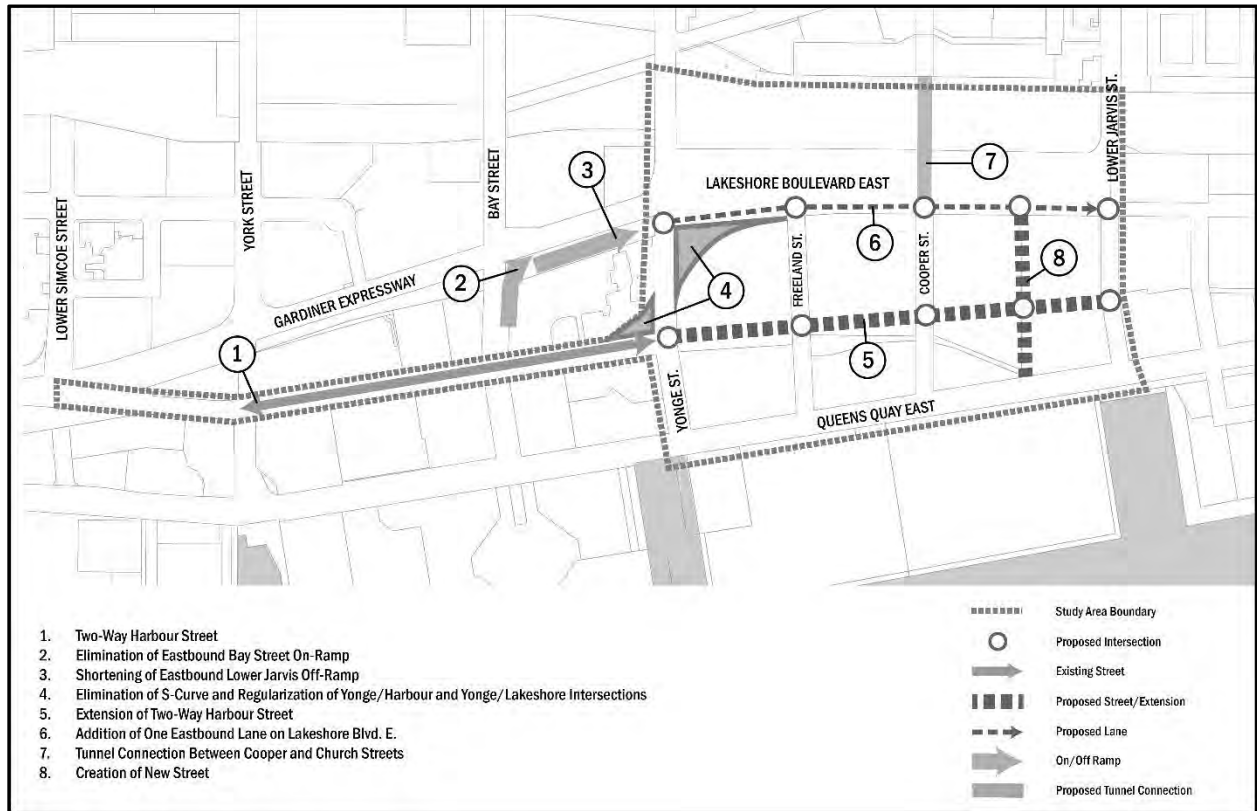


ATTACHMENT 1

Lower Yonge Precinct TMP Recommendation Key Plan



CNR

CPR

F.G. GARDINER EXPRESSWAY (Above)

LAKE SHORE BOULEVARD EAST (Below)

YONGE STREET

HARBOUR STREET

QUEENS QUAY WEST

YONGE STREET SLIP

FREELAND STREET

COOPER STREET

NEW STREET

JARVIS STREET

RICHARDSON STREET

JARVIS STREET SLIP

Block #3

Block #2

Block #1

Block #2

Block #1

Block #1

Legend:

- Regeneration Areas
- Regeneration Areas (Qualified)
- Park / Open Space
- Boundary of Lower Yonge Precinct
- #3 Maximum Number of Towers in Block

* All alignments are subject to change through Lower Yonge Precinct Municipal Class Environmental Assessment process

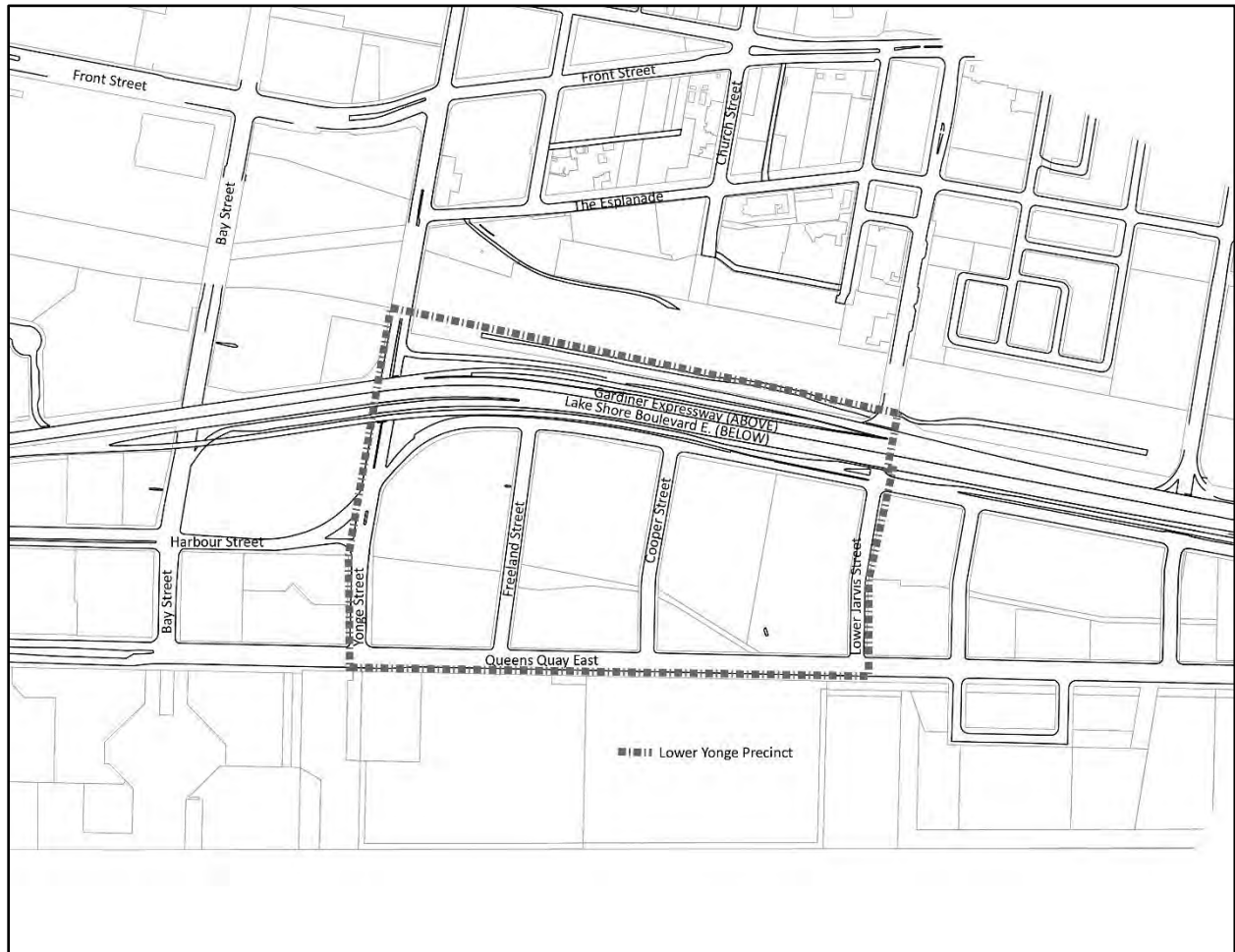
LOWER YONGE PRECINCT
LAND USE AND NUMBER OF TOWERS

DRAFT

April 18, 2016

ATTACHMENT 3

Lower Yonge Precinct Existing Road Network



ATTACHMENT 4
EA Study Area



ATTACHMENT 5
Public Consultation Summary Report

Link to full Public Consultation Summary Report:

<http://www.waterfrontoronto.ca/nbe/wcm/connect/waterfront/e175e435-b3a0-4ff2-be24-1eb449a16b31/Lower+Yonge+Precinct+-+PIC+Summary+Report+FINAL+Low+Res.pdf?MOD=AJPERES&CACHEID=e175e435-b3a0-4ff2-be24-1eb449a16b31>

1.0 INTRODUCTION

Waterfront Toronto and the City of Toronto are jointly undertaking a Municipal Class Environmental Assessment (EA) Study and Public Realm Concept for the Lower Yonge Precinct Area. The Lower Yonge Precinct Area includes approximately twelve hectares of waterfront land located between Yonge Street and Lower Jarvis Street, south of Lake Shore Boulevard East and north of Queens Quay East. This study will also assess the configuration of Harbour Street as far west as York Street.

This project is following the Municipal Class Environmental Assessment Study for a Schedule 'C' project. A Transportation Master Plan (TMP) was completed in 2015 that identified the transportation infrastructure required to support development within the Lower Yonge Precinct Area. The TMP addressed the requirements of Phases 1 and 2 of the Municipal Class EA process. This project will fulfill the Phases 3 and 4 requirements under Schedule 'C' of the Municipal Class EA process.

2.0 PURPOSE

Public consultation is a key component of this study. The public are encouraged to provide input at any point during this study. A Public Information Centre (PIC) was scheduled to provide all stakeholders, including residents, business owners, and members of the general public, as well as relevant public and private agencies, with an opportunity to review project information, identify concerns, and comment on and discuss this study.

The purpose of the meeting was to provide information about the problem / opportunity statement, existing conditions and next steps for the Lower Yonge Precinct Area. The Project Team was specifically seeking feedback on the evaluation of the street alignment alternatives, evaluation criteria and the selection of the preliminary preferred transportation plan.

In addition to the MCEA panels, Lower Yonge Precinct display panels were included and representatives from the York/Bay/Yonge ramp reconfiguration project were available to provide an update on that project.

3.0 PIC SPECIFICS

The location, date, and time of the PIC is noted below:

Date: June 23, 2016
Format: Drop-in and view the displays
Time: 4:30 to 8:00 p.m.
Location: Waterfront Neighbourhood Centre – Gymnasium
(formerly Harbourfront Community Centre)
627 Queens Quay West (at Bathurst Street)

4.0 NOTIFICATION

Various measures were taken to ensure proper notification of the PIC event.

Waterfront Toronto distributed the Notice of PIC to stakeholders on its email distribution list on June 9, and June 22, 2016. The PIC was also included in the May 2016 and June 2016 editions of the email newsletter (News from Our New Blue Edge).

The Notice of PIC was published in *NOW Magazine* newspapers on June 9 and 16, 2016.

Notification letters were distributed by direct mail or e-mailed to contacts on the City of Toronto study mailing list, including interested stakeholder groups.

Notification letters were distributed by registered mail and email to the applicable First Nations on June 10, 2016 with subsequent follow up emails sent on June 15, 2016 and June 17, 2016.

Notification letters were distributed by email to the applicable government agencies and utility providers on June 14, 2016.

In addition, a copy of the PIC notice was sent via Canada Post bulk mailing to approximately 16,923 properties (residential and businesses) within an approximately 400 metre radius of the Precinct Study Area.

A copy of the newspaper notices can be found in **Appendix A**.

5.0 STAFF ATTENDANCE

The following Waterfront Toronto, City of Toronto, and consultant members of the Project Team attended the PIC:

Waterfront Toronto

- Amanda Santo
- Chris Glaisek
- Dave Madeira
- Rei Tasaka
- Tara Connor
- Corey Bialek
- Meghan Hogan
- Mira Shenker
- Andrea Kelemen

City of Toronto – York/Bay/Yonge Team

- Josie Franch
- Jim Schaffner

City of Toronto

- Willie Macrae
- Anthony Kittel
- Eddy Lam
- Anson Yuen
- Jeffrey Dea
- David Dunn
- Ashley Curtis

Consultant Team (MMM / WSP)

- Bob Koziol
- Shannon Baker
- Sandy Nairn
- Meghan Bratt

6.0 MATERIAL DISPLAYED

A backgrounder was prepared as a reference document and distributed to stakeholders at the welcome desk / sign-in table. The backgrounder provided the following information:

- An overview of the process completed to-date;
- An overview of the Municipal Class Environmental Assessment process;
- Anticipated timeline moving forward;
- Gardiner Expressway and Lake Shore Boulevard reconfiguration;
- Transportation network in the Lower Yonge Precinct; and
- Cross selections of select roadway segments.

The following display panels were presented at the PIC:

1. Project Introduction Panel
2. Welcome (text and graphics)
3. Study Area (text and key map)
4. Existing Conditions - Cultural Environmental (text and graphics)
5. Existing Conditions - Public Realm / Urban Design and Land Ownership (text and graphics)
6. Existing Conditions - Socio-Economic Environment (text and graphics)
7. Existing Conditions - Transportation (text and map)
8. Planning Context (text and table)
9. The Municipal Class EA Process (text and graphics)
10. Timeline of Events (text and timeline)
11. Problem and Opportunity Statement (text and photographs)
12. Summary of Transportation Master Plan Recommendations (text and map)
13. Summary of Official Plan Amendment and Precinct Plan Recommendations (text and maps)
14. Lower Yonge Public Realm Concept (text and graphics)
15. Evaluation Criteria (text and table)
16. Evaluation of Alternatives – Harbour Street (York Street to Bay Street)
17. Evaluation of Alternatives – Harbour Street (Bay Street to Yonge Street)
18. Evaluation of Alternatives – Harbour Street (Yonge Street to Freeland Street)
19. Evaluation of Alternatives – Harbour Street (Freeland to Lower Jarvis)
20. Evaluation of Alternatives – Yonge Street (Queens Quay to Lake Shore Blvd)
21. Evaluation of Alternatives – Yonge Street (Lake Shore Blvd to Rail Corridor)
22. Evaluation of Alternatives – Yonge Street (Railway Corridor) (table and graphics)
23. Evaluation of Alternative – Yonge Street (Railway Corridor to Front Street)
24. Evaluation of Alternatives – Freeland Street (Queens Quay to Lake Shore Blvd)
25. Evaluation of Alternatives – Cooper Street (Queens Quay to Lake Shore Blvd)
26. Evaluation of Alternatives – Cooper Street Tunnel
27. Evaluation of Alternatives – Church Street
28. Evaluation of Alternatives – ‘New’ Street
29. Evaluation of Alternatives – Lower Jarvis Street (Queens Quay to Lake Shore Blvd)
30. Evaluation of Alternatives – Lake Shore Blvd (Yonge Street to Lower Jarvis Street)
31. Evaluation of Alternatives – Gardiner Off-Ramp
32. Preliminary Preferred Configuration (map)
33. Next Steps (text)

A copy of the PIC displays can be found in **Appendix B**.

7.0 FORMAT AND ATTENDANCE

7.1 June 23, 2016 (Waterfront Neighbourhood Centre)

The PIC was held as a drop-in style, open house format. Members of the public (including stakeholders, business owners, property owners, and agencies) were invited to attend from 4:30 to 8:00 p.m. Project Team members were available to discuss the project one-on-one with the attendees.

Attendees were asked to sign in at the welcome desk. Eighty-two (82) individuals chose to sign in. Representatives with the following affiliations identified themselves at the PIC: Ports Toronto, Toronto Island Community Association, 10 Yonge Street, Enwave, BA Group, R.V. Anderson Associates, Urban Strategies Inc., St. Lawrence Neighbourhood Association, Dillon Consulting, and LCBO. One media representative (a journalist from The Bulletin), was identified at the PIC.

Four (4) attendees submitted comment sheets at the PIC. An online version of the comment sheet was created and circulated through Waterfront Toronto's website, social media networks, newsletter, and to the Stakeholder Advisory Committee for circulation to the groups they represent.

8.0 SUMMARY OF COMMENTS RECEIVED

Attendees were given the opportunity to submit written comments as well project team members were on hand to take notes of comments received verbally. The following summarizes the common verbal and written comments received at the PIC for the Lower Yonge Precinct Municipal Class Environmental Assessment and Public Realm Concept Study. This reports summaries the feedback received and is not intended to be a verbatim transcript.

Following the PIC, the Project Team prepared a Frequently Asked Questions (FAQ) document, and posted a copy of the FAQs online. A copy of the FAQs are included in **Appendix C**.

8.1 Summary of Verbal and Written Comments Received at and following the PIC

General Comments about the Preferred Plan / Cross Sections

- ▶ Support for the multi-modal transportation options, including cycling facilities.
- ▶ A Participant was in favour of many of the road alignments and lane configurations. Specifically noted that it is a good idea to take some of the Queens Quay traffic and reroute it onto Harbour Street with the extension.
- ▶ A Participant was concerned about the use of a grid network, and stated it is a "dead idea". It is old fashioned and a "silly idea for neighbourhood design." Advocated for residential to be placed on periphery of existing roads, with a large park in the middle.
- ▶ Participant encouraged the "grand entrance" to be relocated to the Queens Quay - Yonge Street intersection.
- ▶ More benches and street furniture to enhance the public realm was recommended.

