



Lower Yonge Precinct Municipal Class EA

Stakeholder Advisory Committee (SAC) Meeting 2
April 6th, 2017

Agenda

1. Introductions
2. Review of Previous Meeting Minutes
3. Lower Yonge Precinct: Background
4. MCEA Overview and Update
5. Preferred Alternatives
6. Public Realm Plan
7. Next Steps
8. Overall Comments + Discussion

Lower Yonge Precinct: Background

Process to date

2013: Began the precinct planning process.

- We held three public and four Stakeholder Advisory Committee (SAC) meetings.

2014: Finalized Lower Yonge Urban Design Guidelines and released the results of the Lower Yonge Transportation Master Plan Environmental Assessment (TMPEA).

2015: TMPEA was finalized and endorsed by City Council.

2015: Work continues on the precinct plan

- Held one SAC and one public meeting.

2016: Began the Municipal Class Environmental Assessment (MCEA).

2016: Precinct Plan and accompanying Official Plan Amendment were unanimously approved by City Council.



MCEA Overview & Update

EA Study Area

The Lower Yonge Precinct is at the heart of Toronto's transforming waterfront. Development will bring 30,000 new residents and workers to the area in the long term.

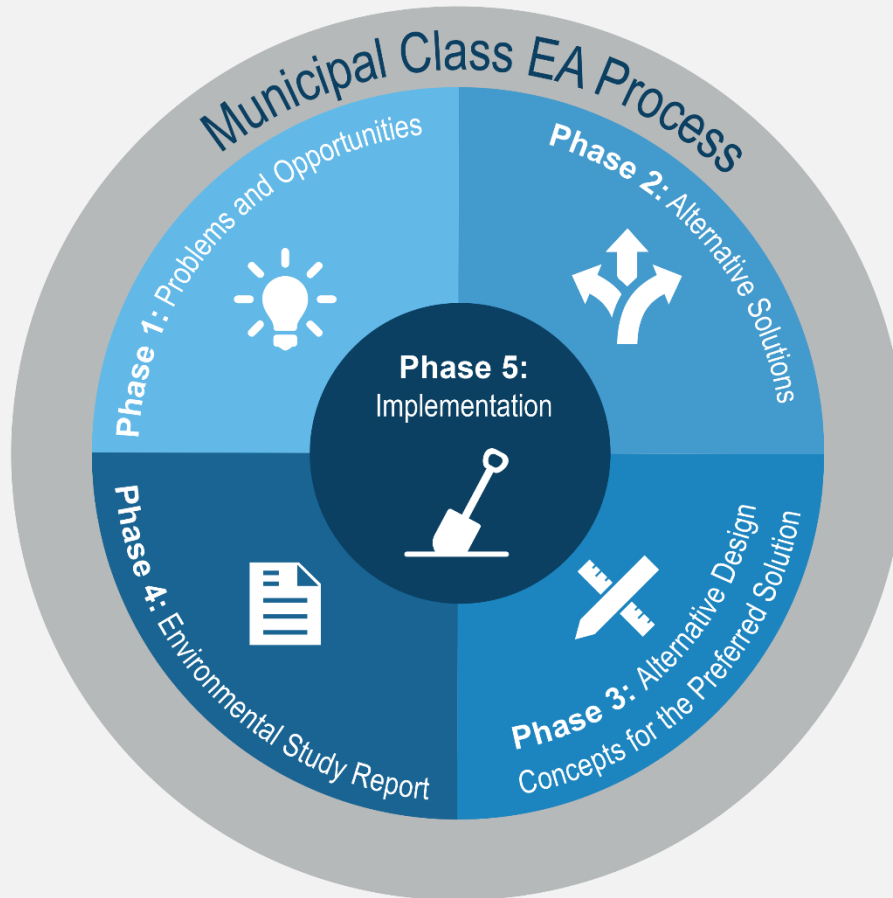


Lower Yonge Precinct Plan Study Area: 9 hectares (~22 acres)

TMP/MCEA Study Area: 12 hectares (~30 acres)

MCEA Overview & Update

Process



The Municipal Class Environmental Assessment (MCEA) began in January 2016. This is our second SAC meeting as part of this process.

The MCEA process includes:

- Identifying the problem and/or opportunity to be addressed;
- Developing and evaluating a range of alternative solutions;
- Providing opportunities for public input; and,
- Identifying a preferred solution.

Challenges:

- Existing transportation infrastructure
- Servicing capacity
- Lack of community facilities

MCEA Overview & Update

Evaluation Criteria

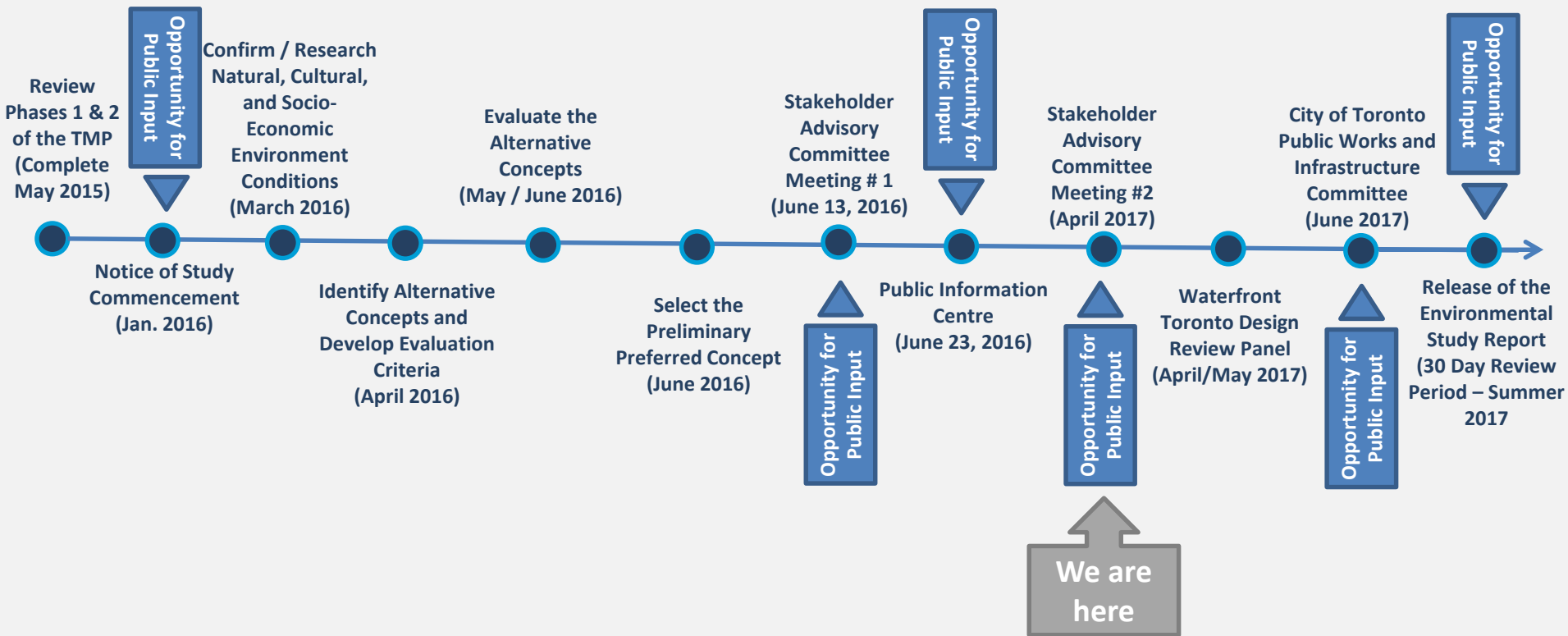
The following criteria was developed and used in the evaluation of alternative design concepts and selection of preferred alternatives.

Transportation	Cost	Land Use/ Socio-Economic Environment	Natural Environment	Archaeology and Cultural Environment	Streetscape / Public Realm	Constructability
<ul style="list-style-type: none"> • Supports sustainable transportation • Supports ease of movement to, from and within the Precinct for all users • Promotes vehicle capacity • Improves traffic safety • Design • Accommodates drainage • Impacts to Transit • Impacts to Emergency vehicles 	<ul style="list-style-type: none"> • Construction costs • Operations and maintenance costs • Lifecycle Costs 	<ul style="list-style-type: none"> • Supports Yonge Street as a special public space • Encourages vibrant, mixed-use development • Effects to private property • Effects to public amenities and streetscape animation • Conforms to existing plans and in-force policy • Nuisance effects 	<ul style="list-style-type: none"> • Effects on water quality / aquatic species • Effects on vegetation / Wildlife, including Species at Risk • Potential for contamination and excess material • Effects to tree canopy coverage • Effects to microclimate • Effects on Climate change • Effects to air and noise 	<ul style="list-style-type: none"> • Effects to archaeological resources • Effects to built Heritage • Effects to cultural heritage landscapes 	<ul style="list-style-type: none"> • Quality of design • Quality of place 	<ul style="list-style-type: none"> • Effects on the current transportation network • Staging • Effects on utilities (including sustainable infrastructure)

