



# LOWER YONGE UPDATE

June 2016

## QUICK OVERVIEW

The Lower Yonge Precinct is at the heart of Toronto's transforming waterfront. Its Downtown and Central Waterfront location, right beside the Toronto Harbour and Financial District, makes appropriate revitalization critical to waterfront revitalization.

While Lower Yonge has impressive locational advantages, its development potential is challenged by a number of existing conditions, including the existing transportation infrastructure, servicing capacity, and a lack of community facilities.

A comprehensive plan for the Precinct is necessary to unlock the area's development potential and ensure that redevelopment occurs in a way that is consistent with public objectives for the waterfront and not considered on a site by site basis.

## PROCESS TO DATE: LOWER YONGE PRECINCT PLAN

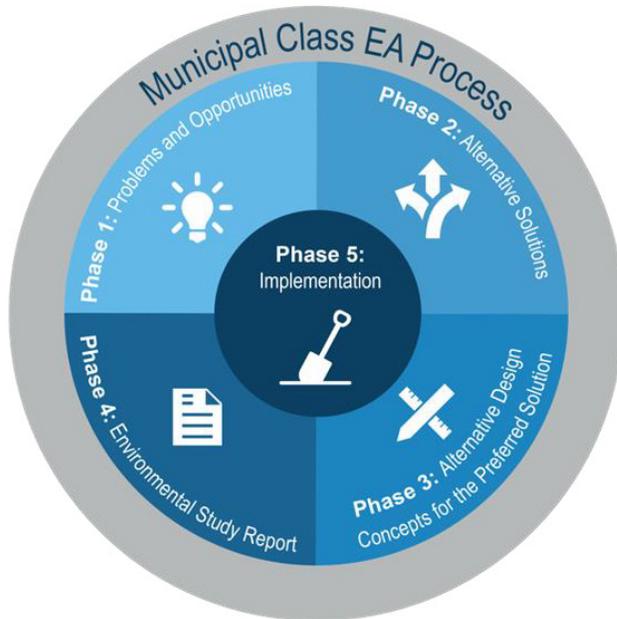
We held three public and four Stakeholder Advisory Committee (SAC) meetings as we developed a precinct plan for Lower Yonge. The summaries of all meetings, along with accompanying staff reports are available at [www.waterfronttoronto.ca/loweryonge](http://www.waterfronttoronto.ca/loweryonge).

After the last public meeting in June 2015, the City of Toronto and Waterfront Toronto continued working on the Precinct Plan for Lower Yonge, using both the Lower Yonge Urban Design Guidelines and the results of the Lower Yonge Transportation Master Plan Environmental Assessment (TMPEA). That document is available at [waterfronttoronto.ca](http://waterfronttoronto.ca) along with the final Staff Report.

On June 8th, 2016, the Precinct Plan and accompanying Official Plan Amendment were unanimously approved by City Council.

# MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

The Municipal Class Environmental Assessment (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.



A Transportation Master Plan EA was completed in 2015. The TMPEA identifies the transportation infrastructure required to support development in the neighbourhood. This satisfied the requirements of phases 1 and 2 of the MCEA process. In January 2016, we began the MCEA. This study will define specific road alignments, lane configurations, and the public realm concept for the neighbourhood, completing phases 3 and 4 of the MCEA process.

## DELIVERABLES

As part of this MCEA, we are consulting with the Stakeholder Advisory Committee, affected landowners and users, a Technical Advisory Committee made up of relevant City staff, utilities and agencies, and the public. Key outcomes of the current MCEA study will include preferred designs for new transportation infrastructure. Direction on road alignments, lane configurations, and the public realm concept for the Lower Yonge Precinct are meant to ensure that it evolves into a complete community.

