7 Alternative Design Concepts

Introduction

7.1 This chapter of the ESR provides an overview of the development and evaluation of the Alternative Design Concepts assessed during Phase 3 of the EA Study. Feedback on the Alternative Design Concepts was solicited through consultation with the Stakeholder Advisory Group, a third round of public consultation, a presentation to the Design Review Panel and meetings with individual stakeholders.

7.2 Phase 3 of the MCEA process involves the identification of Alternative Design Concepts in accordance with the selected Alternative Solution.

7.3 Chapter 6 described the process of development of the four Alternative Solutions to deliver the EA Study by applying one of the three Street Design Options (Pedestrian Priority, One-Way Driving Access or Two-Way Driving Access) to the four sections of Yonge Street based on its local needs. Based upon detailed evaluation and consultation, Alternative Solution 4 (with cycling facilities on University Avenue) was identified as the Recommended Preferred Solution because it provided significant improvements to the pedestrian street experience while limiting impacts to traffic operations.

7.4 The consultation on the Alternative Solutions identified that more consideration was desired for people cycling and for deliveries, loading and ride hailing, which was taken into account as part of developing the Alternative Design Concepts.

Development of Alternative Design Concepts

7.5 The Yonge Street Study Area comprises a series of urban blocks with differing needs within each block, a fact highlighted by the public and stakeholder feedback in the first two rounds of consultation. Preferred Solution 4 was therefore divided into blocks to address these needs, incorporate feedback and provide more detail. Three Alternative Design Concepts were developed.

7.6 The three Alternative Design Concepts (4A, 4B and 4C) are summarized in Figure 7-1 and a more detailed description is provided in Table 7-1. The three Alternative Design Concepts have some basic similarities such as a two lane configuration and widened sidewalks, with the differences largely being the extent of pedestrian focus and cycling infrastructure within different blocks.

7.7 The extents of pedestrian focus within the blocks are intended to be flexible and can be achieved through operational strategies that lie outside the EA process. However, the extents were nonetheless studied as part of the Alternative Design Concepts to assist in understanding potential environmental effects.

Alternative Design Concept 4A

7.8 Alternative Design Concept 4A places an emphasis on improvements to the pedestrian experience. It has fewer vehicle turn lanes and curbside vehicular activity areas than the other alternatives and does not have separated cycle facilities.

7.9 Operationally this alternative has the most pedestrian priority areas and also the most restrictions vehicle movements.

Alternative Design Concept 4B

7.10 Alternative Design Concept 4B places an emphasis on vehicular movement. It has the most vehicle turn lanes and curbside vehicular activity areas of the three alternatives and does not have separated cycle facilities.

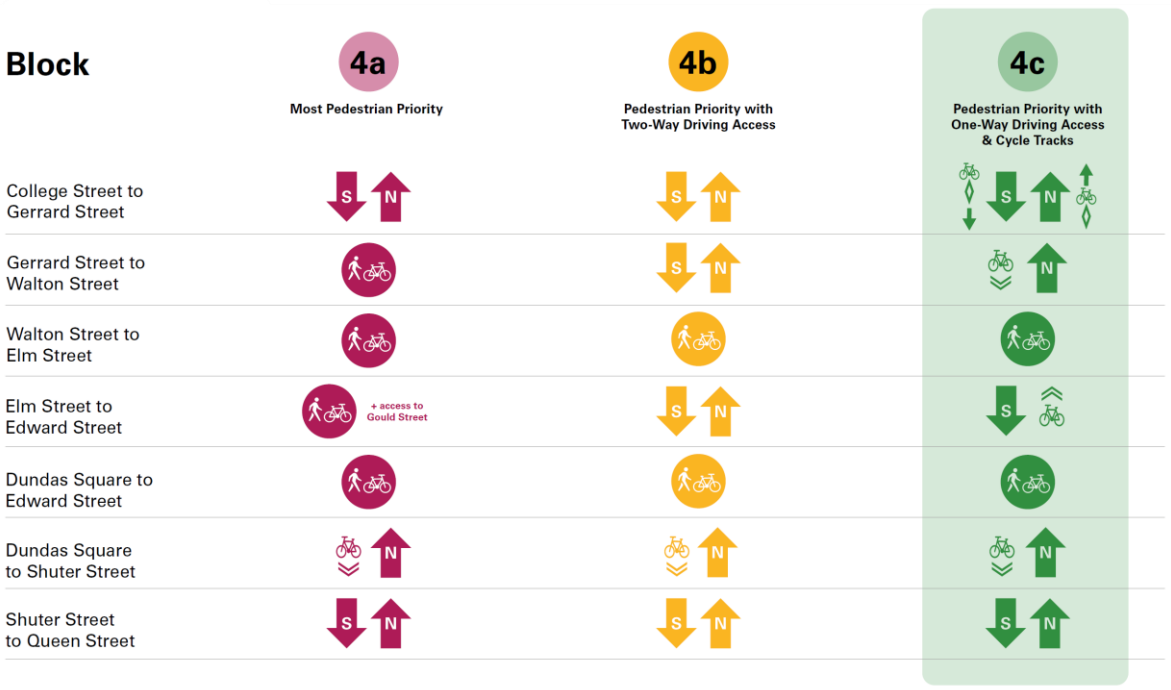
7.11 Operationally this alternative has the least pedestrian priority areas and the least restrictions vehicle movements.

Alternative Design Concept 4C

7.12 Alternative Design Concept 4C provides a balance between the pedestrian emphasis of 4A and the vehicular emphasis of 4B. It has an intermediate level of provision for vehicle turn lanes and curbside vehicular activity areas. Between College Street and Gerrard Street there is space for dedicated separated cycling facilities.

7.13 Operationally, turning movements are more restricted than 4B, but more relaxed than 4A. Space for curbside vehicular activity is also greater than 4A but less than 4B.

Figure 7-1: Block-by-block Summary of Alternative Design Concepts



Common Themes

7.14 For each of the Alternative Design Concepts, a common theme of high quality and distinct urban realm has been assumed to unify the physical design of the overall project and deliver the City's Project Objectives of an enhanced and distinct streetscape and to define Yonge Street's role as a premier destination.

7.15 This unifying theme considers features such as paving materials, lighting, street furniture, landscaping and public art. This theme will be applied throughout the corridor and is common to all of the Alternative Design Concepts.

7.16 The Preferred Solution identified in Phase 2 defines a number of requirements that by necessity are common to all of the Alternative Design Concepts. All Alternative Design Concepts need to:

- Provide for two-way use by overnight bus services, with consideration of providing a continuous roadway with 2 x 3.3 m lanes and a smooth alignment
- Provide cycle infrastructure on University Avenue
- Provide for a minimum of 4.0m unobstructed sidewalks on either side of the street to accommodate anticipated pedestrian demand

Table 7-1: Overview of Key Differences between Alternative Design Concepts

Midblock Section	Element	Alternative Design Concept 4A	Alternative Design Concept 4B	Alternative Design Concept 4C
College Street to Gerrard Street	Cycling Facility	Shared with local access traffic	Shared with local access traffic	Separated one-way cycle tracks, either side of the roadway
	Sidewalk	Widened sidewalk	Widened sidewalk	Widened sidewalk with less width than 4A & 4B due to cycle tracks
	Curbside Activity Areas	1 x commercial loading area on the west side	4 x commercial loading areas, (2 west side, 2 east side)	2 x commercial loading areas (1 west side, 1 east side)
	Midblock Traffic Operation	Two-way local traffic	Two-way local traffic	Two-way local traffic
Gerrard Street to Walton Street	Cycling Facility	Shared with local access traffic	Shared with local access traffic	Shared with local access traffic
	Sidewalk	Widened sidewalk	Widened sidewalk	Widened sidewalk
	Curbside Activity Areas	None	None	None
	Midblock Operation	Pedestrian Priority	Two-way local traffic	One-way northbound local traffic
Walton Street to Elm Street	Cycling Facility	Shared with local access traffic	Shared with local access traffic	Shared with local access traffic
	Sidewalk	Widened sidewalk	Widened sidewalk	Widened sidewalk
	Curbside Activity Areas	None	1 x commercial loading area, west side	1 x commercial loading area, west side
	Midblock Operation	Pedestrian Priority	Pedestrian Priority	Pedestrian Priority
Elm Street to Edward Street	Cycling Facility	Shared with local access traffic	Shared with local access traffic	Shared with local access traffic
	Sidewalk	Widened sidewalk	Widened sidewalk	Widened sidewalk
	Curbside Activity Areas	Commercial loading areas on Edward Street and Elm Street	1 x commercial loading, west side and 1 x commercial loading, east side	Commercial loading areas on Edward Street and Elm Street
	Midblock Operation	Pedestrian Priority from Edward Street to Gould Street, two-way	Two-way local traffic	One-way southbound local traffic

