

# Lower Yonge Municipal Class Environmental Assessment

Presentation to the Waterfront Toronto Design Review Panel  
April 19, 2017



An aerial, high-angle view of a dense urban skyline, likely New York City, showing numerous skyscrapers and buildings. The foreground shows a waterfront area with a body of water, a few boats, and a promenade with trees and buildings. The image is overlaid with a large, semi-transparent watermark that reads 'TRANSPORTATION INITIATIVES AND MODELLING'.

## **TRANSPORTATION INITIATIVES AND MODELLING**

**DELIVERABLES: CROSS SECTIONS AND PUBLIC REALM PLAN**

**NEXT STEPS**

# Transportation Modelling

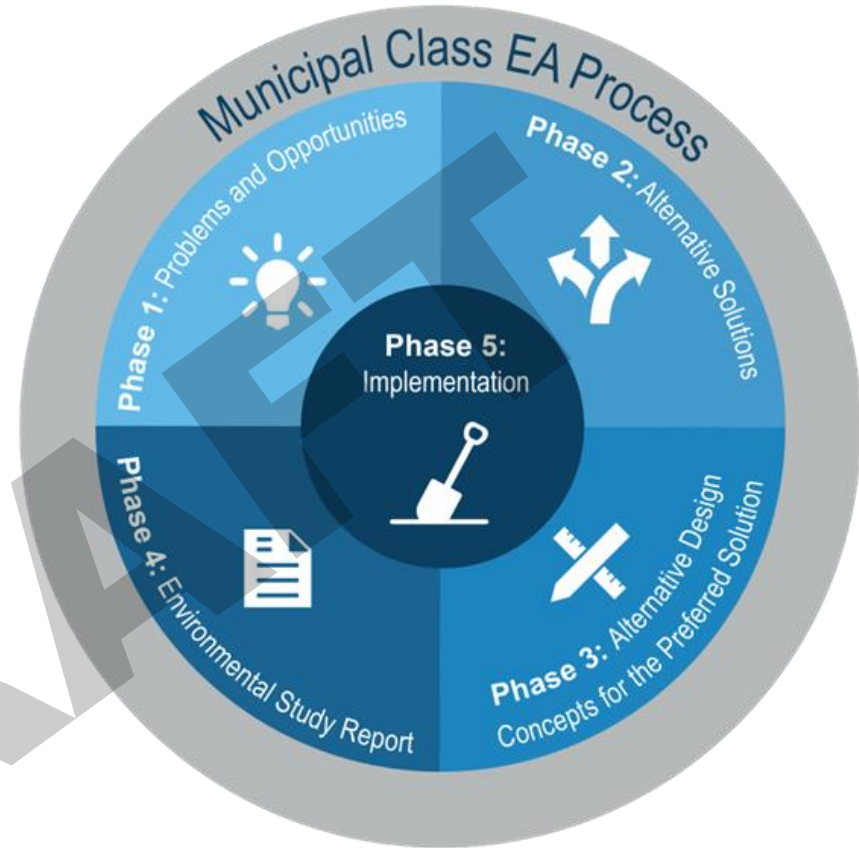
- Modelling is based on the City of Toronto's Paramics downtown model
- **Four scenarios are being tested:**
  - Scenario 1: Transportation Master Plan's recommended network
  - Scenario 2: Preliminary preferred network without Cooper Street Tunnel
  - Scenario 3: Preliminary preferred network with Tunnel
  - Scenario 4: Phasing analysis for the preliminary preferred network
- Modeling results have informed the development of alternatives for each road segment

