

yonge**T**omorrow
meet us there

Yonge**T**omorrow - MEA Conference November 16, 2022

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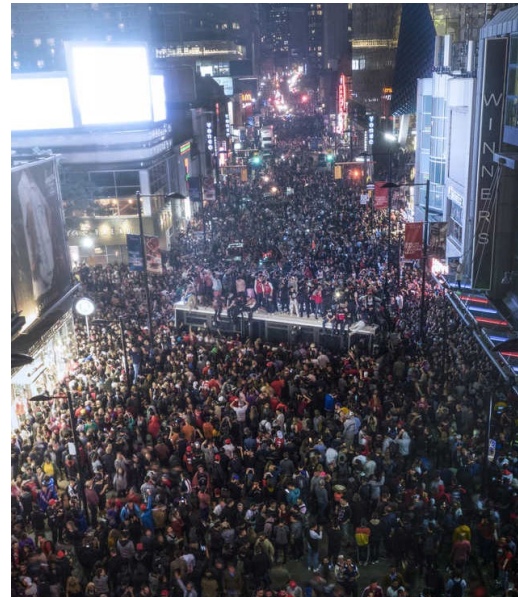
Outline



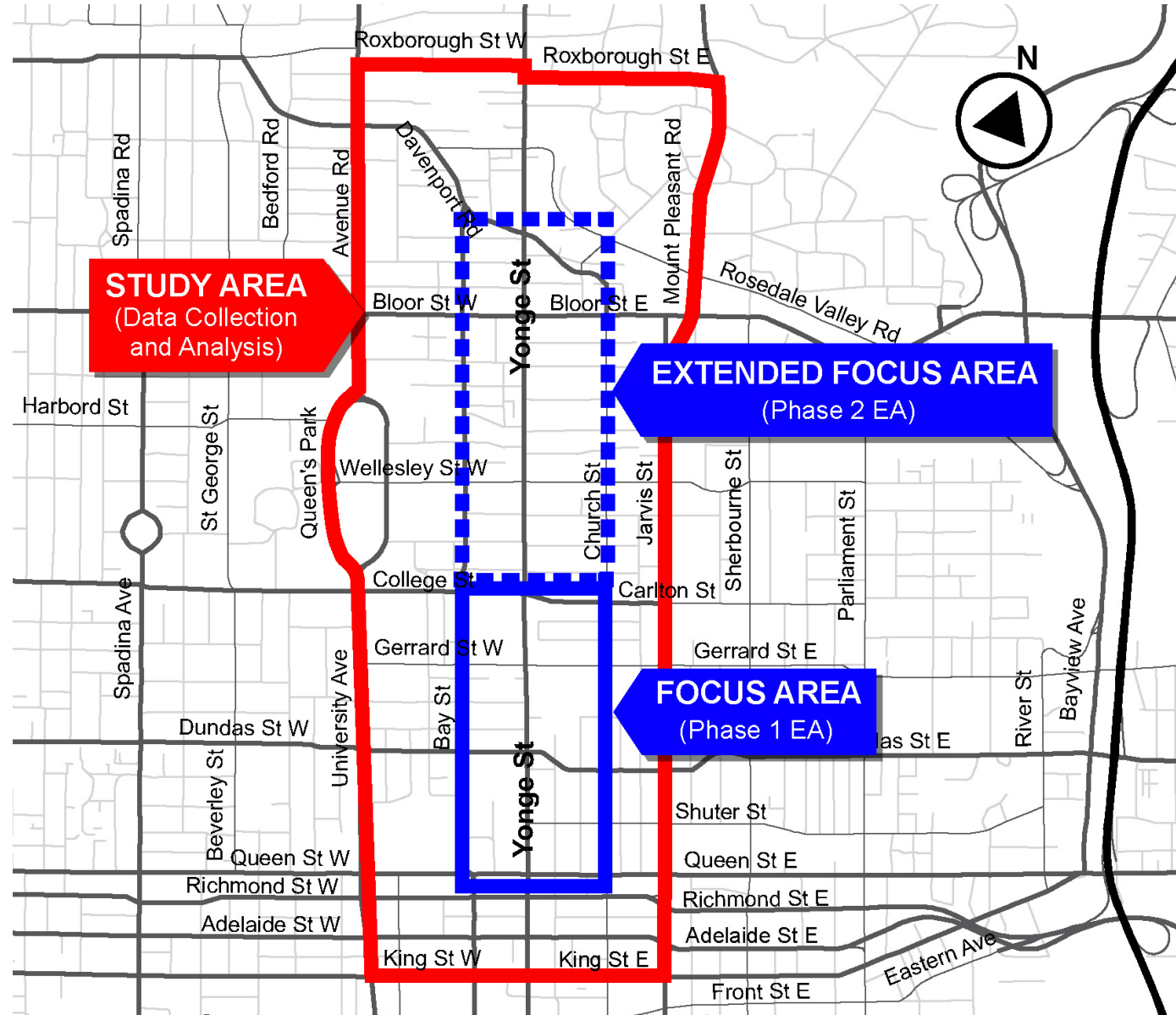
- Background
 - Study Area
 - Project Drivers
- YongeTOMorrow Class EA process
 - Alternatives
 - Preferred Design Concept
- Next Steps
 - Design
 - Construction
 - Challenges and Mitigating Risk

Downtown Yonge Street

Retail, tourism, education, social services, community programs, events, TTC subway access – Yonge Street has something for everyone!



Study Area



What is Happening on Yonge Street?



