

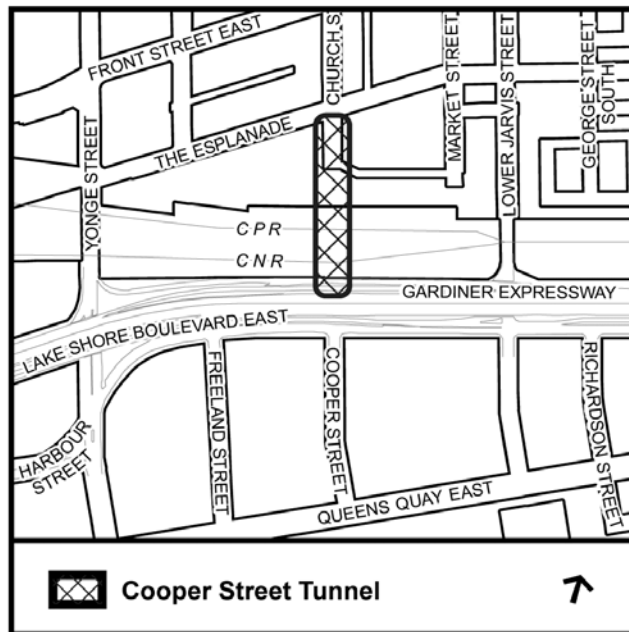
**Cooper Street Extension – City-Initiated Official Plan Amendment – Final Report**

<b>Date:</b>	October 24, 2017
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Acting Director, Community Planning, Toronto and East York District
<b>Wards:</b>	Ward 28 – Toronto Centre-Rosedale [or All]
<b>Reference Number:</b>	17 180165 STE 28 OZ

**SUMMARY**

The purpose of this report is to introduce an amendment to the Official Plan to protect for the lands required for the Cooper Street Extension (also referred to as the "Cooper Street Tunnel"), from Lake Shore Boulevard East to The Esplanade, underneath the Metrolinx Union Station Rail Corridor.

There is not an immediate plan to implement and construct this network component of the Lower Yonge Transportation Master Plan (TMP). The purpose of this amendment is to establish a policy framework that will allow construction of the Cooper Street Extension at an appropriate time in the future. This amendment is technical in nature and reflects past City Council decisions on the Lower Yonge Precinct Plan, Official Plan Amendment, Transportation Master Plan (TMP), and Municipal Class Environmental Assessment (MCEA).



The extension of Cooper Street north to connect with Church Street and The Esplanade was identified through the TMP process as a long-term objective to provide redundancy in the transportation network and provide a vital cycling and pedestrian linkage across the Union Station Rail Corridor. This connection, referred to as the "Cooper Street Tunnel", is included in the Lower Yonge Precinct Plan and is referenced in Map J3 of the Council-endorsed Lower Yonge OPA. The preferred design of the Cooper Street Extension alignment was recommended through the Lower Yonge MCEA process.

The MCEA preferred network, including the Cooper Street Extension, supports the recommendations of the Precinct Plan and will facilitate the envisioned intensification and transformation of the Lower Yonge Precinct.

## **RECOMMENDATIONS**

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### **The City Planning Division recommends that:**

1. City Council amend the Official Plan for the lands required for the future Cooper Street Extension, from Lake Shore Boulevard East to The Esplanade, substantially in accordance with the draft Official Plan Amendment No. 394 as attached as Attachment No. 5 of the report dated October 24, 2017 from the Acting Director, Community Planning, Toronto and East York District.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the Official Plan as may be required.

### **Financial Impact**

The recommendations in this report have no financial impact. There are, however, longer term financial implications related to the construction of the proposed Cooper Street Extension. Construction costs are projected to be \$67 million, not including property acquisition costs, as specified within the MCEA.

Should the timing of the Cooper Street Extension be required in the shorter term, the General Manager, Transportation Services would be responsible for identifying funding sources from internal and external sources and for submitting the appropriate request under the Capital Budget process

### **DECISION HISTORY**

Toronto and East York Community Council received a report from the Director, Community Planning, Toronto and East York District, titled "Lower Yonge Precinct Plan – Update" on November 6, 2012 that provided an update on the Lower Yonge Precinct Plan process, including the coordinating work program for development of the Precinct Plan and Transportation Master Plan.

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

Toronto and East York Community Council received a second report from the Director, Community Planning, Toronto and East York District titled "Lower Yonge Precinct Plan – Update" on February 25, 2014 that provided an update on the development of the Lower Yonge Urban Design Guidelines and Transportation Master Plan, including the consultation undertaken to date.

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

City Council received a report from the Director of Community Planning, Toronto and East York Division, titled "Lower Yonge Precinct Plan – Proposals Report" on August 25, 2017, which summarized the results of Phase 1 of the Lower Yonge Precinct planning process. City Council adopted recommendations to receive the "Lower Yonge Urban Design Report" and the "Lower Yonge Transportation Master Plan Environmental Assessment", to endorse the planning and policy directions in the staff report, and to direct City Planning to complete the Lower Yonge Precinct Plan in consultation with Waterfront Toronto, other City Divisions, landowners, community members and other stakeholders. The staff recommendations were adopted without amendment:

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

The Public Works and Infrastructure Committee received a staff report from the General Manger, Transportation Services, titled "Lower Yonge Precinct – Transportation Master Plan" on February 23, 2015. On March 31, 2015, City Council endorsed the recommendations of the Environmental Assessment, including the Cooper Street Tunnel, and authorized the issuance of the Notice of Completion. City Council further directed the preparation of an OPA to secure various planned rights-of-way and to evaluate opportunities for securing protected bicycle lanes on Yonge Street between Queens Quay East and Front Street. The key recommendations of the TMP are represented in Attachment 1.

