



REPORT FOR ACTION

yongeTOmorrow: Municipal Class Environmental Assessment on Yonge Street from Queen Street to College/Carlton Street - Interim Update

Date: October 2, 2019

To: Infrastructure and Environment Committee

From: General Manager, Transportation Services

Wards: 10 - Spadina Fort York, 11 - University Rosedale, 13 - Toronto Centre

SUMMARY

Yonge Street is Toronto's most iconic street and it plays a symbolic role in the cultural identity of Toronto. The section between Queen Street and Carlton/College Street has a distinct character within the broader downtown context – it has a high concentration of street-related retail, entertainment uses, and pedestrians. This area attracts a large number of events, visitors and tourists.

Currently Yonge Street is struggling to serve the growing pedestrian demand. There is overcrowding and insufficient clearway on some sections of sidewalk. The number of pedestrians on the street is expected to grow due to a projected doubling in population and employment in the surrounding area by 2041 along with a continued mode shift towards walking. Without improvement, the sidewalks will become critically deficient, risk pedestrian safety and deter significant economic and cultural investment.

Yonge Street also lacks space for seating, plantings, and sidewalk cafes which support enjoyment of the street as a destination. With a limited right-of-way of 20 metres there are many demands being placed on the street by pedestrians, cyclist and drivers. Prioritization and management of the interactions between all modes will be critical. Consideration must also be given to the operation of surface transit, and curbside activities like deliveries and ride hailing which support the business community.

yongeTOmorrow is a Municipal Class 'C' Environmental Assessment (EA) focused on the development and evaluation of design alternatives for Yonge Street from Queen Street to College / Carlton Street. A number of opportunities are being considered to increase pedestrian space and improve the way people move through and experience downtown Yonge Street. This report provides an interim update on the yongeTOmorrow EA process and key findings to date.

The Downtown Plan (TOcore) and three of the five accompanying infrastructure strategies – community services and facilities, parks and public realm, and mobility – were adopted by City Council on May 22-24, 2018. The Parks and Public Realm Plan has identified Yonge Street as one of Toronto's Great Streets, a Cultural Corridor and a Priority Retail Street. The goals set for Yonge Street in TOcore, along with consultation feedback will guide the evaluation of alternatives for yongeTOMorrow and the prioritization of space within a physically limited public right-of-way.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. Infrastructure and Environment Committee receive for information the report dated October 2, 2019 from the General Manager of Transportation Services, entitled "yongeTOMorrow: Municipal Class Environmental Assessment on Yonge Street from Queen Street to College/Carlton Street - Interim Update".

FINANCIAL IMPACT

There are no financial impacts associated with adoption of this report.

The cost of the yongeTOMorrow municipal class EA and preliminary design exercise is approximately \$3.7 million. Funding is available within the 2019 – 2028 Capital Budget & Plan for Transportation Services, 50% of which is funding from the Federal Public Transit Infrastructure Fund (PTIF).

The actual cost of future implementation will be dependent upon the preferred solution selected through the EA process. However, at this time the estimated cost of implementation is approximately \$47.1 million and will span 6 years from 2022 to 2027. Funding of \$10.7 million (Section 37 Planning Act Reserve Funds) will be included for consideration as part of the 2020 – 2029 Capital Budget and Plan submission for Transportation Services during the budget process. The remaining estimated \$36.4 million (debt funding) required for implementation will also be considered as part of the budget process.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

On September 12, 2011, Toronto and East York Community Council requested that city staff report back on the feasibility of various recommendations in the KPMB/Greenberg Yonge Street Planning Study, Downtown Yonge BIA Public Realm Strategy, and Downtown Yonge BIA Streetscape Guidelines.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.TE9.95>

On November 29, 30 and December 1, 2011, City Council requested city staff report back to Council in the first quarter of 2012 with recommendations to implement public realm improvements outlined in the Downtown Yonge Street Planning Studies report.
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.TE11.42>

On October 2, 3 and 4, 2012, City Council directed city staff to work with the Downtown Yonge Business Improvement Area to advance the public realm recommendations in the Greenberg/KPMB Yonge Street Planning Study.
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.TE18.16>

On July 7, 8 and 9, 2015, City Council authorized Transportation Services to initiate a Functional Street Design Study for Yonge Street from Queen Street to Gerrard Street.
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.TE7.64>

On May 22, 23 and 24, 2018, City Council adopted the TOcore Downtown Parks and Public Realm Plan to serve as the vision for and guide to future review and implementation of the Downtown Plan.
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PG29.5>

COMMENTS

Background & Study Drivers:

For over a century, Yonge Street has been an iconic destination in the heart of downtown Toronto for both residents and visitors.

In recent years growth and technology have dramatically changed the look and feel of our city. Today Downtown Yonge is booming with development and activity during all hours and days of the week. There are more people using the street and street users' needs and priorities are shifting.

For many years community stakeholders such as the Downtown Yonge Business Improvement Area (DYBIA) have been advocating for public realm improvements on Yonge Street to support the increasing residential and commercial growth, the number of special events taking place in and around Yonge Dundas Square, and the volume of pedestrians using the street daily.

There has been an identified need to revitalize Yonge Street as a destination and for the public realm to support its role in the city as an economic and cultural hub. Stakeholder initiatives to date include:

- Streetscape Guidelines 2009 - DYBIA
- Downtown Yonge Street Planning Study 2011 - DYBIA
- Celebrate Yonge Lane Closure Pilot 2012- DYBIA
- Yonge Love Report 2015 - DYBIA
- Great Streets Report 2018 - Ryerson City Building Institute

In 2018, City Council adopted the Downtown Plan (also known as TOcore) and the Downtown Parks and Public Realm Plan. Together, these Plans provide a policy framework and vision for parks and public realm in the core. They identify Yonge Street as one of Toronto's Great Streets, a Cultural Corridor and a Priority Retail Street. –The goals set for Yonge Street in TOcore are:

- Create a significant pedestrian destination supporting public life and retail vitality.
- Celebrate the cultural aspects of Yonge Street and enhance it as a place for regional festivals and parades as well as a place for day to day use by residents, visitors and workers.
- Design a unified streetscape that responds to the various neighbourhood character areas.
- Improve the streetscape for walking, transit stops, social gathering, public outdoor seating, café seating and landscaping.
- Improve the cycling experience.
- Create a significant public space where Yonge Street meets the shoreline.

