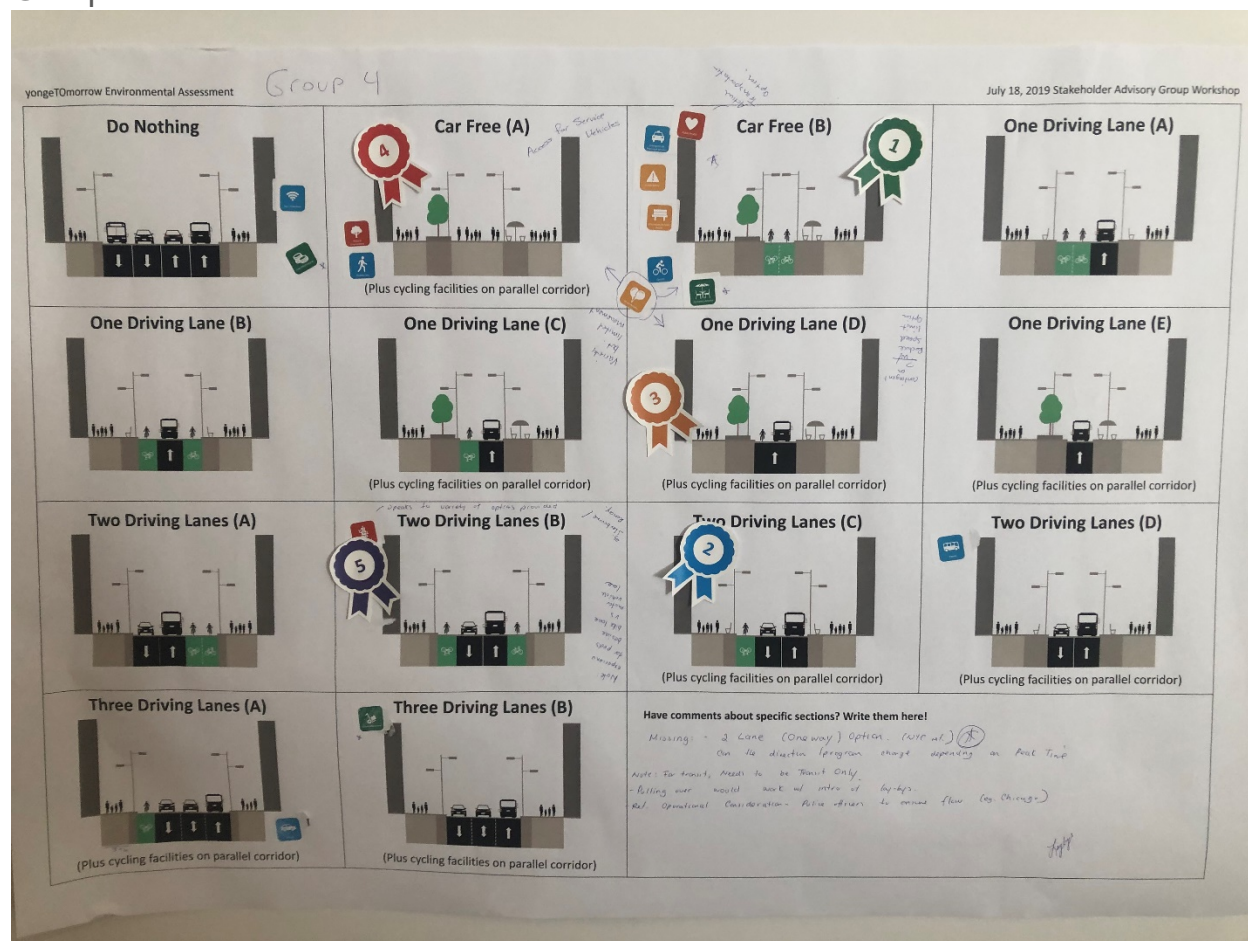
Group 3



Discussion:

- Group three settled on their top five alternatives quickly. However, they also agreed that seasonal variations should be considered when selecting an alternative. For example, their second choice, the pedestrianized street, should only be pedestrianized in the summer and should be a two lane street in the winter.
- Options with some driving lanes (one or two) and cycling were preferred by the group as the modes were seen to be complementary. There was concern that a street with just cycling lanes would be more dangerous for pedestrians than one with both cars and bicycles.
- Greening was another consideration for this group. Trees planted in the ground were preferred to planter boxes (subject to space between utilities) as it was perceived that planters are not well maintained, there are problems with frost and can end up as an eye sore.

Group 4



Discussion:

- Group four selected the five alternatives that served the most amount of road users including delivery services and emergency services.
- The car free alternative with cycling lanes was ranked number one as the group felt it satisfied the highest number of criteria.
- While a car-free alternative was ranked number one, the group acknowledged that an option that served a variety of modes, allowing users of different needs to access the street, would be beneficial.
- Flexible programming for delivery vehicles was a key necessity with car-free alternatives
- For the selected 'two driving lanes D', the group preferred that the two lanes were dedicated to 2-way transit instead of general traffic.
- While not ideal, if an option without dedicated cycling facilities were to be implemented, a lowered speed limit should be considered so cyclists can share the space with vehicles.

Next Steps

Liz McHardy, LURA Consulting and City staff thanked SAG members for their participation. City staff expressed that the meeting presentation will be shared after the meeting. The meeting was then adjourned.

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Stakeholder Advisory Meeting #3 Summary

Appendix A – List of Participants

The following is a list of organizations that are members of the SAG. Those organizations that participated at the July 18, 2019 meeting are signified in **bold text**.

Stakeholders

- **Bay Cloverhill Community Association**
- **Cadillac Fairview**
- Church of Holy Trinity
- **Church-Wellesley Neighbourhood Association**
- **Church-Wellesley Village BIA**
- Cresford
- **Cycle Toronto**
- **Downtown-Yonge BIA**
- Greater Yorkville Residents Association
- **Margaret's**
- McGill Granby Village Residents Association
- **Mirvish Productions**
- **Older Women's Network**
- **Ryerson City Building Institute**
- **Ryerson University**
- **St. Lawrence Market Neighbourhood BIA**
- **St. Lawrence Neighbourhood Association**
- St. Micheal's Cathedral Basilica and Cathedral Block Master Plan
- **St. Michael's Choir School**
- Toronto Camera Centres Limited
- **Toronto Financial District BIA**
- **Toronto Youth Cabinet, City of Toronto**
- **Walk Toronto**
- **YMCA**
- Yonge Suites / Firkin on Yonge
- **Yonge-Dundas Square**

Toronto City Councillor/Representatives

- Lorraine Hewitt, Chief of Staff, Ward 13 Councillor Wong-Tam's Office
- Tristan Down-Dewdney, Advisor, Policy & Stakeholder Relations, Councillor Wong-Tam's Office

Project Team

- Johanna Kyte, City of Toronto, Senior Project Manager Public Realm
- Maogosha Pyjor, City of Toronto, Senior Coordinator Public Consultation Unit
- Alexa Aiken, City of Toronto, Coordinator Public Consultation Unit
- Peter Piet, Steer, Project Manager
- Angie Ning, Steer, Project Coordinator
- David Sutanto, Steer, Transportation Planning Lead
- Jordan Talker, Steer, Project Coordinator

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- Liz McHardy, LURA Consulting, Community Engagement Lead
- Zoie Browne, LURA Consulting, Community Engagement Project Manager
- Ryan Adamson, LURA Consulting, Community Engagement Support

Appendix B – SAG Meeting #3 Agenda

Meeting Purpose:

- Report on study progress and Phase 1 consultation
- Solicit feedback on the evaluation criteria and recommendations of a short list of alternatives
- Provide update on upcoming public consultation activities
- Provide opportunity for questions and feedback

9:00 am	Registration and Welcome • Light refreshments, mix and mingle • Welcome, logistic and room orientation etc by LURA before city Intro
9:30 am	Land Acknowledgement, Opening Remarks and Introductions Johanna Kyte, City of Toronto, Transportation Services Councillor Kristyn Wong-Tam, Ward 13
9:35 am	Presentation – Study Progress and Round 1 Consultation Liz McHardy, LURA Consulting David Sutanto, Steer • Study timeline updates ‘Where We Are in the EA’ • Review of ‘What We Heard’ from last public consultation round • Today’s session activities, purpose and process • Evaluation Criteria Overview
9:50 am	Questions of Clarification – SAG Questions, Feedback and Advice (Liz McHardy, LURA Consulting, Facilitator)
10:00 am	Activity #1 – Evaluation Criteria <u>Ranking</u> • Participants will be split into groups of 4-5 people from various sectors • Each team is asked to rank the evaluation criteria indicators in order of importance • <u>Guiding question:</u> <i>which evaluation criteria is most important to your group?</i>
10:30 am	Activity #2 – <u>Matching</u> Evaluation Criteria to Alternatives • In the same teams as activity #1, each team is asked to place a sticker on the alternative that best serves each evaluation criteria • <u>Guiding question:</u> <i>Looking at the long list of alternatives, which 1 of the 14 options best serves each evaluation criteria? (i.e. select one alternative for pedestrian movement, one for cycling movement, one for traffic movement, etc.)</i>

11:15 am	Break • 10-minute break
11:30 am	Activity #3 – Alternatives <u>Prioritization</u> • In the same teams as activity #1 and #2, each team is asked to work together to pick their top 5 alternatives from the long list alternative options • <u>Guiding question:</u> <i>out of these 14 alternatives, which one best serves Pedestrian Movement? Cycling Movement, Traffic Movement? Etc. Which section best serves this indicator?</i>
12:00 pm	Report Back • Each group will be asked to present their results to the other teams, explaining their ideas and rationale.
12:25 pm	Next Steps • Next Meeting
12:30 pm	Meeting Adjourns

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**Municipal Class EA –
Yonge Street from Queen Street to College Street**

Stakeholder Advisory Group Meeting #4 Summary

Prepared by LURA Consulting for the City of Toronto
October 2019

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Overview

The City of Toronto hosted the fourth Stakeholder Advisory Group (SAG) meeting for the yongeTOMorrow: Municipal Class Assessment (EA) – Yonge Street from Queen Street to College Street on September 24, 2019 from 9:30 a.m. – 12:00 p.m. at Metro Central YMCA, located at 20 Grosvenor St. The purpose of the SAG meeting was to:

- Report on study progress
- Present and solicit feedback on draft short list alternatives and preferred alternatives
- Provide update on upcoming public consultation activities
- Provide opportunity for questions and feedback

There were 28 SAG member organizations invited representing various sectors within the Study Area. A total of 22 participants, representing 19 SAG member organizations, attended the SAG meeting. The stakeholders included, Business Improvement Areas, Resident Associations, research and advocacy groups, educational institutions, and other stakeholders. A full list of SAG members and participants can be found in **Appendix A**.

This meeting feedback document is organized according to the SAG Meeting #4 Agenda. A detailed agenda can be found in **Appendix B**.

Meeting Presentation – Study Progress

The SAG meeting began with a land acknowledgement and opening remarks provided by Councillor Wong-Tam (Ward 13) and Johanna Kyte, City of Toronto, Transportation Services. Liz McHardy, LURA Consulting, reviewed the agenda and purpose for the meeting. Peter Piet, Steer and David Sutanto, Steer reviewed the study timeline updates, consultation feedback that informed 'Where We Are in the EA', short list of alternatives, preferred alternatives and next steps for the technical work and consultation.

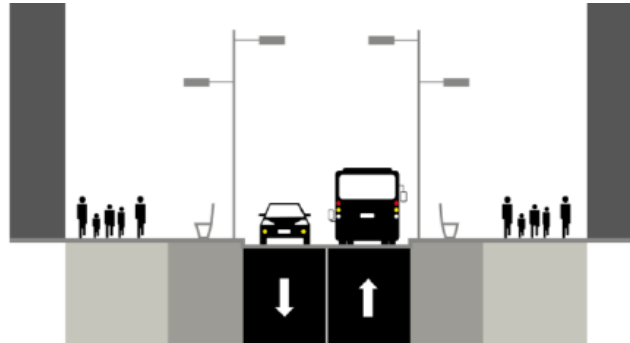
The information and worksheet package provided to participants with detailed visuals of the short list of alternatives (street design options) and alternative solutions can be found in **Appendix C**.

A highlight of the short list of alternatives (street design cross-sections) and alternative solutions (application of cross-sections to different blocks) are presented below.

Short List of Alternatives (Street Design Options)

Street Design Option 1 – Two Way

A focus on driving access with two-way travel and an improved pedestrian experience. Some space for seating and patios. Existing TTC night bus service is maintained overnight. Separated cycling facility provided on University Avenue.



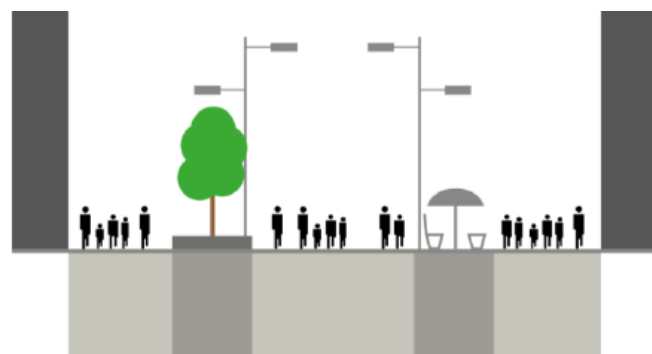
Street Design Option 2 – One Way

One driving lane, space dedicated for deliveries, ride hailing and services, and an improved pedestrian experience. Space for tree planting, patios and seating. Existing TTC night bus service is maintained overnight. Separated cycling facility provided on University Avenue.



Street Design Option 3 – Pedestrian Priority

A focus on active transportation and the ability to accommodate growth, tourism and events. Vehicle access is managed by time. Existing TTC night bus service is maintained overnight. Separated cycling facility provided on University Avenue.



Alternative Solutions

Alternative Solution One – Daytime/ Nighttime

- Two driving lanes along entire length of Yonge Street.
- No restrictions based on vehicle type

Alternative Solution Two – Daytime

- 2 Driving lanes from College St to Gerrard St.
- 1 Driving lane from Gerrard St to Elm St.
- **Pedestrianization from Elm St to Dundas Sq.**
- 1 Driving lane from Dundas Sq to Queen St.
- No access for 97B bus between Gerrard St and Queen St.
- Managed service access to pedestrianized blocks from Elm St to Edward St, including Wheel Trans

Alternative Two – Nighttime

- 2-Way transit access through entire corridor begins at 9:00pm until 6:00am for 320 night bus
- Timed access:
 - Night buses/Wheel-Trans: 1:30am to 6:00am (except to 8:30am on Sundays)
 - Taxi/Ride Share: 9:00pm to 6:00am
 - Servicing: 12:00am to 7:00am

Alternative Three – Daytime

- 2 Driving lanes from College St to Gerrard St.
- **Pedestrianization from Gerrard St to Queen St.**
- 97B Bus would need to divert to a parallel north-south street in both directions.
- Managed service access to pedestrianized block, including Wheel Trans.
- 2-Way access to Walton St premise.
- 2-Way access to Gould St from Elm St and Edward St.
- 1-Way access from Elm St to Edward St.
- Wheel-Trans permitted in pedestrianized blocks between Dundas Sq. and Shuter St, and Shuter St to Queen St

Alternative Three – Nighttime

- 2-Way transit access through entire corridor begins at 9:00pm until 6:00am for 320 bus.
- Allows access for taxi/rideshare, servicing, and Wheel Trans
- Timed access:
 - Night buses/Wheel-Trans: 1:30am to 6:00am (except to 8:30am on Sundays)
 - Taxi/Ride Share: 9:00pm to 6:00am
 - Servicing: 12:00am to 7:00am

Alternative Four – Preliminary Preferred Daytime

- 2 Driving lanes from College St to Gerrard St.
- **Pedestrianization from Elm St to Dundas Sq.**

- With unrestricted service access from Elm St to Walton St, and from Elm St to Edward St.
- 1 Driving lane from Dundas Sq. to Shuter St.
- 2 Driving lanes from Shuter St to Queen St.
- No access for 97B bus between Gerrard St and Queen St.
- Allows managed access to pedestrianized blocks between Walton St and Elm St, and Elm St and Edward St for taxi/rideshare, servicing, and Wheel Trans

Alternative Four – Preliminary Preferred Nighttime

- Pedestrianized blocks and Dundas Sq. to Shuter St converted to 2-way transit-priority from 21:00 until 06:00 for 320-night bus, including Wheel Trans.
- Timed access:
 - Night buses/Wheel-Trans: 1:30am to 6:00am (except to 8:30am on Sundays)
 - Taxi/Ride Share: 9:00pm to 6:00am
 - Servicing: 12:00am to 7:00am

Following the presentation, participants were invited to ask questions of clarification.

Questions of Clarification

The following represents a summary of the questions of clarification that followed the presentation. The summary is not verbatim. Questions posed by participants are noted with a 'Q,' participant comments are marked with a 'C' and answers/responses provided by the project team are represented by an 'A'.

- Q.** For the section from Edward Street to Dundas Square, you said there was no justification for vehicles in this area?
- A.** Yes, during the day, the volume of pedestrians is very high. Where there is a higher pedestrian footprint, we've determined that it does not make sense at this time to have cars. We want to improve safety and minimize conflicts with vehicles. This scenario does allow for buses at night.
- Q.** Could this be resolved by widening the sidewalks instead?
- A.** Potentially. This is something that we have considered.
- Q.** In the pedestrian zone for Alternative Four (Preliminary Preferred), are cyclists expected to walk?
- A.** The idea is to prevent conflicts and promote courtesy. Cyclists could potentially cycle slowly during non-busy times. However, it is up for discussion as to how this should function. The challenge is that pedestrian-cyclist conflicts are increased when there is a dedicated cycling facility in a pedestrian zone. A shared space could work if courtesy is practiced.
- Q.** For the pedestrian areas in Alternative Four (Preliminary Preferred), is the intention to create a tabletop design for seamless elevation, or will there be a curb and gutter for nighttime uses?
- A.** This will be determined at the detailed design phase. There is the potential to have a flushed design for universal access, but we still need to incorporate visual cues that

delineate sidewalks and roadways for night bus operations as well as drainage. Exhibition Road in London, England is a good example.

- Q.** Why are you recommending pedestrianization south of Dundas Street in Alternative Four (Preliminary Preferred)? This portion has some of the widest sidewalks in the study area.
- A.** Pedestrian volumes on the east side of the street are high, but we could also look at semi pedestrianization.
- Q.** The proposed solution dead-ends Yonge Street northbound at Shuter Street. This will have major impacts to the parking lot at Shuter Street and will make it unusable.
- A.** We have taken this into consideration. The idea of ending northbound traffic on Yonge Street is to limit conflicts with pedestrians.
- Q.** The impacts of this dead ending are serious. For example, if someone is coming from the Island Airport to 250 Yonge Street. How will they get there?
- A.** The access will be limited, yes and this is why we are taking the time to have these discussions. We appreciate your comment. This is the type of feedback we are looking for today.
- Q.** It is not clear why cars are permitted anywhere in Alternative Four (Preliminary Preferred). The City has decided that walking, cycling and public transit are the priority as identified in the TOCore report. Shouldn't the priority be to remove cars entirely?
- A.** From the feedback we've received, some vehicle access is still required. We've attempted, through the proposed Alternative Four (Preliminary Preferred) design, to provide the best mix of modes as possible.
- C.** My suggestion is that you build for a future without cars.
- A.** The street could be fully pedestrianized in the future. The incremental implementation of pedestrianization is a possibility for the future based on a flexible design of the street. There are precedents of this from Copenhagen. Trying to implement a big change all at once from day one doesn't always work. Part of this design is about changing attitudes and changing minds towards transportation methods.
- Q.** I can remember the days of the Yonge Street Pedestrian Mall in the 1970s. The whole street was closed outside of business hours, but no one walked on the street. They stayed to the sidewalk.
- A.** This could be an issue if there isn't enough activity. It could become a dead zone. However, there are many new residential towers in the area with more under construction. But we are not sure how people would use the street if pedestrianized. The Alternative Four (Preliminary Preferred) could allow for vehicles during the night to increase a sense of pedestrian safety.
- C.** Pedestrianization requires enormous population density to service the street.
- C.** The big difference between now and the 1970s is the amount of people living downtown. There is a big residential population in this area.