Comments on the potential impact to the existing Pinnacle Centre development (33 Bay Street & 12-16 Yonge Street)

- ▶ Concerns about the proposed right-in, right-out movement at the entrance to 33 Bay and corresponding transportation movements.

Comments on the potential impact to 10 Yonge Street

- ▶ Stakeholders and residents had multiple concerns about the reconstruction of Harbour Street. Some of the common concerns included:
 - Harbour alignment would restrict vehicular access to the site directly off of Harbour for deliveries.
 - There is no place on Harbour dedicated for delivery / moving trucks to stop and unload based on the configuration of the preferred alternative.
 - The existing 10 Yonge building has limited access points with a “moving door” on the north side of the building. Suggestions that a drop curb be installed at the access points as part of the detailed design.
 - Concerns that there may be impacts to private property.

Comments about Harbour Street (York Street to Bay Street)

- ▶ Supports the preferred alternative as it makes Harbour Street a complete street.
- ▶ The preferred alternative from Harbour Street from Bay Street to Yonge Street introduces two-way traffic flow instead of the existing one-way traffic and there were concerns about lane access and traffic flow.
- ▶ Suggestion to further explore advancing a right-turn lane at Bay Street and Harbour Street to go north on Bay Street, which would be useful for the Pinnacle Centre.
- ▶ Traffic congestion on Harbour Street is a concern, because adding car capacity could encourage more vehicles.
- ▶ Participant suggested that there should be an advance signal at Harbour Street (turning right) at Bay Street (traffic direction was not specified). The logic is that without a right turn advance, only 1 or 2 cars might be able to go per green light given the high volume of pedestrians crossing the street, thus leading to more congestion.
- ▶ For Harbour Street in general: concern with the cycling facility and sidewalk being so close together. Recommend more separation between the two spaces.

Comments about Yonge Street (Queens Quay to Lake Shore Boulevard)

- ▶ Support for the preferred alternatives as Yonge Street becomes a complete street with options for every mode of transportation and narrower driving lanes, which improves safety for both cyclists and pedestrians.
- ▶ Concern that 3-lanes and 5-lanes of vehicle traffic are not consistent south and north of Harbour Street.
- ▶ Concerned that the Yonge corridor currently has too many travel lanes.
- ▶ Concern about accessing Yonge Street from Harbour Street in the morning, especially with redevelopment (density).

Comments about Yonge Street (Lake Shore Boulevard to Rail Corridor)

- ▶ Support for a cycle track instead of a standard bike lane.
- ▶ Support for a landscaped median, which will add to the beauty of the street.
- ▶ Concern that 4-lanes in this section of Yonge Street is not consistent with the other cross sections.
- ▶ Suggestion that the travel lanes should be consistent and ensure narrow driving lanes and tighter turning radius to improve safety for non-motorists.

Comments about Yonge Street (Railway Corridor to Front Street)

- ▶ Concern that bike lanes are too narrow for Yonge Street, a major arterial.
- ▶ Concern that the location of bike lanes is unsafe and located close to the travel lanes (“mini highway”).
- ▶ Suggestion to modify the width of the travel lanes from 3.3 m to 3.0 m, and to provide an additional buffer for the bike lanes. Alternatively, the bike lanes could become a cycle track.

Comments about Freeland Street (Queens Quay to Lake Shore Boulevard)

- ▶ Multiple comments received about the on-street parking lanes shown, including:
 - Support for 1 lane of parking, as it will discourage people from driving.
 - 2 lanes of parking along Freeland Street is excessive.
 - Parking lanes are a waste of space.
 - Suggestion to stop prioritizing cars with parking and congestion charges could be introduced / implemented and parking fees should be increased.
 - Concern that a greater emphasis is being placed on on-street parking instead of cycling facilities.
 - Parking supports retail.

Comments about Lake Shore Boulevard (Yonge Street to Lower Jarvis Street)

- ▶ Concern that two left turn lanes are unnecessary.
- ▶ Suggestion to widen the sidewalks, and prioritize people over cars.

Comments about the Cooper Tunnel

- ▶ Four lanes for the Cooper tunnel is too many travel lanes; instead, there should be wider bike lanes and sidewalks, with fewer traffic lanes.

Comments about Lower Jarvis Street

- ▶ Support for Lower Jarvis accommodating traffic in both directions. There was a discussion about using signalization to reverse centre lane traffic flow based upon demand.
- ▶ Concern about the pedestrian crossing at Lake Shore Boulevard and Lower Jarvis Street, specifically the duration of the crossing time (direction was not specified).
- ▶ Suggestion about the location of Lake Shore Boulevard East (set back by 5 m) to provide improved sight lines for pedestrians.

Comments related to the Cycling Facilities

- ▶ A participant suggested that all cycling facilities should be separated from vehicles (including the stretch from Yonge Street to Front Street).
- ▶ Participant recommended that parking spot requirements should be reduced to 1 for every 3 units given that the trend is reduced car ownership.
- ▶ Concern about the unidirectional bike lanes.

Comments about Nuisance Effects

- ▶ Concerns about air quality because of the increased density, congestion and vehicles idling at intersections.

Comments about Parking

- ▶ Parking should be reduced for the new development – need fewer cars in the downtown.
- ▶ Green P parking permits should be included within the development – for Toronto Island residents.

Miscellaneous Comments

- ▶ Multiple participants expressed concerns about the density and the traffic associated with the density and congestion.
- ▶ Several individuals expressed concern over the parking and potential impacts to the TCHC building with the extension of Cooper Street.
- ▶ One participant expressed concern about areas lacking sunlight and indicated that the area is always in shadow.

No comments were received about the following street / cross section: Cooper Street.

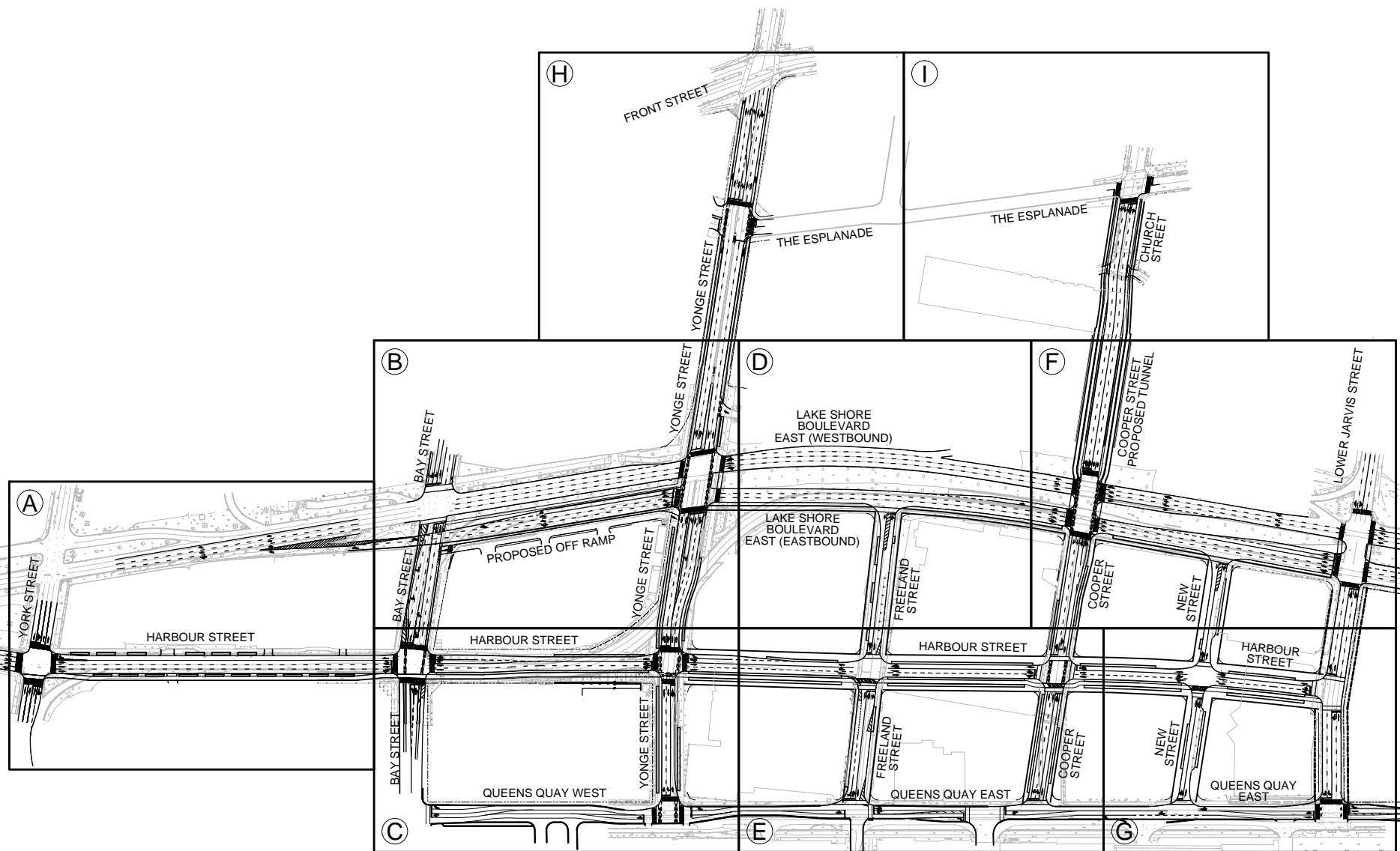
Summary of Comments Received via Online Form

- ▶ More focus on pedestrian safety, requests to prioritize pedestrian and cycling infrastructure over infrastructure for motor vehicles.
- ▶ Calls for less traffic through the neighbourhood's internal grid, and more traffic on major thoroughfares like Lake Shore.
- ▶ Preference for alternatives that separate cyclists from pedestrians; several mentions of mountable curb as inadequate separation of cyclists from motorists.

Exhibit 1 provides a summary of the number of comment sheets submitted at the PIC and the number of comments which were submitted by mail, phone, fax, online form or email before the PIC, following the PIC notification; and after the events through to July 14, 2016.

Exhibit 1 Public Information Centre Comments						
	Submitted at the PIC	Received via Mail / Fax	Received via Email	Phone conversations	Online Forms	Total
Comments	4	0	18	3	13	17