The design and operation of Yonge Street has remained unchanged since the early 1900's - a 20 metre right-of-way with 4 lanes of vehicular traffic (2 southbound and 2 northbound) occupying 12.6 metres and the remaining 3.7 metres on each side of the road shared by public realm elements (poles, transit stops, subway entrances, waste receptacles etc.) and pedestrians (Figure 1).



Figure 1. Looking north on Yonge Street from near Queen Street on January 12, 1929. Toronto Archives, S0071, Item 6569

Between 1996 and 2016 there was a 73% increase in population to 55,000 and a 43% increase in employment to over 225,000 with growth expected to continue.¹ Currently there are over 8500 proposed condo units within the Study Area. City Planning expects 400 residents and jobs per hectare by 2031 and projections anticipate the current population and employment numbers to further double by 2041. This in turn would place increased demands on Yonge Street.

Currently, the sidewalks on Yonge Street have daily volumes which exceed 100,000 pedestrians per day. Pedestrian movement is slowed due to crowding especially near Yonge-Dundas square. 50-75% of people using the entire street are pedestrians.² (Figure 2), while less than 25% of the right-of-way space is dedicated to pedestrian movement.

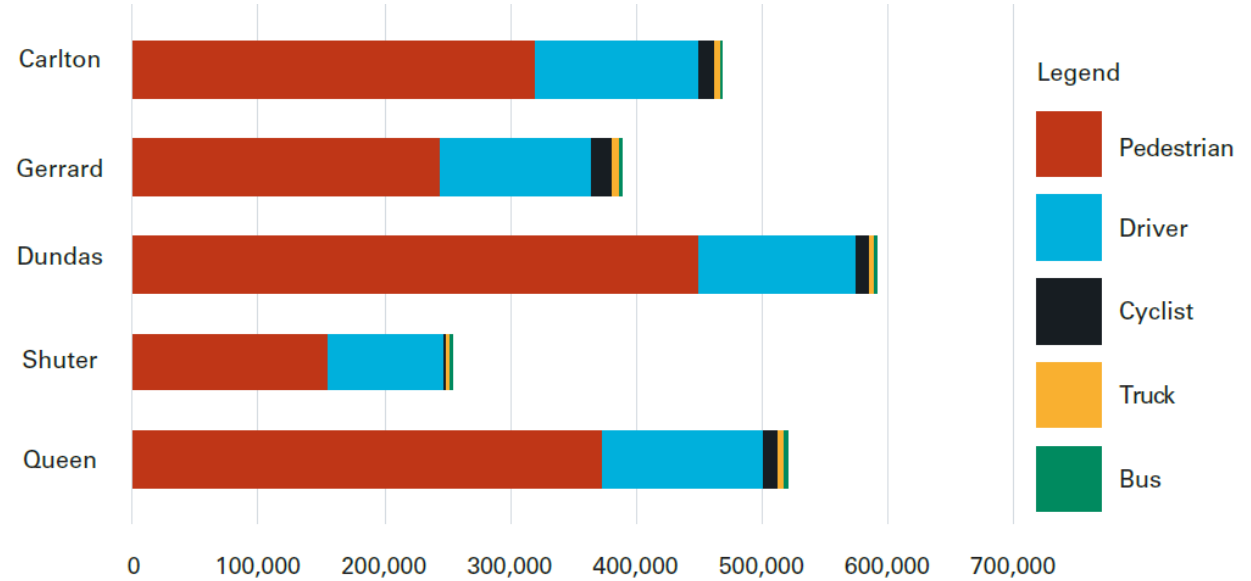


Figure 2. Mode Share on Yonge Street by intersection (2014-2017). Horizontal axis indicates total number of trips by intersection

Between 1996 and 2016 there has also been a significant decrease in driving and an increase in alternative modes of transportation such as walking, cycling and transit usage within the downtown area (Figure 3). This can be attributed to more people choosing to live within the core and improved regional transit service. It is expected that these mode shift trends would continue over the coming years.

¹ Statistics Canada. 2016 Census
² City of Toronto Traffic Signal Counts 2014-17

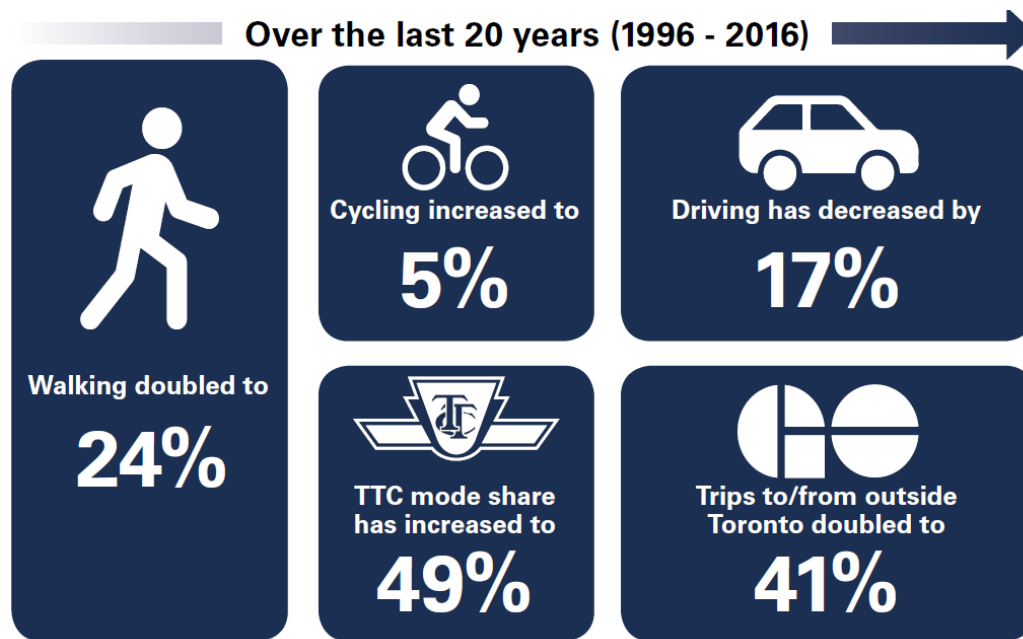


Figure 3. Change in Mode Share from 1996-2016 (Transportation Tomorrow Survey)

A cast iron watermain constructed in 1889 lies beneath Yonge Street from Queen Street to College Street. This watermain is due for replacement and Yonge Street will need to be reconstructed to facilitate replacement of the water main. South of Gerrard Street, the last reconstruction of the road base took place in 1954 upon completion of the subway. Yonge Street was resurfaced in 2014 from College Street to the Esplanade to improve pavement conditions. There is an urgency to arrive at a long term design solution for Yonge Street so that road works can be bundled with the watermain replacement.

