

Meeting Minutes

Lower Yonge Precinct Municipal Class Environmental Assessment Study Technical Advisory Committee (TAC) Meeting Minutes

Date: June 6th, 2016

Project: 1615113

Time: 1:30 PM - 3:30 PM

Location: City Hall, Committee Room 3

Attendees:

Name	Organization / Affiliation
Anson Yuen	City of Toronto – Transportation Services
Caroline Kim	City of Toronto – Urban Design
Daphne Wee	City of Toronto – Transportation Services, Public Realm
Ryan Lanyon	City of Toronto – Transportation Services, Street Furniture Management
Ann Khan	City of Toronto – Transportation Services
Rob Gibson	City of Toronto – Parks, Forestry and Recreation
Barbara Carou	City of Toronto – Parks, Forestry and Recreation
Jennifer Tharp	City of Toronto – Parks, Forestry and Recreation
Eddy Lam	City of Toronto – City Planning, Transportation Planning
Tabassum Rafique	City of Toronto – Transportation Services, Traffic Planning
John O'Reilly	City of Toronto – Heritage Preservation Services
Easton Gordon	City of Toronto – Engineering and Construction Services
Terry Bruining	Toronto Fire
Les Arishenkoff	Toronto Water
Amanda Santo	Waterfront Toronto
Tara Connor	Waterfront Toronto
Rei Tasaka	Waterfront Toronto
Dave Madeira	Waterfront Toronto
Corey Bialek	Waterfront Toronto
Kelvin Chu	Infrastructure Ontario
Stephanie Simard	TTC
Ken Rose	Metrolinx
Mike Johnston	Metrolinx
Adam Snow	GO Transit
Brandon Gaffoor	GO Transit
Bob Koziol	WSP MMM Group
Meghan Bratt	WSP MMM Group
Raj Mohabeer	WSP MMM Group
Jelle Therry	West8

Prepared By: Meghan Bratt

Attachment: PowerPoint Presentation

Item	Details / Discussion	Action
TAC 1.0	Waterfront Toronto welcomed attendees to the Technical Advisory Committee (TAC) meeting for the Lower Yonge Precinct Municipal Class Environmental Assessment (MCEA) Study. All attendees introduced themselves and stated their organization / affiliation.	
TAC 1.0.1	Waterfront Toronto provided an overview of the area context; precinct planning, including the boundaries of the Transportation Master Plan (TMP)	

	and Precinct Plan; land ownership; block plan and land use; and MCEA process. When the MCEA process was presented, it was also mentioned that Council directed staff to evaluate opportunities to include in the design of the new road infrastructure, measures and facilities to accommodate cyclists in a safe and convenient manner, and in particular to evaluate options for securing protected bicycle lanes on Yonge Street between Queens Quay and Front Street.	
TAC 1.0.2	WSP MMM Group (MMM) provided an overview of: 1) Transportation initiatives including: York/Bay/Yonge ramp (existing and future); TMP initiatives and Schedule to be followed in the MCEA process; and transportation modelling; 2) Future meetings, deliverables and next steps in the process; and, 3) Alternative cross sections for the various streets within the Precinct (Harbour Street, Yonge Street, Freeland Street, Cooper Street, 'New' Street, Cooper Street Tunnel, Lower Jarvis Street, and the Gardiner off-ramp).	
Below summarizes the key points of discussion		
TAC 1.1	MMM indicated that the following general principles / minimums were used on the cross sections: <ul style="list-style-type: none"> • Pedestrian clearway – 2.1 m • Furnishing zone – 1.8 m 	
TAC 1.2	Alternatives – Harbour Street (from York to Bay) - Reference Slide 19 - MMM indicated that this portion of Harbour Street will be built as part of the York/Bay/Yonge project. - Discussion about the correct nomenclature for the cycle facility. When the cycling facility is outside of the furnishing / planting zone, it should be called a cycling trail.	Information for the Project Team
TAC 1.3	Alternatives – Harbour Street (from Bay to Yonge) - Reference Slide 20 - Comment that Alternative 1 (TMP) showing the sharrows for cyclists would not be constructed based on the City's current cycling policy. - Discussion about the location of the street trees compared to the distance from the building. The principle is to place the tree as far as possible from the building to maximize sunlight into the building.	
TAC 1.4	Alternatives – Yonge Street (North of Lake Shore) - Reference Slide 24 - MMM indicated that the road is within the City's existing road allowance, and property takings are not being considered. Discussion about the existing easements on the City's ROW for the rail corridor. - Discussion about the lane width from the inner lane (shown as 3.3 m), might be tight given the proximity to the median/pier barrier. The barrier end treatment, which acts as a visual hazard, tends to push cars away from the median. - Discussion about the mountable curb for the cycle track and the type of curb required for the pedestrians. It was mentioned that the mountable curb is necessary in case emergency vehicles need to pass through the blocked tunnel. - Easton inquired about how drainage / stormwater will be managed in the tunnel and on all streets where road narrowing is proposed.	Project Team to review
TAC 1.5	Alternatives – Yonge Street (Railway Corridor to Front) – Reference Slide 25 - There are space constraints within the ROW which limits the type of cycling facility that could be explored.	Project Team to review
TAC 1.6	Alternatives – Cooper Street Tunnel – Reference Slide 28 - Discussion about the merit of the tunnel for a long-range planning alternative. - MMM indicates that 20 m of the property required for the tunnel right-of-way is currently owned by the City; however, there are multiple easements.	
TAC 1.7	Alternatives - Lake Shore Blvd at Lower Jarvis – Reference Slide 31	

	- It was noted that the Lower Jarvis ramp is often congested.	
Below summarizes the questions and answers		
TAC 1.8	Question: What potential pedestrian and cyclist conflicts are expected / anticipated based on the location of the furnishing zone: Answer: Different tactile materials could be used to easily define the cyclist from the pedestrian zone (similar to the Queens Quay)	
TAC 1.9	Question: Did the design consider transit / bus routes on Harbour Street or does the design preclude that? MMM: None of the transit agencies plan to use Harbour Street east of Yonge Street to Lower Jarvis Street as part of their routes.	
TAC 1.10	Question: Is TTC planning a route through the Precinct? TTC: A clockwise loop is being planned to run up and down Church Street/ Cooper Street to Queens Quay and then up Freeland Street to Harbour Street and back to Cooper Street. This will be protected for.	
TAC 1.11	Question: Is the 2 lanes SB and 1 lane NB along Cooper Street (Queens Quay to Lake Shore) based on the results of EA transportation modelling? MMM: No, the model recommends one lane in each direction, but the preferred lane configuration includes future planning for the tunnel.	
TAC 1.12	Discussion about the spacing requirements for cyclists, including the cycle track and the buffer from pedestrians. General principle is that cycle tracks require 1.8 m of rideable space and a 0.5 m buffer.	Information for the Project Team
TAC 1.13	Question: Does City Parks have a comment about the proposed on-street parking being located on the east side of the street on Freeland Street? (Slide reference 26) Answer: Parking on the east side of Freeland Street is acceptable.	
TAC 1.14	Question: Does Fire Services have a minimum width required in a tunnel, as the Project Team has heard a requirement of 8.2m previously? Answer: Fire Services will review and provide feedback.	Fire Services
TAC 1.15	Easton requests that a weaving analysis be completed to model the interactions between the existing Rees Street on-ramp and the newly proposed Yonge Street off-ramp. MMM: Transportation modelling indicates this configuration of the Gardiner off-ramp will work. A 2 lane off-ramp exit is not feasible due to significant geometric issues, property impacts and costs. MMM to complete a weaving analysis.	Project Team to review
Review of the Plan View Roll Plans		
TAC 1.16	Suggestion to look at the stop bar location for the off-ramp that will terminate at Yonge Street.	Project Team to review
TAC 1.17	Ann mentioned that the lane widths at the intersections will need to accommodate trucks.	Project Team to review