# Municipal Class Environmental Assessment Process

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

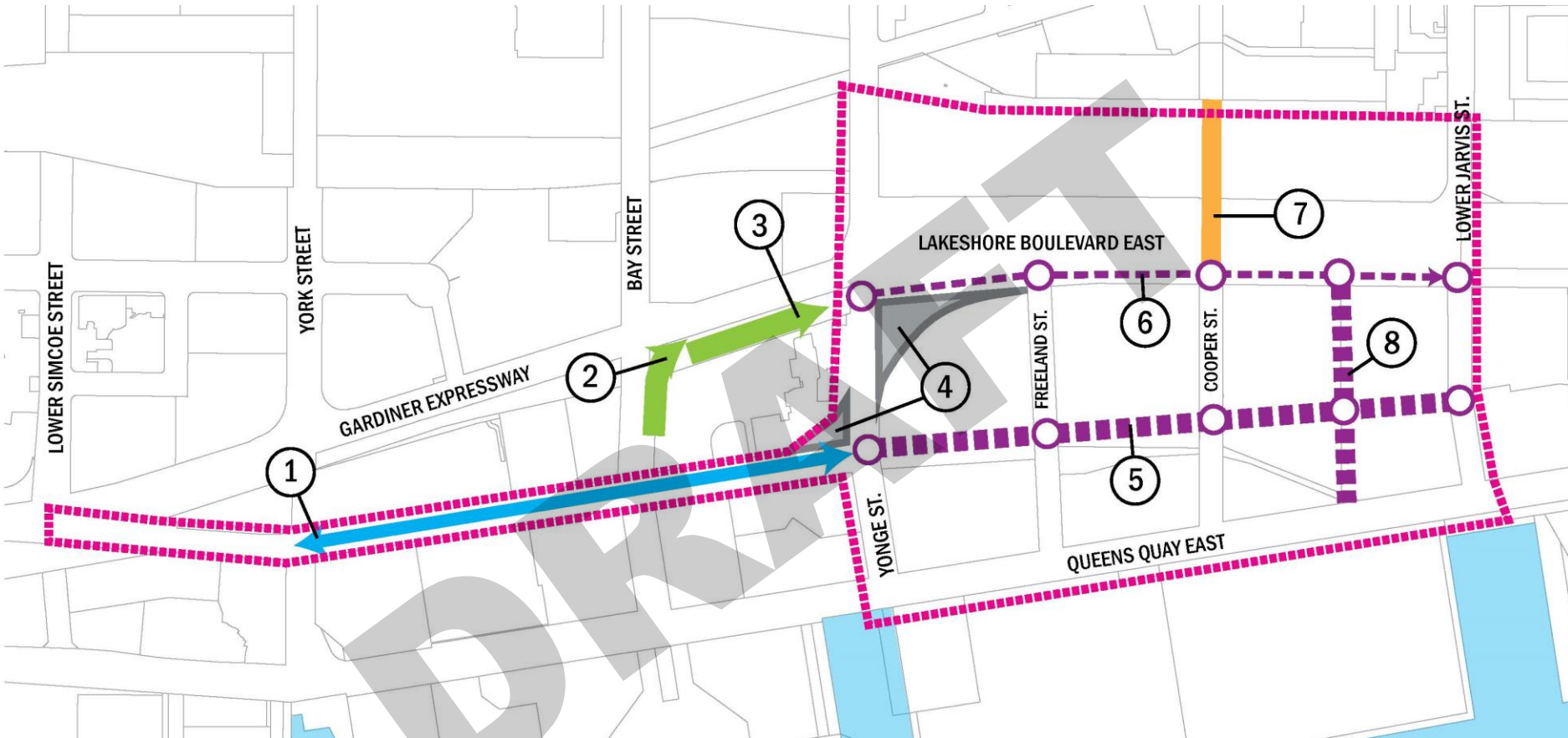
## The process includes:

- Identifying the problem and/or opportunity
- Developing and evaluating a range of solutions
- Providing opportunities for public input
- Identifying a preferred solution



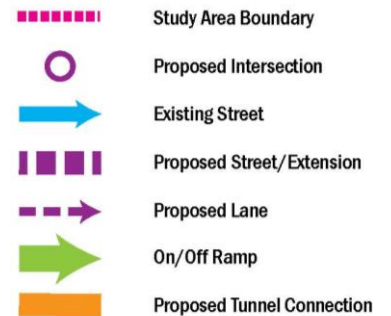
The Municipal Class Environmental Assessment (MCEA) will be completed to evaluate and select infrastructure improvements and outline an implementation strategy. The ESR will document Phases 3 and 4 of the Schedule 'C' MCEA process.

# TMP Key Initiatives (May 2015) and Street Network



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

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



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# Cross Sections

**The Project Team has developed cross sections for the following streets within the Lower Yonge Precinct:**

- Harbour Street
- Yonge Street
- Freeland Street
- Cooper Street (including the future tunnel)
- 'New' Street (future north-south street between Cooper and Lower Jarvis)
- Lower Jarvis Street

**The Project Team has chosen its preferred cross sections after evaluating each alternative using the criteria laid out in the Environmental Assessment.**

