



REPORT FOR ACTION

Lower Yonge Precinct Environmental Assessment Study

Date: June 1, 2017

To: Public Works and Infrastructure Committee

From: General Manager, Transportation Services

Wards: Ward 28 Toronto Centre-Rosedale

SUMMARY

Comprised of former industrial lands within the downtown core, adjacent to the Toronto Harbour and in close proximity to the Financial District, the Lower Yonge Precinct is at the heart of Toronto's transforming Central Waterfront. Despite its location, the Precinct lacks suitable transportation infrastructure, servicing capacity, and community facilities necessary to unlock its development potential.

Redevelopment presents an opportunity to transform the Precinct into a unique destination supported by good urban design and infrastructure planning consistent with the Central Waterfront Secondary Plan and Official Plan objectives for the waterfront. These objectives envision an area that is sensitive to its historical roots while creating future homes, workplaces, schools and community facilities for up to 13,000 residents and 15,000 employees (Attachment 2). Several residential and mixed-use developments have been recently completed and a number of properties are either under construction or are in the midst of the development approvals process.

As the industrial waterfront of the past transitions to a mixed use residential and commercial neighborhood, a different mix of transportation infrastructure is needed with a greater emphasis on building complete streets to encourage walking, cycling, and transit use. Approved by Council in 2015, the Lower Yonge Precinct Transportation Master Plan (TMP) was jointly carried out by Transportation Services, City Planning and Waterfront Toronto and identified key transportation improvements in transportation infrastructure needed to support redevelopment of the Lower Yonge Precinct while balancing local and regional transportation demands:

- easterly extension of Harbour Street (from Yonge Street to Lower Jarvis Street),
- realignment of the Yonge Street/Harbour Street intersection,
- conversion of Harbour Street from one-way eastbound to two-way operations (from York Street to Yonge Street),
- shortening of the Lower Jarvis Street off-ramp from eastbound Gardiner Expressway
- removal of the Bay Street on-ramp,
- reconstruction of Yonge Street (Queens Quay to Front Street) and lower Jarvis Street (Queens Quay to Lake Shore Boulevard East),

- construction of a new street, extending between Queens Quay East and Lake Shore Boulevard, east of Cooper Street, and
- extension of Cooper Street north to connect with Church Street and The Esplanade.

The purpose of this report is to provide an update on additional Environmental Assessment (EA) work that has been completed to advance the infrastructure identified in the TMP.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council endorse the preferred designs of the Lower Yonge Precinct Municipal Class Environmental Assessment Study outlined in Attachments 6 and 7;
2. City Council authorize the General Manager, Transportation Services to publish a Notice of Completion and file the Environmental Study Report for the Lower Yonge Precinct Schedule "C" Municipal Class Environmental Assessment (EA) Study on the public record for a minimum 30 days in accordance with the requirements of the Municipal Class EA; and
3. City Council request the Deputy City Manager, Cluster B and the Deputy City Manager and Chief Financial Officer to include the applicable infrastructure projects required to meet the needs of the redevelopment of the Lower Yonge Precinct in the list of works considered for incorporation within the planned update to the City Development Charges By-Law, and for consideration as part of the 2018 budget process.

FINANCIAL IMPACT

The estimated cost for the transportation infrastructure identified in the Lower Yonge Precinct is \$122 million including design and property acquisition costs. This excludes the cost of the proposed Cooper Street extension, which has been identified as a long-term objective.

Funding for this infrastructure is not currently identified within the 2017-2026 Approved Capital Budget and Plan for Transportation Services. A strategy to secure funding through the development review process and the Development Charge By-Law Review are being pursued.

The transportation network that is internal to the Lower Yonge Precinct will be constructed by the Lower Yonge Precinct landowners and secured through development approvals. Discussions with area landowners are underway regarding mechanisms to fund infrastructure outside of the Lower Yonge Precinct (e.g. construction of Yonge Street off-ramp; reconstruction of Harbour Street, the widening of Lake Shore Boulevard East, reconstruction of Yonge Street and Lower Jarvis Street) that is required to support, in part, build-out of the Lower Yonge Precinct.

The Lower Yonge Precinct Plan Report and policies included in the Lower Yonge draft OPA, adopted by City Council on June 7, 2016, identify the need to implement Holding bylaw provisions to ensure adequate infrastructure is planned and funded in advance of development proceeding. As a condition of lifting the holding provisions, a cost-sharing arrangement will be required.

City funding for the required infrastructure would include a number of sources including debt, reserves and reserve funds, and optimizing development charge funding as permitted by provincial legislation. As well, area landowners will be required to contribute towards the provision of the infrastructure. City funding for infrastructure in the Lower Yonge Precinct would be considered against other unfunded City priorities as part of a future capital budget process.

