

EXECUTIVE UPDATE



Ontario Line: Queen Street Vehicle and Streetcar Diversion

August 19, 2021

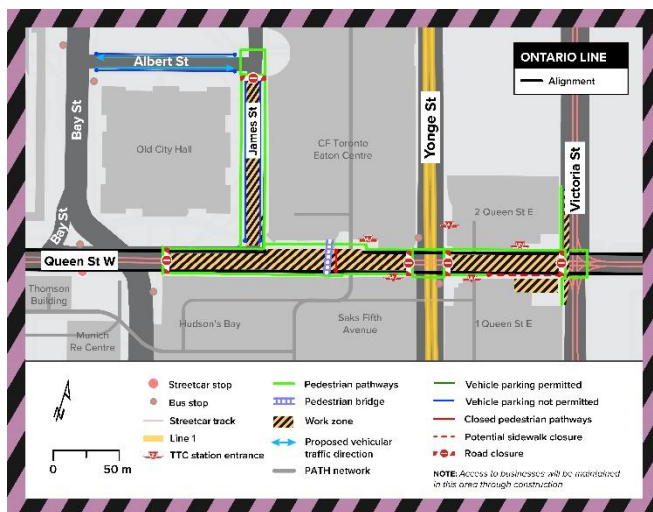
On Tuesday, August 17th, Metrolinx released a proposal to manage construction impacts around a new Ontario Line subway station at the Yonge and Queen intersection. Metrolinx will seek Toronto City Council approval for the proposal at the November 9, 2021 meeting.

Metrolinx presented a technical briefing [\[LINK\]](#) to the FDBIA and the Downtown Yonge BIA (DYBIA) and key details are outlined below.

Queen Street Closure – Traffic and Pedestrian Access

A closure is planned on Queen Street from just east of Bay Street to Yonge Street, and from Yonge Street to Victoria Street, from early 2023 to 2027 for station and tunnel construction. The closure is anticipated to expedite construction and minimize long-term disruption to residents, businesses, and visitors. Yonge Street, Bay Street, and Victoria Street will remain open throughout construction, and Metrolinx will maintain pedestrian and loading dock access to all businesses in the area.

The DYBIA is coordinating with Metrolinx and the City of Toronto to develop hoarding and construction mitigation plans to minimize disruption to impacted businesses during construction.



[QUEEN STREET TRAFFIC DIVERSION PLANS – CLICK FOR LARGER IMAGE](#)

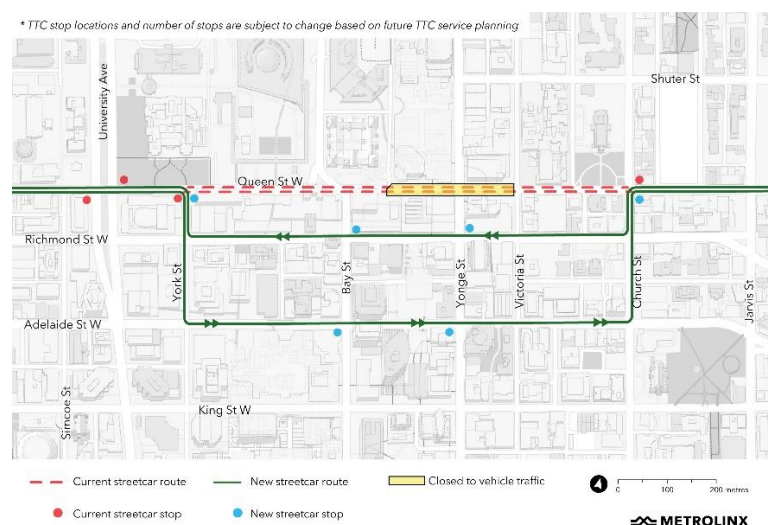
501 Streetcar Diversion and York Street Conversion

During construction, streetcars will run on special detour routes on Richmond Street and Adelaide Street. Eastbound streetcars will divert south at York Street to Adelaide Street West until Church Street where they will travel north to connect to the regular route on Queen Street. Westbound streetcars will divert south at Church Street to Richmond Street until York Street where they will travel north to connect to the regular route on Queen Street. York Street will be converted from a one-way to two-way road from Richmond Street to Adelaide Street to allow for the southbound streetcar operations.

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TTC track and watermain replacement along Adelaide Street West has already been scheduled for 2022. Additional project scope is anticipated to accommodate the proposed streetcar diversions. The FDBIA will continue to engage in discussions with City staff and Metrolinx to ensure disruption is minimized during construction.



[TTC 501 STREETCAR DETOUR ROUTES – CLICK FOR LARGER IMAGE](#)

Next Steps:

Metrolinx will deliver a presentation at the September 15th FDBIA Board Meeting and has been asked to respond to various operational questions, including options for utilizing King Street as the streetcar detour route. The FDBIA is preparing specific operational requirements for Richmond and Adelaide Street that will be submitted to Metrolinx and City staff to inform planning.

If you have questions, please contact Alicia Callaghan, Planning and Advocacy Manager at acallaghan@torontofinancialdistrict.com.

ABOUT THE TORONTO FINANCIAL DISTRICT BUSINESS IMPROVEMENT AREA

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