



WATERFRONToronto

## Trolley Crescent Public Feedback

For reference, below is the raw data from the online survey question “Do you have any additional comments?”

#	Comment
1	Illegal parking in front of 32 Trolley Cr is not addressed well enough with these changes. Narrowing the width of the street to one lane on the east side would help.
2	I understand that there are plans to only put in place removable bollards in order for vendors to utilize access to/from the market space. I would prefer to see removable bollards in multiple places so vendors could also utilize these spaces for parking. I have managed the market for two years and to date, have received no support from the City of Toronto or Waterfront Toronto towards ensuring my farmers have a reasonable parking solution when they are at the market. Generally, as someone who lives in the city and doesn't even own a car, I am indifferent at best towards ensuring automobility is prioritized. In this role, however, I believe we should be prioritizing reasonable parking solutions to ensure that for 4 hours/week, we can run a successful market and ensure access to local and affordable food. It should be noted that this area is a food desert, and despite the proliferation of new buildings, there is still no grocery store in the area, with no plans to include one in the near future. The City of Toronto has denied issuing a parking permit exemption on all adjacent streets and to date, our vendors pay for parking or park illegally, despite the risk of accruing fines. I'm fully in support of the Woonerf concept, but I also believe we need to ensure flexibility for this market. Toronto certainly does need to shift from viewing roads primarily in terms of spaces to move vehicles, but in this case, I believe we also need to create spaces for critical food infrastructure. Considering this would be for one afternoon per week, only in summers, I believe this is entirely possible.
3	love the design and care taken in addressing this concern
4	Priority must remain for the safety of pedestrians, bicyclists and those with mobility service needs.
5	Rather than adding more signs/metal to the already very man-made looking area with more signs and gates and bollards, I would really like to see more green, i.e., trees, native plant areas. This would not only and simply take away potential space for cars to park but also help biodiversity and heat mitigation in the otherwise heavily concrete-built environment in the summer. However, if it needs to be extra metal and man-made parts to be installed to keep cars from illegal parking, then it should be accomplished by adding bike parking. It will ultimately signal car drivers that there are other options to get around the city.

6	I think you have missed putting bollards on the NE corner of 32 Trolley. It is also a de facto parking spot. Also, motorcycles are an issue in Underpass Park and the proposal will not address them. Other barriers are necessary. Also, removable bollards are much preferred to a swing gate. Swing gate is too industrial looking.
7	perhaps making more areas leading up to trolley pedestrian only zone may also be helpful.
8	I think the Design Proposal makes a bunch of great improvements to the overall design of Trolley Cres. I think the final piece of the puzzle has been absolutely non-existent enforcement from Toronto Parking, which is not unique to this neighbourhood, and cannot be solved by this design. We're seeing reduced volumes of cars parking in Trolley Cres, but the cars we are seeing are simply parking in the road now.
9	No
10	Bollards will be a huge huge help. Also painting a mural in the drop off area would help distinguish it.
11	Please consider using permanent planters as well! The trees look great, but having more plants close to ground level would be beautiful and make it extremely clear where cars should and should not be. They could potentially be used in place of the permanent bollards, which I think the more of, the better! I think they are definitely the best solution :)
12	Ban cars
13	I like the solution of the armour stones along trolley crescent and Corktown Common. I am concerned however that vehicles will now be left with no choice other than to park in the street. I know that the condo at 32 Trolley Crescent, where I live, only has a few visitor parking spots and these are often full. I am wondering where all the delivery drivers and tradespeople are supposed to park when visiting the building? Underpass Park is very popular and well attended, which is great, but I feel that no matter what the City does those people will always want to park immediately beside the skate park and the basketball court. Perhaps a solution would be to provide signage indicating where nearby street parking can be found. Maybe the Underpass Park visitors could be encouraged to park at Corktown Common and be directed along the cycle/footpath to the Underpass via signage. Another issue at the Underpass Park is washrooms. As a resident of Trolley Crescent I have frequently witnessed public urination and I do sympathise for the families who visit the skate park with little kids and then find out there are no washrooms. Good luck with the project.
14	Curbing illegal parking is a nice idea but I feel there isn't enough space allocated for pickup/drop off right now. Visitor parking allotment at 32 Trolley is laughable, to be honest, with only 5 spaces available for a building this size. I understand parallel parking on Bayview east of the building is meant to be used by visitors to Trolley. The problem is, that space isn't accessible lest a person walk straight down or up the embankment. It also completely ignores the needs of people with mobility issues. With regards to giving access to vendors for the farmer's market, I support the idea of having a gate or removable bollards.