Below summarizes the key points of discussion		
TAC 2.1	Discussion about the City's minimum setback for pedestrian clearway is currently 2.1 m, excluding the setback.	
TAC 2.2	Given the community centre and proposed school, the Project Team is reviewing locations for school bus drop-off and pick-up, if it is not provided on the site through the development application.	
TAC 2.3	The Project Team is working with TTC to determine future service routes within the Precinct and the locations of bus stops. Currently the TTC is proposing to use Cooper Street as the primary north-south access in the Precinct. The street network has been designed to provide flexibility to accommodate future TTC routes / plans for expansion of service.	
TAC 2.4	Discussion about safety and interaction between buses and cyclists. It was mentioned that Harbour Street is a main street and will focus on pedestrians with retail on both sides of the roadway. The Project Team is working with the TTC to eliminate / reduce bus stops on Harbour to keep the flow of traffic.	
Below summarizes the questions and answers		
TAC 2.5	Inquiry about when the project would be presented to City of Toronto Council? The Project Team will be attending the July 2017 Council meeting.	
TAC 2.6	Does the 4.5 m pedestrian clearway include the cycle track, buffer and sidewalk? No the 4.5 m pedestrian clearway is the sidewalk alone. The cycle track, buffer and street trees are in addition.	
TAC 2.7	Request to receive a copy of the cross sections for the various streets within the Lower Yonge Precinct.	Project Team
TAC 2.8	Is parking above or below the ground? All unloading / loading and permanent parking will be underground. In select areas, short-term temporary paid parking will be available	
TAC 2.9	Inquiry from urban forestry about how the tree pits and decisions about soil cells are part of this EA? Review of interactions with the parking garages is being handled at the application level.	
TAC 2.10	Did the Project Team consult with GO Transit about the future terminal and operations? The Project Team has consulted with GO Transit and they indicated that they won't need to access the Lower Yonge street network to gain access to the terminal.	
TAC 2.11	Has the future Gardiner work been considered and included in this EA? Yes, the ramp reconfigurations and public realm aspects have been incorporated and there has been lots of interaction with the Gardiner Project Team.	
TAC 2.12	Inquiry about what percent of design is being completed for the public realm plan? The public realm plan is moving from a conceptual design into Preliminary Design. It will be taken to 30% design.	

Lower Yonge Precinct Area Municipal Class Environmental Assessment (EA)

Stakeholder Advisory Committee Meeting #2

Thursday, April 6, 2017, 5:00 – 7:00 pm

Waterfront Toronto, 20 Bay Street, Suite 1310, Boardroom

The second meeting of the Lower Yonge Precinct Area Municipal Class EA Stakeholder Advisory Committee (SAC) was held on Thursday, April 6, 2017 at Waterfront Toronto. The purpose of the meeting was to brief SAC representatives and seek their feedback on:

- 1. The preferred alternatives; and*
- 2. The public realm plan*

This summary, written by Meghan Hogan, Waterfront Toronto, reflects the feedback shared by SAC members at the meeting. Please note that the meeting agenda is included as Attachment 1, the list of participants as Attachment 2, questions of clarification (and responses, where provided) as Attachment 3, and individual submissions provided after the meeting as Attachment 4.

MEETING SUMMARY

Comments on the Lower Yonge Precinct Area Municipal Class EA

Comments from the project team are noted in *italics*.

General Comments

- Currently, there is permitted parking on Cooper Street that has been removed for construction but this was not communicated to residents. Many people (especially Island residents) have permits to park on this street but no longer can. As the loss of public parking due to development continues, you must work with developers to explore the possibility of designating some of their underground parking for public use.
 - *We are unaware of this construction on Cooper Street and apologize for the lack of notice. The City will look into it and follow up.*
- Regarding the accommodation of all modes of traffic: Not all pedestrians are fast walkers – the key is to have longer crossing times to ensure everyone gets across the street without feeling rushed.
- Regarding the public realm plan, we would like to see shading, benches, and appropriate materials to help differentiate cycling infrastructure from pedestrians.
- Regarding the Jarvis and Lake Shore area – this area needs more attention and now is the time to do it. Metrolinx has a plan to widen the tracks in this area and have an active permit for the area.
 - *We didn't know they had a permit already. We will look into this.*
- Currently, Redpath trucks park on Freeland Avenue waiting in line to get into the factory (as Queens Quay East is busy). If you remove on street parking on Freeland, it will create a lot of congestion on Queens Quay as these trucks will be forced to park there.

- The corner of Queens Quay and Bay Street is a problematic intersection due to island drop off/pickups, Westin patrons and GO Buses. We hope that this will be addressed in the future.
 - *The Queens Quay EA looked at this section of the road. Some of these operational issues will also be addressed through the Jack Layton Ferry Terminal project. GO Buses will also change their routes with the new terminal location. With the elimination of the Bay ramp, they will be forced to use Lake Shore Boulevard instead.*

Cycling Infrastructure

- Please ensure that cars cannot park in the bike lanes.
- Harbour Street should be an express route for cyclists.
- Cycling flow/transitions between different cycle tracks must be given strong consideration in this plan.

Next Steps

The project team thanked SAC members for their advice and participation and outlined the remaining project milestones, including Waterfront Toronto Design Review Panel, City Council and the filing of the Environmental Study Report for a 30-day review period in fall 2017.

ATTACHMENT 1. Agenda



Lower Yonge Municipal Class Environmental Assessment **Stakeholder Advisory Committee Meeting #2**

Thursday, April 6, 2017

5:00 – 7:00 pm,

Waterfront Toronto

20 Bay Street, Suite 1310, Main Boardroom

AGENDA

1. Introductions

Mira Shenker, Project Communications Manager, Waterfront Toronto

2. Review of Previous Meeting Minutes

Mira Shenker, Project Communications Manager, Waterfront Toronto

3. Project Overview

Chris Glaisek, Senior Vice President, Planning and Design, Waterfront Toronto

4. MCEA: What We've Done So Far

Bob Koziol, Discipline Lead – Municipal Roads, MMM Group

5. MCEA: Preferred Alternative

Bob Koziol, Discipline Lead – Municipal Roads, MMM Group

6. Public Realm Plan

Bob Koziol, Discipline Lead – Municipal Roads, MMM Group

7. Next Steps

Bob Koziol, Discipline Lead – Municipal Roads, MMM Group

8. Overall Comments + Discussion

Group Discussion

ATTACHMENT 2. SAC Attendees

SAC Members

Franca Miraglia – Pier 27
Steve Munro – Transit Advocate
Anna Prodanou – Code Blue TO
Laura Bellingham – Redpath
Michaela Popoescu – Del Property Management
David Crawford – St. Lawrence Neighbourhood Association
Allison Lebow – Toronto Community Housing
Clay McFayden – Cycling advocate
Cameron Duff – 16 Harbour Street
Liz Gillin – Daniels Corp
Kristine Janzen - Cityzen
Pam Mazza – Toronto Island Community Association
Shey Clark – Waterfront BIA
Andrew Seto – South Core Community Association
Beverly Tay – Oxford
Angela Homewood – Ports Toronto
Ed Hore – Waterfront For All
Mark Jacobs – Walks Toronto

Project Team

Chris Glaisek – Waterfront Toronto
Amanda Santo – Waterfront Toronto
Tara Connor – Waterfront Toronto
Mira Shenker – Waterfront Toronto
Meghan Hogan – Waterfront Toronto
Bob Koziol – MMM
Meghan Bratt – MMM
Eddy Lam – City of Toronto
Anson Yuen – City of Toronto

ATTACHMENT 3. Questions

After each presentation, participants had a chance to ask questions of clarification to better inform meeting discussions. Questions are noted with **Q**, responses are noted by **A**, and comments are noted with **C**.

