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January 6, 2021

Our File No.: 191037

Via Email (IEC@toronto.ca)

City of Toronto
City Hall
100 Queen Street West
Toronto, ON M5H 2N2

Attention: Infrastructure and Environment Committee

Dear Committee Members:

**Re: yongeTOmorrow - Municipal Class Environmental Assessment for Yonge Street
from Queen Street to College/Carlton Streets (Item IE19.11)**

We are solicitors for Great Eagle Hotels (Canada) Limited (“**Great Eagle**”), the owner of the property municipally known as 33 Gerrard Street West and 22 Elm Street (the “**Chelsea Site**”). We are writing to set forth Great Eagle’s concerns with, and opposition to, the Recommended Design Concept of the yongeTOmorrow Municipal Class Environmental Assessment outlined in Attachment 8 to the December 18, 2020 report from the General Manager, Transportation Services.

Great Eagle is supportive of enhancing the pedestrian experience along Yonge Street. However, the Recommended Design Concept, and in particular the proposed pedestrian priority zone between Walton Street and Elm Street, will negatively impact the Chelsea Redevelopment Project and other developments approved and/or proposed within the block bounded by Yonge, Gerrard, Bay and Elm.

BACKGROUND

A rezoning to permit the redevelopment of the Chelsea Site, which includes a mix of residential, hotel, commercial and community uses, along with a new public park, publicly accessible open space and a publicly accessible mews street re-connecting Walton Street from Bay Street to Yonge Street (the “**Chelsea Redevelopment Project**”), was approved in 2018 by the Local Planning Appeal Tribunal pursuant to a settlement between the City of Toronto and Great Eagle.

Great Eagle has been an active participant in the yongeTOmorrow EA process. It has attended numerous public consultation and Stakeholder Advisory Group meetings, it has met directly with the yongeTOmorrow team and its consultants, and its advisors have submitted written

correspondence setting forth Great Eagle's concerns, including our attached letter of March 3, 2020, and the attached memoranda dated July 23, 2020 and December 15, 2020 from its transportation consultants, BA Group.

Great Eagle is supportive of enhancing the pedestrian experience along Yonge Street. The Walton mews street and the parks/open space components of the Chelsea Redevelopment Project will greatly enhance pedestrian permeability and connections to Yonge Street for the block bounded by Yonge, Gerrard, Bay and Elm. That said, Great Eagle has continuing concerns with yongeTOmorrow's Recommended Design Concept, in particular the identification of a pedestrian priority zone between Walton Street and Elm Street.

CONCERNS WITH THE RECOMMENDED DESIGN CONCEPT

In its correspondence and meetings with the yongeTOmorrow team over the past year, Great Eagle and its consultants have consistently requested two refinements to the Preferred Design Alternative that was presented to the EA Stakeholder Advisory Group in February 2020:

1. Two-way access on Yonge Street between Walton Street and Gerrard Street;
2. A one-way southbound connection on Yonge Street from Walton Street to Elm Street.

These two requested refinements are illustrated on the attached Figure 1, prepared by BA Group. The refinements would provide the block bounded by Yonge, Gerrard, Bay and Elm with vehicular and servicing accommodations similar to those provided for other blocks along Yonge Street.

The Recommended Design Concept has incorporated Great Eagle's first requested refinement, two-way access on Yonge Street between Walton Street and Gerrard Street, but has not accommodated the second requested refinement, a one-way southbound connection on Yonge Street from Walton Street to Elm Street.

As noted in the attached correspondence, Great Eagle was required, as part of the rezoning process for the Chelsea Development Project, to remove its existing parking ramp connection to Elm Street. This was agreed to at the time with the knowledge that site-related traffic would still be able to access the existing traffic signal at Bay and Elm by first travelling south on Yonge to Elm. Great Eagle's second requested refinement, a one-way southbound connection on Yonge Street from Walton Street to Elm Street, is essential to allow for efficient around-the-block circulation for traffic associated with the Chelsea Redevelopment Project and other developments approved and/or proposed within the block bounded by Yonge, Gerrard, Bay and Elm.

The December 18 staff report suggests that operational matters, such as the proposed pedestrian priority zones, are not being determined at this time, and will be subject to ongoing consultation. However, the Recommended Design Concept as set forth on Attachment 8 to the report contains

detailed operational matters, including the proposed pedestrian priority zones, and City Council is being asked to endorse Attachment 8 at this time. Moreover, when a proposed operational matter will have adverse environmental effects, as is the case with the proposed pedestrian priority zone between Walton and Elm, it is inappropriate to exclude consideration of that operational matter from the proposed Class EA approval.