Given that the proposed northerly extension of Cooper Street to Church Street, including a grade separated crossing of the rail corridor extension is not required to support build-out of the Lower Yonge Precinct Area, this project has been identified as a long-term objective. The proposed Cooper Street extension would be contingent on redevelopment of an existing Toronto Community Housing Corporation (TCHC) owned residential building and a Toronto Parking Authority (TPA) parking facility. The preliminary estimate for the Cooper Street extension is approximately \$67 million, not including property acquisition.

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

DECISION HISTORY

Toronto and East York Community Council has received two reports providing information and status updates on the progress of work on the Lower Yonge Precinct Plan on November 6, 2012 and February 25, 2014, respectively:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.TE20.46>

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.TE30.56>

At its meeting on August 25, 26, 27, and 28, 2014, City Council adopted a report summarizing the results of Phase 1 of the Lower Yonge Precinct planning process including the "Lower Yonge Urban Design Report" and the "Lower Yonge Transportation Master Plan Environmental Assessment" and directing City Planning to complete the Lower Yonge Precinct Plan in consultation with Waterfront Toronto, other City Divisions, landowners, community members and other stakeholders:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.TE34.95>

At its meeting on March 31, April 1, and 2, 2015, City Council adopted a staff report endorsing the Lower Yonge Precinct TMP. City Council further directed the preparation of an OPA to secure various planned rights-of-way and to evaluate opportunities for protected bicycle lanes on Yonge Street between Queens Quay and Front Street:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PW2.4>

At its meeting on June 7, 8 and 9, 2016, City Council instructed staff to request that the Ontario Municipal Board (OMB) modify the former City of Toronto Official Plan and

Central Waterfront Secondary Plan, substantially in accordance with the draft Official Plan Amendment attached to the staff report. In addition, City Council endorsed the Lower Yonge Precinct Plan, second and final phase:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.TE16.4>

At its meeting on July 12, 2016, City Council considered a Request for Direction Report for the 1-7 Yonge Street Official Plan Amendment and Zoning Amendment Applications regarding principles of settlement of an OMB appeal. Council adopted recommendations that provide direction about the use of Holding provisions, developer contributions to the Lower Yonge regional transportation infrastructure and the use of Section 37 to secure contributions to transportation infrastructure identified in the TMP:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.TE17.21>

At its meeting on January 31, 2017, City Council considered a Request for Direction Report for 1-7 Yonge to provide further instructions in advance of the OMB Settlement Hearing. Council adopted amendments to the direction adopted at its meeting on July 12, 13, 14 and 15, 2016, including responsibility for improvements to Yonge Street and high level developer contribution estimates for regional transportation infrastructure:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.CC24.3>

COMMENTS

Lower Yonge Precinct Plan

Bounded by the Gardiner Expressway to the north and surrounding mixed-use neighbourhoods to the east, south and west, the Lower Yonge Precinct is at the heart of Toronto's transforming Central Waterfront. The Lower Yonge Precinct is undergoing significant redevelopment and intensification. Redevelopment of the precinct in an appropriate manner is fundamental to the City's success.

Its location serves as a strategic opportunity to strengthen and create connections, while removing barriers between the waterfront and the downtown. Lower Yonge will integrate built form with a vibrant public realm featuring beautiful streets and public parks and it will connect to a revitalized Union Station, an emerging South Core Financial District and the historic St. Lawrence neighbourhood.

As approved by Council, the Lower Yonge Precinct Plan provides a comprehensive plan that is necessary to unlock the area's development potential and ensure that redevelopment occurs in a way that is consistent with Central Waterfront Secondary Plan and Official Plan objectives for the waterfront and not on a site by site basis. Ultimately, the intention of the Lower Yonge Precinct Plan is to create a place that is connected with the larger urban fabric while transforming it into a place where people both live and work. The planning framework aims to create a place that will become a destination onto itself, while being sensitive to the land's historical roots, nearby industry, and the core asset of Lake Ontario to the south.

The Lower Yonge Precinct Plan and Official Plan Amendment envisions approximately 8,000 residential units and 380,000 square metres of non-residential gross floor area, providing future homes and workplaces for up to 13,000 residents and 15,000 employees (Attachment 2). Several residential and mixed-use developments have been

completed in the area in the last five years and a number of properties are either under construction or are in the midst of the development approvals process.

Key features contemplated for the Lower Yonge Precinct include thirteen (13) towers, a new community recreation centre, a large central park, an elementary school, two (2) child care facilities, affordable housing units, and a variety of transportation infrastructure improvements including modifications to the Gardiner Expressway; a tunnel connection under the rail corridor; two new streets, enhanced cycling infrastructure and an extension of the PATH network.

