



STAFF REPORT ACTION REQUIRED

Lower Yonge Precinct – Transportation Master Plan

Date:	February 6, 2015
To:	Public Works and Infrastructure Committee
From:	General Manager, Transportation Services
Wards:	Ward No. 28 – Toronto Centre – Rosedale
Reference Number:	P:\2015\ClusterB\TRA\TIM\pw15003tim.docx

SUMMARY

The Lower Yonge Precinct Transportation Master Plan (TMP) was undertaken to define the transportation network that would support redevelopment in this area and balance local and regional travel demands. Several alternative transportation networks were developed and evaluated, with input from City Divisions, the public, landowners, affected government agencies and Aboriginal communities.

The recommended plan includes an easterly extension of Harbour Street (from Yonge Street to Lower Jarvis Street), realignment of the Yonge Street/Harbour Street intersection, a shortening of the Lower Jarvis Street off-ramp from eastbound Gardiner Expressway, removal of the Bay Street on-ramp, conversion of Harbour Street from one-way eastbound to two-way operations (from York Street to Yonge Street), and the extension of Cooper Street north to connect with Church Street and The Esplanade.

Further EA studies and approvals will be required for a number of the infrastructure components identified in the TMP. These further studies will define the specific roadway alignments, lane configurations, public realm composition, and other technical aspects.

A very preliminary estimate of the costs for this infrastructure is \$99 to \$186 million, not including design work, soil remediation, utility relocations or property acquisition. As a result, the total cost of implementation could be considerably higher. These funds are not currently included in the 10-year capital plan and, therefore, a financial strategy needs to be developed as part of the Lower Yonge Precinct Planning process to identify the various City and non-City funding sources. However, it is necessary to report on these infrastructure improvements at this time, prior to the development of the funding strategy, in order to receive Council endorsement of the streets and blocks plan which is necessary

to guide development in the area and trigger the required Official Plan Amendment to protect the lands needed for the Harbour Street and Cooper Street extensions. Further EA studies and approvals will be required for a number of the infrastructure components identified in the TMP. These further studies will define the specific roadway alignments, lane configurations, public realm composition, and other technical aspects.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council endorse the recommendations included in the Lower Yonge Precinct Study Transportation Master Plan Environmental Assessment.
2. City Council authorize the General Manager, Transportation Services to issue a Notice of Completion and file the Transportation Master Plan Report for the Lower Yonge Precinct Study in the public record for a minimum 30 days.
3. City Council direct the Chief Planner and Executive Director, City Planning, to prepare an Official Plan Amendment that would protect the lands needed for the easterly extension of Harbour Street to Lower Jarvis Street and the northerly extension of Cooper Street to The Esplanade.

Implementation Points

Following approval of this report by Council, a Notice of Study Completion will be published and the TMP filed in the public record for a minimum 30-day public review period. If there are no conditions placed on the project by the Minister of the Environment and Climate Change, the City would be authorized to proceed with the design and construction of any infrastructure components identified in the TMP that do not require further environmental assessment approvals. These projects are identified in Attachment 1 as Schedule A, A+ and B projects. Schedule C projects require the completion of Phases 3 and 4 of the Municipal Class EA and will be the subject of further study and reports.

Financial Impact

There is no immediate financial impact resulting from the recommendations contained in this report.

The 2014 preliminary cost of the recommended transportation network changes is approximately \$99 to \$186 million. This preliminary cost estimate does not include the costs associated with preliminary or detailed design, soil remediation, utility relocations or property acquisition and therefore is subject to change, possibly above the upper range of this estimate. These costs will be identified as part of future EA approvals and detailed design.

Currently, no funds are provided for these works in the 10-year Capital Budget and Plan for Transportation Services. Subject to Council's approval of this report, future capital funding for the Lower Yonge Precinct Planning Process will be considered against other unfunded City priorities in concert with the development of a potential financing strategy that will include various City and non-City sources. The elements of a future funding strategy may include:

- Agreements with landowners that have a development interest in the precinct to clarify obligations with respect to phasing and the delivery of transportation infrastructure; and
- The identification of opportunities to bundle these improvements with other scheduled road and water infrastructure projects in future years;
- The allocation of Section 37 funds required as a condition of development approval to the identified infrastructure.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

A proposals report on the Lower Yonge Precinct Plan was considered by Toronto and East York Community Council on August 12, 2014. The report provided an update on the Lower Yonge Precinct planning process and included draft Planning and Policy Directions, an Urban Design Report and a draft TMP report for the Lower Yonge Precinct. At its meeting on August 25-28, 2014, City Council adopted the recommendations contained within the report, without amendment.

The Lower Yonge Precinct Plan – Proposals Report can be found at:
<http://www.toronto.ca/legdocs/mmis/2014/te/bgrd/backgroundfile-72586.pdf>

The Lower Yonge Transportation Master Plan Environmental Assessment report is attached as an appendix to this report; the extended version can be found at:
http://www.waterfrontoronto.ca/uploads/documents/lower_yonge_transportation_master_plan_environmental_assessment_1.pdf

ISSUE BACKGROUND

In 2008, Waterfront Toronto issued a Request for Proposals for a Lower Yonge Precinct study. Consultants were retained but this work was deferred given other priorities at the time. In 2012 the scope of the study was refined, funding sources identified and the study proceeded.

Following the commencement of this work, a Zoning By-law Amendment application was submitted to the City in March 2013 to redevelop 1 and 7 Yonge Street (see Attachment 2: land ownership map). In the Preliminary Report to Toronto and East York Community Council, staff noted that development of a precinct plan and associated policies was needed to inform the review of the application. A Preliminary Report on the rezoning application was considered at the June 18, 2013 meeting of Toronto and East York Community Council. An Official Plan amendment application was subsequently submitted by the applicant and a second Preliminary Report was brought forward to Toronto and East York Community Council on February 25, 2014. Both applications have been appealed by the applicant to the Ontario Municipal Board.

While the Lower Yonge Precinct has locational advantages, its development potential is challenged by a number of existing conditions, including the existing transportation infrastructure, servicing capacity, and lack of community facilities. A comprehensive plan for the precinct is necessary to unlock the area's development potential and ensure that redevelopment occurs in a way that is consistent with public objectives for the waterfront.

The Lower Yonge Precinct is located within Central Waterfront Secondary Plan. The Central Waterfront Secondary Plan ("CWSP") was adopted by Council on April 16, 2003. The purpose of this secondary plan is to identify key public priorities and opportunities and an implementation process for waterfront revitalization. Although the CWSP has been appealed by several landowners and is therefore not yet in force and effect, it is still used as a guiding document for development in the area. Specifically, Sections 2.1 and 2.2 of the CWSP policies require that, prior to the preparation of zoning by-laws or development permit by-laws within *Regeneration Areas*, Precinct Implementation Strategies will be prepared and shall include a streets and block structure. In addition, area-wide infrastructure requirements are required to have been determined, including a fair and equitable means for ensuring appropriate financial contributions for their provision, prior to the approval of rezoning applications.

COMMENTS

Existing Conditions

The Lower Yonge Precinct extends from Yonge Street to Lower Jarvis Street and from Lake Shore Boulevard to Queens Quay East. The Precinct encompasses approximately nine hectares of waterfront lands. Designed to accommodate industrial and commercial activity along the City's waterfront, the existing road network in the Lower Yonge Precinct Area is heavily oriented to private motor vehicles. Pedestrian and cyclist conditions are generally poor, and transit service within the Precinct is minimal.

Given the proximity of the Precinct to the Downtown area and the Gardiner Expressway, the existing transportation network carries significant regional traffic volumes to and from Downtown Toronto. Although there are traffic circulation constraints and vehicular delays at some intersections both within and outside the Precinct, the transportation

network is generally capable of handling existing travel demand as the Precinct itself generates only moderate levels of vehicular, pedestrian, and cyclist activity.

As the industrial waterfront of the past transitions to newer, mixed use residential and commercial development, a different mix of transportation infrastructure with a greater emphasis on walking, cycling, transit, and car-sharing modes is needed. For the Lower Yonge Precinct to evolve into a dynamic, mixed-use destination, the local transportation system must also evolve to serve these uses and the people who will live, work, and visit the Precinct. Significant growth is anticipated within the Precinct and key transportation opportunities to serve that growth include the creation of a more fine-grained road network, improvements to pedestrian and cycling conditions, and changes to the vehicular circulation through the Precinct that will efficiently balance regional and local traffic demands.

The precinct area is generally bounded by four existing Major Streets (see Attachment 3): Yonge Street, Lake Shore Boulevard East, Lower Jarvis Street and Queens Quay East. Another major street, Harbour Street, west to Simcoe Street, has been included in the study area for the TMP. Within the study area, Harbour Street and Lake Shore Boulevard operate as a one-way pair (Harbour eastbound, Lake Shore westbound). Yonge Street becomes a minor arterial road south of Harbour Street; Freeland Street and Lower Jarvis are north-south collector roads; and Cooper Street is a local north-south street.

The transformation of Queens Quay into a two-lane two-way roadway with dedicated light rail transit and a continuous separated multi-use path, plus streetscaping and sidewalks on the southern side of the road, is currently under construction west of Bay Street. The East Bayfront transit segment has been approved as part of the Queens Quay EA. The Precinct is currently served by TTC bus routes on Queens Quay and Jarvis Street, looping via Freeland Street and Harbour Street.