15	Guys, the most important answer is rigorous enforcement. People who receive large fines and tows will obviously not do it again. This is not complicated.
16	Best is to totally exclude car traffic from the area. Install sturdy steel bollards closely spaced.
17	No swing gate please. And make sure the bollards are sturdy. They recently installed bollards in RYersons new pedestrian area and half of them have been hit and damaged in less than a month
18	I think trolley crescent is a great street setup but it's first of its kind in the city and is going to take time for people to get used to it. Use the KISS method as much as you can when setting up movements and restrictions to avoid confusion as much as possible
19	Do it
20	Please remove cars as much as possible.
21	It's good to model off of the streets of Copenhagen or cities in The Netherlands where there are more bikes and pedestrians considered before cars.
22	Instead of armour stone along the eastern edge of Trolley Cres, perhaps consider the occasional rectangular granite bench similar to those now in place in the western part of Underpass Park.
23	There needs to be better paid parking options in the immediate area. More buildings are going up here with no where for visitors to park. The skate park and Corktown Commons attracts people but very limited parking. Residents have no where for guests to park. Bayview green parking has no pedestrian access to trolley. Stairs are incomplete up the muddy overgrown field. Please complete the stair case. Consider adding more green parking in the area, a small section of the over run "meadow" can be an option. People will always continue to illegally park on trolley Cres by the skate park, by 32 and 51 trolley entrance because there just isn't anywhere else to park. This solution is pretty but only shifts the parking problem over to other spots around the corner. Thank you for addressing this. This area is growing fast and the city needs to offer more paid parking solutions.
24	There's not enough visitor parking for 51 Trolley and 47 Lower River St. With all the deliveries, services, and residents/guests dropping or picking stuff up there needs to be more short-term parking spaces. The North leg is consistently full of people parking illegally when there is insufficient capacity to meet the demand. The space in front of the empty commercial space on Trolley is an entrapment for parking violations. It looks like a parking spot, there's no "No parking" signs, and TPS enforce it regularly.
25	Love the addition of more bike rings. Would also like to see more enforcement of no vehicular access to underpass park at night.

26	The area obviously needs MORE street parking since the problem today is there are cars parked all over the place. So I don't know why the solution is to have absolutely no parking except for one or two drop off spaces by Underpass Park. The 2 or 3 drop off spots in front of the condo buildings are frequently full. So if you eliminate all other the places where cars are parking to do drop offs today, that will mean they stop in the street and it becomes completely clogged. Trolley Cres isn't a pedestrian thoroughfare. I walk/run/bike on it daily and rarely see another pedestrian. What I do see is people who need to park near the condos located along Trolley Cres. So I don't understand why the solution is less parking rather than more. Create some actually paid parking spots for cars, delineate those from the sidewalk. Problem solved.
27	ensure sufficient protection is provided along eastern edge
28	Is this project only about parking and accessibility?
29	where is the visitor parking solution? there is no additional space for drop off or delivery. there will still be parking chaos.
30	Thanks for putting the focus on improving the quality of life on Trolley Crescent!!
31	What is the proposed design?
32	Consider traffic calming measures on River street ie speed bumps with same interlocking bricks to connect the 2 segments of trolley together. The Woonerf I grew up in had the same look and feel to it because of similar design elements - never a busy road like River street running right through it.
33	if there were enough visitors parking stops and parking - it would alleviate the problem.
34	Thank you
35	My problem is the speed of the drivers using it as a quick short cut (because they are speeding through). As a result I rarely walk on it, sticking to Underpass Park as I walk through the neighbourhood.
36	Is there any consideration for installating park benches behind safety bollards instead of armour stone along the east mud strip on trolley cres? Otherwise proposal looks great and thanks so much!
37	What the area needs is more dividers to prevent cars and motorcycles from driving up onto the park area to take Instagram photos. It is extremely dangerous and ignorant. I have personally called the police multiple times because the park was not designed properly to protect children and people from the morns that come down to flash their cars and motorcycles for Instagram photos. The new development area has decreased the amount of permit parking in the area and the city continues to give out parking permits when there is no space left. It's ridiculous. The whole neighborhood has become a shit show like liberty village. I plan to move out of the area, unfortunately.

