APPENDIX E

Draft Socio-Economic and Land Use Study

FIRST CAPITAL | METROLINX

First Capital
Park Lawn GO Station

Socio-Economic and Land Use Study

2021-08-27	D	Lauren Haein An	Rob Young	Melissa Alexander	Draft 95% Report
2021-06-04	C	Lauren Haein An	Rob Young	Melissa Alexander	Draft 90% Report
2020-10-06	B	Lauren Haein An	Rob Young	Melissa Alexander	Draft 75% Impact Assessment Report
2020-05-08	A	Lauren Haein An	Rob Young	Melissa Alexander	Draft Existing Conditions Report
Date	**Rev.**	**Prepared By**	**Checked By**	**Approved By**	**Status**
HATCH					

Executive Summary

Study Background

First Capital (Park Lawn) Corporation (FCR) has proposed the new Park Lawn GO Station to be developed in partnership with Metrolinx, located at the north end of 2150 Lake Shore Boulevard West in the City of Toronto ("the Project"). Hatch was retained by FCR to undertake an Environmental Assessment (EA) for the proposed Park Lawn GO Station on the Lakeshore West rail corridor. The evaluation of environmental impacts of the proposed Park Lawn GO Station has been carried out in accordance with the Transit Project Assessment Process (TPAP). The TPAP is regulated by the *Environmental Assessment Act* (EAA) under Ontario Regulation 231/08 – Transit Projects and Metrolinx Undertakings (O. Reg. 231/08). The purpose of the TPAP is to ensure effects associated with the Project are clearly identified and mitigated to the greatest extent feasible. For TPAP purposes, Metrolinx is the proponent. FCR will be constructing the Project and will be responsible for incorporating mitigation measures to address both construction and operation-related effects. Metrolinx will be responsible for operations and maintenance at the GO Station.

The Initial Business Case (IBC) (2016) recognized Park Lawn as a strategic location of dense development and growth, as well as opportunity to integrate with local transit in the area. The commitment of GO Regional Express Rail (now referred to as GO Expansion) including more frequent and faster service creates significant opportunity to realize a transit hub bringing together and integrating higher order transit, local transit and other modes. An updated IBC (2018) considered an updated service plan, realigned station to minimize impacts on existing infrastructure, and a redefined station design. An updated IBC (2020) was published June 11, 2020.

This Project will be coordinated with the City of Toronto as appropriate to provide improved local transit access and connectivity to the GO Station, as well as additional and more frequent transit service.

The Park Lawn GO Station will provide a stop between Mimico GO Station and Exhibition GO Station. The Park Lawn GO Station will be located 100 metres south of the Gardiner Expressway, 300 metres northwest of Lake Shore Boulevard West, on both sides of Park Lawn Road, and both sides of the Lakeshore West rail corridor within the City of Toronto.

The Park Lawn GO Station will include a fully accessible station building with platform access points, tunnel infrastructure, multimodal access, bicycle parking and connections with local transit. As a component of the EA, this Socio-Economic and Land Use Study (SELUS) documents the existing conditions, and assesses the potential effect of the new GO Station.

The Study Area is defined by a circle with a 400 metre radius around the footprint of the proposed GO Station. The 400 m radius was sufficient to identify surrounding uses, and features that exist in proximity to the proposed station location, and could be affected by construction and operation activities. The Study Area was expended to an 800 m radius to more clearly capture points of interest.

Existing Socio-Economic and Land Use Conditions

The Study Area is located in the Toronto neighbourhood of Mimico and directly borders the neighbourhood of Stonegate - Queensway. Existing land uses in the Study Area 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. A combined Official Plan Amendment (OPA), Zoning By-law Amendment (ZBA) and Draft Plan of Subdivision for a proposed mixed-use development of 2150 Lake Shore Boulevard West has been submitted to the City of Toronto by FCR.

The Toronto Transit Commission (TTC) is responsible for public transit in the City of Toronto with service in the Study Area consisting of the 501 and 508 streetcars; and the 66B, 176 and 145 (express) bus routes. The proposed plans at 2150 Lake Shore Boulevard West include provision for streetcar service to the Park Lawn GO Station. The commuter rail facilities within the Study Area include the Lakeshore West GO line.

Cycling infrastructure within the Study Area is limited to on-road bike lanes on Lake Shore Boulevard West and the Queensway, however these connect to the Humber Bay Park Trail that runs along the waterfront south of the Study Area.

Existing Visual Characteristics

The proposed location of the Park Lawn GO Station is an existing railway corridor that uses a railway overpass that crosses Park Lawn Road and an underpass of the Gardiner Expressway. The only pedestrian crossing is located under the rail corridor on Park Lawn Road. There is also a minor multi-use pathway located along the Gardiner Expressway eastbound offramp which connects pedestrians from the Project footprint to residential uses on the west side of Mimico Creek. Visual characteristics in the immediate vicinity of the proposed station include a naturalized area to the north of the rail corridor and vacant land to the south of the rail corridor. The surrounding land uses consist of high-rise apartments, residential townhomes and industrial uses. Residential development in the form of high rise apartment buildings is the predominant use immediately to the south and southeast of the Project footprint.

The Study Area also includes a large amount natural open space along Mimico Creek. The area south and west of the proposed Project footprint has developed rapidly in recent years with mixed-use and condominium developments. Landscape features are largely limited to the parks and open spaces south of Lake Shore Boulevard, along the waterfront promenades and Humber Bay Park. There are some plantings on Park Lawn Road but no street furniture currently exists. The same condition exists on Lake Shore Boulevard east of Park Lawn Road. There are very few existing public realm features within the Study Area. The broader area around the project Study Area includes neighbourhood parks, waterfront parks, and waterfront promenades.

Socio-Economic Policies and Planning Context

The proposed Park Lawn GO Station has been planned in accordance with provincial and municipal planning policies. These include:

- Provincial Policy Statement (PPS) – the station will encourage new and support existing land use patterns that meet the goals of supporting diverse, healthy, and livable communities through investment in infrastructure and the promotion of intensification;
- Growth Plan for the Greater Golden Horseshoe (GPGGH) – the proposed GO station will provide better connectivity for active transportation users between growth areas and transit stations. The new GO station will connect people through a multimodal and efficient transportation network, while creating a major transit station area that supports growth and density targets;
- City of Toronto Official Plan (OP) – the proposed GO station will support the City of Toronto's direction to accommodate future growth while also providing infrastructure to promote active transportation; and
- The 2041 Regional Transportation Plan (RTP) – The proposed GO Station will accommodate growth and development in accordance with the 2041 RTP and is aligned with the RTP Strategy 1 (Complete the delivery of current regional transit projects), Strategy 2 (Connect more of the region with frequent rapid transit), and Strategy 4 (Integrate transportation and land use).

Current Development Applications

A combined (OPA), ZBA and Draft Plan of Subdivision for a proposed mixed-use development of 2150 Lake Shore Boulevard West that will incorporate the proposed Park Lawn GO Station has been submitted to the City of Toronto by FCR.

Effects Assessment, Mitigation and Monitoring

The proposed Park Lawn GO Station has the potential to result in temporary and permanent socio-economic impacts on neighbouring businesses, residents and recreational users. Development of the Park Lawn GO Station will result in acquisition of approximately 1.5 hectares of land from three landowners (City of Toronto, TRCA, and South Beach Condos and Lofts) adjacent to the existing Lakeshore West rail corridor to accommodate the proposed Park Lawn GO Station.

The lands to be acquired are comprised of mixed use, employment lands (to be converted to mixed use), and natural areas. All property acquisitions will be partial acquisitions.

Once property impacts are confirmed during detailed design, FCR will meet with property owners to discuss property impacts and compensation as appropriate. The potential effects to properties will be mitigated by providing fair market value compensation in accordance with applicable laws and through negotiations with the affected property owners. All necessary property acquisitions will be completed prior to the commencement of Project construction.

Potential effects associated with this Project may also include construction-related nuisance effects (e.g., increased noise, vibration, and dust and associated diminished air quality conditions). Effects during operation of the proposed Park Lawn GO Station are predicted to be generally less than the future No-Build scenario (train operations without the Park Lawn GO

Station). All potential effects will be mitigated through appropriate Project design and implementation of well-established mitigation measures. In addition, FCR will continue to consult with affected parties prior to Project construction to further enhance and develop applicable mitigation measures, as required.

Development of the Park Lawn GO Station will also result in a number of benefits to the existing and planned neighbourhoods within the Study Area. It is widely recognized that public transportation is a beneficial service that can:

- Improve the quality of life for local citizens by providing them with personal mobility and freedom by offering transportation options;
- Improve access to new job opportunities by enhancing regional transit connections;
- Reduce traffic congestion and reduce the need for new and expensive road infrastructure;
- Reduce carbon emissions and air quality concerns associated with automobile use;
- Improve community health by supporting walkable communities and decreasing respiratory health concerns due to air pollution; and
- Allow citizens to save money on gas, vehicles, vehicle maintenance, insurance and other automobile related costs.

The Project is also expected to create significant public benefit by providing an improved access to regional public transportation. The net social and economic benefit of public transit is expected to outweigh any residual impacts through: reduced traffic congestion on roadways, a net improvement in air quality from fewer cars on the road; and improvement in access to the regional transit system. The proposed Park Lawn GO Station will also provide greater mobility for those without access to, or ability to drive, a car. As a result of these positive factors, the Project can be viewed as a significant social and economic gain for the neighbourhoods near the proposed Park Lawn GO Station.

Table of Contents

List of Figures

List of Tables

Glossary of Terms and Acronyms

BIA:	Business Improvement Area
CNR	Canadian National Railway
CPR	Canadian Pacific Railway
CPTED:	Crime Prevention Through Environmental Design
DA:	Dissemination Areas
EA:	Environmental Assessment
EAA:	*Environmental Assessment Act*
FCR:	First Capital (Park Lawn) Corporation
GGH	Greater Golden Horseshoe
GPGGH:	Growth Plan for the Greater Golden Horseshoe (2019)
GTA:	Greater Toronto Area
GTHA:	Greater Toronto and Hamilton Area
IBC:	Initial Business Case
MOE/MOEE/MOECC/ MECP:	Ministry of the Environment/Ministry of the Environment and Energy/Ministry of the Environment and Climate Change. The Ministry of the Environment was created in 1972 and merged with the Ministry of Energy to form the Ministry of Environment and Energy (MOEE) from 1993 to 1997 and again in 2002. The Ministry of the Environment changed its name to the Ministry of the Environment and Climate Change (MOECC) on June 24, 2014. The Ministry changed its name to Ministry of the Environment, Conservation and Parks Change (MECP) on June 29, 2018. Thus, the MOE/MOEE/MOECC and MECP are considered to be synonymous for the purposes of this Report.
OP:	An Official Plan. Describes an upper, lower or single-tier municipal council's policies on how land within their respective jurisdiction should be used. The Official Plan typically identifies where new industry, housing, offices and shops will be located and how, and in what order, parts of the community will grow, among other issues.
OPA	Official Plan Amendment
PPS:	Provincial Policy Statement 2020 - the statement of the government's policies on land use planning.
RNFP:	Ravines and Natural Features Protection

RTP:	2041 Regional Transportation Plan
SASP:	Site and Areas Specific Policy
SELUS:	Socio-Economic and Land Use Study
TLI:	Temporary Limited Interest
TRCA:	Toronto and Region Conservation Authority
TPAP:	Transit Project Assessment Process
TTC:	Toronto Transit Commission
ZBA:	Zoning By-law Amendment

1. Introduction

First Capital (Park Lawn) Corporation (FCR) has proposed the new Park Lawn GO Station to be developed in partnership with Metrolinx, located at the north end of 2150 Lake Shore Boulevard West in the City of Toronto ("the Project"). Hatch was retained by FCR to undertake an Environmental Assessment (EA) for the proposed Park Lawn GO Station on the Lakeshore West rail corridor. The evaluation of environmental impacts of the proposed Park Lawn GO Station has been carried out in accordance with the Transit Project Assessment Process (TPAP). The TPAP is regulated by the *Environmental Assessment Act* (EAA) under Ontario Regulation 231/08 – Transit Projects and Metrolinx Undertakings (O. Reg. 231/08). The purpose of the TPAP is to ensure effects associated with the Project are clearly identified and mitigated to the greatest extent feasible. For TPAP purposes, Metrolinx is the proponent. FCR will be constructing the Project and will be responsible for incorporating mitigation measures to address both construction and operation-related effects. Metrolinx will be responsible for operations and maintenance at the GO Station.

The proposed Project will include:

- Two side platforms (north and south);
- Pick-up and drop off (PUDO);
- Secure bike parking and covered bicycle parking;
- Two-storey main station building (south of tracks);
- Two-storey secondary station building (north of tracks);
- Landscaping and paving around the north Station building;
- Pedestrian tunnel (under tracks) between the two Station buildings;
- Widening of the existing Park Lawn rail bridge;
- Maintenance and Metrolinx staff parking spaces;
- Sloped walkways north and south of the rail corridor, and west of Park Lawn Road;
- Protection for the future island platform;
- Electrification enabling work; and
- Signal work.

The Initial Business Case (IBC) (2016) recognized Park Lawn as a strategic location of dense development and growth, as well as opportunity to integrate with local transit in the area. The commitment of GO Regional Express Rail (now referred to as GO Expansion) including more frequent and faster service creates significant opportunity to realize a transit hub bringing together and integrating higher order transit, local transit and other modes. An updated IBC (2018) considered an updated service plan, realigned station to minimize impacts on existing infrastructure, and a redefined station design. An updated IBC (2020) was published June 11, 2020.

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The Park Lawn GO Station will include a fully accessible station building with platform access points, tunnel infrastructure, multimodal access, bicycle parking and connections with local transit.

As a component of the EA, this Socio-Economic and Land Use Study (SELUS) has been prepared to document the existing conditions and assess the potential effects of the new GO Station on the Socio-economic environment. This Report includes a summary of the existing conditions, potential effects and appropriate mitigation measures with respect to the SELU environment.

2. Study Area

The Park Lawn GO Station will be located in the northwest quadrant of the former Mr. Christie land, surrounded by Park Lawn Road to the west; Lakeshore Boulevard to the east; and the Gardiner Expressway to the north. The GO Station will be on both sides of the Lakeshore West corridor, in the City of Toronto. The Park Lawn GO Station will provide a stop between Mimico GO Station and Exhibition GO Station.

The Study Area is defined by a circle with a 400 metre radius around the footprint of the proposed GO Station. To identify potential impacts on surrounding land uses, the team has determined 400 metres as the optimal Study Area radius. A 400 metre Study Area radius provided the team with sufficient data on the surrounding uses, and features that exist in proximity to the proposed station location and could be affected by construction and operations activities. For *Section 4.1 Population and Economic Characteristics*, the four Statistics Canada Census Dissemination Areas (DAs) that are in the Study Area were used for a more precise demographic analysis of the Study Area.

Figure 2-1 shows the proposed footprint for the Park Lawn GO Station and accompanying Study Area for the SELUS. The Study Area consists of mixed use development characterized by many low and high-rise condominiums, as well as core employment areas. Parks extend along Lake Ontario, and natural areas extend along Mimico Creek within the western portion of the Study Area.