Harbour Street west of Yonge Street will also be transformed as a consequence of the planned modification of the elevated eastbound York-Bay-Yonge exit ramp from the Gardiner Expressway. The ramp will be shortened to land at Lower Simcoe Street, allowing Harbour Street between Lower Simcoe and Bay Street to become a four-lane at-grade eastbound roadway. City Council has also endorsed the proposal to limit the use of the Bay Street entry ramp to the eastbound Gardiner Expressway to buses only.

The extension of Harbour Street easterly from Yonge Street has been illustrated in the 1 Yonge Urban Design Guidelines and the site-specific zoning by-law exception. The current zoning and urban design guidelines for these lands protects for a 27-metre wide public right-of-way to accommodate a mid-block street between Yonge Street and Freeland Street. The blocks east of Freeland Street do not feature a similar right-of-way allowance.

The PATH Master Plan shows future pedestrian links north and south of the rail corridor extending as far east as Yonge Street. A connection further south along Yonge Street to Queens Quay is shown as a long-term PATH opportunity.

Environmental Assessment Process

The Lower Yonge Precinct TMP EA has been carried out in accordance with the master plan procedures described in the Municipal Class Environmental Assessment, an approved planning process under the *Environmental Assessment Act*. The purpose of the Master Plan is to identify a collection of infrastructure projects that may be studied in greater detail and implemented in a phased manner over a period of time.

The Master Plan approach involves the completion of Phases 1 and 2 of the Municipal Class EA process, whereupon a Master Plan document is prepared. The TMP Report describes in detail the first two phases of the five-phase environmental planning process that is set out under the Municipal Class EA:

Phase 1 – identification of the problem or opportunity; and
Phase 2 – identification and evaluation of alternative solutions.

Further, more detailed investigations will be required for the specific Schedule C projects identified in the TMP. Schedule C projects are required to complete Phases 1 through 4 of the Municipal Class EA process. Phases 1 and 2 requirements are being met through the Lower Yonge Precinct Transportation Master Plan and Phases 3 and 4 will be initiated following Council's approval of this report. Phases 3 and 4 of the Municipal Class EA process involve:

Phase 3 – identification and evaluation of alternative design concepts for the preferred solution; and
Phase 4 – preparation of an Environmental Study Report (ESR) that documents the planning process.

The TMP was carried out with the assistance of consultants and supported by a Technical Advisory Committee (TAC) comprised of staff from Transportation Services, City Planning, Parks, Forestry and Recreation, Facilities and Real Estate, Toronto Water, Engineering and Construction Services and Finance.

Study Findings

Problems and Opportunities

The purpose of the TMP was to identify the transportation infrastructure needed to accommodate the future intensification of the Lower Yonge Precinct. Key issues that were identified include: the creation of a streets and blocks plan, improving connections to/from the downtown core, balancing local and regional vehicular demand, and providing facilities that encourage active modes of transportation. A full discussion of the problems and opportunities that were considered as part of the TMP is included sections 5 and 6 of the TMP.

Alternative Solutions

A series of transportation principles were developed by the project team to guide the planning process and generate the transportation network alternatives as part of Phase 2 of the TMP. The Principles are based on the CWSP, as well as several other City of Toronto policies, including: the Official Plan, Pedestrian Charter, Walking Strategy, Bike Plan, and PATH Pedestrian Network Master Plan. The principles include:

- Encouraging use of sustainable transportation, such as walking, cycling, and transit.
- Supporting ease of movement to, from, and within the Precinct
- Balancing regional and local vehicular circulation and accessibility.
- Encouraging vibrant, mixed-use development within the Precinct.
- Supporting Yonge Street's role as a connection between the downtown and the waterfront and also as a special public space.

Using the transportation principles, four alternative networks were developed with each alternative featuring a different level of intervention and investment in changes to the road network. The alternatives are described in Attachment 4.

Recommended Solution

The alternative solutions were evaluated using a broad set of criteria that consider the environment as defined by the *Environmental Assessment Act* (e.g. the natural environment, the cultural environment, land use, cost effectiveness and a variety of transportation measures that reflected the TMP principles). The complete list of criteria and measures are included in Attachment 5.

Based on the results of the evaluation (see Attachment 6), Alternative 4: Regional Connections, was found to be the preferred alternative. All of the transportation components in Alternative 4 satisfied the evaluation criteria, providing significant improvements to both regional and local transportation infrastructure for pedestrians, cyclists and vehicles, and sufficient traffic capacity to accommodate the land use contemplated.

Key changes to the transportation network that are recommended include:

- 1. Streets and Blocks Plan** – a streets and blocks plan serving the Lower Yonge Precinct will consist of:
 - a new two-way local north-south street (New Street) between Cooper Street and Lower Jarvis Street extending between Queens Quay East and Lake Shore Boulevard East;
 - retention of Cooper Street and Freeland Street as local streets extending between Queens Quay East and Lake Shore Boulevard East; and

- an extension of Harbour Street as a two-way roadway from Yonge Street to Lower Jarvis Street. This extension will provide local site access and circulation.
2. **Harbour Street Operations (Lower Simcoe to Yonge Street)** - the preferred plan includes the conversion of Harbour Street between Yonge Street and Lower Simcoe Street from one-way to two-way operations. This provides improved access from the Precinct to destinations in the northwest, and also supports the extension of Harbour Street as a two-way street through the study area to Lower Jarvis Street, providing both local site access and circulation.

At the intersection of Harbour Street and Yonge Street, the existing “S-curve” is removed to normalize the Yonge/Harbour and the Yonge/Lake Shore intersections. The surplus property may be used for enhanced boulevard opportunities or potentially put to other uses, and the reconfiguration would also significantly improve pedestrian and cycling conditions.

3. **Reconfiguration of Gardiner Expressway Ramps at Bay Street and Lower Jarvis Street** - A key feature of the preferred alternative is the removal of the Lower Jarvis Street off-ramp from the Gardiner Expressway and replacement of this ramp with a new off-ramp just west of Yonge Street. The new Yonge Street off-ramp would create a new intersection with Yonge Street and Lake Shore Boulevard East. In order to physically accommodate the new Yonge Street off-ramp, the Bay Street on-ramp, which was previously addressed through the York-Bay-Yonge EA and found to have a minimal impact on traffic operations, would also need to be removed.

The new ramp configuration changes traffic patterns to allow eastbound vehicles to exit the Gardiner Expressway at Yonge Street and turn left to northbound Yonge Street when accessing the Downtown area. Removing the Jarvis Street off-ramp from the Lower Jarvis Street and Lake Shore Boulevard East intersection would also enable operational improvements at this intersection. In addition, the proposed changes minimize the length of elevated expressway infrastructure and improve pedestrian crossing conditions at the Bay Street, Yonge Street and Lower Jarvis Street intersections with Lake Shore Boulevard.

4. **Lake Shore Boulevard East Widening** - The preferred alternative also includes a widening of Lake Shore Boulevard East, between Yonge Street and Jarvis Street from two lanes to three. The additional lane occupies the footprint of the shortened Gardiner off-ramp to Jarvis Street.

5. **Cooper Street Extension** - Cooper Street is also proposed to be extended north from Lake Shore Boulevard to connect with Church Street via a new tunnel under the rail corridor. This new connection would greatly improve accessibility between the Downtown and the Waterfront for all road users. The extension of Cooper Street would be subject to the reconfiguration of the existing property on the north side of the rail corridor - currently occupied by a Toronto Parking Authority garage and a residential building owned by the Toronto Community Housing Corporation.

A number of other recommendations pertaining to transit and active transportation were identified as part of the study process. These are documented in Attachment 6.

Consultation

Throughout the planning process, extensive public and stakeholder engagement was undertaken to obtain input about land use and transportation infrastructure needs in the Lower Yonge TMP study area, share information on the progress of work, and to gain feedback on the transportation and land use alternatives and draft plans.

The consultation plan for the TMP EA included engagement with a Stakeholder Advisory Committee, land owners and Aboriginal communities. Two well-attended public meetings were held at key milestones during the EA process in May and October 2013.

The engagement process is further summarized in Attachment 7. Additional materials related to the consultation plan, including meeting agendas and meeting minutes are included in Appendix A of the TMP EA.

Project Cost and Implementation

The estimated 2014 cost for the proposed infrastructure changes is approximately \$99-\$186 million. This cost estimate does not include the costs associated with preliminary and detailed design, soil remediation, utility relocations and property acquisition. These costs will be identified as part of future EA approvals and detail design and the cost estimate provided is subject to change accordingly.

Property acquisitions will be required for some of the infrastructure proposed (e.g. the Harbour Street and Cooper Street Extensions), however, the extent and resultant costs will be determined at such time as the subsequent environmental assessment approvals have been met and detail design initiated. Following approval of the City-initiated Official Plan Amendment, it is recommended that the City protect and acquire property for the recommended infrastructure through the redevelopment process.

Currently, no funds are provided for these works in the 10-year Capital Budget and Plan for Transportation Services. The costs of the individual TMP projects will be further refined during the course of securing further EA approvals and detail design.

Funding will be identified for Council's consideration as part of a future Capital Budget process and will include the identification of various City and non-City sources.