State of Good Repair

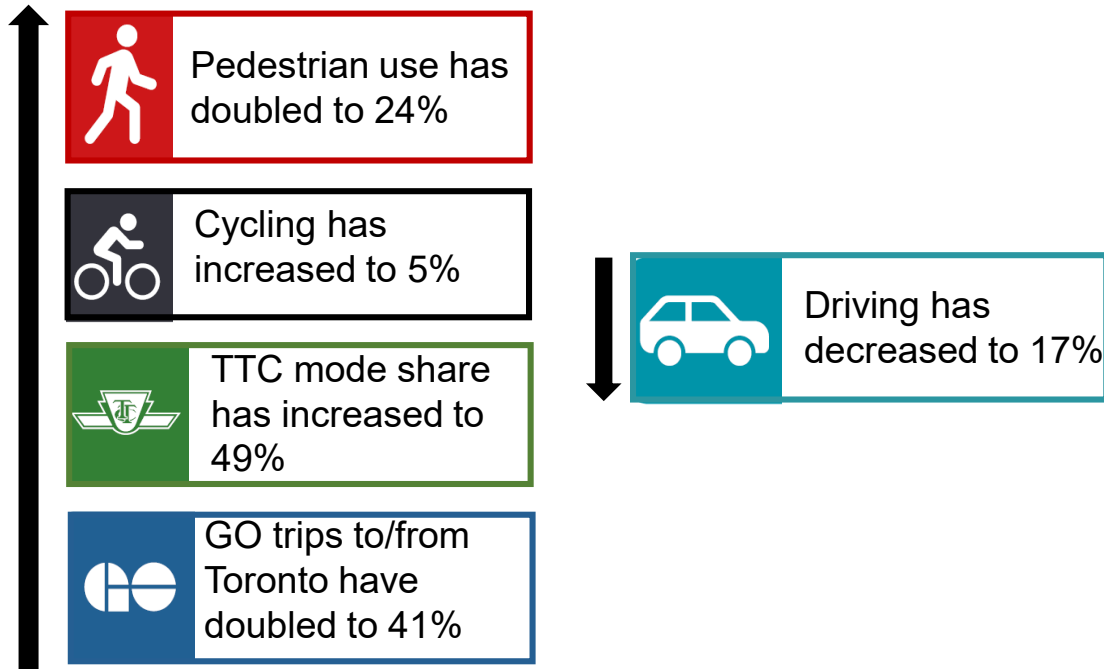
- The cast iron watermain constructed in 1889 beneath Yonge Street from Queen Street to College Street
- Last reconstructed road base in 1950s



Mode Shift

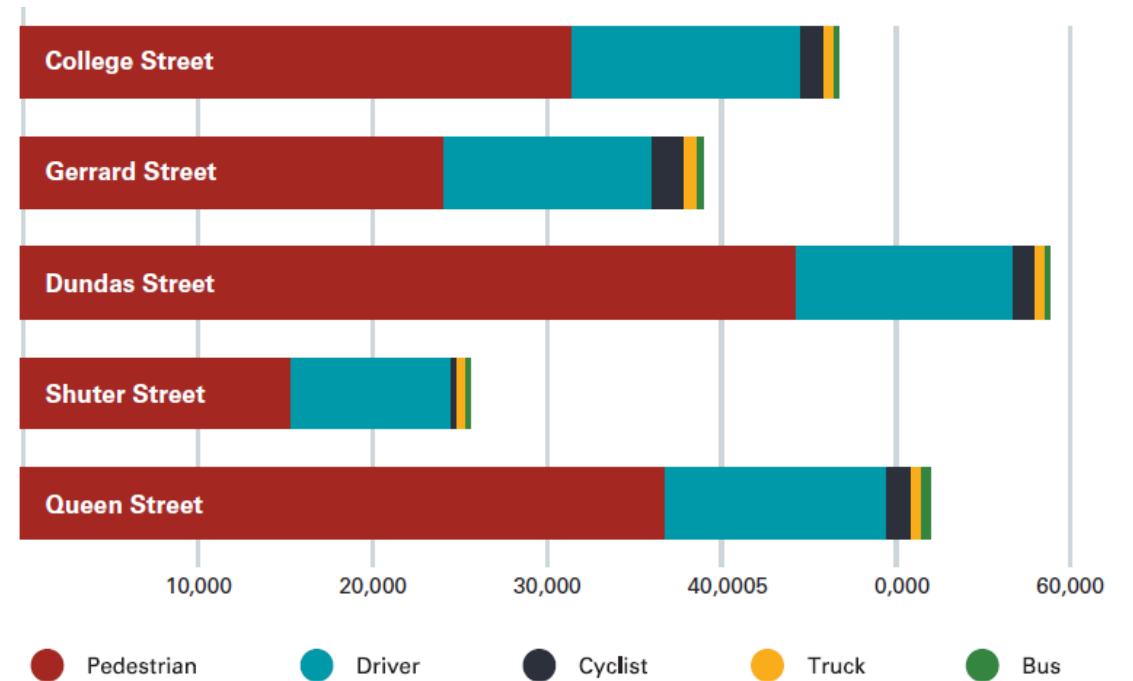
Toronto Downtown Core

Transportation modes have changed over the past 20 years (1996 – 2016)



Yonge St from College St to Queen St

50-75% of people using Yonge Street are pedestrians



8-hour intersection counts

Growth



73%

increase in population between
1996 and 2016 to over 55,000



400

residents and jobs per
hectare by 2031 according
to Toronto's Official Plan



43%

increase in employment
between 1996 and 2016
to over 225,000

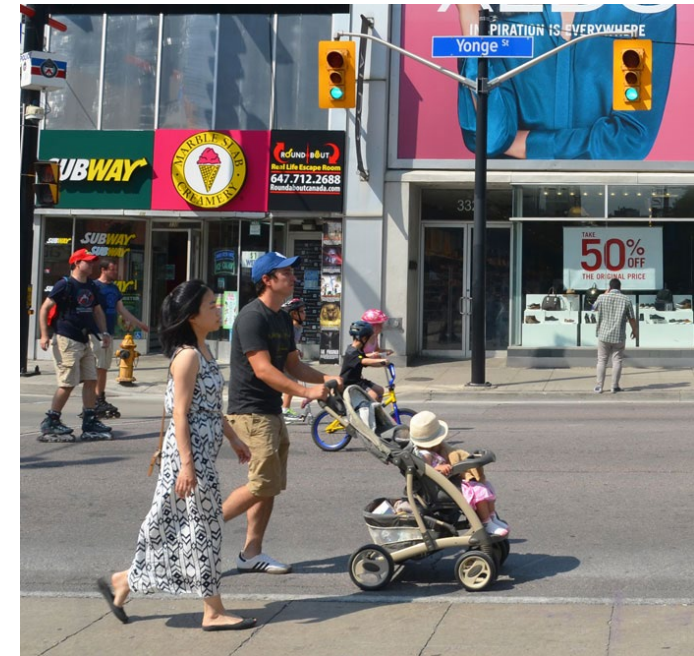


8,500+

proposed condo units
in development

Additional Project Drivers

- **City Policy and Plans** – Official Plan and Downtown Plan “TOCore”: Yonge Street a Cultural Corridor and Priority Retail Street
- **Safety & Equity** – Provide better transportation choices and experiences in a safe manner (supporting Vision Zero) for all who walk, roll, cycle, and take transit and provide more public space for downtown residents.