Summary of Feedback

Following the presentation and questions of clarification, participants were provided worksheets with the draft preliminary preferred alternatives and encouraged to ask questions, provide individual comments on the benefits and challenges of each alternative, and discuss their feedback in small groups. Liz McHardy, LURA Consulting then facilitated a group discussion of participant questions, feedback and advice for the project team as they move forward with the project process. Feedback was provided during and after the SAG meeting in the form of verbal and written comments. In total, five post-meeting submissions were received. A transcript of written worksheet feedback can be found in **Appendix D**.

A summary of the feedback received from participants is organized first, by alternative and then by themes.

Alternative Four – Preliminary Preferred: Overall Feedback

- Alternative Four received mixed reactions. While some segments such as the segment from College Street to Gerrard Street were positively received, many of the other segments feedback noted positive and negative considerations as outlined in the subsequent points.
- Supportive feedback identified innovative change for Yonge Street as a positive attribute. Some participants asserted that the proposed changes may be too drastic for Yonge Street and that the City should implement change over time.
- Objections were primarily related to vehicle movement and lack of cycling facilities. From a vehicle movement perspective, some participants are concerned about the complexity of the street design and lack of continuity, which may confuse drivers and affect traffic flow. Others stated that pedestrianization in some areas may negatively affect commercial activity on Yonge Street by restricting access during off peak hours.

Alternative Four – Preliminary Preferred: Block Section Feedback

- **The segment from College St. to Gerrard St.** was received positively. The wide sidewalks, curb-side access and design were noted as positive elements and would support economic vibrancy today and in the future. With residential growth and economic development, it was noted that this alternative will support more store front usages and business visibility for residents and visitors as the population of this segment continues to grow.
- **The segment from Gerrard St. to Edward St.** received mixed responses. Participants felt that a four-metre sidewalk is not wide enough to accommodate current and anticipated future pedestrian flows. However, it was also noted that the reduction of vehicle lanes to support wider sidewalks may confuse drivers and limit access for such things like deliveries and Wheel-Trans services. In addition, the lack of cycling facilities was cited as a concern for some participants who suggested that cyclists may be encouraged to use sidewalks or travel against traffic, particularly in the one-way traffic portion.
- **The segment from Edward St. to Dundas Sq.** received mostly positive feedback. Several participants said that this design would assist in accommodating the high volumes of pedestrians that circulate through this portion of the study area. A few participants suggested that this design solution should be supported by physical barriers to block car access (e.g., bollards) and funding for animation and maintenance. The

primary concern with this configuration was the potential for conflicts between cyclists and pedestrians. It was noted that clear signage for cyclists would be needed. One participant also noted that access for City services (e.g., Fire, Solid Waste Collections) would need to be maintained. Many participants cited the importance of maintaining night bus services in the evening.

- **The segment from Dundas Sq. to Queen St.** received mixed feedback. While some participants noted their support for the design solution, including specific elements such as the laybys and widened sidewalk, others expressed concern. Concerns related to the complexity of the design, the potential impact to traffic flows and risk of bottlenecks adjacent to the Eaton Centre and parking garage, the limited widening of the sidewalks, and potential limitations to delivery and service vehicles. The intersection of Yonge Street and Shuter Street was noted as a potential pinch point.

Other Alternatives Feedback (Alternative One, Two and Three)

- Some participants noted that the consistency of traffic flow (particularly in Alternative One with a two-lane cross-section throughout the study area) is preferred because of its continuity on Yonge Street both north of College Street and South of Queen Street. This design would be easy to navigate for all modes of transportation.
- It was suggested that the project team could begin by implementing the design recommendations from Alternative One and add changes/modifications over time through seasonal events and weekend closures.
- One participant (in reviewing Alternative Two) noted the importance of connections for placemaking and addressing pedestrian connection issues with Yonge Street and adjacent side streets.
- One participant (in reviewing Alternative Three) noted the desire for cycling connections north of College Street connecting to midtown and uptown as well as permitting slow cycling southbound with strong cues and signs for commuter cyclists.

Pedestrians

- Mixed feedback received about the pedestrianization of certain sections of the study area. Some participants indicated that pedestrianization may negatively impact economic activity and traffic circulation throughout and beyond the study area. A few participants asserted that limited vehicle access may discourage people from driving to visit and spend money at the various Yonge Street businesses. Conversely, other participants felt that the creation of pedestrian zones could positively impact pedestrian traffic and accessibility throughout the busiest portions of the study area. It was also suggested that more pedestrian space would improve connections to TTC subway stations.
- Several participants noted that the minimum four-metre clearway for sidewalks is good but might not be enough to accommodate the current volume of pedestrian traffic and anticipated increases in future pedestrian volumes. A few participants noted the need for pedestrian clearways to support and provide enough space for those with mobility devices (e.g., mobility scooters, wheelchairs, canes, etc.).
- Suggestion that additional space needs to be considered for sidewalk right-of-way usage for people with e-scooters, walkers/canes, wheelchairs, electric scooters, strollers and bike deliveries as the number of people using these devices is also increasing.

- One participant noted that continuity and simplicity in pedestrian walkway design may be preferred to a design that includes multiple variations (e.g., some sections with patios, some sections with street furnishings, some sections with laybys). A complex design may not be the best solution for pedestrians.
- Accessibility measures should be addressed regardless of final design. For example, curbs are important for people with visual impairments especially if the proposed pedestrian zones will also accommodate bicycles. It was suggested that the design include materials that prioritize accessibility to support safety for all.

Vehicles

- Vehicle laybys for ride hailing and deliveries were widely supported by participants. A few participants, however, noted that these laybys would take away from much-needed pedestrian space.
- Some participants said that a mix of two-way and one-way street configurations would be too confusing for motorists.
- A few participants suggested that enforcement is needed to ensure drivers abide by changes to road rules and regulations. However, some participants cautioned that enforcement is difficult to implement given limited police resources.
- One participant stated that no vehicles should be permitted on Yonge Street at any time, except for public transit and service vehicles (e.g., garbage pick-up, maintenance vehicles and emergency services).

Cycling

- Some participants expressed the need for bike lanes on Yonge Street.
- Concern that the complex design of Alternative Four (i.e. variation in two lane, one lane and pedestrian priority areas with no dedicated cycling facility) may confuse cyclists. Several participants also noted the potential for conflict between cyclists and pedestrians in pedestrian zones. Clear signage demonstrating “road rules” should be provided to instruct cyclists on how to proceed through these zones.
- Tied to the previous point, some participants said that University Avenue is not a suitable alternative to Yonge Street for bike lanes as it is too far west of Yonge Street. While some said Church Street and Bay Street (both not either) cycling alternatives should be explored further, others were insistent that Yonge Street is the best solution for cycling infrastructure and connections with key destinations. As the downtown population grows, and cycling becomes a more popular alternative to driving, more cycling infrastructure will be needed. Cycling infrastructure in some areas seems to be nearing capacity.
- One participant suggested a cycling alternative route could be on Victoria Street which could increase economic development and provide more eyes on the street.
- One participant noted that Yonge Street should be recognized as a cycling corridor deserving of dedicated infrastructure as it is a street that runs continuously through downtown, midtown and up to North York. The proposed alternative streets (Bay Street, Church Street and University Avenue) do not extend as far north. The participant suggested that a solution could be to divert cyclists along Victoria Street and then back onto Yonge Street to avoid pedestrian areas if necessary.

Public Transportation

- Multiple participants noted their support for continued night bus service along Yonge Street in all the proposed alternatives. A few participants noted that the daytime bus service is also important to consider.
- A few participants expressed concern that inconsistency of bus schedules will be confusing for users
- Although not in scope, access issues and crowding at Dundas Station were noted as a concern by two participants.

Economic Activity

- While some participants were pleased to see patio and marketing zones in some of the segments, others suggested that sidewalk space should be dedicated to pedestrian movement.
- There was some concern expressed that pedestrianization needs to be supported by high local populations density, consistent and ongoing programming, as well as animation during the day and night which can be costly.
- There is some concern that pedestrianization may negatively effect businesses in the area and/or may create “dead zones” when programming and events are not taking place.

Public Information and Education

- Participants noted that any road changes should be paired with an ongoing education campaign to help pedestrians, cyclists, transit users and drivers acclimatize to the change. The messaging should be framed around positive change and include tactics such as signage, social media, TV ads, and radio ads.

Implementation

- Some participants suggested an incremental approach to phase in changes. One participant suggested that the City should pursue Alternative One (2 driving lanes) but design it in such a way where sections of the street could be pedestrianized in the future.
- A few participants stated that more information is needed to complement the proposed changes. For example, one participant requested for traffic impacts on parallel and adjacent streets. Another participant requested evidence to demonstrate the need to pedestrianize certain portions of the study area. It was also suggested that modeling be done to determine whether the four-metre clearway would accommodate anticipated future pedestrian volumes.

Next Steps

Liz McHardy, LURA Consulting and City staff reviewed the approach to PIC #2, including online questionnaire and thanked SAG members for their participation. City staff expressed that the worksheets will be shared after the meeting. The meeting was then adjourned.

Appendix A – List of Participants

The following is a list of organizations that are members of the SAG. Those organizations that participated at the September 24, 2019 meeting are signified in **bold text**.

Stakeholders

- **Bay Cloverhill Community Association**
- **Cadillac Fairview**
- Church of the Holy Trinity
- **Church-Wellesley Neighbourhood Association**
- **Church-Wellesley Village BIA**
- **City of Toronto Senior's Forum**
- **Cresford**
- **Cycle Toronto**
- **Downtown-Yonge BIA**
- **Greater Yorkville Residents Association**
- Margaret's
- **McGill Granby Village Residents Association**
- **Mirvish Productions**
- **Ryerson City Building Institute**
- **Ryerson University**
- **St. Lawrence Market Neighbourhood BIA**
- St. Lawrence Neighbourhood Association
- St. Michael's Cathedral Basilica and Cathedral Block Master Plan
- St. Michael's Choir School
- **The David Suzuki Foundation**
- Toronto Camera Centres Limited
- **Toronto Financial District BIA**
- Toronto Skateboarding Committee
- **Toronto Youth Cabinet, City of Toronto**
- **Walk Toronto**
- **YMCA**
- Yonge Suites / Firkin on Yonge
- Yonge-Dundas Square

Toronto City Councillor/Representatives

- Councillor Kristyn Wong-Tam, Ward 13
- Lorraine Hewitt, Chief of Staff, Ward 13 Councillor Wong-Tam's Office

Project Team

- Johanna Kyte, City of Toronto, Senior Project Manager Public Realm
- Maogosha Pyjor, City of Toronto, Senior Coordinator Public Consultation Unit
- Khatija Sahib, City of Toronto, Coordinator Public Consultation Unit
- Peter Piet, Steer, Project Manager
- Angie Ning, Steer, Project Coordinator
- David Sutanto, Steer, Transportation Planning Lead

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Stakeholder Advisory Meeting #4 Summary

- Jordan Talker, Steer, Project Coordinator
- Liz McHardy, LURA Consulting, Community Engagement Lead
- Zoie Browne, LURA Consulting, Community Engagement Project Manager
- Ryan Adamson, LURA Consulting, Community Engagement Support

Appendix B – SAG Meeting #4 Agenda

Meeting Purpose:

- Report on study progress
- Present and solicit feedback on draft short list alternatives and preferred alternatives
- Provide update on upcoming public consultation activities
- Provide opportunity for questions and feedback

9:00 am	Registration and Welcome • Light refreshments, mix and mingle • Welcome, logistics and room orientation etc. by LURA before city Intro
9:30 am	Land Acknowledgment, Opening Remarks and Introductions Johanna Kyte, City of Toronto, Transportation Services Councillor Kristyn Wong-Tam, Ward 13
9:35 am	Presentation – Study Progress Liz McHardy, LURA Consulting Peter Piet, Steer • Study timeline updates ‘Where We Are in the EA’ • Short list of alternatives • Preferred alternatives • Next Steps
10:20am	Facilitated Discussion – SAG Questions, Feedback and Advice (Liz McHardy, LURA Consulting, Facilitator) Worksheet • Participants will be provided with worksheets displaying each of the presented preferred alternatives and be encouraged to provide their individual comments/suggestions. This worksheet will include space to provide comments. Group Discussion • LURA will ask participants to provide comments on the benefits and challenges of each of the preferred alternatives presented. Probes will be provided to ask participants to consider operational elements such as street activities, transit, and deliveries. Participants will also be invited to provide feedback on if anything is missing and if any potential changes need to be considered.
11:20 am	Public Information Centre (PIC) Materials • Review Approach to PIC #2, including online questionnaire

11:55 am	Next Steps • PIC #2 November 21st Drop-in Event 4 p.m. to 8 p.m. Metro Central YMCA – 20 Grosvenor Street, 2nd floor Auditorium • Next Meeting
12:00 pm	Meeting Adjourns



yongeTOMorrow: Stakeholder Advisory Meeting #4 Summary

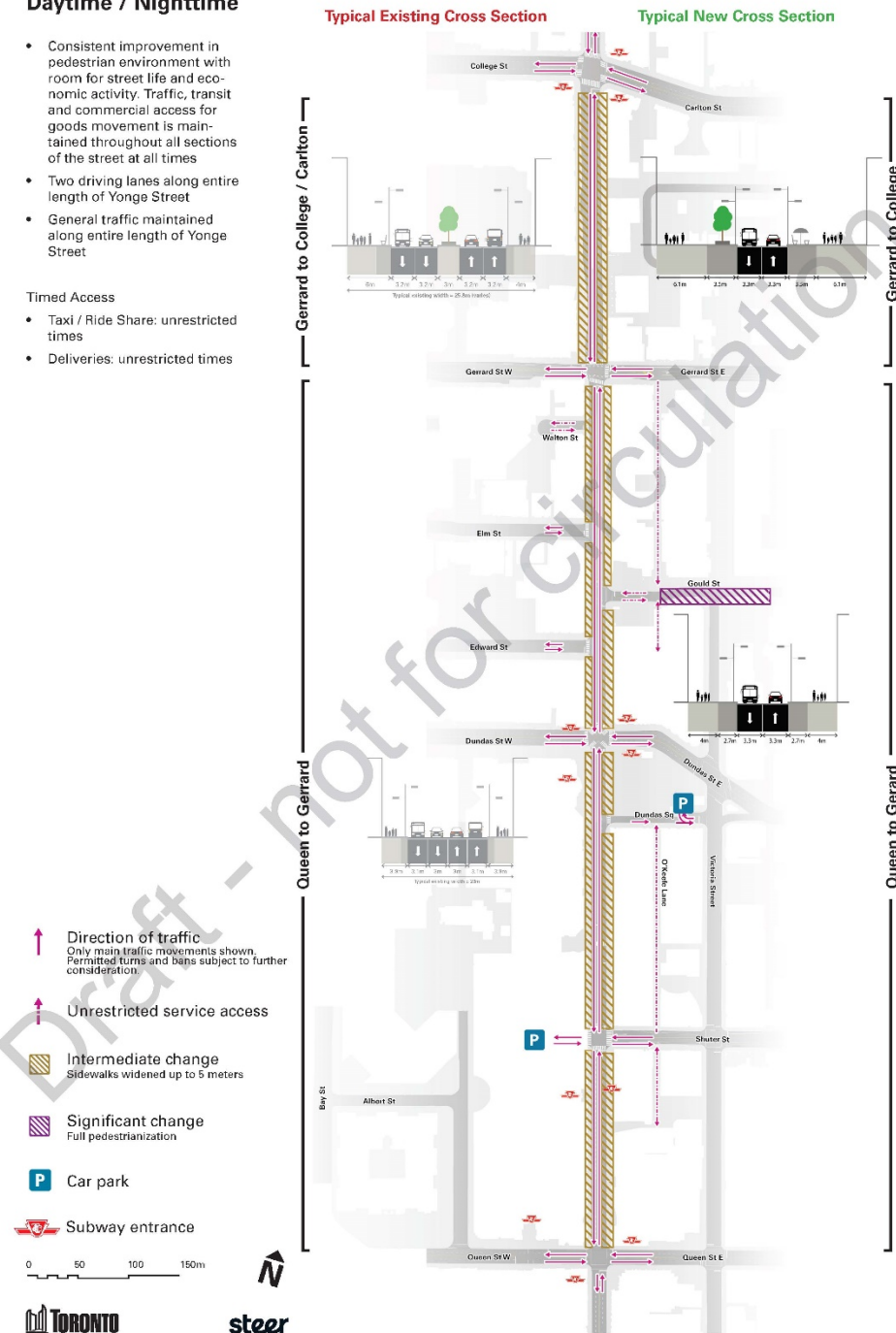
Daytime / Nighttime

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2019

- Consistent improvement in pedestrian environment with room for street life and economic activity. Traffic, transit and commercial access for goods movement is maintained throughout all sections of the street at all times
- Two driving lanes along entire length of Yonge Street
- General traffic maintained along entire length of Yonge Street

Timed Access

- Taxi / Ride Share: unrestricted times
- Deliveries: unrestricted times



Alternative Solution 2

Nighttime

DRAFT 23 September 2019

- Significant improvement in pedestrian environment and ability to promote street life. Night bus, taxi/rideshare, servicing and goods movement access retained

Timed access:
Night buses: : 01:30 to 06:00
(except to 08:30 on Sundays)
Taxi / ride share: 21:00 to 06:00
Servicing: 00:00 to 07:00

- Direction of traffic
Only main traffic movements shown. Permitted turns and bans subject to further consideration.
- Managed / timed access
- Unrestricted service access
- Intermediate change
Sidewalks widened up to 5 meters
- Significant change
Full pedestrianization
- P Car park
- Subway entrance

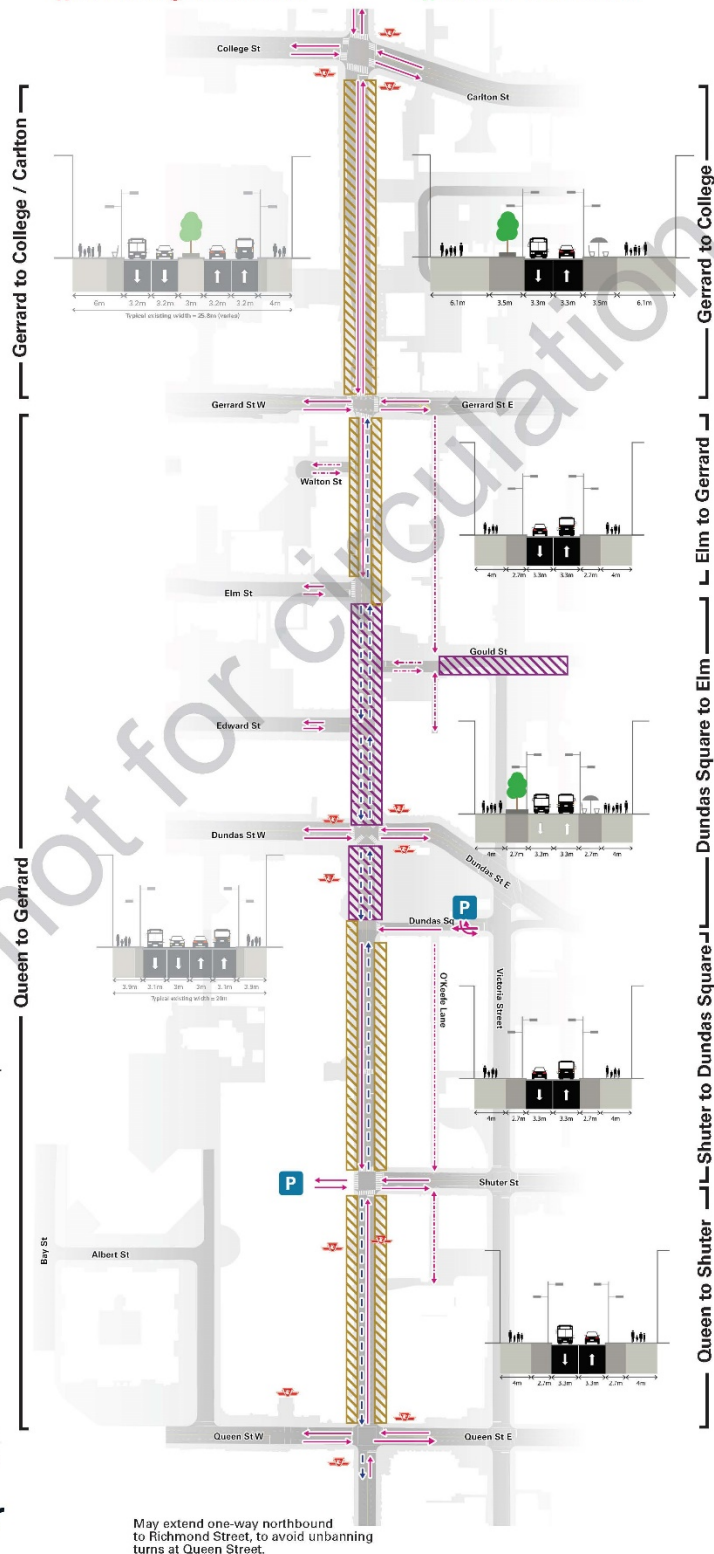
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steer