Q: Does this study take into consideration extending the cycling path between the Gardiner Expressway and the rail tracks? We need to fill in the gap between Lower Jarvis and Bay Street.

A: That is not a part of the Lower Yonge Precinct Plan. There could be future plans to continue the bike path through this section of roadway and this precinct plan certainly will not preclude this.

Q: What are the plans for cycling signalization?

A: We are making provisions for this in the plan, including designating the required space for cycling signals. Signalization will be a component of the detailed design, which is not included in this study.

Q: Does this plan include POPS (Privately Owned Public Spaces)? I live in the building at the NW corner of Yonge and Queens Quay, and a design is currently underway for a POPS (Janet Rosenberg is working on the design). How will this design coordinate with the precinct planning and how can funding be integrated?

A: The precinct plan includes parks and open spaces, which will include some POPS. We are happy to meet with Janet to discuss and integrate her design with our plan. Funding will be kept separate as your POPS is privately funded.

C: Will share Janet's design with the SAC once it is received.

Q: What is a pedestrian clearway?

A: It means a sidewalk that has no obstructions.

Q: Please confirm – there is one buffered/separated bike path in this plan but the others are a part of the roadway with no physical barriers.

A: Incorrect. Cooper Street has proposed on-road cycling but both other streets (Harbour and Yonge) call for separated cycling facilities. The cycling on these streets is also separated from

pedestrians with a buffer zone made up of a material that will be differentiated from the cycle track by colour and feel.

Q: Will we be discussing the large park in the precinct today?

A: The EA does not include the park – that is included in the precinct plan for Lower Yonge. Our aspiration is to build the entire area designated in the plan as a public park that includes a dog park and play equipment but it hasn't been designed yet. The elementary school is also slated to use part of this park for their students to avoid having to build a separated park space. This is an urban solution.

Q: Is there a provision in the plan for water access?

A: The water's edge is not included in the study boundaries (nor does it fall within the Lower Yonge Precinct, the southern boundary of which is Queens Quay).

Q: Can you please explain the thinking behind lowering the projected car use from 40% to 25% in the precinct? Currently, Queens Quay is very congested with motor vehicles.

A: 40% is a broad downtown projection. As you get closer to the downtown core, there is more higher-order transit available (Union Station, GO Transit, future East Bayfront LRT). This lessens the need for private cars substantially. Similarly, the costs of parking stalls in this area are higher and therefore, people more often make the choice not to own a car. We hope that the higher quality cycling facilities and pedestrian realm this plan calls for will encourage people to live car free.

Q: Any thoughts given to the detailed appearance of the precinct yet?

A: This will come in the public realm plan. In this, we will dive into the details of materials, visuals, etc. There is no timeline yet for when the public realm plan will be complete.

Q: You speak a lot about pedestrians and not a lot about how to accommodate them, particularly at signals under the rail corridor and at the Yonge Street off-ramp. To what extent have you modelled pedestrian flows in the community?

A: This EA strictly deals with vehicular traffic. But given the amount of pedestrian traffic we expect, our project team has devoted a significant amount of effort to ensuring that pedestrian movement can be accommodated as well. Sidewalks in Lower Yonge will be much larger than the minimum City standards and space has been secured at intersections to ensure that they

work well for pedestrians. For example: At Yonge and Lake Shore, we know pedestrians will use this street heavily, so we have pushed the boulevard as wide as possible to accommodate people waiting at crossing signals. We are also looking at improved traffic operations at intersections to avoid conflict between cars and pedestrians. For example: at Lower Jarvis and Lake Shore, we have made several recommendations related to signal time to ensure pedestrians have enough green time.

C: Reiterated that intersections and signals are the most concerning for pedestrian flow. Suggested that we amend our presentation before circulating more broadly to reflect the work that was done to accommodate pedestrians.

Q: Resident of 33 Harbour Square: There are large vents on our laneway that are not intended to have constant traffic on them, which may occur if your current plan goes ahead. How will you address this?

A: We are still looking into ways to accommodate the venting. We know there are impacts to your property and need to find ways to minimize those impacts.

Q: Will the Cooper Street extension go under the Toronto Community Housing building or will the building be demolished?

A: The building will likely be demolished. We have met with Toronto Community Housing Corporation to discuss the tunneling and logistics.

Q: Can you provide an update on the waterfront LRT?

A: This project is to the south of the Lower Yonge Precinct and is not included in this EA. But the Lower Yonge precinct plan is based on the assumption that an LRT will run along Queens Quay East. There is a Waterfront Transit "Reset" Study underway looking at the entire waterfront network. It is not yet complete but the EBF LRT likely won't look much different from the EA Recommended Solution. We are looking at phasing options for the LRT due to its high price tag. Stay tuned for more information.

Q: Are there any plans to include walkways, tunnels or PATH connections to link pedestrians to city network?

A: The City has a PATH connection plan and we are trying to figure out how to connect some of Lower Yonge's spaces to it. We are still in discussions with a few developers to determine how we can create some above or below ground connections.

Q: Can you please confirm that the eastbound Gardiner exit ramp at Jarvis will be removed and replaced at Yonge Street?

A: Yes, this is correct.

Q: At this new exit, will you be able to move in all directions (turn right, turn left and go straight)?

A: Yes, there will be a right turn lane, a left turn lane and two centre lanes. It will have more utility than the Jarvis ramp currently has.

Q: Will this change the Gardiner entrance ramp at Jarvis going west bound?

A: No, this ramp will remain in place.

Q: The Jarvis and Lake Shore intersection is already a problem for pedestrians and cyclists. Is there any thought to alleviating this?

A: Jarvis and Lake Shore are a part of the Gardiner East EA. That project team is already working on a public realm phase of this EA, which includes this intersection. We want it to be as good for pedestrians as possible.

Q: What is the timeline for building the new streets, etc. outlined in this precinct plan?

A: 1-7 Yonge Street and the Menkes block are very active developments so this will be coming online in the next few years. These developments will also spur construction on the first two sections of Harbour Street. There are no solid timelines attached to the other development blocks in this precinct. This EA creates a solid roadmap of what the area should look like when fully built out so as developments and roads come online, we know where to go with them.

Q: Westin Hotel – has this property sold?

A: Yes. Our understanding is that the new owners don't want a major redevelopment of the area but rather just refurbish the hotel and conference centre for continued use. This however is unconfirmed.

ATTACHMENT 4. WRITTEN SUBMISSIONS

The following feedback was submitted via e-mail after the meeting. The content of the submission below has not been modified and/or edited.