Socio-economic, built environment and urban design characteristics, and land uses found within this radius are identified and assessed in this report.

It should be recognized, that due to the lack of SELU features within the 400 m Study Area, a catchment area of 800 m from the Project footprint was used to capture points of interest.

Aerial Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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LEGEND

- Proposed Project Footprint (approximate)
- Study Area - 400 Metres
- Railway
- Permanent Watercourse
- Statistics Canada Census Dissemination Areas

NOTES

1. Coordinate system - UTM NAD 1983 Zone 17N
2. Sources: Roads, Railways, Watercourses - Land Information Ontario; Statistics Canada
3. Station Footprint Based on Preliminary Station Design.

0 150 300 600 Meters

1:10,000

Project:	**Park Lawn GO Station**		
Figure Title:	**Socio-Economic and Land Use Study - Study Area**		
Prepared By:	HATCH	**Date:**	**August 18, 2021**
Version: PL.SE.90-1	**Review:**	**Figure:** 2-1	**Page:** 1 of 1

3. Methodology

The SELUS team identified the existing characteristics within the Study Area, including:

- Land Use Mix;
- Function;
- Active Transportation;
- Public Realm;
- Safety; and
- Security.

Furthermore, the characteristics of the built environment of the Study Area were assessed by conducting aerial and street view photo, and mapping analysis, including:

- Building scale, proportions, materials, fenestration, and height;
- Landscape design along the streetscape and public gathering spaces;
- Relationship to the street and setbacks;
- Setbacks to neighbouring buildings;
- Human scale amenities such as street furniture;
- Characteristics of the lighting design;
- Weather protection features;
- Wayfinding and signage; and
- Travel routes for pedestrians.

The findings from the assessment of the existing built environment were used to determine the relationship between these characteristics as it relates to the existing and proposed built form.

3.1 Background Review

A preliminary investigation of the area's physical characteristics facilitated the analysis of the socio-economic characteristics of the Study Area. Community profile information was obtained from Statistics Canada, National Household Survey databases and the City of Toronto's Neighbourhood Profiles and the OP. These sources provided information on the subject neighbourhood's density, ethnic diversity, income distribution, and population age, all of which are important attributes to understanding how and why people utilize the GO service. Data relating to projects that could cause near and mid-term changes in the Study Area were also examined. These included data about development applications, City and provincial plans, and other local or regional planning initiatives (such as those associated with active transportation, parks, and residential development). These were reviewed to determine what, if any, effects

they have in relation to the proposed GO Station's development and its functionality within the Study Area.

Transit service information was collected and reviewed from the City of Toronto website to determine potential influences on the use of the new GO Station. Relevant policies were reviewed to provide an understanding of how the proposed GO Station will influence and be influenced by the larger economic, environmental, and transportation policies of the various levels of government.

3.1.1 Official Plan Designations, Zoning By-law Schedule Review, and Cycling Network Plan

The Study Area is located within the City of Toronto, in Ward 3 (Etobicoke-Lakeshore). The City of Toronto OP and Zoning By-law policies and schedules were reviewed to characterize the distribution of various types of land uses, civic spaces and places such as parks, and active transportation networks, to determine whether there will be any conflicts between these land uses and the proposed GO Station.

The City of Toronto Cycling Network Ten Year Plan, and three year implementation program (2019 to 2021) were also reviewed to verify if there are any bike lanes/routes planned or proposed in the area. Further information on cycling infrastructure relating to the Study Area was gathered from the City of Toronto Cycling Network Maps resource.

3.1.2 Utilities Review

Utility Crossing Agreements will be reviewed, as well as existing surveys that have been received to document existing utilities, and to identify potential utility conflicts prior to construction. The following list includes the potential utilities which may conflict with the proposed Park Lawn GO Station:

- Power, Cables, Conduits, and Lighting;
- Gas and Oil;
- Communications;
- Potable Water; and
- Sewers and Drains.

3.1.3 Neighbourhood Profiles Review

Established communities and neighbourhoods contribute to the identity, functionality, and social capital of their surroundings. The team obtained neighbourhood profile data from the City of Toronto website and the OP. This information was collected for the neighbourhoods, Mimico and Stonegate - Queensway, which are affected by the proposed Park Lawn GO Station.

Information gathered from the City of Toronto OP, municipal website was used to further define neighbourhoods by their existing characteristics including the following:

- Residences;
- Businesses;
- Institutions;
- Industrial Operations;
- Road and Transit Access;
- Pedestrian and Cycling Access; and
- Recreational Features.

3.1.4 Population and Employment Data Review

Population and employment data were analyzed to further understand the characteristics of the new station's potential user population, as well as the overall characteristics of those that live within the Study Area. Some of the questions that were answered through this analysis included the following:

- Who lives in the Study Area?
- Who works in the Study Area?
- What are the predominant cultural influences of the Study Area?
- Who travels to the Study Area?
- Who travels from the Study Area?
- What are the age demographics and characteristics of those who live in the Study Area and what are their travel needs?
- What are the household characteristics of the Study Area?

The information gathered from this data analysis provides an understanding of the Study Area's population and their likely relationship to the station, as well as the negative effects the proposed GO Station may have on the surrounding community. Subsequently, this information enabled the creation of recommendations for mitigation measures to address these issues as necessary. The data was derived from Statistics Canada Census program databases for the Study Area.

3.1.5 Review of Development Applications

The Project team conducted a review of recent and active development applications in the Study Area. This review looked at the physical characteristics of these developments. The review of development applications was used to infer how their potential addition to the Study Area will influence the site's characteristics from a built form and functional perspective. This supplemented the information gathered from other data sources. With this information, the Project team determined:

- Recent development patterns that have emerged throughout the Study Area;
- Built form characteristics;
- Evolving land use and public realm relationships;
- Active transportation network characteristics; and
- Crime Prevention Through Environmental Design (CPTED) issues.

This informed the Project team's determination of issues and challenges anticipated within the Study Area, and will help facilitate design decisions to accommodate immediate and future transportation and neighbourhood needs, and develop appropriate mitigation measures.

3.1.6 Review of Community Amenities and Parks

The Project team conducted an analysis of the community amenities and parks within the Study Area. This related to their use, design, active transportation connections, and spatial relationships to surrounding areas and the Project. The information produced by this analysis informed the findings and recommendations associated with the proposed GO Station's function and its predicted effects on these existing community amenities and parks.

4. Existing Conditions

This section provides an overview of the neighbourhood profile, which characterizes the community services and facilities within the neighbourhoods which surround the proposed Project. These community features were reviewed to capture and predict the effects to the socio-economic and land use environment of the Study Area as a result of the Project.

4.1 Population and Economic Characteristics

Data from Statistics Canada and the City of Toronto Neighbourhood Profiles were used for this section. The 2016 census profiles were used for all data unless otherwise specified.

Neighbourhoods within the Station Study Area

This project is located in the Toronto neighbourhood of Mimico, and directly borders the neighbourhood of Stonegate – Queensway, both of which are located in the former borough of Etobicoke. Mimico's boundaries roughly consist of the Canadian Pacific Railway (CPR) to the far west and the Canadian National Railway (CNR) to the southwest, the Gardiner Express to the north, the Humber River to the east, Lake Ontario to the south, and Dwight Avenue to the west. Stonegate -Queensway's boundaries consist of Islington Avenue to the west, Bloor Street to the north, the Humber River to the east and the CNR railway and the Gardiner Expressway to the south.

Combined, the two neighbourhoods in the Study Area cover a much larger geographic area than the Study Area's 400 m radius from the proposed station footprint. In order to depict a more accurate picture of the Study Area's demographics, census data from the four census DAs that are located within the Study Area were also used.

4.1.1 Demographics

As of 2016, the total population of Mimico was 33,964 (City of Toronto, 2018a), and the population of Stonegate – Queensway was 25,051 (City of Toronto, 2018b). In total, the population of the two neighbourhoods in 2016 was 59,015, which represented two percent of the City of Toronto's total population. The total population of the Study Area census DAs was 12,949, which represents 21.9 percent of Mimico and Stonegate – Queensway's combined population.

The largest and smallest age groups in 2016 in the Mimico Neighbourhood were Working Age (25- 54) at 52 percent of the population, and Youth (15-24) at nine percent of the population. Within the Stonegate - Queensway Neighbourhood, the largest and smallest age groups in 2016 were Working Age (25-54) at 43 percent of the population, and Youth (15-24) at 10 percent.

The Study Area DAs had a working age proportion of 64 percent, much higher than the City's overall proportion of 45 percent. This is due to a low ratio of youth in the Study Area DAs.

Population density in the Study Area DAs was 10,528 per km^2. The overall Mimico population density was slightly above the City of Toronto average (4,334 per km^2) at 4,915 per km^2, while Stonegate – Queensway was well below at 3,199 per km^2. Stonegate-Queensway is characterized by single-detached housing typologies, and many natural features such as the Mimico Creek, the west bank of the Humber River, and a large cemetery, leading to the low population density. The high population density in the Study Area DAs reflects the high density nature of the dwellings in the Study Area.

Between 2001 and 2016 the City of Toronto population increased 10.1 percent from 2,481,494 to 2,731,571. In comparison, the neighbourhood populations in the Study Area increased significantly. The total population of neighbourhoods in the Study Area in 2001 was 48,070 (City of Toronto, 2003), increasing 23 percent to 59,015 in 2016. The total population of DAs in the Study Area in 2001 is unavailable as the DA boundaries have changed since that time.

This information is summarized in Table 4-1.

Table 4-1: Neighbourhood, City of Toronto, and Ontario Demographics

Demographic	Study Area DAs	Mimico	Stonegate Queensway	City of Toronto
Population (2016)	12,949	33,964	25,051	2,731,571
Population (2001)	N/A	24,195	23,875	2,481,494
Working Age (25-54 years)	64%	52%	43%	45%
Population Density per km2	10,528	4,915	3,199	4,334

4.1.2 *Family Household Size and Dwelling Type*

In 2016, couples with no children made up between 50 percent (Mimico) (City of Toronto, 2018a), 35 percent (Stonegate - Queensway) (City of Toronto, 2018b), and 61 percent (Study Area DAs) of families in private households in the Study Area. Couples with children made up between 32 percent (Mimico), 48 percent (Stonegate - Queensway), and 39 percent (Study Area DAs) of families in private households in the Study Area. The most prevalent dwelling type in Mimico was 5+ storey apartments (City of Toronto, 2018b), ground-related housing in Stonegate – Queensway (City of Toronto, 2018a), and 5+ storey apartment in the Study Area DAs. The most prevalent dwelling type in the City of Toronto is ground related housing (City of Toronto, 2018c). This data is presented in Table 4-2.

Table 4-2: Family Household Size in Neighbourhoods and the City of Toronto

Demographic	Study Area DAs	Mimico	Stonegate Queensway	City of Toronto
Couples with No Children	61%	50%	35%	35%
Couples with Children	39%	32%	48%	44%
Most Prevalent Size of Family	2	2	2	2
Most Prevalent Dwelling Type	5+ Storey Apartments	5+ Storey Apartments	Ground-related Housing[1]	Ground-related Housing

1 Ground-related housing is the percentage of private dwellings that are not in high-rise apartment buildings (i.e., single and semi-detached houses, row/townhouse, apartment units in buildings less than 5 storeys, apartments or flats in duplexes and other dwellings such as mobile homes) (Toronto, 2018c)

4.1.3 *Languages Spoken*

In 2016 the most common spoken language at home in the neighbourhoods and in the Study Area DAs was English, with between 80 percent for both Mimico and Stonegate - Queensway (City of Toronto, 2018a) (City of Toronto, 2018b) and 82 percent of the population in the Study Area DAs speaking English at home, while 71 percent of the City of Toronto's population spoke English at home. In both neighbourhoods, 1 percent of the population spoke French at home along with 1 percent in the DAs. This is comparable to Toronto with 1 percent of the population speaking French at home. The population speaking a non-official language at home in the neighbourhoods in the Study Area was 19 percent for both neighbourhoods, and 17 percent for the DAs. In the City of Toronto this was higher at 29 percent. This data is presented in Table 4-3.

Table 4-3: Languages Spoken in Neighbourhoods and the City of Toronto

Demographic	Study Area DAs	Mimico	Stonegate Queensway	City of Toronto
Population Speaking English at Home	82%	80%	80%	71%
Population Speaking French at Home	1%	1%	1%	1%
Population Speaking a Non-Official Language at Home	17%	19%	19%	29%

4.1.4 Income Statistics

As shown in Table 4-4, in 2016 the median household income of Mimico was $67,525 (City of Toronto, 2018a), $85,138 in Stonegate – Queensway (City of Toronto, 2018b), and $70,518 for the Study Area DAs. These were higher than the City of Toronto median household income of $65,829. The low- income population in both neighbourhoods and the Study Area DAs were lower than that of the City of Toronto in 2016.

Table 4-4: Median Household Income and Low-Income Population in Neighbourhoods, and the City of Toronto

Demographic	Study Area DAs	Mimico	Stonegate Queensway	City of Toronto
Median Household Income (2016)	$70,518	$67,525	$85,138	$65,829
Low-Income Population 18-64 Years (2016)	13%	18.6%	11.6%	20.2%

4.1.5 Employment Rate

The participation rate and employment rate for Mimico, Stonegate – Queensway, and the Study Area DAs are higher than that of the City of Toronto, while unemployment was lower in the two neighbourhoods and the DAs than that of the City of Toronto. Participation rate is measured as the percentage of the population which is in the labour force, while employment rate is measured as the percentage of the labour force which is employed. This information is presented in Table 4-5.

Table 4-5: Participation Rate, Employment Rate and Unemployment Rate in Neighbourhoods and the City of Toronto

Demographic	Study Area DAs	Mimico	Stonegate Queensway	City of Toronto
Participation Rate	77.3%	70.9%	67.5%	64.7%
Employment Rate	73.5%	66.5%	63.0%	59.3%
Unemployment Rate	5.2%	6.2%	6.7%	8.2%

4.2 Land Use

The data used to complete this section was collected through the Open Data Toronto portal.

4.2.1 Existing Land Use and Physical Neighbourhood Composition

As seen in Table 4-5, the predominant dwelling types within the Study Area DAs were apartment buildings with five or more storeys. The least common dwelling type was single detached housing. There is a concentration of high-rise apartments to the south, southeast, and west of the proposed Project footprint.

The Study Area is located in the Mimico neighbourhood of Toronto. It crosses a major arterial road, Park Lawn Road, as well as being adjacent to the Gardiner Expressway, and just north of another major arterial road, Lake Shore Boulevard West (City of Toronto, 2018d). The Study Area is located near numerous parks and natural features.

The general surrounding of the Project footprint are summarized below:

- North – To the north of the Project footprint are natural areas and employment lands, primarily occupied by the Ontario Food Terminal, the main produce distribution centre for Toronto.
- East – To the east of the Project footprint is high-density apartment developments in the sub neighbourhood referred to as Humber Bay Shores, and the Humber River.
- South – To the south of the Project footprint are more high-density apartment developments in the Humber Bay Shores area, along with Humber Bay Park on Lake Ontario.
- West – To the west of the Project footprint is residential primarily comprised of townhouse and single-detached housing typologies.

