LOWER YONGE PRECINCT

Municipal Class Environmental Assessment and Public Realm Concept Study

Public Information Centre

June 23, 2016

WATERFRONToronto

TORONTO

WELCOME

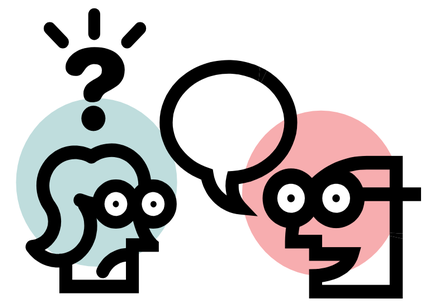
Welcome to the Public Information Centre for the Municipal Class Environmental Assessment and Public Realm Concept Study for the Lower Yonge Precinct Area.

The purpose of this Public Information Centre is to present:

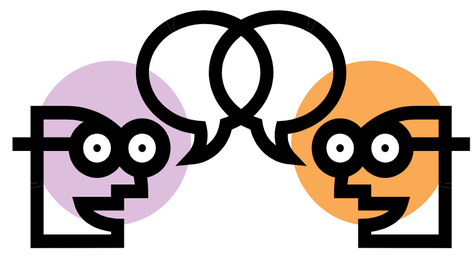
- Problem / Opportunity Statement
- An existing conditions summary
- Next Steps
- PLUS: An update on the York/Bay/Yonge Ramp Reconfiguration Construction

We are looking for your feedback on:

- The evaluation of street alignment alternatives
- Evaluation Criteria
- Selection of the Preliminary Preferred Transportation Plan



Ask Questions



Share Opinions

Submit Comments

Project Team representatives are available to discuss the project with you.

Information presented today is available online at:

www.waterfrontoronto.ca/loweryonge

Google "Lower Yonge Precinct" for the City's Lower Yonge website

The Public Information Centre panels setup is described below.

Existing Conditions

Municipal Class Environmental Assessment Study and Planning Context

Panels Seeking Your Feedback

- **Alternative Cross Sections and Alignments**
- **Evaluation of Alternatives**
- **Selection of the Preferred Transportation Plan**

Potential Implementation and Next Steps

This symbol shows you where we need your feedback.

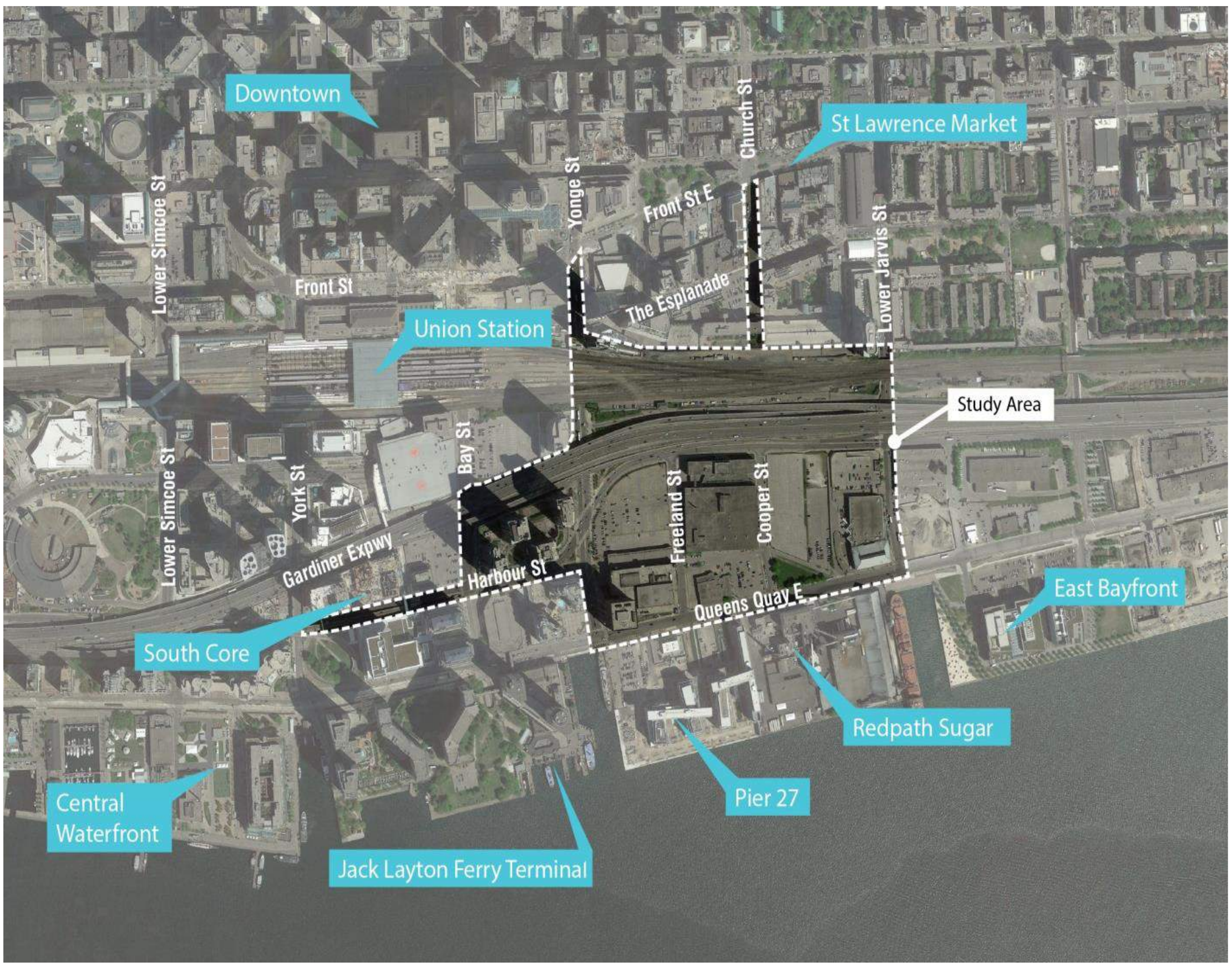
STUDY AREA

Lower Yonge Precinct Area

The Lower Yonge Precinct Area includes approximately twelve hectares of waterfront land located between Yonge Street and Lower Jarvis Street, south of Lake Shore Boulevard East and north of Queens Quay East.

This Environmental Assessment study includes a broader study area, and will also assess the configuration of Harbour Street as far west as York Street.

Lower Yonge Municipal Class Environmental Assessment Study Area

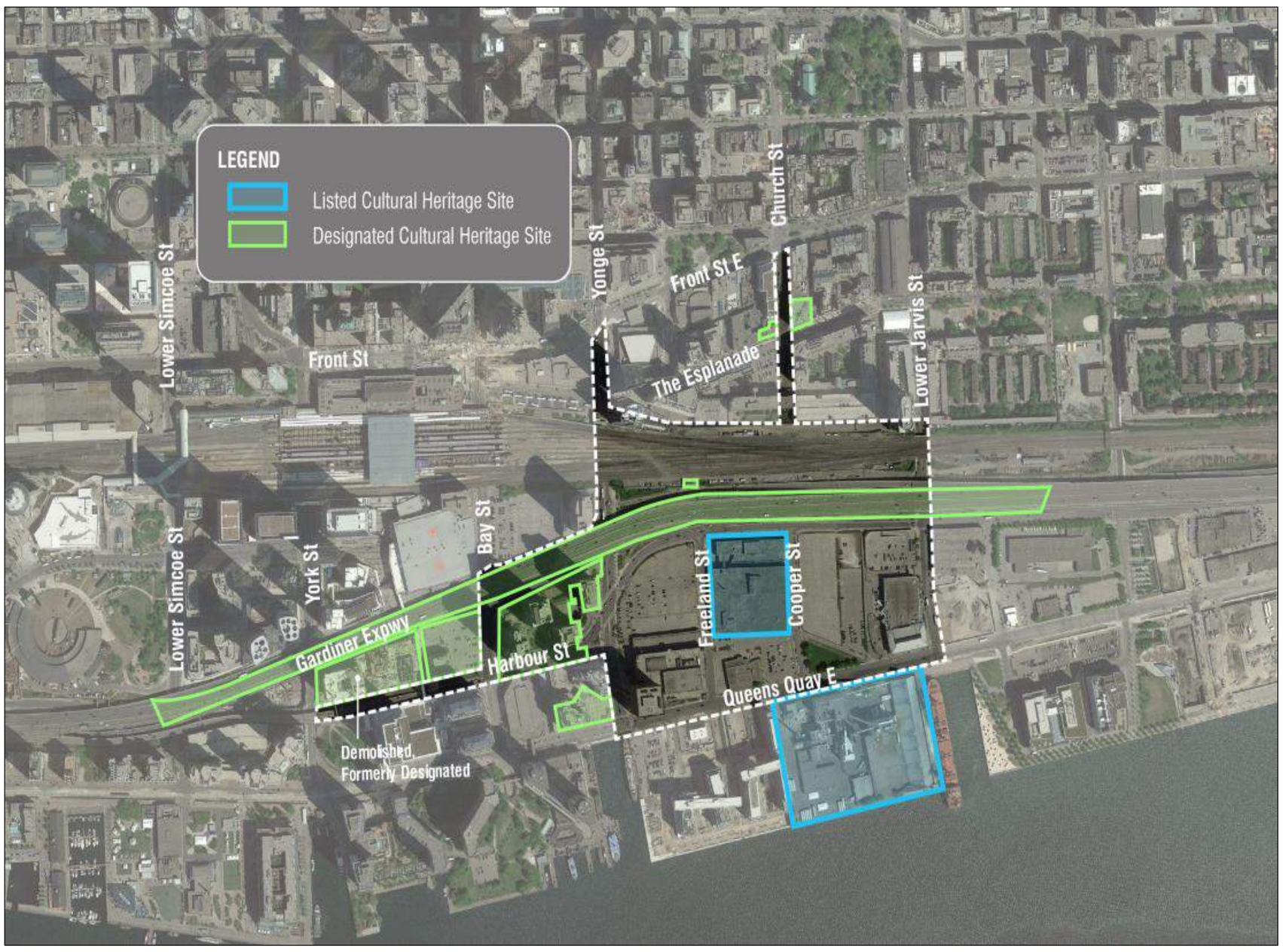


EXISTING CONDITIONS

Cultural Environment

By the early twentieth century, industrial buildings and commercial warehouses dominated the waterfront at the foot of Yonge Street. The Precinct therefore has a rich history, with many heritage ‘listed’ and/or ‘designated’ features within and directly adjacent to the Precinct.

The LCBO Headquarter Offices, located at 55 Lake Shore Boulevard East, were completed in 1954. These buildings are representative of modernist architectural style, and have a distinctive design element: the pedestrian bridge, connecting the third floor of the office building with the third floor of the warehouse. As part of this Environmental Assessment study, a heritage impact assessment is being carried out for 55 Lake Shore Boulevard East.

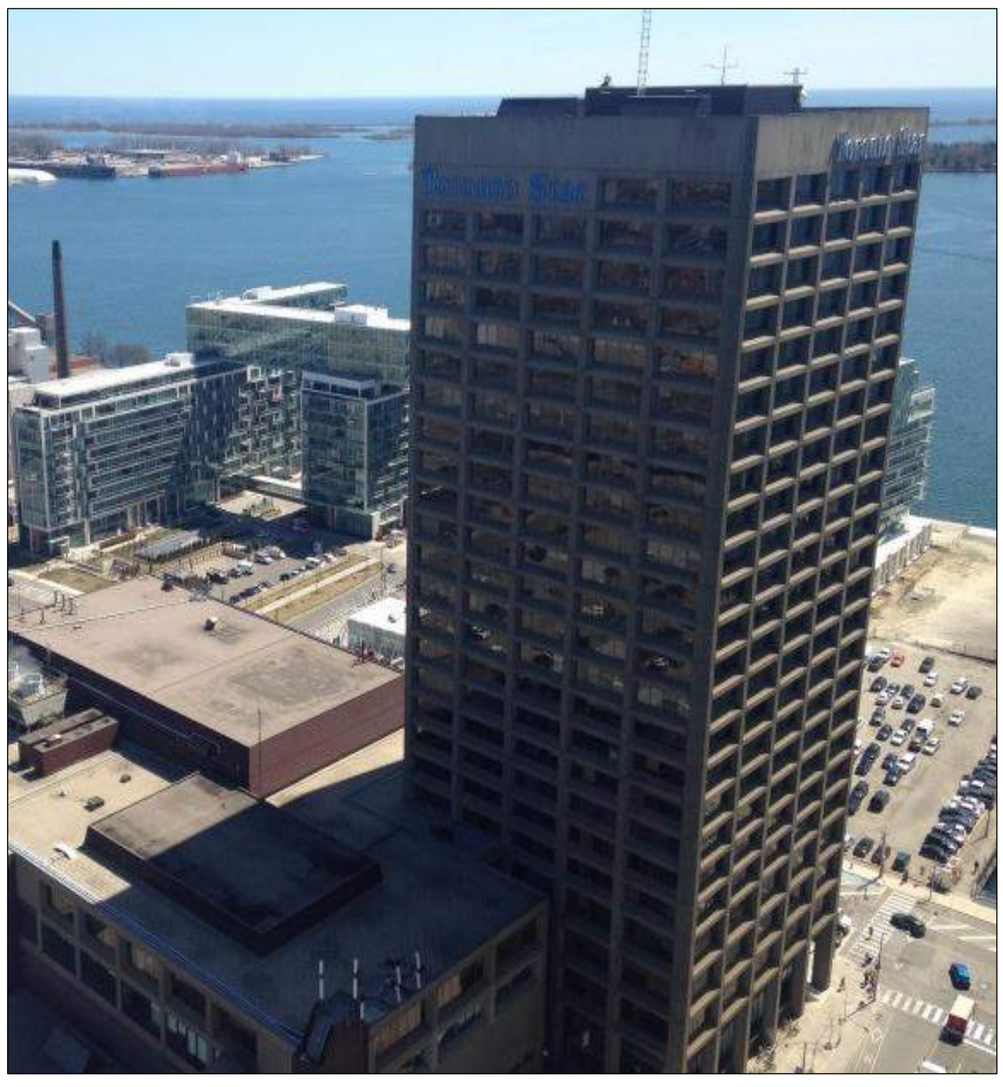


EXISTING CONDITIONS
Public Realm & Urban Design

Bounded by the Gardiner Expressway to the north and surrounding mixed-use neighbourhoods to the east, south and west, Lower Yonge represents the connection between diverse and changing existing land uses. The Lower Yonge Precinct represents a critical linkage between several other waterfront precincts, and the downtown.

Sugar Beach looking west at Redpath Sugar

Corus Quay and Sugar Beach

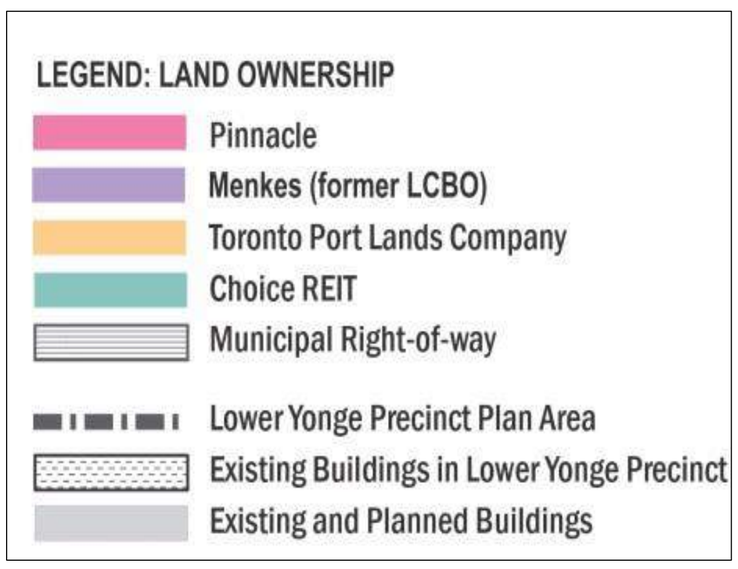


Toronto Star Building, looking southeast

EXISTING CONDITIONS
Land Ownership

The Lower Yonge Precinct currently comprises three large, undivided parcels. The current ownership is outlined below:

- 1-7 Yonge Street - Pinnacle International
- 55-95 Lake Shore Blvd - formerly LCBO sold to Menkes
- 10 Lower Jarvis Street - Choice Properties REIT (Loblaws)
- 15 Freeland Street and 15 Cooper Street – Toronto Port Lands Company rail spurs



EXISTING CONDITIONS

Socio-Economic Environment

The Lower Yonge Precinct and surrounding study area is undergoing significant re-development and intensification.

In addition to the completion of several residential and mixed-use projects within the last five years, a number of properties are either under construction or are in the midst of the development approvals process.

Artistic Rendering of the Lower Yonge Precinct

Accommodating multiple modes of transportation, including a clear network of streets with ample public realm will play a critical role in the evolution of the Lower Yonge Precinct and its connections to surrounding areas.

ESTIMATED POPULATION & EMPLOYMENT OF LOWER YONGE PRECINCT

28,400

EXISTING CONDITIONS

Transportation

The Lower Yonge Precinct area is serviced by an extensive public transit network, typically within a walking distance of less than 250 metres (5 minute walk). The Toronto Transit Commission (TTC), GO Transit rail and bus, the Union Pearson Express and VIA Rail are all easily accessible from the Precinct.

Existing dedicated cycling facilities in the Precinct are currently limited to the Martin Goodman Trail, which runs along Queens Quay both within and beyond the Lower Yonge Precinct.

The future East Bayfront Light Rail Transit (LRT) is planned to run along Queens Quay East at the southern edge of the study area. This LRT line will extend from North Keating (the area east of Parliament Street) and head west along Queens Quay. This LRT, together with the new pedestrian and cyclist-friendly streets, will greatly expand the transit accessibility of the Precinct. Further changes to the existing local and regional transit service would be considered as residential and commercial development proceeds.

PLANNING CONTEXT

The following studies and plans provide an overview of the planning context for the Lower Yonge Precinct Environmental Assessment.

City of Toronto Official Plan (Adopted by Council 2002; Approved, in part, by the OMB in June 2006 & June 2015)

The Official Plan sets out the vision for where and how Toronto will grow to the year 2031.

City of Toronto Central Waterfront Secondary Plan (2003)

The 2003 Central Waterfront Secondary Plan (CWSP) is the guiding policy document for the ongoing revitalization of Toronto's waterfront. The CWSP requires the development of precinct plans, which define the character of public spaces, streets and blocks, building form, transportation, and other public facilities within a precinct.

Lower Yonge Transportation Master Plan Environmental Assessment (2014)

The Transportation Master Plan outlines a long-term vision and physical plans for the Lower Yonge Precinct as it evolves over the next 20 to 30 years.

Lower Yonge Precinct Plan and OPA (2016)

The "Precinct Plan" and OPA provide a framework for comprehensive development of the Lower Yonge waterfront area. They are a blueprint for a functional community that supports a high density by providing a sustainable mix of uses and a network of varied public spaces.

Urban Design Guidelines

Includes the Lower Yonge Urban Design Report: Principles and Recommendations, Central Waterfront Secondary Plan, Lower Yonge Transportation Master Plan Environmental Assessment, and Lower Yonge Precinct Plan.

Walking Strategy (2009)

The walking strategy strives to create an environment where walking is an appealing, convenient, safe and stimulating experience for everyone in every Toronto neighbourhood.

York-Bay-Yonge Environmental Assessment Study

A "Schedule C" Class Environmental Assessment for the reconfiguration of the York/Bay/Yonge eastbound off-ramp and removal of Bay Street eastbound on-ramp was completed in April 2013. The preferred solution includes a single three-lane eastbound off-ramp terminating at Lower Simcoe Street.

East Bayfront Light Rail (LRT) Environmental Assessment Study

The purpose of the Environmental Assessment Study was to determine the transit facilities required to serve the long-term needs of the study area, while achieving the TTC's objectives of high-quality, reliable transit services and the City's and Waterfront Toronto's objectives of design and environmental excellence. The future East Bayfront Light Rail Transit (LRT) is planned to run along Queens Quay East at the southern edge of the study area.

Toronto Bike Plan and Cycling Network Plan

The Toronto Bike Plan (2001) established Toronto's policy vision for cycling, by setting out integrated principles in the areas of safety, education, parking and transit accessibility. The Toronto Cycling Network Ten Year Plan (2016) identifies critical opportunities to connect, grow and renew the Cycling Network.

Vibrant Streets – Toronto's Coordinated Street Furniture Program

Vibrant Streets provides guidance to change the look and function of Toronto's streets, as well as meeting the needs of residents and visitors. Thoughtful design, through provision of well-placed amenities, transit shelters, street furniture, recycling bins and wayfinding signs, contributes to a beautiful, functional and safe surrounding environment

Tall Building Guideline

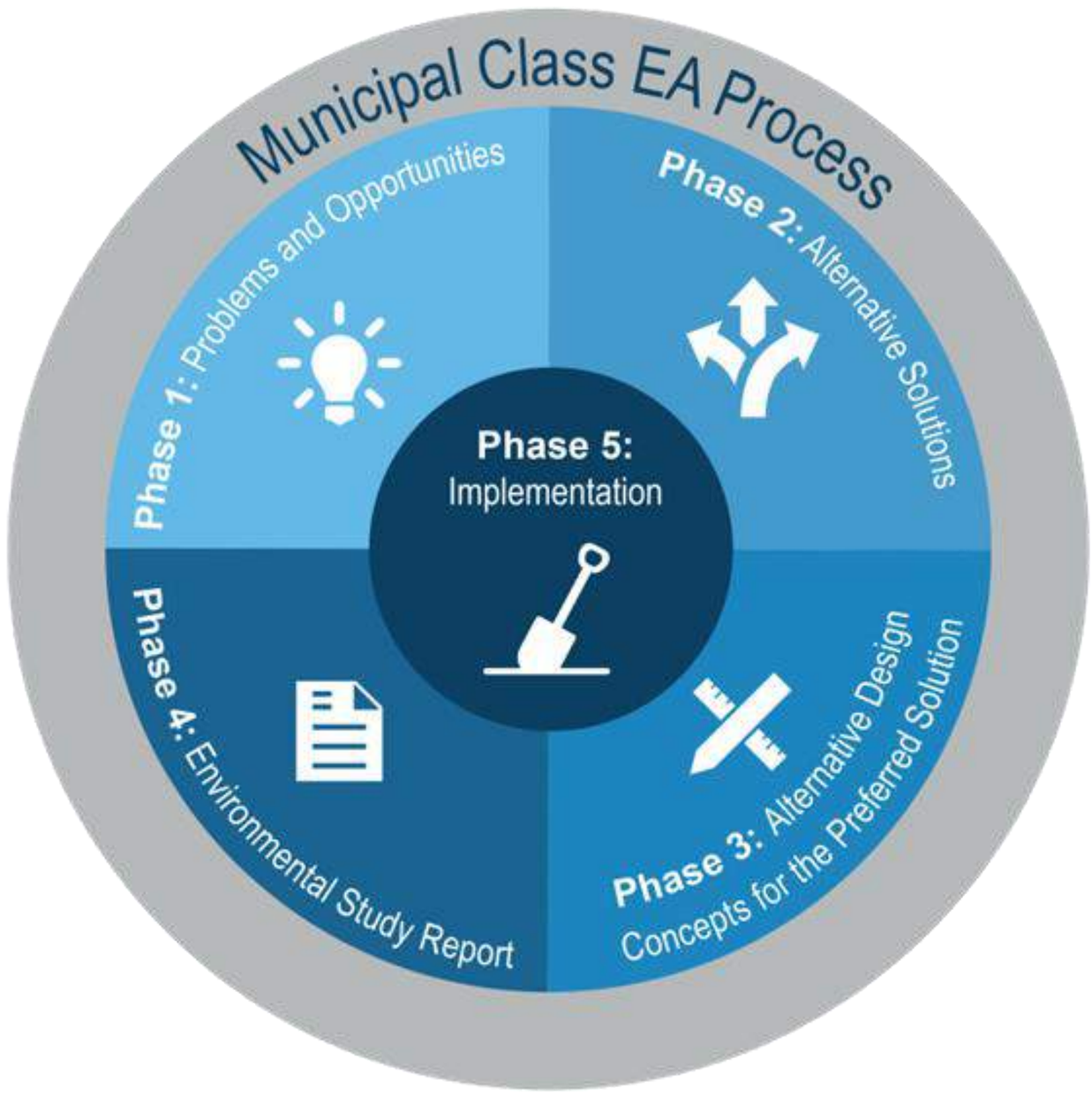
The Tall Building Design Guidelines supports the Toronto Official Plan helping to ensure that proposed tall buildings fit within their context and minimize local impacts. The guidelines promote design excellence, sustainable design and heritage conservation.

THE MUNICIPAL CLASS EA PROCESS

This study is being carried out according to the Municipal Class Environmental Assessment (EA) process. This is an approved assessment approach for municipal infrastructure projects under the provincial Environmental Assessment Act.

The Municipal Class EA process includes 5 Phases:

- Phase 1 – Defining the problem or opportunity
- Phase 2 – Identifying and evaluating alternative solutions to address the problem and establishing the preferred solution
- Phase 3 – Examining alternative design concepts for the preferred solution and establishing a preferred design concept, as well as identifying measures to minimize any adverse effects
- Phase 4 – Preparing an Environmental Study Report (ESR) which summarizes the rationale, planning, design and consultation process for the Project
- Phase 5 – Implementation of the Project



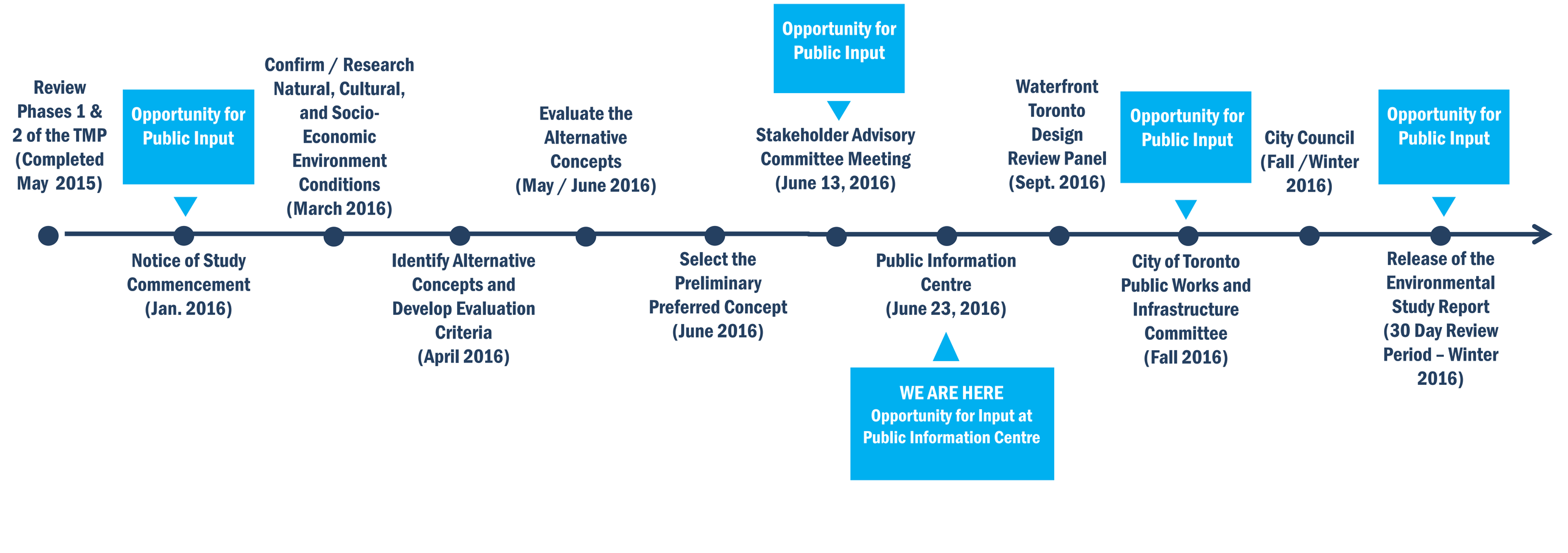
The Municipal Class EA will be completed to evaluate alternative infrastructure improvements and identify an implementation strategy for the recommended design. The ESR will document Phases 3 and 4 of the Schedule 'C' Municipal Class EA process.

We are currently in Phase 3.

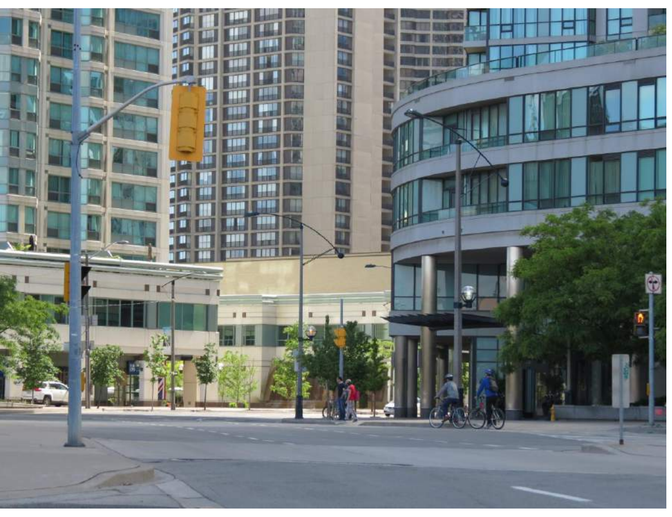
TIMELINE OF EVENTS

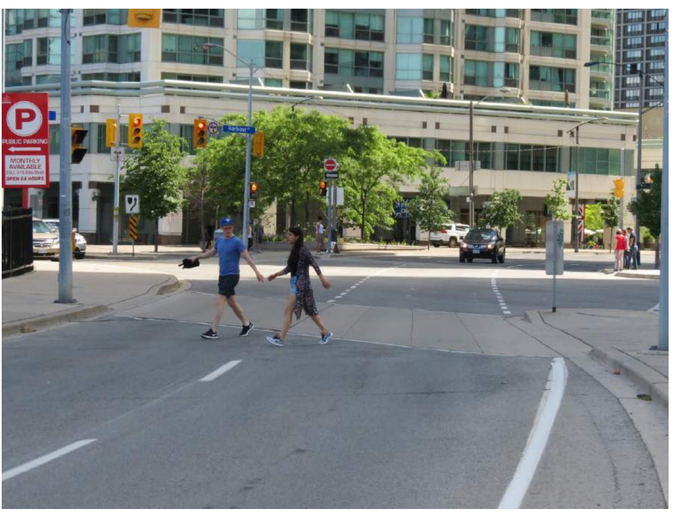
Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) were previously assessed, and a Transportation Master Plan was completed in May 2015 documenting these phases.

