

June 21, 2023

City Clerk
Attention: Cathrine Regan, Administrator
Toronto and East York Community Council
100 Queen Street West, 2nd Floor, West Tower
Toronto ON M5H 2N2

Dear Ms. Regan,

RE: Application # 20 152435 STE 10 OZ Amendment to the Official Plan and Zoning By-law for 1-7 Yonge Street submitted by Pinnacle International (One Yonge) Ltd.

The East Waterfront Community Association (EWCA) covers the area from the east of Yonge Street to west of Cherry Street and from south of Lake Shore Boulevard East to the Water's Edge Promenade. As this project has a direct impact on our community, I would like to submit herewith our feedback on Pinnacle International (One Yonge) Ltd.'s application to amend the Official Plan and Zoning By-Law for the Phases 4 and 5 lands to construct a 22-storey and a 40-storey building.

We have no objections to the proposed amendment to increase the heights of the buildings in phases 4 and 5. The location of this project at the North/East corner of Yonge Street and Queens Quay East will transform the foot of Yonge Street into a vibrant mixed-use zone including a boutique hotel, offices, retail together with luxury condominiums mixed with affordable housing, and a community recreation centre located in Phases 1 and 2. The North-South glass-covered pedestrian walkway between Phase 4 and 5 buildings provides natural lighting and a safe and enticing passage to Queens Quay East and Yonge Slip.

Sun/Shadows impact on the future LCBO Park.

We would like to review the updated sun/shadow study on the impact of the 22 and 40-storey buildings on the future park at the old LCBO building east of Freeland Street.

Traffic Congestion on Queens Quay East.

The Transportation Study needs to be updated as it was done on May 26, 2020, in the middle of the pandemic when the downtown offices and businesses were locked down and empty as work-from-home became mandatory. On May 9, 2023, the city installed a temporary traffic signal at the QQE/Freeland Street/Pier 27 intersection. The transportation study indicated that the traffic congestion at this intersection was temporary in nature and will be addressed when the traffic signals are installed, and this should also accommodate the additional traffic load from phases 4 and 5. The reality is that traffic congestion along QQE on the westbound lanes from Parliament Street to Yonge Street remains a serious concern at the East Bayfront. The pictures below taken in 2021 and June 2023 showed that during the peak hours there is no relief for traffic congestion even with the new traffic signals.



Due to the stream of cyclists and pedestrians residents on the QQE westbound traffic continue to have difficulty making a left turn into Pier 27. And vehicles on the eastbound lane will have the same difficulty making a left turn onto Freeland Street. When the Waterfront East LRT is finally built, vehicular traffic on QQE will be reduced to one lane each way, this situation will be even worse as any vehicle making a left turn into Pier 27 will totally block the flow of traffic.

We would like to propose that the city's Transportation Services investigate the following possible solutions to the traffic congestion along Queens Quay East:

1. Introducing a left turn signal at the QQE/Freeland Street/Pier 27 intersection to allow traffic to safely turn into Pier 27 and Freeland Street.
2. Prohibit right hand turns at QQE and Lower Jarvis Street and Yonge Street during peak hours except for TTC Buses.
3. Consider adding a left turn signal at the southbound Yonge Street to Downes Street to ease traffic congestion and allow for a smooth entry into the street.

Curbside Management Strategy

We respectfully request your thoughts on the following questions:

1. What is the Curbside Management Strategy for this area, namely, curbside functions for Movement with reliable and predictable travel times across the road network for motorists, cyclists, public transit, and emergency services? With high volumes of vehicle traffic, and the plan for thousands of bicycles coming to the area with the plan for bicycle parking spaces, how does this plan prioritize the safe movement of all road users?
2. What is the plan for wayfaring for motorists, cyclists, public transit, and emergency services for the covered drop-off and access to the PUDO point and underground garage and facilities imagined for Driveway 1 and Driveway 2?

Thank you for the opportunity to provide feedback from our community.

Sincerely,

David Chan

President

Chair of Development Committee

EAST WATERFRONT COMMUNITY ASSOCIATION

Cc Councillor Malik; George Pantazis; Tom Davidson.