Socio-Economic and Land Features

The existing socio-economic and land use features near the site were identified. These features were categorized as follows:

- Institutional Uses - Generally included are elementary, secondary and post-secondary schools, places of worship, and government institutions;

- Recreational Uses, Parks and Open Spaces - Generally included are recreational centres, community amenities, parks and open spaces, and protected areas such as the Mimico Creek; and
- Community Groups and Resources - Generally included are groups or organizations that work toward community benefit.

Public transit and pedestrian and cycling access are discussed in Section 4.2.5 and Section 4.2.6 of this Report. Residential uses and commercial uses are discussed in Section 4.2.9 and Section 4.2.10 of this Report.

Socio-economic and land use features were identified using City of Toronto Open Data (City of Toronto, 1998-2020a). Due to the lack of socio-economic land use features in the Study Area, a catchment area of 800 m from the Project footprint was used to capture points of interest. Table 4-6 summarizes the socio-economic and land use points of interest within 800m of the Project footprint. Specific points of interest are also shown in Figure 4-1.

Table 4-6: Points of Interest within the Study Area

Key Feature ID	Feature Type	Feature Name
1	Institutional	David Hornell Junior School
2	Institutional	Church of the Transfiguration
3	Institutional	St. James Anglican Church
4	Recreational Uses and Parks	Humber Bay Promenade Park
5	Recreational Uses and Parks	Jean Augustine Park
6	Recreational Uses and Parks	Mimico Waterfront Park
7	Recreational Uses and Parks	Humber Bay Park West
8	Recreational Uses and Parks	Flora Voisey Park
9	Recreational Uses and Parks	Jeff Healey Park
10	Recreational Uses and Parks	Manchester Park
11	Recreational Uses and Parks	Alexander Park
12	Recreational Uses and Parks	Grand Avenue Park
13	Recreational Uses and Parks	Humber Bay Shores Park
14	Recreational Uses and Parks	Humber Bay Park

Key Feature ID	Feature Type	Feature Name
15	Recreational Uses and Parks	Dalesford Park
16	Institutional	Humber Bay Branch (library)

Aerial Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

LEGEND

- Study Area - 400 Meters
- Proposed Project Footprint (approximate)
- Railway
- Permanent Watercourse
- School
- Place of Worship
- Library
- Recreational Uses and Parks

NOTES

1. Coordinate system - UTM NAD 1983 Zone 17N
2. Sources: Roads, Railways, Watercourses - Land Information Ontario; RNFP, City of Toronto 2019.
3. Places of Worship, Schools, and Parks - Open Data Toronto
4. Station Footprint Based on Preliminary Station Design

0 165 330 660 Meters

1:10,000

Project:	Park Lawn GO Station		
Figure Title:	Socio-Economic and Land Use Study - Points of Interest		
Prepared By:	HATCH	Date: August 19, 2021	
Version: PL.TI.90-1	Review:	Figure: 4-1	Page: 1 of 1

User Name: SNEL97010

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4.2.2 *Institutional Uses*

No schools exist within the Study Area. Due to this, a catchment area of 800m from the Project footprint was used to capture institutional uses. The only school within 800m is David Hornell Junior School.

There are no Hospitals within the Study Area or within the expanded 800m boundary.

There are two places of worship located within the 800m catchment area: Church of the Transfiguration and St. James Anglican Church.

There is one library located within the 800m catchment area: Humber Bay Branch.

4.2.3 *Recreational Uses, Parks and Open Spaces*

While only two parks exist within the Study Area, numerous parks are located within 800m of the Project footprint. These are shown on Figure 4-1.

The Project's close proximity to Lake Ontario places it in proximity to a string of public parks, open spaces, and recreation activities along the shores of Lake Ontario. This includes Humber Bay Parks East and West, along with waterfront promenades.

There are no community centres or City of Toronto youth services located within the Study Area.

4.2.4 *Community Groups and Resources*

There are a few community associations within close proximity to the Study Area. The associations serve the residents in the Mimico and Humber Bay Shore areas and work to enhance the quality of life in their respective communities through active engagement with their residents. These are:

- Humber Bay Shores Condominium Association;
- Humber Bay Shores Ratepayers & Residents Association; and
- Mimico Residents Association.

The Business Improvement Areas (BIAs) nearest to the Study Area are the Mimico By The Lake BIA along Lake Shore Boulevard west of Park Lawn, and the Mimico Village BIA further west on Royal York Road.

4.2.5 *Public Transit*

The Lakeshore West GO line runs along the existing rail corridor through the Study Area. The line runs both regular and express trains, and connects downtown Toronto to Burlington, with occasional trips to Hamilton, St. Catharines, and Niagara Falls. The Project would be a new station on the Lakeshore West GO line.

The TTC is responsible for public transit in the City of Toronto. The TTC serves the Study Area and the broader neighbourhood via the 501 and 508 streetcars

(along Lake Shore Boulevard) (Toronto Transit Commission, 2020a), 66B bus (along Park Lawn Road), 176 bus (Mimico GO neighbourhood bus route), and the 145 express bus (along Lake Shore Boulevard).

Route 501 is on the Ten-Minute Network, and route 66B is regular service. Route 508, 176, and 145 all operate at limited times of day with varying frequencies.

The transit routes within the Study Area are presented in Table 4-7 (Toronto Transit Commission, 2020b). TTC service in the Study Area is shown in Figure 4-2.

Table 4-7: Transit Routes within the Study Area

Route Name / Number	Direction	Stops within the Study Area
501 Queen Streetcar	East-west, every ten minutes	Lake Shore Boulevard West at Park Lawn Road 2155 Lakeshore Blvd West
508 Lake Shore Streetcar	East-west, no-service in off-peak hours, limited operation	Lake Shore Boulevard West at Park Lawn Road 2155 Lakeshore Boulevard West
66B Local Bus	North-south, regular service	Park Lawn Road at Gardiner Expressway 88 Park Lawn Road Park Lawn Road at Lakeshore Boulevard West 2155 Lakeshore Boulevard West
176 Local Bus	East-west, no service in off-peak hours, limited operation during the day	88 Park Lawn Road Park Lawn Road at Lakeshore Boulevard West 2155 Lakeshore Boulevard West
145 Express Bus	East-west, no service in off-peak hours, limited operation during the day	Lake Shore Blvd West at Park Lawn Road 2155 Lakeshore Boulevard West
Lakeshore West GO	East-west on rail corridor	There are currently no stops in the Study Area. The Project would add a new station/stop

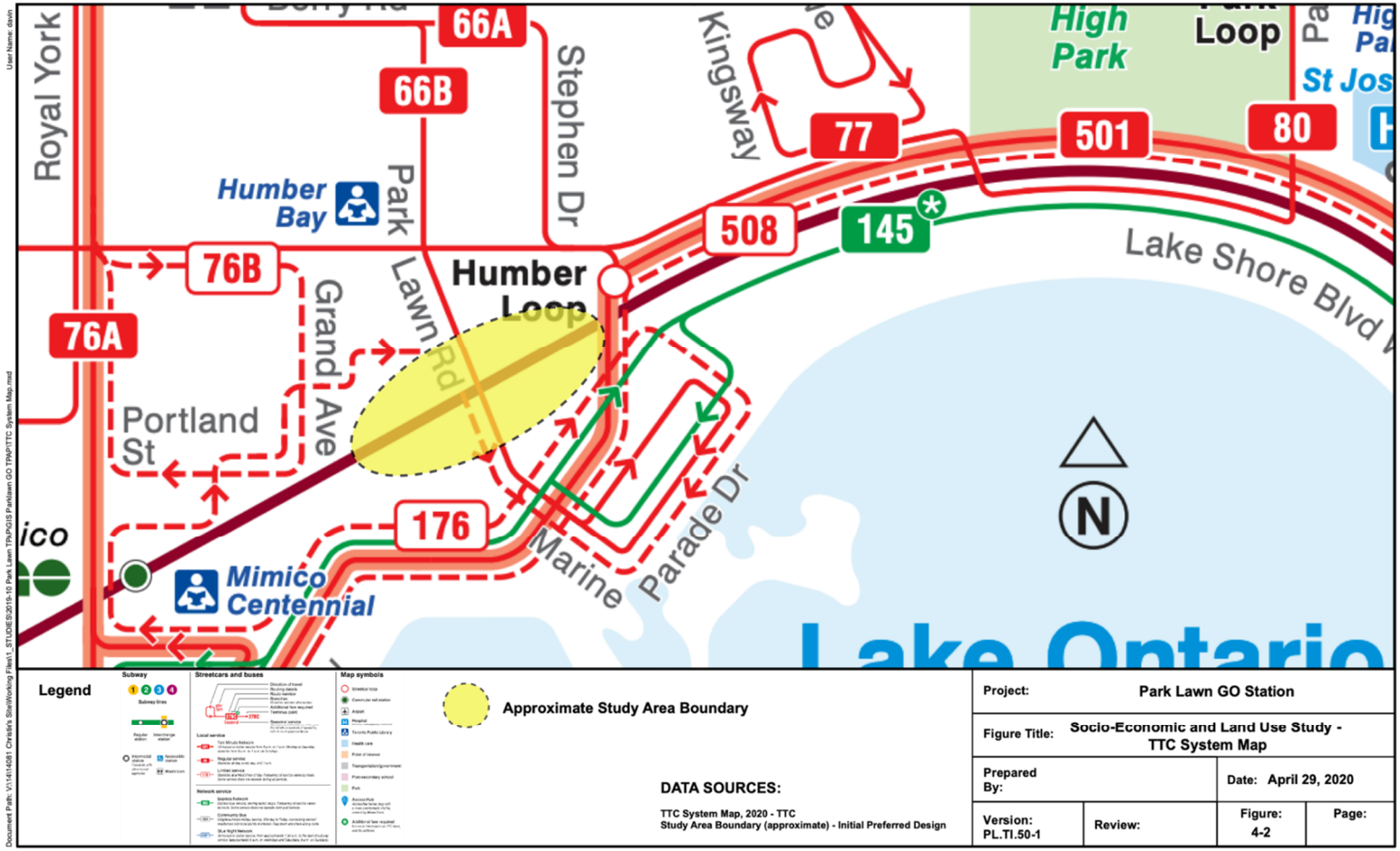

Figure 4-2: TTC System Map

4.2.6 Cycling Infrastructure

The Study Area is well served by cycling amenities. Lake Shore Boulevard has eastbound and westbound bicycle lanes on certain segments. There is a major multi-use pathway known as the Humber Bay Park Trail which runs along the waterfront south of the Study Area, as well as minor multi-use trails throughout Humber Bay Park. There is a minor multi-use trail to the northwest of the Project footprint along the Gardiner Expressway eastbound offramp which connects over the Mimico Creek to the adjacent residential developments.

The cycling network is shown in Figure 4-3.

On June 9, 2016 Toronto City Council approved the 10 Year Cycling Network Plan to connect, grow and renew infrastructure for Toronto's cycling routes. On July 17, 2019 Toronto City Council approved the Cycling Network Plan Update, which provides a new timeframe to improve road work coordination, accountability, and implementation (City of Toronto, 2019a). The Cycling Network Plan now consists of a longer-term overall proposed network, as well as a detailed three year rolling implementation program (currently 2019 to 2021).

The Humber Bay Park Trail, east of Mimico Creek, is scheduled to be renewed in the current 2019 to 2021 implementation program.

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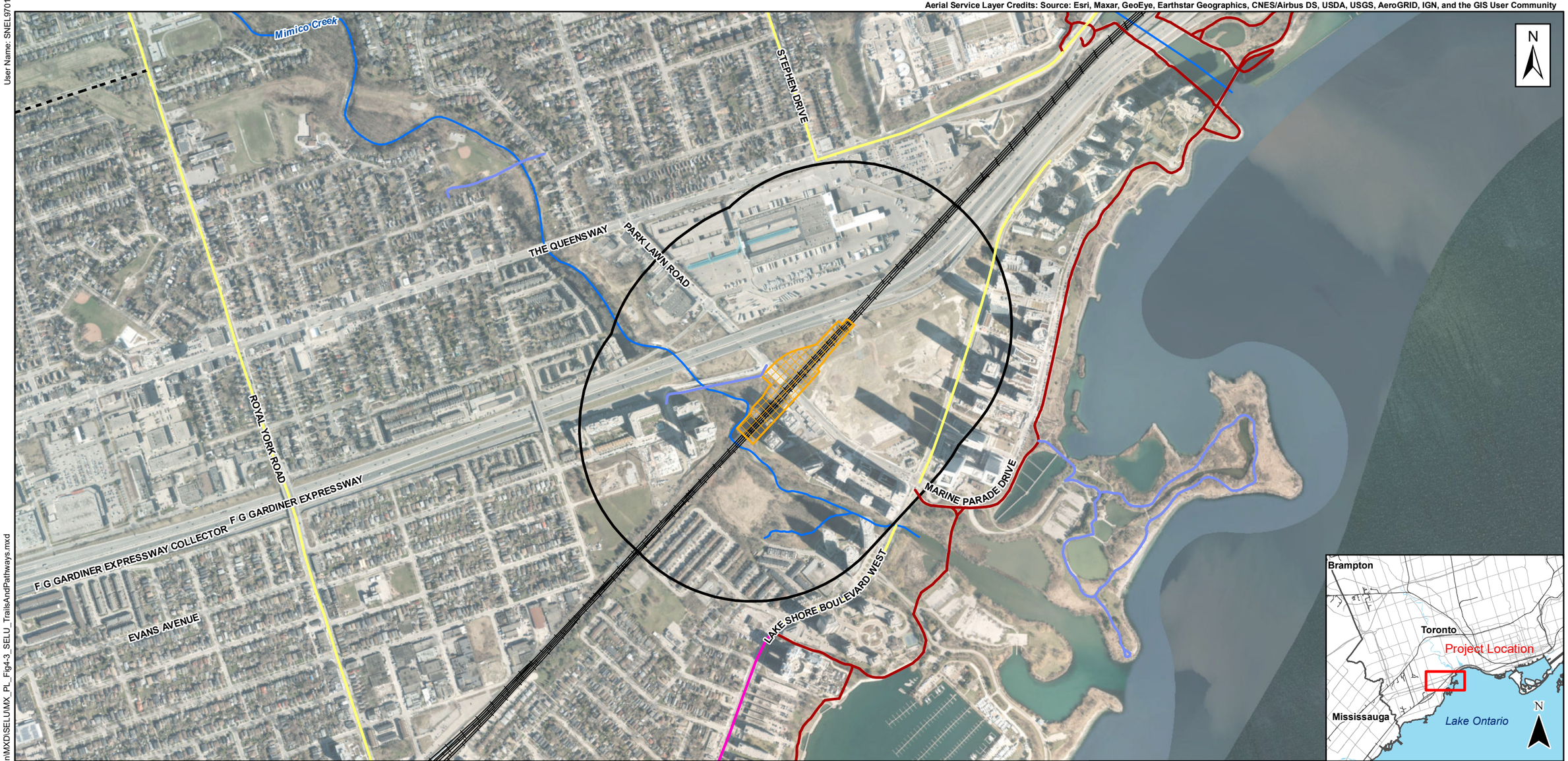

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LEGEND

- Proposed Project Footprint (approximate)
- Study Area - 400 Metres
- Railway
- Permanent Watercourse
- Bike Lanes
- Cycle Tracks
- Major Multi-use Pathway
- Minor Multi-use Pathway
- Suggested On-Street Routes

NOTES

1. Coordinate system - UTM NAD 1983 Zone 17N
2. Roads, Railways, Watercourses - Land Information of Ontario
3. Trails and Pathways - Toronto Open Data
4. Station Footprint Based on Preliminary Station Design

0 165 330 660 Meters

1:10,000

Project:	Park Lawn GO Station		
Figure Title:	Socio-Economic and Land Use Study - Trails and Pathways		
Prepared By:	HATCH	Date:	August 19, 2021
Version: PL.SE.90-1	Review:	Figure: 4-3	Page: 1 of 1

4.2.7 *Travel Statistics*

According to 2016 Statistics Canada Data, in Toronto, 46 percent of commuters were the driver of a private vehicle, while 37 percent used public transit, nine percent walked, and three percent bicycled. About 69 percent of respondents had a commute of less than 45 minutes. In the Study Area DAs, 69 percent of commuters were the driver of a private vehicle, 23 percent used public transit, two percent walked, and one percent bicycled. Approximately 65 percent of respondents had a commute time of less than 45 minutes in the Study Area DAs. (Statistics Canada, 2017).