Yonge Street Summary

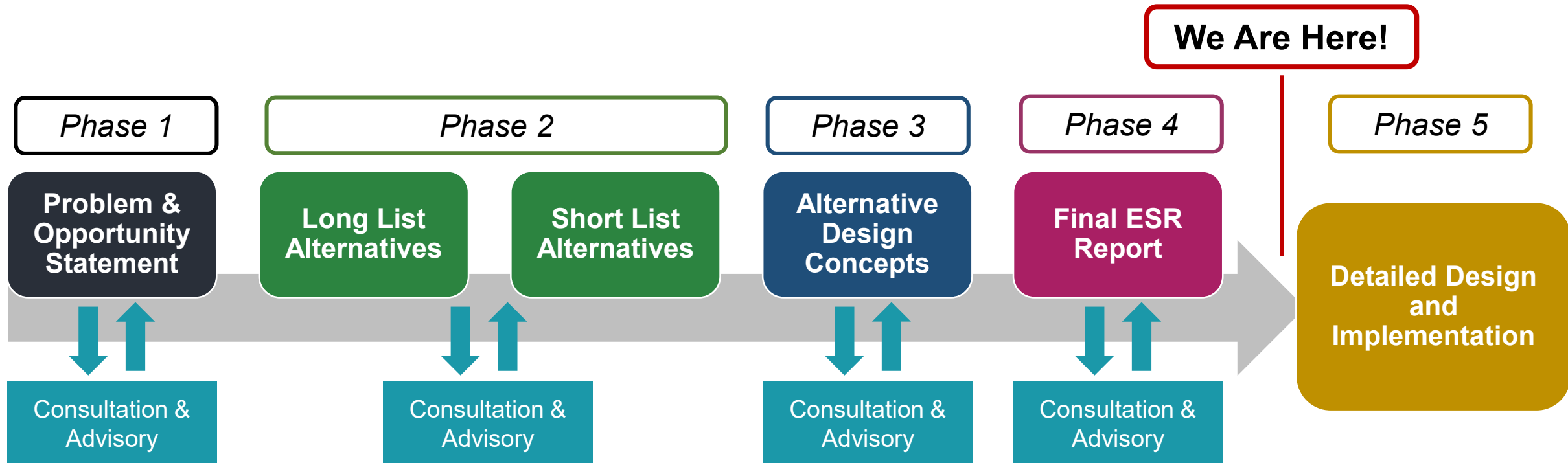
- Yonge Street has generally been unchanged over the past 100 years:
 - 20m ROW: 4 lanes of vehicular traffic (12.2m) and limited sidewalk space (3.9m)
- Pedestrians make up **75%** of the traffic on Yonge Street but have less than **25%** of the space!

The City has changed, Yonge Street hasn't. We needed to start thinking – how will Yonge Street function and look like in the next 100 years?



yongeTOmorrow Class EA

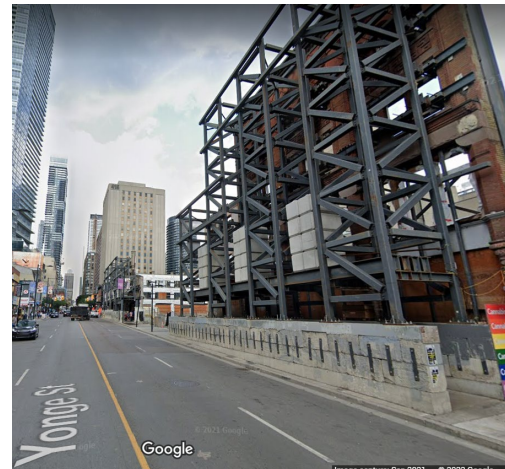
yongeTOmorrow undertaken as a Class Environmental Assessment, Schedule C



Problem/Opportunity Statement

Yonge Street is iconic - The street plays a significant role in the cultural and economic identity of Toronto and forms the spine of the City's transportation network.

Dramatic growth is changing the character of built form along the street and the needs of its users, **placing increased demands on aging infrastructure**. This provides us with an opportunity to re-examine **how Yonge Street can best respond to our diverse and changing city**. This presents the opportunity to elevate Yonge Street's physical form and the experience it brings to its users to reflect the significance it holds in both the city's landscape and in our minds.



Project Objectives and Evaluation Criteria

Evaluation Criteria - developed based on the project objectives.