38	Please pay attention to what is happening at Baseball Place M4M 0E6. It's currently partially a construction site but traffic and pedestrian movements are already complicated and will probably get worse.
39	Please look into the area designated as '#9' for the two triangle space. Based on usage for cyclist and pedestrians, the area may be used in another manner.
40	I'm pretty happy with what I see. I know there's a large demand in 32 Trolley that the city installs a few more Green P spots, and that may be an idea. In general, though, I don't want to see vastly more parking on the street.
41	Great Ideas!
42	There is no provision for service vehicle or moving vehicles for 32 Trolley. As we do not have a loading dock in our building, we have no choice but to park on the north side of Trolley Crescent and the load the truck going up and down the ramp entrance to the garage. How is it that this building plan was passed without a proper loading area or service area as part of the building? And what do we do when we have people coming on to perform services or to deliver items?
43	Illegal parking is a daily, nightly issue as well as the after hours use of the park well past 11pm, the noise is unacceptable for a residential area as the volume is magnified significantly due to the echo chamber of sorts under the bridge and at 2am, 3am, this is unacceptable that usage is permitted at all past 11pm.
44	I have lived here for two years now. The most common problem is actually people parking at the underpass skate park and basketball court but using the laneway as parking spaces now that there are concrete blocks that were meant to avoid people from parking in between the trees, they still park in these spots, but directly where traffic is supposed to flow through. I find that it would actually help more if there were more parking areas with bollards available. As of right now there is only space for 3 cars per bollard to park (one area for 32 trolley and one for 51 trolley), many times these are filled with two cars because they take up space that would fit the 3rd car from parking in the middle of the space provided already. Lots of time it forces people to park in spots that are considered illegal. I think the best idea proposed is the addition of armourstone along the landscape. I also think that it would be great for parking spaces to be painted on the street of st lawrence. I have a permit to park on this street but many times it is hard to find a spot. right now cars park length wise in the direction of traffic. I would think that if there were parking spaces painted, and on a diagonal slant having the cars parked in more of a horizontal position, it would increase the amount of cars able to park. I know that this isn't part of the proposed improvements, but its something I think could be a good consideration.
45	removeable barriers over the swing gate. more bicycle parking. more lighting.
46	Lots of illegal parking and people partying late
47	There should be some casual parking spots of up to 30 minutes with regular enforcement allowed. Lots of people living there need to drop people or stuff off

	without fear of getting a ticket, especially during a pandemic when transit is discouraged. Too many deterrents to parking will only lead to cars blocking the entire road and making it more Dangerous for pedestrians and residents at River city
48	Very important that engine revving and speeding cars & motorcycles causing noise pollution and more recently human injury are kept OUT aid the area.
49	I am 100% against anything that makes Trolley Crescent more car-friendly.
50	Process of survey doesn't allow backing up. No ref to video for first question. There's a demand for parking, yet you are wanting to eliminate it's availability, even though there's space for it. Why not make the illegal parking legal for park visitors. The park is a destination: videomaking, bootcamp yoga, b-ball, skateboarding, popupmarkets, yet they're not fully local activities... The priority you're wanting is to make the woonerf work, not for how people actually use it... Are the pedestrians unable to use the roadway? Why not reinforce that with painted pedestrian sharrows on the cobblestones. The very act of installing bollards (esp. #10) is creating a delineation that invites pedestrians to not use the roadway for walking.... I would particularly resist blocking parking on the east hill- why not make a few spaces available there? The mud defence is overcome with a bit of paving. Why not install signs that say pedestrians have "right of way"? Why should drivers have to search all over the neighbourhood: most spots on River and St. Lawrence are taken by mid morning for the whole day?
51	It would be nice for more parking spaces on the crescent, especially on the east side. An easier path to get to Bayview would be appreciated for those who park on the lower Bayview portion especially at night where lighting posts are infrequent and is at times dark. As well, there have been car enthusiast, motor cycles, and loud sports cars on the crescent and at times block the road, the garage, cause noise and excessive revving of engines. The presence of parking enforcers is evident, but the police rarely are seen and could help monitor the residential neighbourhoods and help keep the roads running smoother with less unwanted noise and safety concerns for speed!
52	we need more parking!
53	Pedestrians and cyclists should feel safe and the city doesn't do enough to make this happen downtown, let alone in the suburbs.
54	I didn't see the motorcycles mentioned. Motorbikes LOVE to go into Underpass Park and rev their engines. It's like a giant amplifier. I love your plans for this area, but the motorcycle thing is a huge annoyance.
55	Forget about the signage. Drivers do not listen or care about signage. Do not rely on it to fix this.
56	Please don't use the yellow swing gate as you have proposed as it doesn't fit in well with the design of the space
57	Not sure about the swing gate, aesthetically. Bollards might be better.

