



Lower Yonge Public Realm Implementation

Issues Identification

Nov. 18th, 2020

Project Background & Description

Lower Yonge Implementation

Proponent: City of Toronto, Waterfront Toronto

Design Team: WSP, Tool Design

Review Stage: Issues Identification

Project Management Team Structure

City of Toronto, Transportation Services (Prabir Das)

Role: Owner, Manage Consultant, Member of Working Group

City of Toronto, City Planning (Nader Kadri)

Role: Project support and lead on coordination with Private Developments , Member of Working Group

Waterfront Toronto (Adam Novack)

Role: Design Review and Project support and Custodian of the EA (Phase 1 and 2) , Member of Working Group

Site Context

Lower Yonge Implementation

Proponent: City of Toronto, Waterfront Toronto

Design Team: WSP, Tool Design

Review Stage: Issues Identification

PROJECT DESCRIPTION

LEGEND

- Study Area Boundary
- - - Lower Yonge Precinct Plan Boundary
- Existing Streets (not in scope)
- Future Streets (not in scope)
- Demolition - Existing ramps
- New Construction - at grade
- New Construction - ramp
- Intersection reconfiguration
- Intersection reconfiguration (with bike lanes)
- Remnant plaza spaces



Project Scope

Lower Yonge Implementation

Proponent: City of Toronto, Waterfront Toronto

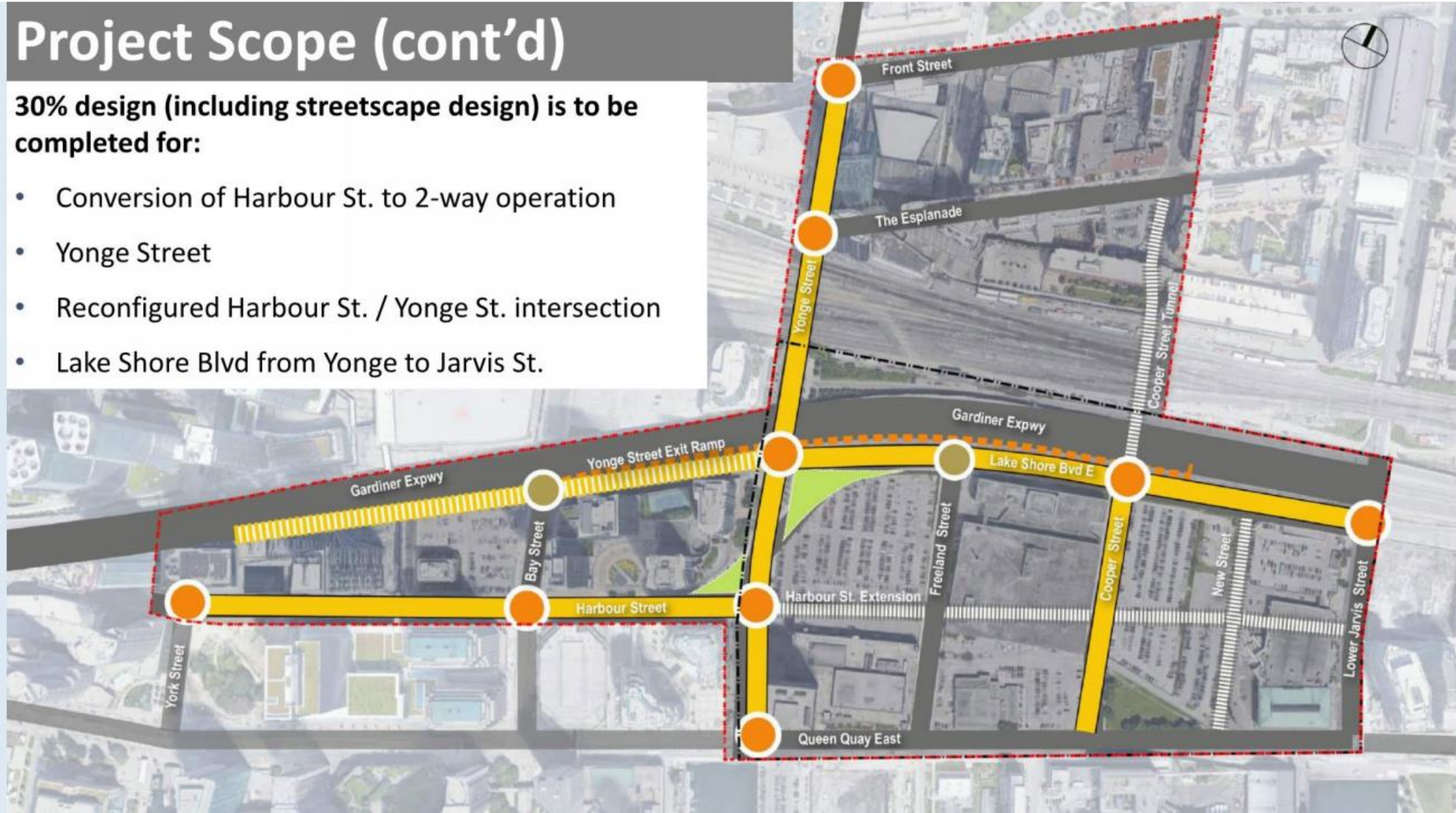
Design Team: WSP, Tool Design

Review Stage: Issues Identification

Project Scope (cont'd)

30% design (including streetscape design) is to be completed for:

- Conversion of Harbour St. to 2-way operation
- Yonge Street
- Reconfigured Harbour St. / Yonge St. intersection
- Lake Shore Blvd from Yonge to Jarvis St.



Project Background & Description

Lower Yonge Implementation

Proponent: City of Toronto, Waterfront Toronto

Design Team: WSP, Tool Design

Review Stage: Issues Identification

Anticipated Project Timeline

Complete Site Investigations	October 2020
Complete Traffic Modelling and Assessment	January 2021
Prepare Draft Preliminary Design	March 2021
Complete Constructability Assessment	April 2021
Complete Pre-Design Report	September 2021

Anticipated DRP Review Timeline

Stage 1: Issues ID	November 2020
Stage 2: Schematic Design	March 2021
Stage 2: Schematic Design* (as required)	-
Stage 3: Detailed Design	September 2021
Stage 3: Detailed Design*	-

Recap from September 2015

Stage One Public Realm Strategy Consensus Comments

Lower Yonge Implementation

Proponent: City of Toronto, Waterfront Toronto

Design Team: WSP, Tool Design

Review Stage: Issues Identification

- What is the city getting back and what's it going to look like 10-50 years from now?
- In terms of principles, density will be fine - provided that transit infrastructure is there to support it and that community services are in place. It is absolutely critical for these to be in place.
- Connections to the surrounding fabric: north-south connections to the waterfront are powerful and the public realm needs to support the density (wide sidewalks).
- Public realm itself, in particular the park – there's an argument for both sides, the adequacy of a park that sized to support the density. There needs to be a network for people to be able to move north-south.
- The connection between Cooper and Church should be pursued early, not later.
- Concerns about floor to ceiling glass towers and energy performance
- Willing to help City Staff in the face of an OMB challenge
- Convene a joint panel to discuss the city-wide building issues

Recap from December 2015

Stage Two Public Realm Strategy Consensus Comments

Lower Yonge Implementation

Proponent: City of Toronto, Waterfront Toronto

Design Team: WSP, Tool Design

Review Stage: Issues Identification

- The Panel will accept the location of the proposed park;
- The emphasis on the north-south promenade connections is good;
- There should be no above-grade bridges within the precinct area and perhaps consider whether it is necessary to have a bridge over Lake Shore Boulevard;
- Be cognizant of the heritage buildings on site;
- Public art plan is an important aspect to create a strong public realm for the precinct.

The Panel voted unanimously in Support of the project.

Lower Yonge Precinct Plan + Public Realm

Related Documents

Lower Yonge Implementation

Proponent: City of Toronto, Waterfront Toronto

Design Team: WSP, Tool Design

Review Stage: Issues Identification



Lower Yonge Precinct Plan

April 2016



LOWER YONGE PUBLIC REALM CONCEPT PLAN

MAY 2018



2.1.1 /AREA CONTEXT

The Lower Yonge Precinct comprises approximately nine hectares of industrial and commercial lands at the edge of Toronto's transforming and rapidly growing Central Waterfront community. It is located between Yonge Street and Jarvis Street, extending from Lake Shore Boulevard down to Queens Quay.

It is situated in the heart of many existing and emerging communities, including:

- Harbourfront Community;
- South Core Community;
- Financial District;
- Old Town Toronto;
- St. Lawrence Neighbourhood; and
- East Bayfront Community.

The Lower Yonge Precinct today consists of three large, undivided parcels, which are comprised of the following uses and ownerships:

i. 1 to 7 Yonge Street: This property currently consists of: the 25-storey Toronto Star office tower (1 Yonge Street) at the corner of Yonge Street and Queens Quay East; the one and five-storey former Toronto Star production facilities (now office suites) to the north and east of the tower; and a surface parking lot (7 Yonge Street) on the north half of the site. The property is approximately 2.7 hectares (6.7 acres) in size. This property is owned by Pinnacle International.

ii. 55 to 95 Lake Shore Boulevard East and 2 Cooper Street: The central property in the Precinct is bisected by Cooper Street. On the west side of Cooper Street, the property is comprised of: an LCBO retail store (2 Cooper Street); LCBO warehouse building and head office building (55 Lake Shore Boulevard East), both of which are listed on the City's Inventory of heritage properties; and a rail spur at 15 Freeland Street, which runs east-west across the block. On the east side of Cooper Street is a large surface parking lot,



2.1.4 / OPEN SPACE

Map 4 illustrates the rhythm of the large open spaces and parks established along Queens Quay East. It also highlights the Lower Yonge Precinct's connections to surrounding parks and open spaces in relation to key north-south streets within the downtown area. Underutilized, publicly-owned spaces in the vicinity of the Precinct (i.e., under the Gardiner Expressway) will be evaluated for use as landscaped spaces for recreational facilities.

Yonge Street and Jarvis Street are major north-south streets that connect key landmarks of the downtown to the waterfront. Church Street is proposed to be another key connection with a tunnel to Cooper Street. The new Bay Park Centre at Bay Street and Front Street (45 and 141 Bay Street) proposes a new open space over the railway, which establishes a north-south connection along

Bay Street south from Union Station down to Queens Quay East and the lake. The Esplanade, Queens Quay East and the future Harbour Street extension establish major east-west 'green' corridors within the waterfront, and major open spaces, such as Sherbourne Common, Sugar Beach, and the proposed Foot of Yonge Park and the Ferry Terminal Park, connect along these corridors.

The public realm in the Lower Yonge street network area is intended as a continuation and connectivity of the open space network.



Map 4 Open Space Network Plan. (Extracted from the Lower Yonge Precinct Plan 2016)

2.1.5 / PUBLIC REALM/ MID-BLOCK CONNECTIONS

The Public Realm/Mid-Block Connections Plan (Map 5) illustrates a finer-grain network to connect people to places through the building sites and to enhance pedestrian permeability. It aims to encourage walking within and around the precinct while discouraging the use of automobiles for short trips. Mid-block connections provide alternate and interesting routes for pedestrians, reinforcing the north-south and east-west connections.

North and south of Harbour Street, east-west mid-block linkages are planned between building sites or through the use of interior atrium spaces. An east-

west mid-block link runs between Lake Shore Boulevard and Harbour Street, providing a continuous connection from Yonge Street to Lower Jarvis Street and beyond. Similarly, between Harbour Street and Queens Quay East, an east-west mid-block connection will run through building sites, giving local residents and employees easy access to the proposed Lower Yonge Park and to Lower Jarvis Street, which connects to Queens Quay East, Sugar Beach and the water's edge. Additionally, north-south mid-block connections are planned to facilitate ease of movement from Lake Shore Boulevard to Harbour Street and from Harbour Street to Queens Quay East.



MAP 5 Public Realm/ Mid Block Connections. (Extracted from the Lower Yonge Precinct Plan 2016)

2.1.6 / STREET TYPES

The Lower Yonge Precinct street types are categorized as follows:

1. Primary "Main Street": Queens Quay East
2. Local "Main Street": Harbour Street
3. Promenade Streets: Yonge Street, Cooper Street, Lower Jarvis Street
4. Neighbourhood Streets: Freeland Street, New Street



Map 6 Street types. (Extracted from the Lower Yonge Precinct Plan 2016)

2.2.1/ STREET SECTIONS

As part of Phase 3 and 4 of the MCEA, cross sections for the following streets within the Lower Yonge Precinct were established:

- Harbour Street
- Yonge Street
- Freeland Street
- Cooper Street (including the future tunnel)
- 'New' Street
- Lower Jarvis Street

HARBOUR STREET: BAY STREET- YONGE STREET



Figure 2.1 Harbour Street: Bay Street – Yonge Street (Facing East) 4-Lane + Bi-Directional Cycle Path (26.20m R.O.W.).

From the Lower Yonge Municipal Class EA process.

HARBOUR STREET: YONGE STREET-LOWER JARVIS STREET

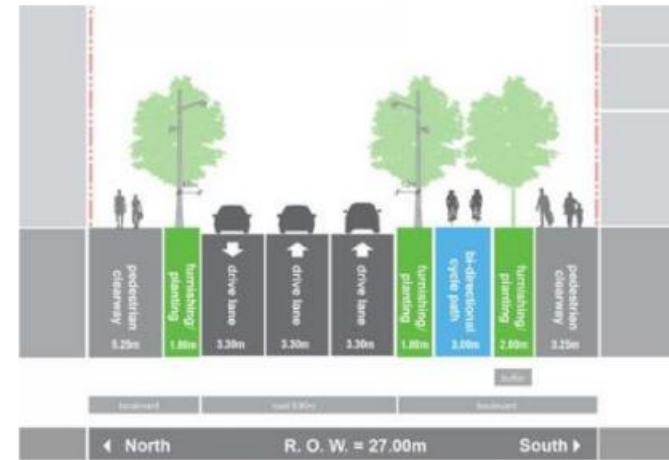


Figure 2.2 Harbour Street: Yonge Street - Lower Jarvis Street (Facing East) 3-Lane+ Bi-Directional Cycle Path (27.00m R.O.W.).

From the Lower Yonge Municipal Class EA process.



YONGE STREET: SOUTH OF HARBOUR STREET

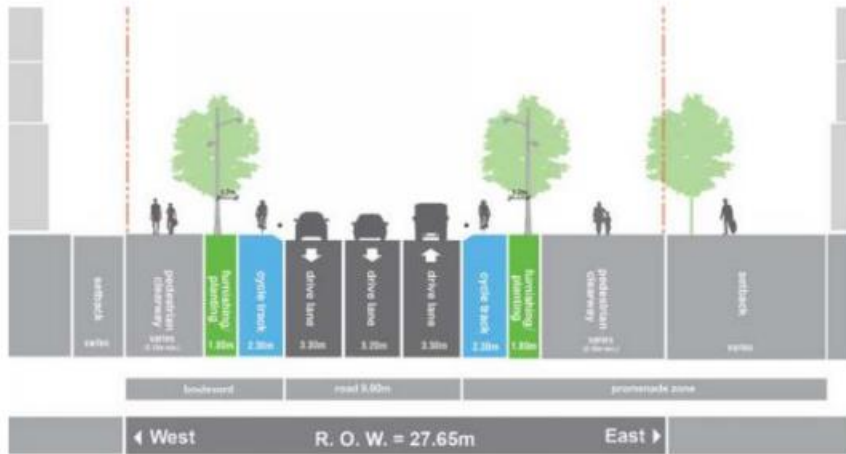


Figure 2.3 Yonge Street: South of Harbour Street 3-Lane + Uni-directional Cycle Tracks (27.65m R.O.W.)
 Note: Raised cycle tracks with fully mountable curb.
 From the Lower Yonge Municipal Class EA process.



YONGE STREET: NORTH OF HARBOUR STREET- LAKE SHORE BLVD

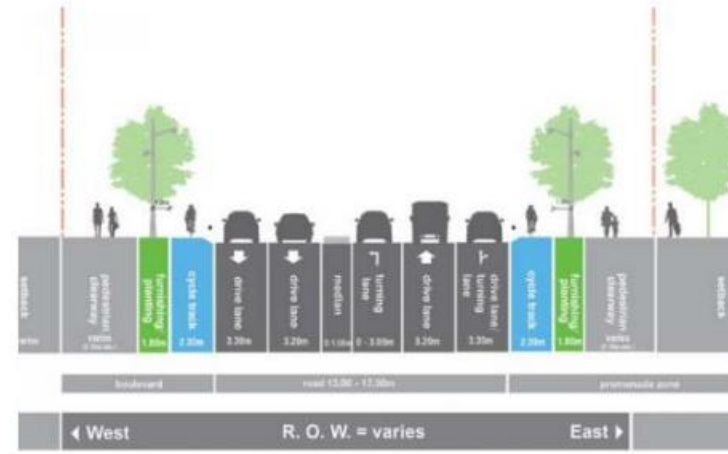


Figure 2.4 Yonge Street: North of Harbour Street - Lake Shore Blvd 4-Lane + Uni-directional Cycle Tracks (Varies R.O.W.)
 Note: Raised cycle tracks with fully mountable curb.
 From the Lower Yonge Municipal Class EA process.



FREELAND STREET: QUEENS QUAY- HARBOUR STREET

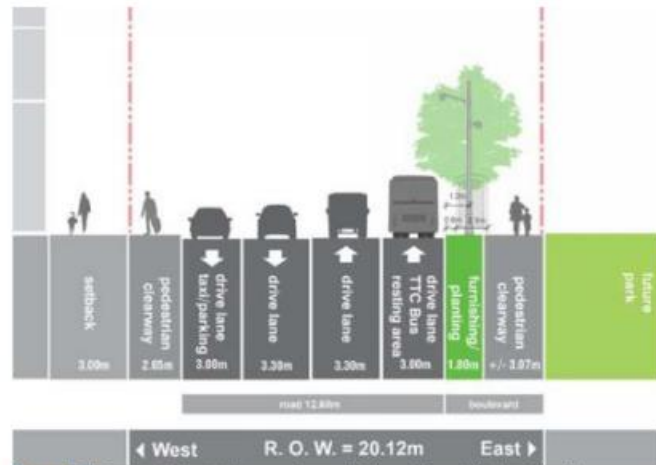


Figure 2.5 Freeland Street: Queens Quay - Harbour Street (Facing North)
2 - Lane+ TTC Bus Resting Area (20.12m R.O.W.).
From the Lower Yonge Municipal Class EA process.



FREELAND STREET: HARBOUR STREET- LAKE SHORE BLVD

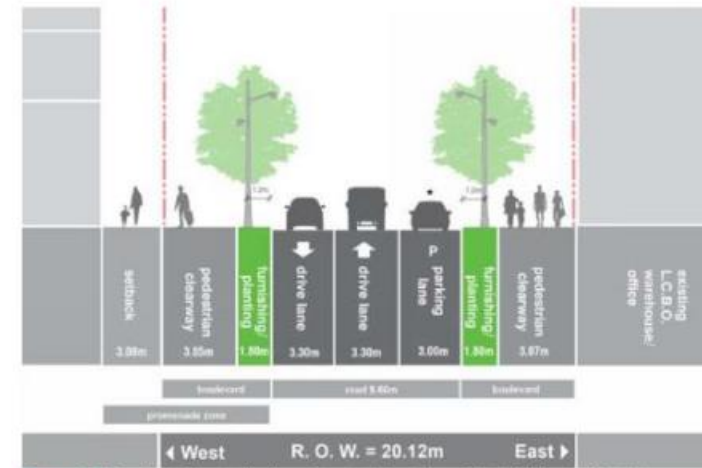


Figure 2.6 Freeland Street: Harbour Street - Lake Shore Blvd EB (Facing North)
2 - Lane + Parking (20.12m R.O.W.)
Note: *Parking will be permitted on one side where appropriate to accommodate truck movements.
From the Lower Yonge Municipal Class EA process.



COOPER STREET: QUEENS QUAY- LAKE SHORE BLVD

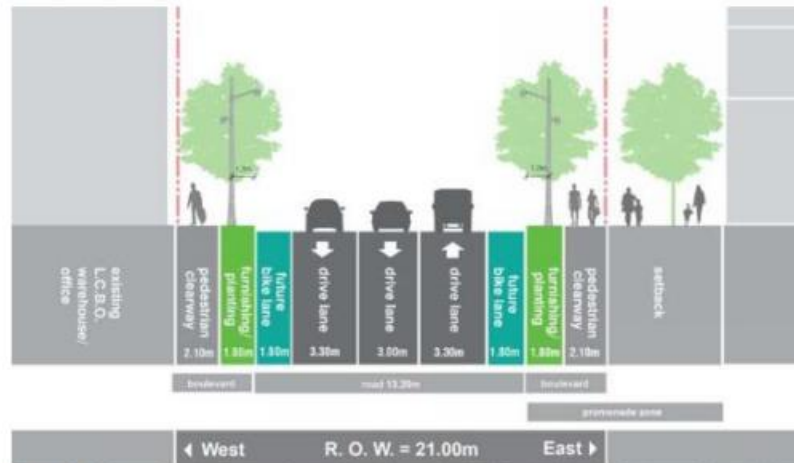


Figure 2.7 Cooper Street: Queens Quay - Lake Shore Blvd EB (Facing North) 3 - Lane + Future Uni-Directional Bike Facility (21.00m R.O.W.).
From the Lower Yonge Municipal Class EA process.



NEW STREET: QUEENS QUAY- LAKE SHORE BLVD

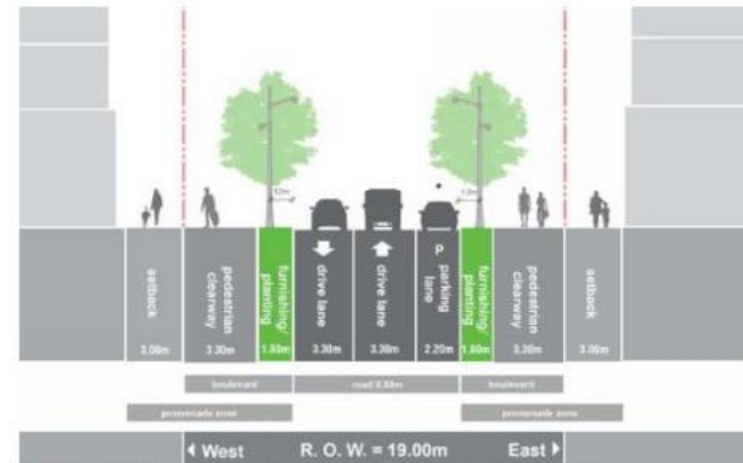


Figure 2.8 New Street: Queens Quay - Lake Shore Blvd EB (Facing North) 2 - Lane + Parking (19.00m R.O.W.).
Note: *Parking will be permitted on one side where appropriate to accommodate truck movements.
From the Lower Yonge Municipal Class EA process.



3.1 / LOWER YONGE STREETScape PLAN



Map 12 Proposed Streetscaping Details Plan. (Refer to Appendix for additional information)

- Waterfront-District Street - Single Row of Trees (P.BIA 34)
- Waterfront-District Street - Single Row of Trees with Cycle Track (P.BIA 34.b)
- Waterfront-District Street- Promenade (with on-street Bikelane P.BIA 35)
- Waterfront-District Street- Promenade with Cycle Track (P.BIA 35.b)
- Queens Quay Northside Interim Condition*
- Waterfront-District Streets Harbour Southside (P.BIA 38)
- Waterfront-Service Streets (P.BIA 39)
- Gardiner Public Realm Streetscape *

* Details to be provided at a later date

The proposed Streetscaping Plan provides a palette of paving designs for the street types proposed in the Precinct Plan (refer to Map 12). The common palette including paving details and dimensions would help create a coherent sense of identity within the Precinct and provide consistency throughout the Central Waterfront. The palette consists of both existing details already built in the East Bayfront Precinct and Queens Quay, and new details developed through other public realm initiatives such as the Gardiner Public Realm Plan. The streetscape elements follow the cross sections as established in the MCEA (refer to dwgs 2.1-2.10), and provides a minimum of 2.1m or wider pedestrian clearways using in some instances, a combination of public and private property. As per Map 12, 9 paving details have been established as part of the Waterfront Streets detail. The following pages illustrate the standard paving details that should be maintained into the future.

3.1.1 / WATERFRONT-DISTRICT STREET - SINGLE ROW OF TREES P.BIA 34

Located in Harbour Street- north-side, Cooper Street- west-side, and Jarvis Street- east-side.