Midblock Section	Element	Alternative Design Concept 4A	Alternative Design Concept 4B	Alternative Design Concept 4C
		local traffic from Gould Street to Elm Street		
Edward Street to Dundas Street	Cycling Facility	Shared with local access traffic	Shared with local access traffic	Shared with local access traffic
	Sidewalk	Widened sidewalk	Widened sidewalk	Widened sidewalk
	Curbside Activity Areas	None	None	None
	Midblock Operation	Pedestrian Priority	Pedestrian Priority	Pedestrian Priority
Dundas Street to Dundas Square	Cycling Facility	Shared with local access traffic	Shared with local access traffic	Shared with local access traffic
	Sidewalk	Widened sidewalk	Widened sidewalk	Widened sidewalk
	Curbside Activity Areas	None	None	None
	Midblock Operation	Pedestrian Priority	Pedestrian Priority	Pedestrian Priority
Dundas Square to Shuter Street	Cycling Facility	Shared with local access traffic	Shared with local access traffic	Shared with local access traffic
	Sidewalk	Widened sidewalk	Widened sidewalk	Widened sidewalk
	Curbside Activity Areas	Hop-on & hop-off loading east side	Hop-on & hop-off loading east side. 2 x commercial loading, east side	Hop-on & hop-off loading east side. 2 x commercial loading east side
	Midblock Operation	One-way northbound local traffic	One-way northbound local traffic	One-way northbound local traffic
Shuter Street to Queen Street	Cycling Facility	Shared with local access traffic	Shared with local access traffic	Shared with local access traffic
	Sidewalk	Widened sidewalk	Widened sidewalk	Widened sidewalk
	Curbside Activity Areas	None	2 x commercial loading, west side and 2 x commercial loading, east side	2 x commercial loading, east side
	Midblock Operation	Two-way local traffic	Two-way local traffic	Two-way local traffic
Intersections				

Midblock Section	Element	Alternative Design Concept 4A	Alternative Design Concept 4B	Alternative Design Concept 4C
Yonge Street & College Street	Traffic turns	Allow left turn Yonge Street southbound into Carlton Street (currently banned)	Allow left turn Yonge Street southbound into Carlton Street (currently banned)	Allow left turn Yonge Street southbound into Carlton Street (currently banned). Additional phase for cycle movement.
Yonge Street & Gerrard Street	Traffic turns	Yonge Street south of Gerrard Street is a pedestrian priority zone, so no traffic entering or leaving (except bicycles)	As existing, plus Yonge Street northbound left turn allowed.	Yonge Street south of Gerrard Street is one-way northbound only, so no traffic entering Yonge Street south of Gerrard Street (except cycles). Yonge Street northbound left turn allowed. Additional stage for cycle movement.
Yonge Street & Gould Street	Traffic turns	Yonge Street south of Gould Street is a pedestrian priority zone, so no traffic entering or leaving (except bicycles). No traffic signals.	No change	Yonge Street is southbound only, so left turn only from Gould Street into Yonge Street
Yonge & Dundas	Traffic turns	As existing - all turns prohibited	As existing - all turns prohibited	As existing - all turns prohibited
Yonge Street & Shuter Street	Traffic turns	Shuter Street left turn into Yonge Street banned (except cycles). No southbound traffic on Yonge Street north of Shuter Street (except cycles).	Allow right turn out of parking garage onto Yonge Street. Allow left turn into parking garage from Yonge Street. No southbound traffic on Yonge Street north of Shuter Street (except cycles).	Shuter Street left turn into Yonge Street banned (except cycles). Allow right turn out of parking garage onto Yonge Street. No southbound traffic on Yonge Street north of Shuter Street (except cycles).
Yonge Street & Queen Street	Traffic turns	All turns prohibited	All turns prohibited	All turns prohibited

Evaluation of Alternative Design Concepts

Introduction

Purpose

7.17 The evaluation process was guided by the Problem and Opportunity Statement and informed by feedback and input gathered iteratively through project team meetings and consultation with the Stakeholder Advisory Group and the wider public.

7.18 This section outlines the assessment process of Alternative Design Concepts 4A, 4B and 4C, using an evaluation framework approach. The purpose of the evaluation framework is to ensure that a clear and replicable set of decisions are made at each stage, and ultimately to inform the identification of the Recommended Design Concept that addresses the unique needs and opportunities of the Yonge Street corridor.

Methodology

7.19 The performance of each of the Alternative Design Concepts was measured against the high-level Project Objectives for the yongeTOmorrow project using a set of criteria developed for each objective. In turn, a set of quantitative and/or qualitative indicators were used to evaluate the performance of each Alternative Design Concept against each criterion. The Project Objectives and evaluation criteria are described in greater detail in the next section, and the full list of over 100 indicator metrics is provided in Appendix I.

7.20 For each indicator, input values were converted into two scores. The first score represents the performance of a given concept relative to the Do Nothing scenario, while the second score indicates the performance relative to the other concepts under consideration.

7.21 A deliberate decision was made to not apply weightings to the criteria or indicators. The rationale for this is to avoid decisions being made in a mechanistic fashion based on a misinterpretation of the evaluation as being able to give a single 'correct' answer. Rather, the evaluation framework acts as a tool that informs the decision-making process. By making the advantages and disadvantages of each Alternative Design Concept clear, informed- and evidence-based decisions can be made while recognizing the trade-offs that must inevitably be made.

Project Objectives and Evaluation Criteria

7.22 Building on the Problem and Opportunity Statement and informed by Project Team workshops and in consultation with the project's Stakeholder Advisory Group, **Mobility, Livability, Prosperity, and Sustainability** were identified as the four primary Project Objectives for the yongeTOmorrow project.

7.23 As noted above, a set of criteria were developed to reflect the core aspects of each of the four Project Objectives and used to evaluate the Alternative Design Concepts, as shown in Figure 7-2.

Figure 7-2: Project Objectives and Evaluation Criteria

7.24 Development of the evaluation criteria shown above was informed by a range of sources, including relevant policy, and has been refined over the course of the yongeTOmorrow EA Study to incorporate feedback received from stakeholders in various forums in addition to the views expressed by individuals gathered through multiple phases of public consultation. Throughout this process, the evaluation criteria were cross-checked against the Key Considerations outlined within the MCEA guidance materials to ensure that the MCEA requirements were met.

7.25 Table 7-2 identifies the links between the EA Study's Project Objectives, criteria, and the Key Considerations outlined in the MCEA process.

Table 7-2: Relationship between MCEA Key Considerations and the yongeTOmorrow Project Objectives / Evaluation Criteria

Project Objectives + Evaluation Criteria / MCEA Key Considerations	Mobility				Livability			Prosperity			Sustainability		
	M1	M2	M3	M4	L1	L2	L3	P1	P2	P3	S1	S2	S3
	Pedestrian Movement	Cycling	Transit	Driving	Pedestrian Experience	Events, Festivals, and Parades	Public Safety	Retail and Tourism	Cost Effectiveness	Curbside Activity	Natural Environment	Flexibility and Innovation	Health and Wellbeing
Land-Use Planning Objectives	●	●	●	●	●		●	●					
Natural Heritage Features					●				●		●		
Social Environment					●	●		●				●	●
Cultural Environment					●	●							
Economic Environment								●	●	●			
Property									●				

Note: The consideration of Indigenous Nations and People was not seen as a key differentiator between Alternative Design Concepts given the low level of concern with the project expressed by the Mississaugas of the Credit First Nation.

Objective 1: Mobility

"Provide Mobility for a diverse and evolving city."

7.26 An opportunity for transformative growth exists for improving the movement of people and goods in the yongeTOmorrow Study Area through improved user choice, accessibility, and connectivity options. The key strategy will be to position walkability as a fundamental cornerstone of the network and reallocate space along the corridor to reflect this. Streetscape design improvements and the introduction of new destinations along the corridor will be crucial in cementing Yonge Street as a major centre for street life in Toronto.

7.27 The evaluation criteria associated with the Mobility objective are described below. This is followed by a summary of the evaluation results highlighting the relative performance of the Alternative Design Concepts.

M1: Pedestrian Movement

Provides the opportunity to significantly improve pedestrian movement by adding space for movement both along and across Yonge Street to accommodate growing pedestrian volumes.

M1 Evaluation Summary:

7.28 All three of the Alternative Design Concepts improve conditions for pedestrians within the Study Area relative to the Do Nothing scenario.

7.29 Among the Alternative Design Concepts, Alternative Design Concept 4A has the most pedestrian priority zones and fewer curbside activity areas which allows it to provide the most space to support walking and improvements that contribute to a positive street experience such as planting, cafés, seating, and programming. This concept also introduces the most impactful vehicle-access restrictions, in turn reducing the exposure to traffic, minimizing the potential for conflicts, and improving pedestrian comfort levels.

7.30 Alternative Design Concept 4C has two pedestrian priority zones and includes one-way driving access during the daytime with fewer curbside activity areas than Alternative Design Concept 4B. This provides lower traffic volumes, good support for walking and improvements that contribute to a positive street experience. Pedestrian comfort is reduced relative to Alternative Design Concept 4A and 4B north of Gerrard Street due to the inclusion of separated cycle tracks.