58	<p>I can't believe the time spent on this, primarily to fight cars parking on that street. The causes of the parking issues in our area are varied and numerous and I don't think installing light posts, no parking signs, swing gates, and bollards is a real kind of solution, plus they look cluttered and will wear down quickly based on other ones I have seen (bollards and gates in particular). It will look like an overly regimented ghetto. We can't park bikes to those posts outside because they get stolen. Honestly put it back to a laneway and let people park on it. The Boulevard for walking etc is on Front St, or people go down King or Mill - I have never felt the urge to walk or bike down that laneway in the years I have lived there, but I have been towed for parking too close to it! It is not a woonerf, it is just a fancy laneway with nice paving stones.</p>
59	<p>A number of trees in planters are dead and need to be replaced</p>
60	<p>The underpass is a great urban space that works like a community center.</p> <p>The skateboarding, basketball, groups that come to rehearsal their dance, the farmers market ... they all make the space and the neighborhood really special.</p> <p>While it is important that residents like me are feeling safe, there must be also good plans to accommodate for all these activities.</p> <p>So please don't make it too difficult for people to come and use the underpass park or feel unwelcome. It is a great and healthy community space.</p>
61	<p>There are currently concrete barriers along the south edge of Trolley by the skate park and people still park there just blatantly blocking the road at that point. I feel like even more barriers aren't going to stop people especially later at night. I like the idea for the east side of trolley, that mud strip is disgusting and has been there since the day we moved in over 5 years ago</p>
62	<p>would be nice to have more access to visitor parking</p>
63	<p>The problem is systemic in the design solutions chosen. Woonerfs aren't seen here so they don't provide the visual cues communicating what and who goes where (or belongs with the other). Similar problems ensued with the redesign of Queens Quay West. Some of those have been resolved, but cues for pedestrian zones are still wanting. Concepts that work in one culture can't simply be brought into another unfamiliar with them. (I believe there are still people lost in the roundabouts at York University.) As with language, design must be not just translated but must be interpreted so that it provides the features of the design within the idiom of the place where it's employed. That did not happen on Queens Quay West nor in Corktown. Retrofitting after the fact on such a scale shows that the concept was more important than the purpose. Good planning means not regretting later. An mentor told me long ago that it's best to get it right before it's set in concrete. Cheaper, too. Bollards, alternate accesses, bike rings---which should have been there in any case---are all visual cues as well as barriers. (Painted signage on brick looks tacky and fades too quickly, making it a money pit.) So are surface textures and colours, but when the intent is to favour pedestrians to over vehicles to the point that the textures and colours are a visual unity, there is no barrier because the look says, "one for all."</p>