- Single row of trees
- Tree planting in soil cells
- Pedestrian clearways min 3.1 m
- Assumes min 3.9 m blvd. width

**Waterfront Standard Concrete Paver to be shown in all Site Plan Approval drawings with the understanding that it is a placeholder until such time that the Waterfront Paver is approved by the City of Toronto.*

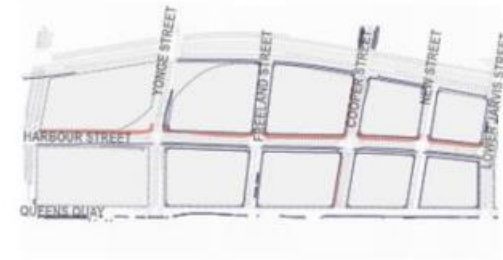


Figure 3.1 Concrete Paver



Figure 3.2 Concrete Paver



Figure 3.3 Merchants' Wharf looking west

3.1.2/ WATERFRONT-DISTRICT STREET- PROMENADE P.BIA 35

Located in Yonge Street-east-side, Cooper Street-east-side, and Jarvis Street- west-side.

- Double row of trees
- Tree planting in soil cells
- Pedestrian clearways min 3.1 m



Figure 3.5 Concrete Paver

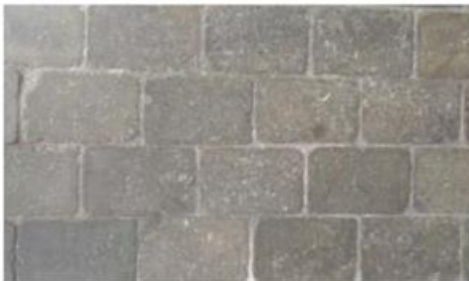


Figure 3.6 Concrete Paver



Figure 3.7 Double alley tree at Sherbourne Common with different paver detail

3.1.3/ WATERFRONT-DISTRICT STREET- HARBOUR SOUTHSIDE P. BIA 38

Located in Harbour Street-south-side.

- Double row of trees
- Tree planting in soil cells
- Pedestrian clearways min 3.1 m
- Assumes min 3.9 m blvd. width

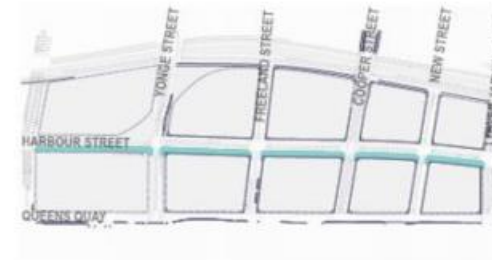


Figure 3.9 Concrete



Figure 3.10 Concrete Paver



Figure 3.11 Harbour Street render

3.1.4/ WATERFRONT-SERVICE STREETS P.BIA 39

Located in Yonge Street-west-side, Freeland Street, and New Street.

- Single row of trees
- Tree planting in soil cells
- Pedestrian clearways min 2.5 m

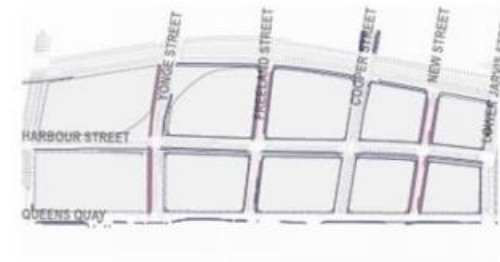


Figure 3.13 Granite curb example



Figure 3.14 Concrete

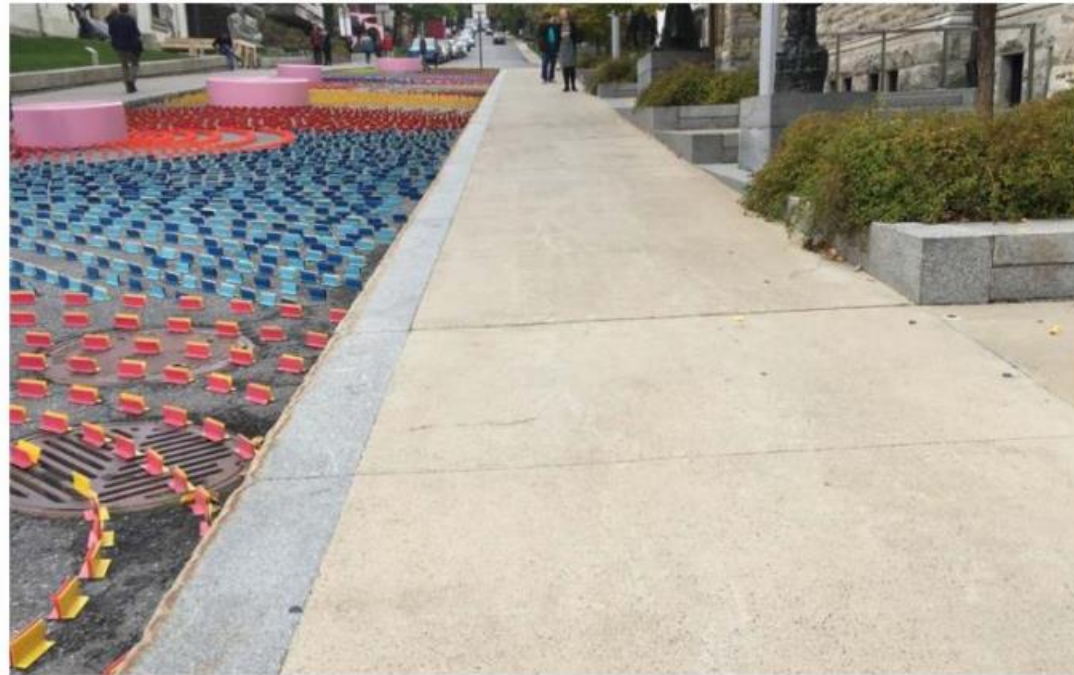


Figure 3.15 Granite Curb and concrete sidewalk example

3.1.5/ GARDINER PUBLIC REALM STREETScape*

* More details to be provided at a later date

The Gardiner Public Realm project will provide a coherent design vision and identity for the Gardiner East corridor from Jarvis to Logan St. and complete 100% construction drawings for the south side boulevard between Jarvis and Cherry St. The design includes public realm improvements to the Lake Shore Boulevard streetscape and residual spaces between the Gardiner Expressway and Rail Corridor, improved cycling and pedestrian connections, as well as a coherent identity for the public realm frontages of new developments to the south.

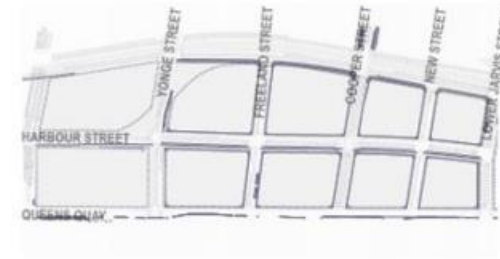


Figure 3.17 Illustration of the south side Lower Jarvis-Sherbourne Street



Figure 3.18 Illustration south side of Lake Shore Boulevard



Figure 3.19 Illustration of the vision for Lakeshore Boulevard

3.1.6 / QUEENS QUAY NORTHSIDE INTERIM CONDITION

- Double row of trees on south-side and single row of trees on north-side;
- Tree planting in soil cells;
- Bi-Directional cyclepath (south side);
- TTC (south-side); and
- Pedestrian clearways of 3.1 m.

To be designed and built by Waterfront Toronto. Interim condition (City Standard) to be built by Developer.



Figure 3.21 Queens Quay-

4.1 / MATERIALS

4.1.1 / Granite

Key considerations for the use of granite:

- A robust and enduring material which becomes more beautiful with time;
- A sustainable material according to material life-cycle analysis compared to concrete or other paving materials (See Sustainability section, Design Protocol 7);
- Patterned areas using granite pavers will provide high contrast to emphasize the hierarchy of linear systems along the waterfront (Water's Edge Promenade and Queens Quay Boulevard);
- Surface material textures and finishes must be adequate for wheeled carriers such as wheelchairs, carriages as well as incorporate tactile visual detection 'information' for the visually impaired;
- Curbstones should be a consistent element throughout the entire Central Waterfront; they should be broad, bold and made from granite.



Royal Canadian Red
Size: 90 x 90x80mm
Top finish: Light waterjet
Side finish: Split
Joints: 5-8mm joints

Used along Queens Quay



San Sebastian Grey
Size: 90 x 90x80mm
Top finish: Light waterjet
Side finish: Split
Joints: 5-8mm joints

Used along Queens Quay



Caledonia Grey
Size: 90 x 90x80mm
Top finish: Light waterjet
Side finish: Split
Joints: 5-8mm joints

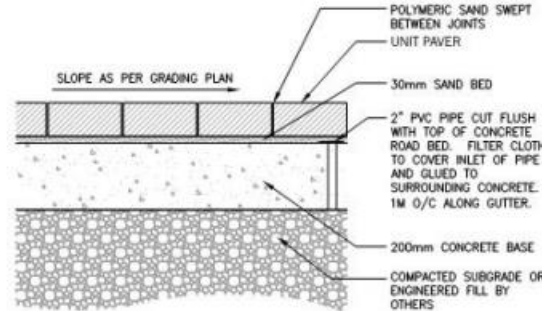
Used along Curbs



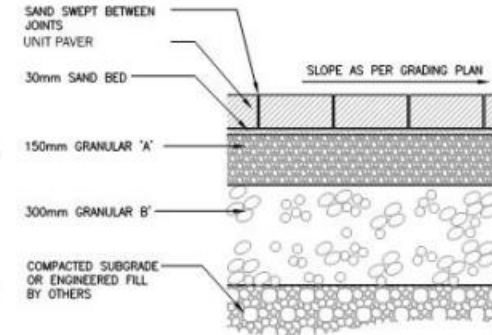
4.1.2/ Concrete Unit Paver

Interlocking concrete unit paver precast pavers
 Dimensions: 140 x 220 mm
 Thickness: 100 mm
 Compressive strength: 45 MPa minimum
 Resistance to freeze/thaw cycles in a 3% saline solution
 Absorption: Maximum 4%
 In compliance with NQ2624-120 and CAN3.A231.2 Standards

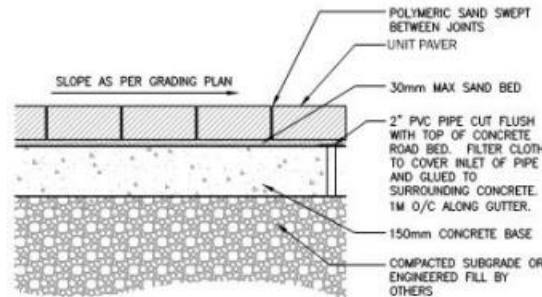
Colour: Silex (Grey Range)
 Base: Granular 'A' or Concrete
 Setting Bed: Concrete Sand conforming to CSA A23.1-94. Gradation for fine aggregate.



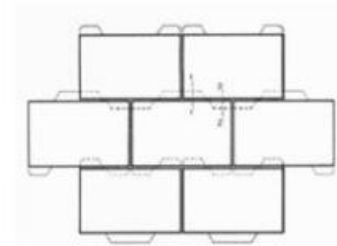
Paver on Concrete Slab in Public Right of Way (vehicular)



Paver at Publicly Accessible Private Road



Paver on Concrete Slab in Public Right of Way (Pedestrian Sidewalk)



4.1.3/ Concrete

Key considerations for the use of Concrete:

- Strength and durable concrete mix;
- Good workability
- Surface material textures and finishes must be adequate for wheeled carriers such as wheelchairs, carriages as well as incorporate tactile visual detection 'information' for the visually impaired;



Saw Cut Concrete

Concrete saw cuts should be done at a predetermined spacing to control cracking due to shrinkage.

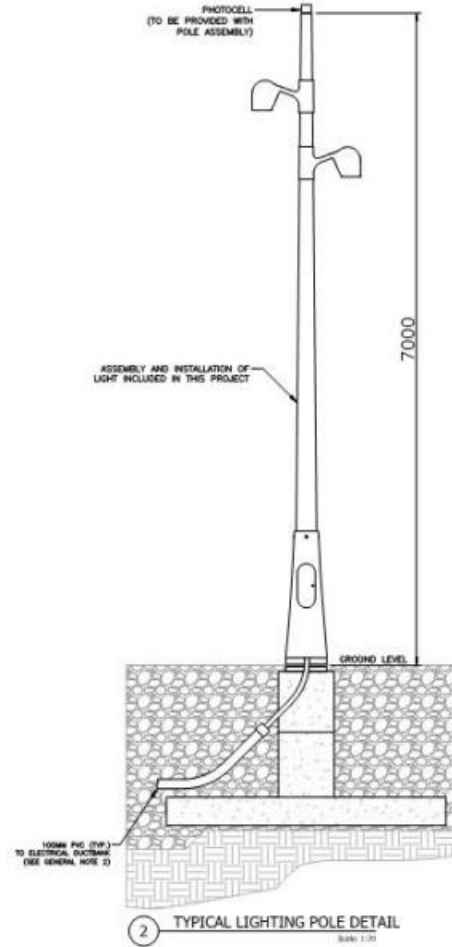
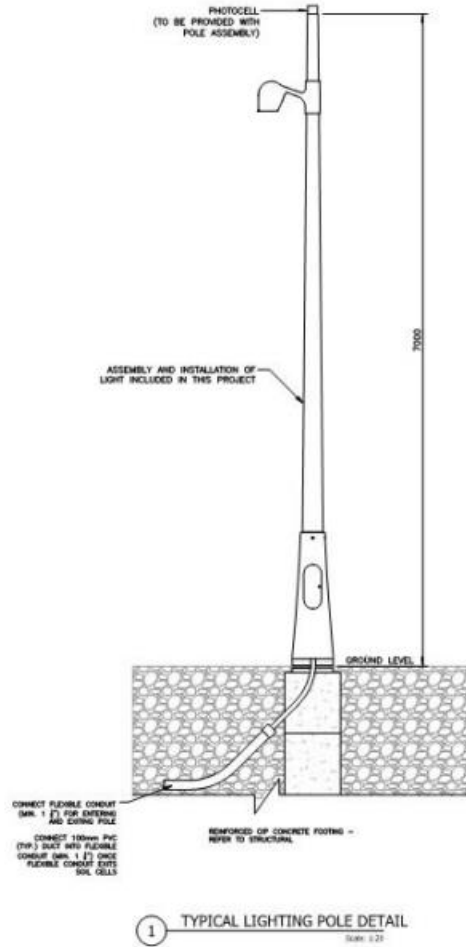


Concrete

Concrete close-up

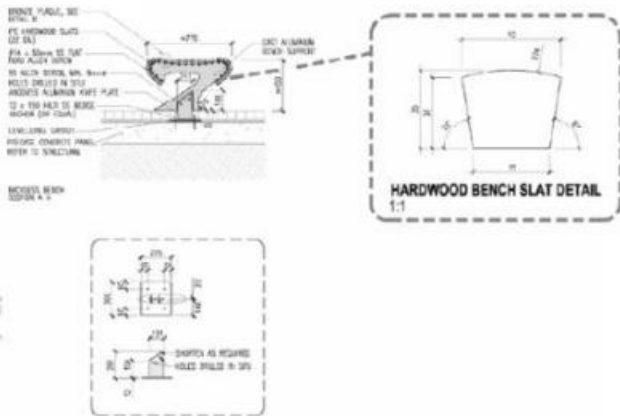
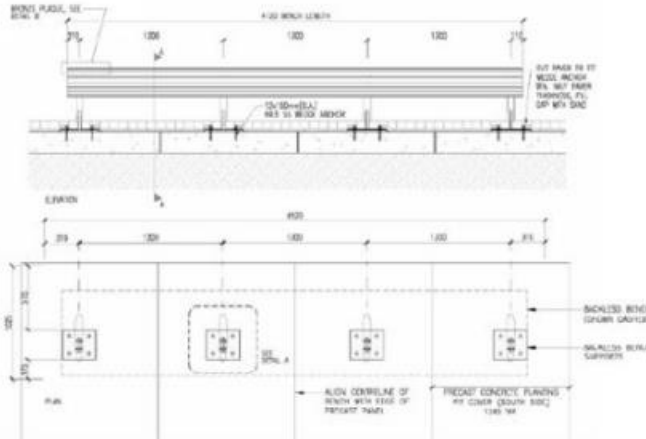
4.2 / WATERFRONT SIGNATURE LIGHTING

Lighting is considered part of the comprehensive vision, a distinctly important element in defining both the identity and experience of the Waterfront.



4.3 / STREET FURNITURE

The simple bench without backrest supports has been designed to be laser cut out of steel or cast aluminum with hardwood rails. With this bench is part of a bigger family of benches that together accentuate the visual continuity of the waterfront.



View south of the lakeside bench from Spadina Wavedeck

4.4 / TREES/ PLANTING DETAILS

Opportunities for new tree planting along all streets and the use of City of Toronto planting standards (City's Hardscape Streetscape Details Guidelines) to maximize the success of tree health is encouraged. Please refer to City of Toronto tree planting details for more information.

The Precinct should contribute to the growth of the urban forest by diversifying the species to create a healthier and more dynamic presence of street trees. Adding a double row of trees along the Promenade Streets (refer to Section 3) will help transform the Precinct into a greener, more vibrant place. Sidewalk widths (distance between the street curb and building face) for Promenade Streets are a minimum of 10m to ensure ample space for double row of trees and pedestrian clearway. For all other streets, a single row of trees will create a green canopy over the precinct.

The following is recommended/should be considered:

- A minimum of a 1200x1200 opening (in order to plant a typical, 50 to 60 mm caliper B & B tree);
- An open tree planting bed slightly higher than the surrounding sidewalk (the extent to which the tree planting area is raised should be done in consultation with City of Toronto Urban Forestry);
- Treatment (for 1200x1200 opening): Mulch, with an appropriate perennial plant material beyond the root ball;
- Each tree must have access to 30 cubic metres of soil volume (20 cubic metres if the trees share the soil volume); and
- Seasonal planting is encouraged to be placed in appropriate removable containers.

The following is not recommended/strongly discouraged:

- Planting larger caliper trees;
- In-ground tree pits where the rootball is lower than the surrounding sidewalk; and
- Planting of annuals (in larger planting beds, annuals may be considered once the tree root system has been established).

Please Note:

- Nothing should be placed within a tree planting area that may impede the removal and replanting of trees;
- Application of the Toronto Green Standards (TGS) will be required to ensure sufficient soil volumes that will make the achievement of the streetscape possible; and
- All tree planting details must be approved by applicable City of Toronto departments through the Site Plan Approval process; and



Lower Yonge Precinct EA (May 2018)

Related Documents



LOWER YONGE PRECINCT Municipal Class Environmental Assessment Study

Environmental Study Report
May 2018

Prepared by WSP for Waterfront Toronto
and the City of Toronto

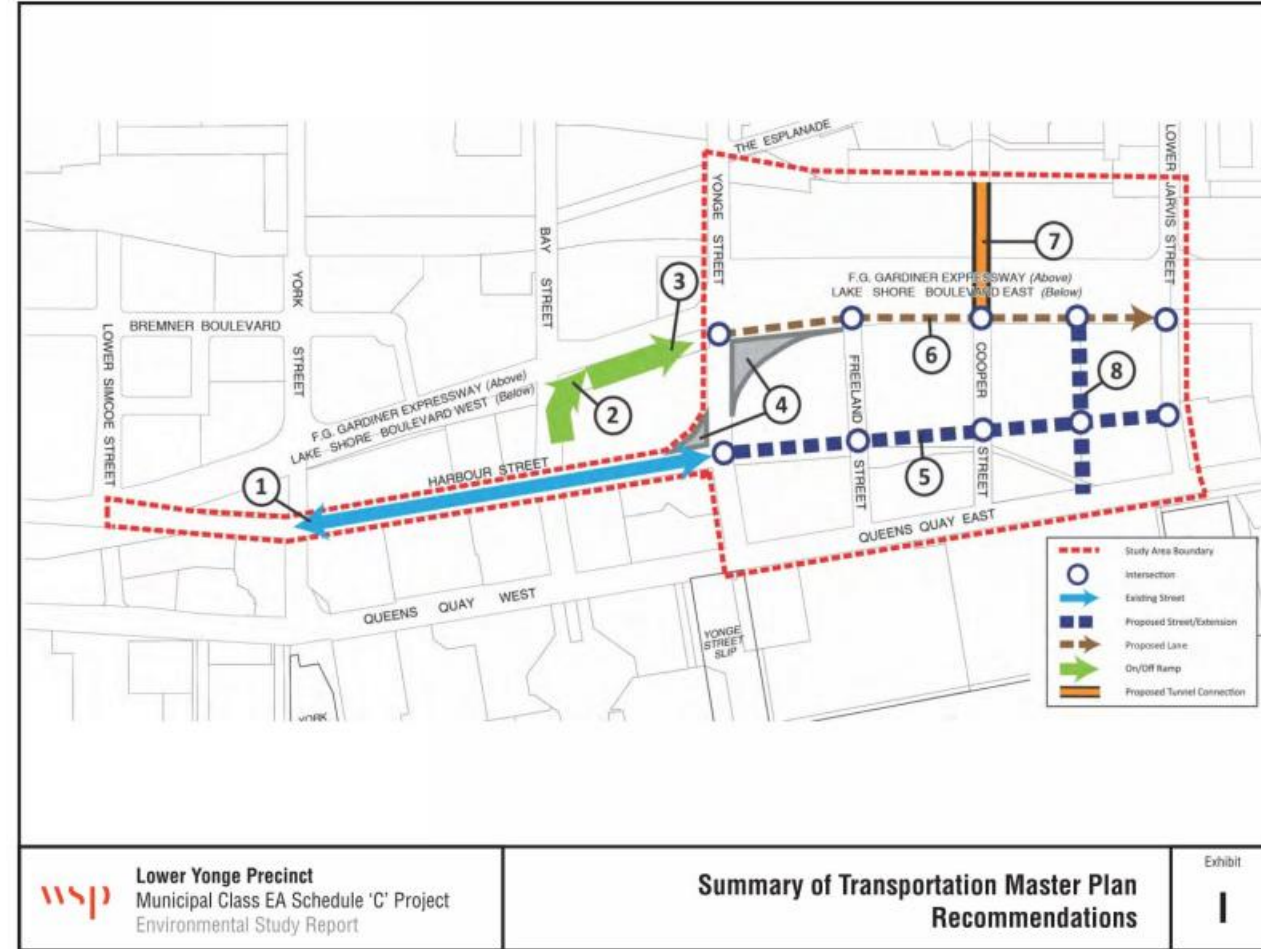


Lower Yonge Implementation

Proponent: City of Toronto, Waterfront Toronto

Design Team: WSP, Tool Design

Review Stage: Issues Identification



Lower Yonge Precinct
Municipal Class EA Schedule 'C' Project
Environmental Study Report

Summary of Transportation Master Plan
Recommendations

Exhibit

I

Lake Shore Public Realm

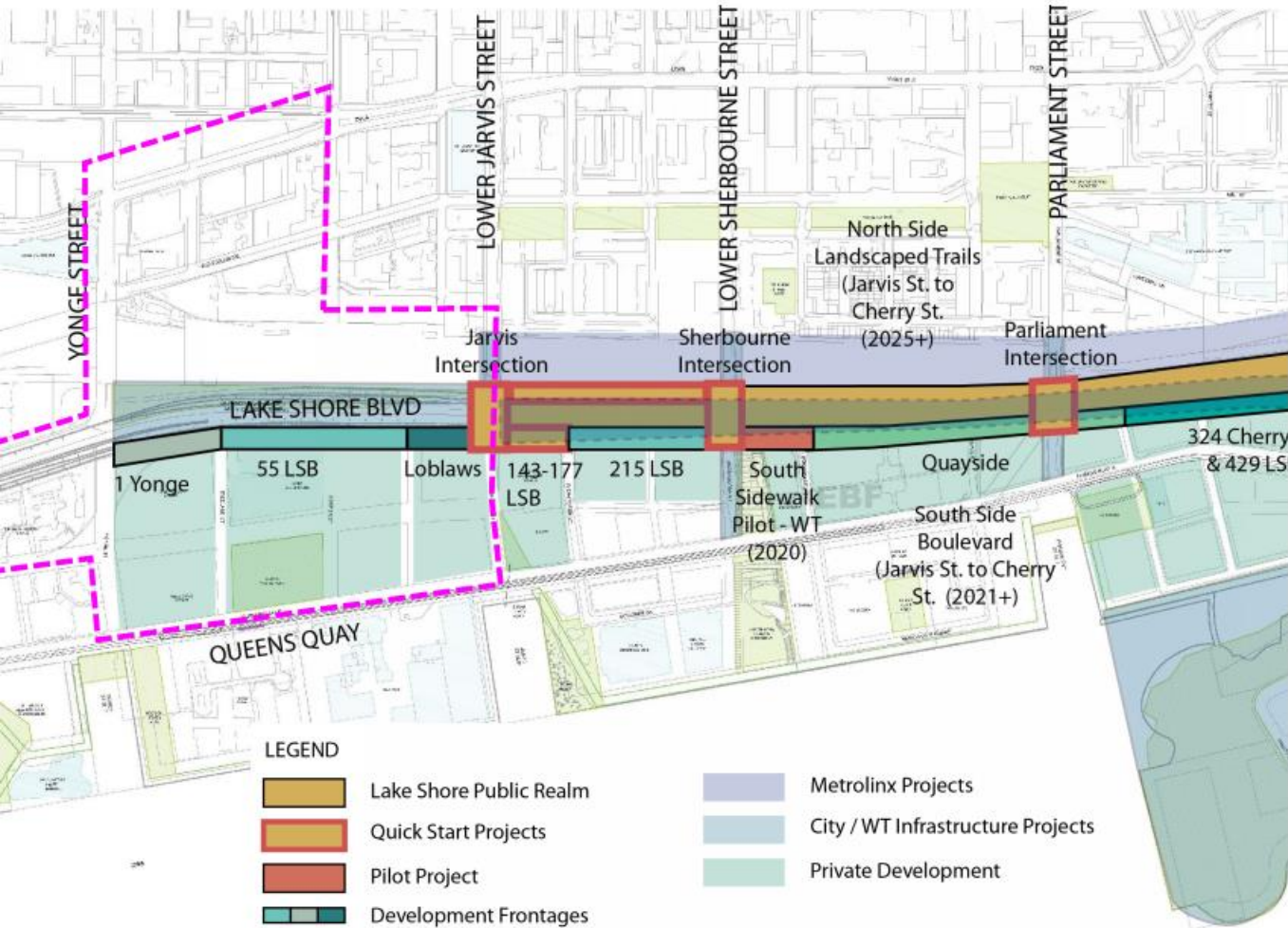
Adjacent Project Context

Lower Yonge Implementation

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Design Team: WSP, Tool Design