### MCEA TIMELINE:

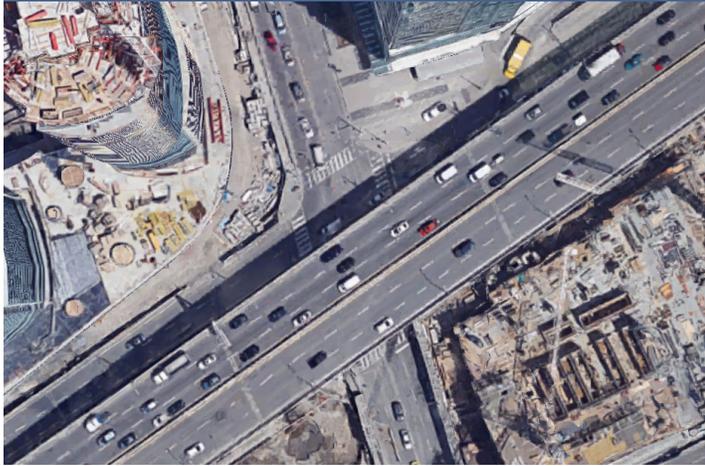


# GARDINER EXPRESSWAY + LAKE SHORE BOULEVARD RECONFIGURATION

These graphics illustrate the changes to on-/off-ramps around the Lower Yonge Precinct. The Gardiner hybrid ramp configurations were studied as part of a separate project. However, in order to provide us with feedback on the proposed changes to streets and intersections within Lower Yonge, it may be helpful to understand changes happening nearby.