7.31 Alternative Design Concept 4B has two pedestrian priority zones and is generally serviced by two-way driving access at all times with the most curbside activity areas. This provides the least support for walking and improvements that contribute to a positive street experience. However, it still represents an improvement relative to the Do Nothing.

M2: Cycling

Provides a major north-south connection through downtown and improves the experience for cyclists on Yonge Street.

M2 Evaluation Summary:

7.32 All three of the Alternative Design Concepts improve conditions for cyclists within the Study Area relative to the Do Nothing scenario. Each concept includes a high-quality north-south cycling connection on University Avenue, parallel to Yonge Street.

7.33 Alternative Design Concept 4C performs best and is the only concept that provides cycle tracks on Yonge Street north of Gerrard Street, providing a safe and convenient connection between east-west cycling corridors. Pedestrian priority areas and three blocks of one-way local-access segments limit traffic volumes on the corridor where cyclists share the road with vehicles, reducing the potential for conflicts. This concept also minimizes the amount of cycling that is shared with two-way traffic.

7.34 Alternative Design Concept 4A performs second best, with lower overall traffic volumes and vehicle access restrictions that offer an improved shared-street cycling environment on Yonge Street with reduced opportunities for conflicts.

7.35 Alternative Design Concept 4B performs poorest and has the greatest amount of two-way driving access that is shared with people cycling.

M3: Transit

Supports efficient operation of bus and streetcar routes identified by TTC to meet ridership demand and allows streetscape improvements to surface transit stops and transfers.

M3 Evaluation Summary:

7.36 All three Alternative Design Concepts include the elimination of daytime local bus service on Yonge Street from College / Carlton Street to Queen Street, leading to a reduction in transit service accessibility along the corridor for all three concepts relative to the Do Nothing scenario. However, this is being proposed due to the low patronage of the existing daytime local bus service, as it is paralleled by Line 1 of the subway.

7.37 Alternative Design Concept 4B increases journey times on some transit routes, and these impacts may be marginally less than for the other two concepts.

7.38 Alternative Design Concept 4C increases journey times on some transit routes, and these impacts are likely to fall between Alternative Design Concept 4A and Alternative Design Concept 4B.

7.39 Alternative Design Concept 4A increases journey times on some transit routes, and these impacts may be marginally greater than for the other two concepts.

M4: Driving

Provides suitable vehicle access to support business operation, tourism and servicing of the neighbourhood.

M4 Evaluation Summary:

7.40 For all three Alternative Design Concepts, the creation of pedestrian priority areas on Yonge Street generally changes to local access arrangements, and on-street parking restrictions reduce the overall traffic performance relative to the Do Nothing scenario.

7.41 Alternative Design Concept 4B performs best and is least impactful to the existing traffic patterns and access arrangements, while 4A introduces the greatest level of traffic-related impacts. The impacts associated with Alternative Design Concept 4C sit in the middle.

Evaluation Results – Mobility

7.42 Table 7-3 presents the scoring of the three Alternative Design Concepts for the criteria associated with the Mobility Objective. The scores presented reflect the performance of each concept relative to the Do Nothing scenario as well as relative to the other concepts. Evaluation details, including a breakdown of the criteria scores by indicator, are provided in Appendix I.

Table 7-3: Alternative Design Concepts (ADCs) Evaluation Summary – Mobility Criteria

	Alternative Design Concept 4A		Alternative Design Concept 4B		Alternative Design Concept 4C	
Criteria	**Relative to Do Nothing**	**Relative to ADCs**	**Relative to Do Nothing**	**Relative to ADCs**	**Relative to Do Nothing**	**Relative to ADCs**
M1: Pedestrian Movement	+	●●●	+	●○○	+	●●○
M2: Cycling	+	●●○	+	●○○	+	●●●
M3: Transit	-	●○○	-	●●●	-	●●○
M4: Driving	-	●○○	-	●●●	-	●●○

Key

Relative to Do Nothing		Relative to Other Concepts	
+	better	●●●	Best
=	equal	●●○	Better
-	worse	●○○	Good

Objective 2: Livability

"Celebrate and enhance Liveability by providing an enriching and adaptable urban destination."

7.43 Yonge Street should continue to support existing urban form while ensuring flexibility in embracing future conditions. The corridor should provide a safe, enriching and layered streetscape that residents will embrace, while continuing to attract visitors and tourists from all walks of life.

7.44 Yonge Street should also support a growing local community and strong visitor base that will allow for 24/7 living including shopping, dining and entertainment. Existing neighbourhoods should be reinforced, and new developments must be integrated to ensure a local and sustainable identity.

The corridor will be enhanced with distinct streetscape elements, active and animated linkages and open space which allow for these diverse and multi-generational communities.

7.45 The evaluation criteria associated with the Liveability objective are described below. This is followed by a summary of the evaluation results highlighting the relative performance of the Alternative Design Concepts.

L1: Pedestrian Experience

Support for opportunities to improve the pedestrian experience through a unified streetscape and public realm by providing space for pedestrian activities and amenities without impacting pedestrian movement.

L1 Evaluation Summary:

7.46 All three Alternative Design Concepts offer pedestrian experience improvements relative to the Do Nothing scenario.

7.47 Comparing the Alternative Design Concepts, Alternative Design Concepts 4A provides the greatest level of improvement amongst the concepts with the highest allocation of space for pedestrians and street activities including flexible boulevard space and amenities.

7.48 Alternative Design Concept 4B provides a similar level of pedestrian space as Alternative Design Concept 4C, but with a higher proportion of through traffic and a lower potential for pedestrian amenities within the boulevard zone.

L2: Events, Parades, and Festivals

Support Yonge Street's role as cultural corridor by improving the street's ability to provide flexible space and operations for new and existing events, festivals and parades.

L2 Evaluation Summary:

7.49 All three Alternative Design Concepts support Yonge Street's role as a cultural corridor and offer increased opportunities and flexibility for events, festivals, and parades relative to the Do Nothing scenario.

7.50 Alternative Design Concept 4A provides the greatest opportunity for events and festivals with the most dedicated programmable space and pedestrian priority areas. This concept requires the lowest level of intervention to achieve a fully car-free scenario to accommodate large scale events along the corridor, such as parades.

7.51 Alternative Design Concepts 4B and 4C each provide a moderate level of opportunity for events and festivals along the Yonge Street corridor, with similar amounts of dedicated programmable and pedestrian priority space. However, Alternative Design Concept 4B requires the greatest level of intervention out of all the three Alternative Design Concepts to achieve a fully car-free scenario to accommodate large scale events along the corridor like parades.

L3: Public Safety

Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by providing space for lighting, sight lines and emergency services.

L3 Evaluation Summary:

7.52 All three Alternative Design Concepts support increased public safety along the corridor relative to the Do-Nothing scenario by reducing vehicle speeds and the potential for modal conflicts, and with equal opportunities to improve and unify light levels along the corridor.

7.53 Among the concepts, Alternative Design Concept 4A provides the greatest improvements to public safety along the Yonge Street corridor by providing the most extensive pedestrian priority space, a design that most significantly limits traffic volumes, and by restricting vehicle access during the daytime where pedestrian volumes are greatest.

7.54 Alternative Design Concept 4C provides moderate improvements to pedestrian safety by providing extensive pedestrian priority space. It provides the greatest safety improvements for cyclists with its inclusion of separated cycling facilities along part of the Yonge Street corridor. Exposure to two-way traffic is also minimized, and vehicle access restrictions including local-access one-way traffic loops reduce the potential for conflict where pedestrian volumes are highest.

7.55 Alternative Design Concepts 4B offers the fewest public safety benefits relative to the other two concepts. Vehicle access arrangements, potential for modal conflicts, and traffic volumes are most similar to the existing conditions.

Evaluation Results – Livability

7.56 Table 7-4 presents the scoring of the three short-listed Alternative Design Concepts for the criteria associated with the Livability Objective. The scores presented reflect the performance of each concept relative to the Do Nothing scenario as well as relative to the other concepts. Evaluation details, including a breakdown of the criteria scores by indicator, are provided in Appendix I.

Table 7-4: Short-listed Alternative Design Concepts (ADCs) Evaluation Summary – Livability Criteria

	Alternative Design Concept 4A		Alternative Design Concept 4B		Alternative Design Concept 4C	
Criteria	**Relative to Do Nothing**	**Relative to ADCs**	**Relative to Do Nothing**	**Relative to ADCs**	**Relative to Do Nothing**	**Relative to ADCs**
L1: Pedestrian Experience	+	●●●	+	●○○	+	●●○
L2: Events, Festivals, and Parades	+	●●●	+	●○○	+	●●○
L3: Public Safety	+	●●●	+	●○○	+	●●○

Key	Relative to Do Nothing		Relative to Other Concepts	
	+	better	●●●	Best
	=	equal	●●○	Better
	-	worse	●○○	Good

Objective 3: Prosperity

"Support Prosperity with a public realm that further develops Yonge Street as an economic and cultural hub."

