



Lower Yonge Precinct

Municipal Class Environmental Assessment Study
Consultation Summary from the Public Information Centre

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1.0 INTRODUCTION

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 York Street.

This project is following the Municipal Class Environmental Assessment Study for a Schedule 'C' project. 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 process. This project will fulfill the Phases 3 and 4 requirements under Schedule 'C' of the Municipal Class EA process.

2.0 PURPOSE

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) was scheduled to provide all stakeholders, including residents, business owners, and members of the general public, as well as relevant public and private agencies, with an opportunity to review project information, identify concerns, and comment on and discuss this study.

The purpose of the meeting was to provide information about the problem / opportunity statement, existing conditions and next steps for the Lower Yonge Precinct Area. The Project Team was specifically seeking feedback on the evaluation of the street alignment alternatives, evaluation criteria and the selection of the preliminary preferred transportation plan.

In addition to the MCEA panels, Lower Yonge Precinct display panels were included and representatives from the York/Bay/Yonge ramp reconfiguration project were available to provide an update on that project.

3.0 PIC SPECIFICS

The location, date, and time of the PIC is noted below:

Date: June 23, 2016
Format: Drop-in and view the displays
Time: 4:30 to 8:00 p.m.
Location: Waterfront Neighbourhood Centre – Gymnasium
(formerly Harbourfront Community Centre)
627 Queens Quay West (at Bathurst Street)

4.0 NOTIFICATION

Various measures were taken to ensure proper notification of the PIC event.

Waterfront Toronto distributed the Notice of PIC to stakeholders on its email distribution list on June 9, and June 22, 2016. The PIC was also included in the May 2016 and June 2016 editions of the email newsletter (News from Our New Blue Edge).

The Notice of PIC was published in *NOW Magazine* newspapers on June 9 and 16, 2016.

Notification letters were distributed by direct mail or e-mailed to contacts on the City of Toronto study mailing list, including interested stakeholder groups.

Notification letters were distributed by registered mail and email to the applicable First Nations on June 10, 2016 with subsequent follow up emails sent on June 15, 2016 and June 17, 2016.

Notification letters were distributed by email to the applicable government agencies and utility providers on June 14, 2016.

In addition, a copy of the PIC notice was sent via Canada Post bulk mailing to approximately 16,923 properties (residential and businesses) within an approximately 400 metre radius of the Precinct Study Area.

A copy of the newspaper notices can be found in **Appendix A**.

5.0 STAFF ATTENDANCE

The following Waterfront Toronto, City of Toronto, and consultant members of the Project Team attended the PIC:

Waterfront Toronto

- Amanda Santo
- Chris Glaisek
- Dave Madeira
- Rei Tasaka
- Tara Connor
- Corey Bialek
- Meghan Hogan
- Mira Shenker
- Andrea Kelemen

City of Toronto – York/Bay/Yonge Team

- Josie Franch
- Jim Schaffner

City of Toronto

- Willie Macrae
- Anthony Kittel
- Eddy Lam
- Anson Yuen
- Jeffrey Dea
- David Dunn
- Ashley Curtis

Consultant Team (MMM / WSP)

- Bob Koziol
- Shannon Baker
- Sandy Nairn
- Meghan Bratt

6.0 MATERIAL DISPLAYED

A backgrounder was prepared as a reference document and distributed to stakeholders at the welcome desk / sign-in table. The backgrounder provided the following information:

- An overview of the process completed to-date;
- An overview of the Municipal Class Environmental Assessment process;
- Anticipated timeline moving forward;
- Gardiner Expressway and Lake Shore Boulevard reconfiguration;
- Transportation network in the Lower Yonge Precinct; and
- Cross selections of select roadway segments.

The following display panels were presented at the PIC:

1. Project Introduction Panel
2. Welcome (text and graphics)
3. Study Area (text and key map)
4. Existing Conditions - Cultural Environment (text and graphics)
5. Existing Conditions - Public Realm / Urban Design and Land Ownership (text and graphics)
6. Existing Conditions - Socio-Economic Environment (text and graphics)
7. Existing Conditions - Transportation (text and map)
8. Planning Context (text and table)
9. The Municipal Class EA Process (text and graphics)
10. Timeline of Events (text and timeline)
11. Problem and Opportunity Statement (text and photographs)
12. Summary of Transportation Master Plan Recommendations (text and map)
13. Summary of Official Plan Amendment and Precinct Plan Recommendations (text and maps)
14. Lower Yonge Public Realm Concept (text and graphics)
15. Evaluation Criteria (text and table)
16. Evaluation of Alternatives – Harbour Street (York Street to Bay Street)
17. Evaluation of Alternatives – Harbour Street (Bay Street to Yonge Street)
18. Evaluation of Alternatives – Harbour Street (Yonge Street to Freeland Street)
19. Evaluation of Alternatives – Harbour Street (Freeland to Lower Jarvis)
20. Evaluation of Alternatives – Yonge Street (Queens Quay to Lake Shore Blvd)
21. Evaluation of Alternatives – Yonge Street (Lake Shore Blvd to Rail Corridor)
22. Evaluation of Alternatives – Yonge Street (Railway Corridor) (table and graphics)
23. Evaluation of Alternative – Yonge Street (Railway Corridor to Front Street)
24. Evaluation of Alternatives – Freeland Street (Queens Quay to Lake Shore Blvd)
25. Evaluation of Alternatives – Cooper Street (Queens Quay to Lake Shore Blvd)
26. Evaluation of Alternatives – Cooper Street Tunnel
27. Evaluation of Alternatives – Church Street
28. Evaluation of Alternatives – ‘New’ Street
29. Evaluation of Alternatives – Lower Jarvis Street (Queens Quay to Lake Shore Blvd)
30. Evaluation of Alternatives – Lake Shore Blvd (Yonge Street to Lower Jarvis Street)
31. Evaluation of Alternatives – Gardiner Off-Ramp
32. Preliminary Preferred Configuration (map)
33. Next Steps (text)

A copy of the PIC displays can be found in **Appendix B**.

7.0 FORMAT AND ATTENDANCE

7.1 June 23, 2016 (Waterfront Neighbourhood Centre)

The PIC was held as a drop-in style, open house format. Members of the public (including stakeholders, business owners, property owners, and agencies) were invited to attend from 4:30 to 8:00 p.m. Project Team members were available to discuss the project one-on-one with the attendees.

Attendees were asked to sign in at the welcome desk. Eighty-two (82) individuals chose to sign in. Representatives with the following affiliations identified themselves at the PIC: Ports Toronto, Toronto Island Community Association, 10 Yonge Street, Enwave, BA Group, R.V. Anderson Associates, Urban Strategies Inc., St. Lawrence Neighbourhood Association, Dillon Consulting, and LCBO. One media representative (a journalist from The Bulletin), was identified at the PIC.

Four (4) attendees submitted comment sheets at the PIC. An online version of the comment sheet was created and circulated through Waterfront Toronto's website, social media networks, newsletter, and to the Stakeholder Advisory Committee for circulation to the groups they represent.

8.0 SUMMARY OF COMMENTS RECEIVED

Attendees were given the opportunity to submit written comments as well project team members were on hand to take notes of comments received verbally. The following summarizes the common verbal and written comments received at the PIC for the Lower Yonge Precinct Municipal Class Environmental Assessment and Public Realm Concept Study. This reports summaries the feedback received and is not intended to be a verbatim transcript.

Following the PIC, the Project Team prepared a Frequently Asked Questions (FAQ) document, and posted a copy of the FAQs online. A copy of the FAQs are included in **Appendix C**.

8.1 Summary of Verbal and Written Comments Received at and following the PIC

General Comments about the Preferred Plan / Cross Sections

- ▶ Support for the multi-modal transportation options, including cycling facilities.
- ▶ A Participant was in favour of many of the road alignments and lane configurations. Specifically noted that it is a good idea to take some of the Queens Quay traffic and reroute it onto Harbour Street with the extension.
- ▶ A Participant was concerned about the use of a grid network, and stated it is a "dead idea". It is old fashioned and a "silly idea for neighbourhood design." Advocated for residential to be placed on periphery of existing roads, with a large park in the middle.
- ▶ Participant encouraged the "grand entrance" to be relocated to the Queens Quay - Yonge Street intersection.
- ▶ More benches and street furniture to enhance the public realm was recommended.

Comments on the potential impact to the existing Pinnacle Centre development (33 Bay Street & 12-16 Yonge Street)

- ▶ Concerns about the proposed right-in, right-out movement at the entrance to 33 Bay and corresponding transportation movements.

Comments on the potential impact to 10 Yonge Street

- ▶ Stakeholders and residents had multiple concerns about the reconstruction of Harbour Street. Some of the common concerns included:
 - Harbour alignment would restrict vehicular access to the site directly off of Harbour for deliveries.
 - There is no place on Harbour dedicated for delivery / moving trucks to stop and unload based on the configuration of the preferred alternative.
 - The existing 10 Yonge building has limited access points with a “moving door” on the north side of the building. Suggestions that a drop curb be installed at the access points as part of the detailed design.
 - Concerns that there may be impacts to private property.

Comments about Harbour Street (York Street to Bay Street)

- ▶ Supports the preferred alternative as it makes Harbour Street a complete street.
- ▶ The preferred alternative from Harbour Street from Bay Street to Yonge Street introduces two-way traffic flow instead of the existing one-way traffic and there were concerns about lane access and traffic flow.
- ▶ Suggestion to further explore advancing a right-turn lane at Bay Street and Harbour Street to go north on Bay Street, which would be useful for the Pinnacle Centre.
- ▶ Traffic congestion on Harbour Street is a concern, because adding car capacity could encourage more vehicles.
- ▶ Participant suggested that there should be an advance signal at Harbour Street (turning right) at Bay Street (traffic direction was not specified). The logic is that without a right turn advance, only 1 or 2 cars might be able to go per green light given the high volume of pedestrians crossing the street, thus leading to more congestion.
- ▶ For Harbour Street in general: concern with the cycling facility and sidewalk being so close together. Recommend more separation between the two spaces.

Comments about Yonge Street (Queens Quay to Lake Shore Boulevard)

- ▶ Support for the preferred alternatives as Yonge Street becomes a complete street with options for every mode of transportation and narrower driving lanes, which improves safety for both cyclists and pedestrians.
- ▶ Concern that 3-lanes and 5-lanes of vehicle traffic are not consistent south and north of Harbour Street.
- ▶ Concerned that the Yonge corridor currently has too many travel lanes.
- ▶ Concern about accessing Yonge Street from Harbour Street in the morning, especially with redevelopment (density).

Comments about Yonge Street (Lake Shore Boulevard to Rail Corridor)

- ▶ Support for a cycle track instead of a standard bike lane.
- ▶ Support for a landscaped median, which will add to the beauty of the street.
- ▶ Concern that 4-lanes in this section of Yonge Street is not consistent with the other cross sections.
- ▶ Suggestion that the travel lanes should be consistent and ensure narrow driving lanes and tighter turning radius to improve safety for non-motorists.

Comments about Yonge Street (Railway Corridor to Front Street)

- ▶ Concern that bike lanes are too narrow for Yonge Street, a major arterial.
- ▶ Concern that the location of bike lanes is unsafe and located close to the travel lanes (“mini highway”).
- ▶ Suggestion to modify the width of the travel lanes from 3.3 m to 3.0 m, and to provide an additional buffer for the bike lanes. Alternatively, the bike lanes could become a cycle track.

Comments about Freeland Street (Queens Quay to Lake Shore Boulevard)

- ▶ Multiple comments received about the on-street parking lanes shown, including:
 - Support for 1 lane of parking, as it will discourage people from driving.
 - 2 lanes of parking along Freeland Street is excessive.
 - Parking lanes are a waste of space.
 - Suggestion to stop prioritizing cars with parking and congestion charges could be introduced / implemented and parking fees should be increased.
 - Concern that a greater emphasis is being placed on on-street parking instead of cycling facilities.
 - Parking supports retail.

Comments about Lake Shore Boulevard (Yonge Street to Lower Jarvis Street)

- ▶ Concern that two left turn lanes are unnecessary.
- ▶ Suggestion to widen the sidewalks, and prioritize people over cars.

Comments about the Cooper Tunnel

- ▶ Four lanes for the Cooper tunnel is too many travel lanes; instead, there should be wider bike lanes and sidewalks, with fewer traffic lanes.

Comments about Lower Jarvis Street

- ▶ Support for Lower Jarvis accommodating traffic in both directions. There was a discussion about using signalization to reverse centre lane traffic flow based upon demand.
- ▶ Concern about the pedestrian crossing at Lake Shore Boulevard and Lower Jarvis Street, specifically the duration of the crossing time (direction was not specified).
- ▶ Suggestion about the location of Lake Shore Boulevard East (set back by 5 m) to provide improved sight lines for pedestrians.

Comments related to the Cycling Facilities

- ▶ A participant suggested that all cycling facilities should be separated from vehicles (including the stretch from Yonge Street to Front Street).
- ▶ Participant recommended that parking spot requirements should be reduced to 1 for every 3 units given that the trend is reduced car ownership.
- ▶ Concern about the unidirectional bike lanes.

Comments about Nuisance Effects

- ▶ Concerns about air quality because of the increased density, congestion and vehicles idling at intersections.

Comments about Parking

- ▶ Parking should be reduced for the new development – need fewer cars in the downtown.
- ▶ Green P parking permits should be included within the development – for Toronto Island residents.

Miscellaneous Comments

- ▶ Multiple participants expressed concerns about the density and the traffic associated with the density and congestion.
- ▶ Several individuals expressed concern over the parking and potential impacts to the TCHC building with the extension of Cooper Street.
- ▶ One participant expressed concern about areas lacking sunlight and indicated that the area is always in shadow.

No comments were received about the following street / cross section: Cooper Street.

Summary of Comments Received via Online Form

- ▶ More focus on pedestrian safety, requests to prioritize pedestrian and cycling infrastructure over infrastructure for motor vehicles.
- ▶ Calls for less traffic through the neighbourhood's internal grid, and more traffic on major thoroughfares like Lake Shore.
- ▶ Preference for alternatives that separate cyclists from pedestrians; several mentions of mountable curb as inadequate separation of cyclists from motorists.

Exhibit 1 provides a summary of the number of comment sheets submitted at the PIC and the number of comments which were submitted by mail, phone, fax, online form or email before the PIC, following the PIC notification; and after the events through to July 14, 2016.

Exhibit 1 – Public Information Centre Comments						
	Submitted at the PIC	Received via Mail / Fax	Received via Email	Phone conversations	Online Forms	Total
Comments	4	0	18	3	13	17

Call **3-1-1**

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.

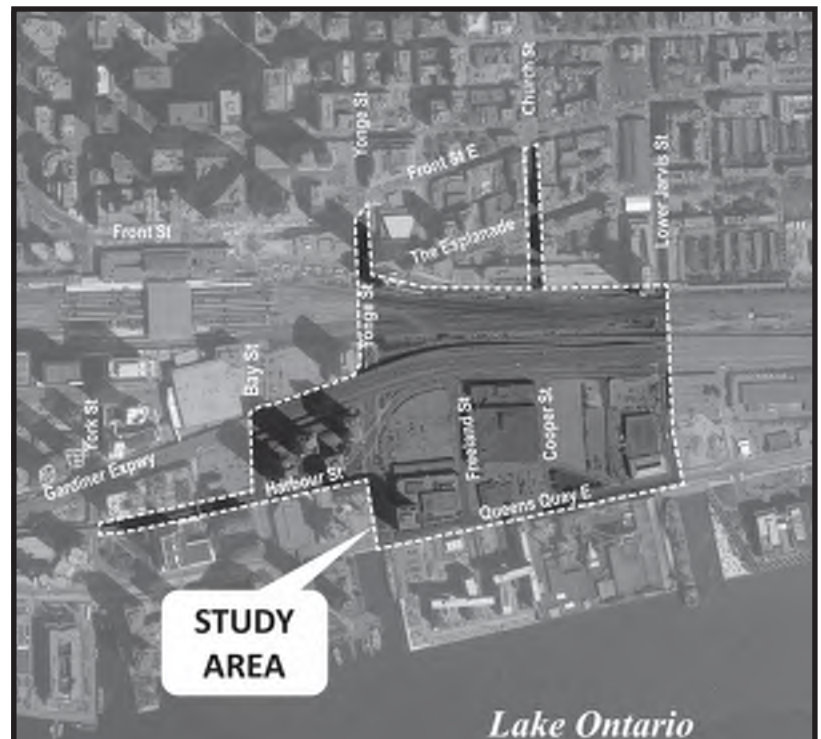
Drop-in and View Displays

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 waterfrontoronto.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
20 Bay St., Suite 1310, Toronto, ON M5J 2N8
Tel: 416-214-1344 ext. 292 Fax: 416-214-4591
Email: info@waterfrontoronto.ca
Website: waterfrontoronto.ca

Anson Yuen, Transportation Services Division
City of Toronto, 100 Queen St. W., 22nd Fl.,
East Tower, Toronto ON M5H 2N2
Tel: 416-338-0667 Fax: 416-392-4808
Email: ayuen@toronto.ca

Issue Date: June 9, 2016



From: Waterfront Toronto [mailto:info=waterfronttoronto.ca@mail35.atl31.mcdlv.net] **On Behalf Of** Waterfront Toronto

Sent: June-09-16 11:04 AM

Subject: Notice of Public Information Centre: Lower Yonge Precinct Area - June 23

**update from
waterfront toronto**



Notice of Public Information Centre

Lower Yonge Precinct Area Municipal Class Environmental Assessment

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.



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[Meeting Details](#)

Date: Thursday, June 23, 2016

Time: Drop-in and View Displays from 4:30 p.m. - 8 p.m.

Location: Waterfront Neighbourhood Centre - Gymnasium, (formerly Harbourfront Community Centre), 627 Queens Quay West (at Bathurst Street)

Map: Click [here](#).

Transit: Take the 511 Bathurst streetcar south to Fleet Street. Walk south to Queens Quay and east to the main entrance of the community centre. OR: take the 509 Harbourfront streetcar from Union Station to Queens Quay West at Dan Leckie Way West Side. Cross to the south side of Queens Quay and then walk west to the main entrance of the neighbourhood centre. Please use the [TTC trip planner](#) for additional options.

Accessibility: Barrier-free access to the neighbourhood centre is through the main entrance at the northwest corner of the building.

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 on the project websites at www.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

20 Bay St., Suite 1310, Toronto, ON M5J 2N8
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Tel: 416-338-0667 Fax: 416-392-4808
Email: ayuen@toronto.ca

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

For a printable version of this notice, please click [here](#).

This notice was issued on June 9, 2016

LOWER YONGE PRECINCT

Municipal Class Environmental Assessment and Public Realm Concept Study



Public Information Centre June 23, 2016

WELCOME

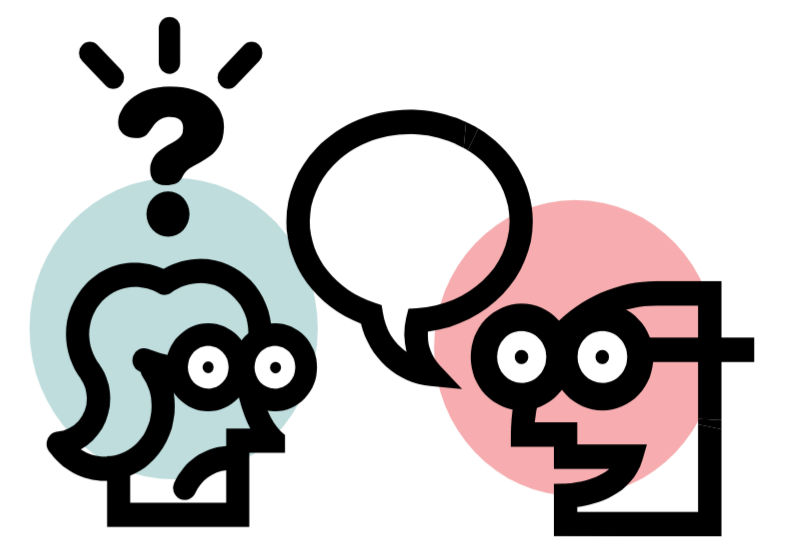
Welcome to the Public Information Centre for the Municipal Class Environmental Assessment and Public Realm Concept Study for the Lower Yonge Precinct Area.

The purpose of this Public Information Centre is to present:

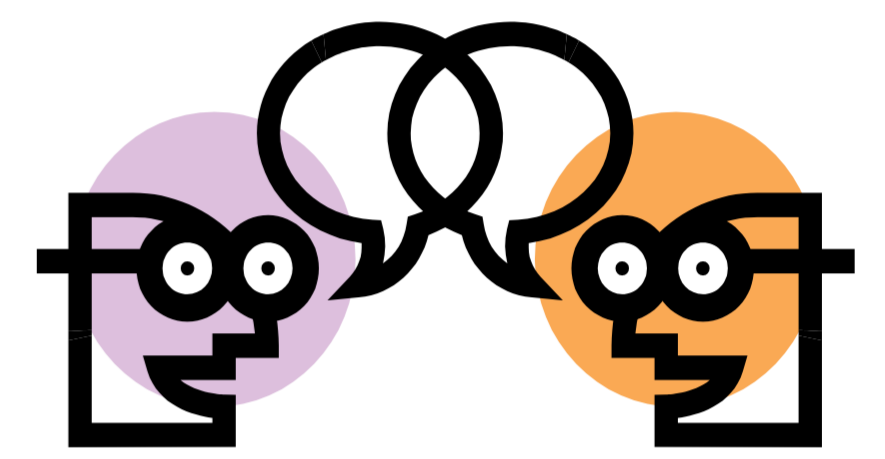
- Problem / Opportunity Statement
- An existing conditions summary
- Next Steps
- PLUS: An update on the York/Bay/Yonge Ramp Reconfiguration Construction

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.waterfronttoronto.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.

Lower Yonge Precinct Area

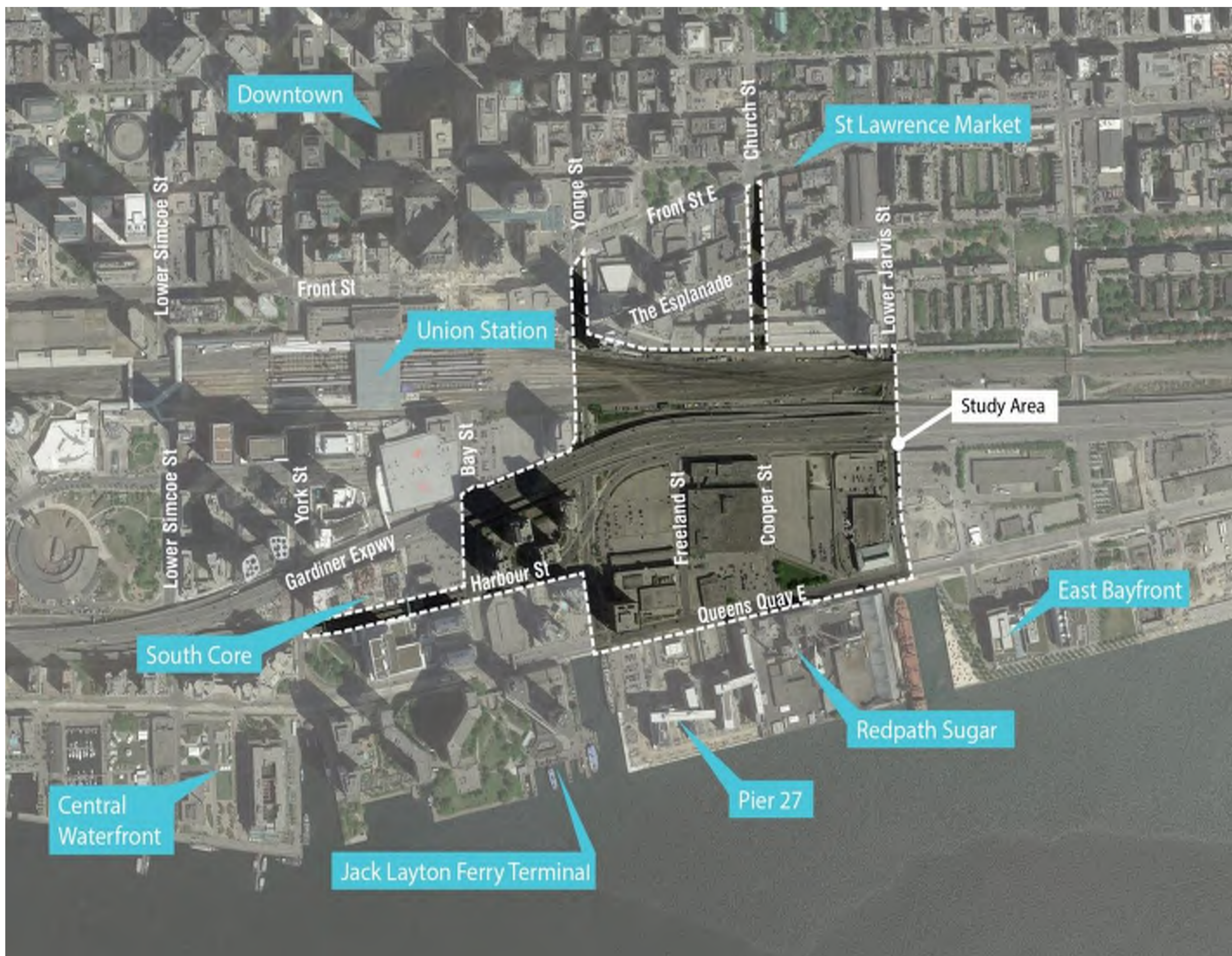


STUDY AREA

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



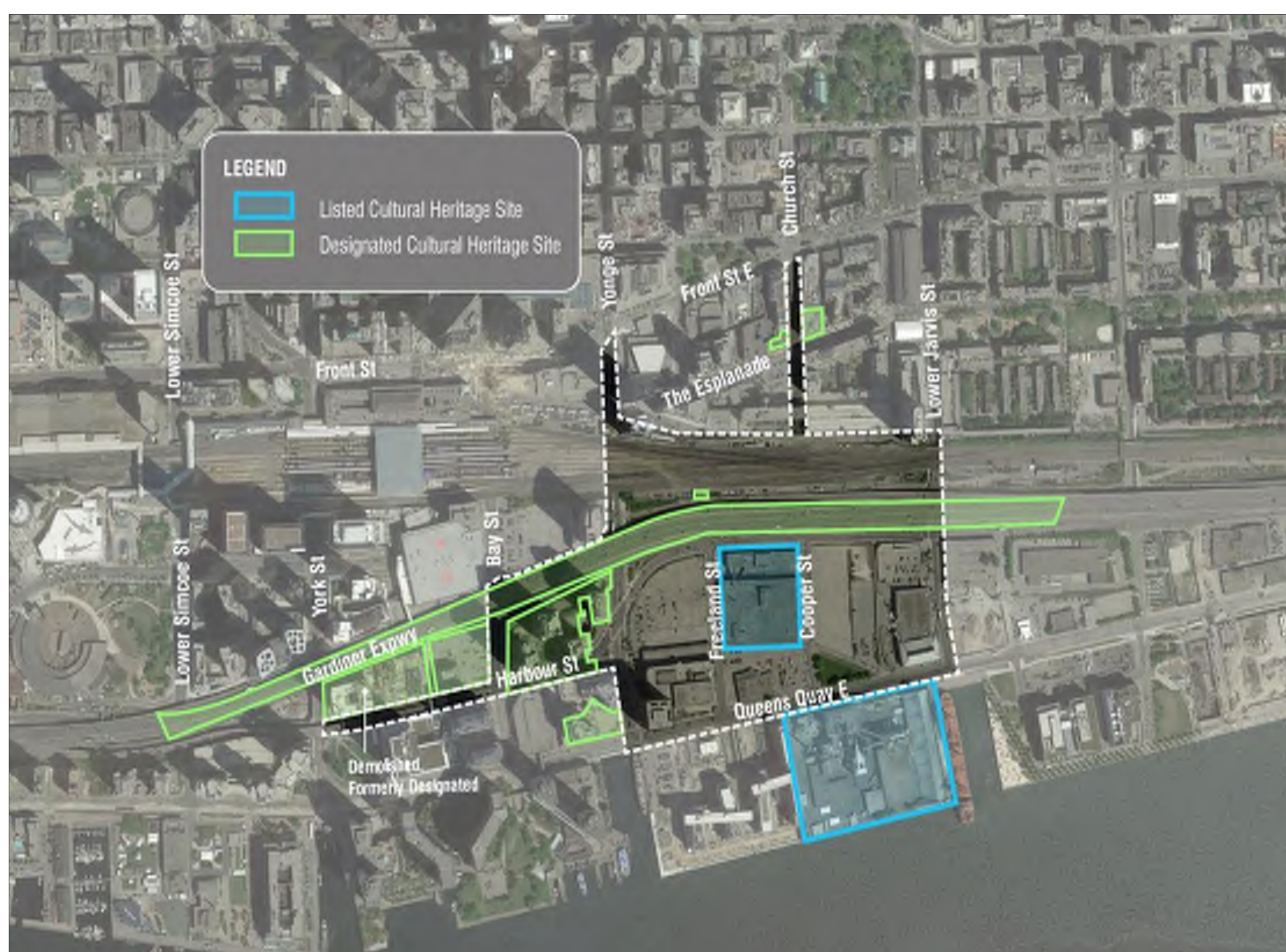
EXISTING CONDITIONS

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.