MCEA Overview & Update

Timeline

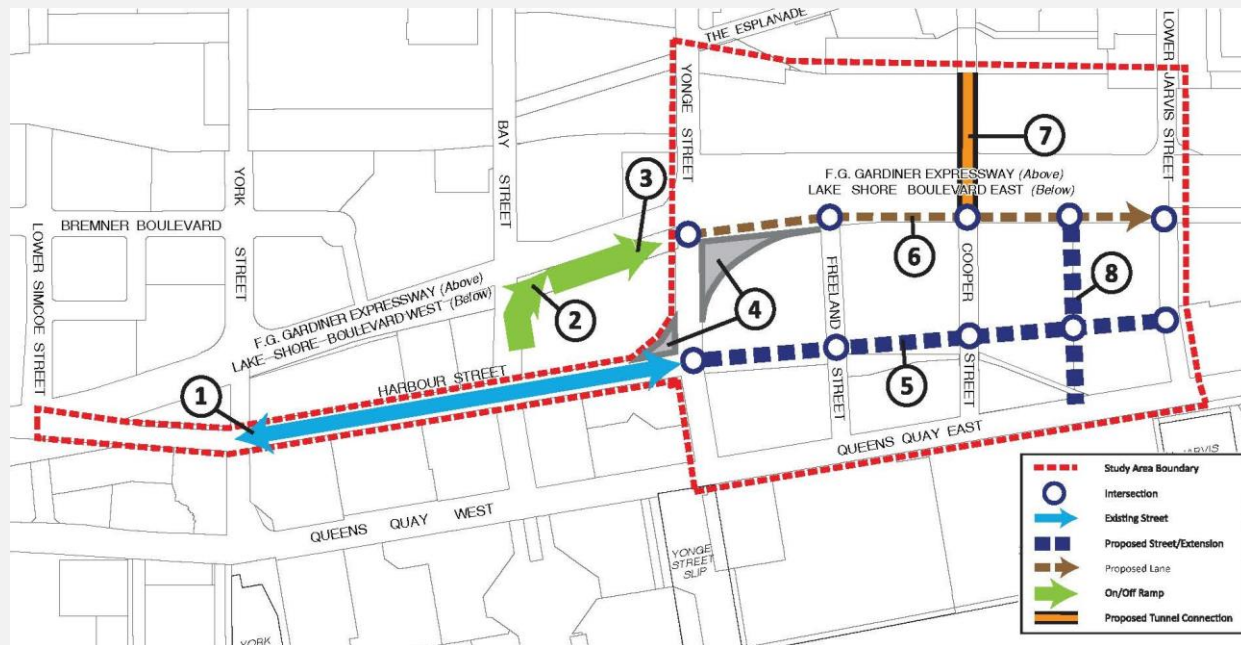
The graphic below highlights key milestones in this EA process and provides the anticipated timing. Public consultation will occur throughout the process.



MCEA Overview & Update

What We've Done So Far

- Public Information Centre on June 23, 2016
 - Focused on presenting the problem / opportunity statement, existing conditions, cross section alternatives for each street within the Precinct, evaluation criteria, selection of the preliminary preferred transportation plan and next steps.
 - Feedback received was supportive and specific to localized issues, location of cycle track, etc.
- Developed the preliminary public realm plan.



Lower Yonge Precinct Transportation Master Plan: Key Initiatives (May 2015)

1. Convert Harbour Street to two-way operations east of York Street
2. Eliminate the eastbound Bay Street on-ramp to the Gardiner Expressway
3. Shorten the eastbound Lower Jarvis Street off-ramp from the Gardiner Expressway
4. Eliminate the Harbour Street S-curve at Yonge Street and normalize the Yonge Street / Harbour Street and Yonge Street / Lake Shore Boulevard intersections
5. Extend Harbour Street to Lower Jarvis Street
6. Provide an additional eastbound lane on Lake Shore Boulevard East from Yonge Street to Lower Jarvis Street
7. Extend Cooper Street to Church Street
8. Construct a new north-south street between Cooper Street and Lower Jarvis Street

MCEA Overview & Update

What We've Done So Far - Transportation Modelling

- We have completed additional transportation modelling, and technical / specialist assessments and reporting.
- The transportation model for downtown Toronto analysed vehicular movements within and surrounding the Lower Yonge Precinct.
- Automobiles are projected to account for 25% of all traffic. The existing automobile mode split is less than 40%.
- The transportation modelling confirmed that the proposed road network improvements will accommodate forecasted population and employment within the Precinct.
- Separate detailed analyses were completed for each intersection to confirm future Levels of Service and determine appropriate lane configurations.
- An analysis was undertaken for the revised Gardiner off-ramp landing at Yonge Street to assess the Level of Service for weaving movement between Rees and Yonge Streets.

MCEA Overview & Update

What We've Done So Far - Localized Issues

Discussions with affected stakeholders about specific issues are ongoing:

- **Permit parking**
 - Parking options for the Island Residents (who presently have on-street permit parking on Freeland and Cooper Streets within the Precinct).
- **33 Bay Street**
 - Existing private laneway exits/enters at Yonge Street only. New Yonge Street off-ramp will create new intersection with eastbound Lake Shore Blvd which greatly reduces space for pedestrians
- **10 Yonge Street**
 - Vehicles are currently parking on the City owned sidewalk. When Harbour Street is redeveloped, parking will be in the pedestrian clearway.