Transportation Master Plan

Approved by Council in 2015, the Lower Yonge Precinct TMP defines the transportation network that would support redevelopment in this area, balancing local and regional travel demands, and providing a complete streets approach that plans for all modes of transportation. The TMP identified key transportation improvements (Attachment 1) including:

- the easterly extension of Harbour Street from Yonge Street to Lower Jarvis Street;
- realignment of the Yonge Street/Harbour Street intersection,
- conversion of Harbour Street from one-way eastbound to two-way operations (from York Street to Yonge Street),
- shortening of the Lower Jarvis Street off-ramp from eastbound Gardiner Expressway,
- removal of the Bay Street on-ramp,
- reconstruction of Yonge Street between Queens Quay and Front Street and Lower Jarvis Street between Queens Quay East and Lake Shore Boulevard East, and
- construction of a new street, extending between Queens Quay East and Lake Shore Boulevard East of Cooper Street.

The extension of Cooper Street north to connect with Church Street and The Esplanade was also identified as a long-term objective that was not required to support development in the area.

Under the Municipal Class EA process, the transportation improvements identified in the TMP required further EA studies and approvals. The Lower Yonge Precinct EA was initiated in January 2016 in order to develop and evaluate alternative designs for each of the transportation improvements and recommend preferred designs. This work also responded to Council's direction to evaluate the extension of cycling facilities on Yonge Street, between Queens Quay and Lake Shore Boulevard East.

Existing Conditions

The EA study area (Attachment 4) includes both the Lower Yonge Precinct area and three additional streets, including: Harbour Street, from York Street to Yonge Street; Yonge Street, from Lake Shore Boulevard to Front Street; and, Church Street, from its southerly terminus to Lake Shore Boulevard East.

Traffic Conditions

Given the proximity of the Lower Yonge Precinct to the downtown area and the Gardiner Expressway, the existing transportation network carries significant regional traffic volumes to and from the downtown. 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.

Mode Share

The existing road network in the Lower Yonge Precinct was designed to accommodate vehicular traffic generated by industrial and commercial activity along the City's waterfront. Pedestrian and cyclist conditions are generally poor, and transit service within the precinct is minimal (Attachment 3).

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, and transit 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.

Road Safety

The City's Vision Zero Road Safety Plan (RSP) is a comprehensive and data-driven City-wide strategy endorsed by Council in July 2016, with the goal of reducing the number of Killed and Seriously Injured (KSI) collisions on City roads over the next 5 years.

As part of the RSP, the Traffic Safety Unit in Transportation Services has reviewed recent City-wide collision data. Over a six year period (2010 - 2016), there were 11 KSIs at intersections within the study area, including 4 at the Bay Street and Lake Shore Boulevard intersection, 3 at the Jarvis Street and Lake Shore Boulevard East intersection, 1 at the Yonge and Lake Shore Boulevard intersection and 1 at the Lower Jarvis Street and Queens Quay East intersection.

Other Transportation Infrastructure Studies

The EA study has considered all existing and planned components of the transportation network including:

- York-Bay-Yonge Interchange Reconfiguration project - currently under construction, removal of the old off-ramp will allow Harbour Street, between Lower Simcoe and Bay Street, to become a four-lane eastbound roadway with sidewalks and will enable the development of a new park.
- Gardiner East and Lake Shore Boulevard Realignment EA - currently under review by the Ministry of the Environment and Climate Change, a decision from the Minister is expected before the end of 2017.

- East Bayfront Transit Class EA - recommends a future East Bayfront Light Rail Line (LRT) running along Queens Quay, through the Lower Yonge study area, and connecting to Union Station, greatly expanding the transit accessibility in the area.

Development

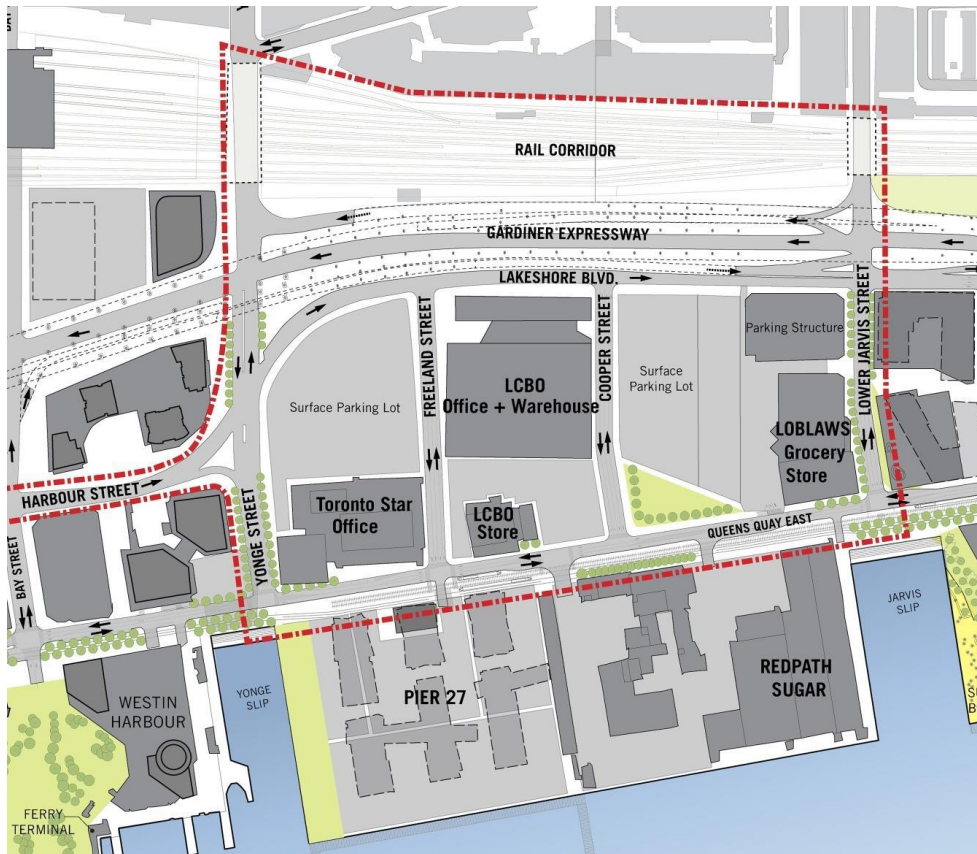
Ownership of lands in the precinct is consolidated among three major landowners: Pinnacle International, Menkes, and Choice Properties REIT. The existing uses and proposed development is outlined below:

- 1-7 Yonge Street: The Toronto Star office building and surface parking lot. Pinnacle International has submitted applications to amend the Official Plan and Zoning By-law in March 2013 to redevelop the site with five (5) mixed-use buildings including retention of the existing Toronto Star building, a future hotel, and community centre. The total proposed gross floor area is 386,078 square meters, comprised of 215,668 square metres of residential (including a substantial Affordable Rental Housing component) and 170,409 square metres of non-residential.
- 53, 55 & 95 Lake Shore Boulevard East; 15, 33 & 43 Freeland Street and 2 & 15 Cooper Street: LCBO retail outlet, offices and warehouse (a listed heritage property), surface parking lot, and an abandoned rail spur. Menkes has applied for Subdivision approval, and Official Plan Amendment and a Rezoning in May 2016. The current proposal is for mixed-use development with a variety of retail, service and community uses, 5 residential towers, 1 office building and a new park.
- Cooper Street to Lower Jarvis Street block (10 & 125 Lower Jarvis Street): a Loblaw's store and parking garage, surface parking lot; and an abandoned rail spur. Choice Properties REIT has stated its intention to redevelop the site. Timing for redevelopment is undetermined at this time.

Consultation

The consultation plan for the Lower Yonge Precinct EA included engagement with a Stakeholder Advisory Committee, land owners, Aboriginal communities, the general public and the Waterfront Design Review Panel. A well-attended public information centre event was held on June 23, 2016 to receive feedback and address questions from the public relating to the EA work completed to date. A more detailed summary is included in Attachment 5.

Figure 1 – Existing Uses Lower Yonge Precinct



Recommended Plan

The recommended plan would facilitate the reconnection of the City to its waterfront, create a more fine-grained road network, improvements to pedestrian and cycling conditions, and changes to the vehicular circulation through the precinct that will better balance regional and local traffic demands. The preferred designs meet City planning policies and objectives set forth in the Council-endorsed draft OPA and Lower Yonge Precinct Plan. Attachments 6, 7, 8 and 9 include the Recommended Key Plan, Cross Sections, Plan and Profile, and the Lower Yonge Precinct Cycling Network.

Yonge Street Gardiner Off-Ramp

A key feature of the preferred alternative is the removal of both the Lower Jarvis off-ramp and Bay Street on-ramp from/to the Gardiner Expressway, which together, account for 2.0 km of elevated ramp structure. In their place, it is recommended that a new off-ramp landing just west of Yonge Street be constructed.

The off-ramp design includes the following:

- A single lane exiting the Gardiner mainline and then widening to four lanes as the off-ramp approaches the Yonge Street intersection.
- Two eastbound left turn lanes so traffic to northbound Yonge Street has capacity without affecting the Gardiner mainline operations.

- Allow eastbound vehicles to exit the Gardiner Expressway at Yonge Street and turn left to northbound Yonge Street when accessing the downtown area.
- Creation of a public promenade at the southeast corner of Yonge Street and Lake Shore Boulevard.

Harbour Street from York Street to Lower Jarvis Street

- Designed as a four lane cross-section from York Street to Bay Street and a three lane cross-section from Bay Street to Lower Jarvis Street.
- The existing "S-curve" would be removed and Harbour Street would be straightened to connect to Yonge Street in line with the current Harbour Street alignment between York Street and Bay Street.
- A new two-way off-street cycle path is proposed on the south side of Harbour Street with pedestrian clearways and planting/furnishing zones provided.
- Design incorporates sufficient space to accommodate a signalized intersection at Harbour Street and Freeland Street, at such time as signalization of the intersection is warranted.