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ATTACHMENTS

Attachment 1: TMP Project Components
Attachment 2: Land Ownership Map
Attachment 3: Study Area
Attachment 4: Alternative Solutions
Attachment 5: Evaluation Criteria
Attachment 6: Evaluation of Alternatives
Attachment 7: Recommended Plan
Attachment 8: Consultation

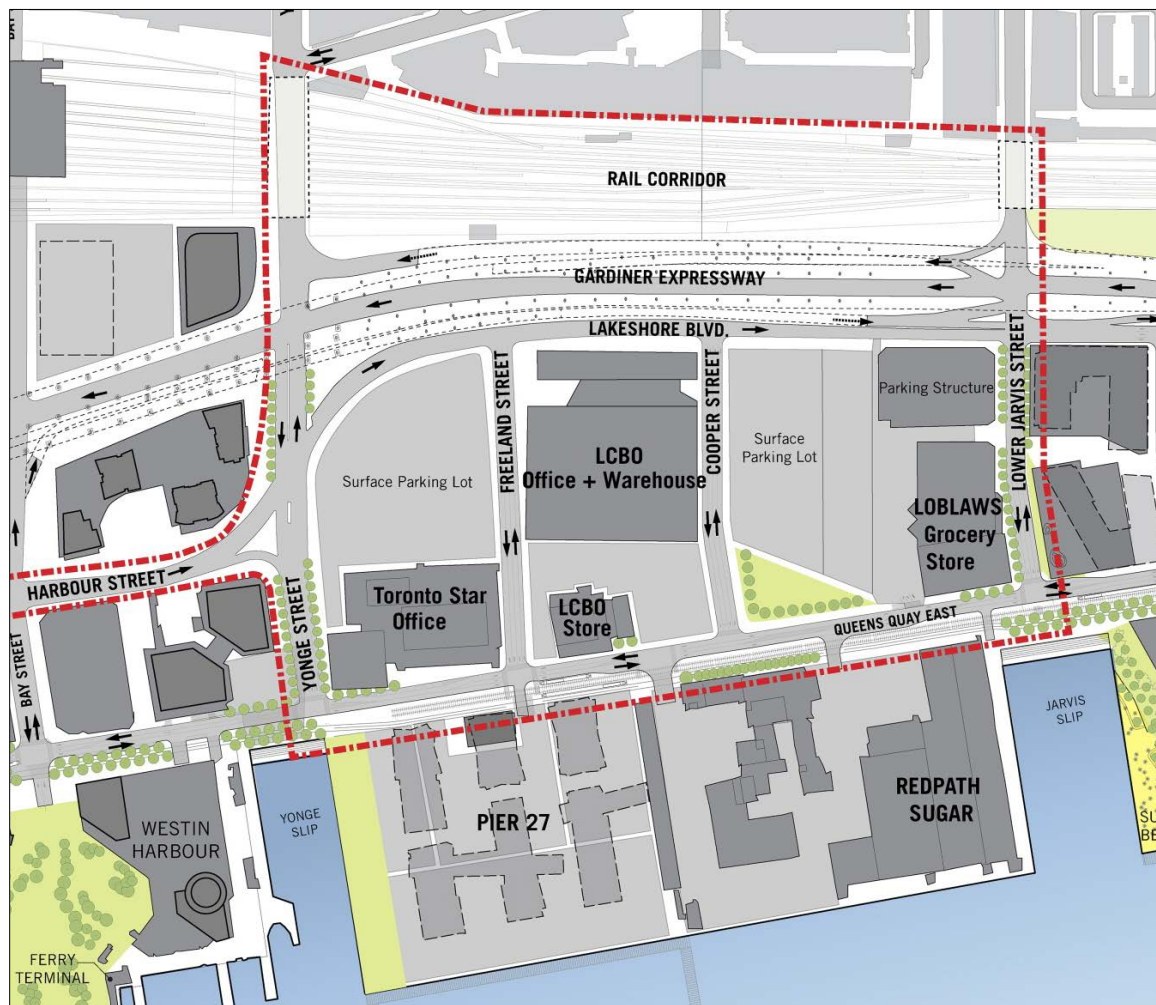
ATTACHMENT 1: TMP PROJECT COMPONENTS

EA Schedule for Transportation Elements

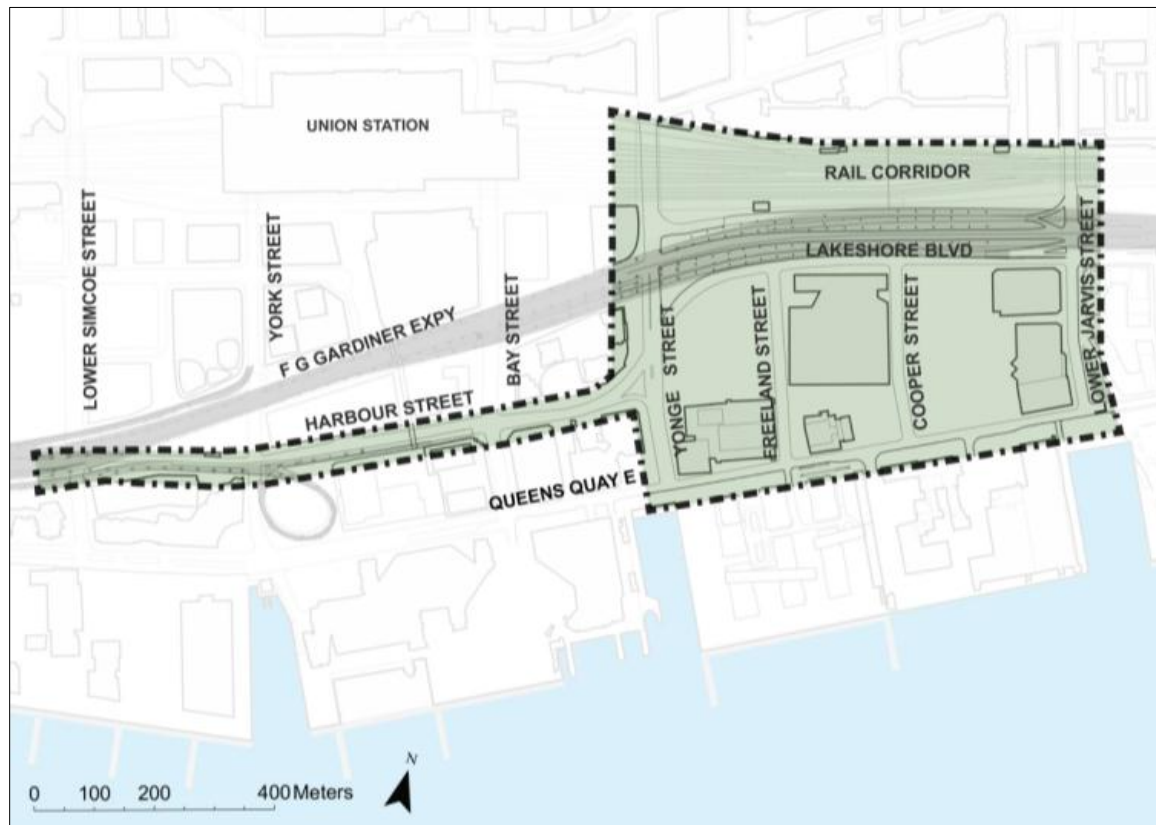
Description		Prerequisite	Responsible Agencies	EA Schedule
Gardiner Expressway and Lake Shore Boulevard				
1	Close Bay Street On-Ramp	York-Bay-Yonge ramp reconfiguration	Toronto Transportation Services (TTS)/ Major Capital Coordination Office (MCIC)	A+
2	Relocate Lower Jarvis Street off-ramp to touch down at Yonge Street	Close Bay Street On-Ramp	TTS / MCIC	C
3	Widen Lake Shore Boulevard East to three lanes (does not impact ROW)	Relocate Lower Jarvis Street off-ramp	TTS / MCIC	C
Harbour Street				
4	Extend Harbour Street from Yonge Street to Lower Jarvis Street – 2 lanes with turn lanes at intersection		TTS / MCIC / Historic Preservation	C
5	Redesign Harbour Street between York Street and Bay Street – 3 lanes eastbound, 1 lane westbound)	York-Bay-Yonge	TTS / MCIC	B
6	Remove S-Curve connecting Harbour Street to Lake Shore Boulevard East		TTS / MCIC	B
Local and Connector Streets				
7	Cooper Street Extension to Church Street from Lake Shore Boulevard		TTS / MCIC	C
8	Restripe Cooper Street between Lake Shore Boulevard and Queens Quay - Two-way, 4 lanes no parking	Cooper St. Extension	TTS	A+
9	New Street between Lake Shore Boulevard and Queens Quay - Two-way, two lanes with parking	Harbour St. Extension	TTS / MCIC	C
Intersections and Traffic Signals				
10	New Harbour Street and Freeland Street 4-leg intersection with new traffic signals-	Harbour St. Extension	TTS	A
11	New 4-leg Harbour Street and Cooper Street intersection with new traffic signals-.	Harbour St. Extension	TTS	A
12	New 4-leg Harbour Street and New Street intersection with new traffic signals	Harbour St. Extension	TTS	A
13	New 3-leg Harbour Street and Lower Jarvis Street intersection	Loblaws redevelopment	TTS	A