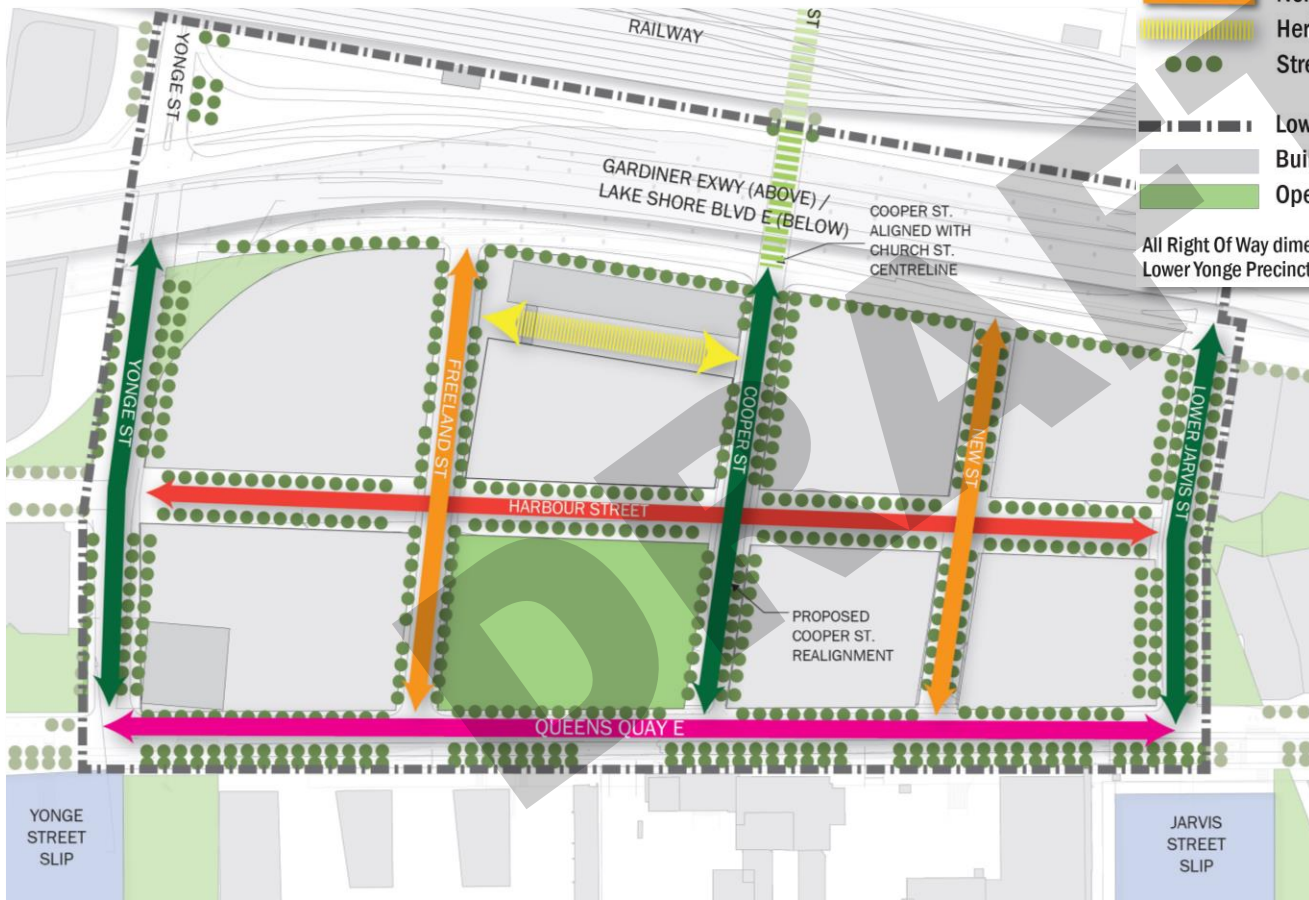
**The Project Team is currently working to refine a draft Public Realm Plan based on this work.**

# Precinct Plan Street Types

## LEGEND:

- "Main Street" - Primary
- "Main Street" - Local
- Promenade Street
- Cooper Street - Future Extension
- Neighbourhood Street
- Heritage Mews
- Street Trees
- Lower Yonge Precinct Plan Area
- Buildings (Existing and Planned)
- Open Space

All Right Of Way dimensions and alignments are subject to change through Lower Yonge Precinct Municipal Class Environmental Assessment process.