ATTACHMENT 6
Recommended Plan - Key Plan



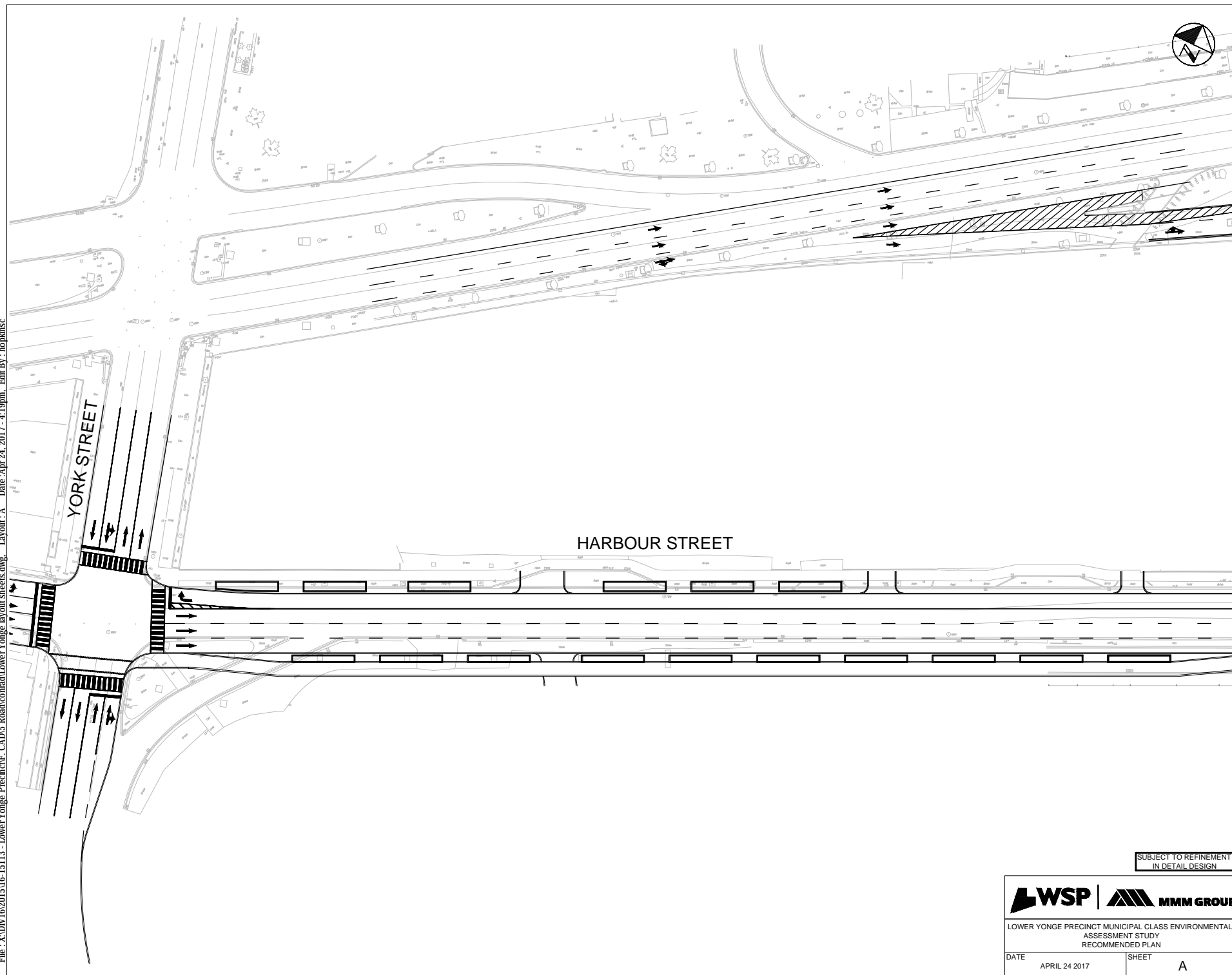
SUBJECT TO REFINEMENT
IN DETAIL DESIGN



LOWER YONGE PRECINCT MUNICIPAL CLASS ENVIRONMENTAL
ASSESSMENT STUDY
RECOMMENDED PLAN

DATE
APRIL 24 2017

KEY PLAN

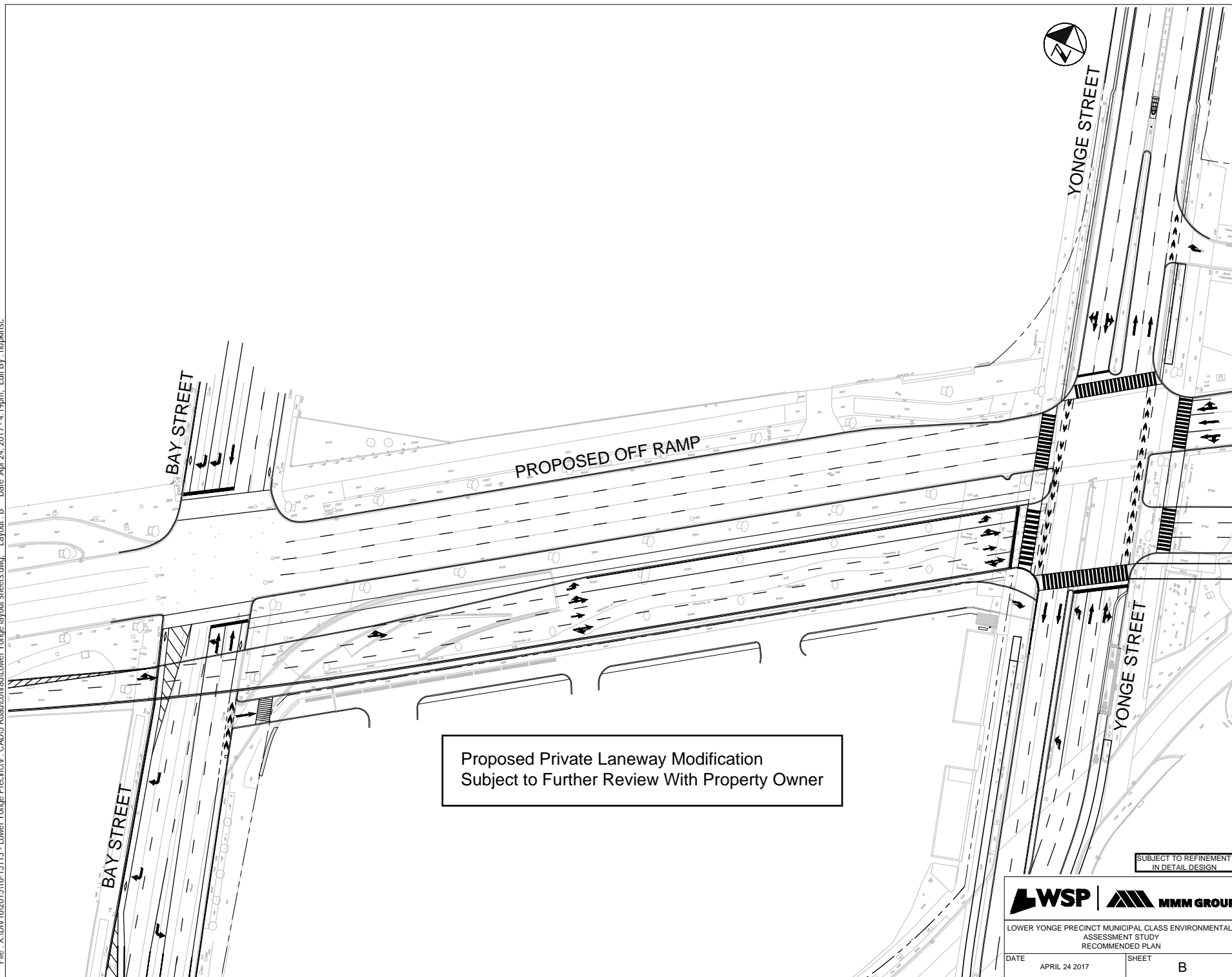


SUBJECT TO REFINEMENT
IN DETAIL DESIGN



LOWER YONGE PRECINCT MUNICIPAL CLASS ENVIRONMENTAL
ASSESSMENT STUDY
RECOMMENDED PLAN

DATE	APRIL 24 2017	SHEET	A
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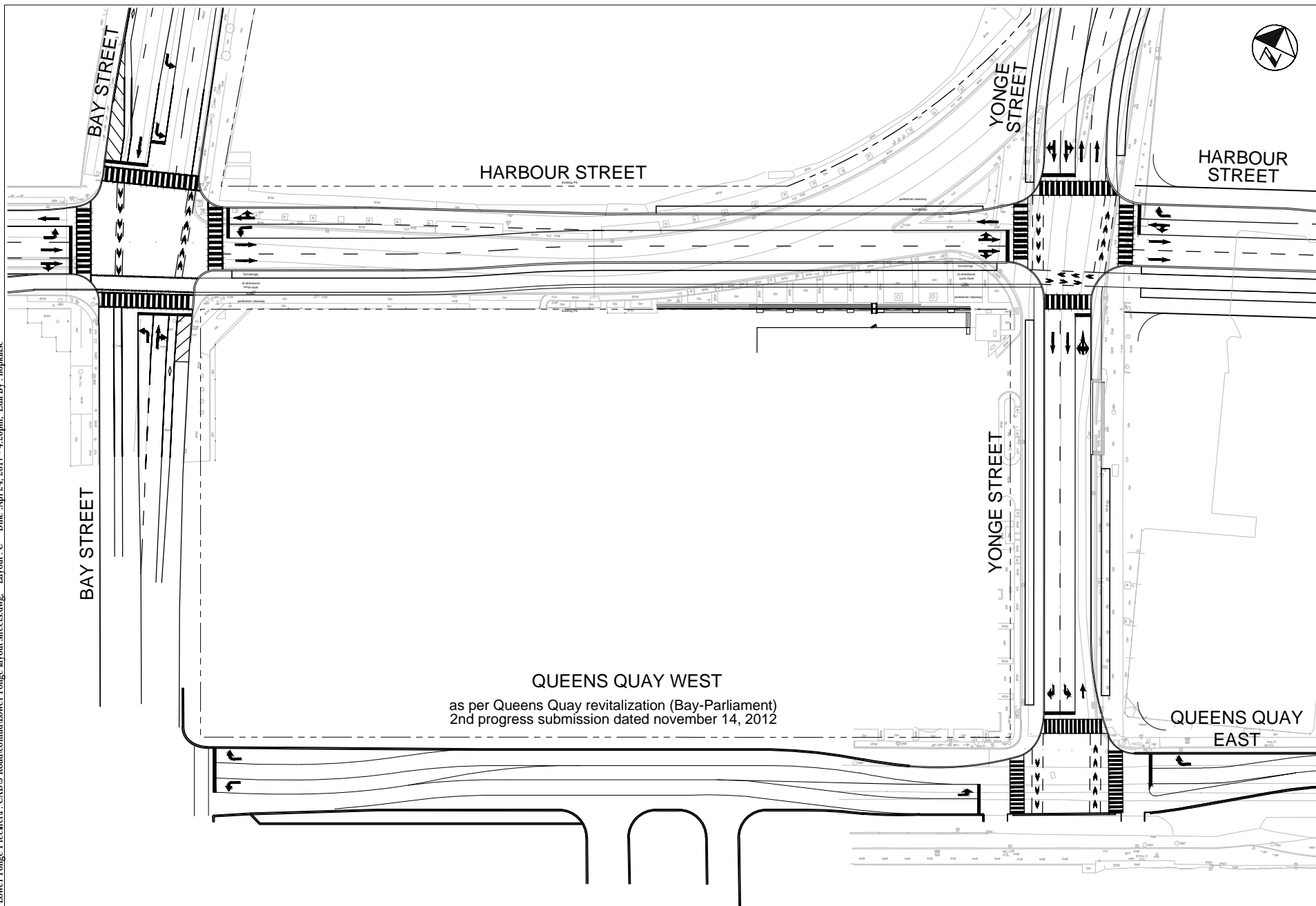
Proposed Private Laneway Modification
Subject to Further Review With Property Owner

SUBJECT TO REFINEMENT
IN DETAIL DESIGN





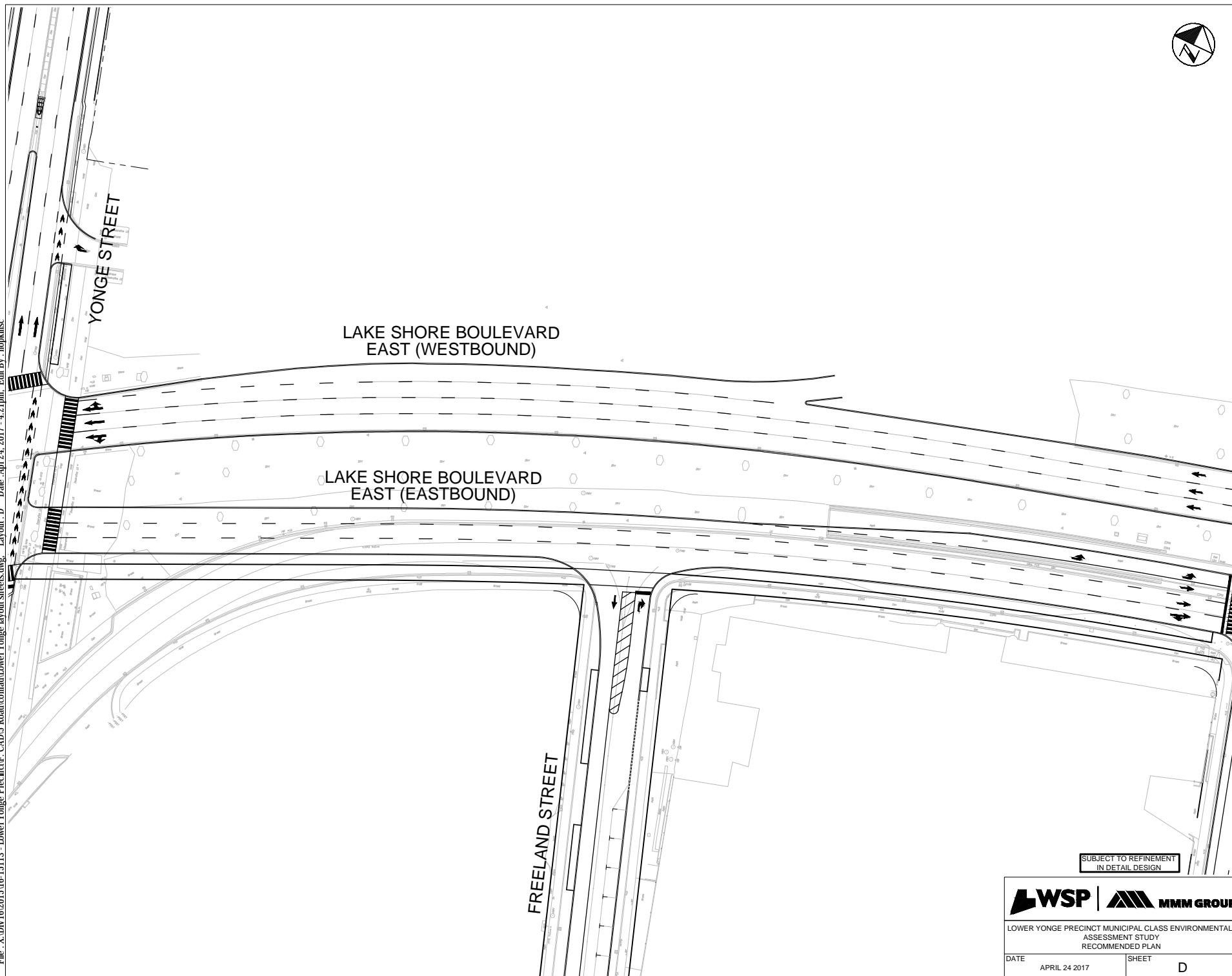
LOWER YONGE PRECINCT MUNICIPAL CLASS ENVIRONMENTAL
ASSESSMENT STUDY
RECOMMENDED PLAN

DATE	APRIL 24 2017	SHEET	B
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SUBJECT TO REFINEMENT
IN DETAIL DESIGN

 	
LOWER YONGE PRECINCT MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY RECOMMENDED PLAN	
DATE APRIL 24 2017	SHEET C