Objectives

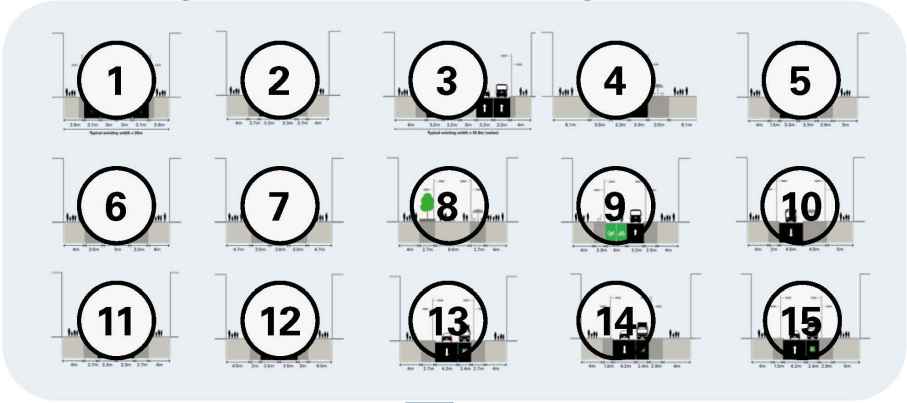
Criteria



Alternative Solutions

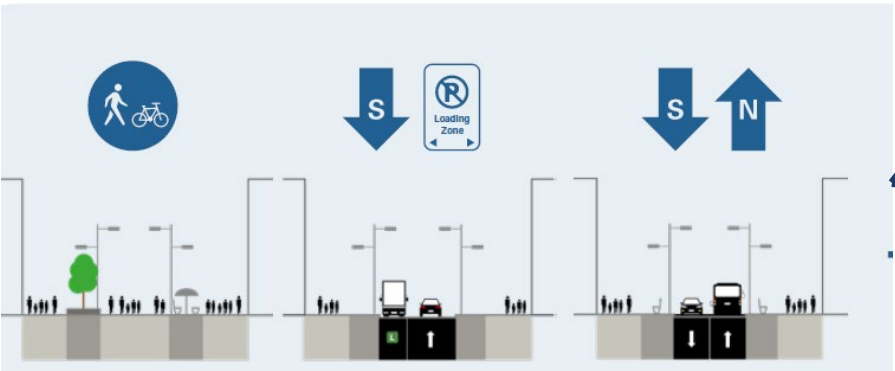
Step 1

Long List of Street Design Options



Evaluation

Short List of Street Design Options



Step 2

Short List of Alternative Solutions

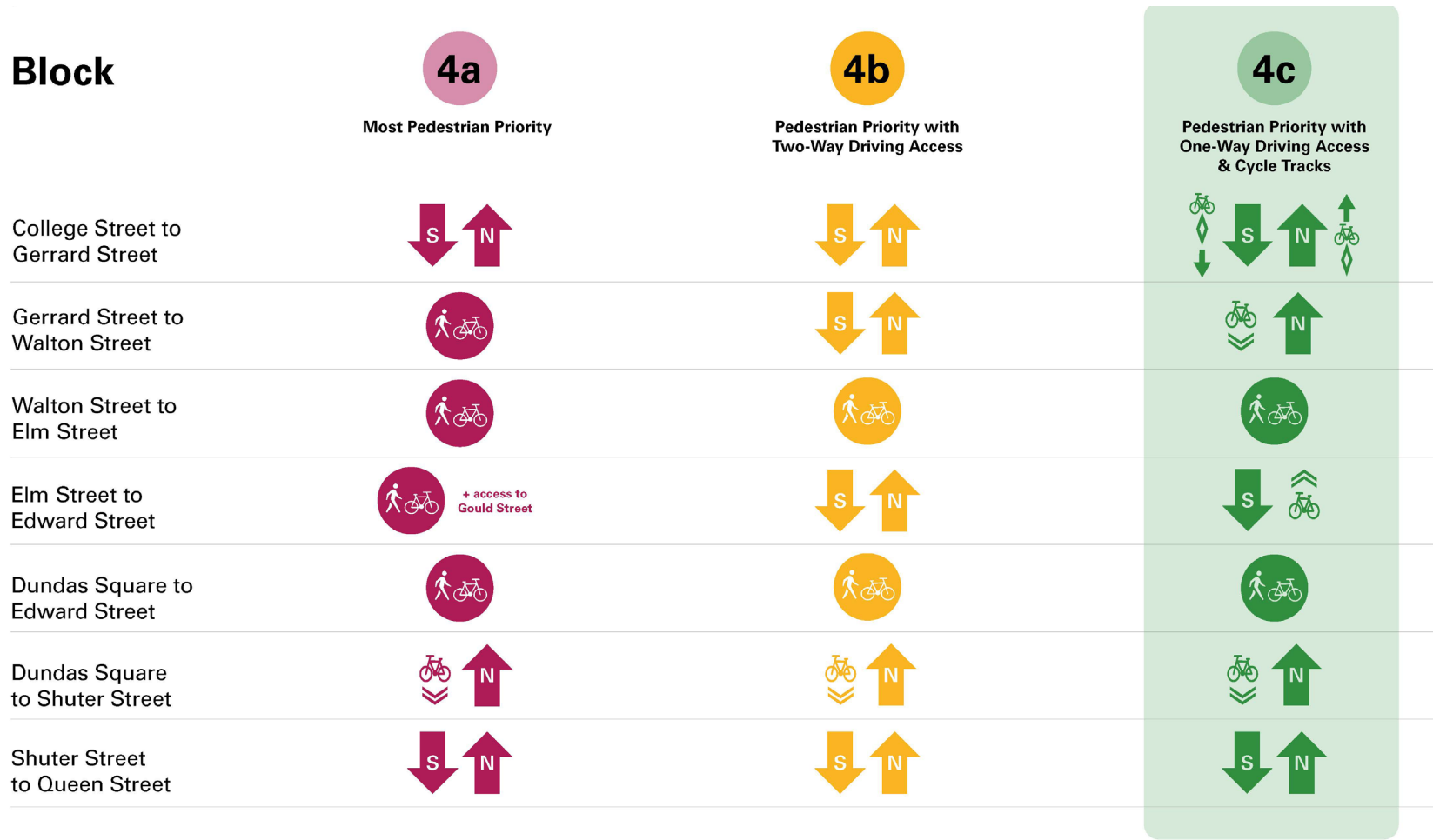
- The three Street Design Options were applied to five different sections of Yonge Street to develop Four Alternative Solutions
- Alternative 4 identified as the preferred

	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Gerrard Street to College Street	↓ S ↑ N	↓ S ↑ N	↓ S ↑ N	↓ S ↑ N
Elm Street to Gerrard Street	↓ S ↑ N	↓ S [Loading Zone]	[Bike Lane]	[Bike Lane]
Dundas Square to Elm Street	↓ S ↑ N	[Bike Lane]	[Bike Lane]	[Bike Lane]
Shuter Street to Dundas Square	↓ S ↑ N	↑ N [Loading Zone]	[Bike Lane]	↑ N [Loading Zone]
Queen Street to Shuter Street	↓ S ↑ N	↑ N [Loading Zone]	[Bike Lane]	↓ S ↑ N



Design Concepts

Design concepts developed by dividing Preferred Alternative Solution 4 into smaller Yonge Street blocks and including further consideration for cycling and deliveries/loading/ride hailing.



- Design Concept 4c was selected as the preferred as it best support the four objectives: Mobility, Livability, Sustainability, and Prosperity
- Design Concepts outlined physical design and considered operational elements

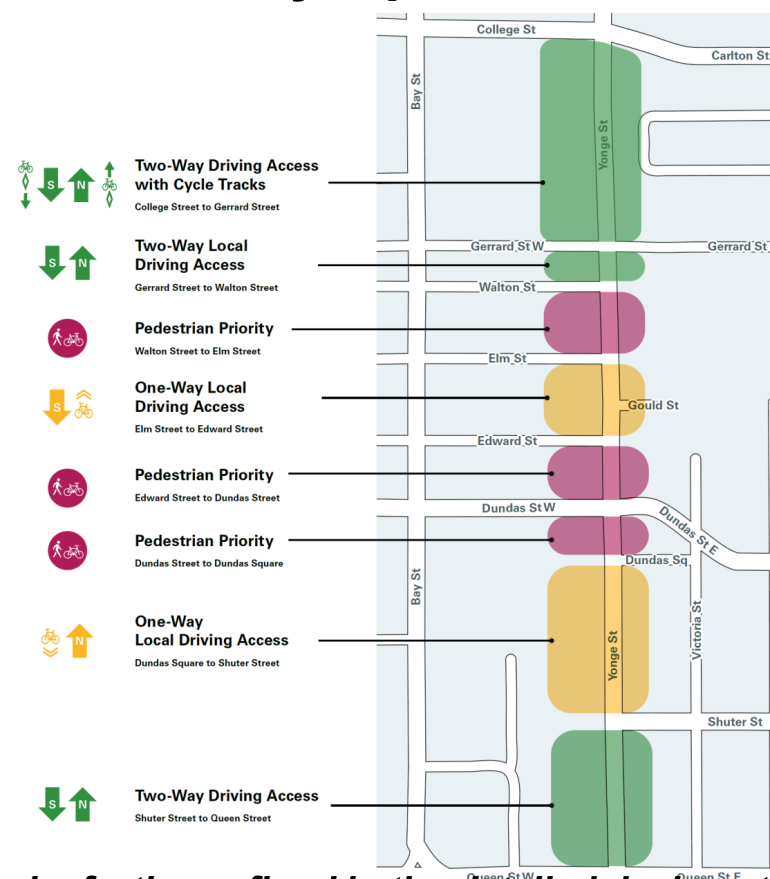
Preferred Design Concept and Operational Plan