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

PLANNING CONTEXT

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:

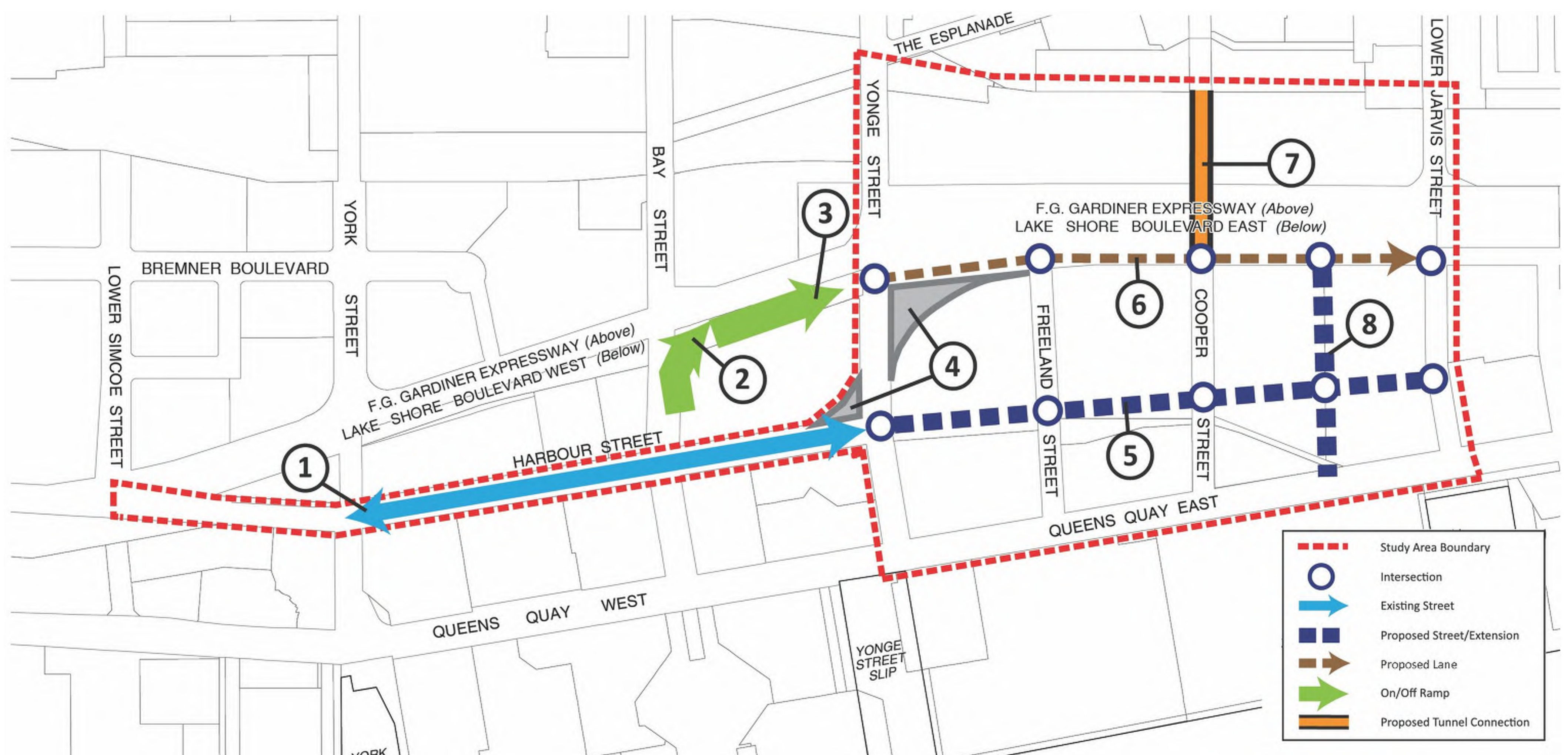
- Approach the Precinct's urban design and transportation system in a way that better supports new residential, commercial, and tourist activity as described in the CWSP.
- Increase connections between the Precinct and the downtown, including the Financial District.
- Create a more fine-grained road 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

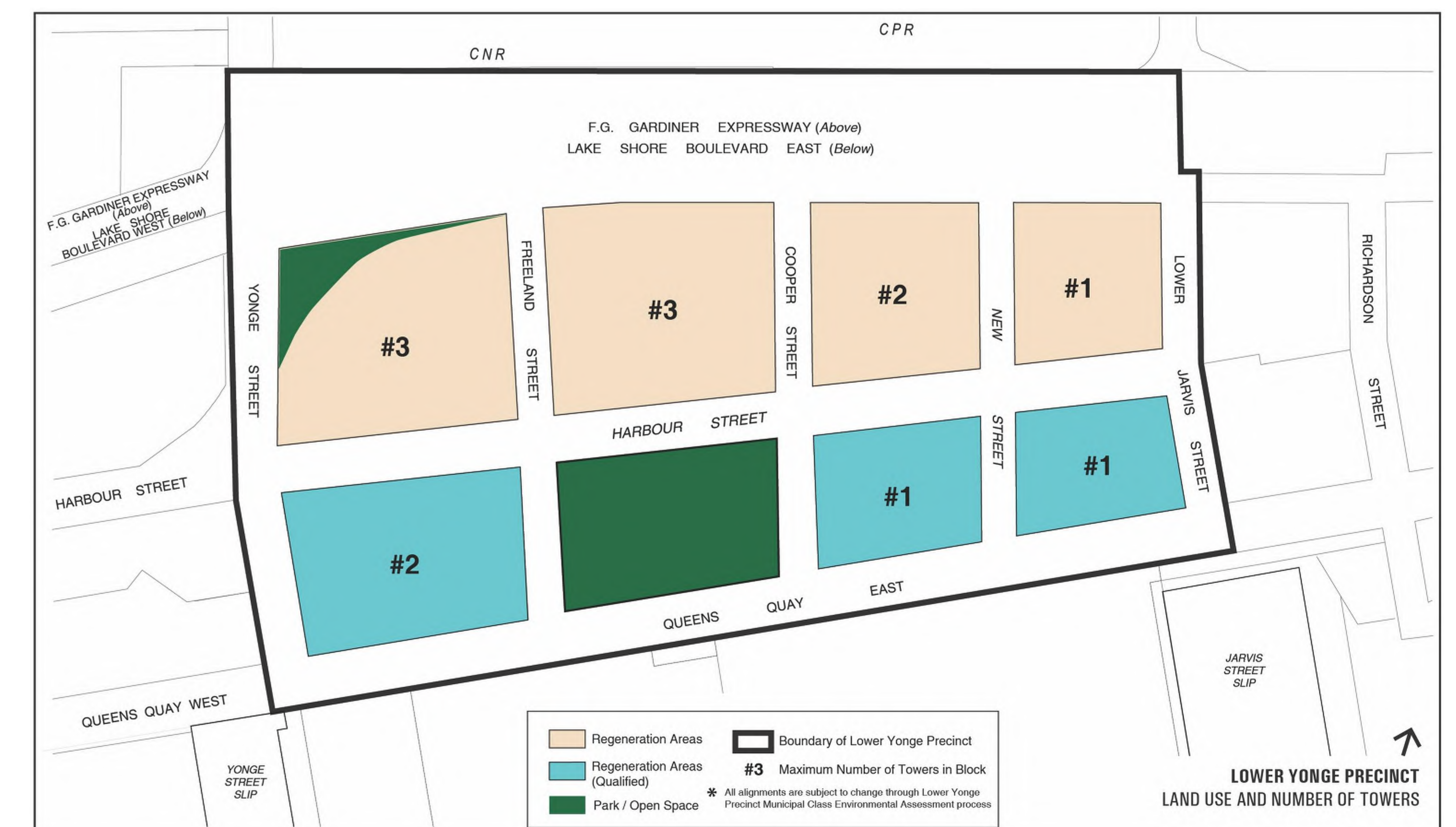
At its June 2016 meeting, City Council endorsed an Official Plan Amendment and Precinct Plan that accommodates approximately 8,000 residential units and 380,000 square metres of non-residential gross floor area, providing future homes and workplaces for up to 13,000 residents and 15,000 employees.



Ground Floor Animation



Base Buildings (including setbacks, promenades and heights)

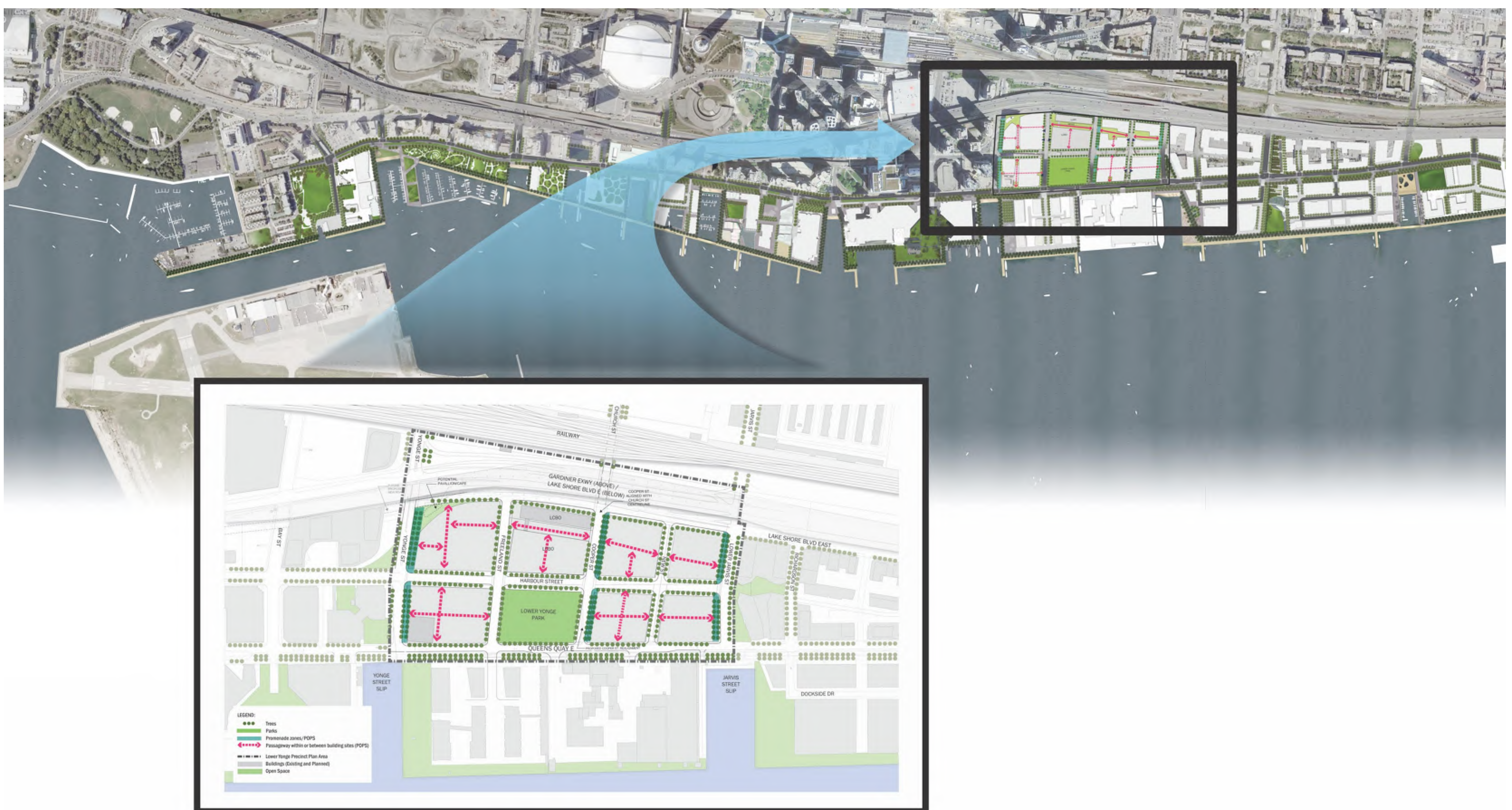


Land Use and Number of Towers

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.

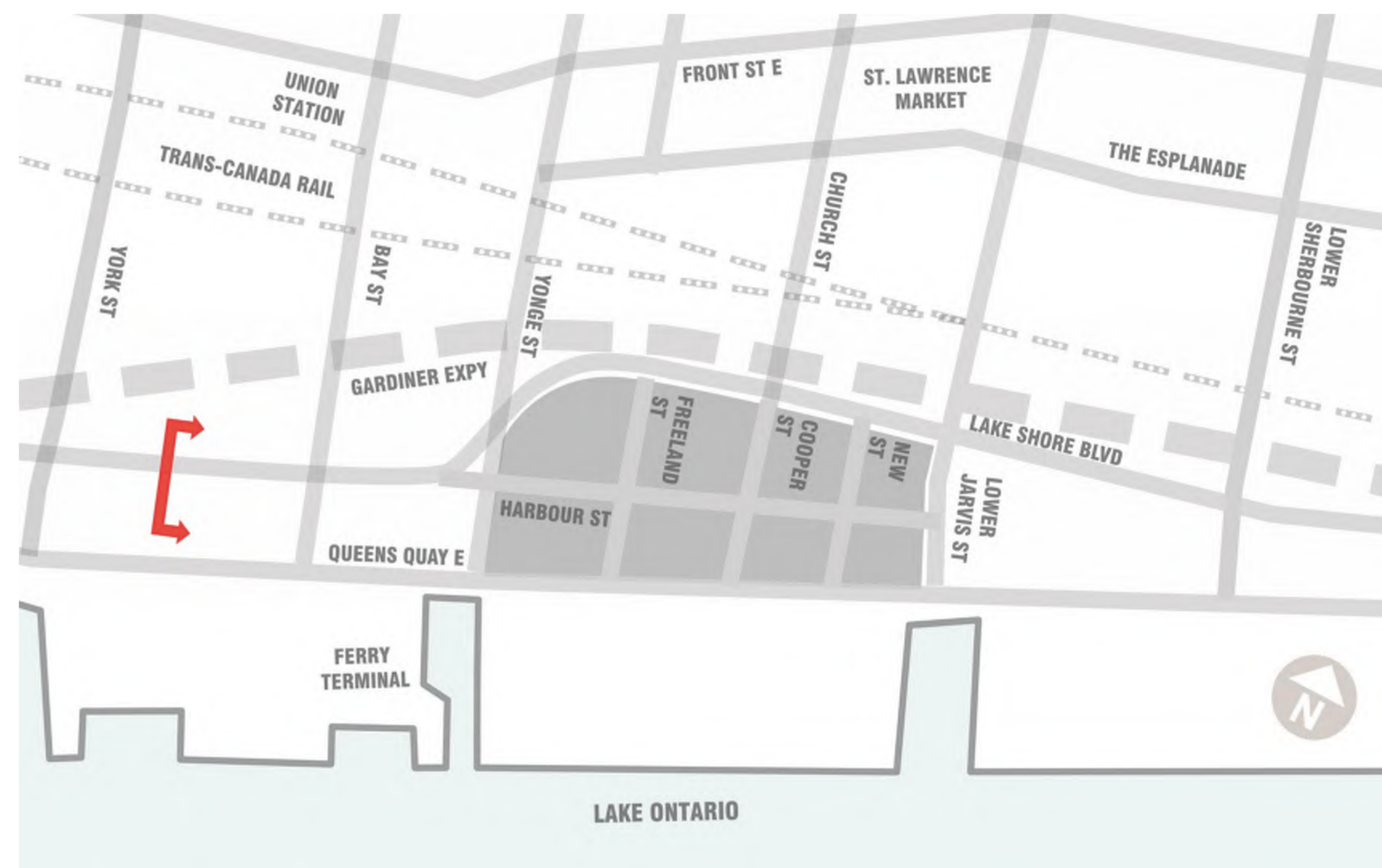
The preferred alternatives shown are preliminary.

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

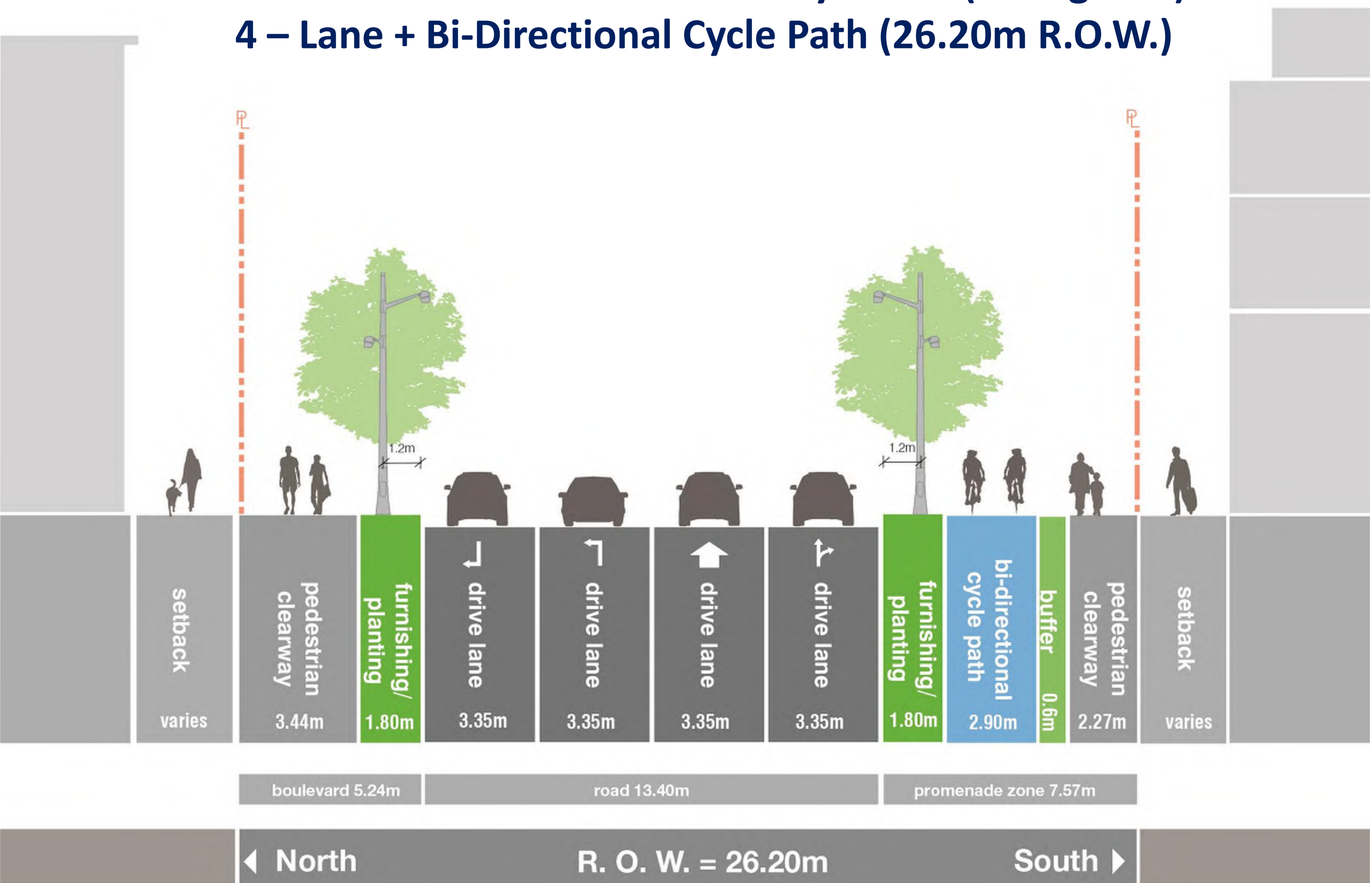
EVALUATION OF ALTERNATIVES

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.

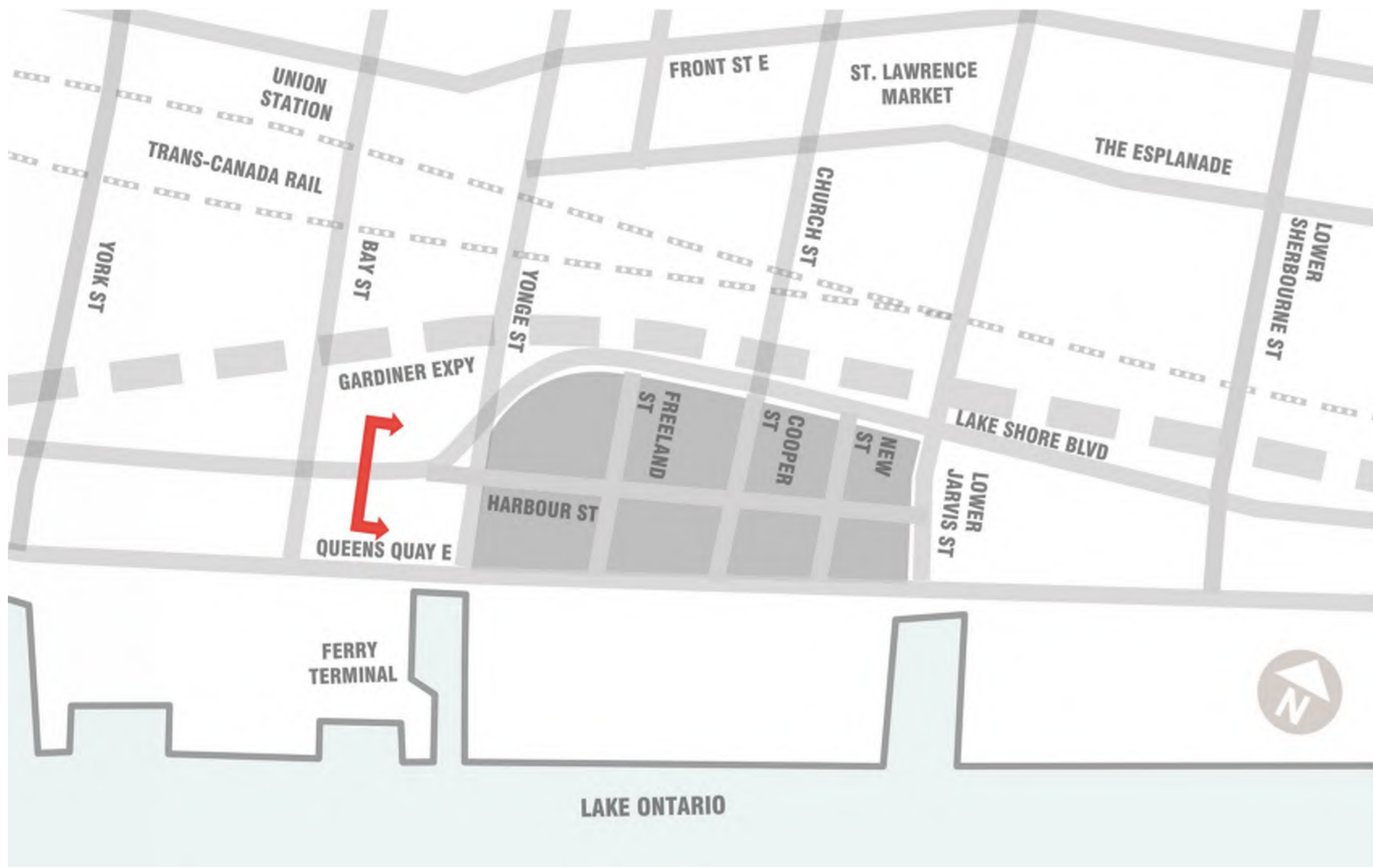


Harbour Street: York Street – Bay Street (Facing East) 4 – Lane + Bi-Directional Cycle Path (26.20m R.O.W.)



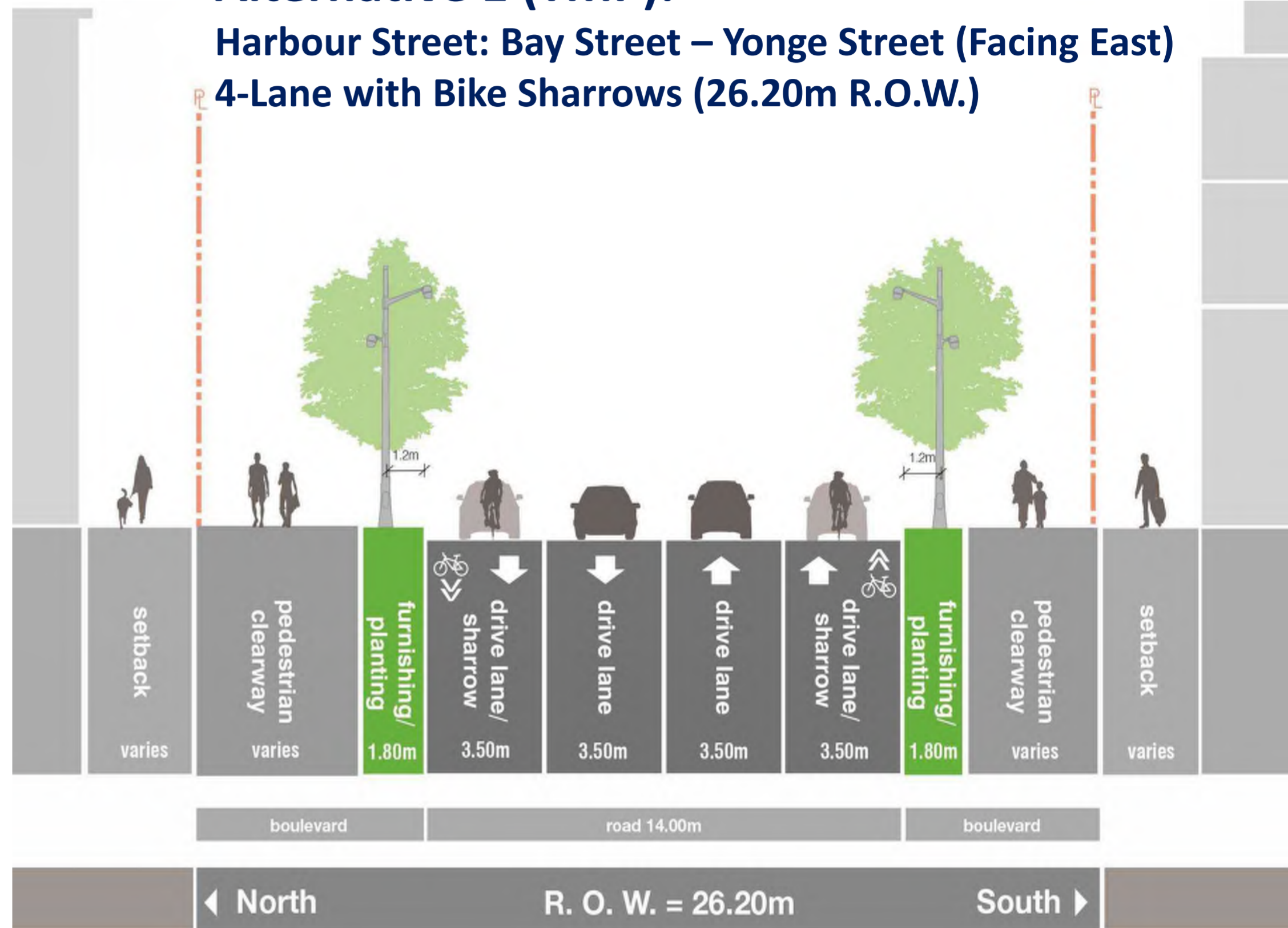
EVALUATION OF ALTERNATIVES

Harbour Street (Bay Street to Yonge Street)



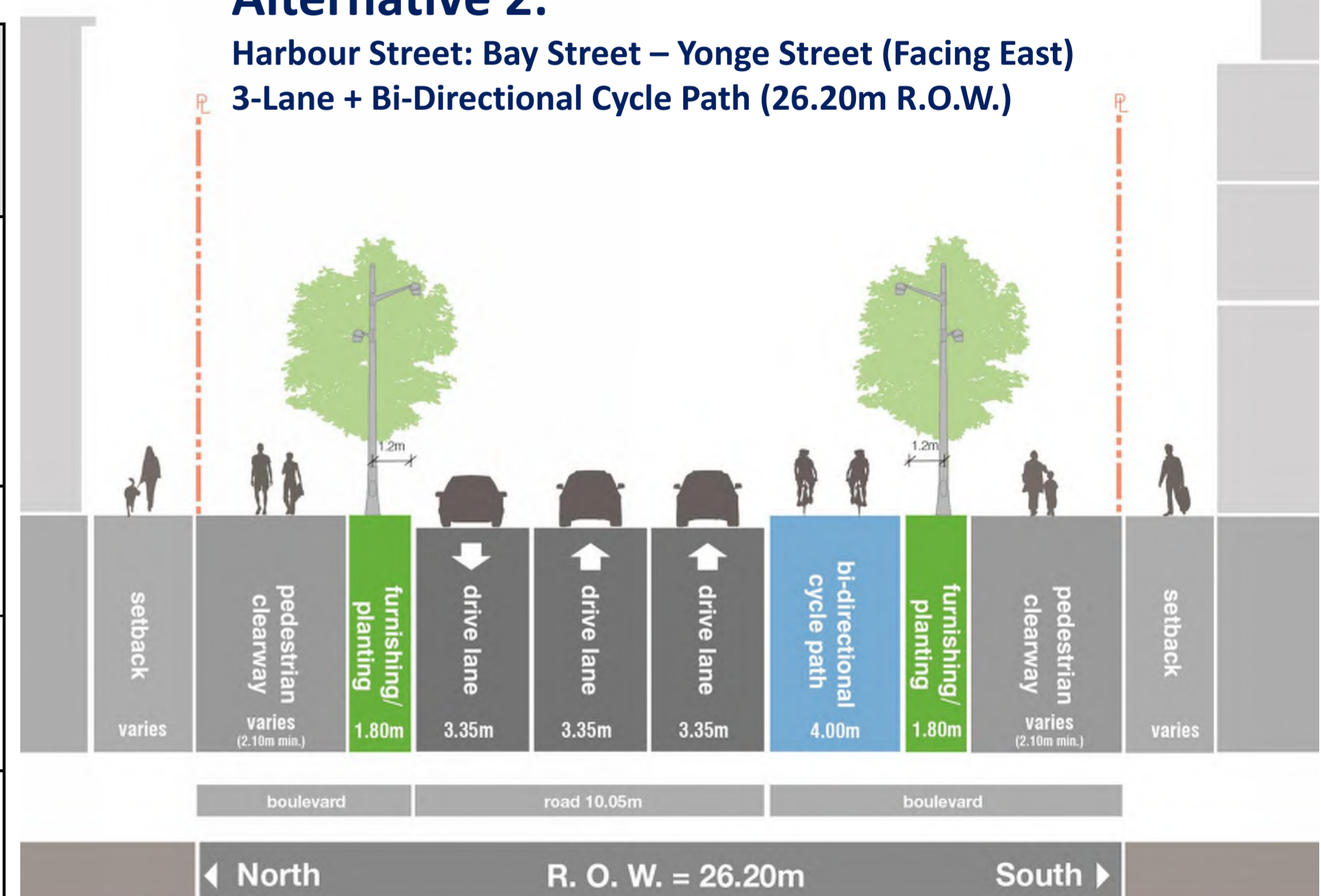
Alternative 1 (TMP):

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



Alternative 2:

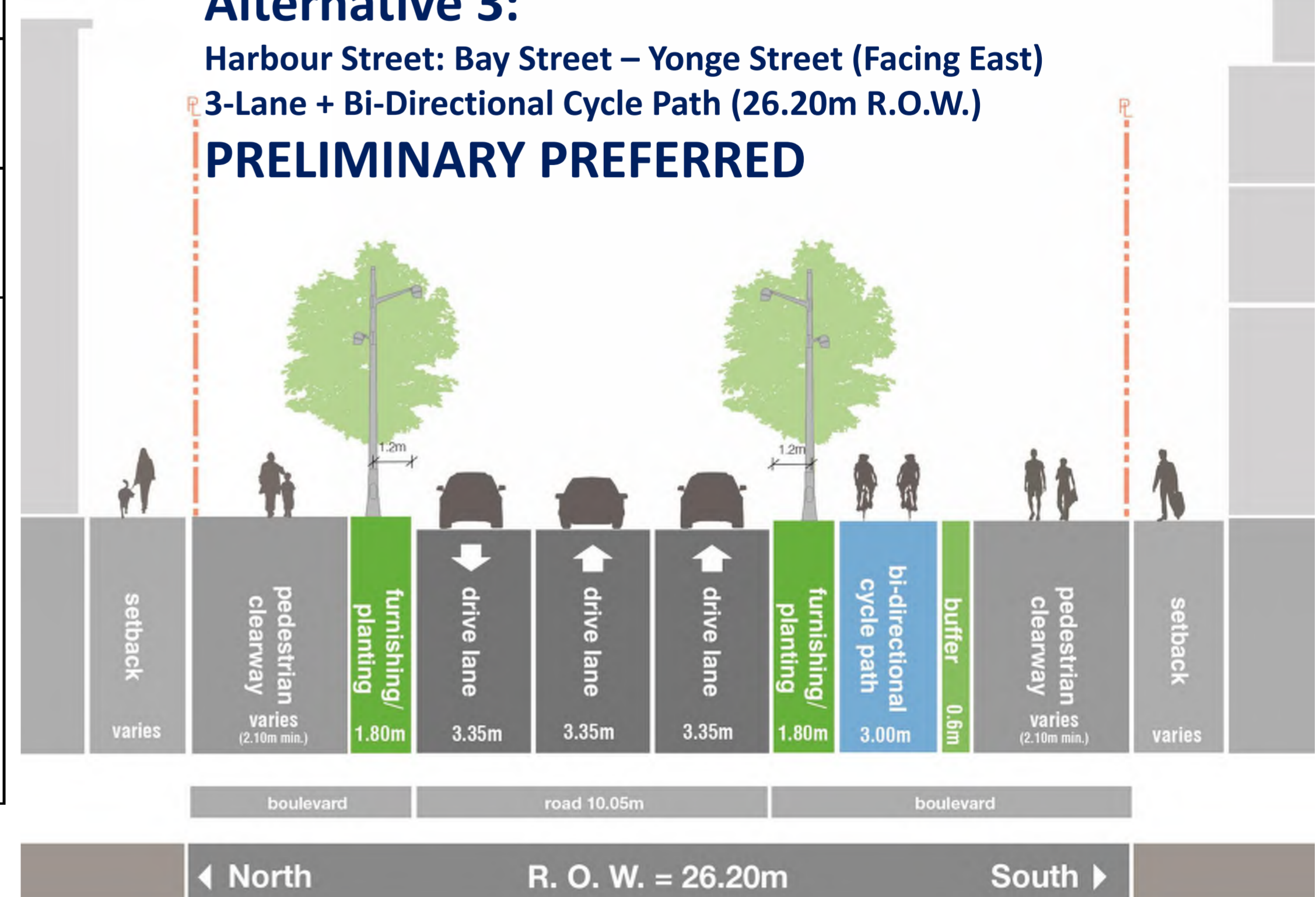
Harbour Street: Bay Street – Yonge Street (Facing East)
3-Lane + Bi-Directional Cycle Path (26.20m R.O.W.)