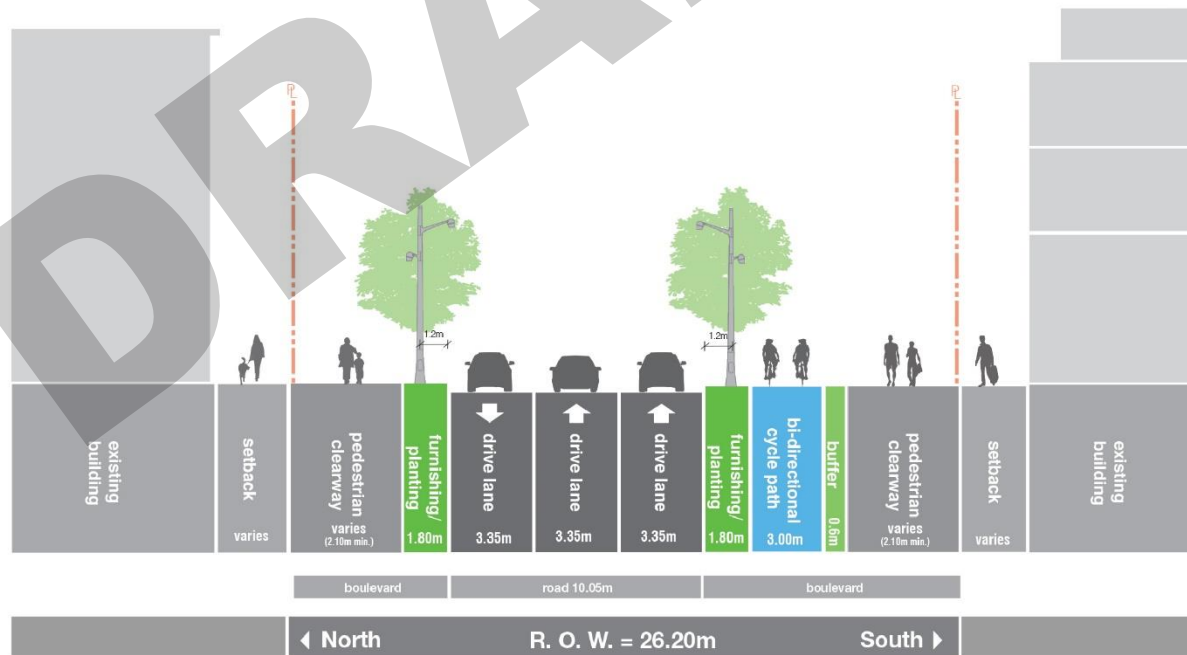




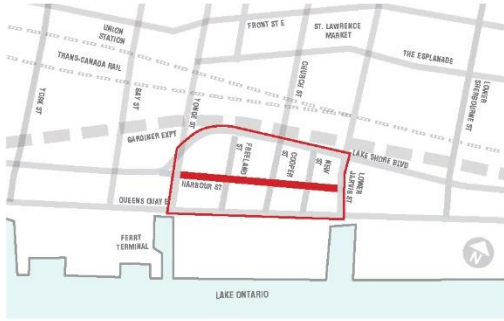
# Harbour: Bay Street to Yonge Street



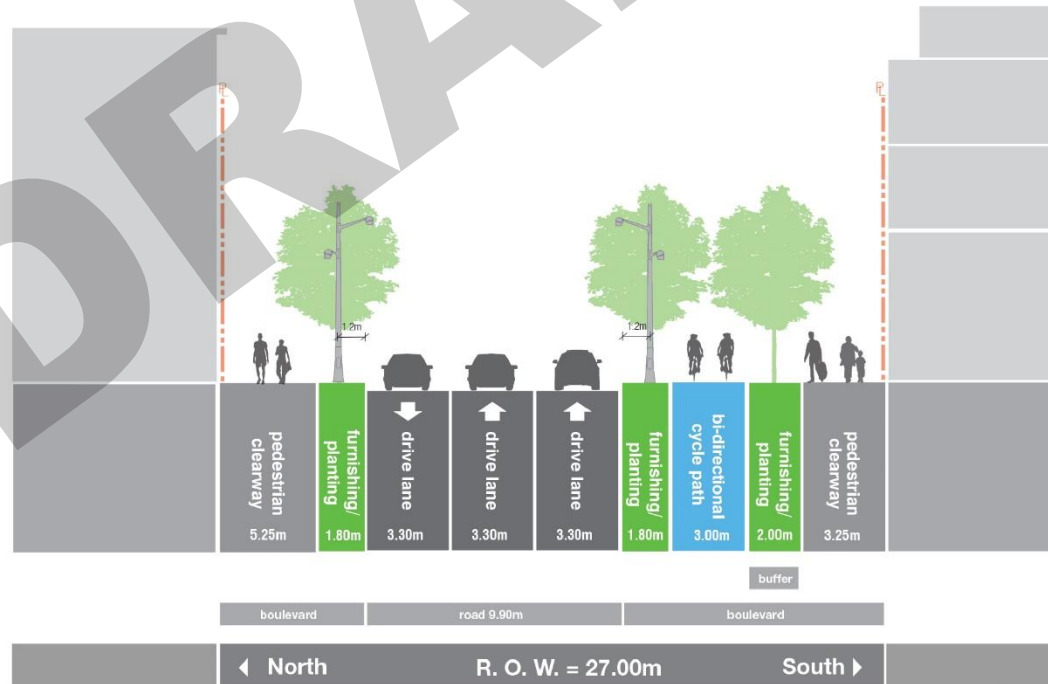
## Harbour Street: Bay Street - Yonge Street (Facing East) 3-Lane + Bi - Directional Cycle Path (26.20m R.O.W.) THE PREFERRED CROSS SECTION



# Harbour Street: Yonge to Lower Jarvis



## Harbour Street: Yonge Street - Lower Jarvis Street (Facing East) 3 - Lane + Bi - Directional Cycle Path (27.00m R.O.W.) THE PREFERRED CROSS SECTION



# Public Realm

**Rendering of Yonge Street  
from Proposed Harbour  
Street, looking south east**



# Public Realm

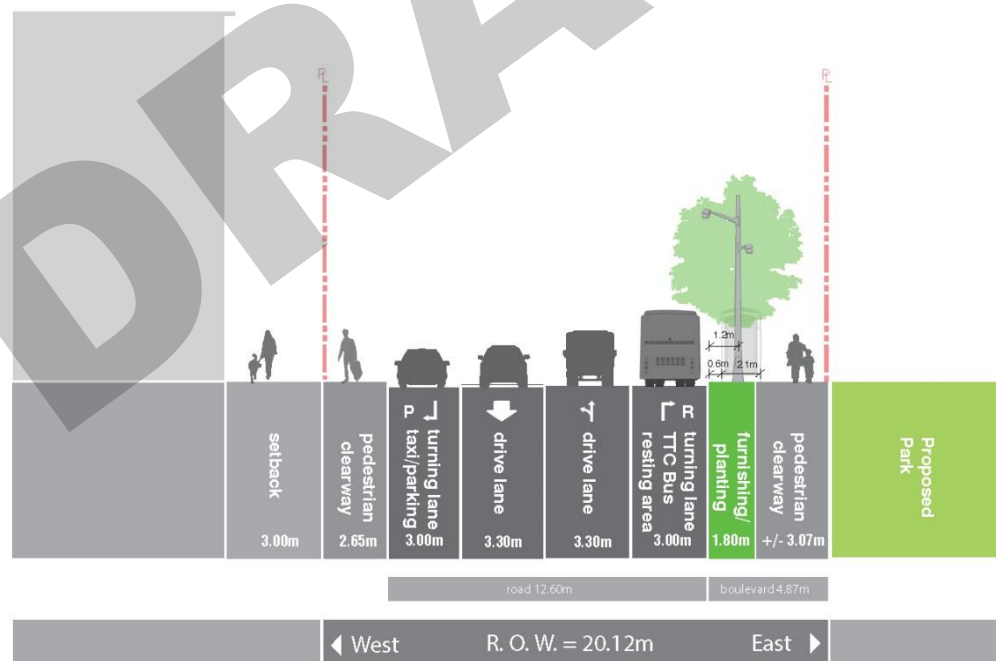


**Rendering of Harbour Street looking east from Yonge Street**

# Freeland Street: Queens Quay to Harbour



## Freeland Street: Queens Quay - Harbour Street (Facing North) 2 - Lane + TTC Bus Resting Area (20.12m R.O.W.) THE PREFERRED CROSS SECTION



