

**TORONTO FINANCIAL DISTRICT BIA**

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May 13, 2014

Councillor Minnan-Wong  
Public Works and Infrastructure Committee  
Toronto City Hall, Suite C55  
100 Queen Street West  
Toronto, ON, M5H 2N2

Dear Councillor Minnan-Wong:

**RE: PW31.8 Wellington Street West and Simcoe Street Redesign and Two-Way Conversion**

In follow up to our November 18, 2013 letter and subsequent deputation at the November 20, 2013 Public Works and Infrastructure Committee Meeting, **the Toronto Financial District BIA does not support converting Wellington Street to two-way operation in the Financial District and requests that the Public Works and Infrastructure Committee remove the provision on item PW31.8 allowing the two-way conversion of Wellington Street between Simcoe Street and Yonge Street.** Additionally, we would like to express our concerns regarding the public consultation process regarding this issue.

At the November 20, 2013 Public Works and Infrastructure Committee meeting, the Toronto Financial District BIA deputed on item PW27.13 Downtown Operations Study and expressed our significant concerns regarding the conversion of Wellington Street to two-way in the Financial District. Based on a recently completed operational review of the Financial District for the development of our public realm strategy, and subsequent consultations with building owners and operators on Wellington Street, the Toronto Financial District BIA raised the following concerns to City staff and the Committee regarding the proposed Wellington Street conversion:

- Wellington Street between Yonge and Simcoe Streets is an integral operational street with 15 vehicle entrances and exits to accommodate loading services and parking facilities for more than 4,500 spaces. Current congestion issues have resulted in many of these properties hiring off-duty police to manage vehicle access, and converting the street to two-way traffic flow would introduce new turning requirements across bi-directional vehicle lanes, potentially increasing congestion.
- Converting Wellington Street to two-way traffic does not address the primary source of congestion, which is illegal and permitted curbside activity such as film vehicles, shredding trucks and taxis. Without addressing these issues, converting Wellington Street to two-way operation could reduce the street's potential capacity to a single vehicle lane in each direction.

On December 16, 17 and 18, 2013, City Council adopted the following motion:

*City Council endorse the Downtown Transportation Operations Study implementation plan outlined in Attachment 2 to the report (October 29, 2013) from the General Manager, Transportation Services, with the exception of Project 12 "Wellington Street and Simcoe Street Redesign and Two-Way Conversion."*

Additionally, the Wellington Street study approved at the November 20, 2013 Public Works and Infrastructure Committee only addressed Wellington Street from University Avenue to Spadina Avenue and did not include the section of concern within the Financial District

Since the Downtown Transportation Operations Study was approved by the City Council, **all communications between City Staff and the Toronto Financial District BIA have indicated that a two-way conversion of Wellington Street in the Financial District was not being pursued.** However, the staff report for item PW31.8 "Wellington Street West and Simcoe Street Redesign and Two-Way Conversion," released Tuesday, May 6, 2014, includes a recommendation to rescind one-way operations on Wellington Street from Simcoe to Yonge Streets.

Had the Toronto Financial District BIA been made aware on the proposed changes in scope, we would have worked with City staff and Financial District stakeholders to identify an appropriate solution, as we have done and continue to do with all other studies impacting businesses in the Financial District.

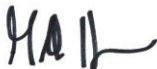
We would like to thank you for convening today's meeting with transportation staff and area stakeholders to discuss the study further. At this meeting we reiterated our concerns regarding converting Wellington Street in the Financial District to a two-way operation and citing that there has been no consultation with our BIA and stakeholders throughout this study. Businesses are already being negatively impacted by high-volumes of construction in the area and any further changes without a proper process to address stakeholder concerns would not be supported.

Additionally, we noted that significant construction is scheduled for Wellington Street in 2017, including TTC track and watermain replacement. The Toronto Financial District BIA recommends using the 2017 Wellington Street construction timeline to work with City staff, stakeholders, adjacent BIA's, and area operators to develop a plan that addresses operational concerns and congestion to be implemented during reconstruction.

**We request that the provision allowing the conversion of Wellington Street to two-way in the Financial District be removed from this project. As previously expressed, we would be happy to work with City staff and Financial District property managers to review other opportunities to improve operations on Wellington Street.**

Should you have any questions or concerns, please contact our policy and advocacy manager, Evan Weinberg, at (416) 849-3856 or [eweinberg@torontofinancialdistrict.com](mailto:eweinberg@torontofinancialdistrict.com).

Sincerely,



Grant Humes  
Executive Director

cc: Councillor Berardinetti  
Councillor Davis  
Councillor Grimes  
Councillor Layton  
Councillor Parker  
Councillor McConnell  
Councillor Vaughan  
Candy Davidovits, Public Works and Infrastructure Committee Secretariat  
Stephen Buckley, Transportation Services  
Jacqueline White, Transportation Services  
John Mende, Transportation Infrastructure Management  
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