Review Stage: Issues Identification



DRP Stream 2: Public land

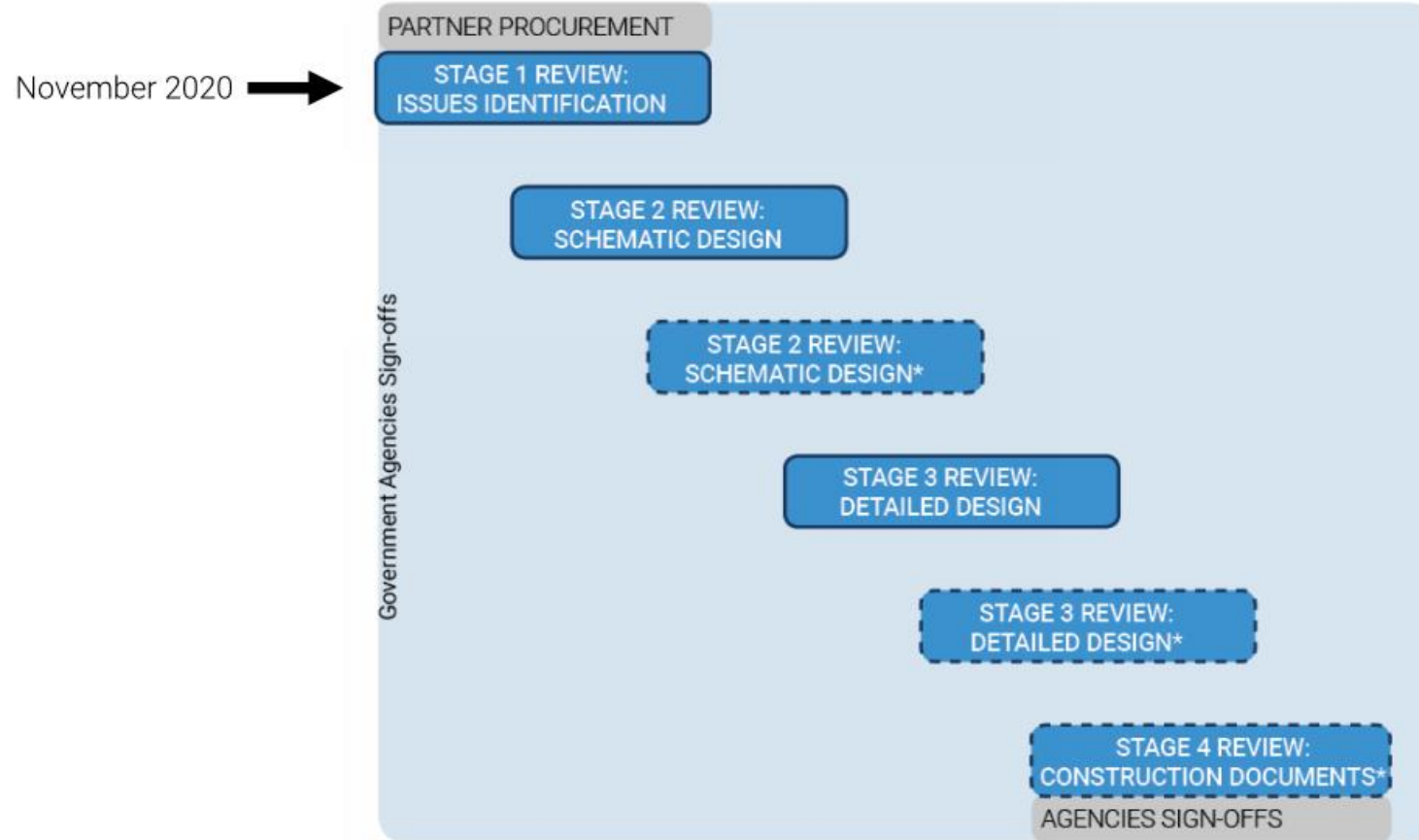
Project Approval Stage

Lower Yonge Implementation

Proponent: City of Toronto, Waterfront Toronto

Design Team: WSP, Tool Design

Review Stage: Issues Identification



Areas for Panel Consideration

Waterfront Toronto + City of Toronto

Lower Yonge Implementation

Proponent: City of Toronto, Waterfront Toronto

Design Team: WSP, Tool Design

Review Stage: Issues Identification

- Ensure the precinct vision is adequately implemented in preliminary and detailed design.
- Integration with adjacent major projects.
- Ensure configuration of street trees meets vision of street trees documented in Lower Yonge Precinct Plan.
- Materiality alignment as defined in Lower Yonge Precinct Plan, and maintaining consistency with Waterfront Standards.



LOWER YONGE 30% DESIGN

W.T. DESIGN REVIEW PANEL PRESENTATION

November 2020

DRAFT

- 
1. **Introductions**
 2. **Project Description**
 3. **Study Area / Planned Improvements**
 4. **Issues and Ideas**
 5. **Next Steps**

AGENDA

INTRODUCTIONS

City of Toronto

- > Prabir Das – Transportation Services

WSP

- > Jim Gough, Project Manager
- > Chris Stogios, Project Coordinator
- > Tunde Paczai, Urban Designer

Toole Design

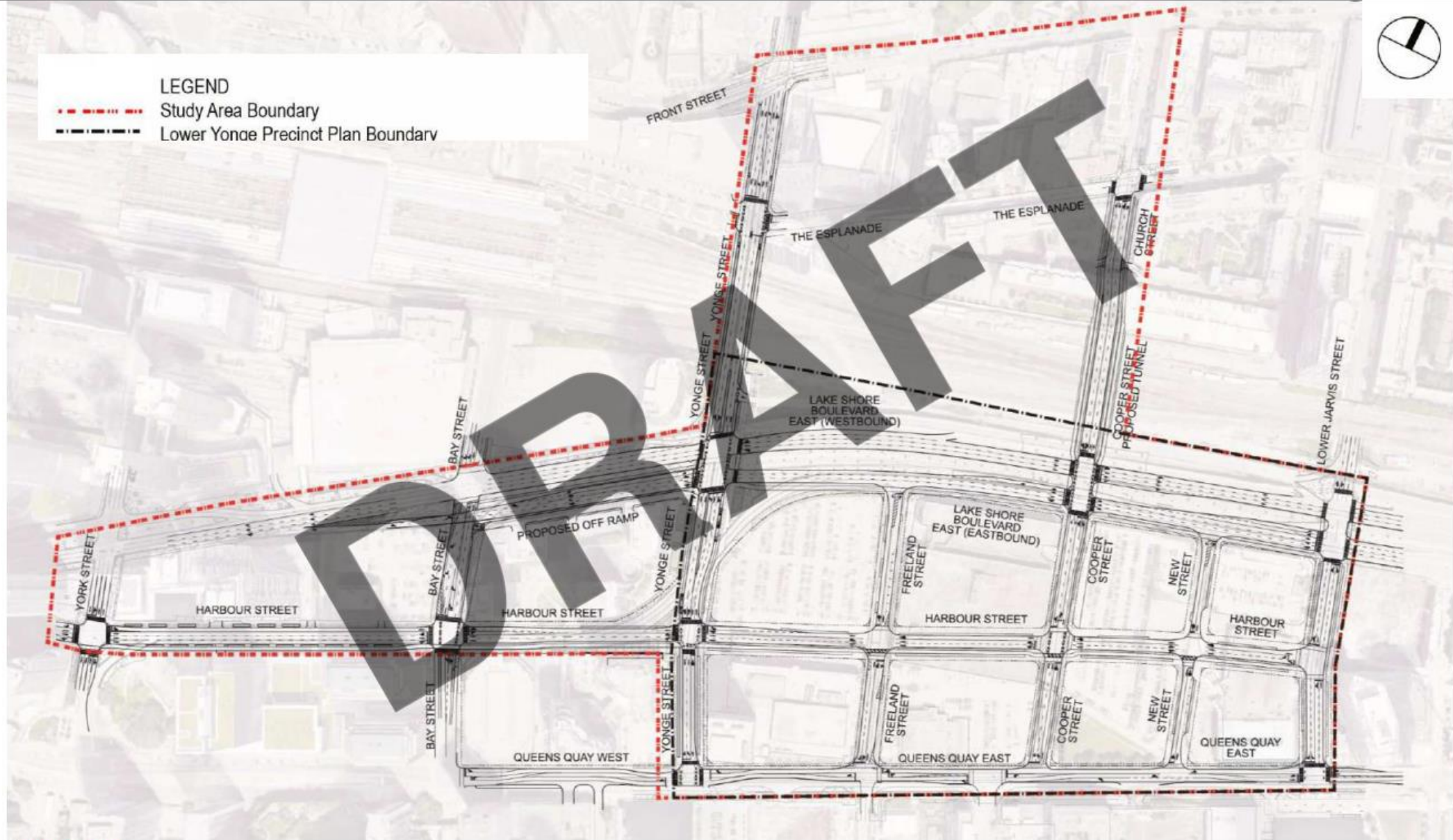
- > Raj Mohabeer, Urban Designer



DRAFT

Project Description

Study Area Boundaries



Project Scope

LEGEND

- Study Area Boundary
- - - Lower Yonge Precinct Plan Boundary
- Existing Streets (not in scope)
- Future Streets (not in scope)
- Demolition - Existing ramps
- New Construction - at grade
- New Construction - ramp
- Intersection reconfiguration
- Intersection reconfiguration (with bike lanes)
- Remnant plaza spaces



Elements not included in the current assignment:

- Extension of Harbour St.
- Cooper St. Extension to Esplanade

Project Scope (cont'd)






30% design (including streetscape design) is to be completed for:

- Conversion of Harbour St. to 2-way operation
- Yonge Street
- Reconfigured Harbour St. / Yonge St. intersection
- Lake Shore Blvd from Yonge to Jarvis St.



Project Scope

LEGEND










-  Study Area Boundary
-  Lower Yonge Precinct Plan Boundary
-  Existing Streets (not in scope)
-  Future Streets (not in scope)
-  Demolition - Existing ramps

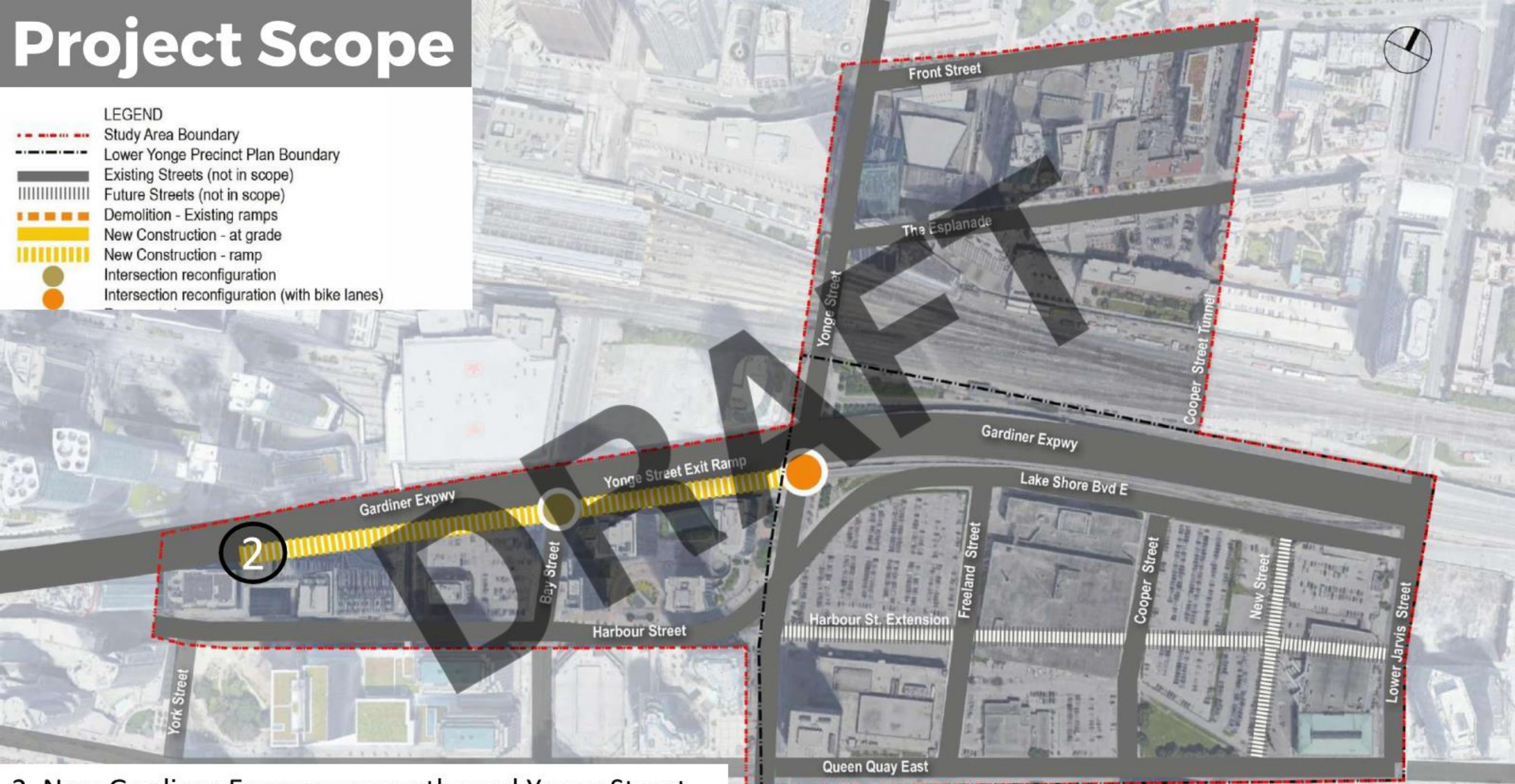


1. Removal of the Gardiner Expressway eastbound Bay Street on-ramp and Jarvis Street off-ramp

Project Scope

LEGEND










-  Study Area Boundary
-  Lower Yonge Precinct Plan Boundary
-  Existing Streets (not in scope)
-  Future Streets (not in scope)
-  Demolition - Existing ramps
-  New Construction - at grade
-  New Construction - ramp
-  Intersection reconfiguration
-  Intersection reconfiguration (with bike lanes)



2. New Gardiner Expressway eastbound Yonge Street off-ramp + intersection design (no streetscape)

Project Scope

LEGEND

-  Study Area Boundary
-  Lower Yonge Precinct Plan Boundary
-  Existing Streets (not in scope)
-  Future Streets (not in scope)
-  Demolition - Existing ramps
-  New Construction - at grade
-  New Construction - ramp
-  Intersection reconfiguration
-  Intersection reconfiguration (with bike lanes)



3. Reconstruction with new streetscape of Lake Shore Boulevard East between Yonge Street and Jarvis Street + intersection design

Project Scope

LEGEND










- Study Area Boundary
- Lower Yonge Precinct Plan Boundary
- Existing Streets (not in scope)
- Future Streets (not in scope)
- Demolition - Existing ramps
- New Construction - at grade
- New Construction - ramp
- Intersection reconfiguration
- Intersection reconfiguration (with bike lanes)



4. Preliminary engineering design for the conversion of Harbour Street to two-way operations between York Street and Yonge Street , streetscape improvements west of Bay + intersection design

Project Scope

LEGEND










-  Study Area Boundary
-  Lower Yonge Precinct Plan Boundary
-  Existing Streets (not in scope)
-  Future Streets (not in scope)
-  Demolition - Existing ramps
-  New Construction - at grade
-  New Construction - ramp
-  Intersection reconfiguration
-  Intersection reconfiguration (with bike lanes)



3. Reconstruction with new streetscape of Lake Shore Boulevard East between Yonge Street and Jarvis Street + intersection design

Project Scope

LEGEND

-  Study Area Boundary
-  Lower Yonge Precinct Plan Boundary
-  Existing Streets (not in scope)
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-  New Construction - at grade
-  New Construction - ramp
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-  Intersection reconfiguration (with bike lanes)

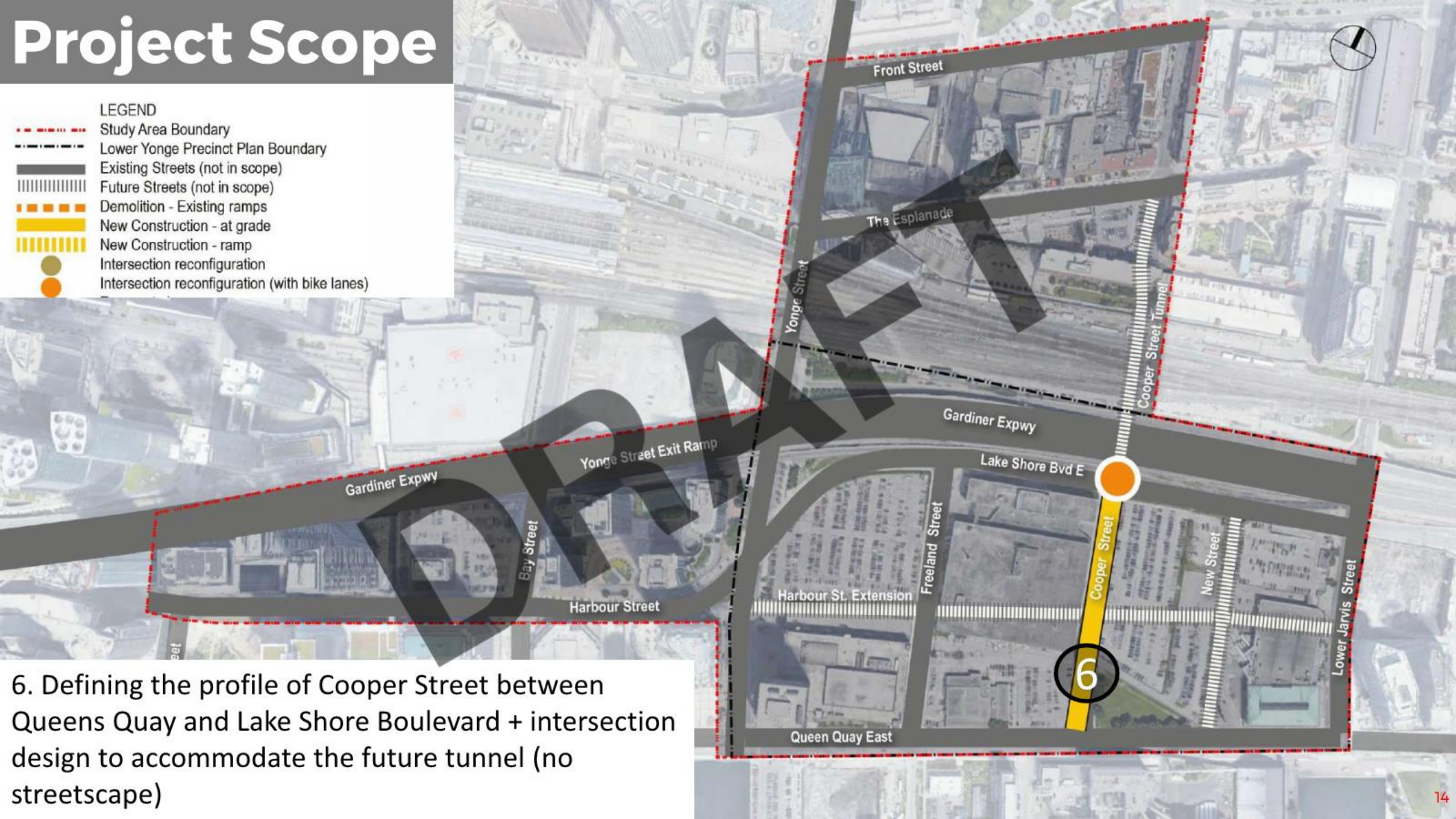


5. Installation of cycling infrastructure along Yonge Street and streetscape design from Queens Quay to Front Street + intersection design

Project Scope

LEGEND











- Study Area Boundary
- - - Lower Yonge Precinct Plan Boundary
- Existing Streets (not in scope)
- Future Streets (not in scope)
- Demolition - Existing ramps
- New Construction - at grade
- New Construction - ramp
- Intersection reconfiguration
- Intersection reconfiguration (with bike lanes)

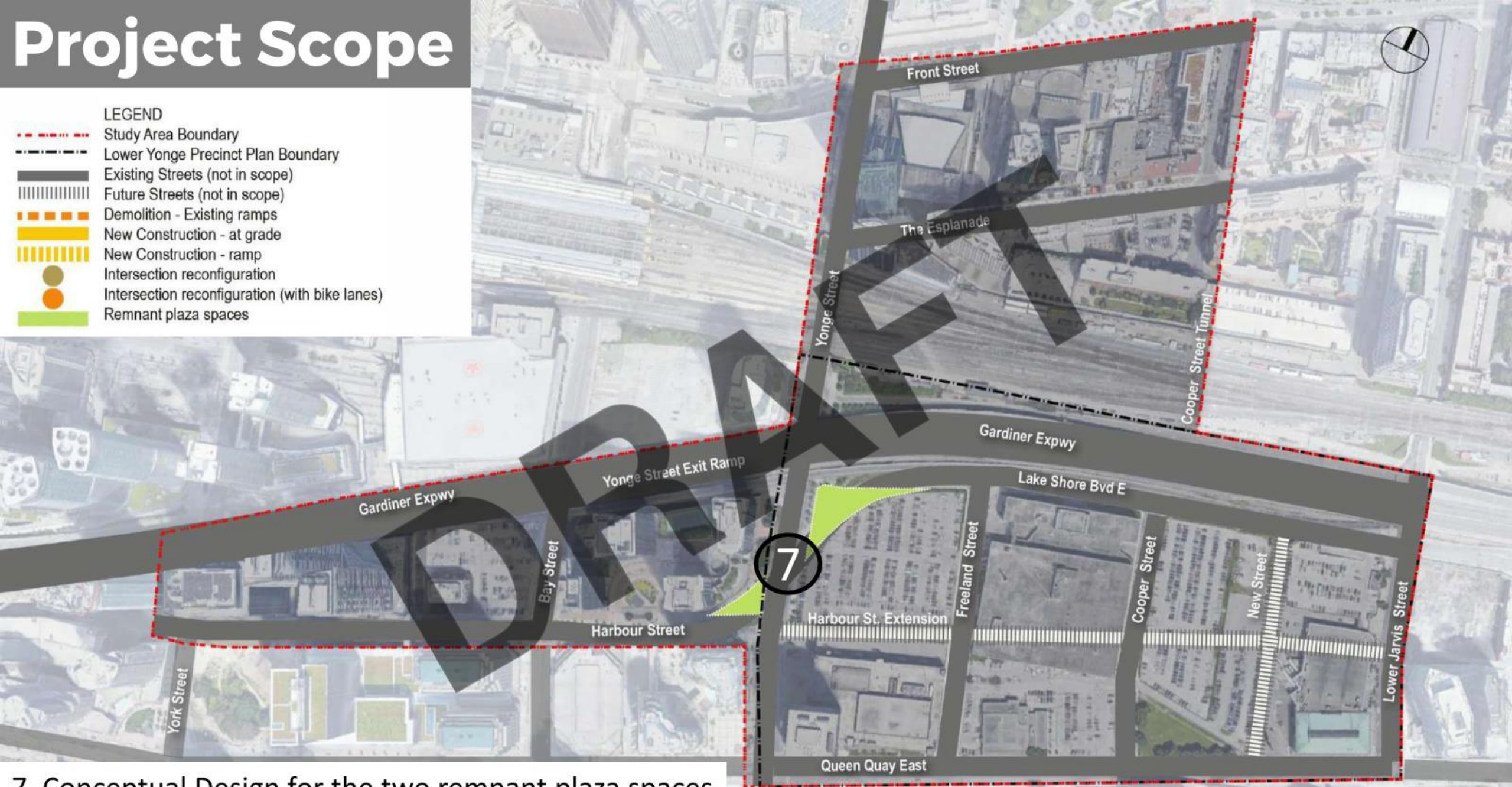


6. Defining the profile of Cooper Street between Queens Quay and Lake Shore Boulevard + intersection design to accommodate the future tunnel (no streetscape)