7.57 The downtown portion of Yonge Street, as a regional activity centre, is an economic engine with hundreds of thousands of employees. Businesses on Yonge Street are diverse in character and size, ranging from small, local outlets to large multinational corporations. With a wide range of uses, the street acts as a premier retail district, office centre, cultural and entertainment hub, and has a developing educational and innovation focus as well.

7.58 In order to support and attract economic vitality, reliable access for people, goods and servicing to a connected community, city and region is paramount. Yonge Street's future developments should be compatible with adjacent business and residential districts, and consider not only today's construction, maintenance and operating costs, but tomorrow's as well.

7.59 The evaluation criteria associated with the Prosperity objective are described below. This is followed by a summary of the evaluation results highlighting the relative performance of the Alternative Design Concepts.

P1: Retail and Tourism

Support's Yonge Street's role as a priority retail street by adding space for patios and vending and providing a streetscape which provides a pleasant experience to shop, dine and explore.

P1 Evaluation Summary:

7.60 All three Alternative Design Concepts offer increased support for retail and tourism along Yonge Street relative to the Do Nothing scenario by adding space for vending and patios, as well as streetscape enhancements supporting an improved experience to shop, dine, and explore.

7.61 Alternative Design Concept 4A provides the greatest potential for expanded retail and dining, including wider sidewalks and the largest amount of dedicated pedestrian priority space for events and programming supportive of expanded retail and tourism.

7.62 Alternative Design Concept 4C provides good potential for expanded retail and dining, including wider sidewalks on many street segments and the large areas of dedicated pedestrian priority space for events and programming supportive of expanded retail and tourism.

7.63 Alternative Design Concept 4B provides the least potential for expanded retail and dining, with wider sidewalks on some street segments and areas of dedicated pedestrian priority space that permit events and programming supportive of expanded retail and tourism.

P2: Cost Effectiveness

Improves Yonge Street in a cost-effective manner [note that this is considered from the Short List Selection onwards].

P2 Evaluation Summary:

7.64 The capital investment costs associated with all three of the Alternative Design Concepts are expected to be higher than reinstating the street in its current condition. The three Alternative Design Concepts are also anticipated to require higher operational costs to manage and maintain in comparison to the Do Nothing scenario due to the inclusion of pedestrian priority areas, amenities, street furniture, and landscaping.

7.65 Capital costs are expected to be similar for all three Alternative Design Concepts due to a complete frontage-to-frontage rebuild and the use of high-quality materials for all three concepts.

7.66 Alternative Design Concept 4A performs poorest due to higher operations and maintenance-related costs that are associated with increased space for programming, planning, cafes, and furnishings relative to Alternative Design Concept 4B and Alternative Design Concept 4C.

7.67 Lower operating and maintenance costs are anticipated for Alternative Design Concept 4B and Alternative Design Concept 4C due to smaller pedestrian priority areas and less space for amenities, street furniture, and landscaping, relative to Alternative Design Concept 4A.

P3: Curbside Activity

Supports appropriate access and level of service for ride hailing, goods movement and municipal services to support business and tourism.

P3 Evaluation Summary:

7.68 While acknowledging trade-offs between different user groups and activity types, Alternative Design Concept 4B and Alternative Design Concept 4C improve access for ride-hailing, goods movement, and municipal services in support of business and tourism relative to the Do Nothing scenario. When considered as a whole, Alternative Design Concept 4A provides a level of access that is similar to the Do Nothing scenario, though some user groups see improvements and others have reduced access relative to the Do Nothing scenario.

7.69 Alternative Design Concept 4B provides the greatest level of access for goods movement, ride hailing, and municipal services, with the most space dedicated to commercial loading/deliveries and greatest increase over the Do Nothing scenario. From an operational perspective, it has the lowest level of restrictions to turning movements on to and off of the corridor enabling more flexible access.

7.70 Alternative Design Concept 4C performs similarly to Alternative Design Concept 4B with respect to provision of dedicated space for deliveries and commercial loading. From an operational perspective, it has additional vehicle access restrictions to and from Yonge Street in comparison to Alternative Design Concept 4B.

Evaluation Results – Prosperity

7.71 Table 7-5 presents the scoring of the three short-listed Alternative Design Concepts for the criteria associated with the Prosperity objective. The scores presented reflect the performance of each concept relative to the Do Nothing scenario as well as relative to the other concepts. Evaluation details, including a breakdown of the criteria scores by indicator is provided in Appendix I.

Table 7-5: Short-listed Alternative Design Concepts (ADCs) Evaluation Summary – Prosperity Criteria

	Alternative Design Concept 4A		Alternative Design Concept 4B		Alternative Design Concept 4C	
Criteria	**Relative to Do Nothing**	**Relative to ADCs**	**Relative to Do Nothing**	**Relative to ADCs**	**Relative to Do Nothing**	**Relative to ADCs**
P1: Retail and Tourism	+	●●●	+	●○○	+	●●○
P2: Cost Effectiveness	-	●●○	-	●●●	-	●●●
P3: Curbside Activity	=	●○○	+	●●●	+	●●○

Key

Relative to Do Nothing		Relative to Other Concepts	
+	better	●●●	Best
=	equal	●●○	Better
-	worse	●○○	Good

Objective 4: Sustainability

"Foster Sustainability with design that responds to our changing climate, protects our ecological assets, and benefits our wellbeing."

7.72 By adopting Complete Streets and Vision Zero principles today and planning for tomorrow, Yonge Street can become a flexible and dynamic hub of innovation that can grow with changes in technology, rather than being hampered by them.

7.73 Through enhancing Yonge Street's existing natural and cultural assets by integrating the streetscape, street trees, open space and public art, an environment that promotes safe and healthy living can be developed.

7.74 In the face of a changing climate, environmental considerations are paramount. The planning, design and implementation of a transformative Yonge Street should focus heavily on sustainability and the environment. It should consider all seasons and the micro-climate (sunlight, snow, wind, weather, etc.) as well as air and noise pollution to ensure a healthy, resilient environment for current and future communities.

7.75 The evaluation criteria associated with the Sustainability objective are described below. This is followed by a summary of the evaluation results highlighting the relative performance of the Alternative Design Concepts.

S1: Natural Environment

Supports a healthier and more resilient streetscape by providing opportunities for tree planting.

S1 Evaluation Summary:

7.76 All three Alternative Design Concepts provide increased opportunities for landscaping and tree planting relative to the Do Nothing scenario in support of a healthier and more resilient streetscape. Notably, all three provide opportunities for use of energy efficient lighting and application of Low Impact Development principles to reduce the burden on stormwater management infrastructure.

7.77 Relative to the other concepts, Alternative Design Concept 4A provides the greatest potential to support healthier and more resilient streetscapes, including the largest potential for landscaping and street trees within the buffer zone, in addition to potential use of surface treatments that reduce the urban heat island effect.

7.78 Alternative Design Concept 4C performs similarly to Alternative Design Concept 4A, with the second greatest potential for landscaping and street trees and a similar potential for use of surface treatments that reduce the urban heat island effect. Alternative Design Concept 4B provides the least potential for landscaping and street trees, and with reduced potential for use of surface treatments that reduce the heat island effect due to a larger proportion of space dedicated to vehicle traffic where material choices are more constrained.

S2: Flexibility and Innovation

Provides flexible and adaptable street design that can respond to changing demands and needs.

S2 Evaluation Summary:

7.79 Alternative Design Concept 4A and Alternative Design Concept 4C provide increased opportunities for innovation and flexible operations along the Yonge Street corridor relative to the Do Nothing scenario, while Alternative Design Concept 4B performs similarly to the Do Nothing scenario.

7.80 Alternative Design Concept 4A provides the greatest level of short-term flexibility, potential for landscaping, and it is anticipated that the long-term design can accommodate different movement patterns in the future.

7.81 Alternative Design Concept 4C performs second best with similar levels of short-term operational flexibility to Alternative Design Concept 4A and offers good potential for landscaping and pedestrianized areas. It is anticipated that the long-term design can accommodate different movement patterns in the future.

7.82 Alternative Design Concept 4B performs poorest with respect to short term flexibility. Though pedestrianized areas are similar in size to Alternative Design Concept 4C and offers about the same level of flexibility relative to the Do Nothing scenario, short-term flexibility is reduced relative to Alternative Design Concepts 4A and 4C due to higher traffic volumes that would need to be diverted for larger scale events.

S3: Health & Wellbeing

Encourages walking, cycling and transit use for all ages and abilities by providing safe, convenient and attractive facilities.

S3 Evaluation Summary:

7.83 All of the Alternative Design Concepts outperform the Do Nothing scenario with respect to encouraging walking, cycling, and transit use in support of improved health and wellbeing.

7.84 Alternative Design Concept 4A provides the greatest level of improvements to health and wellbeing for all users by reducing exposure to through traffic and dedicating the greatest amount of space to pedestrians.