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



PROBLEM AND OPPORTUNITY STATEMENT





The problem / opportunity statement was prepared during the Transportation Master Plan (i.e. Phases 1 and 2 of the Municipal Class Environmental Assessment process) and was informed by the Central Waterfront Secondary Plan and the existing conditions within and adjacent to the Lower Yonge Precinct.

The Problems and Opportunities are summarized below:

Problems:

- Existing infrastructure and transportation facilities within the study area do not properly align with the policies set forth in the Central Waterfront Secondary Plan (CWSP) and may not be sufficient to meet the new development demands in the Precinct. The CWSP emphasizes a sustainable transportation system that reduces auto dependence and gives priority to transit, cycling and walking, while removing physical barriers between the Waterfront and the rest of Toronto.
- The study area's existing transportation infrastructure is largely auto-oriented, while pedestrian and cyclist amenities are limited and generally in poor condition.
- The Precinct is physically isolated from Toronto's downtown, including the Financial District.
- Yonge Street is not well-suited for significant tourist activity and lacks a unified vision for its role as the primary link between the downtown and the waterfront.

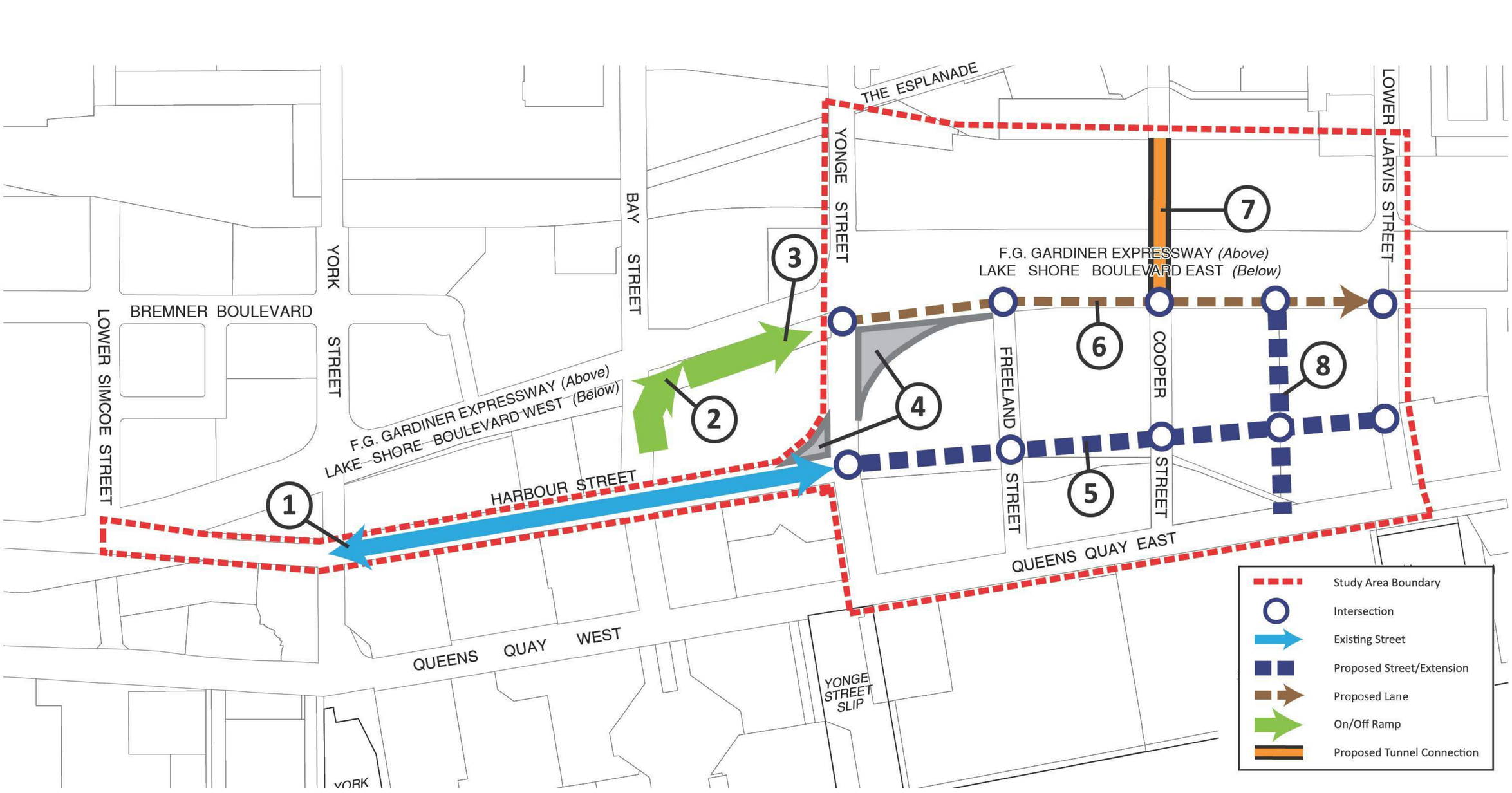
Opportunities:

- Approach the Precinct's urban design and transportation system in a way that better supports new residential, commercial, and tourist activity as described in the CWSP.
- Increase connections between the Precinct and the downtown, including the Financial District.
- Create a more fine-grained road network.
- Balance local and regional vehicular demand, and provide facilities that invite people to walk, cycle, and use transit within the area.

SUMMARY OF TRANSPORTATION MASTER PLAN RECOMMENDATIONS

Phases 1 and 2 of the Municipal Class Environmental Assessment Study resulted in the completion of the Transportation Master Plan (TMP). The following key initiatives were recommended from the TMP, and are shown on the map below.

1. Convert Harbour Street to two-way operations east of York Street
2. Elimination 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



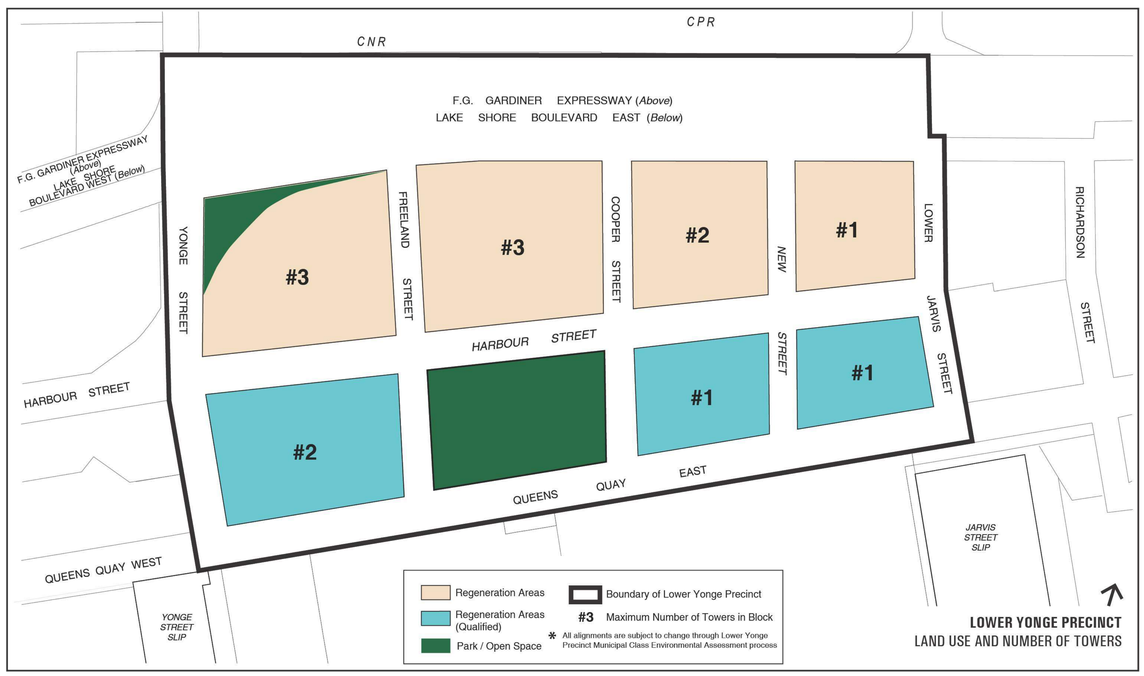
Toronto City Council directed that this Project also investigate the improvement of cycling facilities along Yonge Street from Lake Shore Boulevard to Front Street.

SUMMARY OF OFFICIAL PLAN AMENDMENT AND PRECINCT PLAN RECOMMENDATIONS

At its June 2016 meeting, City Council endorsed an Official Plan Amendment and Precinct Plan that accommodates approximately 8,000 residential units and 380,000 square metres of non-residential gross floor area, providing future homes and workplaces for up to 13,000 residents and 15,000 employees.

Ground Floor Animation

Base Buildings (including setbacks, promenades and heights)



Land Use and Number of Towers

LOWER YONGE PUBLIC REALM CONCEPT

The Public Realm Concept creates a finer-grain transportation network to connect people to places throughout the building sites and to enhance pedestrian permeability. The Plan aims to encourage walking within and around the Precinct and discourages using vehicles for short trips.

This Environmental Assessment supports the public realm recommendations in the Precinct Plan and supports complete streets and the promotion of active transportation.

Artistic rendering of Yonge Street from proposed Harbour Street, looking south east

Artistic rendering of Harbour Street looking east from Yonge Street

Artistic rendering of Cooper Street, looking north from Queens Quay East

EVALUATION CRITERIA

The evaluation criteria developed in Phases 1 and 2 and refined in this Municipal Class Environmental Assessment Study are outlined below.

This criteria has been used in the evaluation of alternative design concepts presented at this Public Information Centre.

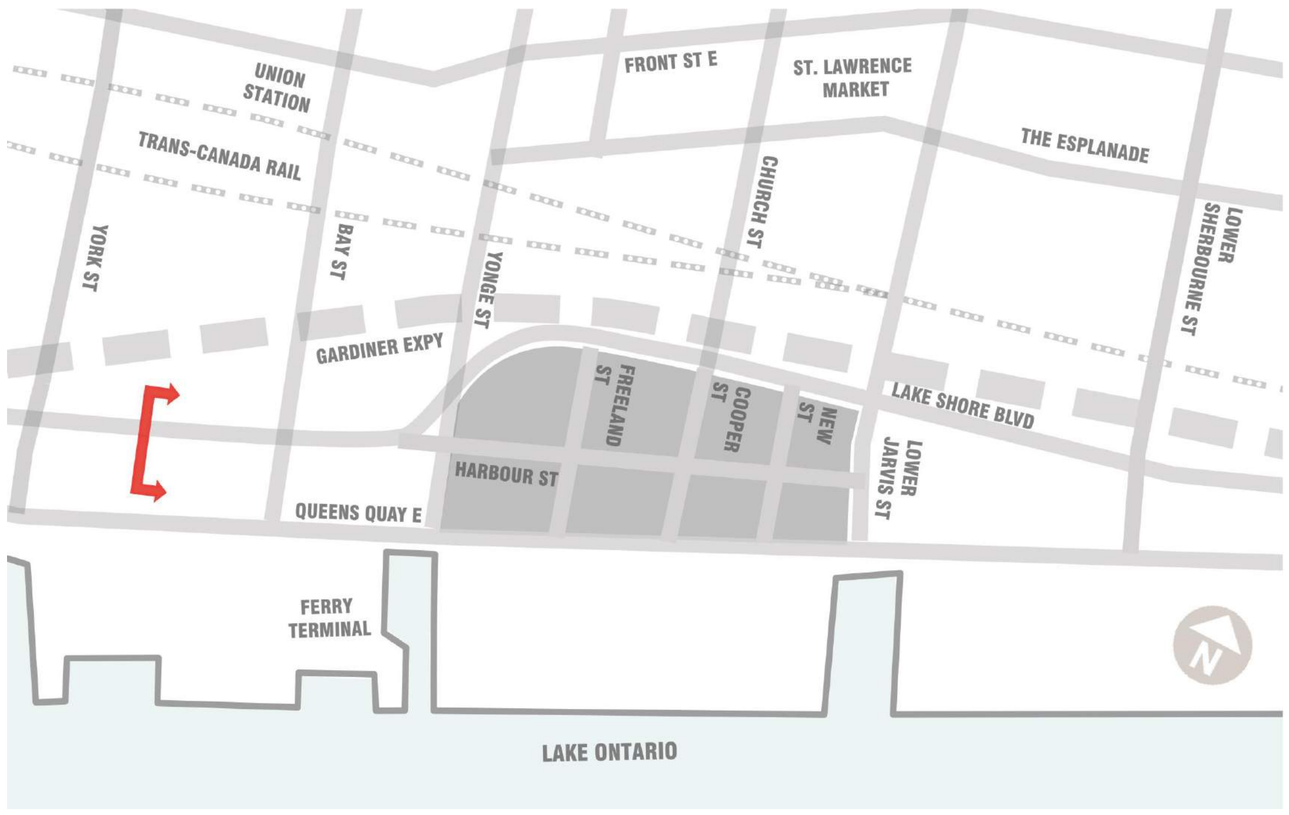
The preferred alternatives shown are preliminary.

Transportation	Cost	Land Use/ Socio-Economic Environment	Natural Environment	Archaeology and Cultural Environment	Streetscape / Public Realm	Constructability
• 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	• Construction costs • Operations and maintenance costs • Lifecycle Costs	• 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	• 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	• Effects to archaeological resources • Effects to built Heritage • Effects to cultural heritage landscapes	• Quality of design • Quality of place	• Effects on the current transportation network • Staging • Effects on utilities (including sustainable infrastructure)

EVALUATION OF ALTERNATIVES

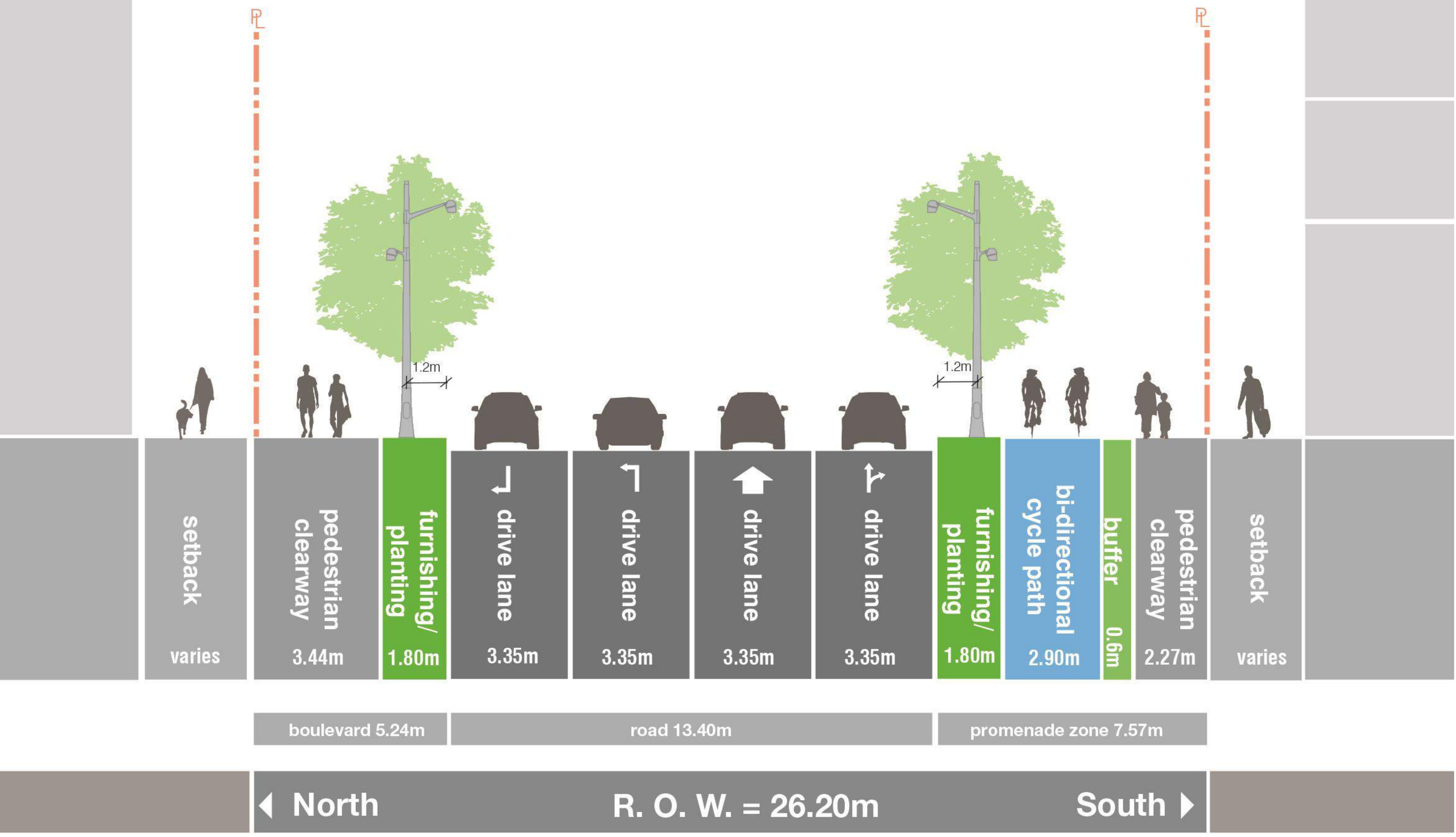
Harbour Street
(York Street to Bay Street)

The City's York/Bay/Yonge ramp removal project will start construction in 2016, this segment of Harbour Street from York Street to Bay Street is to be built as part of this project.

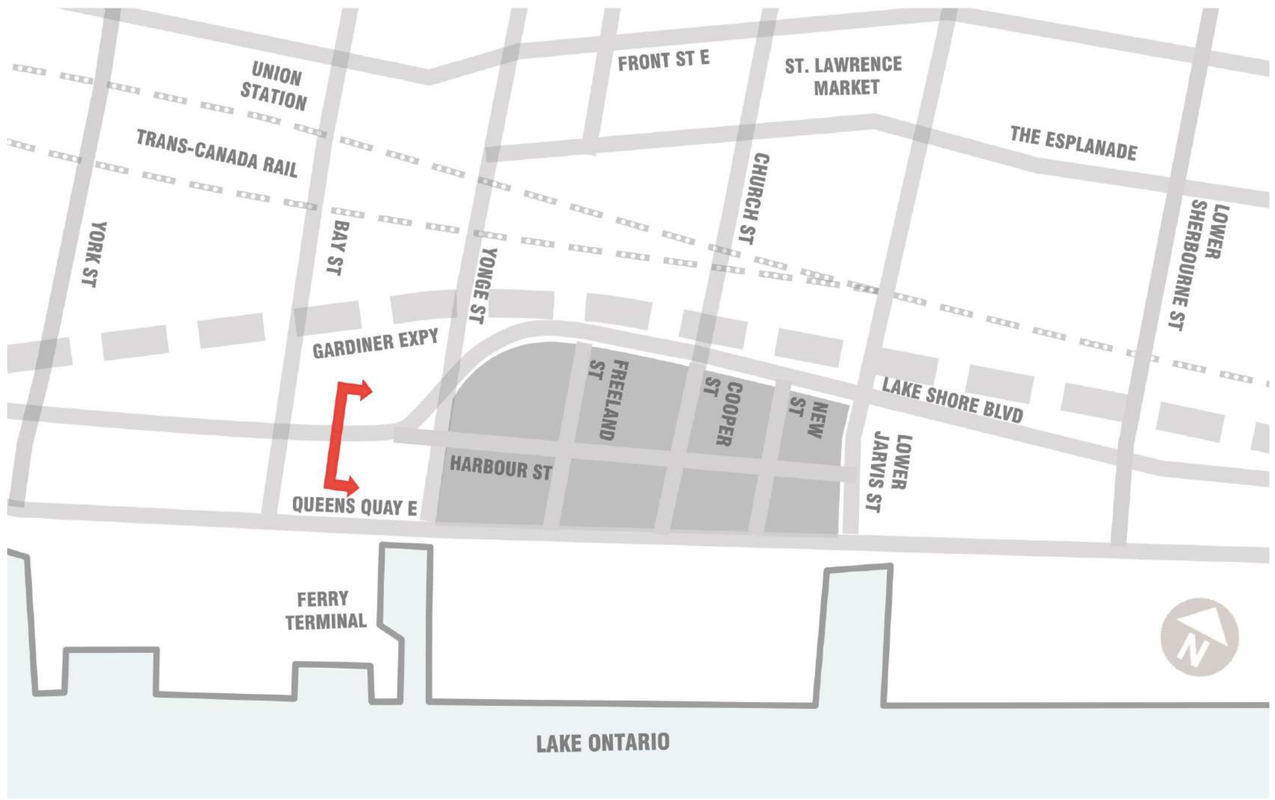


Harbour Street: York Street – Bay Street (Facing East)

4 – Lane + Bi-Directional Cycle Path (26.20m R.O.W.)

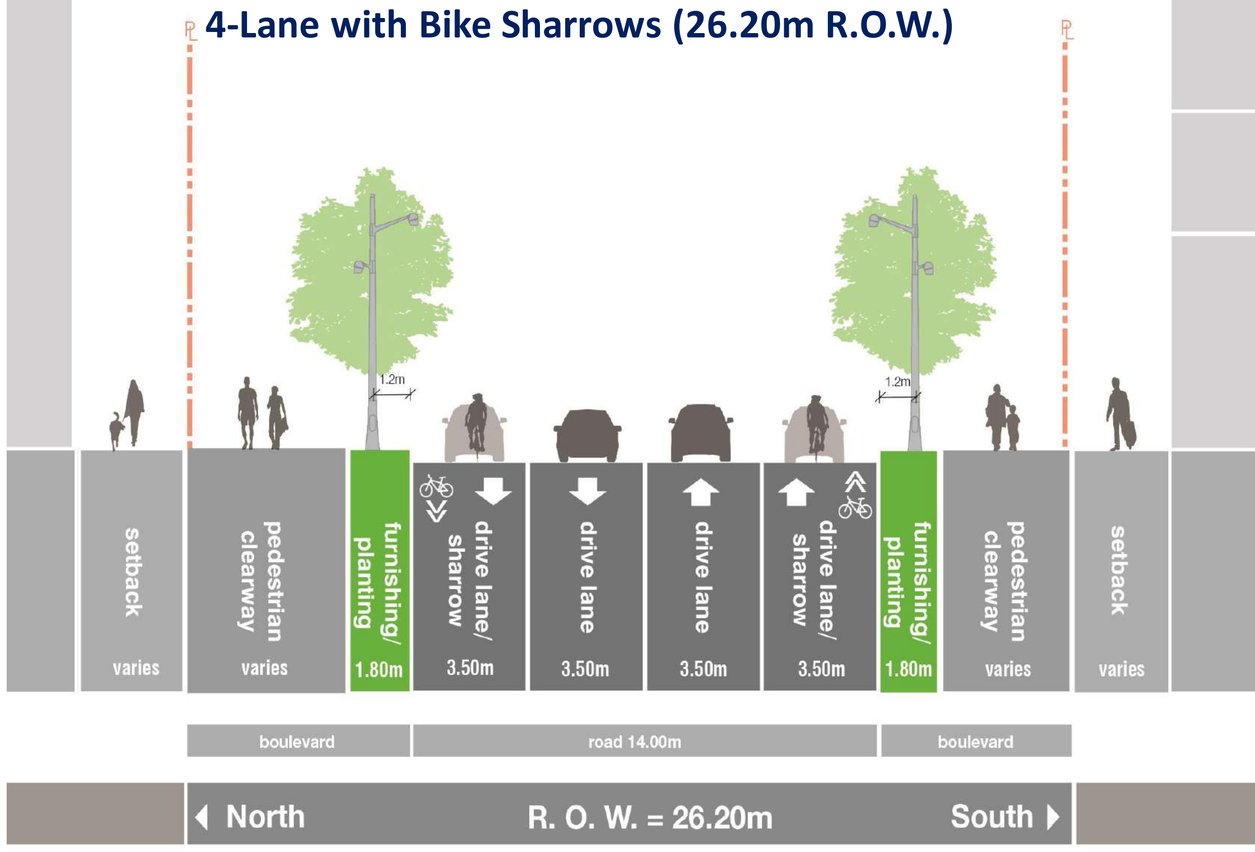


EVALUATION OF ALTERNATIVES
Harbour Street
(Bay Street to Yonge Street)



Alternative 1 (TMP):

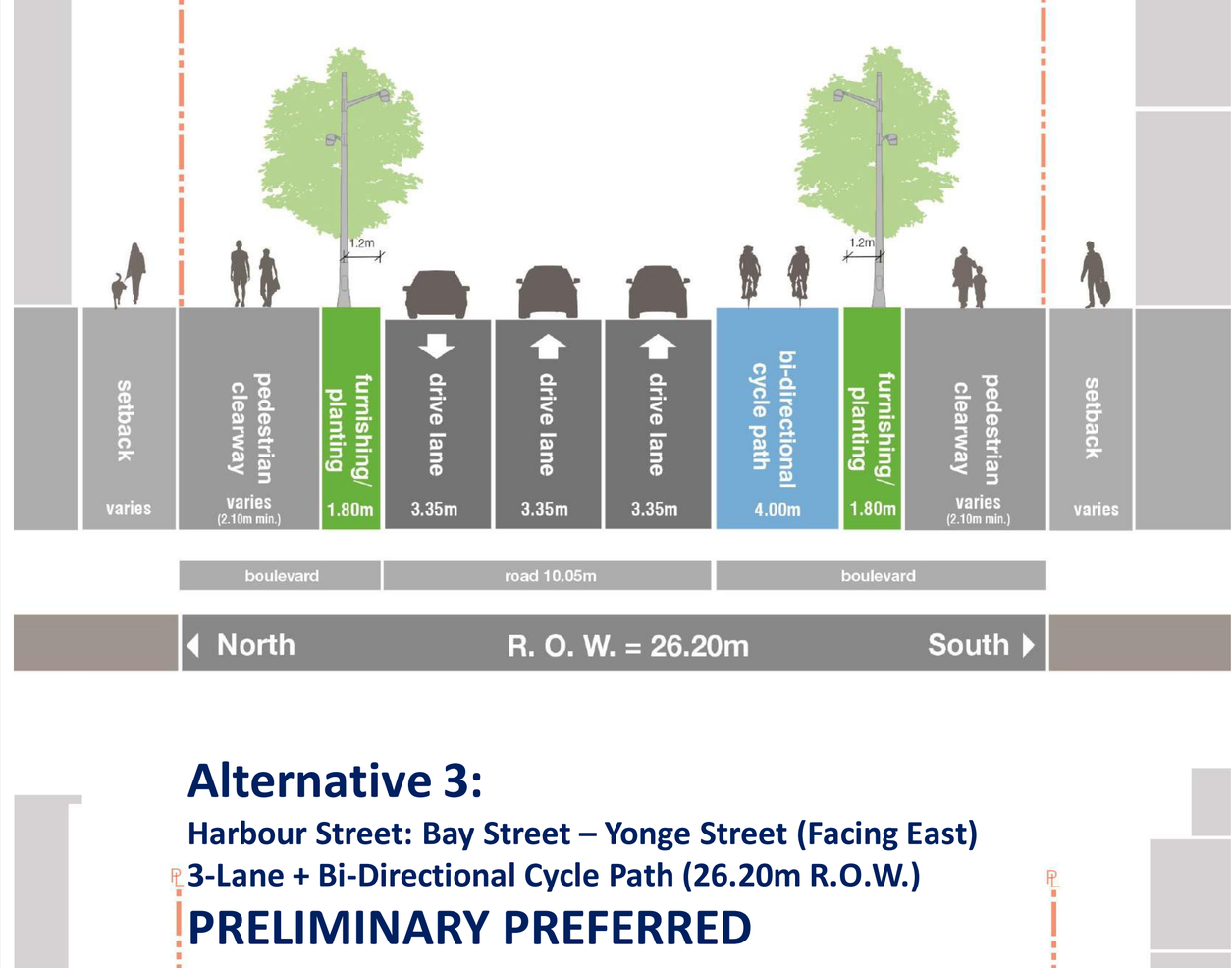
Harbour Street: Bay Street – Yonge Street (Facing East)
4-Lane with Bike Sharrows (26.20m R.O.W.)