Description		Prerequisite	Responsible Agencies	EA Schedule
14	New Harbour Street and Yonge Street intersection - Normalized, four-leg intersection, modify traffic signal	Harbour St. S-curve removal	TTS	A
15	New 4-leg Lake Shore Boulevard and Yonge Street intersection, modified traffic signal	Harbour St. S-curve removal	TTS	A
16	New Lake Shore Boulevard. and Cooper Street four-leg intersection, modified traffic signal	7- Cooper St. Extension	TTS	A
Pedestrian and Bicycle Network				
17	Extend PATH network from 90 Harbour Street tunneling east to portal at intersection of Harbour Street and Yonge Street		TTS / Private developer	C (if TTS) Exempt (if private)
18	Shared bike lane striping on Harbour Street between Yonge Street and Lower Jarvis Street	Harbour St. Extension	TTS	A

ATTACHMENT 2: LAND OWNERSHIP

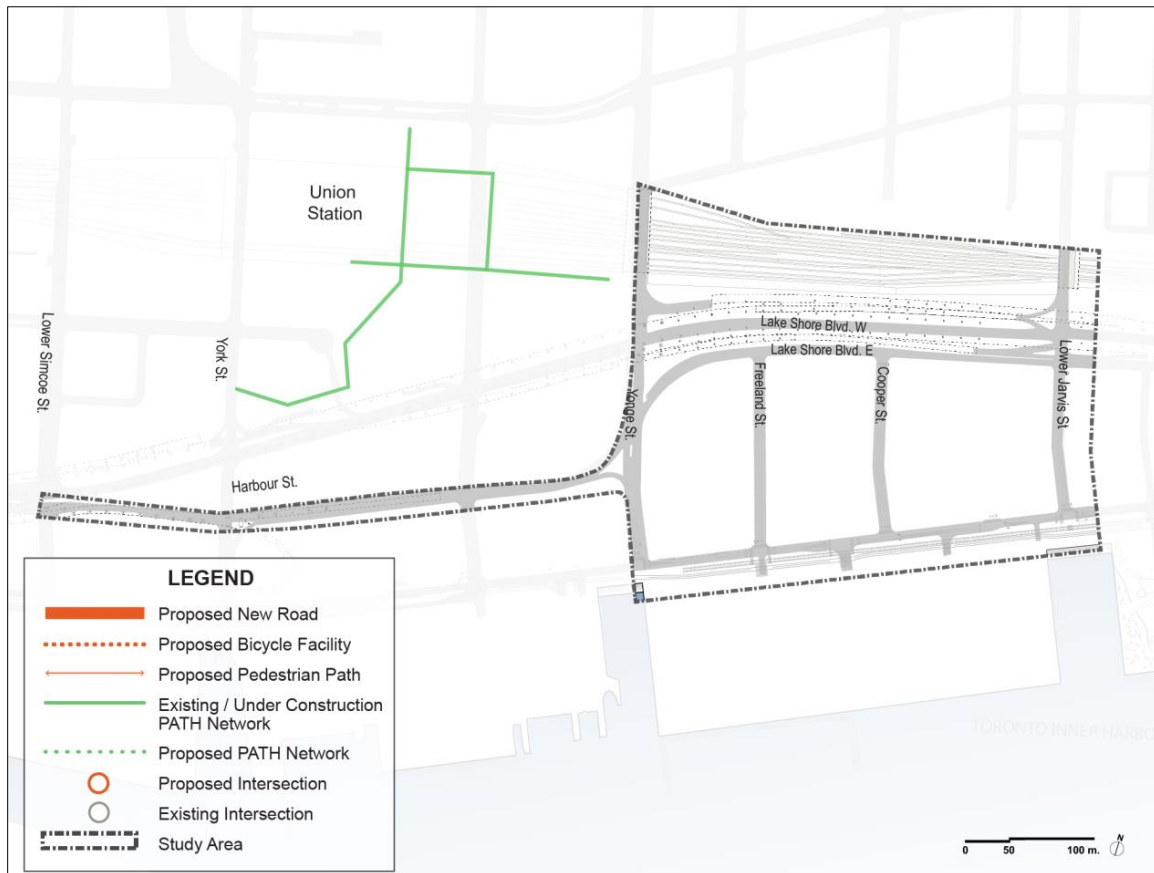


ATTACHMENT 3: STUDY AREA

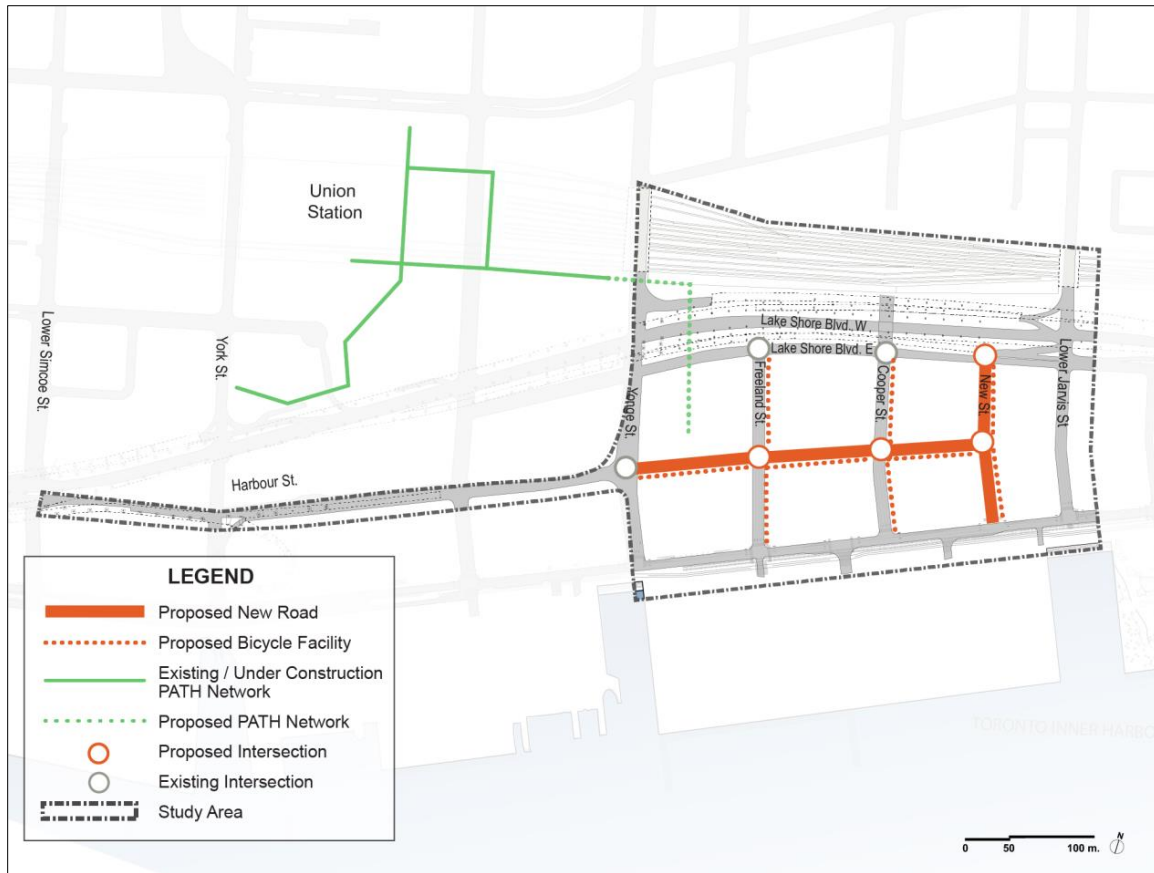


ATTACHMENT 4: ALTERNATIVE SOLUTIONS

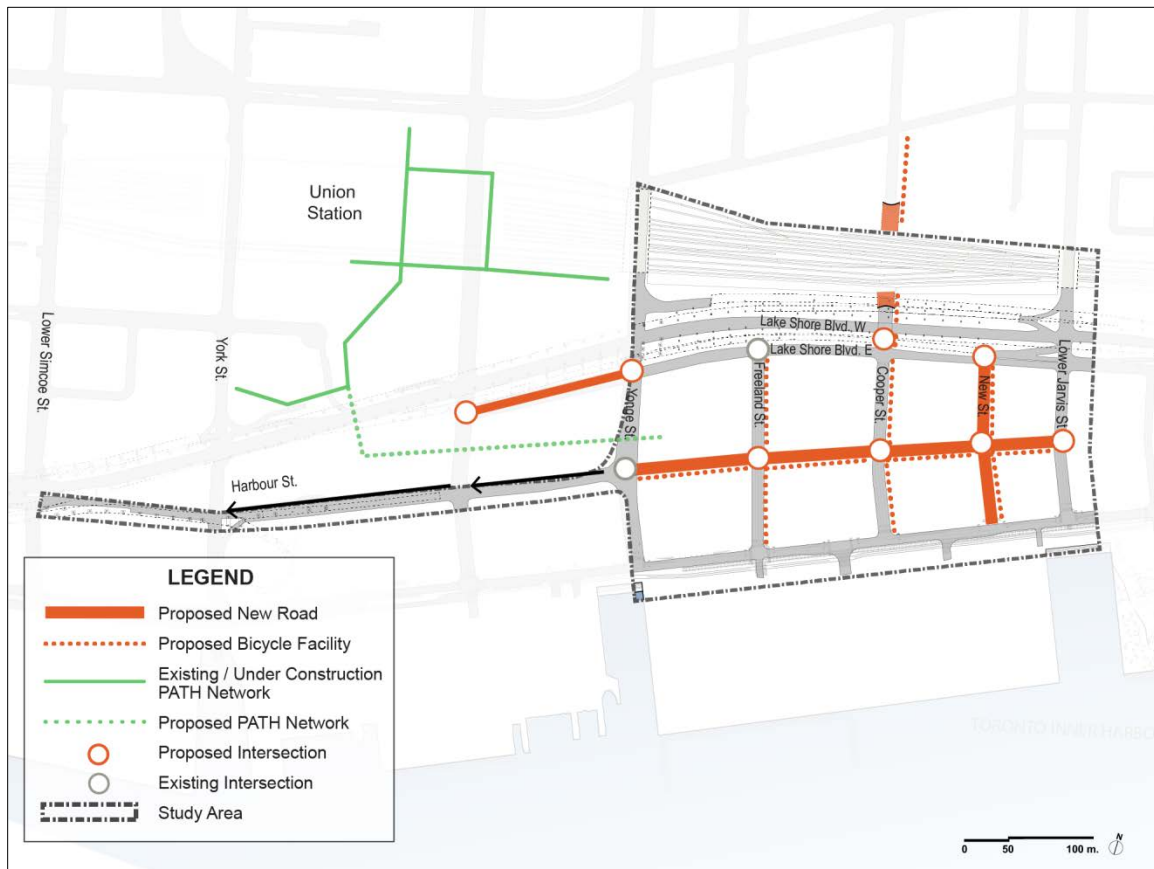
Alternative No. 1: No Change (Do Nothing) - this alternative assumes no major changes to the current network for any mode and evaluates how well the existing transportation network would support future land use changes for the Lower Yonge Precinct.