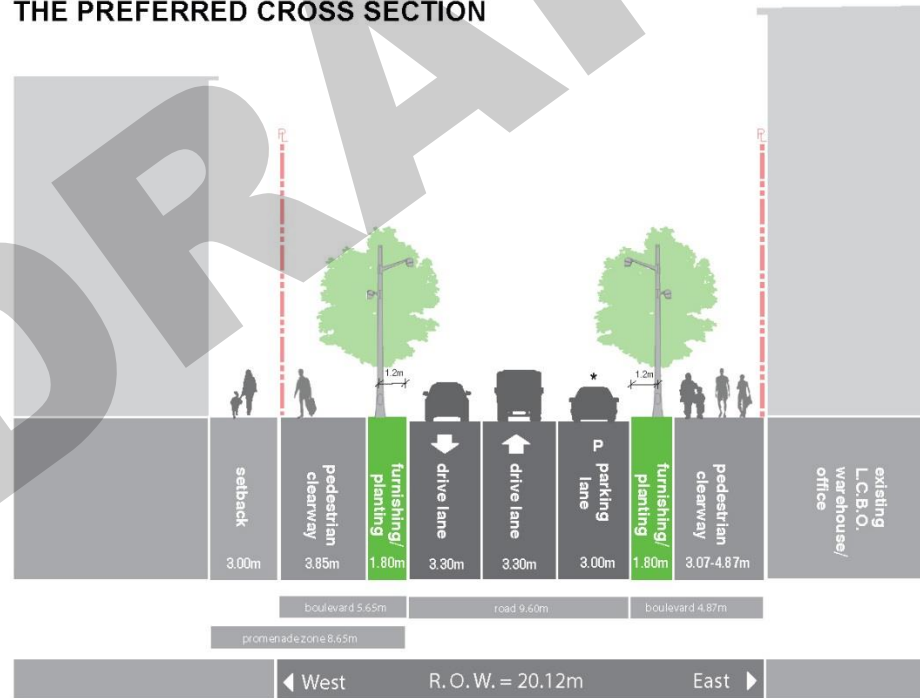
# Freeland Street: Harbour to Lake Shore Blvd E



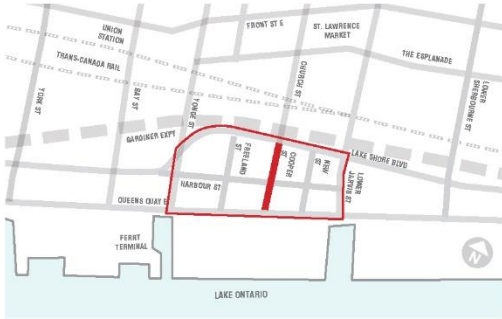
## Freeland Street: Harbour Street - Lake Shore Blvd EB (Facing North) 2 - Lane + Parking (20.12m R.O.W.)