Study Overview

YongeTOmorrow will develop design alternatives and evaluate opportunities to improve pedestrian space and the way people move through and experience Yonge Street between Queen Street and College/Carlton Street. The study is being completed in accordance with the Schedule 'C' requirements of the Municipal Class Environmental Assessment (MCEA) process. In June 2017, City staff began working with consultants gathering background data and in May of 2019 the first round of public consultation was completed.

The Focus Area, shown in Figure 4 is the geographic limit of design work for yongeTOmorrow and includes Yonge Street from Queen Street to College/Carlton Street. The Study Area, is bound by University Avenue to the west, Jarvis Street to the east, Roxborough Avenue to the north and King Street to the south. The Study Area indicates the geographic limits of data collection and public consultation for yongeTOmorrow.

The Study Area extends north to Roxborough in anticipation of a future EA study (Extended Focus Area/ Phase 2 EA, Figure 4) that will focus on the design of Yonge Street from College/Carlton Street to Davenport Road. Data collection has already taken

place under the yongeTOmorrow contract for this area to expedite delivery of the future EA which is expected to commence upon the completion of yongeTOmorrow.

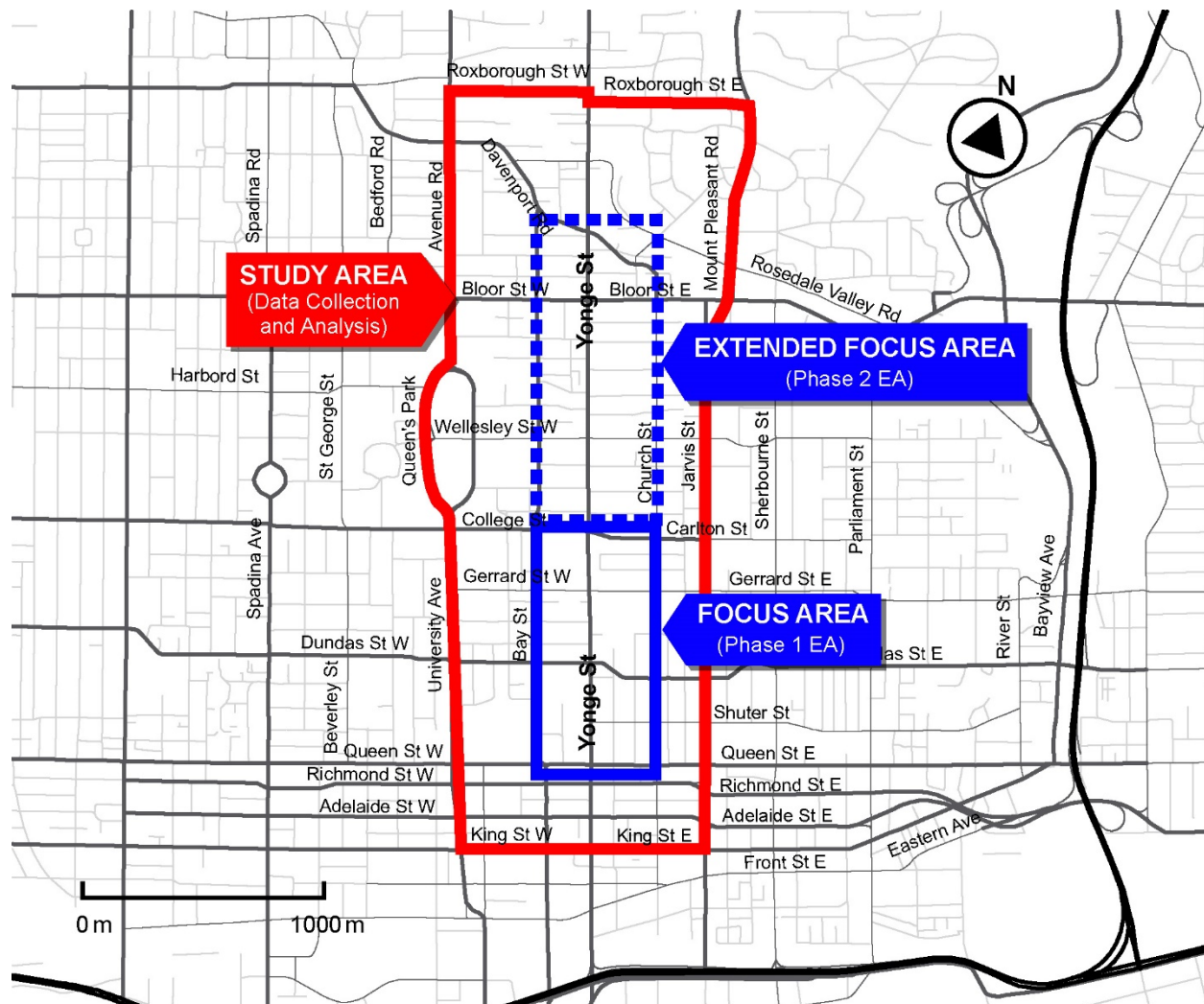


Figure 4. Map of Study Area & Focus Area

Existing Conditions:

The public right-of-way on Yonge Street is 20 metres wide from Queen Street to Gerrard Street (Figure 5) and 26 metres from Gerrard Street to College / Carlton Street (Figure 6). In general there is zero building setback and adjacent building faces sit on the property line. While opportunities to secure setbacks through redevelopment of parcels on Yonge Street are being investigated, the fragmented ownership of the corridor will require that any design solution developed will need to fit within the existing right-of-way.