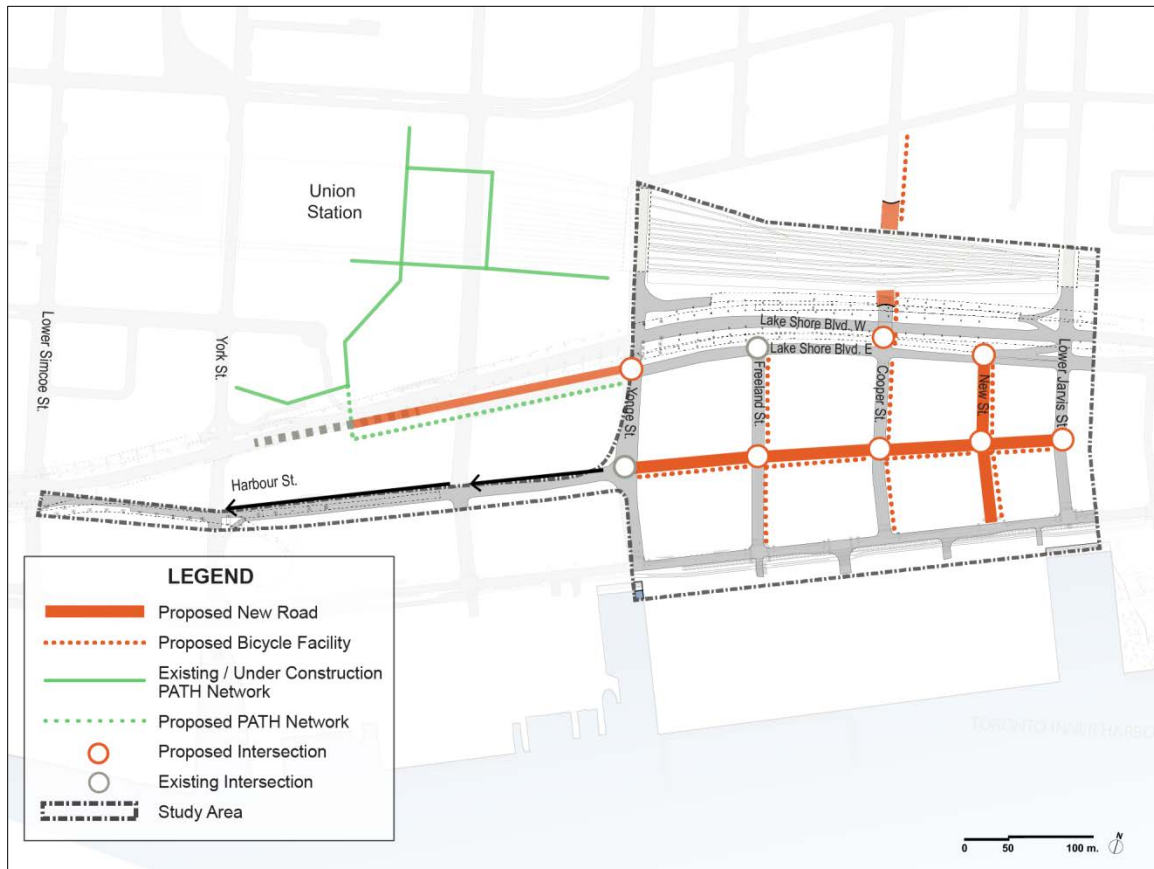
Alternative No. 2: Neighbourhood Streets - introduces a street network that is conducive to a more vibrant, mixed-use neighbourhood land use pattern. This alternative includes the easterly extension of Harbour Street, the addition of New Street east of Cooper Street from Lake Shore Boulevard East to Queens Quay East, the removal of the Harbour Street “S-curve,” and an extension of the underground PATH network into the study area.



Alternative No. 3: Closing the Gap - provides many of the same improvements as Alternative 2, but also includes the extension of Cooper Street to The Esplanade, a removal of the Bay Street on-ramp to the Gardiner Expressway and an extension of Lake Shore Boulevard from Yonge Street to Bay Street.



Alternative No. 4: Regional Connections – building off of Alternative 3, this alternative includes the replacement of the Gardiner Expressway off-ramp at Lower Jarvis with a new off-ramp at Yonge Street. Removal of the off-ramp at Lower Jarvis Street enables both a normalized intersection at Lake Shore Boulevard and Lower Jarvis Street and a widening of Lake Shore Boulevard between Yonge Street and Lower Jarvis Street. This alternative requires the removal of the existing Bay Street on-ramp to the Gardiner and excludes an extension of Lake Shore Boulevard from Yonge Street to Bay Street.







ATTACHMENT 5: EVALUTATION CRITERIA





Category	Criteria	Definition
Transportation: prioritizes local or regional circulation, or balances the two	Promotes local accessibility	Emphasizes the number of possible routes to/from the Precinct to local destinations as well as the ease of accessing those routes.
	Promotes regional connectivity	Emphasizes the number and capacity of possible routes to/from the site area to regional destinations as well as the ease of accessing those routes.
	Balances regional and local vehicular circulation and accessibility	Balances regional and local vehicular circulation and accessibility. For example, if regional connectivity is highly rated, but local accessibility is poor, it is deemed a poor balance. If regional connectivity is highly rated, and local accessibility is medium, it is deemed a medium balance.
Transportation: local transportation circulation changes and access	Supports sustainable transportation	Prioritizes the ability to comfortably walk, cycle or take transit within the study area. These types of environments provide ample space and options for pedestrian and cyclist movement, vehicle speeds are reduced, vehicle rights-of-way are relatively narrow and intersection crossing distances are short.
	Supports ease of movement to, from, and within the precinct	Supports users of all modes in traveling to, from and within the precinct with relative ease and comfort. These types of environments are well-integrated into surrounding areas and have a street pattern with relatively small blocks, providing multiple routing options for each mode.
	Promotes vehicle capacity	Promotes vehicle capacity, i.e. the number of vehicles that the roadway or intersection can allow to pass through in a given amount of time. It is typically measured in terms of volume (vehicles per hour) or intersection delay (level of service).
	Improves traffic safety	Assuming that all components will be designed in a way that is safe for all users, this evaluation criterion is based on the comfort and perception of safety by the all users.
Cost	Cost Effectiveness	Justification for capital investment in the transportation system based on the benefit produced in terms of livability, accessibility, travel time savings and/or capacity increases.
Land Use/Social	Supports Yonge Street's role as a special public space	Supports a cohesive vision for Yonge Street between the rail corridor and Queens Quay. Elements would include a consistent view corridor and street pattern between the waterfront and the CBD, as well as ample sidewalk capacity for public space and amenities.
	Encourages vibrant, mixed-use development	Is conducive to redevelopment of the Precinct. This includes transportation alternatives that do not disrupt the logical development of parcels development parcels and that would support active ground floor spaces.
Natural Environment	Water Quality / Aquatic Species	Minimizes the potential for the transportation component to have an adverse effect on water quality and aquatic species.
	Vegetation / Wildlife	Minimizes the potential for the transportation component to have an adverse effect on vegetative community; wildlife; or bird species.
Archaeology & Cultural	Archaeology	Minimizes the potential for the transportation component to have an adverse effect on archaeological resources in the vicinity of the study area.

Category	Criteria	Definition
Heritage	Cultural heritage	Minimizes the potential for the transportation component to have an adverse effect on cultural heritage resources in the vicinity of the study area.

