FIRST CAPITAL

PROPOSED PARK LAWN GO STATION

Public Meeting No. 2 / Summer 2021

WELCOME

At this meeting, we will provide an update on the project and invite you to share your thoughts on our plans.

WHAT YOU WILL LEARN

- Overview of the proposed GO Station
- Next steps in the Environmental Assessment (EA) process
- Findings of impact assessment studies
- Mitigation measures and commitments for future work
- How to continue providing feedback

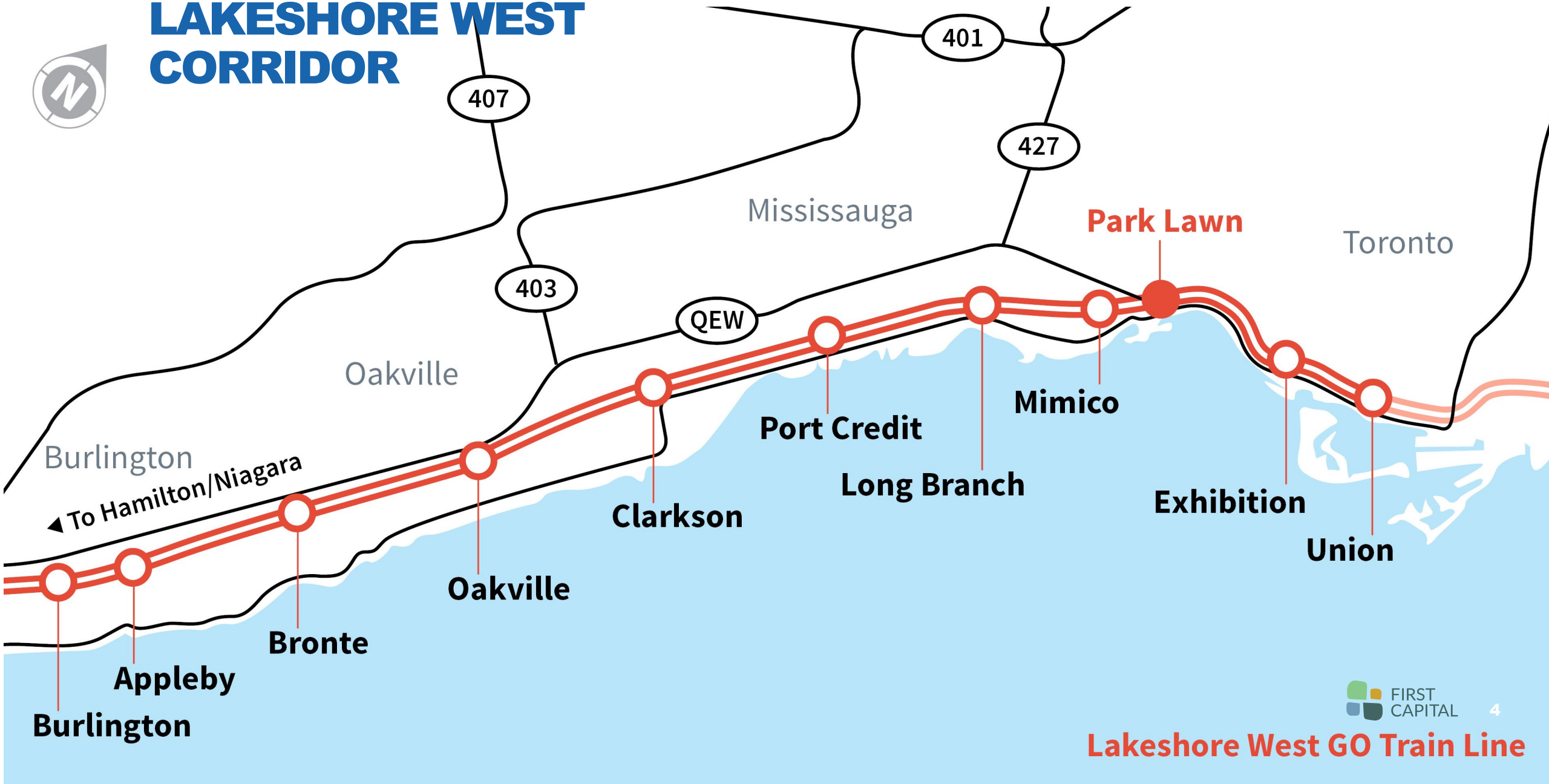
YOU CAN PARTICIPATE BY

- Listening to the Public Meeting Presentation; and/or
- Submitting questions via email at **transitea@2150lakeshore.com** or on the Q&A Platform at **engage.2150lakeshore.com/transitea**

PROPOSED PARK LAWN GO STATION PROJECT OVERVIEW

- First Capital (FCR) has proposed a new GO Station to be located along the Lakeshore West Rail Corridor, between Mimico and Exhibition Stations
- The new proposed GO Station would complement First Capital's proposed 2150 Lake Shore Blvd. W. transit-oriented mixed-use development
- GO Transit currently operates train services along the Lakeshore West Corridor, from Union Station in Toronto to Niagara Falls and West Harbour in Hamilton
- An Environmental Assessment is underway by Metrolinx following the Transit Project Assessment Process (TPAP), as prescribed in O. Reg. 231/08 under the *Environmental Assessment Act*; the project is currently in the TPAP phase
- A new Park Lawn GO Station is proposed to be built through the Metrolinx Transit Oriented Communities Program, which aims to deliver public transit infrastructure by leveraging third-party investment to connect more people to jobs and housing
- The proposed station would include a fully accessible Park Lawn GO Station building, to be owned and operated by Metrolinx, with high quality connections to local transit