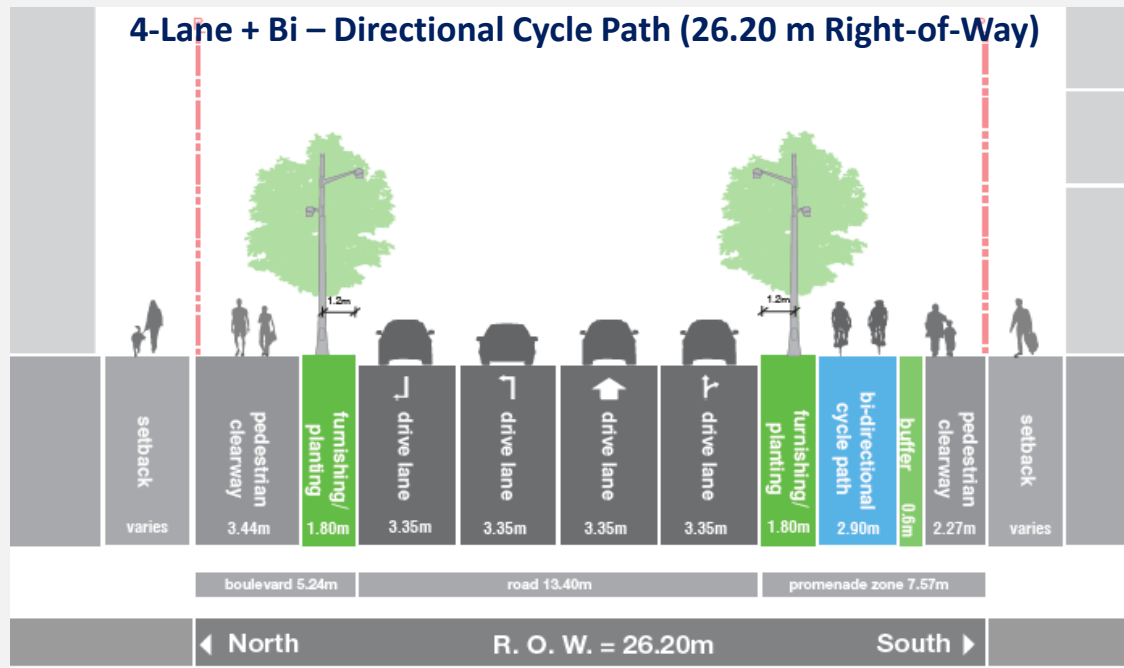
Preferred Cross Sections

Harbour Street
Cooper Street
Freeland Street
New Street
Lower Jarvis Street

Harbour Street York Street to Bay Street



Current: Harbour Street at York Street - Looking East

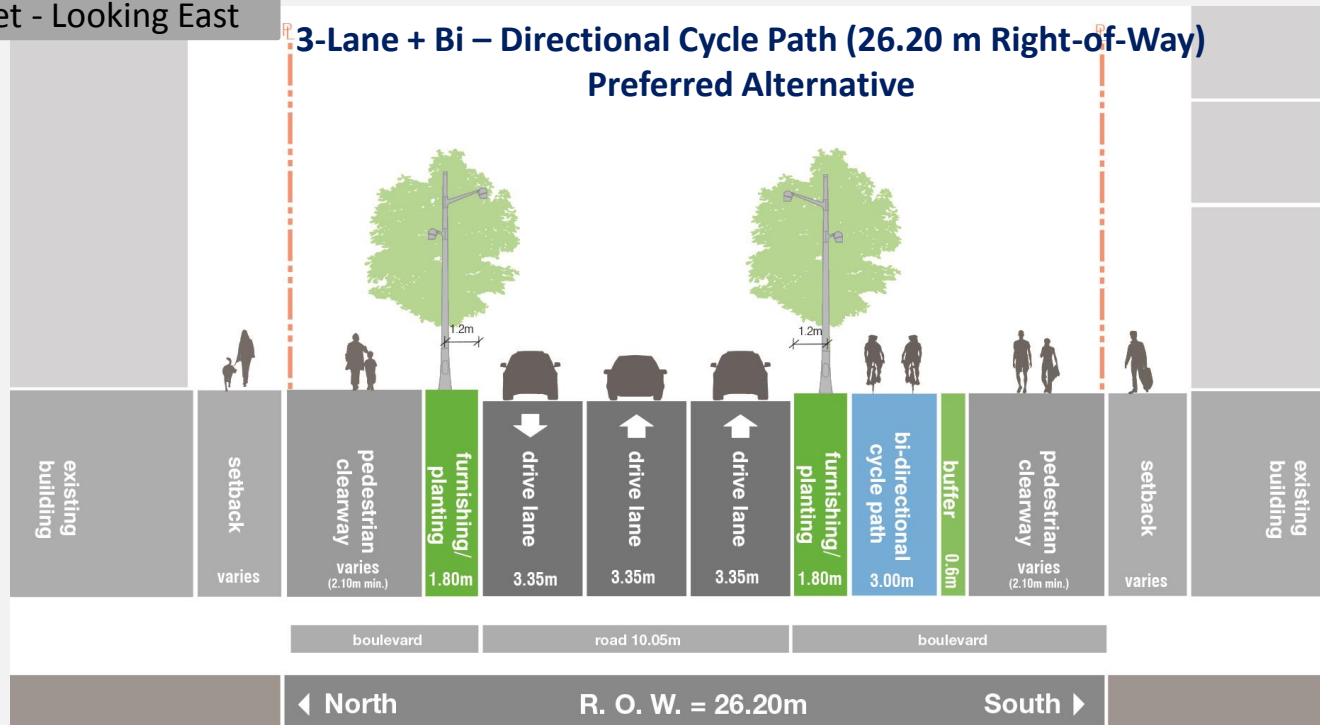


Harbour Street

Bay Street to Yonge Street



Current: Harbour Street at Bay Street - Looking East



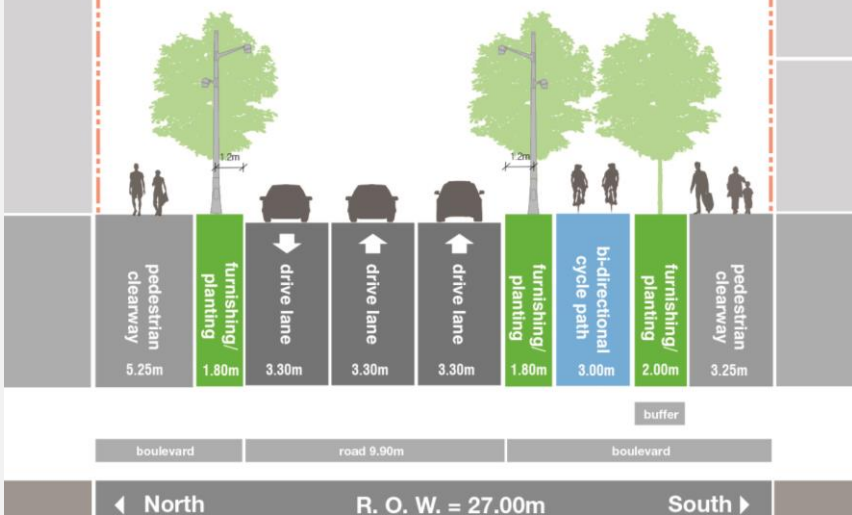
Harbour Street

Yonge Street to Lower Jarvis Street



Current: Harbour Street at Yonge Street - Looking East from Yonge Street

3-Lane + Bi-Directional Cycle Path (27.00m Right-of-Way) Preferred Alternative



Future: Harbour Street, looking East from Yonge Street

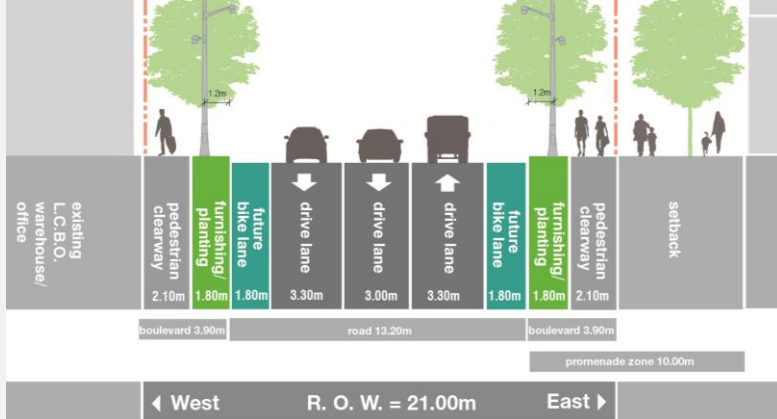
Cooper Street

Queens Quay East to Lake Shore Blvd East



Current: Cooper Street at Queens Quay East – Looking North

3-Lane + Future Uni-Directional Bike Facility (21.00 m Right-of-Way) Preferred Alternative