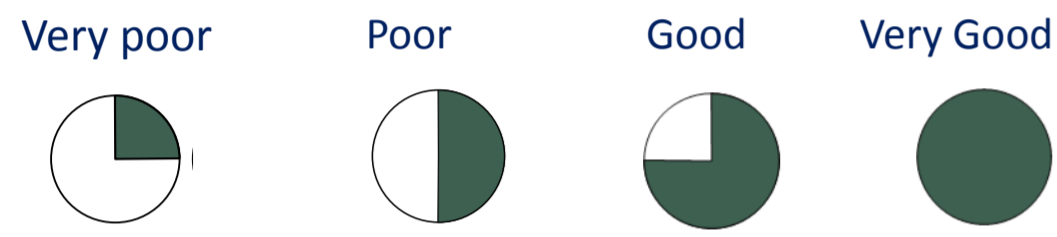
Alternative 3:

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

PRELIMINARY PREFERRED



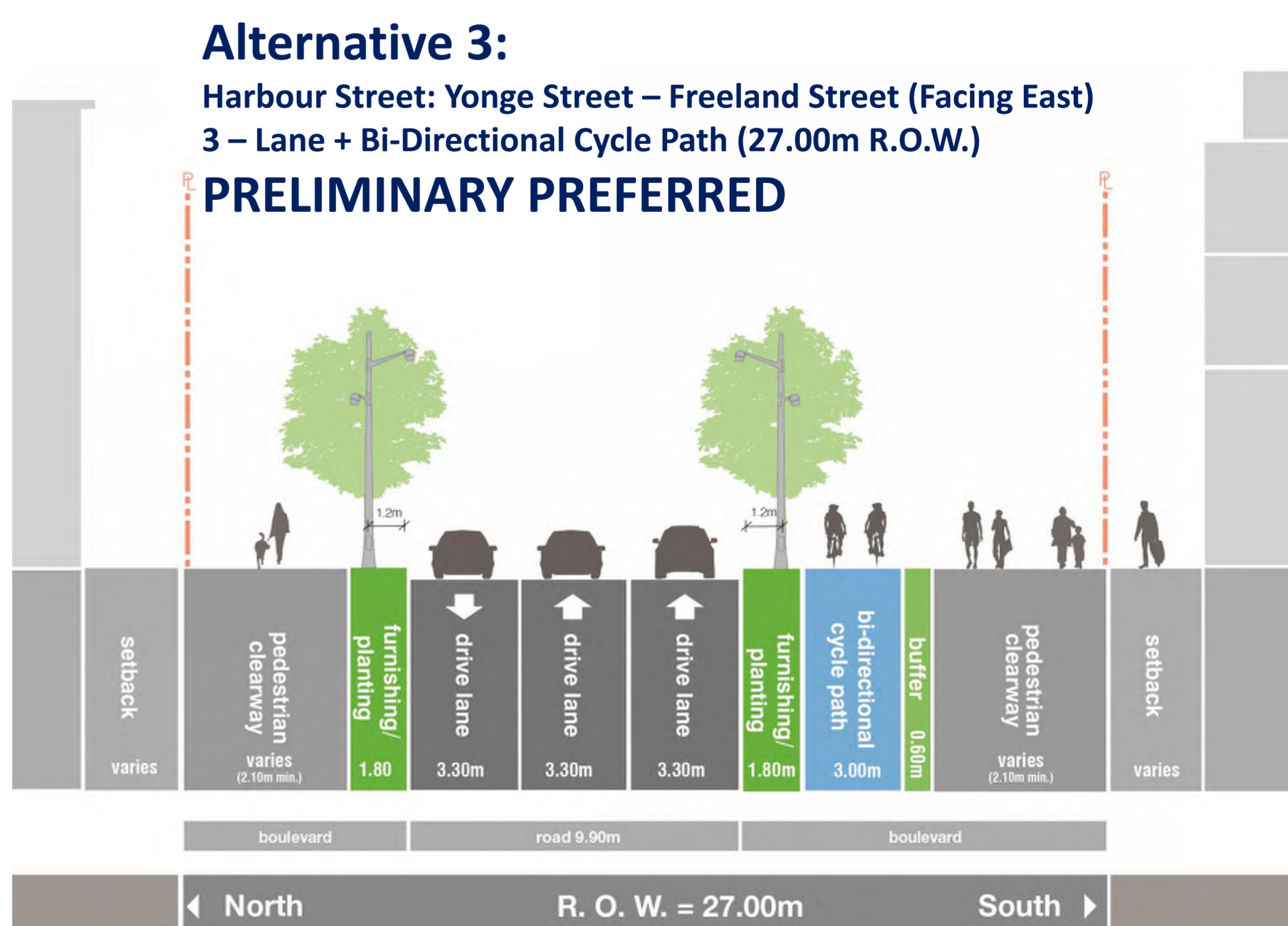
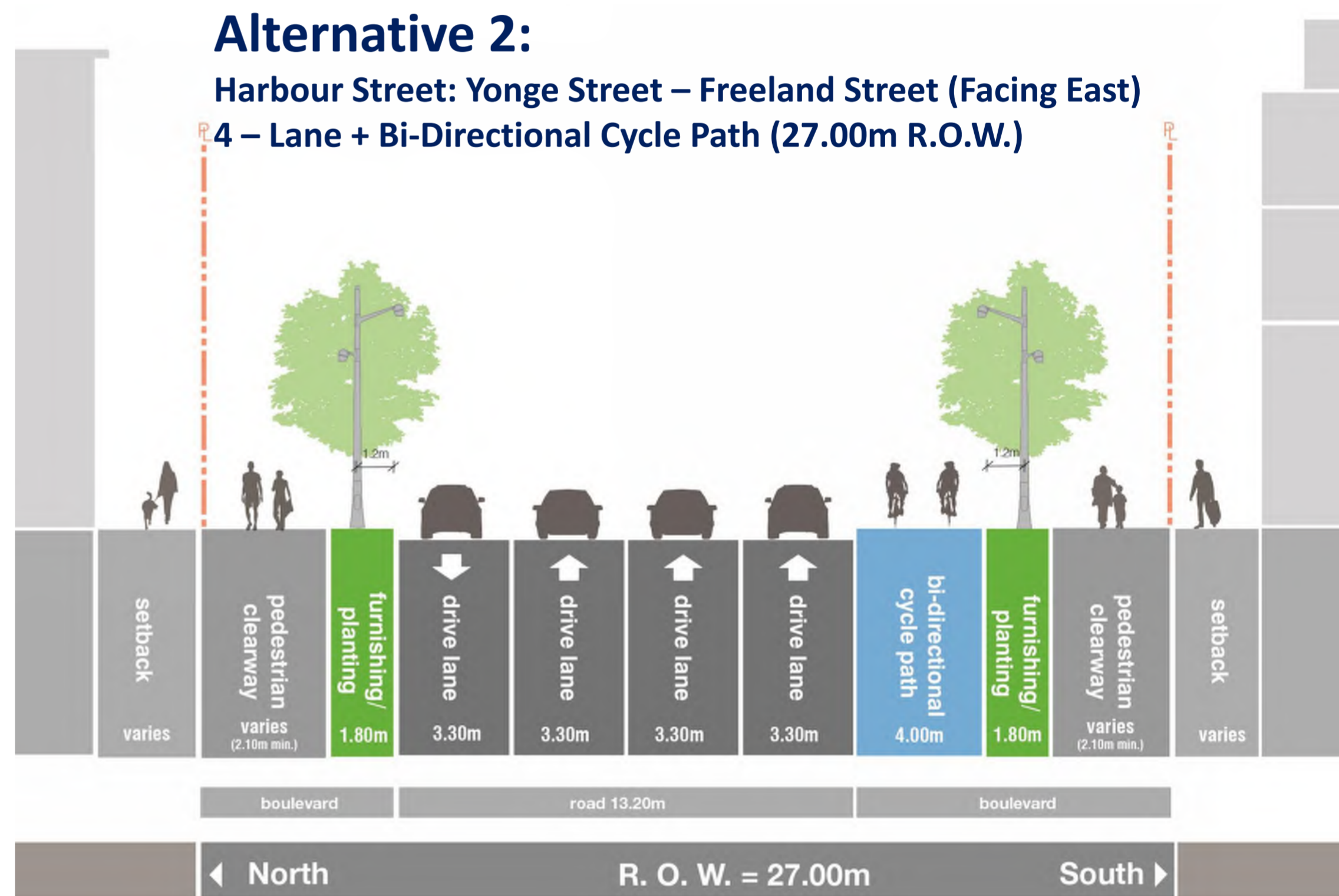
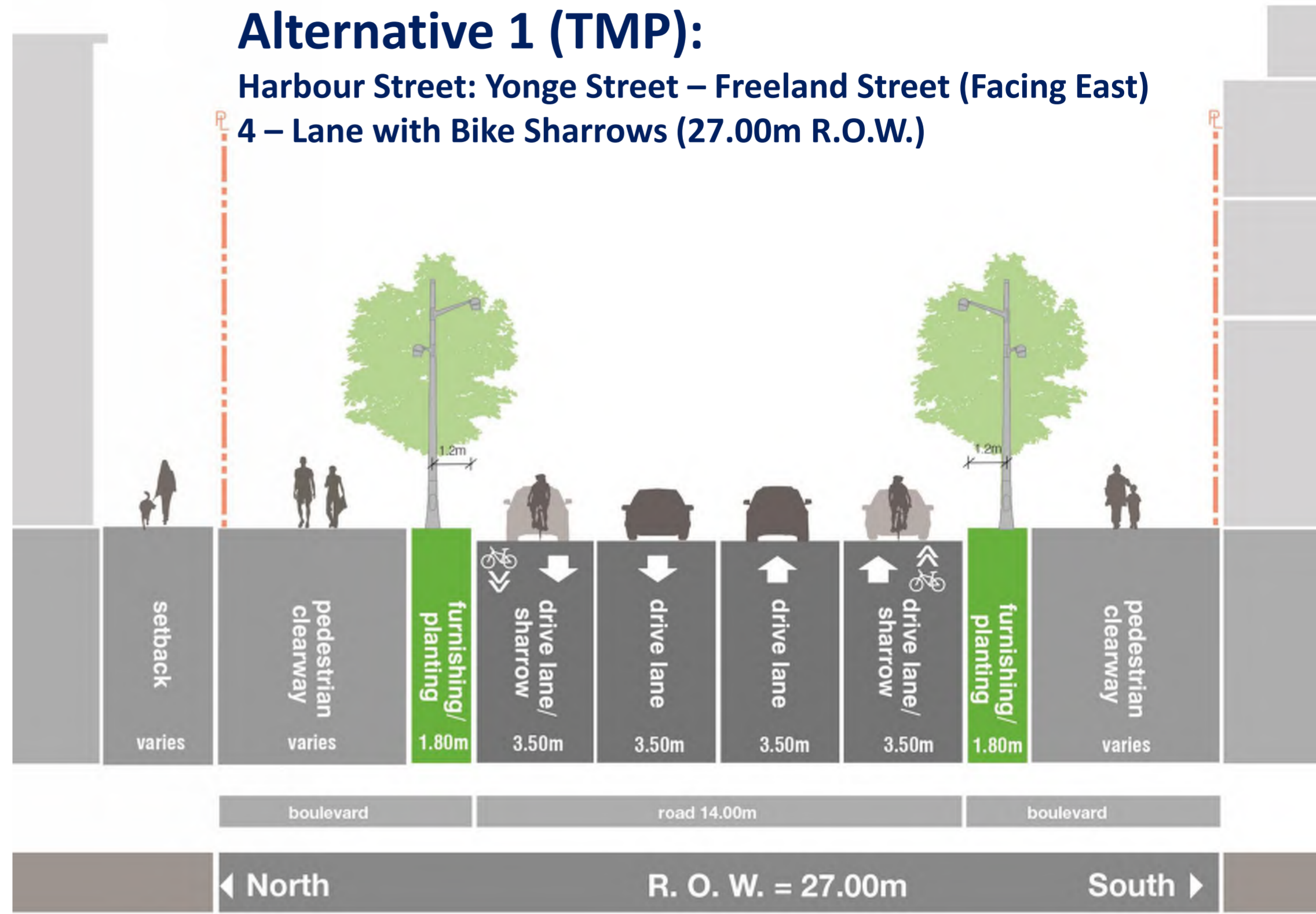
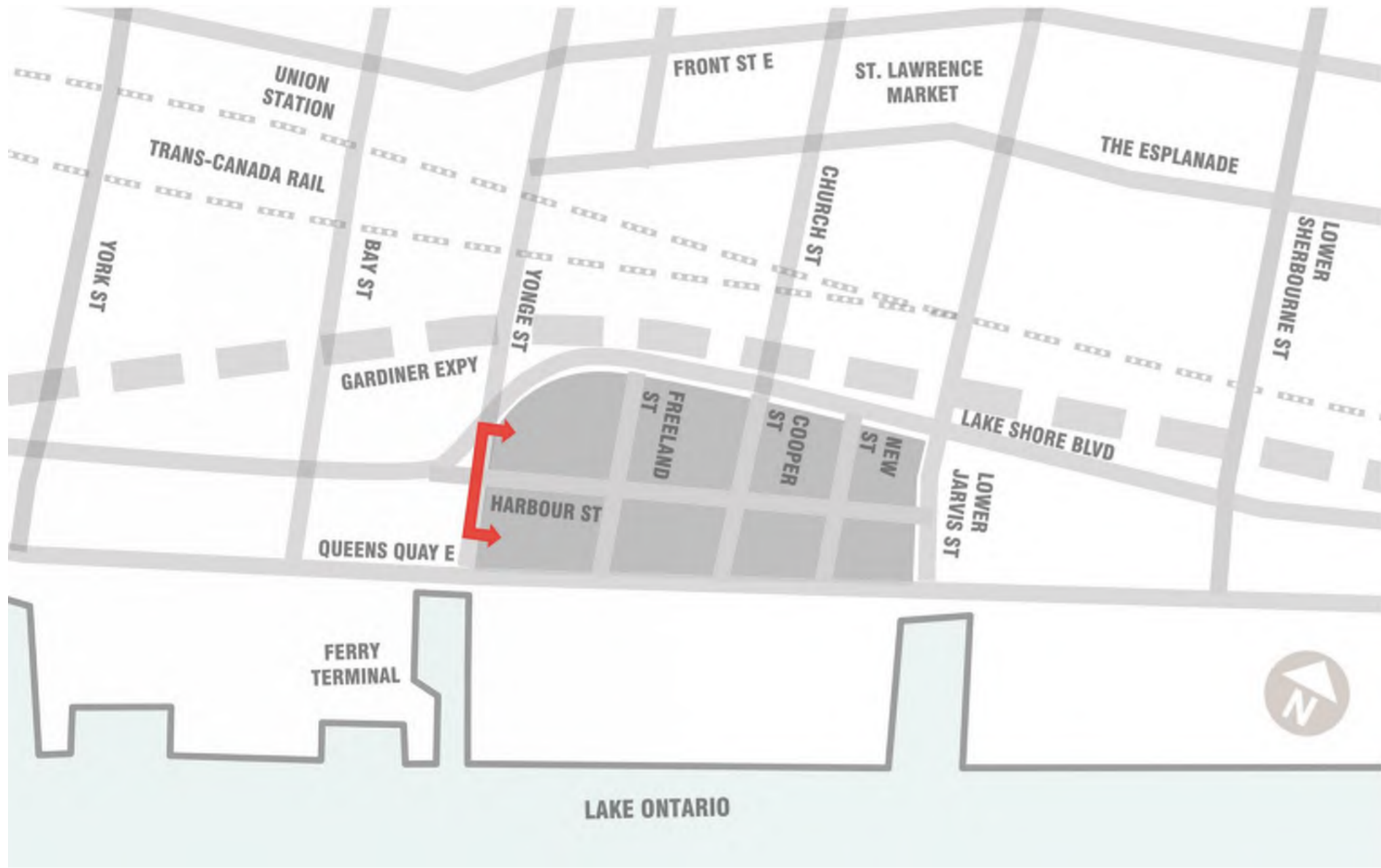
Legend



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				<p>Alternative 3 is overall preferred for the following reasons:</p> <ul style="list-style-type: none"> 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.

EVALUATION OF ALTERNATIVES

Harbour Street (Yonge Street to Freeland Street)



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 Alternatives.
Constructability				There is no significant difference between the Alternatives.
Overall				Alternative 3 is overall preferred for the following reasons: <ul style="list-style-type: none"> 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.

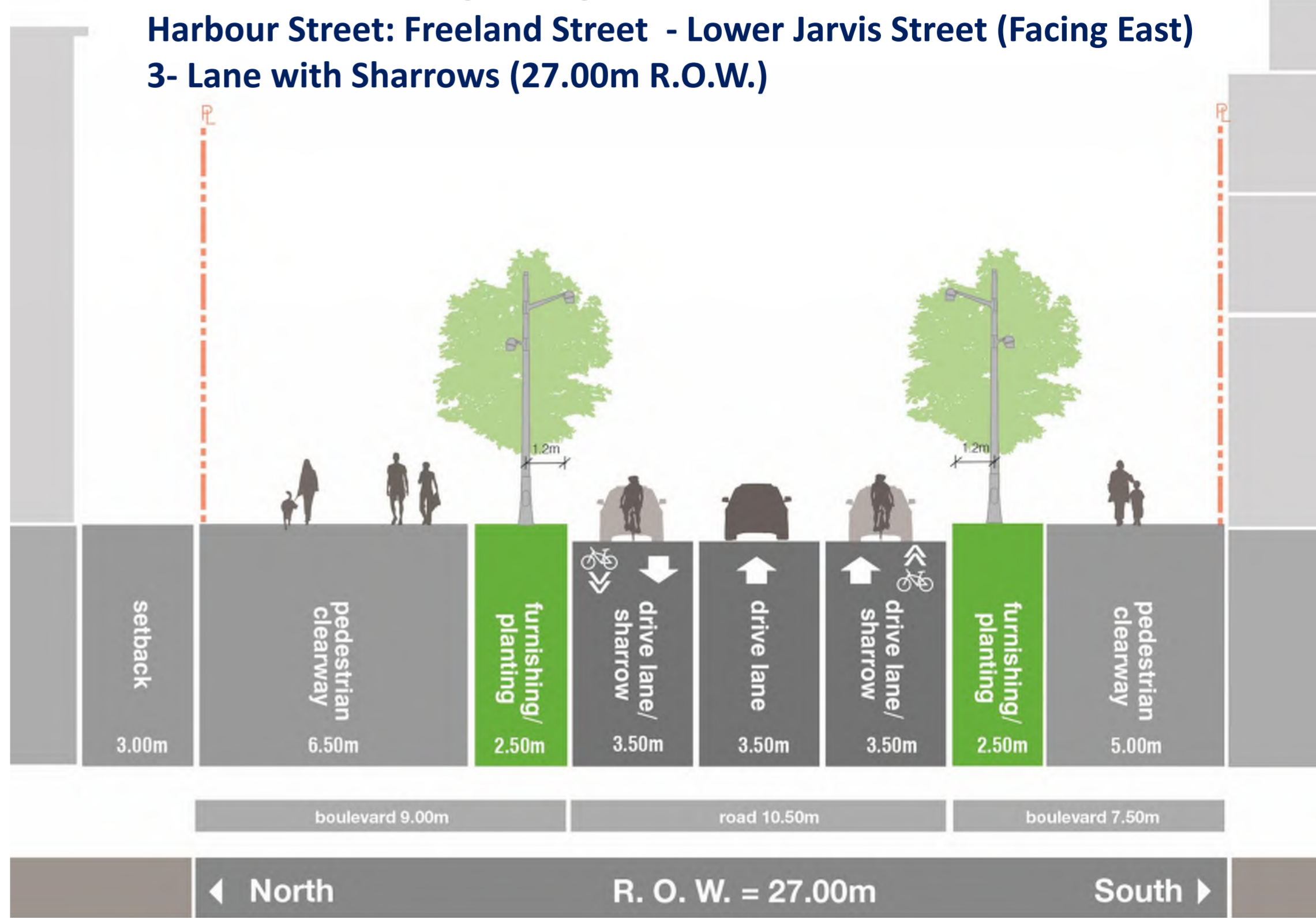
EVALUATION OF ALTERNATIVES

Harbour Street

(Freeland Street to Lower Jarvis Street)

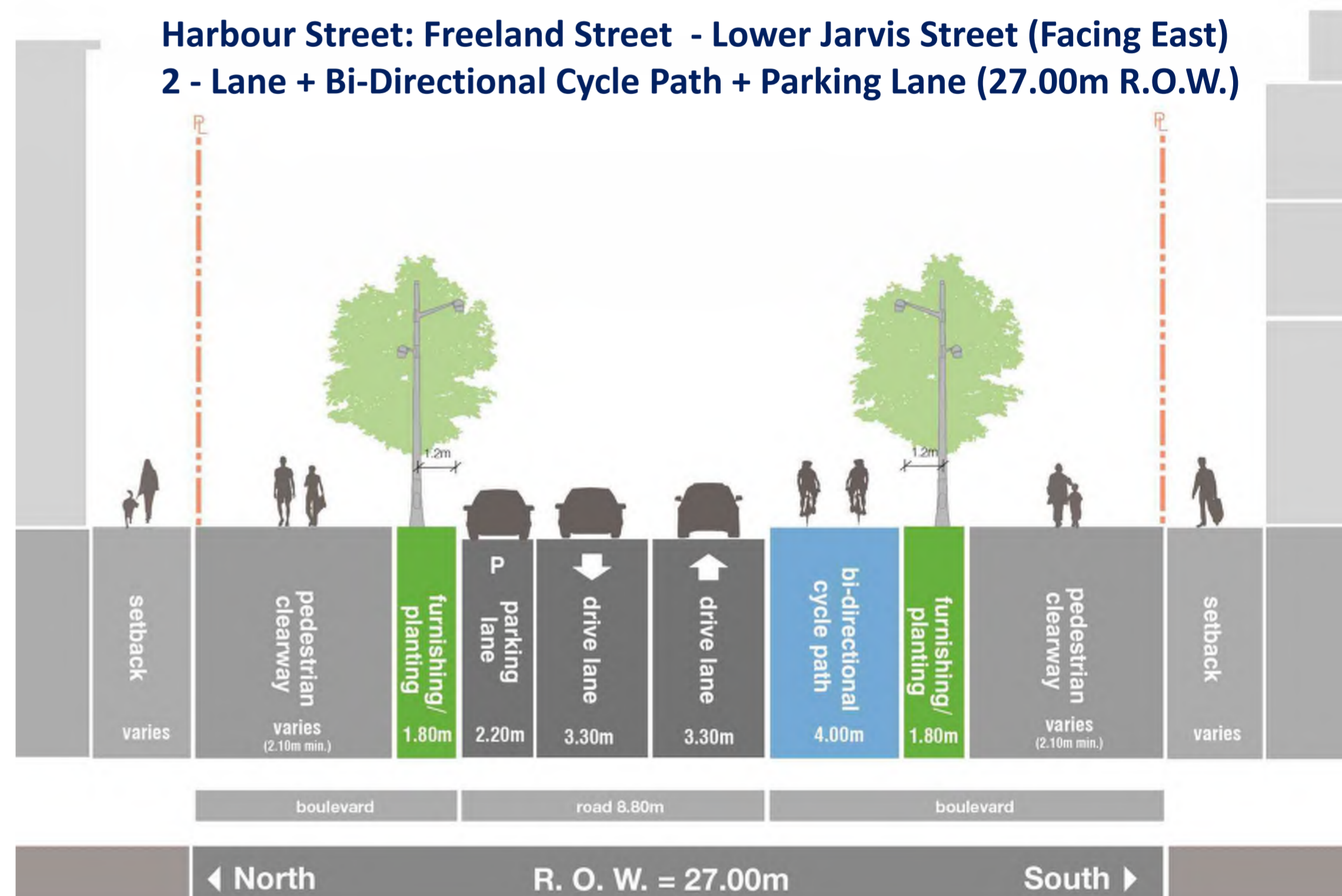
Alternative 1 (TMP):

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



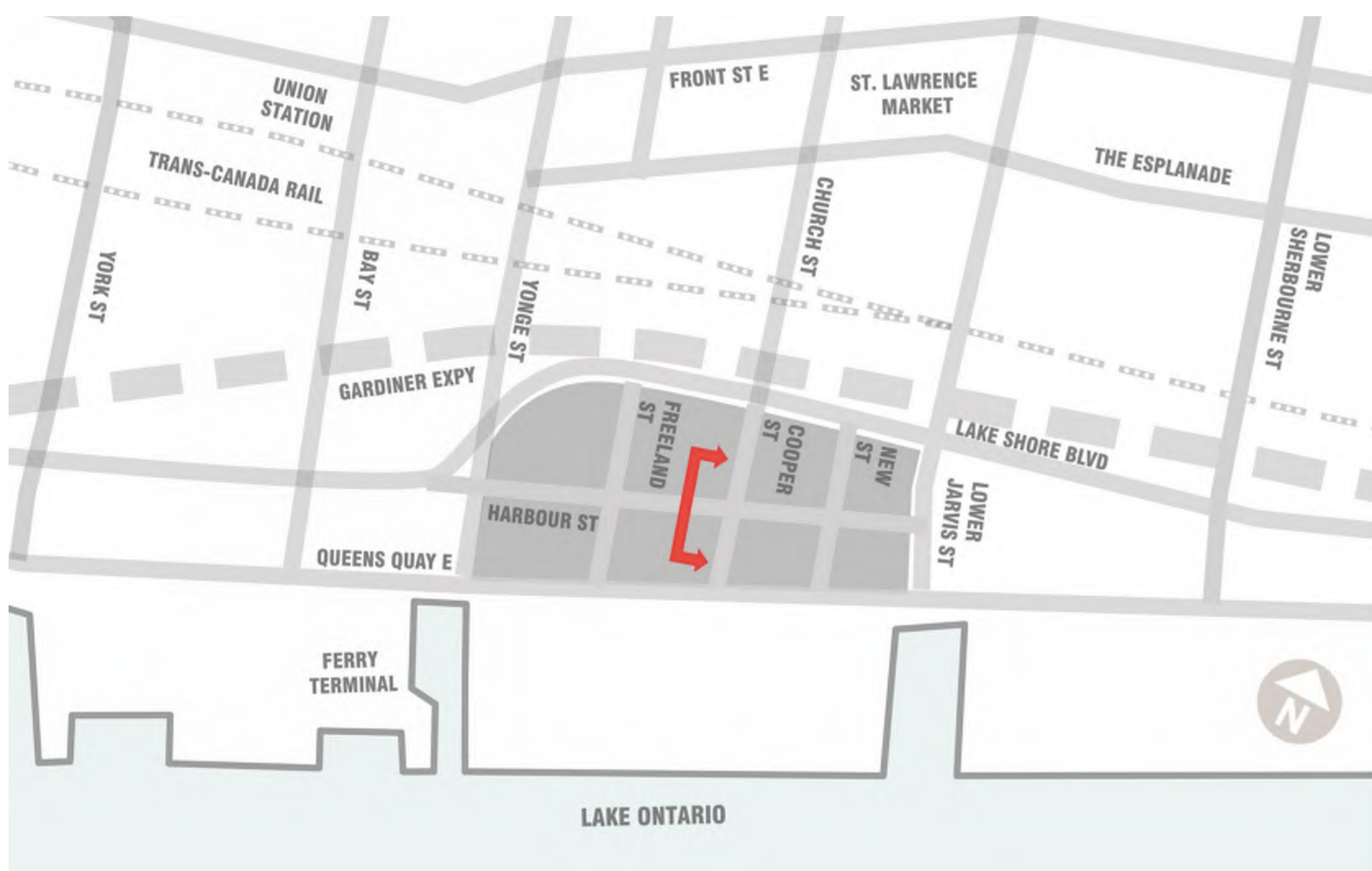
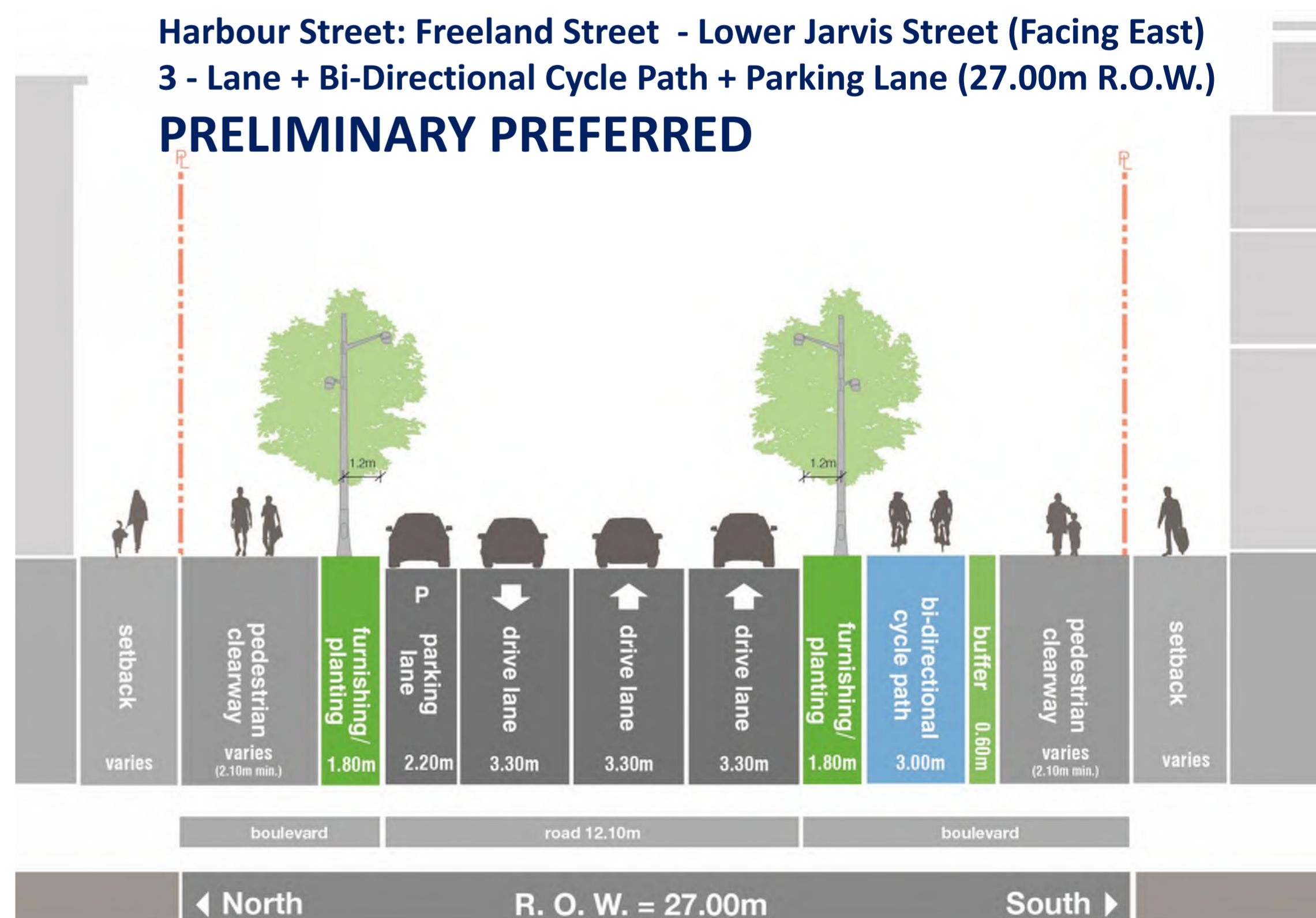
Alternative 2:

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



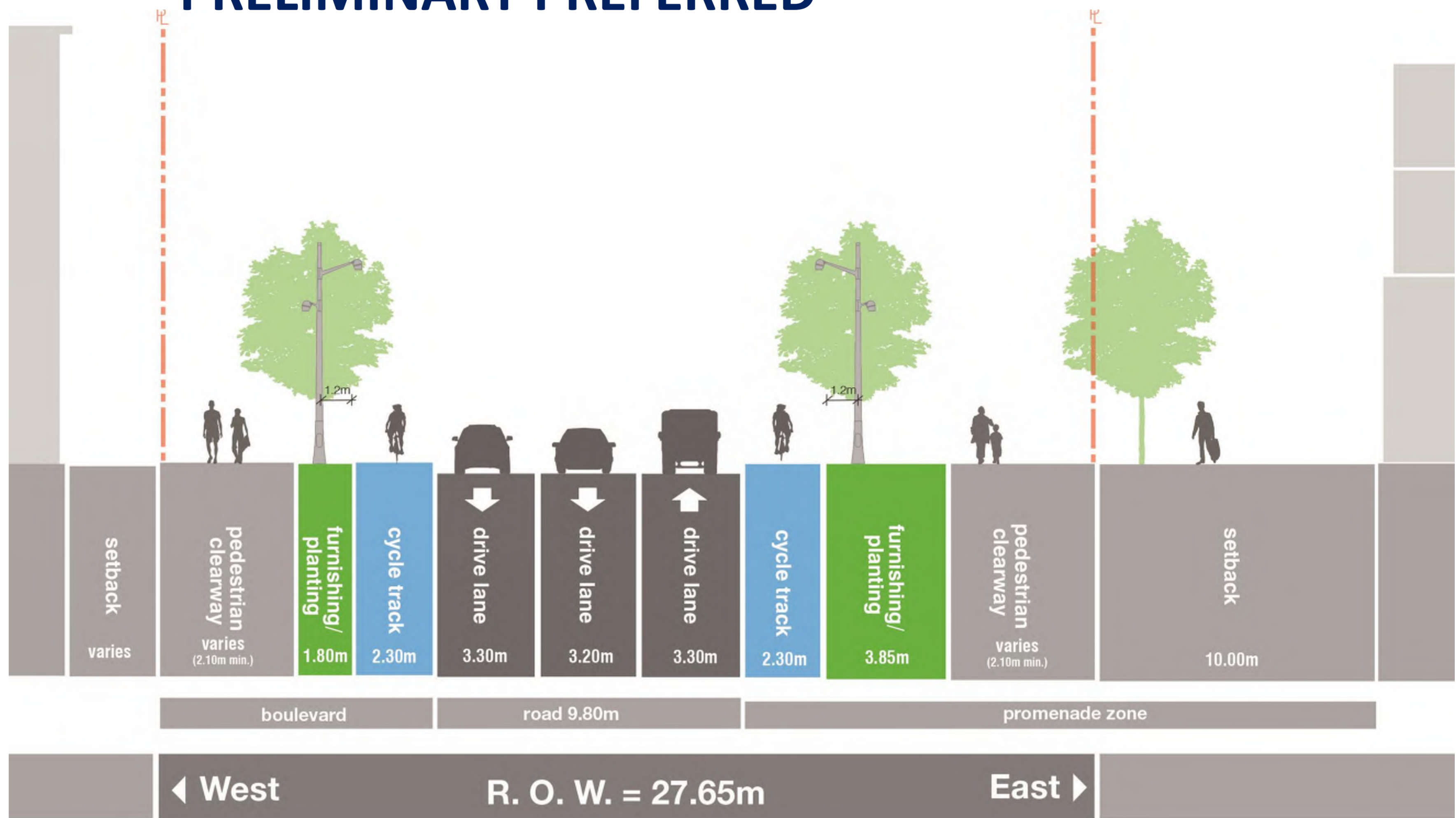
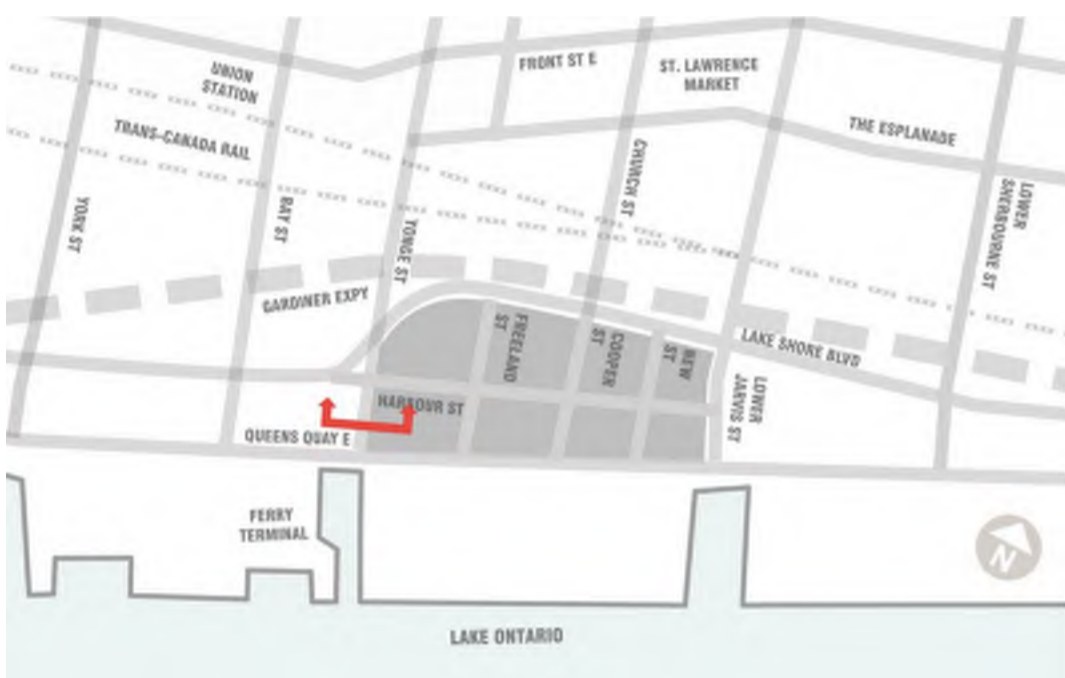
Criteria	Alternative 1 TMP Three Lanes + Bike Sharrows	Alternative 2 Two lanes + Bi- Directional Cycle Path + Parking Lane	Alternative 3 Three lanes + Bi-Directional Cycle Path + Parking Lane	Key Highlights
Transportation				Alternative 3 provides the greatest transportation benefits including dedicated parking, an appropriate cycling facility, and provides appropriate 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: <ul style="list-style-type: none"> 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.