PARK LAWN GO STATION
LAKESHORE WEST CORRIDOR



Lakeshore West GO Train Line

PARK LAWN GO STATION STUDY AREA

THE QUEENSWAY

F G GARDINER EXPRESSWAY

PARK LAWN ROAD

MARINE PARADE DRIVE

LAKE SHORE BOULEVARD WEST

Mimico Creek

N

LEGEND

Proposed Project Footprint

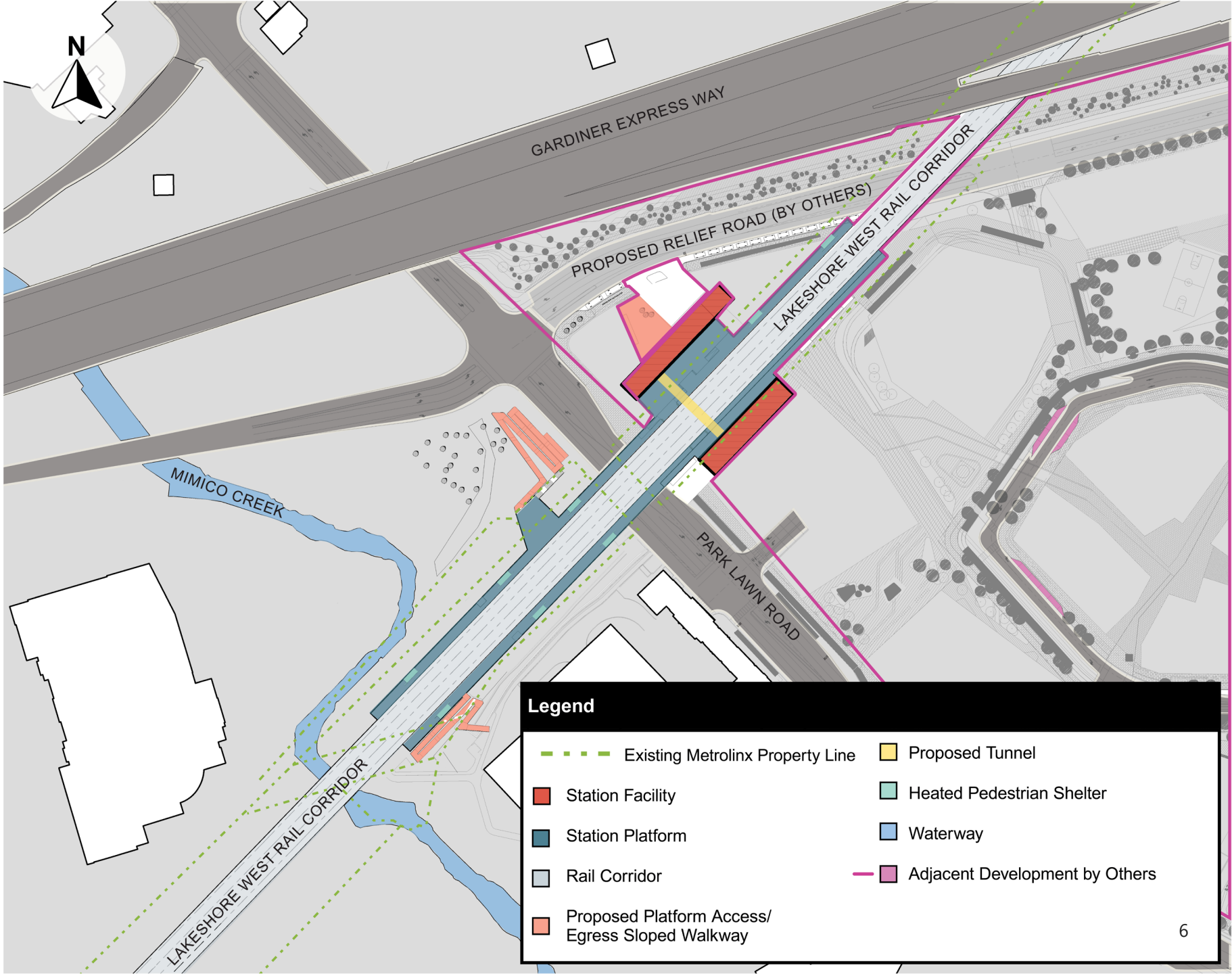
Railway

Permanent Watercourse

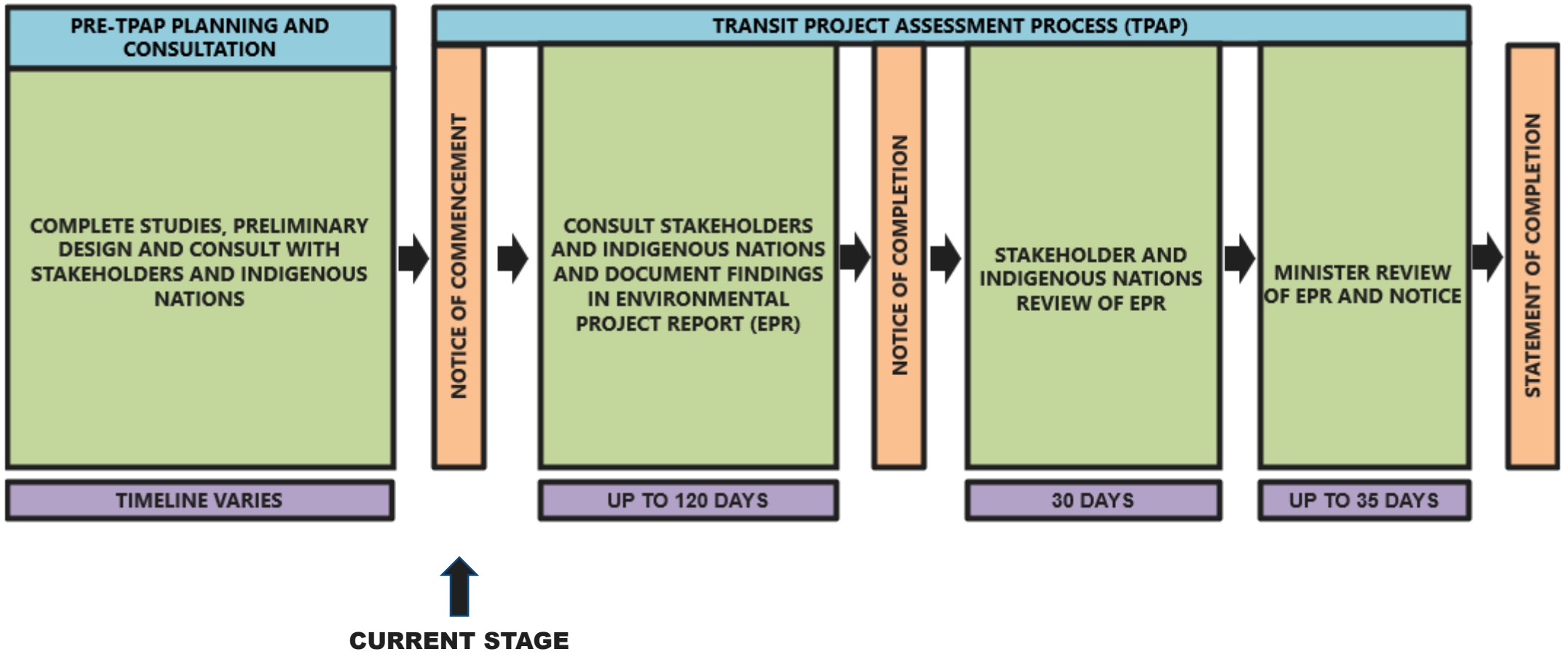
0 125 250 Metres

FIRST CAPITAL

PARK LAWN GO STATION CONCEPT PLAN

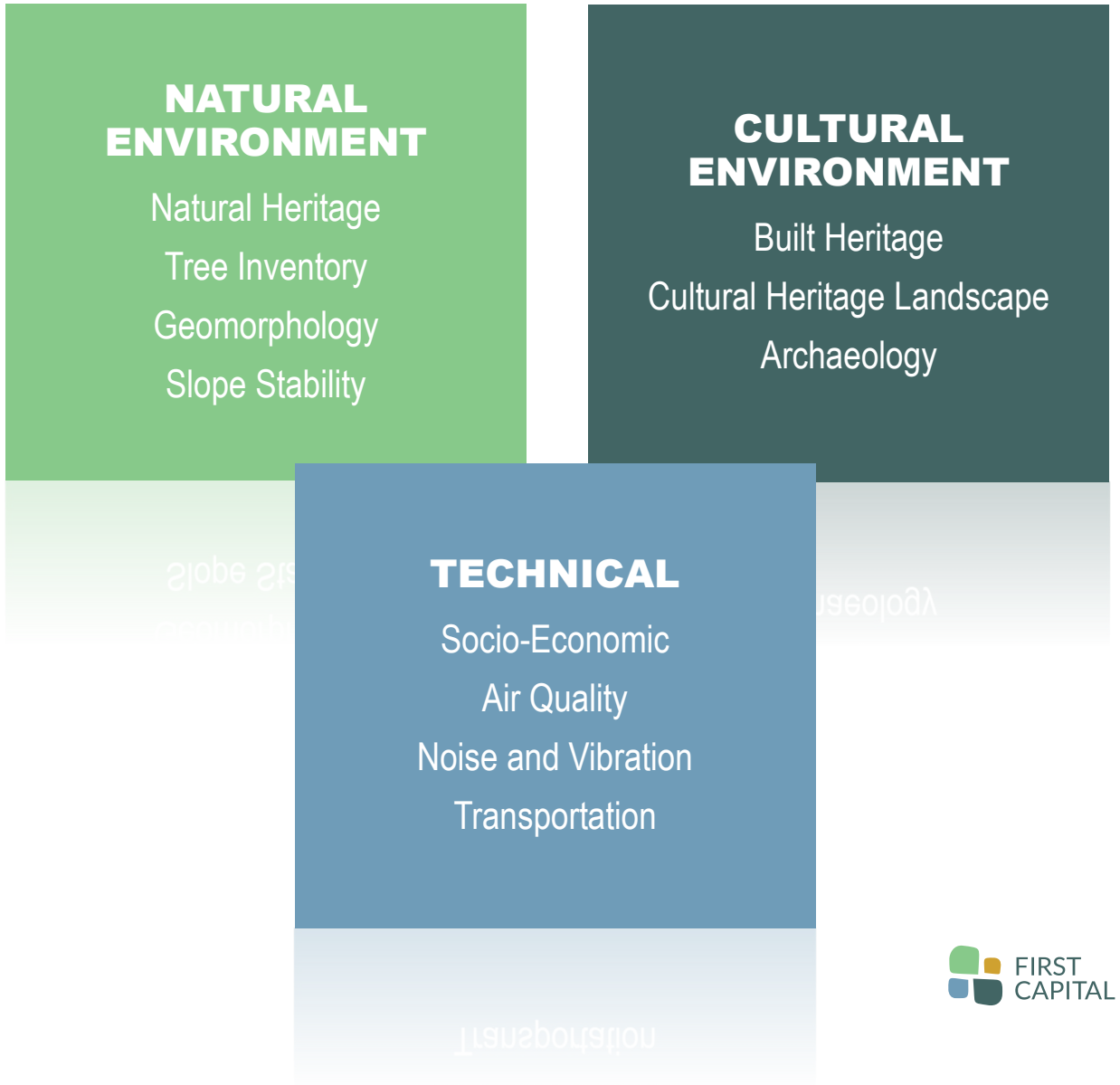


TRANSIT PROJECT ASSESSMENT PROCESS



WHAT ARE WE ASSESSING?

- Existing environmental conditions have been determined and the significance of specific features has been evaluated
- Potential effects of the project on these features have been identified and documented
- Appropriate mitigation measures, compensation, monitoring strategies and future studies will be recommended
- The next few slides present the findings of the environmental studies



NATURAL ENVIRONMENT

EXISTING CONDITIONS

AQUATIC ENVIRONMENT

- Study Area falls within the Mimico Creek Watershed
- Mimico Creek bisects the Study Area and continues to the southeast before discharging into Lake Ontario
- Habitat observed within the Study Area is suitable to support warmwater tolerant species
- Many of the species that prefer lake habitats (i.e., Black Crappie, Freshwater Drum, White Bass) are likely moving between Lake Ontario and habitat in Mimico Creek near the lake
- The riffles with cobble substrates likely provide spawning habitat for minnow and sucker species

SPECIES AT RISK (SAR) – PROVINCIAL - *ENDANGERED SPECIES ACT* (ESA)