Criteria	Alternative 1 TMP Four Lanes + Bike Sharrows	Alternative 2 Three Lanes + Bi-directional Cycle Path	Alternative 3 Three Lanes + Bi-directional Cycle Path	Key Highlights
Transportation	◑	◔	●	Alternative 3 provides appropriate capacity in both directions (Alternatives 1 and 2 both result in excess capacity), cycle lanes, and pedestrian clearway. Alternative 1 is least preferred as it requires cyclists to share drive lanes with curb lane traffic.
Cost	●	●	●	There is no significant difference between the Alternatives.
Land Use / Socio-Economic Environment	◑	●	●	Alternative 2 and 3 are consistent with existing plans / policies; bike lanes are separated from other traffic modes with sufficient buffers.
Natural Environment	◔	◔	◔	Given the lack of natural environment features, there is no significant difference between the Alternatives.
Archaeology and Cultural Environment	◔	◔	◔	There is no significant difference between the Alternatives and potential impacts on archaeology and cultural resources.
Streetscape / Public Realm	◑	◔	●	Alternative 3 dedicates the highest percentage of the right-of-way to public realm users.
Constructability	◑	◔	◔	There is no significant difference between Alternatives 2 and 3.
Overall	◑	◔	●	**Alternative 3** is overall preferred for the following reasons: • Promotes local accessibility; • Supports ease of movements to, from and within the Precinct; • Balance regional and local vehicular circulation; • Retains active transportation configuration to be built to the west; • Encourages sustainable transportation modes; and • Provides for separated bike lanes.

Alternative 2:

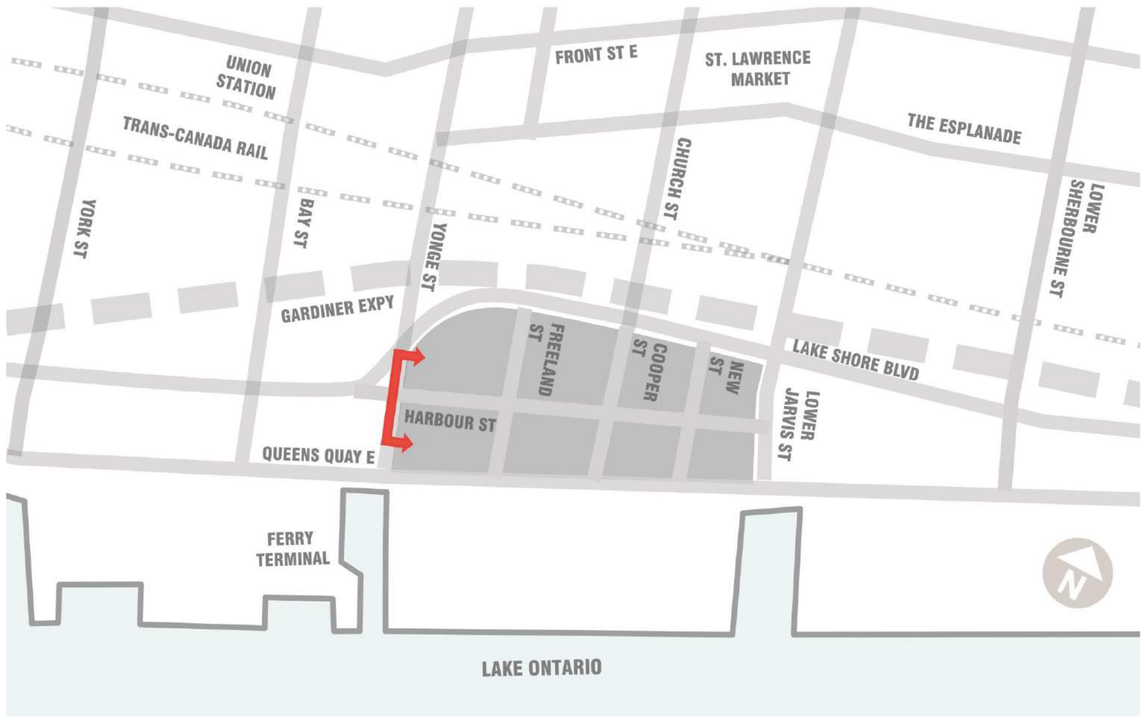
Harbour Street: Bay Street – Yonge Street (Facing East)
3-Lane + Bi-Directional Cycle Path (26.20m R.O.W.)



Alternative 3:

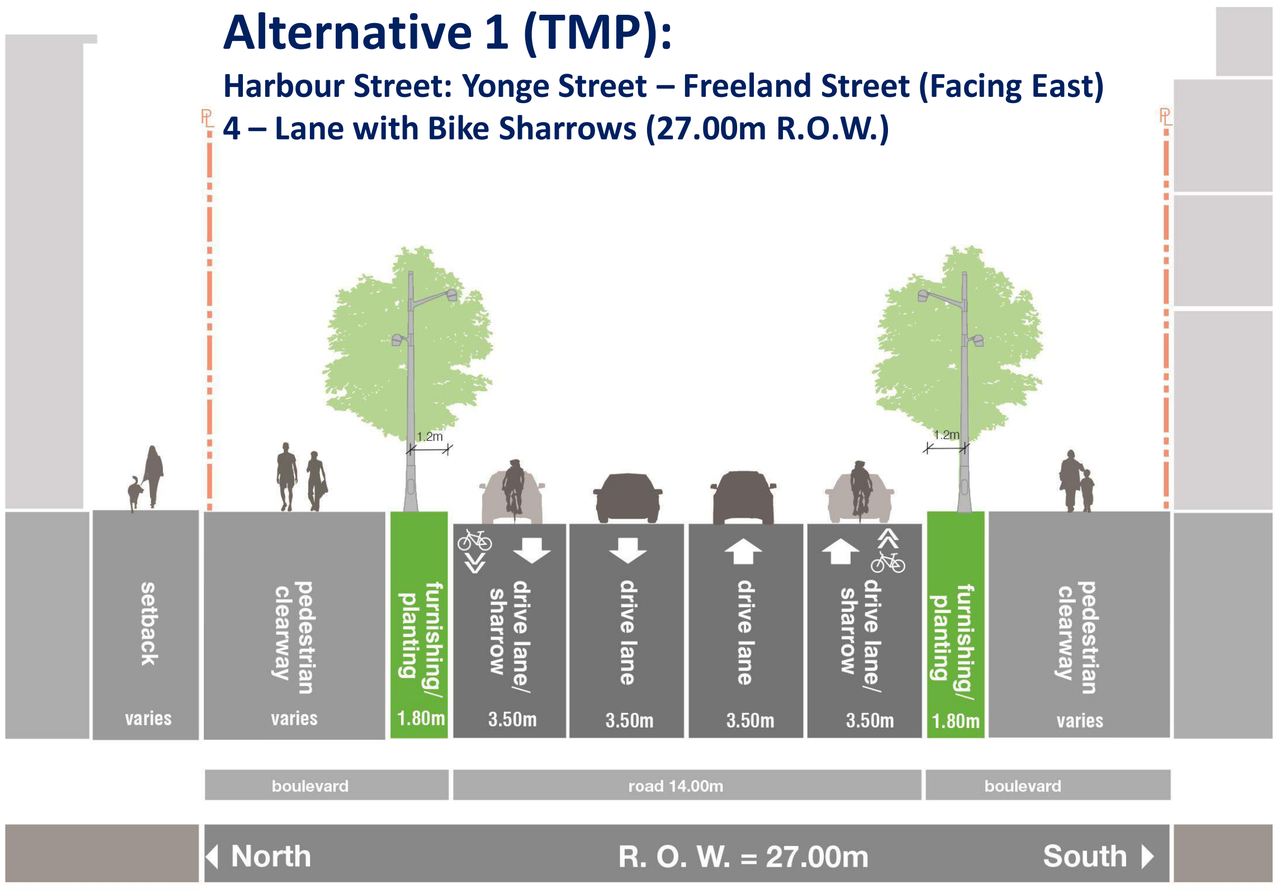
Harbour Street: Bay Street – Yonge Street (Facing East)
3-Lane + Bi-Directional Cycle Path (26.20m R.O.W.)
PRELIMINARY PREFERRED

EVALUATION OF ALTERNATIVES
Harbour Street
(Yonge Street to Freeland Street)



Alternative 1 (TMP):

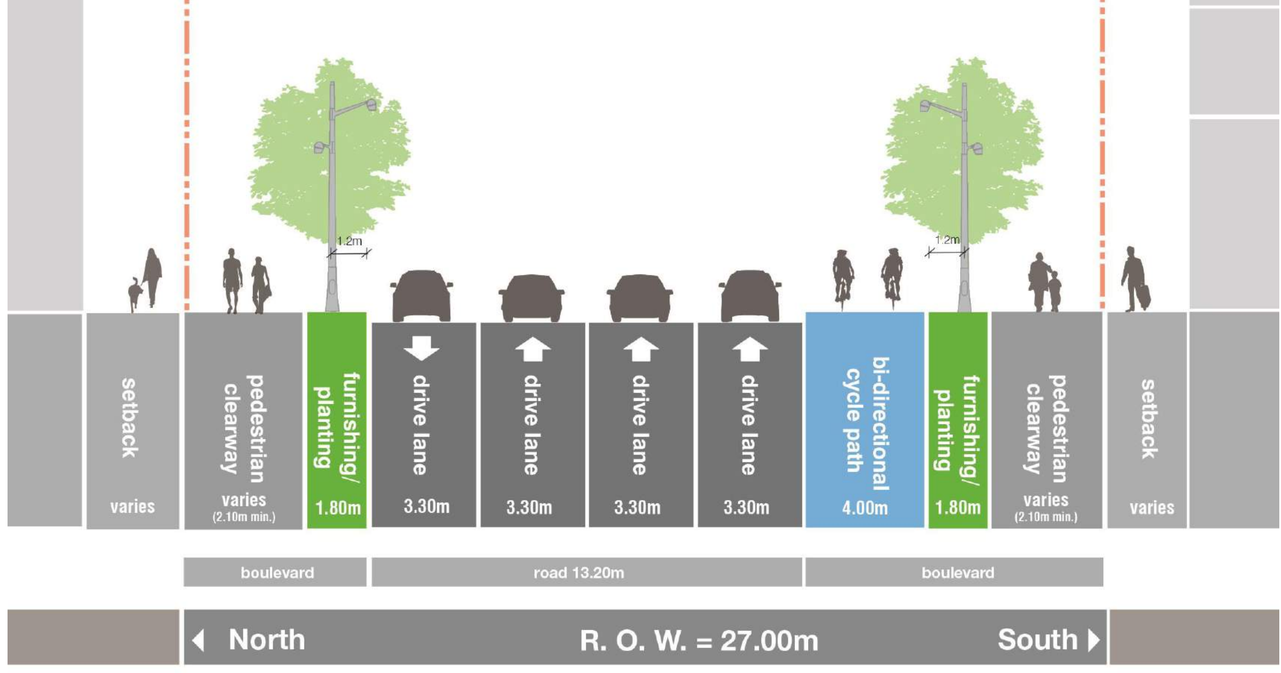
Harbour Street: Yonge Street – Freeland Street (Facing East)
4 – Lane with Bike Sharrows (27.00m R.O.W.)



Criteria	Alternative 1 TMP Four Lanes + Bike Sharrows	Alternative 2 Four Lanes + Bi-Directional Cycle Path	Alternative 3 Three Lanes + Bi-Directional Cycle Path	Key Highlights
Transportation	◑	◔	●	Alternative 3 provides for appropriate vehicular capacity in both directions (both Alternatives 1 and 2 result in excess westbound capacity), bike facility, and pedestrian clearway. Alternative 1 is least preferred as it requires cyclists to share lanes with curb lane traffic.
Cost	●	●	●	There is no significant difference between the Alternatives.
Land Use / Socio-Economic Environment	◑	◔	◔	All Alternatives require the same right-of-way; however both Alternatives 2 and 3 align with the proposed cross-section to the west.
Natural Environment	◔	◔	◔	Given the lack of natural environment features, there is no significant difference between the Alternatives.
Archaeology and Cultural Environment	◔	◔	◔	There is no significant difference between the Alternatives and potential impacts on archaeology and cultural resources.
Streetscape / Public Realm	◔	◔	●	Alternative 3 dedicates the highest percentage of the right-of-way to public realm users, including the largest pedestrian walkway of all Alterantives.
Constructability	●	●	●	There is no significant difference between the Alternatives.
Overall	◑	◔	●	**Alternative 3** is overall preferred for the following reasons: • Balances regional and local vehicular circulation and accessibility; • Greater percentage of the right-of-way dedicated to public realm uses; and • Encourages sustainable transportation modes with appropriate separation between all modes of transportation.

Alternative 2:

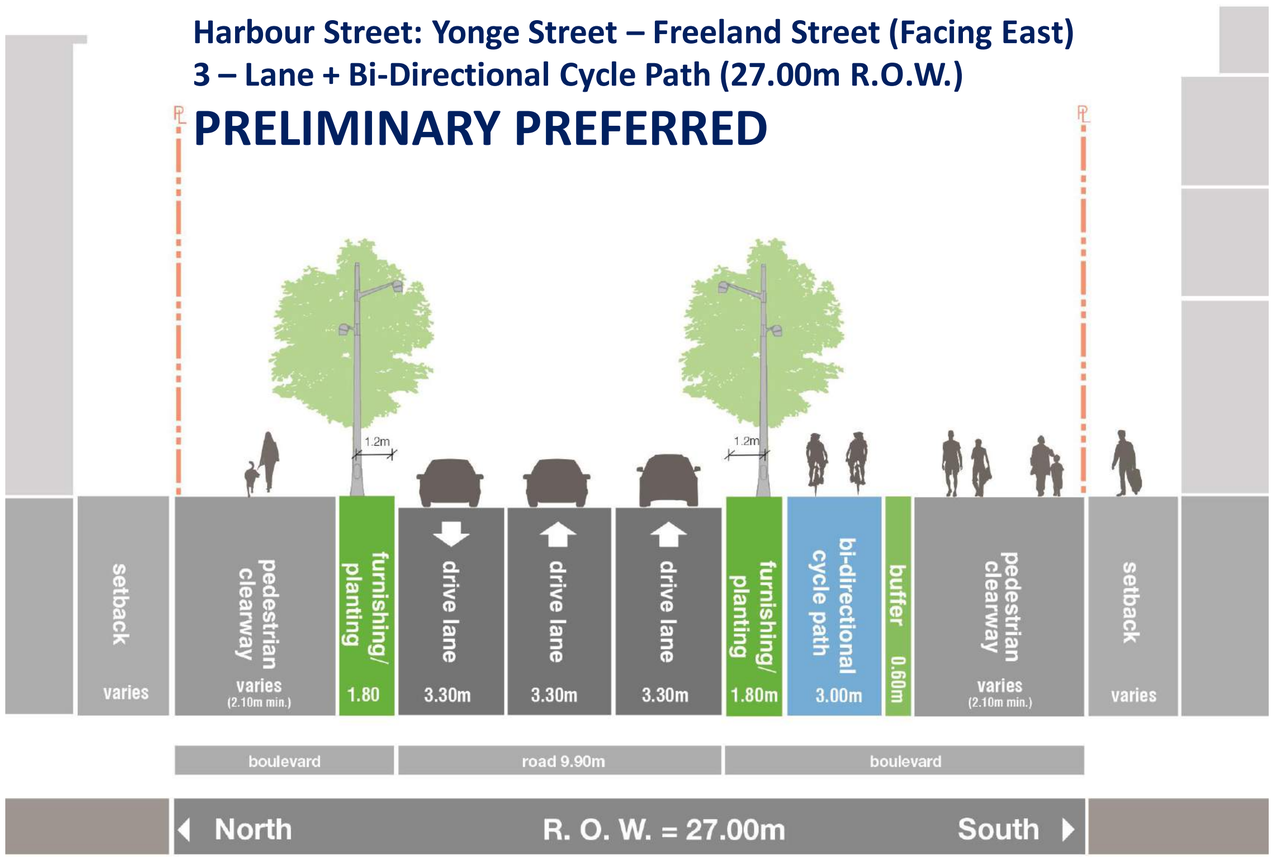
Harbour Street: Yonge Street – Freeland Street (Facing East)
4 – Lane + Bi-Directional Cycle Path (27.00m R.O.W.)



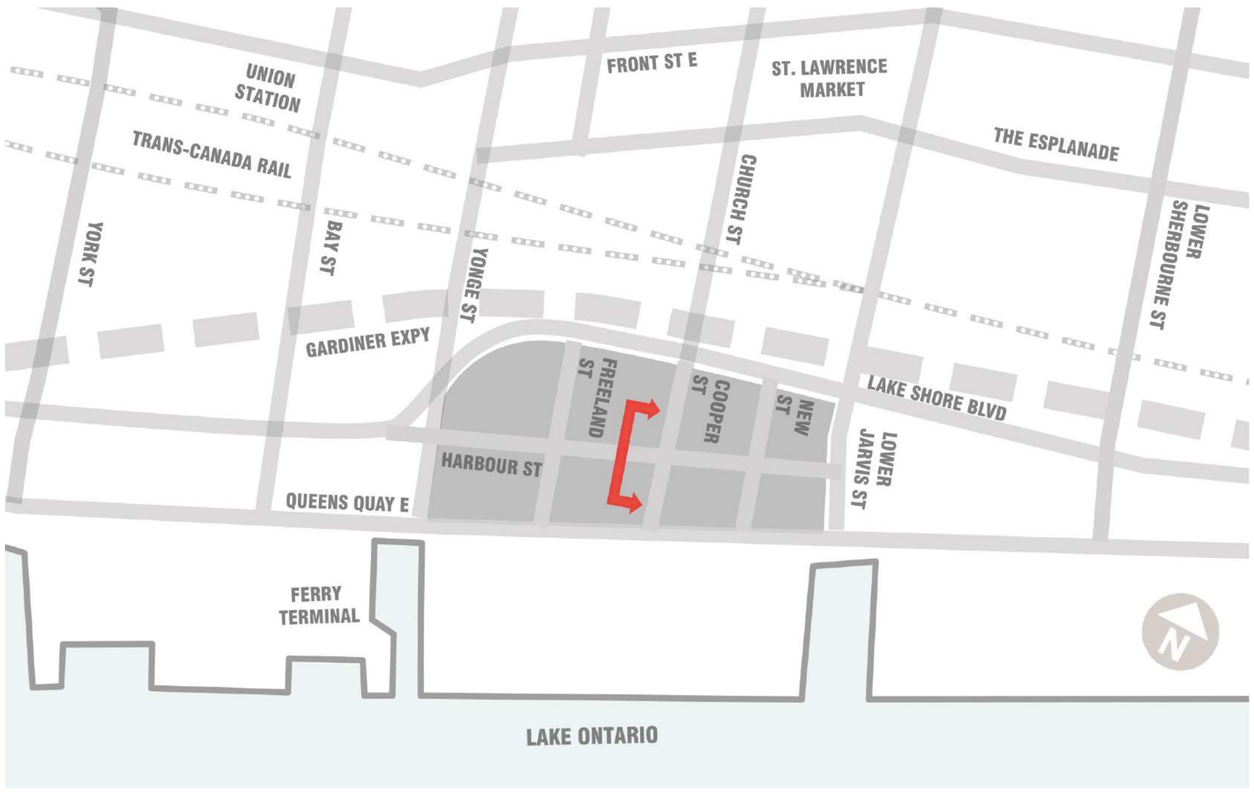
Alternative 3:

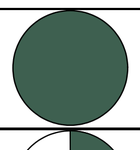
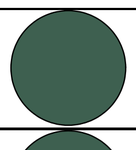
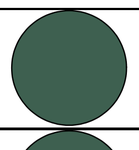
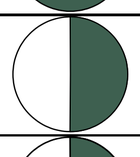
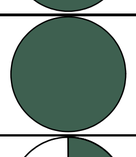
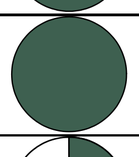
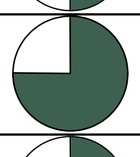
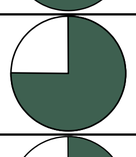
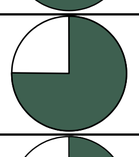
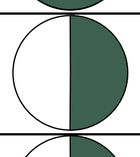
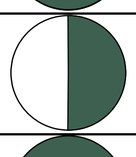
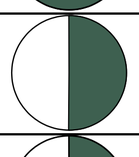
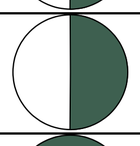
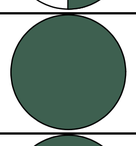
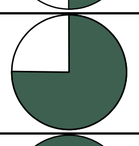
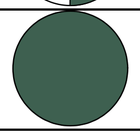
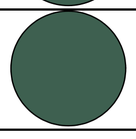
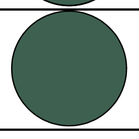
Harbour Street: Yonge Street – Freeland Street (Facing East)
3 – Lane + Bi-Directional Cycle Path (27.00m R.O.W.)

PRELIMINARY PREFERRED



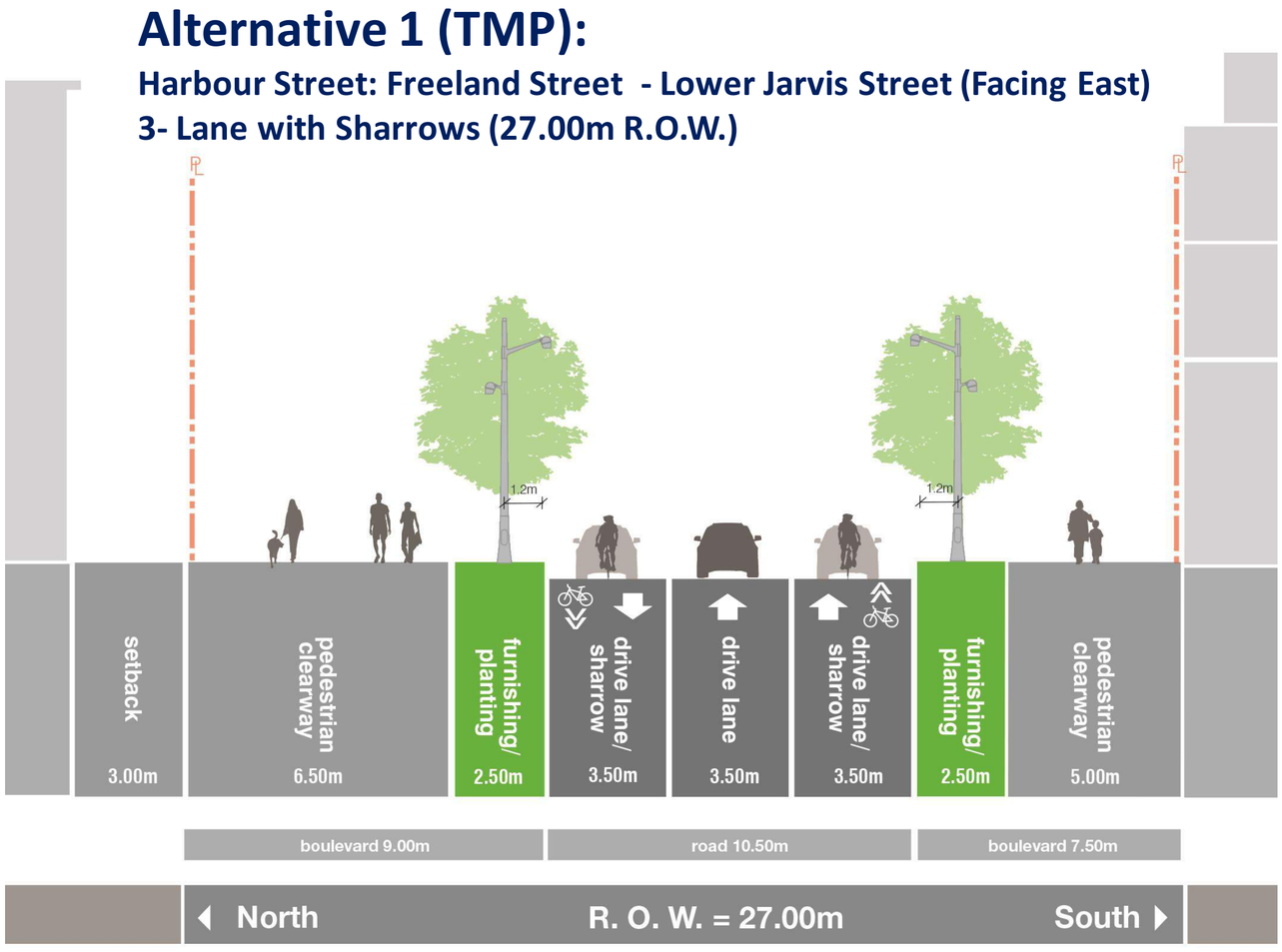
EVALUATION OF ALTERNATIVES
Harbour Street
(Freeland Street to Lower Jarvis Street)



Criteria	Alternative 1 TMP Three Lanes + Bike Sharrows	Alternative 2 Two lanes + Bi-Directional Cycle Path + Parking Lane	Alternative 3 Three lanes + Bi-Directional Cycle Path + Parking Lane	Key Highlights
Transportation				Alternative 3 provides the greatest transportation benefits including dedicated parking, an appropriate cycling facility, and provides appropiate capacity in both directions. Alternative 1 requires cyclists to share lanes with curb lane traffic, and does not provide for dedicated parking. Alternative 2 does not provide sufficient vehicular capacity.
Cost				In terms of cost, there is no significant difference between the Alternatives.
Land Use / Socio-Economic Environment				Alternative 2 and 3 align with the proposed cross section to the west.
Natural Environment				Given the lack of natural environment features, there is no significant difference between the Alternatives.
Archaeology and Cultural Environment				All Alternatives will have impacts on a listed heritage site.
Streetscape / Public Realm				Alternative 2 dedicates the highest percentage of the right-of-way to public realm users.
Constructability				There is no significant difference between the Alternatives.
Overall				**Alternative 3** is overall preferred for the following reasons: • Balances regional and local vehicular circulation and accessibility; • Encourages sustainable transportation modes; and • Supports ease of movements for all transportation modes, from and within the Precinct.

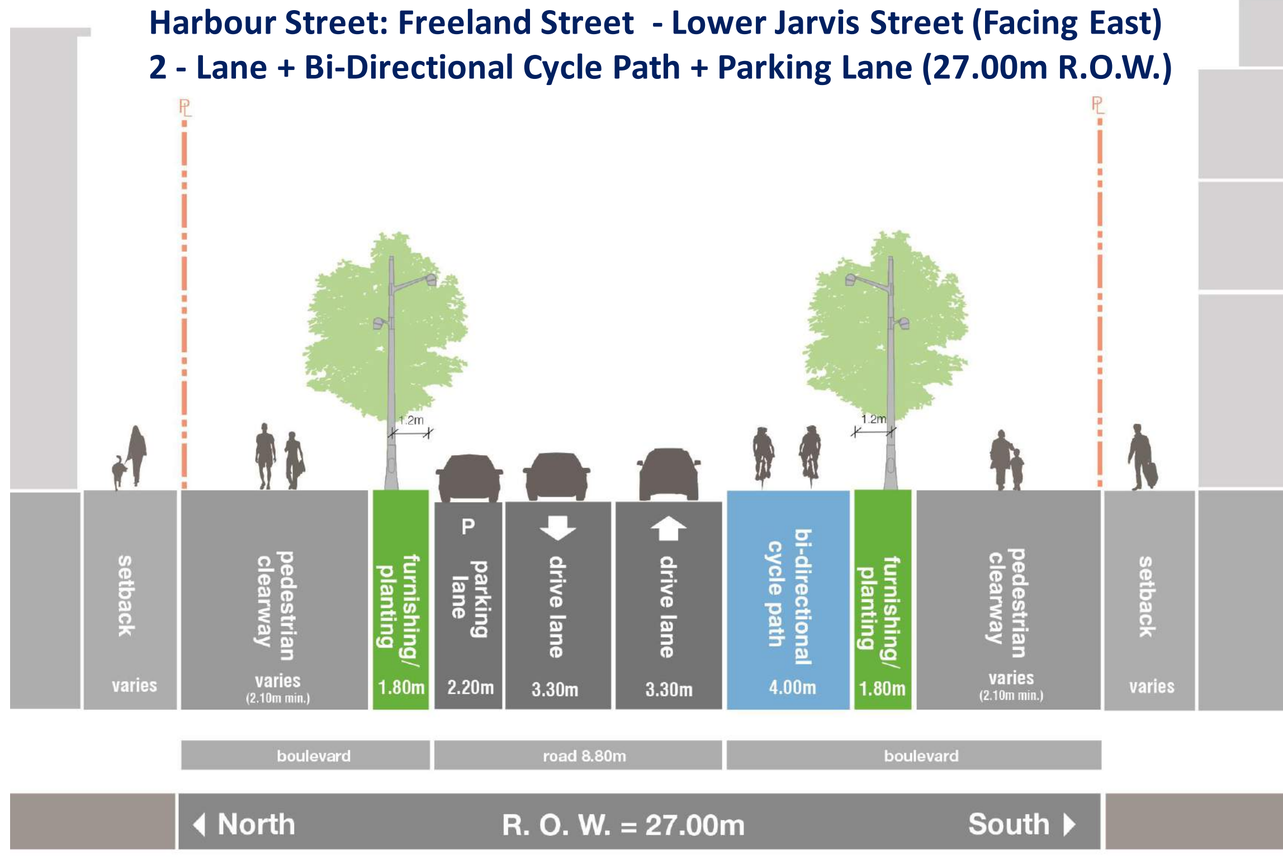
Alternative 1 (TMP):

Harbour Street: Freeland Street - Lower Jarvis Street (Facing East)
3- Lane with Sharrows (27.00m R.O.W.)