ATTACHMENT 6: EVALUATION OF ALTERNATIVES





	Significant improvement over existing conditions
	Limited improvement over existing conditions
	Little or no improvement over existing conditions
	Significant adverse impact on existing conditions

Promotes Local Accessibility

<i>Emphasizes the number of possible routes to/from the Precinct to local destinations as well as the ease of accessing those routes.</i>		
Alternative	Description	Local Accessibility
Alternative 1: No Network Changes	<ul style="list-style-type: none"> Local accessibility is unchanged from the existing condition: large blocks and auto-oriented streets make ease of movement difficult. Intersection at Lake Shore Boulevard West and Lower Jarvis Street fails in the PM peak hour traffic model. 	
Alternative 2: Neighbourhood Streets	<ul style="list-style-type: none"> Removal of S-curve and addition of Harbour Street Extension improves local site accessibility to Yonge Street, Freeland Street and Cooper Street. 	
Alternative 3: Closing the Gap	<ul style="list-style-type: none"> Removal of S-curve and addition of Harbour Street Extension improves local site accessibility to Yonge Street, Freeland Street and Cooper Street. Local site access is improved with the conversion of Harbour Street from one-way to two-way between York Street and Yonge Street Intersection at Lake Shore Boulevard West and Lower Jarvis Street fails in the PM peak hour traffic model. Intersection at Lake Shore Boulevard East and Lower Jarvis Street fails in the AM and PM peak hour traffic model. 	
Alternative 4: Regional Connections	<ul style="list-style-type: none"> Removal of S-curve and addition of Harbour Street Extension improves local site accessibility to Yonge Street, Freeland Street and Cooper Street. Local site access is improved with the conversion of Harbour Street from one-way to two-way between York Street and Yonge Street All intersections operate at an acceptable LOS 	





Promotes Regional Connectivity

Emphasizes the number and capacity of possible routes to/from the site area to regional destinations as well as the ease of accessing those routes.

Alternative	Description	Regional Connectivity
Alternative 1: No Network Changes	<ul style="list-style-type: none"> Regional connectivity is unchanged. 	
Alternative 2: Neighbourhood Streets	<ul style="list-style-type: none"> Prohibit northbound right turns from Bay Street to Gardiner Expressway on-ramp. Allow southbound left turns from Bay Street to Gardiner Expressway on-ramp. The net effect of these two changes is neutral. 	
Alternative 3: Closing the Gap	<ul style="list-style-type: none"> Extending Lake Shore Boulevard between Bay Street and Yonge Street removes the Bay Street on-ramp to the Gardiner Expressway, which would inhibit access to the Gardiner Expressway along Bay Street. 	
Alternative 4: Regional Connections	<ul style="list-style-type: none"> Reconfigure Gardiner off-ramp to Lower Jarvis Street to land at Yonge Street, reducing pass through traffic on Lake Shore Boulevard between Yonge and Lower Jarvis Street. 	





Balances Regional and Local Vehicular Circulation and Accessibility

Balances regional and local vehicular circulation and accessibility. For example, if regional connectivity is highly rated, but local accessibility is poor, it is deemed a poor balance. If regional connectivity is highly rated, and local accessibility is medium, it is deemed a medium balance.

Alternative	Description	Balance
Alternative 1: No Network Change	<ul style="list-style-type: none"> The transportation network is focused more on regional pass-through traffic at the expensive of local traffic movement. 	
Alternative 2: Neighbourhood Streets	<ul style="list-style-type: none"> Moderate improvements to local traffic improve the balance of regional to local impacts. Local traffic improved by extending Harbour Street and reducing the impact of Gardiner Expressway on-ramps on the local network. 	
Alternative 3: Closing the Gap	<ul style="list-style-type: none"> Moderate improvements to local traffic improve the balance of regional to local impacts. Local traffic improved by extending Harbour Street and reducing the impact of Gardiner Expressway on-ramps on the local network. 	
Alternative 4: Regional Connections	<ul style="list-style-type: none"> Regional and local connectivity are both significantly improved. Regional Gardiner Expressway traffic is reconfigured to improve circulation. Local traffic is improved by converting Harbour Street to two-way and adding the Cooper Street Tunnel 	





Supports Sustainable Transportation

Prioritizes the ability to comfortably walk, cycle or take transit within the study area. These types of environments provide ample space and options for pedestrian and cyclist movement, vehicle speeds are reduced, vehicle rights-of-way are relatively narrow and intersection crossing distances are short.





Alternative	Description	Supports Sustainable Transportation
Alternative 1: No Network Changes	<ul style="list-style-type: none"> Sustainability is unchanged. 	
Alternative 2: Neighbourhood Streets	<ul style="list-style-type: none"> Improved pedestrian, transit and bicycle options enhance transportation sustainability over the existing condition. 	
Alternative 3: Closing the Gap	<ul style="list-style-type: none"> Improved pedestrian, transit and bicycle options enhance transportation sustainability over the existing condition. 	
Alternative 4: Regional Connections	<ul style="list-style-type: none"> Improved pedestrian, transit and bicycle options enhance transportation sustainability over the existing condition. Diversion of regional traffic off of Harbour Street and on to Lake Shore Boulevard creates more opportunities to improve pedestrian conditions on Yonge and Harbour Streets. 	

Supports Ease of Movement To, From, and Within the Precinct





Supports users of all modes in traveling to, from and within the precinct with relative ease and comfort. These types of environments are well-integrated into surrounding areas and have a street pattern with relatively small blocks, providing multiple routing options for each mode.

Alternative	Description	Supports Ease of Movement
Alternative 1: No Network Changes	<ul style="list-style-type: none"> Ease of movement is unchanged from the existing condition: large blocks and auto-oriented streets make ease of movement difficult. 	
Alternative 2: Neighbourhood Streets	<ul style="list-style-type: none"> Traffic movement aided by the Harbour Extension from Yonge to New Street, New Street between Cooper Street and Lower Jarvis Street. 	
Alternative 3: Closing the Gap	<ul style="list-style-type: none"> Cooper Street tunnel provides new connection from the precinct across Lake Shore Blvd. and Gardiner Expressway to Church Street. Traffic movement is aided by the Harbour Extension from Yonge to Lower Jarvis Street, New Street between Cooper Street and Lower Jarvis Street. 	
Alternative 4: Regional Connections	<ul style="list-style-type: none"> Cooper Street tunnel provides new connection from the precinct across Lake Shore Blvd. and Gardiner Expressway to Church Street. Traffic movement is aided by the Harbour Street Extension from Yonge Street to Lower Jarvis Street, and the addition of New Street between Cooper Street and Lower Jarvis Street. 	

Promotes Vehicle Capacity





<i>Promotes vehicle capacity, i.e. the number of vehicles that the roadway or intersection can allow to pass through in a given amount of time. It is typically measured in terms of volume (vehicles per hour) or intersection delay (level of service).</i>		
Alternative	Description	Vehicular Capacity
Alternative 1: No Network Changes	<ul style="list-style-type: none"> Vehicular capacity is unchanged. 	
Alternative 2: Neighbourhood Streets	<ul style="list-style-type: none"> Vehicle capacity in to the precinct is increased by adding the Harbour Street Extension, but at the expense of pass through traffic capacity due to the removal of the S-curve. The net effect is neutral. 	
Alternative 3: Closing the Gap	<ul style="list-style-type: none"> Vehicle capacity in to the precinct is increased by adding the Harbour Street Extension, but at the expense of pass through traffic capacity due to the removal of the S-curve. The net effect is neutral. 	
Alternative 4: Regional Connections	<ul style="list-style-type: none"> Vehicle capacity in to the precinct is increased by adding the Harbour Street Extension, but at the expense of pass through traffic capacity due to the removal of the S-curve. The net effect is neutral. 	

Improves Traffic Safety

<i>Assuming that all components will be designed in a way that is safe for all users, this evaluation criterion is based on the comfort and perception of safety by the all users.</i>		
Alternative	Description	Safety
Alternative 1: No Network Changes	<ul style="list-style-type: none"> Safety is unchanged. 	
Alternative 2: Neighbourhood Streets	<ul style="list-style-type: none"> Pedestrian safety is improved by removing the S-curve and creating shorter block lengths to increase the opportunity for signalised crossings. 	
Alternative 3: Closing the Gap	<ul style="list-style-type: none"> Pedestrian safety is improved by removing the S-curve and creating shorter block lengths to increase the opportunity for signalised crossings. 	
Alternative 4: Regional Connections	<ul style="list-style-type: none"> Pedestrian safety is improved by removing the S-curve and creating shorter block lengths to increase the opportunity for signalised crossings. 	





Supports Enhanced North-South Connections Between the City and the Waterfront

Supports a cohesive vision between the rail corridor and Queens Quay. Elements would include a consistent view corridor and street pattern between the waterfront and the CBD, as well as ample sidewalk capacity for public space and amenities.





Alternative	Description	Supports a Special Public Space
Alternative 1: No Network Changes	<ul style="list-style-type: none"> The street network is unchanged. 	
Alternative 2: Neighbourhood Streets	<ul style="list-style-type: none"> Removal of S-curve creates the potential for additional public uses at the intersections of Harbour Street/Yonge Street and Lake Shore Boulevard/Yonge Street. 	
Alternative 3: Closing the Gap	<ul style="list-style-type: none"> Removal of S-curve creates the potential for additional public uses at the intersections of Harbour Street/Yonge Street and Lake Shore Boulevard/Yonge Street. PATH network extension would bring additional pedestrian traffic to Yonge Street. Cooper Street tunnel would connect the neighborhood along Church Street to the waterfront. 	
Alternative 4: Regional Connections	<ul style="list-style-type: none"> Removal of S-curve creates the potential for additional public uses at the intersections of Harbour Street/Yonge Street and Lake Shore Boulevard/Yonge Street. PATH network extension would bring additional pedestrian traffic to Yonge Street. Cooper Street tunnel would connect the neighborhood along Church Street to the waterfront. 	