- American Eel has the potential to be found in all tributaries of Lake Ontario, therefore it is assumed to be present within Mimico Creek
- Any permits required under the Ontario ESA will be acquired prior to construction

NATURAL ENVIRONMENT

EXISTING CONDITIONS

TERRESTRIAL ENVIRONMENT

- No SAR plants or vegetation communities have been observed in the Study Area during initial field investigations
- 23 distinct ecological and anthropogenic units within the Study Area including cultural woodlands, cultural meadows, forests, transportation corridors and open aquatic environments (Mimico Creek)
- 42 species of birds were confirmed in woodland, urban and grassland communities
- No amphibians or reptiles were observed
- Various mammals accustomed to urbanized settings were observed

SPECIES AT RISK

Bank Swallow and Barn Swallows (Threatened – Federally / Provincially)

- Confirmed to be foraging on site
- No critical habitat was observed within the Study Area

SAR Bats (Endangered – Federally / Provincially):

- 38 potential bat snags identified within the Study Area
- Four potential bat snags[1] identified in Project Footprint
- Previous acoustic monitoring studies suggest that the area has low bat activity with no history of SAR Bats, however the four endangered bat species in Ontario have the potential to utilize the Study Area
- Any permits required under the ESA or Federal *Species at Risk Act* (SARA) will be acquired prior to construction

[1]Snags include living, dying or dead tree of any species that exhibits cavities, cracks and/or loose bar (MNRF, 2016)