Alternative 2:

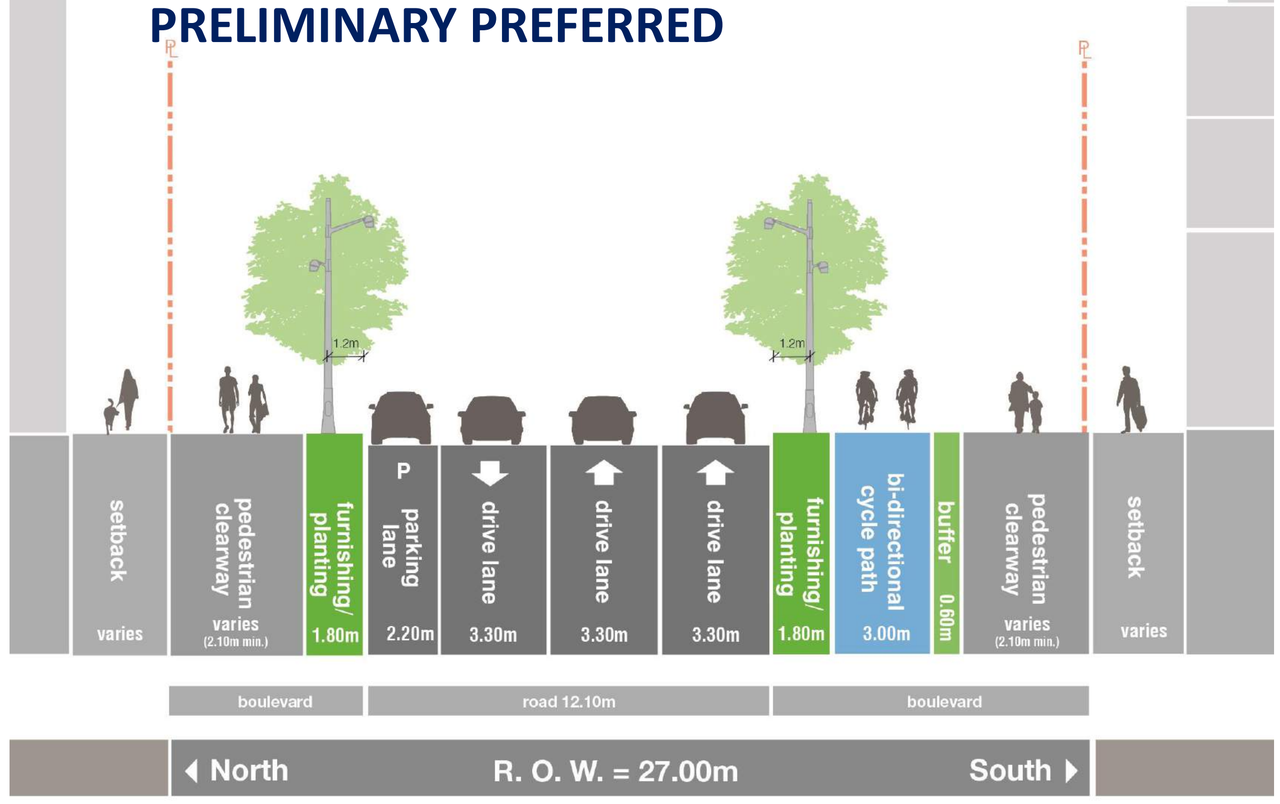
Harbour Street: Freeland Street - Lower Jarvis Street (Facing East)
2 - Lane + Bi-Directional Cycle Path + Parking Lane (27.00m R.O.W.)



Alternative 3:

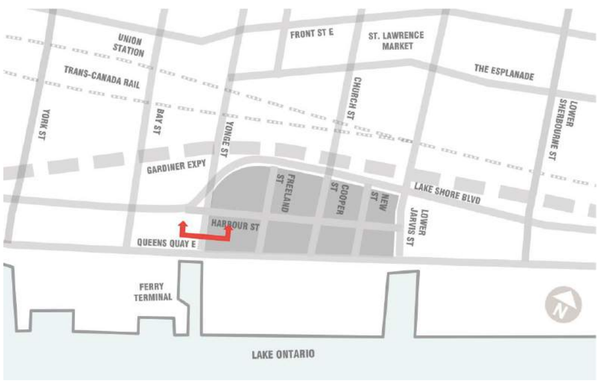
Harbour Street: Freeland Street - Lower Jarvis Street (Facing East)
3 - Lane + Bi-Directional Cycle Path + Parking Lane (27.00m R.O.W.)

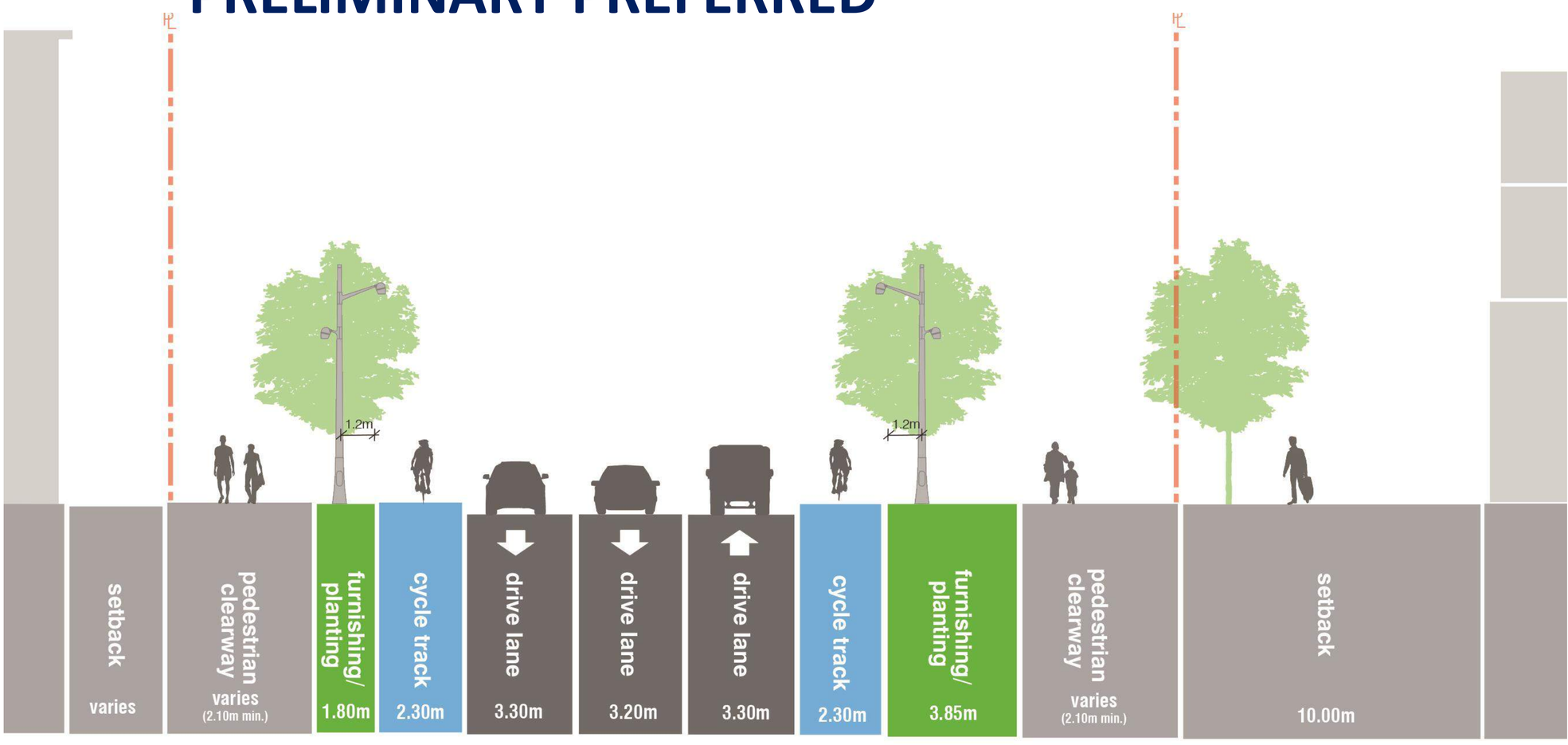
PRELIMINARY PREFERRED



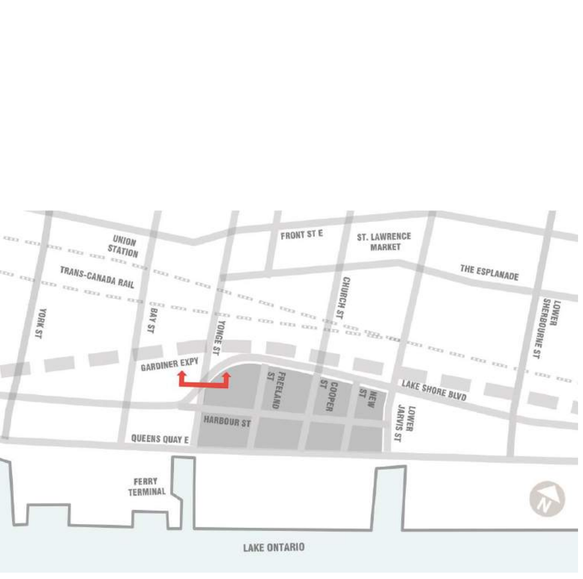
EVALUATION OF ALTERNATIVES
Yonge Street
(Queens Quay to Lake Shore Blvd)

Yonge Street: South of Harbour Street
3-Lane + Uni-directional Cycle Tracks (27.65m R.O.W.)
PRELIMINARY PREFERRED

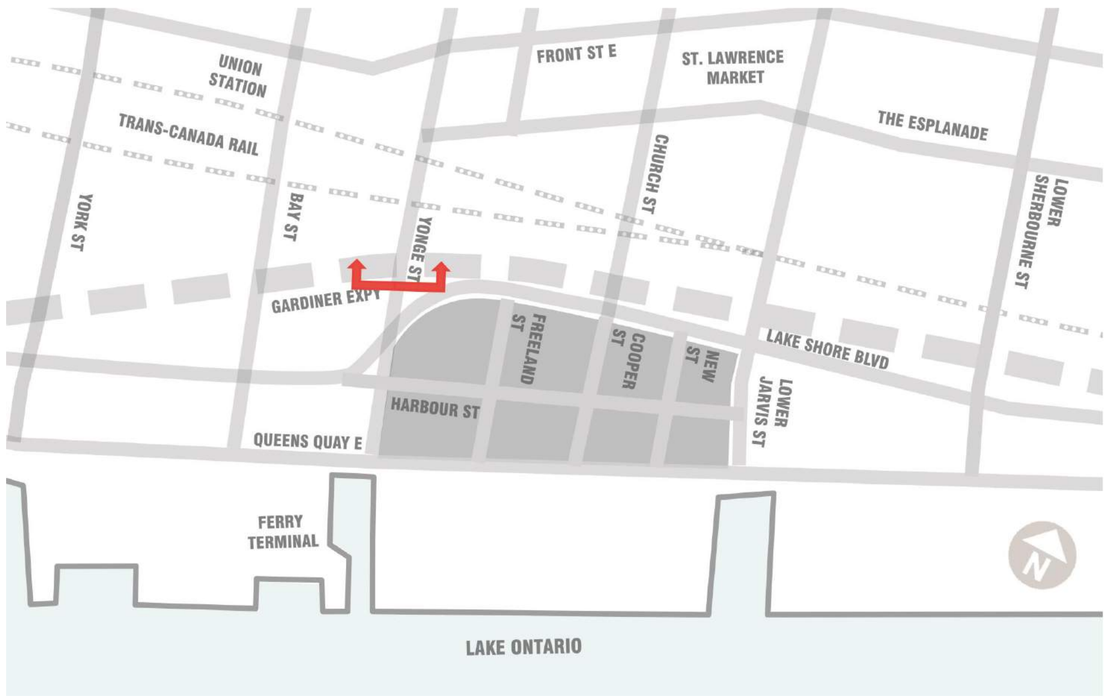


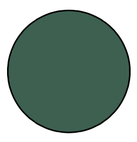
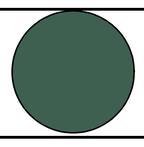
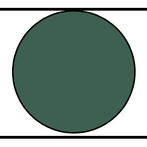
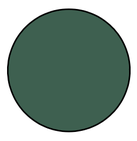
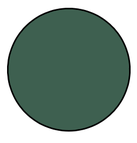
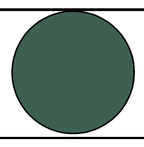
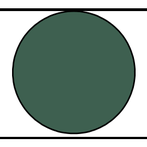
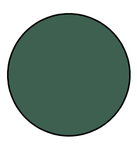


Yonge Street: North of Harbour Street – Lake Shore Blvd
4-Lane + Uni-directional Cycle Tracks (Varies R.O.W.)
PRELIMINARY PREFERRED



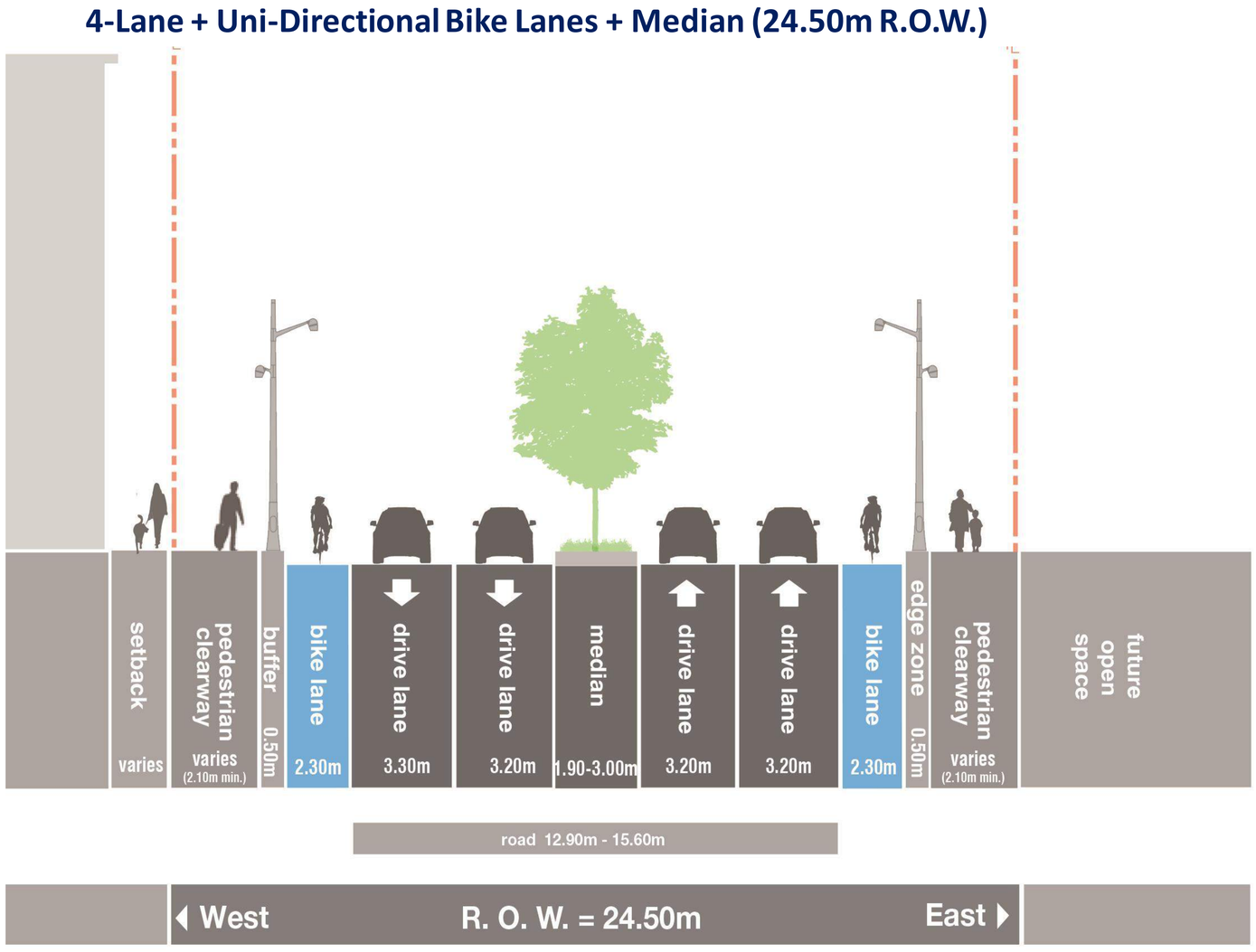
EVALUATION OF ALTERNATIVES
Yonge Street
(Lake Shore Blvd. to Rail Corridor)



Criteria	Alternative 1 Four lanes + Uni-directional Bike Lanes + Median	Alternative 2 Four lanes +Uni-directional Bike Lanes with fully mountable curbs + Median	Key Highlights
Transportation			Alternative 2 provides raised cycle track which provides additional safety for cyclists, and ease of movement for emergency vehicles.
Cost			There is no significant difference between the Alternatives.
Land Use / Socio-Economic Environment			Alternative 2 provides raised cycle track which provides additional safety and separation from vehicular traffic for cyclists.
Natural Environment			Given the lack of natural environment features, there is no significant difference between the Alternatives.
Archaeology and Cultural Environment			All Alternatives are anticipated to have the same impact on archaeology and cultural resources. There is no significant difference between the Alternatives.
Streetscape / Public Realm			Alternative 2 provides additional protection to cyclists and encourages use of the public space by both pedestrians and cyclists. The property to the east is owned by the City providing additional opportunities for streetscaping (to be further investigated).
Constructability			There is no significant difference between the Alternatives.
Overall			**Alternative 2** is overall preferred for the following reasons: • Provides appropriate separation between different modes of transportation; and • Encourages sustainable transportation modes.

Alternative 1:

Yonge Street: North of Lake Shore Blvd – Railway Corridor (Facing North)
4-Lane + Uni-Directional Bike Lanes + Median (24.50m R.O.W.)

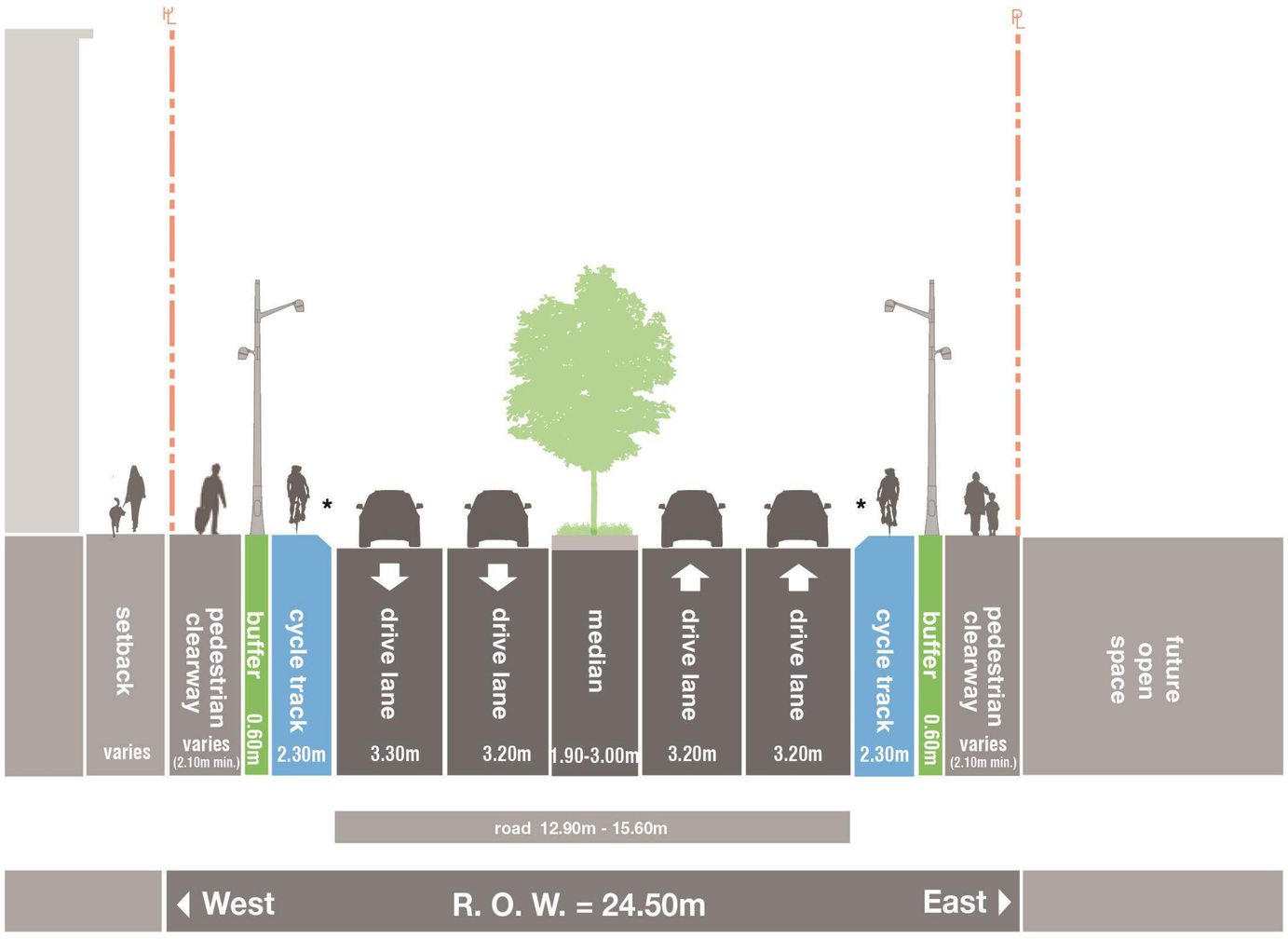


Alternative 2:

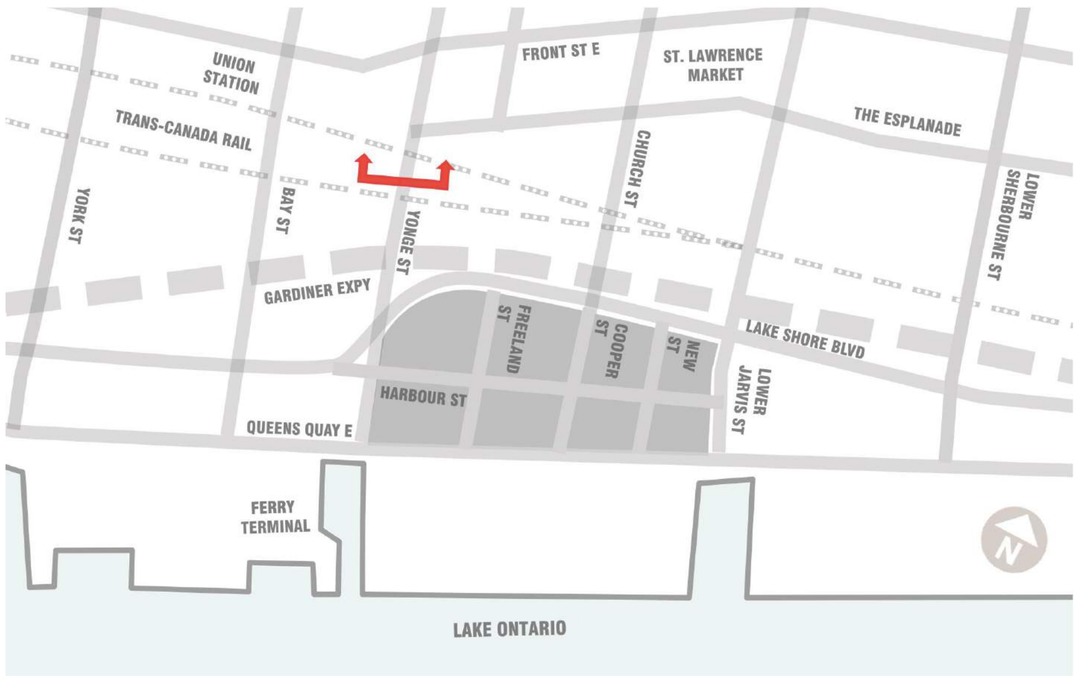
Yonge Street: North of Lake Shore Blvd – Railway Corridor (Facing North)
4-Lane + Uni-Directional Cycle Tracks + Median (24.50m R.O.W.)

Note: *Raised cycle tracks with fully mountable curb

PRELIMINARY PREFERRED

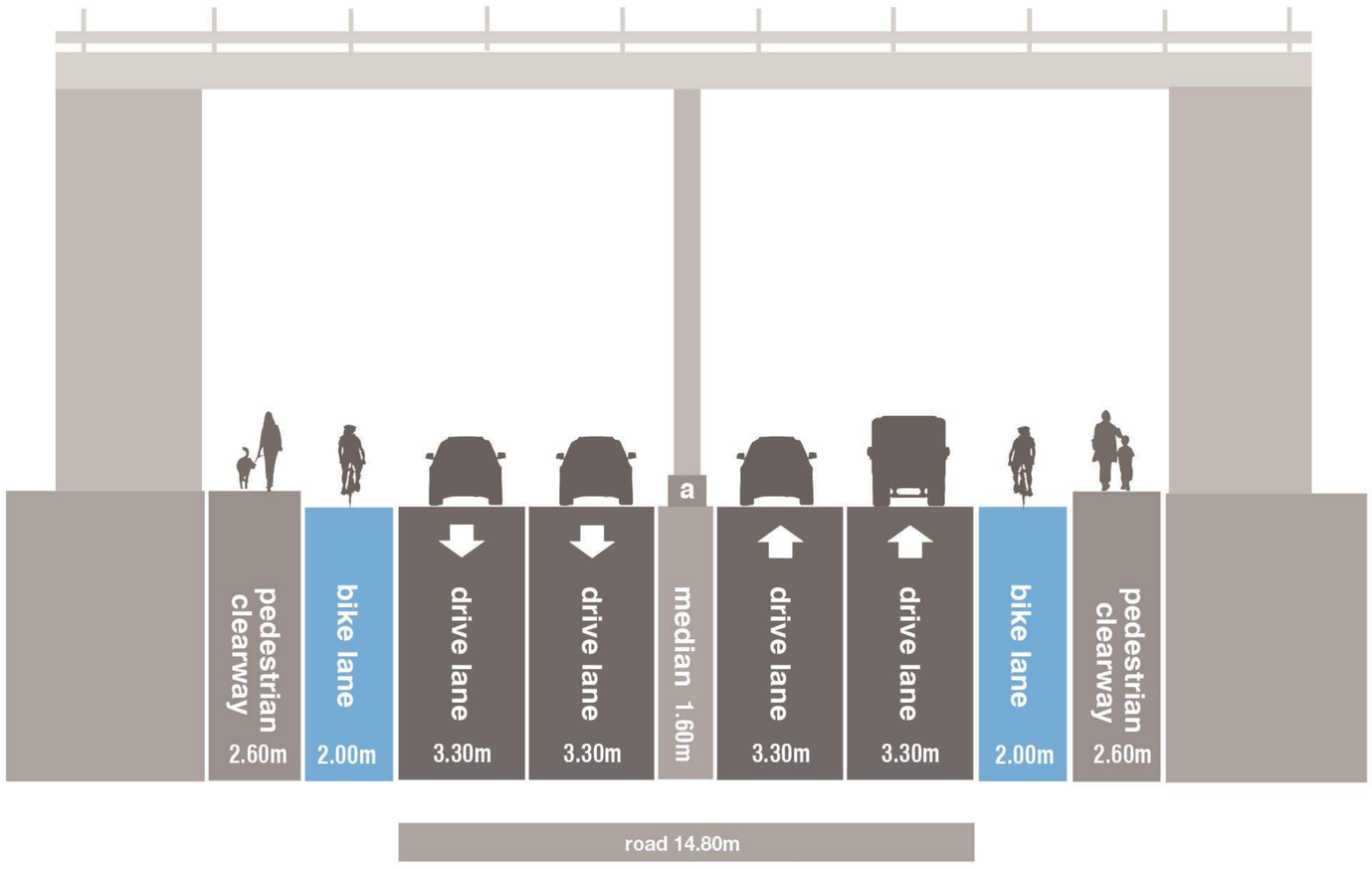


EVALUATION OF ALTERNATIVES
Yonge Street (Railway Corridor)



Alternative 1:

Yonge Street: Railway Corridor (Facing North)
4-Lane + Uni-Directional Bike Lanes + Median (24.00m R.O.W.)