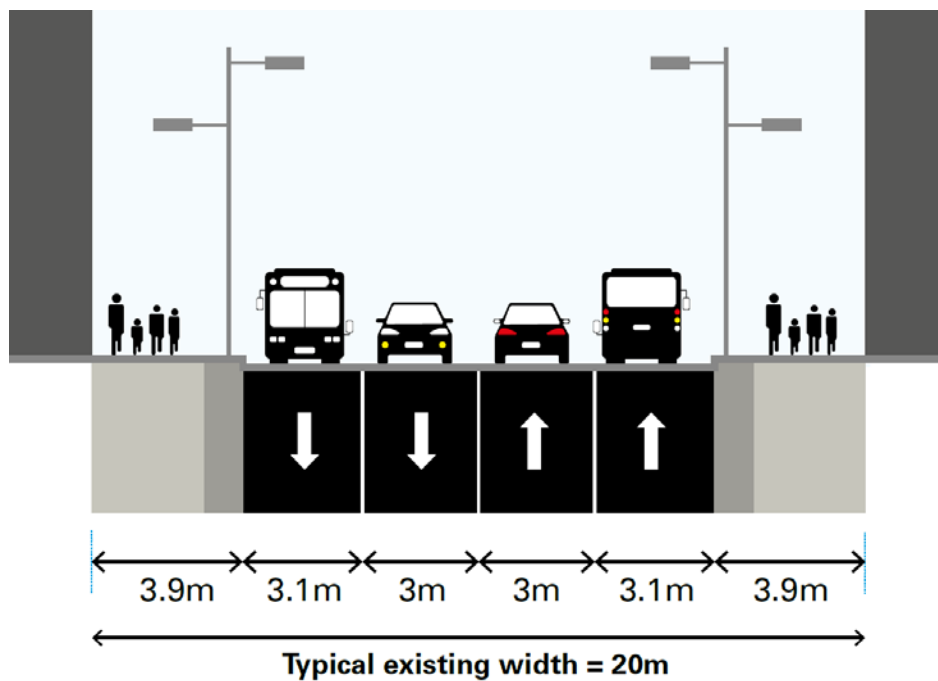


Figure 5. Typical Cross Section from Queen Street to Gerrard Street

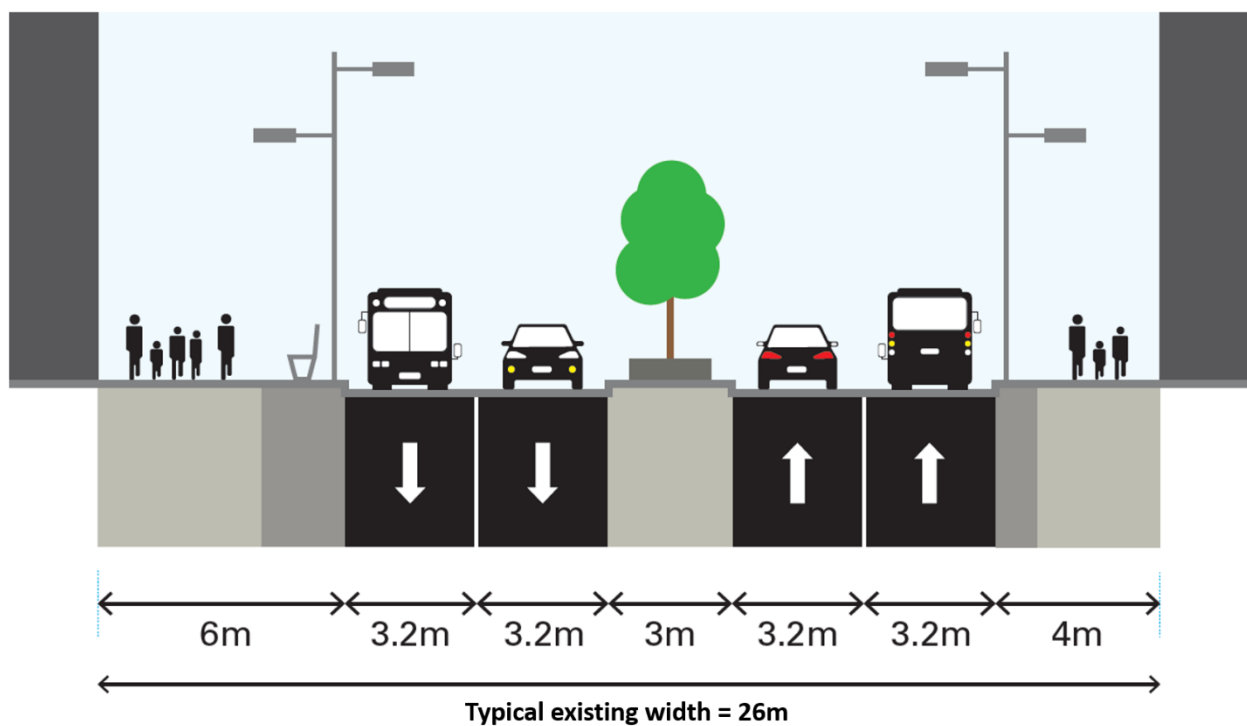


Figure 6. Typical Cross Section from Gerrard Street to College/Carlton Street

Existing Land Use & Policy:

The majority of the yongeTOmorrow Focus Area is Mixed Use, with some limited Parks and Institutional designations. The Official Plan recognizes Downtown Yonge Street as a prominent area in the City, an important retail street and a major shopping focus

within the Greater Toronto Area. It recommends the promotion and enhancement of Downtown Yonge Street as a primary location for street-related retail and entertainment uses by attracting new investment in the form of re-use of existing buildings and appropriate redevelopment.