4.2.8 *Utilities*

Several utilities are located within the Study Area either along or crossing the Lakeshore West rail corridor. In addition to railway signal and fibre optic lines located along the north side of the corridor, the following utilities are located within the Study Area:

Bell Canada:

- Direct buried cable located along south side of the rail corridor; and
- Communication duct bank crosses the rail corridor at Park Lawn Road.

City of Toronto:

- Watermain crosses the rail corridor at Park Lawn Road; and
- Storm and sanitary sewers cross the rail corridor west of Mimico Creek.

Enbridge Gas

- Two natural gas pipelines cross the rail corridor at Park Lawn Road.

Rogers:

- Communication conduit along north side of the rail corridor; and
- Fibre optic crosses the rail corridor at Park Lawn Road.

Telus:

- Cable and communication duct bank located along south side of the rail corridor.

Toronto Hydro:

- Overhead transmission lines along south side of the rail corridor; and
- Overhead and underground transmission lines cross the rail corridor at Park Lawn Road.

Zayo:

- Communication conduit located along north side of the rail corridor.

4.2.9 Residential Uses

The Study Area contains a large amount of residential development, primarily in the form of high-rise condominiums. It is common for condominium towers in the Study Area to have a retail/commercial component at grade along Park Lawn Road and Lakeshore Boulevard.

There are no Toronto Community Housing developments in or in proximity to the Study Area (Toronto Community Housing Corporation, 2020).

4.2.10 Employment Uses

The Study Area contains a large amount of employment land to both the north of the existing rail corridor. As previously mentioned, the employment lands house the Ontario Food Terminal, which is the main produce distribution centre for Toronto.

4.3 Existing Visual Characteristics

4.3.1 Proposed Park Lawn GO Station Site and Surroundings

The area where the Project will be located is an existing railway corridor that uses a railway overpass on Park Lawn Road, and an underpass of the Gardiner Expressway. The only pedestrian crossing is located under the rail corridor on Park Lawn Road. There is also a minor multi-use pathway located along the Gardiner Expressway eastbound offramp which connects pedestrians from the Project footprint to residential uses on the west side of Mimico Creek. The surrounding land uses consist of high-rise apartments, residential townhomes and industrial uses. Residential development in the form of high rise apartment buildings is the predominant use immediately to the south and southeast of the Project footprint. The employment land uses are located north of the Project footprint.

The employment land to the north of the Project footprint is largely occupied by the Ontario Food Terminal, a one-to-two storey warehousing facility that is the main produce distribution centre in Toronto. Park Lawn Road is the only arterial road that runs north-south through the Study Area. Park Lawn Road runs underneath the rail corridor and the Gardiner Expressway.

Photographs 4-1 and 4-2 illustrate the condition north of the Project footprint.

Photograph 4-1: Ontario Food Terminal (looking north)

Photograph 4-2: Park Lawn Road under Rail Corridor (looking north)

To the south and southeast of the Project footprint is largely high-rise apartment buildings with commercial uses at-grade along Park Lawn Road and Lake Shore Boulevard.

Photograph 4-3: High-rise Apartments south of the Rail Corridor (looking south)

The Study Area contains a large amount natural open space along Mimico Creek. The area south of the proposed Project footprint has developed rapidly in recent years, and is likely to continue to do so as the previous Mr. Christie site is transitioned to a higher use. Landscape features are largely limited to the parks and open spaces south of Lake Shore Boulevard, along the waterfront promenades and Humber Bay Park. There are some plantings on Park Lawn Road but no street furniture currently exists. The same condition exists on Lake Shore Boulevard east of Park Lawn Road.

4.3.2 *Built Form*

The area has the following characteristics in terms of built form:

- Mixed-use high-rise buildings with massing and step backs to reduce their dominance. Façades are articulated to clearly define the ground-oriented commercial uses along the street;
- Buildings are oriented toward the street, often with ground floor retail or office space;
- Buildings are set back from the street, with grade related retail at the sidewalk line;
- Where landscaped areas exist, they are provided in interior courtyard spaces; and
- Warehousing is in the form of one and two storey buildings with large amounts of truck only parking and loading.

4.3.3 *Public Realm*

There are very few existing public realm features within the Study Area. While the broader area around the Study Area includes neighbourhood parks, waterfront parks, and waterfront promenades, with the majority of public realm features being south of Lake Shore Boulevard, the only major park in the Study Area is the Grand Avenue Park. Grand Avenue Park is characterized by a large manicured lawn with no other public realm features, as shown in Photograph 4-4. The proposed development at 2150 Lake Shore Boulevard will address the lack of public realm in the Study Area.

Photograph 4-4: Grand Avenue Park from Grand Avenue (view northeast)

4.3.4 *Movement*

The Lakeshore West rail corridor bisects an area lacking any form of urban grid structure in the Study Area. There is only one road which crosses the rail corridor in the Study Area, Park Lawn Road. Park Lawn Road has sidewalks on both sides of the street, allowing for pedestrian movement under the rail corridor and under the Gardiner Expressway. There are no pedestrian crossings aside from Park Lawn Road in the Study Area.

There are sidewalks or pathways along the majority of the roads in the network, providing pedestrian-oriented features supportive of people traveling on foot within the Study Area. It is noteworthy to recognize:

- Most intersections, both major and minor, have pavement markings for pedestrian crossings;
- Wayfinding signage includes road and street signs, however no wayfinding signage relating to points of interest currently exist;
- Not all, but most, bus stops include shelters; and
- There is some cycling infrastructure throughout the Study Area, although there is no cycling infrastructure on Park Lawn Road, making accessing the Study Area from the north not cycle-supportive.

4.4 Socio-Economic Policies and Planning Context

The Province of Ontario, Metrolinx and the City of Toronto have policies and plans relating to transit which are relevant to the development of the Project. These are discussed below.

4.4.1 Provincial Planning Initiatives and Policies

4.4.1.1 Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS) sets the foundation for regulating land use planning and development in Ontario, promoting complete communities, a clean and healthy environment, and a strong economy. It encourages development patterns that support diverse, healthy, and livable communities by promoting intensification, efficient use of land, and investment in infrastructure, and public services to support growth. The current PPS came into effect on May 1st, 2020.

The PPS, 2020, is authorized under Section 3 of the *Planning Act*. In relation to the Study Area there are policies that relate to efficient development patterns that optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel (Ministry of Municipal Affairs and Housing, 2020). In particular, the PPS promotes:

- Healthy and active communities by facilitating active transportation and community connectivity (Section 1.5.1.a);
- Transportation systems which are safe, energy efficient, facilitate the movement of people, and are appropriate to address projected needs (1.6.7.1.);
- A multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries (1.6.7.3);

- Planning and protection of corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs (1.6.8.1);
- Development that encourages use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas (1.8.1.b);
- The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features (2.1.2); and
- Development and site alteration shall not be permitted in significant wetlands in Ecoregions 7E, unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions (2.1.4a/5).

Applicability to the Project

The implementation of a new Park Lawn GO station will encourage new, and support existing land use patterns that meet the goals of supporting diverse, healthy, and livable communities through investment in infrastructure and the promotion of intensification.

4.4.1.2 Growth Plan for the Greater Golden Horseshoe, 2019

Under the provisions of the *Places to Grow Act* (2005) (Ontario Ministry of Municipal Affairs, 2005), the initial regional growth plan known as the Growth Plan for the Greater Golden Horseshoe (GPGGH) was created and adopted by the Government of Ontario in 2006. Since the inception of this Plan, there have been initiatives to improve land use planning through the development of urban growth centres and other strategic growth centres, and improvements to transportation planning through investment in regional transit. The GPGGH (2019) seeks to build upon the framework of the 2006 plan.

To address the challenges facing the region and to ensure the protection and effective use of finite resources, the GPGGH, together with the Greenbelt Plan, Oak Ridges Moraine Conservation Plan, and the Niagara Escarpment Plan, builds on the PPS to establish a unique land use planning framework for the region that supports the achievement of complete communities, a thriving economy, a clean and healthy environment, and social equity.

The GPGGH contains policies for transportation and connectivity, as well as efficient use of land within major transit station areas and along priority transit corridors. This includes policies applicable to the project such as (Ministry of Municipal Affairs and Housing, 2019):

- Planning will be prioritized for major transit station areas on priority transit corridors (2.2.4.1).

- Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network (2.2.4.3 c);
- All major transit station areas will be planned and designed to be transit supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing (2.2.4.8.a-c):
    - connections to local and regional transit services to support transit service integration;
    - infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and
    - commuter pick-up/drop-off areas.
- Within all major transit station areas, development will be supported by planning for a diverse mix of uses, including second units and affordable housing, to support existing and planned transit service levels (2.2.4.9.a).

The GPGGH also directs for the coordination of transportation system planning and land use planning, and transportation investment. The plan also states that:

- Municipalities will develop and implement transportation demand management policies in official plans or other planning documents or programs to (3.2.2.4):
    - reduce trip distance and time;
    - increase the modal share of alternatives to the automobile, which may include setting modal share targets;
    - prioritize active transportation, and transit over single-occupant automobiles; and
    - expand infrastructure to support active transportation; and e) consider the needs of major trip generators.
- Public transit will be the first priority for transportation infrastructure planning and major transportation investments (3.2.3.1).
- Municipalities will work with transit operators, the Province, Metrolinx where applicable, and each other to support transit service integration within and across municipal boundaries (3.2.3.3).

Applicability to the Project

The implementation of the new station is an opportunity to provide better connectivity for active transportation users between growth areas and transit stations. The new GO station will connect people through a multimodal and efficient transportation network, while creating a major transit station area that supports growth and density targets.

4.4.2 Municipal Planning Policies

4.4.2.1 City of Toronto Official Plan, 2015

The OP is intended to ensure that the City of Toronto evolves, improves and realizes its full potential in areas such as transit, land use development, and the environment. The OP was adopted by City Council in November 2002, and approved in part by the Ontario Municipal Board in June 2006. The most recent OP consolidation of Chapters 1 to 5 and Schedules 1 to 4 was completed in 2019. The most recent consolidation of Chapters 6 and 7 was completed in June 2015.

The lands in the Study Area are designated Employment Area, Natural Area, Mixed Use Area, Apartment Neighbourhood, and Neighbourhood by Map 18 – Land Use Plan of the City of Toronto OP, as shown in Figure 4-4. Lands within the Project footprint are primarily designated Utility Corridor and Natural Area (City of Toronto, 1998-2020d).

As outlined in Section 2.2 of the OP, growth will be steered toward areas well served by transit. Lake Shore Boulevard to the south of the Project footprint is identified as an Avenue, which is an area well equipped to accommodate this growth, with an emphasis on residential growth. The growth areas are knitted together by the City's transportation network, the viability of which is crucial to supporting the growing travel needs of residents and workers over the next 30 years (City of Toronto, 2020).

Other changes related to alterations and additions to the street system and new and improved connections to local and regional transit services are detailed in Secondary Plans. The broad objective is to provide a wide range of sustainable transportation options that are seamlessly linked, safe, convenient, affordable and economically competitive. Within this context, the transportation infrastructure policies of the Plan are designed to address three prime areas of concern, which fundamentally correlate to the objectives of the proposed Park Lawn GO Station:

- The need to maintain the existing transportation system in a state of good repair;
- The need to make better use of the existing transportation capacity, by giving priority to streetcars and buses on City roads; and
- The need to protect for the incremental expansion of the rapid transit system as demand justifies and funding becomes available.

Employment Area

A large portion of the Study Area is currently designated as Employment Area, with the majority of that area designated as Core Employment Area. Uses that would attract the general public into the interior of employment lands and possibly disrupt industrial operations are not generally permitted in Core Employment Areas. Development within Employment Areas will contribute to the creation of competitive, attractive, and highly functional Employment Areas by supporting, preserving, and protecting major facilities, employment uses, and the integrity of Employment Areas (4.6.6.a).

Natural Areas

The Mimico Creek runs north-south on the western edge of the Study Area and is designated as Natural Area. Parks and Open Space include Parks, Other Open Space Areas and Natural Areas. Parks and Open Space Areas in the City of Toronto, include many of the City's natural habitat areas, recreation trails, stormwater management facilities and include some privately owned lands which adjoin a ravine. The OP states that any development in Parks and Open Space Areas will protect, enhance or restore trees, vegetation and other natural heritage features and maintain or improve connectivity between natural heritage features (4.3.6).). In addition, the OP notes that City owned land in the Green Space System and in Parks and Open Space Areas cannot be sold or disposed of but lands may be exchanged for other nearby land of equivalent or larger area and comparable or superior green space utility (2.3.2.4 (Green Space System) and 4.3.8 (Parks and Open Space Areas)).

Mixed Use Areas

The lands on the west side of Park Lawn Road south of the Project footprint; on the south side of Lake Shore Boulevard east of Park Lawn Road, and on the north side of Lake Shore Boulevard west of Park Lawn Road, are designated Mixed Use Areas. These areas are intended to achieve a multitude of planning objectives by combining a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces. These areas provide the opportunity to live, work, and shop in a single area. Development in these areas will create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community (4.5.2).

Apartment Neighbourhood

The area to the west of the Project footprint is designated as Apartment Neighbourhood. Apartment Neighbourhoods are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. All land uses provided for in the Neighbourhoods designation are also permitted in Apartment Neighbourhoods (4.2.1).