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

The Planning and Growth Management Committee considered a report from the Director, Community Planning, Toronto and East York Division, titled "Final Report-Lower Yonge Precinct – City-initiated Official Plan Amendment and Precinct Plan" on May 10, 2016. At its meeting on June 7, 8 and 9, 2016, City Council endorsed the Lower Yonge Precinct Plan and instructed staff to request that the Ontario Municipal Board 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. The Lower Yonge Precinct Plan recognizes the MCEA process and the additional studies are required to further define the key TMP initiatives.

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

The Public Works and Infrastructure Committee revived a report from the General Manager, Transportation Services, titled "Lower Yonge Precinct Environmental Assessment Study" on June 8, 2017 which outlined the recommendations of the Lower Yonge MCEA. At its meeting on July 4, 2017, City Council endorsed the preferred designs of the Lower Yonge MCEA, including the design of the Cooper Street Extension, from Lake Shore Boulevard East to The Esplanade. As well, staff were directed to publish a Notice of Completion and file the

Environmental Study Report for the MCEA on the public record for a minimum of 30 days in compliance with the MCEA.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PW22.7>

## **ISSUE BACKGROUND**

### **Proposal**

The City-initiated amendment proposes to add the Cooper Street Extension, from Lake Shore Boulevard East to The Esplanade, to the City's Official Plan – Schedule 2 – The Designation of Planned and Unbuilt Roads. The amendment is technical in nature and reflects past City Council decisions on the Lower Yonge Precinct Plan, Official Plan Amendment, TMP and MCEA.

The Cooper Street Extension is proposed as a new north-south pedestrian, cycling, and vehicle connection across the rail corridor, linking Cooper Street to Church Street, and providing greater permeability between the Central Waterfront and Downtown. The street comprises four lanes of vehicular travel, separated cycling and pedestrian facilities, and associated public realm improvements. The planned Cooper Street Extension has a right-of-way width of 27.8 metres, narrowing to 23.8 metres between the northern edge of the rail corridor to The Esplanade. The proposed alignment of the Cooper Street Extension is represented in Attachment No. 2.

The Lower Yonge MCEA has been endorsed by City Council. A Notice of Study Completion, which will make the Environmental Study Report available for a 30 day review period, will be published in Q4 of 2017. It is anticipated that the MCEA process will be complete by the end of 2017.

Although there is not an immediate plan to implement and construct the Cooper Street Tunnel, the purpose of this amendment is to establish a policy framework that implements the Council-adopted Lower Yonge TSP, Precinct Plan and MCEA, and will allow construction of the Cooper Street Extension at an appropriate time in the future.

### **Site and Surrounding Area**

The subject area is located immediately south, underneath and north of the Metrolinx Union Station Rail Corridor between Yonge Street and Lower Jarvis Street.

The surrounding uses are as follows:

North: A Toronto Community Housing Corporation (TCHC) building, with an above grade Toronto Parking Authority (TPA) parking lot, is located adjacent to the rail corridor and within the alignment of the Cooper Street Extension. A number of existing mid- to low-rise residential and commercial buildings, including several listed and designated heritage buildings, are located north of the Cooper Street Extension. A new residential condominium building is proposed at the southwest corner of the Cooper Street Extension and The Esplanade intersection.

West: The Metrolinx Union Station Rail Corridor extends to the west, where the City has an established easement under the rail corridor.

South: Lake Shore Boulevard East and the F.G. Gardiner Expressway are situated to the south of the Cooper Street Tunnel area. The LCBO headquarters and warehouse, a designated heritage building, and a parking lot are the current uses adjacent to the existing Cooper Street, within the Lower Yonge Precinct Plan.

East: The Metrolinx Union Station Rail Corridor extends to the east, where the City has an established easement under the rail corridor.

## **Provincial Policy Statement and Provincial Plans**

The Provincial Policy Statement (2014) provides policy direction Province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- Protection of the natural and built environment;
- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- Residential development promoting a mix of housing; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

The City of Toronto uses the PPS to guide its Official Plan and to inform decisions on other planning and development matters. The PPS states that the Official Plan is the most important vehicle for its implementation. The PPS is issued under Section 3 of the Planning Act and all decisions of Council affecting land use planning matters "shall be consistent with" the Provincial Policy Statement.

The Growth Plan for the Greater Golden Horseshoe (2017) provides a strategic framework for managing growth in the Greater Golden Horseshoe region including:

- Setting minimum density targets within settlement areas and related policies directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, cultivate a culture of conservation and promote compact built form and better-designed communities with high quality built form and an attractive and vibrant public realm established through site design and urban design standards;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Building complete communities with a diverse range of housing options, public service facilities, recreation and green space that better connect transit to where people live and work;

- Retaining viable employment lands and encouraging municipalities to develop employment strategies to attract and retain jobs;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

Like other provincial plans, the Growth Plan for the Greater Golden Horseshoe (2017) builds upon the policy foundation provided by the Provincial Policy Statement (2014) and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. All decisions by Council affecting land use planning matters are required by the *Planning Act*, to conform, or not conflict, as the case may be, with the Growth Plan.