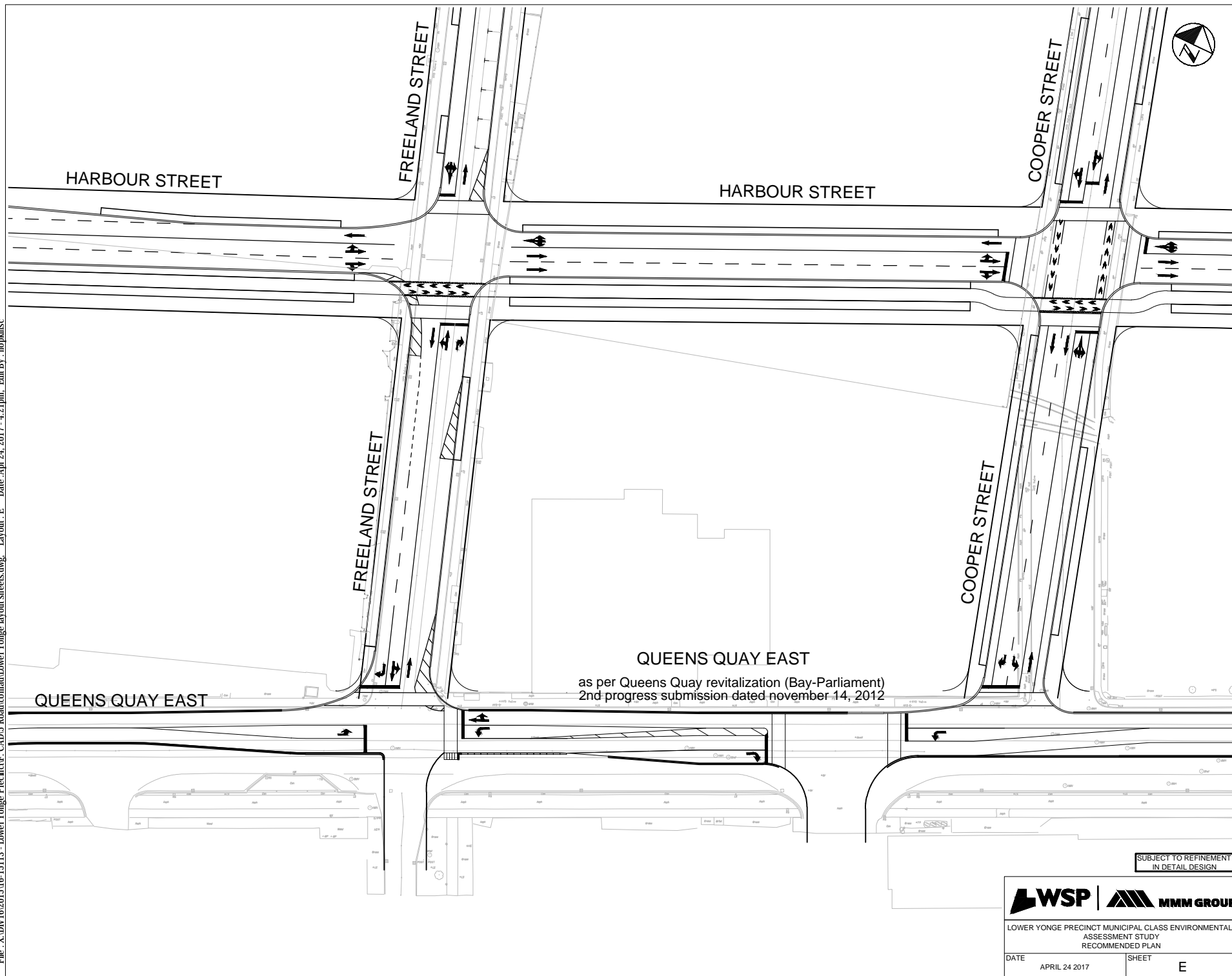


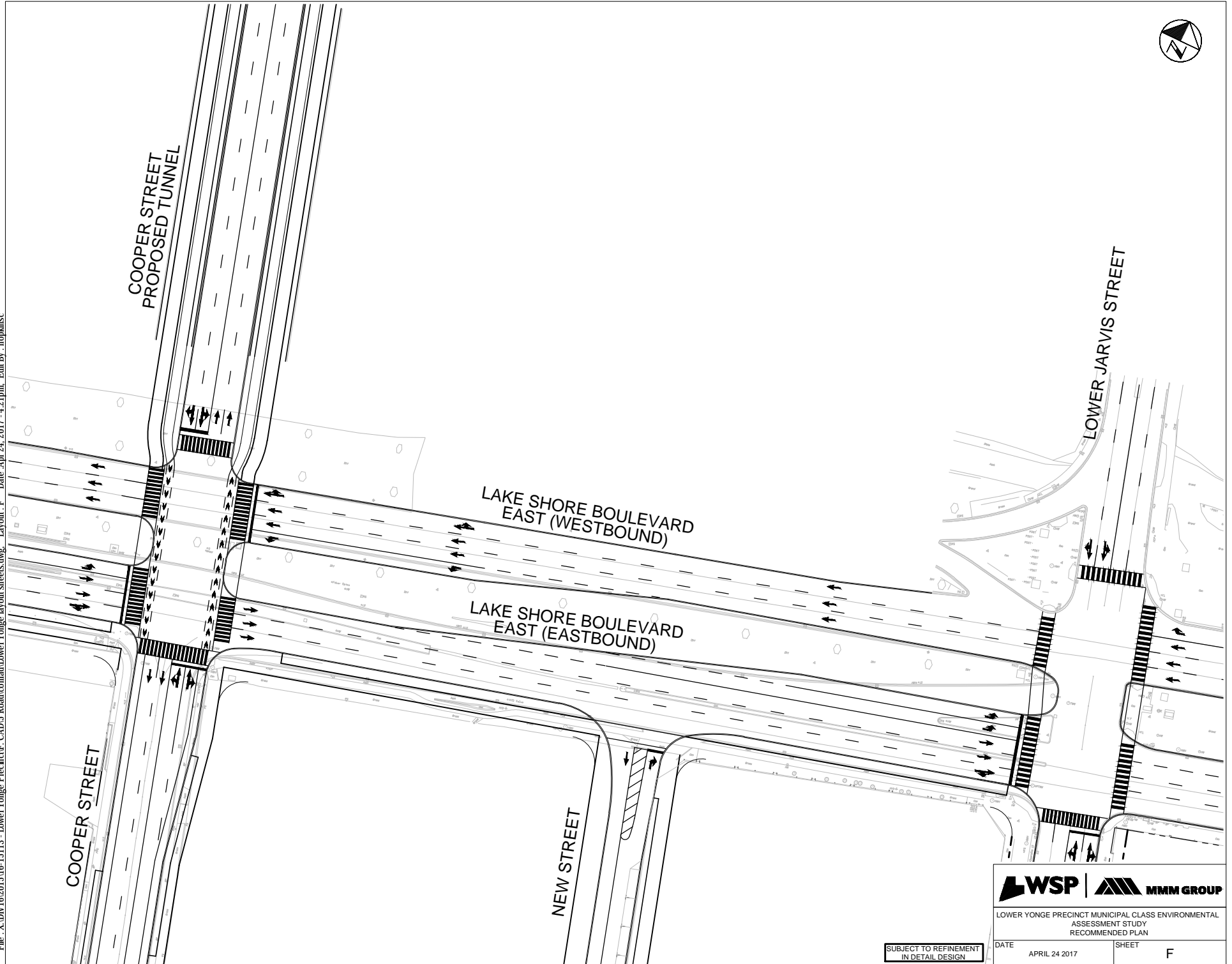
SUBJECT TO REFINEMENT
IN DETAIL DESIGN



LOWER YONGE PRECINCT MUNICIPAL CLASS ENVIRONMENTAL
ASSESSMENT STUDY
RECOMMENDED PLAN

DATE	APRIL 24 2017	SHEET	D
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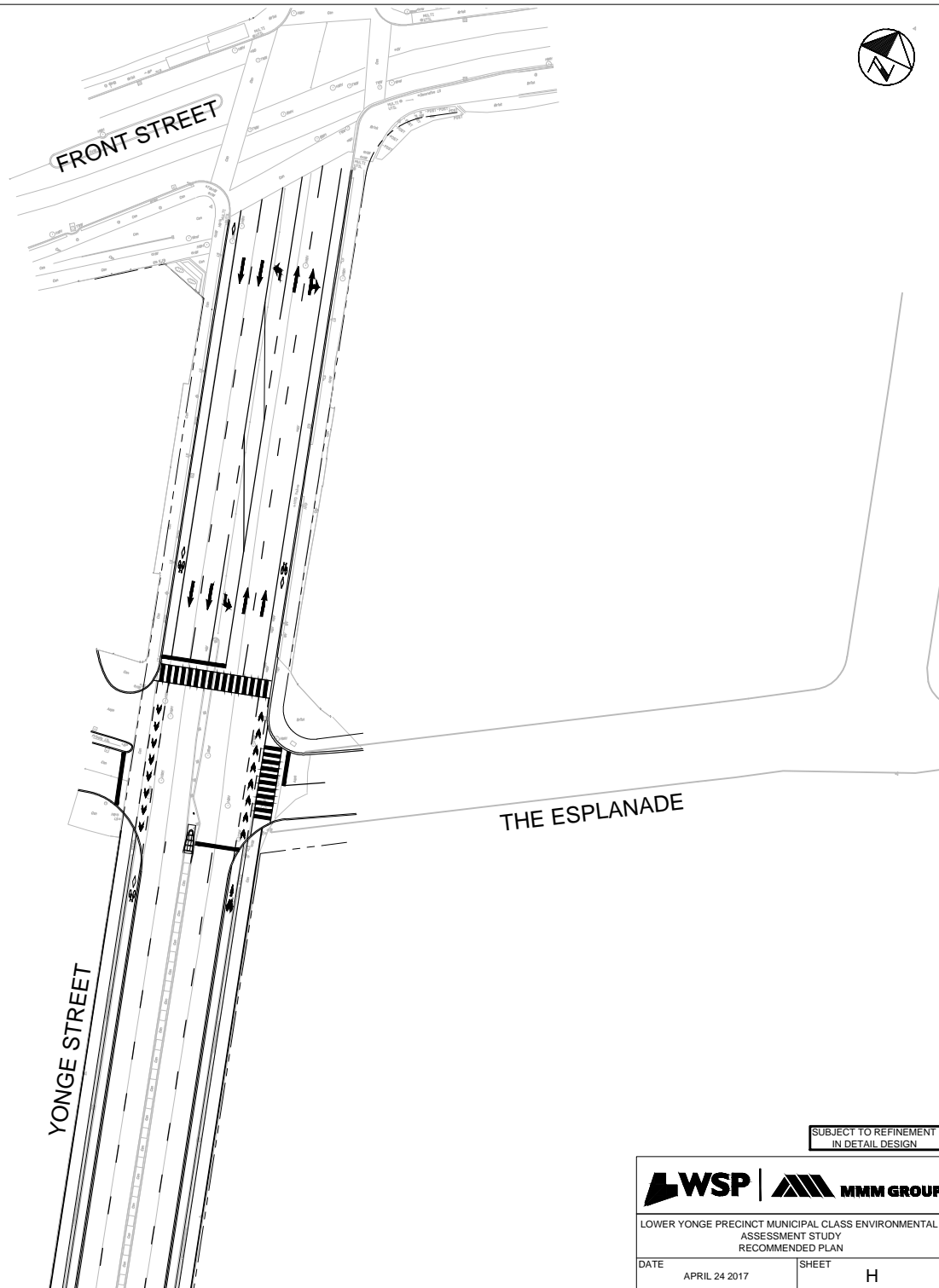


SUBJECT TO REFINEMENT
IN DETAIL DESIGN



LOWER YONGE PRECINCT MUNICIPAL CLASS ENVIRONMENTAL
ASSESSMENT STUDY
RECOMMENDED PLAN

DATE	APRIL 24 2017	SHEET	F
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THE ESPLANADE

CHURCH STREET

SUBJECT TO REFINEMENT
IN DETAIL DESIGN

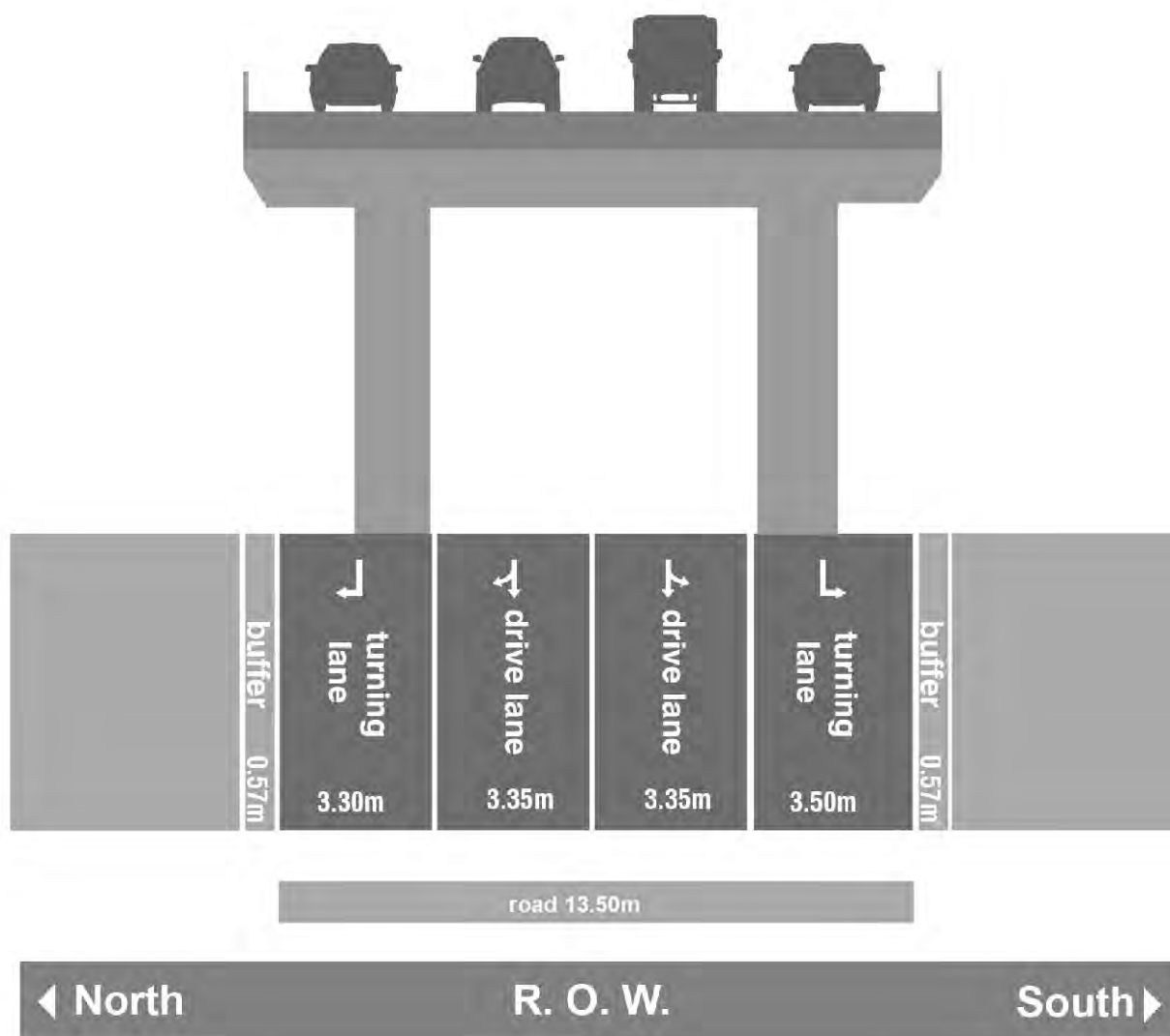


LOWER YONGE PRECINCT MUNICIPAL CLASS ENVIRONMENTAL
ASSESSMENT STUDY
RECOMMENDED PLAN

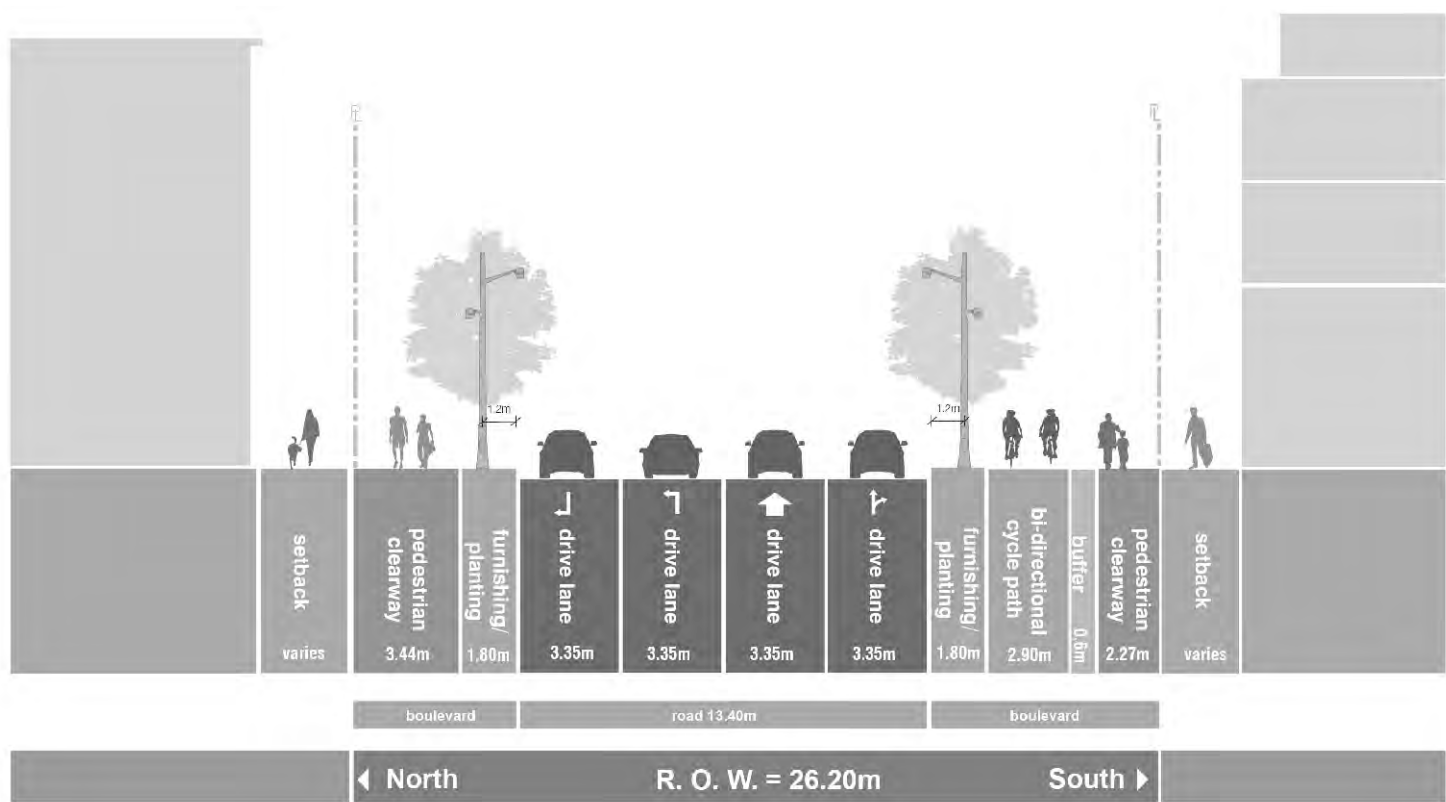
DATE	APRIL 24 2017	SHEET	I
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ATTACHMENT 7
Recommended Plan - Cross Sections

Gardiner Off-ramp (Facing East) THE PREFERRED CROSS SECTION

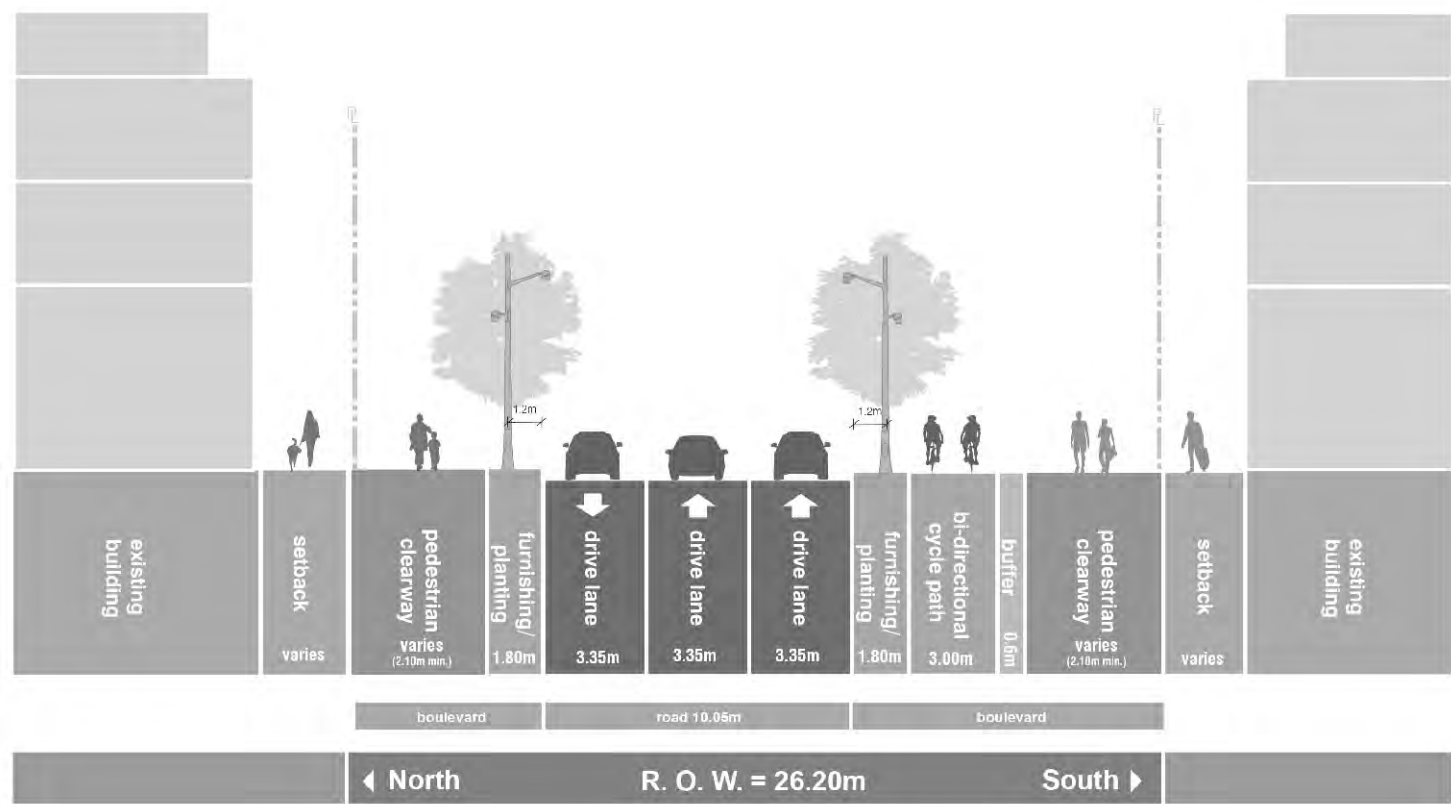


Harbour Street: York Street - Bay Street (Facing East)
4 - Lane + Bi - Directional Cycle Path (26.20m R.O.W.)
THE PREFERRED CROSS SECTION



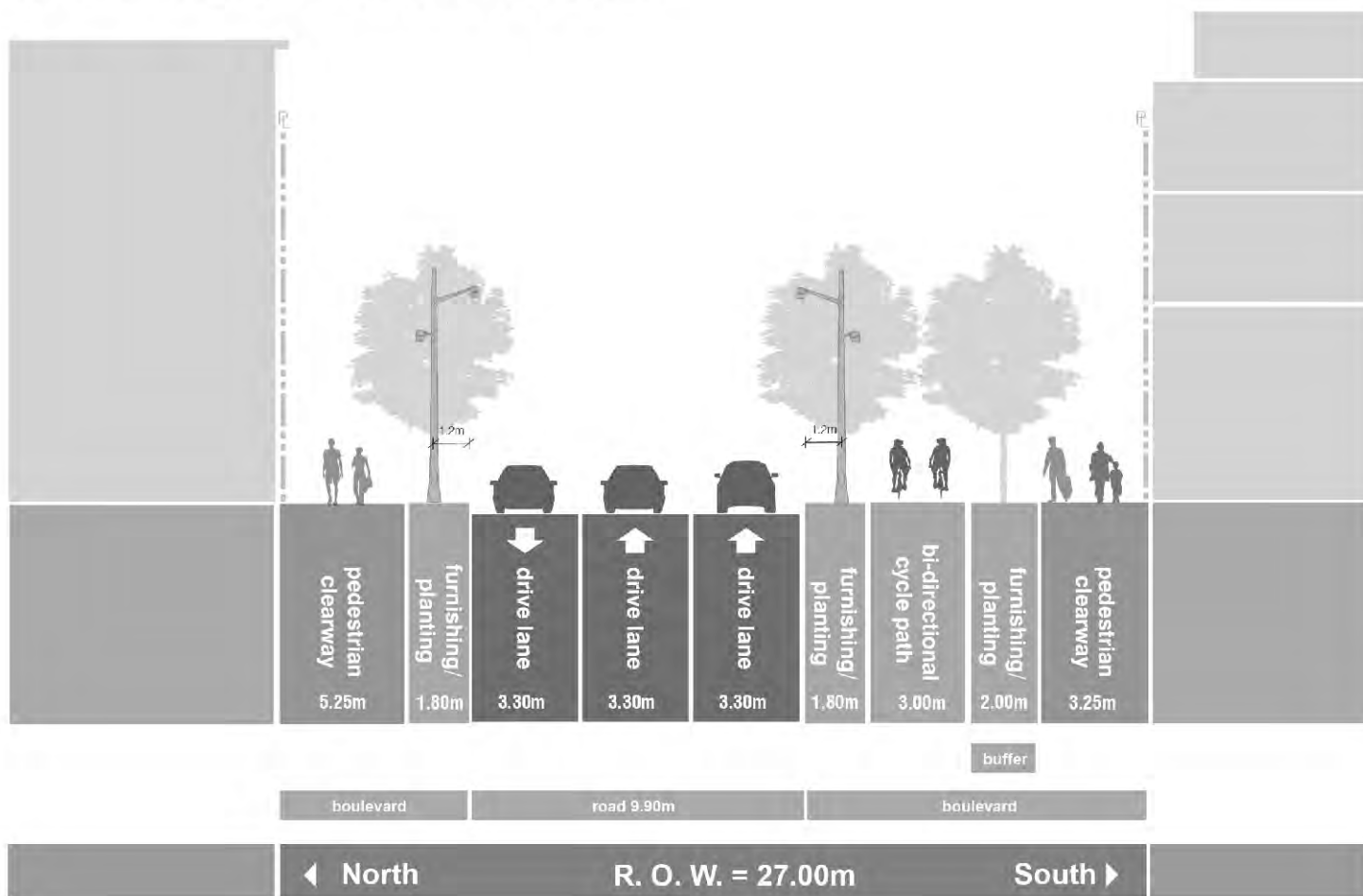
Harbour Street: Bay Street - Yonge Street (Facing East)
3-Lane + Bi - Directional Cycle Path (26.20m R.O.W.)