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

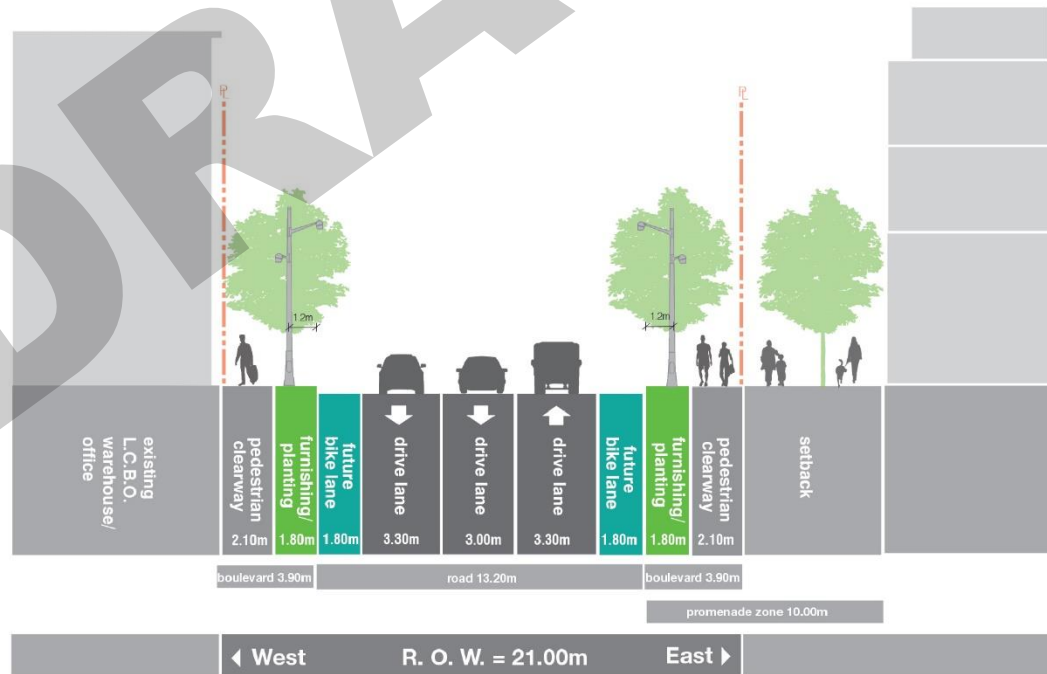
### THE PREFERRED CROSS SECTION



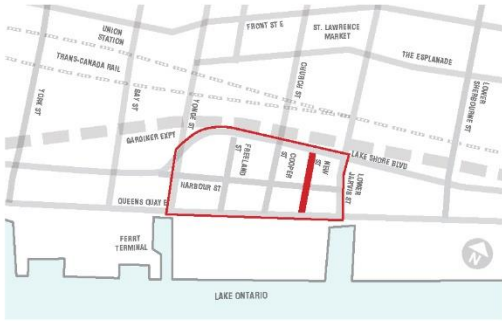
# Cooper Street



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



# New Street

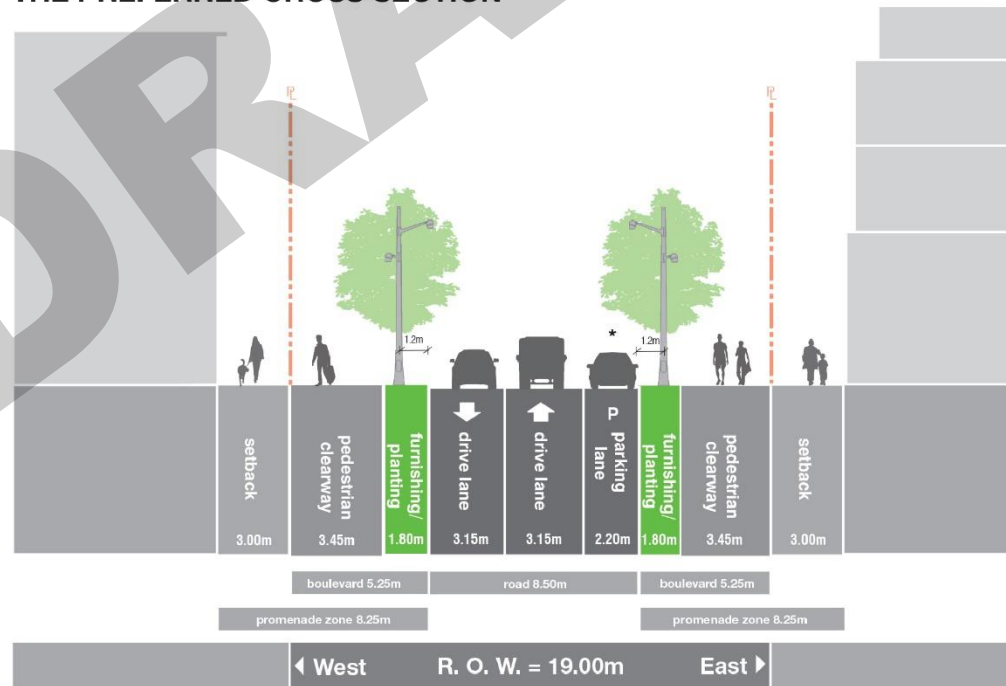


## New Street: Queens Quay - Lake Shore Blvd EB (Facing North)

2 - Lane + Parking (19.00m R.O.W.)