EVALUATION OF ALTERNATIVES

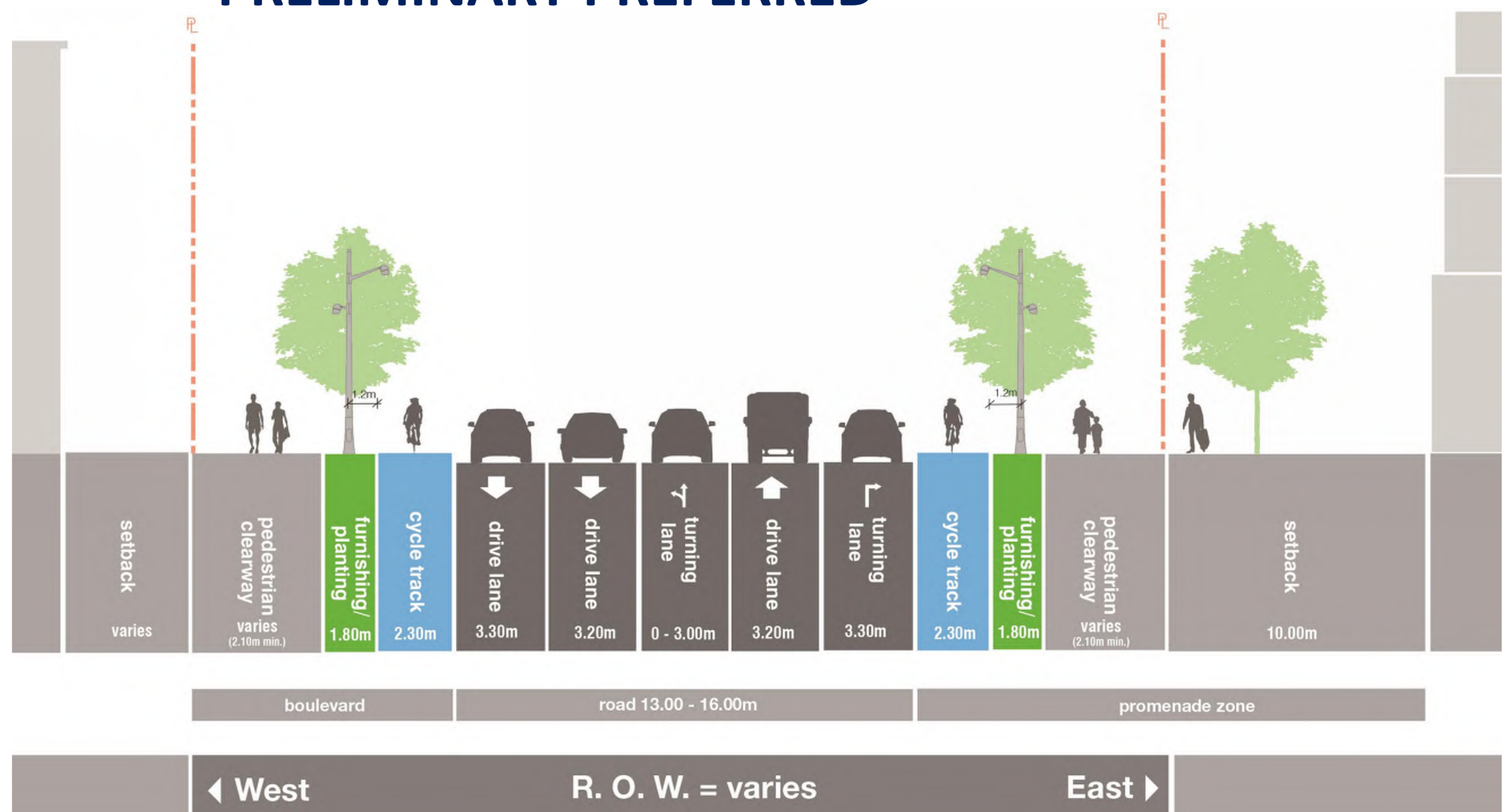
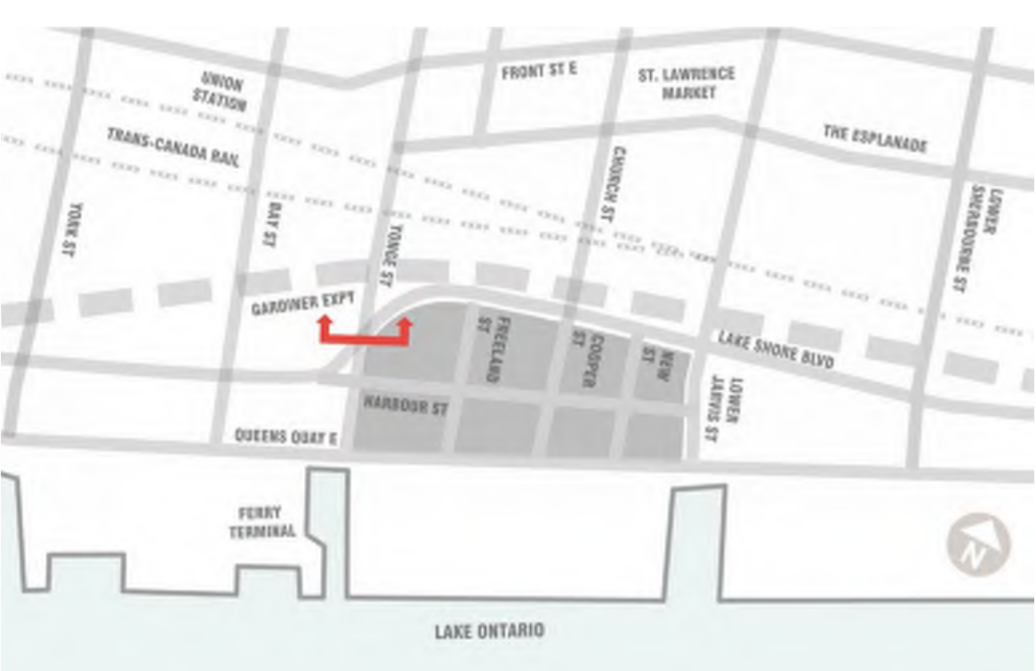
Yonge Street (Queens Quay to Lake Shore Blvd)



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

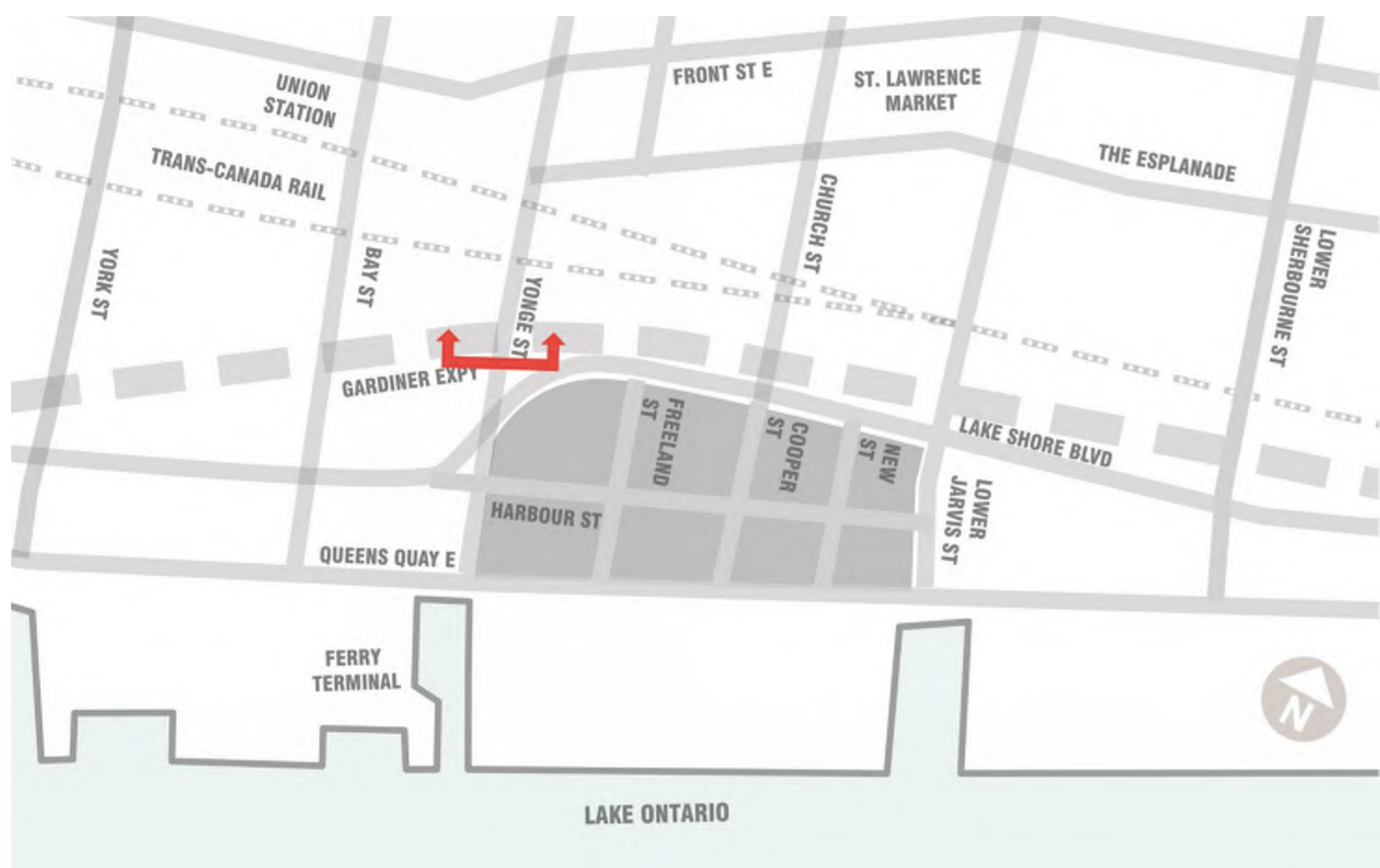


Yonge Street: North of Harbour Street – Lake Shore Blvd 4-Lane + Uni-directional Cycle Tracks (Varies R.O.W.) PRELIMINARY PREFERRED

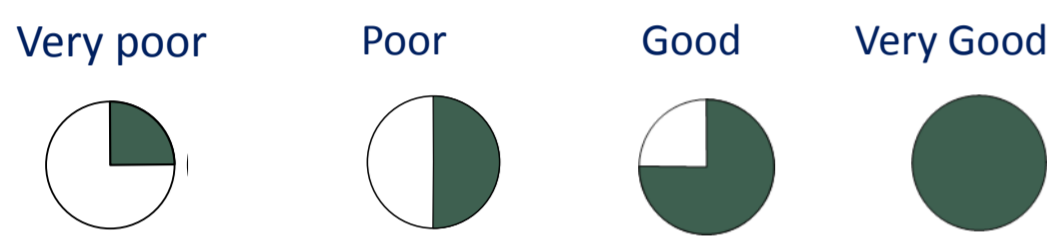




Yonge Street (Lake Shore Blvd. to Rail Corridor)

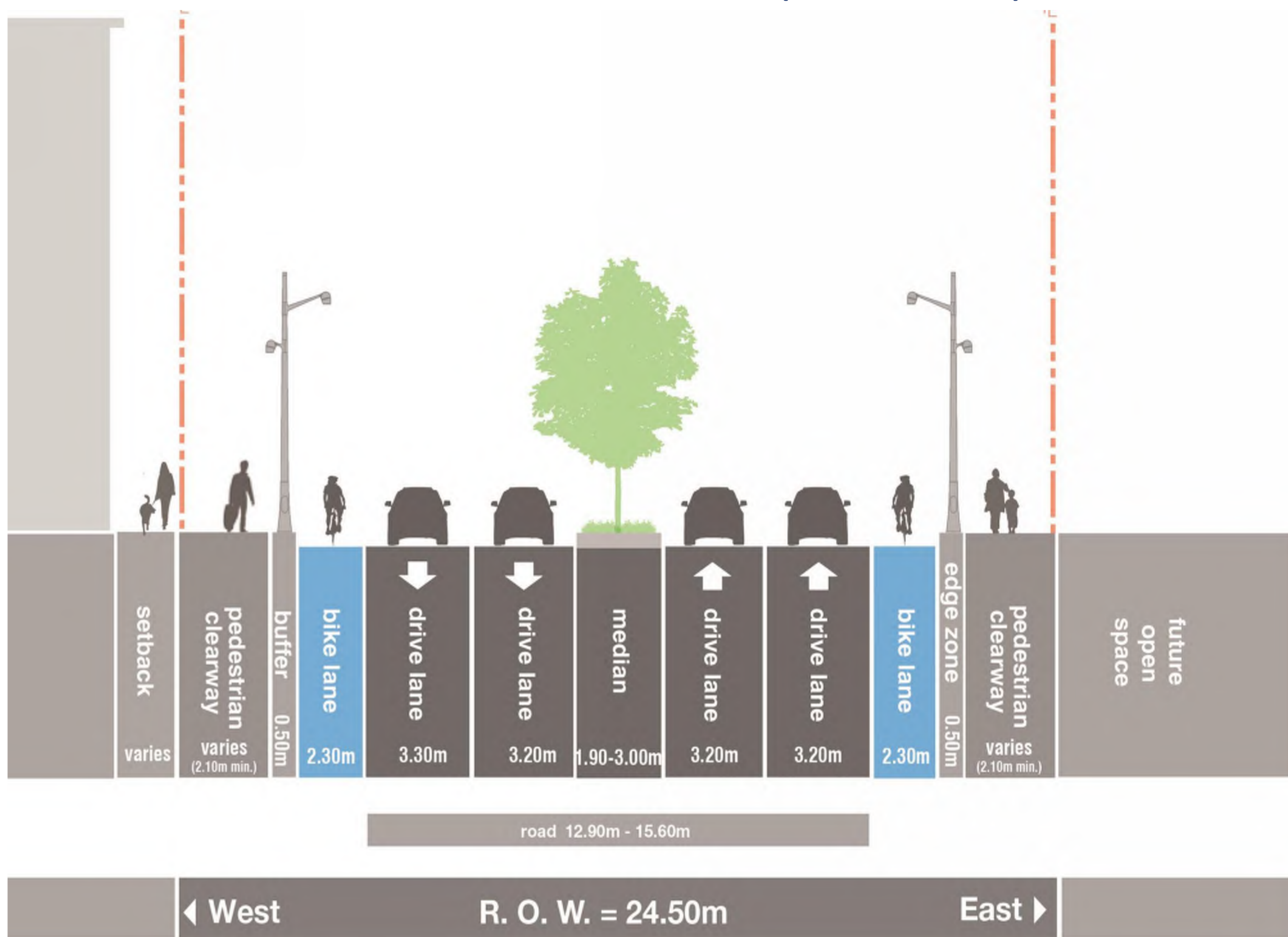


Legend



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.)

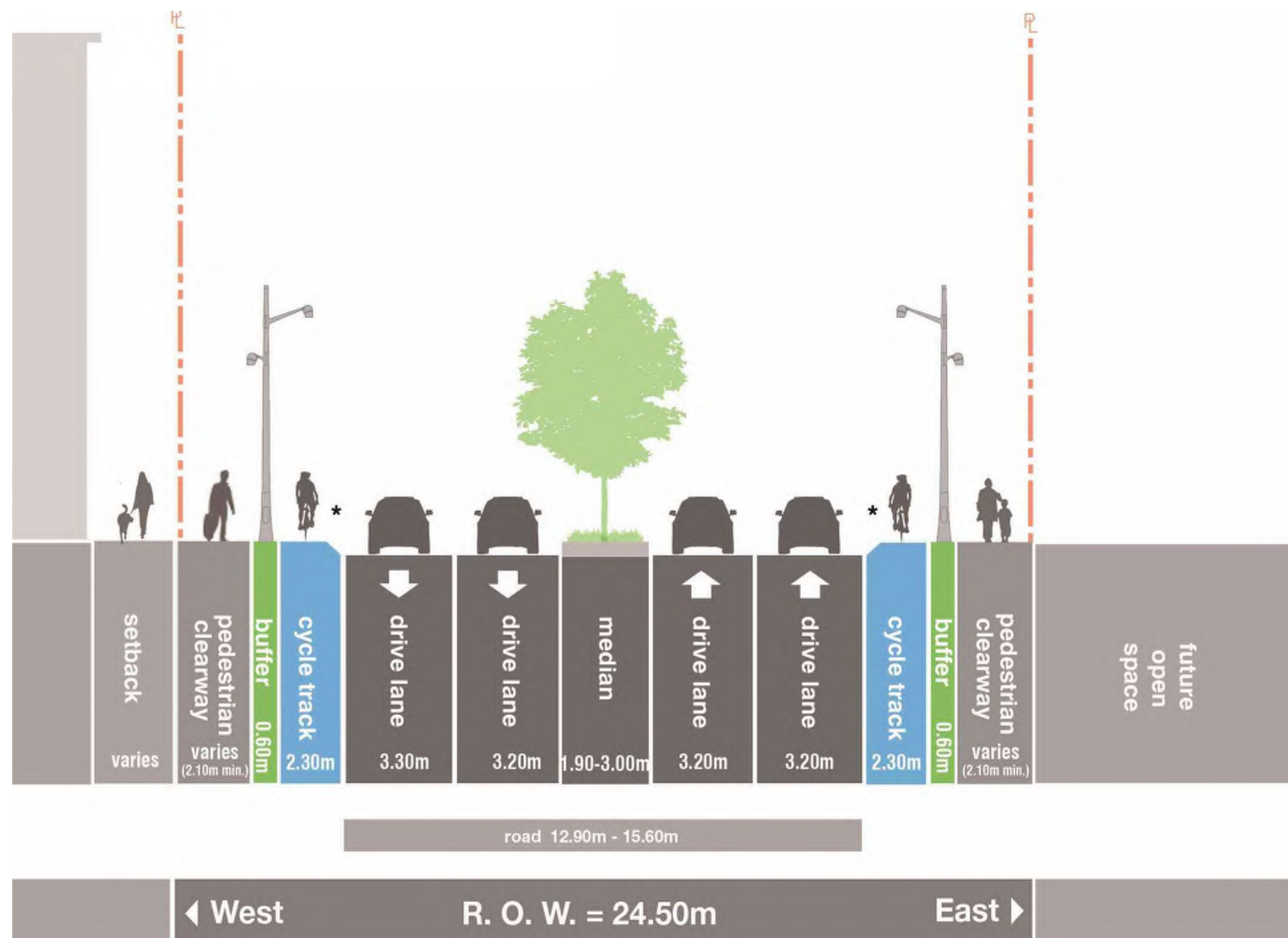


Alternative 2:

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

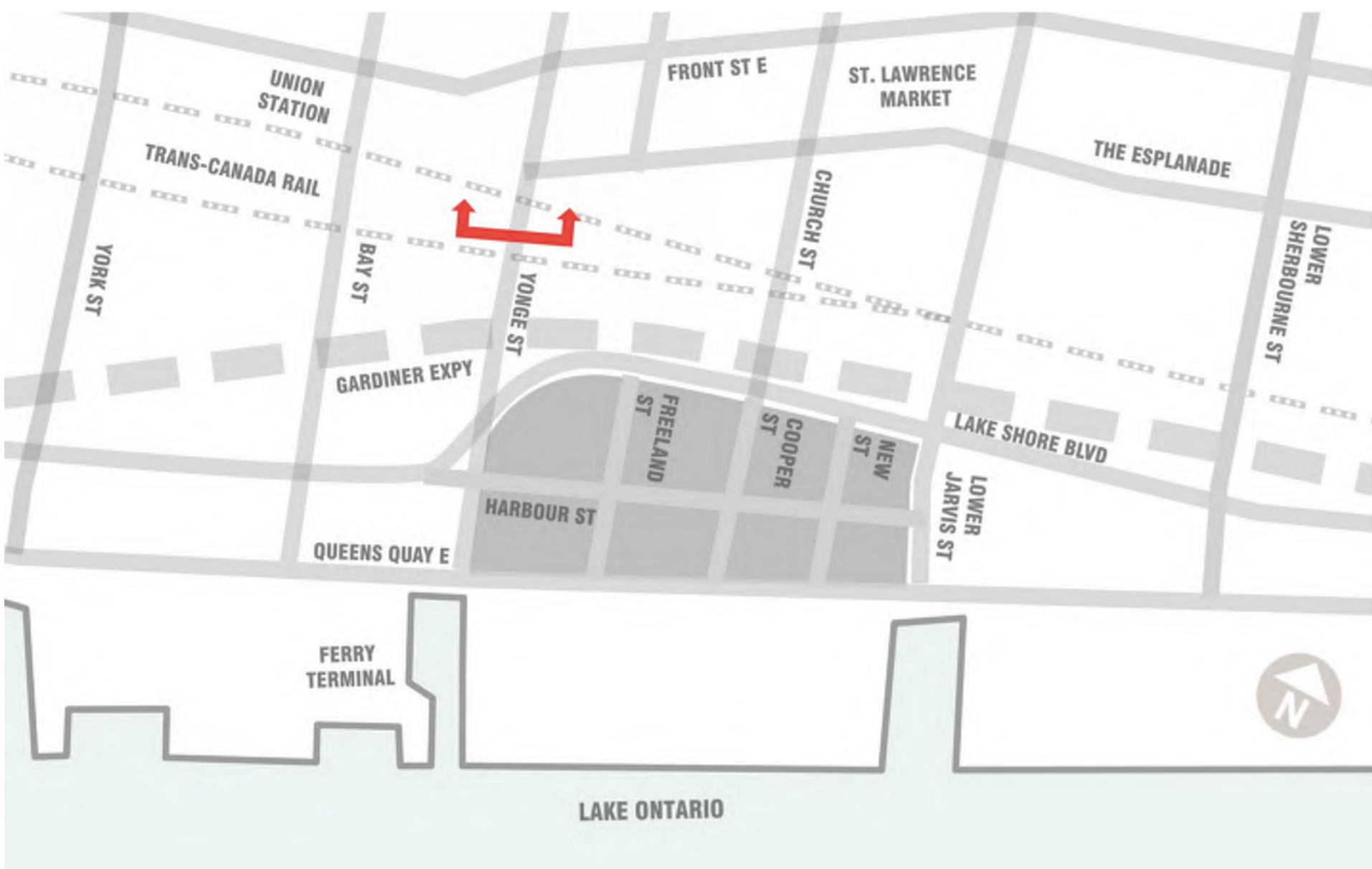


Criteria	Alternative 1 Four lanes + Uni-directional Bike Lanes + Median	Alternative 2 Four lanes +Uni-directional Bike Lanes with fully mountable curbs + Median	Key Highlights
Transportation			Alternative 2 provides raised cycle track which provides additional safety for cyclists, and ease of movement 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			<p>Alternative 2 is overall preferred for the following reasons:</p> <ul style="list-style-type: none"> Provides appropriate separation between different modes of transportation; and Encourages sustainable transportation modes.



EVALUATION OF ALTERNATIVES

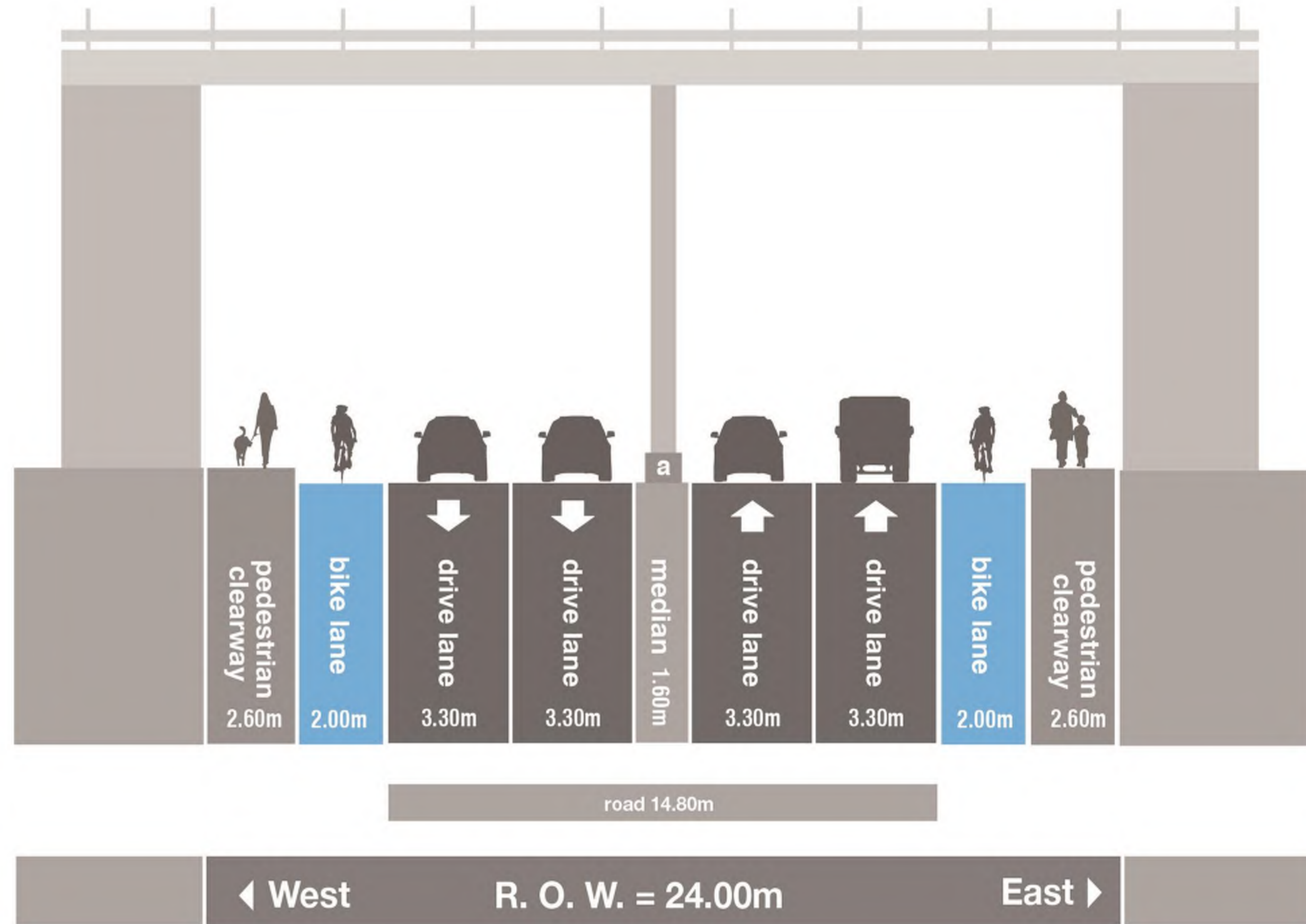
Yonge Street (Railway Corridor)



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			<p>Alternative 2 is overall preferred for the following reasons:</p> <ul style="list-style-type: none"> Provides greater separation between different modes of transportation; and Encourages sustainable transportation modes.