Project Scope

LEGEND

-  Study Area Boundary
-  Lower Yonge Precinct Plan Boundary
-  Existing Streets (not in scope)
-  Future Streets (not in scope)
-  Demolition - Existing ramps
-  New Construction - at grade
-  New Construction - ramp
-  Intersection reconfiguration
-  Intersection reconfiguration (with bike lanes)
-  Remnant plaza spaces



7. Conceptual Design for the two remnant plaza spaces at the Yonge and Harbour intersection

Project Schedule

Milestone	Timeline
Stakeholder Start-up Meetings	Fall 2020
Complete Site Investigations	November 2020
Complete Traffic Modelling and Assessment	August 2021
Prepare Draft Preliminary Design	October 2021
Complete Constructability Assessment	November 2021
Complete Pre-Design Report	March 2022

DRAFT

DRAFT

**Study Area /
Planned Improvements**












LAKE SHORE BLVD

Lake Shore Blvd looking West at Cooper St

Project Scope

LEGEND

-  Study Area Boundary
-  Lower Yonge Precinct Plan Boundary
-  Existing Streets (not in scope)
-  Future Streets (not in scope)
-  Demolition - Existing ramps
-  New Construction - at grade
-  New Construction - ramp
-  Intersection reconfiguration
-  Intersection reconfiguration (with bike lanes)



3. Reconstruction with new streetscape of Lake Shore Boulevard East between Yonge Street and Jarvis Street + intersection design

Lake Shore Blvd

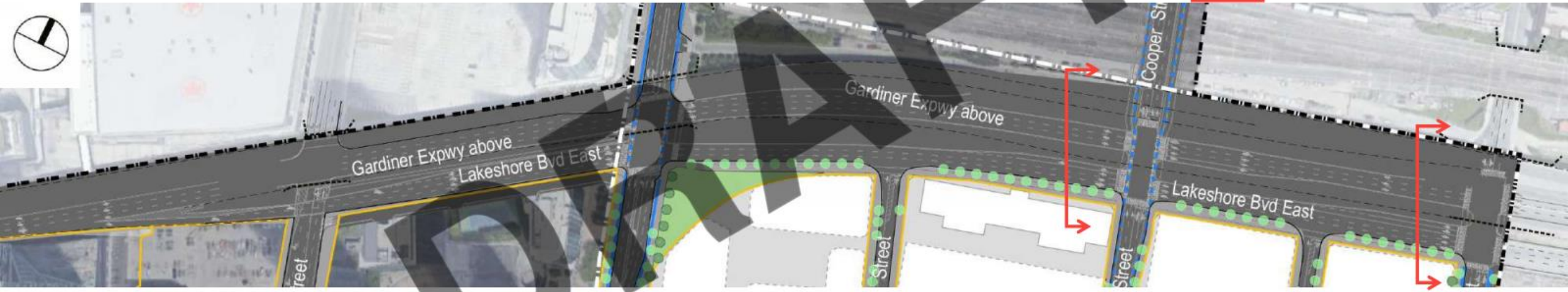
Existing Conditions



Lake Shore Blvd

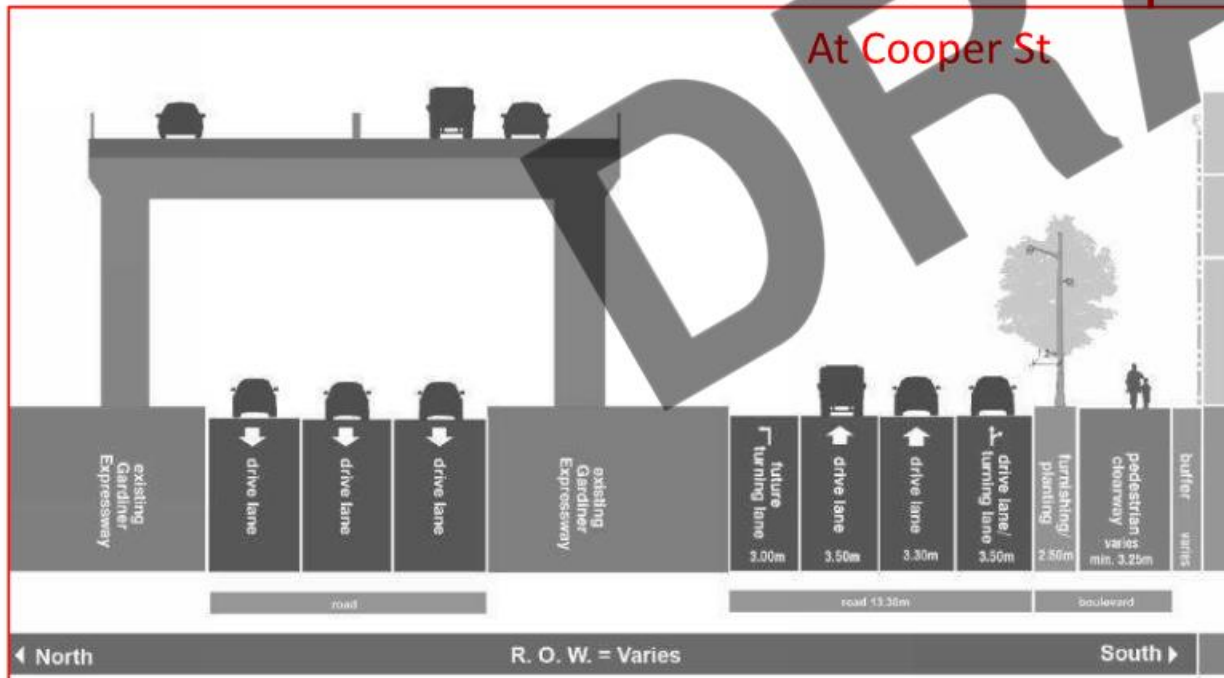
EA PLAN and CROSS SECTION LOCATIONS

- LEGEND
- Study Area Boundary
 - Lower Yonge Precinct Plan Boundary
 - Property Boundaries
 - Vehicular lanes
 - Bike Lanes
 - Boulevards
 - Proposed Trees
 - Future landscaped plazas
 - Existing Buildings
 - Future Development
 - EA Cross Sections



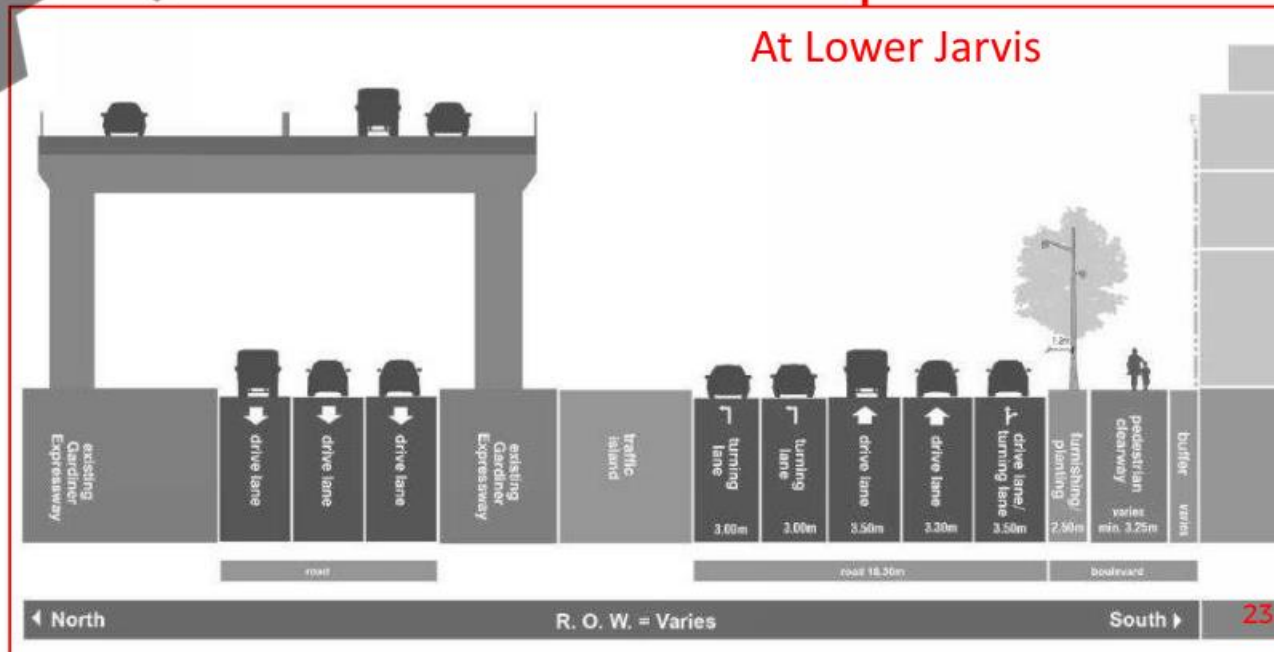
Lake Shore Blvd

EA PLAN and CROSS SECTION LOCATIONS



Lake Shore Blvd

EA PLAN and CROSS SECTION LOCATIONS



Considerations

3.1.5/ GARDINER PUBLIC REALM STREETScape*

* More details to be provided at a later date

The Gardiner Public Realm project will provide a coherent design vision and identity for the Gardiner East corridor from Jarvis to Logan St. and complete 100% construction drawings for the south side boulevard between Jarvis and Cherry St. The design includes public realm improvements to the Lake Shore Boulevard streetscape and residual spaces between the Gardiner Expressway and Rail Corridor, improved cycling and pedestrian connections, as well as a coherent identity for the public realm frontages of new developments to the south.

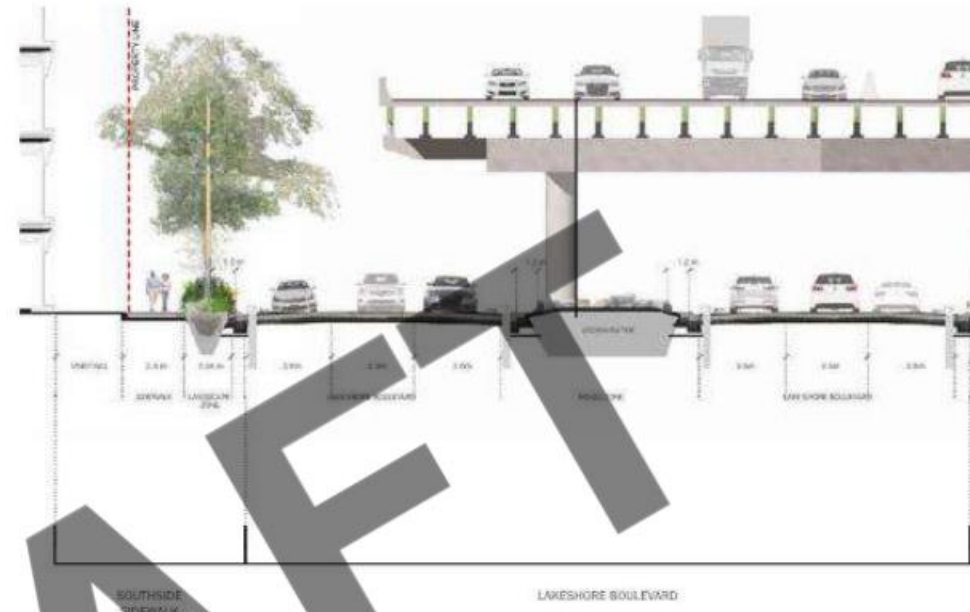


Figure 3.17 Illustration of the south side Lower Jarvis-Sherbourne Street



Figure 3.18 Illustration south side of Lake Shore Boulevard



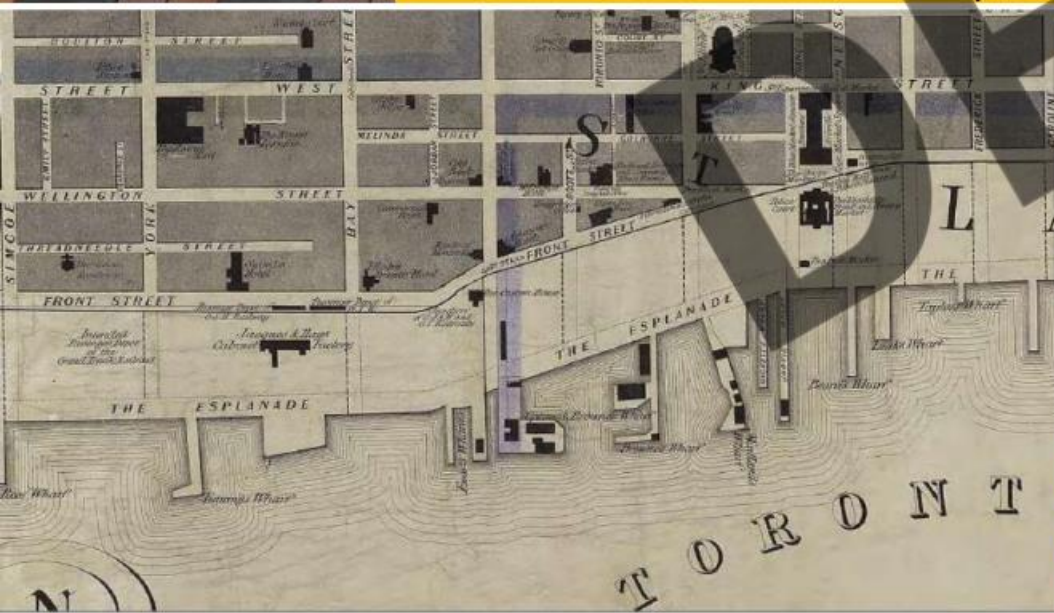
Figure 3.19 Illustration of the vision for Lakeshore Boulevard

Inspiration

Materials and highlights

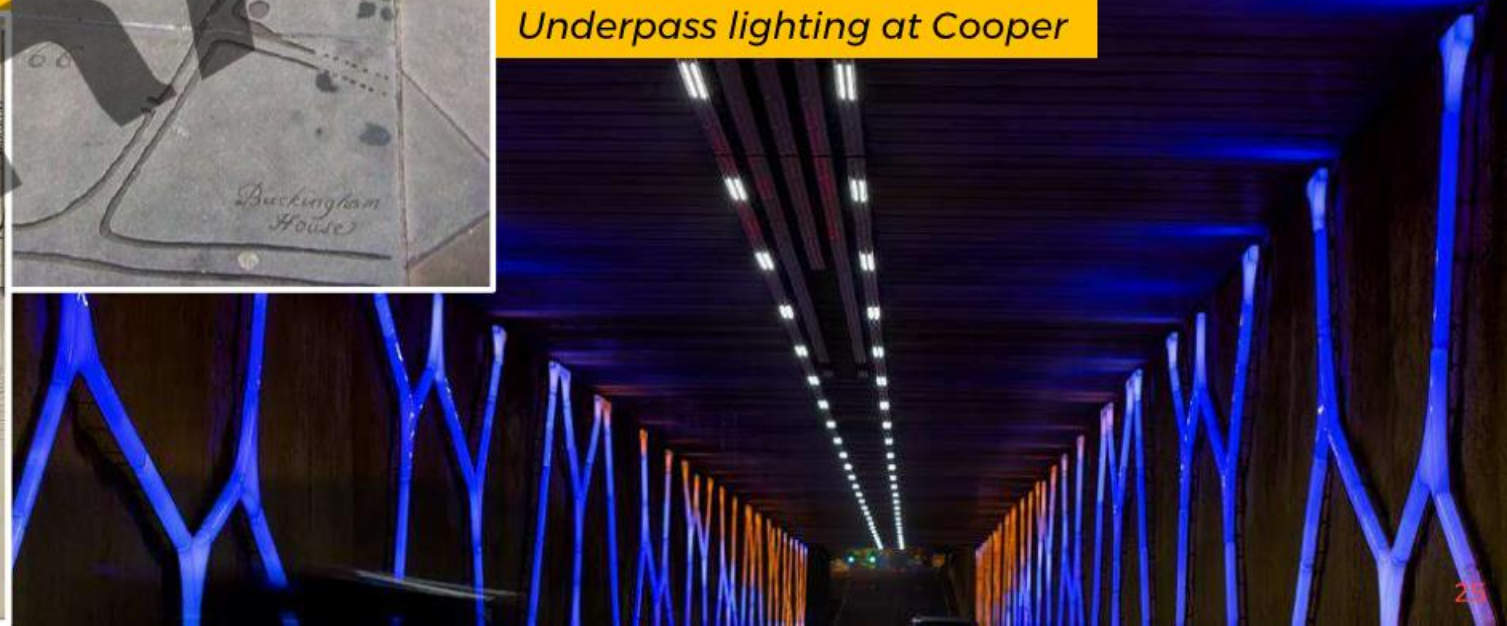


Historical accents on hardscape



Vertical / embankment wall art projection

Underpass lighting at Cooper





HARBOUR STREET

Harbour Street north side looking East at Yonge

Project Scope

LEGEND

- Study Area Boundary
- Lower Yonge Precinct Plan Boundary
- Existing Streets (not in scope)
- Future Streets (not in scope)
- Demolition - Existing ramps
- New Construction - at grade
- New Construction - ramp
- Intersection reconfiguration
- Intersection reconfiguration (with bike lanes)



4. Preliminary engineering design for the conversion of Harbour Street to two-way operations between York Street and Yonge Street , streetscape improvements west of Bay + intersection design

Harbour Street

Existing Conditions



Harbour Plaza condos looking West



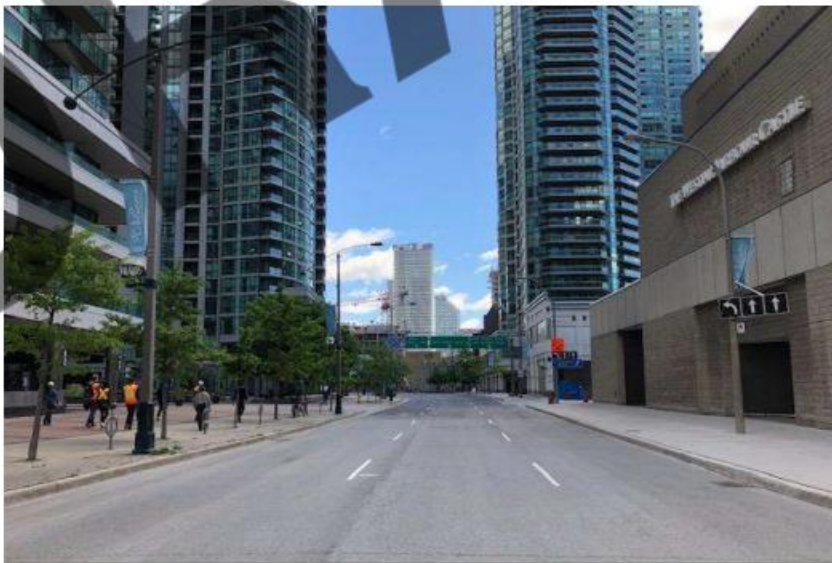
Harbour Plaza condos looking East



Harbour St dual cycle track looking East



Harbour St end of cycle track at Bay St



Harbour St East of Bay



Harbour St south side at 10 Yonge

Harbour Street

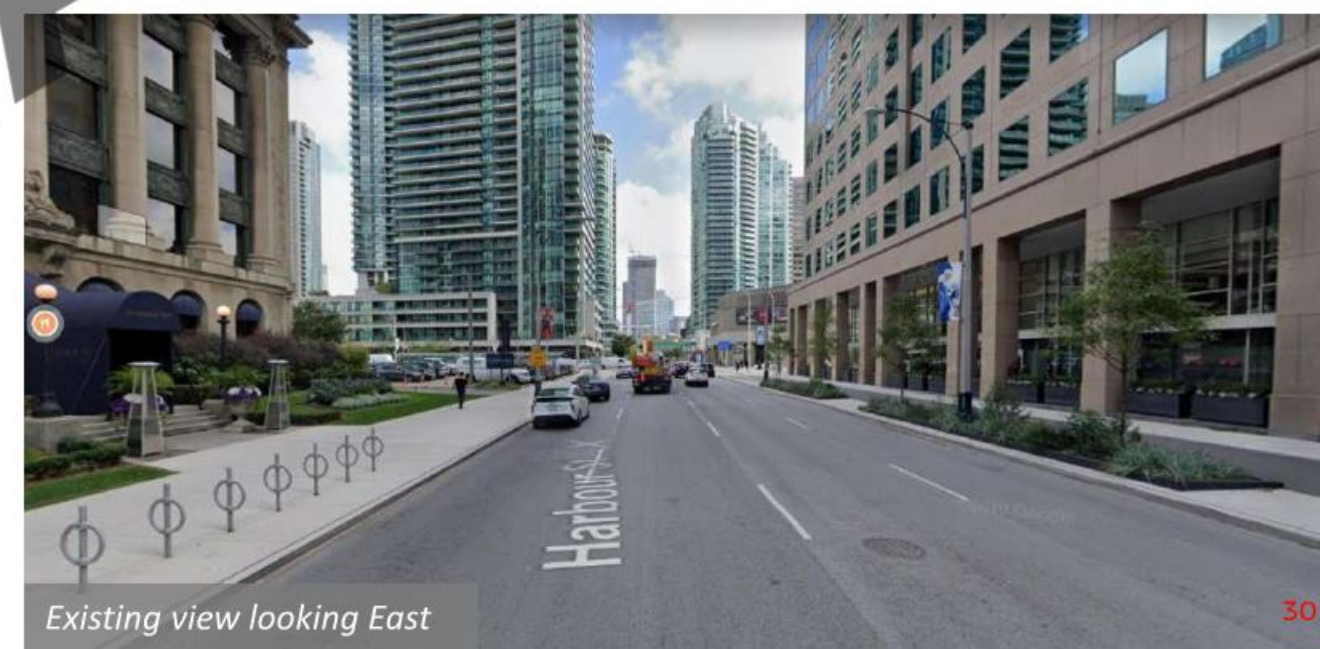
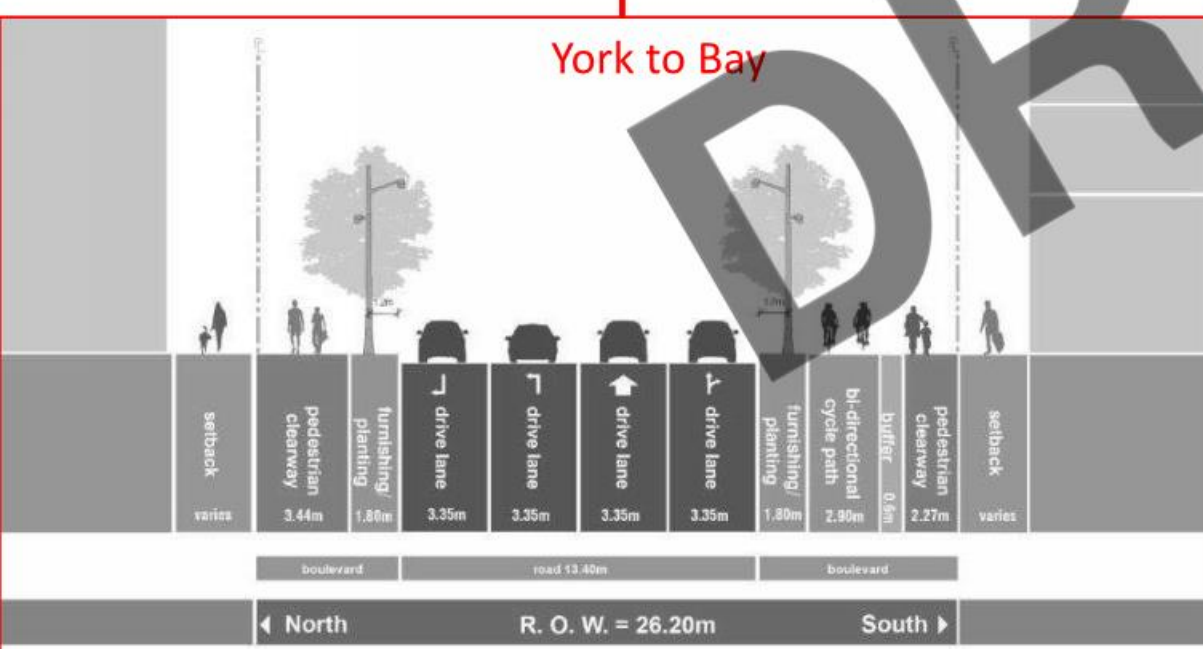
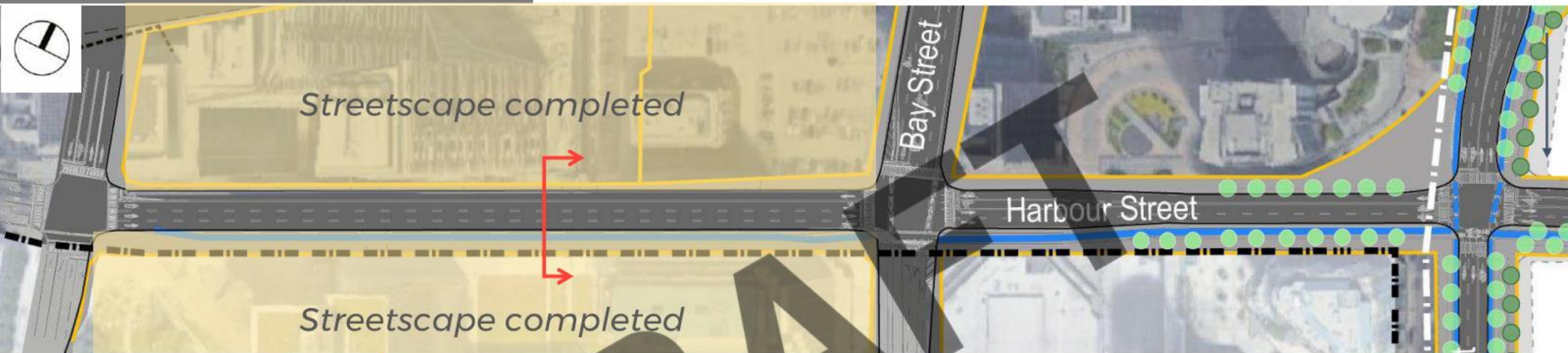
EA PLAN and CROSS SECTION LOCATIONS