Figure 2 - Rendering of Yonge Street at Harbour Street Extension



Yonge Street from Queens Quay to Lake Shore Boulevard

- Designed as a three lane cross-section from Queens Quay to Harbour Street and a four lane cross-section from Harbour Street to Lake Shore Boulevard.
- Off-street raised cycle tracks would be located on both sides of Yonge Street adjacent to the pedestrian clearway and planting/furnishing zones.
- Setback to the existing buildings on the west side of Yonge Street would be maintained, whereas the proposed buildings on the east side of Yonge Street would be setback 10.0 m from road curb to face of buildings, to provide a tree lined promenade and open up north-south views.

Yonge Street from Lake Shore Boulevard to Front Street

- Designed as a four lane cross-section between Front Street and the rail corridor.
- Between Lake Shore Boulevard and the rail corridor (inclusive of the rail corridor), off-street cycle tracks would be located above semi-mountable curbs on both sides.
- Between the rail corridor and Front Street, standard bike lanes would be maintained given the available right-of-way space.

Freeland Street from Queens Quay East to Lake Shore Boulevard

- Designed as a four lane cross-section from Queens Quay East to Harbour Street. The curb lane on the west side would accommodate taxi layby and on-street parking, while the east side would accommodate a TTC bus resting area next to the Lower Yonge Park.
- Designed as a two lane cross-section from Harbour Street to Lake Shore Boulevard. An additional parking lane would be provided at locations where it can be accommodated.
- Pedestrian clearways separated from the roadway by furnishing/planting zones would be provided on both sides of the street, where possible.

New Street from Queens Quay to Lakeshore Boulevard

- Designed as a two lane cross-section with an additional parking lane at locations where it can be accommodated.
- Pedestrian clearway separated from the roadway by a furnishing/planting zone.
- A 3.0 m wide setback from the existing property line to the proposed buildings on both sides of 'New' Street would be provided to accommodate additional streetscape opportunities and would be secured through development as privately-owned, publically accessible open space.

Lower Jarvis Street from Queens Quay East to Lake Shore Boulevard East

- Designed as a four lane cross-section, with curb lanes to be used as on-street parking during off-peak periods.
- Raised cycle tracks are proposed with pedestrian clearways separated from the roadway by the cycle tracks and furnishing/planting zones.

- A 10.0 m wide setback from the road curb to the proposed buildings on the west side of Lower Jarvis Street would be provided to allow for additional streetscape opportunities and would be secured through development as privately-owned, publically accessible open space. A 3.0 m wide setback is also provided on the east side of Lower Jarvis Street from property line to face of building.

Lake Shore Boulevard East from Yonge Street to Lower Jarvis Street

- Opposite the new Yonge Street off-ramp, Lake Shore Boulevard East (eastbound) has been designed as a three lane cross-section. On the south side of Lake Shore Boulevard East, the pedestrian clearway would be separated from the roadway by a planting/furnishing zone.

Cooper Street from Queens Quay East to Lake Shore Boulevard East

- Designed as a three lane cross-section from Queens Quay East to Lake Shore Boulevard East.
- Pedestrian clearways are separated from the roadway by furnishing/planting zones.
- A 10.0m wide promenade zone from the proposed face of curb to the face of the proposed buildings on the east side of Cooper Street would provide additional streetscape opportunities.
- On-street bike lanes are proposed contingent upon the construction of the Cooper Street extension and connection to existing cycling facilities on The Esplanade, which would improve cycling connectivity between the Lower Yonge Precinct and the St. Lawrence neighborhood.
- Prior to the construction of the Cooper Street extension, the space reserved for future bike lanes could be used for on-street parking and/or car-share spaces.

Cooper Street Extension to Church Street

The Cooper Street Extension to Church Street would provide a connection across the rail corridor and reinstate a missing component of the transportation network. This component of the TMP infrastructure has been identified as long-term in nature.

The proposed Cooper Street tunnel has been designed as a four lane cross-section. Through the tunnel, the cycling and pedestrian clearway area would be raised above the elevation of the roadway in a manner similar to the Simcoe Street tunnel. Part of the Cooper Street tunnel works would include the reconstruction of Church Street south of The Esplanade. Off-street raised cycle tracks are proposed on both sides of Church Street. Pedestrian clearways would be separated from the roadway on both sides of the street by the cycle tracks and furnishing/planting zones.

Traffic modelling has been carried out to test the performance of the transportation network both with and without the Cooper Street extension and it has been determined that build-out of the Lower Yonge Precinct in accordance with the OPA's policies, land use designations and densities can occur without the Cooper Street Extension. Coordination with Metrolinx has occurred to ensure that Metrolinx's proposed expansion to the Union Station Rail Corridor (USRC) does not preclude the future extension of Cooper Street.

Key Issues

Key considerations of this study are public realm to support a healthy and vibrant precinct, road safety and cycling infrastructure, property impacts and parking.