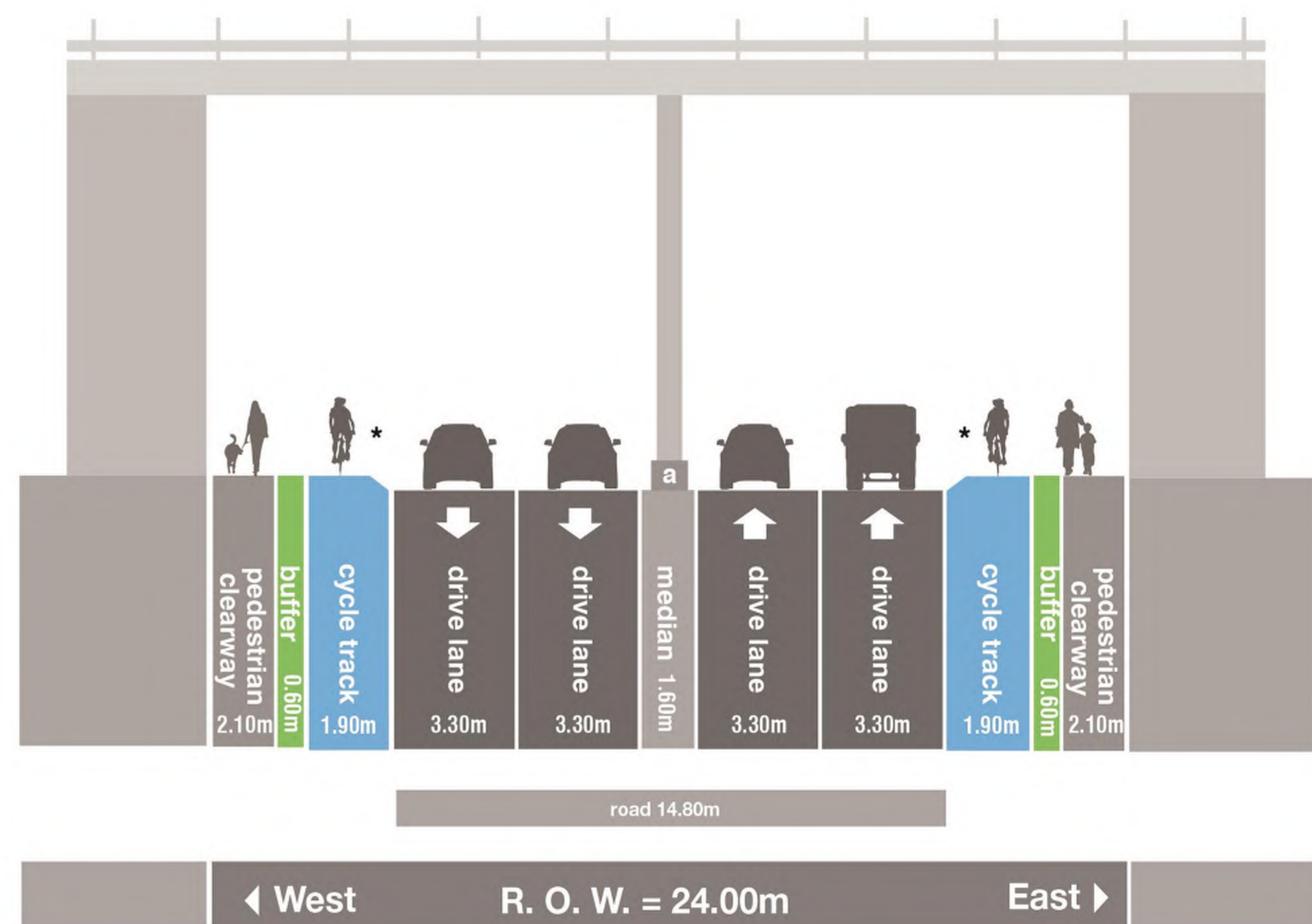
Alternative 2:

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



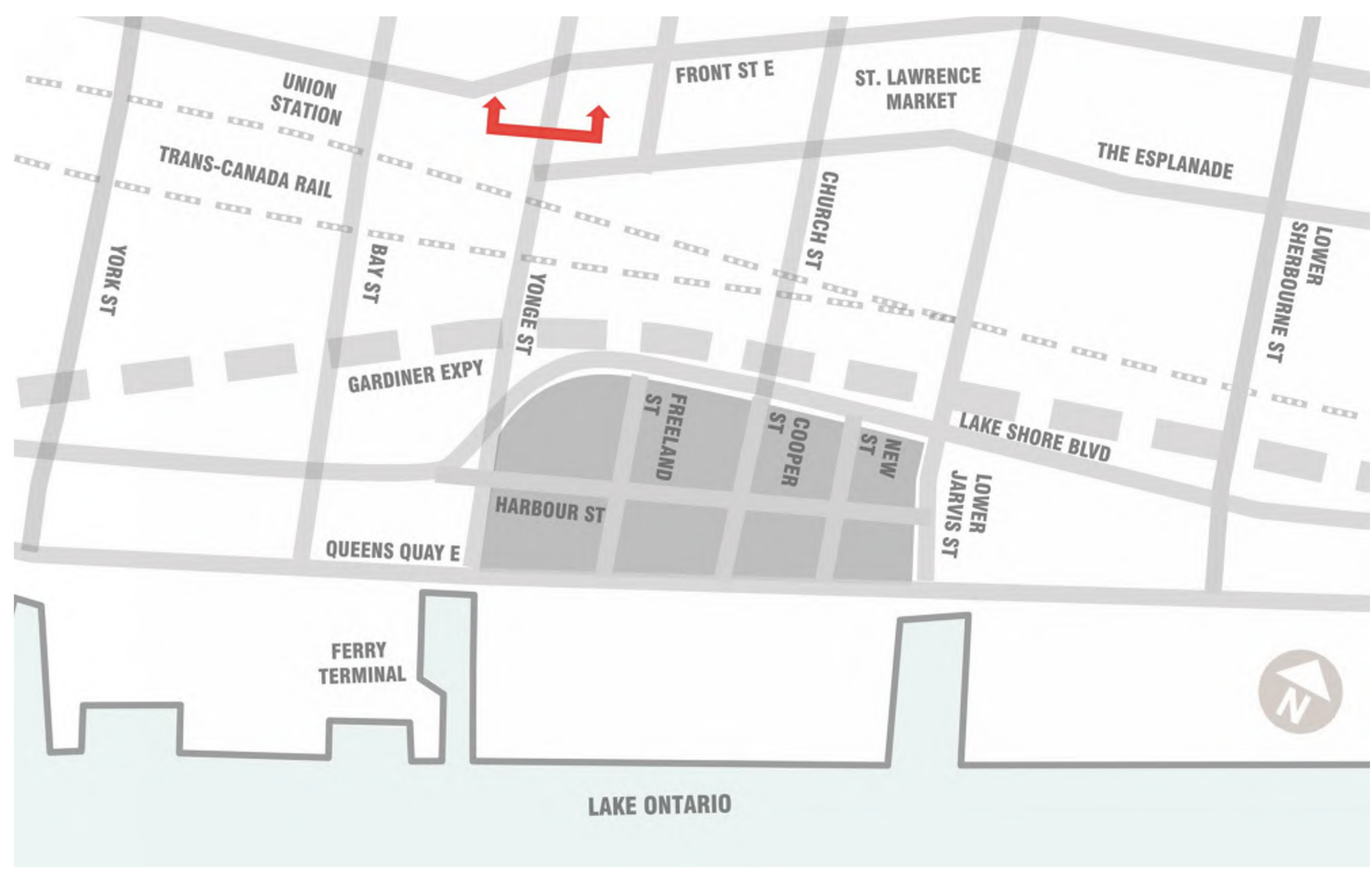


EVALUATION OF ALTERNATIVES

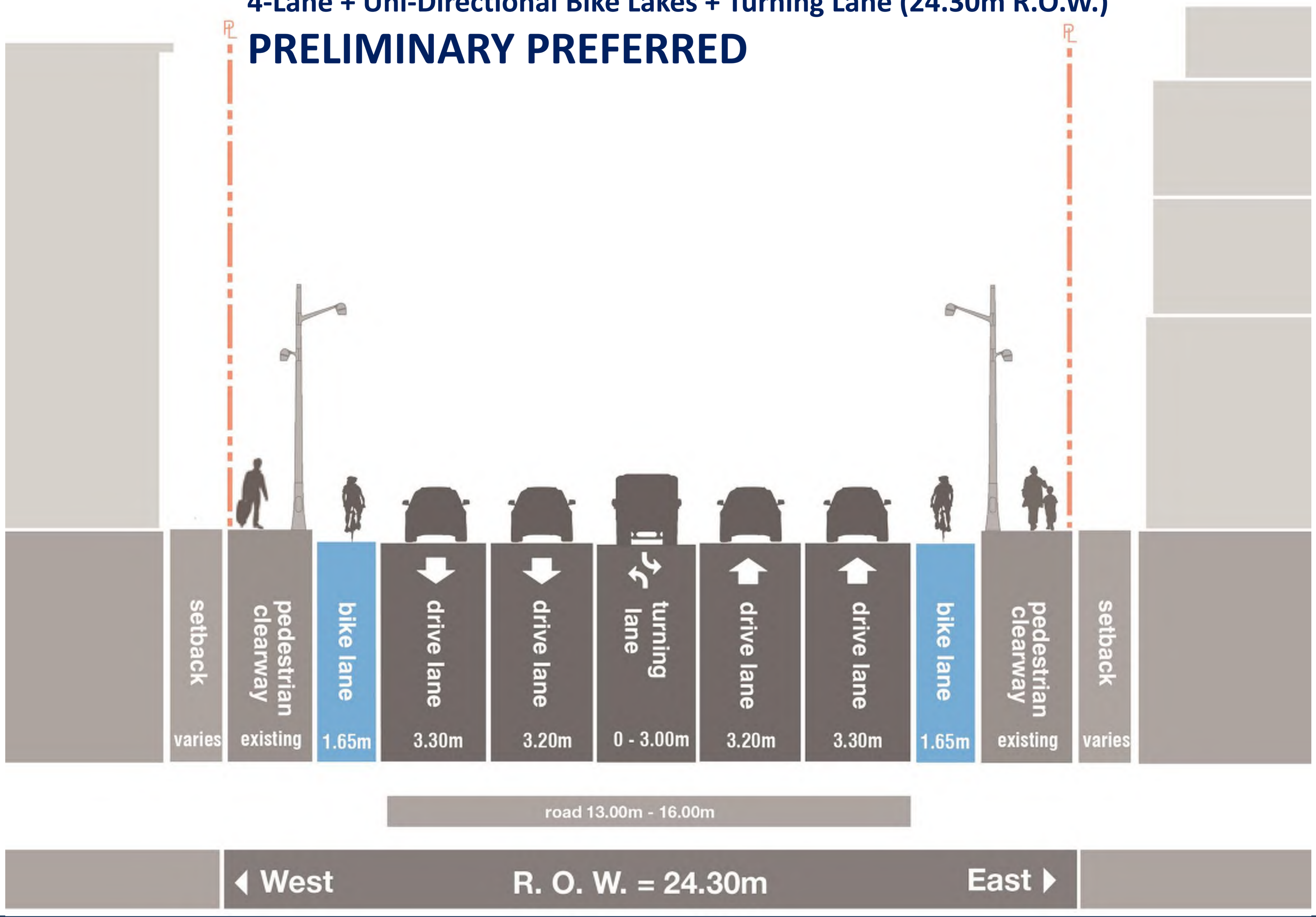
Yonge Street

(Railway Corridor to Front Street)

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

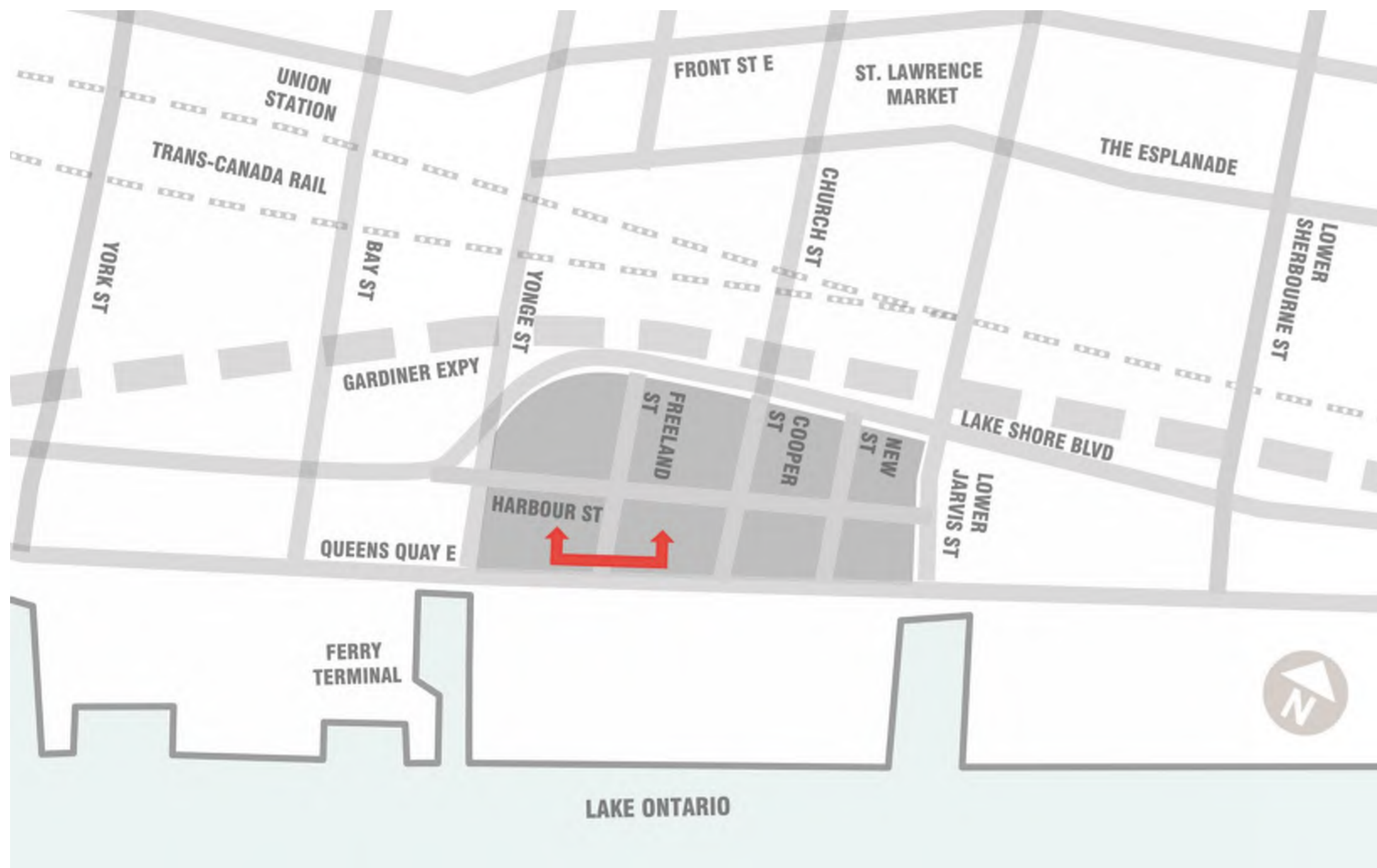


Yonge Street: Railway Corridor – Front Street (Facing North)
 4-Lane + Uni-Directional Bike Lanes + Turning Lane (24.30m R.O.W.)
PRELIMINARY PREFERRED



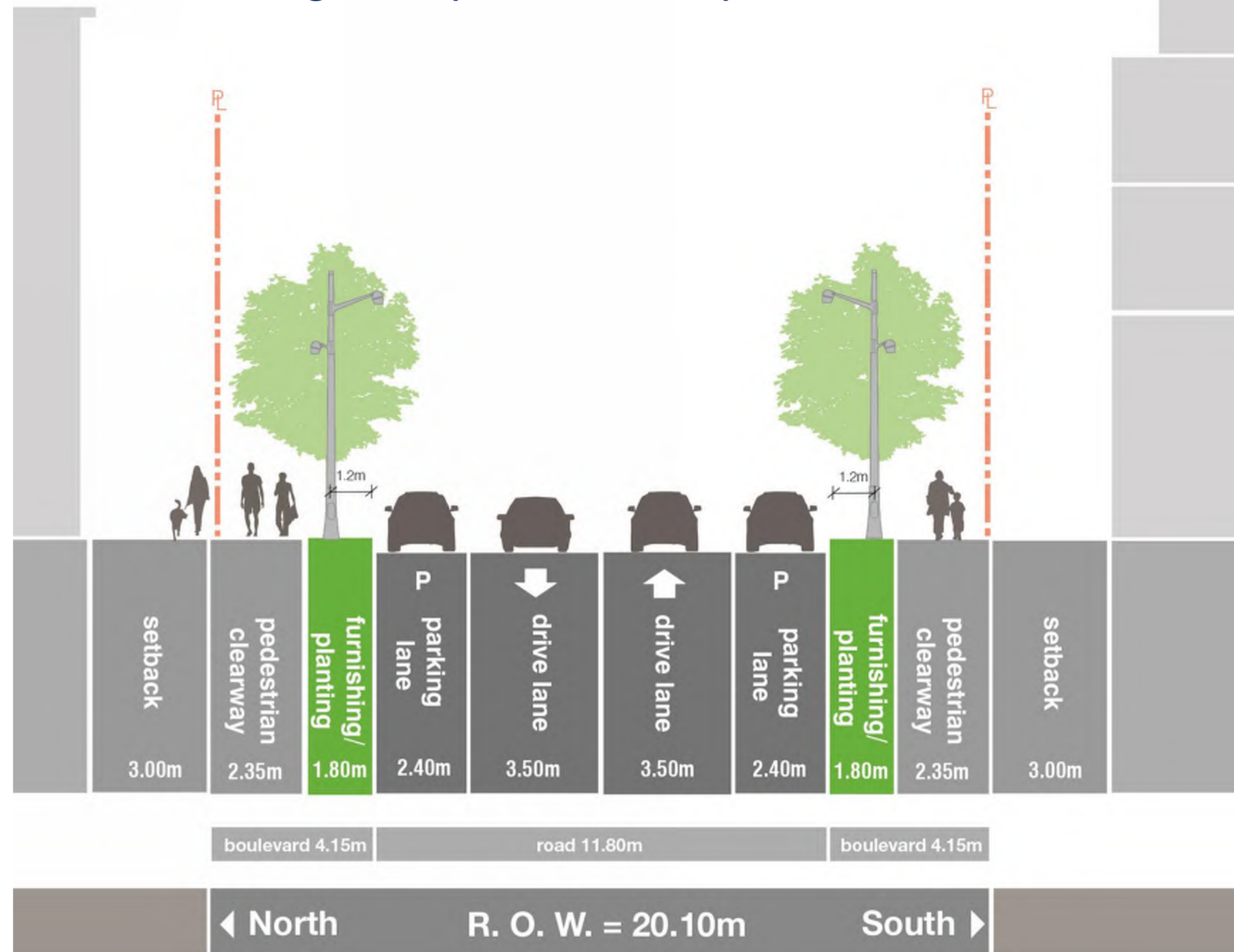
EVALUATION OF ALTERNATIVES

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.)

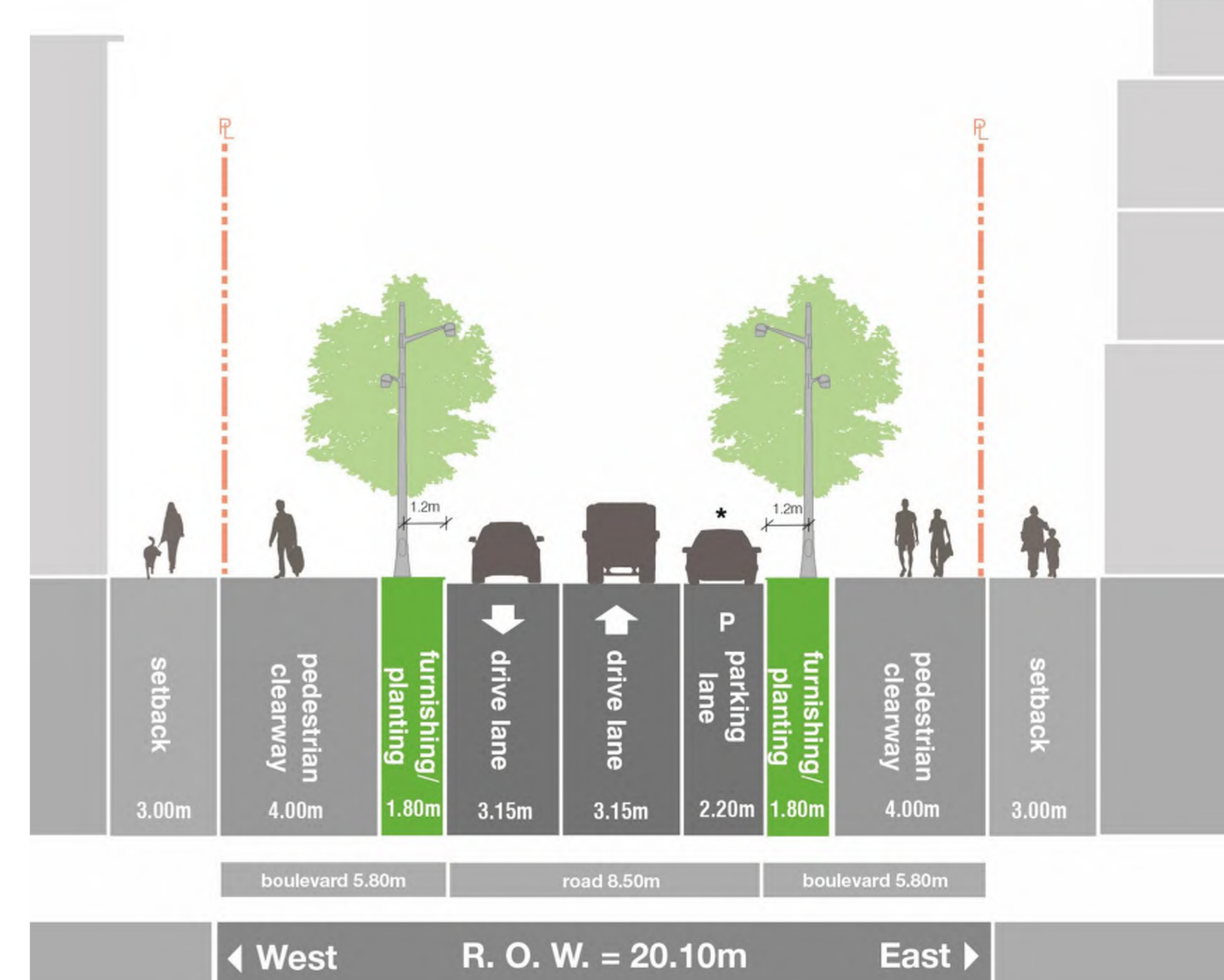


Alternative 2:

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.

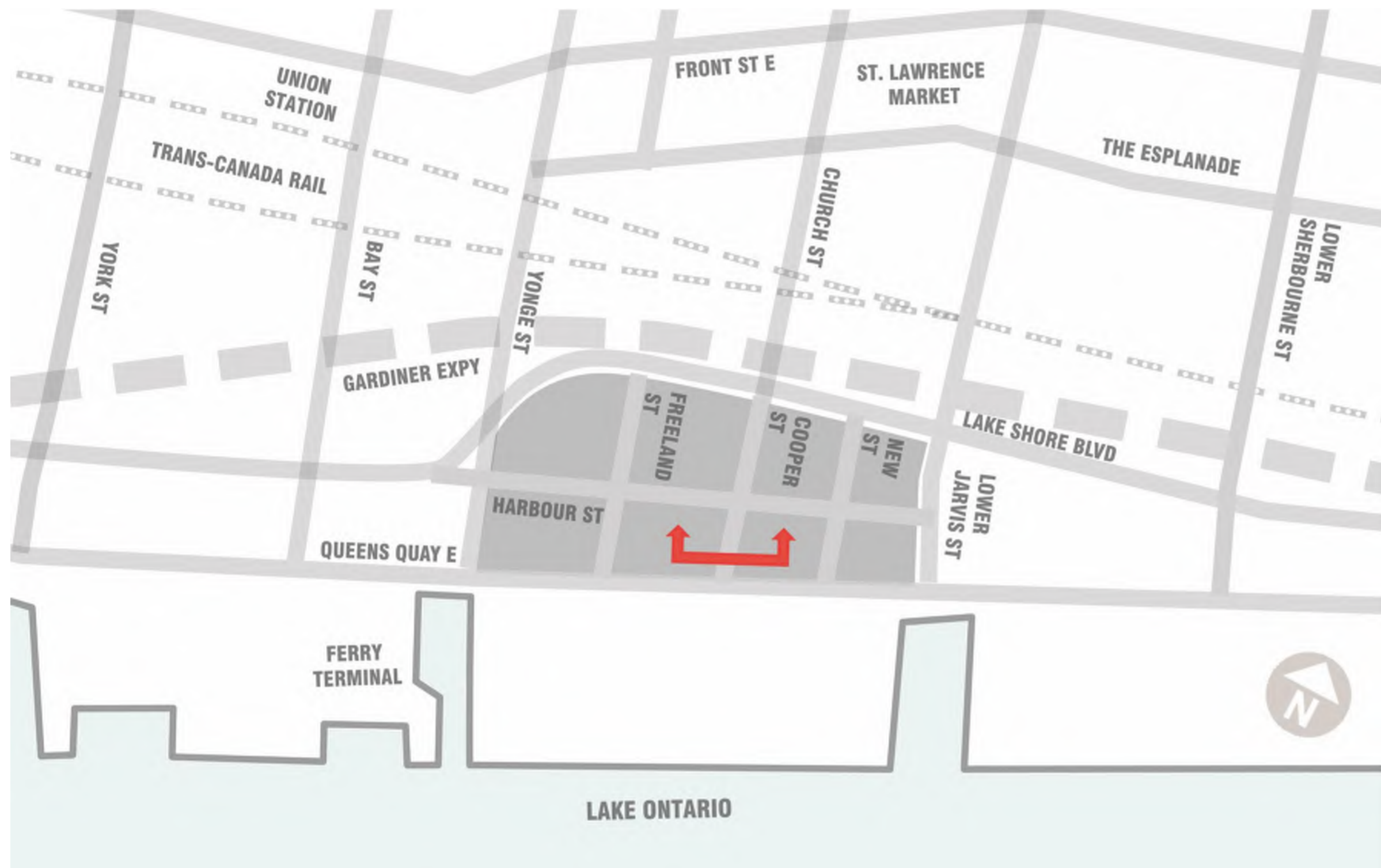
PRELIMINARY PREFERRED



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 incompatible 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: <ul style="list-style-type: none"> The right-of-way is appropriately scaled allowing for different modes of transportation; Provides greater pedestrian clearway; and Parking is permitted where appropriate.

EVALUATION OF ALTERNATIVES

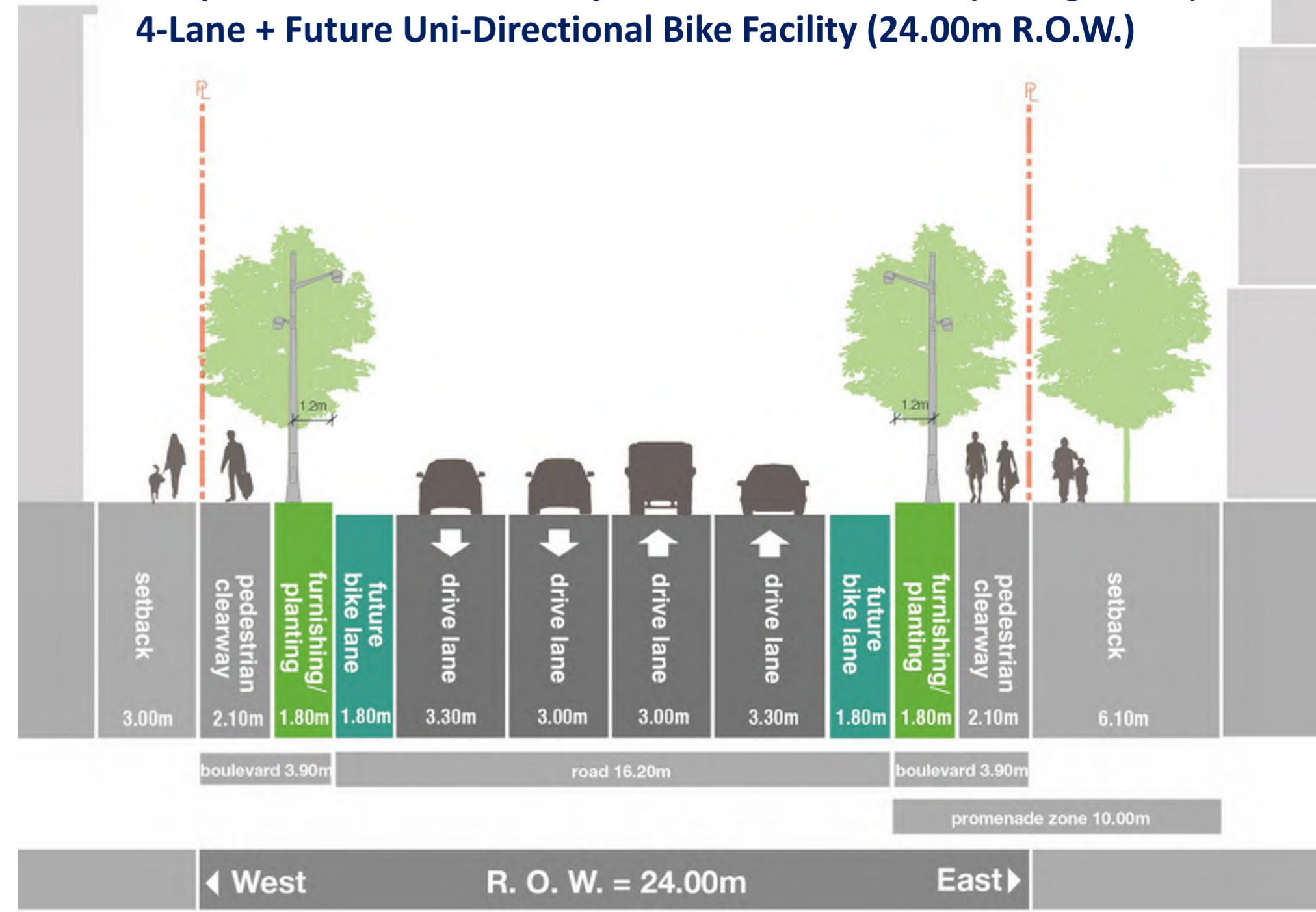
Cooper Street (Queens Quay to Lake Shore Blvd)



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: <ul style="list-style-type: none"> Balances vehicular capacity and sustainable transportation modes; and The right-of-way is appropriately scaled allowing for all modes of transportation.

Alternative 1:

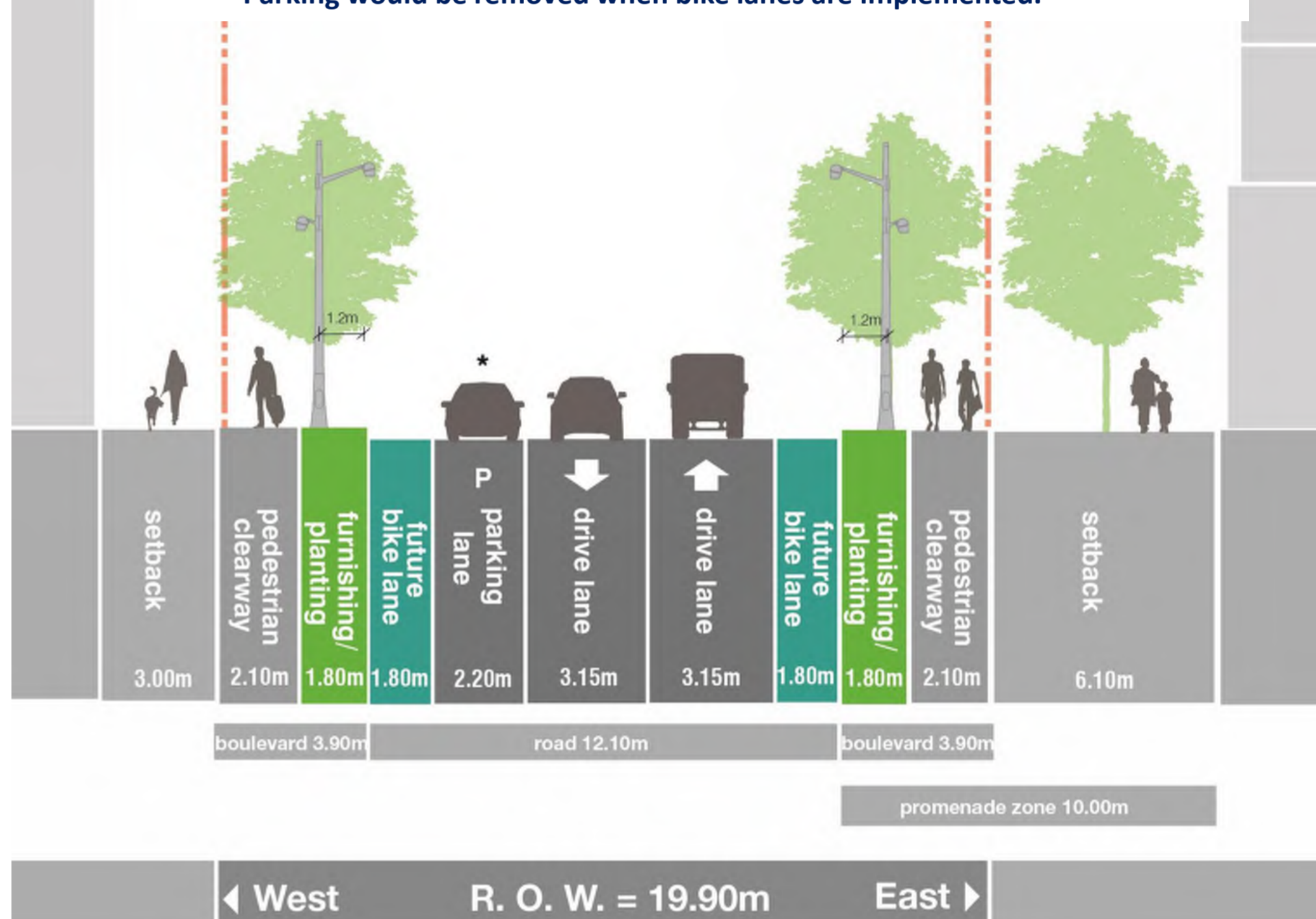
Cooper Street: Queens Quay – Lake Shore Blvd EB (Facing North)
4-Lane + Future Uni-Directional Bike Facility (24.00m R.O.W.)



Alternative 2:

Cooper Street: Queens Quay – Lake Shore Blvd EB (Facing North)
2-Lane + Future Uni-Directional Bike Facility (19.90m R.O.W.)