THE PREFERRED CROSS SECTION

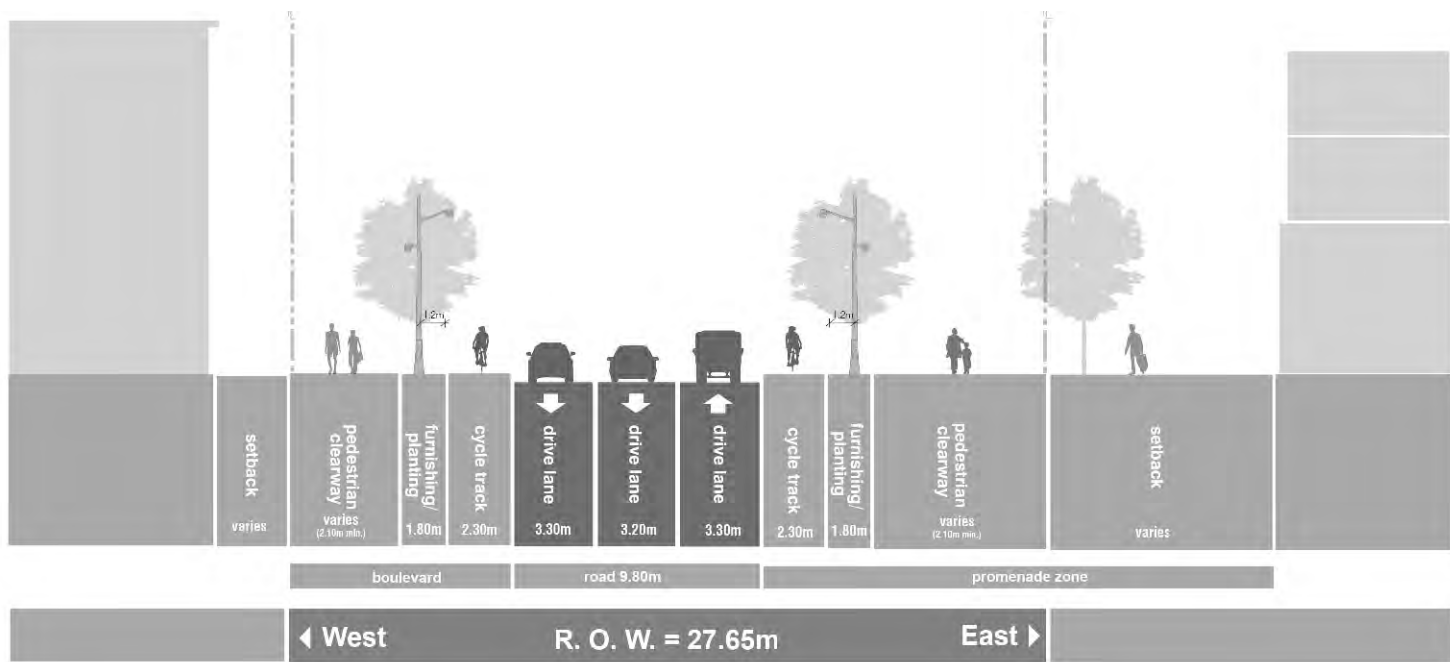


Harbour Street: Yonge Street - Lower Jarvis Street (Facing East) 3 - Lane + Bi - Directional Cycle Path (27.00m R.O.W.)

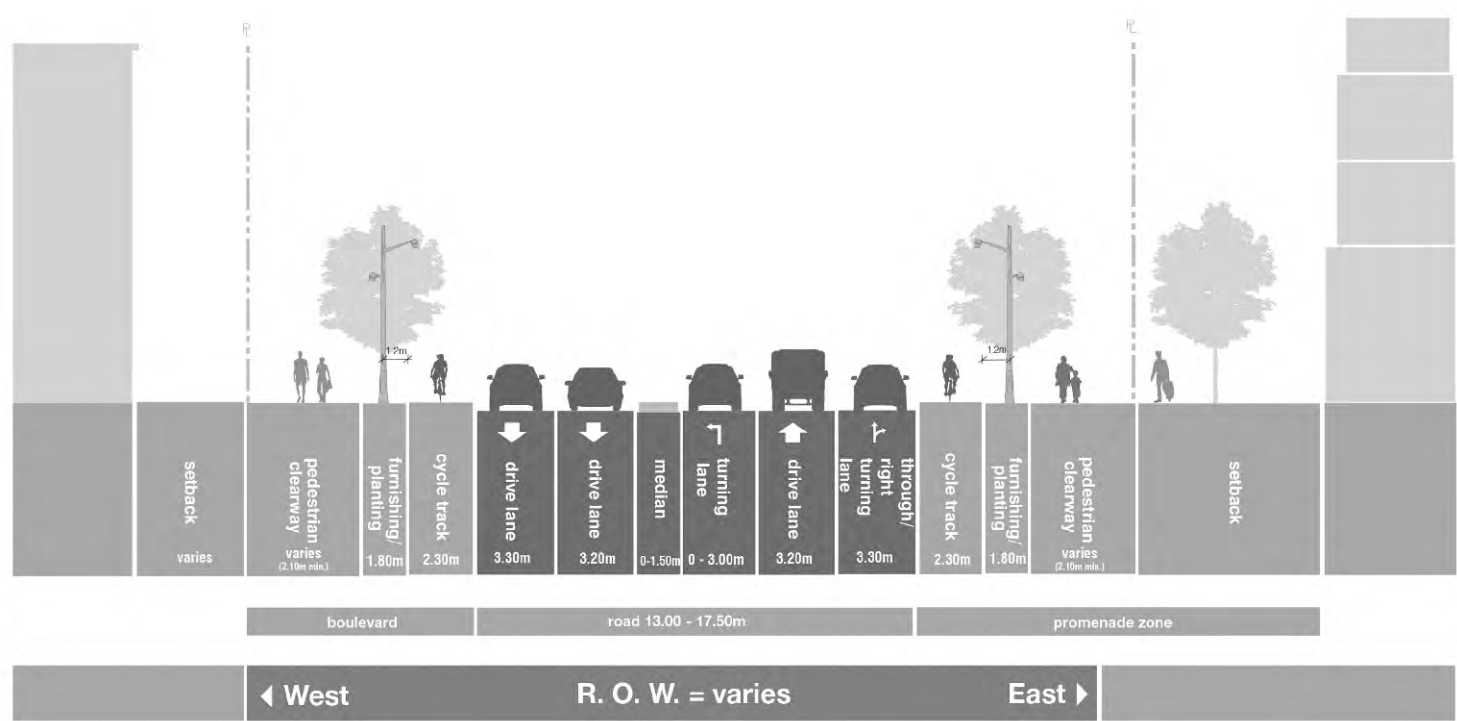
THE PREFERRED CROSS SECTION



Yonge Street: South of Harbour Street
3-Lane + Uni-directional Cycle Tracks (27.65m R.O.W.)
THE PREFERRED CROSS SECTION



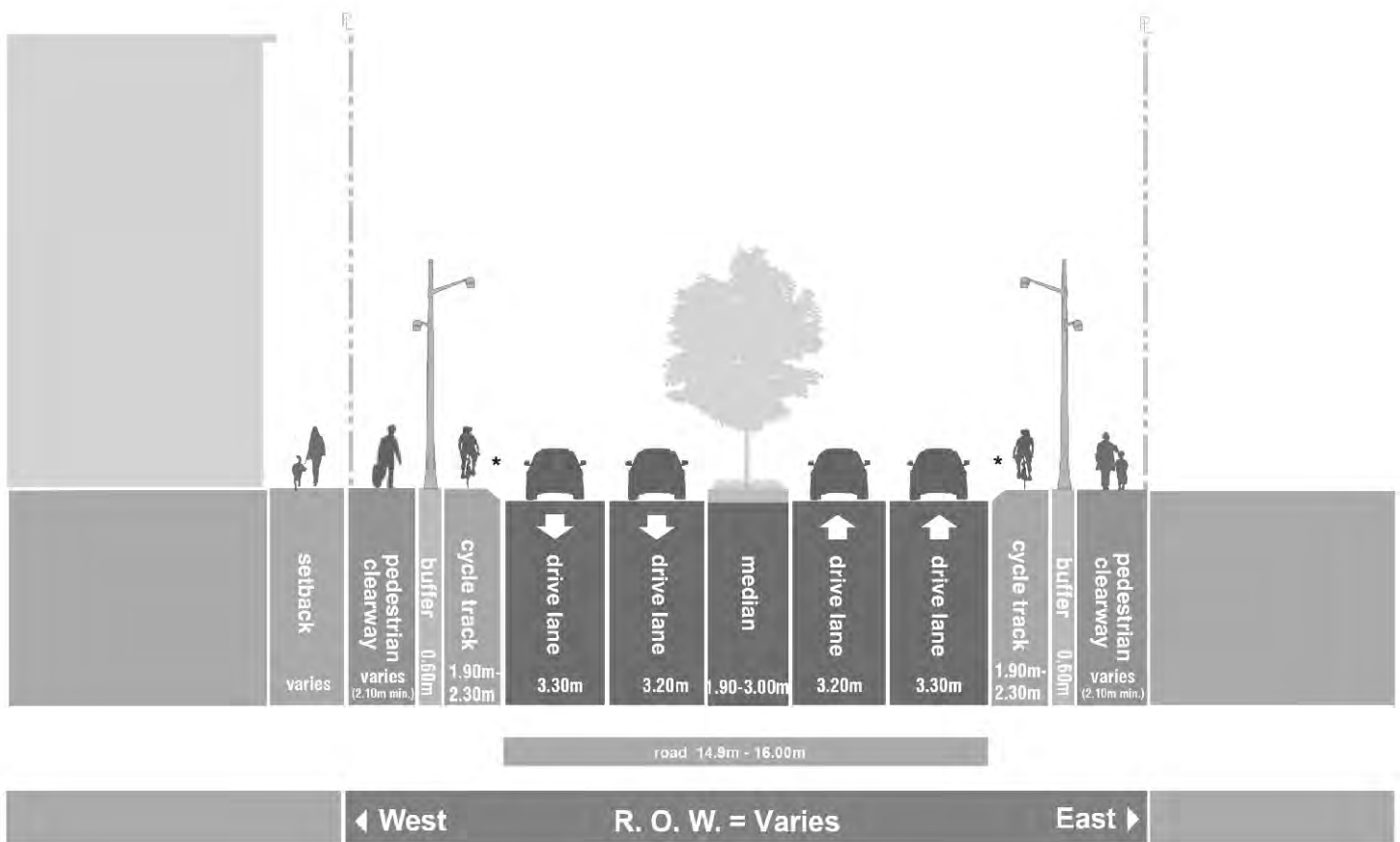
Yonge Street: North of Harbour Street - Lake Shore Blvd
4-Lane + Uni-directional Cycle Tracks (Varies R.O.W.)
THE PREFERRED CROSS SECTION



Yonge Street: North of Lake Shore Blvd - Railway Corridor (Facing North) 4-Lane + Uni-directional Cycle Tracks + Median (24.50m R.O.W. min.)

Note: Raised cycle tracks with fully mountable curb

THE PREFERRED CROSS SECTION

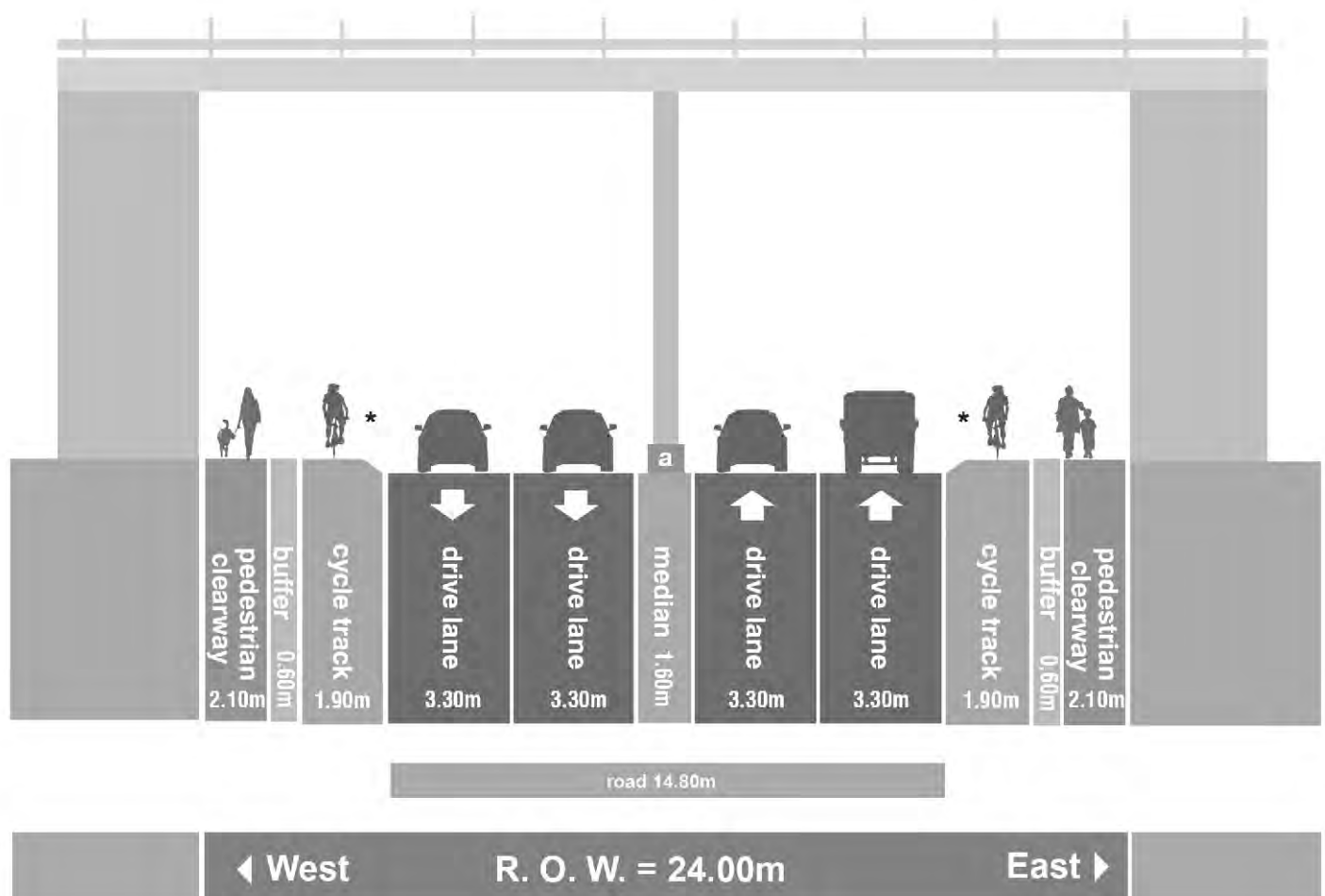


Yonge Street: Railway Corridor (Facing North)