Following public consultation, stakeholder input and considerations during the pandemic, the Preferred Design Concept was refined to only consist of a **physical design**.

Preferred Design Concept (physical design)

- Increased sidewalk widths and landscaping
- Reduced driving lanes from four to two, with the flexibility to be configured to accommodate pedestrian priority, one-way and/or two-way vehicular operations during the daytime.

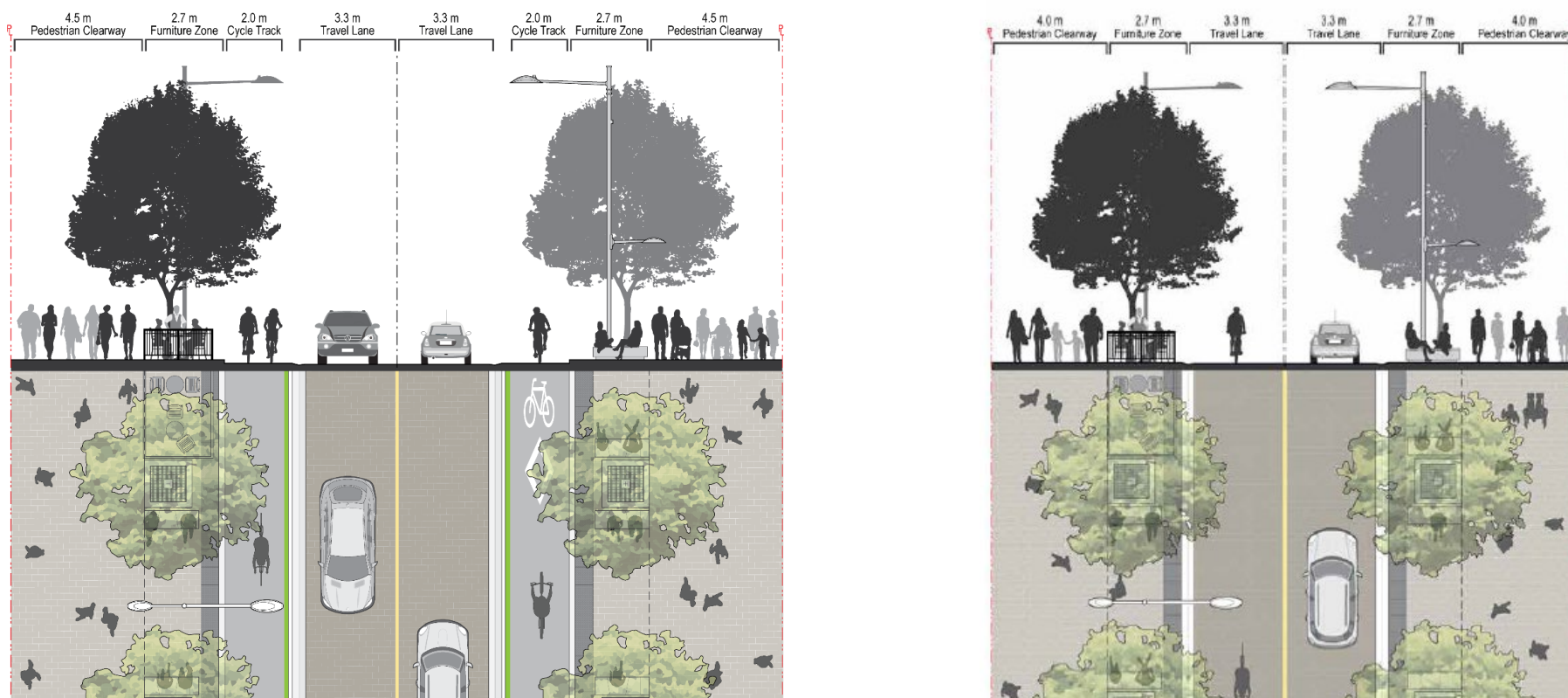
Preliminary Operational Plan



To be further refined in the detailed design stage

Preferred Design Concept: MidBlock

- 6.6 metre wide, two lane roadway with mountable curbs and vehicular unit paving
- 2.7 metre wide furnishing, planting and café zone
- 4.0 metre(+) wide pedestrian clearway with pedestrian unit paving
- Cycle track from College Street to Gerrard Street (+6.0m ROW)