From: Franca Miraglia

RE: Work being done on Cooper Street

Further to our discussion last night regarding the mystery work being done on the side street adjacent to the park between Loblaws and LCBO (and blocking parking spots for Island residents) - this morning when I was walking my dog I stopped and asked the workers and they

indicated that BELL Fibre hired them as sub-contractors to do work on building/setting up a new fiber optic line. So I think that might explain why some of the parking spots have been blocked as they work on and off in that area.

From: David Crawford

RE: Metrolinx Permit

Can you pass this to Chris Glaisek? It came up at the Lower Yonge meeting. They have other permit applications too.

The screenshot shows a web application window titled "Application Detail" with a close button (X) in the top right corner. The main content area displays the following information:

Application:	Drain and Site Service
Status:	Not Started
Location:	21 LOWER JARVIS ST TORONTO ON Ward 28: Toronto Centre-Rosedale
Application#:	17 130928 STS 00 DR
Accepted Date:	Mar 24, 2017
Project:	Industrial
Work:	Inside and Outside Drains
Description:	Drain - Proposal to perform upgrades to the don yard facility including servicing platform, san storage system, invironmental protection infastructure and 3 buildings (maintenance shed, servicing shed adn PEM-LEM building)

Below this information is a section titled "Examination Processes" which contains a table:

DR Site Services Review	Not Started	
Drain	Kaczmarek, Peter	Contact Info

Lower Yonge Precinct Municipal Class Environmental Assessment Study Meeting with Representatives from 10 Yonge - Minutes

Date: February 27th, 2017

Project: 1615113

Time: 3:30 PM – 4:30 PM

Location: Waterfront Toronto – Indigo Room

Attendees:

<i>Name</i>	<i>Organization / Affiliation</i>
Anson Yuen	City of Toronto – Transportation Services
Anthony Kittel	City of Toronto – City Planning
Amanda Santo	Waterfront Toronto
Rei Tasaka	Waterfront Toronto
Ed Hore	10 Yonge Street Resident Representative
Alun Lloyd	BA Group
Maria Dimakas	Fine & DEO, Barristers and Solicitors
Meghan Bratt	WSP MMM Group

Prepared By: Meghan Bratt

Attachment: PowerPoint Presentation

<i>Item</i>	<i>Details / Discussion</i>	<i>Action</i>
1.0	Waterfront Toronto welcomed attendees to the meeting to discuss 10 Yonge Street and the Lower Yonge Precinct Municipal Class Environmental Assessment (MCEA) Study. All attendees introduced themselves and stated their organization / affiliation.	
2.0	The City provided an overview of the Lower Yonge Precinct MCEA Study, focusing on the following which are specific to the 10 Yonge Street site: <ul style="list-style-type: none"> • Extension of Harbour Street beyond Yonge Street to Lower Jarvis. Beyond Yonge Street, Harbour Street will eventually become a two-way road between York Street and Yonge Street. • Creating pedestrian friendly arterial with a large pedestrian clearway, cycle tracks, and vehicle lanes. Layby parking is not proposed on Harbour Street. 	
3.0	The City then presented the following about how the 10 Yonge Street site is operating: <ul style="list-style-type: none"> • Currently vehicles are parking on the City owned sidewalk to service local businesses and access the moving door at 10 Yonge Street. • The development (stairs) have been built into the City's existing property. The columns are on the 10 Yonge Street property. • Loading / unloading on the site is not occurring as per the approved building permit files (site access and servicing analysis, parking and loading drawings). 	
4.0	The purpose of the meeting is to discuss solutions to identified challenges in 3.0 and initiate dialogue between all parties involved.	
Below summarizes the key points of discussion		

DRAFT

5.0	BA Group requested a copy of the loading and access documents that were part of the building permit files. <i>[Post Meeting Note: The City sent the following via email on February 28-17 (10 Yonge Site Access and Servicing Analysis; 10 Yonge Plans; 10 Yonge Parking and Loading Drawings; 10 Yonge Council Reports; and 10 Yonge Development and Collateral Agreements)]</i>	City
6.0	BA Group requested information about the cross fall, drainage patterns and grade as shown on the plan presented. There was a discussion about detailing out the grade / cross fall for drainage in this location in more detail, beyond the typical MCEA study.	MMM
7.0	It was discussed that a memo would be prepared that discusses some of the constraints and alternatives assessed as part of the options of the south boulevard of Harbour Street. The current proposal includes installing a railing along the columns / stairs.	MMM
8.0	There was a discussion about existing loading / unloading operations for both residents / tenants of 10 Yonge Street and the local businesses. The items discussed include: <ul style="list-style-type: none"> • It is anticipated that movers could block the cycle track to access the moving door. • Could parking be considered in front of the Firkin patio? A curb cut to allow vehicles to park in the Privately Owned Public Space (POPs) with a small access road. • It was discussed that gaining access from the freight elevator does not provide access to the appropriate floor. • Operating loading / unloading as outlined in the build permit files. 	
9.0	The Condo Corporation has hired Janet Rosenberg to create a plan for the public square.	
10.0	Discussion about whether the Project Team can assume that existing trees and the water fountain are being removed if the park is being redesigned? The existing tree locations would need to remain given the infrastructure exists in the parking garage (i.e. pipes for drainage).	
11.0	BA Group requested a copy of the public realm plan and existing City topographic survey. The Project Team indicated that the public realm plan is in the preliminary stages and will be circulated once approved internally.	City / WT
12.0	Next Steps: <ul style="list-style-type: none"> • City to send the building permits documents to the attendees. • MMM to prepare a memo that outlines the rationale for the design as presented on the roll plan (i.e. install a railing adjacent to the stairs). • Review providing access to the moving door using the POPs. • Schedule and hold a follow-up meeting. 	All



MEETING REPORT

Date: May 19, 2017
Date of meeting: April 27, 2017
Location: Waterfront Toronto
Townhall Boardroom – 11:00 – 12:00pm
Purpose: 10 Yonge Street Access Discussion

Project: Lower Yonge Precinct MCEA
Project Number: 16-15113
Author: Bob Koziol

Attendees:	E-Mail	Phone	Fax
Bob Koziol, WSP MMM	koziolb@mmm.ca		
Tara Connor, WT	tconnor@waterfronttoronto.ca		
Ed Hore, 10 Yonge	ejhoce@icloud.com		
Anthony Kittel, City	akittel@toronto.ca		
Anson Yuen, City	ayuen@toronto.ca		
Caroline Kim, City	ckim2@toronto.ca		
Alun Lloyd, BA Group	lloyd@bagroup.com		
Peter Mahut, 10 Yonge	rwtcpm@rogers.com		

DISTRIBUTION: All Attendees and the following:

Item	Details	Action By	Action Date
1.	All attendees introduced themselves.		
2.	The goal was identified as minimizing the elevation difference in grade between the boulevard and the colonnade.		
3.	It was noted that the roof membrane will need to be replaced in 2019.		
4.	There is to be a PWIC meeting on June 8 th . City council is to meet in July to endorse the draft Environmental Study Report (ESR).		
5	The ESR is to be filed in the fall of 2017.		
6.	The language in the ESR for the Harbour Street boulevard in front of 10 Yonge St. will have to be mutually acceptable. The consultant representing 10 Yonge St. will present a draft to the City for review.	10 Yonge	
7.	The condo board for 10 Yonge will also provide a public realm plan to the City. Janet Rosenberg Associates have been retained by the condo board to develop concepts. The concepts will be presented later in May.		
8.	Mr. Kittle to set up meeting for privately owned public space (POPS) discussion. (Attendees may include Parakh, James, Caroline Kim, Jane Perdue, members representing 10 Yonge, and Mr. Kittle).	The City	
9.	A Development Agreement and a Collateral Agreement		