The area around Yonge Street is undergoing dramatic changes as a result of large numbers of new residential towers being built along and in close proximity to Yonge Street (Figure 7). The trend is continuing with numerous parcels under development or in the planning stages. There are approximately 20,000 residential units in towers over 15 storeys high within this area, with 10,000 new units in the pipeline based on current development applications made to the City. There are at least 2,800 hotel rooms, with 600 more being proposed.³

The commercial face of the street is responding to the influx of new residents, becoming more service-oriented, while increasing retail rents are resulting in more chain stores. Ryerson University's expansion out to Yonge Street has also changed the character, bringing more students out to Yonge Street and creating a highly animated zone between Ryerson facilities, Dundas subway station, the cinemas, Dundas Square and the Eaton Centre.

³ yongeTOmorrow Land Use Background Report prepared by Steer.

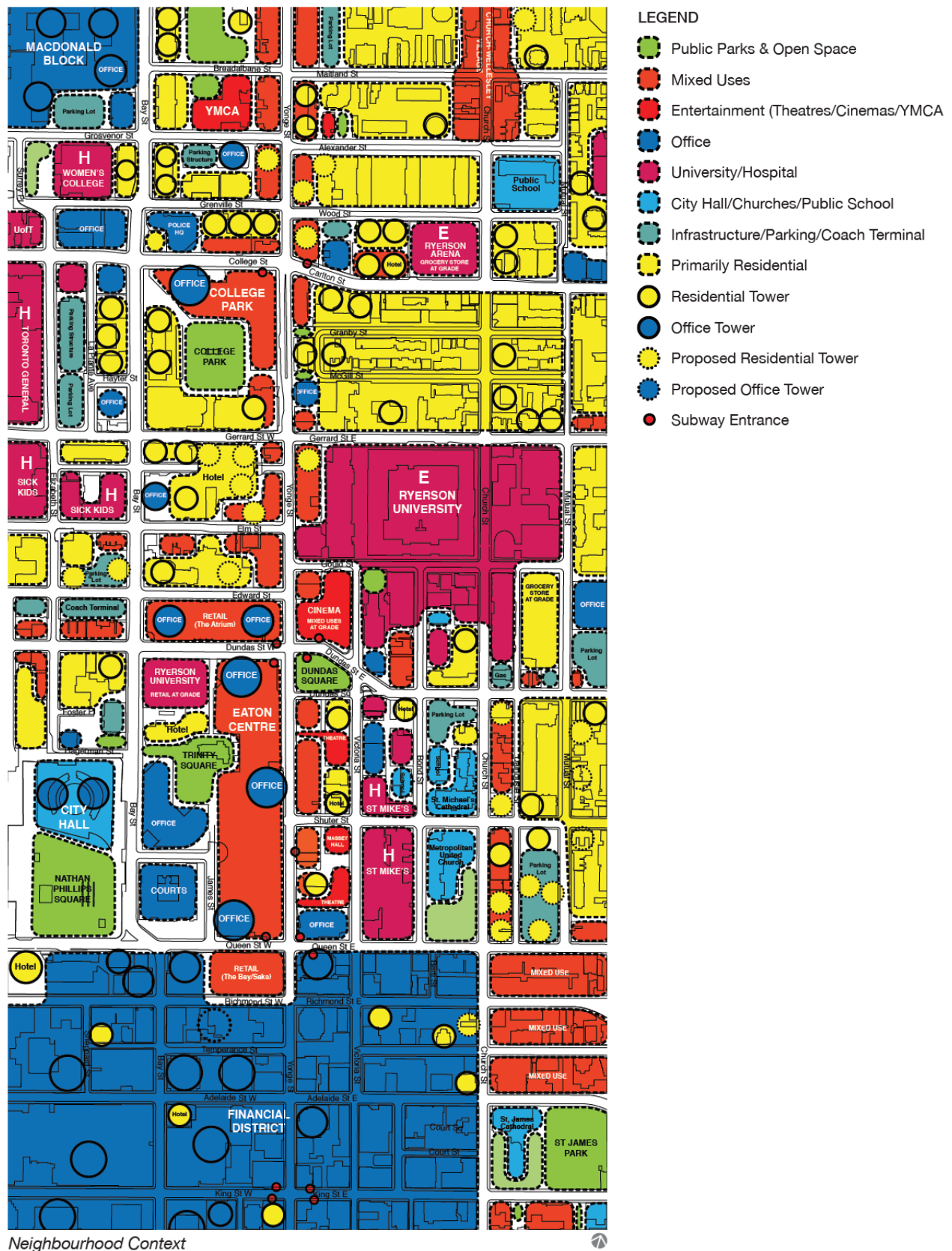


Figure 7. Neighbourhood Context Map

Tourism & Events:

Yonge Street has long been a street for events and entertainments. It was the site of the first Santa Clause Parade in 1905 and is now the official route for the Pride Parade, Festival of India, and St. Patrick's Day Parade. Yonge Street historically has hosted 3 annual running races, the Bike to Work Day Group Commute, and festivals like Open Streets.

Since the opening of Yonge-Dundas Square in 2002, the neighbourhood's importance as a tourism and entertainment zone has evolved. The square plays host to hundreds of events each year and includes major events like North by North East (NXNE), Illuminite, and Canada Day Celebrations.

In 1992 and 1993 Torontonians flocked to Yonge Street to celebrate the Toronto Blue Jay's World Series title, and again on June 13, 2019 thousands of Torontonians congregated on Yonge Street in the vicinity of Yonge-Dundas Square to celebrate the Toronto Raptor's National Basketball Association (NBA) championship win (Figure 8).

The Eaton Centre, national flagship stores for many retailers and theatres also draw visitors to the area. A 2014 Environics poll conducted by the Downtown Yonge BIA indicated that 28% of the pedestrian traffic in the Study Area is visitors to the area and a further 10% are tourists.