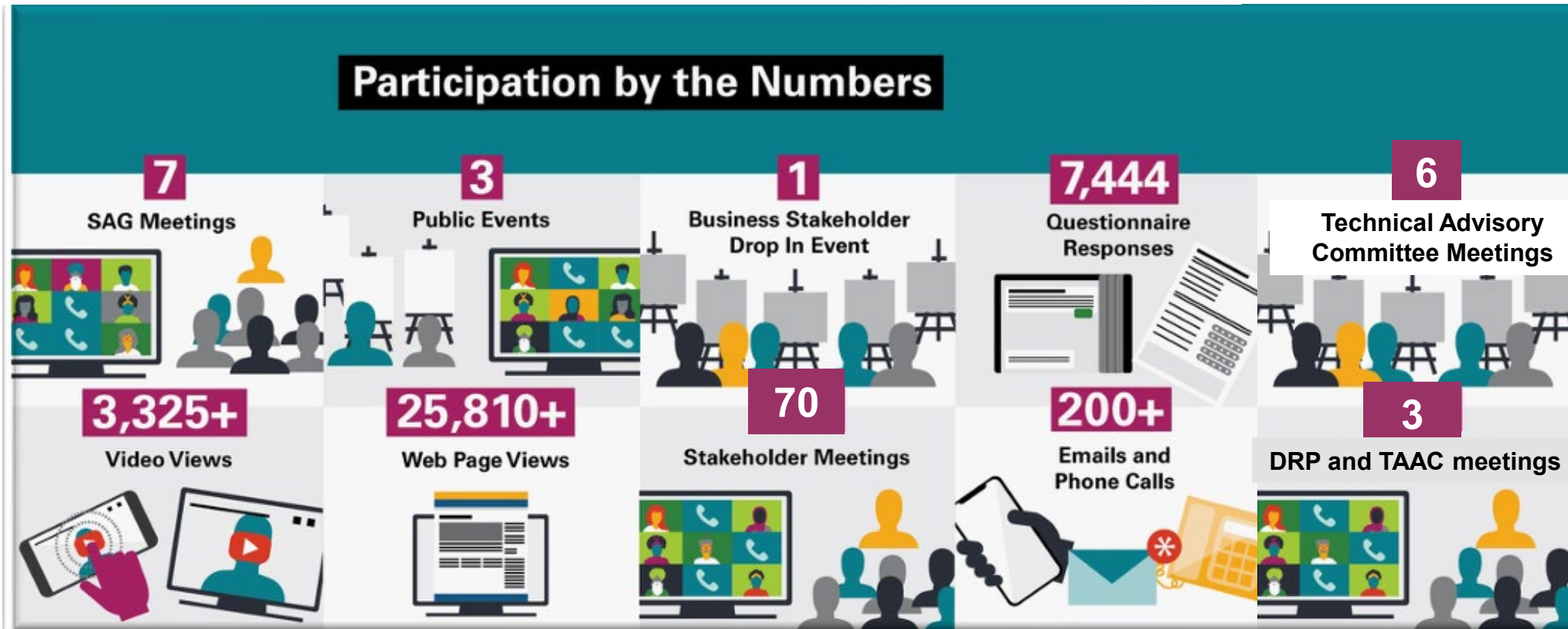
Preferred Design Concept - Intersections

- Retention of all traffic signals and intersections
- Addition of signal-control crossing between McGill Street and College Park
- Detailed design will explore:
 - Raised intersections/crosswalks
 - Protected cycling intersections (between Gerrard Street and College Street)
 - Removal of the Yonge-Dundas scramble



Consultation and Engagement

Phase 1-3



Environmental Study Report

ESR was file for 30 day public review in December 2021, approved by Ministry of Environment, Conservation and Parks early 2022



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Next Steps: Design and Construction



Preliminary and Detailed Design

- 30, 60, 90% design
- 100% design and tender documents
- Supplementary studies and plan
- Permits and approvals

Operational Plan

- Operational Strategy
- Maintenance manual

Construction

- Construction plans, field ambassador, and mitigate impacts.

Stakeholder consultation and engagement throughout process

Detailed Design Stage



Design Elements

- Relocation of curbs and curb radii
- Regrading levels and drainage
- Curbside activity zones
- Watermain re-location/replacement
- Utility coordination
- Intersection design
- Green infrastructure
- Paving surfaces - colour, material, AODA , maintenance
- Barriers – bollards, lift gates, etc.
- Street Trees, furniture and lighting

Detailed Design Stage



Studies and Plans

- Detailed utility investigations (SUE)
- Traffic and Transit modeling
- Stormwater management
- Arborist report
- Parking Loading and Goods/Service Strategy
- Hostile Vehicle Mitigation Plan