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By	Action Date
	were sent to 10 Yonge representatives.		
10.	One of the main concerns to 10 Yonge representatives is access to the ground floor businesses. Parking in POPS is potentially possible, provided an appropriate location can be found.		
11.	BA Group raised the possibility of permitting off-peak curbside operations. City to review this option further but it is not likely to be acceptable.	City	
12.	The question was raised as to whether or not the elevator loading door could be used. It was noted that the freight elevator does work, however it is inconvenient.		
13.	There was another question as to whether there could be access off of Yonge Street. City to investigate further.	City	
14.	Next Steps: The City is to advise on the possibility of off-street parking. 10 Yonge to investigate shaft loading across only a portion of ventilation shaft grill on Yonge Street.	City 10 Yonge	

X:\DIV16\2015\16-15113 - Lower Yonge Precinct\D. PM\4. Meetings\4.3 Ext\27 April 2017 10 Yonge St Minutes



MEETING REPORT

Date: March 17, 2017

Project: Lower Yonge Precinct MCEA

Date of meeting: March 15, 2017

Project Number: 16-15113

Location: Waterfront Toronto
Indigo Boardroom – 3:15 – 4:30pm

Author: Bob Koziol

Purpose: Discuss North Laneway

Attendees:	E-Mail	Phone	Fax
Michaela Popescu, Delcondo	Success.pm@delcondo.com		
Karina Perdomo, Delcondo	Success.apm@delcondo.com	416-360-0599 x203	
Elsa Sacilladi, Delcondo	pinnacleone.pm@delcondo.com		
Cosmin Moraru, Delcondo	pinnacleone.sf@delcondo.com		
Tom Davidson, City	Tom.Davidson@toronto.ca		
Anson Yuen, City	ayuen@toronto.ca		
Anthony Kittel, City	Anthony.kittel@toronto.ca		
Amanda Santo, WT	asanto@waterfronttoronto.ca		
Mira Shenker, WT	mshenker@waterfronttoronto.ca		
Tara Connor, WT	tconnor@waterfronttoronto.ca		
Bob Koziol, WSP MMM	koziolb@mmm.ca		

DISTRIBUTION: All Attendees and the following:

Sandy Nairn	nairns@mmm.ca		
Meghan Bratt	brattm@mmm.ca		
Raj Mohabeer	Raj.Mohabeer@wspgroup.com		

Item	Details	Action By	Action Date
1.	All attendees introduced themselves.		
2.	A. Kittel provided a PowerPoint presentation that outlined the plans for the Lower Yonge Precinct and the public consultation that has taken place to date. The presentation noted that there are several proposed changes that will impact on 33 Bay Street and 18 Harbour Street, including the removal of the Bay Street on-ramp to the Gardiner Expressway, the shortening of the Lower Jarvis Street off-ramp to connect at Yonge Street, and the conversion of Harbour Street to two-way operations between York Street and Lower Jarvis Street.	Info	
3.	It was noted that a two-way cycle path is proposed along the south side of Harbour Street between Bay Street and Lower Jarvis Street.	Info	
4.	The existing 'S-curve' that connects Harbour Street to Lake Shore Boulevard East will be removed and Harbour Street will be extended across Yonge Street to ultimately connect to Lower Jarvis Street.	Info	
5.	The proposed improvements will change the character of Harbour Street in front of 33 Bay St. / 18 Harbour Street from a 'one-way freeway ramp' to a two-way collector road with much more emphasis on non-automobile users.	Info	
6.	The Gardiner Expressway off-ramp will provide four lanes	WSP	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By	Action Date
	<p>of traffic at Yonge Street to permit vehicles to turn north or south on Yonge Street or continue easterly on Lake Shore Boulevard East. The new intersection will be just north of the existing 33 Bay Street driveway on Yonge Street. The existing driveway provides for right-in and right-out (RIRO) movements. The City and WT are concerned about pedestrian safety at the Yonge Street ramp terminal due to the presence of the 33 Bay Street laneway. Numerous alternative designs were reviewed to determine if the RIRO movements could be maintained. However, it is not possible to safely provide the right-in movement when the off-ramp is in place.</p> <p>The laneway is used primarily by garbage trucks, moving vans, and smaller trucks that service the at-grade retailers. There is no opportunity to access the laneway via Harbour Street. Therefore, it was suggested that the laneway be extended to Bay Street and that the laneway operate as one-way eastbound.</p>		
7.	<p>The Property Managers expressed their concern with this proposal. There may be issues with garbage trucks loading. It was noted that there are 2 garbage trucks that access the site 3 times a week. Each truck takes about 45 minutes to empty the bins and place the bins back.</p>	Info	
8.	<p>It was noted that moving vans also use the loading docks. The tenants must schedule their moves but it often takes 10 -15 minutes for the security guard to open the doors. There should be a loading zone along the laneway where moving vans can wait for the doors to open. WSP MMM to review design to determine if a loading zone can be provided.</p>	WSP MMM	
9.	<p>The laneway is currently used as a parking area for some vehicles. WSP MMM to review the laneway design to determine the extent of parking that could be provided on the north side of the laneway and still maintain traffic flow along the laneway.</p>	WSP MMM	
10.	<p>A follow-up meeting will be scheduled within the next two or three weeks to present the findings for parking and truck movements along the laneway.</p>	Info	
11.	<p>City Planning will investigate the original design and assess if the garbage trucks can conduct loading operations from within the garage.</p>	City Planning	

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MEETING REPORT

Date: May 1, 2017

Project: Lower Yonge Precinct MCEA

Date of meeting: May 1, 2017

Project Number: 16-15113

Location: Waterfront Toronto Townhall
Boardroom – 11:00 – 12:00am

Author: Bob Koziol

Purpose: 33 Bay St Specific Site Discussion

Attendees:	E-Mail
Bob Koziol, WSP MMM	koziolb@mmm.ca
Eddy Lam, City	eddy.lam@toronto.ca
Jeffrey Dea, City	Jeffrey.Dea@toronto.ca
Anson Yuen, City	Anson.Yuen@toronto.ca
Mira Shenker	MShenker@waterfronttoronto.ca
Cosdein Morary, Del Property	pinnacle.sf@delcondo.com
Elsa Salillar, 12-16 Yonge St, Del Property	Success.PM@delcondo.com
Karina Perdomo, 18/16 Harbour, 33 Bay St	Success.apm@delcondo.com
Michael Spears, DFSM	mspears@condolaw.to
Emily Ng, DSFM	eng@condolaw.to
Jose Querubin, TSCC 2030	Querubin.jose@gmail.com
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Michaela Popescu, 33 Bay/18 Harbour	Success.pm@delcondo.com
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Anthony Kittel, City	Anthony.Kittel@toronto.ca
Tara Connor, Waterfront Toronto	TConnor@waterfronttoronto.ca
Amanda Santo, Waterfront Toronto	ASanto@waterfronttoronto.ca