Neighbourhood

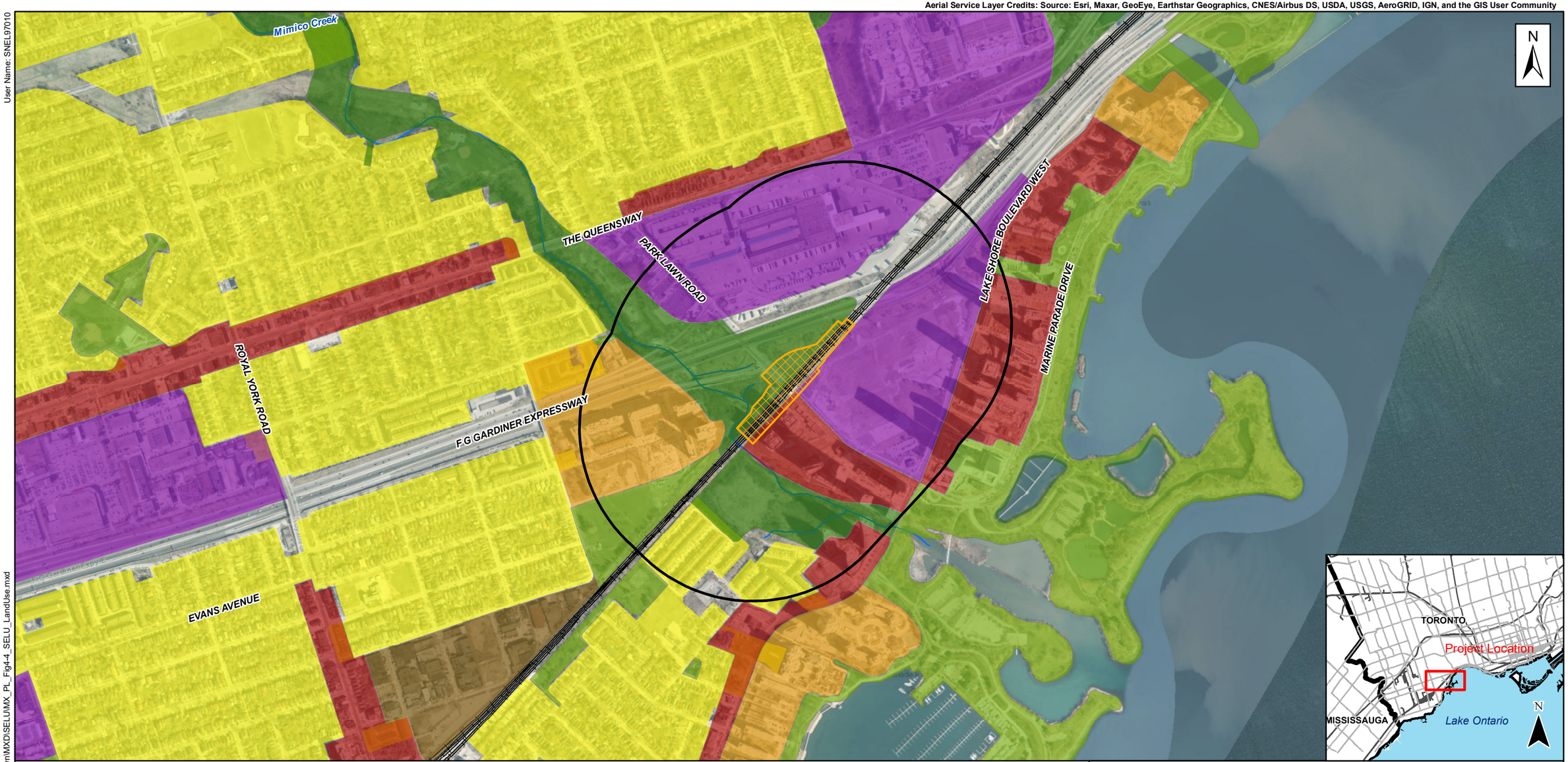
The area in the southwest corner of the Study Area is designated as Neighbourhood. Physical changes to the established Neighbourhoods must be sensitive, gradual and "fit" the existing physical character. A key objective of the OP is that new development respect and reinforce the general physical patterns in a Neighbourhood (4.1). The Project footprint is not adjacent to the Neighbourhood Area and is buffered by Mixed Use, Natural Area, Apartment Area designations.

Applicability to the Project

The station will support the City of Toronto's direction to accommodate future growth, while also providing infrastructure to promote active transportation. FCR has submitted an OPA/ZBA

for the proposed development of 2150 Lake Shore Boulevard West which includes the proposed Park Lawn GO Station.

Aerial Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



LEGEND

- Study Area - 400 Meters
- Proposed Project Footprint (approximate)
- Railway
- Permanent Watercourse

Land Use Designations

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

NOTES

1. Coordinate system - UTM NAD 1983 Zone 17N
2. Sources: Roads, Railways, Watercourses - Land Information Ontario; RNFP, City of Toronto 2019.
3. Land Use Designations - Toronto Official Plan 2020
4. Station Footprint Based on Preliminary Station Design

0 175 350 700 Meters

1:10,000

Project:	**Park Lawn GO Station**		
Figure Title:	**Socio-Economic and Land Use Study - Existing Land Uses**		
Prepared By:	HATCH	**Date: August 19, 2021**	
Version: PL.TI.90-1	**Review:**	**Figure:** 4-4	**Page:** 1 of 1

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4.4.2.2 Secondary Plans

The Study Area contains the Christie's Secondary Plan and a portion of the Motel Strip Secondary Plan as identified in Chapter 6 of the OP.

4.4.2.2.1 Christie's Secondary Plan

The Christie's Secondary Plan area will be transit-supportive by creating a walkable, pedestrian-oriented, mixed use community centered on transit investment and integration.

The Project will support the Plan by achieving its transit-related Guiding Principles:

- Establish a new neighbourhood centred around a transit hub, linking higher order transit with improved mobility choices and connections to the broader community (3.1.1); and
- Ensure that the new Park Lawn GO Station is approved with secured funding as part of Phase One of any development on the former Christie's site given its importance to the further development of the area (3.1.11).

In support of the Christie's Secondary Plan, the City of Toronto has also developed Christie's Urban Design and Streetscape Guidelines which will be followed for the design of the proposed Park Lawn GO Station.

Applicability to the Project

The proposed Park Lawn GO Station is integral to the vision and implementation of the Secondary Plan.

4.4.2.2.2 Motel Strip Secondary Plan

The Motel Strip Secondary Plan establishes a basic planning framework for a waterfront community on Lake Ontario, lying between the Mimico Creek and the Humber River, and supports the development of an interrelated mix of uses which in their function and design not only take advantage of, but also contribute to the exceptional qualities of this location (City of Toronto, 2010).

The Project will support the Plan by achieving the stated objective of:

- Overcoming the relatively isolated location of the Motel Strip, improved regional access will be supported through the provision of effective transportation linkages, including transit and transit services for the disabled and elderly, and the creation of physical connections between this waterfront community and the Humber Bay Parks to the south and west, residential areas north of the Gardiner Expressway, the Sunnyside Parks system to the east, and the remainder of the Park Lawn Road/Lake Shore Boulevard area to the north and west (1.4).

The Land Use Plan shown on Map 11-1 of the Plan (Figure 4-5) will be supported by improved regional linkages that the new GO service will provide.

Applicability to the Project

The station will support the City of Toronto's localized development objectives detailed in the Secondary Plan summarized herein, while also providing infrastructure to promote active transportation.

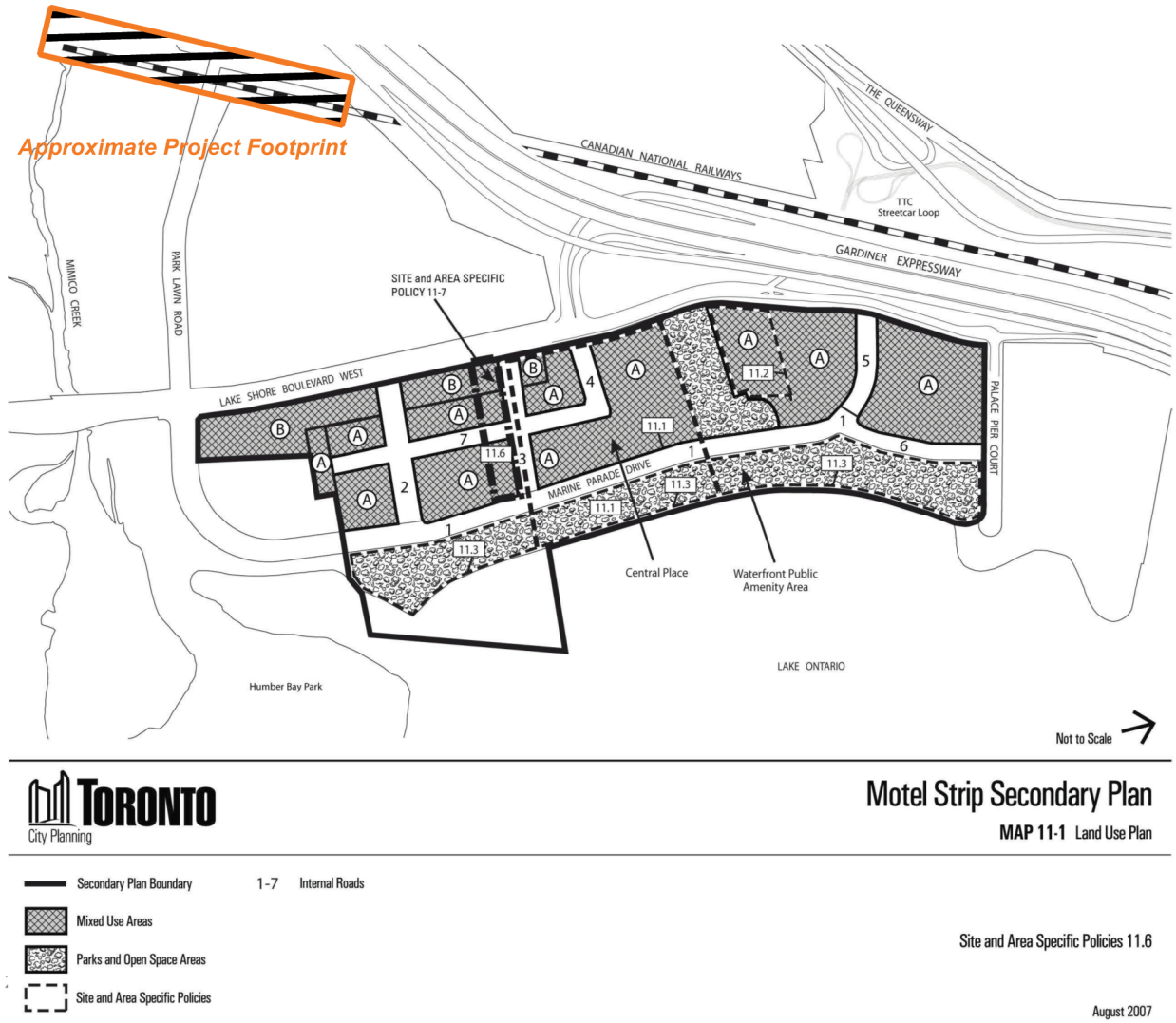


Figure 4-5: Land Use Plan in Motel Strip Secondary

4.4.2.3 Site and Area Specific Policies

The Study Area contains Site and Area Specific Policy 15 (SASP 15) as identified in Chapter 7 of the OP.

4.4.2.3.1 SASP 15 – East of Park Lawn Road and North of Lake Shore Boulevard West

Official Plan Amendment No. 231, also known as Site and Areas Specific Policy 15 (SASP 15), sets direction and policy for the redevelopment of the former Mr. Christie Cookie Factory Site at 2150-2194 Lake Shore Boulevard. The SASP states that all uses under the General Employment Areas and Regeneration Areas designation are currently permitted on the site, with the exception that no form of residential uses and/or live-work uses will be permitted on the site prior to:

- The adoption of a Secondary Plan for the site;
- A GO Transit Station on the site is provincially approved through the Metrolinx TPAP, and endorsed by the Metrolinx Board and funded through appropriate agreements; and
- On-site TTC improvements are secured to the City's satisfaction.

A major aspect of the SASP is the provision of affordable housing through a Housing Plan which provides for a mix of units through one or more of the following delivery mechanisms (4.j.):

i. The conveyance of land to the City sufficient to accommodate 20 percent of the residential gross floor area;

ii. The provision of 10 percent of the residential gross floor area as purpose- built rental units with affordable rents secured for a period of no less than 20 years; and/or

iii. The conveyance to the City of 5 percent of the residential gross floor area as purpose-built rental units or affordable ownership units.

The site is shown in Schedule A of SASP 15 and is shown as Figure 4-6.

Applicability to Site

The delivery of the Park Lawn GO Station is a major requirement of the future redevelopment of 2150-2194 Lake Shore Boulevard.

Schedule A

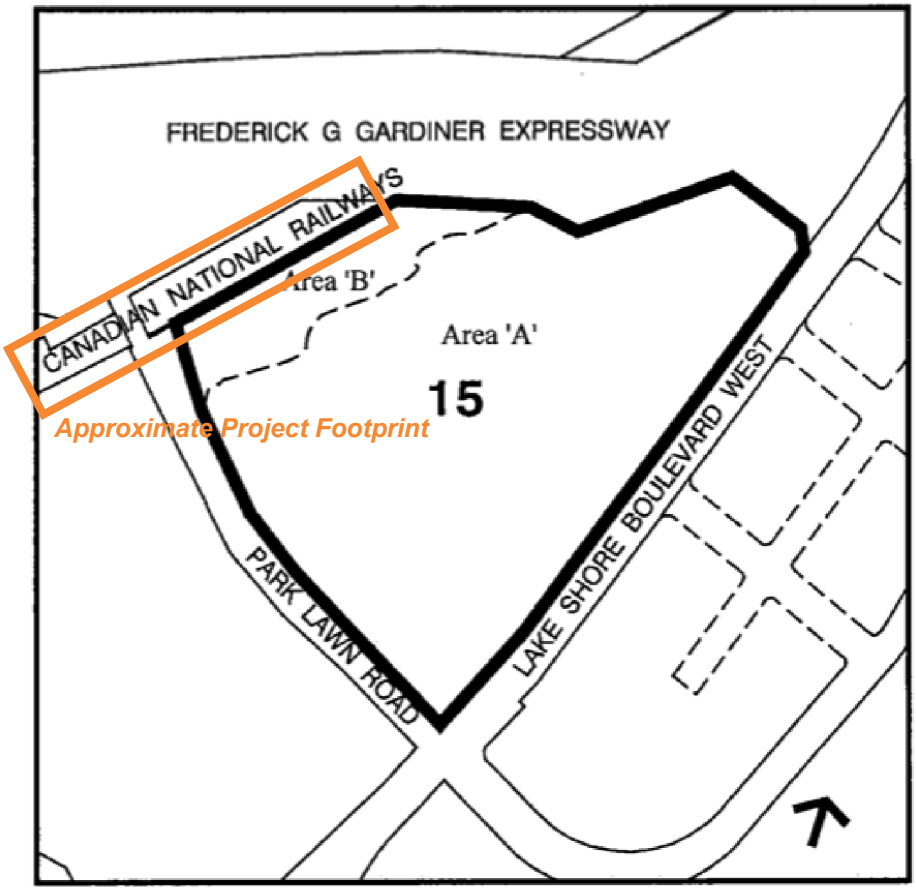


Figure 4-6: **Schedule A, SASP 15**

4.4.2.4 City of Toronto Zoning By-Law

The Zoning By-law is the primary implementation tool of the City's OP, which focuses growth within the urban part of the City; promotes increased transit ridership; emphasizes good urban design; preserves environmental integrity; and will achieve compact mixed-use communities. The harmonized Zoning By-law 569-2013 was enacted on May 9, 2013. The entirety of By-law 569-2013 remains under appeal under section 34(19) of the *Planning Act*, and therefore, the previous Etobicoke Zoning Code continues to also apply to the Study Area as well. Portions of the Study Area that have yet to be harmonized into By-law 569-2013, continue to be zoned under the Etobicoke Zoning Code.