Typical Existing Cross Section

Typical New Cross Section



Alternative Solution 2

Daytime

DRAFT 23 September 2019

- Significant improvement in pedestrian environment and ability to promote street life. Pedestrianization of section improves conditions where demand is highest
- 2 driving lanes from College St to Gerrard St
- 1 driving lane from Gerrard St to Elm St
- Pedestrianization from Elm St to Dundas Sq
- 1 driving lane from Dundas Sq to Queen St
- 97B bus would need to divert to a parallel north-south street in both directions
- Managed service access to pedestrianized blocks from Elm St to Edward St, including Wheel Trans

- ↑ Direction of traffic
Only main traffic movements shown. Permitted turns and bans subject to further consideration.
- ↑ Unrestricted service access
- Traffic barrier
- Intermediate change
Sidewalks widened up to 5 meters
- Significant change
Full pedestrianization
- P Car park
- Subway entrance

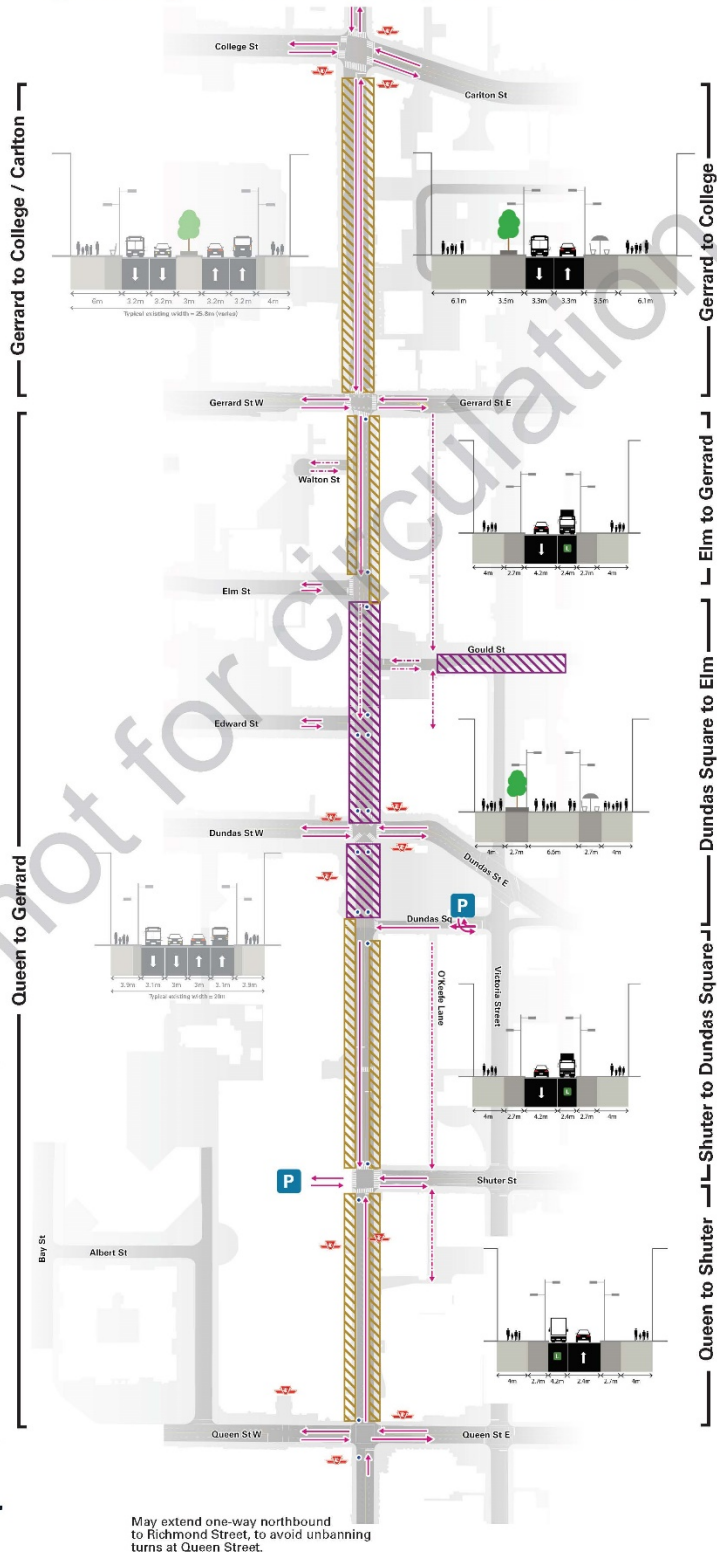
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steer

Typical Existing Cross Section

Typical New Cross Section



May extend one-way northbound to Richmond Street, to avoid unbanning turns at Queen Street.

Alternative Solution 3

Nighttime

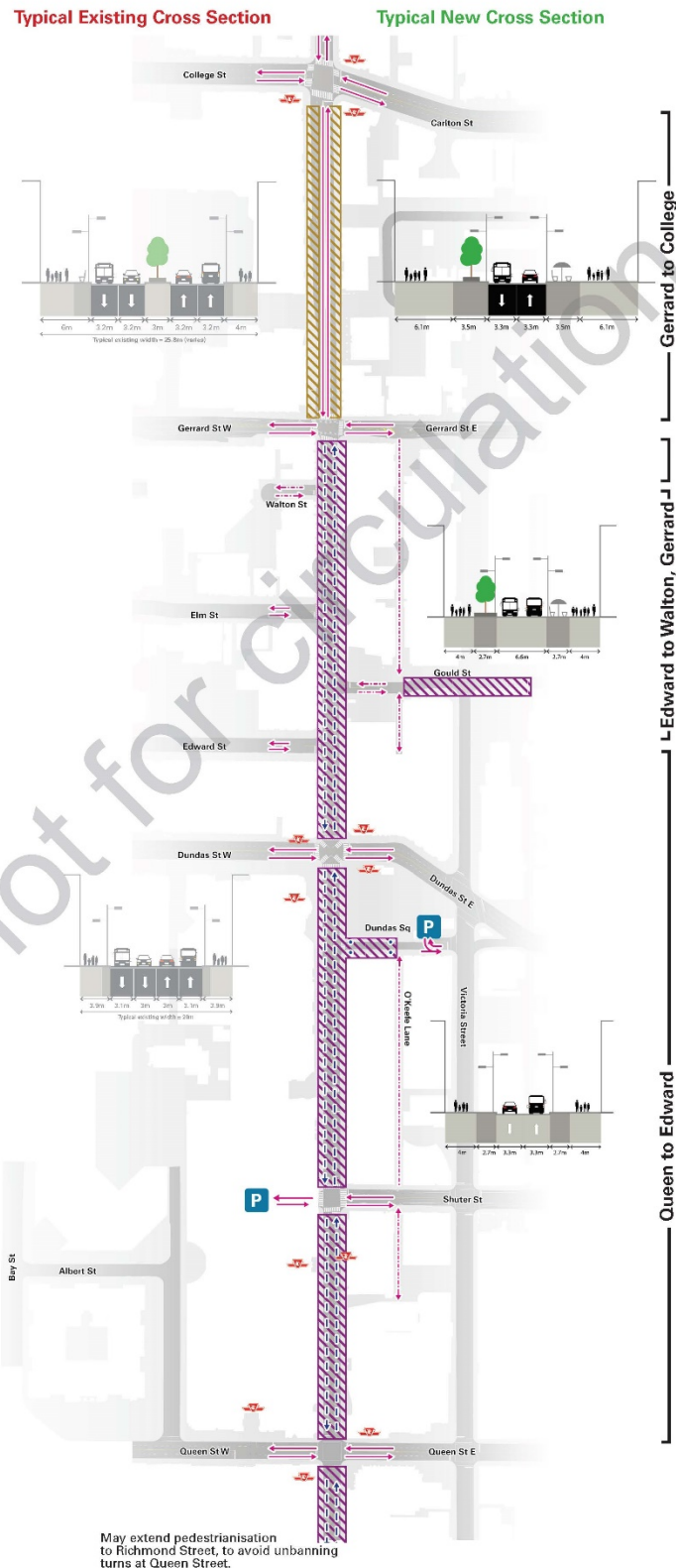
DRAFT 23 September 2019

- Significant improvement in pedestrian environment with room for flexibility, street life, greening and economic activity. Night bus, taxi/rideshare, servicing and goods movement access retained

Timed access:
Night buses: : 01:30 to 06:00
(except to 08:30 on Sundays)
Taxi / ride share: 21:00 to 06:00
Servicing: 00:00 to 07:00

- Direction of traffic
Only main traffic movements shown.
Permitted turns and bans subject to further consideration.
- Managed / timed access
- Unrestricted service access
- Traffic barriers
- Intermediate change
Sidewalks widened up to 5 meters
- Significant change
Full pedestrianization
- Car park
- Subway entrance

0 50 100 150m



May extend pedestrianisation to Richmond Street, to avoid unbanning turns at Queen Street.

Alternative Solution 3

Daytime

DRAFT 23 September 2019

- Significant improvement in pedestrian environment with room for flexibility, street life, greening and economic activity
- 2 driving lanes from College St to Gerrard St
- Pedestrianization from Gerrard St to Queen St
- 97B bus would need to divert to a parallel north-south street in both directions
- Managed service access to pedestrianized block, including Wheel Trans
- 2-way access to Walton St premise
- 2-way access to Gould St from Elm St and Edward St
- 1-way access from Elm St to Edward St
- Wheel-Trans permitted in pedestrianized blocks between Dundas Sq and Shuter St, and Shuter St to Queen St

- ↑ Direction of traffic
Only main traffic movements shown. Permitted turns and bans subject to further consideration.
- ↑ Managed / timed access
- ↑ Unrestricted service access
- Traffic barriers
- Intermediate change
Sidewalks widened up to 5 meters
- Significant change
Full pedestrianization
- P Car park
- Subway entrance

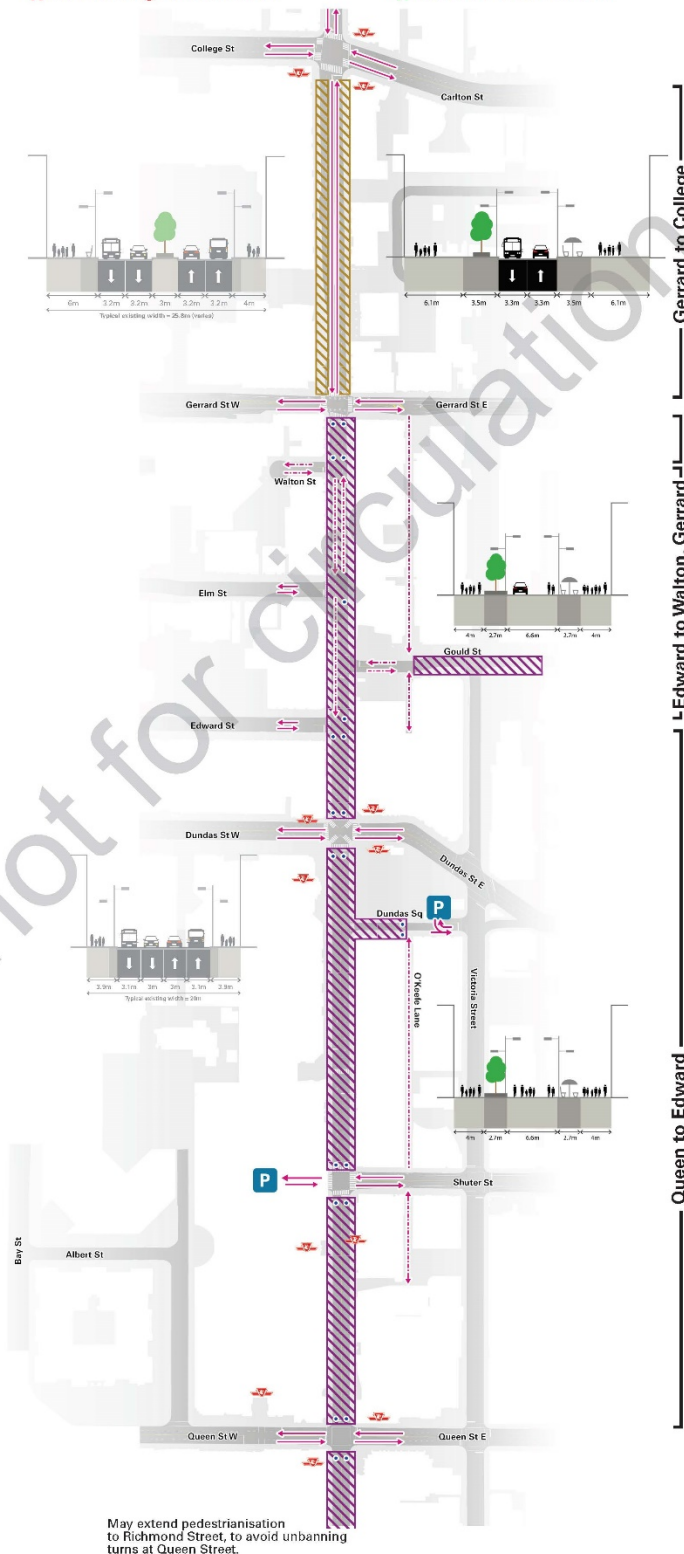
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steer

Typical Existing Cross Section

Typical New Cross Section



Alternative Solution 4

Preferred - Nighttime

DRAFT 23 September 2019

- Significant improvement in pedestrian environment with room for flexibility, street life, greening and economic activity. Night bus, taxi/rideshare, servicing and goods movement access retained
- Pedestrianized blocks and Dundas Sq to Shuter St converted to 2-way transit-priority for 320 night bus and including Wheel Trans

Timed access:

Night buses : 01:30 to 06:00
(except to 08:30 on Sundays)
Taxi / ride share: 21:00 to 06:00
Servicing: 00:00 to 07:00

- Direction of traffic
Only main traffic movements shown.
Permitted turns and bans subject to further consideration.
- Managed / timed access
- Unrestricted service access
- Intermediate change
Sidewalks widened up to 5 meters
- Significant change
Full pedestrianization
- Car park
- Subway entrance