Future: Cooper Street at Queens Quay East, Looking North

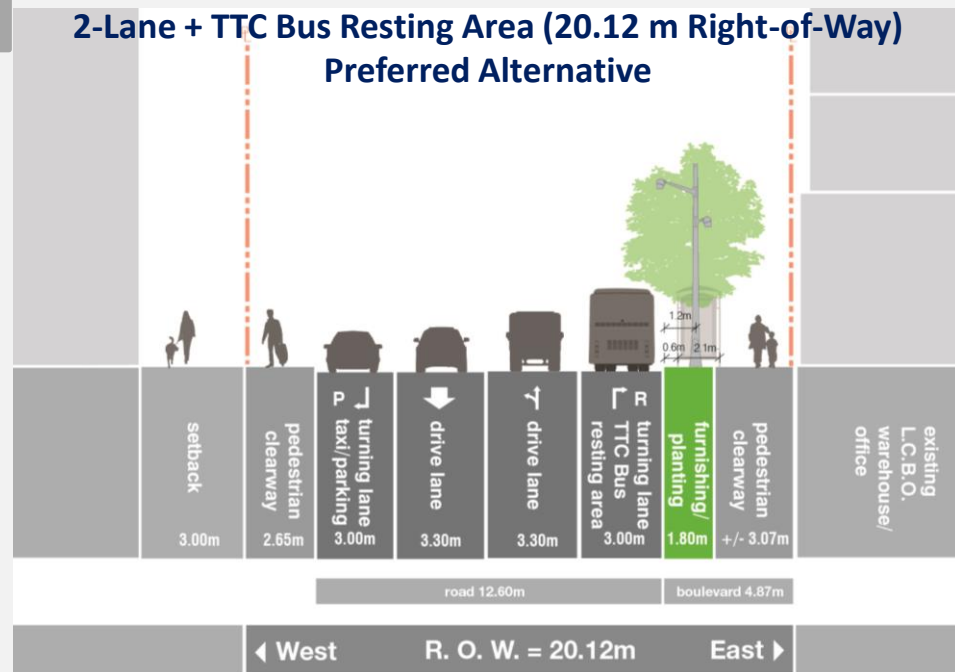
Freeland Street

Queens Quay to Harbour Street



Current: Freeland Street at Queens Quay – Looking North

2-Lane + TTC Bus Resting Area (20.12 m Right-of-Way) Preferred Alternative

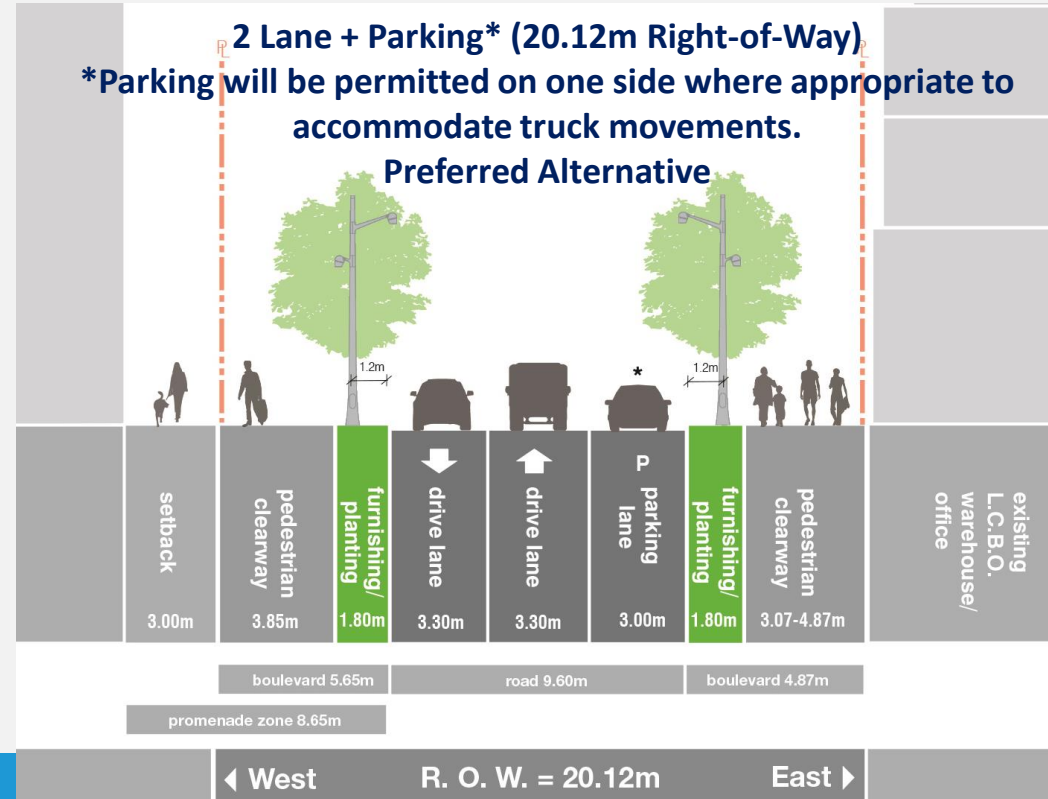


Freeland Street

Harbour Street to Lake Shore Blvd



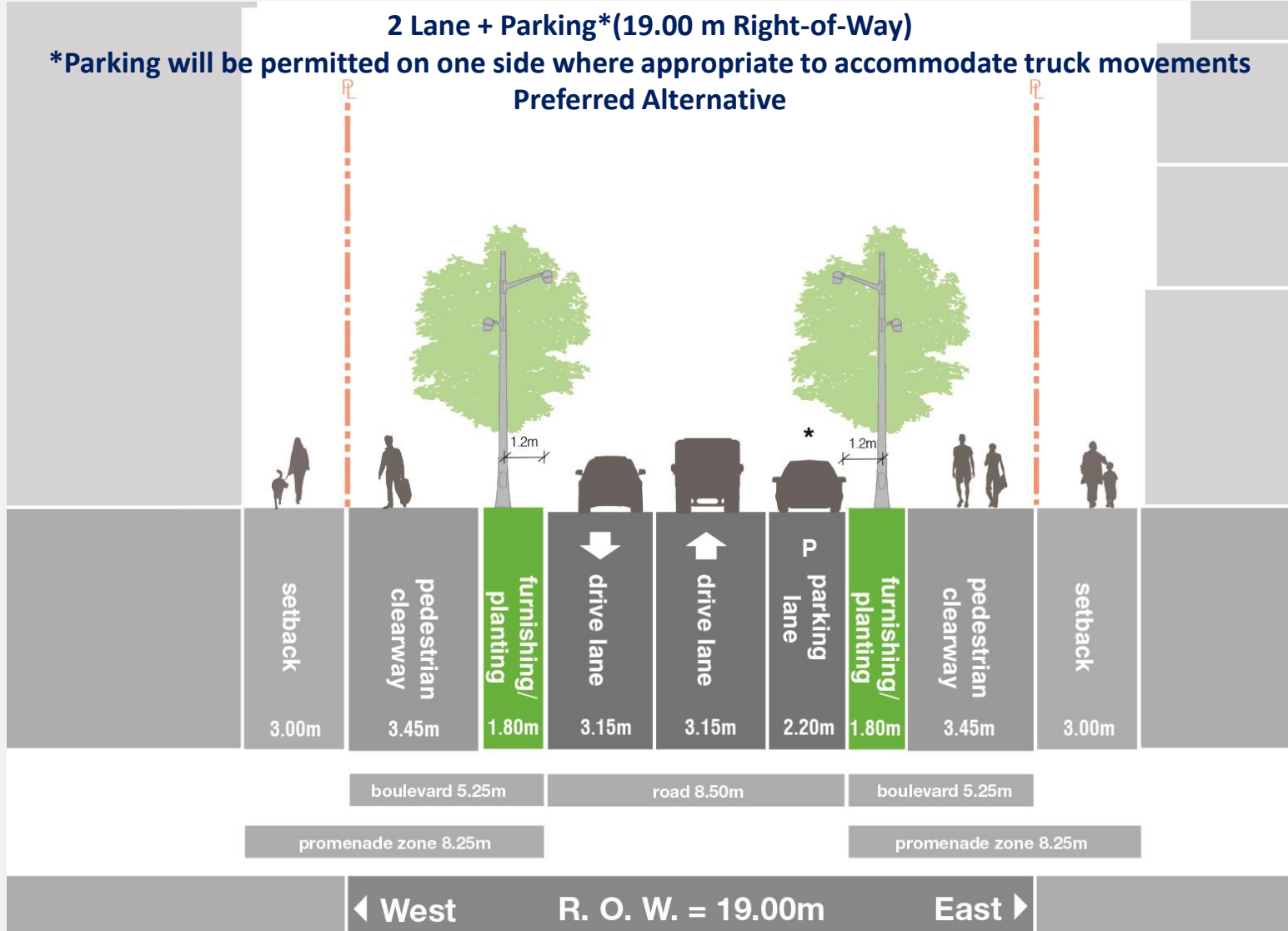
Current: Freeland Street— Looking North



New Street

2 Lane + Parking*(19.00 m Right-of-Way)

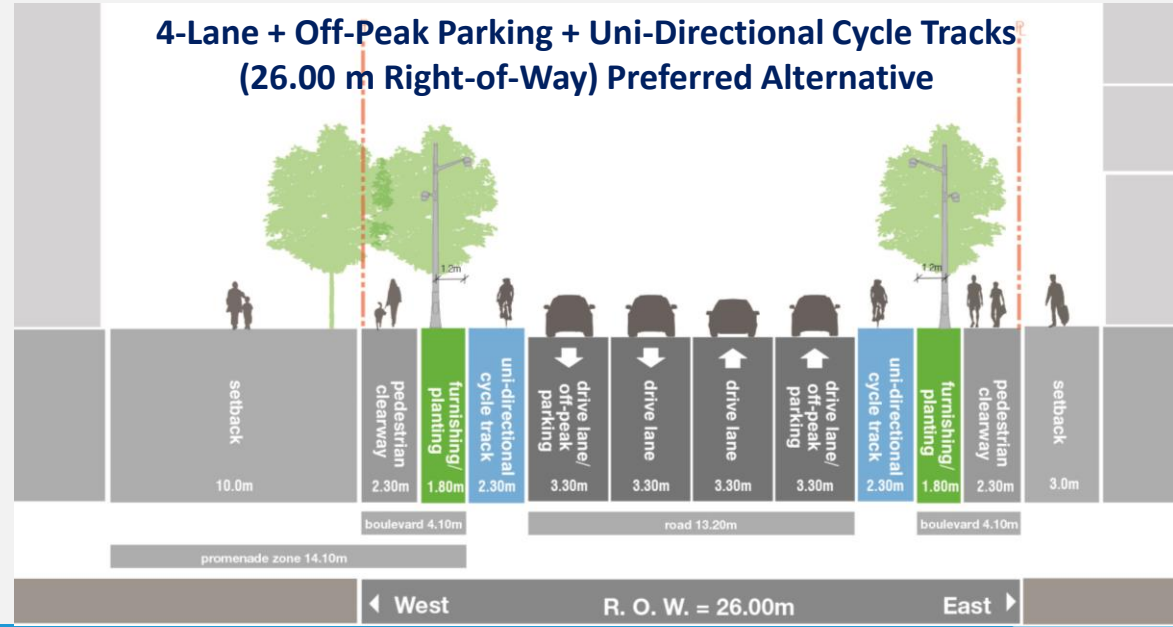
*Parking will be permitted on one side where appropriate to accommodate truck movements
Preferred Alternative



Lower Jarvis Street Queens Quay to Lake Shore Blvd East



Current: Lower Jarvis Street at Queens Quay East – Looking North



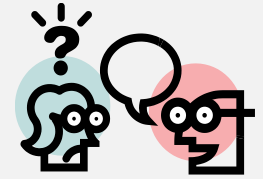
Public Realm Plan

- The Lower Yonge Precinct represents a strong connection to other waterfront neighbourhoods and the downtown via active modes of transportation.
- We are currently investigating the type of appropriate treatment standard to be used for the Lower Yonge Precinct.
- All modes of transportation are being incorporated into various streets in the Precinct.
- The Public Realm Plan is being develop in parallel with the Municipal Class EA.



Consultation / Next Steps

- Hosting follow-up meetings with representatives to discuss the localized issues
- Online Project Update
 - Provide a project update and next steps



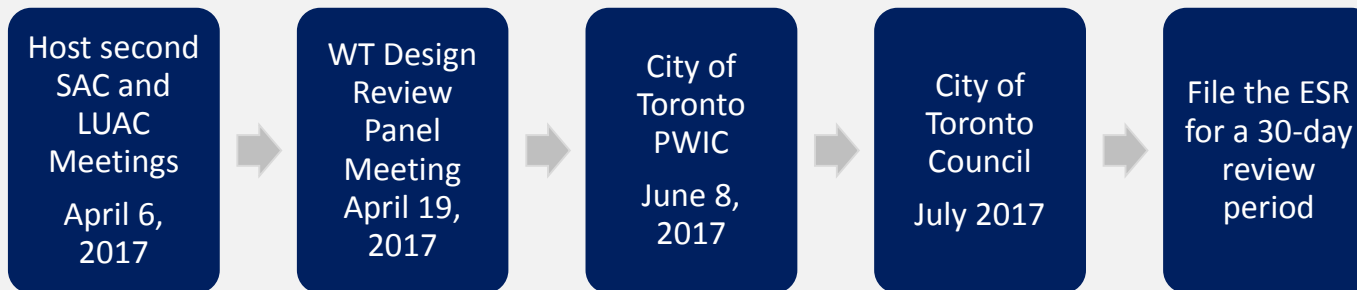
Ask Questions



Share Opinions



Submit Comments





MMM GROUP

An architectural rendering of a modern urban street scene. The scene features tall, modern apartment buildings with balconies in the background. In the foreground, there is a paved street with a green-painted bicycle lane. A woman is riding a bicycle in the lane. To the right, there is a sidewalk with a paved area, a planter bed with pink flowers, and an outdoor cafe with orange umbrellas and people sitting at tables. The sky is blue with some clouds.