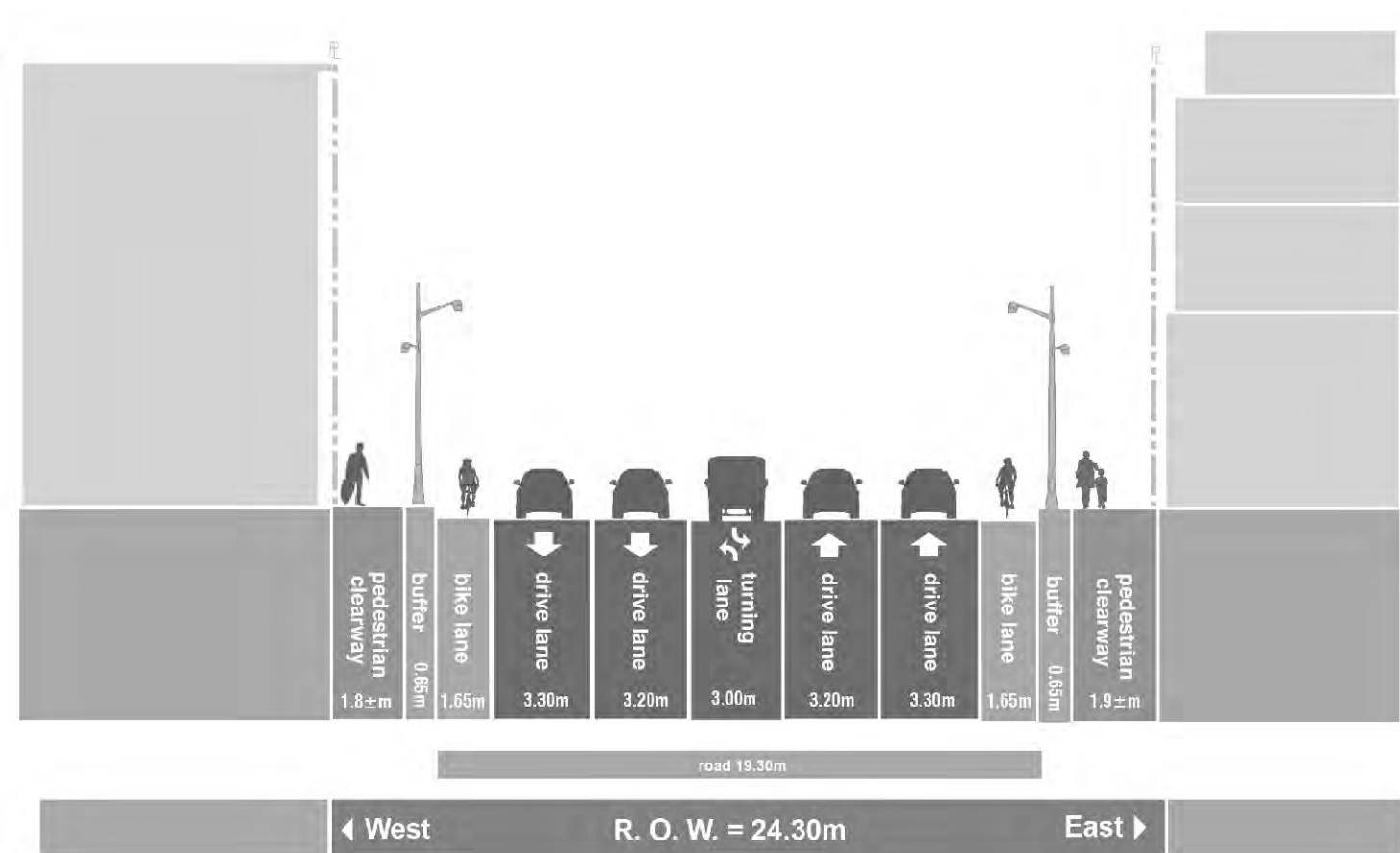
4-Lane + Uni-directional Cycle Tracks + Median (24.00m R.O.W.)

Note: * Fully mountable curb and cycle tracks with +/- 2% cross slope

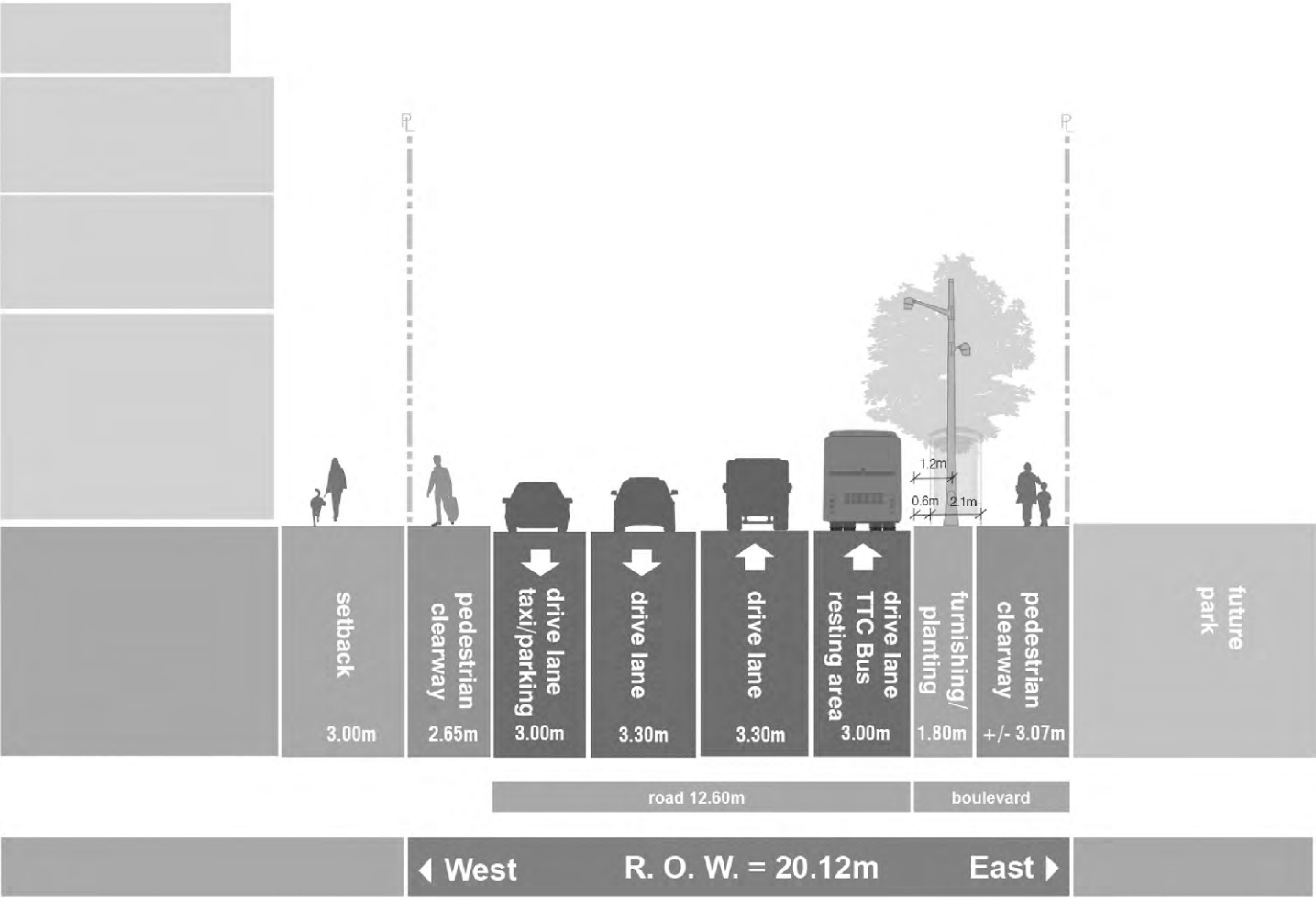
THE PREFERRED SECTION



Yonge Street: Railway Corridor - Front Street (Facing North)
4-Lane + Uni-directional Bike Lanes + Turning Lane (24.30m R.O.W.)
THE PREFERRED CROSS SECTION



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



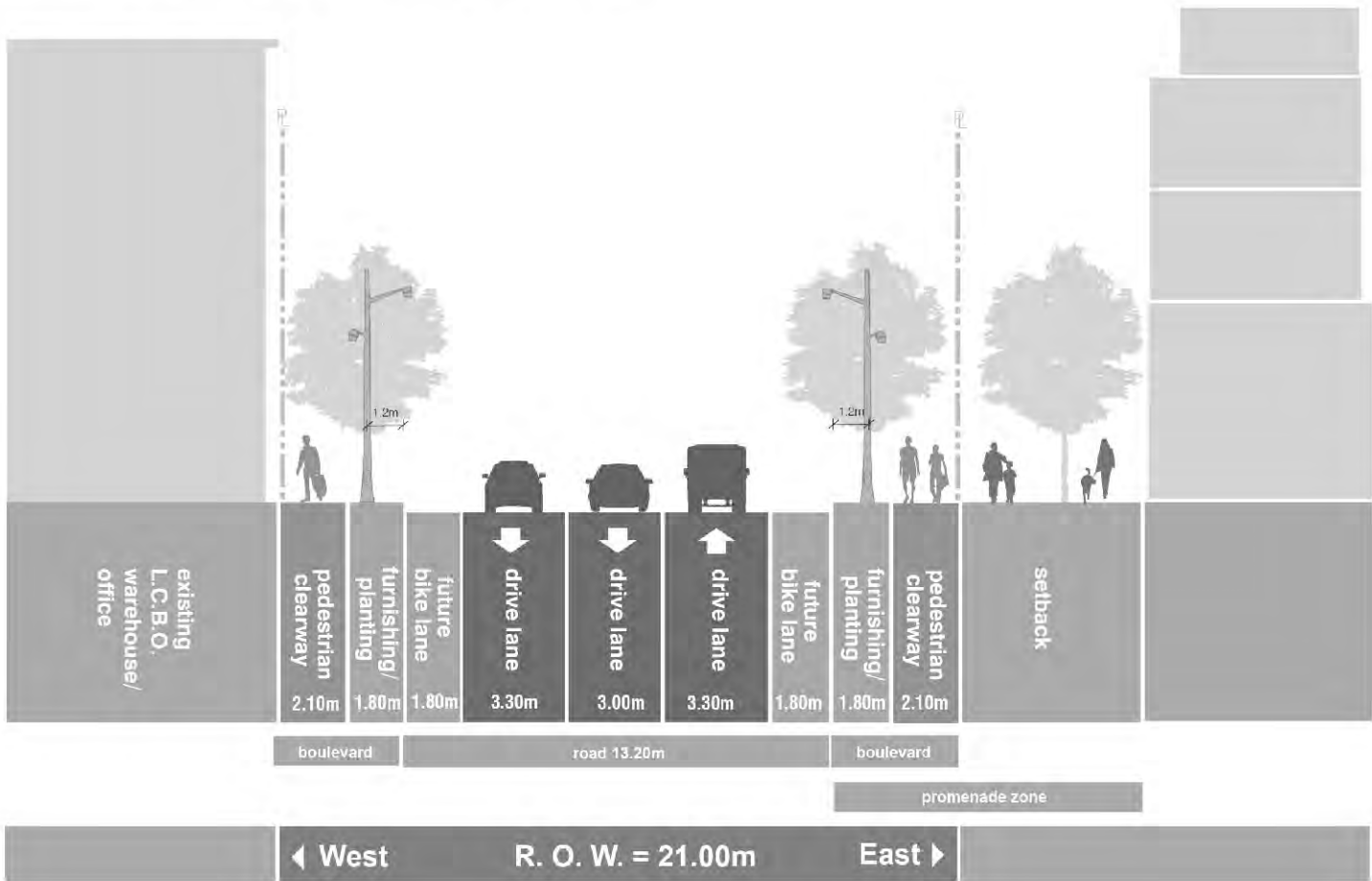
Freeland Street: Harbour Street - Lake Shore Blvd EB (Facing North) 2-Lane + Parking (20.12m R.O.W)

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

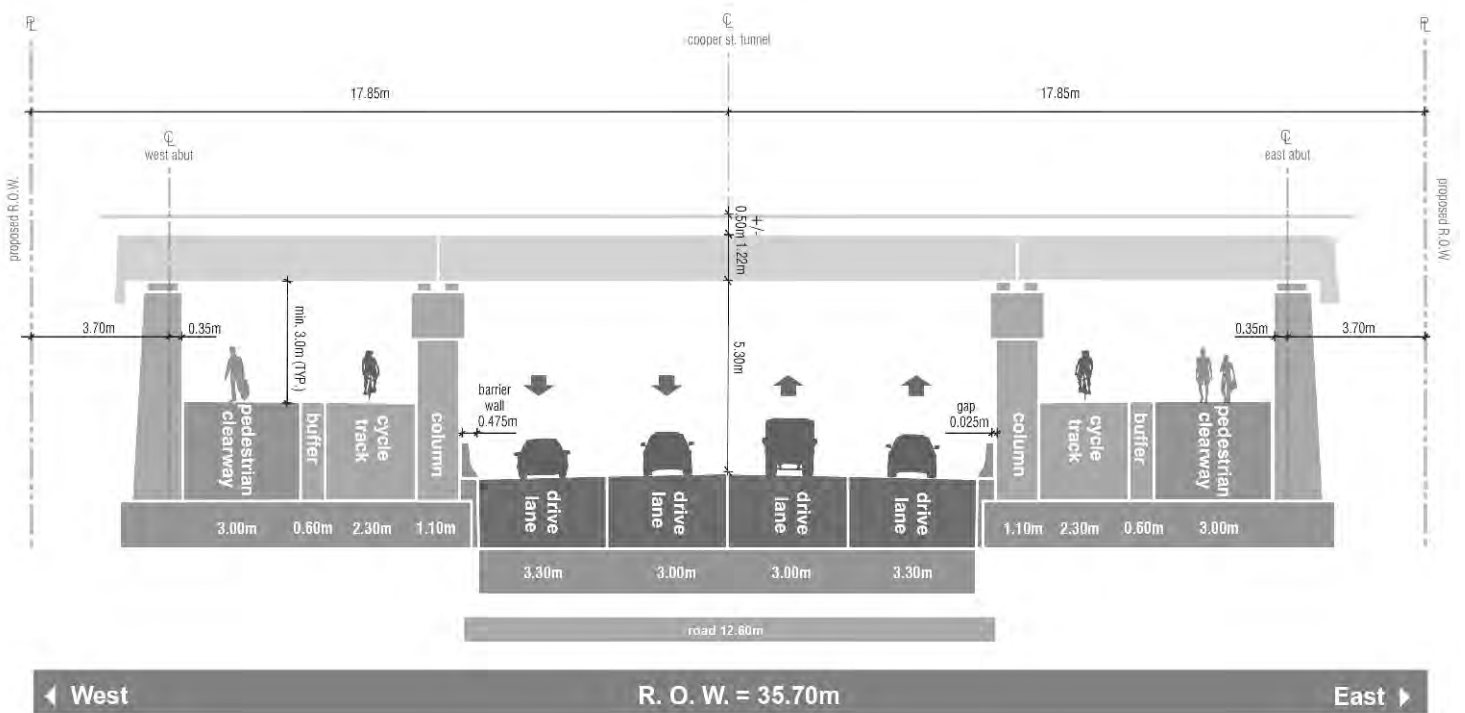
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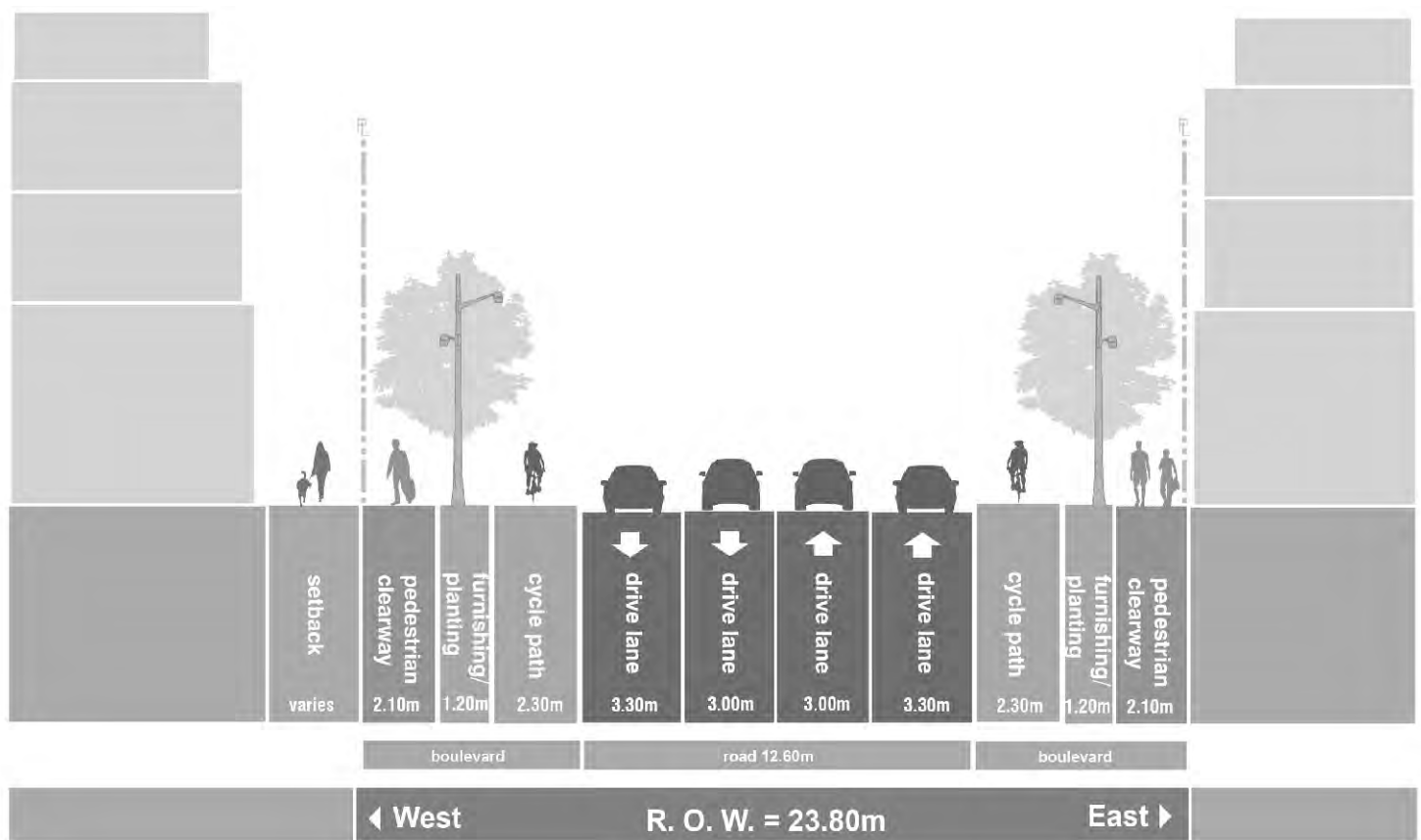
Cooper Street: Queens Quay - Lake Shore Blvd EB (Facing North)
 3 - Lane + Future Uni - Directional Bike Facility (21.00m R.O.W.)
 THE PREFERRED CROSS SECTION