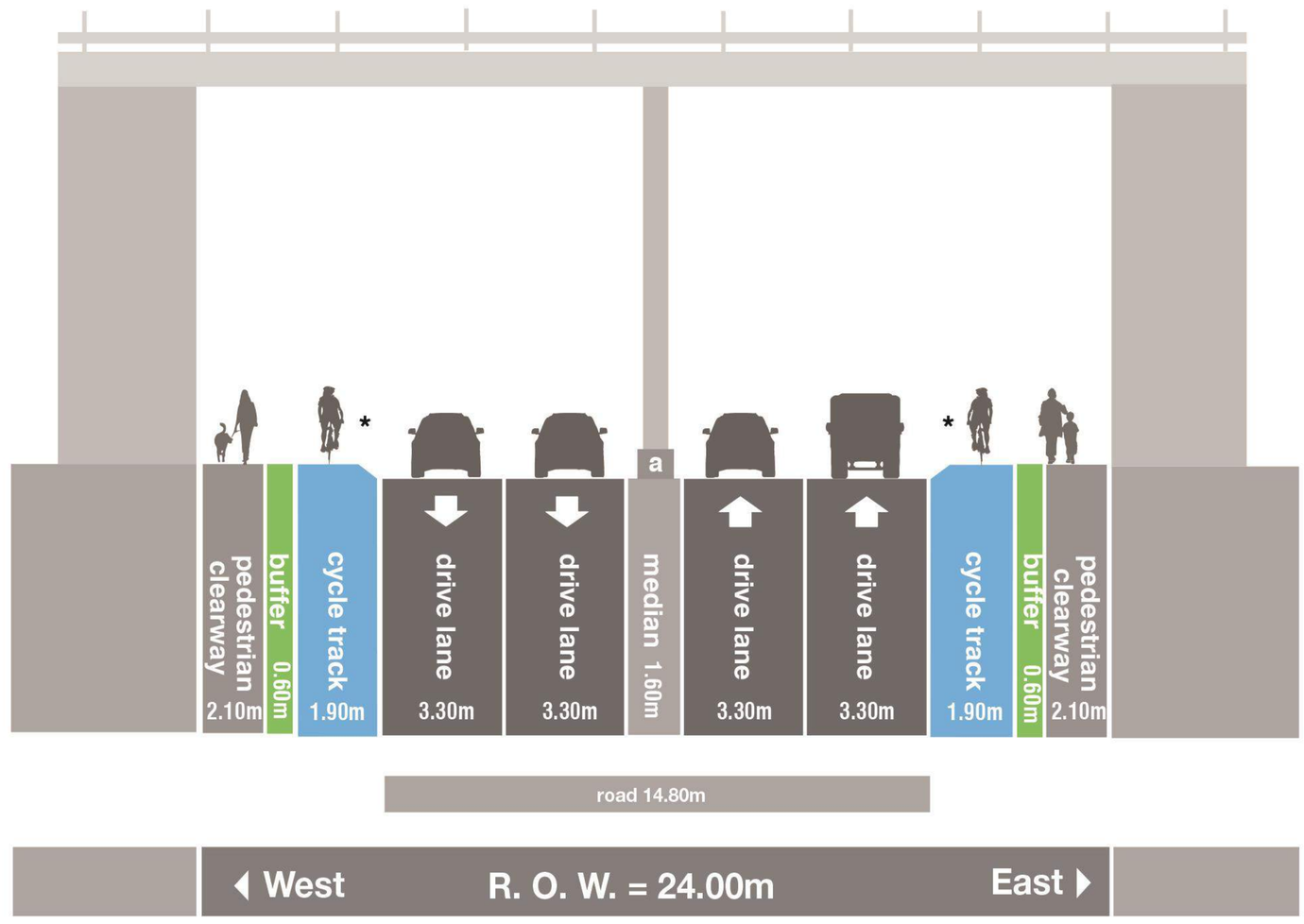


Criteria	Alternative 1 Four lanes + Uni-directional bike lanes + Median	Alternative 2 Four lanes + Uni-directional cycle tracks + Median	Key Highlights
Transportation	◑	●	Alternative 2 provides bike facility, pedestrian clearway, and vehicular traffic, and appropriate buffer between pedestrians and cyclists. The fully mountable curb provides movement for emergency vehicles.
Cost	●	●	In terms of cost, there is no significant difference between the Alternatives.
Land Use / Socio-Economic Environment	◕	◕	Alternatives 1 and 2 are consistent with existing plans / policies; and bike lanes are present on both Alternatives. There is no significant difference between the Alternatives.
Natural Environment	◕	◕	Given the lack of natural environment features, there is no significant difference between the Alternatives.
Archaeology and Cultural Environment	◕	◕	All Alternatives are anticipated to have the same impact on archaeology and cultural resources. There is no significant difference between the Alternatives.
Streetscape / Public Realm	◑	●	Alternative 2 provides the full pedestrian separation from drive lanes, encouraging use of the public space.
Constructability	●	●	There is no significant difference between the Alternatives.
Overall	◑	●	**Alternative 2** is overall preferred for the following reasons: • Provides greater separation between different modes of transportation; and • Encourages sustainable transportation modes.

Alternative 2:

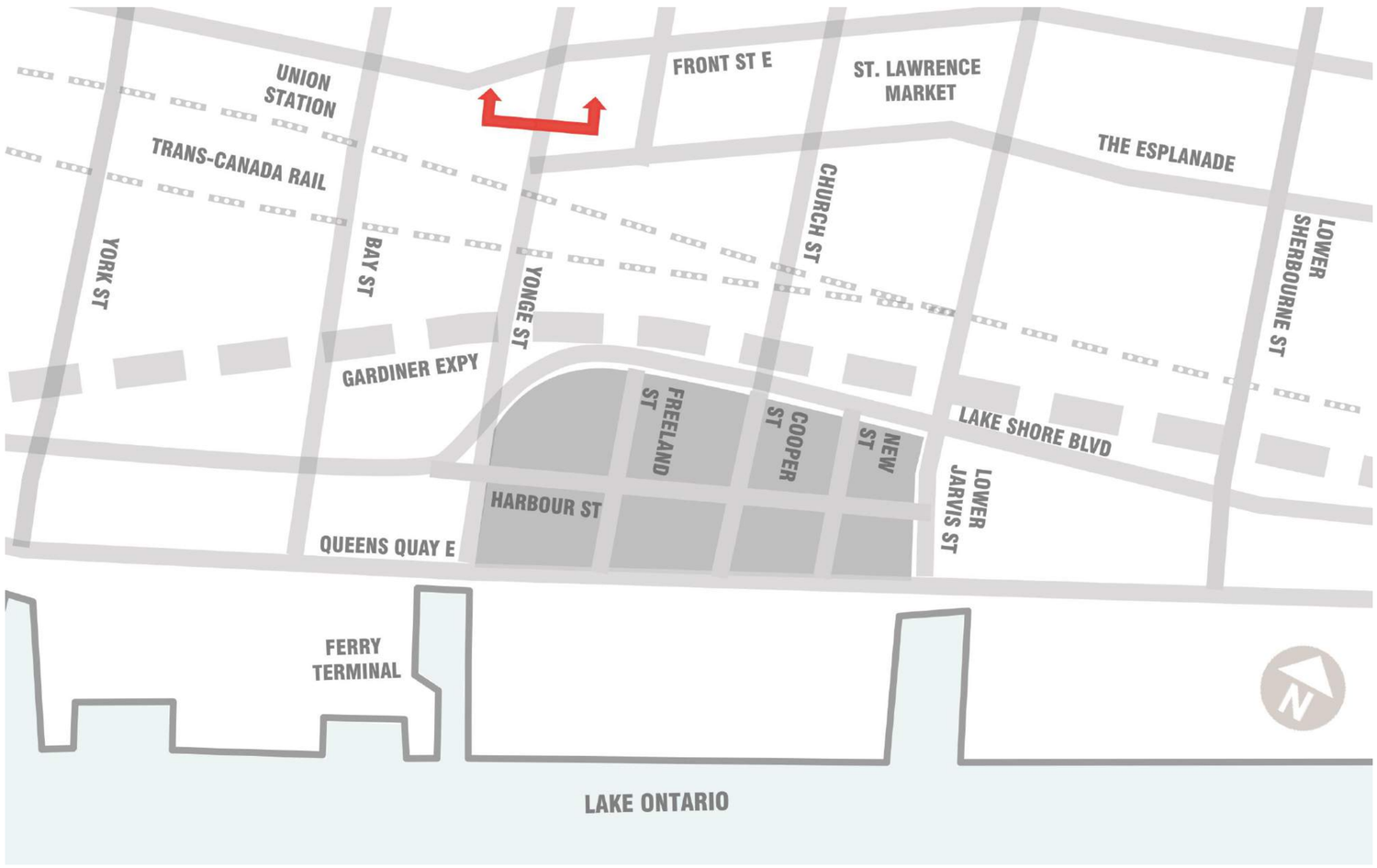
Yonge Street: Railway Corridor (Facing North)
4-Lane + Uni-Directional Cycle Tracks + Median (24.00m R.O.W.)
Note: *Fully mountable curb and cycle racks with +/- 2% cross slope

PRELIMINARY PREFERRED



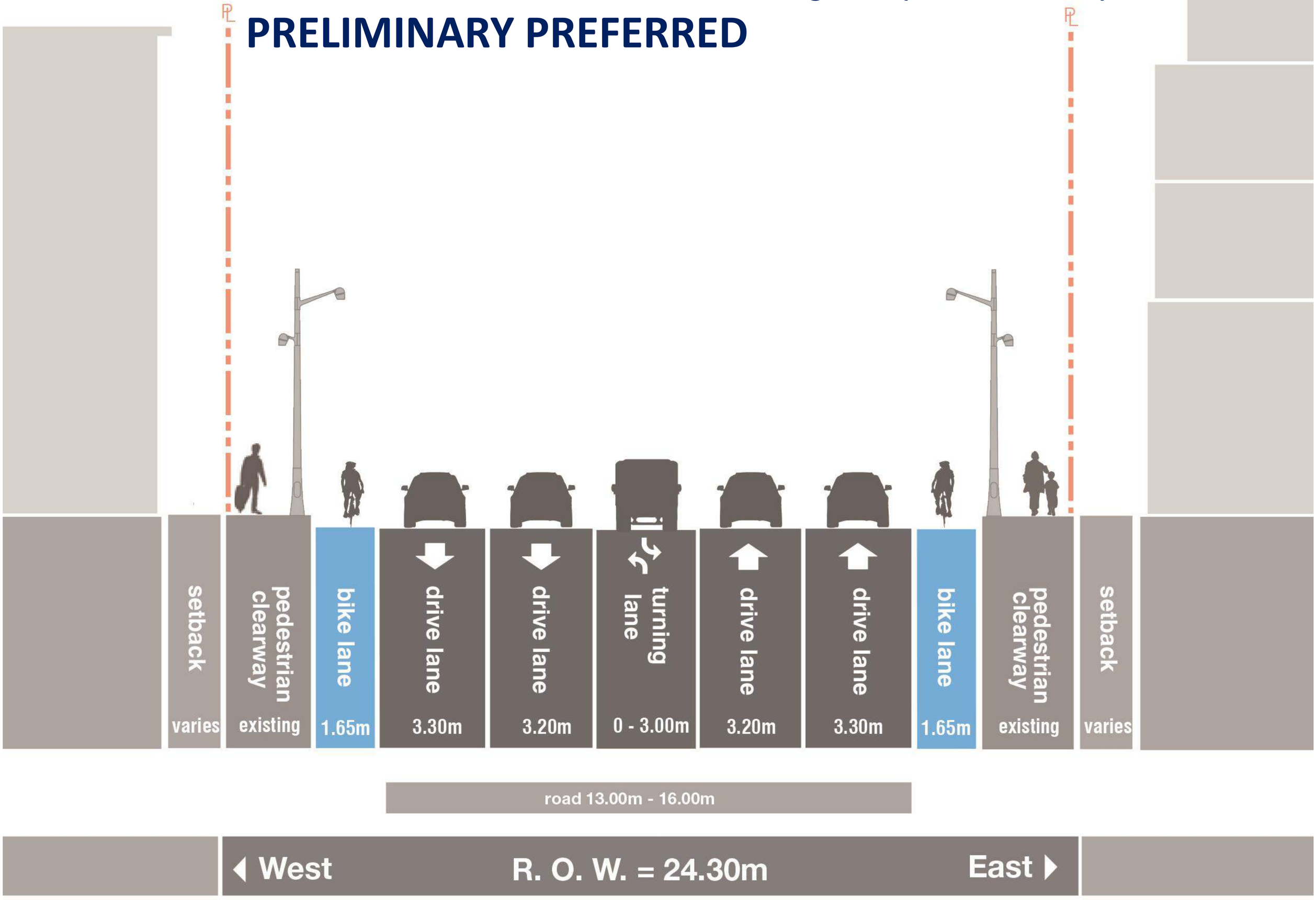
EVALUATION OF ALTERNATIVES
Yonge Street
(Railway Corridor to Front Street)

The preferred cross section for Yonge Street from the railway corridor to Front Street is shown below.

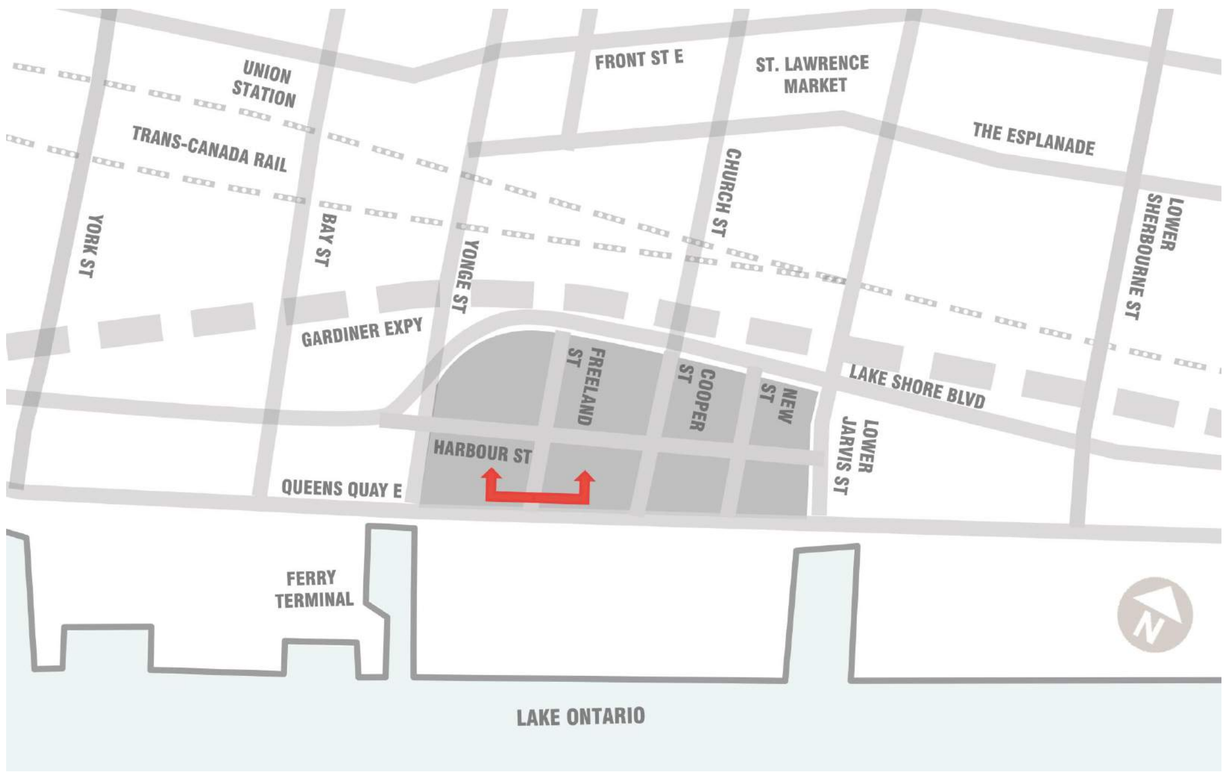


Yonge Street: Railway Corridor – Front Street (Facing North)
4-Lane + Uni-Directional Bike Lakes + Turning Lane (24.30m R.O.W.)

PRELIMINARY PREFERRED

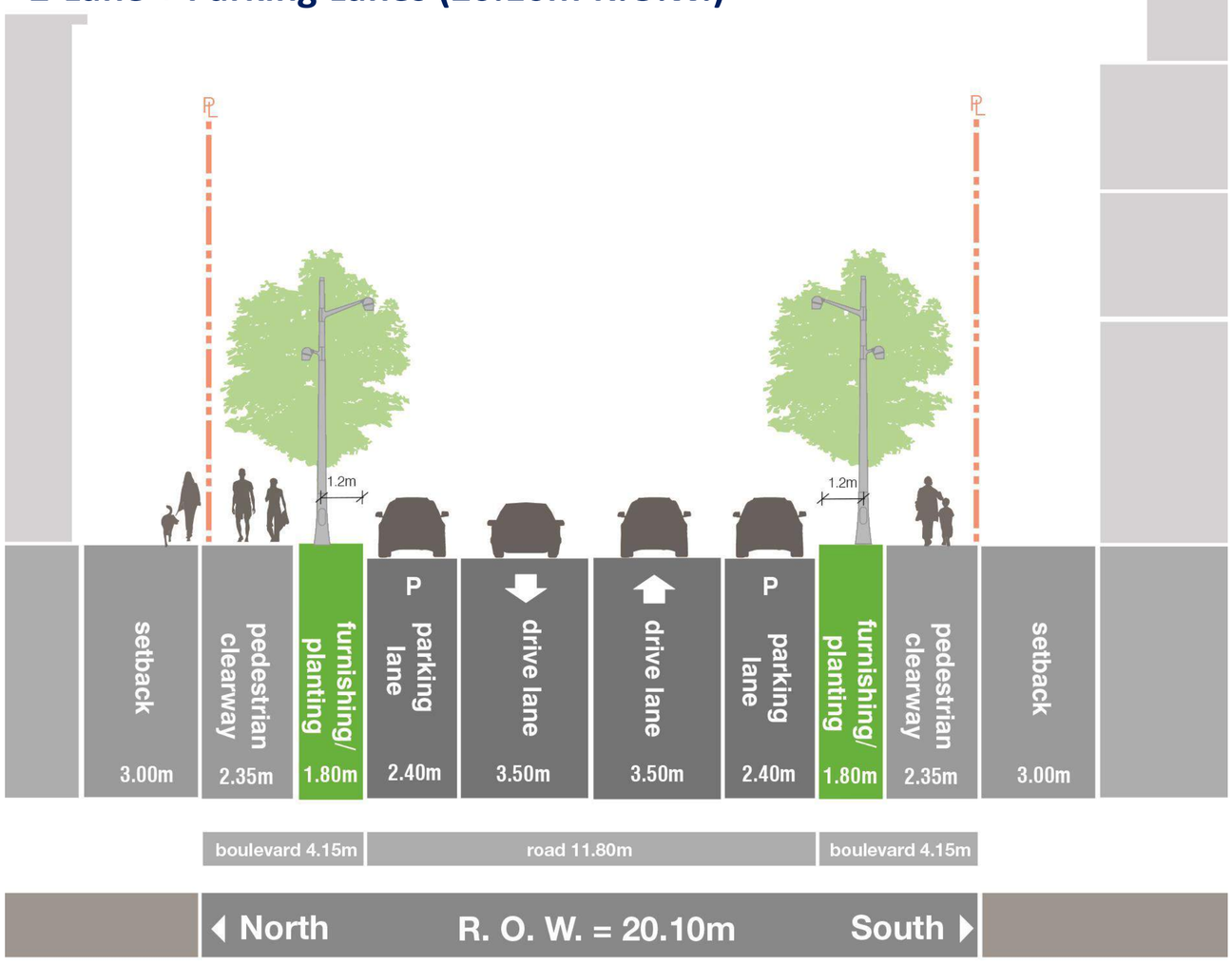


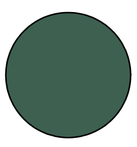
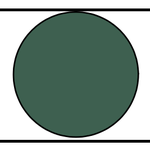
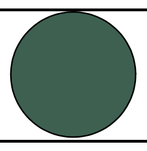
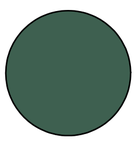
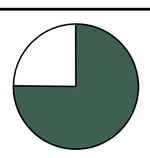
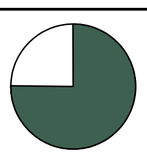
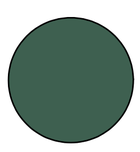
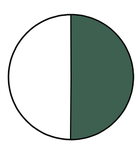
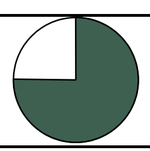
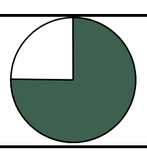
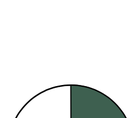
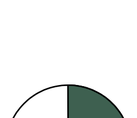
EVALUATION OF ALTERNATIVES
Freeland Street
(Queens Quay to Lake Shore Blvd)



Alternative 1 (TMP):

Freeland Street: Queens Quay – Lake Shore Blvd EB (Facing North)
2-Lane + Parking Lanes (20.10m R.O.W.)



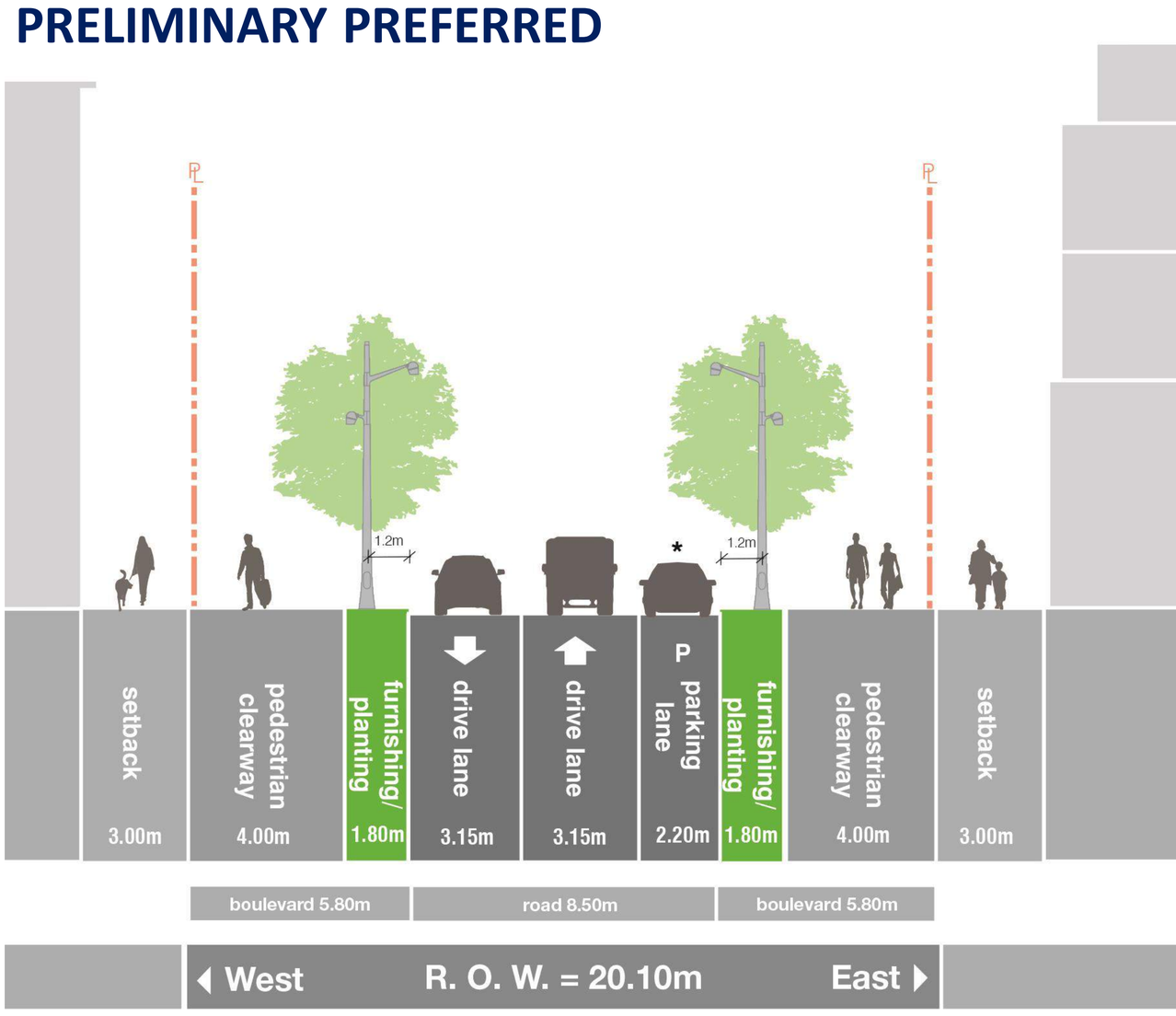
Criteria	Alternative 1 Two lanes + parking lanes	Alternative 2 Two lanes + parking	Key Highlights
Transportation			The Alternative 1 roadway is greater than half of the road allowance, and dedicated on-street parking lanes on both sides of the street is incompatiable with urban design objectives.
Cost			There is no significant difference between the Alternatives.
Land Use / Socio-Economic Environment			Alternative 2 provides a balance between the movement of goods and parking available.
Natural Environment			Given the lack of natural environment features, there is no significant difference between the Alternatives.
Archaeology and Cultural Environment			Both Alternatives are equally preferred as it is anticipated that neither will impact archaeological resources and culture heritage.
Streetscape / Public Realm			Alternative 2 is preferred because it dedicates the highest percentage of the right-of-way to public realm users.
Constructability			There is no significant difference between the Alternatives.
Overall			Alternative 2 is preferred for the following reasons: • The right-of-way is appropriately scaled allowing for different modes of transportation; • Provides greater pedestrain clearway; and • Parking is permitted where appropriate.

Alternative 2:

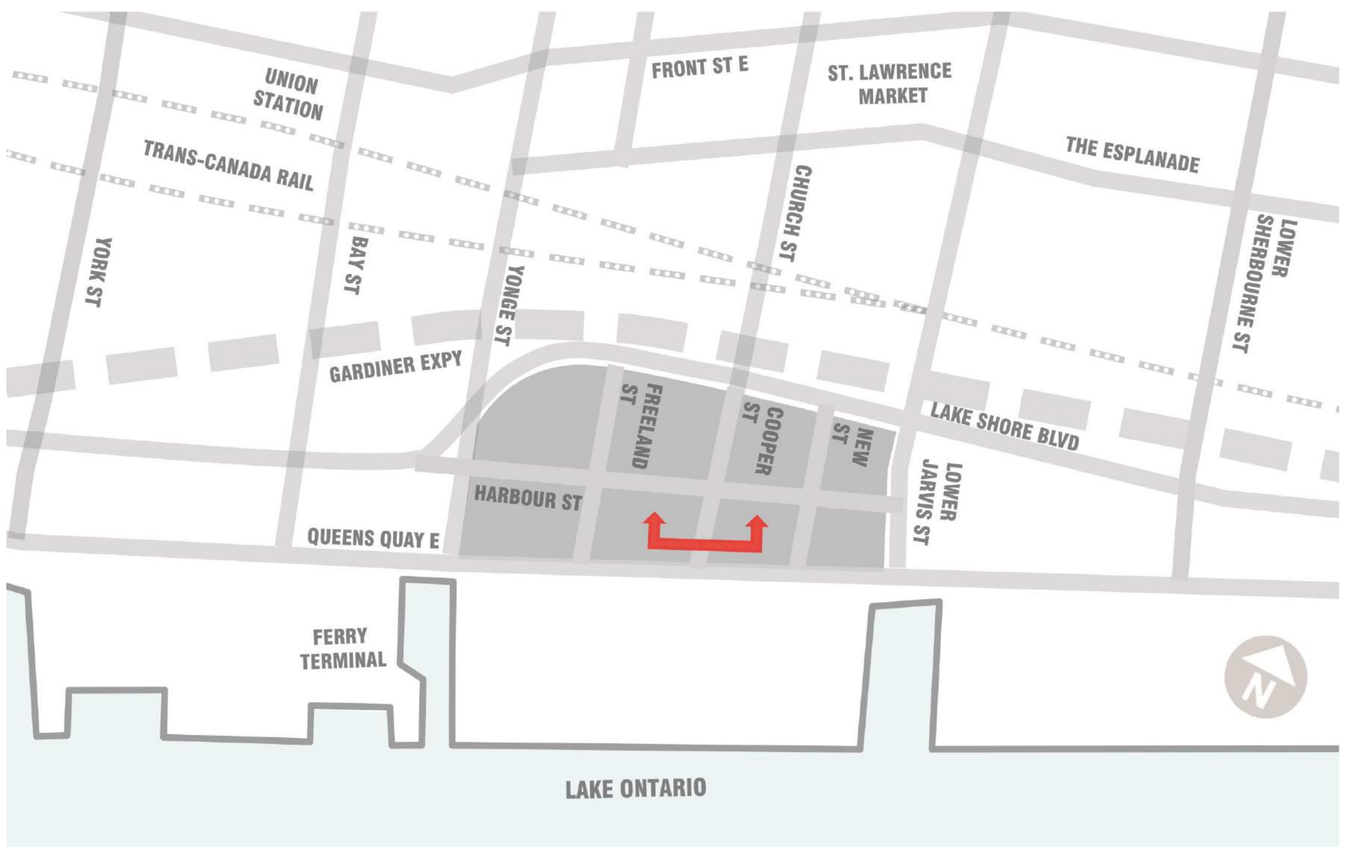
Freeland Street: Queens Quay – Lake Shore Blvd EB (Facing North)
2-Lane + Parking (20.10m R.O.W.)

Note: *Parking will be permitted on one side where appropriate to accommodate truck movements.