## **Official Plan**

The City of Toronto Official Plan was adopted by Council in 2002 and partially approved by the Ontario Municipal Board in 2006. The Central Waterfront policies of the 2006 Official Plan were appealed to the OMB and, therefore, the 1997 Official Plan is in effect within the Central Waterfront Secondary Plan area, including the Lower Yonge Precinct. The 2006 Official Plan is in force and effect for the lands to the north of the Central Waterfront Area, including the proposed Cooper Street Extension.

The Cooper Street Extension transverses two Official Plan land use designations. The Metrolinx rail corridor is designated *Utility Corridors* as shown on Attachment 4. The lands to the north of the rail corridor are designated Downtown and Central Waterfront on Map 2 – Urban Structure and *Mixed Use Areas* as shown on Attachment 3.

A number of policies in the Official Plan direct improvement of the City’s transportation network as a component of building complete communities and well-served employment areas.

Section 2.2 of the Official Plan acknowledges that growth areas are knitted together by the City’s transportation network and contemplates its planned expansion through designation of existing and future rights-of-way in maps and schedules. Policy 2.2.3(a) of the Official Plan states that the City’s transportation network will be maintained and developed to support the growth management objectives of the plan by protecting and developing the network of rights-of-way shown on Map 3 and Schedules 1 and 2 of the plan.

Section 3.1.1 of the Official Plan seeks to ensure the City’s streets, parks and public open spaces remain beautiful, comfortable, safe and accessible. Policy 3.1.1.5 directs that streets be designed to balance the spatial needs of pedestrians, people with mobility aids, transit vehicles, cyclists, automobiles, and spaces for utilities and landscaping. Policy 3.1.1.14 directs that new streets be designed to promote a connected grid, provide access for new development, and create adequate space for pedestrians, bicycles and landscaping as well as transit, vehicles, utilities and utility

maintenance. Schedule 2 identifies planned and unbuilt roads that have been designated through secondary plans or contained within approved development agreements

## **TOCore**

‘TOcore: Planning Downtown’ is an initiative to prepare a 25-year plan for Toronto’s Downtown along with a series of five infrastructure-related strategies, which will address: parks and public realm, community services and facilities, mobility, energy, and water. This plan, working in tandem with its accompanying strategies, will provide a blueprint to manage the growth and intensification being experienced and anticipated to continue in the Downtown.

The Downtown study area is bounded by Lake Ontario to the south, Bathurst Street to the west, the mid-town rail corridor and Rosedale Valley Road to the north and the Don River to the east. A new Downtown Plan will be developed for the Downtown geography, establishing a renewed vision and local development policies to guide growth and development. The Downtown Plan will provide an integrated planning framework and structure addressing elements of land use, built form, housing, office, institutional, retail, parks and open spaces, community facilities, streets, transit, energy and water. Emphasis is being placed on keeping Downtown an inclusive and affordable place for vulnerable populations.

TOcore began on May 13, 2014 when Toronto and East York Community Council adopted a staff report regarding 'TOcore: Planning Toronto's Downtown', along with a related background document entitled 'Trends and Issues in the Intensification of Downtown'.

On September 7, 2017, Planning and Growth Management Committee considered a staff report titled "TOcore: Proposed Downtown Plan". Attached to the report were the Proposed Downtown Plan Policies. Planning and Growth Management Committee added a recommendation at its meeting, requesting City Planning staff consider the Proposed Downtown policies during the evaluation of current and future development applications in the Downtown Plan area and continue to refine the policies in consultation with stakeholders and the community.

Additional information is available on the study website at: [www.toronto.ca/tocore](http://www.toronto.ca/tocore).

## **Former Metropolitan Toronto Official Plan**

As the guiding document for the former City of Toronto Official Plan, the former Metropolitan Toronto Official Plan remains in force in the Lower Yonge Precinct. The Lower Yonge Precinct is within the Central Area as identified on Map 2: Metropolitan Centres and Corridors. Section 2.1.2 provides policy direction respecting the Metropolitan Centres, including the Central Area, which focuses on designing these areas to create safe, comfortable and accessible public realm, convenient pedestrian access to transit and the broader Metropolitan area.

The Plan provides policy direction for attaining an urban structure that fosters liveability, focuses programs on sustainable community development, enhances the planning process and promotes effective collaboration.

## **Former City of Toronto Official Plan**

The former City of Toronto Official Plan is in force for the Lower Yonge Precinct. This Plan supports the precinct planning approach and comprehensive level of analysis. It sets out a policy framework, including goals and objectives, for the waterfront in Chapter 14. This includes the primary goal for the waterfront as set out in Policy 14.2, which promotes increased and sustainable public enjoyment and use of the area by ensuring that future developments and actions by both the public and private sectors that will assist in achieving certain objectives. These objectives include: improving public access to the waterfront, increasing the amount of public parkland across the entire waterfront and enhancing the quality of the waterfront as a place.

The Lower Yonge Precinct contains lands in both the *Central Bayfront* and *East Bayfront* areas of the former City of Toronto Official Plan. A set of planning and urban design principles for the *Central Bayfront* and *East Bayfront* is set out in Policy 14.28. These principles set out the need for further planning and development for this area to address land use, open space, built form and infrastructure. Development is directed to be phased at an appropriate pace. To further this comprehensive planning framework, cooperative arrangements among landowners and public agencies and levels of government should be promoted to realize both public and private objectives, including the creation of an appropriate streets and blocks plan.