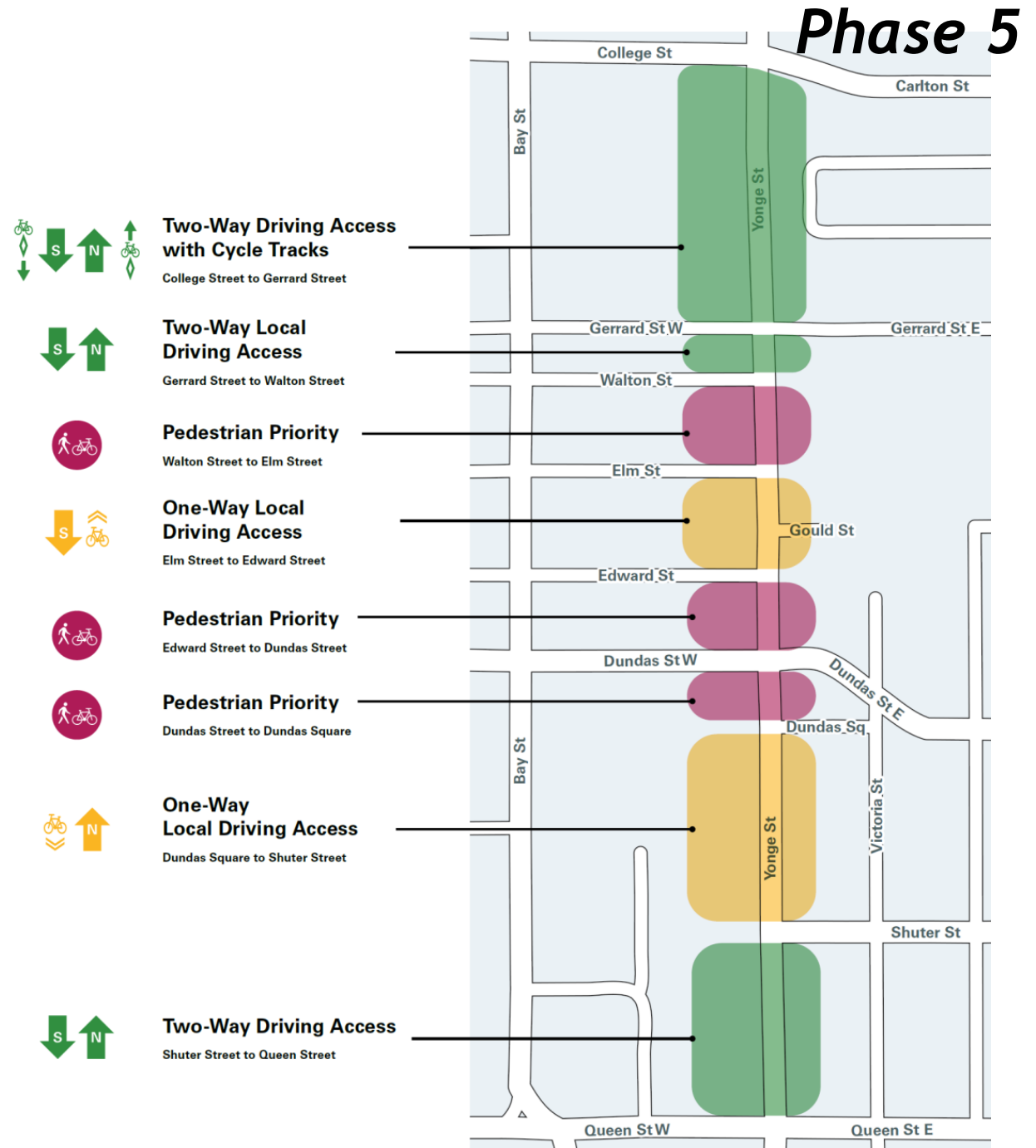
Operational Plan

Operational Strategy

- Location and timing of pedestrian priority areas (if any)
- Turn movements or restrictions
- One-way/two-way driving access
- Signal timing
- Locations of accessible pick-up/drop off, loading, and stopping/standing areas
- Speed limit
- Signage and pavement markings
- TTC Bus operations
- By-law and traffic operations