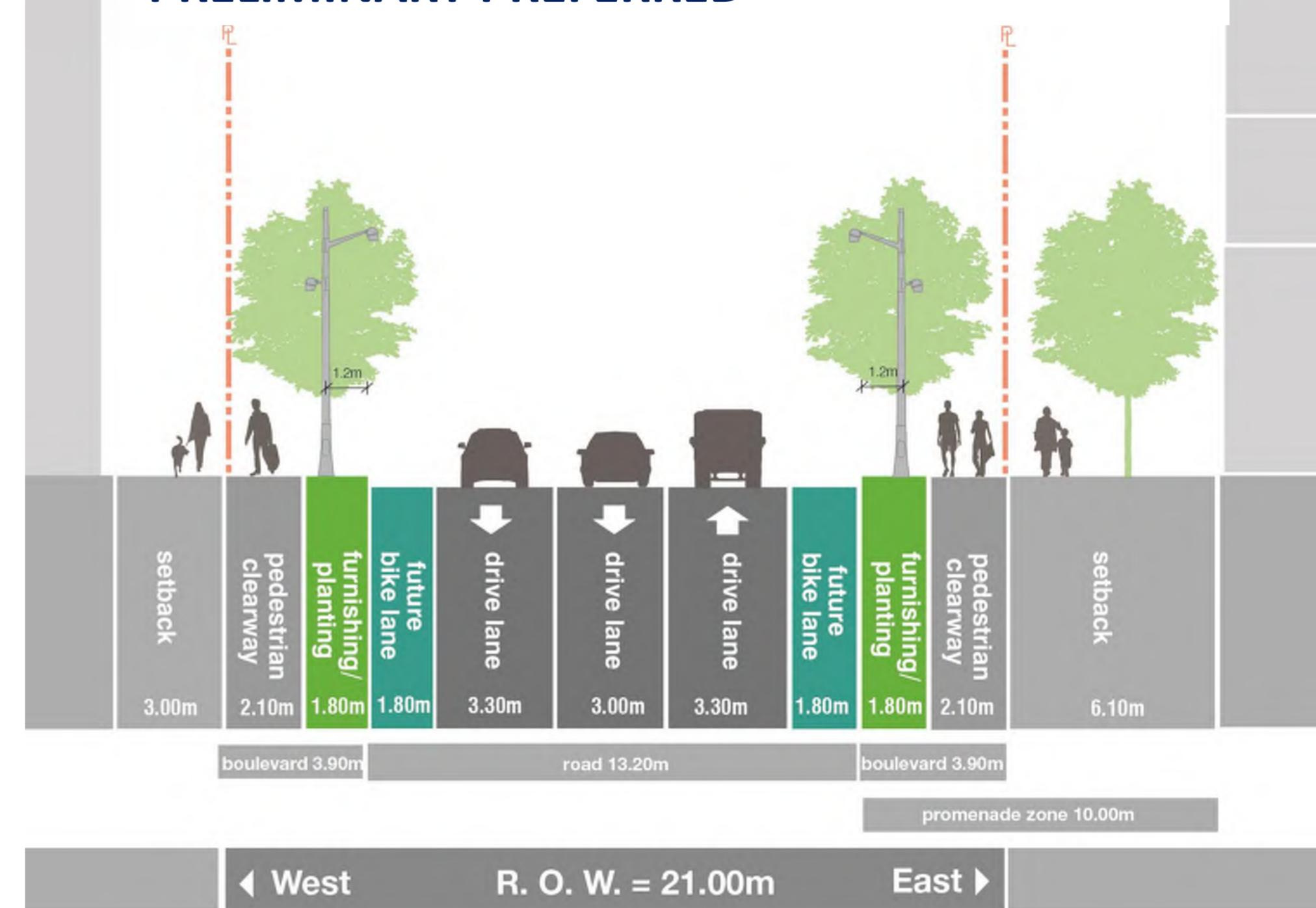
Note: *Parking will be permitted on one side where appropriate to accommodate truck movements. Parking would be removed when bike lanes are implemented.



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



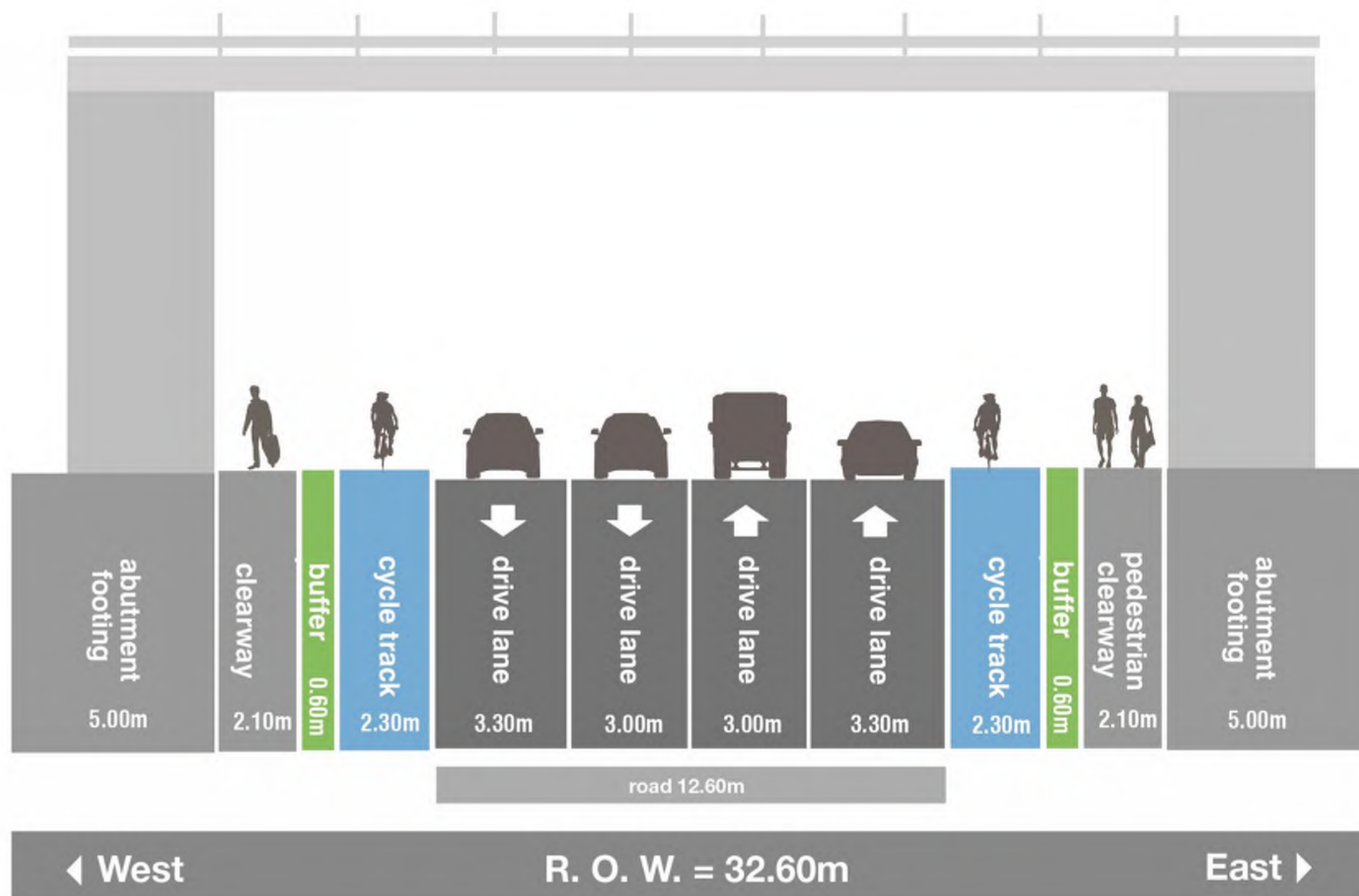
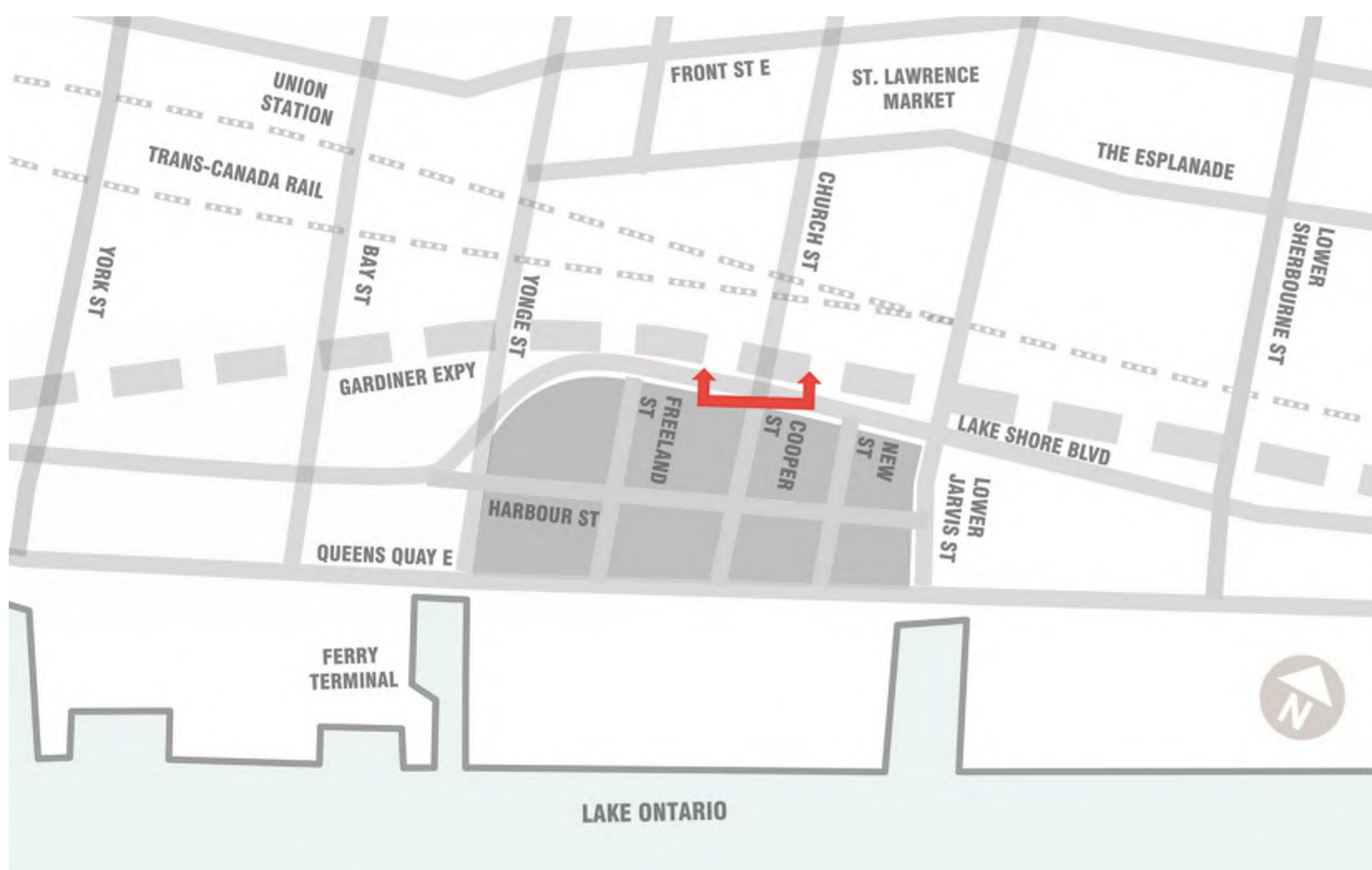


Cooper Street Tunnel

Alternative 1 (TMP):

Cooper Street: Tunnel Alignment (Facing North)

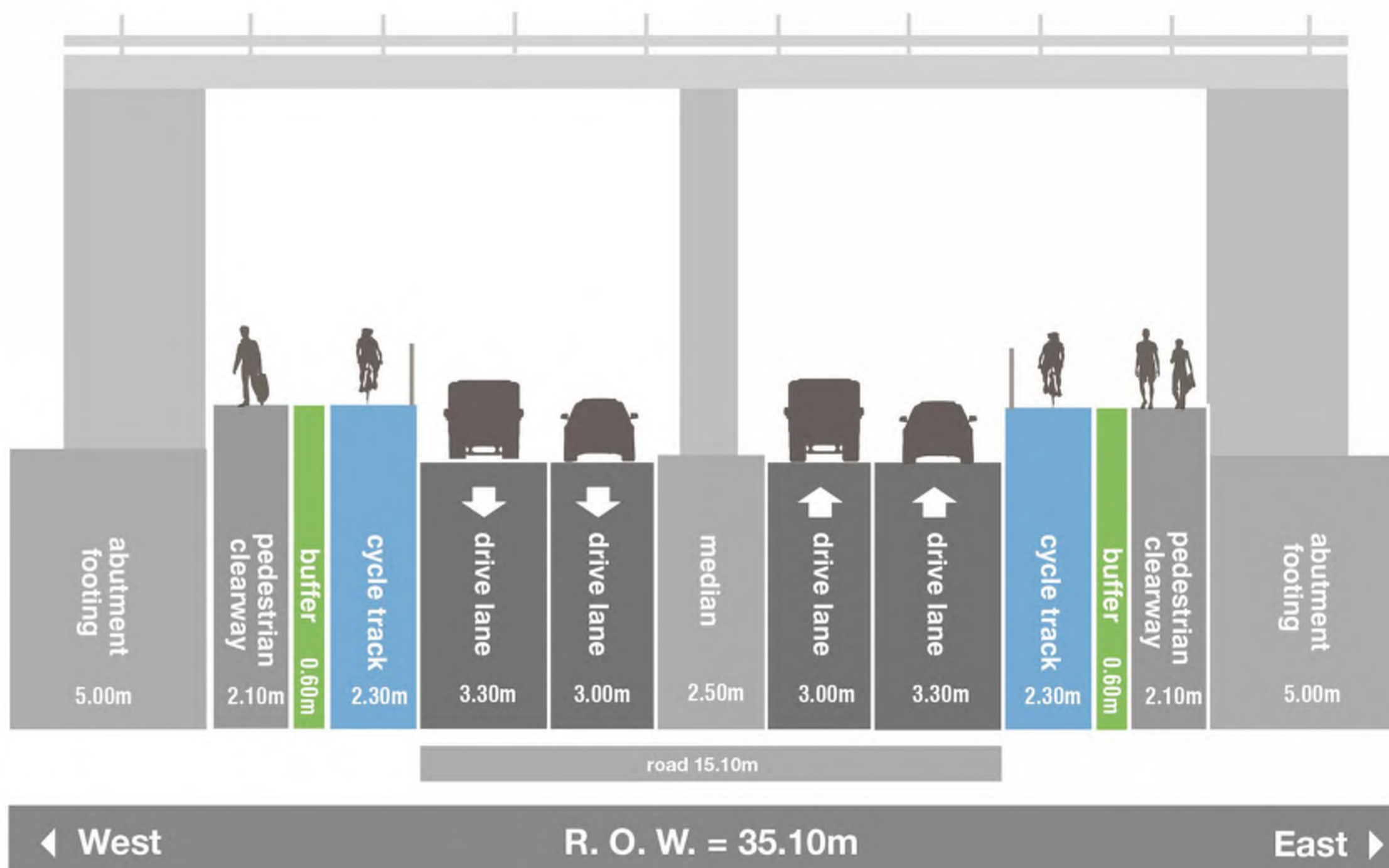
4-Lane + Uni-Directional Cycle Tracks (32.60m R.O.W.)



Alternative 2:

Cooper Street: Tunnel Alignment (Facing North)

4-Lane + Uni-Directional Cycle Tracks + Median (35.10m R.O.W.)

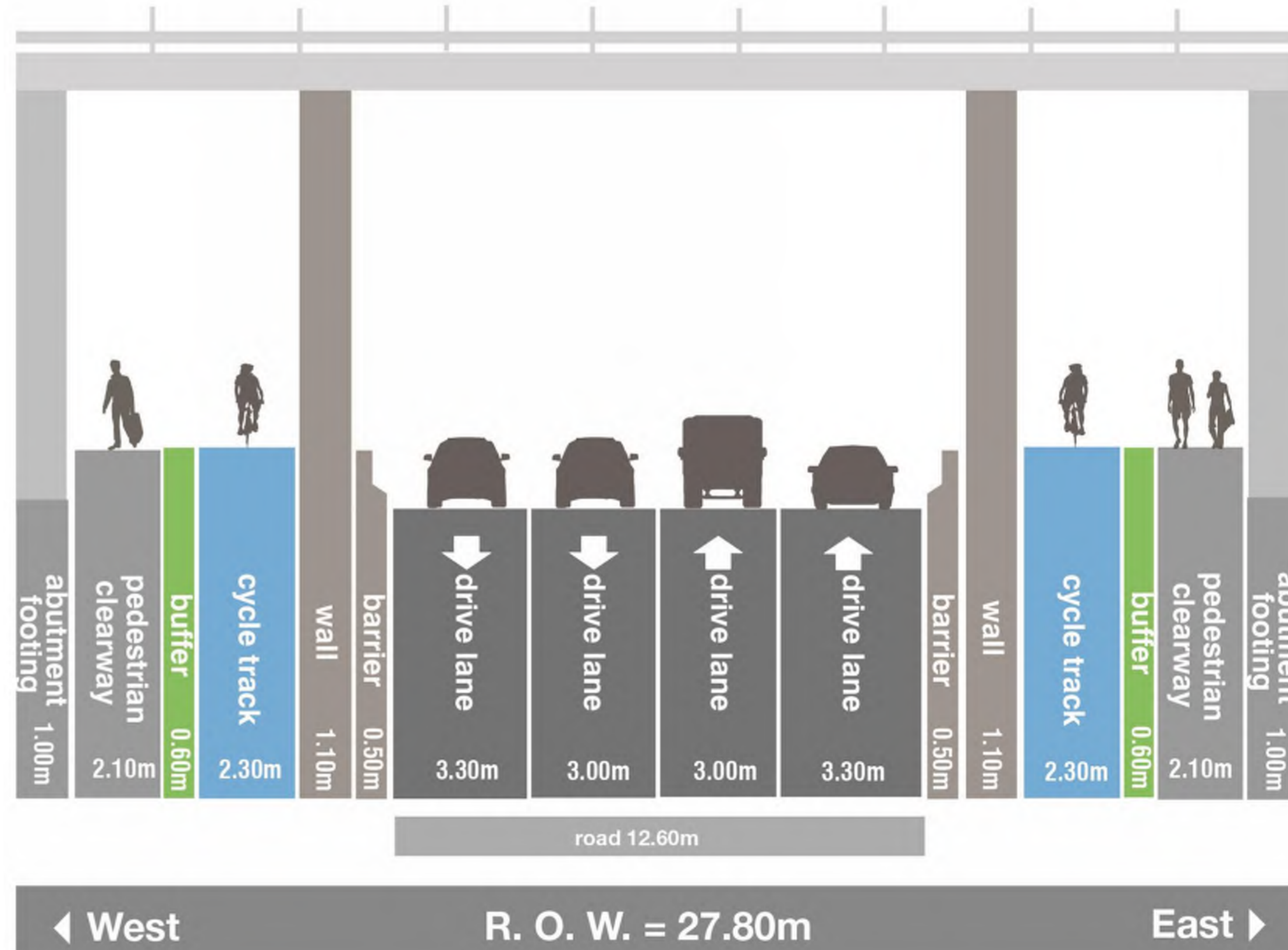


Alternative 3:

Cooper Street: Tunnel Alignment (Facing North)

4-Lane + Uni-Directional Cycle Tracks (27.80m R.O.W.)

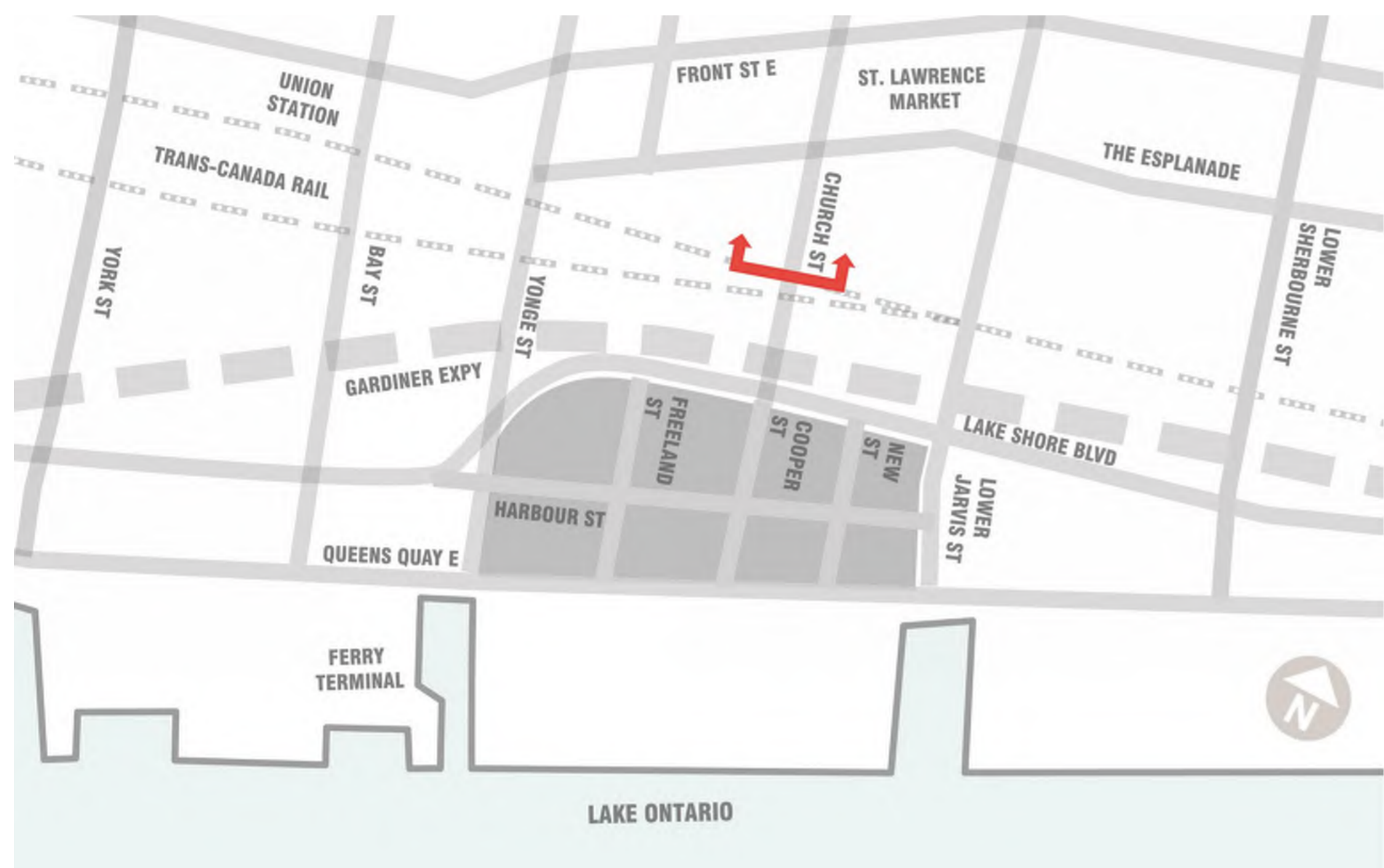
PRELIMINARY PREFERRED



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 profile which 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				<p>Alternative 3 is overall preferred for the following reasons:</p> <ul style="list-style-type: none"> • 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.

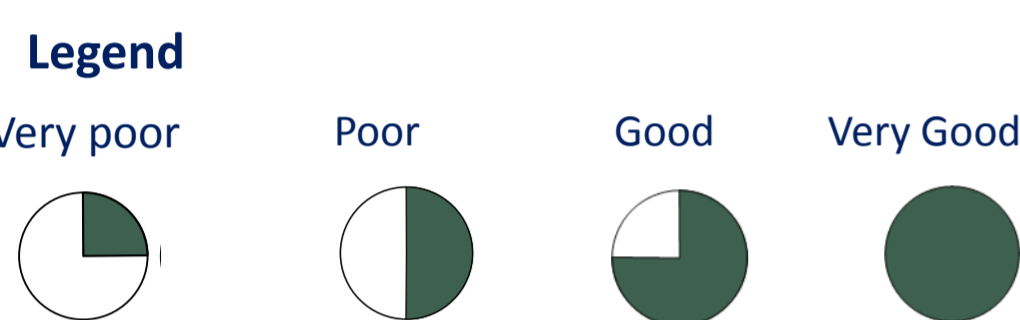
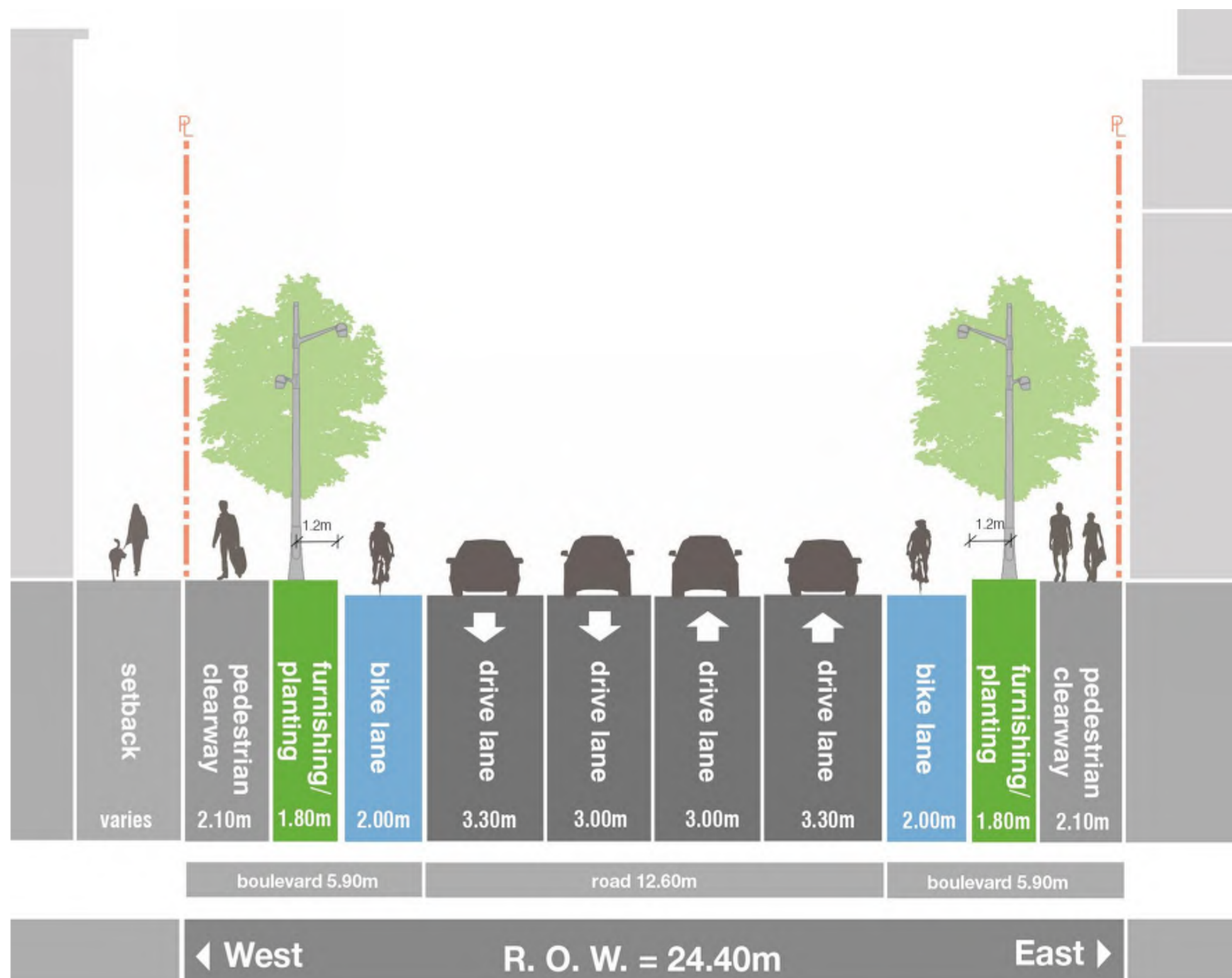
EVALUATION OF ALTERNATIVES

Church Street



Alternative 1:

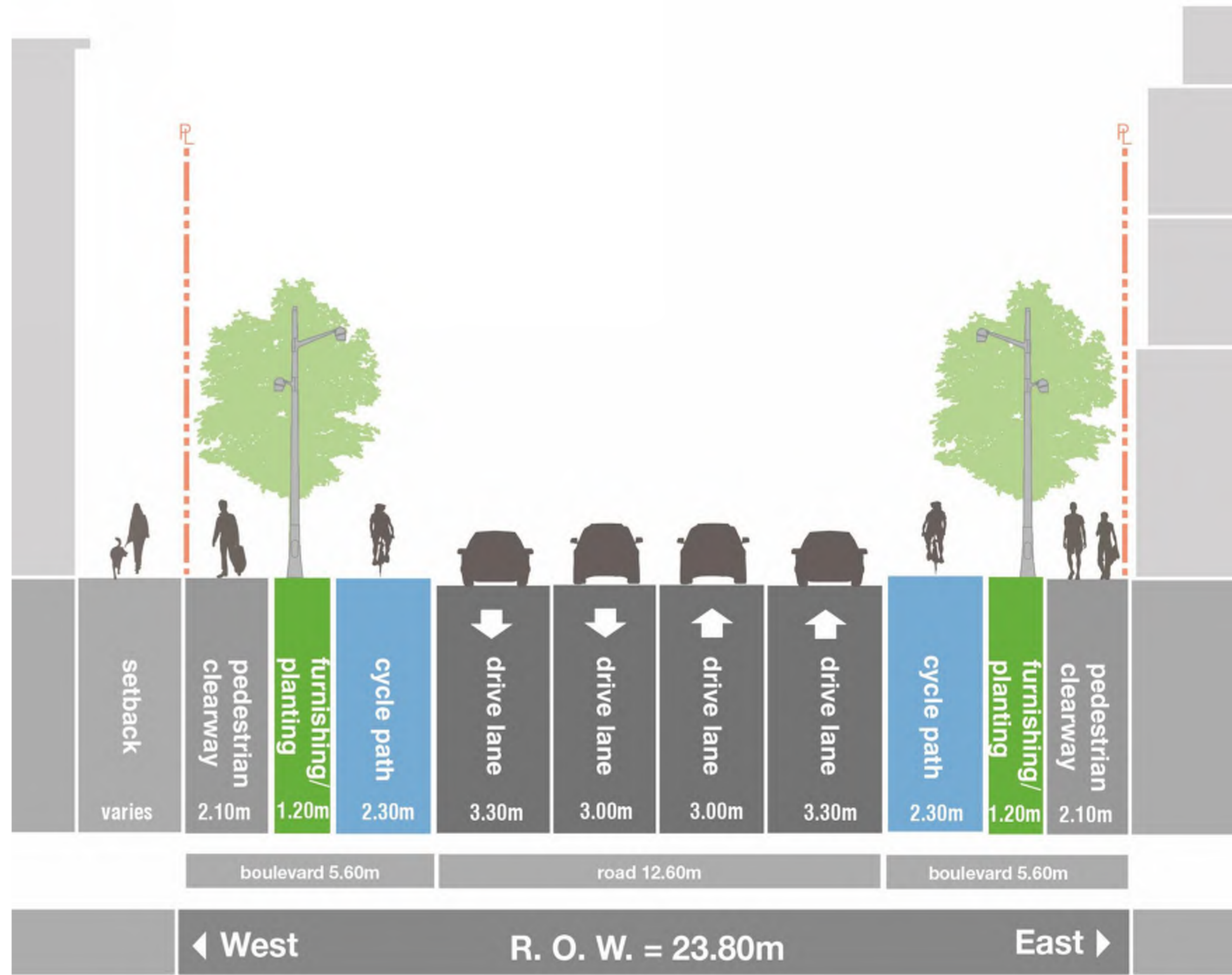
Church Street: South of the Esplanade
4-Lane + Uni-Directional Bike Lanes



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: <ul style="list-style-type: none"> Balance of regional and local vehicular circulation; and, Uni-directional cycle path is preferred over the bike lanes.

