



## Member Motion

### City Council

#### Notice of Motion

MM43.19	ACTION			Ward:27
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#### **Authorization to Release Section 37 and Section 45 Funds from Various Developments to fund the Yonge TOMorrow Project - by Councillor Kristyn Wong-Tam, seconded by Councillor Lucy Troisi**

*\* Notice of this Motion has been given.*

*\* This Motion is subject to referral to the Executive Committee. A two-thirds vote is required to waive referral.*

*Communication MM43.19.1 has been submitted on this Item.*

#### **Recommendations**

Councillor Kristyn Wong-Tam, seconded by Councillor Lucy Troisi, recommends that:

1. City Council increase the Approved 2018 – 2027 Capital Budget & Plan for Transportation Services on a one-time basis by approving total project costs of \$10,703,921.33 gross, \$0 debt, and cash flow commitments of \$1,500,000.00 in 2022, \$1,500,000.00 in 2023, \$2,567,973.77 in 2024, \$2,567,973.78 in 2025 and \$2,567,973.78 in 2026 for the future implementation of the Yonge TOMorrow Project, generally between Queen Street north to Davenport Road, funded by Section 37 and Section 45 (Planning Act Reserve Funds) community benefits from the following developments:

64-70 Shuter Street – secured to fund streetscape improvements to local streets, including Yonge Street	\$996,082.57	XR3026-3700667
50 Wellesley Street East and 31 to 35 Dundonald Street – secured for local parks and streetscape improvements for lands located in Ward 27	\$804,317.34	XR3026-3700743
77 Charles Street West – secured for area streetscape improvements	\$35,562.02	XR3026-3700381
454 - 464 Yonge Street – secured for a variety of purposed including streetscape improvements	\$312,566.02	XR3026-3700672

832 and 860 Bay Street – secured for the improvement of local streetscapes, other than those abutting the site, as outlined in the City’s Streetscape Manual and satisfactory to the Chief Planner, and/or parks, to be located within the area bounded by Yonge Street, Queen’s Park Crescent East, Wellesley Street and College Street	\$649,198.72	XR3026-3700308
501-521 Yonge Street, 6-8 Alexander Street and 23 Maitland Street – secured local streetscape improvements and laneway improvements not abutting the lot, in the local area including along Yonge Street and Maitland Terrace	\$3,564,288.33	XR3026-3700798
43, 49 and 51 Gerrard Street West and 695 Bay Street – secured for off-site streetscape improvements on Bay Street, Yonge Street, Gerrard Street West and/or Walton Street	\$462,696.58	XR3026-3700751
19-21 Dundas Square and 252-258 Victoria Street – secured for streetscape improvements to Yonge Street	\$306,952.20	XR3028-4500119
984, 990 and 1000 Bay Street – secured for a variety of purposes including local area streetscape improvements	\$2,675,656.55	XR3026-3700610
9-21 Grenville Street – secured for Yonge Street and local area streetscaping improvements	\$896,601.00	XR3026-3700508

## Summary

The Motion seeks authorization to amend Transportation Services' 2018 – 2027 Capital Plan to include additional Section 37 and Section 45 Planning Act Reserve Funds of \$10,703,921.33 to fund future implementation of the Yonge TOMorrow project.

At its meeting of July 7, 8 and 9, 2015, City Council adopted Item TE7.64 and authorized the initiation of a Functional Design Study for Yonge Street from Queen to Gerrard Street by Transportation Services in consultation with City Planning and with input from other appropriate City Divisions and community stakeholders (as described in Downtown Yonge Street Studies Information Report, dated December 10, 2012). A second stage of the study will consider the section north to Davenport Road.

Yonge Street is Toronto's "main street" and the area surrounding the intersections of Yonge and Queen and Yonge and Dundas has long been a focus of pedestrian activity in the Downtown. In addition, its' symbolic role as "Canada's Main Street" attracts a large number of non-resident visitors and tourists to Yonge Street. A 2014 Environics poll conducted by the Downtown Yonge Business Improvement Area indicated that 28 percent of pedestrian traffic in the study area are visitors to the area and a further 10 percent are tourists.

Yonge Street is facing increasing pedestrian traffic. Daily pedestrian volumes on Yonge Street at Dundas Street are approaching 100,000 per day and represent Toronto's busiest intersection. Pedestrian data from the Downtown Yonge Business Improvement Area indicates that pedestrian volumes during peak times are rising to the point that congestion is occurring due to the narrow sidewalks in the area.

The Functional Design Study, now known as the Yonge TOMorrow Study, will carry out an extensive investigation of existing conditions, develop a vision for the corridor, and define the future design of Yonge Street between Queen Street and College Street that supports the vibrant public realm needed to accommodate future growth in the area and continue its role as one of the country's most prominent destinations.

At the direction of City Council, Transportation Services has retained consultant services to carry out the Yonge TOMorrow study. Following the completion of the study, detailed engineering design could begin as early as 2022 with implementation projected to start in 2024. A funding strategy and implementation plan for both the first and second phases of the study is subject to Council direction.

Funds have been secured through Section 37 and Section 45 benefits from developments at the locations noted above. The funds have been received by the City from these developments and sufficient monies have not been spent or remain uncommitted to satisfy this Motion.

## **Background Information (City Council)**

Member Motion MM43.19