Item	Details	Action By	Action Date
1.	All attendees introduced themselves.		
2.	AY reviewed discussions at the last meeting, which was held on March 15, 2017 and provided an overview of the LYP Municipal Class Environmental Assessment project. It was noted that the new Gardiner Expressway off-ramp at Yonge Street will significantly restrict the sidewalk space for pedestrians at the southwest corner of the new Off-ramp – Yonge Street intersection. Therefore, changes are required to the existing driveway connection to Yonge Street. The existing median on Yonge Street must be maintained so there is no opportunity to turn into the laneway from northbound Yonge Street.		
3.	AY illustrated the proposal to convert the existing laneway from two way to one-way eastbound, including an		

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Item	Details	Action By	Action Date
	extension of the laneway to meet with Bay Street.		
4.	It was noted that there are four separate condominium corporations that are affected by this change.		
5.	<p>Public (non-condo) traffic was identified as a concern. The proposed Bay Street opening is also a concern due to traffic impact on pedestrians along the east side Bay St.</p> <p>The four Condo Corporations also want to look at installing gate access control west of Yonge Street to restrict potential through traffic. The City agreed that this can be considered.</p> <p>AY stated that the new proposed entrance off Bay St will not be the only entrance into the site, but rather it will provide vehicles another point of access into the laneway (the existing access from the Harbour Street main entrance will be maintained and will benefit from the planned conversion of Harbour Street from one-way eastbound to two-way operations.)</p> <p>AY stated that the removal of the Bay St off-ramp will greatly improve pedestrian safety conditions at the Lake Shore Boulevard / Bay St. intersection. The normalization of the Harbour Street/Yonge Street and Yonge Street/Lake Shore Boulevard East intersection will also result in improved pedestrian safety conditions in the area.</p>		
6.	<p>The Property management team stated that events at the Air Canada Centre currently result in a 30-45 minute delay, in or out for condo residents, caused by both the neighbourhood traffic and vehicles trying to get out of the Pinnacle parking lot.</p> <p>These conditions are not unlike the capacity constraints observed in the downtown core during the afternoon peak when motorists are trying to access the on-ramps to the Gardiner Expressway.</p>		
7.	The four condo resident associations also need to be consulted. There is a desire to reach a consensus on proposed solution. The question is what “consensus” would be in this case? The City will discuss and clarify. It was noted that Pinnacle also has an interest in the solution as they operate the underground parking garage.	City	
8.	The City currently has an easement over the laneway today. Any required changes to the easement would be addressed at a later stage.		

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Item	Details	Action By	Action Date
9.	<p>It was noted that the laneway is to remain as a private roadway owned by the condominium corporations. It was confirmed that the City will pay for any laneway modifications.</p>		
10.	<p>A median is needed on Yonge, therefore there is no opportunity to turn into a lane from NB Yonge. WSP to send a draft of plans showing conflicts at Yonge driveway.</p>	WSP	
11.	<p>Next Steps:</p> <p>The date for the next meeting to be determined after residents meet, in approximately four weeks.</p> <p>The City is planning to report to the Public Works Infrastructure Committee (PWIC) for this project. There will be language in the PWIC report that describes the consultation conducted to-date with the condominium representatives:</p> <p>To date, the City has met with stakeholders to gather input and presented proposed solutions. Discussions will continue to confirm the specific measures needed to mitigate impacts of the project following the completion of the EA. Commitments to this effect will be made in the EA document and the report to PWIC.</p> <p>The City will provide a PDF drawing of the proposed laneway modification.</p>		

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MEETING REPORT

Date: May 1, 2017
Date of meeting: March 31, 2017
Location: Waterfront Toronto
Townhall Boardroom – 9:00 – 10:30am
Purpose: Toronto Island
**Community Association - Permit
 Parking Discussion**

Project: Lower Yonge Precinct MCEA
Project Number: 16-15113
Author: Bob Koziol

Attendees:	E-Mail	Phone	Fax
Jesse Rosensweet, Toronto Island Community Association	irosensweet@airdberlis.com		
Vince Loffredi, City	Vince.Loffredi@toronto.ca		
Tom Davidson, City	Tom.Davidson@toronto.ca		
Anson Yuen, City	ayuen@toronto.ca		
Anthony Kittel, City	Anthony.kittel@toronto.ca		
Amanda Santo, WT	asanto@waterfronttoronto.ca		
Mira Shenker, WT	mshenker@waterfronttoronto.ca		
Tara Connor, WT	tconnor@waterfronttoronto.ca		
Bob Koziol, WSP MMM	koziolb@mmm.ca		

DISTRIBUTION: All Attendees and the following:

Sandy Nairn	nairns@mmm.ca		
Meghan Bratt	brattm@mmm.ca		

Item	Details	Action By	Action Date
1.	All attendees introduced themselves.		
2.	Mr. Rosensweet noted that there is a huge strain on existing permitted on-street spaces in the summer and on weekends, as visitors to the area will risk parking illegally on-street (and getting a ticket), as opposed to paying \$30 for lot parking.		
3.	Ms. Santo indicated that the need for an enhanced public realm is one reason for the removal of on-street permit parking within the Lower Yonge Precinct area.		
4.	Mr. Rosensweet requested that private parking spaces within the Precinct should be designated for the Islanders. Ms. Santo responded that the team will continue to explore this as development applications proceed, but there is no opportunity at 1-7 Yonge Street. Mr. Rosensweet indicated that most Islanders would be willing to pay more for private parking spaces, as they would be indoor, but not as much as market rate.		
5.	Mr. Rosensweet inquired about the ability to provide more car-share (specifically minivan) spaces in and around the Precinct, as he estimated that about 1/3 of the existing		

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Item	Details	Action By	Action Date
	permit spaces could be replaced by a shift to car-share programs.		
6.	The City noted that it is difficult to ensure that car share spaces stay available to only Island residents.		
7.	Mr. Loffredi noted that there are three car share companies that work with the City now.		
8.	Two of the car share companies use the following types of parking spaces; paid space, permit space, or open space. Car 2 Go uses only legal paid spaces.		
9.	Next Steps: <ol style="list-style-type: none"> 1. Mr. Rosensweet to report back to TICA; and 2. MCEA Team to continue to explore options: <ol style="list-style-type: none"> a. Expanded Car-Share (on-street and within LCBO site) b. Private parking spaces within LCBO site 	TICA MCEA Team	
10.	After the meeting, Mr. Kittel questioned whether or not the Loblaws parking lot/garage could be used for more permit parking and/or car-share spaces.		