A broad range of zoning designations exist within the Study Area. These include residential, commercial, employment, and open space. Given the detailed nature of municipal land use zoning provisions, a characterization of zoning is provided rather than a detailed inventory of applicable zones and related standards.

The City of Toronto Zoning By-law 569-2013 was enacted by Toronto City Council on May 9, 2013. Properties within the Study Area under the City of Toronto Zoning By-law are zoned as follows (City of Toronto, 1998-2020c):

- Open Space Natural – ON
  - ON – The purpose of the ON zone is to provide areas for the conservation of lands such as ravines and waterways that are part of the natural system.
- Open Space Recreation – OR
  - OR – The purpose of the OR zone is to provide areas for parks, including recreational uses and facilities, such as sports fields, arenas and community centres.
- Open Space – O
  - O - The purpose of the O zone is to provide areas for parks, including gardens and small play areas.
- Employment Industrial – E
  - E – The purpose of the E zone is to provide areas for general manufacturing, industrial and other employment uses that co-exist in relatively close proximity to other manufacturing and industrial uses without major impacts on each other.
- Residential Townhouse – RT
  - RT - The purpose of the RT zone is to provide areas for detached houses, semi-detached houses and townhouses.
- Residential Multiple – RM
  - The purpose of the RM zone is to provide areas for detached houses, semi-detached houses, duplexes, triplexes, fourplexes, and low-rise apartment buildings.

- Residential Apartment – RA
  - RA - The purpose of the RA zone is to provide areas for apartment buildings.
- Commercial Residential – CR
  - CR - The purpose of the CR zone is to provide areas for a broad range of uses, including retail, service commercial, office and residential uses, often in mixed use buildings. The CR zone has development standard sets which set out specific requirements, such as permitted maximum height for a building, required minimum and permitted maximum building setbacks, and angular planes, based on the different physical contexts found in the downtown, "main-streets" and suburban areas.
- Utility and Transportation – UT
  - UT - The purpose of the UT zone is to provide areas for public utilities, transportation uses, horticultural and outdoor recreational uses.

The zones identified above permit transportation uses provided that the transportation uses comply with all requirements for a building on the subject lot.

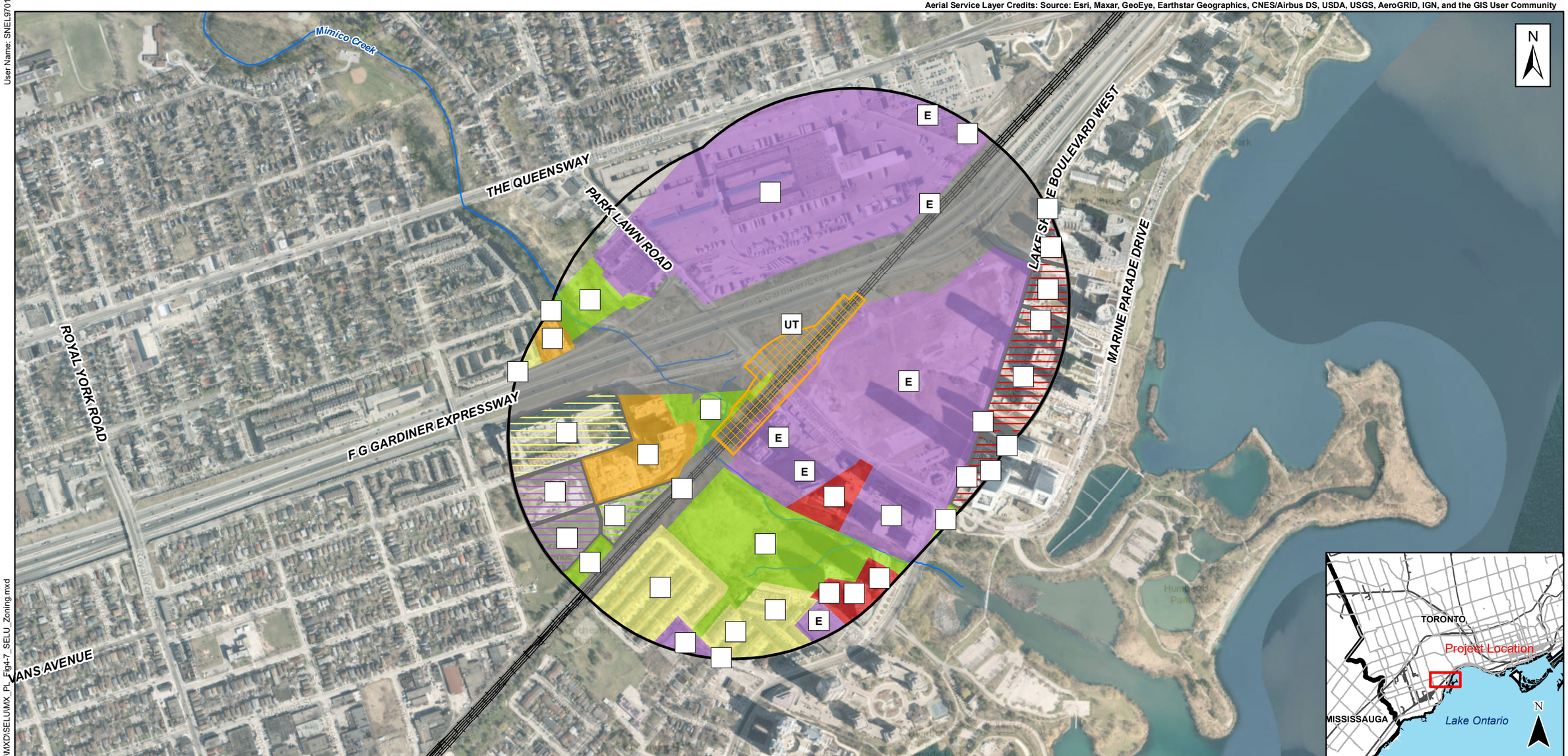
The portions of the Study Area that are not covered by the city-wide Zoning By-law 569-2013 are zoned under the Etobicoke Zoning Code as follows (Township of Etobicoke, 1997) (Township of Etobicoke, 2000):

- Sixth Density Residential - R6
  - R6 – Generally this zone is for apartment houses only. Neighbourhood stores and private home day care is also permitted.
- Class 1 Industrial - I.C1
  - I.C1 – Generally this zone permits a wide array of food services, business, light manufacturing, education/research, institutional, storage uses, and accessory residential use. No heavy industrial uses are permitted.
- Greenbelt – G
  - G – This zone is for public parks and their related recreation facilities.
- Mixed Use. District – MU
  - MU – Generally mixed use districts allow for a wide variety of housing typologies along with retail, commercial, restaurant and education uses.

Applicability to the Project

FCR has submitted an OPA/ZBA for the proposed development of 2150 Lake Shore Boulevard West which includes the proposed Park Lawn GO Station.

Aerial Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



LEGEND

- Study Area - 400 Meters
- Proposed Project Footprint (approximate)
- Railway
- Permanent Watercourse

Zoning By-law 569-2013

- Residential
- Residential Apartment
- Open Space
- Utility and Transportation
- Commercial Residential
- Employment Industrial

Etobicoke By-Law 11,737

- Residential
- Green Space
- Mixed Use
- Industrial

NOTES

1. Coordinate system - UTM NAD 1983 Zone 17N
2. Roads, Railways, Watercourses - Ontario GeoHub
3. Zoning By-law No. 569-2013, Etobicoke By-law 11,737
4. Station Footprint Based on Preliminary Station Design

0 125 250 500 Meters

1:7,698

Project:	**Park Lawn GO Station**		
Figure Title:	**Socio-Economic and Land Use Study - Zoning**		
Prepared By:	HATCH	**Date: August 19, 2021**	
Version: PL.SE.90-1	**Review:**	**Figure:** 4-7	**Page:** 1 of 1

User Name: SNEL97010

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4.4.2.5 Toronto and Region Conservation Authority

The Toronto and Region Conservation Authority (TRCA) reviews development proposals that affect watersheds and regulates development in or near valleys, streams and wetlands, and along the Lake Ontario shoreline. Through development regulation, the TRCA Planning and Development department helps protect people, property and the watersheds in the Greater Toronto Area (GTA). Ontario Regulation 166/06 TRCA: *Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses* provides the TRCA with the authority to regulate development close to a stream, river, valley, or watercourse of any kind, a wetland or on the waterfront (Toronto and Region Conservation Authority, 2020).

Applicability to the Project

Based on a review of the TRCA's Regulation Mapping Tool (accessed April 30, 2020), the Project footprint is mapped within the TRCA's regulated area. As such, a permit under O. Reg. 166/06 will be required from the TRCA to permit the development of the Park Lawn GO Station (Toronto and Region Conservation Authority, 2020).

4.4.3 Metrolinx Planning Policies

Metrolinx is the provincial agency that operates interregional train and bus service routes throughout the Greater Toronto and Hamilton Area (GTHA) and that extend across the GGH. This area is one of the largest and fastest-growing urban regions in North America. Metrolinx is transforming the way the region moves by building a fast, convenient and integrated transit network across the GTHA.

4.4.3.1 The 2041 Regional Transportation Plan

Developed in partnership with municipal partners and many others, the 2041 Regional Transportation Plan (RTP) builds on the successes of *The Big Move (2008)*, the first RTP for the GTHA. It presents a vision for the future, and sets out creating strong connections, complete travel experiences, and sustainable and healthy communities as the 2041 RTP's three goals (Metrolinx, 2018).

Applicability to the Project

The RTP's three goals are supported by five strategies:

Strategy 1—Complete the delivery of current regional transit projects;

Strategy 2—Connect more of the region with frequent rapid transit;

Strategy 3—Optimize the transportation system;

Strategy 4—Integrate transportation and land use; and

Strategy 5—Prepare for an uncertain future.

Each strategy sets out priority actions to support these strategies. The following priority actions are relevant to the Project:

- 1.2 - Advance the In Development transit projects through preliminary design, detailed design and construction;
- 2.1 - Implement a comprehensive and integrated Frequent Rapid Transit Network by 2041;
- 2.2 - Strengthen and support the ability of local transit to provide reliable service in urban areas where demand for transit is high, and to connect to the Frequent Rapid Transit Network;
- 4.2 - Make investments in transit projects contingent on transit supportive planning being in place; and
- 4.3 - Focus development at Mobility Hubs and Major Transit Station Areas along Priority Transit Corridors identified in the Growth Plan.

4.5 Current Development Applications

The City of Toronto Planning Services Development Projects database was consulted to confirm the status of current development applications within the Study Area (City of Toronto, 1998-2020e). The intent of this exercise was to compile and review these applications to enable the Socio-Economic and Land Use team to further characterize growth within the Study Area and identify any conflicts between the Project and future development.

With the exception of the OPA for 2150 Lake Shore Boulevard associated with the Park Lawn GO station, there are currently no active applications in the area. Since 2016, six projects have been built or are currently under construction. These recent developments feature mixed uses with predominantly residential components in tower form. These towers range between 13 and 66 storeys in height. Development is listed in Table 4-8, and shown in Figure 4-8.

Table 4-8: Development Activity Summary

Address Map ID	Application Type	Description	Application Status
251 Manitoba Street Map ID 1	OPA/ZBA	A 29-storey apartment building with a 5-storey podium and a mid-rise building	Under Construction
2161 Lake Shore Blvd W Map ID 2	OPA/ZBA	A 54-storey residential tower, a 4-storey commercial building, and a 14-storey residential building with grade related commercial space	Under Construction
2183 Lake Shore Blvd W Map ID 3	OPA/ZBA	Two mixed-use buildings, 49 and 66-storeys in height, with a total of 1,280 residential units	Under Construction / Built

Address Map ID	Application Type	Description	Application Status
10 Park Lawn Road Map ID 4	SPA	A 45-storey mixed-use building with 523 residential units and approximately 1 200 m2 of commercial floor space	Built (2018)
2153 Lake Shore Blvd W Map ID 5	OPA/ZBA	Two residential towers, 49- and 14-storeys in height, and a 3-storey non-residential building fronting Lake Shore Boulevard West	Built (2017)
2143 Lake Shore Blvd W Map ID 6	OPA/ZBA	Two residential towers and one commercial tower. "Tower A" is a 16-storey residential building, "Tower B" is a 50-storey residential building, and "Tower C" is a 5-storey commercial building.	Built (2018)
2157 Lake Shore Blvd Map ID 7	OPA/ZBA	13-storey hotel building with a restaurant on the ground floor.	Under Review
2150 Lake Shore Blvd W Map ID 8	OPA/ZBA (May 2020)	A comprehensive mixed-use development proposing the Park Lawn GO station, new streets, parks and open spaces, and a range of uses including residential, employment, retail, and institutional.	Under Review

Aerial Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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LEGEND

- Proposed Project Footprint (approximate)
- Study Area - 400 Metres
- Railway
- Permanent Watercourse

NOTES

1. Coordinate system - UTM NAD 1983 Zone 17N
2. Sources: Roads, Railways, Watercourses - Land Information Ontario;
3. Development Applications - City of Toronto Planning Services
4. Station Footprint Based on Preliminary Station Design.

0 150 300 600 Meters

1:10,000

Project:	**Park Lawn GO Station**		
Figure Title:	**Socio-Economic and Land Use Study - Development Activity**		
Prepared By:	HATCH	**Date:**	**August 19, 2021**
Version: PL.SE.90-1	**Review:**	**Figure:** 4-8	**Page:** 1 of 1

5. Effects Assessment, Mitigation and Monitoring

This section documents the potential effects on the socio-economic environment and adjacent land uses resulting from property acquisition, construction and operations/maintenance of the proposed Park Lawn GO Station. Applicable mitigation measures to avoid or reduce negative effects and monitoring activities proposed to monitor or to confirm the effectiveness of the mitigation measures are also described.

Details on traffic, air, noise and vibration, are outlined in the Transportation Brief, the Air Quality Impact Assessment (AQIA), and Noise and Vibration Impact Assessment (NVIA) included as appendices to the Environmental Project Report (EPR).

5.1 Construction

5.1.1 Roads and Traffic Volumes

5.1.1.1 Potential Effects

Construction may result in the need for temporary road or lane closures on Park Lawn Road to facilitate construction of the platforms on the rail bridge crossing Park Lawn Road causing access restrictions and detours to nearby residences, businesses, institutions, and local transit routes. Construction will result in a temporary increase in construction related traffic. These impacts and associated mitigation measures are further described in the Transportation Brief (Park Lawn GO Station EPR Appendix H).