QUESTIONS + COMMENTS

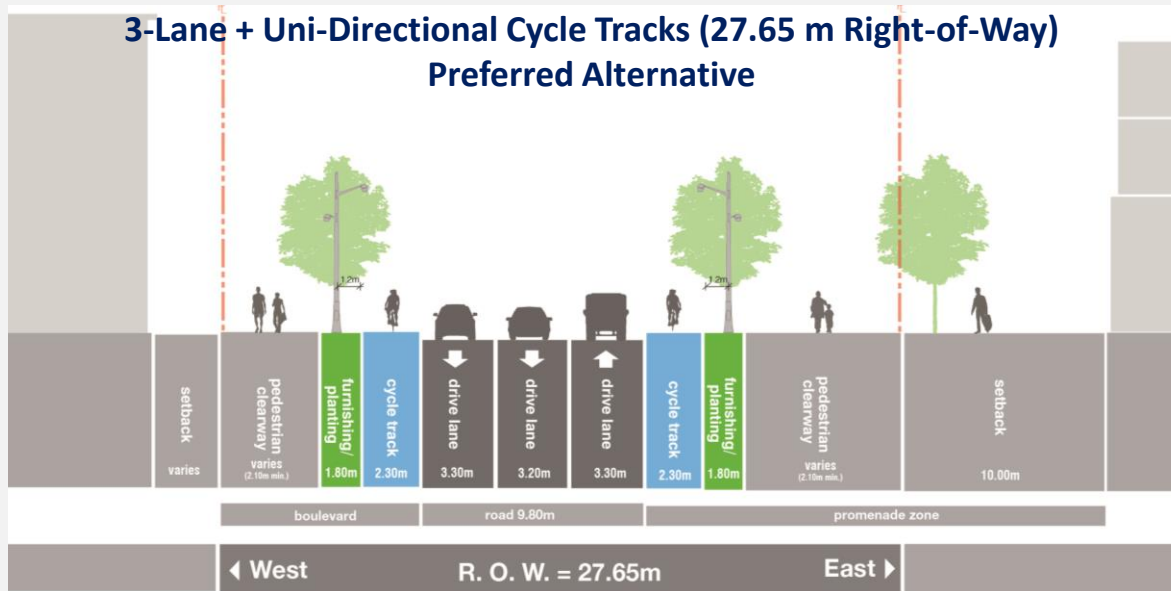
Additional Cross Sections (if required)

Yonge Street

Queens Quay to Harbour Street



Current: Yonge Street at Queens Quay – Looking North

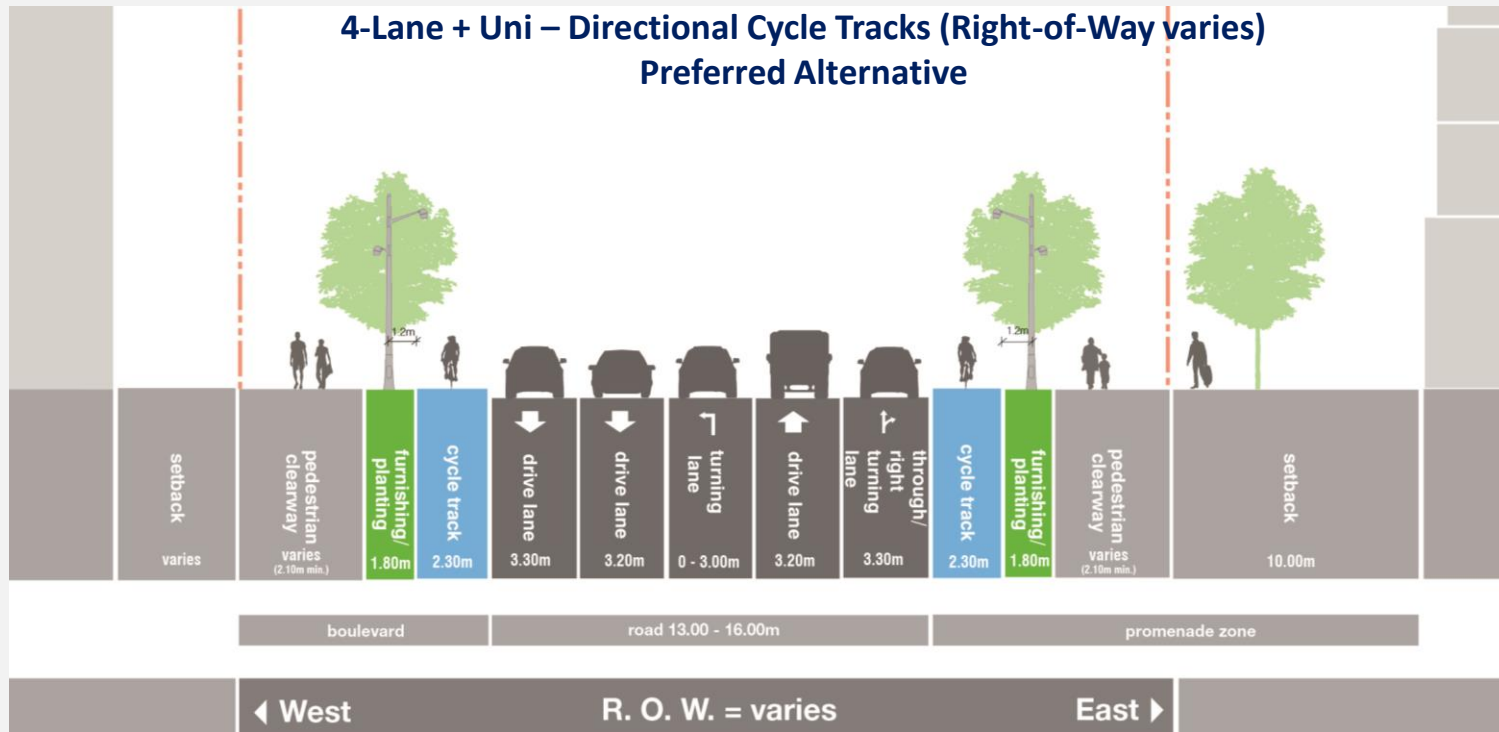


Yonge Street

Lake Shore Blvd East to Front Street



Current: Yonge Street at Harbour - Looking North



Yonge Street at Railway Corridor

Current: Yonge Street at the Railway Corridor – Looking North

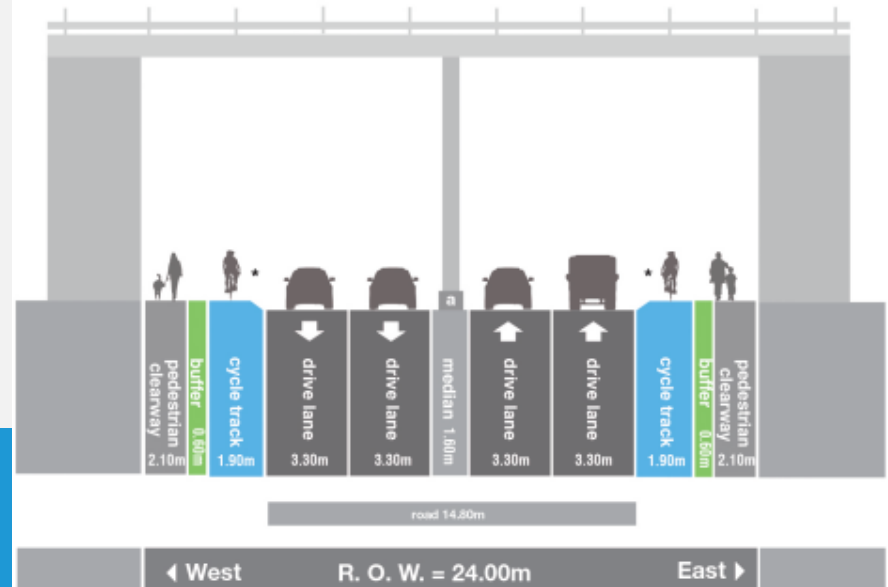


Yonge Street: Railway Corridor (Facing North)

4-Lane + Uni-directional Cycle Tracks + Median (24.00m R.O.W.)

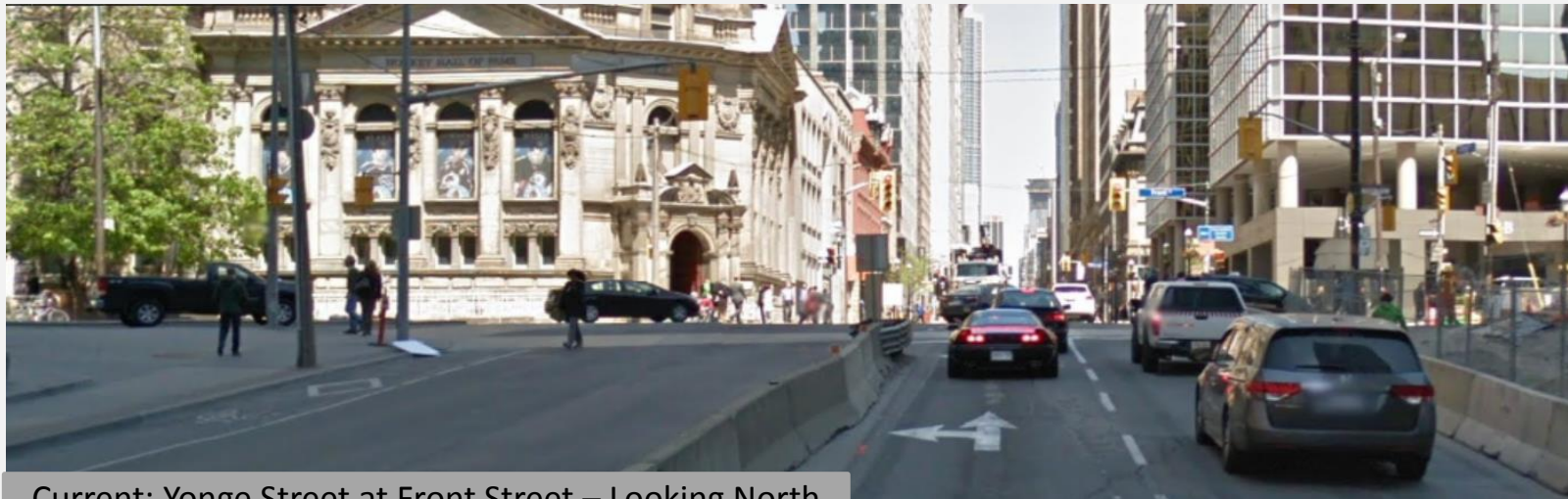
Note: * Fully mountable curb and cycle tracks with +/- 2% cross slope