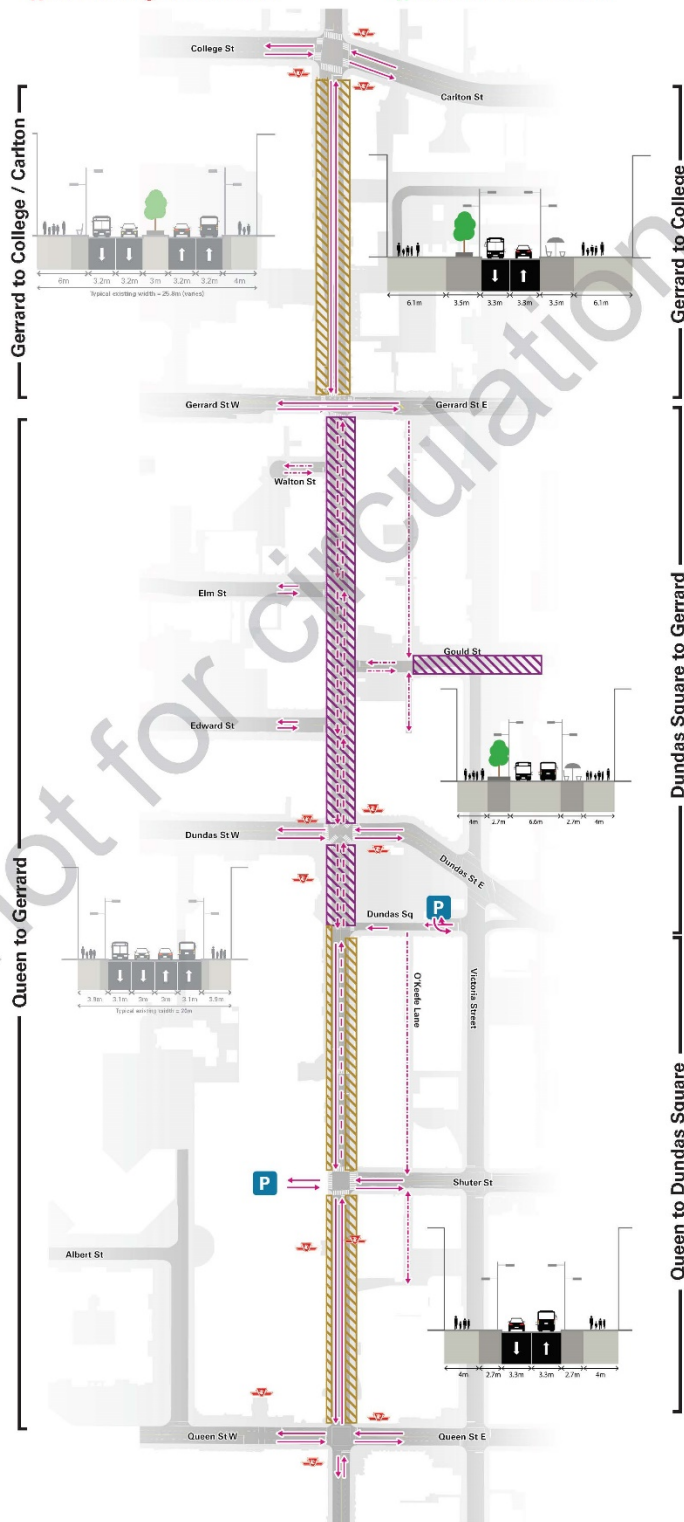
0 50 100 150m



steer

Typical Existing Cross Section

Typical New Cross Section

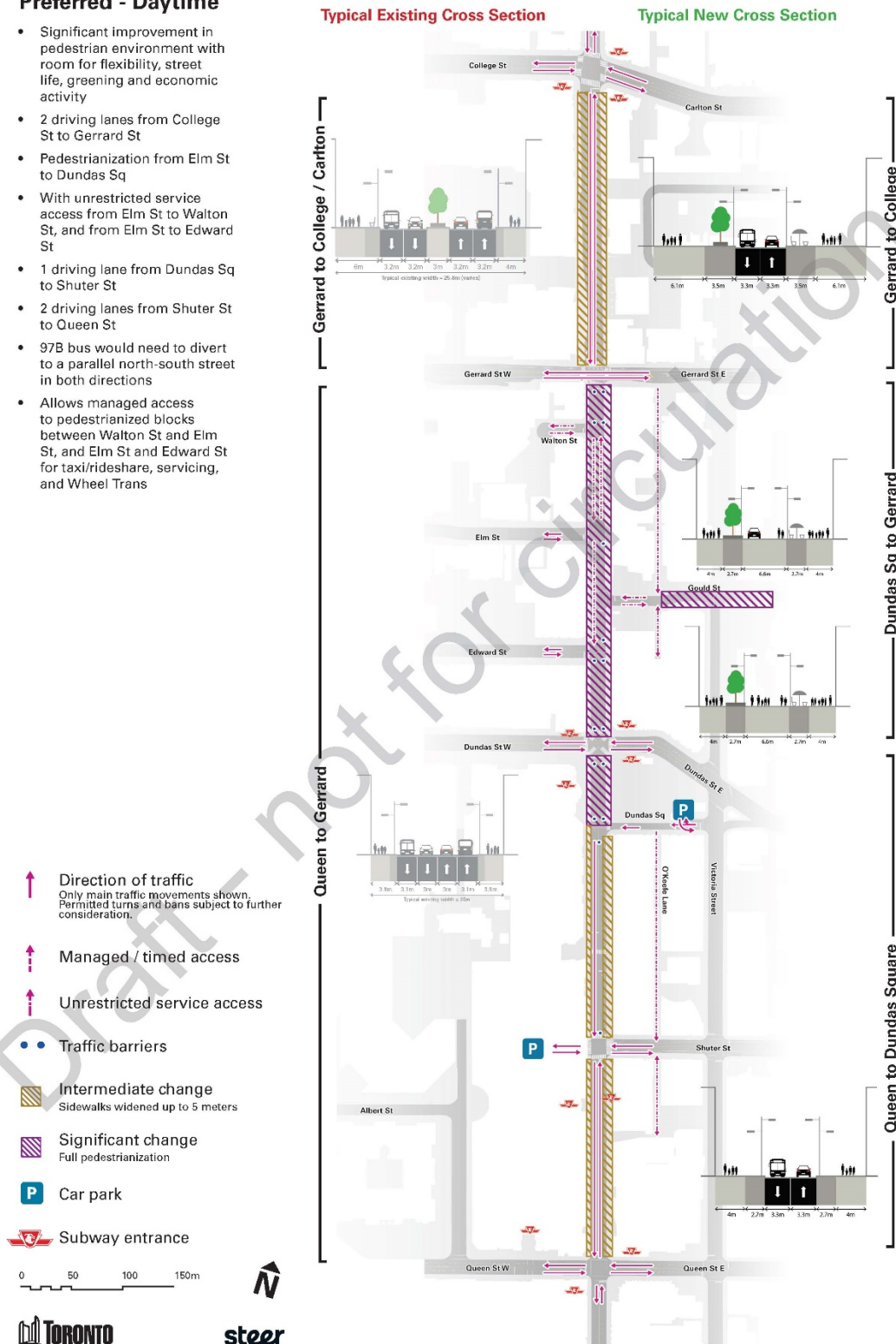


Alternative Solution 4

Preferred - Daytime

- Significant improvement in pedestrian environment with room for flexibility, street life, greening and economic activity
- 2 driving lanes from College St to Gerrard St
- Pedestrianization from Elm St to Dundas Sq
- With unrestricted service access from Elm St to Walton St, and from Elm St to Edward St
- 1 driving lane from Dundas Sq to Shuter St
- 2 driving lanes from Shuter St to Queen St
- 97B bus would need to divert to a parallel north-south street in both directions
- Allows managed access to pedestrianized blocks between Walton St and Elm St, and Elm St and Edward St for taxi/rideshare, servicing, and Wheel Trans

DRAFT 23 September 2019







Appendix D – Transcribed Worksheet Feedback

The following are the verbatim transcribed worksheet notes provided by participants during the meeting.

Overall Feedback

- Generally, support Alternative #4 for College to Gerrard
- Alternative 4 represents an innovative and elegant solution to meet study criteria while responding to local block by block context and emphasizing flexibility
- Incremental changes Option #1 but flex street that can be closed based on programming
- Understand community needs and uses and evolve pedestrian uses over the years – phase in Alternative #4 over years. As cars stop using CFTEC it will be easier to implement
- I believe that 1 lane of roadway in each direction is important throughout the entire study area from College to Queen (still needs day bus service). A mix of 2way/1way traffic will be very confusing
- I like the Copenhagen incremental approach to pedestrianization (Greater Yorkville RA)
- Like no specific bike lanes. Need bike signage for safety. Cyclists must respect pedestrians
- Public education continuous
- Permanent people managing spaces throughout
- We need more bike lanes Bay Street AND University. Bike use will only increase. Bike lanes in place now are bumper to bumper already in rush hour. More condos more riders
- Is this study taking into account possible changes south of Queen and how things will play out, not as is now, but what it could be south of Queen? (in the future) (SLMBIA)
- How will the public be taught how to use these changes? Need 4-6 seasons of education campaigns framed as positive changes that includes signage, social media, TV ads, radio
- The City has said (in TOCore plan) that it wants to prioritize walking, cycling and transit. So why would we facilitate car use on Yonge? Why allow cars at all? They have 5000km of other roads in Toronto. Why in 2019 would we build infrastructure that facilitates private car use? The message to cyclists – you're not wanted on Yonge
- Right of way usage throughout – bikes, e scooters, walking/pedestrians, walkers/canes – seniors, wheelchairs, electric scooters, strollers, delivery bikes
- Victoria St cycle track from Dundas Sq to Front St alternative route – increase economic development along street and eyes on street

Alternative 4 – Preliminary Preferred

College Street to Gerrard Street

Daytime

- Maximum posted time for curbside access use
- Quite like this – lots of room

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Stakeholder Advisory Meeting #4 Summary

- Opportunity to restrict traffic similar to King Street Pilot to minimize conflicts blocking of intersection at Gerrard
- Elevator access at College Subway Station?
- Good to design for the future (i.e. College Park currently does not have street front business, new design will encourage change at store front.
- Curbside access good to be on both sides
- Operations turning radius, enforcement of those not using the new design correctly
- Greening is key to connect to other parts and greening projects being implemented
- Potential residential growth at College Park “new residential tower” but no plans or growth expected on east side
- Total support for the 4m sidewalks
- Needs to maintain access to parking garages
- Concern about dead zone/safety if full pedestrianization in non-business hours
- Need to learn from Queen’s Quay transformation + learn from King Street
- Reflection NYC Time-Square model re: pedestrians + vehicles
- Cycling still important hours to achieve
- Up to 22m of patio space may be redundant in front of College Park
- General concern that University is too far away for an alternate cycling route
- Patio space on east side – two way traffic needed

Nighttime

- Is parking allowed overnight at curbsides?
- Metal bollards + special sidewalk – like paving (See Downtown King Street in Kitchener) can be used for part-time curbside access to ensure they are accessible to pedestrians when not used at night
- Minimum 4metre clearway must not be infringed in anyway
- This looks great
- Wider sidewalks please
- How to avoid criminal and other undesirable behaviours at McGill/Yonge and Granby/Yonge?
- Space allocated for patio could be expanded, great idea (Church-Wellesley BIA)
- YongeTOmorrow team needs to engage into the other City of Toronto projects around the ‘Nighttime economy’
- Nighttime delivery, maintenance, shipments and delivery of products (i.e. Banks armed car delivery, Canabis armed car delivery)
- TTC Buses! Use is there and needed at night and early morning

Gerrard Street to Edward Street

Daytime

- No cycling lanes
- Manage traffic at lights all walk intersections only. Allow cars to turn right or left
- 4m sidewalk is not wide enough for number of pedestrians in future
- Concern again about cyclists going against traffic or taking sidewalk in this section – especially going North from Ryerson
- Guidance for cyclists within this section is critical to avoid cyclists travelling against traffic or on sidewalks in the one-way section of Yonge Street

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Stakeholder Advisory Meeting #4 Summary

- Wheel-Trans needs to be maintained 24/7
- Have you considered mobility devices?
- Loading access to Gould Street/O'Keefe is essential
- Need curbside access on both sides of the street
- Need to have patios on east side of Yonge based on development and retail at grade and F&B options to be implemented
- Permitting cars at certain times and certain locations increases complexity and enforcement – would not recommend
- University is not a close cycling alternative, and has only employment trip generators – no destinations for people to go
- What conditions need to be met to safely accommodate cyclists on Yonge Street?
- Concern that the minimum 4m clearway may not accommodate pedestrian volumes, especially access to Ryerson/Gould Street.
- How does pedestrianized Yonge connect with pedestrianization of Gould Street?
- Do we need this? It's hard to enforce. It's not continuous. Won't this confuse people? Especially non locals. 4m sidewalks not enough. Pedestrian movement expected to double in 20 years (no)
- Incremental change for vehicle access today and potential pedestrian zone later
- Can there be a crossing from Gould to Yonge "Can this connect"

Nighttime

- Lighting + CPTED principles key at night
- How to handle potential newer building construction (i.e. Yonge + Gould SE corner?)
- Needs to have greening in this space
- This section will have major residential development with retail at grade on east side
- Allowing taxis and ride hailing starting at 21:00 – 06:00 is too early and too long - will cannibalize public transit by making it easier to hail a ride. Either no taxis at all or mirror night bus hours (although that may cause a lot of traffic and delay buses)
- Car free street should be Gerrard to Dundas Sq. Permitting cars reduces effectiveness
- Pedestrianize maybe in future. Just wider sidewalks keep traffic lanes narrow (incremental change needed)

Edward Street to Dundas Square

Daytime

- Improves East/West TTC 505 streetcar if scramble no longer necessary
- TTC access to Dundas Station – any discussion to connect with platform to better manage pedestrian flow
- Question about pedestrian/cyclists – University Ave for the west. Cyclist use in AM period might not be obvious but concerned about conflict when there are lots of pedestrians
- Excellent!
- Must ensure adequate maintenance and programming funds to sustain and support operations and vibrancy
- Focus on accessible design and materials
- A clear direction for cyclists will be critical here – do they dismount or go slowly?
- Emphasis should be on high quality materials

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Stakeholder Advisory Meeting #4 Summary

- Use at bollards/physical barriers for cars during the day will be key
- Suggest a 'tabletop' solution (without curbs) for pedestrian areas
- Pedestrians from Gould/Ryerson need the link made from Dundas
- Space needs animation/activation, access for business deliveries needs to be planned
- How do cyclists and pedestrians interact?
- Curbside access on both sides of the street based on business needs
- Toronto not ready for this cultural change? Phase in uses? Flex Street?
- Need is there based on current pedestrian volumes
- Prefer to see car free Gerrard to Dundas Sq versus car lanes
- Is a rolled curb and painted bike lane an acceptable configuration to ensure flexibility, night buses, and reduce conflicts between people walking and riding bikes?
- Excellent full pedestrianization is the only way to manage pedestrian volumes near Dundas Square and Dundas station
- What about solid waste? Toronto fire?

Nighttime

- Ideal with reliable bus access
- Need gates to ensure taxis/uber/etc. obey laws – seeing abuse on King St with signs
- Lighting + CPTED principles key at night
- Transit station – access to Dundas Station must be improved if greater pedestrian access will happen
- Transit station – access points within the right of way are urgently needed (because private landlords will provide poor/non-existent improvements)
- Bump-ins are great/needed
- Yes on buses in the nighttime
- Rolled curbs can also help clarify night bus route
- How to consider accessibility for cyclists with mobility impairments (many adults use adult tricycles due to improved stability?)
- Is clarifying the place for people riding bikes a better option for reducing conflict?
- Conflict between people driving cars and pedestrian/bikes is biggest safety concern
- Laybys important to ensure taxi/rideshare to not block buses
- Night bus service = good

Dundas Square to Queen Street

Daytime

- Streets are to move people, place making should focus on our squares and parks. E have seen no evidence or research that supports closing of streets. Wider sidewalks are one specific solution, but this does not mean street closure. The real operational and economic impact of this will be significant
- Prioritize planting trees where possible
- Ensure design materials prioritize accessibility (i.e. contrast, tactile pavers, etc.) to support safety
- Consider patio opportunities
- Very much support Alternative #4 in principle – flexible by day/night, seasons, days of week – future flexible, priorities pedestrians and public life. These designs align very well with the project objectives and goals

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Stakeholder Advisory Meeting #4 Summary

- This looks great
- Consider an additional pedestrian crossing of Yonge North of Gerrard
- Like bump-ins
- Operational challenges deliveries, traffic flow
- This is Toronto's largest "entertainment precinct" (i.e. Massey Hall, Mirvish, Wintergarden, Elgin 'Legacy Venues' uses for TIFF, Just for Laughs, music and performance)
- People coming to this precinct need to convene in space prior and after the shows
- Operational restrictions such as no through traffic, time of day access restrictions, transit only, lower speed limits, etc. all can work to accommodate cyclists' access – but does 2 lanes of traffic make a safer route compared to a car free Yonge? (Car free Gerrard to Dundas Sq makes more sense south of Dundas Sq would recommend these means to ensure slow vehicle traffic)
- Need lots of communication
- Clear signage for all modes of traffic
- Design elements need to support variation of movement
- Complicated variations need to be revealed in stages
- Clear enforcement by police for a long time until culture changes
- O'Keefe Lane needs north bound not south
- Concern that sidewalk/pedestrian clearway is not significantly wider than current design
- What does the circulation look like? Cannot bottleneck traffic at Shuter or further north
- Design details will be key

Nighttime

- No evidence or research that supports the need for any pedestrianization
- Why pedestrianize south of Dundas when sidewalks here are already wide?
- Access to 250 Yonge St is severely curtailed which will impact the attractiveness of this building to clients. This is a real economic risk to the neighbourhood
- By dead ending Yonge North bound at Shuter, forcing all traffic to turn on Shuter will have a catastrophic impact on access from the Yonge parkade
- There has been no research or evidence presented that supports this proposal, or any of the shortlisted proposals
- Must ensure proper lighting/safety features at nighttime
- All deliveries by motor need to be done after hours
- Good for late to home nights
- Keeps less fortunate from taking over late nights
- Turns from Yonge to Queen? Should be able to turn right or left
- Design of traffic speeds
- Maintaining night bus service appreciated
- Flexibility/buses

Alternative 1

Daytime

- Preferred option
- Sections of this plan can be altered at a later date
- Need incremental change to convince/evolve uptake and change

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Stakeholder Advisory Meeting #4 Summary

- This is best traffic consistency. Start with this. Add to this with some seasonal events and closings (weekends)
- College Street to Gerrard Street - Cafes and kiosks needed. A possibility only on this block. This block needs animation

Alternative 2

Nighttime

- Winter special events and summer to start with
- Intersection of Yonge + side streets are an important place-making + pedestrian connection issue

Alternative 3

Daytime

- College – direct with strong cycling connections and provide cycling connections on Yonge north to midtown and uptown
- Gerrard - Provide strong design cues for commuter cyclists: slow permitted cycling southbound or movement to Gerrard

yongeTOMorrow

**Municipal Class EA –
Yonge Street from Queen Street to College Street**

Stakeholder Advisory Group Meeting #5 Summary

Prepared by LURA Consulting for the City of Toronto
March 2020

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Overview

The City of Toronto hosted the fifth Stakeholder Advisory Group (SAG) meeting for the yongeTOmorrow: Municipal Class Assessment (EA) – Yonge Street from Queen Street to College Street on February 25, 2020 from 9:00 a.m. – 12:00 p.m. at Metro Central YMCA, located at 20 Grosvenor Street. The purpose of the SAG meeting was to:

- Report on study progress
- Present and solicit feedback to inform refinements to the emerging Preferred Alternative Design Concept
- Provide an update on upcoming public consultation activities
- Provide an opportunity for questions and feedback

There were 36 SAG member organizations and 2 Indigenous organizations invited to represent various sectors within the Study Area. A total of 31 participants, representing 27 SAG member organizations and 1 Indigenous organization, attended the SAG meeting. The stakeholders included, Business Improvement Areas, Resident Associations, research and advocacy groups, educational institutions, land owners and other stakeholders. A full list of SAG members and participants can be found in **Appendix A**.

This meeting feedback document is organized according to the SAG Meeting #5 Agenda. A detailed agenda can be found in **Appendix B**.

Meeting Presentation – Study Progress

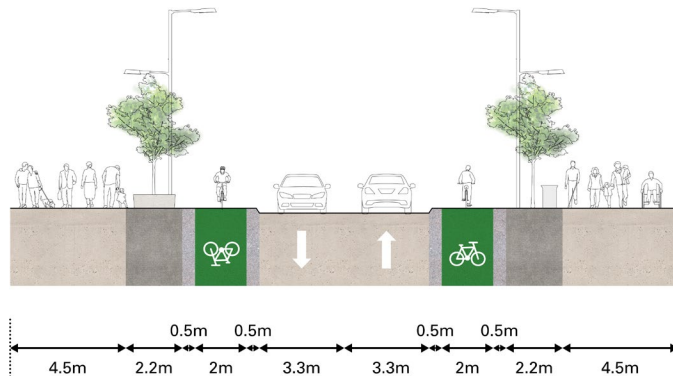
The SAG meeting began with a land acknowledgement provided by Donald Corbiere, Indigenous Affairs Office, City of Toronto. Liz McHardy, LURA Consulting, reviewed the agenda and purpose of the meeting before handing the floor to Johanna Kyte, City of Toronto and Peter Piet, Steer to provide the presentation. Johanna commenced the presentation with a project recap including the project timeline, project drivers and purpose and consultation completed to date. Peter then provided the process for finalizing and testing the preferred alternative solution before detailing the emerging Preferred Alternative Design Concept.

Information and worksheet packages were provided to participants with detailed visuals of the Preferred Alternative Design Concept.

A highlight of the emerging Preferred Alternative Design Concept are presented below. A detailed role plan can be found in **Appendix D**.

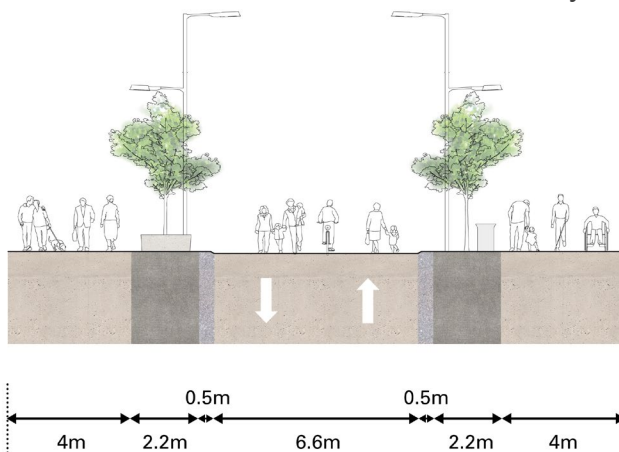
Emerging Preferred Alternative Design Concept

College Street to Gerrard Street: Two-Way Traffic Calmed with Cycling Facilities



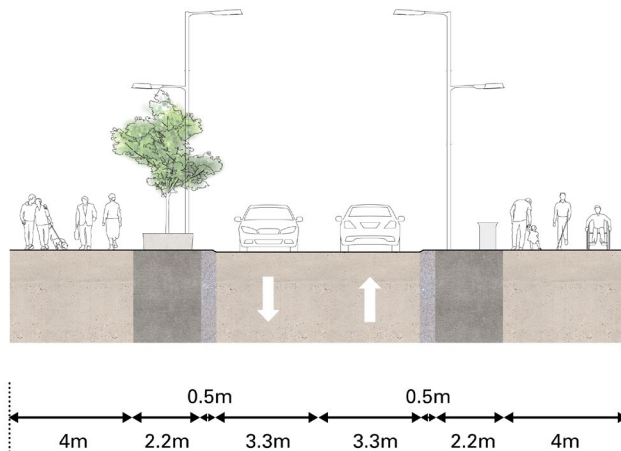
- Two driving lanes along entire length between Gerrard Street and College Street.
- Cycling facilities added to respond to public feedback, connect to existing cycling infrastructure, and provide opportunities for future northbound connections. Existing wide sidewalks further support the introduction of protected cycling facilities.
- The design accommodates a street furnishing and tree planting zone for an enhanced look and feel.
- Mid-block pedestrian crossings have been added to support pedestrian movement.
- Lay-bys for loading and pick-up and drop off have been placed at strategic locations to support local businesses.