NATURAL ENVIRONMENT

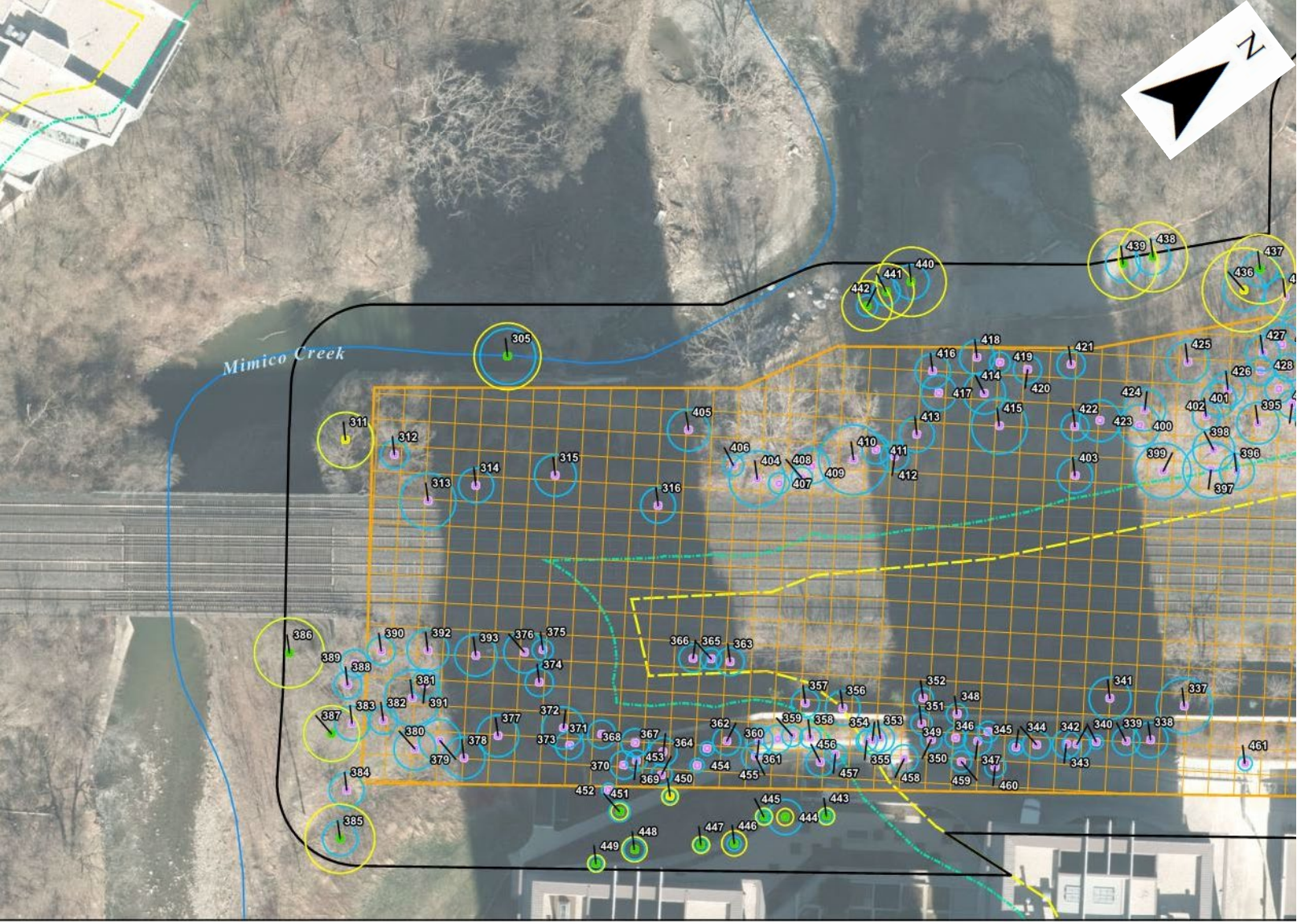
EFFECTS ASSESSMENT

Component	Potential effect	Mitigation
Soils	Erosion, compaction, drainage alterations, soil mixing, bank degradation, soil contamination	• A Soil Management Plan (SMP) will be prepared by a Qualified Professional • Erosion and Sediment Control (ESC) measures will be implemented prior to project construction and maintained during the construction phase in accordance with an ESC Plan • Spill Prevention and safe Hazardous Materials Handling measures will be implemented prior to project construction and maintained during the construction phase in accordance with a Spill Prevention and Contingency Plan and a Hazardous Materials and Fuel Handling Plan • Disturbed areas within the construction site will be stabilized and re-vegetated
Watercourses, Hydrological Features, and Aquatic Environment	Loss of aquatic and riparian habitat, water quality degradation and flow alterations within Mimico Creek	• ESC measures will reduce impacts to habitat and hydrological features • In-water work, if required, will take place outside of the sensitive timing windows for warmwater fish species • If in-water work will occur during construction, the area will be isolated using cofferdams and dewatered in accordance with a Dewatering Plan prepared during detailed design • Fish removals will be conducted by qualified biologists in isolated areas prior to dewatering • Fish will be released unharmed into suitable habitat downstream • Riparian vegetation removal will be kept at a minimum • Fuel and equipment requiring fuel will be stored in designated areas only, a minimum of 30m from Mimico Creek, and refueling is to occur at least 30 m from Mimico Creek; if this distance cannot be maintained, a spill tray is to be placed under the fueling point
Vegetation	Loss of vegetation communities, proliferation of invasive species, habitat loss	• A Vegetation Management Plan shall be developed to identify site specific vegetation management including the delineation of vegetation removal zones, timing restrictions, revegetation protocols; removal and preventing the spread of invasive/noxious vegetation, and other mitigation measures • Compensation for areas that have permanently lost their form or function will occur through the City of Toronto and Toronto and Region Conservation Authority (TRCA) • Equipment will be thoroughly cleaned, approved seed mixes will be used for revegetation, and proper stockpiling and soil removal measures will be followed • Trimming and clearing of trees will be kept at a minimum • If an invasive species is encountered, it will be removed and disposed of in an appropriate off-site location

NATURAL ENVIRONMENT

EFFECTS ASSESSMENT

Component	Potential effect	Mitigation
Birds	Destruction of nests and habitat during tree clearing activities	• Vegetation will be removed outside of the breeding bird window between September 1 and March 31 of any given year. If vegetation must be removed during the breeding bird timing window, nesting activity searches will be conducted in areas defined as simple habitat by a qualified Ecologist/Avian Biologist no more than 24 hours prior to vegetation removal • If an active nest is observed a buffer will be applied and removal will be not permitted until the young have fledged from the nest • Human-made structures will be thoroughly inspected for evidence of active bird nests prior to construction
Herpetofauna and Mammals	Habitat loss	• The site shall be swept prior to each day to ensure no mammals or herpetofauna are found within the construction limits • Exclusionary fencing shall be installed to eliminate access to the project area in advance of construction to prevent reptiles, amphibians and some mammals to the site
Species at Risk	Loss of habitat, injury/loss of life	• During the detailed design phase, the Park Lawn GO Station construction (including pre-construction land clearing) will be designed to avoid the loss of any Confirmed Habitat of Endangered or Threatened Species to the extent possible • Timing windows for any necessary removal of any confirmed Endangered or Threatened Species habitat will be developed in consultation with the Ministry of the Environment, Conservation, and Parks (MECP) in association with any self-registration or permitting requirements



TREE INVENTORY PLAN

EFFECTS ASSESSMENT

- Study Area includes:
  - Project Footprint
  - 6m buffer around footprint for City of Toronto, private and public lands
  - 12m buffer around footprint for TRCA and Ravine and Natural Feature Protection (RNFP) regulated lands
- A total of 242 individual trees were surveyed
- Stem counts for vegetation under 10 cm Diameter at Breast Height (DBH) were completed in the TRCA Regulated Areas
- During the field investigation, a screening was undertaken for any woody vegetative SAR:
  - One planted Kentucky Coffee Tree was observed; no other woody vegetative SAR were observed

TREE INVENTORY PLAN

ASSESSMENT RESULTS

IT IS ANTICIPATED THAT:

- 183 trees may be removed
- 3 trees may be injured
- 21 trees may be preserved

- Metrolinx Vegetation Guidelines and City RNFP requirements will be applied
- As design progresses, efforts will be made to reduce tree removals
- Where permits are required on City of Toronto or private property lands, First Capital will work with stakeholders to obtain the necessary permits and approvals

MITIGATION

- Construction timing, tree protection measures (Tree Protection Zone barriers), and preservation, proper pruning practices, construction monitoring and reporting, woody material removal and wildlife management

TREE INVENTORY PLAN

EFFECTS ASSESSMENT

Component	Potential effect	Mitigation
Trees (Pre-Construction/ Construction)	Removal of trees within the Project Footprint	• Adhering to municipal By-laws and policies for tree removals and tree protection measures on municipal and private properties • Tree replacement as required to compensate for tree removals; compensation will be determined in accordance with municipal policies, regulations, and Metrolinx Vegetation Guideline. Detailed restoration and compensation plans will be prepared prior to project construction in discussion and coordination with the City of Toronto and TRCA • Where permits are required on City of Toronto or private property lands within the Study Area, First Capital will work with stakeholders to obtain the necessary permits and approvals • Tree protection barriers will be installed and routinely inspected as per the construction specifications and applicable City of Toronto specifications. All supports and bracing will be placed outside the Tree Protection Zone (TPZ) • All removals will be restricted to the work area to ensure that damage does not occur to surrounding trees. Upon completion of the tree removals, trees that have been cut down will be removed from the site, and all brush chipped. All brush, roots and wood debris should be shredded into pieces that are smaller than 25 mm in size to ensure that any insect pests that could be present within the wood are destroyed • As required, trees will be pruned in a manner that minimizes physical damage and promotes quick wound closure and regeneration • An International Society of Arboriculture (ISA) Certified Arborist and/or licensed Landscape Architect will advise the City of Toronto and TRCA during the preparation of restoration and compensation plans and will be responsible for carrying out tree pruning and maintenance
Trees (Operations/Maintenance)	Deterioration of tree vitality over time	• Maintenance and pruning of trees to be carried out by an ISA Certified Arborist • Efforts will be made during removal operations to prevent the spread of invasive plant species