Addressing transportation considerations, Policy 14.28 (i) requires redevelopment to be based on a street system, which improves connections between the City and Central/East Bayfront, accommodates the Gardiner Expressway in its present location but allows for its restructuring and establishes Queens Quay East as a significant waterfront boulevard.

## **Central Waterfront Secondary Plan**

The Central Waterfront Secondary Plan (CWSP) was adopted by City Council on April 16, 2003 as an amendment to Part II of the former City of Toronto Official Plan. It was appealed in its entirety, and although parts of the Plan have been approved by the Ontario Municipal Board, the Plan is not yet approved and in force for the Lower Yonge Precinct. Notwithstanding the above, the CWSP has been used as the guiding policy document for waterfront redevelopment and policy implementation.

Similar to the Toronto Official Plan, the lands are designated *Regeneration Areas*, with a strip abutting Yonge Street as *Parks and Open Space Areas*.

The purpose of the CWSP is to identify key public priorities and opportunities, as well as an implementation process for waterfront revitalization. The document is based on four core principles:

- a. Removing Barriers/Making Connections;
- b. Building a Network of Spectacular Waterfront Parks and Public Spaces;
- c. Promoting a Clean and Green Environment; and
- d. Creating Dynamic and Diverse New Communities.



A precinct-level implementation strategy is the tool detailed within the CWSP to provide for comprehensive and orderly development and to implement its policies. The Lower Yonge Precinct Plan was endorsed by City Council in 2016. The Council-adopted Lower Yonge OPA, the subject of an OMB Pre-Hearing held on September 20, 2017, is an Official Plan modification to implement the Precinct Plan.

The CWSP envisioned multi-modal complete street design that prioritized active modes of transportation, transit and the creation of a vibrant and well-designed public realm. The CWSP provides direction on complete street requirements, including providing a sufficient road right-of-way to accommodate vehicle travel lanes, transit, pedestrian and cycling facilities, landscaping and public realm design elements.

Streets in the waterfront have been identified as places with distinct identities, including design approach, character, urban connectivity, high-quality urban design, landscaping and amenities. Enhanced connectivity to the rest of the City is emphasised. Visual connection to the water is a key consideration when laying out the street grid. Streets that terminate at the water's edge will take advantage of views of the water and the City; and these streets will be framed with buildings that take advantage of those iconic views.

### **Lower Yonge Precinct Plan and OPA**

The Lower Yonge Precinct Plan, and Lower Yonge OPA to the Central Waterfront Secondary Plan, together establishes a planning framework for new development on the 9 hectare area that is bounded by Yonge Street, Queens Quay East, Lower Jarvis Street and Lake Shore Blvd East. The Precinct Plan will foster a new, vibrant mixed use community of 28,000 residents and employees, a new school, two child care facilities, a large central park and range of housing options.

The Precinct Plan was informed by the TMP and included the Cooper Street Extension as a key long-term objective to provided redundancy in the transportation network and achieve a vital pedestrian and cycling connection between St. Lawrence Market and the Central Waterfront.

The Lower Yonge OPA, amendment to former City of Toronto Official Plan, shows the general location of the Cooper Street Extension.

### **Zoning Bylaw 438-86**

The area to be occupied by the Cooper Tunnel is primarily zoned industrial in the T zone category from Lake Shore Boulevard East to the northern edge of the rail corridor, which permit a range of public transit and rail uses.

### **Zoning Bylaw 569-2013**

The future Cooper Street alignment is primarily zoned commercial residential in the CR 4.0 (c0.5; r4.0) SS1 and CR 4.0 (c4.0; r2.5) SS1 zoning category which permit a range of residential and non-residential uses and allow for a maximum building height of 36 metres.

Lands on 2 Church Street and 35, 45 & 55 The Esplanade are subject to former City of Toronto Bylaws 198-79, 61-81 and 513-90.

An excerpt from the Zoning Bylaw No. 569-2013 which shows the Cooper Street Tunnel extension is represented as Attachment 4.

## **Community Consultation**

Extensive consultation was undertaken throughout the Lower Yonge planning process, which informed the TMP, Precinct Plan, OPA and MCEA. The Cooper Street Extension was identified early in this process as a critical connection that would greatly improve access to the Central Waterfront for all road users, with emphasis on cyclists and pedestrians.

### *Transportation Master Plan*

The consultation plan for the TMP included engagement with a Stakeholder Advisory Committee (SAC), Land Owners Advisory Committee (LUAC), First Nations and the public. The SAC, representing a balanced range of interests in the area, was convened throughout the Lower Yonge planning process. The group includes neighbouring residents, businesses, waterfront community groups and other interested parties.

Two well-attended public meetings were held at key milestones during the EA process in May and October 2013. The Cooper Street Extension was identified early in this process as a critical north-south waterfront connection during these public consultation activities.

The engagement process is further summarized in Attachment 7 of the February 6, 2015 report, which can be found at:

<https://www1.toronto.ca/City%20of%20Toronto/City%20Planning/Community%20Planning/Files/pdf/L/LowerYongePrecinct%20TMP%20Feb2015Report%20to%20PWIC.pdf>

### *Precinct Plan*

Four Stakeholder Advisory Committee (SAC), meetings were held throughout the Lower Yonge Precinct planning process, facilitated by a third-party facilitator. On June 15, 2015, SAC members were briefed on the emerging directions for the Lower Yonge Precinct Plan and changes to the development proposal for 1-7 Yonge Street. SAC members were generally supportive of the emerging direction, including the Cooper Street Extension.