PRELIMINARY PREFERRED

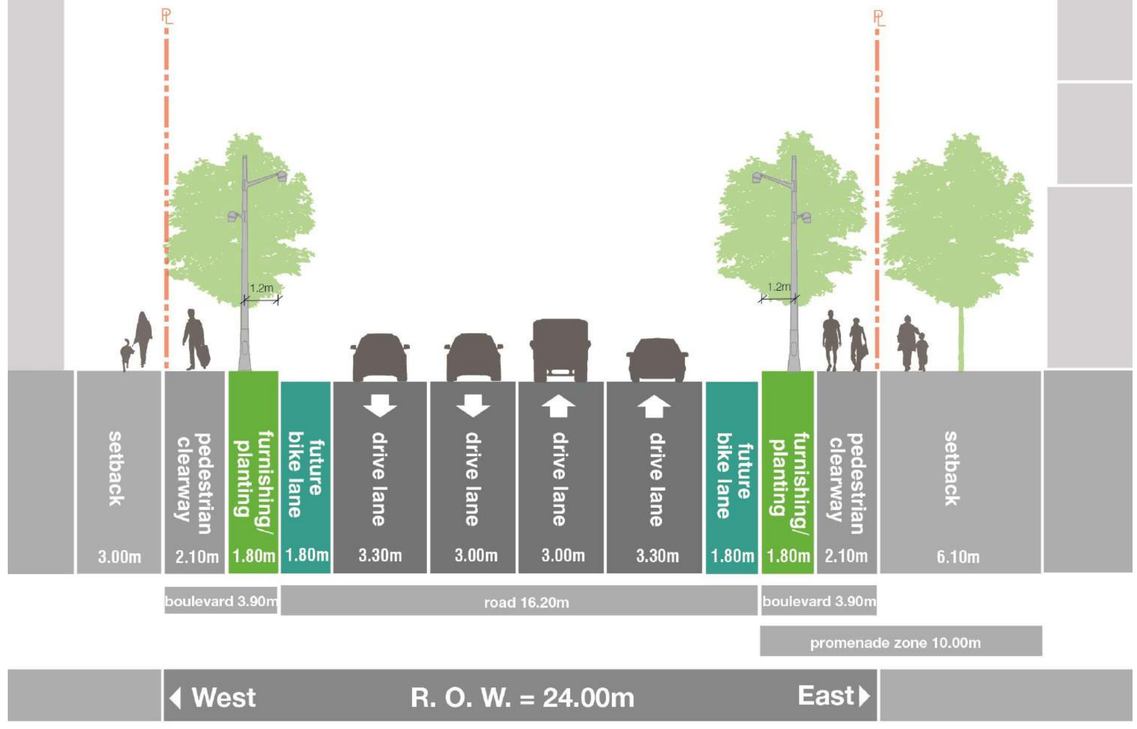


EVALUATION OF ALTERNATIVES
Cooper Street
(Queens Quay to Lake Shore Blvd)



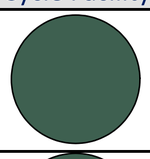
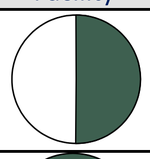
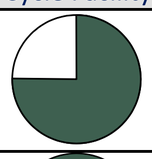
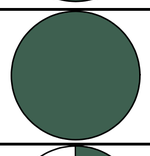
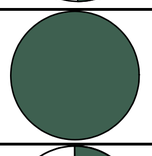
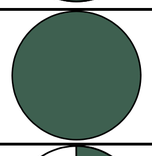
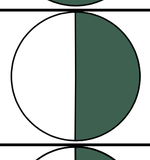
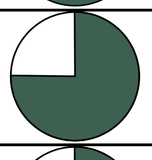
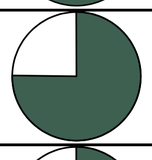
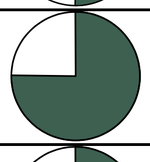
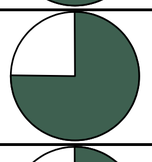
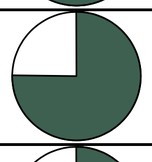
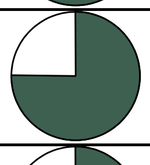
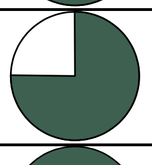
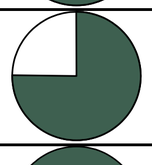
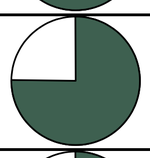
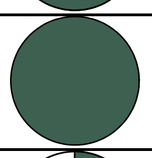
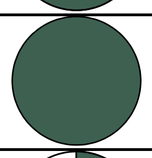
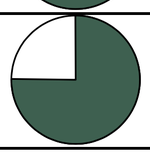
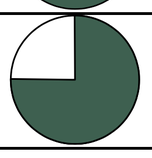
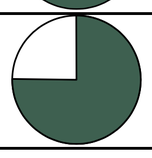
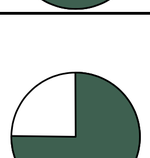
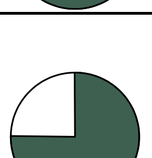
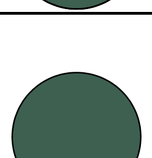
Alternative 1:

Cooper Street: Queens Quay – Lake Shore Blvd EB (Facing North)
4-Lane + Future Uni-Directional Bike Facility (24.00m R.O.W.)



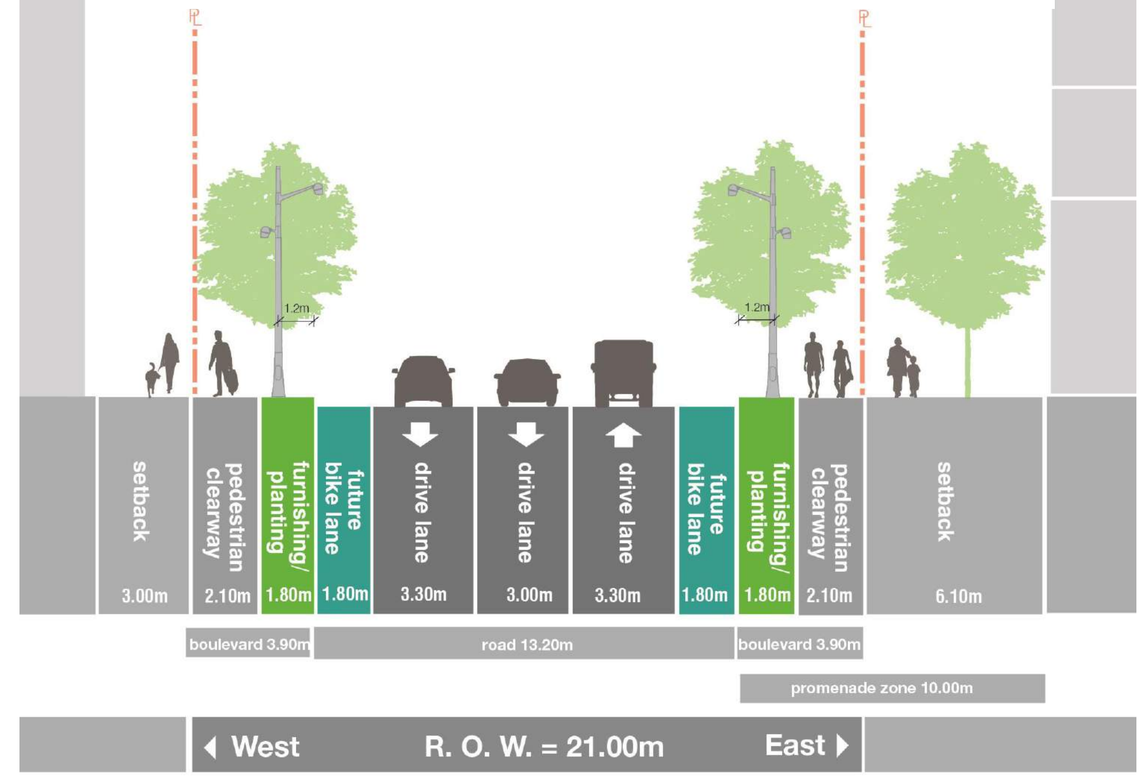
Alternative 2:

Cooper Street: Queens Quay – Lake Shore Blvd EB (Facing North)
2-Lane + Future Uni-Directional Bike Facility (19.90m R.O.W.)
Note: *Parking will be permitted on one side where appropriate to accommodate truck movements.
Parking would be removed when bike lanes are implemented.

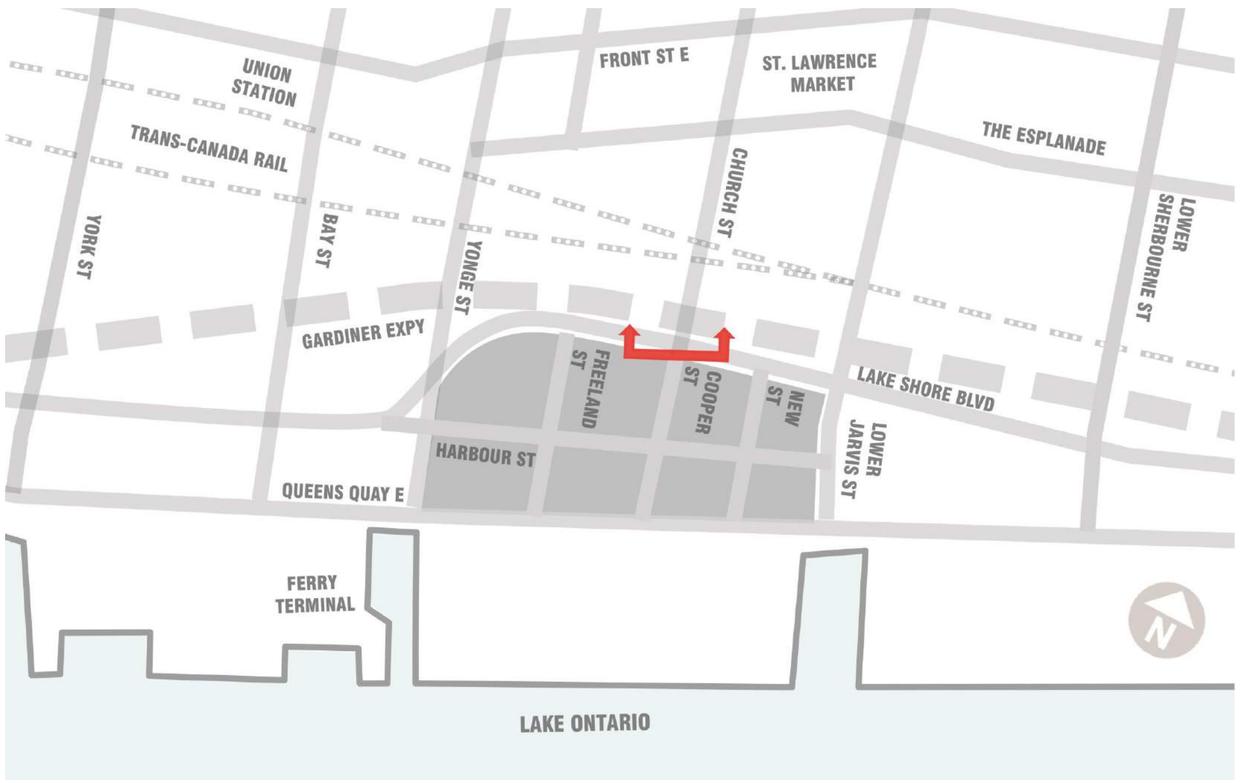
Criteria	Alternative 1 Four lanes + Future Uni-Directional Cycle Facility	Alternative 2 Two Lanes + Parking + Uni-Directional Cycle Facility	Alternative 3 Three lanes + Future Uni-Directional Cycle Facility	Key Highlights
Transportation				Although Alternative 2 provides for parking, it has the lowest vehicular capacity and is less accommodating for future Cooper tunnel connection.
Cost				There is no significant difference between the Alternatives.
Land Use / Socio-Economic Environment				The Alternative 2 and 3 right-of-way requirements are less compared to Alternative 1.
Natural Environment				There is no significant difference between the Alternatives.
Archaeology and Cultural Environment				There is no significant difference between the Alternatives.
Streetscape / Public Realm				Alternatives 2 and 3 provide balance between the road and public realm.
Constructability				There is no significant difference between the Alternatives.
Overall				**Alternative 3** is overall preferred for the following reasons: • Balances vehicular capacity and sustainable transportation modes; and • The right-of-way is appropriately scaled allowing for all modes of transportation.

Alternative 3:

Cooper Street: Queens Quay – Lake Shore Blvd EB (Facing North)
3-Lane + Future Uni-Directional Bike Facility (21.00m R.O.W.)
PRELIMINARY PREFERRED

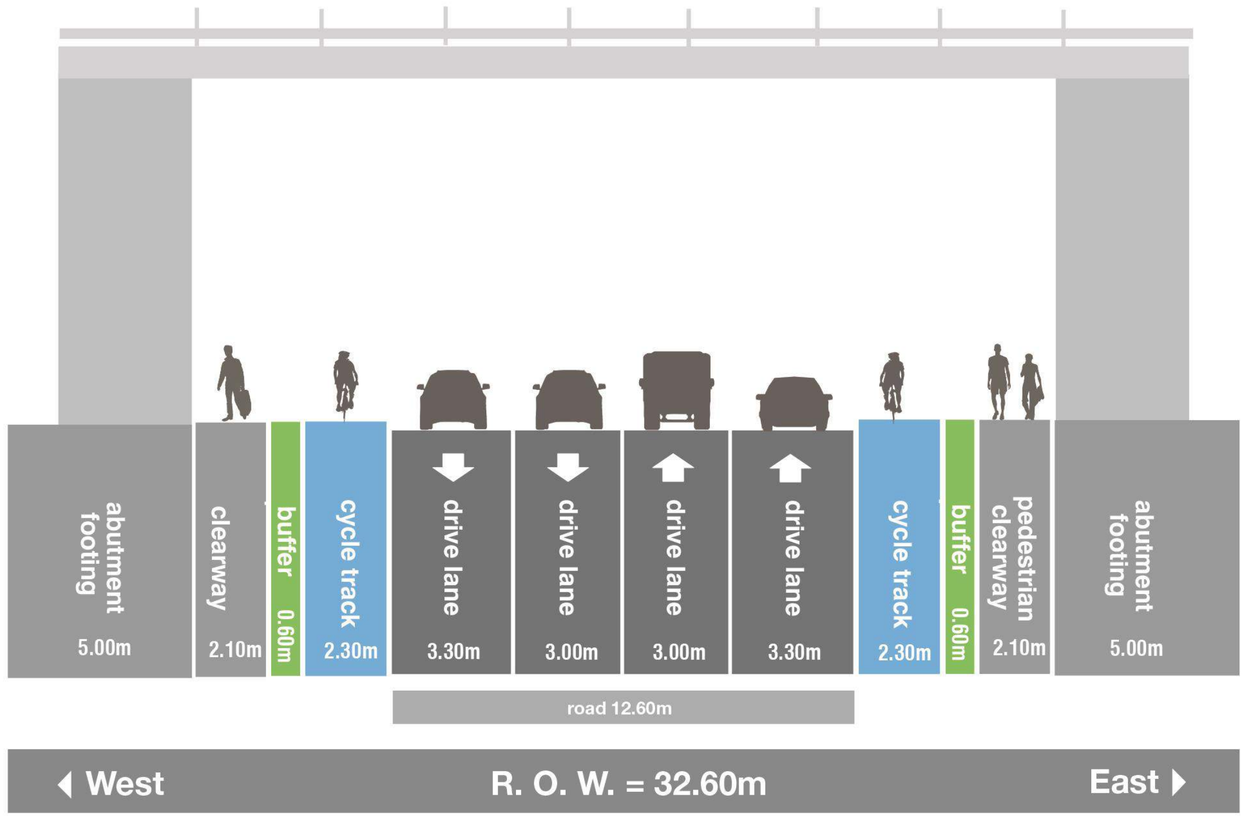


EVALUATION OF ALTERNATIVES
Cooper Street Tunnel



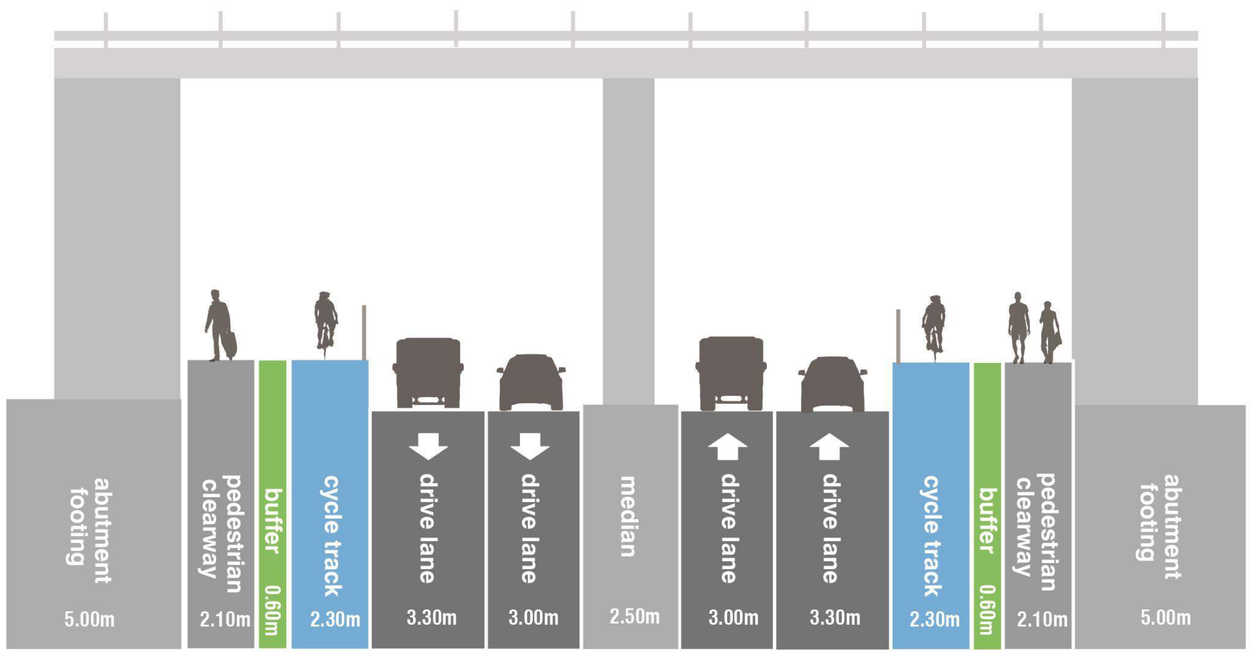
Alternative 1 (TMP):

Cooper Street: Tunnel Alignment (Facing North)
4-Lane + Uni-Directional Cycle Tracks (32.60m R.O.W.)



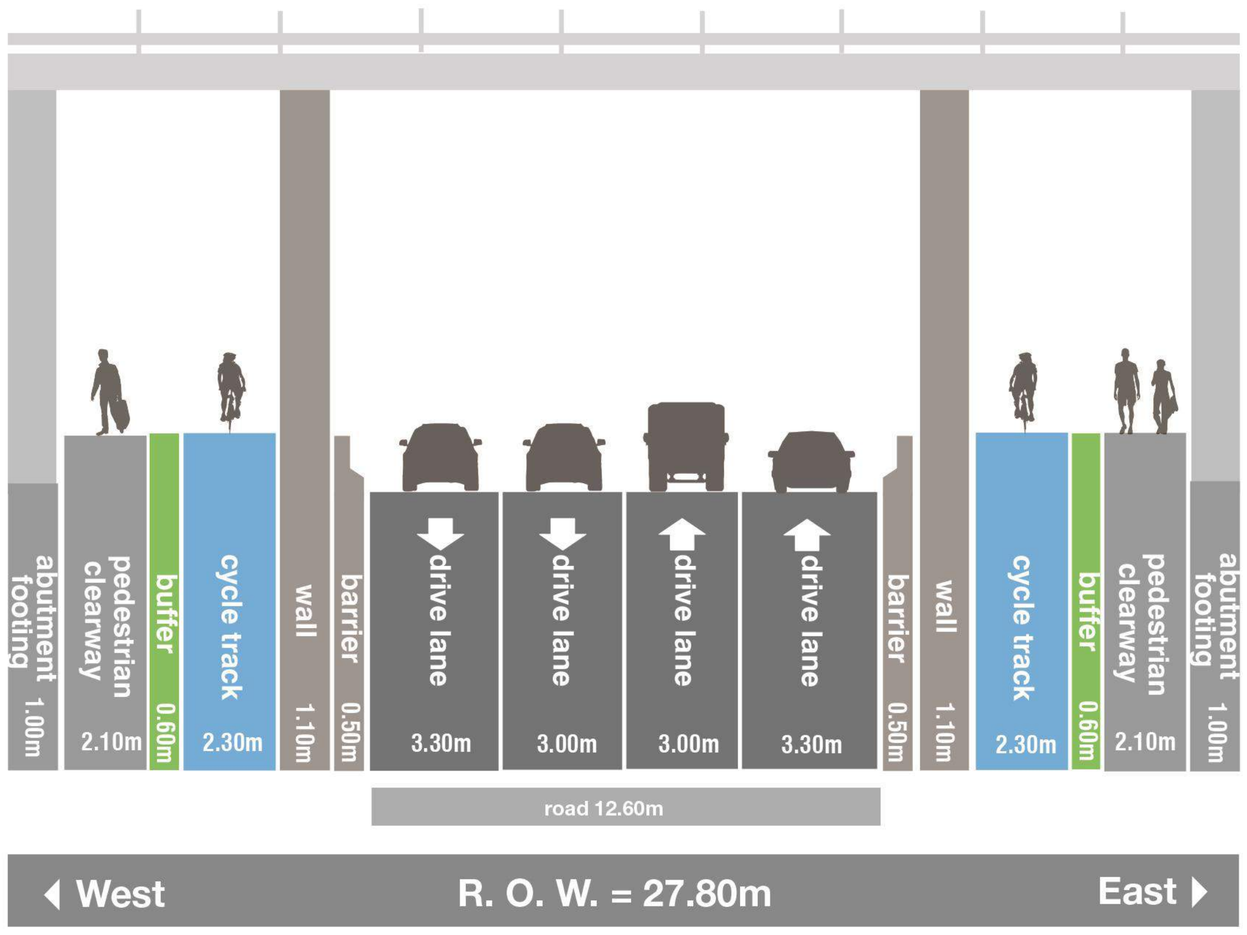
Alternative 2:

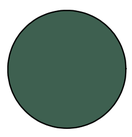
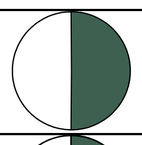
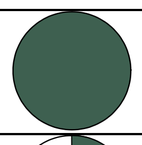
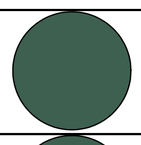
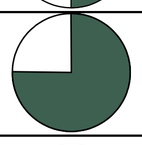
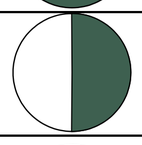
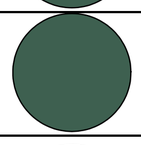
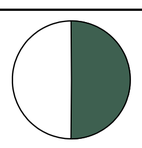
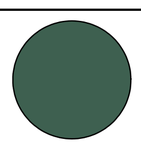
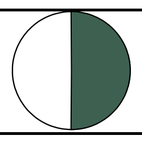
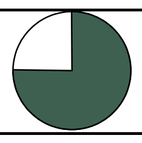
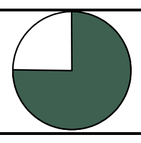
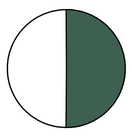
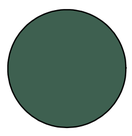
Cooper Street: Tunnel Alignment (Facing North)
4-Lane + Uni-Directional Cycle Tracks + Median (35.10m R.O.W.)



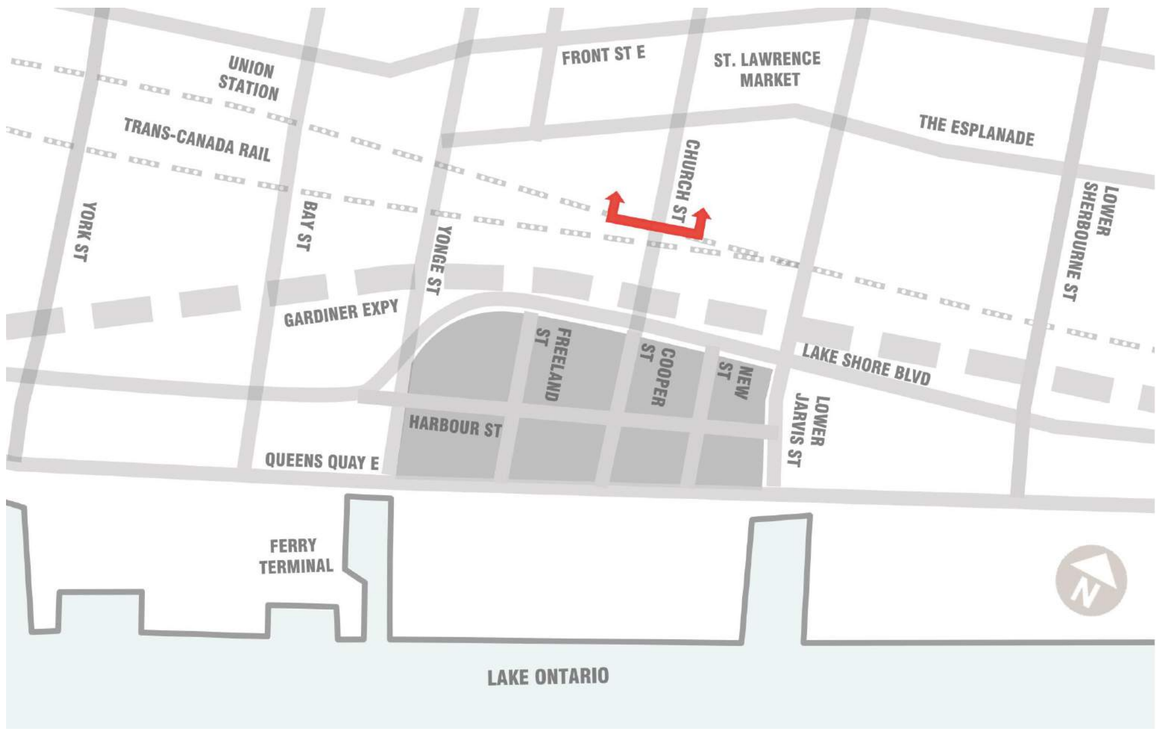
Alternative 3:

Cooper Street: Tunnel Alignment (Facing North)
4-Lane + Uni-Directional Cycle Tracks (27.80m R.O.W.)
PRELIMINARY PREFERRED



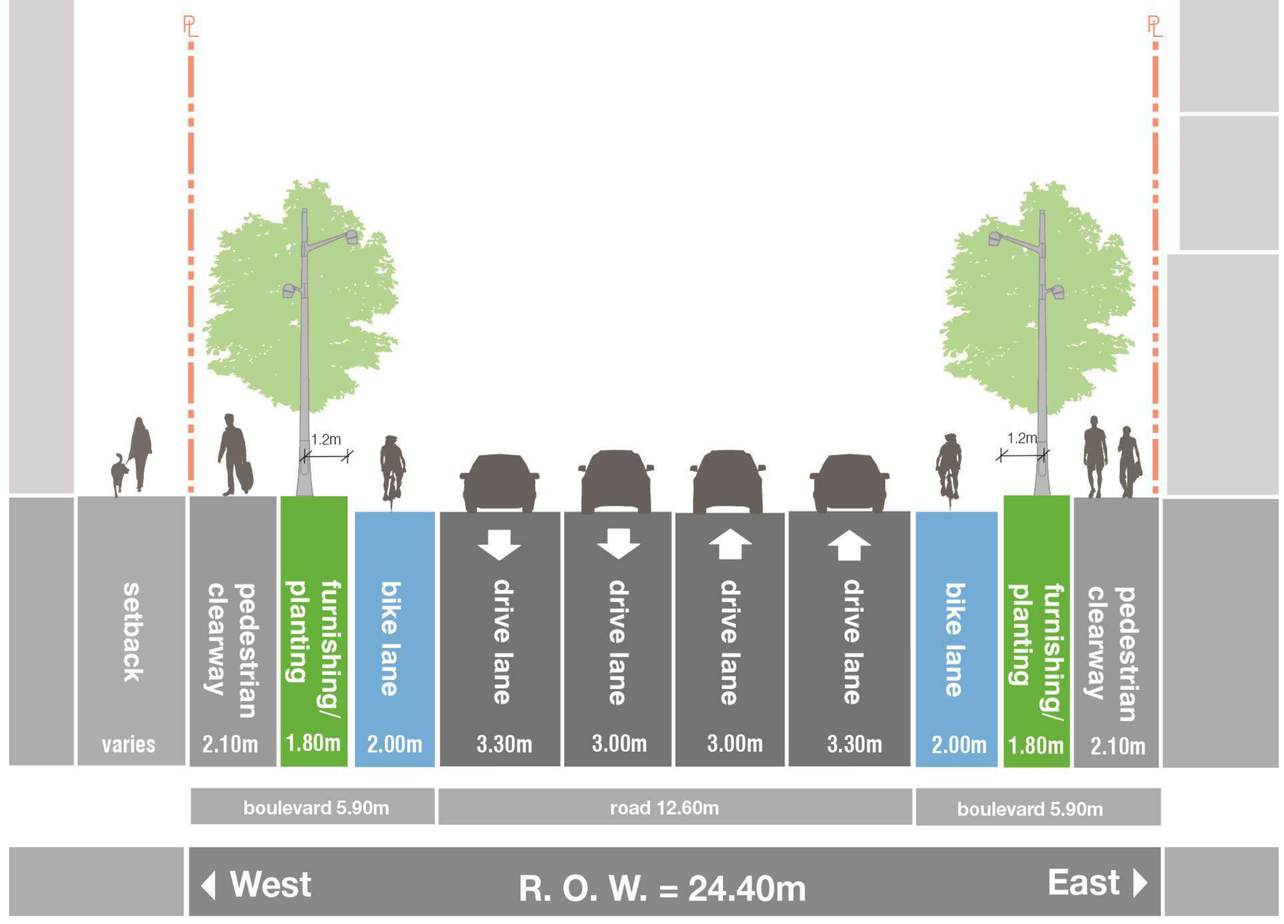
Criteria	Alternative 1 Four lanes + Uni-Directional Cycle Tracks (single span)	Alternative 2 Four lanes + Uni-Directional Cycle Tracks + Median (two span)	Alternative 3 Four lanes + Uni-Directional Cycle Tracks (three span)	Key Highlights
Transportation				Alternative 3 supports sustainable transportation by separating cyclists and pedestrians from vehicles, and maintains emergency vehicle access. Although Alternative 2 does provide separation between on-coming vehicles, it provides less than ideal emergency vehicle access.
Cost				Alternatives 2 and 3 are less expensive than Alternative 1.
Land Use / Socio-Economic Environment				Alternative 3 requires the least amount of private property.
Natural Environment				The tunnel is not anticipated to impact the natural environment; therefore there is no significant difference between the Alternatives.
Archaeology and Cultural Environment				The tunnel is not anticipated to impact archaeology or heritage resources; therefore there is no significant difference between the Alternatives.
Streetscape / Public Realm				Alternative 3 is preferred as it has an improved vertical profilewhich enhance pedestrians and cyclists experience.
Constructability				Alternative 1 is difficult to construct due to the heavy weight of the long girders that would be required.
Overall				**Alternative 3** is overall preferred for the following reasons: • Supports sustainable transportation by separating pedestrians and cyclists from vehicles; • Requires the least amount of private property; and, • Provides a quality design and increased safety for pedestrians and cyclists.