Street event programming review - ensure design meets programming needs

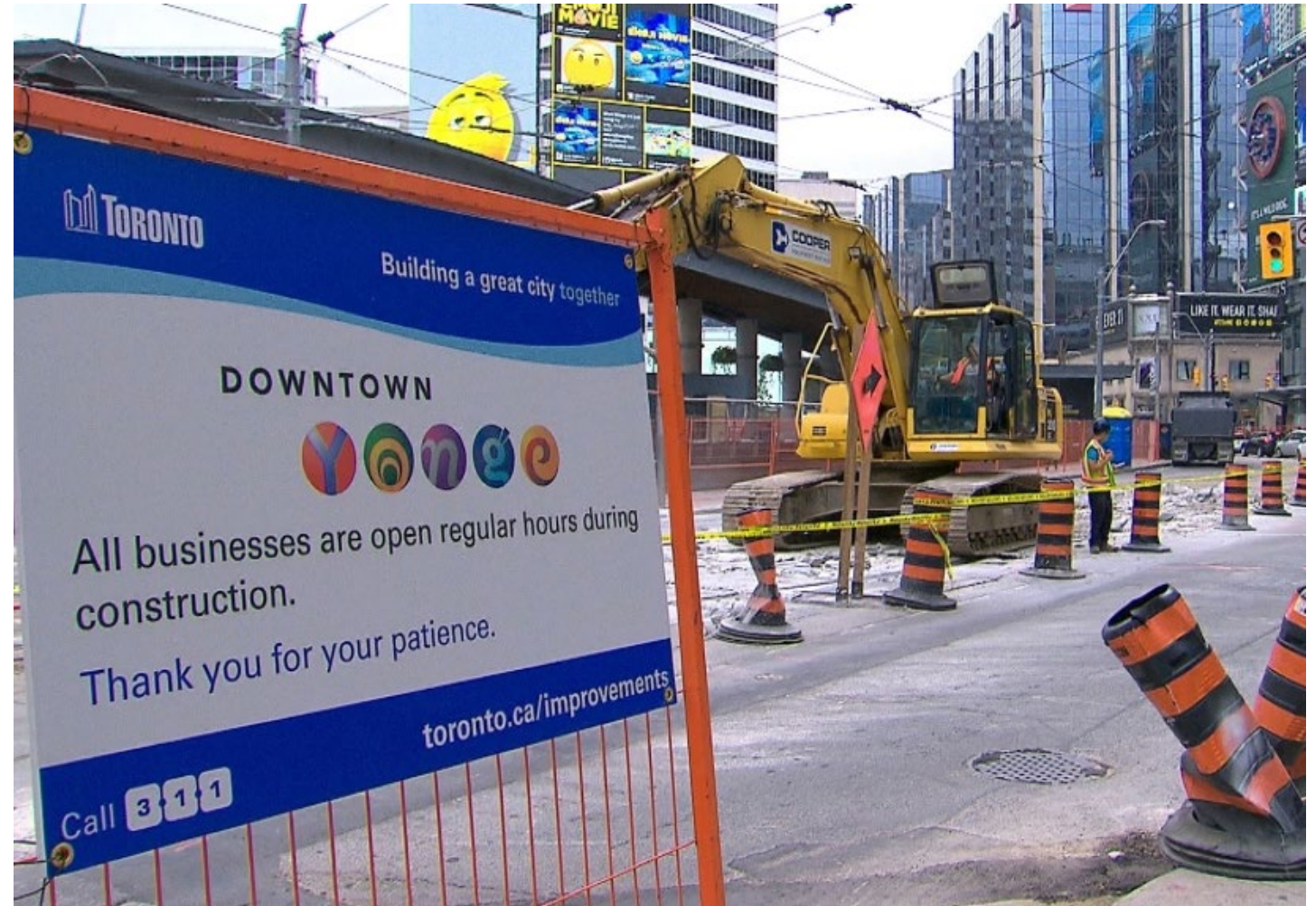
Maintenance manual



Construction

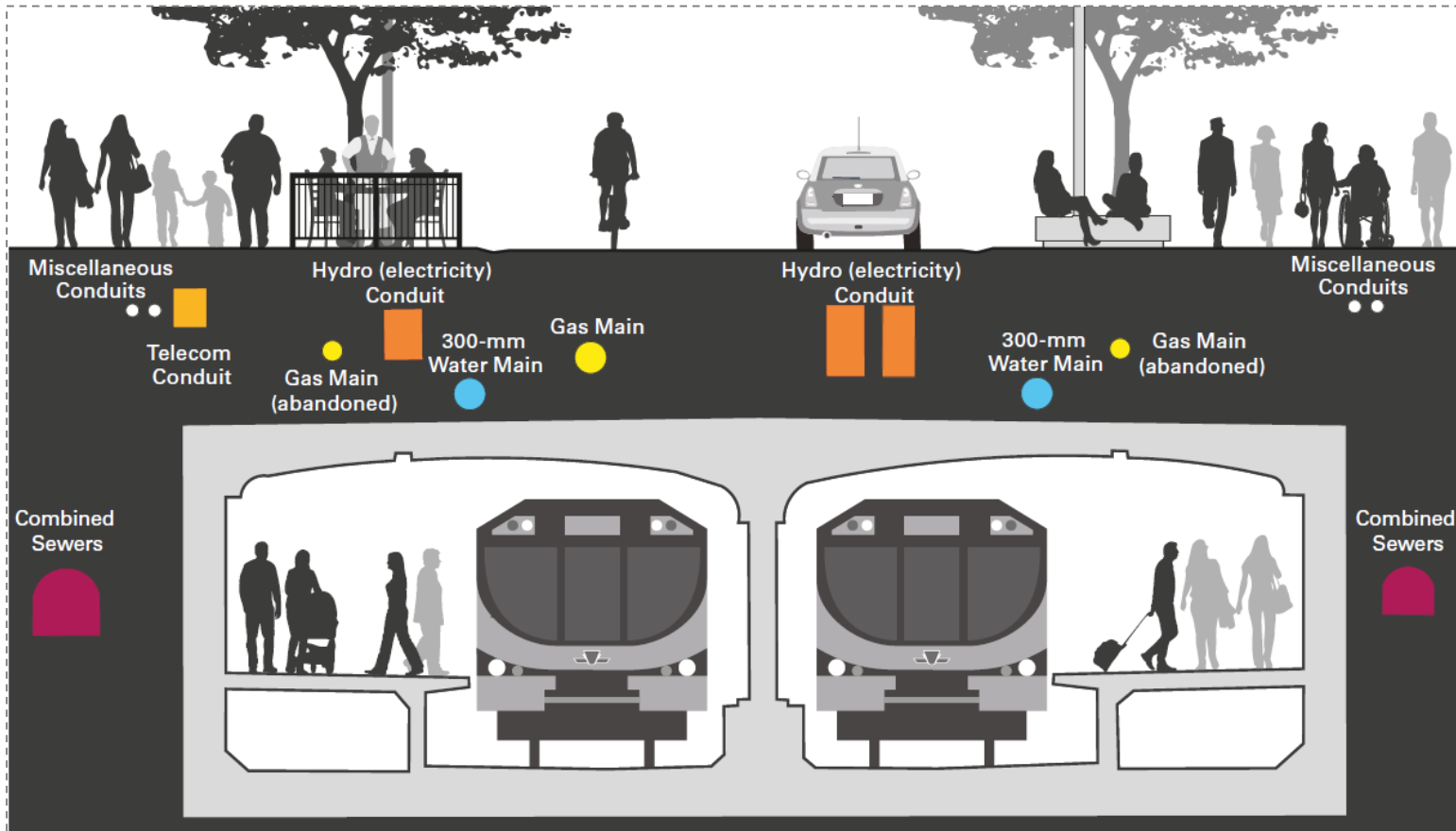
Construction Plans

- Construction Management
 - Staging, phasing, and schedule
- Traffic Management
- Erosion and Sediment Control Plan
- Waste Management
- Tree Protection Plan
- Soil Management Plan



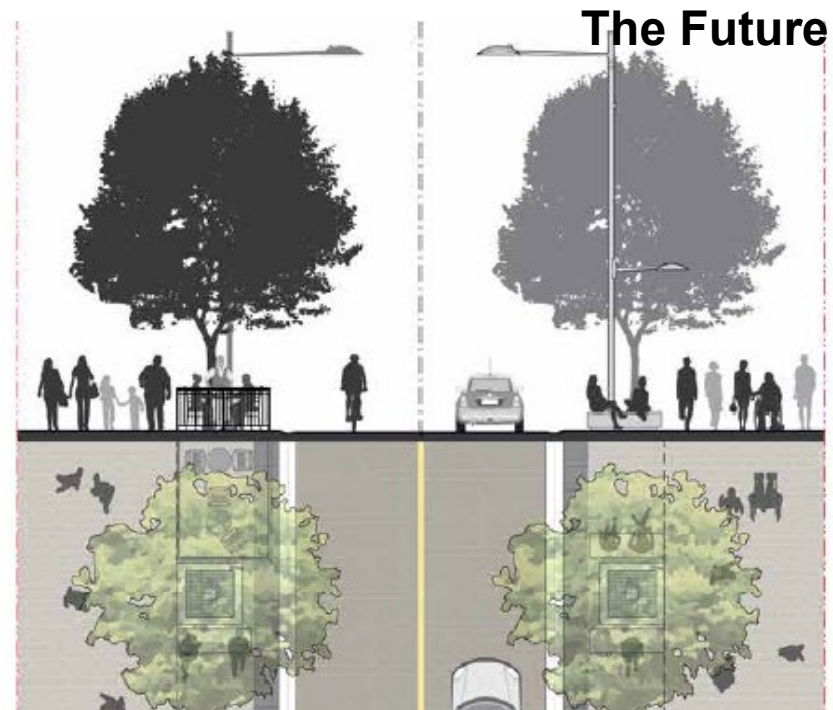
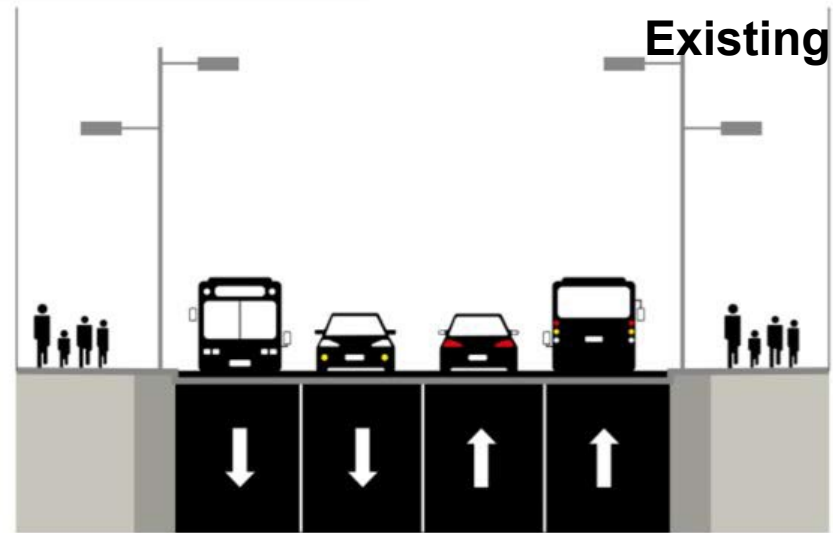
Key Challenges

- Underground utilities, including TTC line 1 subway
- Variety of Yonge Street stakeholders - ensuring a balance
- Coordination with adjacent projects
- Limiting construction impacts and disruptions to businesses, residents and users



Summary

- We need to ensure the Yonge Street of today support the Yonge Street of tomorrow
- The new physical design for Yonge Street has been determined
- Next steps include Operational Plan and detailed design
- Consultation and engagement will play a key role in the next steps



Thank you

Questions?



yongeTOMorrow website:

toronto.ca/yongeTOMorrow