5.1.1.2 Mitigation and Monitoring

Access to commercial and residential buildings on Park Lawn Road and Lake Shore Boulevard West will be maintained during construction. A project-specific Construction Traffic Management Plan will be prepared and implemented prior to construction. Local businesses and residents will be notified in advance of lane or road closures and appropriate signage will be in place two weeks in advance. Traffic and Transit Management Plans and Traffic Control Plans will be prepared and provided to the City of Toronto and TTC for review. Additional mitigation measures are described the Transportation Brief (Park Lawn GO Station EPR Appendix H).

Construction activities will be monitored by a qualified Environmental Inspector to confirm that all activities are conducted in accordance with mitigation plans and within specified construction zones.

5.1.2 Public Transit and Active Transportation

5.1.2.1 Potential Effects

As noted in Table 4-7, TTC streetcars, local, and express buses serve the Study Area with a stop at the 66B and 176 buses stopping on Park Lawn Road. Construction activities may result in the temporary relocation of the bus stops during lane or road closures.

Pedestrians and cyclists may be negatively impacted by partial lane closures as they may be required to detour to avoid construction areas.

5.1.2.2 Mitigation and Monitoring

Notification of possible service modifications will be provided in advance in consultation with the TTC. A Traffic and Transit Management Plan will be prepared and provided to the City of Toronto and TTC for review.

Notification and signage to advise local residents of temporary changes in access to sidewalks and cycling lanes will be provided in advance of construction on Park Lawn Road or the rail bridge.

Construction activities will be monitored by a qualified Environmental Inspector to confirm that all activities are conducted in accordance with mitigation plans and within specified construction zones. Pedestrian and cyclist access areas within the construction work zone will be monitored to ensure they remain clear of obstructions and barriers to accessibility.

5.1.3 Utilities

5.1.3.1 Potential Effects

Modifications to existing utilities and site services or new connections including telecom, natural gas, electricity, watermain, and sanitary and storm sewers will be required for the proposed GO Station. The possible relocation and/or service interruptions to nearby properties may be required during the Project construction phase. Protection of utility infrastructure may also be necessary.

5.1.3.2 Mitigation and Monitoring

During detail design, FCR will consult with the utility owners and complete locates to identify any utility conflicts. Subsurface Utility Engineering (SUE) investigations may be required to confirm the location of utilities within the proposed GO Station footprint. Contingency plans will be developed in consultation with the utility owners to address accidental damage to underground and overhead utilities during construction.

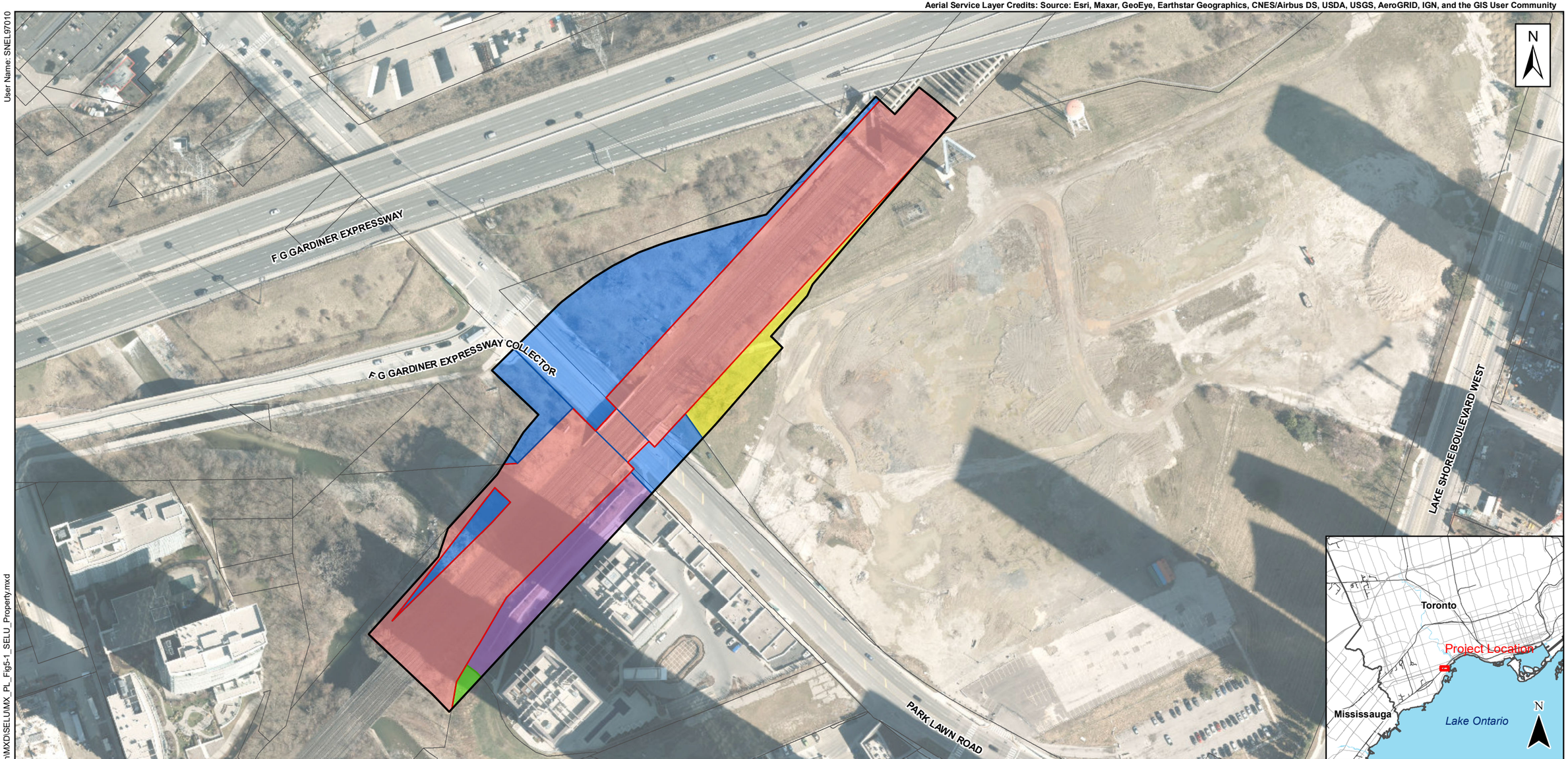
5.1.4 Property

5.1.4.1 Potential Effects

Portions of property for the proposed Park Lawn GO Station will be required from a number of landowners adjacent to the Lakeshore West rail corridor including: The City of Toronto; the TRCA; and South Beach Condos and Lofts (Figure 5-1). Temporary use of adjacent lands may be required for construction purposes (e.g., access, establishment of equipment storage/staging/laydown areas, stockpiling of materials, etc.) through the use of construction easements or temporary limited interests (TLIs). Minimal effects on property use are anticipated as the majority of property required is currently vacant.

TRCA has identified hazard lands north of the rail corridor, and west of Park Lawn Road, associated with Mimico Creek crossing that will be addressed. Lands to the immediate north of the proposed Park Lawn GO Station and east of Park Lawn Road are designated as Natural Area in the OP and fall under OP Policy 2.3.2 Toronto's Green Space System and Waterfront. Exact property requirements will be confirmed during detail design.

Aerial Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



LEGEND

- Property Boundary

Project Footprint by Property Ownership

- City of Toronto
- First Capital Corporation
- Metrolinx
- South Beach Condos and Lofts
- Toronto and Region Conservation Authority

NOTES

1. Coordinate system - UTM NAD 1983 Zone 17N
2. Sources: Roads, Railways, Watercourses - Land Information Ontario; Properties, City of Toronto 2019.
3. Station Footprint Based on Preliminary Station Design.

0 50 100 200 Meters

1:2,000

Project:	**Park Lawn GO Station**		
Figure Title:	**Socio-Economic and Land Use Study - Impacted Properties**		
Prepared By:	HATCH	**Date:**	**June 03, 2021**
Version: PL.SE.90-1	**Review:**	**Figure:** 5-1	**Page:** 1 of 1

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5.1.4.2 Mitigation and Monitoring

Specific details on property requirements will be confirmed during detail design and compensation for the property required will be negotiated with the directly affected property owners. FCR will work with TRCA to determine appropriate measures to address the potential hazard lands during detail design and permitting. If City of Toronto owned lands in Parks and Open Space Areas or in the Green Space System are required, FCR will work with the City towards identifying suitable lands for exchange in accordance with OP Policies 4.3.8 and 2.3.2.4 respectively. There is ongoing discussion between the Project Team and City of Toronto with regards to the future City-owned Station lands and the strategy and mechanisms of the land transfer to Metrolinx. Additional, property specific mitigation measures, if any, will be determined through negotiations with landowners.

A review will be completed prior to construction to identify temporary easements and/or TLIs for construction or other purposes to accommodate the Project work. Construction will be planned to limit the need for construction easements/TLIs to the extent possible. Construction laydown areas and easements/TLIs will be selected to minimize effects to the extent possible (e.g., vacant lands and industrial lands will be used as much as possible). FCR will engage with affected land owners regarding easements/TLIs required for the proposed works in advance of Project construction.

No monitoring is anticipated.

5.1.5 Residential, Commercial and Institutional Uses

5.1.5.1 Potential Effects

Temporary nuisance effects from increased noise, vibration, and dust (and associated diminished air quality conditions) during construction, may be experienced on lands in close proximity to the proposed Park Lawn GO Station. Nearby resident and businesses may experience nuisance effects resulting from increased noise and vibration levels due to construction equipment and construction related activities such as excavation, grading, compaction, and vehicle movements. Vibratory rollers and auger-piling are expected to generate vibration within a zone of influence of 8 m which will require a pre-condition survey and construction vibration monitoring at 88-90 and 96 Park Lawn Road. Expected noise and vibration effects are documented in the NVIA (Park Lawn GO Station EPR, Appendix G). Air quality effects to lands surrounding the proposed Park Lawn GO Station are documented in the AQIA (Park Lawn GO Station EPR, Appendix F).

5.1.5.2 Mitigation and Monitoring

Mitigation measures will be implemented as documented in the AQIA (Park Lawn GO Station EPR, Appendix F) and in the NVIA (Park Lawn GO Station EPR, Appendix G). These measures include: implementation of dust control measures; minimizing mud tracking onto Park Lawn Road; regular cleaning of roads; modifying work schedules when weather conditions could leave high levels of dust; ensuring that all construction vehicles, machinery, and equipment is equipped with current emission controls and mufflers. Construction noise mitigation measures will include: whenever possible construction activities will occur during normal daytime working

hours; idling of equipment to be restricted to idling necessary to perform the work; use of automatic audible reversal broadband alarms instead to tonal alarms; and coordinating "noisy" operations such that they will not occur simultaneously.

Construction-related noise, vibration, and dust effects (including diminished air quality conditions) will be managed to comply with provincial regulations and local by-laws. Noise and vibration and air quality monitoring will reflect Metrolinx' Environmental Guide for Noise and Vibration Impact Assessment – Rev. 7 (final) (Metrolinx, 2019). Timing restrictions will be in place to limit the time of day for construction activities, as required by municipal by-laws. Construction schedule delays will be avoided to the extent possible in order to minimize the duration of construction and corresponding visual impacts. All stockpiled materials will be fenced and the construction footprint area will be minimized to prevent the construction zone from extending beyond that which is necessary.

Additional construction noise mitigation measures will be implemented adjacent to 88-90 Park Lawn Road including: locating noisy construction equipment on the north side of the proposed platforms where possible; and limiting construction to weekday daytime hours.

Construction vibration best management practices will be implemented during construction. These practices will include: substitution of equipment that generate high levels of vibration, where feasible; scheduling high vibration activities during daytime hours; and avoiding shoring panel installation using vibratory or post impact methods.

Construction activities will be monitored by a qualified Environmental Inspector who will monitor the site for wind direction and weather conditions to ensure that high-impact activities be reduced when the wind is blowing consistently towards nearby sensitive receptors. The Environmental Inspector will also monitor for visible fugitive dust and take action to determine the root-cause. Specific details to this effect should be included in the construction site's Dust Management Plan (DMP).

Type 1 (monitoring continuously throughout project) noise and vibration monitoring is recommended at the nearest noise sensitive locations (88-90 Park Lawn Road, 96 Park Lawn Road) as per the Metrolinx Guidelines. In addition, FCR will develop a monitoring/verification plan to demonstrate that the mitigation measures are appropriate, functioning correctly, and that acceptable noise levels at sensitive receivers are maintained for the duration of construction. In addition, a Construction Noise and Vibration Monitoring Plan should be prepared as described in the NVIA (Park Lawn GO Station EPR, Appendix G) including pre-construction consultation with occupants and a pre-construction survey of building facades and surfaces that fall within the vibration zone of influence.

5.1.6 Recreational Uses, Parks and Open Space

5.1.6.1 Potential Effects

Potential effects on recreational uses, parks, and open space from construction activities will be similar in nature and scope to the effects on residential, commercial, and institutional uses described above.

5.1.6.2 Mitigation and Monitoring

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 space. If City of Toronto owned lands in Parks and Open Space Areas or in the Green Space System are required, FCR will work with the City towards identifying suitable lands for exchange in accordance with OP Policies 4.3.8 and 2.3.2.4.

5.1.7 Aesthetic and Visual Effects

5.1.7.1 Potential Effects

During construction, there may be temporary aesthetic effects resulting from temporary construction trailers, laydown areas, stockpiling of materials, construction activities and construction fencing. During construction, trees within the City of Toronto property to the north of the rail corridor and in the vicinity of Mimico Creek will need to be removed. The number and location of trees is described in the Tree Inventory Plan (TIP) (Park Lawn GO Station EPR, Appendix B), and will be finalized during the detailed design phase.

5.1.7.2 Mitigation and Monitoring

During construction, potential mitigation measures may include: providing a screened enclosure for the site which could include graphics that create visual interest and information regarding the project; and locating stockpile and laydown areas away from Park Lawn Road and Lake Shore Boulevard West.

Construction activities will be monitored by a qualified Environmental Inspector to confirm that all activities are conducted in accordance with mitigation plans and within specified construction work zones. Monitoring will continue throughout the construction phase until activities are complete, exposed soils have been stabilized, and all construction materials removed from site.

5.2 Operations

5.2.1 Roads and Traffic Volumes

5.2.1.1 Potential Effects

Access to the station will be primarily via transit, active transportation and pick-up and drop-off which will be located within the 2150 Lake Shore Development. Impacts to roads and traffic volumes on Park Lawn Road and Lake Shore Boulevard West due to the proposed Park Lawn GO Station are predicted to be a low generator of traffic (Transportation Brief, Park Lawn GO Station EPR, Appendix H).

5.2.1.2 Mitigation and Monitoring

Given the low impact on roads and traffic volumes no mitigation measures are proposed and monitoring will not be required.

5.2.2 Public Transit and Active Transportation

5.2.2.1 Potential Effects

The proposed Park Lawn GO Station will have a positive effect on public transit and active transportation as it will improve access to local and regional public transit for residents in the Study Area.

5.2.2.2 Mitigation and Monitoring

No mitigation measures are proposed and monitoring will not be required.

5.2.3 Utilities

5.2.3.1 Potential Effects

Once new connections to the proposed GO Station are completed, no potential effects from station operation are anticipated.

5.2.3.2 Mitigation and Monitoring

No effects due to station operations are anticipated, therefore, no mitigation or monitoring will be required.