Key Issue 1 - Public Realm to Support a Connected Precinct

The Lower Yonge Public Realm Plan is currently under development and will specify streetscape design and public realm treatment for the precinct. The Lower Yonge Precinct Plan (Figure 3, below) outlines the public realm direction for the precinct and the preferred designs for the transportation infrastructure recommended in this report.

The anchor of the public realm is a large central park that will form part of the lands currently occupied by the southern extent of the LCBO warehouse and retail outlet. Much of the precinct, including the recommended transportation network, will be defined by its relationship to this central space, which will become the heart of the community (Figure 4, below).

The public realm plan aims to improve connections to the water's edge, increase the amount of public amenity space, and enhance the pedestrian, cycling and aesthetic experience within the precinct. The following key elements will be considered:

- Consistent and co-ordinated treatment of the public right-of-way and adjacent setback areas, with all streets tree-lined, where possible;
- Expanded sidewalks on north-south streets through building setbacks and maximum widths of pedestrian clearway zones including 10 m wide promenade zones along one side of Yonge Street, Cooper Street and Lower Jarvis Streets and wider sidewalks on the north side of Harbour Street to leverage its greater access to sunlight in order to encourage activity on the street;
- High-visibility pedestrian crossings at intersections through line-painting or paving materials;
- Restricted vehicular access points for parking and loading to Freeland Street, New Street and potentially Cooper Street, to reduce vehicular/pedestrian conflict on the other streets that have higher anticipated pedestrian volumes; and,
- Excellence in urban design of the public realm that is consistent with the Central Waterfront developments and precincts.

Figure 3 – Public Realm Plan, Lower Yonge Precinct Plan

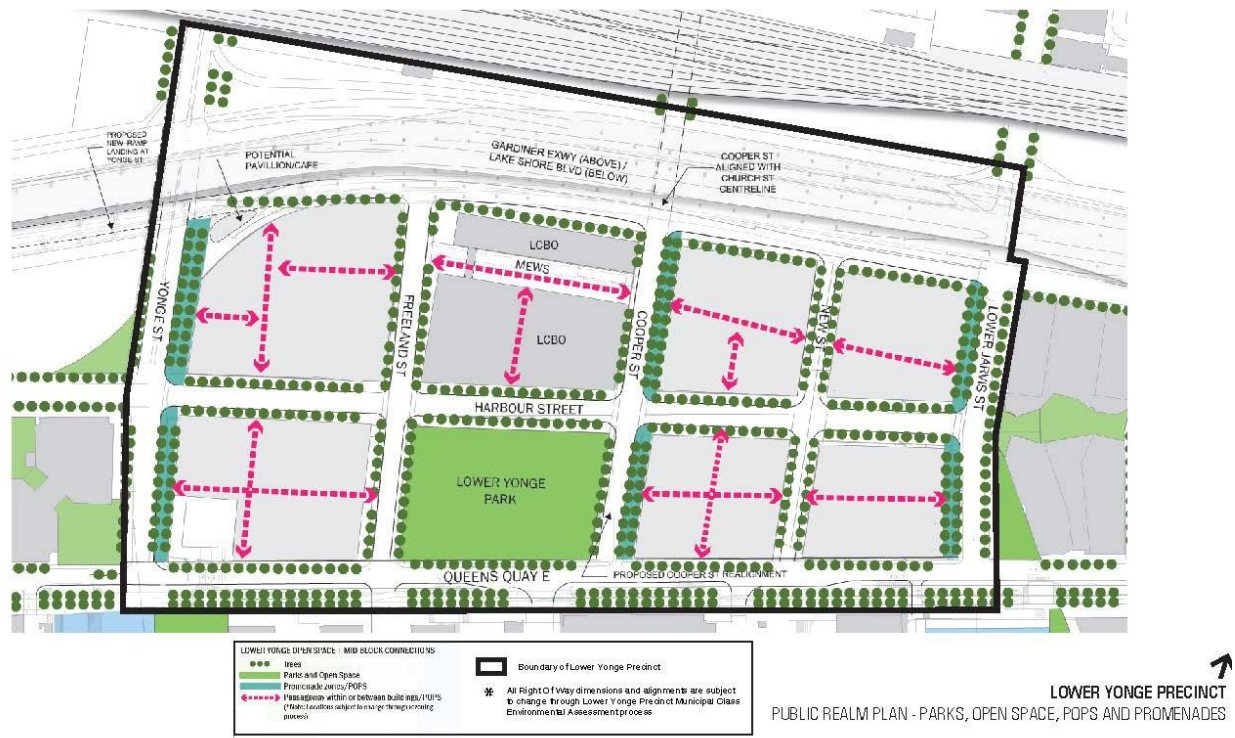


Figure 4 - Rendering of Lower Yonge Park looking northwest from Queens Quay East at Cooper Street



Key Issue 2 - Road Safety and Cycling Infrastructure

The recommended plan includes a number of changes that will result in road safety improvements including enhanced pedestrian crossings that minimize potential conflicts between vehicles and pedestrians as well as new cycling infrastructure within the study area. The following improvements are proposed