Gerrard Street to Elm Street: Pedestrian Priority Zone



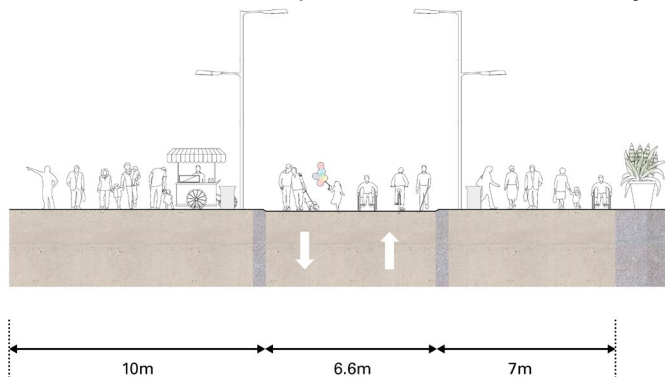
- Managed access southbound to Walton Street from Gerrard Street.
- Complete right-of-way access given to pedestrians to support high foot traffic in this area.
- Access permitted to cyclists with the expectation of reduced speeds.
- Increased sidewalk width with space allocated for furnishing and tree planting.

Elm Street to Edward Street: Local Vehicle Access



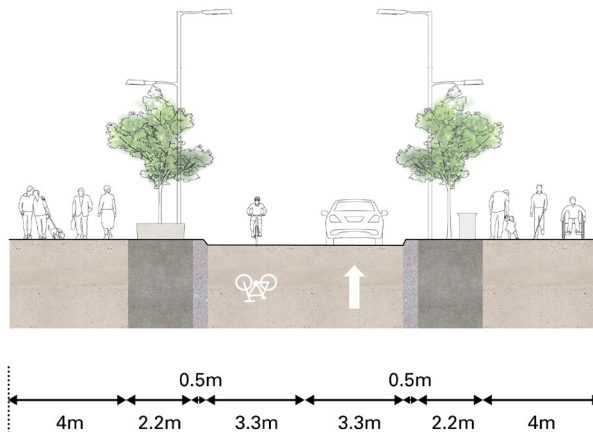
- Widened sidewalks to support pedestrian movement with additional space for furnishing and seating.
- Managed local access to via a two-way loop between Elm Street and Edward Street to support businesses with limited or no rear access.

Edward Street to Dundas Square: Pedestrian Priority Zone



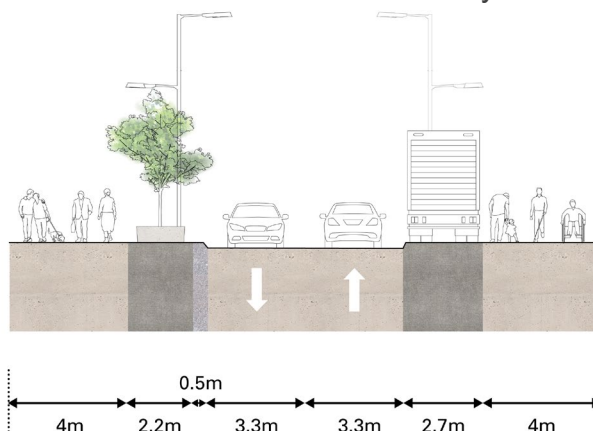
- Complete right-of-way access given to pedestrians to support high foot traffic in this area.
- Access permitted to cyclists with the expectation of reduced speeds.

Dundas Square to Shuter Street: One-Way Traffic Calmed



- Sidewalks widened to improve pedestrian movement with space added for street furniture and trees.
- Northbound traffic allowed to circulate north of Shuter Street, requiring an eastbound turn exiting Yonge Street at Dundas Square.
- Southbound lane is made available for cycling.

Shuter Street to Queen Street: Two-Way Traffic Calmed



- Sidewalks widened to improve pedestrian movement with space added for street furniture and trees.
- Two-way traffic permitted in both directions.
- Lay-by access allocated for ride-hailing and deliveries to support the theatres and local businesses without rear access in this area.

Following the presentation, participants were invited to ask questions of clarification.

Questions of Clarification

The following represents a summary of the questions of clarification that followed the presentation. The summary is not verbatim. Questions posed by participants are noted with a 'Q,' participant comments are marked with a 'C' and answers/responses provided by the project team are represented by an 'A'.

- Q.** How will mobility be addressed in terms of design for the visually impaired?
- A.** This level of detail could for example include tactile warnings between pedestrian clearways and the road or cycling facilities. Design features could also include height differentiations and contrasting pavements.
- Q.** Is there any consideration given to heated sidewalks? This would reduce salt use and be better for street trees and the environment.
- A.** At this time, no.
- C.** More thought is needed in the design of the Elm Street to Edward Street segment. Elm Street currently experiences a big bottle neck. Give consideration to ongoing construction from Edward Street to Gerrard Street as construction vehicles will need access to the area.
- Q.** Will there be cycling permitted southbound, south of Shuter Street?
- A.** Yes, however the southbound lane would be restricted to motor vehicle during the day.
- Q.** Are sharrows provided for cyclists?
- A.** No.

Summary of Feedback

Following the presentation and questions of clarification, participants were provided with worksheets with the emerging Preferred Alternative Design Concept to ask questions, provide individual comments on the benefits and challenges of the design concept, and discuss their feedback in small groups about the operations and functions of the street.

A second activity asked participants to discuss the look and feel of the street. Liz McHardy, LURA Consulting then facilitated a group discussion of participant questions, feedback and advice for the project team as they move forward with the project process. Feedback was provided during and after the SAG meeting in the form of verbal and written comments. In total, five post-meeting submissions were received. A transcript of written worksheet feedback can be found in **Appendix C**.

A summary of the feedback received from participants is organized by general feedback first and then by individual block segment.

Emerging Preferred Design Concept: Overall Feedback

- Overall, the emerging preferred design concept was received positively by participants. Many noted that they could see how the team had addressed feedback from both stakeholders and the public in the design.

- Participants expressed keen interest in learning more about the detailed design including considerations for accessibility, lengths and signing for loading zones and the rationale behind the placement of various street features (e.g., loading zones, patios, trees, etc.).
- More detail would help stakeholders understand the accessibility standards that will be incorporated into all sections of the street.

Design Concept: College Street to Gerrard Street (Two-Way Traffic Calmed with Cycling Facilities)

- The emerging design concept for this segment was well received by participants. Elements such as pedestrian clearway widths, laybys, and reduced vehicle lanes were all supported.
- The majority of participants were pleased to see the introduction of cycling lanes on this segment of Yonge Street with no outright objections noted. Some participants requested that evidence be provided to demonstrate the rationale and whether this decision indicates the City's desire to see cycling facilities extended north of College Street in the second phase of the study.
- Some participants wanted further detail on the placement and size of the loading zones.
- Clarity is needed regarding the signaling and safety features for the proposed mid-block crossing.

Design Concept: Gerrard Street to Walton Street (Managed Local Access)

- Some participants expressed interest in seeing two-way vehicle access between Walton Street and Gerrard Street to service future developments and the extension of Walton to Bay Street.

Design Concept: Walton Street to Elm Street (Pedestrian Priority Zone)

- Some participants questioned placement of pedestrian priority zone because it is disconnected from the other pedestrian priority zone to the south.
- Consideration is needed for how local access for residents and businesses will be met and where deliveries can occur.
- It was suggested that plans for animation should be addressed to ensure that the pedestrian priority zone remains vibrant.
- Participants requested more information about the interaction between cyclists and the partial gates. Signage will also be needed to encourage safe interactions between cyclists and pedestrians.

Design Concept: Elm Street to Edward Street (Local Vehicle Access)

- Participants provided the greatest amount of critical feedback for this section and what types of vehicles would be permitted to use the local access loop. There were also questions about the subsequent design reconfigurations that might be required,

Design Concept: Edward Street to Dundas Square (Pedestrian Priority Zone)

- Overall support was demonstrated for designating this section as a pedestrian priority zone.

- Participants were curious about measures to encourage safe interaction between cyclists and pedestrians.
- There was interest in learning more about access for delivery vehicles and emergency services.
- Participants encouraged the need for animation and programming in this section of the street to promote safety and foster vibrancy. The current conditions (e.g., perceived disorder) of Yonge Dundas Square were cited as something to avoid.

Design Concept: Dundas Square to Shuter Street (One-Way Northbound Vehicle Access)

- Several participants noted the consideration of ways to control traffic movement in this segment. The availability of the southbound lane may encourage vehicles to U-turn and travel southbound on the street.
- A few participants said that it would be ideal to have dedicated cycling facilities on this portion of the street.
- Participants noted that this area needs ample space for loading and passenger pick up and drop off to support the theatres and businesses without rear access.
- Comments were received about providing signage to ensure safety and smooth transitions between pedestrian zones and vehicle access zones.

Design Concept: Shuter Street to Queen Street (Two-Way Traffic Calmed)

- Participants were in favour of traffic calmed conditions on the street by reducing traffic to two lanes.
- Participants responded positively to the placement of loading zones, but had questions related to loading volumes and trailer movement through the area.
- Cycling facilities were encouraged by a few participants in this area.

Additional Input

- Comments related to safety included topics of adequate lighting, sightlines, and ongoing “social issues.”
- Divergence in comments related to trees. Some believe they should be located above ground in boxes, whereas others were insistent about below-ground planting. Overall trees were seen as positive elements related to shading, beautification and limiting wind tunnel effects.
- Clarification requests about emergency vehicle routes in all sections.
- Support for a phased implementation approach to allow for people to get used to changes. Comment about implementing pedestrian zones once development has settled down.
- Consider the design of streetcar loading zones to accommodate over-crowding and pedestrian flow obstructions at major intersections (e.g., College St., Dundas St., and Queen St.).
- Consider character zones around distinguishable sections of the street (e.g., College Park, Ryerson and Yonge Dundas Square).
- Provide clarity on how intersecting streets may be reconfigured to support changes to Yonge Street.

Next Steps

Liz McHardy, LURA Consulting and City staff reviewed the approach to the upcoming third round of public consultation, including online questionnaire and thanked SAG members for their participation. City staff confirmed that the worksheets will be shared after the meeting. The meeting was then adjourned.

Appendix A – List of Participants

The following is a list of organizations that are members of the SAG. Those organizations that participated at the February 25, 2020 meeting are signified in **bold text**.

Stakeholders

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

yongeTOmorrow:

Stakeholder Advisory Meeting #5 Summary

- Yonge Suites / Firkin on Yonge
- **Yonge-Dundas Square**

Toronto City Councillor/Representatives

- Lorraine Hewitt, Chief of Staff, Ward 13 Councillor Wong-Tam's Office

Project Team

- Johanna Kyte, City of Toronto, Project Manager, Major Projects
- Maogosha Pyjor, City of Toronto, Senior Coordinator, Public Consultation Unit
- Carol Tsang, City of Toronto, Coordinator Public Consultation Unit
- Peter Piet, Steer, Project Manager
- Andy Barker, Steer, Project Manager
- Angie Ning, Steer, Project Coordinator
- Jordan Talker, Steer, Project Coordinator
- Liz McHardy, LURA Consulting, Community Engagement Lead
- Ryan Adamson, LURA Consulting, Community Engagement Support
- Michelle Diplock, LURA Consulting, Community Engagement Support

Appendix B – SAG Meeting #5 Agenda

Meeting Purpose:

- Report on study progress
- Present and solicit feedback to inform refinements to the emerging Preferred Alternative Design Concept
- Provide update on upcoming public consultation activities
- Provide an opportunity for questions and feedback

9:00 am	Registration and Refreshments • Sign In
9:15 am	Land Acknowledgment, Opening Remarks and Introductions Johanna Kyte, City of Toronto, Transportation Services Councillor Kristyn Wong-Tam, Ward 13 • Welcome and Land Acknowledgement Liz McHardy, LURA Consulting • Health and safety, logistics and room orientation, round table introductions
9:25 am	Presentation – Study Progress Peter Piet, Steer Andy Barker, Steer Liz McHardy, LURA Consulting • Study timeline updates ‘Where We Are in the EA’ • What We Heard from Round 2 Consultation • Proposed Preferred Alternative Solution and emerging Preferred Alternative Design Concept
10:05	Questions of Clarification
10:20am	SAG Activities, Feedback and Advice Liz McHardy, LURA Consulting Activity #1 – Operations and Functionality (30 minutes) Activity #2 – Look and Feel (30 minutes) Group Discussion (30 minutes)
11:50 am	Next Steps • PIC #3 April 16th Drop-in Event 4 p.m. to 8 p.m. Metro Central YMCA – 20 Grosvenor Street, 2nd floor Auditorium • Next steps for the SAG
12:00 pm	Meeting Adjourns

Appendix C – Transcribed Worksheet Feedback

The following are the verbatim transcribed worksheet notes provided by participants during the meeting.

College Street to Gerrard Street – Two Way

- Very pleased to see the introduction of a cycle track, connecting the north end of the study area to the pedestrian priority area and Gerrard Street bike lanes. Increase streetcar loading area on southwest corner at College Street if possible. Extend the cycle tracks north of College Street as part of phase 2.
- Good; Transition of bike lanes going South; Lighting must be bright/full coverage of pedestrian area.
- This is a good accommodation of all modes/users of the street.
- Designed for what is there today: Car drop off and use needed; Maintenance? Depth of tree pits? Can we really get this deep! These trees should be elevated! Bike lanes? How did this get back on Yonge Street, does this assume bike lanes North of College/Carleton Streets and south of Queen Street.
- What is the depth of services in the area?
- Do we move any of the duct work on existing hydro? Do we re-use duct work for other purposes? i.e.: Fiber installation.
- Having a 90-degree curb/non-countable curb between cycling route and vehicular route is preferred. A mountable curb pedestrian route 8 cycling route may be appropriate. Suggest locating plantings curbside if possible, to ensure parking or stopping cannot occur in the cycling lane (could allow for Silva cells under cycling lane). Suggest delineation between cycling and pedestrian movement near ride hall area – e.g.: power stones, mountable curb at ride hall + 90-degree curb at ride hall. Cycle track is excellent, good consideration for cycle track position next to lay-bys. Concern that ride hailing or commercial activity will be done in bike lane at north or south ends since no lay-by's provided. Protected intersections at Gerrard Street or College Street?
- Separated bike lanes are much safer for cyclists.
- Plan for future constructions? Ride hail – how is space size determined? Seems small.
- Does this plan allow to accommodate any construction activity along Yonge Street? Special permits? Need to study impact on local businesses – how many people arrived to the area. Impact to traffic on Bay Street and Church Street need to be studied carefully – concerned about conjunction and impact to average neighbourhood's vitality. Concerns about pedestrians and delivery trucks sharing road, Maintaining sign visibility for local businesses with new trees and street functions.
- Many St. Lawrence Neighbourhood Association residents asked for more cycling areas – so I'm happy to see that in this intention. Consideration for ride hail zone.
- Mid-block crossing – signalized? Traffic signal or PXO? If signalized, should be automatic or smart wait. Prefer no signal button → at Eaton centre/roots entrance, often pedestrian waiting, but button not pressed. Pleased with 4m pedestrian clearway along whole route.
- There is already a problem on Granby Street and McGill Street with delivery trucks and garbage trucks. They park on the sidewalks, impeding pedestrian traffic. Consider access via Yonge Street or a delivery zone. The problem will get worse with more development. Keep needs of people with disabilities in this please.

- How was the length of ride hail chosen? Why not increase? How much ride hailing going on? (The most public transit accessible area in the city) Separating curbside – ride hail and loading – how does that work?
- Answer safe, continuous connections to cycling facilities on College Street/Gerrard Street. Mid-block crossing, is this signalized or a pedestrian crossover? If introducing needs to make this SAFE (support this placement have @ a high-volume and where people are already crossing without a safe crossing. Optimize planting wherever possible.
- Legend and plan and cross-section to identify southbound EMS route through to St. Michaels hospital (SMH).
- Traffic congestion onto Bay Street. Increased traffic congestion on to Bay Street. European cities are not always comparable to American cities to the city design and the mobility of European cities are not on a grid system and/or have different layouts and a greater use of public transport. It would be more beneficial to compare to Sydney that is also on a grid system, European cities also have a different climate.
- The benefits of dedicated cycling lanes are unclear. Have you considered instead providing ample cycle parking instead? These lanes really don't "go anywhere" ... They do connect to general, but how are they helpful north of College Street and Carleton Street.

Walton Street to Elm Street – Local Access

- Great to see Walton Street to Elm Street completely closed to traffic because it will allow people to walk in the middle of the street.
- It is a dead end at the moment and cannot move vehicles on or off Yonge Street. Northwest corner of Yonge street, Elm Street – major construction – 67 storey condo – 100 parking spaces using lifts that will take hours for all the cars to exit/enter daily. Northeast corner of Yonge Street and Gerrard Street – major 85 storey condo
- Pedestrian section seems unnecessary, will add to congestion on Elm Street. Plantings should be minimized to accommodate new model. Could widen sidewalks (4.5 meters) and two-way vehicular traffic (calmed) not be implemented?
- What actual benefit will pedestrianizing this section do?
- Elm Street redesign? Designed for what is there today! Do we need pedestrian zone here? It's very disconnected to the other areas. Surface treatment. Pedestrian zone.
- If a swing gate is used, consider the desire lines of cyclist to ensure the path does not bring them to gate.
- Trees are good for helping with wind tunnels. Permeable paving will help with flood mitigation.
- No access for delivery companies/car picking → curbside for uber eats/skip the dishes → Impact on our business. No access for goods/waste removal → only front access. Concerned about a curbside, impactful on the delivery process. Planted need large space broken up in between if delivery execution granted. Have not addressed where to address large scale trailer placement. How do large trailers navigate in pedestrian only route? → Liability. How to address, exit by goods/services from the space? → S2 trailers need to exit. Need to differentiate picking/loading zones from open gates for cyclists, etc.
- Pedestrian and cyclist priority zone welcomed! But where do cyclists go outside of zone – no cyclist lanes and this is needed for safety (going south)

- Redeveloped re-connectivity from Yonge Street to Bay Street. Access to Walton Street from Yonge Street is crucial for serving/loading/hotel operations/general movement. We appreciate allowance for Northbound movement on Yonge Street between Walton Street and Gerrard Street, but southbound movement should also be added. This is apparent in option “4B” – operations focused – this north south movement should also be provided in 4C – mixed in such a small section will deviate the mixed options goals.
- Ensure pedestrian/motorist conflicts → minimized at Elm Street/Yonge Street.
- Prefer specified cycle paths to protect pedestrians and people with disabilities.
- Scale? Yes, size of commercial loading, one way at top? At Walton Street?
- The continuity of the pedestrian priority zone is compromised by local access between Elm Street and Edward Street – inhibits the safety and experience of pedestrians to interrupt their lives from between Walton Street and Dundas Square. A VERY clear direction is needed for cyclists – option to more east/west at Gerrard Street should be emphasized when activity pedestrian zone – followed by door slow/dismount signage and design cues.
- Add southbound traffic between Gerrard Street and Walton Street to accommodate “around the block vehicle circulation” Modify legend, plan and cross-section to identify southbound EMS route to St. Michaels Hospital
- How will this be animated and executed to feel safe and welcoming? It cannot be repeat of Dundas Square.

Elm Street to Edward Street (South of Gould Street) – Local Access

- Concern that 2-way access in addition to planting zone, pedestrian space may be constrained in front of Ryerson, which is very crowded
- Needs to be redesigned to handle traffic. Redesign includes; parking, lights on bat street, position of loading zone low of pedestrians – cars will not be able to turn right on or off Elm Street in a timely fashion. Future developments of blocks from Gerrard Street to Edward Street. The subway entrance/exit to move students East side of street at Gould Street. Lighting must be bright and provide full coverage of pedestrian area.
- I foresee issues and problems being this section, sandwiched between pedestrian zones
- Redesign at Edward Street and Elm Street. Increased traffic – trucks will be on Elm Street and Edward Street will not work. Existing conditions
- How can we ensure the local access zone is reserved for deliveries? Can we? Want to ensure this area is not an hov driving lane? Concern for two-lane traffic, shared lanes with cycling (and scooters, skateboards, etc.) Nice loading on Elm Street, Edward Street, and Gould Street. More consideration for Elm Street/Edward Street to allow U-turns? Will there be large trucks reversing?
- Loading dock off Gould Street, receives 800+ deliveries monthly (300 + 48’ trailers. Can Elm Street and Edward Street accommodate this along their representative deliveries?
- Okay.
- Signalized crossing to remain at Gould Street? Want to ensure that conflicts at Edward Street, Elm Street are managed – reduce/eliminate blocked crosswalks.
- Prefer separated cycle path.
- Any timing restrictions? Vienna – LR impact on shopping street, Elm Street, Gould Street and Edward Street changes.
- This a VERY high pedestrian volume zone, with many students accessing Ryerson campus/SLC and North/South and East/West pedestrian traffic @Yonge Street and

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Stakeholder Advisory Meeting #5 Summary

Gould Street, Would prefer to see this area as pedestrian priority – with allowances for loadings and delivery areas ONLY as needed to preserve activity of pedestrian priority experience along Yonge Street.