## CONTEXT

**EXISTING: LAKE SHORE BLVD W. + YORK**



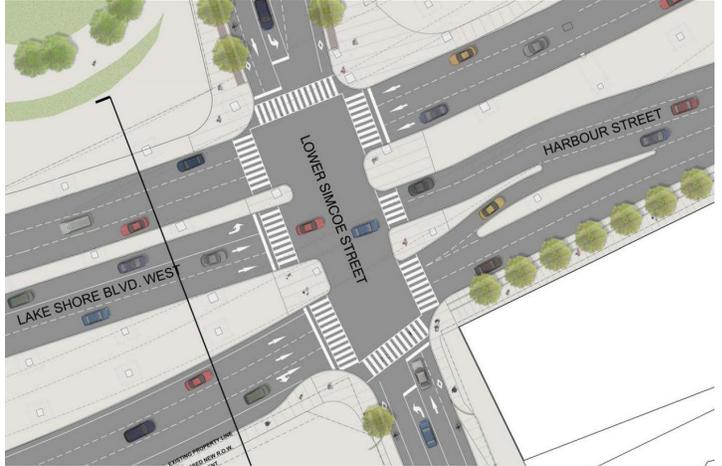
**PROPOSED: LAKE SHORE BLVD W. + YORK**



**EXISTING: LAKE SHORE BLVD W. + LOWER SIMCOE**



**PROPOSED: LAKE SHORE BLVD W. + LOWER SIMCOE**



**LOWER SIMCOE BEFORE RAMP ALTERATIONS**

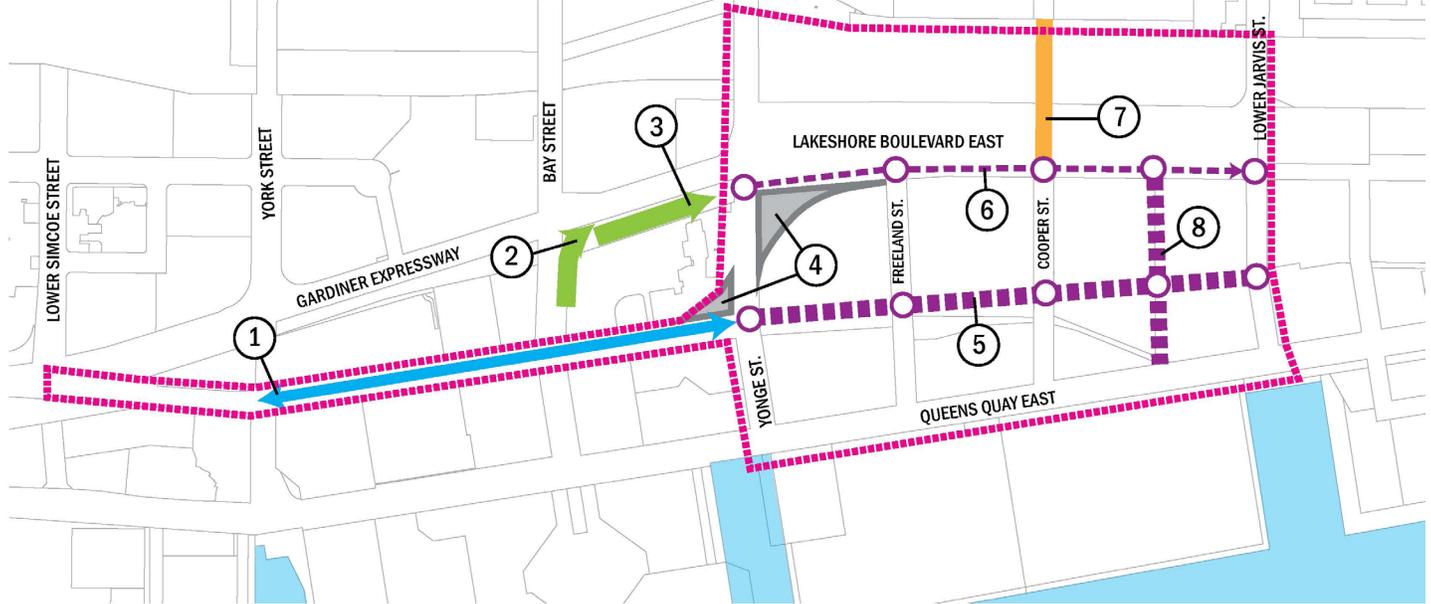


**LOWER SIMCOE AFTER RAMP ALTERATIONS**



# TRANSPORTATION NETWORKS IN LOWER YONGE

## OVERALL TRANSPORTATION NETWORK IMPROVEMENTS



1. Two-Way Harbour Street
2. Elimination of Eastbound Bay Street On-Ramp
3. Shortening of Eastbound Lower Jarvis Off-Ramp
4. Elimination of S-Curve and Regularization of Yonge/Harbour and Yonge/Lakeshore Intersections
5. Extension of Two-Way Harbour Street
6. Addition of One Eastbound Lane on Lakeshore Blvd. E.
7. Tunnel Connection Between Cooper and Church Streets
8. Creation of New Street

- - - - - Study Area Boundary
- Proposed Intersection
- Existing Street
- - - - - Proposed Street/Extension
- Proposed Lane
- On/Off Ramp
- Proposed Tunnel Connection