We note that the specific concerns of Great Eagle set forth in this letter are similar to the general concerns set forth by the Downtown Yonge BIA in its letter to Mayor Tory dated September 11, 2020. In that letter, the BIA expressed support for the reduction of vehicular lanes on Yonge Street from four to two, but it expressed opposition to any permanent street closure, even for scheduled hours.

The Recommended Design Concept does not satisfactorily address the adverse environmental impacts identified by the Downtown Yonge BIA, Great Eagle and others. The Committee should either defer consideration of the December 18 staff report, to allow for further consultation with concerned stakeholders, or alternatively it should amend the report's recommendation so that the Recommended Design Concept is revised to provide for a permanent one-way southbound vehicular connection from Walton Street to Elm Street.

Great Eagle thanks the Committee for consideration of its concerns.

Yours very truly,

Goodmans LLP



Mark Noskiewicz

MN/nb

7121950

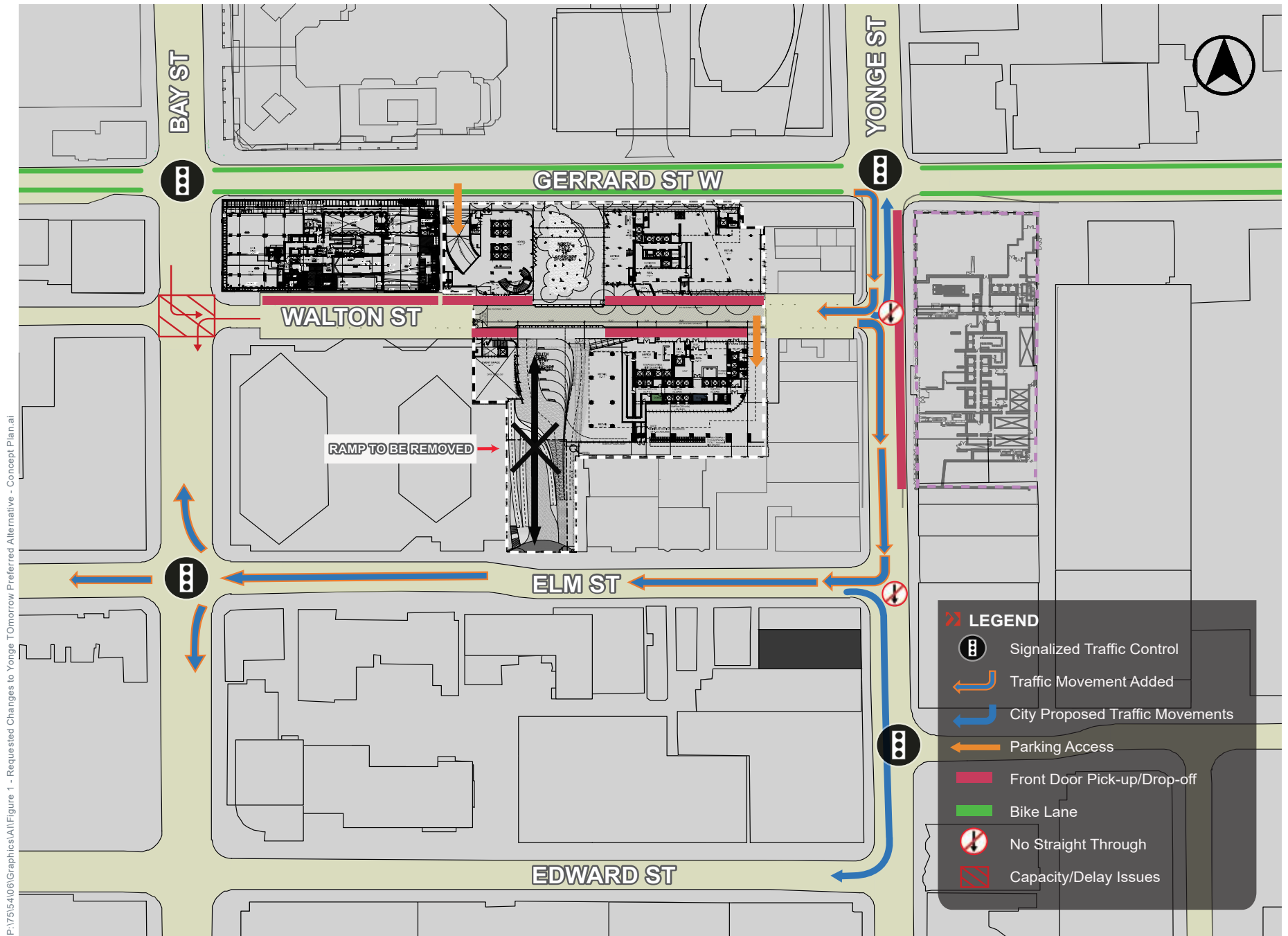


FIGURE 1 REQUESTED CHANGES TO YONGE TOMORROW PREFERRED ALTERNATIVE NEAR YONGE AND GERRARD

March 3, 2020

Our File No.: 191037

BY EMAIL (Johanna.Kyte@toronto.ca)

Transportation Services
Toronto City Hall, 22nd fl. E.
100 Queen St. W.
Toronto ON M5H 2N2

Attention: Johanna Kyte

**Re: Feedback re: YongeTOmorrow EA
33 Gerrard Street West and 22 Elm Street, City of Toronto**

We are solicitors for Great Eagle Hotels (Canada) Limited (“**Great Eagle**”), the owner of the property municipally known as 33 Gerrard Street West and 22 Elm Street (the “**Chelsea Site**”). We are writing to provide Great Eagle’s comments on the “Emerging Preferred Alternative Design Concept” that was presented at the YongeTOmorrow EA Stakeholder Advisory Group meeting #5 on February 25, 2020.

BACKGROUND

A rezoning to permit the redevelopment of the Chelsea Site, which includes a mix of residential, hotel, commercial and community uses, along with a new public park, publicly accessible open space and a publicly accessible mews street re-connecting Walton Street from Bay Street to Yonge Street (the “**Chelsea Redevelopment Project**”), was approved in 2018 by the Local Planning Appeal Tribunal pursuant to a settlement between the City of Toronto and Great Eagle. In December 2019, a site plan control application for the Chelsea Redevelopment Project was submitted by Great Eagle. The site plan application is currently under review by the City.