THE PREFERRED CROSS SECTION



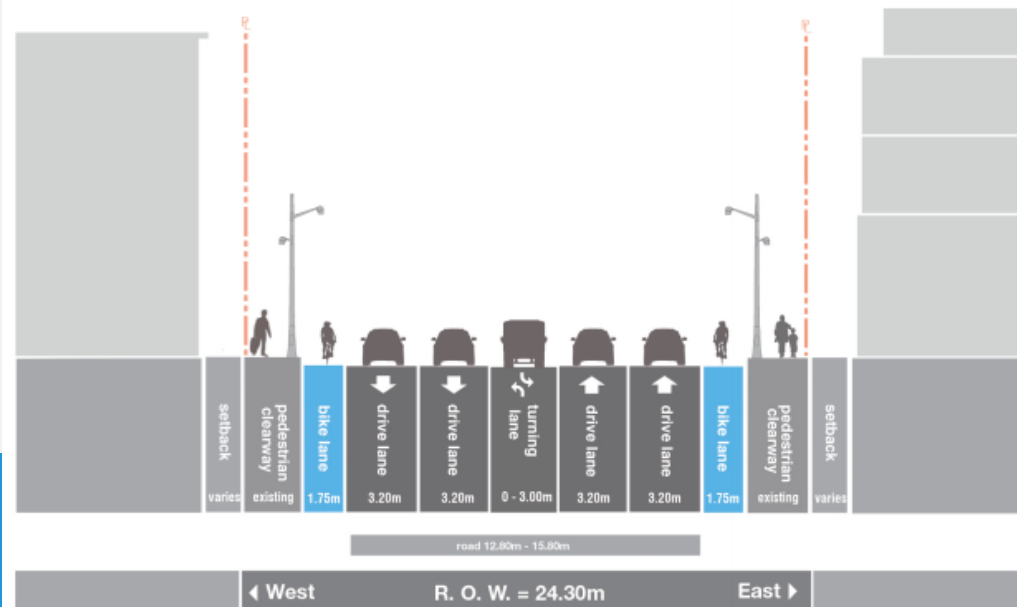
Yonge Street

Railway Corridor to Front Street



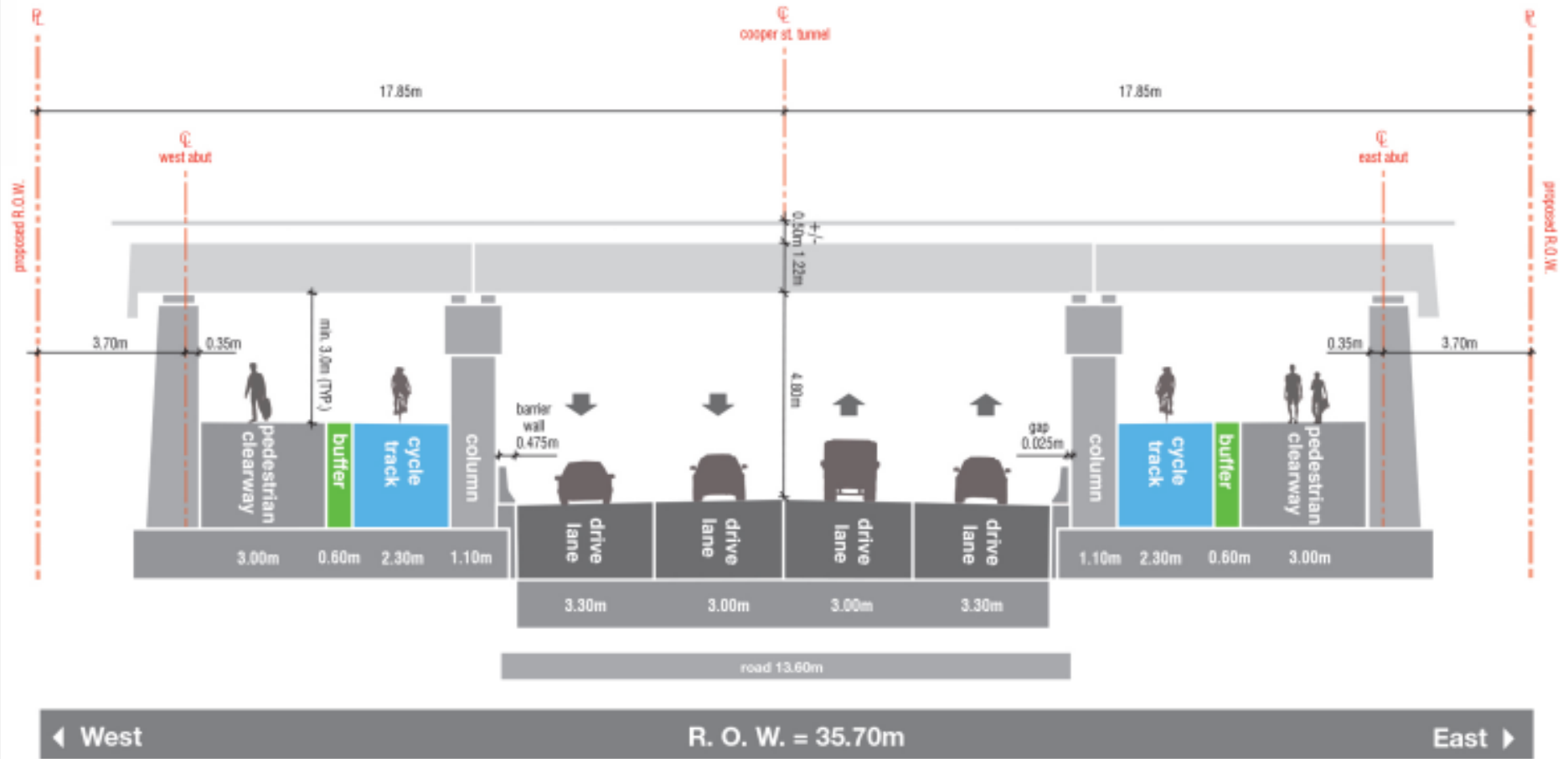
Current: Yonge Street at Front Street – Looking North

Yonge Street: Railway Corridor - Front Street (Facing North)
4-Lane + Uni-directional Bike Lanes + Turning Lane (24.30m R.O.W.)
THE PREFERRED CROSS SECTION



Cooper Street Tunnel

Cooper Street: Tunnel Alignment (Facing North)
4 - Lane + Uni - Directional Cycle Tracks
THE PREFERRED CROSS SECTION