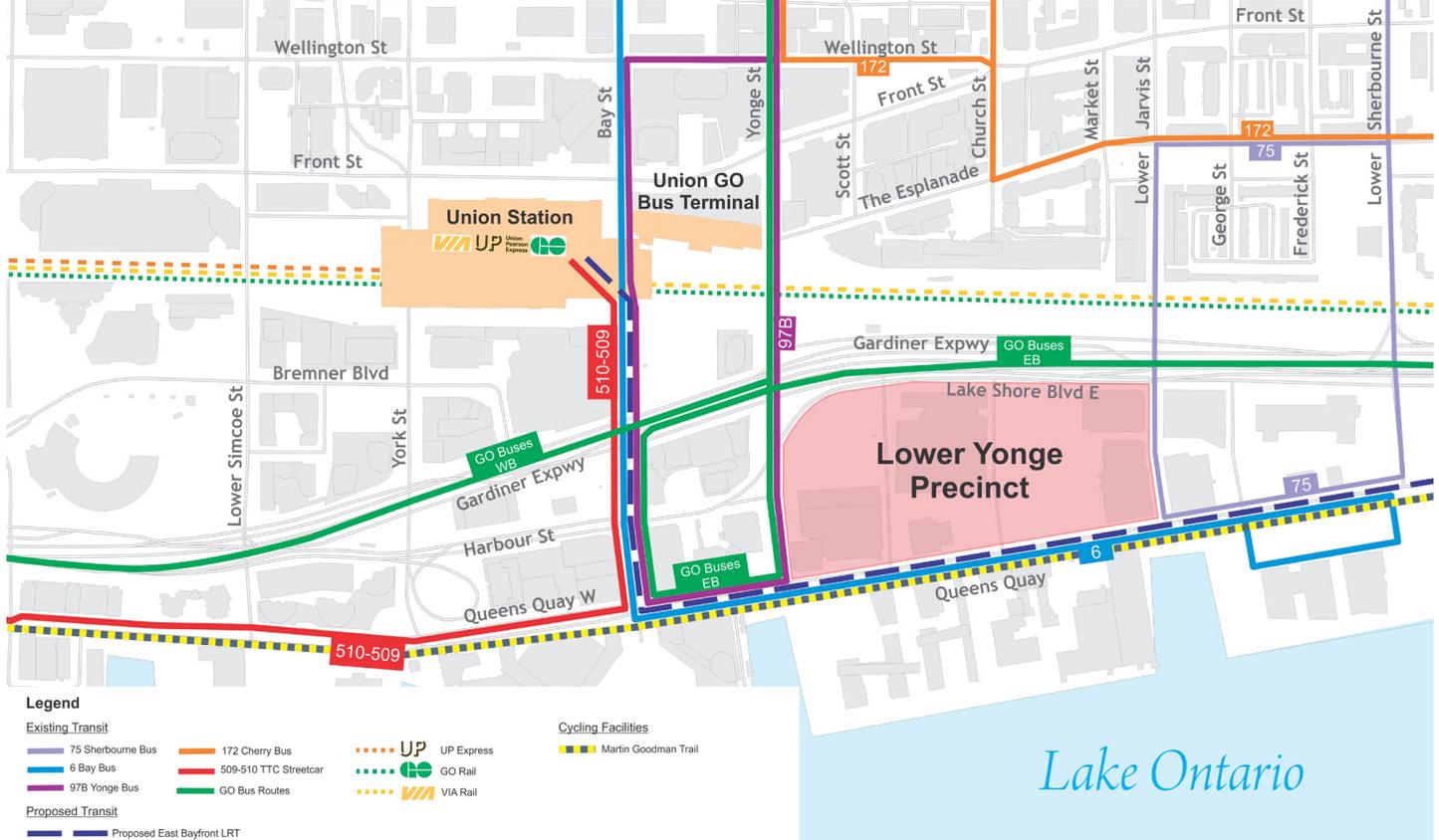
## PEDESTRIAN FLOW



- LEGEND:**
- Trees
  - Parks
  - ▬ Promenade zones/POPS
  - - - - - Passageway within or between building sites (POPS)
  - Lower Yonge Precinct Plan Area
  - Buildings (Existing and Planned)
  - Open Space