64	This will help with the ambiguity that the design created as a hybrid shared street inspired by a woonerf but lacking the very didactic allocation of space that cars could and could not park in. I suggest looking at the first handbook called Woonerf published by the Royal Dutch Touring Club in 1977.
65	add benches directly on the street or other indicators for drivers to slow down and realize that this isn't a typical street.
66	If the plan was to make street that prioritized pedestrian why separate sidewalk? As canadian car people are not used to the design there should be big signs saying that pedestrians have the right of way so if someone honks pedestrian can point at the sign.
67	Cars frequently hope the curb from lower river st & st lawrence st, this will not alleviate that issue for shitty car drivers who want to do burnouts under the underpass with their small dicks
68	These changes are a long time due. Please implement them as soon as possible so we can put the illegal parking + destruction of the park behind us.
69	Parking is insufficient, and access to local parking areas is insufficient (Bayview Ave, fire hydrant on Lower River) which leads to vehicles inappropriately parking.
70	We need more temporary parking solutions on 32 Trolley. My parents drop off groceries for me weekly and every time, it's such a headache and stressful to see if we can secure 1 spot in the 30 min area. The building wasn't somehow built with a loading dock and this really needs to be considered; without a loading dock or entry to parking garage given it's a one way, this is not sufficient. Please, please look at further 30-60 min parking on 32 Trolley to allow drop offs/quick visits/deliveries.
71	With the amount of deliveries, Ubers, etc these days, restricting the vehicle access may actually create more 'traffic' in the woonerf. The current 30min spaces surrounded by bollards make it difficult for people to park properly meaning the 3 spaces usually can only accommodate 2 vehicles. The street may benefit from more short-term designated spaces for pick-up/drop offs, small deliveries (loading/unloading), etc.
72	More enforcement
73	I think the bollards are an excellent idea to deter parking. Park benches were used in the renderings of the buildings originally and might be nice as well. More bike parking is always handy to have. Overall, I like this plan.
74	More legal short-term parking would alleviate illegal parking/stopping
75	I would prefer we not paint the pavers with arrows if possible



76	<p>The curbs that have been added have been somewhat helpful but cars are still parking parallel to the curbs, fully obstructing an entire lane of trolley crescent on the south east side of river. I'd recommend painting on the street to further indicate that parking is not allowed as the signs get either obstructed by the trees or (as I have personally seen) taken down by people visiting. The signs are currently in soft soil and seem to be easy to remove.</p>
77	<p>We need a space for service/delivery vehicles to park. There is only 6 or 7 visitor parking spaces for the three buildings. This is unrealistic and will create a hardship to residents in need of any delivery or service.</p>
78	<p>I'm so excited for this to return to a pedestrian friendly street! Thank you for taking our concerns seriously! You've got my vote!</p>
79	<p>We, as residents of Trolley Crescent also need a loading/drop-off/pick-up area. The few short-term parking spaces adjacent to the entrances of 32 and 51 Trolley crescent are usually occupied and so they are not available for such use. Many of us have the need to safely load and unload items from roof racks on our vehicles and the garage is not a viable place to do that due to the limited clearance height. In addition to the drop-off area for underpass park, I would like to see a similar area incorporated for residents only.</p>
80	<p>The mud patch directly in front of the entrance to trolley crescent needs to be paved or large boulders added. Mud and stale stagnant water and garbage including used needles accumulate in this area. It's a health hazard, looks horrendous and needs to be addressedd</p>
81	<p>More spaces added to the 30 minute bays on Trolley would help alleviate some of the parking issues. Also painting lines to show that these spaces hold 3 cars would be helpful as drivers often do not park properly and take up the the 3rd space with only 2 cars.</p> <p>The parking problem stems from the lack of available parking in the buildings. Spots now go for \$300 a month, among the highest in Toronto and people do not seem to be giving up their vehicles despite the lack of parking. Parking on Bayview just East of Trolley is usually available. Walkway/path from those spaces up to Trolley could help reduce pressure. It's currently a grass hill that is muddy. Desire lines exist from people walking up. Perhaps formalize these paths?</p>
82	<p>I think that this proposed solution is well-considered, and I appreciate the work that has gone into not only solving the issue of illegal parking, but also in making the solution aesthetically pleasing and cohesive with the existing landscaping.</p> <p>The other thing that always seems to be missing is enforcement from the police and parking authority. I really do think that the proposed barriers and signage will help, but also that parking regulations will need to be strictly enforced after installation in order to make it very clear that there is no getting around these barriers. The temporary curbs worked for a moment, but people almost immediately found ways to park around them, and even when they were relocated to further bar people from parking, people started parking in the street. There have been several times when I have been</p>

	<p>unable to get into our garage because of people parked in the middle of the road.</p> <p>I think that if there's a combination of these new barriers and enforcement from parking/police that we might be able to train people out of blocking the street.</p> <p>Thanks for working so hard on this problem!</p>
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<p><b>86</b></p>	<p>Nothing in the presentation about motorcycles. These are the most noisy and can go around any obstacles you put for cars.</p>