FLUVIAL GEOMORPHOLOGY

EFFECTS ASSESSMENT – KEY FEATURES

- Upstream has been fully hardened using concrete beneath the Gardiner bridge
- Scour hole immediately downstream of concrete channel
- Meander bend further downstream with an armoured bank and concrete retaining wall
- Deep scour pool adjacent to the retaining wall

ASSESSMENT

- Rapid Geomorphic Assessment identified Mimico Creek as “Transitional” due to the erosion on the east bank and in the scour pool alongside the slumping armourstone
- Rapid Stream Assessment Technique investigation – Mimico Creek assessed as “Good” due to lack of sediment deposits, good riparian buffer and channel diversity
- Without mitigation (no armour) – bank to move 5.8 m/100 years
- Assuming the retaining wall is placed on solid foundation and maintained indefinitely, the creek should move 0 m/year

SLOPE STABILITY
TRCA HAZARD LANDS

- Three boreholes advanced west of Park Lawn Road
- The existing retaining wall at the toe of the western extent of the railway embankment was repaired in 2017; per TRCA it cannot be relied upon to support the slope over the design life of the proposed passenger platform
- The slope stability assessment indicates additional support and mitigation are required to improve stability
- Construction of a new rigid retaining wall recommended; the loss of the existing retaining system is expected to be negligible and would have no impact on the stability of the proposed passenger platform

FLUVIAL GEOMORPHOLOGY AND SLOPE STABILITY

EFFECTS ASSESSMENT

Component	Potential effect	Mitigation
Fluvial Geomorphology	Bank migration	• Maintain existing armourstone, gabion basket and concrete toe wall retaining system • Regular inspection of existing retaining system to prevent weakening of the walls and damage to the rail line as a result of erosion
Slope Stability	Failure of existing retaining wall system	• Use of a rigid retaining wall to limit encroachment into the Mimico Creek valley system. • Design aspects such as independence of the wall from the lateral support of the soil retained by the existing retaining system (passive resistance), embedment of the wall into the rock mass to a depth that will provide an adequate level of overturning resistance • Site grading will be designed to divert all surface run-off away from the existing tracks • Vegetation cover and tree roots on the existing slopes will be maintained in order to minimize soil erosion at the slope surface • Positive surface drainage will be provided to collect surface run-off and divert water away from the Site. Any standing water, ponding and saturated soil conditions will be avoided