Alternative 2:

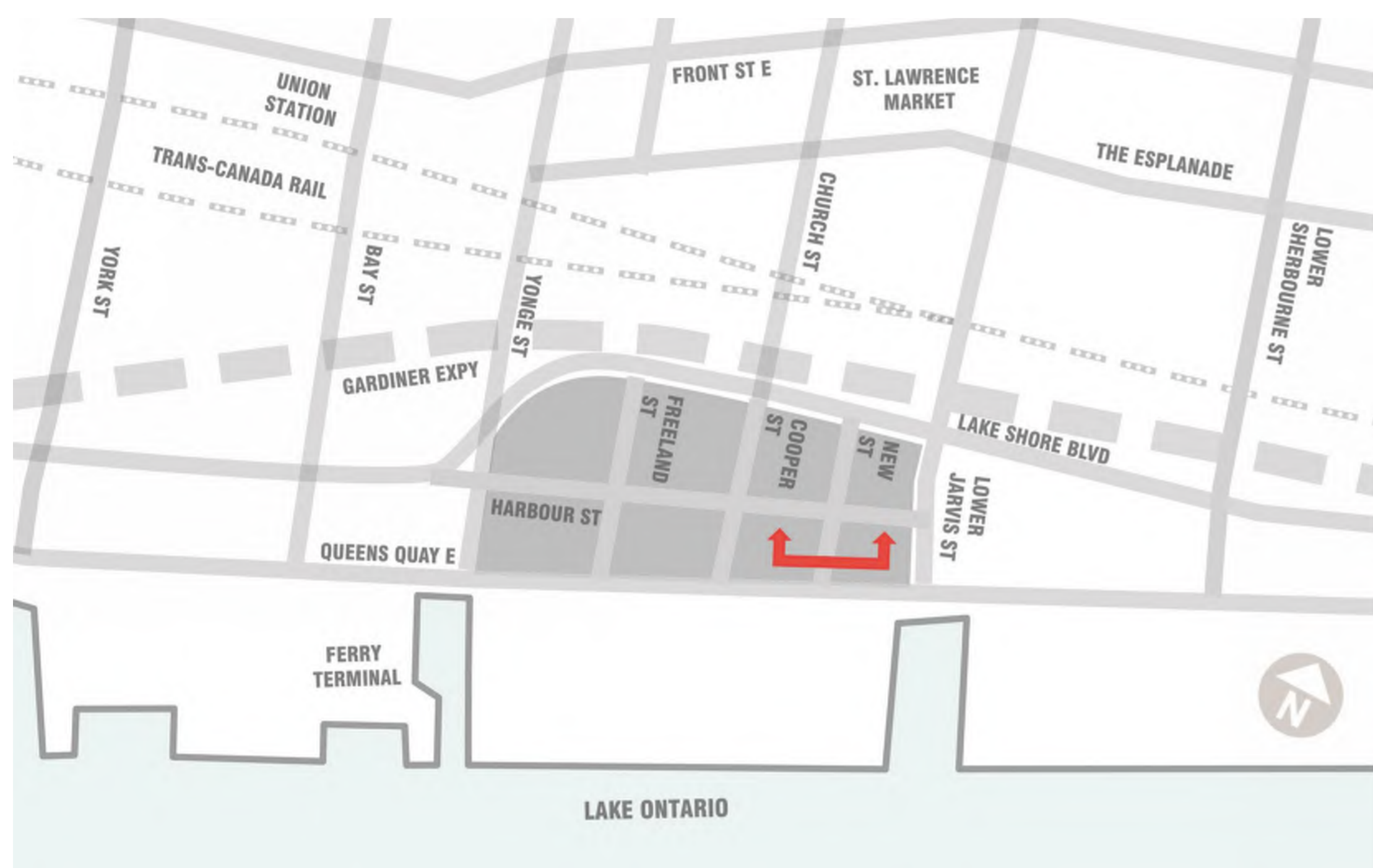
Church Street: South of the Esplanade
4-Lane + Uni-Directional Cycle Path
PRELIMINARY PREFERRED





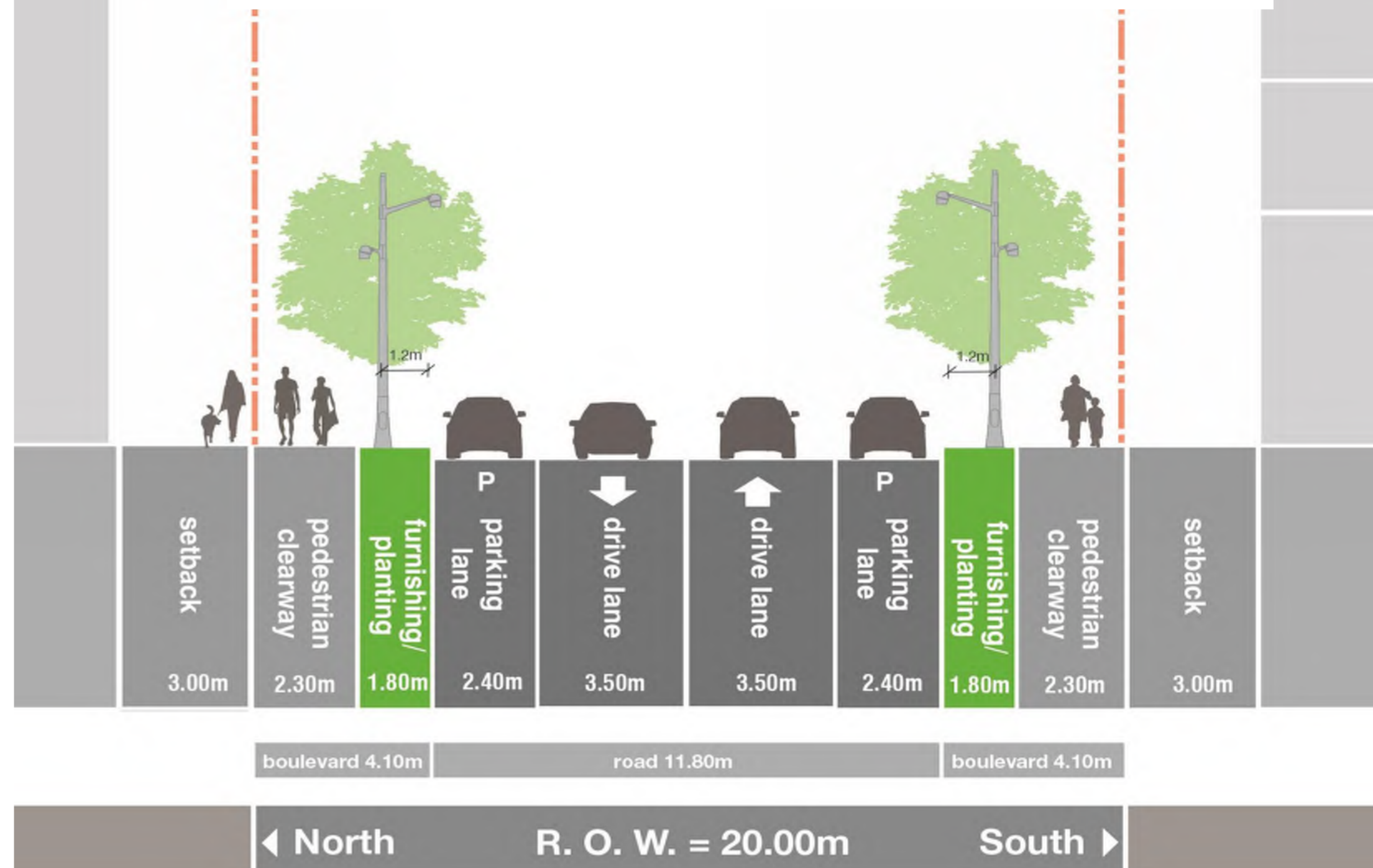
'New' Street

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



Alternative 1:

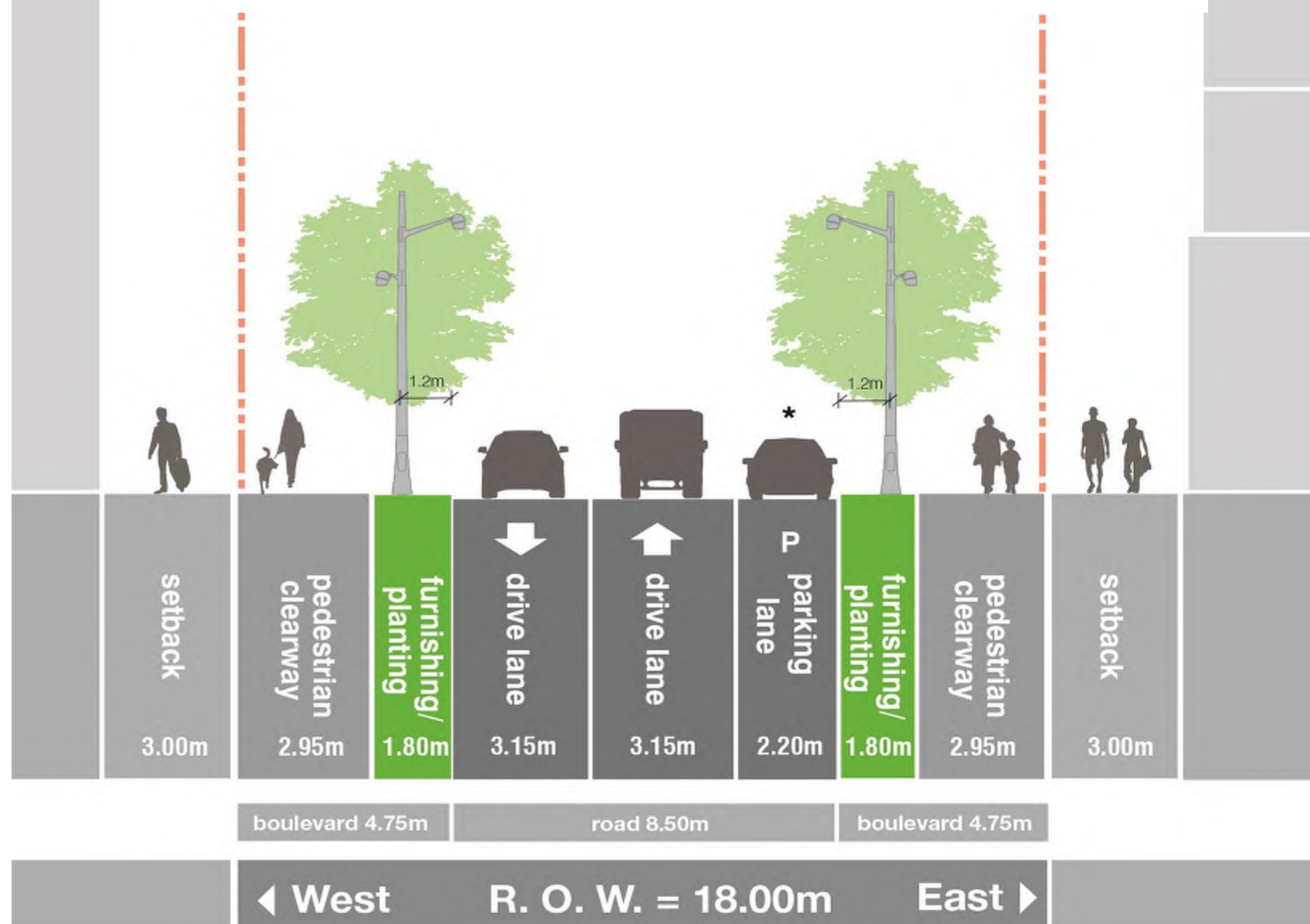
New Street: Queens Quay – Lake Shore Blvd EB (Facing North)
2 - Lane + Parking Lanes (20.00m R.O.W.)



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.

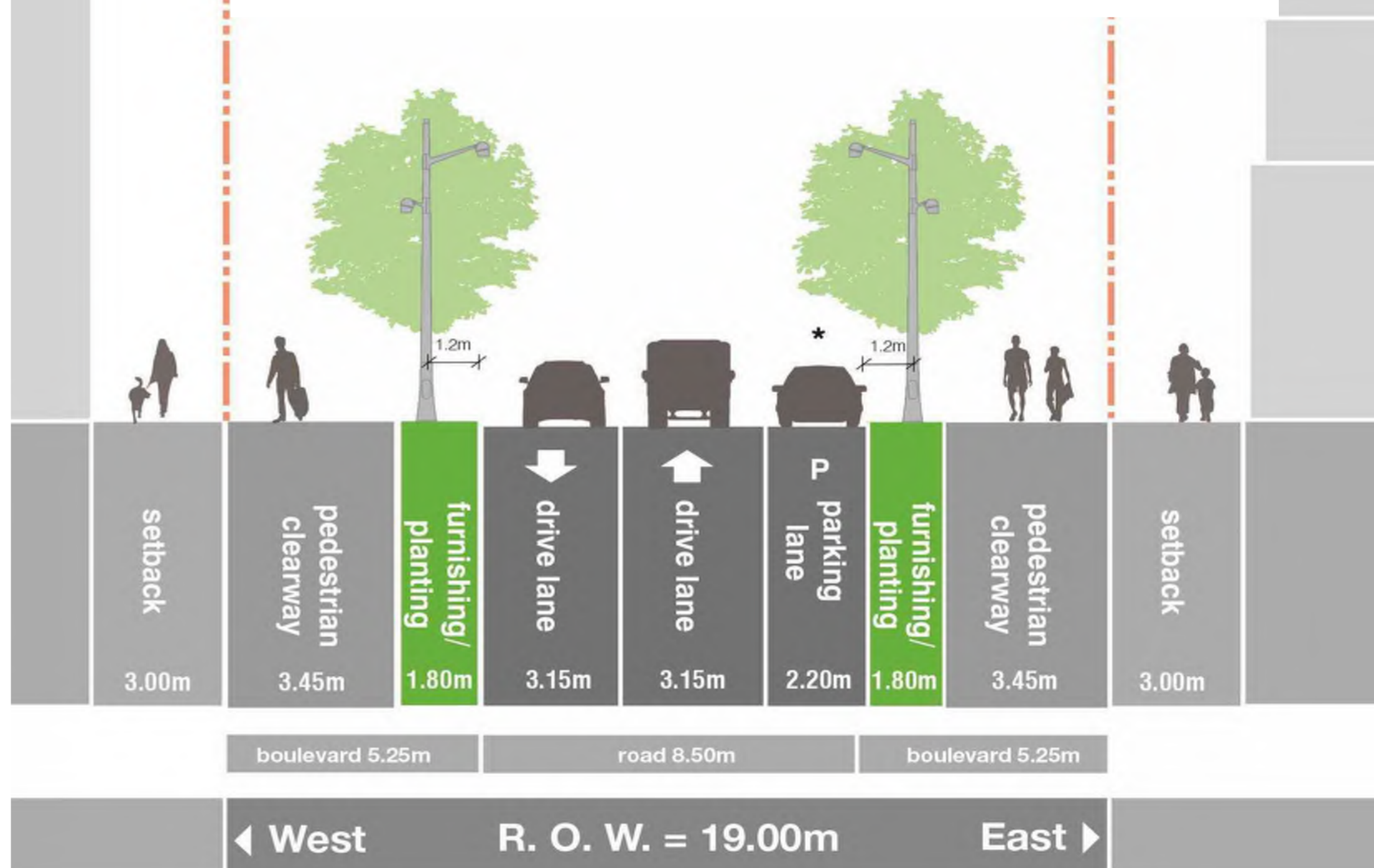


Alternative 3:

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.

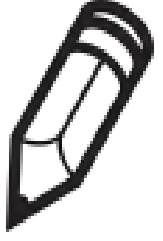
PRELIMINARY PREFERRED



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: <ul style="list-style-type: none"> • Balance of regional and local vehicular circulation; and, • Enhances public realm and improves pedestrian mobility.

EVALUATION OF ALTERNATIVES

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

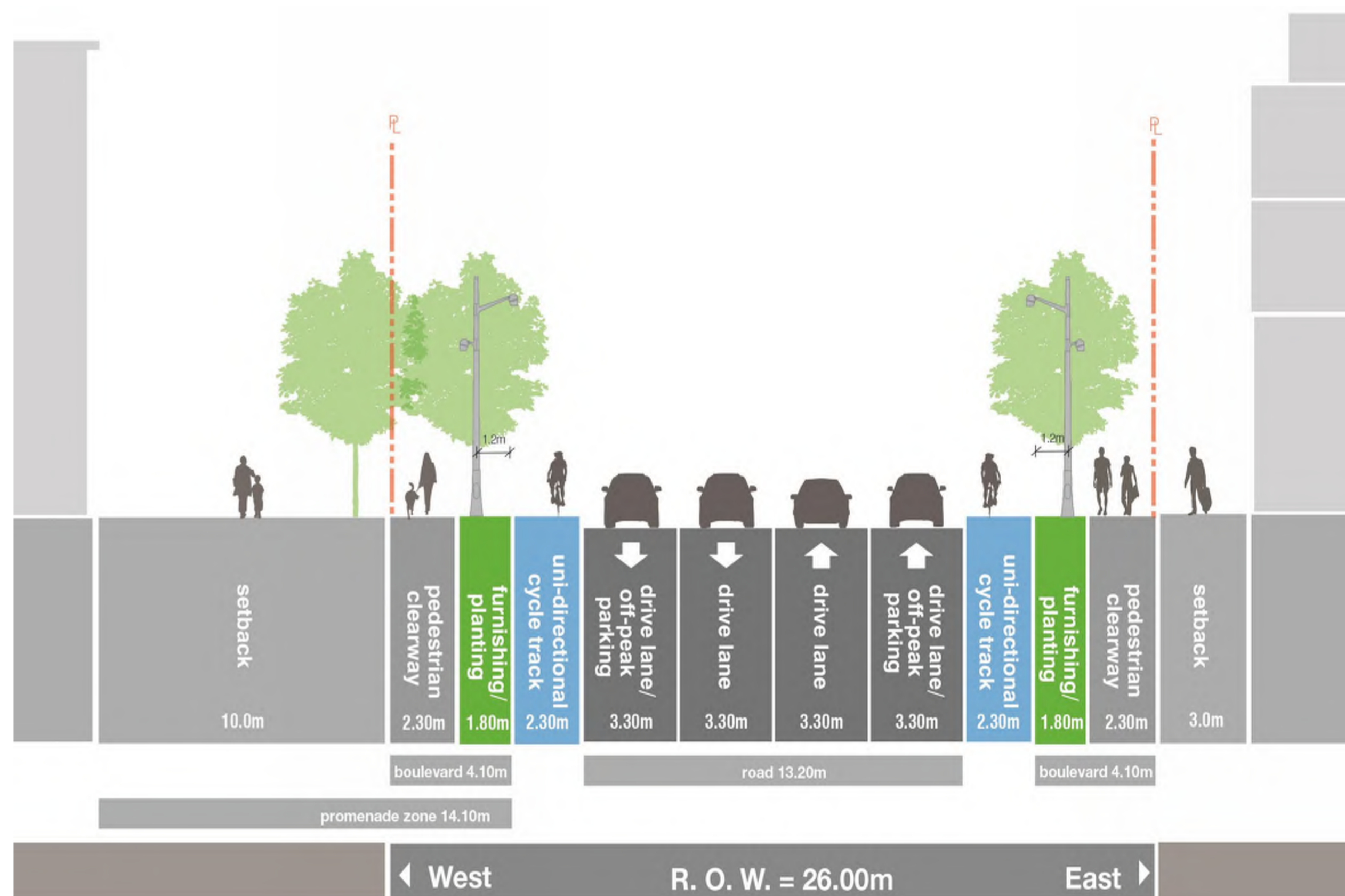
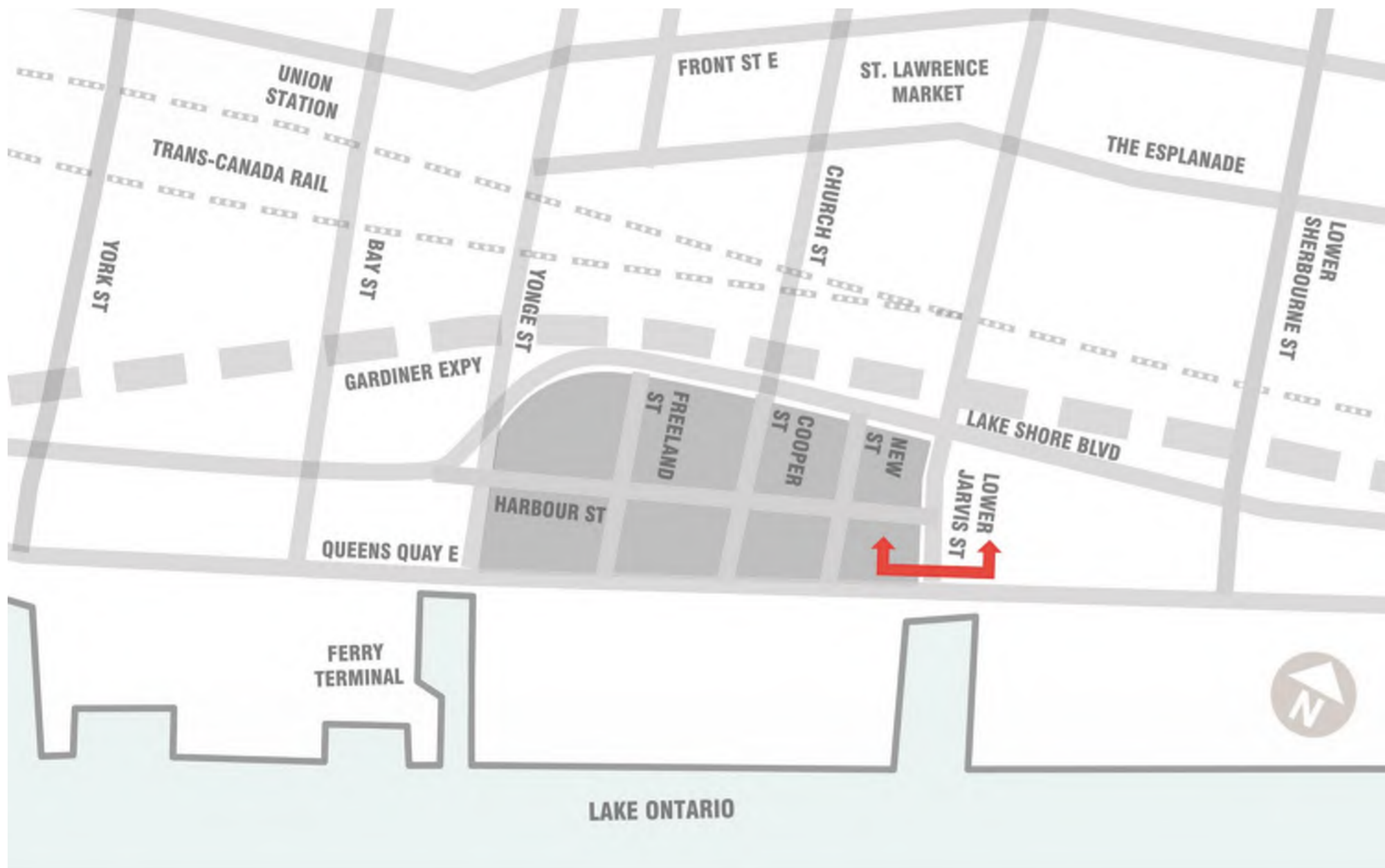


Alternative 1 (TMP):

Lower Jarvis Street: Queens Quay – Lake Shore Blvd (Facing North)
4-Lane + Off-Peak Parking + Uni-Directional Cycle Tracks (26.00m R.O.W.)

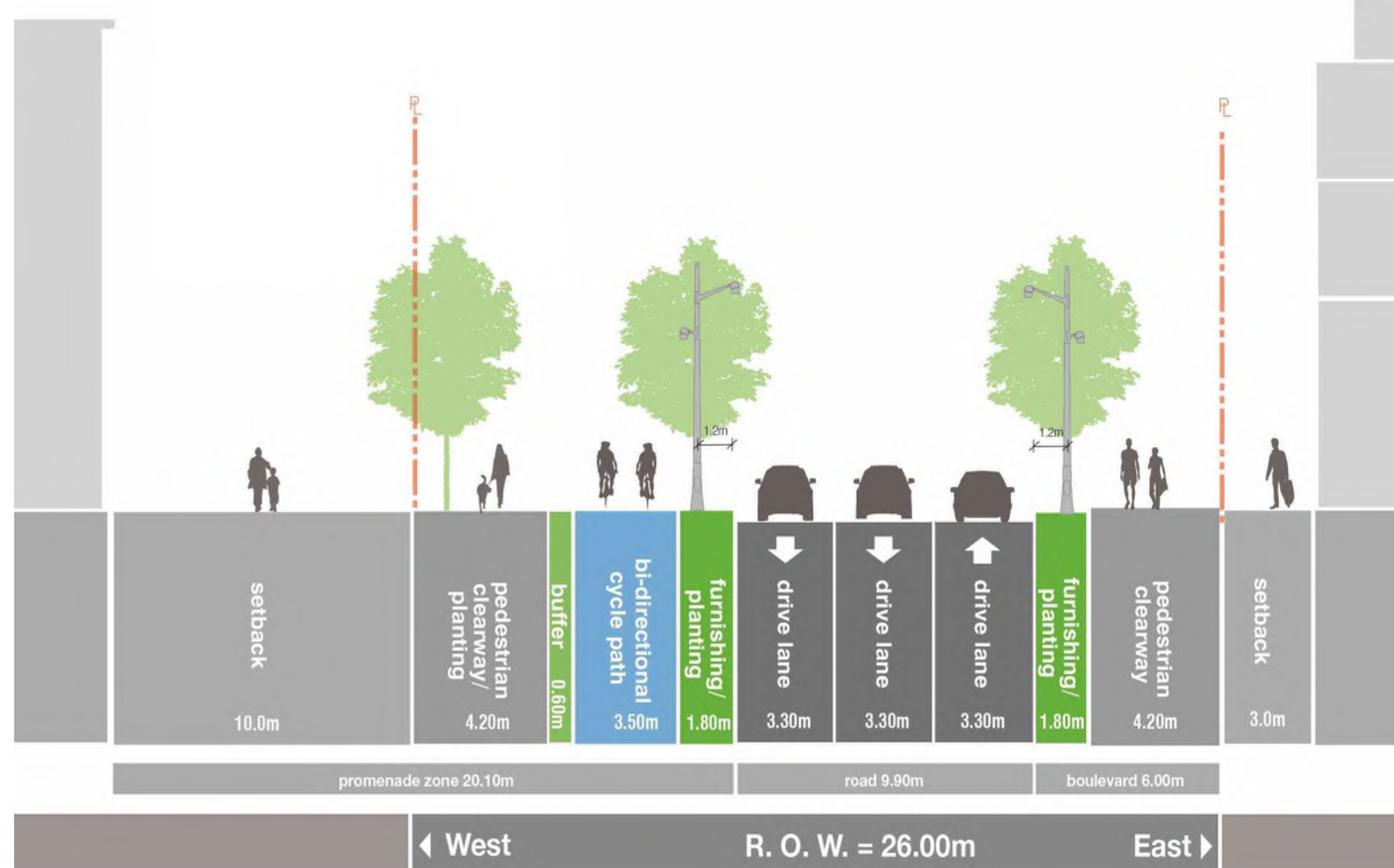
Note: *Parking will be permitted where appropriate to accommodate truck movements.

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.)

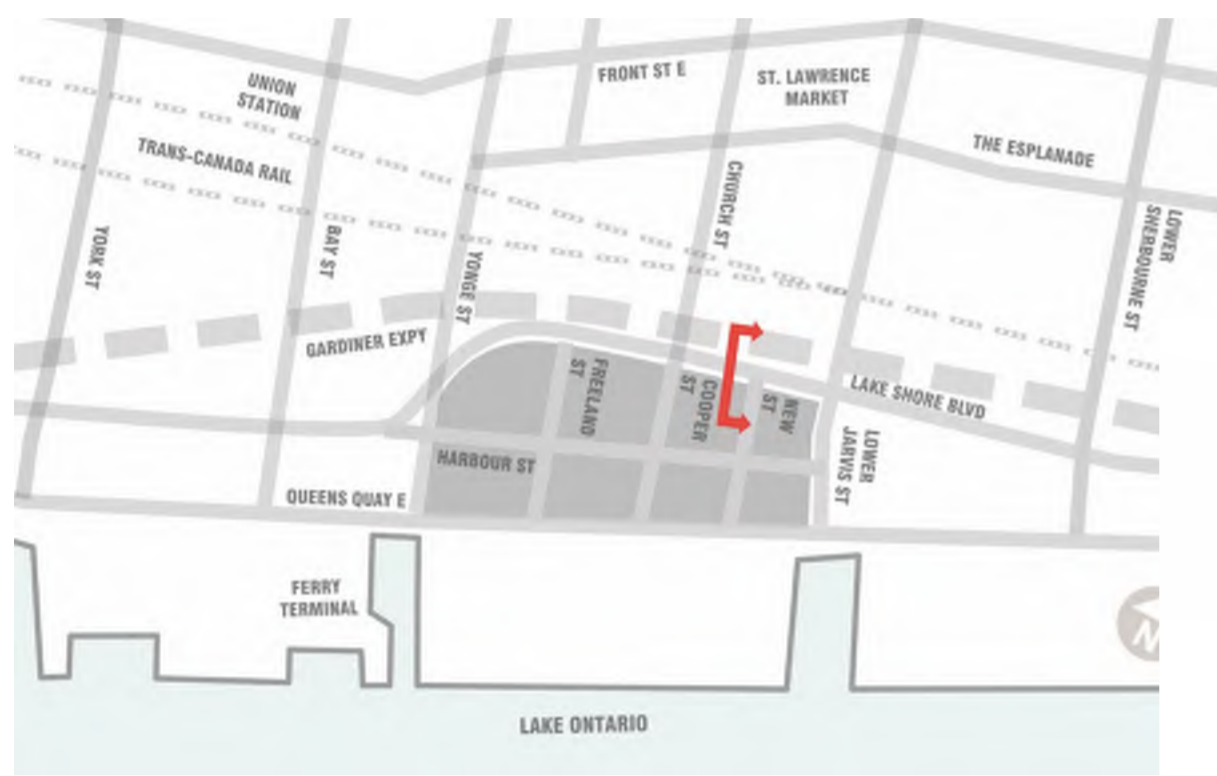


Criteria	Alternative 1 Four Lane + Off-Peak Parking + Uni- Directional Cycle Tracks	Alternative 2 Three Lane + Bi- Directional Cycle Path	Key Highlights
Transportation			Alternative 1 is preferred because it provides appropriate traffic capacity; off-peak parking and uni-directional cycle track is preferred 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: <ul style="list-style-type: none"> Balance of regional and local vehicular circulation; and, Uni-directional bike lanes are preferred over bi-directional.