- At the intersection of Bay Street and Lake Shore Boulevard West, the removal of the Bay Street on-ramp would eliminate the uncontrolled crossing of the ramp entrance on the east side of the intersection and provide additional space for pedestrians queued at the southeast corner while waiting to cross the intersection.
- The removal of the 'S-curve' and reconfiguration of the Yonge Street / Harbour Street / Lake Shore Boulevard intersections would remove the uncontrolled crossing of the northbound Yonge Street to eastbound Lake Shore Boulevard East movement and the eastbound channelized right turn lane at Yonge Street and Harbour Street.
- The removal of the Jarvis Street off-ramp from the Lower Jarvis Street and Lake Shore Boulevard East intersection, enabling operational and safety improvements.
- New physically separated cycling facilities on Harbour Street from York Street to Lower Jarvis Street, on Lower Jarvis Street from Queens Quay East to Lake Shore Boulevard East and on Yonge Street from Queens Quay to the rail corridor.

A map showing existing and planned facilities in relation to the Cycling Network Plan is included in Attachment 9.

Key Issue 3 - Property Impacts

The recommended plan would result in property impacts to 10 Yonge Street, 33 Bay Street, 55 The Esplanade and portions of the Metrolinx-owned USRC. A strategy to mitigate these impacts has been developed and is described below.

10 Yonge Street

Implementation of the recommended design would result in the pedestrian clearway on the south side of Harbour Street being shifted closer to the northern property line of the 10 Yonge Street. Located at the southwest corner of Yonge Street and Harbour Street, 10 Yonge Street is occupied by a residential condominium with ground floor retail uses.

On the north side of the building, fronting the south side of Harbour Street, a set of stairs and a pedestrian ramp are used by residents and retail tenants for loading activities. This arrangement is contrary to the approved off-street loading facilities that are available for the use of residents and tenants of 10 Yonge Street. In addition, the set of stairs and pedestrian ramp have been constructed within the City's public right-of-way. Unpermitted use of the Harbour Street right-of-way for loading and unloading activities has been observed to result in unsafe conditions for pedestrians walking along the south boulevard of Harbour Street (Attachment 10).

The recommended design for Harbour Street would preclude the loading activities from occurring within the Harbour Street right-of-way and residents and tenants will be

required to use the approved off-street loading facilities located on the 10 Yonge Street property.

As a result of the realignment of Harbour Street, it may also be necessary to remove the existing set of stairs and pedestrian ramp and install protective measures such as a retaining wall and railing at the property line to protect pedestrians from the change in elevation between the Harbour Street right-of-way and private property. There may be opportunities to reduce (or eliminate) the height of any retaining wall by further lowering the profile of Harbour Street and through consideration of alternate cross-section details across the south side boulevard. This would be considered as part of the detailed design process which would seek to minimize the grade change along the 10 Yonge Street frontage and improve the integration of the public right-of-way and the ground floor retail establishments and enhance the public realm condition along this frontage.

Throughout the EA process, the 10 Yonge Street Condominium Corporation has been engaged and provided an opportunity to provide input into the mitigation measures proposed. The City will continue to consult with the Condominium Corporation through the design and implementation phase of work including exploration of alternate solutions and respond to the short term loading needs of 10 Yonge Street.

33 Bay Street

The recommended design of the new Yonge Street off-ramp from the Gardiner Expressway would impact laneway access for the 33 Bay Street property, currently provided to/from Yonge Street. Mitigation measures are necessary to manage the impacts of the recommended plan by providing alternate site access arrangements.

33 Bay Street is occupied by four (4) residential condominium towers with ground floor retail uses and a commercial parking facility. The complex is bounded by Harbour Street, Yonge Street, Bay Street and Lake Shore Boulevard West. The main access to the property is currently provided to/from Harbour Street with a secondary access to a laneway at the rear of the complex provided from Yonge Street.

The laneway at the north end of the site currently operates as a two-way operation with in/right out/right access provided to Yonge Street with internal connections to the Harbour Street entrance (Attachment 11). Under current operations, the laneway serves as an access route to on-site parking and is the only access to the loading facilities, which is required for waste removal, deliveries, and moving activities.

The recommended design of the new Yonge Street off-ramp would place the landing of the ramp immediately north of the Yonge Street access to 33 Bay Street. This would result in limited area for pedestrians walking on the west side of Yonge Street to take refuge between the Yonge Street driveway serving 33 Bay Street and the new off-ramp. Given the pedestrian volumes in the area, the size of the refuge area between the driveway and the ramp has been identified as a safety concern.

Opportunities to mitigate the impacts of the Yonge Street off-ramp have been reviewed, including the potential extension of the laneway at the north end of the 33 Bay Street to Bay Street, which would provide an alternate access point to the site. With the

extension in place, the laneway could be converted to one-way eastbound operations with the Yonge Street access restricted to right-out operations only. One-way operations of the laneway would also permit the installation of approximately eight (8) surface parking spaces that could be used by retail tenants and others for loading activities.