Great Eagle has been monitoring the YongeTOmorrow EA process and has attended numerous public consultation meetings, the most recent being Stakeholder Advisory Group Meeting #5 on February 25, where Michael Franzolini from our office was in attendance.

Great Eagle is supportive of enhancing the pedestrian experience along Yonge Street. The Walton mews street and the parks/open space components of the Chelsea Redevelopment Project will greatly enhance pedestrian permeability and connections to Yonge Street for the block bounded by Yonge, Gerrard, Bay and Elm. That said, Great Eagle has continuing concerns with aspects of the YongeTOmorrow EA’s “Emerging Preferred Alternative Design Concept”, as summarized below.

CONCERNS WITH THE EMERGING PREFERRED ALTERNATIVE DESIGN CONCEPT**Gerrard Street to Walton Street**

Great Eagle appreciates that this section now includes one-way, northbound vehicular traffic flow on Yonge Street, from Walton Street to Gerrard Street. However, it is essential for existing uses and the Chelsea Redevelopment Project that this section of Yonge Street, between Gerrard Street and Walton Street, also accommodate southbound traffic flow to permit “around the block” traffic circulation in a clockwise direction. This will allow vehicles to enter Walton Street from Yonge Street and travel westbound to reach site access driveways, access the Walton north curb and, in particular, accommodate servicing requirements for the Chelsea Site and passenger pick-up/drop-off for the new hotel on the Chelsea Site and the condominium buildings along Walton Street.

Walton Street to Elm Street

It is equally important that the section of Yonge Street, between Walton Street and Elm Street, be modified to accommodate southbound vehicular traffic from the Chelsea Site.

As part of the rezoning process, Great Eagle was required to remove its existing parking ramp connection to Elm Street from the Chelsea Site. This was agreed to at the time with the knowledge that site-related traffic using parking and loading ramps on Walton Street would be able to circulate around the block and towards the west and south via the existing traffic signal at Bay Street and Elm Street, by first travelling south on Yonge Street to Elm Street. Modifying this section of Yonge Street, between Walton Street and Elm Street, to accommodate southbound traffic flow from the Chelsea Site would re-establish this connection.