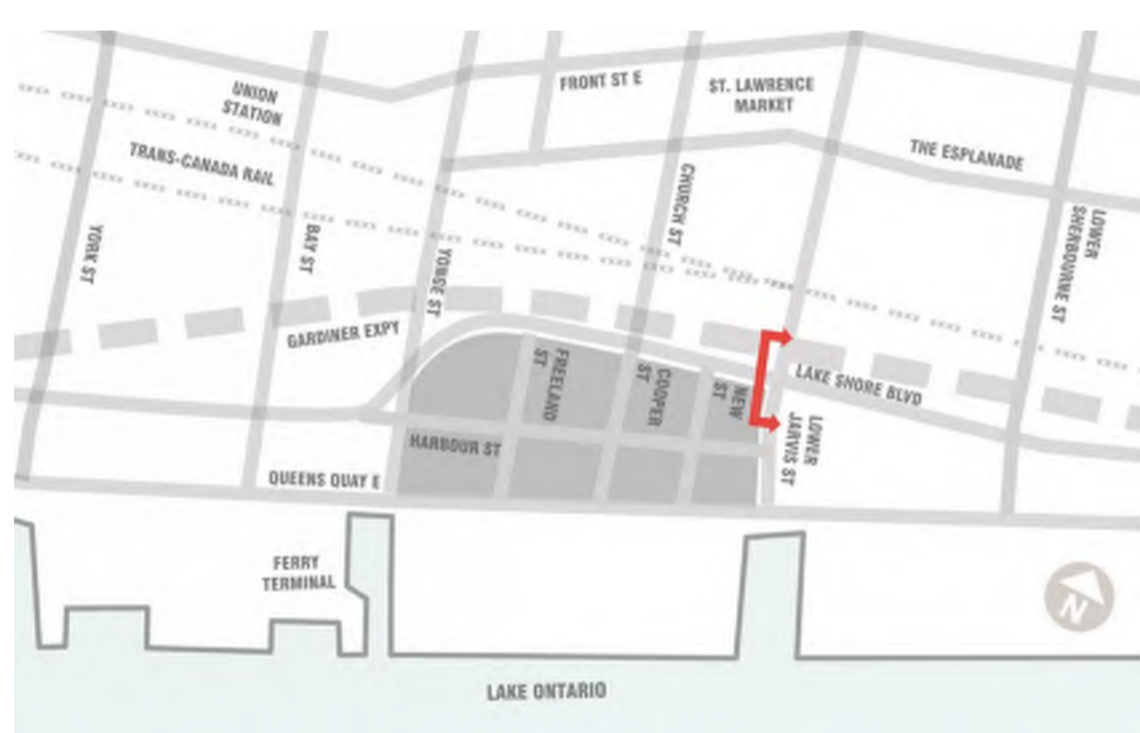
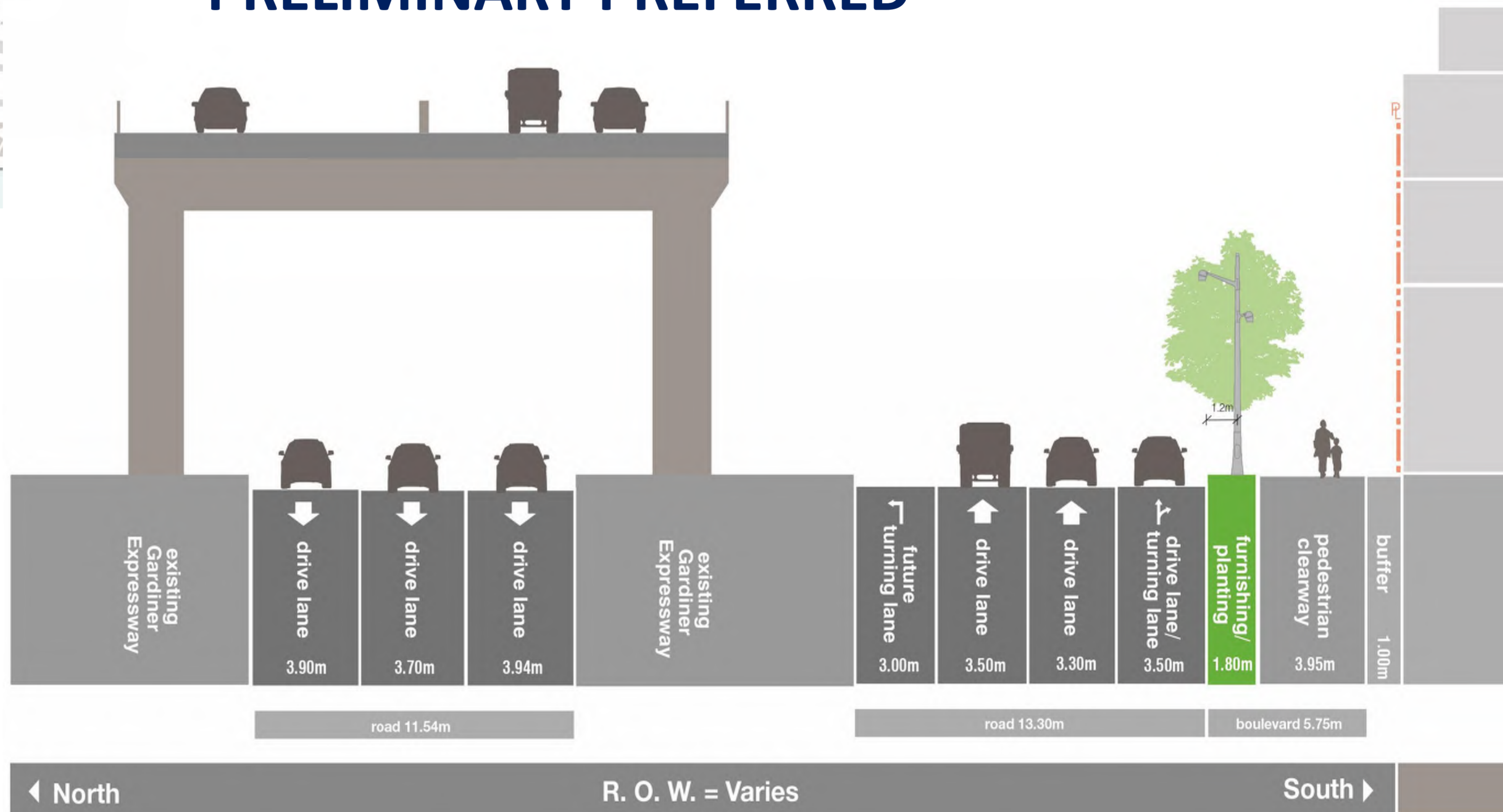


EVALUATION OF ALTERNATIVES

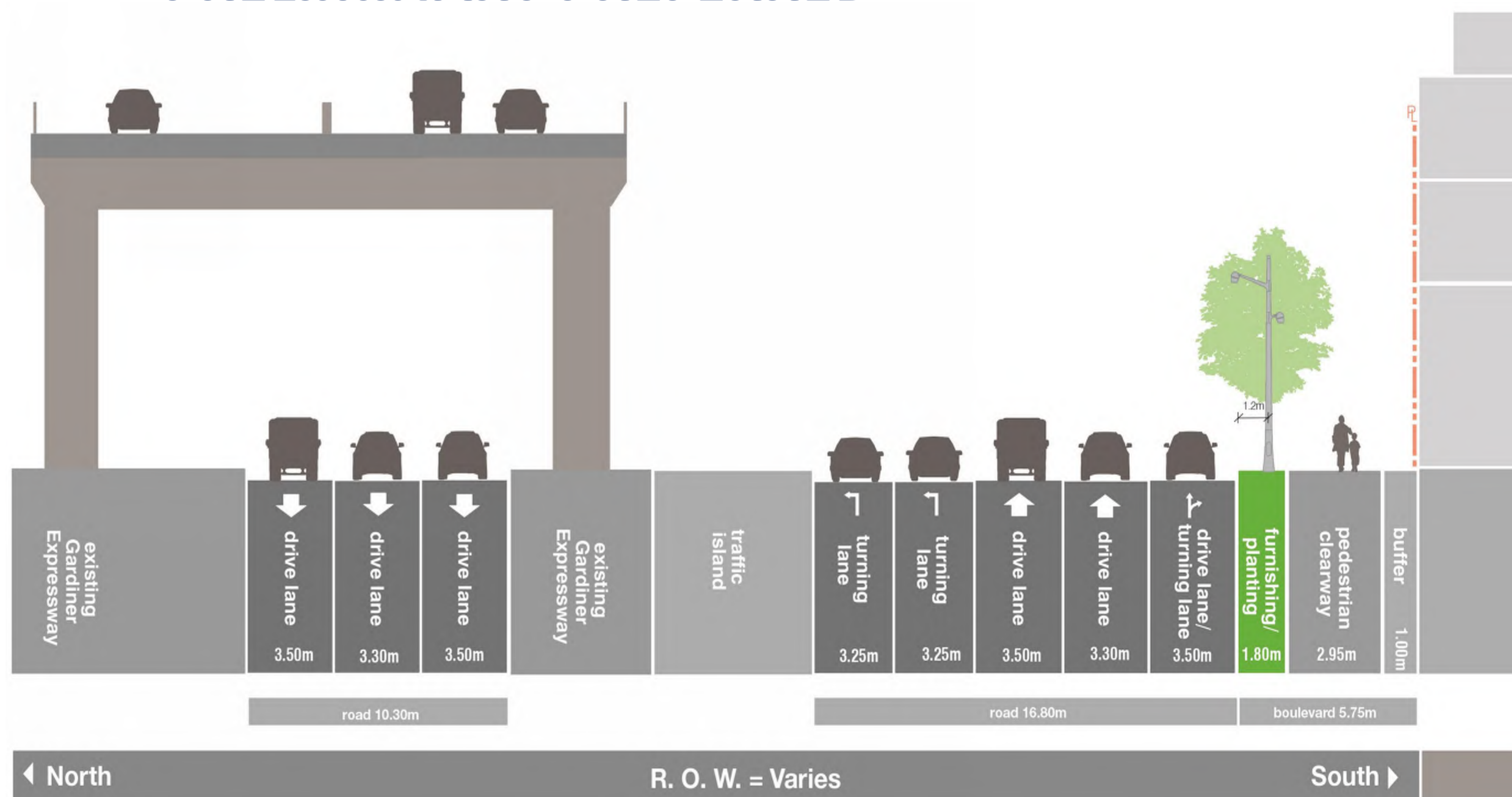
Lake Shore Blvd. (Yonge Street to Lower Jarvis Street)



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



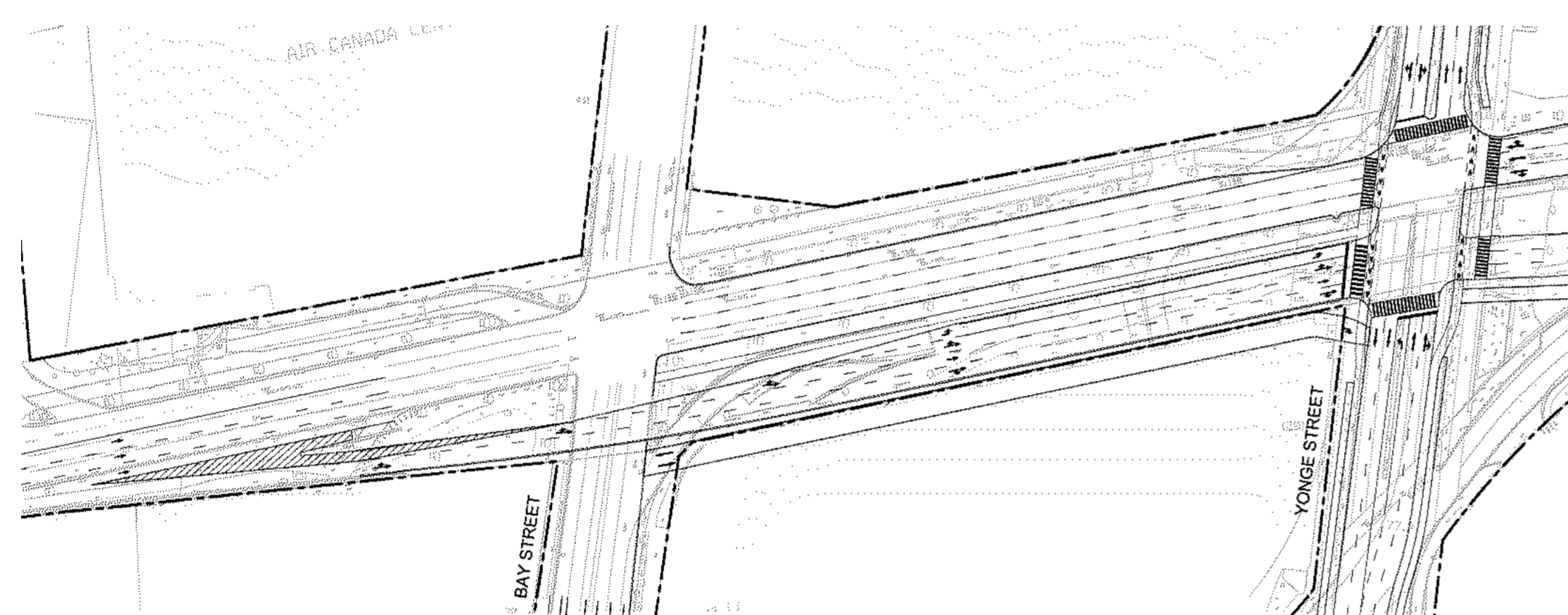
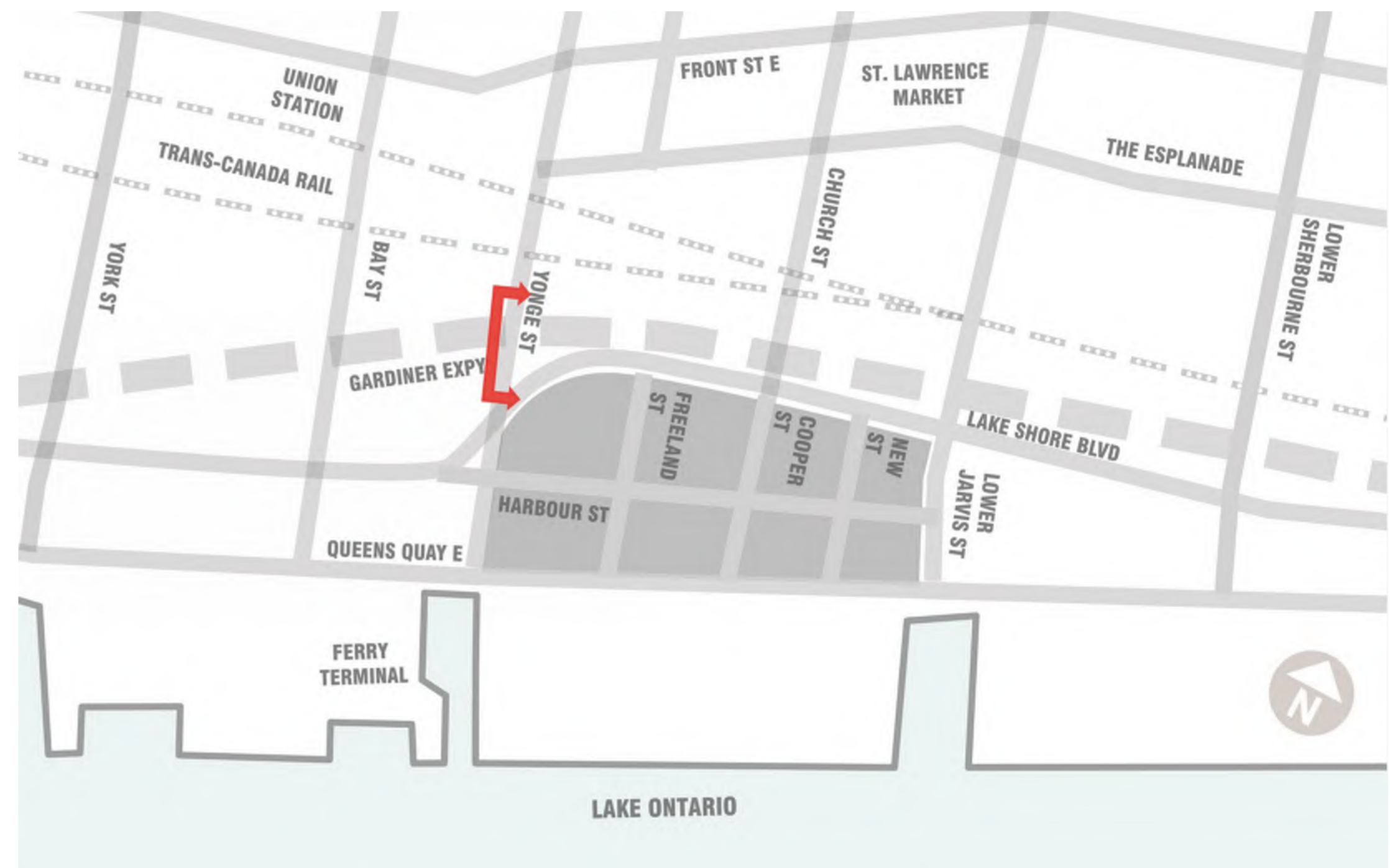
EVALUATION OF ALTERNATIVES

Gardiner Off-Ramp



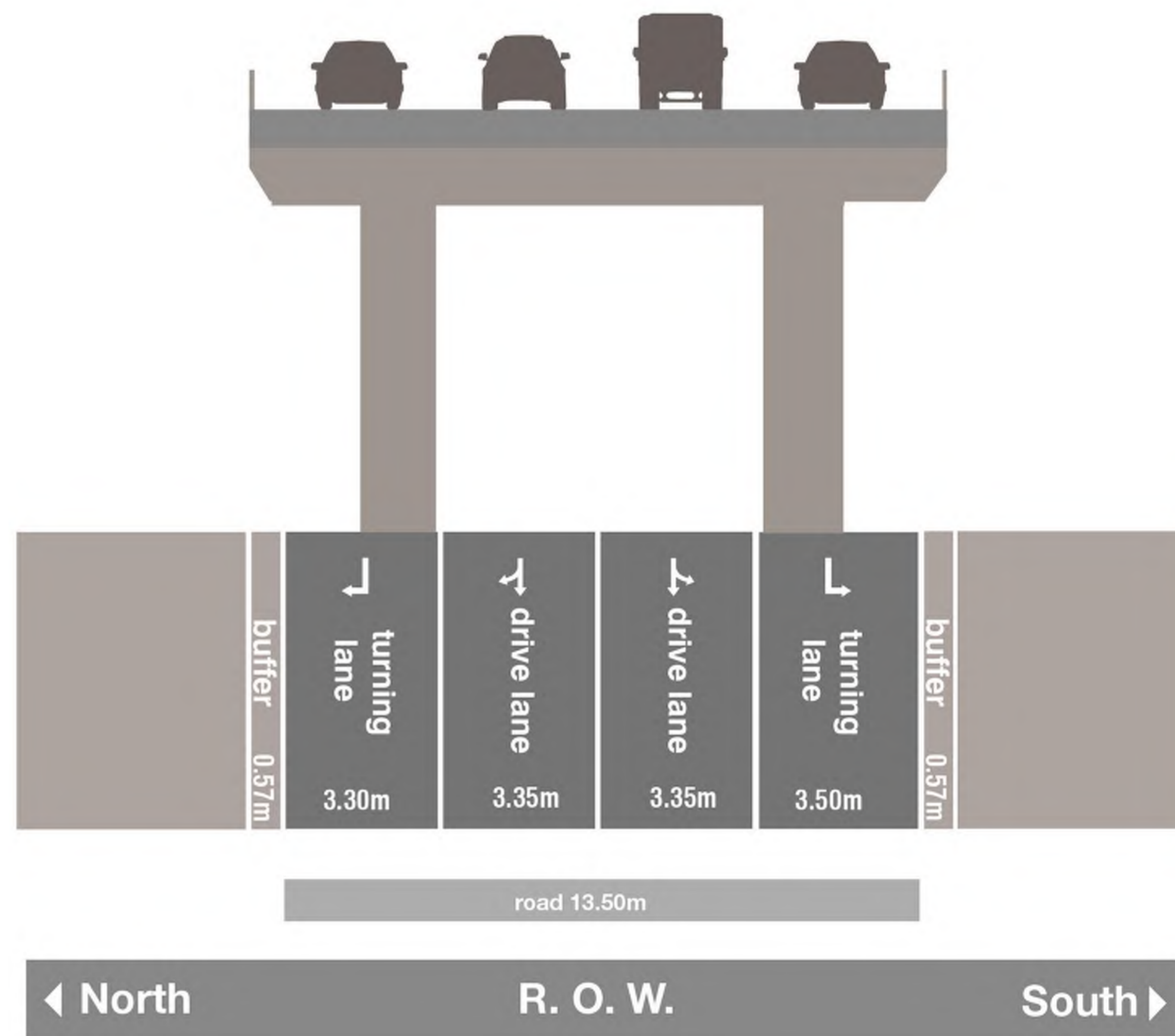
The Eastbound Gardiner off-ramp will be modified to terminate at Yonge Street (the existing off-ramp currently terminates west of Lower Jarvis Street).

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

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.

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.

PRELIMINARY PREFERRED CONFIGURATION





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.waterfronttoronto.ca/loweryonge

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

The below Frequently Asked Questions (FAQ) are in reference to the material presented at the Lower Yonge Municipal Class Environmental Assessment Public Information Centre meeting held on June 23, 2016.

Frequently Asked Questions (FAQ)

HARBOUR STREET (YORK STREET TO BAY STREET)

For the section of Harbour Street, between York Street and Bay Street, why haven't alternative cross-sections been considered?

The Lower Yonge Precinct Transportation Master Plan (TMP) completed in 2015 determined the general configuration for this particular segment of Harbour Street. Under the Municipal Class Environmental Assessment (MCEA) process, this segment of Harbour Street can proceed to the implementation phase after the completion of the TMP. It was presented as context to the MCEA EA we are currently undertaking. Hence, the design of this segment of Harbour Street was incorporated and will be implemented as part of the York/Bay/Yonge ramp removal project.

HARBOUR STREET (BAY STREET TO YONGE STREET)

Why are there different lane widths between each of the three alternatives?

Lane widths are influenced by a variety of factors, including, use of trucks, transit, passenger vehicles and also whether the lane is used as a curb lane, centre lane or turning lane. Additional information is available on the City's website here:

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=f1b900ee600ca410VgnVCM10000071d60f89RCRD>.

The alternatives illustrate the different types of vehicle and lane uses that were contemplated as part of the alternative development process.

Why are the pedestrian clearway widths labelled as “varies” when each of the other lane widths are known?

The pedestrian clearway varies on some cross-sections where the property lines are not consistent. In all cases, the City of Toronto minimum width of 2.1 metres has been recommended.

Why are mountable curbs not being considered for the section of Harbour Street between Bay Street and Yonge Street?

City of Toronto standards allow for the use of mountable curbs in situations where there are space constraints due to the presence of existing infrastructure (e.g. a tunnel) that could limit or restrict emergency vehicle access. Otherwise, a barrier curb is the City's preferred design standard.

Why has a uni-directional (2.3 m wide as per other diagrams) cycle track on each side of Harbour Street not been presented as an option?

The Harbour Street cycle track has been designed to provide a continuous connection with the existing bi-directional cycle track to the west. To make it easier for cyclists to continue along Harbour Street without crossing from one side of the street to the other, the preferred configuration of this cycle track (bi-directional, along the south side of Harbour) matches the existing facility.

HARBOUR STREET (YONGE STREET TO FREELAND STREET)

Alternative #1 does not include a building setback on the south side of Harbour Street, while Alternatives 2 and 3 do. Why?

There is no building setback along Harbour Street from Yonge Street to Lower Jarvis Street. Edits will be made to the cross sections to correct this.

HARBOUR STREET (FREELAND STREET TO LOWER JARVIS STREET)

Why is Alternative 3 the preliminary preferred alternative when it has the widest road?

The third alternative is the preliminary preferred alternative because it provides the best balance between vehicle capacity and other modes of transportation (e.g. pedestrian and cycling facilities), including emergency vehicle access.

Why has on-street parking been included along this section of Harbour Street but not between Yonge Street and Freeland? Both sections seem to have similar amounts of ground-level activity.

Parking has been included along the section of Harbour Street between Freeland Street and Lower Jarvis Street because there will be a higher volume of ground-floor retail space along this stretch.

Street parking is also being contemplated for the section of Harbour Street between Yonge Street and Freeland Street. However, the westbound right-turn lane at the Yonge Street / Harbour Street intersection would limit the amount of available parking space along Harbour Street.

YONGE STREET (QUEENS QUAY EAST TO LAKE SHORE BOULEVARD EAST)

Why were there no alternatives provided, just the Preliminary Preferred?

The project team developed a number of alternative cross sections for this section of Yonge Street, however, none of the other alternatives provided the appropriate balance of road capacity, cycling facility, and pedestrian zones. Given the available public right-of-way, it was determined that none of the other alternatives were viable without greatly impacting other modes of transportation.

Why are there no mountable cycle paths along this section of Yonge Street?

Barrier curbs provide a high level of separation between cyclists and vehicles. Mountable curbs are used when there are space constraints due to the presence of existing infrastructure (e.g. rail corridor along Yonge Street north of Lake Shore Boulevard) that could limit or restrict emergency vehicle access. Otherwise, a barrier curb is the City's preferred design standard.

Why is there no separation between the cycle path and vehicular traffic like in the Preliminary Preferred Alternative for Harbour Street?

Bi-directional cycling facilities were explored but not further contemplated for Yonge Street for the following reasons:

1. Bi-directional cycling facilities typically require separate signal timing phases to allow cyclists to cross intersections. Allocating additional phases for cycling at the Yonge Street intersections in the study area would have significant traffic capacity impacts on the existing Yonge Street intersections.
2. Space limitations along the segment of Yonge Street through the rail corridor to Front Street poses implementation constraints for Bi-directional cycling facilities. Allocating space for a cycling facility of this type along this portion of Yonge Street would result in significant vehicular traffic capacity impacts.

Can there be more separation for the cyclists from the traffic by moving the cycle track between the planting zone and the pedestrian clearway?

A raised cycle track is the proposed cycling facility along Yonge Street from Queens Quay to Lake Shore Boulevard East. Cyclists will be riding at the same vertical elevation as the sidewalk. Cyclists' safety will be increased by way of a raised curb, separating cyclists from motor vehicles.

Given the road characteristics of Yonge Street, the limited road allowance width, the short distance between blocks, the need for drivers to be aware of cyclists at intersections, the need to prevent risk of collisions between cyclists and pedestrians, the current proposed configuration is the most appropriate form of cycling facility for this segment of Yonge Street.

Concern about accessing Yonge Street from Harbour Street in the morning, especially with redevelopment (density). Where is existing Lake Shore EB through traffic supposed to go? Should have an assessment of the effects on existing through traffic movements - the proposed changes could dramatically affect EB traffic movements.

When analyzing the future traffic movements for the Lower Yonge Precinct Area, the study took into account the "York/Bay/Yonge Interchange Reconfiguration project" which is starting construction this year (2017). This project will shorten the current York/Bay/Yonge off-ramp to land at the Harbour Street/Lower Simcoe Street intersection. As a result of this change, traffic on Lake Shore Blvd. eastbound (from west of Lower Simcoe Street) and new Gardiner off-ramp at Harbour Street/Lower Simcoe will change.

In addition, the preliminary recommendations of this Lower Yonge Precinct EA study will include shortening the existing eastbound Lower Jarvis Street off-ramp from Gardiner Expressway. The new eastbound Gardiner off-ramp will land at Yonge Street.

This proposed reconfiguration will also change vehicle behaviour along the eastbound Gardiner Expressway. Vehicles wanting to travel onto Lake Shore Blvd. eastbound, east of Yonge Street, or northbound onto Yonge Street will exit at the new proposed Yonge Street off-ramp instead of exiting at the Harbour Street/Lower Simcoe off-ramp (as noted above).

The combined effects of the above noted improvements will change vehicle behaviour along the eastbound Gardiner Expressway and Harbour Street, in particular reducing the number of vehicles

travelling along Harbour Street from York Street to Yonge Street, and changing the future use of Harbour Street to be less auto-oriented as opposed to its current use as a regional route to get across the downtown area.

Concern that 3-lanes and 5-lanes of vehicle traffic are not consistent south and north of Harbour Street.

The difference in the number vehicle traffic lanes is a result of added turning lanes at intersections. In this particular case, as Yonge Street approaches Lake Shore Boulevard, there is a need to create dedicated left turn lanes to accommodate the number of vehicles anticipated to make these movements.

YONGE STREET (LAKE SHORE BOULEVARD TO RAIL CORRIDOR)

Why are the buffer zones between the cycle track and pedestrian clearway different colours in each of the Alternatives?

The colouring distinguishes the separation between the cycle facility and the pedestrian clearway.

Under the evaluation criteria “Natural Environment” it is said that there is a lack of natural environmental features. If this is the case, why do the alternatives indicate a treed and turfed median?

“Lack of natural environmental features” refers to the existing conditions for the whole study area. There are opportunities to landscape the medians in some locations. This will be further investigated throughout the course of the study.

The two diagrams are not to scale with one another. Why?

The diagrams on each board are to scale, however, some diagrams have different scales because additional information is presented with them.

YONGE STREET (RAILWAY CORRIDOR)

What safety considerations are there for the mountable curb between vehicles and pedestrians, other than distance that is comparable to a hard curb?

Cycling facilities with mountable curbs are elevated from the roadway and do provide an element of separation. The preliminary preferred alternative along Yonge Street through the rail corridor should provide increased level of comfort and safety when compared to the standard bike lanes that currently exist along Yonge Street. Mountable curbs are required along Yonge Street from Lake Shore Boulevard to north of the rail corridor because of physical constraints posed by the rail structure and the need for vehicles to pull over to allow sufficient passable space for emergency vehicles.

Compare this diagram to the Cooper Street tunnel. Why must the bike lane be part of the Yonge Street 'street' (either on the same level or mountable)? The Cooper Tunnel alternatives, including Alternative 2, which includes a median, have hard curb separation between vehicular traffic and bike lanes (no consideration given for emergency vehicles).

The Yonge Street rail corridor is an existing condition, whereas the Cooper Street tunnel is proposed

and can be designed with additional width to accommodate a variety of transportation needs. The Yonge Street tunnel cannot be widened without extensive construction. For additional information about the design of the Cooper Street tunnel, please refer to the "Transportation" criteria for the Cooper Street tunnel evaluation.

Can the cycle path and pedestrian path be combined to free up space to accommodate emergency vehicles? Or can physical barriers be placed to separate between vehicle traffic and the cycle path?

On a pedestrian heavy route such as Yonge Street, it is not recommended that the cycle track and pedestrian clearway be combined. Differences in travel speed between the two transportation modes may result in increased safety hazards and collisions between cyclists and pedestrians.

The proposed cycling facilities with mountable curbs elevated from the roadway provide an element of separation. The preliminary preferred alternative along Yonge Street through the rail corridor will provide an increased level of comfort and safety when compared to the existing bike lanes along Yonge Street.

YONGE STREET (RAIL CORRIDOR TO FRONT STREET)

Why were there no alternatives provided, just the Preliminary Preferred option?

The project team developed a number of alternative cross sections for this section of Yonge Street, however, none of the other alternatives provided the appropriate balance of road capacity, cycling facility, and pedestrian zones. Given the available public right-of-way, it was determined that none of the other alternatives were viable without greatly impacting other modes of transportation.

Why does the buffer between pedestrians and the cycle track not continue on this section of Yonge Street and why does the cycle track become a bike lane?

Given the space of the existing public right-of-way, other types of cycling facilities (including a buffer) could not be accommodated in this section.

Concern that the location of bike lanes is unsafe and located close to the travel lanes ("mini highway").

Bike lanes are a type of cycling facility used to increase comfort and safety for cyclists.

The project team developed a number of alternative cross sections for this section of Yonge Street. However, none of the other alternatives provided the desired balance of road capacity, cyclist safety, and pedestrian zones. Given the available public right-of-way, it was determined that none of the other alternatives were better than standard bike lanes.

People continue to jaywalk crossing at Esplanade and Yonge. There is no signal at this location.

On June 14, 2011, City Council adopted the recommendation for the installation of traffic control signals at the intersection of The Esplanade and Yonge Street. Please refer to below link to City Council consideration TE7.45:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.TE7.45>

The implementation of the signal works will be completed in 2017. The Lower Yonge MCEA has taken this planned improvement into consideration when developing alternative designs for this segment of Yonge Street.

COOPER STREET (QUEENS QUAY EAST TO LAKE SHORE BOULEVARD EAST)

Why is it called “future bike lane” in this diagram where all other diagrams use “bike lane”?

Given that the Cooper Street bike lanes south of Lake Shore Boulevard East do not connect to other cycling facilities, the bike lanes would only be built when the Cooper Street Tunnel is constructed. In the interim, additional space is included to protect for future bike lanes.

Why isn't a separate cycle path provided as an option?

Cooper Street is classified as a Collector Road. Standard bike lanes are an appropriate form of cycling facility for a collector road given the use and volume of traffic on a collector road.

How can the setbacks be the same from each diagram (3m and 6.1m) but the Right-of-Way (ROW) be different? Would the properties themselves be larger?

ROW widths vary from street to street depending of its intended road function. The City's Official Plan identifies uniform width requirements for each street and the City will secure the required property when it can (typically via the land development process).

COOPER TUNNEL

The first diagram is listed as Alternative 1 TMP – what does TMP stand for?

TMP means Transportation Master Plan. Municipal infrastructure projects are subject to a planning and decision-making process set out under the MCEA. The Lower Yonge Precinct MCEA is a refinement of the TMP and builds upon on work already completed as part of the TMP.

Additional information about the overall MCEA and in particular the master planning process can be found here:

- <http://www.authorstream.com/Presentation/MCEA-1422897-introduction-to-municipal-class-environmental-assessment/>
- <http://www.authorstream.com/Presentation/MCEA-1422911-master-plans/>

Four lanes for the Cooper tunnel is too many travel lanes; instead, there should be wider bike lanes and sidewalks, with fewer traffic lanes.

The Cooper Street Tunnel is a long term planning initiative. In anticipating future traffic in the area and the cost / benefit of constructing a tunnel structure, providing the ability to accommodate up to four vehicular travel lanes, and pedestrian and cycling movements through the tunnel will provide the most appropriate traffic improvement.

LOWER JARVIS STREET (QUEENS QUAY EAST TO LAKE SHORE BOULEVARD EAST)

Square curbs alone don't provide adequate separation between cyclists and vehicles; can bollards be provided?

The proposed cycling facility for Lower Jarvis Street includes a physical separation (raised curb) which provide adequate separation between different modes of transportation, including pedestrians and cyclists. Bollards are not recommended at this location due to the limited right-of-way and future maintenance concerns.

Concern about the pedestrian crossing at Lake Shore Boulevard and Lower Jarvis Street, specifically the duration of the crossing time.

As part of the Lower Yonge Precinct MCEA, modifications will be made to improve the intersection as a result of the elimination of the Gardiner off-ramp west of Lower Jarvis Street. This modification will improve traffic operations at the intersection and reduce vehicular conflicts. As a follow up to the Gardiner Expressway and Lake Shore Boulevard Reconfiguration Environmental Assessment Study (i.e. Gardiner East), further analysis has been conducted to assess possible improvements for the intersection. The Lake Shore Blvd. and Lower Jarvis Street intersection will have a standard eastbound/westbound traffic signal phasing (advanced eastbound left-turn phase followed by east-west through phase) and the adequate pedestrian crossing times will be provided (based on the City's Pedestrian Timings at Signalized Intersections guidelines). Due to the significant increase in the northbound and southbound left-turn volumes and the intersection geometry, implementation of a split northbound/southbound phasing is recommended. Pedestrians will be able to cross Lake Shore Blvd. in two stages, which will permit shorter crossing times for each stage.