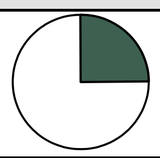
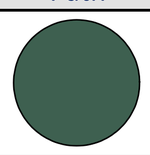
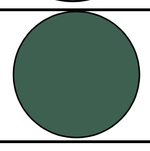
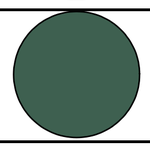
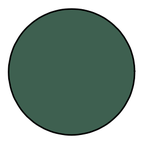
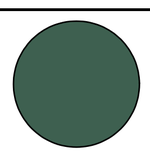
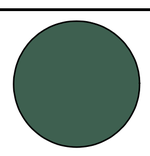
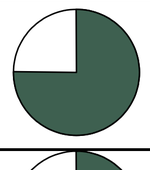
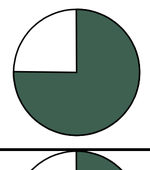
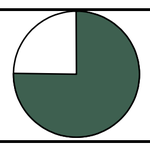
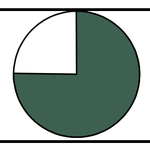
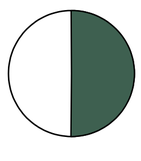
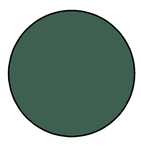
EVALUATION OF ALTERNATIVES
Church Street



Alternative 1:

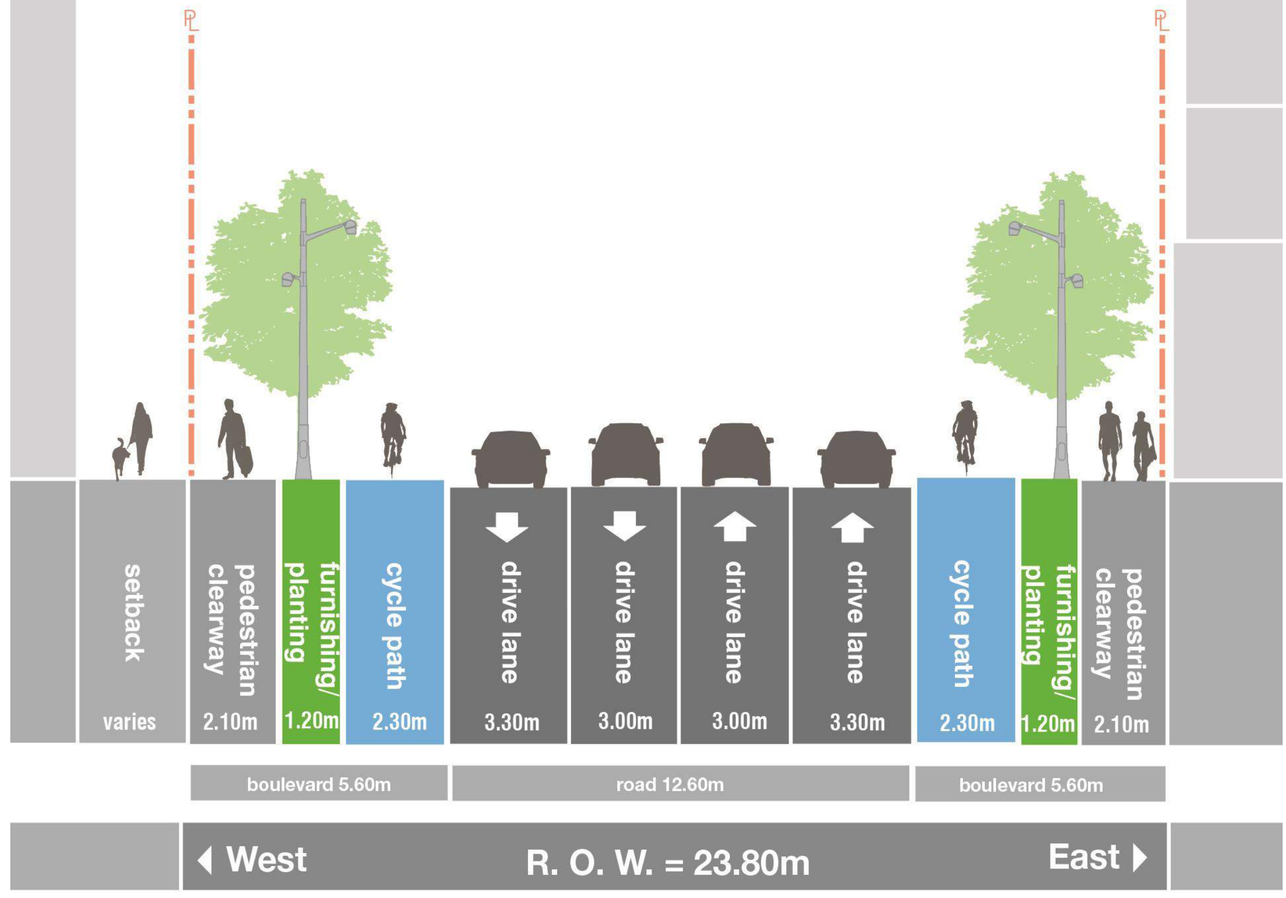
Church Street: South of the Esplanade
4-Lane + Uni-Directional Bike Lanes



Criteria	Alternative 1 Four Lane + Uni-Directional Bike lanes	Alternative 2 Four Lane + Uni-Directional Cycle Path	Key Highlights
Transportation			Alternative 2 provides raised cycle track which provides additional safety for cyclists.
Cost			There is no significant difference between the Alternatives.
Land Use / Socio-Economic Environment			Alternative 2 provides raised cycle track which provides additional safety and separation from vehicular traffic for cyclists.
Natural Environment			All Alternatives are equally preferred given anticipated limited impacts on the natural environment.
Archaeology and Cultural Environment			All Alternatives are equally preferred given the limited potential to encounter archaeological and cultural resources.
Streetscape / Public Realm			Both Alternatives provide the same opportunities for streetscaping and pedestrian movement.
Constructability			There is no significant difference between the Alternatives.
Overall			Alternative 2 is preferred for the following reasons: • Balance of regional and local vehicular circulation; and, • Uni-directional cycle path is preferred over the bike lanes.

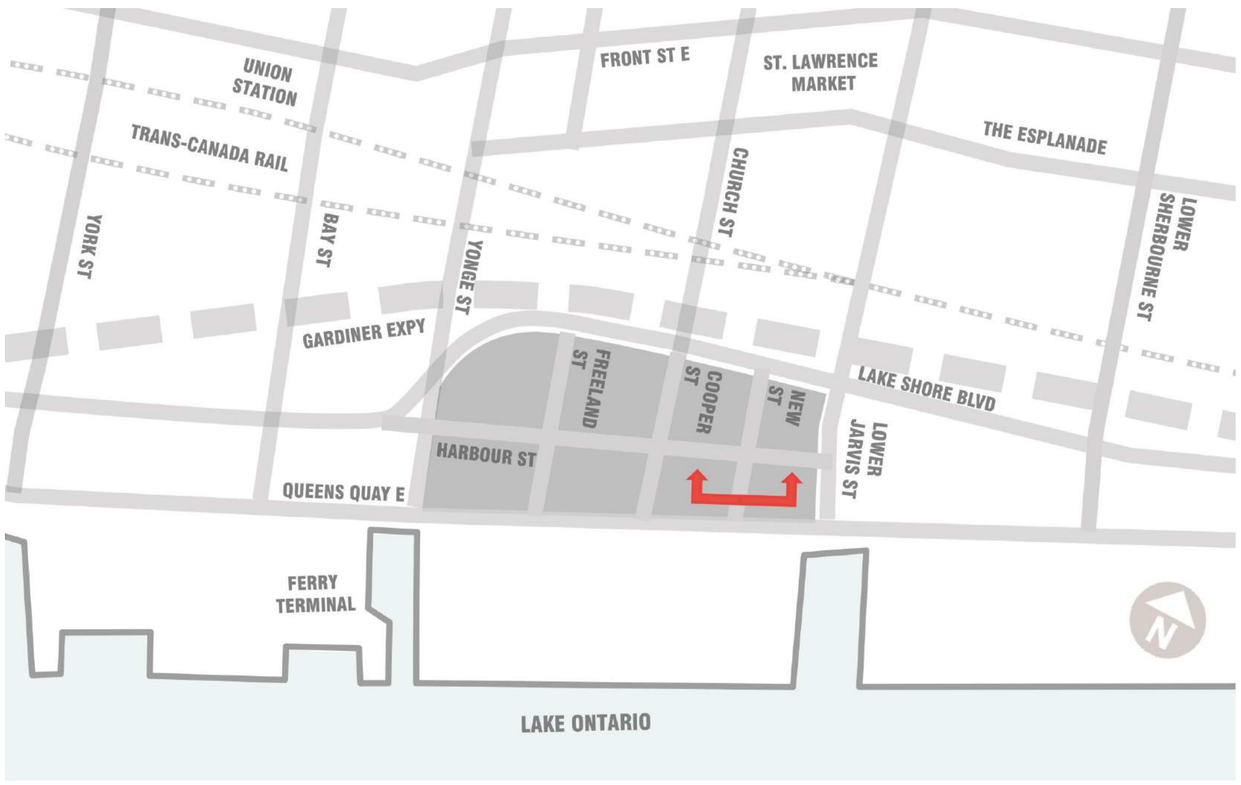
Alternative 2:

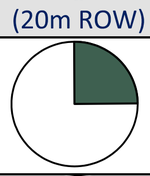
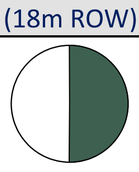
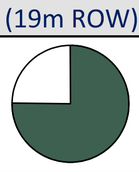
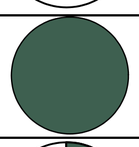
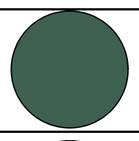
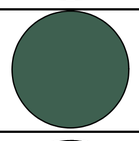
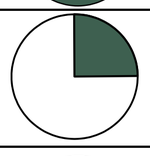
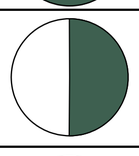
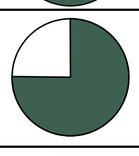
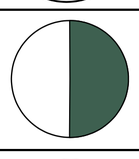
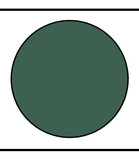
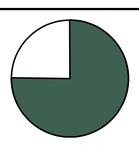
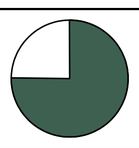
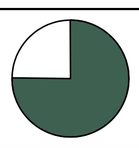
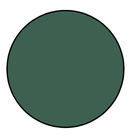
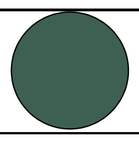
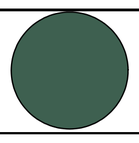
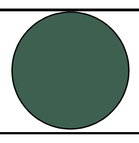
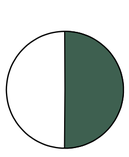
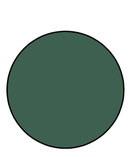
Church Street: South of the Esplanade
4-Lane + Uni-Directional Cycle Path
PRELIMINARY PREFERRED



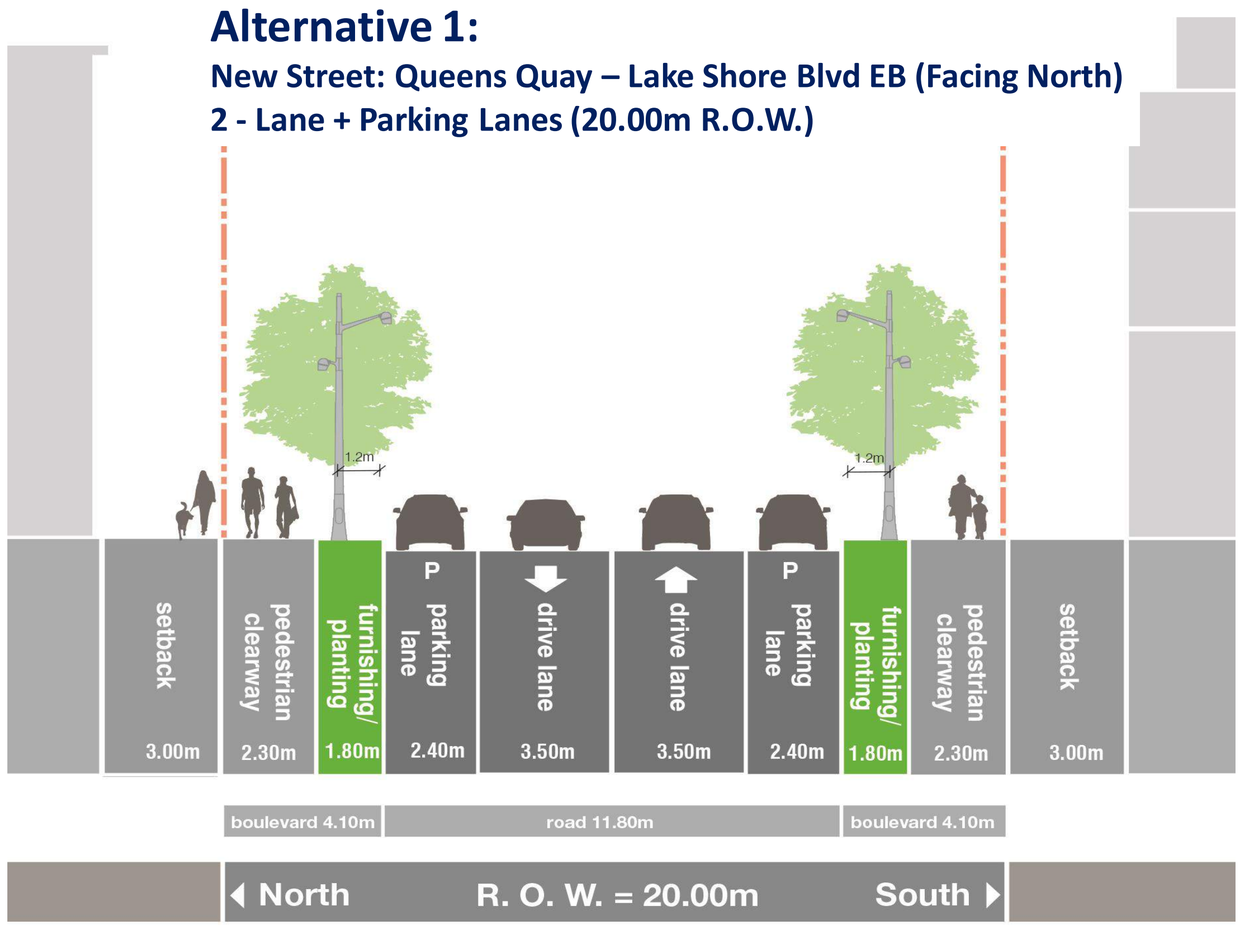
EVALUATION OF ALTERNATIVES
'New' Street

New Street will be a new north-south street located between Cooper Street and Lower Jarvis Street.

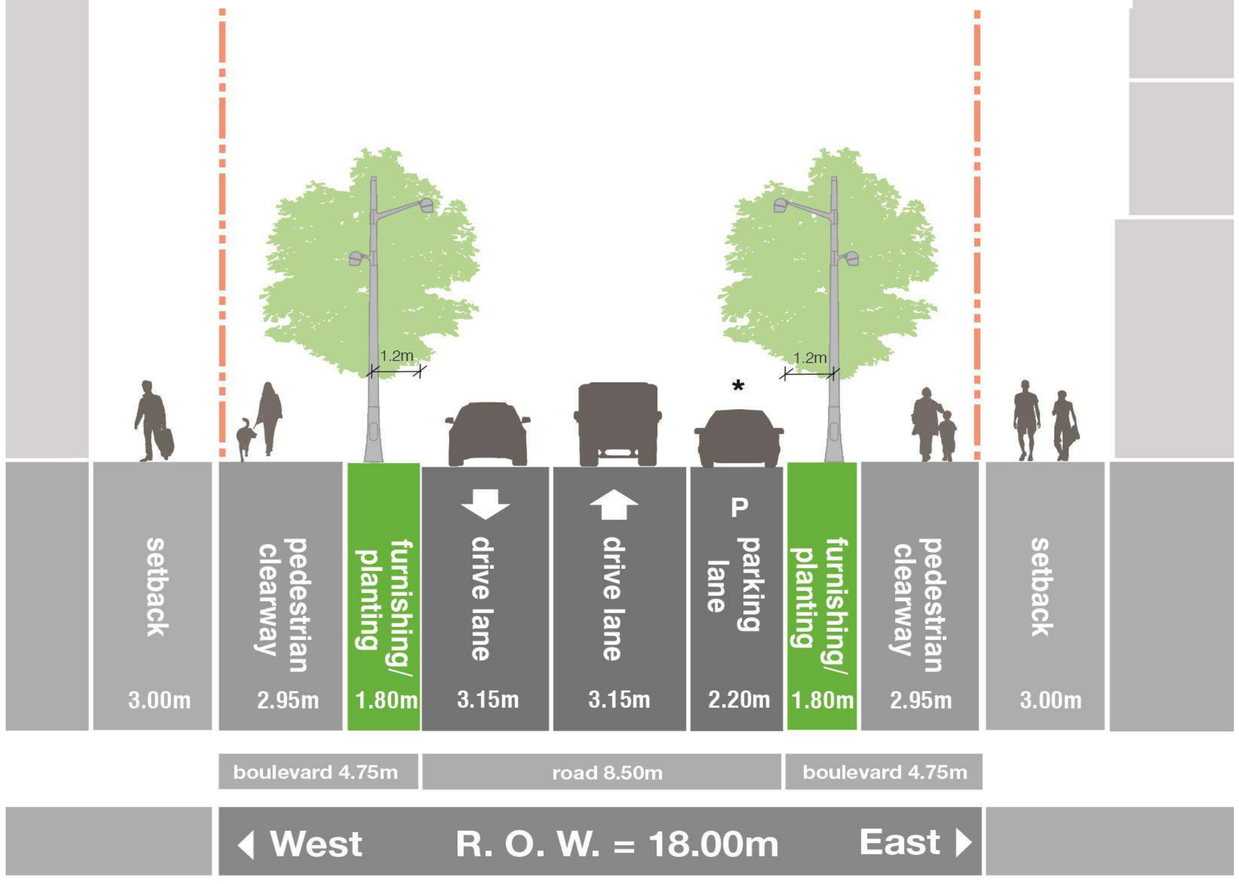


Criteria	Alternative 1 Two lanes + Parking Lanes (20m ROW)	Alternative 2 Two lanes + Parking (18m ROW)	Alternative 3 Two Lanes + Parking as permitted (19m ROW)	Key Highlights
Transportation				Alternative 3 provides a wider pedestrian clearway than Alternative 1.
Cost				There is no significant difference between the Alternatives.
Land Use / Socio-Economic Environment				Alternative 3 exceeds the minimum pedestrian clearway.
Natural Environment				Alternative 2 has a smaller ROW and as such will generate less excess material.
Archaeology and Cultural Environment				All Alternatives have limited potential to encounter archaeological and cultural resources.
Streetscape / Public Realm				Alternative 3 provides distinct 'zones' for furnishings / planting and pedestrian clearway and the roadway is appropriately sized for the road allowance.
Constructability				There is no significant difference between the Alternatives.
Overall				Alternative 3 is preferred for the following reasons: • Balance of regional and local vehicular circulation; and, • Enhances public realm and improves pedestrian mobility.

Alternative 1:
New Street: Queens Quay – Lake Shore Blvd EB (Facing North)
2 - Lane + Parking Lanes (20.00m R.O.W.)

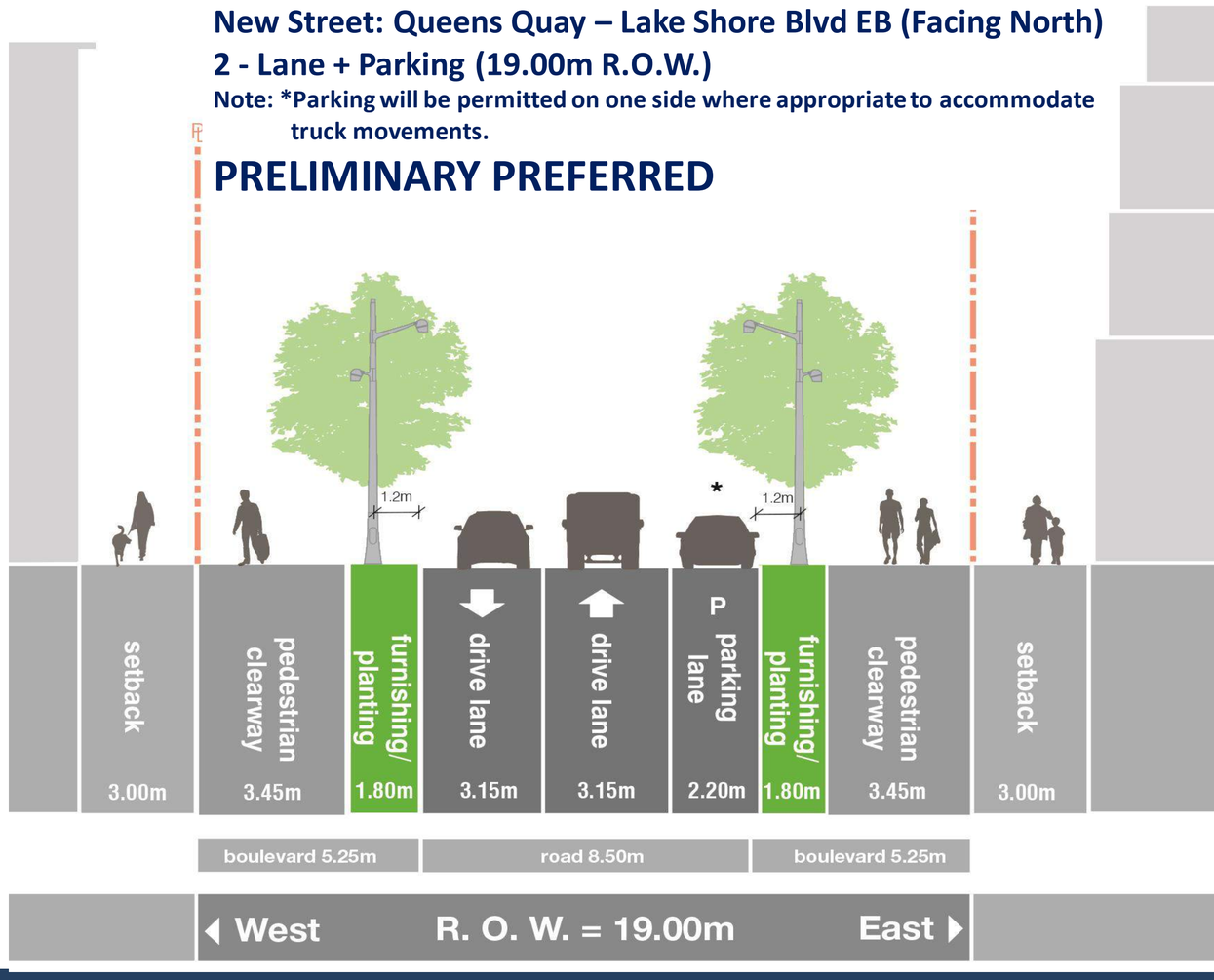


Alternative 2:
New Street: Queens Quay – Lake Shore Blvd EB (Facing North)
2 - Lane + Parking (18.00m R.O.W.)
Note: *Parking will be permitted on one side where appropriate to accommodate truck movements.

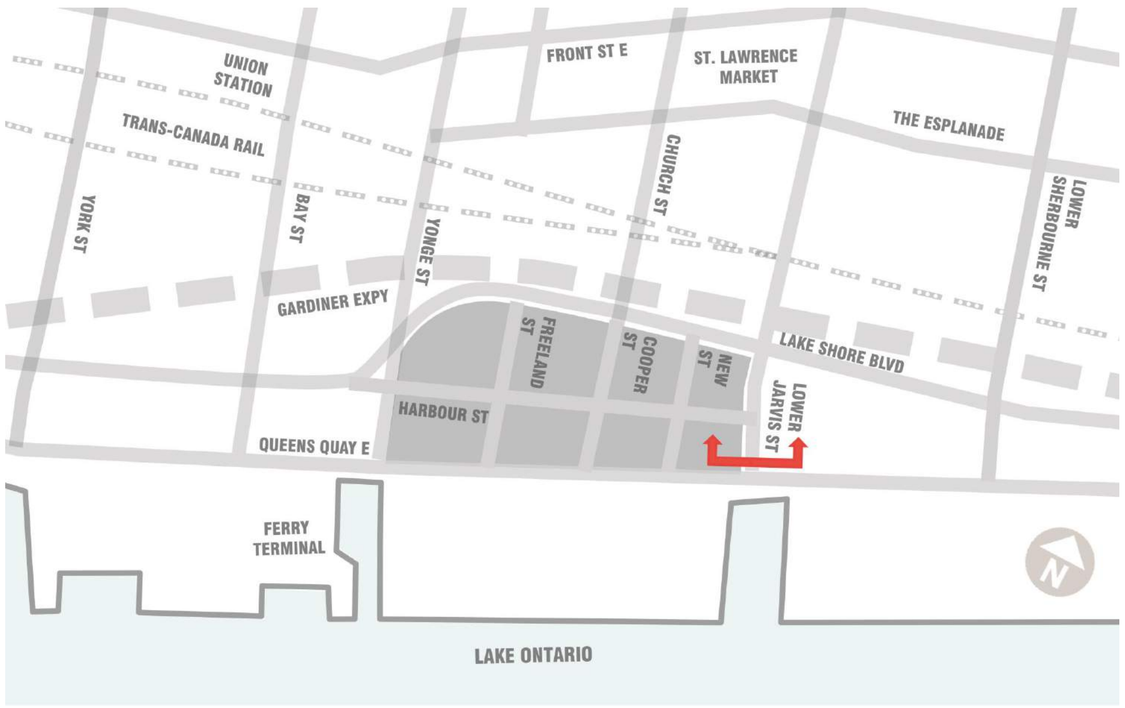


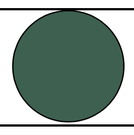
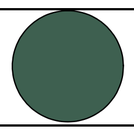
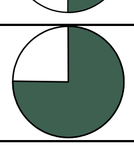
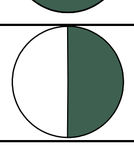
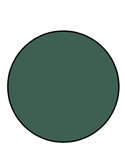
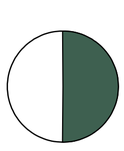
Alternative 3:
New Street: Queens Quay – Lake Shore Blvd EB (Facing North)
2 - Lane + Parking (19.00m R.O.W.)
Note: *Parking will be permitted on one side where appropriate to accommodate truck movements.

PRELIMINARY PREFERRED



EVALUATION OF ALTERNATIVES
Lower Jarvis Street
(Queens Quay to Lake Shore Blvd.)