Cooper Street: Tunnel Alignment (Facing North) 4-lane + Uni-directional Cycle Tracks (35.70m R.O.W.) THE PREFERRED SECTION



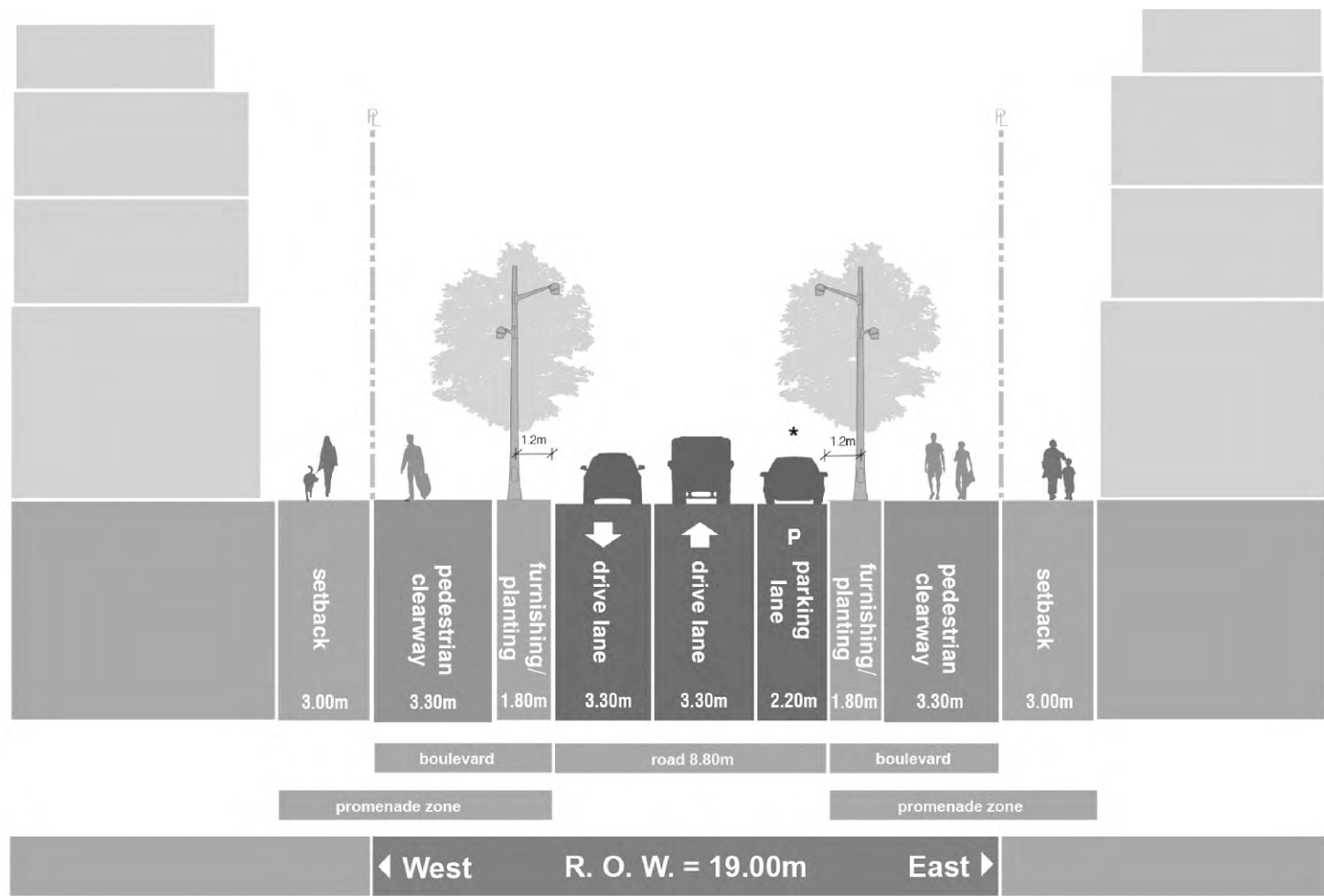
Church Street: South of The Esplanade
4-Lane + Uni - Directional Cycle Path (23.80m R.O.W.)
THE PREFERRED CROSS SECTION



New Street: Queens Quay - Lake Shore Blvd EB (Facing North)
2 - Lane + Parking (19.00m R.O.W.)

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

THE PREFERRED CROSS SECTION



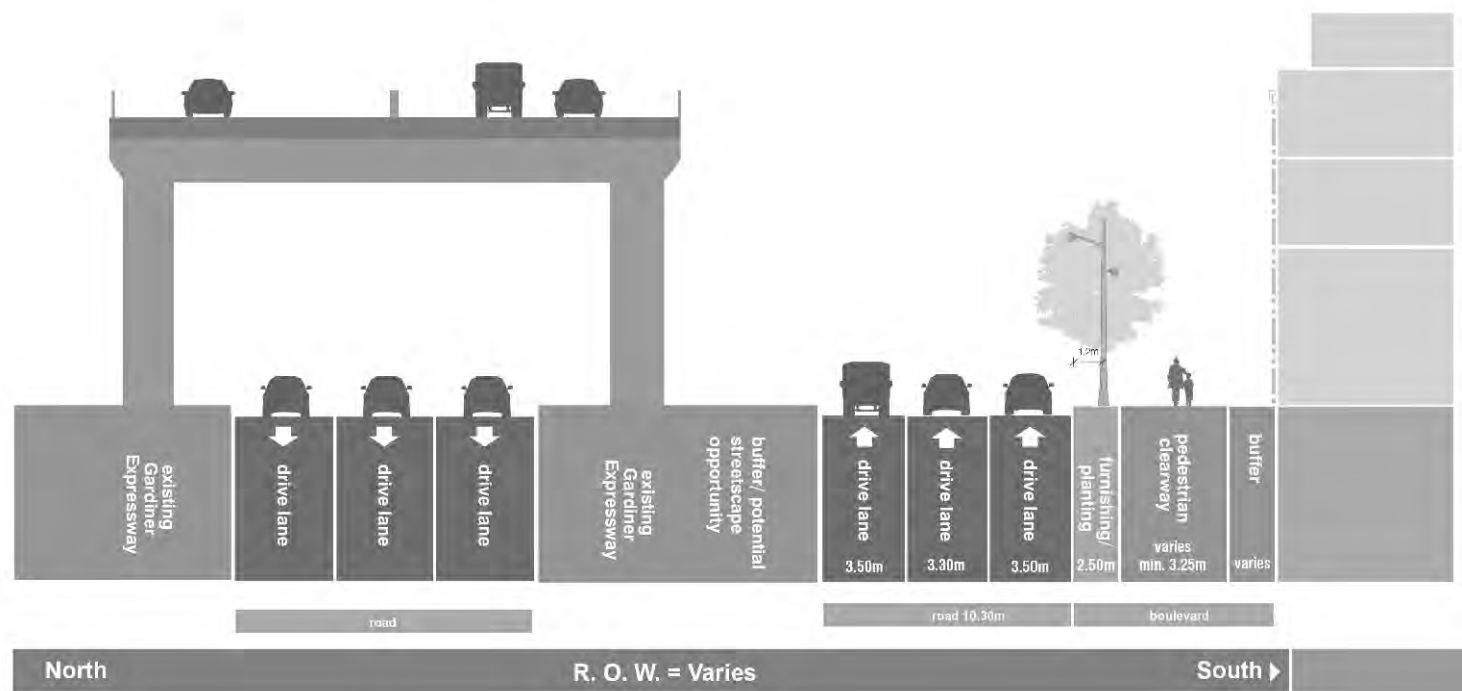
Lower Jarvis Street: Queens Quay - Lake Shore Blvd (Facing North)
4-Lane + Off-Peak Parking + Uni - Directional Cycle Tracks (26.00m R.O.W.)

Note: * Parking will be permitted where appropriate to accommodate truck movements.

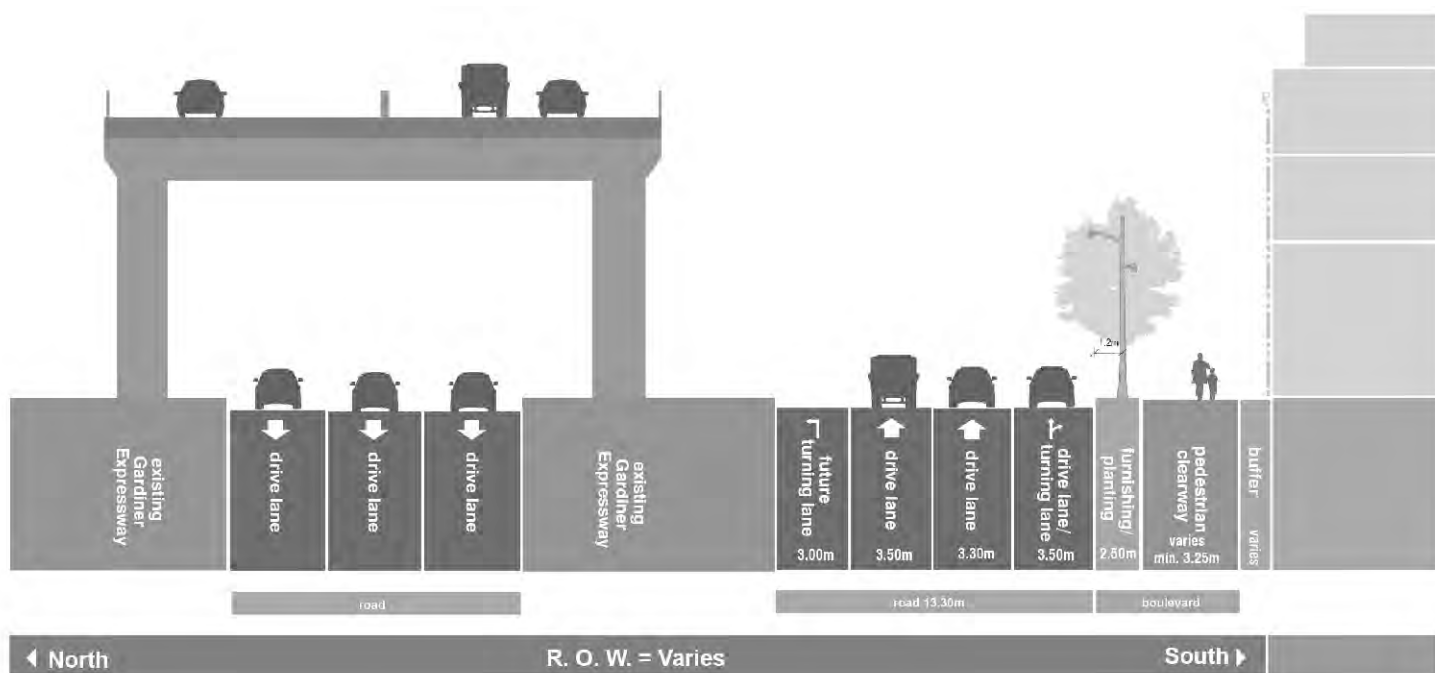
THE PREFERRED CROSS SECTION



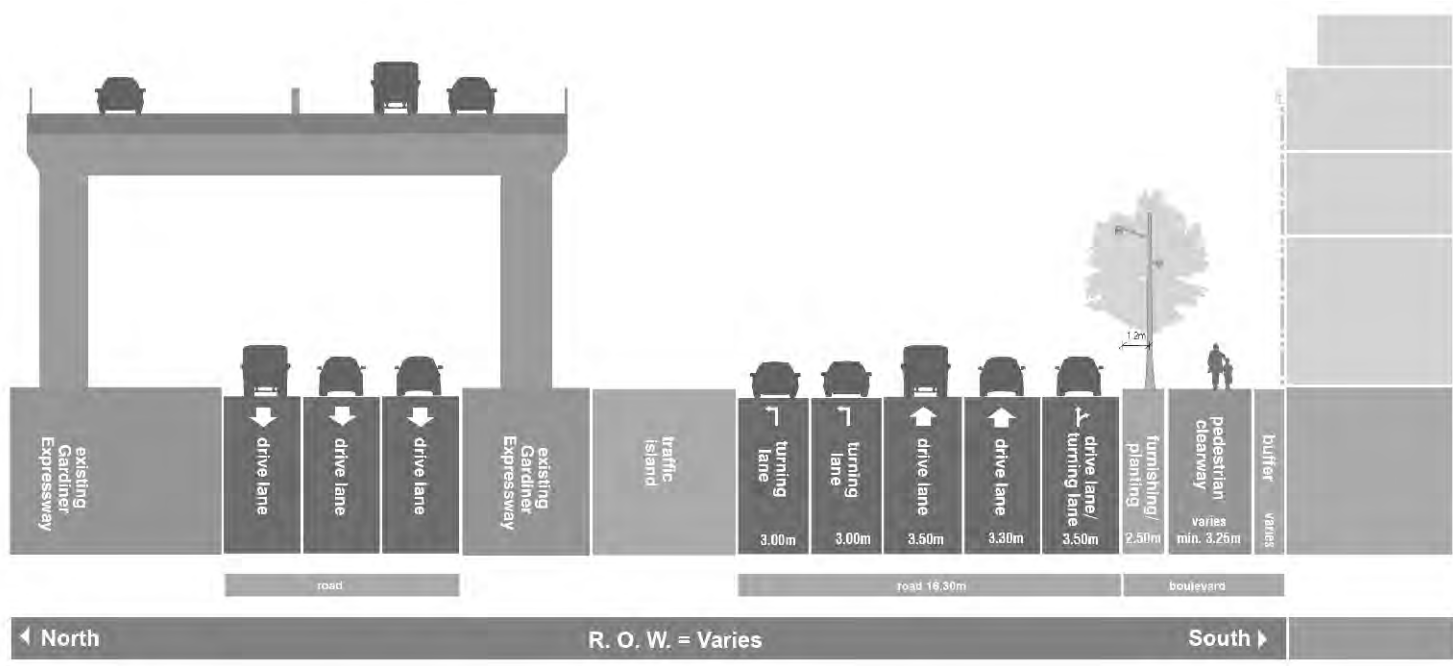
Lake Shore Boulevard : Yonge Street - Lower Jarvis Street
3-Lane + Wider Boulevard
THE PREFERRED CROSS SECTION