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MEETING REPORT

Date: May 5, 2017

Date of meeting: May 4, 2017

Location: Waterfront Toronto
Townhall Boardroom – 11:00 –
12:00am

Purpose: Toronto Island
Community Association - Permit
Parking Discussion

Project: Lower Yonge Precinct MCEA

Project Number: 16-15113

Author: Bob Koziol

Attendees:	E-Mail	Phone	Fax
Jesse Rosensweet, Toronto Island Community Association	jrosensweet@airdberlis.com		
Vince Loffredi, City	Vince.Loffredi@toronto.ca		
Anson Yuen, City	ayuen@toronto.ca		
Anthony Kittel, City	Anthony.kittel@toronto.ca		
Jeffrey Dea	Jeffrey.Dea@toronto.ca		
Mira Shenker, WT	mshenker@waterfronttoronto.ca		
Tara Connor, WT	tconnor@waterfronttoronto.ca		
Bob Koziol, WSP MMM	koziolb@mmm.ca		
Maggie Scheunert, WSP MMM	scheunertm@mmm.ca		

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Mira Shenker, WT	mshenker@waterfronttoronto.ca		
Sandy Nairn	nairns@mmm.ca		
Meghan Bratt	brattm@mmm.ca		

Item	Details	Action By	Action Date
1.	All attendees introduced themselves.		
2.	The Minutes of the previous meeting were reviewed. Mr. Rosensweet noted that Item 4 from the March 31 meeting minutes should be revised to read “Mr. Rosensweet requested that <i>more</i> private parking spaces within the Precinct should be designated for the Islanders.”		
3.	The City clarified that all Waterfront precincts are eliminating on-street parking.		
4.	Mr. Rosensweet noted that Bonnycastle Street has been used by Island residents and visitors in the past as free parking. However, parking on Bonnycastle Street will be eliminated as a result of current redevelopment proposals.		
5.	A. Yuen presented Mr. Rosensweet with an information package for 5G Permit Parking dated May 4 th . He also requested that the car share facilities map shown as Figure 7-2 on page 3 be re-centered around the ferry terminal.	A. Yuen	
6.	The City noted that up to 15 on-street parking spaces could be provided on the east side of Cooper Street until		

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Item	Details	Action By	Action Date
	<p>the tunnel is built.</p> <p>Mr. Rosensweet noted that Cooper Street parking would not be useful to Islanders if it was only short-term parking.</p> <p>It may be possible that these parking stalls could be reserved for car share companies.</p>		
7.	<p>Mr. Rosensweet restated that there should be more car share spaces within the Lower Yonge Precinct, however at this point demand is difficult to predict.</p> <p>Mr. Kittel to verify whether developer agreements for car share spots can be extended.</p>	A. Kittel	
8.	<p>The City noted that parking spots sold with condos encourage single driver vehicle usage.</p> <p>It was also noted that city bylaws do not permit condo residents to lease out their private parking space due to security and access concerns.</p> <p>It was noted that residential buildings will be located between Harbour Street and Lake Shore Boulevard East and the commercial buildings will be located between Queens Quay East and Harbour Street. Potential parking spaces would be in the commercial buildings.</p>		
9.	<p>The question of demand is a large unknown. The City will contact car share companies to obtain more accurate demand predictions in the LYP area, if available.</p> <p>The City re-iterated that their best efforts will go towards maintaining permit parking spaces for the next 5-10 years.</p>	City	
10.	<p>Mr. Kittel to inquire whether Menkes will explore an interim provision of overnight parking for island residents.</p>	A. Kittel	
11.	<p>Mr. Rosensweet noted that there is some demand from islanders to purchase parking spots. He speculated a demand of 30 spaces, depending on the cost.</p> <p>Of the 220 households, there are approximately 110 cars/trucks used by residents. It is possible that non-permit holding islanders may also want to purchase a parking spot.</p>		
12.	<p>In order to obtain more accurate data on the demand for parking space purchase and car-share usage, the Island Community Association is proposing to conduct a survey. Some questions that could be asked include:</p> <ul style="list-style-type: none"> -The level of interest in purchasing a space, given a range of possible prices -Whether or not they are currently permit holders -Level of interest in using car-share programs 	TICA & City	

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Item	Details	Action By	Action Date
	<p>A door-to-door survey is proposed, as Mr. Rosensweet noted that an online survey may not receive reliable feedback.</p> <p>The City offered to assist the TIRA in the rollout of the survey, noting that the City has a Public Consultation Unit that is often used for public engagement programs.</p> <p>Mr. Rosensweet estimates that 2-4 weeks will be needed to roll out the survey and obtain the results.</p>		
13.	<p>The City agreed to provide an excerpt from the PWIC report to Mr. Rosensweet, in order to continue the open dialogue with island residents.</p>	City	
14.	<p>Next Steps:</p> <p>Mr. Kittel to verify whether agreement for car share spots can be extended. Additionally, Mr. Kittle will open a dialogue with Menkes to determine if they would explore provisions for overnight parking for islanders.</p> <p>Mr. Rosensweet, with assistance from the City, will develop and roll out a survey to gauge level of interest in car share, and demand for parking.</p>		

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	<ul style="list-style-type: none"> • WT Design Review Panel – April 19th, 2017 • City of Toronto Public Works and Infrastructure Committee (PWIC) – June • City of Toronto Council – July • File the ESR for a 30-day review period – Summer / Fall 	
<i>Below summarizes the key points of discussion and responses provided</i>		
LO 2.1	What is the setback on the proposed New Street cross section? A 3 m setback is proposed on both sides of the street.	
LO 2.2	Is there the opportunity for the future bike lane on Cooper Street to be used as parking in the interim? The Environmental Study Report (ESR) will document the ultimate configuration and include phasing. There is the potential for on-street car-share parking to be included as an interim condition, if feasible.	
LO 2.3	Where will the new Gardiner Off-Ramp land at Yonge Street relative to Lake Shore Blvd East? The ramp will remain in the same location (north of Lake Shore Blvd East) and will terminate on the west side of Yonge Street.	
LO 2.4	What is the proposed intersection control along Harbour Street? There will be traffic signals at Harbour Street / Yonge Street and Harbour Street / Lower Jarvis Street. There will be provisions in the ESR for the City to review operations at Freeland, Cooper and New Streets to determine when intersection control is warranted. The Project Team has accounted for future signalization in the road design.	
LO 2.5	What is proposed for cyclists on Cooper Street and Freeland Street? Cyclist 'wait areas' at intersections will be reviewed during Detail Design.	
LO 2.6	Should additional space be allocated to the road on New Street, and taken from the pedestrian clearway to accommodate truck turning movements? The space currently allocated meets the City's standard for road. If required, space will be reallocated from the on-street parking, instead of the pedestrian clearway.	
LO 2.7	How were cyclists included in the preliminary plan? Cyclists have been included by the inclusion of cycle infrastructure along streets within the Precinct that creates connections to the cycling network in adjacent neighbourhoods, as identified in the City's Cycling Network Ten Year Plan.	
LO 2.8	Can the traffic model be provided? The traffic model will be provided to all three (3) landowners.	City / WT
Additional Comments		
LO 2.9	The promenade streets within the Precinct are Yonge Street, Cooper Street and Lower Jarvis Street. Harbour Street is the main local street within the Precinct. Freeland Street and New Street are neighbourhood / working streets.	
LO 2.10	Currently traffic warrants for intersection control at Freeland, Cooper and New Streets are not triggered given there is no existing data. The City is aware of the land uses adjacent to these locations and will monitor the operations to determine when signals are required. This will be a commitment in the ESR.	City
LO 2.11	Discussion that the ESR will document the final configuration for the Lower Yonge Precinct. Some of the cross sections being presented do show the interim conditions (i.e., temporary on-street parking, future cycle track, etc.).	

Project Notification

The City of Toronto holds public consultations as one way to engage residents in the life of their city. Toronto thrives on your great ideas and actions. We invite you to get involved.

Lower Yonge Precinct Area Municipal Class Environmental Assessment Notice of Public Information Centre

Waterfront Toronto and the City of Toronto are jointly undertaking a Municipal Class Environmental Assessment (EA) and Public Realm Concept Study for the Lower Yonge Precinct Area. We invite you to attend a Public Information Centre (PIC) to provide feedback on the development of this EA.