- LEGEND
- Study Area Boundary
 - Lower Yonge Precinct Plan Boundary
 - Property Boundaries
 - Vehicular lanes
 - Bike Lanes
 - Boulevards
 - Proposed Trees
 - Future landscaped plazas
 - Existing Buildings
 - Future Development
 - EA Cross Sections



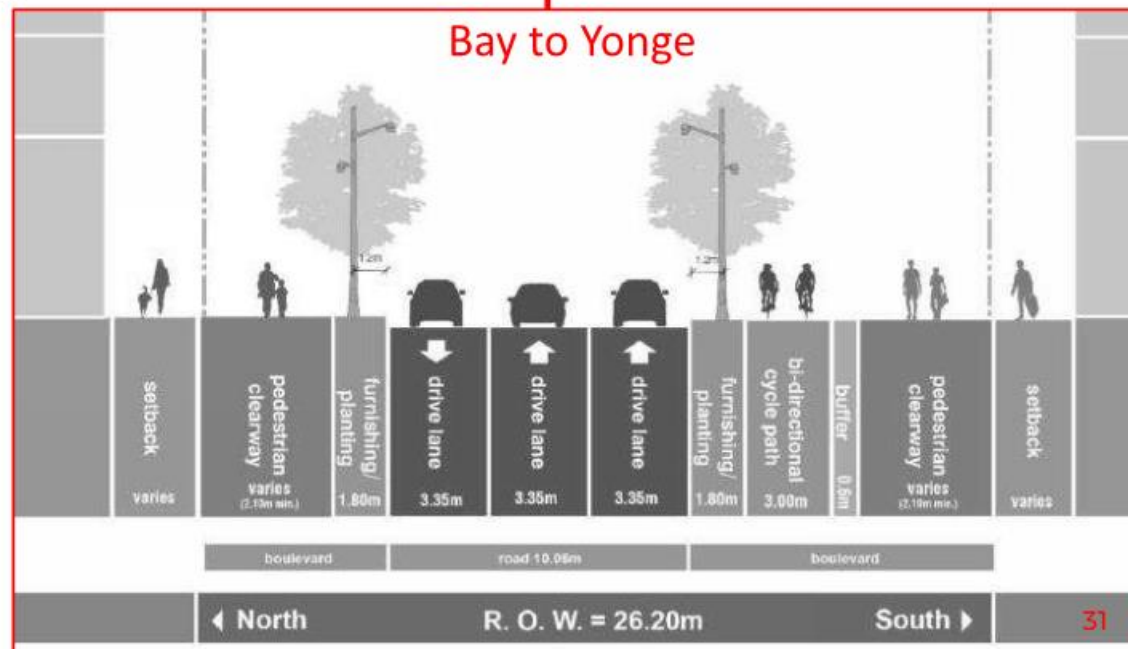
Harbour Street

EA PLAN and CROSS SECTION LOCATIONS



Harbour Street

EA PLAN and CROSS SECTION LOCATIONS



Harbour St

LYPRP Streetscape Details

3.1.1 / WATERFRONT-DISTRICT STREET - SINGLE ROW OF TREES P.BIA 34

Located in Harbour Street- north-side, Cooper Street- west-side, and Jarvis Street- east-side.

- Single row of trees
- Tree planting in soil cells
- Pedestrian clearways min 3.1 m
- Assumes min 3.9 m blvd. width

*Waterfront Standard Concrete Paver to be shown in all Site Plan Approval drawings with the understanding that it is a placeholder until such time that the Waterfront Paver is approved by the City of Toronto.



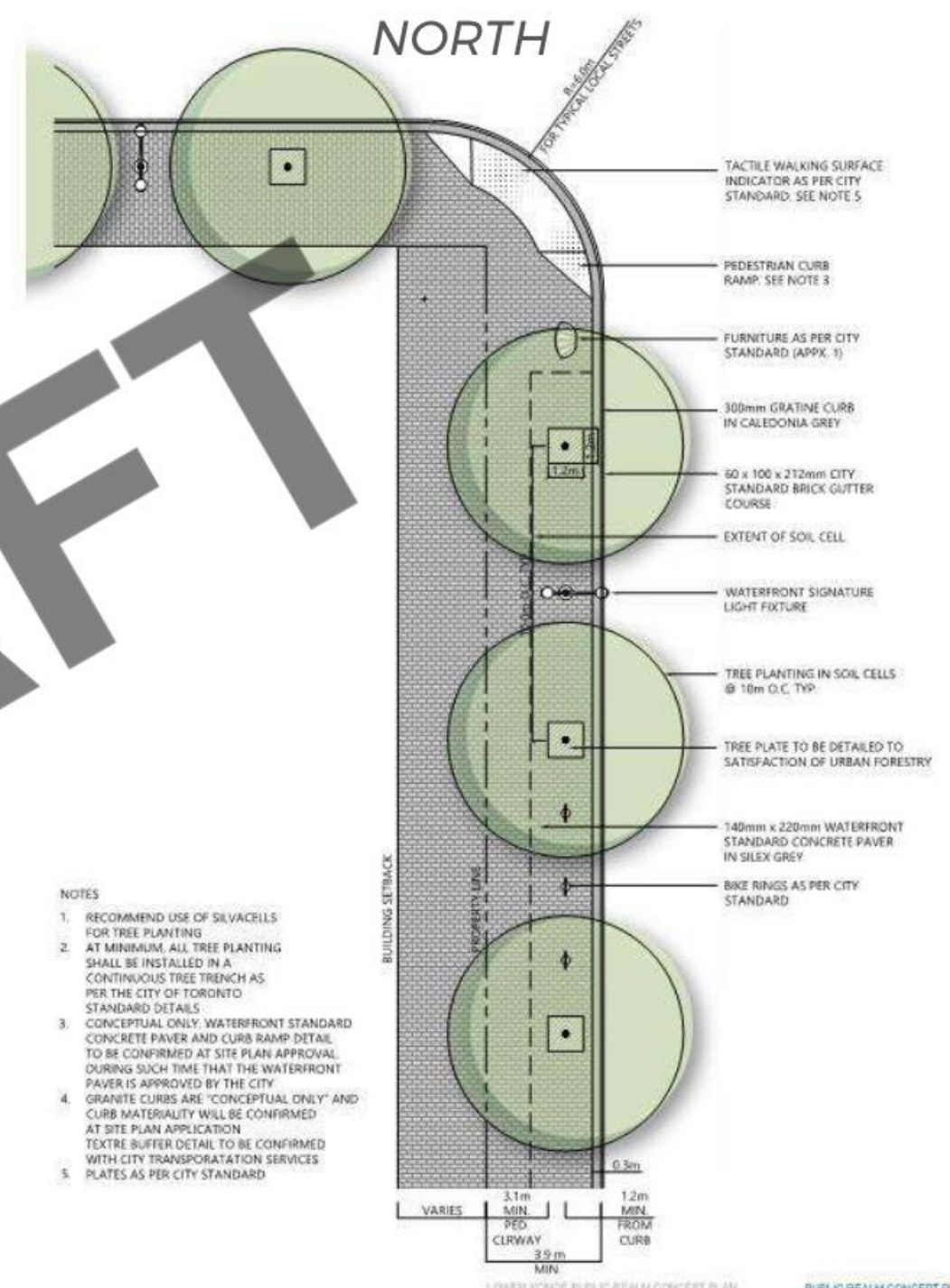
Figure 3.1 Concrete Paver



Figure 3.2 Concrete Paver



Figure 3.3 Merchants' Wharf looking west



Harbour St

LYPRP Streetscape Details

3.1.3 / WATERFRONT-DISTRICT STREET- HARBOUR SOUTHSIDE P. BIA 38

Located in Harbour Street-south-side.

- Double row of trees
- Tree planting in soil cells
- Pedestrian clearways min 3.1 m
- Assumes min 3.9 m blvd. width



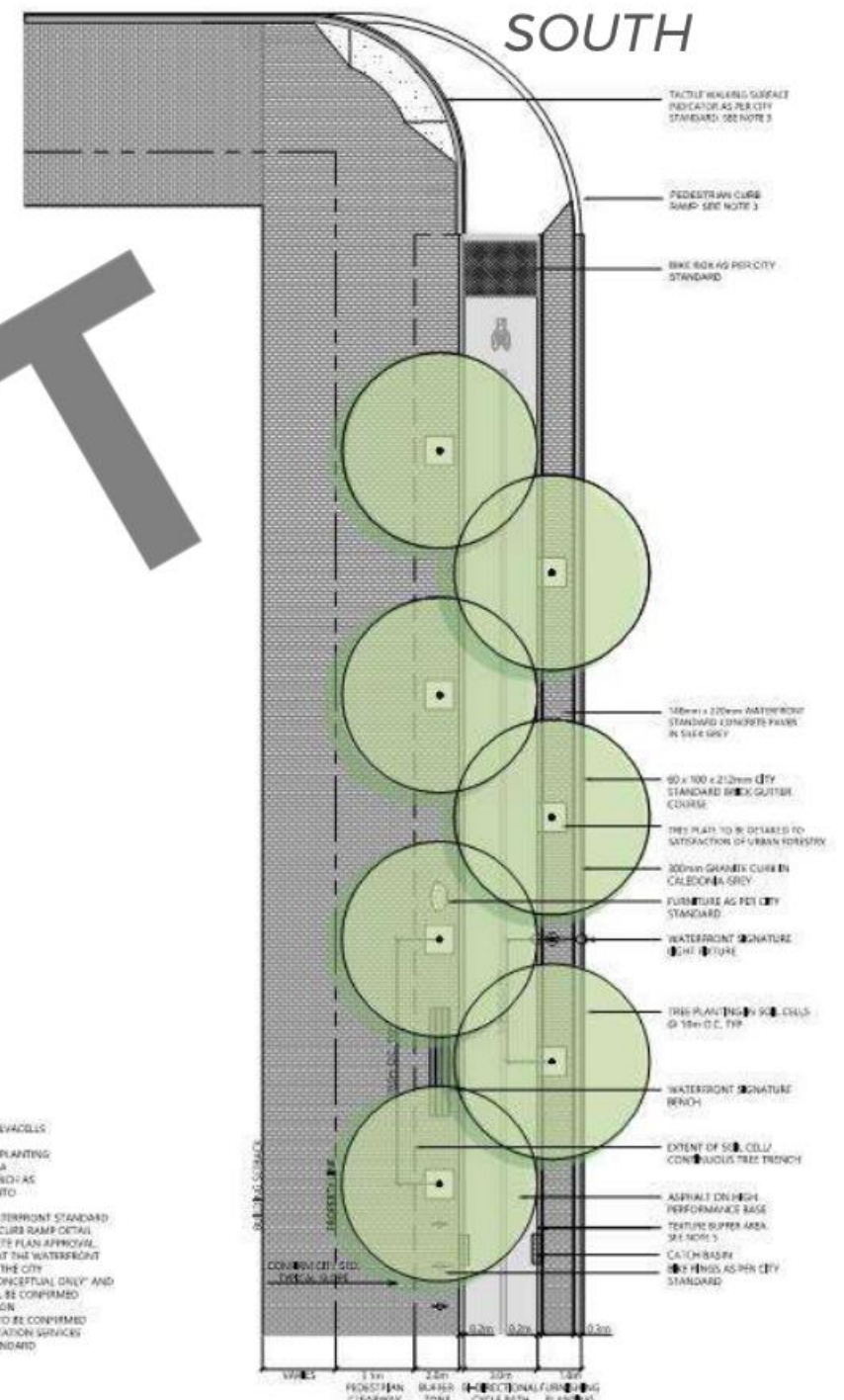
Figure 3.9 Concrete



Figure 3.10 Concrete Paver



Figure 3.11 Harbour Street render



Inspiration

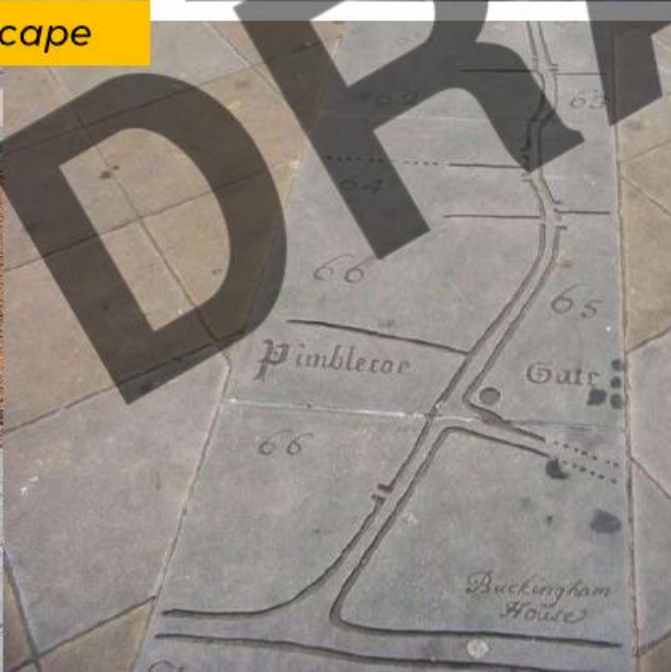
Materials and highlights



Historical accent on hardscape



Public plaza seating, water and mist features














YONGE STREET

Yonge St looking South from West side

Project Scope

LEGEND

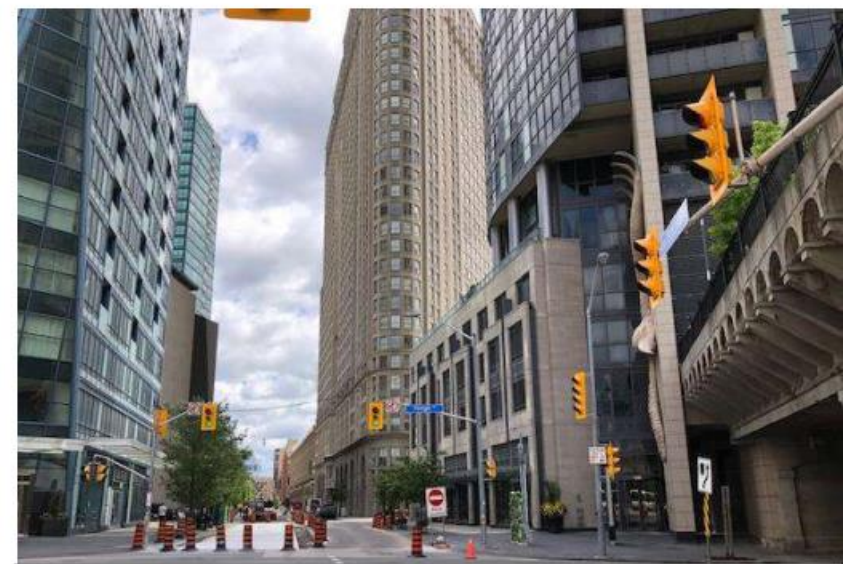
-  Study Area Boundary
-  Lower Yonge Precinct Plan Boundary
-  Existing Streets (not in scope)
-  Future Streets (not in scope)
-  Demolition - Existing ramps
-  New Construction - at grade
-  New Construction - ramp
-  Intersection reconfiguration
-  Intersection reconfiguration (with bike lanes)



5. Installation of cycling infrastructure along Yonge Street and streetscape design from Queens Quay to Front Street + intersection design

Yonge Street

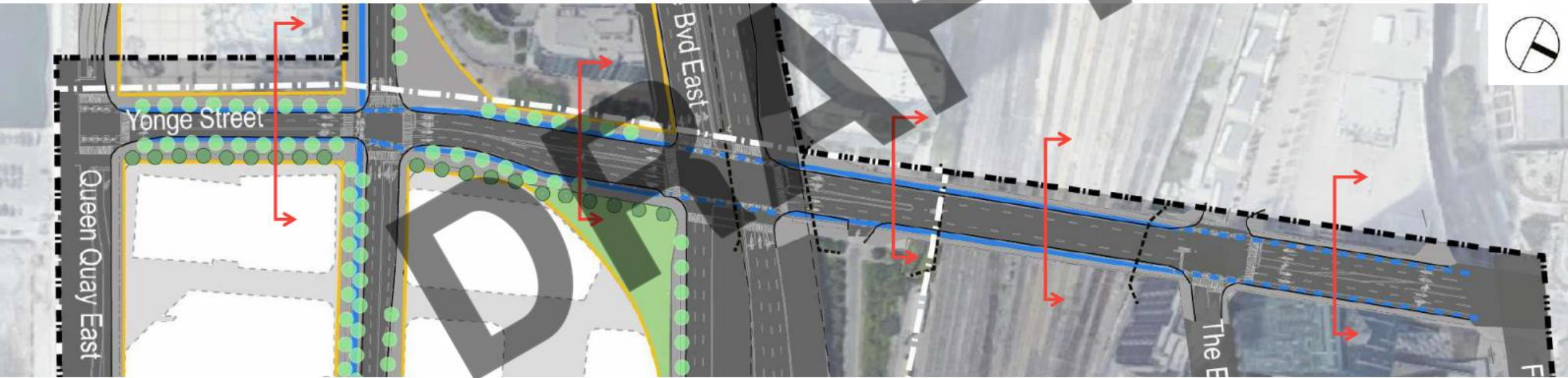
Existing Conditions



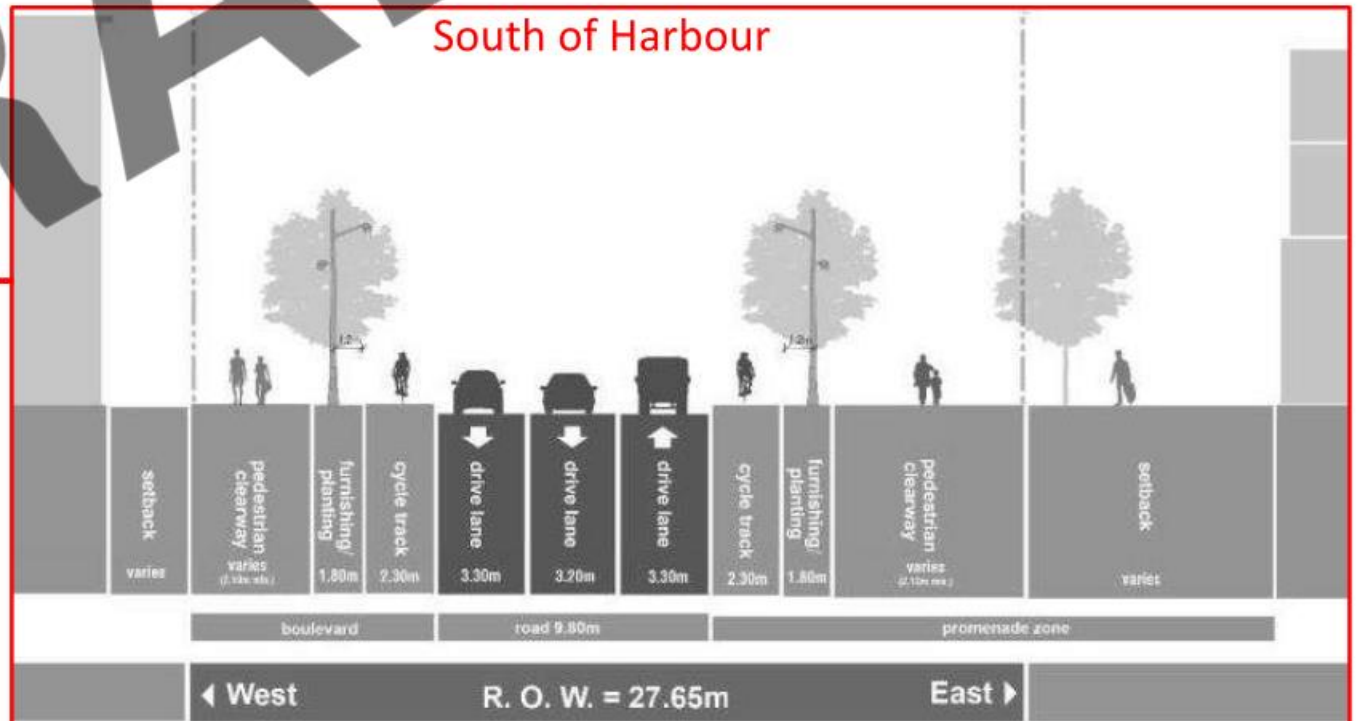
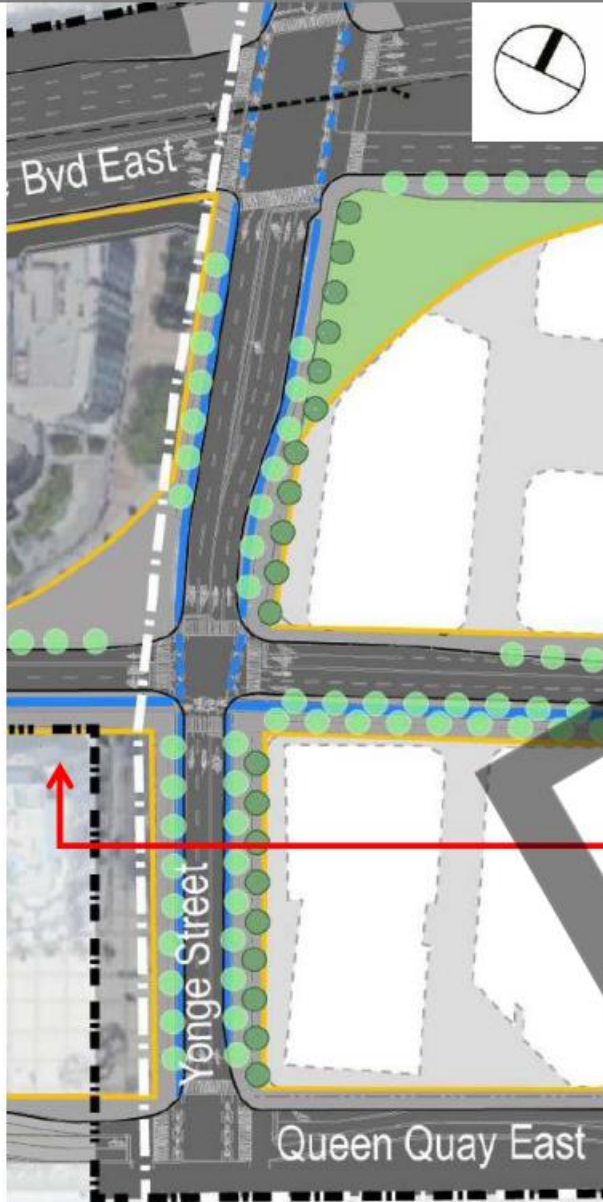
Yonge Street