Discussions with the four Condominium Corporations about the impact of the recommended design of the Yonge Street off-ramp, including consideration of alternative access arrangements, are ongoing and will continue through project implementation. Should the laneway at the north end of the site be extended to Bay Street, it may be necessary to consider traffic control measures (e.g. gates) to prevent cut-through traffic.

55 The Esplanade

The northerly extension of Cooper Street to Church Street via a below grade crossing of the rail corridor would impact lands owned by the TCHC at 2 Church Street and Metrolinx-owned USRC (Attachment 12).

The Cooper Street extension has been identified as a long-term objective that is contingent on the redevelopment of an existing TCHC-owned residential building and a Toronto Parking Authority parking facility. The lands required for the Cooper Street extension would be secured as a condition of development at such time as the TCHC site is redeveloped. Metrolinx-owned lands would be the subject of future negotiations at such time as the TCHC site is redeveloped and funding for the Cooper Street extension secured.

Key Issue 4 - Parking

As build-out of the Lower Yonge Precinct Plan proceeds, Freeland Street and Cooper Street would be reconstructed and investments in new infrastructure made. The current use of Freeland Street and Cooper Street for on-street permit parking would need to be discontinued. In total, 61 on-street permit parking spaces, currently available to residents of the Toronto Island, are planned to be eliminated over a number of years as development within the precinct proceeds. It is anticipated that parking accommodations can be provided for a period of up to 10 years, subject to the timing of development and agreement with landowners.

A number of alternative arrangements for the existing permit holders have been considered, including: the relocation of permit parking spaces to other nearby City streets; off-street parking within nearby TPA lots, other commercial parking facilities or within City-owned public rights-of-way; the availability of parking spaces for long-term lease or purchase within new Lower Yonge Precinct development sites; and the availability of off-street and on-street car share parking spaces.

It is recommended that current permit holders enter into lease-arrangements with the owners of nearby commercial parking facilities, as may be appropriate to the specific situation of the permit holder.

As full build-out of the Lower Yonge Precinct is anticipated to occur over a number of years, existing permit parking holders can continue to use Freeland Street and Cooper Street for on-street permit parking and would be notified prior to any changes being implemented. During periods in which the use of Freeland Street and Cooper Street are impacted due to construction activities, the City is committed to work with the adjacent landowners and the permit holders to explore interim parking accommodations during periods of disruption. Menkes, the owner of the central block within the precinct, has also agreed to offer permit holders a preferred rate for overnight parking in the commercial parking facility that will be constructed as part of their first phase of construction. It is also understood that any parking spaces that remain unsold by Menkes could be offered to the permit parking holders for purchase.

Consultation with the Toronto Island Community Association (TICA) and local Ward Councillor has occurred throughout the study. Discussions with the TICA about the interim and long-term arrangements are in progress and will continue through the detail design and construction phases. Prior to the permanent removal of the on-street permit parking, formal notice of the City's proposal to remove the permit parking spaces on Freeland Street and Cooper Street to residential permit holders in the 5G permit area will be provided and a report seeking Council's authorization to remove the permits considered by Toronto and East York Community Council.

Schedule and Implementation

Subject to City Council's endorsement of the study recommendations, the EA would be filed on the public record for a 30-day review period. During this period, any interested party may request that the Minister of the Environment and Climate Change issue a Part II Order under the *Environmental Assessment Act*. Should a Part II Order request be submitted, staff would work with the requestor to address the concerns raised. Alternatively, staff may advise the Ministry of the Environment and Climate Change of the reasons why the request should be denied. Provided that a Part II Order has not been granted, the project may proceed to implementation following the completion of the 30-day review period.

The implementation of the recommended plan would be phased to support build-out of the Lower Yonge Precinct. Transportation infrastructure within the Lower Yonge Precinct would be implemented as development proceeds subject to the City's development review process.

A Construction Phasing Plan is currently being developed to determine the triggers for implementing the key transportation improvements outside of the precinct that would be required, in part, to support redevelopment of the precinct. Holding provisions would be established to ensure adequate regional infrastructure is planned and funded before additional development is permitted to be constructed.

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ATTACHMENTS

Attachment 1 – Lower Yonge Precinct TMP Recommendation Key Plan
Attachment 2 – Lower Yonge Precinct Land Use
Attachment 3 – Lower Yonge Precinct Existing Road Network
Attachment 4 – EA Study Area
Attachment 5 – Public Consultation Summary Report
Attachment 6 – Recommended Plan- Key Plan
Attachment 7 – Recommended Plan - Cross Sections
Attachment 8 - Recommended Plan and Profile Yonge Street Off-Ramp
Attachment 9 – Lower Yonge Precinct Cycling Network
Attachment 10 – 10 Yonge Street Stairs and Ramp
Attachment 11 – 33 Bay Street Laneway
Attachment 12 – Cooper Street Tunnel