At this PIC, we will be providing an overview of the new transportation infrastructure alternative designs and an update on the development of the Public Realm Concept. A construction update for the York/Bay/Yonge Ramp Removal Project will also be available. We welcome your participation and ideas to help shape the future of the Lower Yonge Precinct. Feedback forms will be provided at the PIC and will also be available on the websites noted below.

Date: Thursday, June 23, 2016

Time: 4:30 p.m. - 8 p.m.

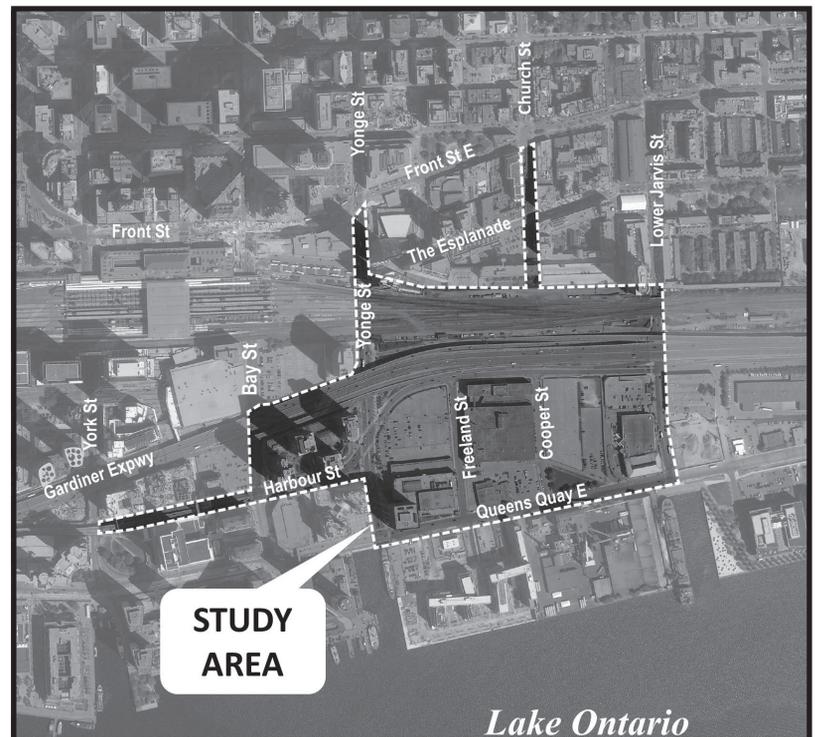
Drop-in and View Displays

Location: Waterfront Neighbourhood Centre
(formerly Harbourfront Community Centre)
627 Queens Quay W. (at Bathurst Street)

Background

A Transportation Master Plan (TMP) was completed in 2015 that identified the transportation infrastructure required to support development within the Lower Yonge Precinct Area. The TMP addressed the requirements of Phases 1 and 2 of the Municipal Class EA. This project will fulfill Phases 3 and 4 requirements under Schedule 'C' of the Municipal Class EA process. It will define specific road alignments, lane configurations, the public realm concept and other technical aspects, such as integrating active transportation.

An Environmental Study Report (ESR) will be prepared in accordance with the requirements of the Municipal Class EA, which is an approved planning process under the Environmental Assessment Act.



More information about the Lower Yonge Precinct is available at waterfronttoronto.ca/loweryonge and toronto.ca/planning/loweryongeprecinct. If you wish to receive further information or would like to be added to the project mailing list, please contact:

Amanda Santo, Waterfront Toronto
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Tel: 416-214-1344 ext. 292 Fax: 416-214-4591
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Anson Yuen, Transportation Services Division
City of Toronto, 100 Queen St. W., 22nd Fl.,
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Tel: 416-338-0667 Fax: 416-392-4808
Email: ayuen@toronto.ca

Issue Date: June 9, 2016



Lower Yonge Precinct Area

Municipal Class Environmental Assessment Notice of Study Commencement

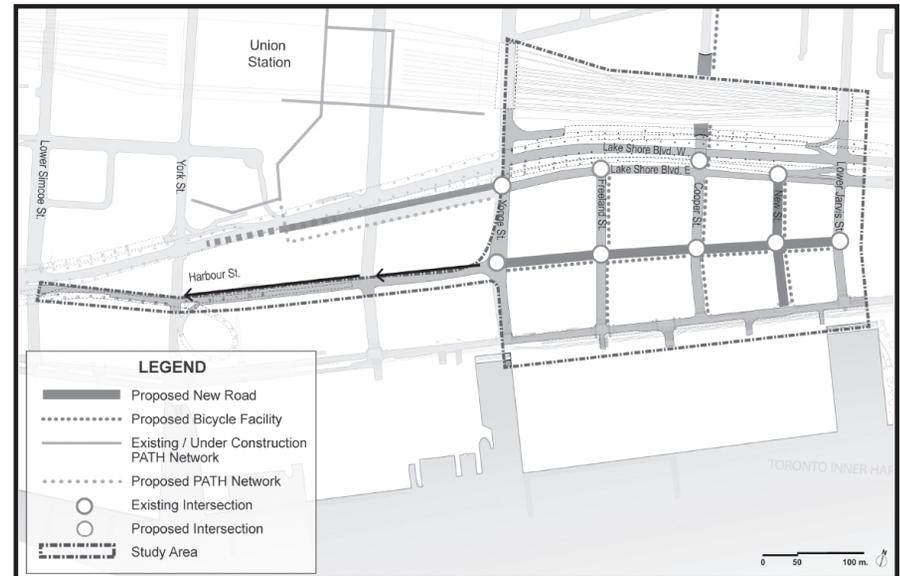
Waterfront Toronto and the City of Toronto are jointly undertaking a Municipal Class Environmental Assessment (EA) Study and Public Realm Concept for the Lower Yonge Precinct Area. The Lower Yonge Precinct Area includes approximately twelve hectares of waterfront land located between Yonge Street and Lower Jarvis Street, south of Lake Shore Boulevard East and north of Queens Quay East. This study will also assess the configuration of Harbour Street as far west as Lower Simcoe Street.

A Transportation Master Plan (TMP) was completed in 2015 that identified the transportation infrastructure required to support development within the Lower Yonge Precinct Area. The TMP addressed the requirements of Phases 1 and 2 of the Municipal Class EA. This project will fulfill Phases 3 and 4 requirements under Schedule 'C' of the Municipal Class EA process, which will define specific road alignments, lane configurations, the public realm concept and other technical aspects, such as integrating active transportation.

An Environmental Study Report (ESR) will be prepared in accordance with the requirements of the Municipal Class EA, which is an approved planning process under the Environmental Assessment Act (1990).

Public consultation is a key component of this study. The public are encouraged to provide input at any point during this study. A Public Information Centre (PIC) will be scheduled to provide all stakeholders, including residents, business owners, and members of the public, as well as relevant public and private agencies, with an opportunity to review, comment on and discuss this study. Further advertisements will be posted once the PIC date is scheduled.

All information will be maintained on file for use during the project, and may be included in project documentation. With the exception of personal information, all information will become part of the public record. If you have any accessibility requirements in order to participate in this project please contact the Project Manager noted above.



More information about the Lower Yonge Precinct is available at waterfronttoronto.ca/loweryonge and toronto.ca/planning/loweryongeprecinct. If you wish to receive further information or would like to be added to the project mailing list, please contact:

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 Email: ayuen@toronto.ca

Issue Date: January 28, 2016