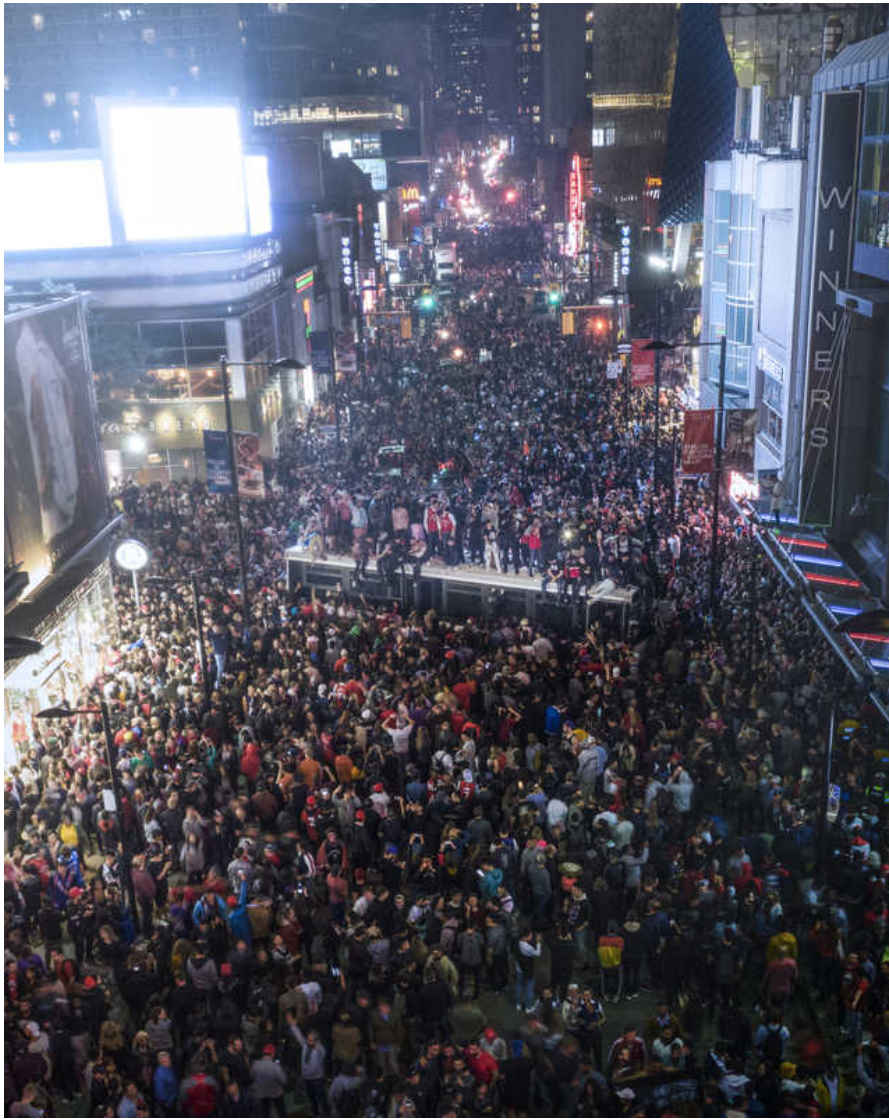


Figure 8. Torontonians Celebrate Raptors' Championship win photo by: Tony Guu

Surface Transit:

In addition to the Yonge Street subway line, Yonge Street is served by the 97B bus weekday mornings and afternoons every 30min in a northbound and southbound direction. The 97B route runs from Queens Quay to Davisville Station and serves approximately 390 passengers on a typical weekday.

Yonge Street is also served by the 320 Night Bus when the subway (Line 1- Yonge University) is not in operation overnight from approximately 1am to 6am. The 320 operates both northbound and southbound with headways of 3.5 minutes until 3:30 am Monday through Saturday and 15 minute headways at other times. On Sunday morning, due to the late opening of the subway, the night bus runs for an additional 2 hours from 6:30am to 8:30am with 3 minute headways. This route serves approximately 1,400 passengers on a typical weeknight.

Public Consultation:

Consultation for yongeTOmorrow will engage a broad range of residents, businesses and stakeholders over three rounds of engagement. The content focus for each round will be:

- **Round One** - Identification of problems/opportunities, study objectives and the long-list of alternatives.
- **Round Two** - Evaluation of alternatives and identification of the short-list and of a preferred alternative solution.
- **Round Three** - Evaluation of Alternative design concepts and identification of the preferred conceptual design.

Each round of consultation will include the following activities:

- Meetings with a Stakeholder Advisory Group (SAG)
- Individual agency and stakeholder meetings
- Promotion of engagement on Instagram, Twitter and Facebook
- Project information and promotion of engagement through an online video
- Public consultation drop in event and an online questionnaire to gather feedback

As part of the Round One consultation process, residents, businesses and stakeholders were asked to evaluate their priorities related to "getting around" and "enjoying" Yonge Street. They were also asked to provide feedback on 15 evaluation criteria and a long list of 14 alternative solution cross sections (refer to Attachment 1).

Below summarizes the consultation activities carried out to date:

- Stakeholder Advisory Group Meetings: (July 30, 2018, April 1, 2019, July 18, 2019)
- Project Launch Yonge-Dundas Square (May 3, 2019)
- Public Drop-in Event (May 9, 2019) – 161 registered participants
- On-line questionnaire – 3025 completed
- Fifty (50) emails and phone calls logged (to date: Sept 18, 2019)

What We Heard:

In Round One, feedback from stakeholders and members of the public provided the following key insights and priorities:

- Sidewalks feel overcrowded and congested
- People often look for an alternate route instead of Yonge Street due to existing traffic congestion whether walking, cycling and/or driving;
- Pedestrian experience needs to be improved and should be the priority of the street
- Public safety is a top priority, encompassing both improving road safety, and design considerations to improve personal security
- Vehicle access is needed to support local business operations
- Public realm should support local area businesses
- Street should be flexible for a variety of uses and changes in temporal demands (time related)
- Different opinions about how much space to allot for different transportation modes, uses and in what combination
- Desire to make the area more attractive by adding greenery (trees and planters)

- Yonge Street should support growing volume of people cycling

Evaluation Process:

The evaluation process consists of 3 steps:

Step 1 - Long List Screening: A high level evaluation of a long-list of alternatives using the reasoned argument approach to arrive at a short-list.

Step 2 - Short-list Screening: Detailed evaluation of a short-list of alternatives to arrive at a preferred solution using quantitative measures. At this stage consideration of block-by-block, temporal, or other operational schemes will be assessed.

Step 3 - Detailed Assessment: Development of alternative design concepts for the preferred solution.