City Planning and Waterfront Toronto staff hosted three well-attended community consultation meetings throughout the Lower Yonge Precinct planning process. The June 23, 2015 open house presented the Precinct Plan in combination with the proposed development at 1-7 Yonge Street. The meeting was attended by approximately 150 people and was comprised of an open house, presentations, question period, and rotating group discussions.

Staff from the City and from Waterfront Toronto have met with the three major landowners, as well as representatives from Redpath Sugar, on several occasions throughout the precinct planning process to introduce concepts, receive feedback and address site specific issues. Landowners have been extensively consulted and their feedback has informed the proposed policies within the Lower Yonge Precinct OPA.

### *Municipal Class Environmental Assessment*

The Lower Yonge MCEA undertook a robust consultation process, which included extensive engagement with landowners, key internal and external stakeholders, and the general public. The Stakeholder Advisory Committee (SAC) and Land Owners Advisory Committee (LUAC) met on several occasions to review preliminary preferred designs and refinements of the TMP preferred road network.

A public information centre (PIC) event was held on June 23, 2016 to receive feedback and address questions from the public relating to the EA work completed to date. At the PIC, information about the methodology for evaluating alternative solutions and the identified preferred solution was presented. Attendees were generally supportive of the Cooper Street Extension, requesting that wider pedestrian clearway and cycle lanes be accommodated. This input is reflected in the preferred cross-sections in Attachment 2.

Please reference the Public Consultation Summary Report at:

<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>.

### **Agency Circulation**

The application was circulated to all appropriate agencies and City divisions.

### **COMMENTS**

An Official Plan Amendment is required to add the Cooper Street Tunnel to the City's Official Plan – Schedule 2 – The Designation of Planned but Unbuilt Roads. In order to secure necessary lands and, potentially, the construction of portions of the Cooper Street Extension through redevelopment of abutting properties, the City must include future streets in the Official Plan.

### **Provincial Policy Statement and Provincial Plans**

The Provincial Policy Statement (PPS) states that transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, promote active transportation, and are appropriate to address projected needs. The location and design of the Cooper Street Extension creates greater connectivity between the Central Waterfront and Downtown, facilitates movement of people and goods, and encourage active transportation. The proposal is consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe directs municipalities to invest in transportation systems to move people and goods, and provide multi-modal transportation access to jobs, housing, cultural and recreational opportunities. The location and design of the Cooper Street Extension encourages multiple modes of transportation, and improves the area transportation network serving the local employment and mixed use communities. The proposal conforms with the Growth Plan.

## **Official Plan**

The proposed Cooper Street Extension advances numerous Official Plan objectives regarding the improvement of the City's transportation network for all modes of transportation as a component of building complete communities and connecting the waterfront with the downtown. In accordance with Policy 3.1.1.14, the proposed street conforms to the Official Plan's objectives regarding the improvement of the City's transportation network and reducing barriers to the waterfront. The Cooper Street Extension is consistent with broader city-building objectives of the Official Plan, including OPA 274.

## **Central Waterfront Secondary Plan**

The Cooper Street Extension achieves several CWSP objectives and strategic policy directions that focus on removing barriers to the waterfront and improving connectivity between the Central Waterfront and the rest of the City.

## **Lower Yonge Transportation Master Plan**

The TMP identified several significant regional and local transportation improvements that were required to enhance the public realm and accommodate the anticipated redevelopment of the Lower Yonge Precinct. The Cooper Street Extension was identified as a key regional link that would further reduce barriers to the waterfront by adding a critical north-south connection and provide greater redundancy in the network relieving capacity on both Lower Jarvis and Yonge Streets.

## **Lower Yonge Precinct Plan and OPA**

The Lower Yonge Precinct Plan, informed by the TMP, proposes the Cooper Street Extension as a new north-south pedestrian, cycling, and vehicle connection across the rail corridor, linking Cooper Street to Church Street, and providing greater permeability between the Central Waterfront and Downtown..

To secure necessary lands under the Union Station Rail Corridor and 55 The Esplanade, as well as those abutting The Esplanade and Church Street properties, the City must include the Cooper Street Extension in the 2006 Official Plan. The remainder of the Lower Yonge Precinct Street Network is addressed in the Lower Yonge OPA, a modification to the Central Waterfront Secondary Plan.

## **Conclusion**

The inclusion of Cooper Street Extension in Schedule 2 of the Official Plan advances Provincial and City policies to expand the existing transportation network in a manner which completes a grid network, promotes multi-modal transportation, and serves mixed use and employment areas. The proposal is consistent with the Council adopted Lower Yonge Precinct Plan, Lower Yonge Official Plan Amendment (Former City of Toronto Official Plan), Lower Yonge Transportation Master Plan and Lower Yonge MCEA.

City Planning staff recommends that the proposed City-initiated Official Plan amendment adding the Cooper Street Extension, from Lake Shore Boulevard East to The Esplanade, to Schedule 2 of the Official Plan be approved.