Pedestrian and Cyclist Priority Zones

The provision of two, separate Pedestrian and Cyclist Priority Zones, Walton Street to Elm Street and Edward Street to Dundas Square, appears to provide a fractured experience. Should it be decided through the YongeTOmorrow EA process that a Pedestrian and Cyclist Priority Zone is to be included, it would seem to make more sense to concentrate this effort on one Zone rather than two separate Zones that are interrupted by traffic circulation and service vehicle activities.

Overall Traffic Implications of YongeTOmorrow Concepts

As noted earlier, Great Eagle is supportive of efforts to enhance the pedestrian experience along Yonge Street. However, it does believe that refinements to the “Emerging Preferred Alternative Design Concept” are required, as noted above, to ensure that traffic functionality for the approved Chelsea Redevelopment Project is not adversely affected. Further, Great Eagle would be interested in receiving and reviewing more detailed traffic analyses and modelling of the local area road network and intersections in the vicinity of the Chelsea Redevelopment Project that have been

undertaken by the Yonge Tomorrow EA team and which take into account the changes that are being considered as part of the EA process.

Great Eagle appreciates the opportunity to provide this feedback, and looks forward to hearing from you regarding next steps of the YongeTOMorrow EA process.

Yours truly,

Goodmans LLP



Mark Noskiewicz
MRN/MCF
7039649

cc: Derek Waltho

Memorandum

TO:

Johanna Kyte, Matthew Zentner
City of Toronto

FROM:

Stuart B. Anderson, P.Eng., Senior Associate
Douglas J. Hall, C.E.T., Principal

PROJECT:

7554-02 Chelsea
6823-21 YSL

DATE:

July 23, 2020

SUBJECT: YONGE TOMORROW EA – TRAFFIC ANALYSIS INFORMATION REQUEST

Thanks for the City of Toronto letter of June 25, 2020 (received by email on June 30, 2020), written in response to our information request memorandum of March 26, 2020. We also appreciate the opportunity of having a follow-up conversation with you on July 17, 2020 to discuss the data request and next steps. This memorandum modifies our previous data request, as agreed upon during our discussion on July 17, 2020.

Background

BA Group has been retained since approximately 2015 to provide urban transportation consulting services in relation to two significant developments located adjacent to the intersection of Yonge Street and Gerrard Street in downtown Toronto. The two developments (the Chelsea site and the YSL site) are now in the process of site plan approval in the case of the Chelsea and construction in the case of the YSL development.

Both the Chelsea and the YSL developments have been through the rezoning process prior to the start of the Yonge TOMorrow study, and have already planned and designed access and circulation systems to accommodate the various operational and travel demands generated by each site. Both developments rely on street access within a portion of the downtown street network that would be significantly impacted by the current preferred alternative for Yonge Street. Decisions made during the rezoning process, prior to the development of options in the City's Yonge TOMorrow EA study, have set in place the access systems for both sites.

The City's preferred Yonge TOMorrow alternative as presented in February 2020 has the potential to create adverse effects for the ongoing operation of the Chelsea site and the YSL site, and it is critical that we receive the City's traffic modelling forecasts so that we can understand the impacts. The City had not previously made details of assumptions and analysis from the Yonge TOMorrow study available, and our memo of March 26, 2020 contained a request for information related to traffic forecasts used in the Yonge TOMorrow study. As explained further in this memo, the specific requests for information in our March 26, 2020 memo remain unanswered, and we remain unable to assess the impacts of the City's preferred Yonge TOMorrow alternative.

Information Provided by the City of Toronto

A letter from the City of Toronto dated June 25, 2020 was received on June 30, 2020, and included a memo from Steer Group dated June 17, 2020 regarding the traffic modelling, and a February 2020 attachment showing modelling results at a corridor level that were presented at the Stakeholders Advisory Group meeting #5 (SAG #5).

Based on our review, the documents provided by the City of Toronto with the letter of June 25, 2020 do not provide any detailed or new information, and do not respond to our information request of March 26, 2020.

For the modelling of alternatives, the City showed modelling results on a corridor-by-corridor basis in the February 2020 SAG #5. However, the ability for us to understand the impacts of the City's proposals relative to the Chelsea and YSL sites, and to be able to plan for them, relies on understanding the City's projections of traffic conditions on streets adjacent to the Chelsea and YSL properties.