Long List Evaluation Criteria:

Throughout Round One consultation activities three key themes were consistent among stakeholders: pedestrian experience, support for businesses and tourism, and street flexibility. Based on the feedback received to date, the following draft evaluation criteria have been developed:

Mobility	 Pedestrian Movement	Provides the opportunity to significantly improve the pedestrian environment to create a pedestrian focused street.
	 Cycling Movement	Provides a north south connection and improves the environment for cycling.
	 Driving Movement	Maintains adequate driving access to support operations and economic vitality.
	 Transit Movement	Allows for convenient and efficient surface transit and street access to subway entrances to service Yonge Street.
Livability	 Public Realm	Supports improvements to the public realm without impacting pedestrian movement.
	 Street Activity	Supports Yonge Street's role as cultural corridor by maintaining space for existing events, parades and supports opportunities for new events and programming at a range of scales.
	 Public Safety	Supports a Vision Zero and CPTED approaches to improving road safety and personal security.
Prosperity	 Economic Activity	Supports Yonge Street's role as a priority retail street by providing additional room for patios and other on-street economic activity






	 Cost Effectiveness	Improves Yonge Street in a cost effective manner.
	 Curbside Activity	Supports efficient use of curbside space for taxi & ride hailing services, municipal services and goods movement.
Sustainability	 Environment	Promotes a resilient Yonge Street through greening.
	 Flexibility	Provides flexible and adaptable street space that can respond to changing demands and uses.
	 Health & Wellbeing	Encourages adoption of active forms of transportation and mitigates negative impacts of motor vehicles.

Figure 9. Draft Evaluation Criteria

Emerging Alternatives:

The long list of alternatives (see Attachment 1) are being evaluated using the above evaluation criteria and a range of emerging alternatives are under consideration:

- An active pedestrian street, with options for vehicle access or operational restrictions based on time of day or day of week, and cycling facilities provided on a parallel corridor;
- One driving lane with cycling facilities provided on parallel corridor; and
- Two driving lanes with cycling facilities provided on parallel corridor.

Different geographic sections of the Focus Area have different priorities based on their adjacent uses, pedestrian volumes, and operational constraints. As such different solutions may be applied on different sections of Yonge Street as part of the preferred alternative solution.

A wide variety of operational strategies such as timed access for certain vehicle types or shifts in operations based on time of day or day of week are also being considered as part of the short-list evaluation. These scenarios are being reviewed with the Technical Advisory Committee (TAC) and stakeholders and will continue to be assessed in detail as part of the short-list evaluation.

Key Issues:

Pedestrian Activity & Growth:

On some sections of Yonge Street the pedestrian infrastructure does not meet the City's guidelines for accessibility or pedestrian clearways and there is already overcrowding. With populations in the area expected to double by 2041, the infrastructure will be critically deficient and may risk pedestrian safety.

There a number of active development sites within the Study Area and yongeTOmorrow offers the opportunity to coordinate with developers on individual site plans on the future visions of downtown Yonge Street.

Retail Street & Urban Destination:

YongeTOMorrow is an opportunity for significant public realm enhancement and for downtown Yonge Street to become a premier urban destination for tourists and City residents. This type of investment may further catalyze significant economic and cultural investment in the Yonge corridor and may provide an opportunity for increased economic growth for the city.

Road Safety:

In July 2016, City Council approved the Vision Zero Road Safety Plan, which is a data-driven City-wide strategy aiming to eliminate killed and serious injury collisions on the City's roads. In July 2019, Council endorsed Vision Zero 2.0: the first major update to that plan which proposes a set of key initiatives and infrastructure improvements to achieve meaningful reductions in serious injury and fatal collisions in the next five years (2020-2024).

In June 2018, City Council authorized funding to achieve a higher level of road safety along the city's designated cultural corridors, including Yonge Street between Queens Quay and Davenport Road.

As a result, an In Service Road Safety Review (ISSR) and a Road Safety Audit (RSA) are being completed for the Yonge Street Cultural Corridor in coordination with yongeTOMorrow. The ISSR has identified existing areas for improvement and mitigative countermeasures to be considered in the evaluation of the long list and short-list of alternatives.

The RSA will be conducted in two stages. The first stage is an audit of the short-list alternatives which will inform and assist the City in the selection and development of the preferred alternative solution. The second stage will involve conducting a RSA of the preliminary design (30% design) of the preferred alternative design concepts. The recommendations of the second stage will inform the City in refining the preferred alternative design concept. The RSA will also include a review of yongeTOMorrow to identify gaps or inconsistencies between the objectives and outcomes of the EA study and the objectives of the Vision Zero Road Safety Plan.

Setting Priorities & Mode Conflicts:

One of the primary objectives of yongeTOMorrow is to improve the pedestrian environment, not only to satisfy the pedestrian demands of today, but also for the next 50 years. Given Yonge's limited right-of-way width of 20 metres, it is not possible to dedicate space to pedestrians, cyclists and drivers and realize a meaningful improvements to the pedestrian realm. Yonge Street is a major corridor where designing walking or cycling infrastructure to minimum standards is not appropriate. Providing people with undersized facilities for walking and cycling on Yonge Street is a lose-lose situation for both modes and is likely to result in conflicts between the two modes. This means that decisions will need to be made regarding which modes will take priority on Yonge Street and which modes are most compatible with guiding policy and stakeholder needs.

Concerns have also been expressed regarding the compatibility of mixing major cycling facilities with major pedestrian facilities, especially in a tourism and entertainment focused district. Tourists walk, shop, and explore neighbourhoods in a very different way than locals. It should also be noted that the speed differential and potential for conflict between pedestrians and commuting cyclists is typically far greater than that between cyclists and cars on a low speed roadway. Queens Quay has provided many lessons learned regarding the preferred level of separation between pedestrians and cyclists in order to mitigate conflicts and support accessibility. The level of separation required to combine major cycling and pedestrian routes may not be compatible with a street intended to host numerous events where maximum operational flexibility is desired.