7.85 Alternative Design Concept 4C is the only concept that includes segregated cycling facilities along a portion of Yonge Street, and includes a similar level of pedestrian priority space as Alternative Design Concept 4B, though with a reduced exposure to vehicle traffic.

7.86 Alternative Design Concept 4B performs poorest amongst the three Alternative Design Concepts and retains the highest level of exposure to two-way traffic.

Evaluation Results – Sustainability

7.87 Table 7-6 presents the scoring of the three short-listed Alternative Design Concepts for the criteria associated with the Sustainability Objective. The scores presented reflect the performance of each concept relative to the Do Nothing scenario as well as relative to the other concepts. Evaluation details, including a breakdown of the criteria scores by indicator is provided in Appendix I.

Table 7-6: Short-listed Alternative Design Concepts (ADCs) Evaluation Summary – Sustainability Criteria

	Alternative Design Concept 4A		Alternative Design Concept 4B		Alternative Design Concept 4C	
Criteria	**Relative to Do Nothing**	**Relative to ADCs**	**Relative to Do Nothing**	**Relative to ADCs**	**Relative to Do Nothing**	**Relative to ADCs**
S1: Natural Environment	+	●●●	+	●○○	+	●●○
S2: Flexibility & Innovation	+	●●●	=	●○○	+	●●○
S3: Health & Wellbeing	+	●●●	+	●○○	+	●●○

Key

Relative to Do Nothing		Relative to Other Concepts	
+	better	●●●	Best
=	equal	●●○	Better
-	worse	●○○	Good

Key Findings

7.88 Table 7-7 summarizes the results of the evaluation, as presented during Public Consultation. Detailed evaluation results are presented in Appendix I.

7.89 As noted previously, the purpose of this evaluation is to make the advantages and disadvantages of the Alternative Design Concepts clear and transparent in a way that is aligned with the four Project Objectives, rather than to mechanistically provide a 'correct' answer based on summation and/or weighting of individual scores. What the summary makes clear is that there is no single Alternative Design Concept that is uniformly best across the full spectrum of the evaluation criteria; this is not surprising, as the context of Yonge Street (with its limited right-of-way and location in a built-up urban context) means that trade-offs are inevitable. The results of the evaluation therefore informed the decision-making process by making the nature of these trade-offs clear, with the appropriate balance to be struck also being informed by City policy and stakeholder feedback.

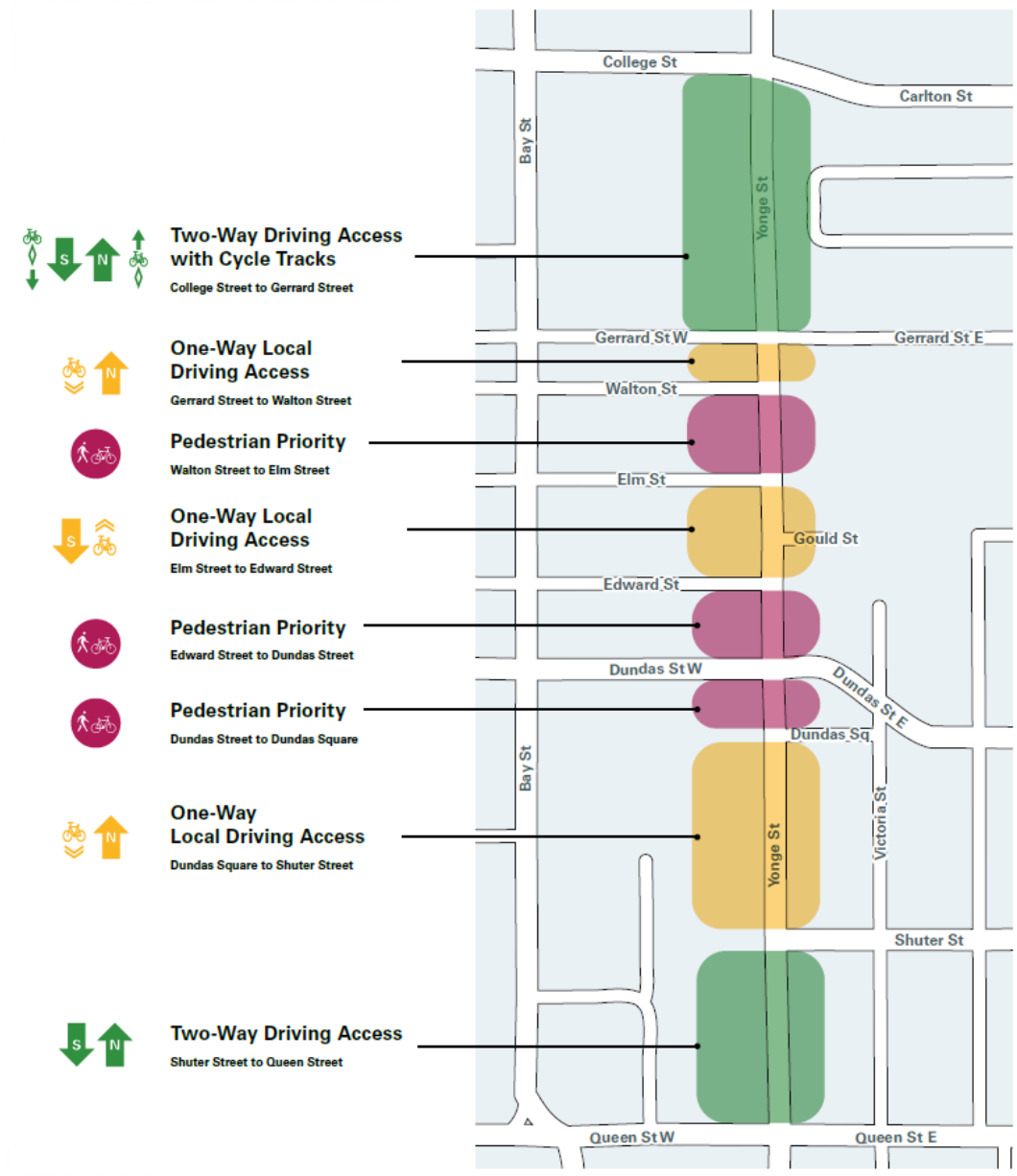
7.90 In particular, feedback received in Round Two of the consultation made it clear that while pedestrian experience remained the top priority, increased consideration for goods movement, ride hail and business access was important for many stakeholders. As such, the evaluation criteria were grouped as shown in Table 7-7 in order to present them in a manner that better facilitated assessment of the design concepts from a multi-modal lens, and this was the table presented during the Public Consultation. The criteria and evaluation results for each of the Alternative Design Concepts remained the same, however they were rearranged in a way to easily assess pedestrian, cycling, and vehicle activity along with cost effectiveness.

7.91 On this basis, Alternative Design Concept 4C is the **Recommended Design Concept**, as it was considered to achieve the best balance across Project Objectives**.** It enables meaningful improvements to be made across all Project Objectives while allocating the physical space in a way that is balanced between different demands. While Alternative Design Concept 4C does not provide the same level of public realm improvements and space allocated to pedestrians as Alternative Design Concept 4A, this concept allows for moderate improvements across all four Project Objectives, and generally outperforms Alternative Design Concept 4B with the notable exception of vehicle access, traffic and transit impacts. Alternative Design Concept 4C is also the only concept that includes separated bike lanes along a portion of the corridor (north of Gerrard Street) and thus performs best for the Cycling criterion (Mobility objective). Figure 7-3 summarises the concept.

Table 7-7: Evaluation Results of Alternative Design Concepts ADCs summarized for Public Consultation #3

Evaluation Criteria	Concept 4a Most Pedestrian Priority	Concept 4b Pedestrian Priority with Two-Way Driving Access	Concept 4c Pedestrian Priority with One-Way Driving Access & Cycle Tracks
• Pedestrian Movement • Pedestrian Experience • Retail & Tourism • Greening • Street Flexibility • Special Events • Public Safety • Health & Wellbeing	**Best** ●●● 4a has the most pedestrian priority zones and fewer curbside activity areas which allows it to provide the most space to support walking and improvements that contribute to a positive street experience such as planting, cafés, seating, and programming.	**Good** ●○○ 4b has two pedestrian priority zones and is serviced by two-way driving access and the most curbside activity areas. This provides the least support for walking and improvements that contribute to a positive street experience.	**Better** ●●○ 4c has two pedestrian priority zones and is serviced by one-way driving access and fewer curbside activity areas. This provides lower traffic volumes and good support for walking and improvements that contribute to a positive street experience.
• Cycling	**Better** ●●○ 4a provides more pedestrian priority areas for people cycling and reduces traffic volumes on one-way driving access blocks, but does not include cycle tracks on Yonge Street.	**Good** ●○○ 4b has the greatest amount of two-way driving access that is shared with people cycling and does not include cycle tracks on Yonge Street.	**Best** ●●● 4c is the only concept that provides cycle tracks on part of Yonge Street. Three one-way driving access blocks provide lower traffic volumes for people cycling.
• Driving • Transit • Curbside Activity	**Good** ●○○ 4a provides the least driving access and support for curbside activity. As a result, travel times are greater for all types of vehicles and activities like deliveries are more challenging.	**Best** ●●● 4b provides the most two-way driving access with fewer intersection restrictions. It also has the most space for curbside activity. As a result, travel times are lower and activities like deliveries are easier.	**Better** ●●○ 4c falls in the middle, by providing the most one-way driving access and adding some intersection restrictions. As a result, travel times and support for curbside activity fall in the middle.
• Cost Effectiveness	**Better** ●●○ All three concepts would have similar construction costs but the increased space for programming, planting, cafés, and furnishings in 4a mean operations and maintenance costs would be higher.	**Best** ●●● Less space for programming, planting, cafés, and furnishings in 4b mean operations and maintenance costs would be lower.	**Best** ●●● Less space for programming, planting, cafés, and furnishings in 4c mean operations and maintenance costs would be lower.