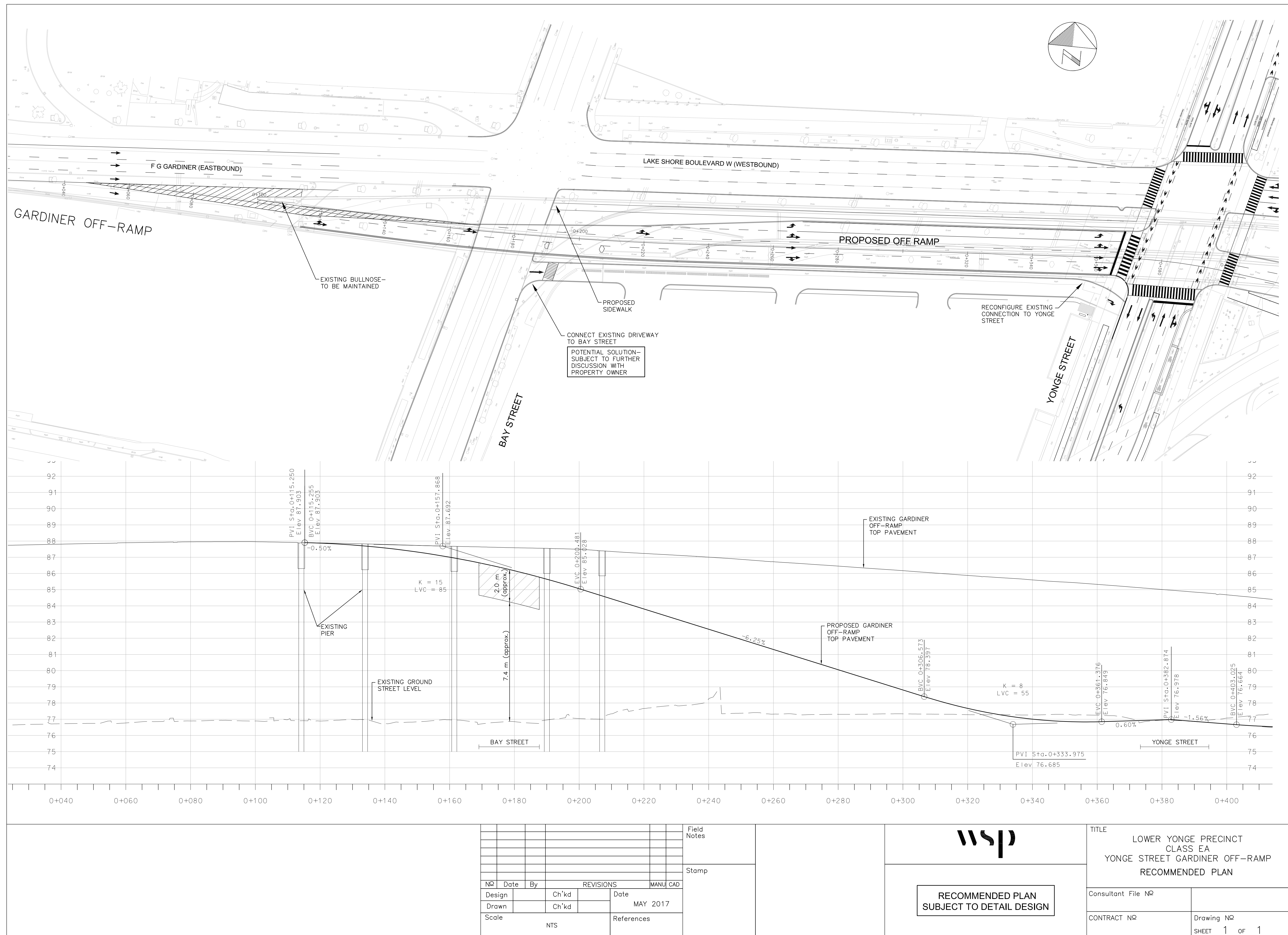
Lake Shore Boulevard at Cooper Street (Facing East) 3-Lane + Wider Boulevard THE PREFERRED CROSS SECTION



Lake Shore Boulevard at Lower Jarvis Street (Facing East)
3-Lane + Wider Boulevard
THE PREFERRED CROSS SECTION

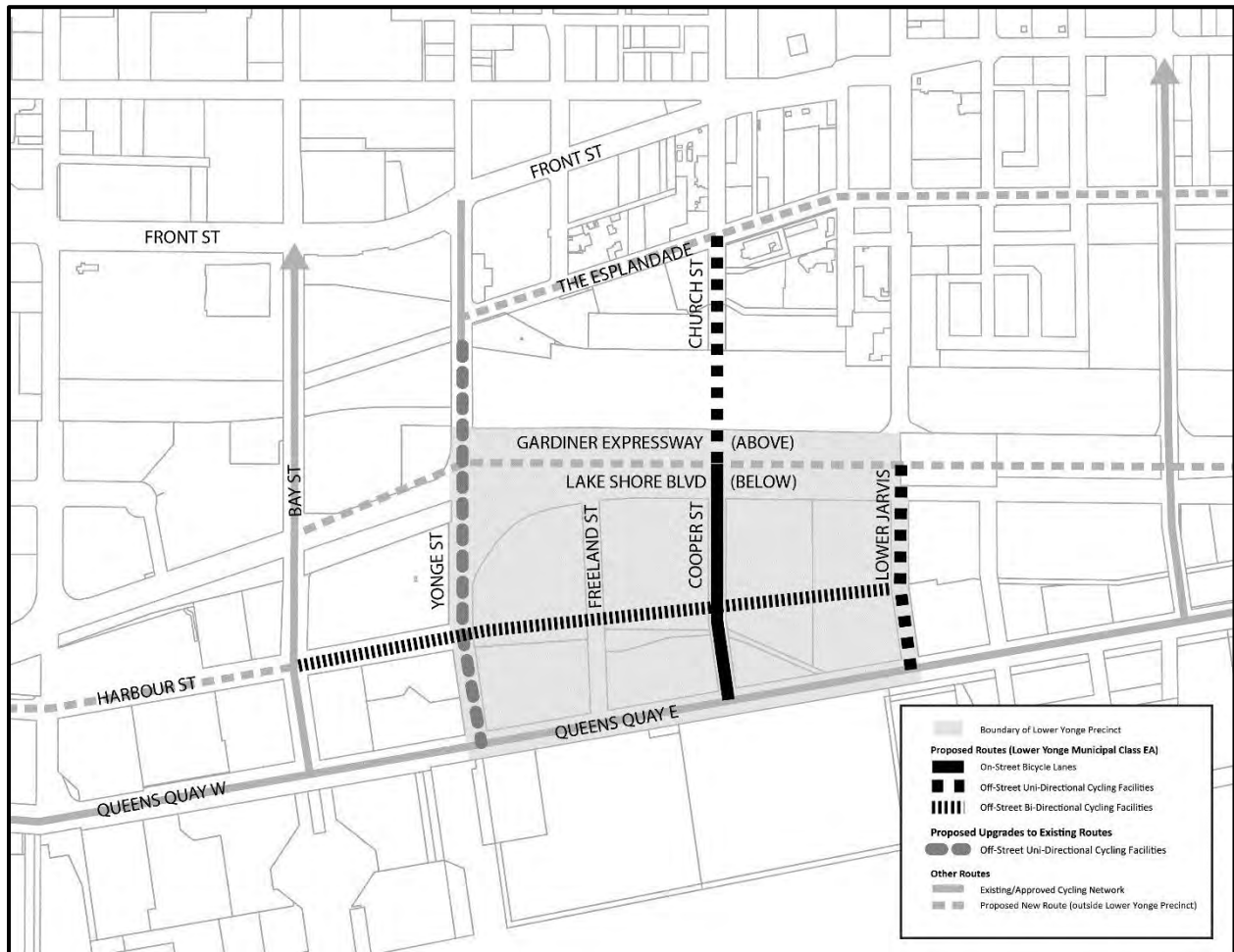


ATTACHMENT 8
Recommended Plan - Yonge Street Gardiner Off-Ramp Plan and Profile



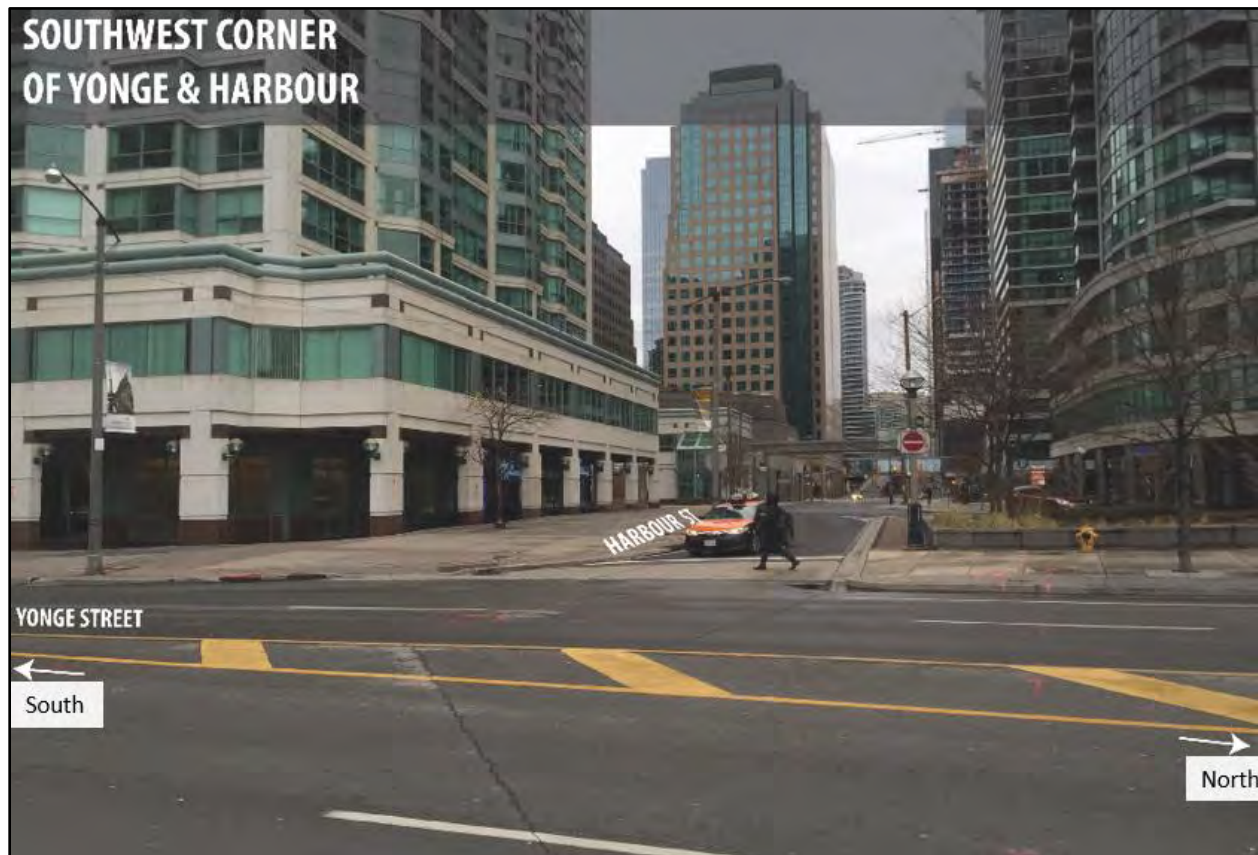
ATTACHMENT 9

Lower Yonge Precinct Cycling Network



ATTACHMENT 10
10 Yonge Street Stairs and Ramp

Existing Conditions



PUBLIC RIGHT OF WAY



PUBLIC ROW

PROPERTY LINE

PRIVATE OWNERSHIP

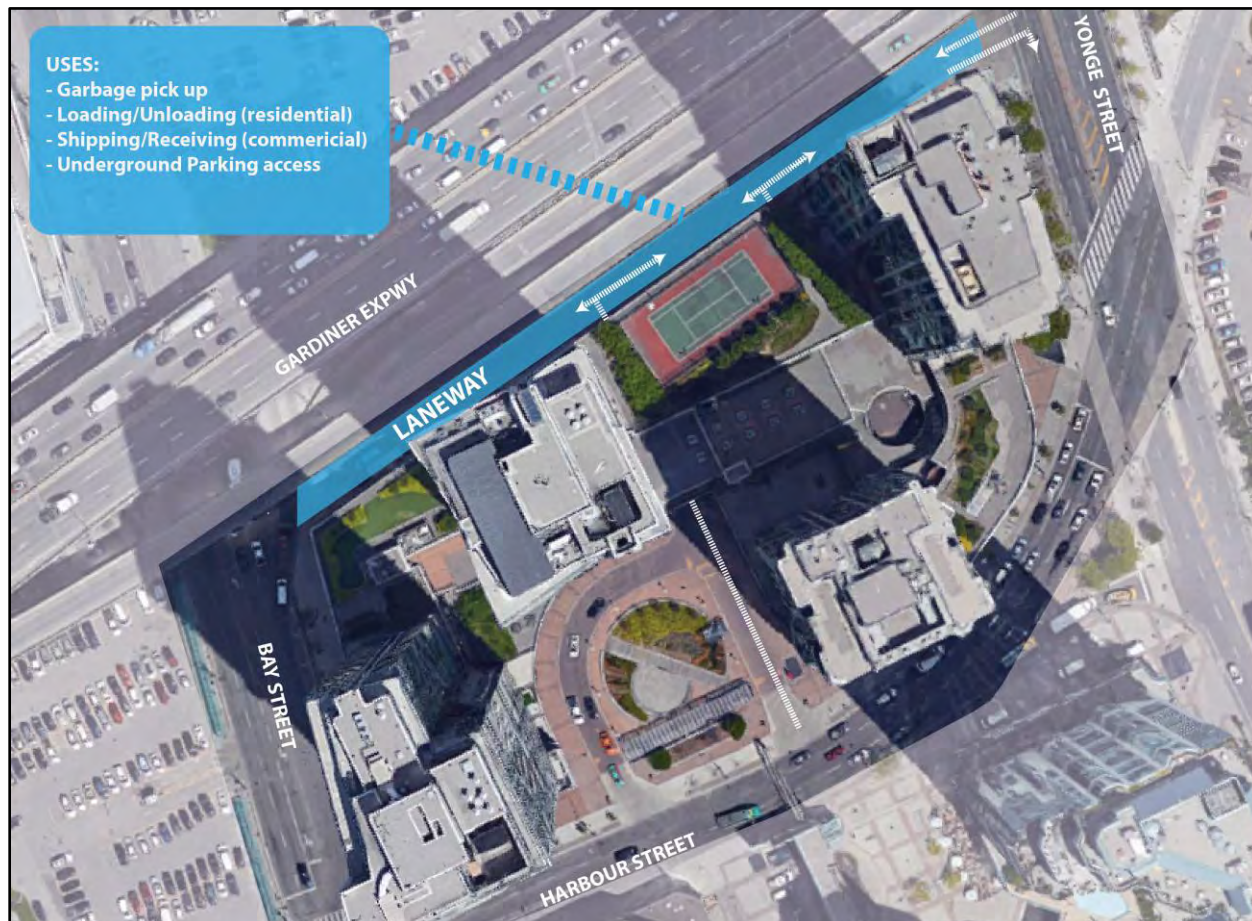


Property Loading Bay as per Site Plan

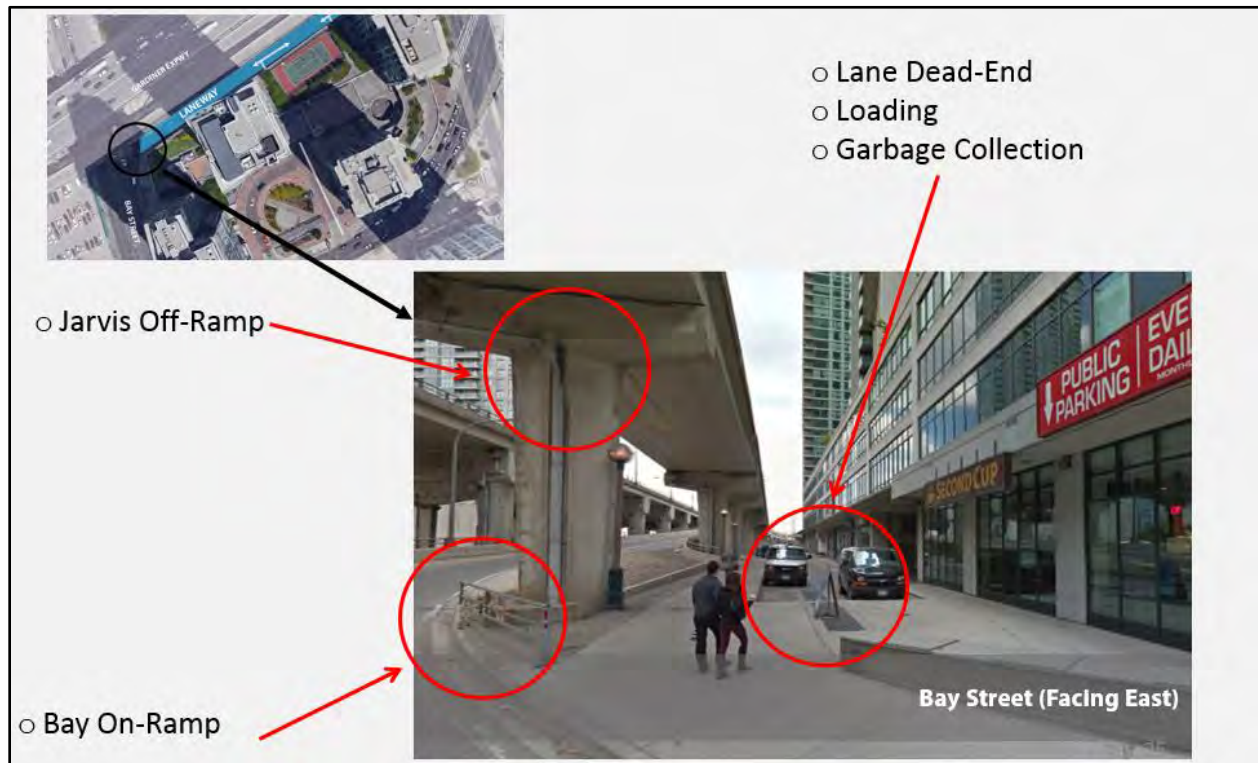


ATTACHMENT 11 33 Bay Street Laneway

Existing Conditions



Laneway at Bay Street



Laneway at Yonge Street



ATTACHMENT 12
Cooper Street Tunnel