Encourages Vibrant, Mixed-Use Development





Is conducive to redevelopment of the Precinct. This includes transportation alternatives that do not disrupt the logical development of parcels development parcels and that would support active ground floor spaces.

Alternative	Description	Vibrant Mixed-Use Development
Alternative 1: No Network Changes	<ul style="list-style-type: none"> Mixed-use opportunity is unchanged. 	
Alternative 2: Neighbourhood Streets	<ul style="list-style-type: none"> Smaller block size, and pedestrian connections to transit and adjacent neighbourhoods increase opportunities for mixed-use development. Land use program encourages mixture of office and residential uses. 	
Alternative 3: Closing the Gap	<ul style="list-style-type: none"> Smaller block size, and increased pedestrian connections to transit and adjacent neighbourhoods increase the opportunities for mixed-use development. Land use program encourages mixture of office and residential uses. 	
Alternative 4: Regional Connections	<ul style="list-style-type: none"> Smaller block size, and increased pedestrian connections to transit and adjacent neighbourhoods increase the opportunities for mixed-use development. Land use program encourages mixture of office and residential uses. 	

Cost Effectiveness





<i>Justification for capital investment in the transportation system based on the benefit produced in terms of livability, accessibility, travel time savings and/or capacity improvements.</i>		
Alternative	Description	Cost Effectiveness
Alternative 1: No Network Changes	<ul style="list-style-type: none"> Because of the low level of capital cost and low benefit, the effectiveness is neutral. 	
Alternative 2: Neighbourhood Streets	<ul style="list-style-type: none"> Because of the low level of capital cost and low benefit, the effectiveness is neutral. The Bay Street on-ramp provides a benefit equal to its cost as it is assumed to be neutral in terms of vehicle capacity but provides benefit to pedestrian accessibility. 	
Alternative 3: Closing the Gap	<ul style="list-style-type: none"> Alternative 3 requires several costly improvements that still produce an unacceptable level of congestion with two failed intersections. 	
Alternative 4: Regional Connections	<ul style="list-style-type: none"> Alternative 4 requires several costly improvements, but the vehicle, pedestrian and bicycle networks all improve in terms of capacity, access and safety, therefore the effectiveness is rated high. 	

Water Quality/Aquatic Species





<i>Minimizes the potential for the transportation component to have an adverse effect on water quality and aquatic species.</i>		
Alternative	Description	Water Quality/ Aquatic Species
Alternative 1: No Network Changes	<ul style="list-style-type: none"> As the study area does not contain any water features, there are no resulting impacts on water quality or aquatic species stemming from this alternative. 	
Alternative 2: Neighbourhood Streets	<ul style="list-style-type: none"> As the study area does not contain any water features, there are no resulting impacts on water quality or aquatic species stemming from this alternative. 	
Alternative 3: Closing the Gap	<ul style="list-style-type: none"> As the study area does not contain any water features, there are no resulting impacts on water quality or aquatic species stemming from this alternative. 	
Alternative 4: Regional Connections	<ul style="list-style-type: none"> As the study area does not contain any water features, there are no resulting impacts on water quality or aquatic species stemming from this alternative. 	

Vegetation/Wildlife





Minimizes the potential for the transportation component to have an adverse effect on vegetative community; wildlife; or bird species.

Alternative	Description	Vegetation/ Wildlife
Alternative 1: No Network Changes	<ul style="list-style-type: none"> As the study area is located in an urban area with little to no existing vegetation or animal species, there are no resulting impacts on vegetation or wildlife stemming from this alternative. 	
Alternative 2: Neighbourhood Streets	<ul style="list-style-type: none"> As the study area is located in an urban area with little to no existing vegetation or animal species, there are no resulting impacts on vegetation or wildlife stemming from this alternative. 	
Alternative 3: Closing the Gap	<ul style="list-style-type: none"> As the study area is located in an urban area with little to no existing vegetation or animal species, there are no resulting impacts on vegetation or wildlife stemming from this alternative. 	
Alternative 4: Regional Connections	<ul style="list-style-type: none"> As the study area is located in an urban area with little to no existing vegetation or animal species, there are no resulting impacts on vegetation or wildlife stemming from this alternative. 	

























































Archaeology

<i>Minimizes the potential for the transportation component to have an adverse effect on archaeological resources in the vicinity of the study area.</i>		
Alternative	Description	Archaeology
Alternative 1: No Network Changes	<ul style="list-style-type: none"> The archaeological study conducted did not identify recoverable, historically important archaeological resources within the study area, therefore there are no adverse impacts on archaeological resources. 	
Alternative 2: Neighbourhood Streets	<ul style="list-style-type: none"> The archaeological study conducted did not identify recoverable, historically important archaeological resources within the study area, therefore there are no adverse impacts on archaeological resources. 	
Alternative 3: Closing the Gap	<ul style="list-style-type: none"> The archaeological study conducted did not identify recoverable, historically important archaeological resources within the study area, therefore there are no adverse impacts on archaeological resources. 	
Alternative 4: Regional Connections	<ul style="list-style-type: none"> The archaeological study conducted did not identify recoverable, historically important archaeological resources within the study area, therefore there are no adverse impacts on archaeological resources. 	

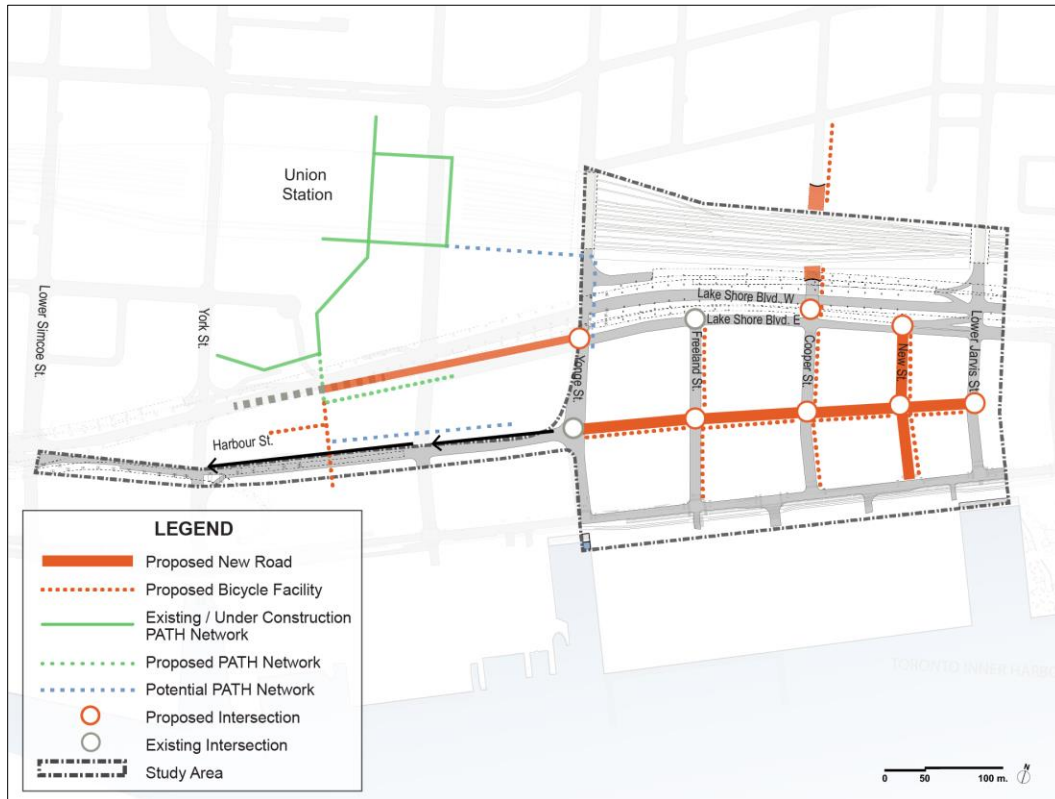
Cultural Heritage

<i>Minimizes the potential for the transportation component to have an adverse effect on cultural heritage resources in the vicinity of the study area</i>		
Alternative	Description	Cultural Heritage
Alternative 1: No Network Changes	<ul style="list-style-type: none"> There is no differentiable impact on cultural heritage. 	
Alternative 2: Neighbourhood Streets	<ul style="list-style-type: none"> Between Freeland Street and Cooper Street, the alignment of the Harbour Street Extension may impact the LCBO warehouse, which has been listed as a heritage property by the City. 	
Alternative 3: Closing the Gap	<ul style="list-style-type: none"> Between Freeland Street and Cooper Street, the alignment of the Harbour Street Extension may impact the LCBO warehouse, which has been listed as a heritage property by the City. 	
Alternative 4: Regional Connections	<ul style="list-style-type: none"> Between Freeland Street and Cooper Street, the alignment of the Harbour Street Extension may impact the LCBO warehouse, which has been listed as a heritage property by the City. 	