- Legend and plan and cross-section to identity southbound EMS route through to St. Michaels hospital (SMH).
- North platform access.
- This section must have TTC/Subway access considered. Ryerson needs better TTC access and the area needs it too. Also – need to show Ryerson “Gould Street” will continue to be a pedestrian area.

Edward Street to Dundas Street – Pedestrian Priority

- Fully support complete pedestrianization. If possible, increase streetcar loading area on Northeast corner, and ease crowding in front of the subway entrance on Northwest corner.
- Section should familiarize how the street is used now. Focus on wider sidewalks, one-lane two-way traffic (formalize traffic patterns).
- Bus stops, how is this area managed/organized? Current street issues. Increase by-law enforcement.
- More greenery would be nice.
- Great, bold idea, will help tourism and the Toronto experience. No street furniture through, or trees, increases the sightlines for police and safety.
- Should we consider addressing this intersection of the rest of Victoria Street – Need to expand the reach.
- Okay.
- Need to ensure cyclists are slowed down aware that this is a mixed zone – 15km/h max.
- Prefer separated cycle path.
- Permitted deliveries?
- Pedestrian priority zone is absolutely appropriate here, given pedestrian volumes across Yonge Street/Dundas Street intersection and from subway entrances. Need to ensure appropriate crossing experience North/South across Dundas Street and Yonge Street to heighten pedestrian experience.
- Legend and plan and cross-section to identity southbound EMS route through to St. Michaels Hospital (SMH).
- This section must also have some reference made to the improvements to Dundas Station. It needs additional access. Also, reference to improved conditions in Dundas Square.

Dundas Street to Dundas Square – Pedestrian Priority

- Fully support.
- Similar comments to other pedestrian sections.
- Social issues, safety issues, and by-law changes to ensure no busking, etc. Love the streetlight, please no hot dog carts.
- More temporary greenery? Small benches and tables → NYC plazas.
- Great for festivals at Yonge-Dundas Square.
- Existing conditions have been noted as comfortable compared to other portions. Sidewalk seems excessive. Confusion of cyclist lanes into area with no defined path

(How do pedestrians avoid collisions with fast moving bikes) Has Dundas Square figured out how it's going to be widened from current conditions? How will tour buses/ride share be managed/stopping vs parking? Completely remaining Eaton Centre from North bound access. Large percentage of traffic to Eaton Centre comes from Northbound traffic.

- Always cars and trucks blocking this area is a nightmare.
- Welcome pedestrian and cyclist priority in this concentrated/high density area.
- Good.
- Ride hail vs curbside?
- Legend and plan and cross-section to identify southbound EMS route through to St. Michaels hospital (SMH).
- How will the animation of Dundas Square be enhanced? It is currently inadequate so expansion might lead to spreading issues over a greater area. This section of Yonge Street needs to be considered. The context of how Dundas Square will be "rehabilitated" and feel safe and welcoming. How about trees? How about regular programming and security?

Dundas Square to Shuter Street – One Way

- Concerned that through traffic in addition to bus loading and ride share will constrain space in this busy pedestrian area and discourage people from walking on the road.
- Vacant lane is an issue, should be two-way traffic.
- Two-way but only to parkade? If so, will this be signed visibly.
- Cab U-turns on Yonge Street and head south on Yonge Street – UBER. Conflicts with going down a one-way street. Increased enforcement is needed, idling of hop on/hop off "ouch". Social issues in this area. How do we close the street for events?
- What will be the resulting traffic volumes from Yonge Street traveling east on Dundas Square? Will Dundas Square be widened? Will traffic volume be impacted in O'Keefe Lane? Will this impact loading for tenants? Will Dundas Square become a vehicle pinch point? Will loading be controlled (daytime only) in consideration of residential tenants in area? Concerns with reducing pedestrian experience along Dundas Square.
- How will we ensure westbound vehicular traffic on Dundas Square does not continue south if this intended for cycling traffic? Some delineation on street to show southbound would help demonstrate people are permitted. Wheeled active transport not quite AAA, is good that bidirectional flow is allowed for AT. Northbound volumes and speed for cars? Can these be minimized?
- Bus loading zones seem to be small. Theatre needs for Yonge Street to have appropriate loading zones.
- Ride hail, how will this be enforced, are these curb-cut away? Ride hails should be on both portions of the street, what are these portions, planters? What about patio or other retail activation? Need skooch lanes and opportunity for vehicles to pass/overtake?
- Welcomes 'little Canada' in 2020, can school and tour buses utilize the hop-on and hop-off zone?
- We would like to see increase cyclist access on Shuter Street – What I know is not part of this review – but just pointing out that we expect to see increase cycling activity coming from Shuter Street → dedicated cycling areas available in this section?
- Prefer separated cycle paths.
- Vienna example again.

- Concerned about transitions between pedestrian priority and areas with vehicular access – needs to be gradual, safe, clear for all road users. Needs appropriate markings for cyclists – both within the one-way area but also to make clear the transitions between pedestrian priority and one-way sections. This cannot apply to all areas of the corridor.
- Is there room for tour buses – going to Mirvish Theatre or to Dundas Street (Little Canada) – we don't want them blocked in the north areas.

Shuter Street to Queen Street – Two Way

- Greater pedestrian space would be preferred but challenges of this section make the proposed design acceptable. If possible, increase streetcar loading after on Northeast corner.
- This is how the street should look along Yonge Street.
- How do we close for events? Such as TIFF, theatre launches, no bike lanes on Shuter Street to Victoria Street “Massey hall”. Why bike infrastructure further north without any connections.
- What is the impact of traffic from Yonge Street on to Shuter Street? Will traffic volume be impacted in St. Enochs Square? Will study consider by stakeholders fronting St. Enochs Square? How is this plan coordinated with the City's wayfinding strategy? Are there measures being considered to simply streetscape?
- More detail about car volume and speed on all 3 segments → need minimize. For active transit not very AAA to share lanes. Good to have lay-bys. Can through movement at Yonge Street and Shuter Street be eliminated. Separate phases for cars and Pedestrians.
- Bump-ins for deliveries is good. Trees would (of course) be better in-ground.
- Commercial loading not sufficient for theatre bus and film festival volumes. Usually high number of elderly patrons, with high levels of mobility issues. Snow removal/snowbanks from sidewalk cleaning. Different pace of cyclist flow.
- Commercial loading times, cars back up on Shuter Street/Yonge Street trying to enter parkade. More ride hail. Why do the bike lanes disappear on this streetscape?
- These two areas are also very problematic.
- Please ensure appropriate traffic calming here to help slow traffic as much as possible given that cyclists will be sharing road with vehicles without dedicated cycling lanes
- Ensure good sightlines coming out of Eaton Centre if turns allowed out of garage. Want details on changes at Queen Street/Yonge Street. Right turns on red.
- Six ride hails and five commercial loading.
- How does a tractor trailer make a turn eastbound on to Shuter Street? 3000 people per night come to Massey hall, these is no consideration for ride hailing's, Wheel-trans. If Uber stops in front of Massey Hall, it will block Shuter Street entirely. What will the traffic impact be on Victoria Street? There are three theatres in two blocks that see a large amount of tractor trailer and bus activity does Jarvis Street become the only way to get there? Will Yonge Street be closed for traffic? It is one of the only ways off the Gardiner and GPS will direct them this way.
- Legend and plan and cross-section to identify southbound EMS route through to St. Michaels hospital (SMH).
- This looks sweet. Enhanced attention to tree – survival will be important.



Appendix D – Roll Plans

Please refer to the Appendix D attachment

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**Municipal Class EA –
Yonge Street from Queen Street to College Street**

Stakeholder Advisory Group Meeting #6 Summary

Prepared by LURA Consulting for the City of Toronto
July 2020

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Overview

The City of Toronto hosted the sixth Stakeholder Advisory Group (SAG) meeting for the yongeTOmorrow: Municipal Class Assessment (EA) – Yonge Street from Queen Street to College Street on July 9, 2020 from 9 a.m. – 11 a.m. virtually using WebEx. The purpose of the SAG meeting was to:

- provide a project update in light of recent events
- hear from participants about the effects of COVID-19 pandemic (i.e. physical distancing requirements, economic support & recovery) and other ongoing events and conversations (i.e. race & equity, crime prevention & policing, mental & physical health needs)
- provide an update on upcoming public consultation activities
- receive questions and facilitate discussion

There were 41 SAG member organizations and two Indigenous organizations invited to represent various sectors within the Study Area. A total of 31 participants, representing 23 SAG member organizations and the Indigenous Affairs Office, attended the SAG meeting. The stakeholders included, Business Improvement Areas, Resident Associations, research and advocacy groups, educational institutions, landowners and other stakeholders. A full list of SAG members and participants can be found in **Appendix A**.

This meeting feedback document is organized according to the SAG Meeting #6 Agenda. A detailed agenda can be found in **Appendix B**.

Meeting Presentation – Study Progress

The SAG meeting began with a land acknowledgement provided by Donald Corbiere, Indigenous Affairs Office, City of Toronto. The Land Acknowledgement was followed by opening remarks provided by Councillor Wong-Tam, Ward 13. Liz McHardy, LURA Consulting, then reviewed the agenda and meeting purpose. Johanna Kyte, City of Toronto, followed with a presentation providing an update, project timelines and an overview of the COVID relief initiatives implemented by the City of Toronto (i.e. ActiveTO, CafeTO and CurbTO).

Questions of Clarification

The following represents a summary of the questions of clarification that followed the presentation. The summary is not verbatim. Questions posed by participants are noted with a 'Q,' participant comments are marked with a 'C' and answers/responses provided by the project team are represented by an 'A'.

- Q.** The Mayor has said we need a “safety valve” along subway routes. Could consideration be given to a protected Yonge Street bike lane the full length of the study area?
- A.** Yes, consideration could be given to a bike lane the full length of the study area. It was previously considered by staff, but there are challenges that exist such as the prioritization of limited space given the maintenance of TTC night/shuttle bus operations on Yonge Street is required. For this meeting, we want to first check-in on how priorities may have changed due to COVID-19 and ongoing conversations. If they have changed, staff may need to reassess.
- Q.** The presentation references technical coordination efforts to come. How will roles and responsibilities for detailed design be coordinated? I am asking about things such as right-of-way management, parking, TTC access, etc.
- A.** Currently we are working towards a recommended Design Concept that will be presented to the Infrastructure and Environment Committee for consideration. After City Council has endorsed a Design Concept a 30% design will be finalised. Following Council and issuing a Notice of Completion, the design team will reach out to municipal divisions and agencies as part of the detailed design phase (30%-100%).
- Q.** There has been a lot of positive momentum related to COVID-19 relief programs such as ActiveTO (e.g., road closures and quiet streets). Will there be an evaluation of these short term projects to determine if they should be made permanent?
- A.** Programs will be monitored for challenges and opportunities in the short and long term. Council will ultimately provide direction on whether these programs will be temporary or long-term.
- Q.** How have comments, concerns and issues raised at the last Stakeholder Advisory Group Meeting been addressed and what modifications were made?
- A.** All comments are considered in tandem with policy and technical evaluation in order to put forward a feasible recommendation. Since we last met, there have been no updates to the design as our public consultation process was suspended due to COVID-19. The purpose of today's meeting is to check-in to see if your priorities have changed given the pandemic. We will advise the group about any changes to the design after the next and final round of public consultation in September.

Summary of Feedback

A series of questions were posed to participants during the meeting and in an online questionnaire. The questions were intended to help the Project Team understand how stakeholders have been impacted by the Covid-19 pandemic and ongoing conversations and events.

Meeting questions included:

1. Has the way that you **travel** to/from Yonge Street changed?
2. Has the way you **experience** or view Yonge Street changed?
3. Have your **priorities** for yongeTOmorrow changed?
4. Have your **opinions** on the yongeTOmorrow design concepts changed?
5. Do you have any additional feedback?

The following section provides a thematic analysis of participant feedback received both at the meeting and submitted questionnaires. A non-verbatim transcript of the discussion can be found in **Appendix C**. The full results of the questionnaire can be found in **Appendix D**.

1. Travel

- Participant methods of traveling to and from Yonge Street have changed since COVID-19. The change represents an overall decline in stakeholder visits to Yonge Street
- The biggest changes are a significant decline in the use of public transit (e.g., the TTC) and ride hailing or taxi services to get to Yonge Street
- A few participants have stopped going to Yonge Street all together

2. Experience

- The majority of stakeholders indicated that their experience of Yonge Street has changed since the start of the pandemic and in light of ongoing conversations (e.g., race and equity)
- The pandemic has created a foreboding environment on the street, especially with the presence of boarded-up storefronts. The emptiness of the street has also highlighted the lack of greenery and beautification
- The pandemic has highlighted the lack of space for pedestrian movement as well as a lack of amenities (e.g., bathrooms) to enhance the pedestrian experience
- The experience of traveling to Yonge Street has changed. People may be nervous to take transit and may drive instead. Measures are needed to ensure people have ways to access Yonge Street comfortably during these unprecedented times (e.g., wide sidewalks, cycling infrastructure, etc.)

3. Priorities

The clear majority of participants noted that their priorities for yongeTOmorrow have not changed given COVID-19 and ongoing conversations. The following provides a thematic summary of feedback regarding each of the project priorities:

- **Pedestrian Experience**
 - COVID-19 has further cemented the need for wider sidewalks and greater spatial allocations for pedestrians. Physical distancing measures have highlighted that many of the sidewalks in the study area are too narrow as it is difficult for pedestrians to pass each other safely.

- Improving the pedestrian experience will help stimulate the local economy in the recovery from the pandemic. Improving the walking experience and allowing for patios and places to stop will attract desirable retailers.
- This project presents the opportunity to create a “15-minute neighbourhood” for Yonge Street. A 15-minute neighbourhood is a residential hub where daily destinations (e.g., schools, grocery stores, transit, parks, etc.) are available within a 15-minute walk from home.
- Public washrooms are needed on the street to enhance the pedestrian experience
- Yonge Street is currently unwelcoming from a streetscape perspective. The boarded windows and hoarding presented during the early months of the pandemic emphasized the lack of greenery, natural elements and beautification of the street.
- Streetscape can be greatly improved with trees, natural elements, other beautification efforts and gathering points.
- Pandemic has heightened the need for outdoor public spaces such as parks and public squares.
- Seasonality needs to be considered in the design especially during the winter months. The street needs to sustain vibrancy year-round and act as an alternative to The Path.
- Yonge Street is a destination and needs to visually look like one with intentional public realm improvements emphasizing its beauty and significance to Toronto. It needs to be beautiful for everyone.
- The pedestrian and cycling experience should be prioritized over the car in the recovery from the pandemic. People may be hesitant to return to public transit in the months following the pandemic, which means ample space will be needed to support pedestrian movement and safe cycling. The return of pedestrians and cyclists will bring life back to Yonge Street.
- **Cycling Experience**
 - Cycle tracks should be considered for the full length of the Focus Area.
- **Vehicle Access (Deliveries and Loading)**
 - Importance of business operations has become more apparent during the pandemic. Space for deliveries and loading is critical given that curbside pick-up activities have increased significantly. Protected space is needed for businesses that do not have rear access or loading docks.
 - Design of side streets such as Elm Street and Edward Street need to be carefully considered to support efficient operations.
 - Delivery conditions for some organizations have improved during the pandemic due decreased volumes of traffic on Yonge Street. However, the design, with proposed lane reductions and pedestrian priority zones needs to allow for businesses and organizations to maintain their current operational standards once traffic volumes normalize.
 - Vehicle access must be maintained given that residents may think twice about being on public transportation for some time. Residents need the option to drive to Yonge Street.

- **Patios and On Street Retail**
 - Investments in the public realm can support neighbourhood and main street recovery while reinforcing the future prosperity, livability and sustainability of the Downtown Yonge neighbourhood as a whole.
- **Festivals and Events**
 - [No feedback received regarding this priority]

4. Design Concepts

- **Crime Prevention and Policing**
 - Need equitable design response that reduces police presence on Yonge (and street design measures that do not rely upon police enforcement to be effective).
 - Crime prevention and policing is more important.
- **Economic Support and Recovery**
 - Main streets have been hit hard by the pandemic – Yonge faced economic challenges before that are amplified.
 - We need to make this a street where people want to go to spend, not just pass through on their way to another destination to support recovery.
- **Mental and Physical Health Needs and Resources**
 - The design must account for the needs of all road users – including those accessing necessary health, social and housing services in the neighbourhood.
- **Physical Distancing Requirements**
 - The inadequacy of Yonge Street's sidewalk widths has been exposed and exacerbated by the pandemic.
- **Race and Equity**
 - Equity must be confirmed as a core principle of yongeTOmorrow. The design should actively provide benefits to all those who live in, work in, and visit the neighbourhood.
 - Recent demonstrations against anti-black racism and police brutality have emphasized the critical importance of equity as built into streets and public spaces.
- **Other**
 - Green space and beauty need to be considered.
 - Public washrooms are needed that are accessible for residents, tourists and people who are street involved.

5. Additional

- Crowding and capacity concerns at Dundas Station has become more of a concern with the pandemic. The station needs to support greater capacity and additional exits are needed.
- The design concept should not change radically due to the pandemic. The concept should anticipate a return to normal and long-term planning.
- Temporary interventions such as CurbTO, CafeTO and ActiveTO should be closely monitored to assess impacts on accessibility, movement and congestion as they could offer valuable lessons to inform and refine the yongeTOmorrow design concepts.

Next Steps

Liz McHardy, LURA Consulting and City staff reviewed the approach to the upcoming virtual public event, including the online questionnaire and thanked members for their participation. Participants were also reminded to complete the stakeholder survey by July 23, 2020. The meeting was then adjourned.

Appendix A – List of Participants

The following is a list of organizations that are members of the SAG. Those organizations that participated at the July 9, 2020 meeting are signified in **bold text**.

Stakeholders

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

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- YMCA
- **Yonge Suites / Firkin on Yonge**
- **Yonge-Dundas Square**

Toronto City Councillor/Representatives

- Lorraine Hewitt, Chief of Staff, Ward 13 Councillor Wong-Tam's Office
- Emily Wong, Advisor, Constituency and Planning, Ward 11 Councillor Layton's Office

Project Team

- Johanna Kyte, City of Toronto, Project Manager, Major Projects
- Maogosha Pyjor, City of Toronto, Senior Coordinator, Public Consultation Unit
- Carol Tsang, City of Toronto, Coordinator Public Consultation Unit
- David Sutanto, Steer, Transportation Lead
- Angie Ning, Steer, Project Coordinator
- Jordan Talker, Steer, Project Coordinator
- Liz McHardy, LURA Consulting, Community Engagement Lead
- Ryan Adamson, LURA Consulting, Community Engagement Support
- Michelle Diplock, LURA Consulting, Community Engagement Support

Appendix B – SAG Meeting #6 Agenda

Agenda

Meeting Purpose:

- Provide a project update in light of recent events
- Hear from participants about the effects of COVID-19 and other ongoing conversations
- Provide an update on upcoming public consultation activities
- Provide an opportunity for questions and discussion

9:00 am	Settling In Liz McHardy, Independent Facilitator, LURA Consulting • Technological housekeeping, tips and tricks for WebEx
9:10 am	Land Acknowledgement Donald Corbiere, Indigenous Affairs Office
9:20 am	Welcome and Agenda Review Councillor Kristyn Wong-Tam, Ward 13 Liz McHardy, LURA Consulting Introductions
9:35 am	Presentation – Project Update Johanna Kyte, City of Toronto, Transportation Services • Project refresher • City of Toronto initiatives (ActiveTO, CurbTO, CafeTO)
9:55 am	Questions of Clarification
10:05 am	Facilitated Discussion Liz McHardy, Independent Facilitator, LURA Consulting
10:50 am	Next Steps • Virtual PIC #3 (Online Event) September 16th
11:00 am	Meeting Adjourns

Appendix C – Discussion Feedback

The following is a non-verbatim transcription of the participant discussion session. Feedback has been edited for clarity. Participant questions are marked with a 'Q,' comments are marked with a 'C,' and staff answers and responses are marked with an 'A.'