## **CONTACT**

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## **SIGNATURE**

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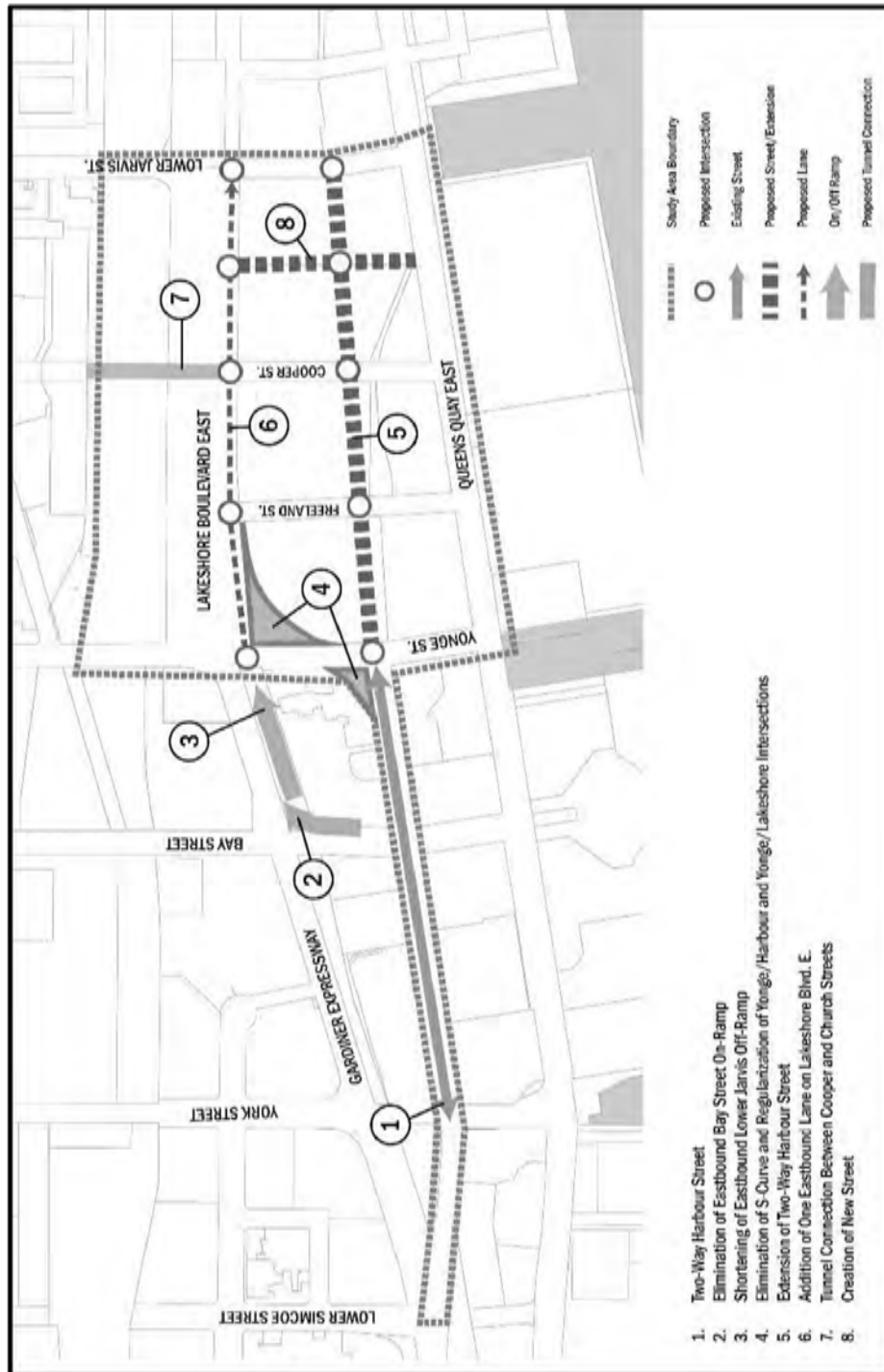
Lynda H. Macdonald  
Acting Director, Community Planning  
Toronto and East York District