Figure 7-3: Recommended Design Concept 4C



Results Relative to the other Alternative Design Concepts

7.92 Comparing the Alternative Design Concepts to each other, a number of key findings are noted. With the largest allocation of space attributed to pedestrian movement and street activities, Alternative Design Concept 4A has the greatest potential to improve the public realm, accommodate enhancements to street amenities and landscaping, and allow for expanded retail and dining. To achieve these improvements, Alternative Design Concept 4A requires the greatest level of vehicle access restrictions, leading to the poorest performance (relative to the other two Alternative Design Concepts) in the driving (Mobility objective), curbside activity (Prosperity objective) and transit (Mobility objective) criteria.

7.93 Conversely, Alternative Design Concept 4B introduces the least impactful restrictions to vehicle access, and scores most favourably for the driving (Mobility objective), curbside activity (Prosperity objective) and transit (Mobility objective) criteria. Similarly, this concept is anticipated to have the lowest operational costs due to reduced landscaping, street furniture, amenities, and programmable space, thus, requiring relatively less maintenance and servicing in comparison to the other Alternative Design Concepts. While Alternative Design Concept 4B offers improvements relative to the Do Nothing, maintaining traffic and access arrangements that most closely resemble the existing condition limits the opportunity for improvements as reflected by the lowest performing scores across the majority of the evaluation criteria.

7.94 Alternative Design Concept 4C offers a more balanced design with performance that falls between the other two Alternative Design Concepts for most criteria. Therefore, the results of the evaluation clearly highlight that Alternative Design Concept 4C achieves the best balance across all of the evaluation criteria, when they are considered together as a whole.

Results Relative to the Do Nothing Scenario

7.95 In general, all three of the Alternative Design Concepts offer improvements relative to the Do Nothing scenario across the four Project Objectives.

7.96 The elimination of daytime local transit service from Yonge Street to accommodate pedestrian priority zones leads to reduced accessibility by transit within the study area for each of the shortlisted Alternative Design Concepts during peak travel periods. However, the existing route 97B daytime bus service operates along this portion of Yonge Street during weekday peak periods only, meaning that there are effectively no changes in local bus accessibility outside of the peak travel periods relative to existing conditions. Furthermore, the TTC Line 1 Yonge-University Subway service operates directly below Yonge Street through the study area at a high service frequency with stations located at the intersections of College Street, Dundas Street, and Queen St and spaced approximately 450-600m apart. All transit journeys start or end via pedestrian access, and therefore the improvements to pedestrian mobility and pedestrian experience will indirectly support mobility by transit.

7.97 Additionally, the inclusion of flexible street infrastructure (e.g. gates) allows for operational changes at different times of day, including local nighttime bus transit service along the corridor in all three concepts. This enables more direct transit access within the study area when the Subway operates at reduced frequency, similar to today.

7.98 The amount of space dedicated to vehicle traffic is also reduced relative to the Do Nothing scenario across all three concepts. Importantly, public and stakeholder feedback consistently identified pedestrian movement and public realm improvements as key objectives for the yongeTOmorrow project. While acknowledging that safe emergency access and efficient servicing and delivery access are crucial to the continued success of Yonge Street, given a finite right-of-way width achieving this objective necessitates a reallocation of finite space away from motorised traffic, so that it more closely aligns with current and future user volumes along the corridor.

7.99 Recognizing that aging underground utilities below Yonge Street will need to be upgraded at significant cost, it is anticipated that the complete reconstruction of Yonge Street with use of higher quality materials, additional furnishing, landscaping and amenities will result in a higher capital costs relative to reinstating the street in its current condition. It is also anticipated that with additional amenities and the inclusion of programmable space, the three Alternative Design Concepts will also result in higher operational costs than those required for the Do-Nothing scenario.

Feedback on the Alternative Design Concepts

7.100 In order to evaluate each of the Alternative Design Concepts put forward for consideration during this EA Study, public and stakeholder feedback was sought through a series of events, including a round of public consultation, consultation with the project's Stakeholder Advisory Group, a presentation to the Design Review Panel and individual stakeholder meetings. Participants at each consultation activity were asked to provide feedback in various forms, as follows:

- A website with presentation materials and accompanying questionnaire was utilized, where participants were asked how well the Project Objectives were achieved by the Recommended Design Concept 4C. The Project Objectives were stated as follows:
  - Improve the pedestrian experience on Yonge Street
  - Improve the cycling experience downtown
  - Provide vehicle access for ride hailing, deliveries, and off-street parking
  - Provide space for patios and on street retail
  - Support festivals and events
- Direct email feedback and telephone calls to the Public Consultation Unit were made.
- Online public consultation meeting as a presentation and an open forum discussion was conducted
- A Stakeholder Advisory Group meeting was held where participants were asked to provide individual written feedback. Verbal feedback was also received during open forum discussions
- Individual briefings with stakeholders were conducted with meeting minutes gathered.
- A Design Review Panel presentation was undertaken where verbal feedback was received following the City and Design team presentation

7.101 There was an overall positive response across the online questionnaire and virtual public meeting regarding the Recommended Design Concept 4C. Stakeholder Advisory Group participants expressed varying levels of support for the design and comments recorded from email and phone calls were more mixed between agreement and disagreement with the recommendations. Some participants were concerned about the level of confusion for all road users as the road operation changes from block to block. There was support for a more consistent operation throughout the focus area to reduce confusion for users. Business stakeholders continued to express concern for the economic impacts of removing daytime vehicular access on sections of Yonge Street.

Pedestrian Experience

7.102 Support was expressed for the Recommended Design Concept 4C as it relates to improving the pedestrian experience. Participants shared that COVID-19 has either further emphasized the need for wider sidewalks and greater spatial allocations for pedestrians or raised questions about what pedestrian volumes will be post-pandemic. There were questions about how accessibility would be maintained in the pedestrian priority zones. Participants noted that it would be important to ensure that the zones remain vibrant through the programming of the street. Concern was also expressed regarding pedestrian safety as it relates to interactions with cyclists and vehicles.

Cycling Experience

7.103 There was support for the Recommended Design Concept as it relates to the cycling experience, however, some stakeholders continued to show opposition to cycle tracks. Some participants

shared support for clear and dedicated separation of cyclists from other road users, and concern about the interaction of cyclists and other road users such as pedestrians and delivery vehicles. Connections to the existing cycle network were considered important to participants.

Vehicle Access

7.104 There were mixed views about the level of vehicle access that should be included in the design. Specifically, there was concern that the design may increase traffic volumes on adjacent streets. Some participants suggested dedicated delivery zones on side streets and limiting ride hailing on one-way streets while many businesses have requested dedicated curbside delivery zones on Yonge Street. There were also mixed views on how businesses will be impacted by reduced car access. Questions were raised about what physical elements would be used to restrict vehicle access in pedestrian priority zones and how emergency services would maintain access in those areas.

Space for Patios and Street Retail

7.105 There was general support for improving patio and street retail spaces and there was support for greater separation between patios and other street users. There was some concern that vehicle access will detract from the outdoor dining experience. Suggestions were made to include more trees, green space, public art, and furniture into the design. Concern was expressed about how the street will remain vibrant over the winter months.

Space for Festivals and Events

7.106 There was support for space for festivals and events along the street, including for occasional road closures to accommodate these events. The street needs to remain accessible for other users during events, and participants supported the flexibility of the street to accommodate a range of uses. Public washrooms, seating, and rest areas were considered important to the enjoyment of festivals and events.

7.107 A detailed account of the consultation and the feedback is set out in the EA Study Public Consultation Report in Appendix A.

Refinement of Recommended Design Concept 4C

7.108 Feedback received influenced the refinement of the Recommended Design Concept 4C. Feedback received, how it was considered and incorporated is outlined in Table 7-8.