# TRANSPORTATION NETWORKS IN LOWER YONGE

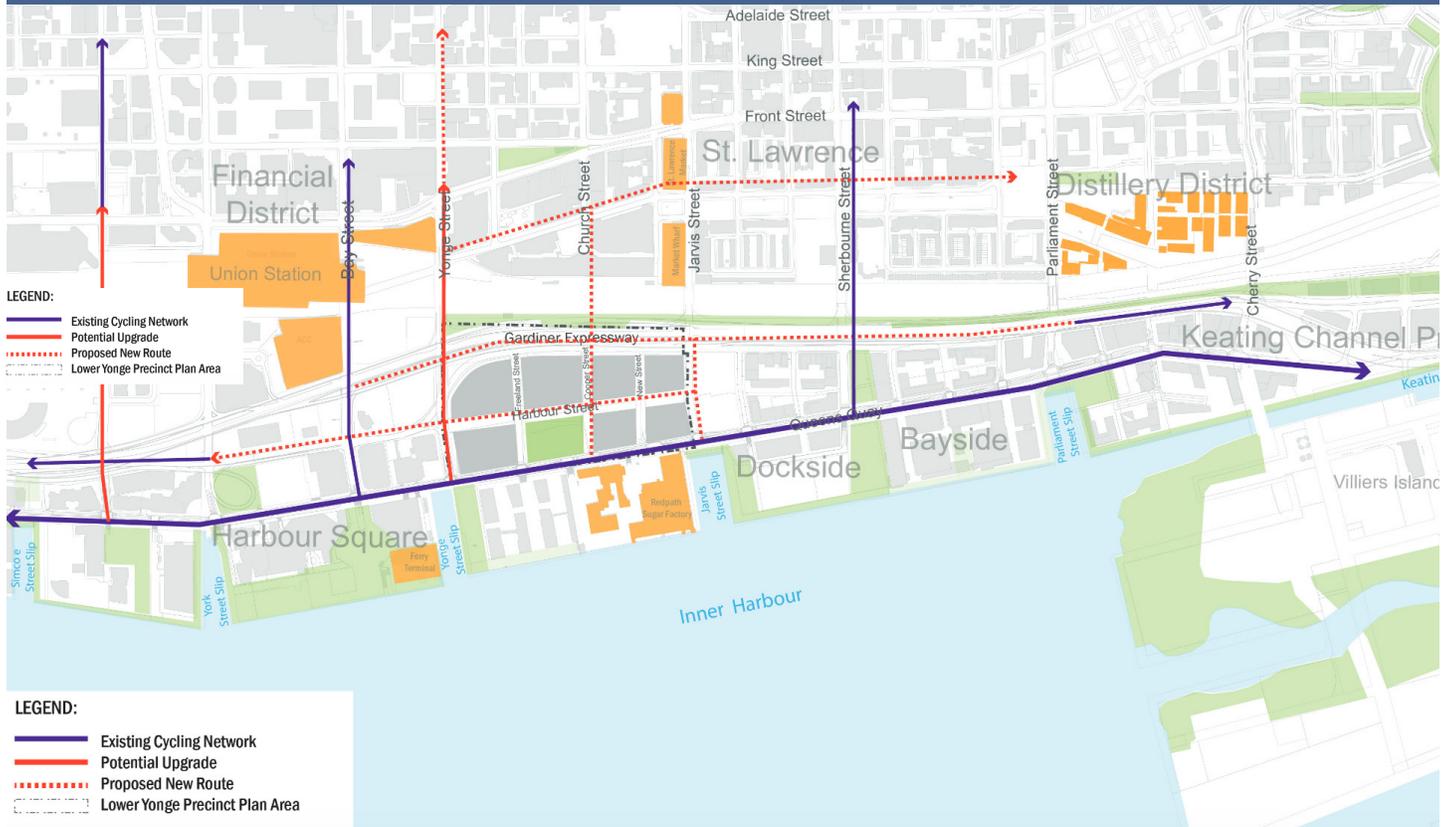
## PUBLIC TRANSPORTATION ROUTES



### Legend

- |                            |                       |                      |          |                           |  |
|----------------------------|-----------------------|----------------------|----------|---------------------------|--|
| <b>Existing Transit</b>    |                       | <b>UP</b> UP Express |          | <b>Cycling Facilities</b> |  |
| 75 Sherbourne Bus          | 172 Cherry Bus        | UP Express           | GO Rail  | Martin Goodman Trail      |  |
| 6 Bay Bus                  | 509-510 TTC Streetcar | GO Rail              | VIA Rail |                           |  |
| 97B Yonge Bus              | GO Bus Routes         | VIA Rail             |          |                           |  |
| <b>Proposed Transit</b>    |                       |                      |          |                           |  |
| Proposed East Bayfront LRT |                       |                      |          |                           |  |

## PROPOSED CYCLE NETWORK



### LEGEND:

- Existing Cycling Network
- Potential Upgrade
- Proposed New Route
- Lower Yonge Precinct Plan Area

### LEGEND:

- Existing Cycling Network
- Potential Upgrade
- Proposed New Route
- Lower Yonge Precinct Plan Area