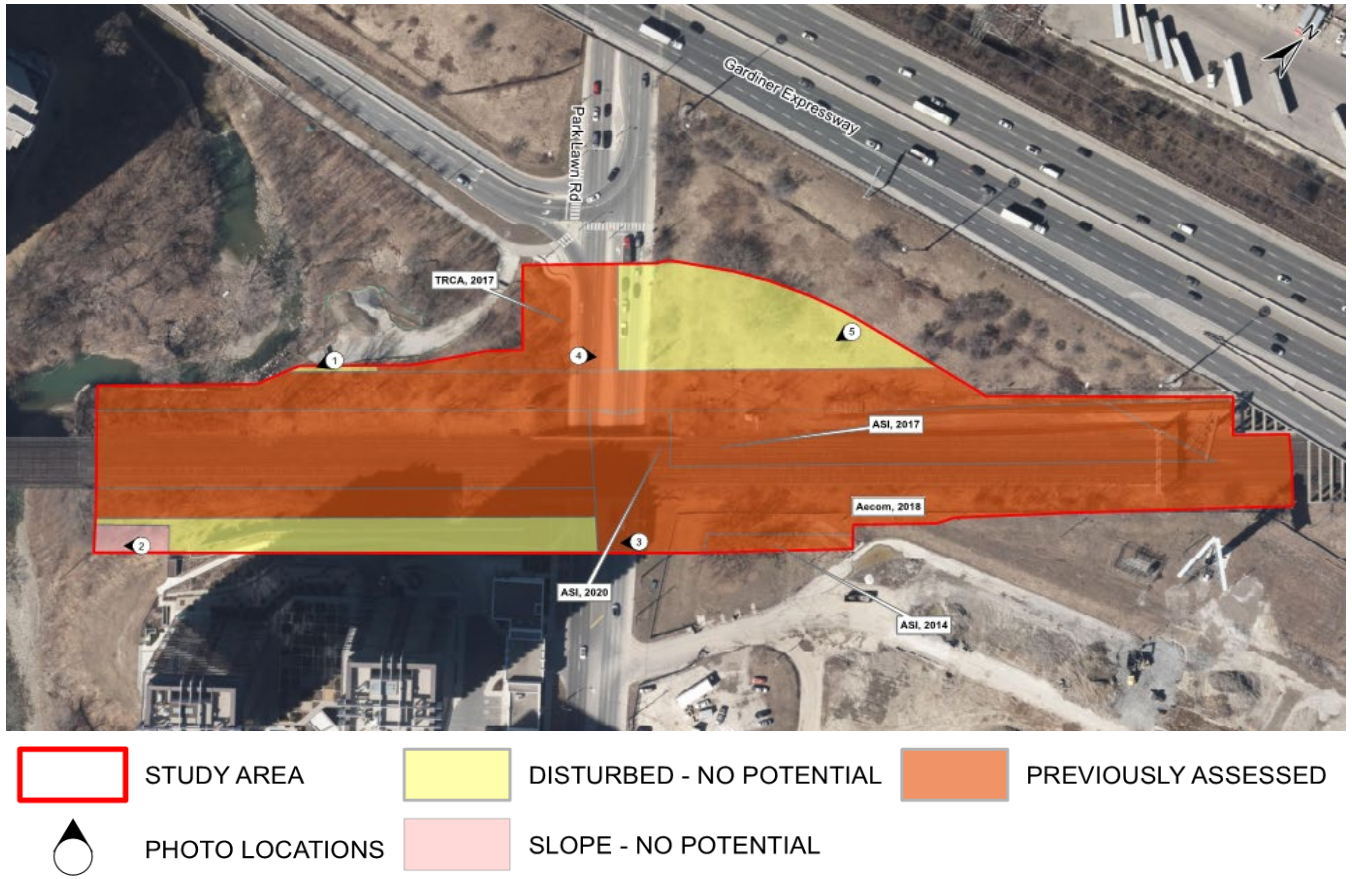
CULTURAL ENVIRONMENT BUILT HERITAGE

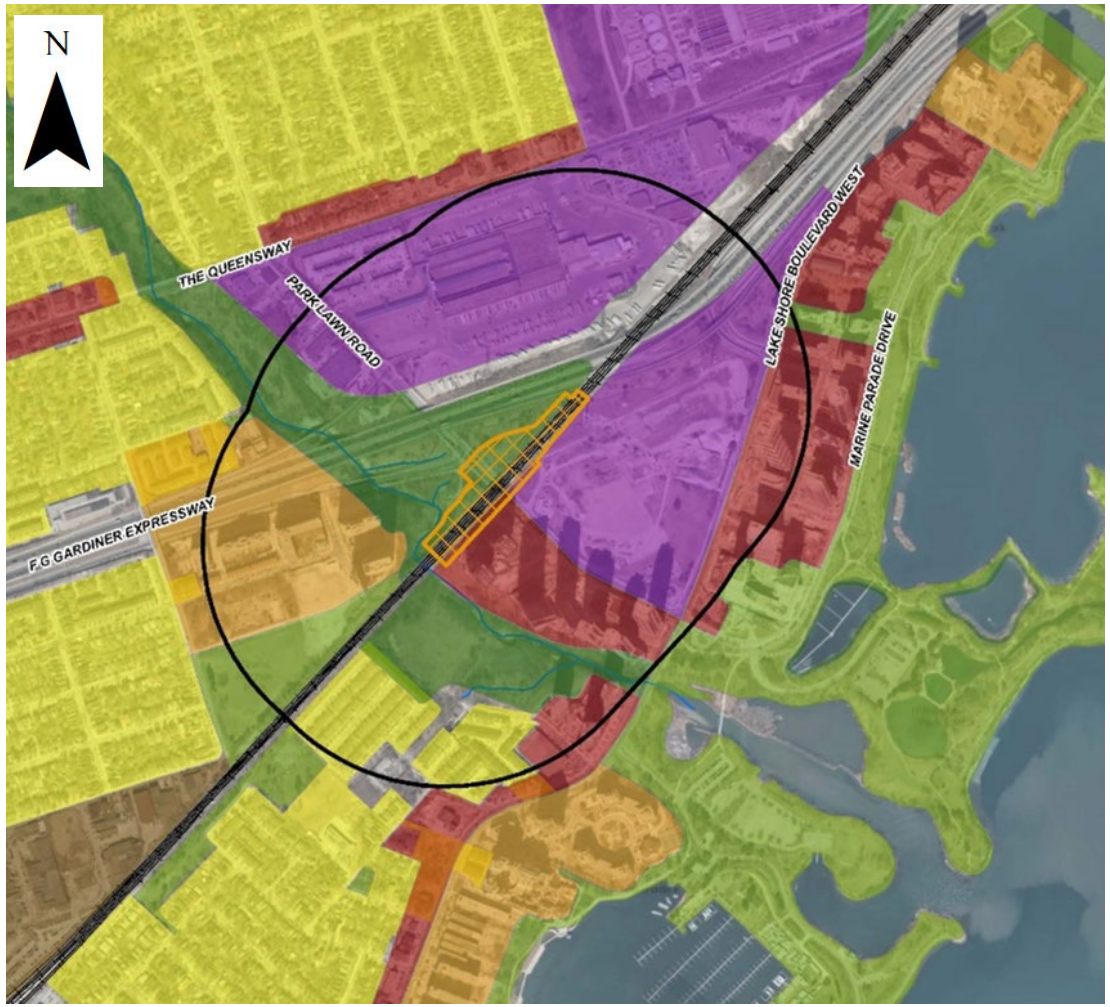
FINDINGS

- One Built Heritage Resource (BHR) was identified:
  - BHR-01: Christie Water Tower
- No direct impacts or indirect impacts are anticipated:
  - The water tower is over 50 metres from the project footprint - no vibration impacts from construction activities are anticipated
  - The Park Lawn GO Station will not impact views to the water tower from the Gardiner Expressway or the Lakeshore West rail corridor
- The Christie Water Tower is proposed to be relocated within the adjacent 2150 Lakeshore Development Project

ARCHAEOLOGICAL
FINDINGS

- Majority of Project Footprint previously assessed between 2013 and 2020 with no archaeological potential
- Property Inspection determined that areas which had not been previously assessed do not retain archaeological potential; no further survey required
- Report shared with Indigenous Nations for comment, prior to Registration with the Ministry of Heritage, Sport, Tourism, and Culture Industries (MHSTCI)





Land Use Designations

- Apartment Neighbourhood
- Mixed Use Areas
- Regeneration
- Natural Areas
- Parks
- Employment
- Neighbourhoods

SOCIO-ECONOMIC AND LAND USE

- Located in the Toronto neighbourhood of Mimico and directly borders the neighbourhood of Stonegate – Queensway
- Land uses include: residential, mixed-use areas, natural areas associated with Mimico Creek, and employment lands associated with the Ontario Food Terminal to the north and the former Mr. Christie lands at 2150 Lake Shore Boulevard West
- Cycling infrastructure is limited to on-road bike lanes on Lake Shore Boulevard West and the Queensway (connected to Humber Bay Park Trail)
- Toronto Transit Commission (TTC) Service: 501 and 508 streetcars; and the 66B, 176 and 145 (express) bus routes

SOCIO-ECONOMIC AND LAND USE

EFFECTS ASSESSMENT – KEY FEATURES

- Estimated 1.5 hectares of land required based on Concept Plan - All property acquisitions will be partial
- Project Team will meet with property owners to discuss property impacts and compensation as appropriate
- Other impacts: construction-related nuisance effects (e.g., increased noise, vibration, and dust and associated diminished air quality conditions). Effects to be addressed through mitigation measures

BENEFITS:

- Reduce traffic congestion and carbon emissions
- Improve community health by supporting walkable communities