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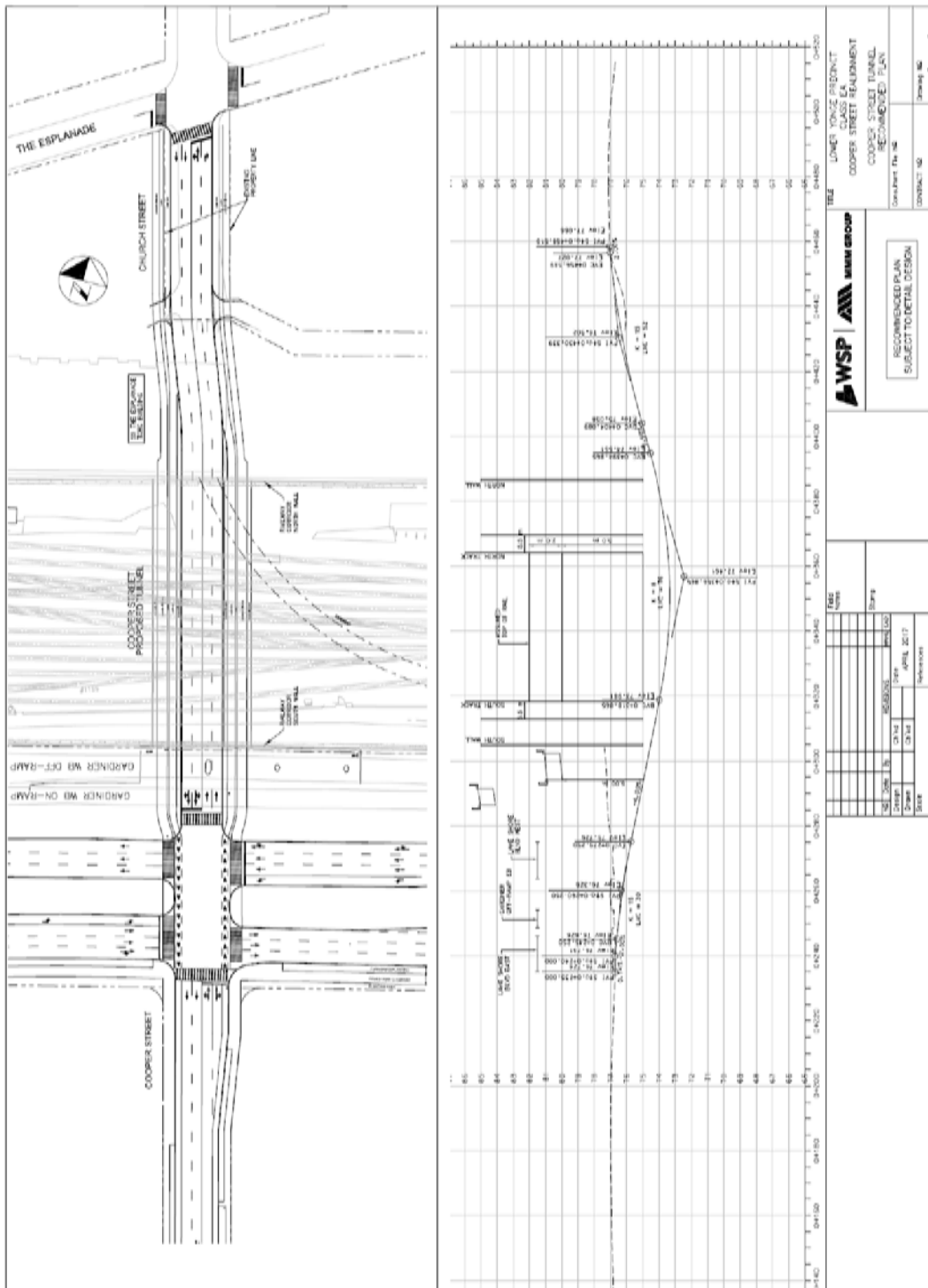
## **ATTACHMENTS**

Attachment 1: Lower Yonge Precinct TMP Recommendations Key Map  
Attachment 2: Cooper Street Extension Alignment  
Attachment 3: Official Plan Map 18 Excerpt  
Attachment 4: Zoning Bylaw No. 569-2013 Excerpt  
Attachment 5: Official Plan Amendment No.394

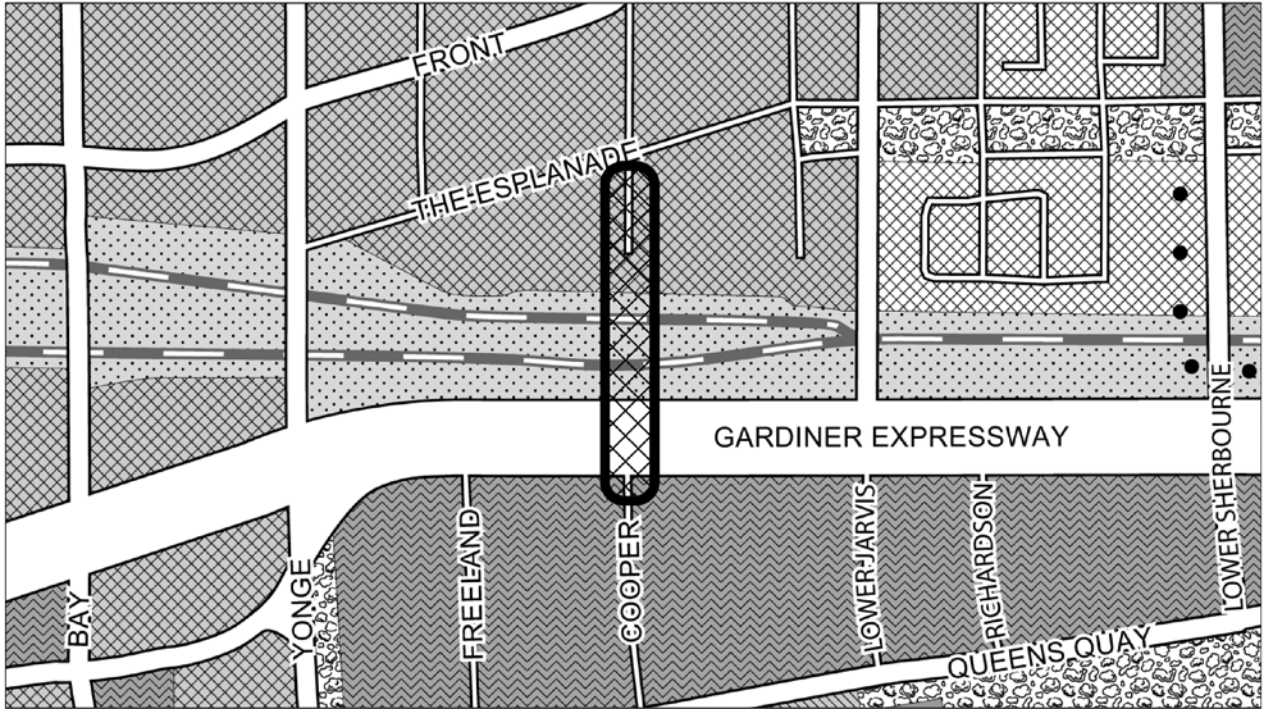
# Attachment 1: Lower Yonge Precinct TMP Recommendation Key Map