Queens Quay East at Cooper Street

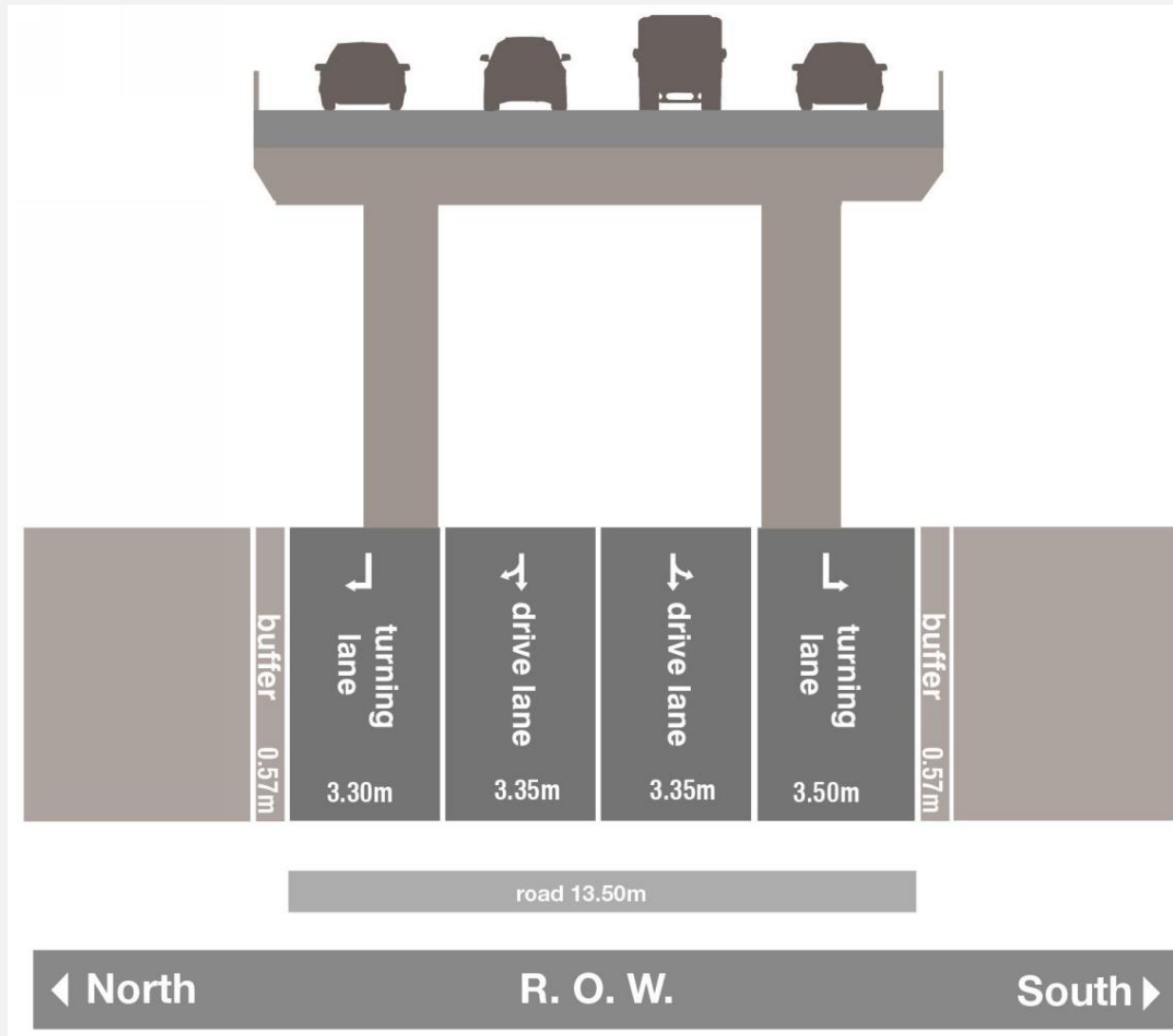


Current: Queens Quay East at Cooper Street – Looking Northwest



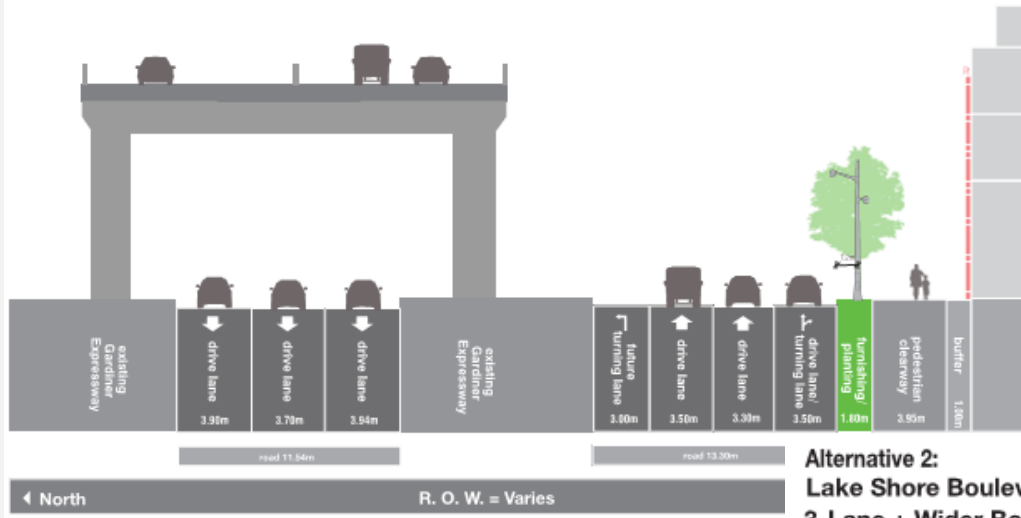
Future: Queens Quay East at Cooper Street – Looking Northwest

Gardiner Off-Ramp at Yonge Street

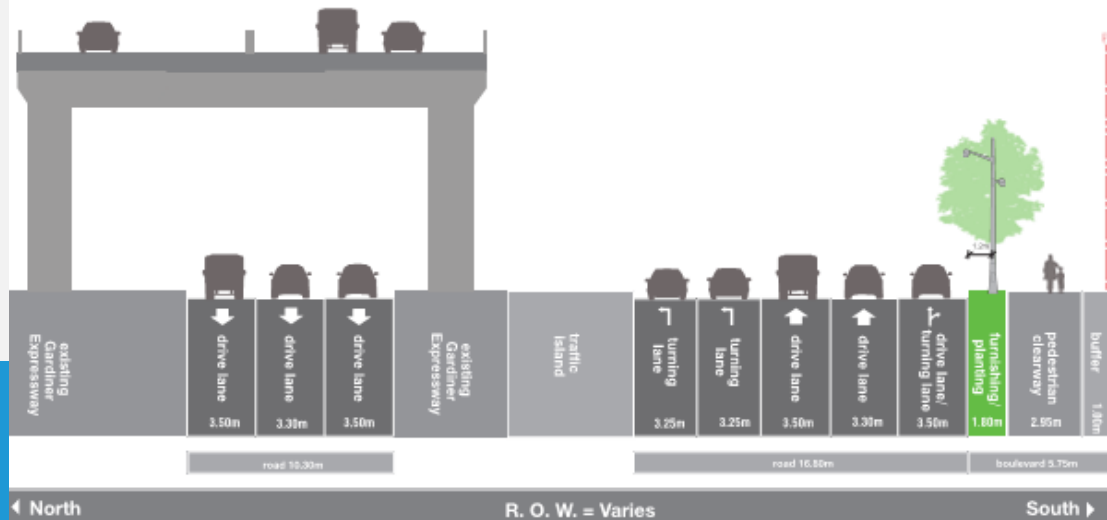


Lake Shore Blvd East Yonge Street to Lower Jarvis Street

**Alternative 2:
Lake Shore Boulevard at Cooper Street (Facing East)
3-Lane + Wider Boulevard
PRELIMINARY PREFERRED**



**Alternative 2:
Lake Shore Boulevard at Lower Jarvis Street (Facing East)
3-Lane + Wider Boulevard
PRELIMINARY PREFERRED**



Additional Details on the Localized Issues (if required)

Permit Parking

- 61 permit parking spots on Freeland Street and Cooper Street for the Toronto Island Residents
- Currently 59 parking permits have been issued
- Permit parking spots established at a time when the Precinct was an industrial area (1990's)
- Precinct is to be revitalized for mixed-use development, encouraging active transportation and the vibrancy of a mixed used neighbourhood
- Within this context, the appropriateness of existing permit parking needs to be reviewed.

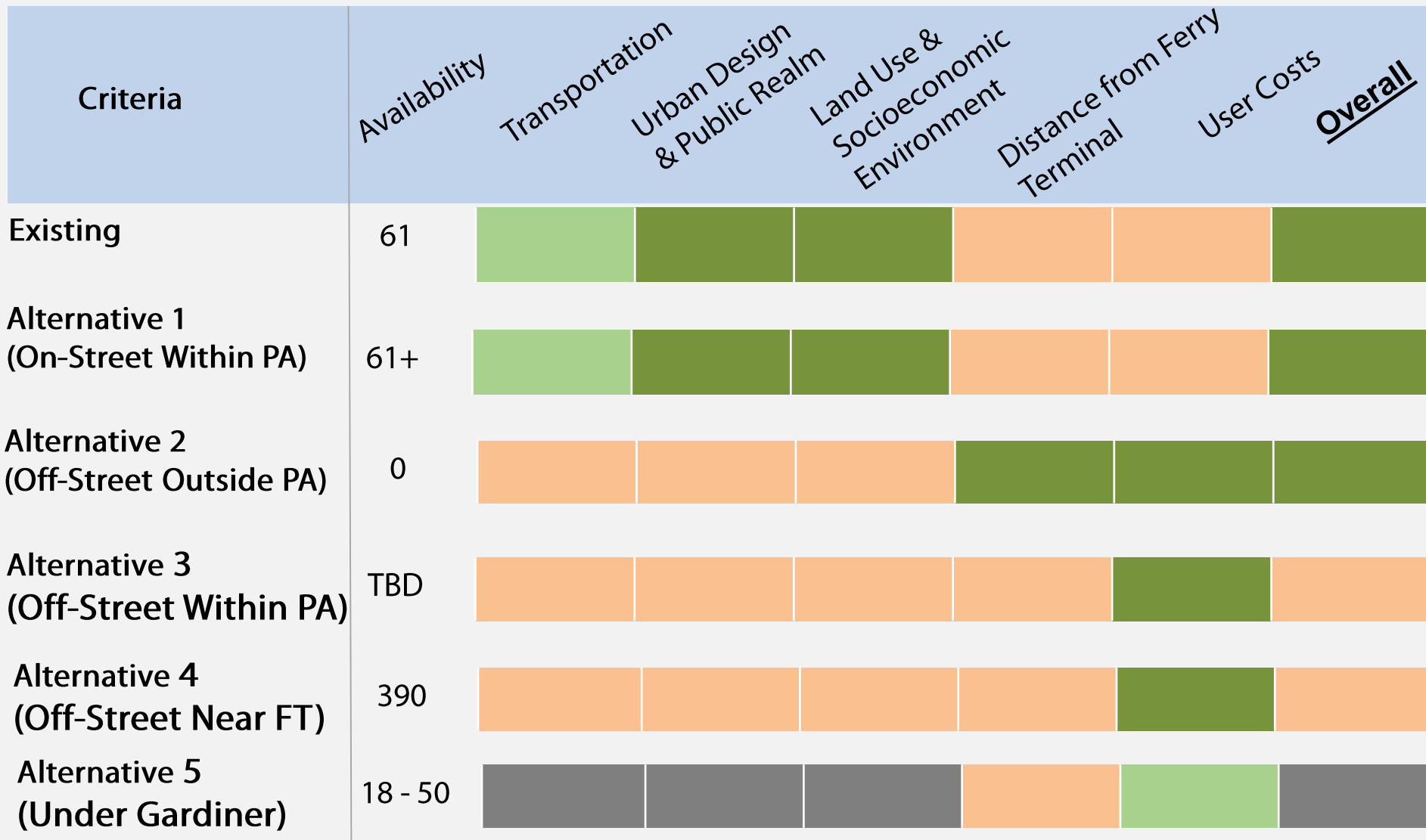


Permit Parking

- Parking options for the Island Residents (who presently have on-street permit parking on Freeland and Cooper Streets within the Precinct).
- Options included:
 - On-street parking;
 - Toronto Parking Authority Lots;
 - Private lots in future developments;
 - Private lots within 500 m of the ferry terminal; and,
 - Creating parking lots under the Gardiner Expressway.