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

### THE PREFERRED CROSS SECTION

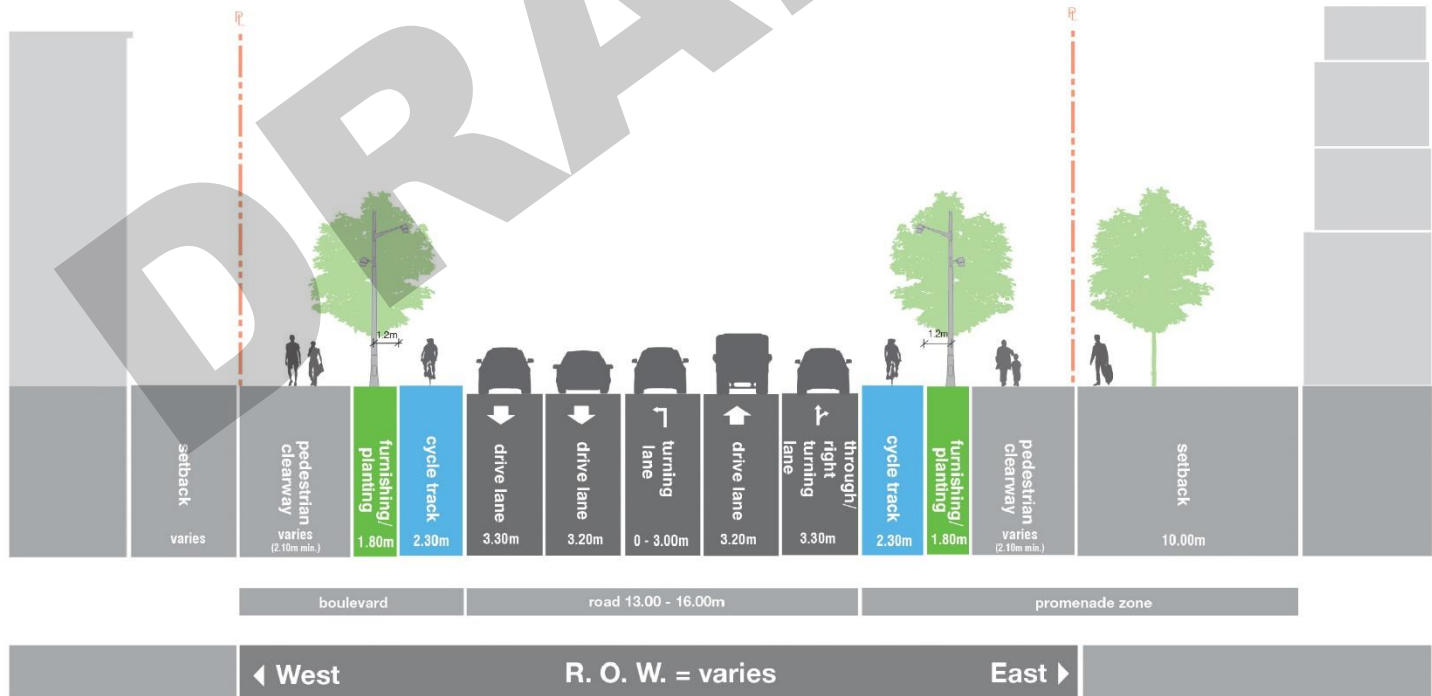




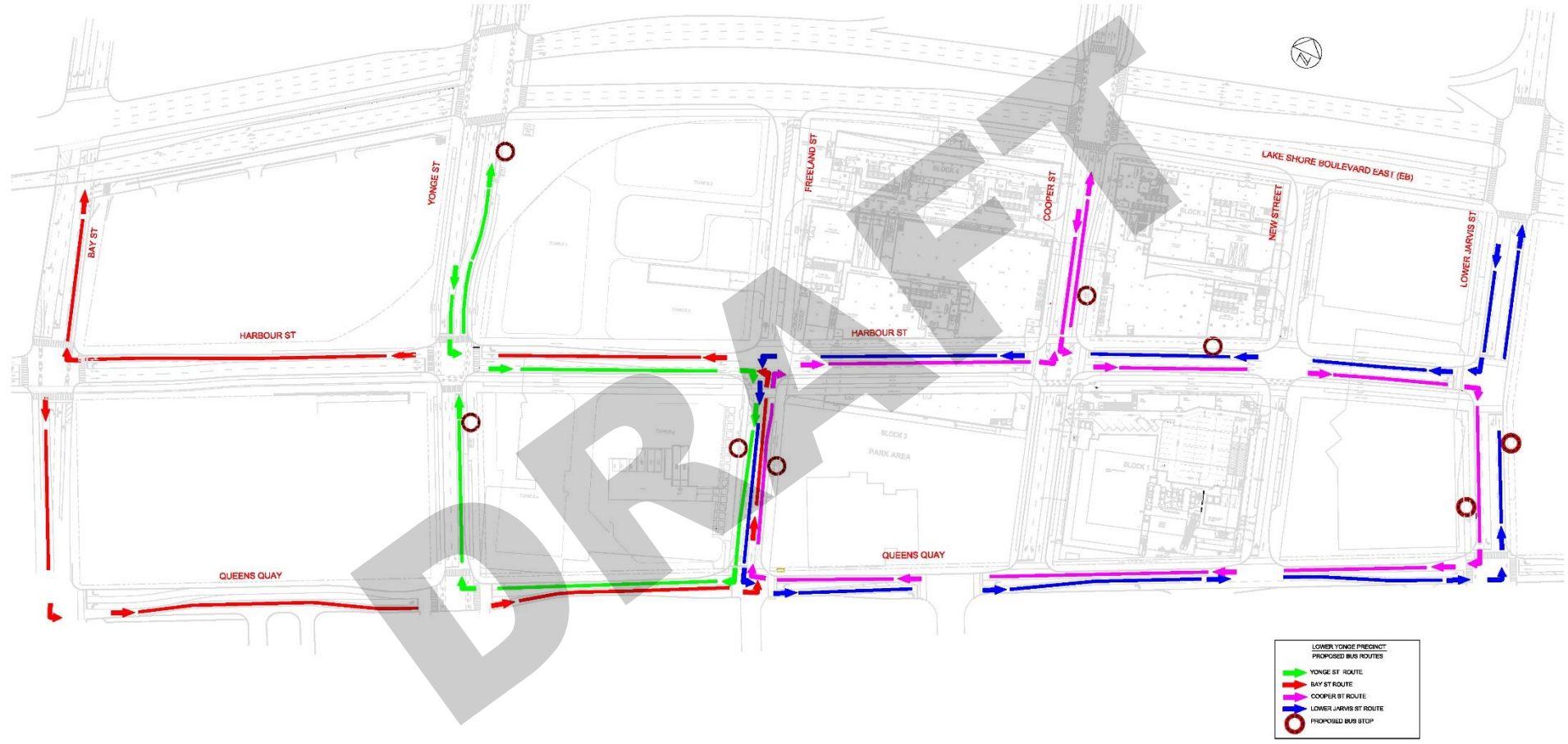
# Yonge Street: Harbour to Lake Shore



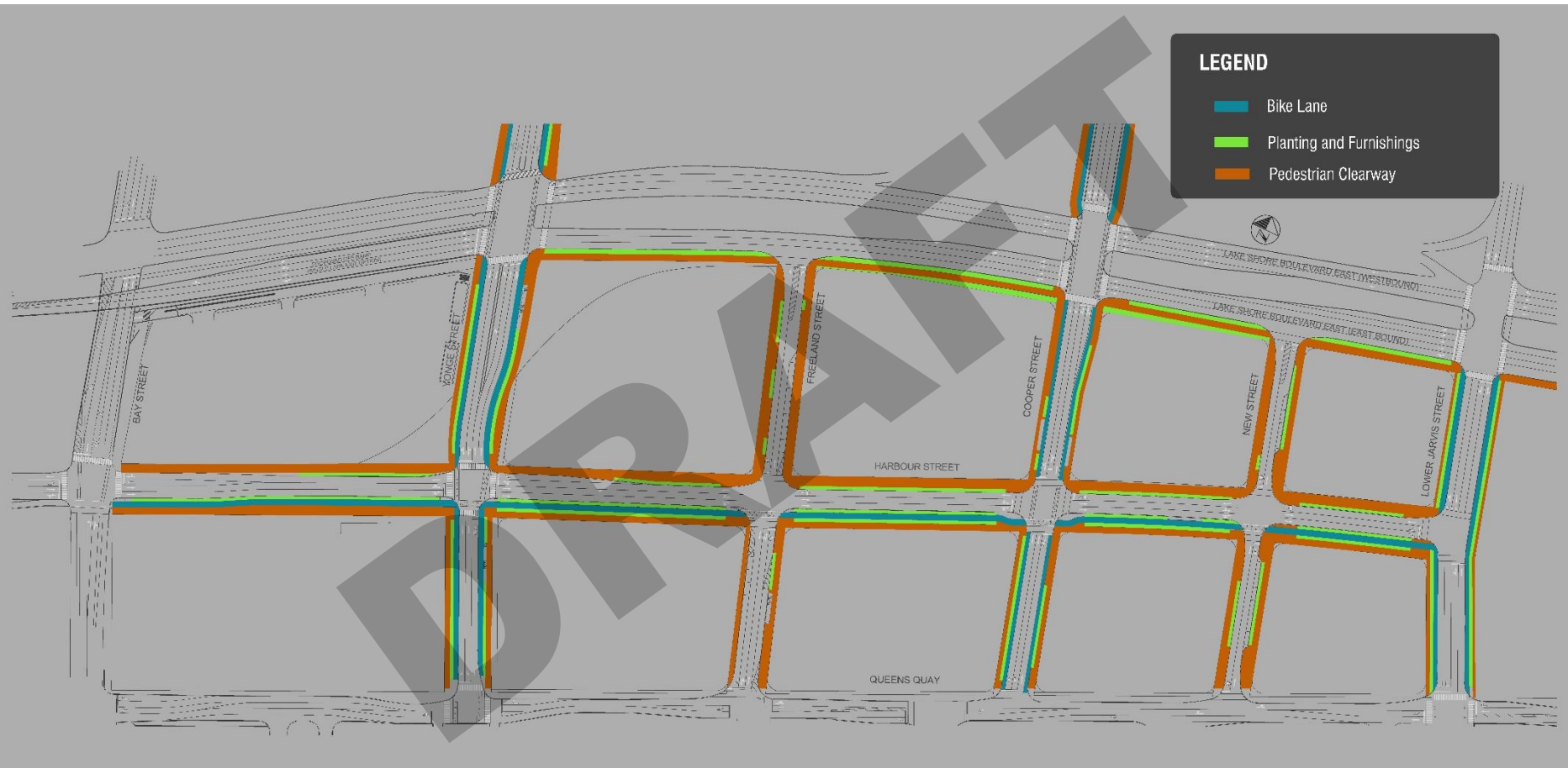
## Yonge Street: North of Harbour Street - Lake Shore Blvd 4-Lane + Uni-directional Cycle Tracks (Varies R.O.W.) THE PREFERRED CROSS SECTION



# Proposed Transit Plan



# Draft Public Realm Plan (under review)



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# Next Steps

<b>Public Works and Infrastructure Committee</b>	<b>June 2017</b>
<b>City Council</b>	<b>July 2017</b>
<b>File Environmental Study Report</b>	<b>Fall 2017</b>
<b>Complete Public Realm Plan (Return to DRP)</b>	<b>Fall/Winter 2017</b>

# Areas for Panel Consideration

- 1. Balance between cars, pedestrians, cyclists and transit within cross section and public realm plan**
- 2. Plantings and furnishings**
- 3. Consistency with larger waterfront public realm vision**
- 4. Alignment of Harbour Street**