Has the way you experience of view Yonge Street Changed?

- C. We need to look at the use of the car given that people may be more hesitant to use public transit during and in the aftermath of the pandemic. We need to look at facilitating non-car movement and this urgency is heightened by the pandemic. We need City policy to help get people out of the car.
- C. I live in the area and am doing what I can to support local business on Yonge Street. For a while, many businesses were boarded up and some still are. It creates a very uncomfortable foreboding environment. What has become clear is the need for space for pedestrians.
- C. Business owners need to have maintained access for servicing operations even as the response to the pandemic evolves. The closure of streets can affect access for businesses that do not have loading docks.
- C. The pandemic has highlighted the lack of space for pedestrians on Yonge Street. It's been crowded for so long that it became accepted almost as the status quo. People want to be able to use more space for walking and cycling.
- C. The area began to look quite gruesome with all the hoarding. But top of mind for me was that there was not enough room on the sidewalks, no greenery, nothing natural, and nothing to beautify the street. The street is not currently attractive for congregation and enjoyment. The design needs to prioritize mental health with greenery and streetscape improvements.
- Q. Have public washrooms been planned or considered as part of this project? The need for washrooms has become more apparent with businesses closed and social distancing measures in place.
- A. They have not been considered yet. The City did have a pilot project at one point with Astral Media, but it was not successful. We will add public washrooms as something to look into further.
- C. The importance of the proposed changes to Yonge Street have been further cemented. Additionally, what will be done to address the challenges facing public transportation at this time. For example, Dundas Station is in need of an upgrade. It can't be an afterthought as the station is badly underserved in terms of accommodating the volumes of riders it typically handles.

Have your priorities for yongeTOmorrow changed?

- C. The COVID-19 pandemic exposed how cold and unwelcoming the street currently is. The process should introduce green space and should continue to prioritize the pedestrian experience.
- C. Prior to the pandemic it was hard to imagine Yonge Street without cars. However, the streets have been virtually empty for some time. There is a big opportunity here to make this a neighbourhood where everything is in reach within a fifteen minute walking distance.
- C. We need to rethink our priorities given that the recovery from the pandemic will take some time. Commuter traffic is a significant component of travel in this neighbourhood, but we are not expecting to see the employment cluster here bounce back for as long as twenty-four months. The design of Elm Street and Edward Street need to be carefully considered as they are important access points for deliveries.
- C. Vehicle access is a priority that has not changed especially given that people may be hesitant to return to public transit for some time. There is also an increase in curbside activity and loading continues to be a priority. One thing that is helpful in the design is block access for circulation to make loading work efficiently and avoiding truck turnarounds.
- C. We need to be focused on creating community. We can't move forward without a commitment to permanent bike lanes on neighbouring streets.

Have your opinions on the yongeTOmorrow design concepts changed?

- C. The lack of public amenities has become apparent in trying to reopen Yonge Dundas Square. It was not designed to operate under these conditions. There are not enough public or private amenities to support the amount of people that use the street. Public washrooms should be considered.
- C. The need to close portions of Yonge Street is still not apparent and doesn't seem to accommodate feedback provided by businesses.
- C. Refinements are needed to the plan to accommodate vehicles.
- C. The way to make Yonge Street lively is to emphasize transit and the public realm. We will not liven the street by bringing back the car.
- C. There needs to be proof of the design concept for the winter months such as activations that are winter-specific that can act as an alternative to The Path.
- Q. The comments about capacity issues at Dundas Station resonate. What ability does this project have to influence the TTC's planning?

- A. While the TTC is a City agency, it operates separately from Transportation Services with a separate capital plan. For this project, TTC is a member of the Technical Advisory Committee to ensure coordination between yongeTOmorrow and Station renovations. The TTC is assessing the issue, but it is an expensive and complicated fix. This project cannot propose changes to infrastructure not owned or operated by Transportation Services, such as new subway access points or subway station renovations.
- C. Yonge Street is resilient. We need to make it easier for consumers and pedestrians to engage with retailers and restaurants – to buy things and use patios. We need to facilitate that, which will facilitate stronger and better retailers.
- Q. We need open spaces and greenery in the area more than ever. What are the updated plans for this and social distancing?
- A. The study continues to evaluate concepts on a 50-year horizon beyond the short-term consideration of the pandemic. However, the evaluation criteria for the project have always assessed the ability of each concept to support additional space for: walking, patios and street retail, tree planting and greening and seating. All of the concepts help support increased social distancing and greening in the short-term. The pedestrian focused concept (4A) scores highest in these categories as it has the greatest number of pedestrian priority zones and fewer curbside activity areas.

Do you have any additional feedback?

- C. We need to make the area attractive to draw people back to Yonge Street such as programs that are either short term or long term. Do not focus on cars, but instead on how to draw people to participate in things and socialize.
- C. Yonge needs to be a destination after the pandemic. Things need to change significantly to have a pedestrian focus. I know there are some issues with tree planting due to buried utilities, but I look forward to hearing what tree planting might be possible. I also agree with the feedback regarding crowding relief at Dundas Station.
- Q. How does this strategy balance the needs of local businesses which have deliveries at all hours of the day and customers that rely on private transportation?
- A. During consultation there has been strong support for pedestrian priority zones throughout the length of the focus area. The project team recognizes the importance of all day vehicular access to some stakeholders. As a result, pedestrian priority zones have been reduced from those proposed in Alternative 4 to allow local access loops with no restrictions. This means vehicular access is less than 50m away from all front doors on Yonge Street. The majority of properties also have access via rear lanes and loading docks.

Appendix D – Stakeholder Questionnaire Results

Appendix D provides the results of the stakeholder questionnaire issued to participants prior to the sixth SAG meeting. Participants were given approximately two weeks to complete it. The results of the questionnaire will help the Project Team understand how stakeholders have been impacted by the pandemic and ongoing conversations. It will also provide insight as to whether priorities for yongeTOmorrow have changed. The results of the questionnaire will be reviewed in conjunction with the feedback received during the meeting's discussion period and with any additional feedback emailed to the project team by July 23rd, 2020.

1. What best describes your relationship to yongeTOmorrow?

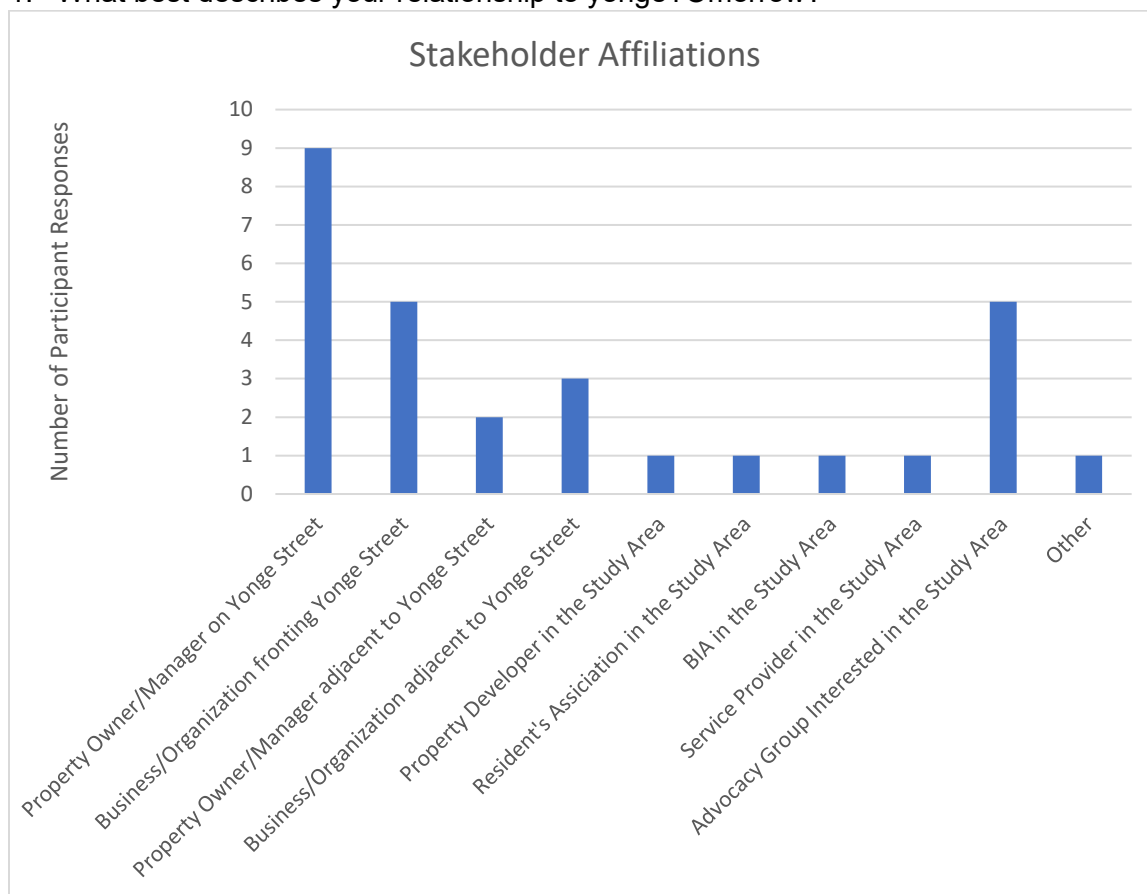


Figure 1: 22 Total Responses

2. What is the nature of your business/organization?



Figure 2: 12 Total Responses

3. Before COVID-19, how were you accessing Yonge Street? (Select All That Apply)

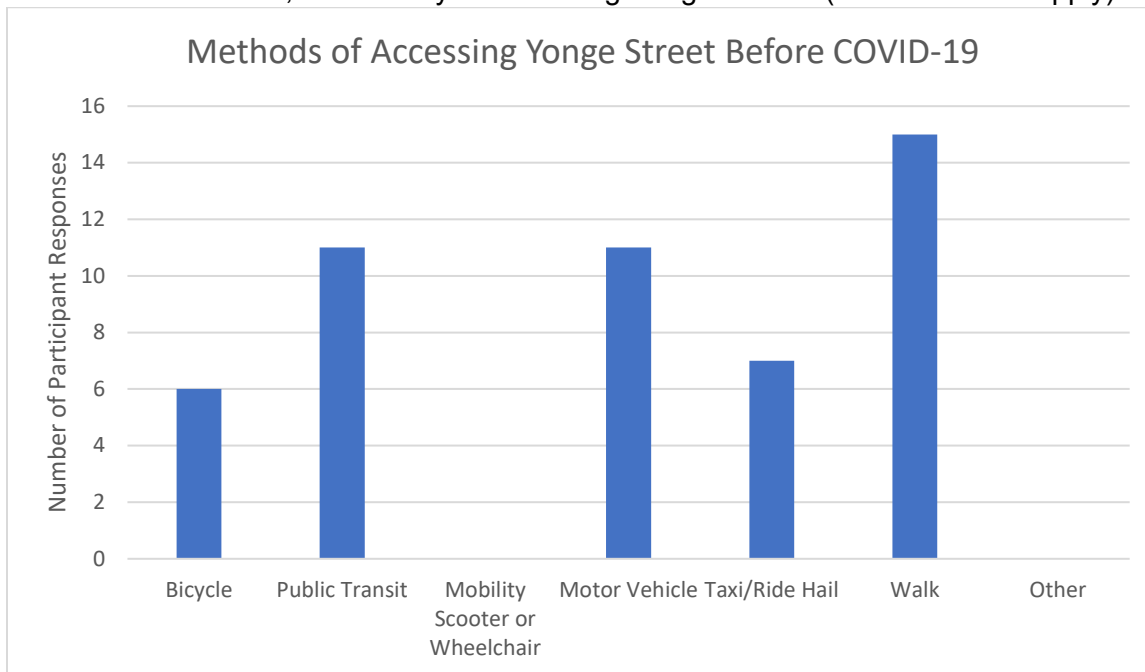


Figure 3: 21 Total Responses

4. Since COVID-19, how have you been accessing Yonge Street? (Select all that apply)

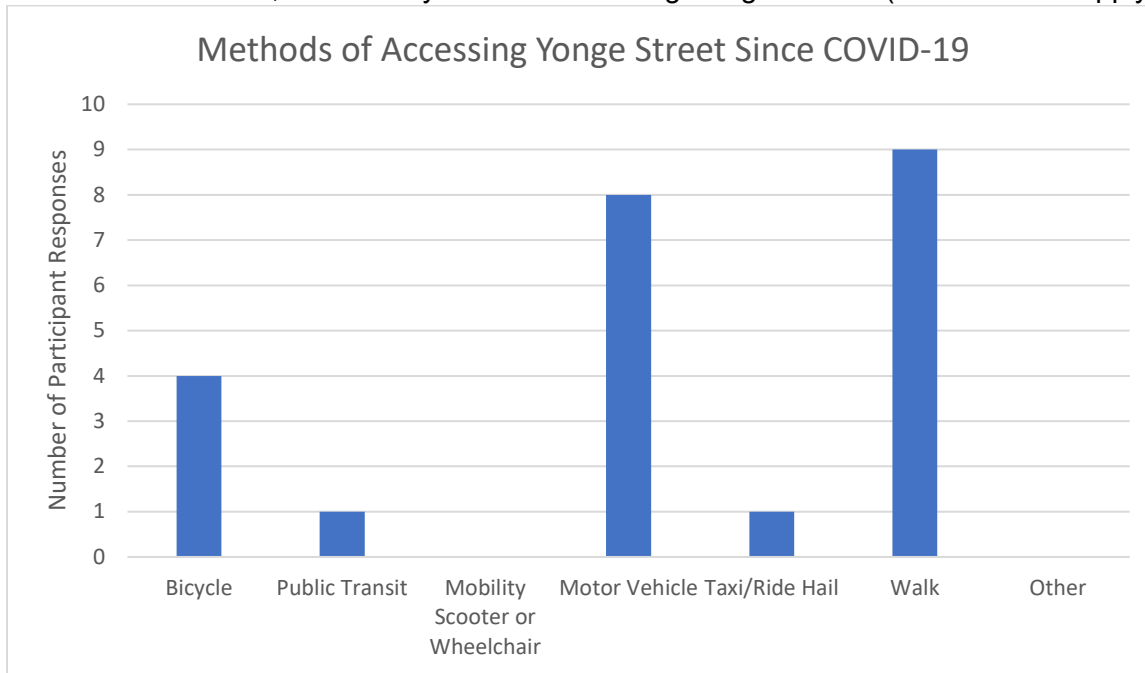


Figure 4: 21 Total Responses

5. Reflecting on some recent events and conversations: has the way you experience Yonge Street changed?

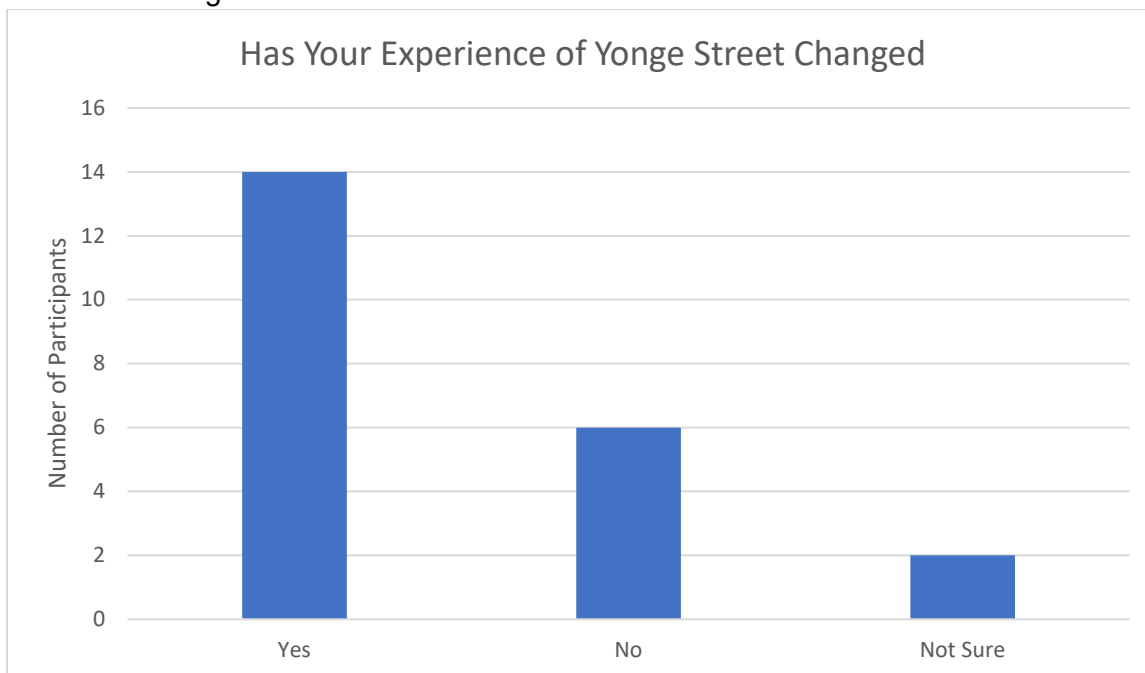


Figure 5: 22 Total Responses

6. Have recent events and conversations changed your priorities for yongeTOmorrow?

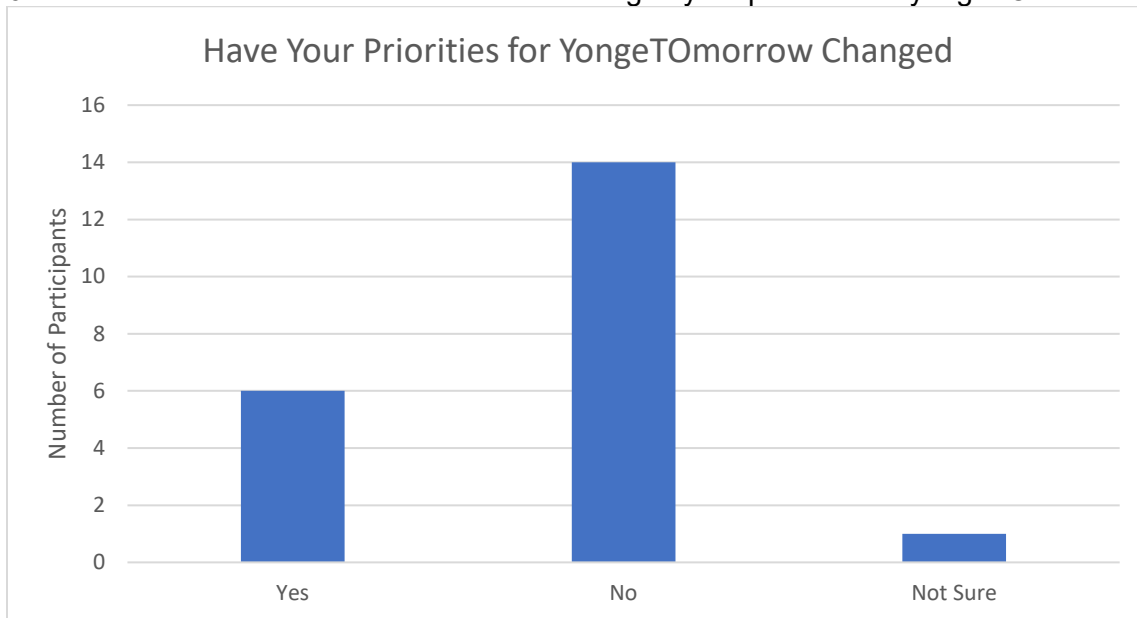


Figure 6: 21 Total Responses

7. To what extent have recent events and conversations changed your opinions on the yongeTOmorrow design concept?

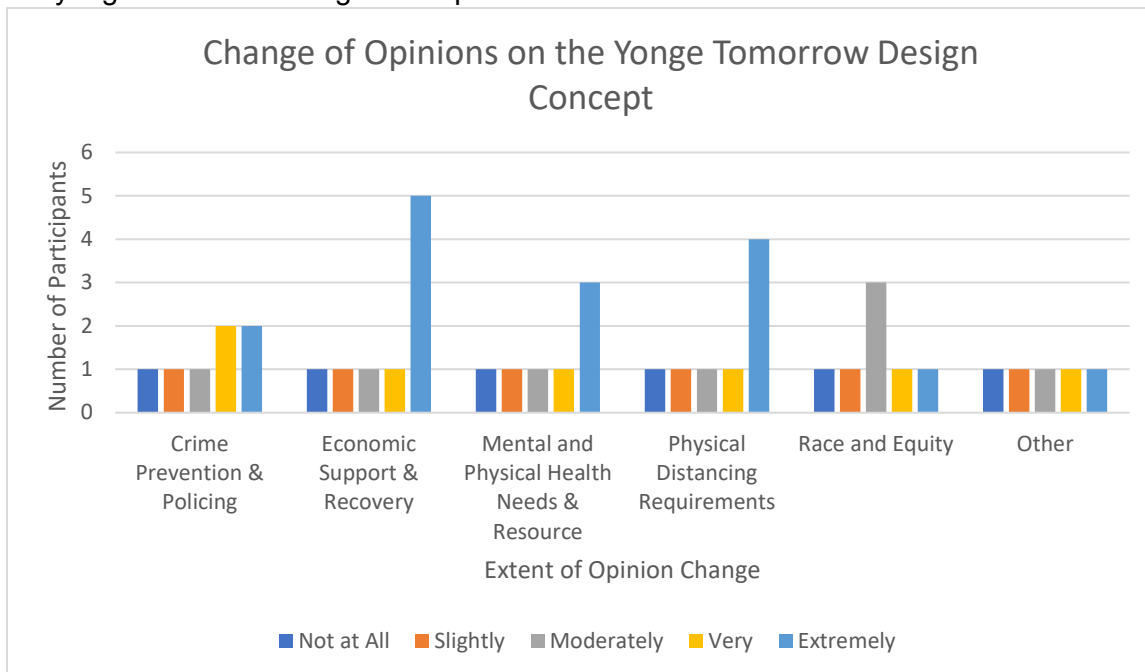


Figure 7: 5 Total Responses

Open ended Responses:

Crime Prevention & Policing

- Need equitable design response that reduces police presence on Yonge (and street design measures that do not rely upon police enforcement to be effective)
- More important

Economic Support & Recovery

- Main streets have been hit hard by the pandemic – Yonge faced challenges before that are now only more amplified
- More important
- We need to make this a street where people want to go to spend, not just pass through on their way to another destination

Mental and Physical Health Needs & Resources

- The design must account for the needs of ALL road users – including those accessing necessary health, social and housing services in the neighbourhood

Physical Distancing Requirements

- The inadequacy of Yonge Street's sidewalk widths has been exposed and exacerbated by the pandemic

Race & Equity

- Recent demonstrations against anti-black racism and police brutality have emphasized the critical importance of equity, as built into streets/public space

Other

- Green space and beauty need to be considered
- Washrooms
- We need public washrooms that are both accessible for tourists but also for those who are less fortunate

yonge**T**omorrow

**Municipal Class EA –
Yonge Street from Queen Street to College Street**

Stakeholder Advisory Group Meeting #7 Summary

Prepared by LURA Consulting for the City of Toronto
December 2020

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Overview

The City of Toronto hosted a seventh Stakeholder Advisory Group (SAG) meeting for the yongeTOmorrow: Municipal Class Assessment (EA) – Yonge Street from Queen Street to College Street on December 9, 2020, from 9:30 a.m. – 11 a.m. The meeting was hosted virtually using Webex. The purpose of the SAG meeting was to:

- provide a summary of Round Three of Consultation feedback
- share updates on the Recommended Design Concept and Updated Modelling Results
- provide an opportunity for questions and answers

There were 41 SAG member organizations and two Indigenous organizations invited to represent various sectors within the Study Area. A total of 26 participants, representing 22 SAG member organizations attended the SAG meeting. The stakeholders included Business Improvement Areas, Resident Associations, research and advocacy groups, educational institutions, landowners and other stakeholders. A full list of SAG members and participants can be found in **Appendix A**.

This meeting feedback document is organized according to the SAG Meeting #7 Agenda. A detailed agenda can be found in **Appendix B**.

Meeting Presentation – Study Progress

The SAG meeting began with a Land Acknowledgement and opening remarks provided by Councillor Wong-Tam, Toronto Centre. Liz McHardy, LURA Consulting, then reviewed the agenda and meeting purpose and facilitated around of introductions. Johanna Kyte, City of Toronto, followed with a presentation providing an overview of Round Three of Consultation and an update on the Recommended Design Concept. Andy Barker, Steer Group, then provided an overview of the updated modelling results for the project. Following the presentations, Liz McHardy facilitated a questions of clarification discussion with SAG members.

Summary of Feedback

Participants had questions about the updated traffic modelling results as well as the changes in operation of the street in the Recommended Design Concept. Organizational representatives shared comments about how interactions with Yonge Street have changed based on COVID-19 (i.e., increase in delivery services). Organizations continued to express both support and concern about the Recommended Design Concept. Key topics that were raised include accessibility and barrier free design elements, loading and drop-off considerations, street vitality and the future of SAG involvement as the project moves into the next phase of Detailed Design.

Questions of Clarification

The following represents a summary of the questions of clarification that followed the presentation. Questions posed by participants are noted with a ‘Q,’ participant comments are marked with a ‘C’ and answers/responses provided by the Project Team are represented by an ‘A’.

- C. With respect to future developments, it is important to be transparent about the number of parking spaces that have been allocated for future residential developments, as those

cars are not there today. The Downtown Yonge BIA (DYBIA) is doing some additional studies in regard to our existing parking lot usage and neighbourhood capacity.

- A.** Of the proposed developments in the pipeline, there are only a few that are approved at this point in time. The future traffic models are based on projections of growth for the neighbourhood and future development targets. There is accommodation in the traffic modelling for 2031 based on future developments.
- Q.** In the traffic modelling update, you referenced a change for the slowing of streetcars. Why did that lead to an improvement in the traffic results?
- A.** The change has to do with how the boarding and disembarking of passengers was programmed into the model. The issue was not that streetcars were being slowed down by the changes being made to Yonge Street. In the model, streetcars were stopping on the street for unrealistic amounts of time (closing the lane for upwards of 10-15 minutes) and we corrected that issue.
- C.** One thing the Downtown-Yonge BIA is learning because of COVID-19 is that the amount of vehicle traffic is increasing within the residential population, as a result of delivery services (e.g., Skip the Dishes and UberEATS). This is creating congestion. We need to look at the lay-bys again to understand what will be needed as a result of changes to how purchasing is being done. It is no longer about foot traffic on the street.
- A.** Councillor Wong-Tam responded that she had recently had a conversation with twenty prominent developers to review the programmatic and potential changes to Yonge Street. She shared there was agreement that a street prioritizing pedestrians would be important and that developers will continue to ask for reductions of parking ratios. Developers believed that most of the parking spots they are being asked to build are not going to be used by the occupants of the building because of the live-work nature of the area. Developers anticipated that most people will be walking out of their buildings and not necessarily traveling far by vehicle.
- Q.** Is there a recommendation from the team about speed limits on Yonge Street in the project area?
- A.** Yes, the Project Team's recommendation is to lower the speed limit to 30 km/h. The speed limit is an operational change, which will continue to be discussed.
- C.** The David Suzuki Foundation would be pleased to see speeds reduced to 30 km/h, as it would achieve the goals of the project.
- Q.** You mentioned that there was a reduction in travel time on Dundas Street because of changes in timing for the pedestrian scramble. Can you explain that?
- A.** The reduction is a result of signal timing changes and the way the scramble signal works. Right now, there are more phases in the signal than will be needed once the pedestrian priority zone is implemented. By implementing pedestrian priority along Yonge Street north and south of Dundas Street, pedestrians can move east or west any time, and the pedestrian scramble phase can be removed from the signal timing, speeding up the overall cycle.
- Q.** I did not see Victoria Street in the traffic data. I know it is not a commuter route, but have you looked at the impact that this project would have on Victoria Street between Queen

Street and Dundas Street? I have some concerns about that area becoming a lot more congested.

A. The purpose of this modelling exercise is understanding impacts on a neighbourhood and network level. In terms of travel times, we are looking at reductions on major arterial routes that go through the focus area. For example, the Project Team looked at how long it takes to get from Jarvis Street to University Avenue, or from Queen Street to College Street. Since Victoria Street is a shorter street, it was not looked at specifically. However, the team has looked at impacts to intersections as part of the overall modelling process and tried to maximize efficient movement on a neighbourhood level. Shuter Street and Victoria Street was one of the intersections looked at, and at a high level there were no obvious issues on Victoria Street.

Q. Are the traffic simulations based on a normal day or are you stress testing it with impacts such as multiple large events happening in the area?

A. They are based on a normal day's traffic patterns and the City's regional demand models. The Project Team also used real world traffic counts at signalized intersections to determine the typical a.m. and p.m. peaks.

Q. Is it possible to consider the setup of shows and the trucks that will be loading and unloading daily in the modelling?

A. In the model, the team did include temporary road blockages, which are about the length of a car or truck on all the major arterial roads at random intervals (every five to 10 minutes or so for one to two minutes). When looking at the model, they pop up quite frequently and are there to account for anything from delivery trucks, ride hail and any other blockages.

The purpose of the modelling exercises is to have an overview and understand the function of the traffic network at a neighbourhood and focus area level. It is not to optimize the operation of individual sites. Those are things that will come as part of the next phase of design. The modelling team has been very conservative in the model design and is confident in the results being putting forward.

Q. Will the Stakeholder Advisory Group continue into the detail design phase of the project?

A. The City will continue to consult with stakeholders, residents, business owners and others who need to be involved through the process of detailed design, construction phasing, construction and other impacts.

Q. Apart from the section between Walton Street and Gerrard Street, are there any changes in the physical design being put forward? Right now, the design looks good in terms of pedestrian clearways and wide sidewalks, which are good for accessibility. I hear the issues about increased traffic from postal and restaurant deliveries, but restaurants do not benefit much from that; they benefit more from foot traffic.

A. There is no change in the physical design of the roadway. Any changes recommended are in operation only.

Q. How has accessibility been considered for the project?

- A.** The City is providing dedicated space for pedestrians which is not part of a shared zone. This includes traditional sidewalks on either side of the roadway which are separated with a wide buffer and furnishing zone, as well as an elevation change with a mountable curb. Changes in materials including texture and colour contrasts will also help people navigate the roadway. For sidewalks, there will be smooth, light-coloured pavers with no bevel finish to be smooth under wheel or foot. In the roadway, there will be a tumble type paver of a darker colour. This paver will provide more audible sounds to provide warning of any vehicles approaching. Intersections will have all the standard accessibility improvements, including audible signals and tactile plates.
- Q.** The updated traffic modelling showed an increase in travel time as a result of the project on Gerrard Street westbound. Why is there an increase of almost two minutes?
- A.** The model shows that at the westbound left turn on Gerrard Street there is a significant increase in cars wanting to make a left turn onto Yonge Street at the intersection. The capacity of the left turn lane is being exceeded. Cars that wanted to go through the intersection had to queue behind cars that wanted to turn left. There are options to improve that, such as extending that left turn lane, improving the signal timing phase or implementing a dedicated left turn phase to the signal.
- Q.** Now that you do not want cars travelling straight through parts of the study area (e.g., southbound on Yonge Street south of Gerrard Street), how are you going to prevent them from doing so?
- A.** At signalized intersections, the signal helps people to pay more attention. Motorists understand how it works and the City can provide visual cues with signage and lane designations. Additionally, it will not be in anyone's interest to travel through the intersection at Gerrard Street because they will only end up at Walton street. The City is anticipating that vehicles traveling around the study area will choose to take Gerrard Street east to go around this section of Yonge Street. The City cannot guarantee no one will travel through but has seen a lot of success on other projects, like the King Street Transit Priority Corridor, which works in a similar fashion. Operations, enforcement and compliance is something the City will continue to work on through the next phase of the project.
- Q.** On pedestrian streets in other cities, servicing is limited to certain hours so that the street can be fully open to pedestrians during certain times of the day, week, or year. Is that an option?
- A.** This option was explored earlier in the study, during Round Two of Consultation. Based on discussions with businesses, at this point in time the business community felt it was too difficult to coordinate their operations to facilitate such a change. It could be explored in the future as the city grows and evolves. Instead, the Project Team began to pursue the local access routes that provide low-volume local access during the day in between different blocks of pedestrian priority.
- Q.** With the new design of the street, will it be possible to do events like Open Streets more often?

- A. With Yonge Street no longer being a through route, it may change the dynamic in terms of street events. There will still be a permitting process for events but there may be more opportunity to look at closures outside of the core pedestrian priority zones.

Councillor Wong-Tam also shared that she believed the intention of creating a flexible street that allows for all types of uses is to help create a festival corridor on Yonge Street. She shared that some of the infrastructure City staff are contemplating using, such as automatic gates, could reduce costs for event organizers and ensure there is additional street flexibility, as the street is designed for that purpose.

- Q. Can the Project Team speak to the issue of automatic gates and operations? As the theoretical festival center of the study area, one of the things that Yonge-Dundas Square is going to have to navigate is vehicle access to the Square itself for loading and unloading of event equipment. For renewed activity on the Square and the street, we need to give this consideration moving forward.
- A. The design team recommended a half-width gate style in the Round Three of Consultation materials. Yonge-Dundas Square is an agency of the City and there are opportunities and options in terms of accommodating loading. The City will continue to work with Yonge-Dundas Square on ensuring the Square is a viable and vibrant space in the long term.
- C. The return of festivals will be critical to reanimate the space as we move out of COVID-19 and into this reimagined section of Yonge Street.
- C. Knowing that the area is a significant arts and culture hub within Toronto, the load-ins and setups of theatres should be taken into consideration. When Massey Hall reopens, there are planned shows as often as possible and they use large trucks. Mirvish Theatre also has similar issues. Data from the theatres needs to be part of the modelling.
- C. Downtown Yonge BIA (DYBIA) has done extensive consultation with businesses over the last few months in regard to the design. DYBIA, the board of directors and membership are not supporting the design as presented today. This information has been passed on to the Councillor, the Project Team, the Mayor and the Infrastructure and Environment Committee. DYBIA firmly believes in a highly walkable neighbourhood and wants to see Yonge Street as a truly flexible street. It is a key destination for the City of Toronto. Through consultation with the BIA membership, the BIA would like to ensure that what is brought forward is a flexible street and not a pedestrianized street at this time. Any closures of the street would impact businesses, so the flexible street concept and growing the economy to bring in key festivals and economic drivers for the neighbourhood and the City of Toronto should be considered. The challenge that the BIA has are the operational changes that will come out of the next phase of the project in the construction phase. The BIA would like to see one lane northbound and one lane southbound that are open until large festivals and events are in the neighbourhood.
- C. The way this process has gone and the City's commitment to incorporating feedback from all stakeholders has been very encouraging. From CycleToronto's perspective, and many others, it is great to see the project align with many of the City's goals in terms of road safety and climate action. Some of the impacts from the project will not necessarily

be negative. There is appreciation for the commitment from the City to try to work through issues around the construction versus the operation of the street.

Next Steps

Johanna Kyte, City of Toronto, reviewed the next steps for the project. She shared that the City is continuing to prepare the Staff Report on the Recommended Design to be presented to the Infrastructure and Environment Committee in on January 11, 2021. Once the recommendation report has been adopted by the Committee it will go to City Council for approval, and then on to the Province for a 30-day public review period. Johanna welcomed any further comments to be sent into the Project Team. Councillor Wong-Tam thanked the Stakeholder Advisory Group for their participation and provided closing remarks.

Appendix A – List of Participants

The following is a list of organizations that are members of the SAG. Those organizations that participated at the meeting on December 9, 2020, are signified in **bold text**.

Stakeholders

- Bridge Company Ltd., McDonalds on Yonge St
- **BA Group (Independent Transportation Consultants to Cadillac Fairview, Great Eagle, Cresford and St. Michael's Hospital)**
- **Bay Cloverhill Community Association**
- BentallGreenOak
- **Cadillac Fairview**
- **Canada Post**
- Canderel
- Church of the Holy Trinity
- **Church-Wellesley Neighbourhood Association**
- Church-Wellesley Village BIA
- City of Toronto Indigenous Affairs Office
- City of Toronto Senior's Forum
- Cresford Developments
- **Cycle Toronto**
- **David Suzuki Foundation**
- **Downtown-Yonge BIA**
- Elgin and Winter Garden Theatre
- Greater Yorkville Residents' Association
- **Goodmans legal consultant for (Great Eagle Holdings and Chelsea redevelopments)**
- HNR Properties
- **Lalani Group**
- Margaret's House
- **Massey Hall**
- **McGill Granby Village Residents' Association**
- Milkin Holdings Limited
- **Mirvish Productions**
- **Ryerson City Building Institute**
- **Ryerson University**
- St. Lawrence Market Neighbourhood BIA
- **St. Lawrence Neighbourhood Association**
- St. Michael's Cathedral Basilica and Cathedral Block Master Plan
- **St. Michael's Choir School**
- Toronto Camera Centres Limited
- **Toronto Financial District BIA**
- Toronto Skateboarding Committee
- **City of Toronto Youth Cabinet**

- **Walk Toronto**
- YMCA
- **Yonge Suites / Firkin on Yonge**
- **Yonge-Dundas Square**

Toronto City Councillor/Representatives

- Councillor Wong-Tam, Toronto Centre
- Robin Buxton Potts, Strategic Advisor, Community Relations, Toronto Centre Councillor Wong-Tam's Office

Project Team

- Johanna Kyte, City of Toronto, Project Manager, Major Projects
- Maogosha Pyjor, City of Toronto, Senior Coordinator, Public Consultation Unit
- Carol Tsang, City of Toronto, Coordinator, Public Consultation Unit
- Andy Barker, Steer, Transportation Lead
- David Sutanto, Steer, Transportation Lead
- Daniel Burke, Steer, Project Coordinator
- Jordan Talker, Steer, Project Coordinator
- Liz McHardy, LURA Consulting, Community Engagement Lead
- Leah Snowden, LURA Consulting, Community Engagement Support
- Michelle Diplock, LURA Consulting, Community Engagement Support

Appendix B – SAG Meeting #7 Agenda

**Stakeholder Advisory Group:
Meeting #7**

Wednesday, December 9, 2020

Virtual Meeting hosted via Webex Meetings
9:30 a.m. – 11 a.m.

yongeTOMorrow
meet us there

Agenda

Meeting Purpose:

- Provide a summary of Round Three Consultation feedback
- Share updates on the Recommended Design Concept and Update Modelling Results
- Provide an opportunity for questions and answers

9:30 a.m.	Settling In Liz McHardy, Independent Facilitator, LURA
9:40 a.m.	Land Acknowledgement and Opening Remarks Councillor Wong-Tam
9:50 a.m.	Welcome, Introductions and Agenda Review Liz McHardy, LURA
10 a.m.	Presentation – Project Update Johanna Kyte, City of Toronto, Transportation Services • Round Three Consultation Feedback • Recommended Design Concept • Updated Modelling Results • Next Steps
10:20 a.m.	Facilitated Question and Answer Period
10:55 a.m.	Next Steps
11 a.m.	Meeting Adjourns