# LOWER YONGE INTERSECTIONS: QUEENS QUAY E AT COOPER STREET

CURRENT: QUEENS QUAY AT COOPER STREET: LOOKING NORTHWEST



FUTURE: QUEENS QUAY AT COOPER STREET: LOOKING NORTHWEST



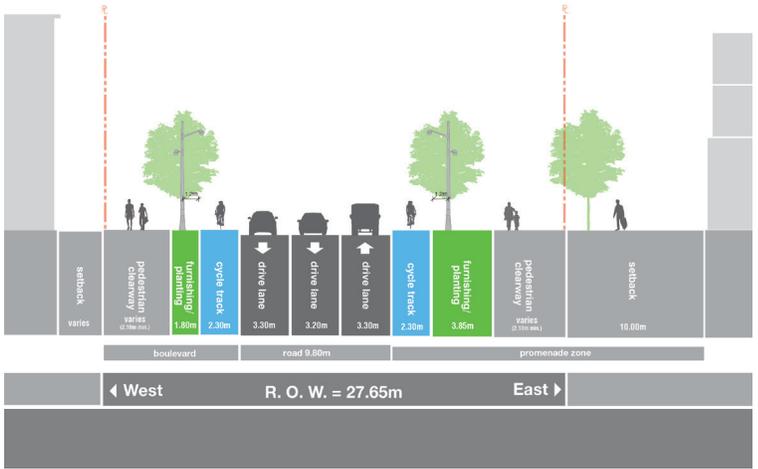
# LOWER YONGE INTERSECTIONS: YONGE STREET AT HARBOUR STREET

**CURRENT: YONGE STREET LOOKING SOUTHEAST**



**PROPOSED: YONGE STREET CROSS SECTION**

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



**FUTURE: YONGE STREET FROM PROPOSED HARBOUR STREET EXTENSION LOOKING SOUTH**



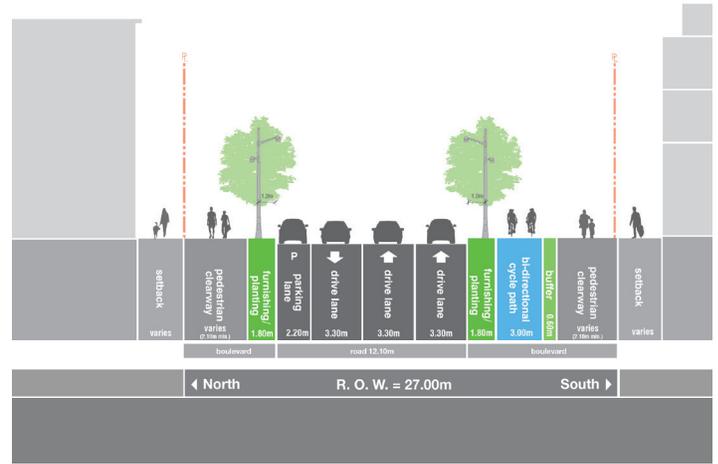
# LOWER YONGE INTERSECTIONS: HARBOUR STREET AT YONGE STREET

**CURRENT: HARBOUR AT YONGE LOOKING EAST**



**PROPOSED: HARBOUR STREET CROSS SECTION**

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



**FUTURE: HARBOUR STREET AT YONGE STREET LOOKING EAST**



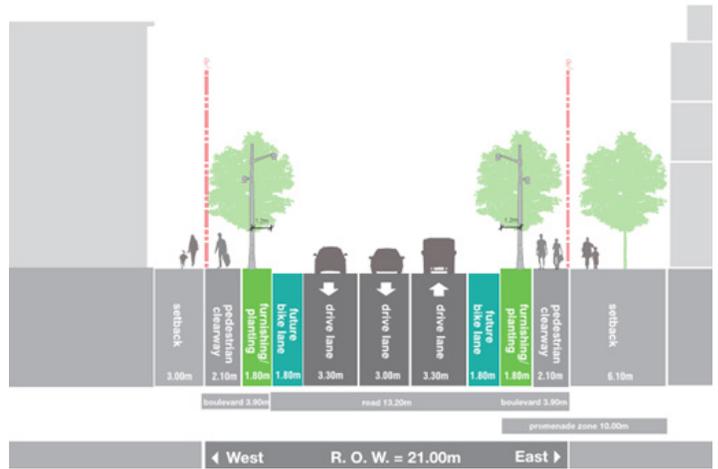
# LOWER YONGE INTERSECTIONS: COOPER STREET AT QUEENS QUAY E

**CURRENT: COOPER STREET LOOKING NORTH**



**PROPOSED: COOPER STREET CROSS SECTION**

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



**FUTURE: COOPER STREET AT QUEENS QUAY EAST LOOKING NORTH**