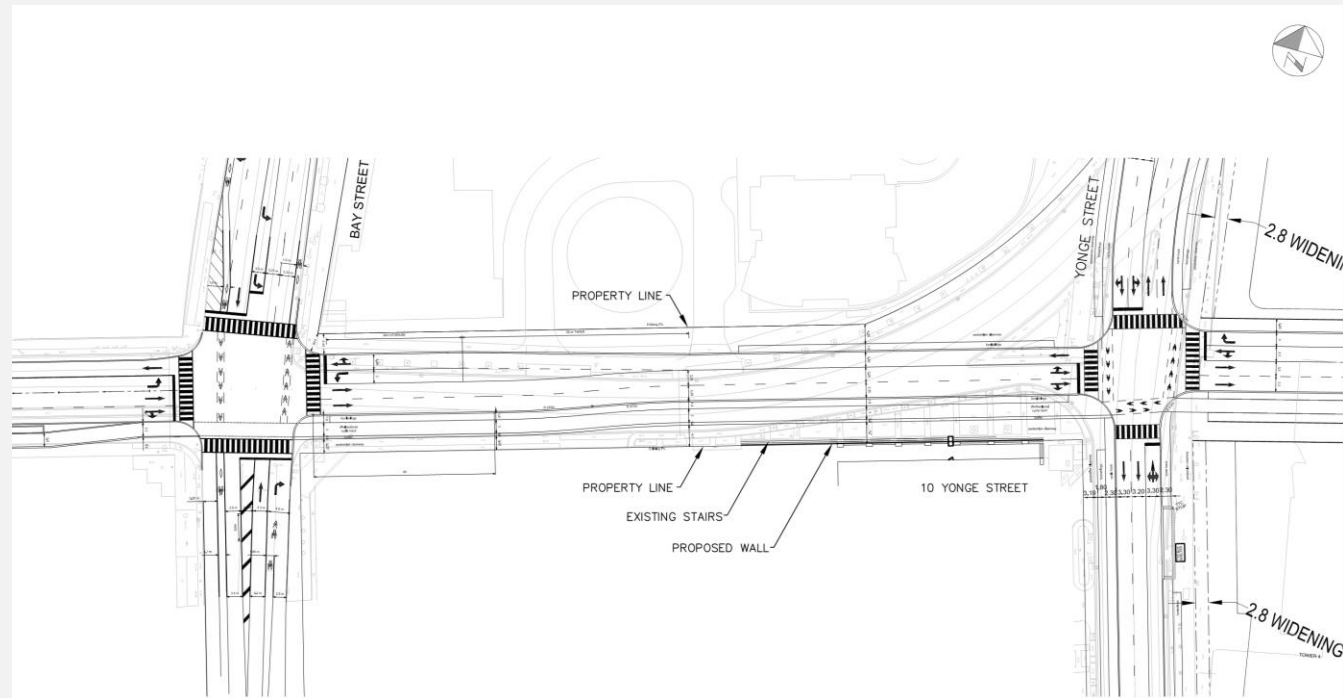
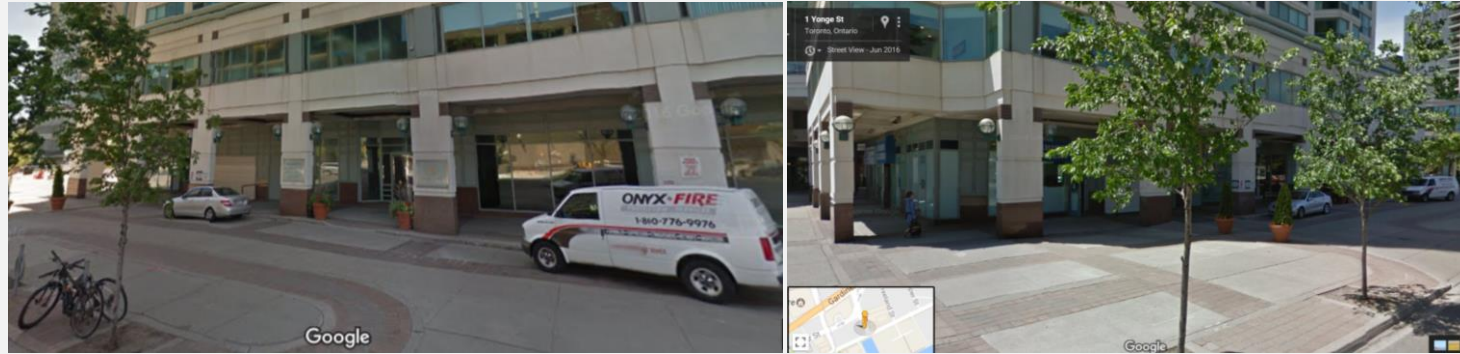
Evaluation of Permit Parking Alternatives



*Note:
 PA = Precinct Area, FT – Ferry Terminal
 All alternatives refer to the future condition and are not mutually exclusive

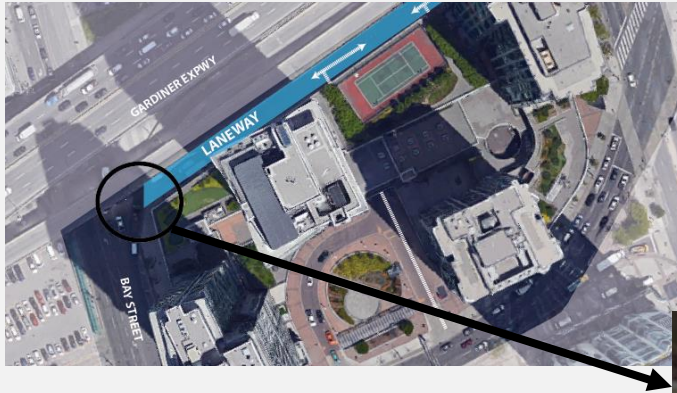
Localized Issue – 10 Yonge St.

- Vehicles are currently parking on the City owned sidewalk.
- When Harbour Street is redeveloped, parking will be in the pedestrian clearway.
- Existing stairs to access businesses were built beyond the property line.
- Propose installing a wall / railing parallel to the stairs.



Localized Issue – 33 Bay St.

Existing Conditions



- Lane Dead-End
- Loading
- Garbage Collection

• Jarvis Off-Ramp



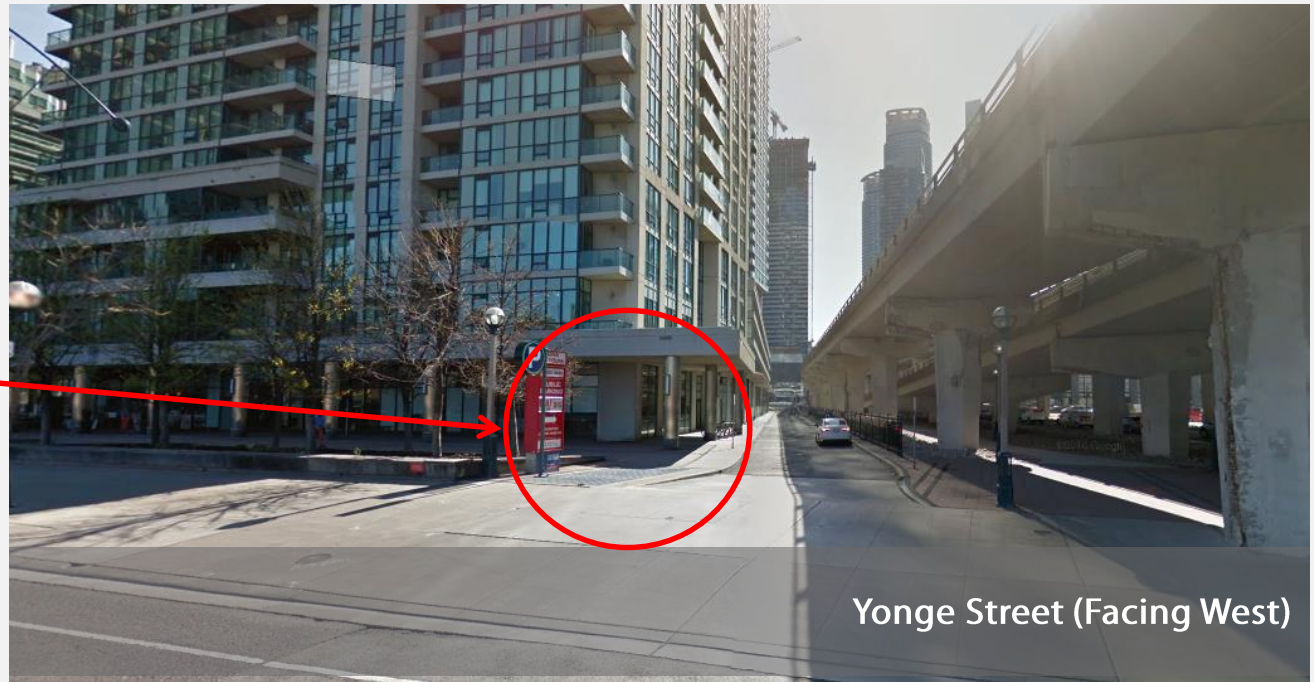
• Bay On-Ramp

Localized Issue – 33 Bay St.

Existing Conditions



- Ventilation Grate
- Pillar
- Sign & Plantings



Yonge Street (Facing West)

Localized Issue – 33 Bay St.

Identified Issues

- **Gardiner Ramp Implementation + Existing 33 Bay Laneway**
 - Limited area for pedestrian refuge between laneway and Gardiner Ramp/ Lake Shore Boulevard East
 - Left turn from the laneway is too close to Gardiner ramp exit and Lake Shore Boulevard East
 - Multiple constraints to realign laneway exit at Yonge Street (existing pillars, ventilation grate)
- **Modification** to laneway access at Yonge Street **required** due to Yonge Street Gardiner off-ramp implementation
 - Existing – Right-in, Right-out operation
 - “Dead end” laneway used for loading and unloading and helps to restrict access to the laneway – easing garbage truck access