7.109 Following the consultation with the public and stakeholders, refinements were made to the Recommended Design Concept 4C based on feedback received. The following minor changes to address specific points of feedback were made:

- Yonge Street, between Gerrard Street and Walton Street, altered from northbound one-way traffic only during the daytime to two-way traffic
- Permitted traffic movements for the Yonge Street/Gerrard Street intersection to additionally include the right turn from Gerrard Street onto Yonge Street. Modification of the curb lines is required to facilitate this movement

7.110 The refinements to the Recommended Design Concept 4C are summarized in Figure 7-4.

Figure 7-4: Summary of the Refined Recommended Design Concept 4C

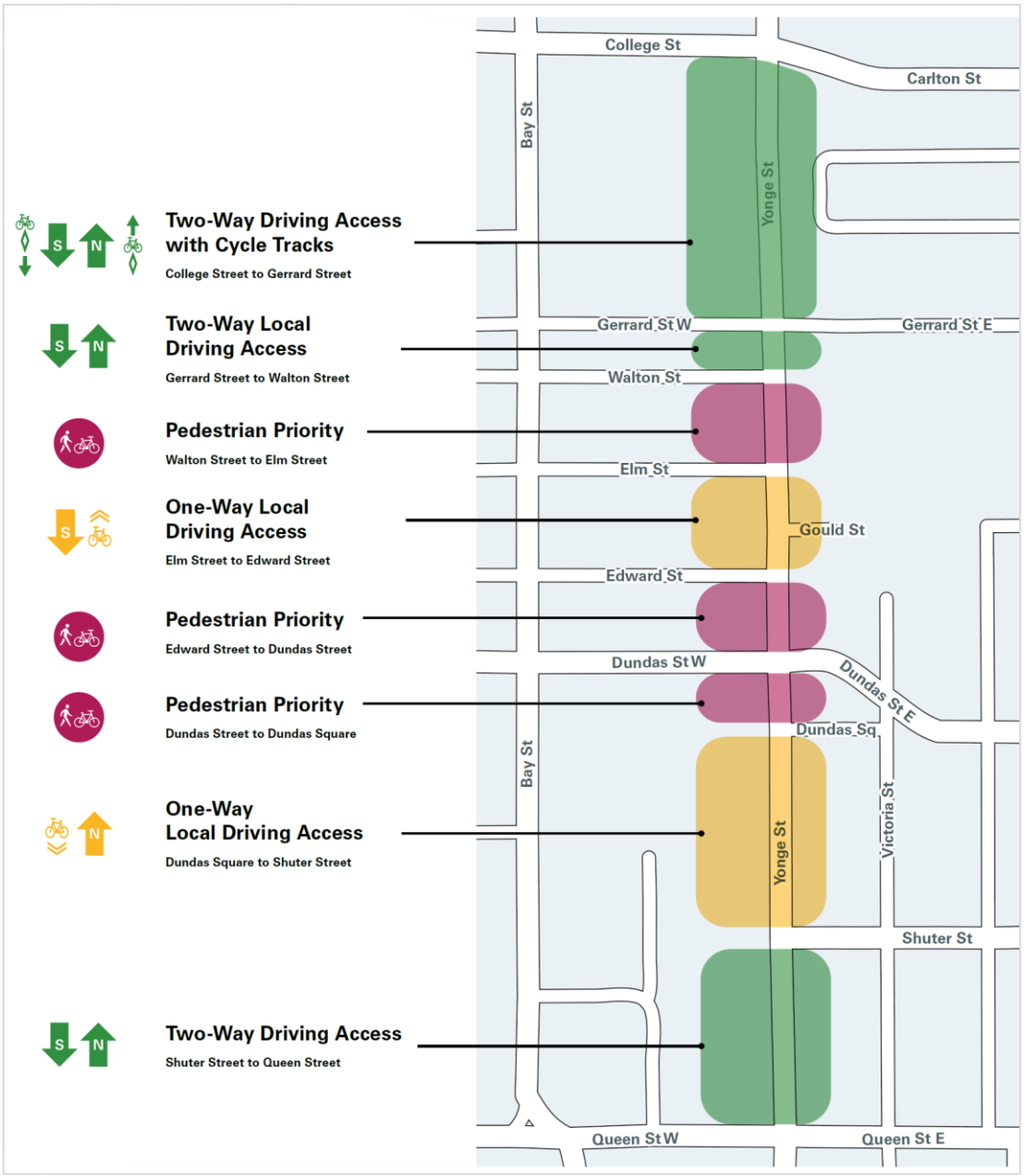


Table 7-8: Summary of Design Team Recommendations and Actions for Recommended Design Concept 4C

Source	Feedback Item	Design Team Comment(s)	Recommended Action
SAG5	Pedestrian priority zone from Walton Street to Elm Street was questioned because it is disconnected from the other pedestrian priority zones to the south.	Predicted future pedestrian flows are high for this section, making it suitable for pedestrianization. The Walton Street – Elm Street pedestrianized section is separated from the Edward Street – Dundas Street section by a short length of one-way 'access only' street during the daytime (between Elm Street and Edward Street) that will accommodate limited local traffic movements. The streetscape and public realm will create a sense of continuity and also encourage low speeds and considerate use by vehicle drivers. These aspects will therefore have the look and feel of a connected space, rather than a disconnected one.	Review operations at detailed design stage
SAG5	Dundas Square to Shuter Street: potential need for traffic control measures in this segment as the availability of the southbound lane may encourage vehicles to U-turn and travel southbound on the street.	It is recognized that some vehicles may carry out a U-turn. However, the traffic volumes are anticipated to be low and the streetscape and public realm will encourage low speeds and considerate use by vehicle drivers. The narrow width of the proposed cross-section of Yonge Street (6.5m) will make this manoeuvre difficult and therefore discourage regular use.	Review operations at detailed design stage
SAG5	From Shuter Street to Queen Street, cycling facilities were encouraged by a few participants in this area.	The limited space is being prioritized for pedestrians and the night bus/subway shuttle bus operation in this section. It will also have significantly lower vehicle volumes. This, along with the enhanced streetscape and public realm, will encourage low vehicle speeds and considerate driver behaviour and therefore the need for a separated cycle facility is not recommended.	No change
SAG6	Protected space is needed for businesses that do not have rear access or loading docks.	The Recommended Alternative Design Concept 4C makes provision for businesses that do not have rear access or loading docks.	Review operations at detailed design stage
DRP	There is concern that an over-pedestrianization of Yonge Street could sterilize the character of the street.	City policy and public feedback all indicate that pedestrians should come first on Yonge Street, and this is a key project objective. The Recommended Alternative Design Concept presented addresses this.	No change
DRP	Street trees, style of lighting and quality of design will be key for pedestrian	Extensive provision is made for street trees in all of the Alternative Design Concepts, and it is the intention that lighting, and furnishings will	No change

Source	Feedback Item	Design Team Comment(s)	Recommended Action
	comfort. Furnishing should be diverse. Consider flexible furniture that can adapt to retail needs.	be of a high quality in support of the enhanced public realm that is being proposed. Detailed design will address the style of lighting, materials and other aspects of the design in more detail.	
Online questionnaire	Potential confusion for all road users because the road operation changes from block to block. There was a desire for a more simplistic design to reduce conflicts between users.	The physical streetscape and urban realm proposals do not differ significantly from block to block, but feedback on the needs of businesses and adjacent properties dictates the requirement for some limited, local access movements at various points along the corridor. This has to be balanced against the Project Objectives to prioritize Yonge Street for pedestrians, and the Design Team considers that the Alternative Design Concepts presented represent the best range of solutions to achieve this.	Review operations at detailed design stage
Online questionnaire	Concern was expressed regarding the safety of pedestrians, particularly in the pedestrian priority zones, and whether they would be separated from other road users (i.e., people who cycle, use scooters or e-bikes, etc.).	The physical streetscape and urban realm proposals do not differ significantly from block to block, but feedback on the needs of businesses and adjacent properties dictates the requirement for some limited, local access movements at various points along the corridor. This has to be balanced against the Project Objectives to prioritize Yonge Street for pedestrians, and the Design Team considers that the Alternative Design Concepts presented represent the best range of solutions to achieve this.	Review operations at detailed design stage
Online questionnaire	Some participants continue to be concerned that the cycle tracks on University Avenue are not a reasonable substitution as it is too far from Yonge Street.	Cycling will still be permitted along the full length of Yonge Street, between College Street and Queen Street, including within the pedestrian priority zones. However, because of the high pedestrian volumes, frequent events, and tourism sites sharing the limited space on Yonge Street south of Gerrard Street, a separated cycling facility is not recommended. To cater for high volume, commuter cycling University Avenue, Bay Street and Church Street were evaluated for cycling infrastructure and University Avenue was identified as the preferred location for a separated facility.	No change
Online questionnaire	Some participants felt that ride-hailing and delivery services should be restricted to side streets only.	Feedback on the needs of businesses and adjacent properties dictates the requirement for some limited, local access movements at various points along the corridor. Restricting access for ride hail will be difficult to administer and enforce. However, the restricted access sections have been designed such that	Review operations at detailed design stage