The memo from Steer dated June 17, 2020 describes the Aimsun model setup/development but does not contain any details of results, referring to an attachment for a summary of results prepared for the Stakeholders Advisory Group meeting #5 in February 2020. With respect to the attached modelling results, all of the changes in travel time that are shown in the attachment are shown on a corridor basis, and do not allow us to determine specific impacts on specific links as we had requested. There is no data shown for eastbound or westbound traffic on Gerrard – only Queen, Dundas and College, despite the expectation that closure of Yonge south of Gerrard would lead to increased turning traffic on Gerrard (being forced off the closed section of Yonge Street) so we cannot review any impacts to traffic on Gerrard Street as we had requested.

The City's letter and the Steer Group memo state that amendments have been made to Alternative 4 and the refinement of design concepts and associated modelling are under way. The City's letter states that this work will be shared in Round 3 of consultation planned for the fall of 2020. If detailed modelling results are only shared in the fall of 2020, at which time the Yonge TOMorrow EA study will be concluding, there will be limited time to review and assess any modelling results that may be provided.

Modifications to the City's Emerging Preferred Alternative for Yonge Street

As indicated during our discussion on July 17, 2020, the owners of the Chelsea and the YSL sites have communicated to the City that two-way access is necessary on Yonge Street between Walton Street and Gerrard Street, along with a one-way southbound connection on Yonge Street from Walton Street to Elm Street to access the traffic control signal at the intersection of Bay Street and Elm Street. Two-way traffic movement along Walton Street is also required between Bay Street and Yonge Street. The attached letter from Goodmans LLP, dated March 3, 2020, sets forth the concerns and requests of the Chelsea owner in this regard.

If implemented, the emerging preferred alternative for Yonge Street in the Yonge TOMorrow study (even if modified to account for the requests referred to above) will affect property access for both developments, and will require a detailed review to quantify the anticipated impacts.

Since the information requested in our March 26, 2020 memo was not provided by the City, we are restating our original request so that we can review the broader impacts of the City's alternative prior to the planned final public consultation meeting in September 2020.

Confirmation of Concerns

As discussed on July 17, 2020, we are concerned about several potential operational and access impacts that may arise from the City's preferred alternative for Yonge Street, including:

- The operation of the existing/proposed site accesses on Gerrard Street for the Chelsea and YSL sites, and the potential for increased queuing at the intersections of Bay Street/Gerrard Street, Yonge Street/Gerrard Street and Church Street/Gerrard Street to cause increased queues and delays at the site accesses, and to increase the extent to which site accesses may be blocked by recurring queues;
- The potential for increased traffic volumes on Bay Street (diverting from Yonge Street due to closure of portions of Yonge Street to vehicle traffic) to cause increased queues and delays at the intersection of Bay Street/Walton Street and result in unacceptable levels of service at that intersection;
- For the Chelsea site in particular, but also for the YSL site, the potential loss or deterioration of around the block circulation and drop-off areas for taxis and other vehicles for hire (vehicles cannot legally stop on Gerrard Street due to the existing bicycle lanes); and
- The need to continue to be able access Elm Street as a means to allow for adequate circulation in the event that modelling indicates significant site access and circulation issues may arise for any of the above specific issues of concern.

As discussed on July 17, 2020, the lack of available data from the City's Yonge TOMorrow study means that we are unable to quantify the impacts for each of the above concerns.

Revised Information Request

The City and its consultants on the Yonge TOMorrow study have developed a traffic model in Aimsun to estimate the impacts of various alternatives that have been under consideration. In order to evaluate the potential impacts of the current preferred alternative for the Yonge TOMorrow study on the Chelsea and YSL sites, we are requesting traffic forecasts and outputs from the City's study for several street sections and intersections within those street sections. Further to our conversation with City staff on July 17, 2020, we have reduced the scope of the request from that made on March 26, 2020 in an effort to make the release of the data more manageable for City Staff:

Specifically, we request the following traffic model outputs for the City's emerging preferred alternative:

- Forecasts of before and after peak hour or peak period **intersection turning movement volumes** for the intersections of:
- Bay Street at Gerrard Street
- Bay Street at Elm Street
- Yonge Street at Gerrard Street
- Yonge Street at Elm/Gould
- Church Street at Gerrard Street

And if available:

- Modelled changes in travel time, queues and delays **for approaches to each intersection identified above**

If any clarification is required, we would be pleased to discuss this request further with City transportation staff and your consultants on the Yonge TOmorrow study.