## Attachment 2: Cooper Street Extension Alignment



Attachment 3: Official Plan Map 18 Excerpt










**Toronto** City Planning

Extract from Official Plan

Cooper Street Tunnel

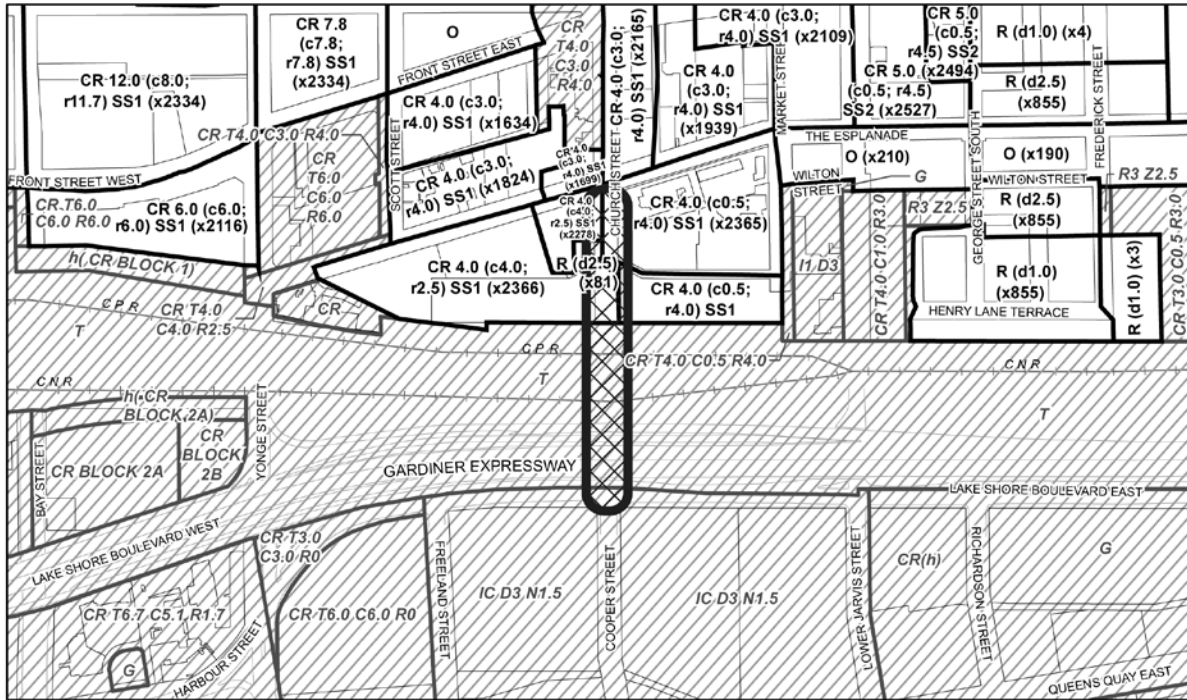
File # 17 180165 STE 28

- |   |  |
|---|--|
|  Location of Application |  Parks & Open Space Areas |
|  Mixed Use Areas         |  Parks                    |
|  Regeneration Areas      |  Other Open Space Areas   |
|  Utility Corridors       |  |

↑  
Not to Scale  
07/18/2017



### Attachment 4: Zoning Bylaw Excerpt



Zoning By-Law No. 569-2013

Cooper Street Tunnel

File # 17 180165 STE 28

<p> Location of Application</p> <p><b>R</b> Residential    <b>CR</b> Commercial Residential  <b>O</b> Open Space</p>	<p> See Former City of Toronto By-Law No. 438-86</p> <p><b>R3</b> Residential District    <b>IC</b> Industrial District  <b>CR</b> Mixed-Use District    <b>T</b> Industrial District  <b>I1</b> Industrial District    <b>G</b> Parks District</p>	<p style="font-size: 2em;">↑</p> <p style="font-size: 0.8em;">Not to Scale          Extracted: 07/19/2017</p>
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**Attachment 5: Draft Official Plan Amendment**

**CITY OF TORONTO**

**BY-LAW No. 394-2017**

**To adopt Amendment No. 394 to the City of Toronto Official Plan,  
being an amendment to the Official Plan, Schedule 2 – The Designation of Planned  
but Unbuilt Roads:.**

Whereas authority is given to Council by Section 17 of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, to pass this By-law; and

Whereas the Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto enacts:

1. The attached Amendment No. 394 to the Official Plan is adopted pursuant to the *Planning Act*, as amended.

Enacted and passed this \_\_\_ day of \_\_\_\_\_, 2017.

XXXXXXXX  
Speaker

XXXXXXXX  
City Clerk

(Seal of the City)

**AMENDMENT NO. 394 TO THE OFFICIAL PLAN**

**LANDS GENERALLY LOCATED UNDERNEATH METROLINX  
UNION STATION RAIL CORRIDOR BETWEEN LAKE SHORE  
BOULEVARD EAST AND THE ESPLANADE**

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The Official Plan of the City of Toronto is amended as follows:

1. Schedule 2, The Designation of Planned But Unbuilt Roads, is amended by adding the following:

STREET NAME	FROM	TO
Cooper Street Extension	Lake Shore Boulevard East	The Esplanade