EA PLAN and CROSS SECTION LOCATIONS

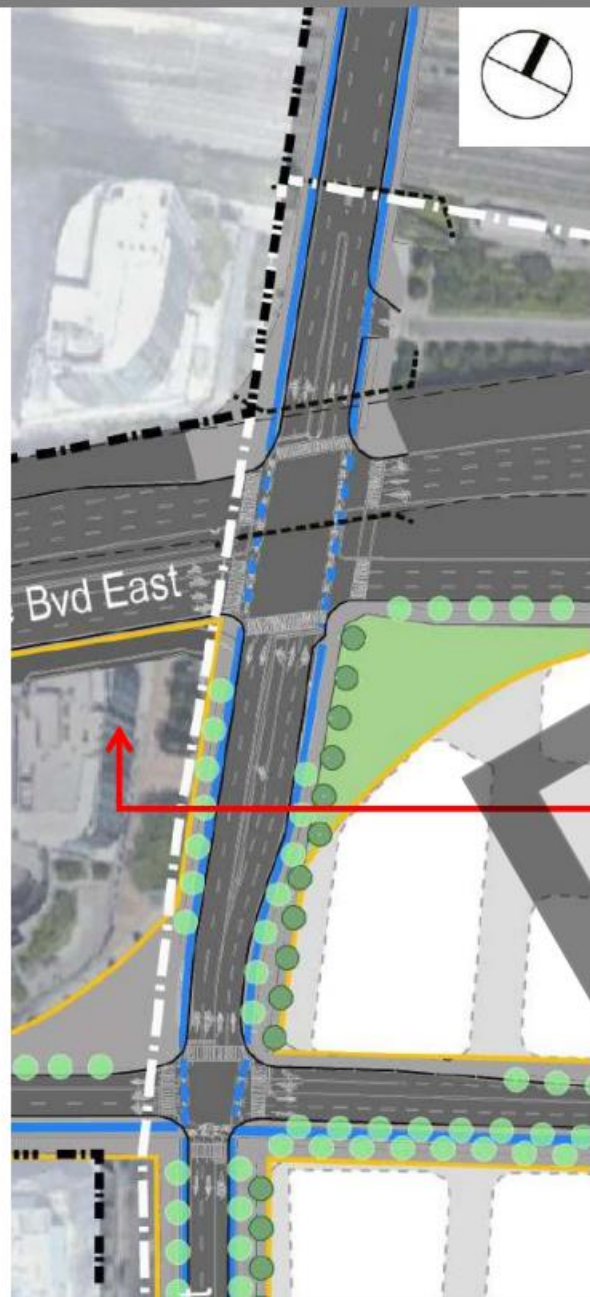
- LEGEND
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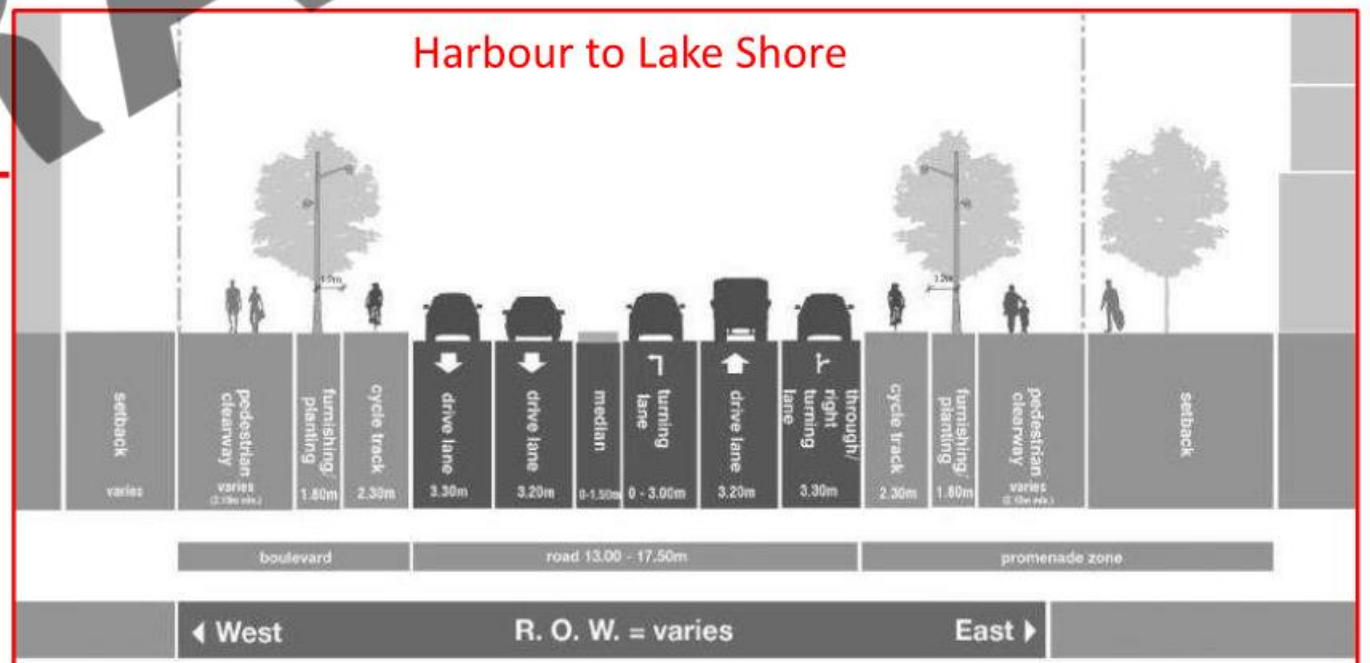
Yonge Street



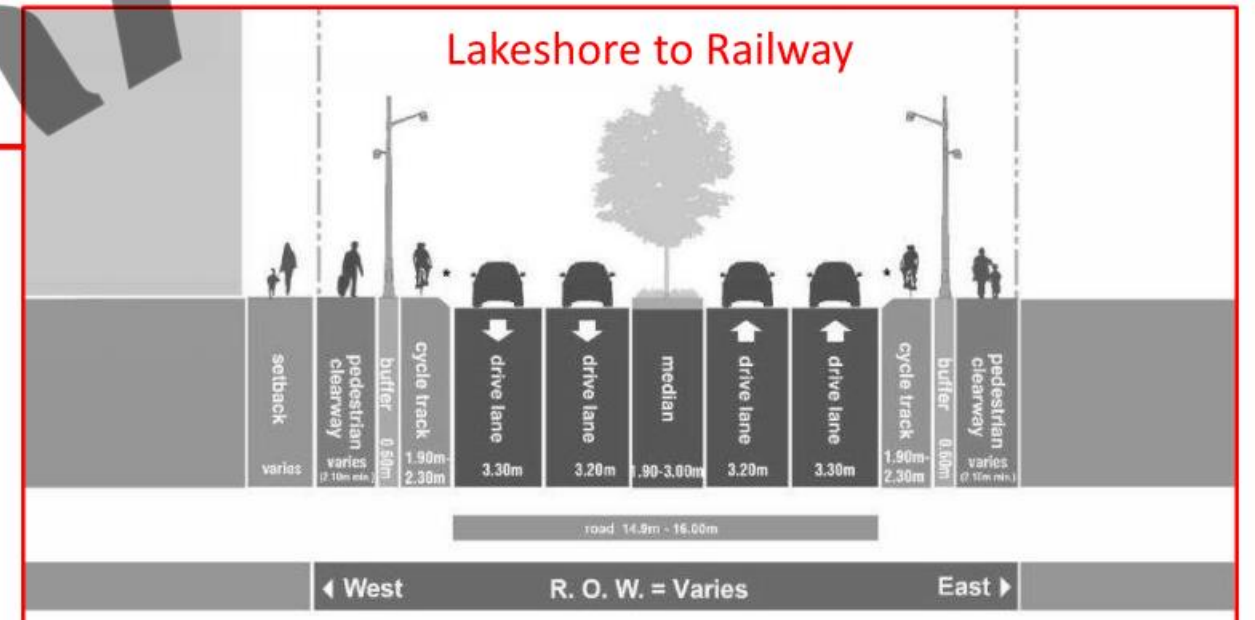
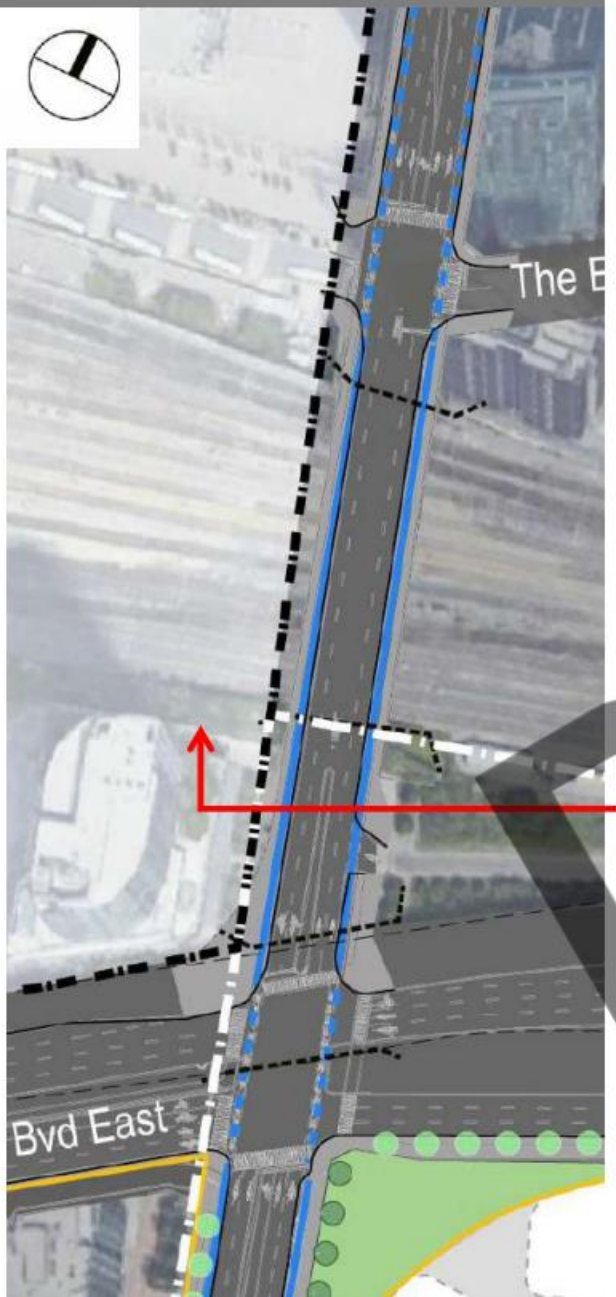
Yonge Street



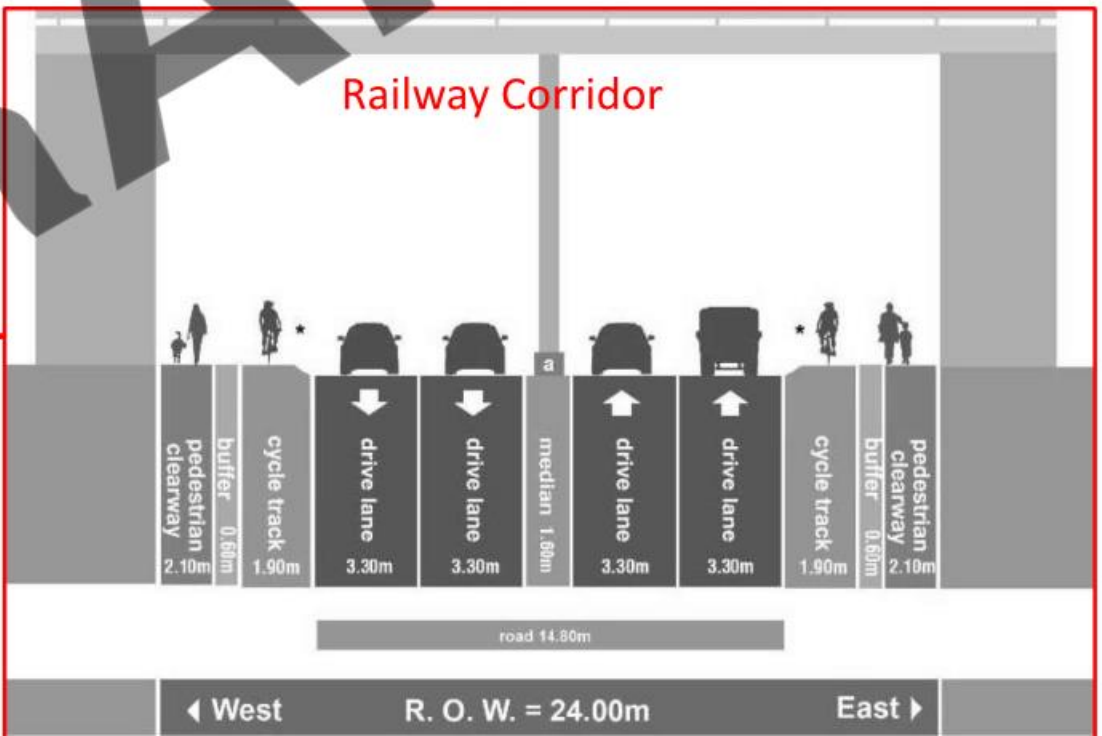
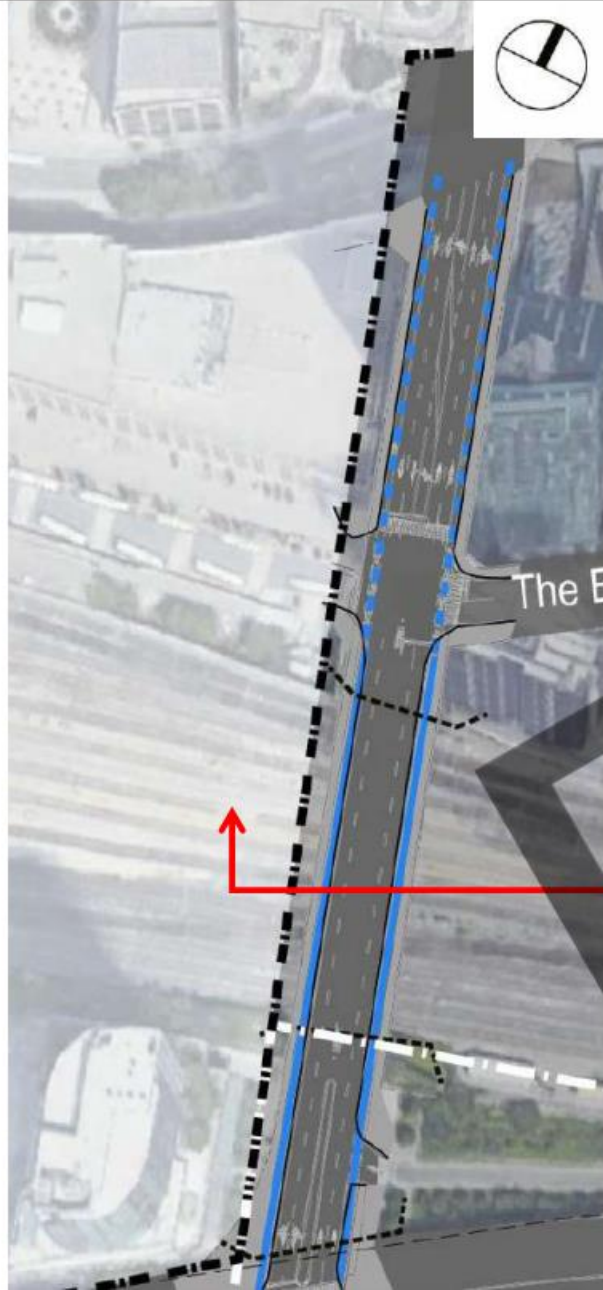
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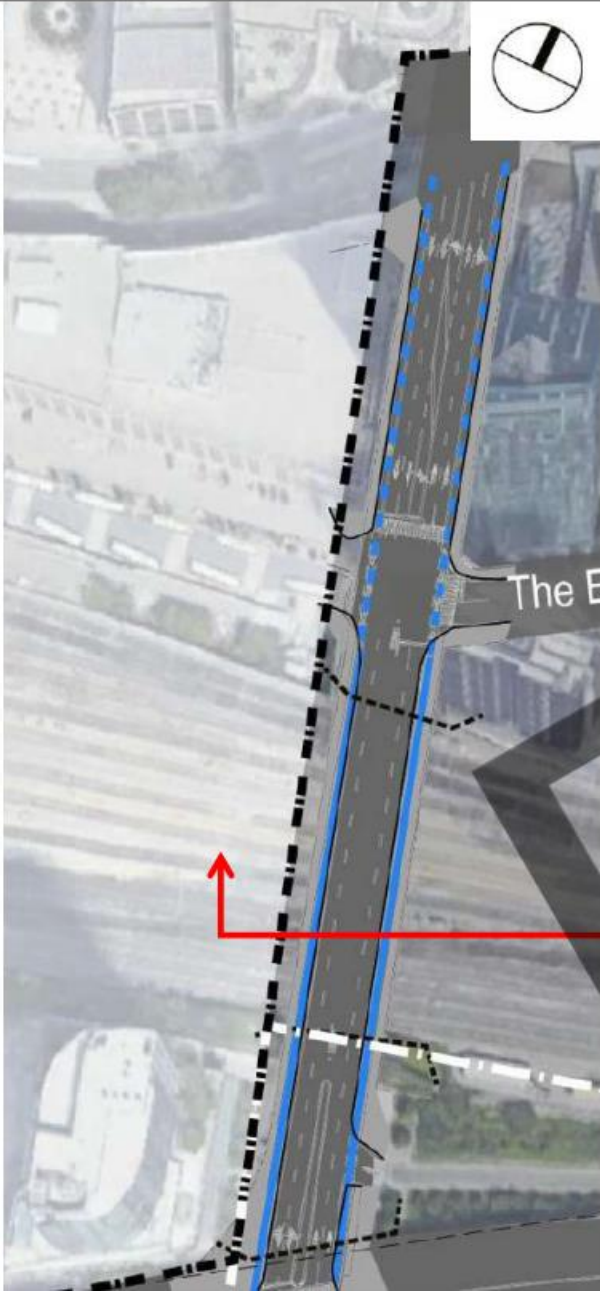
Yonge Street



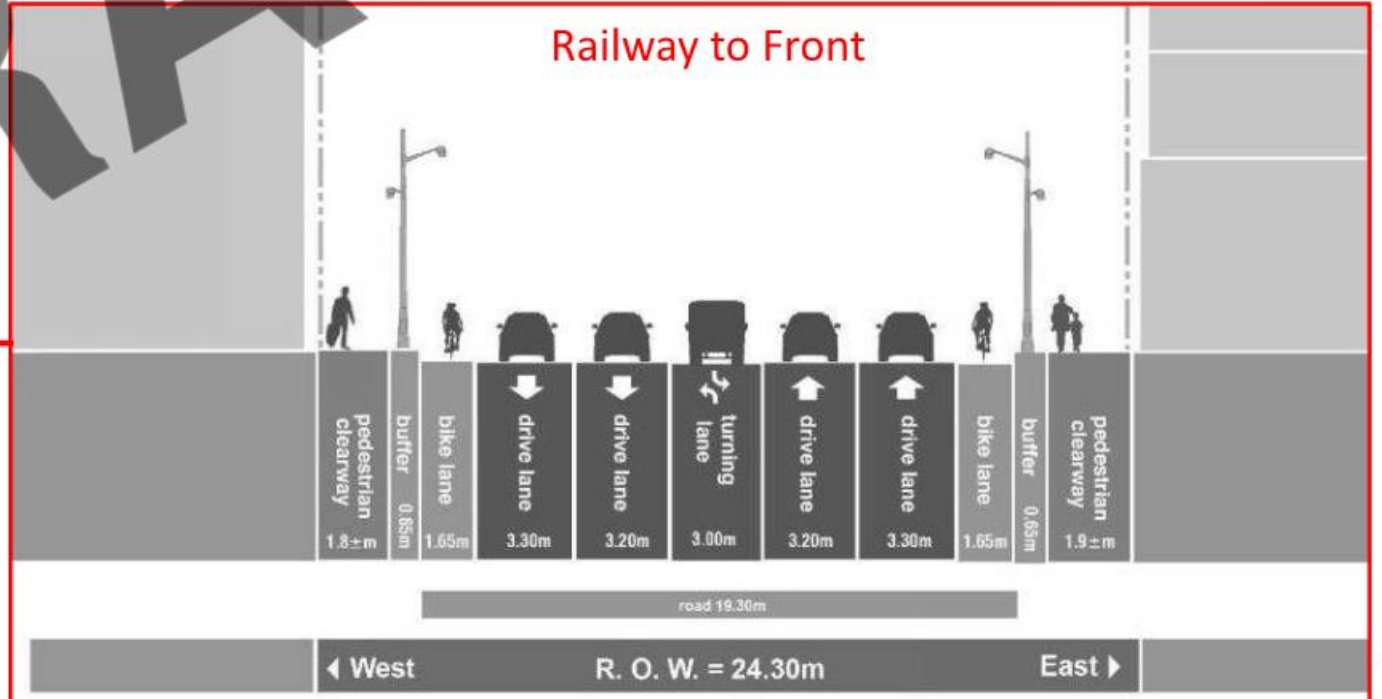
Yonge Street



Yonge Street



Existing view looking North



Yonge Street

LYPRP Streetscape Details

3.1.4/ WATERFRONT-SERVICE STREETS P.BIA 39

Located in Yonge Street-west-side, Freeland Street, and New Street.

- Single row of trees
- Tree planting in soil cells
- Pedestrian clearways min 2.5 m

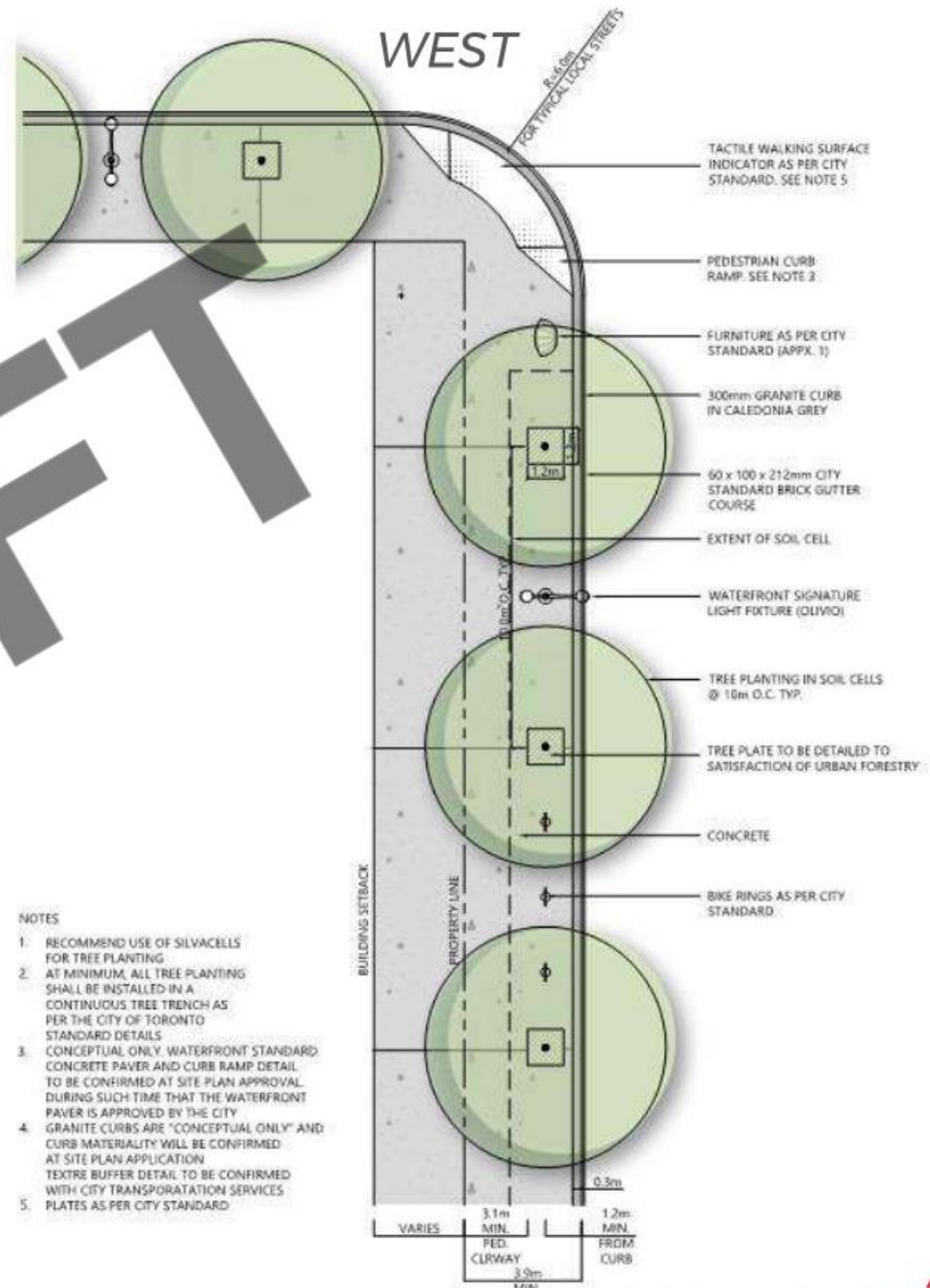


Figure 3.13 Granite curb example



Figure 3.14 Concrete



Figure 3.15 Granite Curb and concrete sidewalk example

Yonge Street

LYPRP Streetscape Details

3.1.2/ WATERFRONT-DISTRICT STREET- PROMENADE P.BIA 35

Located in Yonge Street-east-side, Cooper Street-east-side, and Jarvis Street- west-side.