In summary, the specific requests in our March 26, 2020 memo have not been addressed, and the high level information that has been provided by the City in their June 30, 2020 letter (including corridor level modelling results that had already been presented in February 2020) does not allow us to extract or interpolate anything useful for our review.

Receiving the requested information in the fall of 2020, immediately before the conclusion of the Yonge TOmorrow study, will not allow enough time for meaningful review. If updated modelling cannot be provided before the fall of 2020, please provide details of the modelling that had been completed in February 2020.

Please advise regarding the date by which the requested information will be provided.

After we receive the requested information, we may elaborate on the previously stated concerns and requests of the Chelsea and YSL owners. In advance of receiving that information, those concerns and requests, as summarized above and as reflected in the attached letter, remain outstanding and will hopefully be addressed through modifications and/or refinements to the recommended design concepts for Yonge Street.

Sincerely



Stuart B. Anderson, P.Eng.
Senior Associate

BA Consulting Group Ltd.

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EMAIL anderson@bagroup.com

Memorandum

TO:

Johanna Kyte, City of Toronto

FROM:

Stuart B. Anderson, P.Eng., Senior Associate
Douglas J. Hall, C.E.T., Principal

PROJECT:

7554-06 Chelsea

DATE:

December 15, 2020

SUBJECT: YONGE TOMORROW EA PREFERRED PLAN – SUMMARY OF TRANSPORTATION IMPLICATIONS TO CHELSEA SITE

Background

As you know, BA Group has been retained since approximately 2015 to provide urban transportation consulting services in relation to two significant developments located adjacent to the intersection of Yonge Street and Gerrard Street in downtown Toronto. Both the Chelsea and the YSL developments have been through the rezoning process prior to the Yonge TOMorrow study, and rely on street access within a portion of the downtown street network that will be significantly impacted by the current preferred alternative for Yonge Street.

We have been in communication with the City throughout 2020 as part of the City's stakeholder consultation on the Yonge TOMorrow project, to highlight transportation concerns related to the City's preferred alternative. In particular, proposed traffic operations on Yonge Street in the City's original preferred plan would have resulted in access to and from the Chelsea site and its neighbours on Walton Street being routed through one of the most constrained intersections in the area – the unsignalized intersection of Bay Street and Walton Street.

Requested Yonge TOMorrow Preferred Plan Modifications

Since the preferred alternative was presented in February 2020, the owners of the Chelsea and the YSL sites have communicated to the City that two-way access is necessary on Yonge Street between Walton Street and Gerrard Street, along with a one-way southbound connection on Yonge Street from Walton Street to Elm Street to access the traffic control signal at the intersection of Bay Street and Elm Street. Two-way traffic movement along Walton Street is also required between Bay Street and Yonge Street.

City's Plan Modifications

We recognize and are appreciative that the City's Recommended Design Concept for Yonge TOMorrow has now been modified to allow for an eastbound right turn movement from Gerrard Street onto Yonge Street to allow access to Walton Street. We further acknowledge that the City advised that left turns will be permitted from northbound Yonge Street to westbound Gerrard Street, which the City and its consultants suggested as an alternative route to Great Eagle's request for continued access to Bay Street via Yonge Street and Elm Street.

However, we understand that the City's modelling (full details of which have not been shared with us) shows a significant increase in delay for westbound travel on Gerrard Street due to implementation of the City's Yonge TOMorrow plan. The predicted increase in delay impacts traffic using the Chelsea site's Gerrard Street access, and affects Chelsea traffic that the City assumes can be re-routed from the desired route via Elm Street, which has been one of our stated concerns from the beginning of this process. Forcing site access and egress to occur through a portion of the road network that will see the highest increases in travel time delay as a result of the City's Yonge TOMorrow plan will negatively affect the operation of existing, approved and planned developments in the Yonge and Gerrard environs and, in particular, the Chelsea site.

Conclusions

The refinements Great Eagle has requested to the City's Recommended Design Concept for the Yonge TOMorrow project – permitting right turns from southbound Yonge onto Walton, and permitting right turns from eastbound Walton onto southbound Yonge – are essential to accommodate the expected level of traffic activity from the Chelsea redevelopment.

Sincerely



Stuart B. Anderson, P.Eng.
Senior Associate

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