Source	Feedback Item	Design Team Comment(s)	Recommended Action
		there is no 'through route', encouraging local access only and therefore significantly reducing vehicle volumes.	
Online questionnaire	It was noted that public washrooms, seating and rest areas are important to support enjoyment of festivals and events.	Detailed design can explore opportunities for public washroom facilities. However, the inclusion of such a facility is not a differentiator between Design Concepts. Seating and rest areas are already part of the proposals, with further details on design, spacing, etc. to be determined at the next stage of design.	Consider at next design stage.
Individual Stakeholder Meetings	Yonge Street should be a "flexible" street, with temporarily (not permanent) closures to vehicular traffic.	Pedestrian volumes (sidewalks on Yonge Street have daily volumes that exceed 100,000 pedestrians per day on all days of the week, not just at the weekends), City policy and public feedback all indicate that pedestrians should come first on Yonge Street, and this is a key project objective.	Review operations at detailed design stage
Individual Stakeholder Meetings	Suggestion for a pedestrian priority zone south of Dundas Square.	Feedback on the needs of businesses and adjacent properties dictates the requirement for some limited, local access along this section of the corridor, and in particular pick up and drop of for the theatre and access to the parking garage at Dundas Square. Surveys have shown that this is the busiest section of the study corridor for ride hail activity which is considered to be important to support local businesses. Also, pedestrian volumes are predicted to be lower on this section. This section will also have restricted vehicle access (northbound only local traffic) and therefore significantly reduced vehicle volumes.	Review operations at detailed design stage
Individual Stakeholder Meetings	Suggestion for the addition of a dedicated bike lane from Queen Street to Shuter Street.	The limited space is being prioritized for pedestrians and the night bus/subway shuttle bus operation in this section. It will also have restricted vehicle access (northbound only local traffic) and therefore significantly reduced vehicle volumes. This, along with the enhanced streetscape and public realm, will encourage low vehicle speeds and considerate driver behaviour and a separated cycle facility is not recommended.	No change

Source	Feedback Item	Design Team Comment(s)	Recommended Action
Individual Stakeholder Meetings	Gerrard Street to Walton Street – allow 2 way traffic	The development proposal for the Chelsea Hotel site includes reopening a two-way vehicular connection along Walton Street, between Bay Street and Yonge Street. In addition to providing access to a basement car park ramp, Walton Street will also provide a pick-up and drop-off location on both sides of Walton Street. In order to facilitate the efficient use of Walton Street (without the need for U-turns), the Developer has requested a change to the operational strategy on Yonge Street between Gerrard Street and Walton Street to allow two-way vehicular access at all times (instead of one-way northbound access only). Southbound access to this block of Yonge Street would only be permitted via a right turn from Gerrard Street eastbound, in order to prevent southbound Yonge Street traffic from further north feeding into Walton Street. As one-way northbound vehicular access was proposed on this block, the addition of southbound vehicular access (solely to facilitate access to Walton Street) is not anticipated to significantly alter the function of this block. In any case, even in the absence of the Chelsea site development, two-way vehicle access on Yonge Street between Gerrard Street and Walton Street would be required in order to maintain vehicular access to the current Walton Street cul-de-sac from Yonge Street.	Amend the daytime operational strategy for Yonge Street between Gerrard Street and Walton Street to allow 2-way traffic
Individual Stakeholder Meetings	Walton Street to Elm Street – allow 2-way traffic flow	The owner of the Chelsea Hotel site requested that one-way southbound vehicular access along Yonge Street be provided between Walton Street and Elm Street. This was not included in the original daytime operational strategy for the following reasons: Pedestrians already make up the majority of road users on Yonge Street in this area. Furthermore, a particularly high level of growth in pedestrian movements is expected in the block between Walton Street and Elm Street due to a large concentration of high-density developments, and the pedestrian priority zone on this block is proposed to cater for this growth. Alternative vehicular egress routes are available from the Chelsea site. As such, allowing southbound vehicular access along this block of Yonge Street is not essential for the functioning of the development. It is acknowledged that traffic modelling undertaken for the yongeTOmorrow EA Study indicates that some surrounding intersections	No change – daytime operational strategy to be further refined as part of detailed design

Source	Feedback Item	Design Team Comment(s)	Recommended Action
		may be more congested in the weekday p.m. peak, and allowing southbound vehicular access along this block could allow vehicles to avoid some of this congestion. However, information supplied by Great Eagle indicates that relatively few vehicle movements associated with the Chelsea site would be affected in the weekday p.m. peak, and that peak vehicular demand associated with certain uses in their development will be later in the evening when congestion is less likely to be an issue. Allowing southbound vehicular access on this block would mean providing continuous vehicular access along Yonge Street all the way through to Elm Street. Whilst through traffic would be discouraged via turn bans, this would add another level of complexity. Notwithstanding the above, as noted elsewhere it will be possible to amend and refine the operational strategy during detailed design.	

COVID-19 and post-PIC #3 refinements to the Recommended Design Concept 4C

7.111 In feedback received after Round Three of the public consultation process, it became clear that additional attention on the operational plan was needed during detailed design. There was an insufficient level of consensus among stakeholders on the operational plan and business stakeholders continued to express concern for the economic impacts of removing daytime vehicular access on sections of Yonge Street. Therefore, the Recommended Design Concept put forward to Toronto City Council consisted of the physical design associated with the Recommended Design Concept 4C, for which EA approval was recommended, along with a flexible operations approach that was not tied to the physical design. This will enable the City to be nimble in advancing operational approaches during the day, weekends or for special events.

7.112 As the project proceeds to detailed design, additional attention and consultation will occur to develop the final operational plan, noting that operational plans are not a prerequisite for the MCEA process. These types of plans include elements like timed closures, signage, pavement markings, turn restrictions, signal timings, loading areas, and time-based pedestrian priority zones. These can remain flexible as they do not require significant construction and are routinely amended by Committees and Council to improve local needs and operations.

7.113 The COVID-19 pandemic has impacted transportation volumes across all modes, as well as the economic viability of many businesses, and the project team recognizes that there is uncertainty looking towards the future.

7.114 The EA Study continues to evaluate operational concepts by considering the needs of people using the street today and many years from now in a post-pandemic future. Yonge Street is not only a retail and economic hub but it also supports a significant residential community. The needs of local residents and businesses are important to consider during post-pandemic recovery.

7.115 Early in the EA Study, flexibility was identified as a key priority for the future design of downtown Yonge Street. The physical design recommended for construction as part of the Environmental Assessment process does not "lock-in" the future operations of any block. Operations can be adjusted based on the future needs of downtown Yonge Street.

Endorsement by Toronto City Council

7.116 On January 11, 2021, the City of Toronto’s Infrastructure and Environment Committee considered the Recommended Alternative Design Concept, excluding the specific operational aspects that were reviewed during Phase 3 of the Environmental Assessment process. Instead, the intention was set out to continue to consult on operations during the next stage of the project, the detailed design phase, and that the operational plan will be brought to the Infrastructure & Environment Committee and Council for consideration prior to construction.

7.117 The Infrastructure and Environment Committee endorsed the Recommended Alternative Design Concept for yongeTOmorrow, which would increase sidewalk widths and provide other improvements to the public realm by reducing the existing four driving lanes cross section to two lanes and introduce separated cycling facilities north of Gerrard Street.

7.118 The staff report before Infrastructure and Environment Committee identified that City staff were committed to the following next steps:

- To develop an operational recommendation for the Preferred Design Concept that would be subject to further consultation and refinement throughout the detailed design process. This development would assess and confirm the future direction on operational elements including pedestrian priority areas, turn movements/restrictions, one-way/two-way driving access during the daytime, etc.
- Prior to the completion of construction, a report would be brought forward to the appropriate Committee of Council recommending an operational approach and the associated by-law amendments necessary for the project.
- To monitor the street and make further adjustments as needed to maintain effective street operations.

7.119 On February 3, 2021, City Council adopted the yongeTOmorrow Recommended Design Concept without operational elements for this Environmental Assessment. City Council authorized City staff to:

- File the yongeTOmorrow Environmental Assessment (EA) Notice of Completion and post the study report for a 30-day review period.
- Continue to engage with business stakeholders along Yonge Street, and in the immediate area, regarding, but not limited, to: pedestrian drop off and pick up areas and taxi stands; locations of turning lanes and laybys; and spaces for tour buses on Victoria Street; and
- As part of the ongoing consultations with main street businesses and other stakeholders, to report back, as part of the internal City of Toronto project development process, on the feasibility of:
  - new opportunities for patio extensions, parklets and other significant public realm improvements, as well as measures to enhance pedestrian and cyclist safety, before and after the construction
  - creating a special area by-law to ensure effective maintenance, community safety and special event activation for the new street, in partnership with the local Business Improvement Area.

7.120 A detailed description of the Recommended Design Concept endorsed by the City Council (hereafter referred to as the Preferred Design Concept) is provided in Chapter 8.