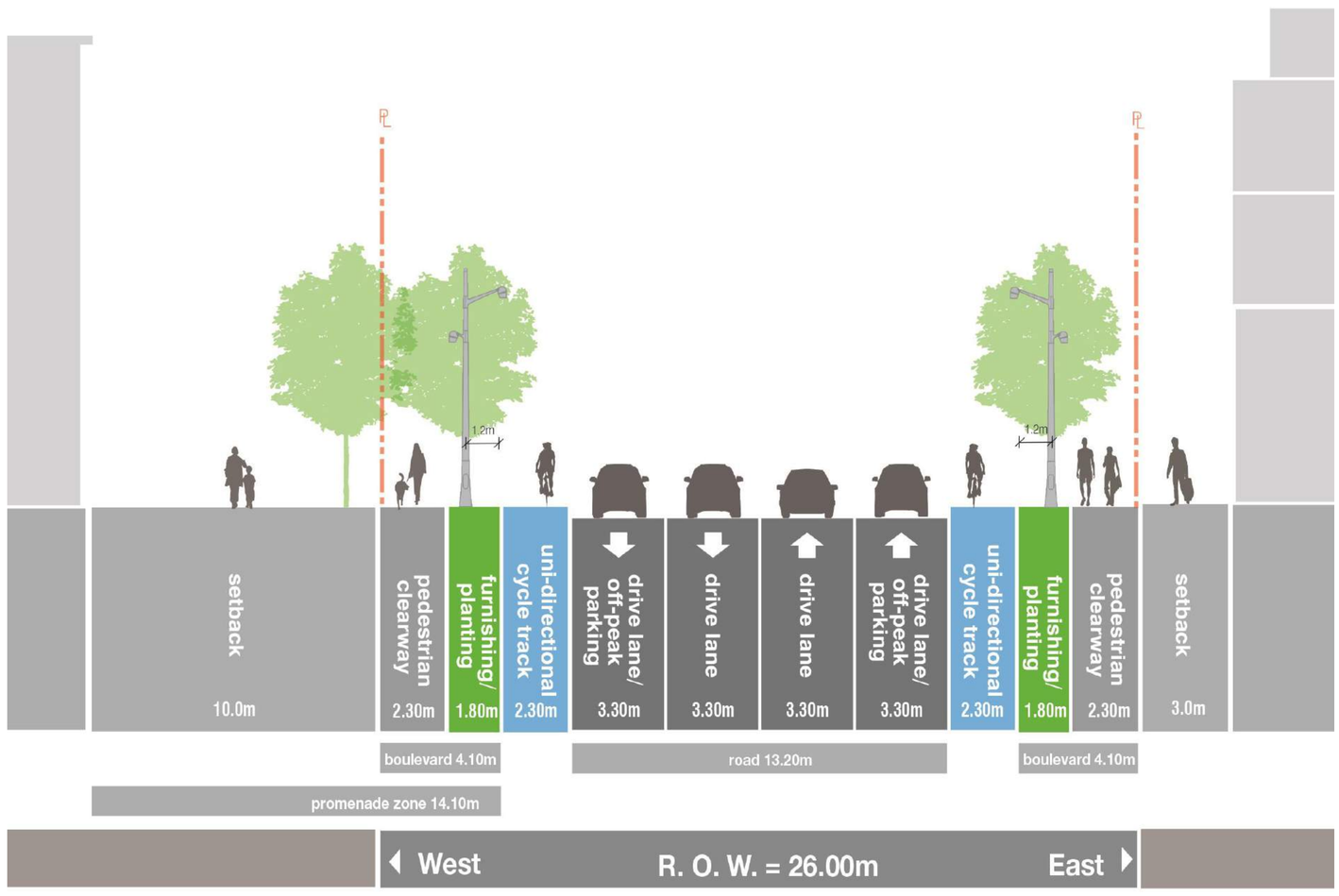


Criteria	Alternative 1 Four Lane + Off-Peal Parking + Uni-Directional Cycle Tracks	Alternative 2 Three Lane + Bi-Directional Cycle Path	Key Highlights
Transportation			Alternative 1 is preferred because it provides appropriate traffic capacity; off-peak parking and uni-directional cycle track is preferred over bi-directional as it provides for better connectivity at intersection crossings. Whereas, Alternative 2 does not provide sufficient capacity.
Cost			There is no significant difference between the Alternatives.
Land Use / Socio-Economic Environment			Alternative 2 is preferred because it dedicates greater space to the public realm; whereas Alternative 1 dedicates a greater percentage to the road.
Natural Environment			All Alternatives are equally preferred given anticipated limited impacts on the natural environment.
Archaeology and Cultural Environment			All Alternatives are equally preferred given the limited potential to encounter archaeological and cultural resources.
Streetscape / Public Realm			Alternative 2 is preferred because it enhances the public realm and improves pedestrian mobility.
Constructability			Alternative 1 is preferred as the existing roadway is maintained.
Overall			Alternative 1 is preferred for the following reasons: • Balance of regional and local vehicular circulation; and, • Uni-directional bike lanes are preferred over bi-directional.

Alternative 1 (TMP):

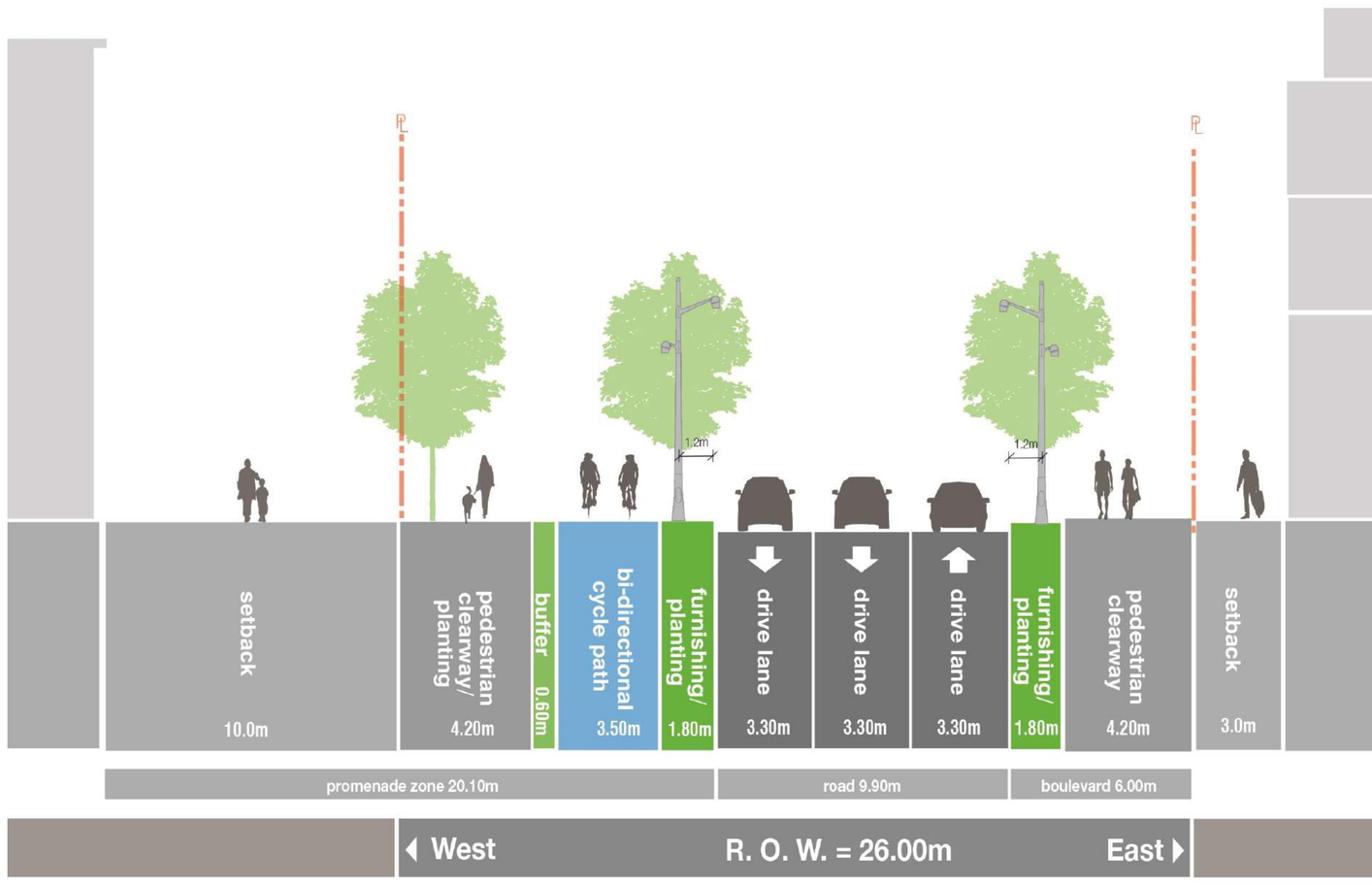
Lower Jarvis Street: Queens Quay – Lake Shore Blvd (Facing North)
4-Lane + Off-Peak Parking + Uni-Directional Cycle Tracks (26.00m R.O.W.)
Note: *Parking will be permitted where appropriate to accommodate truck movements.

PRELIMINARY PREFERRED

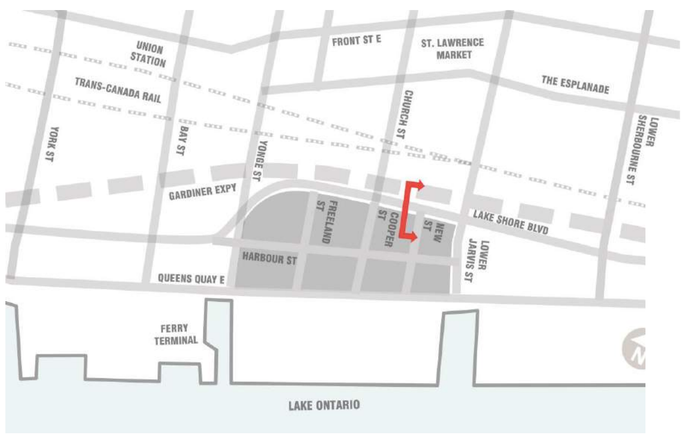


Alternative 2:

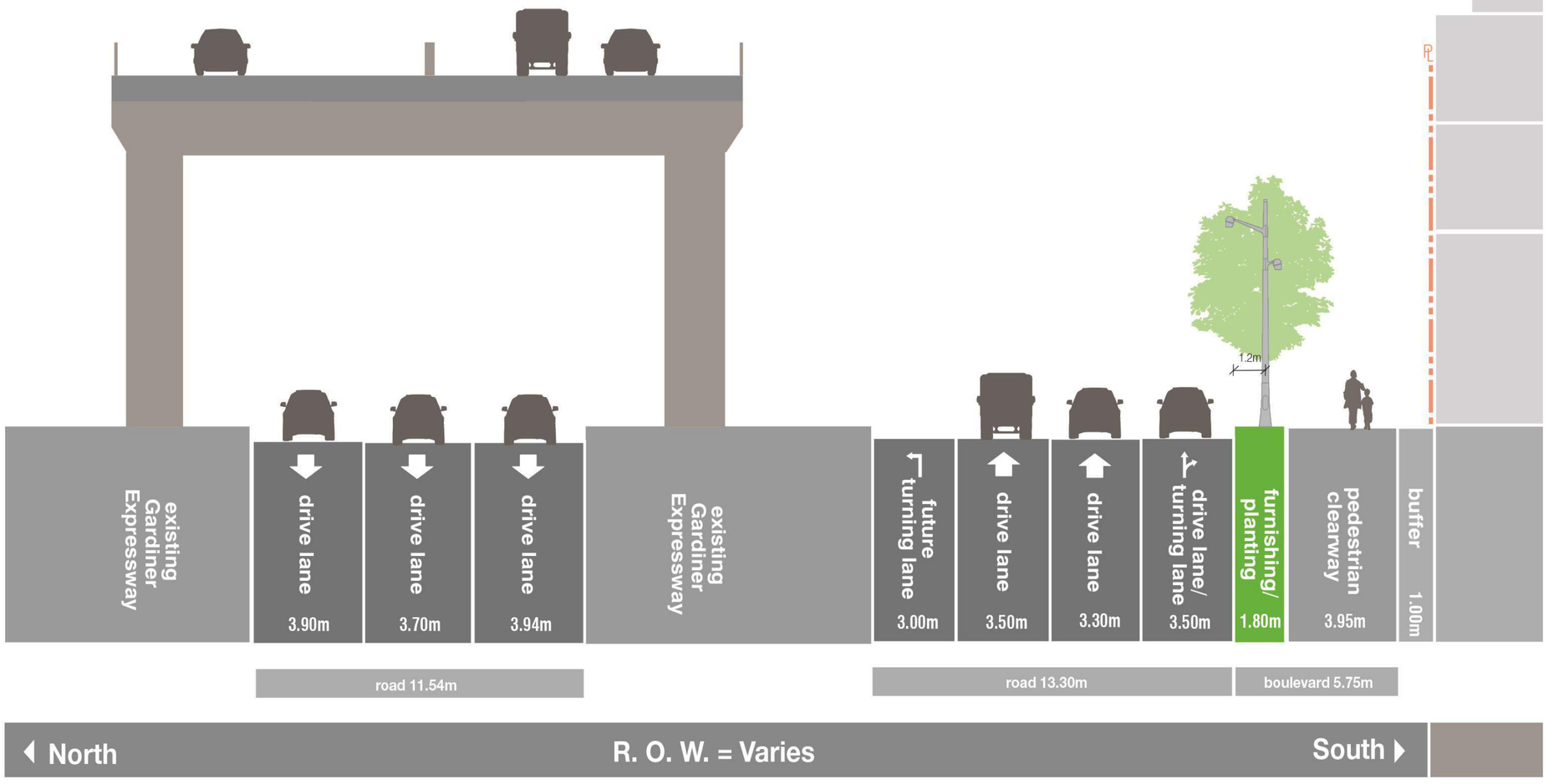
Lower Jarvis Street: Queens Quay – Lake Shore Blvd (Facing North)
3-Lane + Bi-Directional Cycle Path (26.00m R.O.W.)

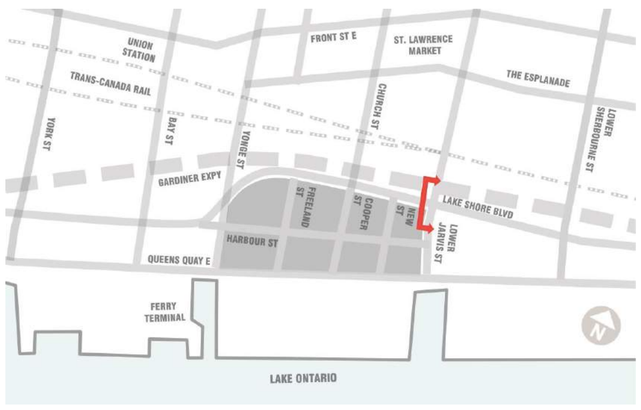


EVALUATION OF ALTERNATIVES
Lake Shore Blvd.
(Yonge Street to Lower Jarvis Street)

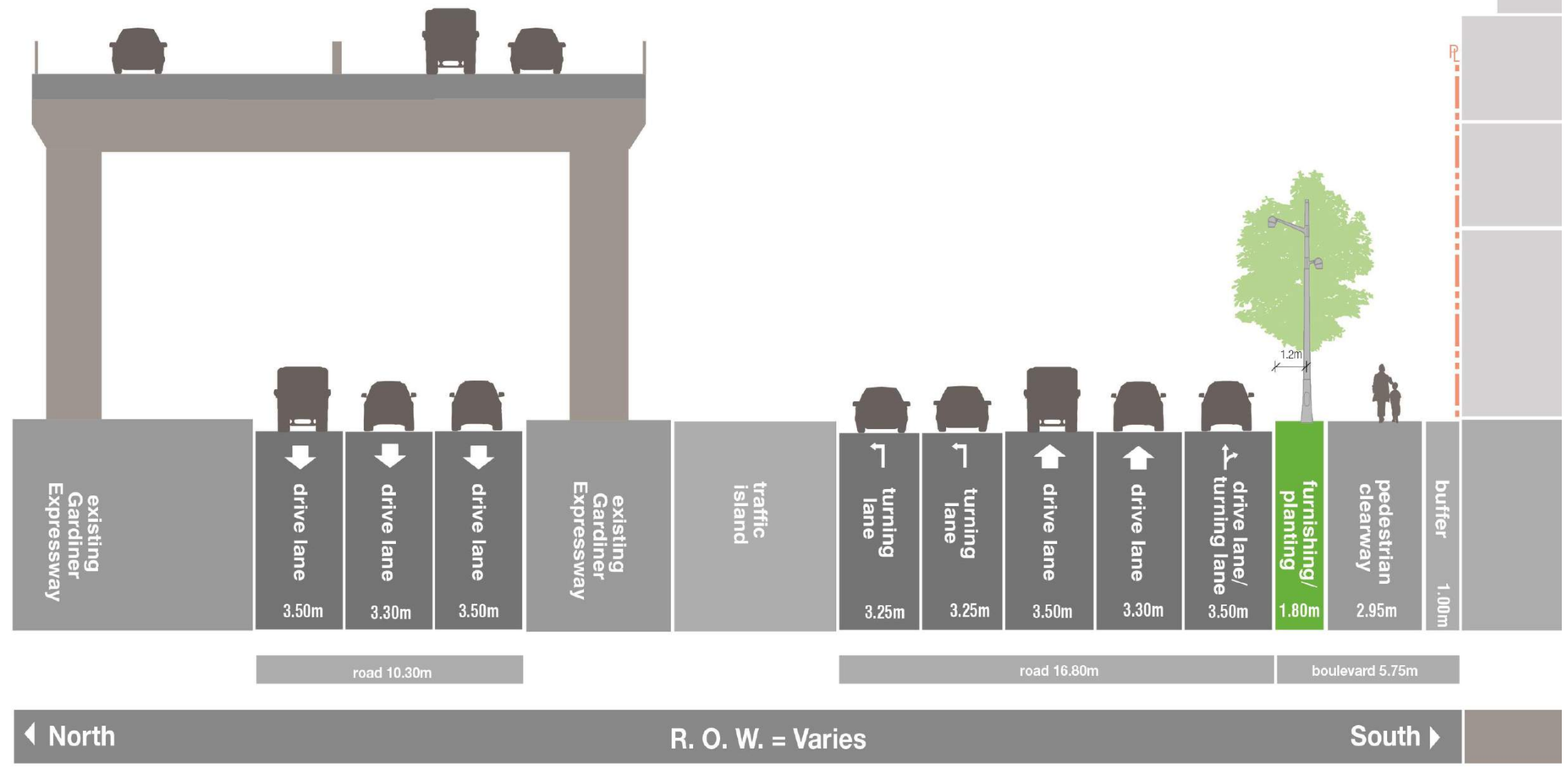


Lake Shore Boulevard at Cooper Street (Facing East)
3-Lane + Wider Boulevard
PRELIMINARY PREFERRED





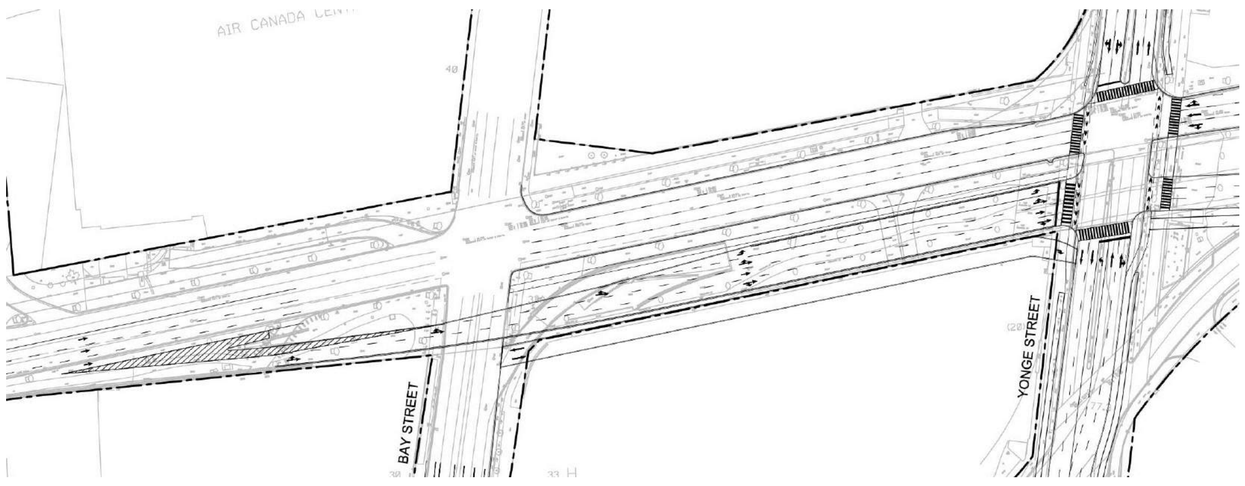
Lake Shore Boulevard at Lower Jarvis Street (Facing East)
3-Lane + Wider Boulevard
PRELIMINARY PREFERRED



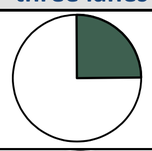
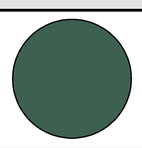
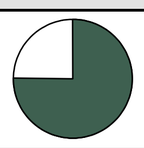
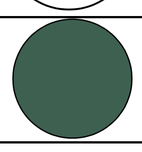
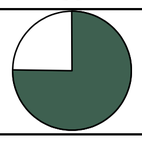
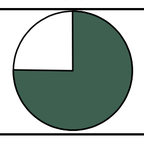
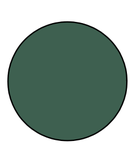
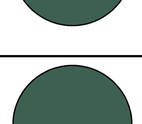
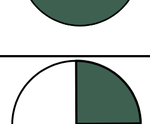
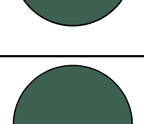
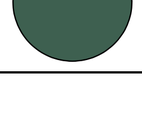
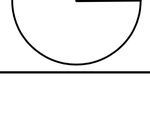
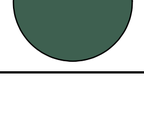
EVALUATION OF ALTERNATIVES
Gardiner Off-Ramp

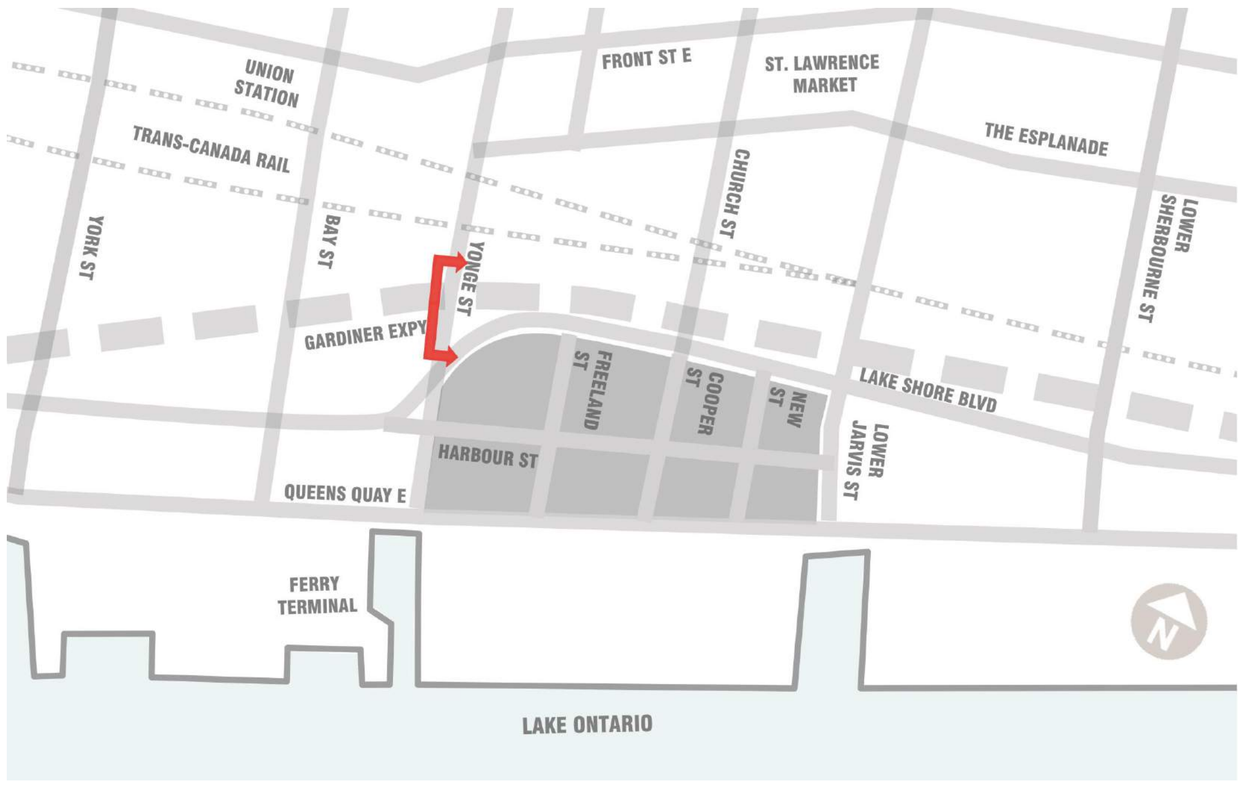
The Eastbound Gardiner off-ramp will be modified to terminate at Yonge Street (the existing off-ramp currently terminates west of Lower Jarvis Street).

The plan view for Gardiner Off-Ramp and evaluation show that Alternative 3 is the preliminary preferred alternative.

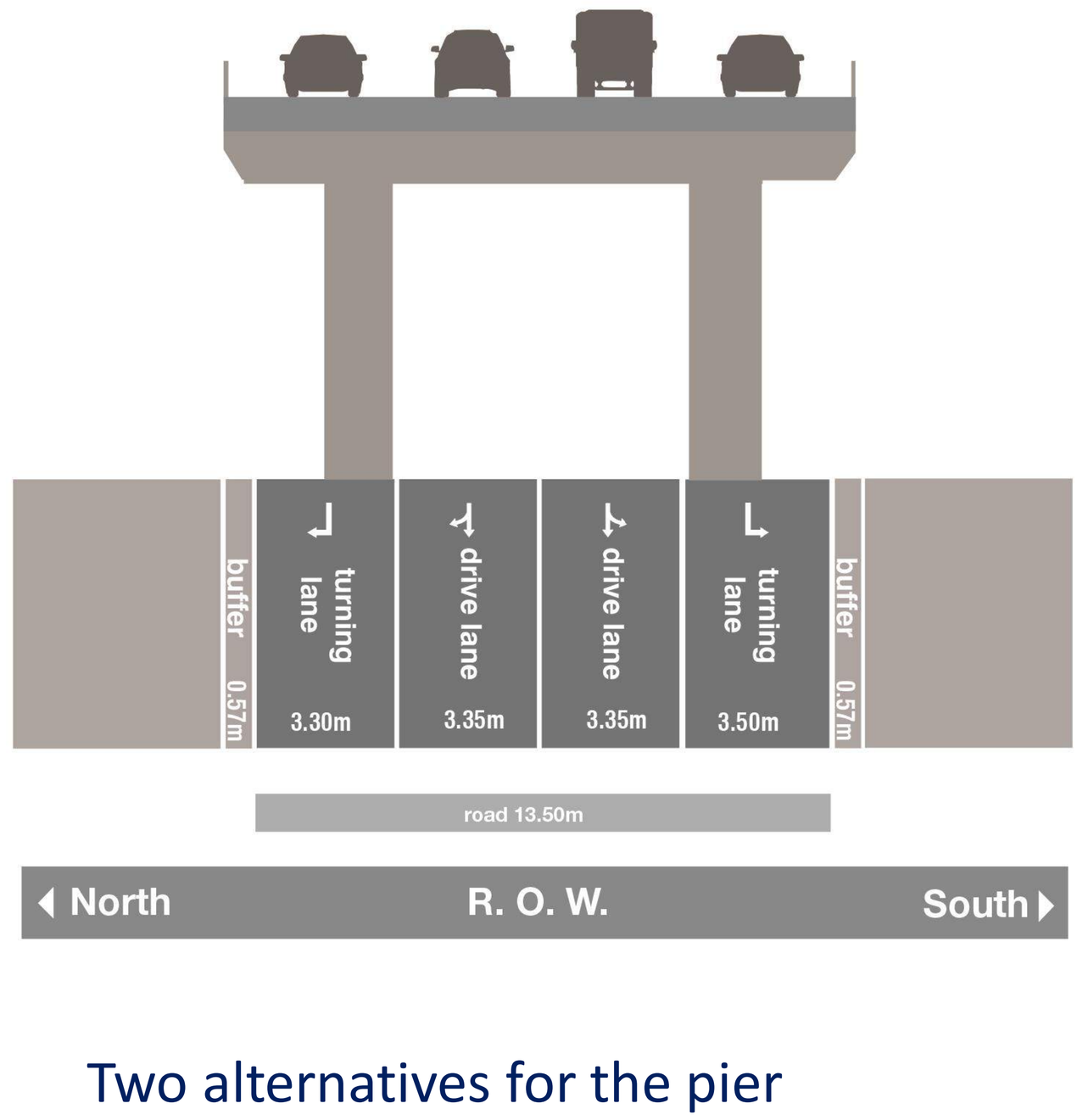


Plan view of Alternative 3 for the ramp configuration

Criteria	Alternative 1 TMP Single lane to three lanes	Alternative 2 Two lanes to four lanes	Alternative 3 Single lane to four lanes	Key Highlights
Transportation				Four lanes required at the Yonge Street intersection to address traffic demands.
Cost				Alternative 1 costs slightly less to construct given it is a three lanes at Yonge Street.
Land Use / Socio-Economic Environment				There is insufficient property on south side of Gardiner Expressway to construct two lane exit.
Natural Environment				There is no significant difference between the Alternatives given the urban environment of the off-ramp terminus.
Archaeology and Cultural Environment				All alternatives are anticipated to have the same impact on archaeology and cultural resources. There is no significant difference between the Alternatives.
Streetscape / Public Realm				Alternative 1 is preferred because the three lanes provides slightly more space for pedestrians on Yonge Street.
Constructability				Two lane exit have major property constraints.
Overall				**Alternative 3** is preferred as it provides sufficient capacity to meet travel demands including turning movements at Yonge Street and it can be built without additional property.



Gardiner Off-Ramp (Facing east) PRELIMINARY PREFERRED



Two alternatives for the pier configuration were reviewed and the Alternative (shown above) is the preliminary preferred alternative as it provides opportunities for streetscaping under the ramp.

PRELIMINARY PREFERRED CONFIGURATION

NEXT STEPS

After this Public Information Centre, the following activities will be carried out:

- Review the comments received and respond to any questions/concerns;
- Undertake additional consultation with external agencies and municipalities;
- Complete the ongoing technical assessments;
- Present the preliminary preferred alternatives to the Waterfront Toronto Design Review Panel;
- Prepare and submit staff report with recommendations to Public Works and Infrastructure Committee (anticipated in Fall 2016) then City Council for approval;
- Prepare and submit the Environmental Study Report (ESR) for a 30-day public review period (anticipated in Winter 2016).

We Want to Hear from You!

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THANK YOU FOR ATTENDING!

Check out the webpages below for copies of all information presented today:

www.waterfrontoronto.ca/loweryonge

Google “Lower Yonge Precinct” for the City’s Lower Yonge website