SOCIO-ECONOMIC AND LAND USE

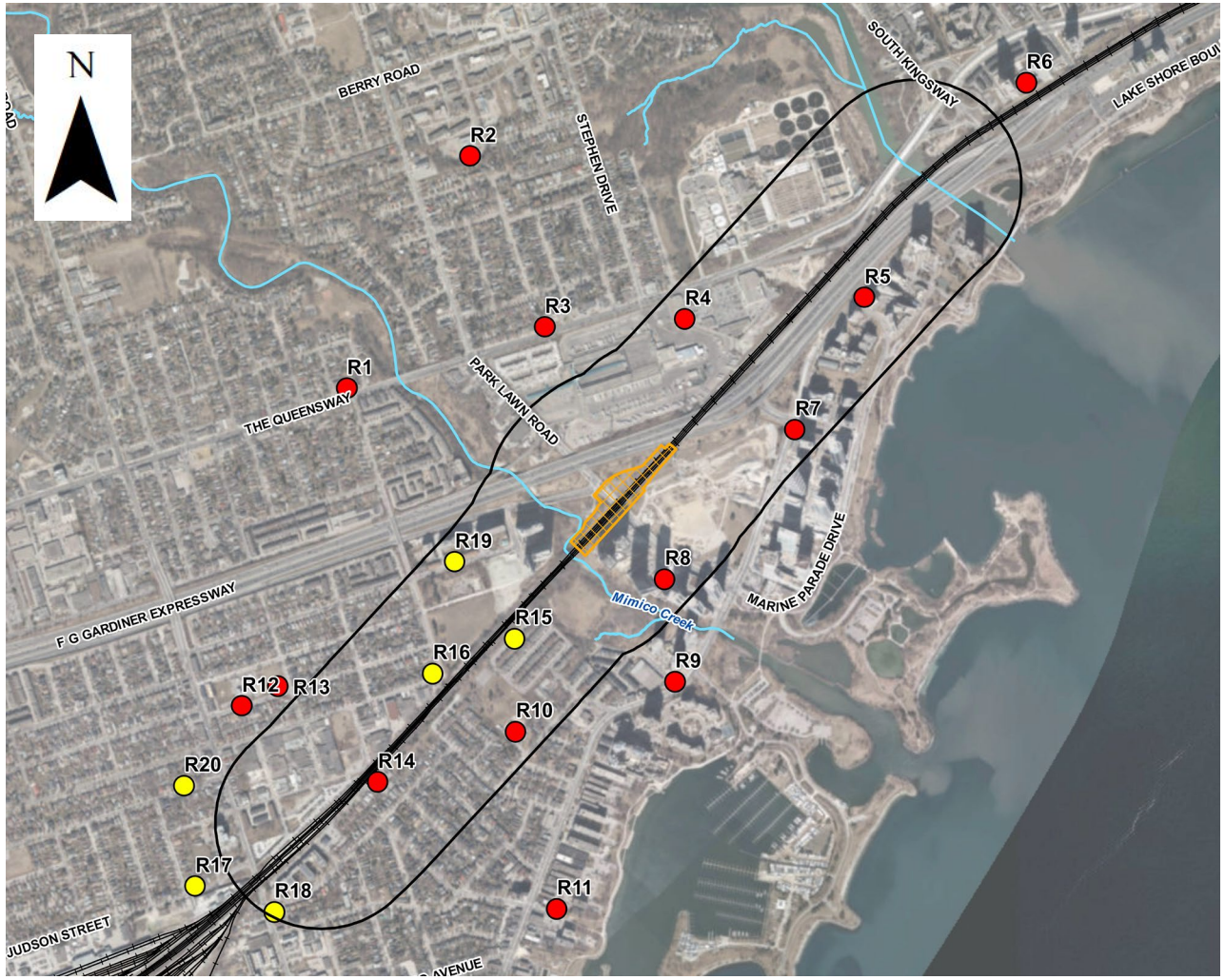
EFFECTS ASSESSMENT

Component	Potential Effects	Mitigation
Public Transit and Active Transportation	Potential for temporary relocation of bus stops; road, and sidewalk closures to facilitate construction activities	• Consultation with TTC and City of Toronto regarding lane and sidewalk closures • Prepare and implement a Construction Traffic Management Plan • Provide advance notification and signage for lane / road closures, as well as sidewalk closures
Utilities	The possible relocation of utilities and/or service interruptions to nearby properties, protection of utility infrastructure may also be necessary	• Consultation with utility owners and implementation of utility relocation agreements • Contingency plans to address accidental damage to underground and overhead utilities during construction
Properties	Portions of property will be required from several landowners adjacent to the Lakeshore West rail corridor, temporary use of adjacent lands may be required for construction purposes	• Confirm specific property requirements during detail design to determine predicted property impacts • Engage with affected property owners regarding land acquisition and easements/Temporary Limited Interests (TLIs) required for the proposed works • Provide fair market value compensation to affected property owners in accordance with applicable laws
Residential, Commercial and Institutional Uses	Temporary effects from increased noise, vibration, and dust	• Preparation and implementation of Dust Management and Noise and Vibration Control Plans • Timing restrictions will be in place to limit the time of day for construction activities, as required by municipal by-laws • All stockpiled materials will be fenced; construction footprint area will be minimized to confirm that the construction zone does not extend beyond that which is necessary • Construction schedule delays will be avoided to the extent possible in order to minimize the time over which construction will occur
Recreational Uses, Parks and Open Space	Potential effects on recreational uses, parks, and open space due to increased noise, vibration, and dust	• Mitigation measures implemented to address effects on residential, commercial, and institutional uses will also be implemented to address effects on recreational uses, parks and open spaces
Aesthetic and Visual Effects	Short-term effect on aesthetics due to construction trailers, laydown areas, stockpiling of materials, construction activities and construction fencing, removal of trees within the City of Toronto property and in the vicinity of Mimico Creek bridge	• Provide screened enclosure for the site with graphics that create visual interest • Locate stockpile and laydown areas away from Park Lawn Road and Lake Shore Blvd • Compensation of loss of trees in accordance with City of Toronto by-laws and TRCA requirements
Safety, Security and Light Spillage	Light spillage may occur from the proposed station or from light reflecting on trains at night	• External visors on floodlights • Light location, height and settings will be designed to minimize light spillage • Use of shielded fixtures

AIR QUALITY

EXISTING CONDITIONS

- Sensitive and Critical Receptors were selected to determine compliance:
  - Schools
  - Medical Clinics
  - Child Care Centers
  - Residential Developments
  - Senior Care Centers
- Based on the dispersion modelling results, the Existing Conditions (2020) indicate that the emissions in the vicinity of the Project are mostly negligible at the selected sensitive and critical receptors:
  - High background levels of benzo(a)pyrene (B(a)P) and benzene exceeded the applicable daily and annual limits



LEGEND

- Proposed Project Footprint (approximate)
- Study Area - 300 Metres
- Railway
- Permanent Watercourse

Receptors

- Critical
- Sensitive

AIR QUALITY

- Two Scenarios were considered:
  - Future, without Park Lawn GO Station (2028) (No-Build)
  - Future, with the Park Lawn GO Station (2028) (Build)
- Major source of emissions come from trains along the Lakeshore West Corridor
- Concentrations of B(a)P and benzene exceeded daily and annual limit values, however this is due to high background concentrations
- For both Future scenarios, effects on air quality associated with the station are not significant due to the contaminant levels decreasing or remaining the same as existing conditions due to constant introduction of new pollution control technologies

AIR QUALITY
EFFECTS ASSESSMENT

Component	Potential effect	Mitigation
Air Quality (Construction)	Fugitive dust emissions from construction activities, emissions from the use of construction equipment and vehicles, elevated localized pollutant levels as a result of increased traffic congestion	• Implementation of dust suppression measures and best management practices to control fugitive dust emissions • Preparation and implementation of a Dust Management Plan • Stockpiling of soil and other friable materials in locations that are less exposed to wind • Modifying work schedules when weather conditions could lead to adverse impacts (i.e., very dry soil and high winds) • Reducing unnecessary traffic and implementation of speed limits on any unpaved surfaces • Ensuring that all construction vehicles, machinery, and equipment is equipped with current emission controls; that equipment is properly and regularly maintained; and compliant with applicable federal and provincial regulations for off-road diesel engines • Monitoring wind direction and weather conditions at the site to ensure that high-impact activities be reduced when the wind is blowing consistently towards nearby sensitive receptors
Air Quality (Operations)	Fugitive dust emissions may be generated from vehicles travelling on paved surfaces and adjacent driveways	• Allow for future connections to Multi-Use Paths to increase number of passengers that are walking or cycling to access the new GO Station

NOISE AND VIBRATION

- Sensitive Receptors were selected to determine noise and vibration level compliance
- Represent a variety of conditions, including near-proximity to the proposed GO Station and tracks, full and partial exposure to the station and the tracks, low-density and high-density sensitive uses, and locations that would exhibit different background noise conditions
- Noise Assessments considered:
  - Construction equipment
  - Operational transportation sound levels
  - Operational train sound levels
  - Operational stationary sound levels
- Vibration Assessments considered:
  - Construction equipment and activities
  - Operational train vibration levels

LEGEND

- Proposed Project Footprint (approximate)
- Study Area - 500 Metres
- Railway
- Permanent Watercourse
- Receptor
- Monitor

NOISE AND VIBRATION

NOISE AND VIBRATION IMPACT ASSESSMENT

NOISE IMPACT ASSESSMENT

- Construction sound levels at sensitive receptors near construction sites will not exceed the applicable criteria during weekday daytime construction conditions
- Construction sound levels are expected to exceed sound level criteria during nighttime and weekend daytime construction conditions limited to the upper-level north-facing units in the two condominium buildings located at 88-90 Park Lawn Road
- During operation, noise levels at all sensitive receptors will be within the applicable sound level criteria – no control measures are required

VIBRATION IMPACT ASSESSMENT

- The vibration zone of influence extends 8 metres from the construction zone limit
- The zone of influence falls within the property at 88-90 Park Lawn Road and within the building located at 96 Park Lawn Road