Summary of All Alternatives

		Alternative 1	Alternative 2	Alternative 3	Alternative 4
		No Change	Neighbourhood Streets	Closing the Gap	Regional Connections
Transportation: Prioritizes Local, Regional, or Balance the Two	Local Accessibility				
	Regional Connectivity				
	Balance				
Transportation: Local Transportation Circulation Changes and Access	Supports Sustainable Transportation				
	Supports Ease of Movement				
	Vehicular Capacity				
	Safety				
Land Use / Social	Supports Yonge Street as a Special Public Space				
	Encourages Vibrant Mixed-Use				
Cost	Cost Effectiveness				
Natural Environment	Water Quality/ Aquatic Species				
	Vegetation/ Wildlife				
Archaeology and Cultural Heritage	Archaeology				
	Cultural Heritage				

ATTACHEMENT 7: RECOMMENDED PLAN



Additional recommendations in the TMP, include:

1. Provide a striped bike lane within the new Cooper/Church connection tunnel.
2. Extend the pedestrian PATH system into the northwest quadrant of the Lower Yonge precinct.
3. Create two new, north-south, mid-block pedestrian connections on both the Toronto Star lands at 1-7 Yonge Street (now owned by Pinnacle and subject to zoning and Official Plan amendment application no. 13-129256 STE 28 OZ) and the LCBO lands at 55-95 Lake Shore Boulevard East.
4. Add sharrows to demarcate bike/vehicle lane sharing on Freeland Street, Cooper Street, New Street and Harbour Street.
5. Facilitate a new east-west, off-road, paved cycling path on the north side of Lake Shore Boulevard to extend from Cherry Street to Yonge Street.

6. Add new Bixi stations within the Lower Yonge precinct.
Additional recommendations pertaining to transit and active transportation include:

Transit

The future East Bayfront Light Rail Line (LRT) is planned to run along Queens Quay at the southern edge of the study area. This LRT line will extend from the Lower Don Lands in the east, along Queens Quay, and then connecting to an underground tunnel just west of Yonge Street, before heading north to Union Station under Bay Street. This LRT, together with the new pedestrian-friendly streets, would greatly expand the transit accessibility of the study area.

Further changes to the existing local and regional transit service would be considered as residential and commercial development proceeds.

Active Transportation

All new streets, including the Harbour Street Extension, New Street, and the Cooper Street Extension will accommodate pedestrians and include sidewalks on both sides of the street as well as high-visibility crosswalks at all intersections.

New north-south midblock pedestrian pathways will be introduced to the blocks west of Cooper Street to further enhance the pedestrian connectivity within the Precinct.

Moreover, pedestrian connectivity to downtown Toronto could also be improved by extending the PATH network from the northwest area of the precinct and north to connect to a future extension of the PATH along the rail corridor.

The Harbour Street Extension, between Yonge Street and Jarvis Street, is designed to accommodate a shared roadway for autos and cyclists, using shared pavement markings. This segment will connect to the existing bicycle lanes on Yonge Street, which provides cycling connectivity north into Downtown Toronto, and south to the Martin Goodman Trail along Queens Quay.

Shared pavement markings or “sharrows” will also be implemented on Freeland Street, Cooper Street and New Street, further enhancing the bicycle network. The Cooper Street Extension will provide a striped bicycle lane connecting Cooper Street to Church Street. Bicyclists intending to access the waterfront cycle path along Queens Quay can cross at the signalized intersection at Queens Quay and Freeland Street.

ATTACHMENT 8: CONSULTATION

Public Information Centre No. 1 (May 2013)

The first public meeting was held on May 22, 2013 and was attended by approximately 150 people. The purpose of this first public meeting was to introduce the project and to gather feedback regarding the existing design and transportation elements within the Lower Yonge Precinct area and to discuss participants' vision for the area. The meeting introduced the EA problem/opportunity statement and the scope of the study. Participants were asked to identify the key transportation issues in the Lower Yonge Precinct and were invited to participate in future meetings.

Key issues raised at this meeting, included the need to address existing vehicular congestion, improve pedestrian conditions with particular importance placed on the safe movement of pedestrians, making pedestrian pathways greener with more planters and flowers and enhancing the streetlighting provided especially near the Gardiner Expressway. Other issues raised included, among other things, the need to provide additional parking opportunities, consider a southerly extension of Church Street to Queens Quay East and incorporate cycling routes in the design of any road network changes contemplated.

Public Information Centre No. 2 (October 2013)

The second public meeting was held on October 10, 2013 and was attended by approximately 130 people. At the meeting, the project team presented an analysis of the existing conditions, potential alternative solutions that could address the problem/opportunity statement and proposed evaluation criteria.

Key feedback received at this meeting included, support for the amount of open and green space proposed, that traffic issues are persistent, especially special-event traffic, and that efforts to minimize congestion from both existing sources and new development should be made.

Stakeholder Consultation

A stakeholder group representing a balanced range of interests in the area was convened at the outset of the project. The group included neighbouring residents, businesses, waterfront community groups and other interested parties. Two SAC meetings were held throughout the process.

The first SAC meeting was held on May 2, 2013 and was attended by approximately 25 people including representatives of local neighbourhood associations, area residents and property managers. The purpose of the meeting was to introduce SAC members to the various studies included in this project and to solicit feedback on preliminary urban design principles and transportation considerations.

Approximately 25 people participated in the second SAC meeting, which was held on September 9, 2013. The purpose of the meeting was to provide an update to the SAC on the work progress to date and to seek feedback on Draft Urban Design Guidelines and a Draft Transportation Master Plan for Lower Yonge precinct.

Key transportation issues that were raised at this meeting included the need to provide separated bike lanes, consider the impacts of traffic generated by new development and maximize parking opportunities.

Landowner Consultation

There is a mix of private and public landowners in the Lower Yonge Precinct area including Pinnacle, Infrastructure Ontario (LCBO), Loblaws and the City of Toronto. Meetings with these area landowners were held throughout the process to obtain feedback and address site specific issues.

Landowners were engaged at the outset of the study in May of 2013 to discuss the scope of the study, problem and opportunity statement and the key transportation issues identified.

Key issues raised at this initial meeting related to the consistency of the TMPEA with landowner development plans, the alignment of the Harbour Street Extension and the phasing of infrastructure improvements. Additional meetings with the landowners were held on September 9, 2013 and July 7, 2014.

In response to the concerns raised about the timing of the Harbour Street extension and how the extension would impact the operations of the Loblaws site on the west side of Lower Jarvis Street, a sensitivity test of Alternative 4 was carried out to determine the traffic impacts of an interim phase of development where the current Loblaws site is not disrupted by the extension of Harbour Street between New Street and Lower Jarvis Street.

Alternative 4A was generated to test the traffic impacts associated with an interim extension of Harbour Street to New Street. The traffic model results for Alternative 4A did not display any significant differences from the Alternative 4 results, indicating that a phased development approach would be acceptable. The specific phasing of infrastructure will be evaluated further as part of the additional EA approvals that will be required prior to design and implementation of the Harbour Street extension.

Aboriginal Community Consultation

In consultation with the Ministry of Aboriginal Affairs, the Ministry of the Environment and Climate Change and Aboriginal Affairs and Northern Development Canada, the City of Toronto consulted with the following Aboriginal communities to determine whether they had an interest in the Lower Yonge TMPEA:

- Alderville First Nation
- Beausoleil First Nation (Christian Island)
- Chippewas of Georgina Island First Nation
- Chippewas of Rama
- Curve Lake First Nation
- Hiawatha First Nation

- Mississaugas of Scugog Island First Nation
- Moose Deer Point First Nation
- Mississaugas of the New Credit First Nation

Each of the Aboriginal communities identified as having a potential interest in the Lower Yonge TMP were contacted, provided project materials and asked whether they had an interest in the study. The Aboriginal communities were also provided the contact information for members of the project team and a meeting with project team members to answer any questions or discuss any issues in more detail offered.

Both the Mississaugas of the New Credit First Nation and Alderville First Nation confirmed that they had an interest in the TMP EA and asked that further project related materials and notices of meetings be provided. The Alderville First Nation subsequently followed up with an October 1, 2013 letter to the City of Toronto and Waterfront Toronto advising that the study area was deemed a level 3 project having minimal potential impact to First Nation's rights. The Alderville First Nation further asked that they only be contacted should archaeological resources, burial sites or environmental impacts be encountered during the project. The City of Toronto and Waterfront Toronto provided project materials and notices to the Mississaugas of the New Credit First Nation and will contact Alderville First Nation should any archaeological resources, burial sites or environmental impacts be identified.

The Curve Lake First Nation expressed an interest in the TMP EA and requested that the EA documentation be provided for review and comment. Copies of the final TMP EA will be provided accordingly.

The Chippewa's of Rama advised that their interests should be confirmed with the Williams Treaty First Nations Coordinator. The Williams Treaty First Nations Coordinator was copied on all correspondence sent to the Williams Treaty First Nations and was contacted on a number of occasions to confirm whether there was an interest in the TMP EA. No concerns were noted.

The Mississaugas of Scugog Island First Nation sent an email to the project team expressing an interest in the project and in particular, developing a plan to commemorate the historical militaristic role that the Mississaugas had with Toronto's waterfront. Waterfront Toronto and the City of Toronto have committed to work with the Mississaugas of Scugog Island First Nation and any other Aboriginal communities that may be interested in identifying implementation tools through the Lower Yonge Precinct Plan to commemorate the historical relationship that First Nations have with the waterfront.

Based on the feedback received from the distribution of the Notice of Commencement / PIC 1, Aboriginal communities were sent additional information about PIC 2, PIC 3 and the draft TMP EA, as appropriate. No further comments were provided as a result of the additional materials or meeting invitations sent.