- Double row of trees
- Tree planting in soil cells
- Pedestrian clearways min 3.1 m



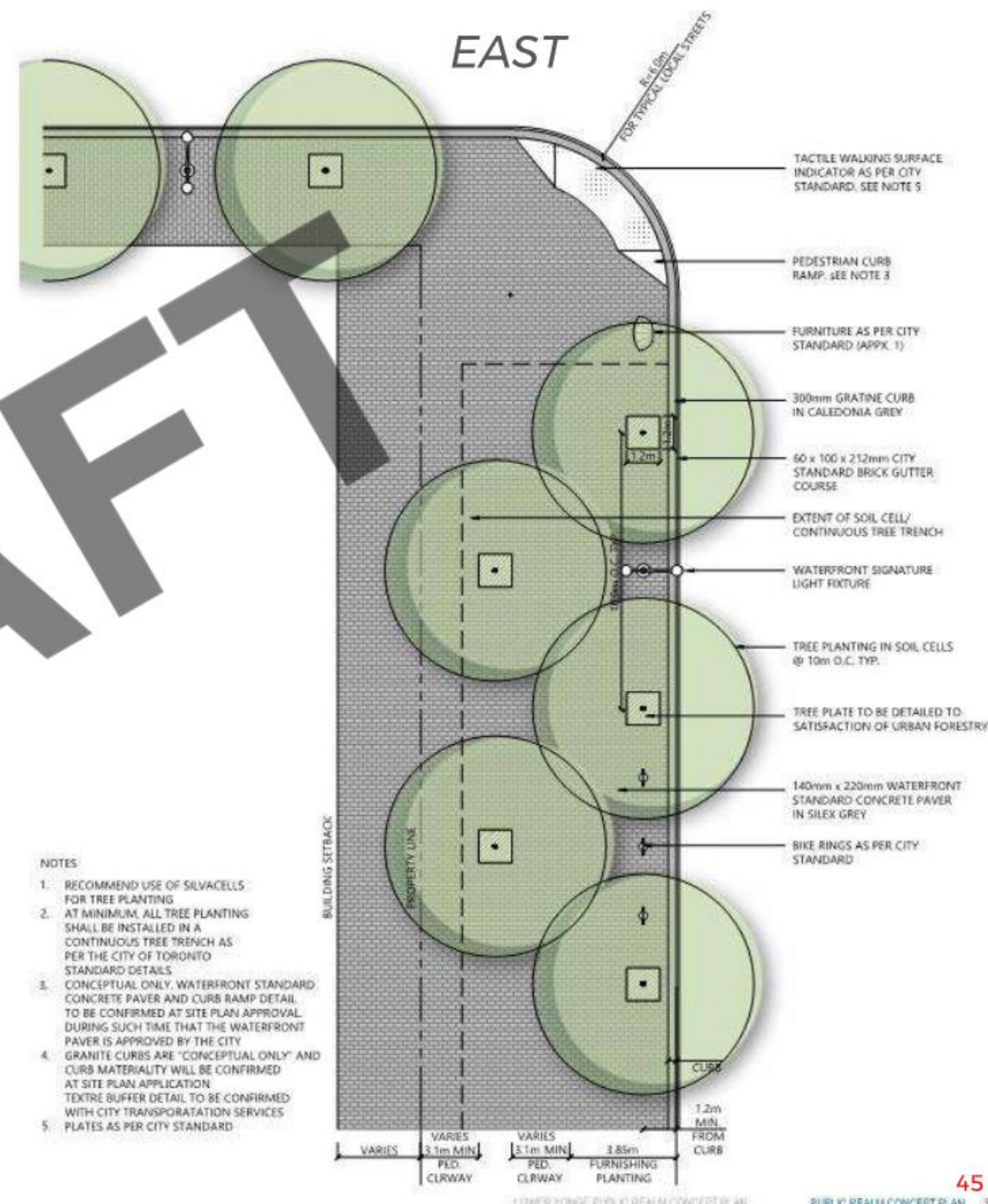
Figure 3.5 Concrete Paver



Figure 3.6 Concrete Paver



Figure 3.7 Double alley tree at Sherbourne Common with different paver details



Inspiration

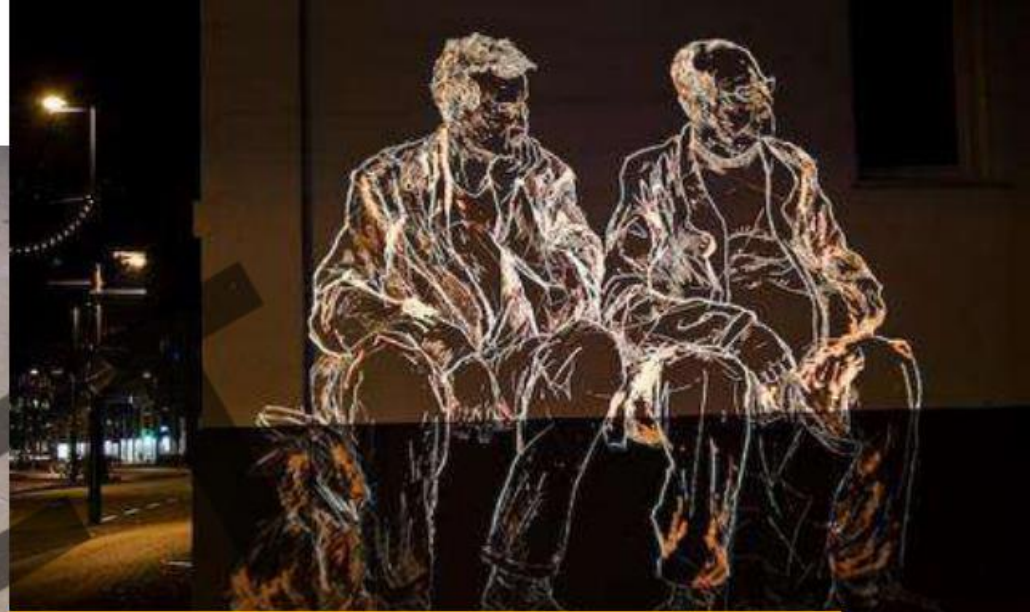
Materials and highlights



Historical accent on hardscape



Underpass lighting



Façade / embankment wall art projection














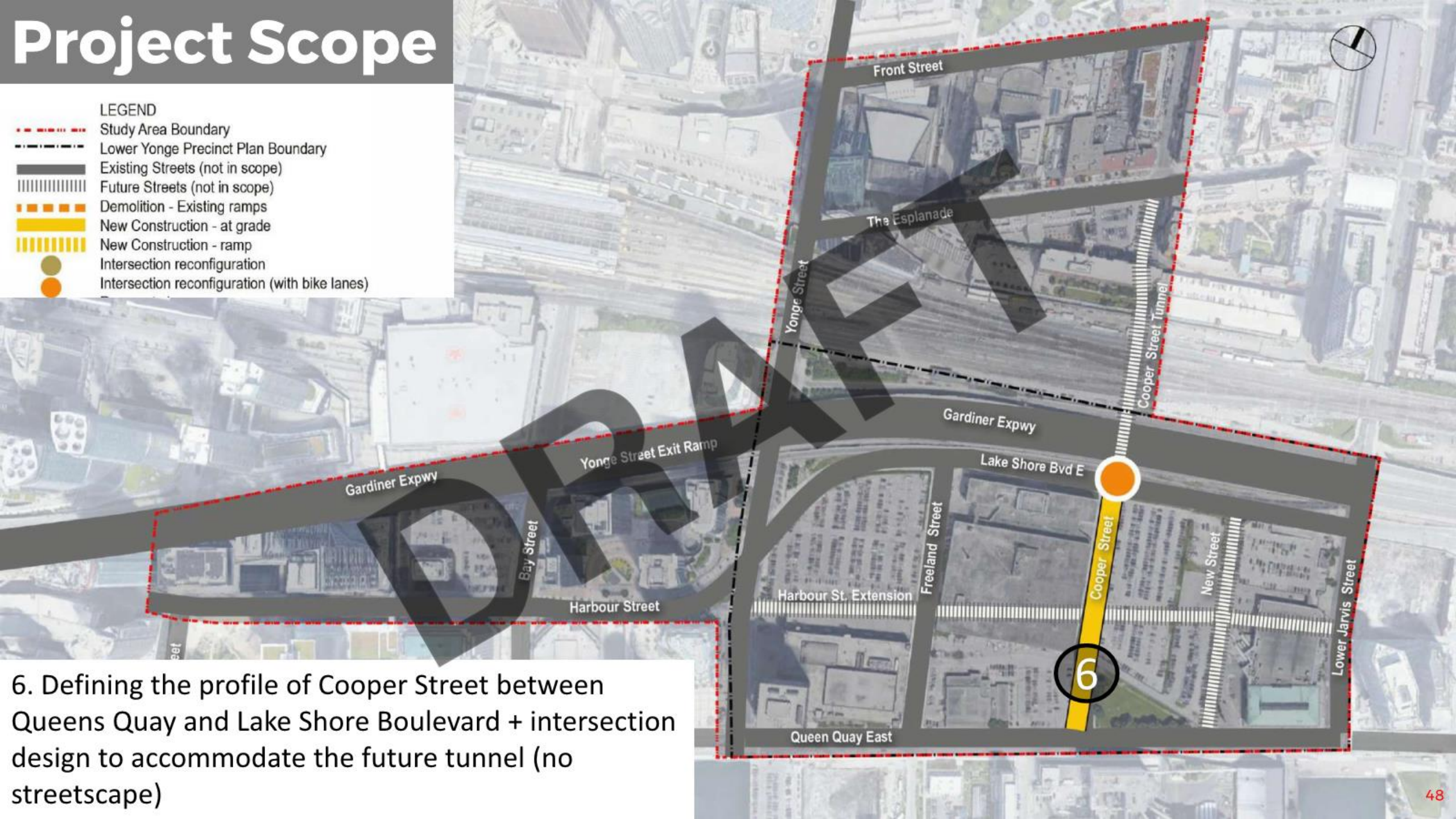
COOPER STREET

Cooper St at Lakeshore looking South towards LCBO

Project Scope

LEGEND

-  Study Area Boundary
-  Lower Yonge Precinct Plan Boundary
-  Existing Streets (not in scope)
-  Future Streets (not in scope)
-  Demolition - Existing ramps
-  New Construction - at grade
-  New Construction - ramp
-  Intersection reconfiguration
-  Intersection reconfiguration (with bike lanes)



6. Defining the profile of Cooper Street between Queens Quay and Lake Shore Boulevard + intersection design to accommodate the future tunnel (no streetscape)

Cooper Street

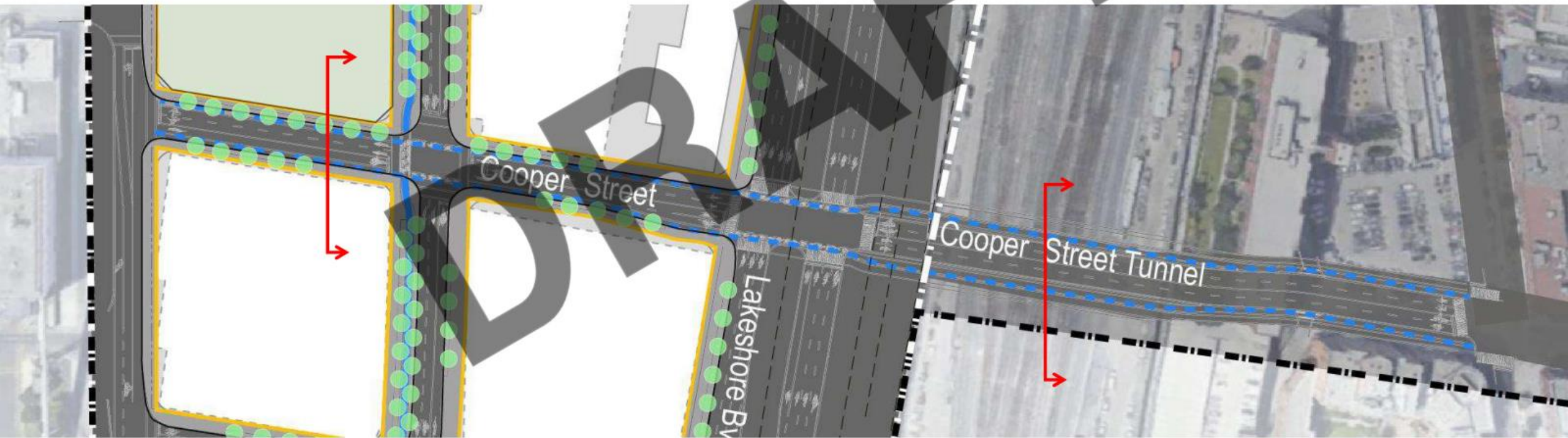
Existing Conditions



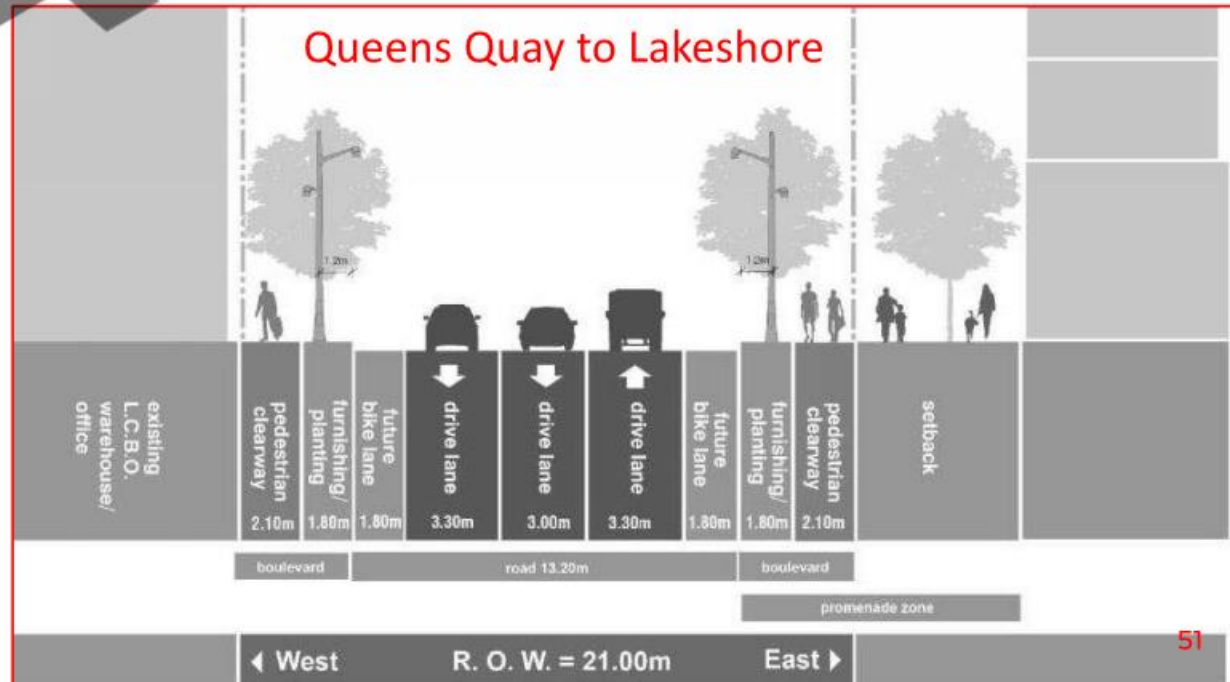
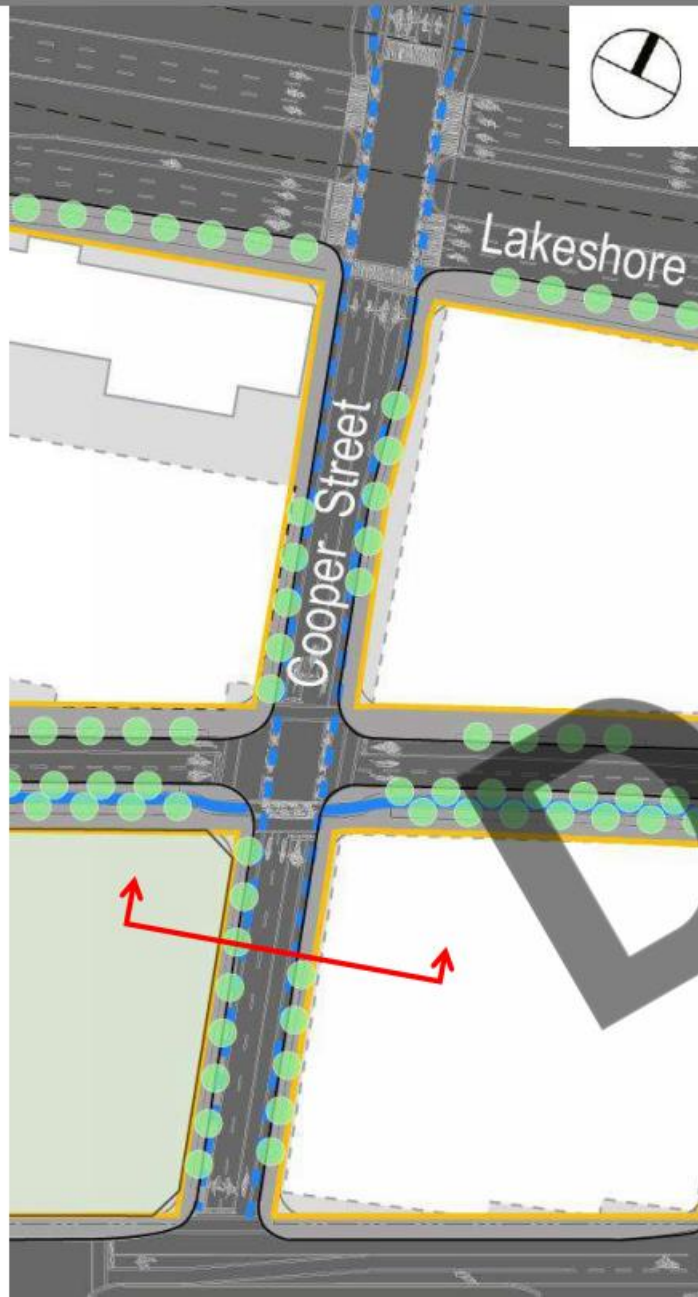
Cooper Street

EA PLAN and CROSS SECTION LOCATIONS

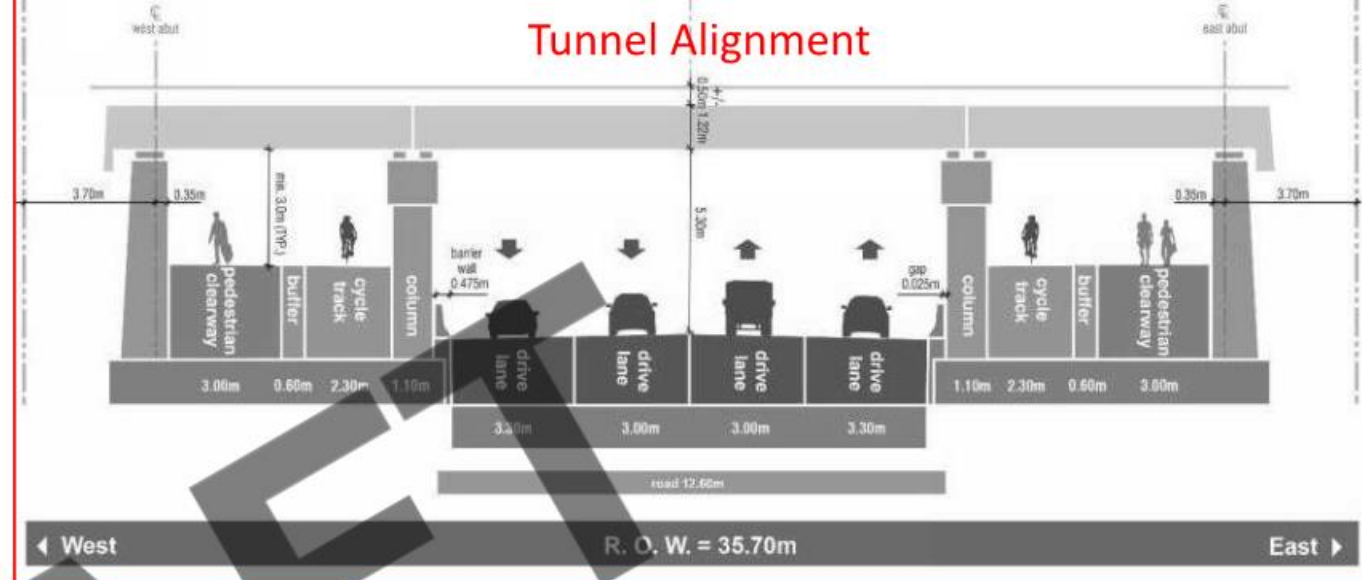
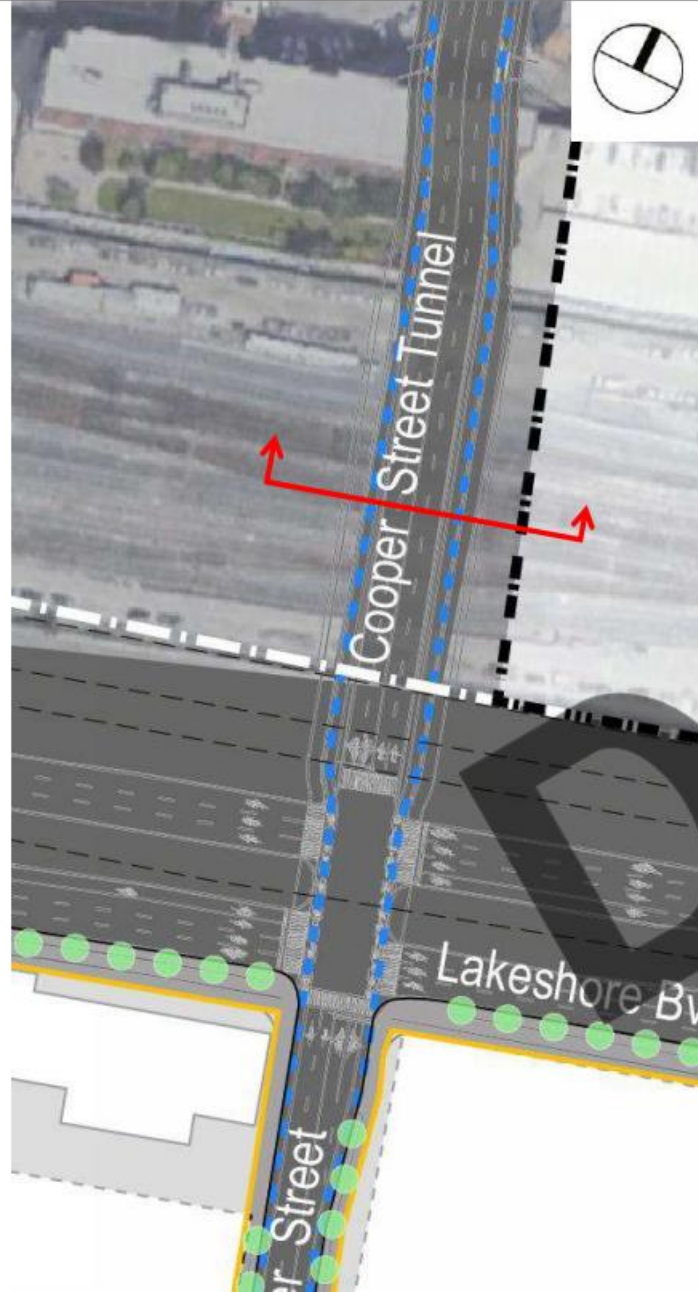
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 - Boulevards
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 - EA Cross Sections