NOISE AND VIBRATION

EFFECTS ASSESSMENT

Component	Potential effect	Mitigation
Lands adjacent to the Park Lawn GO (Pre-Construction/Construction) - Noise	Exceedance of sound level criteria during the nighttime and weekend (88-90 Park Lawn Road)	• Construction Best Management Practices to minimize adverse effects from noise such as: using muffling devices, coordinating “noisy” operations, minimizing drop heights, notifying local residents when construction activities are scheduled outside of daytime hours • Development of a Noise and Vibration Control Plan
Lands adjacent to the Park Lawn GO (Operations) - Noise	Increased vehicle movements in and out of the station, PA system, speed and throttle setting variation of rolling stock	• Stationary sound levels related to the station will remain within MECP’s Noise Pollution Control (NPC-300) sound level limits
Lands adjacent to the Park Lawn GO - Vibration	Nuisance to adjacent building occupants, potential damage to properties (88-90, 96 Park Lawn Road)	• Construction Best Management Practices to minimize adverse effects from vibration such as: substituting equipment whenever possible, scheduling construction activities generating high vibration levels during daytime hours • West of Park Lawn Road, construction equipment will operate at a minimum of 8 metres away from the site perimeter whenever possible • Vibration control measures will not be required during the operations/maintenance phase of Park Lawn GO Station, as train speeds are expected to decrease due to the introduction of the GO Station • Pre-condition surveys are recommended on structures on the north side of 88-90 Park Lawn Road • Vibration monitoring is required on the north side of the building located at 96 Park Lawn Road

TRANSPORTATION

EXISTING CONDITIONS

- Area road network currently operating within theoretical capacity; a number of intersections/movements are in high demand
- Bicycle infrastructure in the area includes a number of off-road trails; on-road facilities are limited
- Utilization of the TTC services vary - streetcar services in highest demand
- Pedestrian infrastructure: sidewalks along both sides of key roads in the area, with signalized intersections providing crossing opportunities
- Mid-block connections are limited – the 2150 Lakeshore property is currently a large impermeable block which prevents through connections

TRANSPORTATION

NEAR TERM HORIZON (2028) CONDITIONS

- The Station is projected to generate a peak hour ridership of 1,050
- Travel to/from the Station is projected to include:
  - 315 local transit trips,
  - 630 walking trips,
  - 50 bicycle trips and
  - 55 Pick-Up and Drop-Off (PUDO) trips (110 two-way vehicle trips)
- Future traffic can be adequately accommodated, with several transportation network improvements, including the construction of the Relief Road
- Transit and active transportation improvements being contemplated by other area studies which are assumed to be in place for the Near Term Horizon (2028) are expected to provide adequate transit, pedestrian and bicycle access to the Station

TRANSPORTATION

NEAR TERM HORIZON (2028) FACILITIES

- Station Access is proposed to be located from:
  - Station Square (upper level of station building)
  - Lower level of Station on north side of rail corridor
  - East side of Park Lawn Road, south of rail corridor
- 192 covered bicycle parking spaces (at-grade) are to be provided within the Station; and an additional minimum of 96 secured bicycle parking spaces will be integrated into the 2150 Lakeshore development

TRANSPORTATION

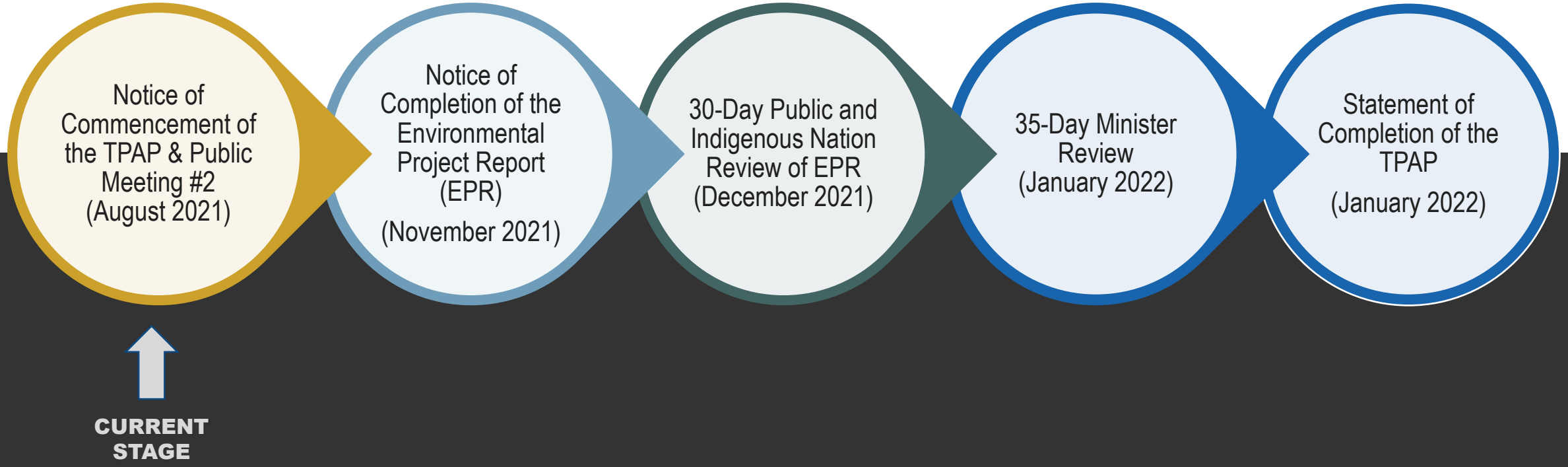
LONG TERM (2041) CONDITIONS

- The Station is projected to generate peak hour ridership of 1,600
- Travel to/from the Station is projected to include:
  - 480 local transit trips
  - 960 walking trips
  - 80 bicycle trips
  - 80 PUDO trips (160 two-way vehicle trips)
- Vehicle trips associated with the Station not expected to have a significant impact on the operation of the surrounding road network
- The Station itself is expected to reduce vehicle trips generally in the area
- Transit infrastructure and active transportation improvements (by other area studies) expected to provide adequate transit, pedestrian and bicycle access to the Station in the Long Term Horizon (2041)
- 30 PUDO spaces to be located:
  - On surface laybys and underground facilities within the 2150 Lake Shore Development
- Pedestrian entrances and bicycle parking facilities consistent in 2028 and 2041

EFFECTS ASSESSMENT

Component	Potential effect	Mitigation
Transportation (Pre-Construction/ Construction)	Impacts to travelling public, including Active Transportation users, vehicular movement, rail traffic	• Implementation of traffic control plans, utilizing traffic control devices, undertaking public information campaigns, developing worker safety plans

NEXT STEPS


Notice of Commencement of the TPAP & Public Meeting #2 (August 2021)
Notice of Completion of the Environmental Project Report (EPR) (November 2021)
30-Day Public and Indigenous Nation Review of EPR (December 2021)
35-Day Minister Review (January 2022)
Statement of Completion of the TPAP (January 2022)
CURRENT STAGE

WE WANT YOUR FEEDBACK

STAY IN TOUCH

- Your feedback is important to informing this project. Share your comments by submitting a comment on the website or via email
- Sign-up for email updates to stay informed at transitea@2150lakeshore.com
- Visit the project website for updates: 2150lakeshore.com/transitea

RECAP OF PUBLIC MEETING

- All feedback will be recorded
- Project team will consider input/feedback received for incorporation into the final EPR
- Comments and feedback received between August 27th and September 17th, 2021 will be included in the Public Meeting Summary Report, which will be published on the project website in October 2021