Cycling Infrastructure:

The downtown core is lacking a central north-south cycling facility. The 10 Year Cycling Network Plan identifies Yonge Street as a major corridor that presents opportunities to create City-wide connections. Yonge Street has performed well in cycling impact analysis, but requires an assessment of the feasibility of introducing cycling infrastructure in conjunction with traffic impacts, transit impacts, public realm improvement opportunities and commercial pressures such as loading. The yongeTOmorrow EA will assess impacts, consult with all affected stakeholders and evaluate the feasibility of cycling infrastructure on Yonge Street between Queen Street and College / Carlton Street.

The yongeTOmorrow EA has evaluated the appropriateness and feasibility of cycling infrastructure on Yonge Street by reviewing technical constraints, stakeholder feedback and guiding policy and does not recommend cycling infrastructure on Yonge Street. As a result yongeTOmorrow will recommend an alternate parallel street, associated network links and facility type to facilitate the downtown north-south network connection.

University, Bay and Church Streets are currently being considered and evaluated for cycling infrastructure as part of the yongeTOmorrow EA process, given the solutions emerging from the evaluation process do not include cycling facilities on Yonge Street.

Surface Transit - Night buses and Emergency Shuttles:

Based on input from the Toronto Transit Commission (TTC), all short-list solutions must accommodate the operation of two way bus traffic when the subway is not in operation. This is both overnight and during emergency daytime shutdowns when shuttle buses are required. All of the emerging alternatives can be designed to accommodate buses with accompanying operational strategies.

Impacts to reliability of parallel and intersecting surface routes, primarily the 6 Bay and 505 Dundas, are also of concern to the TTC. Transit staff will be involved in the review of traffic modeling to assist in identifying issues and possible solutions to mitigate impacts of the emerging alternatives.

The operation of all existing east-west surface transit routes will be maintained and the project team is investigating strategies to improve efficiency of east-west routes at Yonge Street intersections.

Curbside Activity and Goods Movement:

Stakeholders from the business community have raised concerns about traffic access and operations along with accommodation for curbside activity. The primary concerns relate to deliveries, solid waste pick-up and ride hailing.

There are three (3) properties within the Focus Area which rely on front door access only and must undertake their loading activities on Yonge Street. Site observations have also indicated that many more businesses prefer front of house loading operations out of convenience. The laneway system is narrow and is used by many business. Queues are observed in the lanes at peak delivery times. Ease of access to loading docks and laneway must also be considered. Key areas include the Ryerson loading dock accessed from Gould Street and the access to O'Keefe Lane from Dundas Square.

Front door goods movement has two major impacts on Yonge Street which need to be considered. 1) The impacts of delivery and service vehicles on traffic operations. 2) Crates, pallets, and waste containers occupying space in the sidewalk and public realm.

The yongeTOmorrow EA will assess operations and look at designating both physical space and/or recommendations for specific times for loading activities to minimize impacts on right-of-way operations and the public realm.

Coverage and availability of taxi and ride hail service on Yonge Street has been raised as a concern by a wider range of stakeholders. Major destinations on Yonge Street such as the Eaton Centre, Ryerson, College Park, theatres and hotels generate significant ride hailing on Yonge Street and some stakeholders have expressed that the availability of convenient pick-up and drop-off locations is critical to pedestrians and the economic success of the area.

Transportation Services has obtained data illustrating the location of ride hail usage in the Focus Area and will consider this data as an input to the selection of the preferred alternative.

Access to Parking:

Access to and from off-street parking facilities is another area of concern for local stakeholders. The Eaton Centre garage accessed from the Yonge and Shuter Street intersection and the associated traffic operations of Shuter Street and Victoria Street are of utmost concern for Cadillac Fairview. They have expressed significant concern that additional traffic restrictions in this area may have a major impact on the operations of the garage.

The Toronto Parking Authority has expressed similar concerns about access to and from Carpark 34 located at 20 Dundas Square (beneath Yonge-Dundas Square) which

is accessed using Dundas Square from Yonge Street. Currently Dundas Square operates as one-way in an eastbound direction.

The yongeTOmorrow EA will assess potential impacts and develop alternative traffic operations strategies to mitigate potential issues with access to and from off-street parking. Strategies may include adding or removing turn restrictions, traffic signal optimization, or designating turn lanes or commercial loading zones.

Traffic Operations:

Multi-modal transportation modelling is being carried out based on existing conditions and the City's 2031 planning horizon to assess the impact of the proposed changes to the Study Area. Analysis is being undertaken to test alternatives against existing and future baseline 2031 conditions as part of the short-list evaluation.

The model takes the King Street Transit Priority Corridor into account and will also test potential lane reductions on Church Street between Maitland and Gloucester Streets being considered by the Church Wellesley BIA.

Personal Security & Undesirable Street Activity:

The visibility and impacts of homelessness, drug use, and other social challenges in the downtown core have been raised repeatedly at consultations. Transportation Services has engaged Shelter Support and Housing, Toronto Police Services and Toronto Public Health among others to advise how physical changes to Yonge Street may influence and impact street activity and vulnerable members of the community.

This study will not recommend changes to social policy, social services or operational practices unrelated to road operations. These types of changes will require further study and action by relevant divisions as part of an initiative separate from the yongeTOmorrow EA.

Schedule and Next Steps:

Consultation and feedback on the emerging list of alternative solutions and the preferred solution are planned for Round Two of public consultation taking place in late fall 2019. Phase 4 - Development of Alternative Design Concepts is targeted to begin in winter 2020 and feedback on the 30% design concept will be gathered in the spring of 2020. Below is a summary of milestone activities planned for the remainder of the project:

- Design Review Panel November 7, 2019
- Online Questionnaire #2 - November 7 - December 6, 2019
- Public Consultation Drop In Event #2 - November 21, 2019
- Public Consultation Drop in Event #3 - Spring 2020

The final Environmental Study Report, Report to Infrastructure and Environment Committee, and Report to Council are planned for the summer of 2020.

CONTACT

Jacquelyn Hayward
Director, Project Design & Management
Transportation Services
Tel: (416) 392-5348
Email: jacquelyn.hayward@toronto.ca

SIGNATURE

Barbara Gray
General Manager, Transportation Services

ATTACHMENTS

Attachment 1: YongeTOmorrow Public Drop in Event #1 Display Panels