Cooper Street



Cooper Street



Existing view looking North













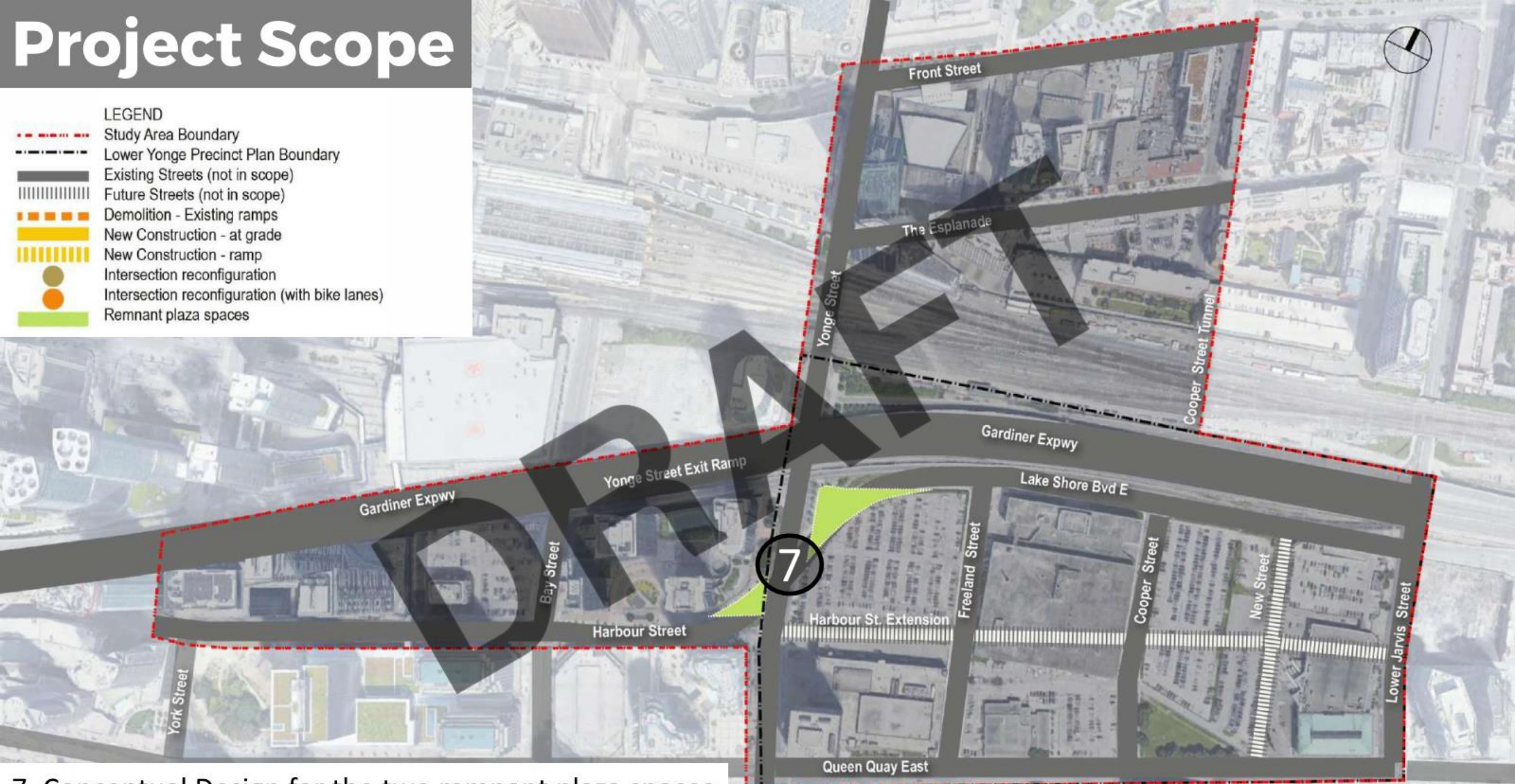
PLAZA

Cooper St at Lakeshore looking South towards LCBO

Project Scope

LEGEND

-  Study Area Boundary
-  Lower Yonge Precinct Plan Boundary
-  Existing Streets (not in scope)
-  Future Streets (not in scope)
-  Demolition - Existing ramps
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-  New Construction - ramp
-  Intersection reconfiguration
-  Intersection reconfiguration (with bike lanes)
-  Remnant plaza spaces



7. Conceptual Design for the two remnant plaza spaces at the Yonge and Harbour intersection

North East Plaza



View across plaza looking West



Plaza view at Yonge looking East

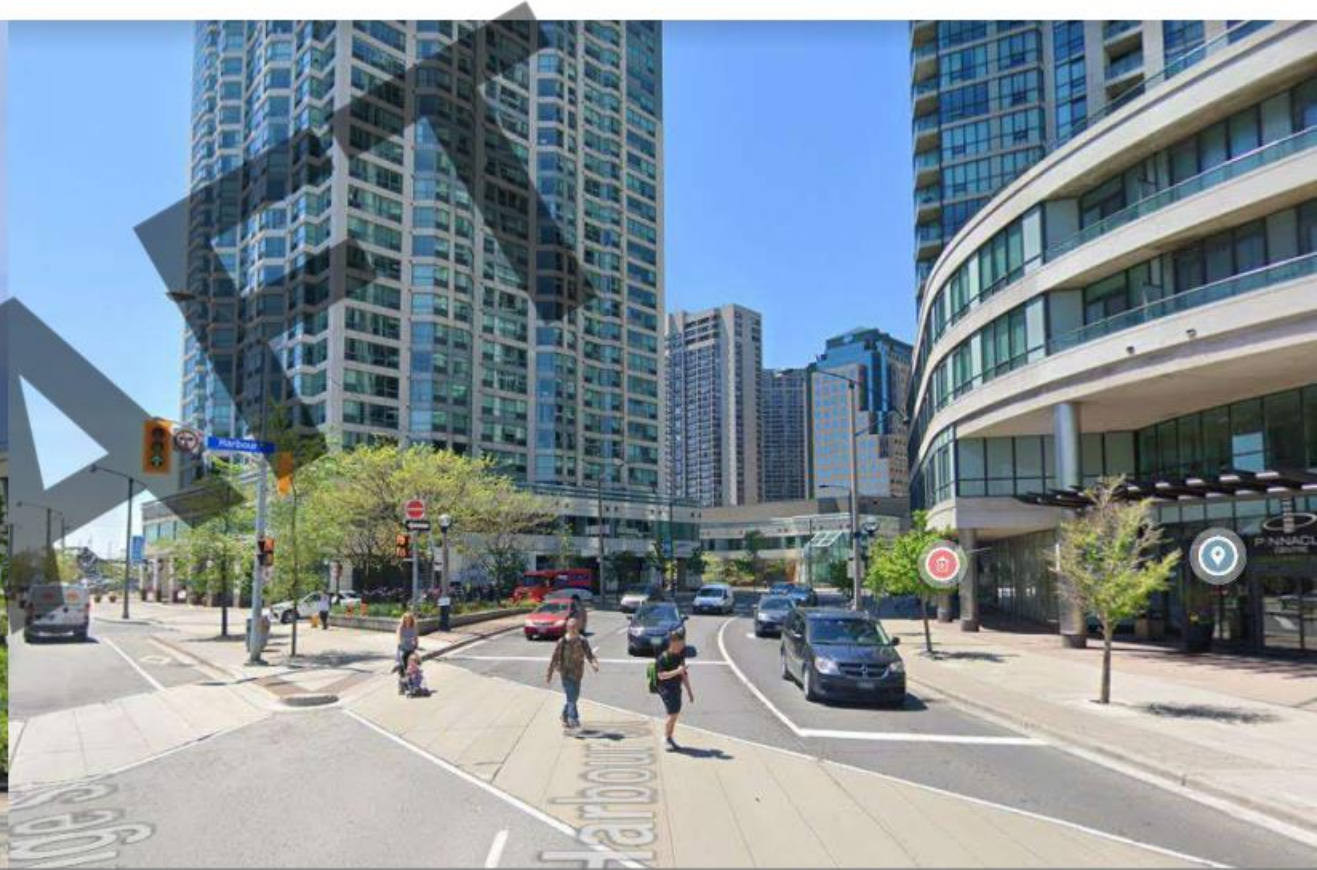


Plaza view across Yonge looking East

South West Plaza



View across Yonge St looking West



View across Harbour St looking South

Inspiration *Materials and highlights*



Public plaza seating, water and mist elements celebrating the former shores of Lake Ontario



Seating



Historical accent on hardscape

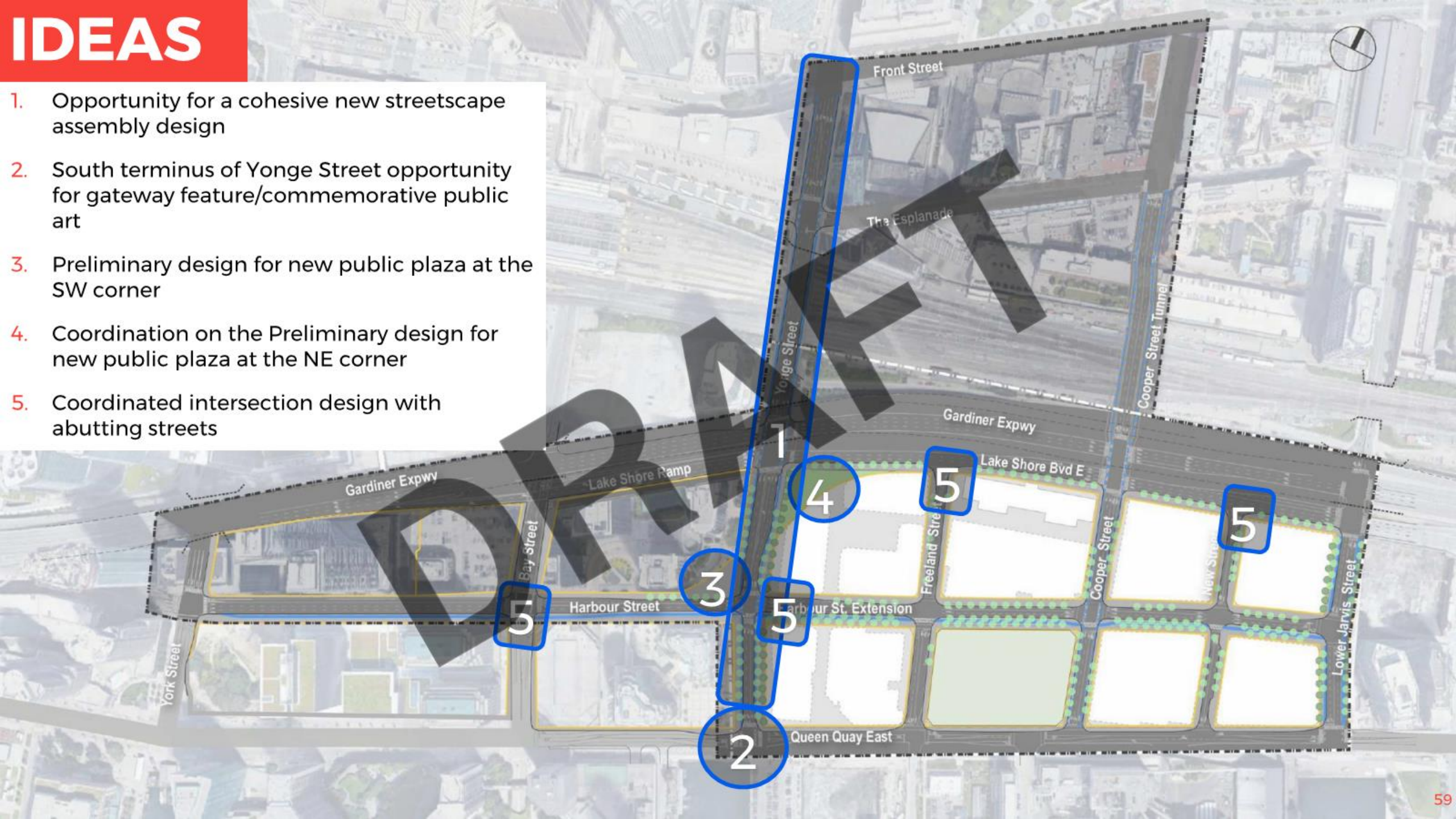


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**IDEAS &
ISSUES**

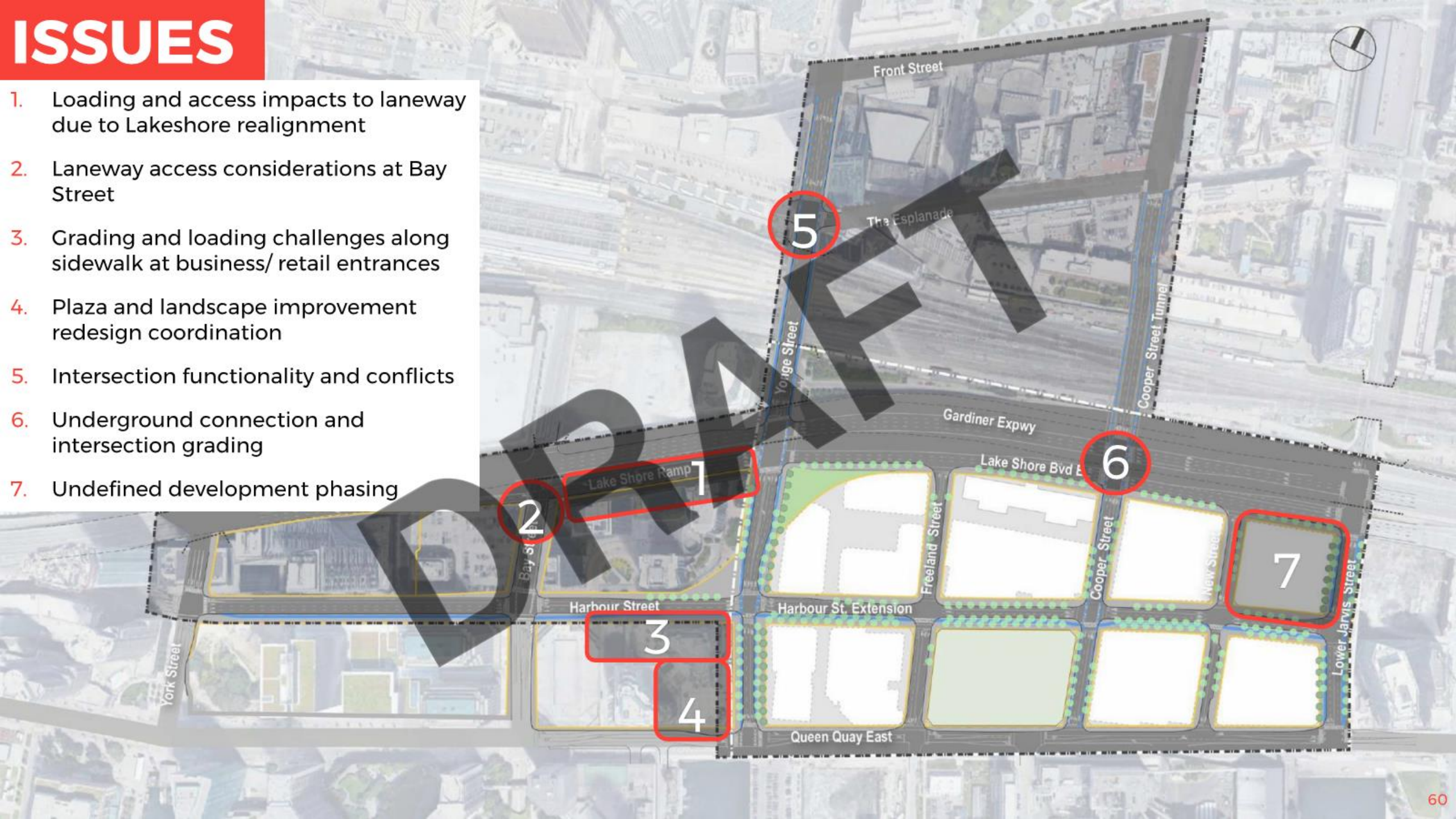
IDEAS

1. Opportunity for a cohesive new streetscape assembly design
2. South terminus of Yonge Street opportunity for gateway feature/commemorative public art
3. Preliminary design for new public plaza at the SW corner
4. Coordination on the Preliminary design for new public plaza at the NE corner
5. Coordinated intersection design with abutting streets



ISSUES

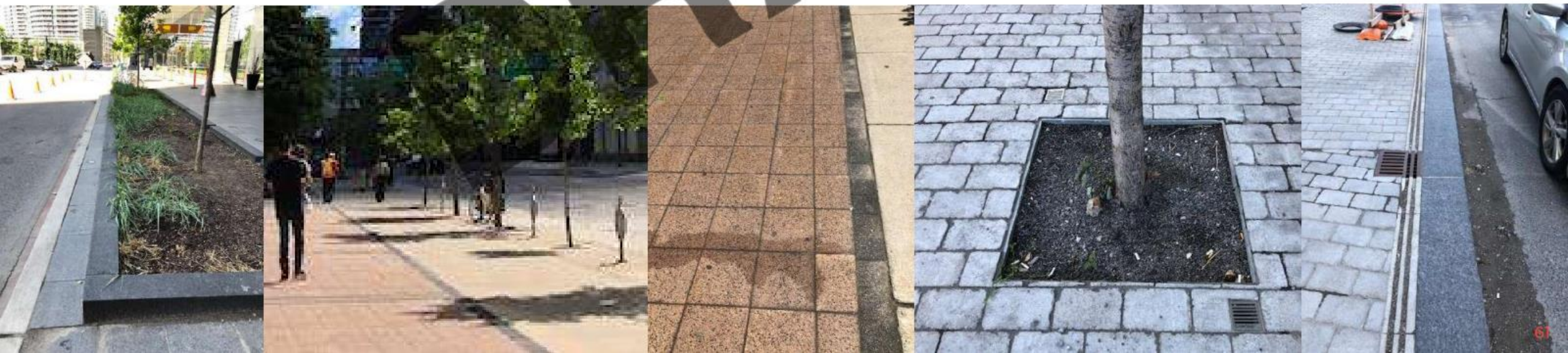
1. Loading and access impacts to laneway due to Lakeshore realignment
2. Laneway access considerations at Bay Street
3. Grading and loading challenges along sidewalk at business/retail entrances
4. Plaza and landscape improvement redesign coordination
5. Intersection functionality and conflicts
6. Underground connection and intersection grading
7. Undefined development phasing



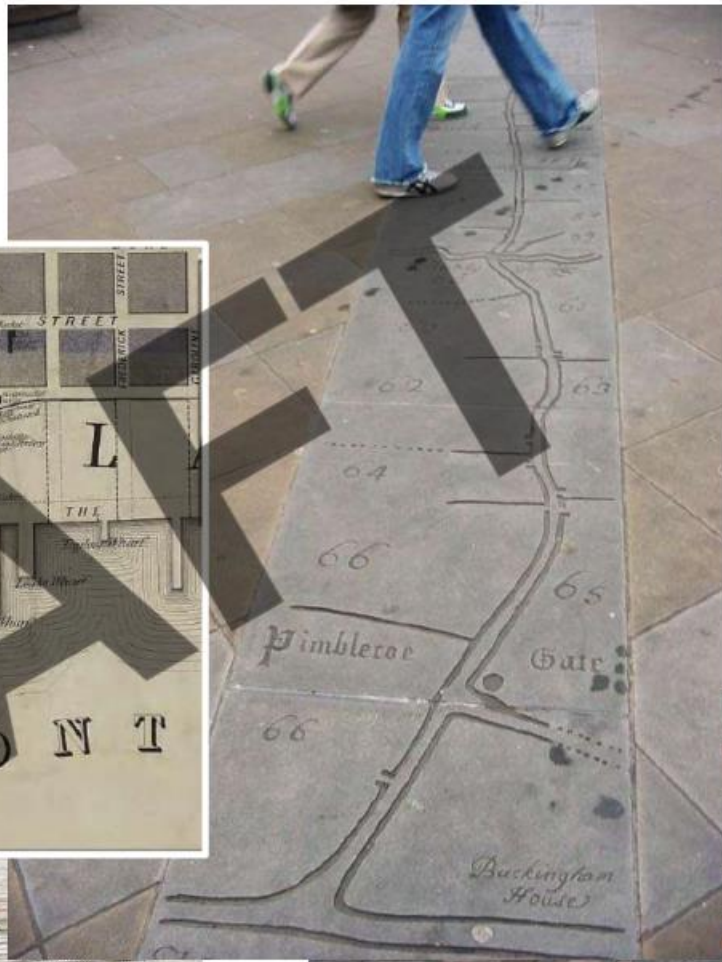
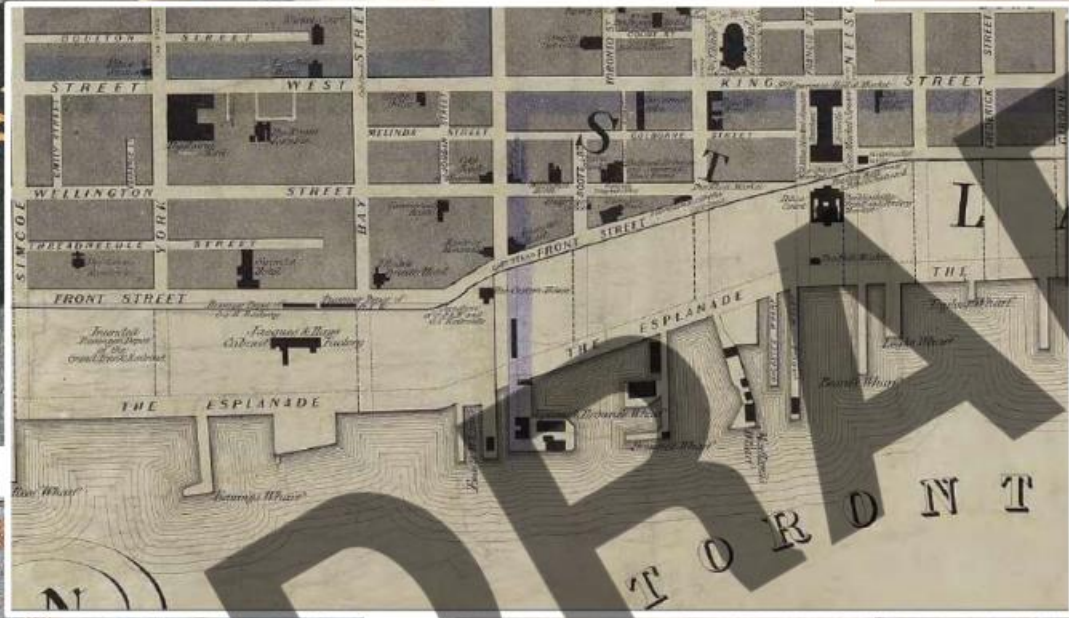
Considerations *HARDSCAPE AND FURNISHINGS*



Existing pavement types



Inspiration HISTORY

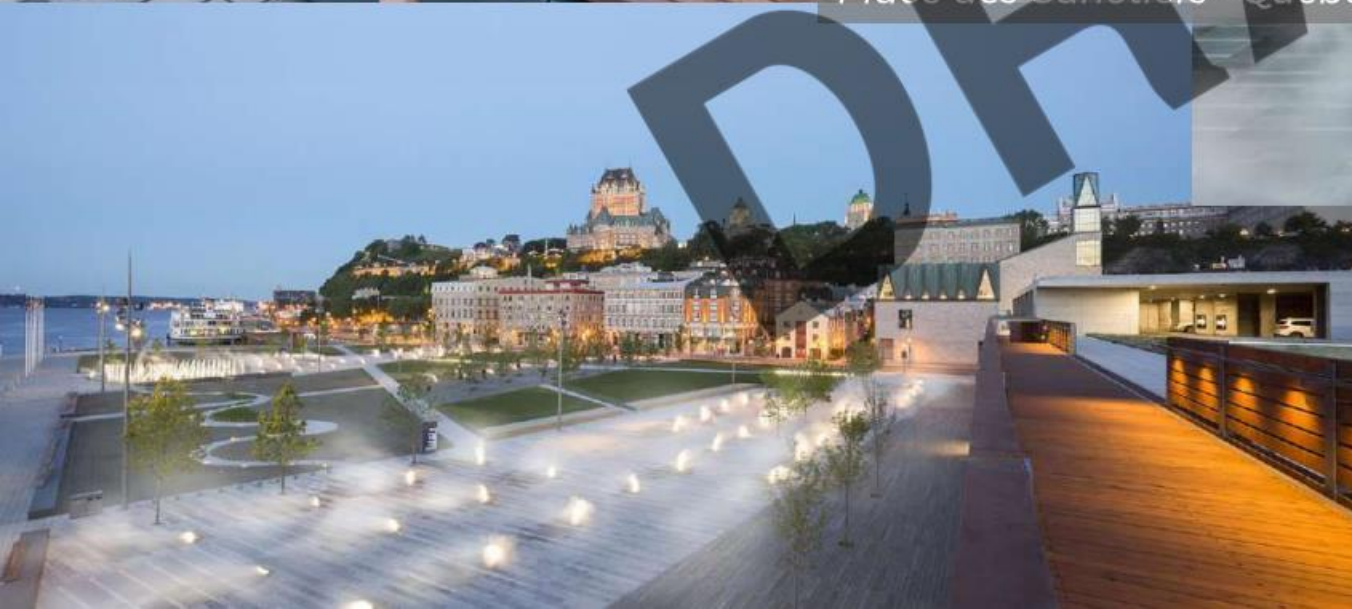


Gardiner ramp between York and Bay

Inspiration WATER



Place des Canotiers - Quebec



SCG Headquarters, Thailand

Inspiration

LIGHT INSTALLATION



Markings - Asbjørn Skou, Copenhagen



Light Art - Dan Corson,, Iowa



Badu Gili Installation - Spinifex Group, Sydney



Cite Memoire - Montreal



Inspiration *LIGHTING*



Dancing Grass - Botanical Gardens, Sydney



Light Channels- San Antonio



Tunnel in Zutphen, NL



Hondsrug Tunnel - Emmen, NL



Illumination - Dan Corson, San Jose

- > Completion of Site Investigations
- > Coordination of standards
- > Preliminary concepts for the two new plazas

NEXT STEPS

**THANK YOU.
QUESTIONS?**

DRAFT

CONTACT DETAILS

URBAN DESIGN

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DRAFT

Plan Overview

LEGEND

- Study Area Boundary
- Lower Yonge Precinct Plan Boundary
- Property Boundaries
- Vehicular lanes
- Bike Lanes
- Boulevards
- Proposed Trees
- Future landscaped plazas
- Existing Buildings
- Future Development

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