5.2.4 Property

5.2.4.1 Potential Effects

Once the required property is acquired for the proposed GO Station, there will be no additional effects on property from the operation of the proposed GO Station.

5.2.4.2 Mitigation and Monitoring

None required.

5.2.5 Residential, Commercial and Institutional Uses

5.2.5.1 Potential Effects

The predicted air pollutant levels will be similar to the existing conditions in the Study Area as the contribution of the rail corridor and the proposed Park Lawn GO Station to local air pollutant levels is minor in comparison to the current ambient levels.

Operational noise levels from trains will be similar to existing train noise levels (< 1dB difference between the Future No-Build (no station) and Future Build (with station) scenarios at all sensitive receptors. Modeled noise levels associated with stationary sources associated with the station building show that noise levels will not exceed applicable daytime and nighttime noise limits.

Based on measurement data, vibration levels due to existing trains are below the 0.14 mm/s root-mean-square Metrolinx limit and operational vibrational levels are anticipated to be below the 0.14 mm/s limit. With the proposed Park Lawn GO Station, trains will be slowing down through the Study Area. Therefore, vibration levels are expected to decrease due to the implementation of the station and would thus remain below 0.14 mm/s root-mean-square. No vibration control measures are required.

5.2.5.2 Mitigation and Monitoring

Operations will be carried out in accordance with applicable regulations and standards, including Ontario's ambient air quality criteria (AAQC) (PIBS#6570e01) (Ministry of the Environment (MOE), 2012), MOEE/GO Transit Noise and Vibration Protocol (Ministry of Environment and Energy (MOEE), 1994) and the Environmental Noise Guideline, Stationary and Transportation Sources – Approval and Planning Publication NPC-300 (Ministry of the Environment and Climate Change (MOECC), 2013). Mitigation measures related to noise, vibration and air quality will be implemented as described in the AQIA and the NVIA Reports (Park Lawn GO Station EPR Appendix F and Appendix G, respectively).

The future use of electric trains on the Lakeshore West rail corridor will further reduce air quality effects. Based on the operational noise modeling results, no noise control measures will be required. Mitigation measures related to transportation and traffic will be implemented as documented in the Transportation Brief (Park Lawn GO Station EPR, Appendix H). During detailed design, effects of construction and permanent use will be assessed.

5.2.6 Recreational Uses, Parks and Open Space

5.2.6.1 Potential Effects

Potential effects on recreational uses, parks, and open space from construction activities will be similar in nature and scope to the effects on residential, commercial, and institutional uses described above.

5.2.6.2 Mitigation and Monitoring

Maintenance of the new infrastructure to support the Park Lawn GO Station adjacent to Open Space will be the responsibility of Metrolinx, and restoration of Open Space lands, if required, will address TRCA/ RNFP/City standards. 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 space.

5.2.7 Aesthetic and Visual Effects

5.2.7.1 Potential Effects

The proposed Park Lawn GO Station will be locally prominent as the railway embankment is elevated on both sides of Park Lawn Road. The Station design is being carried out in coordination with the 2150 Lakeshore development team which will result in a station design that is visually appealing and complementary to the overall development. Landscape design features to add visual interest and help define pedestrian zones will be considered in the design. Furthermore, the station will serve as an anchor to the proposed Station Square that will serve as one of the key public space features of the proposed 2150 Lake Shore development.

5.2.7.2 Mitigation and Monitoring

No mitigation or monitoring will be required.

5.2.8 *Safety, Security and Light Spillage*

As the proposed Park Lawn GO Station will be designed and constructed in parallel with the adjacent 2150 Lakeshore development, the station will be designed to be complementary to the 2150 Lakeshore development and designed in accordance with the CPTED principles that will be implemented in the broader development.

Light spillage effects may occur from lighting at the proposed GO Station for both the station itself, as well as ancillary infrastructure. Light reflected on trains at night may increase light spillage into adjacent properties, and may require mitigation to ensure negligible effects. Station buildings and other components will be visible from the streets and buildings, changing the viewscapes for nearby residents and visitors to the area, however, this is viewed as a positive effect as the site is primarily located in a vacant industrial site.

Light spillage will be taken into consideration in the detailed design stage of the station. Lighting will be minimized and controlled to prevent light spillage beyond the property line, as well as light pollution in the night sky following the City of Toronto's Best Practices for Effective Lighting (2017), the Toronto Green Standard and Clause 13.3.3 of the Secondary Plan.. To address light spillage and CPTED mitigation measures may include:

- External visors on floodlights;
- Dark Sky compliant fixtures;
- Optimal light location, height and settings;
- Light shields such as walls of hedges;
- Place lighting to avoid creating blind spots;
- Building design and minimization of light pollution to be bird friendly;
- Various intensities and control of lighting of the station for different scenarios (e.g., a train passing by and reflecting light into the sky and onto neighbouring properties); and
- Shielded fixtures with efficient light bulbs surrounding the station.

5.2.9 *Public Realm Improvements*

The proposed Park Lawn GO Station will be one of several public realm improvements proposed as part of the 2150 Lakeshore development. The 2150 Lakeshore development will include raising the site level to meet the proposed GO Station which will provide an extension of the public realm and provide for a seamless transition from the development's proposed Station Square and the proposed GO Station. Grading from the 2150 Lakeshore development is set so that the square will be close to the same level as the southern platform. For the north building, the grading for Street A is expected to be similar to the existing Park Lawn Road and Legion Road intersection. The north station building will have vertical access to the north platform and the tunnel under the tracks to the vertical access to the south platform.

Other public realm improvements will include plantings in the Mimico Creek open space areas, to compensate for vegetation removals in the station footprint.

5.3 Impact Assessment, Mitigation and Monitoring Plan Summary

The potential socio-economic and land use effects, proposed mitigation measures, and monitoring associated with the implementation of the proposed Park Lawn GO Station during the construction and operations/maintenance phases are summarized in Table 5-1.

Table 5-1: Summary of Potential Effects, Mitigation Measures and Monitoring Activities

Land Use/Feature/Affected Persons	Potential Effects	Mitigation Measures	Recommended Monitoring Activities
Pre-Construction			
Existing Land Use, Property	• Acquisition of portions of three properties resulting in: ◆ Minimal loss of property use. ◆ Impact to potential hazard lands adjacent to Mimico Creek, north and east of Park Lawn Road.	• Confirm specific property requirements during detail design to determine predicted property impacts. • Engage and negotiate with affected property owners regarding land acquisition and easements/TLIs required for the proposed works. • Provide fair market value compensation to affected property owners in accordance with applicable laws. • Consultation with TRCA to regarding impacts to hazard lands and mitigation measures. • If City owned lands in Parks and Open Space Areas or in the Green Space System are required, engage with the City to identify suitable lands to exchange. • Ongoing discussion between FCR Project Team and City of Toronto to determine the future City-owned Station lands and the strategy and mechanisms of the land transfer to Metrolinx.	• No monitoring activities are required.
Socio-Economic Policies and Planning Context	• PPS – the proposed station will encourage new and support existing land use patterns that meet the goals of supporting diverse, healthy, and livable communities through investment in infrastructure and the promotion of intensification • Growth Plan for the GPGGH – the proposed station will provide better connectivity for active transportation users between growth areas and transit stations. The proposed station will connect people through a multimodal and efficient transportation network, while creating a major transit station that supports growth and density targets. • City of Toronto OP – the proposed station will support the City of Toronto's direction to accommodate future growth while also providing infrastructure to promote active transportation. • The 2041 RTP – The new station will accommodate growth and development in accordance with the 2041 RTP and is aligned with RTP Strategy 1 (Complete delivery of current regional transit projects), Strategy 2 (Connect more of the region with frequent rapid transit), and Strategy 4 (Integrate transportation and land use).	• As there are no predicted effects. No mitigation is required.	• No monitoring activities are required.
Current Development Applications	• A combined OPA, ZBA and Draft Plan of Subdivision for a proposed mixed-use development of 2150 Lake Shore Boulevard West that will incorporate the proposed Park Lawn GO Station has been submitted to the City of Toronto by FCR.	• No mitigation is required.	• No monitoring activities are required.
Construction			
Roads and Traffic Volumes	• Temporary road or lane closures to facilitate construction may impact access to adjacent residences and businesses. • Traffic delays along Park Lawn Road and Lake Shore Boulevard West.	• Mitigation measures will be taken as documented in the Transportation Brief (Park Lawn GO Station EPR, Appendix H). • Maintain access to residential and commercial buildings. • Prepare and implement a Construction Traffic Management Plan. • Provide advance notification and signage for lane or road closures.	• Monitor implementation of mitigation measures in accordance with the Construction Traffic Management Plan.
Public Transit and Active Transportation	• Potential for temporary relocation of bus stops and sidewalk closures to facilitate construction activity and traffic.	• 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 or road closures.	• Monitor implementation of mitigation measures in accordance with the Construction Traffic Management Plan and agreements with the TTC and the City of Toronto.

Land Use/Feature/Affected Persons	Potential Effects	Mitigation Measures	Recommended Monitoring Activities
Utilities	• Relocation of utilities. • Potential for temporary service interruption during relocation or accidental damage to utilities	• Consultation with utility owners and implementation of utility relocation agreements. • Completion of Subsurface Utility Engineering (SUE) investigations to confirm utility locations. • Contingency plans to address accidental damage to underground and overhead utilities during construction.	• Monitoring of construction activities by a qualified Environmental Inspector.
Residential, Commercial and Institutional Uses	• Temporary nuisance effects from increased noise, vibration, and dust (and associated diminished air quality conditions) during construction, may be experienced on lands in close proximity to the proposed Park Lawn GO Station. • Nearby resident and businesses may experience nuisance effects resulting from increased noise and vibration levels due to construction equipment and construction related activities such as excavation, grading, compaction, and vehicle movements. • Air quality effects to lands surrounding the new GO Station are documented in the AQIA (Park Lawn GO Station EPR, Appendix F). • Expected noise and vibration effects are documented in the NVIA (Park Lawn GO Station EPR Appendix G).	• Mitigation measures will be taken as documented in the AQIA (Park Lawn GO Station EPR, Appendix F) and in the NVIA (Park Lawn GO Station EPR, Appendix G). • Noise, Vibration and Air Quality monitoring will reflect Metrolinx' Environmental Guide for Noise and Vibration Impact Assessment – Rev. 7 (final) (Metrolinx, 2019). • Construction-related noise, vibration, dust and diminished air quality effects will be managed to confirm compliance with provincial regulations, local by-laws and noise, vibration and air quality monitoring will reflect Metrolinx' Environmental Guide for Noise and Vibration Impact Assessment – Rev. 7 (final) (Metrolinx, 2019). • Preparation and implementation of a Dust Management Plan. • Timing restrictions will be in place to limit the time of day for construction activities, as required by municipal by-laws. • Construction schedule delays will be avoided to the extent possible in order to minimize the time over which construction will occur. • All stockpiled materials will be fenced and the construction footprint area will be minimized to confirm that the construction zone does not extend beyond that which is necessary.	• Construction activities will be monitored by a qualified Environmental Inspector to confirm that all activities are conducted in accordance with mitigation plans and within specified construction work zones. • Type 1 noise and vibration monitoring at 88-90 Park Lawn Road and 96 Park Lawn Road. • Monitoring will continue throughout the construction phase until activities are complete and all exposed soils have been stabilized and all construction waste has been cleaned up.
Recreational Uses, Parks and Open Space	• Potential effects on recreational uses, parks, and open space from construction activities will be similar in nature and scope to the effects on residential, commercial, and institutional uses described above.	• 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 space. • If City owned lands in Parks and Open Space Areas or in the Green Space System are required, engage with the City to identify suitable lands to exchange. • If required, restoration of Open Space lands to TRCA/RNFP/City standards.	• Construction activities will be monitored by a qualified Environmental Inspector to confirm that all activities are conducted in accordance with mitigation plans and within specified construction work zones.
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.	• Construction activities will be monitored by a qualified Environmental Inspector to confirm that all activities are conducted in accordance with mitigation plans and within specified construction work zones. • A Landscape Architect (licensed in the Province of Ontario) or qualified designate will be required to confirm the success of plant establishment through warranty inspections.
Operations and Maintenance Phase			

Land Use/Feature/Affected Persons	Potential Effects	Mitigation Measures	Recommended Monitoring Activities
Roads and Traffic Volumes	• Impacts to roads and traffic volumes are anticipated to be minimal as access to the proposed station will be primarily by transit, active transportation and passenger PUDO (Transportation Brief Appendix H).	• No mitigation measures required.	• No monitoring required.
Public Transit and Active Transportation	• The proposed station will improve access to local and regional public transit to residents in the Study Area. • The proposed station will support Active Transportation initiatives associated with the proposed 2150 Lakeshore development.	• No mitigation measures required.	• No monitoring required.
Utilities	• Once new connections to the proposed Park Lawn GO station are completed, no potential effects from station operation are anticipated.	• No mitigation measures required.	• No monitoring required.
Residential, Commercial and Institutional Uses	• Contribution of the rail corridor and the proposed Park Lawn GO Station to local air pollutant levels is minor in comparison to the current ambient levels. • Operational noise levels from trains will be similar to existing train noise levels (< 1dB difference between the Future No-Build (no station) and Future Build (with station) scenarios at all sensitive receptors. • Modeled noise levels associated with stationary sources associated with the station building show that noise levels will not exceed applicable daytime and nighttime noise limits. • Based on measurement data, vibration levels due to existing trains are below the 0.14 mm/s root-mean-square Metrolinx limit and operational vibrational levels are anticipated to be below the 0.14 mm/s limit. With the proposed Park Lawn GO Station, trains will be slowing down through the Study Area, therefore, vibration levels are expected to decrease due to the implementation of the station. No vibration control measures are required.	• Operations will be carried out in accordance with applicable regulations and standards, including Ontario's ambient air quality criteria (AAQC) (PIBS#6570e01) (Ministry of the Environment (MOE), 2012), MOEE/GO Transit Noise and Vibration Protocol (Ministry of Environment and Energy (MOEE), 1994) and the Environmental Noise Guideline, Stationary and Transportation Sources – Approval and Planning Publication NPC-300 (Ministry of the Environment and Climate Change (MOECC), 2013). • During detailed design, effects of construction and permanent use will be assessed.	• No monitoring required.
Recreational Uses, Parks and Open Space	• Potential effects on recreational uses, parks, and open space from construction activities will be similar in nature and scope to the effects on residential, commercial, and institutional uses described above.	• New infrastructure to support the Park Lawn GO Station adjacent to Open Space, if required, will address TRCA/RNFP/City standards.	• No monitoring required.
Aesthetic and Visual Effects	• The proposed station will be locally prominent as the rail corridor is elevated on both sides of Park Lawn Road. • Station design being carried out in conjunction with the adjacent 2150 Lakeshore development and is expected to be complementary to the development.	• No mitigation required.	• No monitoring required.
Safety Security and Light Spillage	• Light spillage may occur from the proposed station or from light reflecting on trains at night.	• Following of City of Toronto's Best Practices for Effective Lighting (2017) and the Toronto Green Standard. • Use of external visors on floodlights, dark sky compliant fixtures • Light location, height and settings designed to minimize light spillage and prevent blind spots. • Use of shielded fixtures. • Building design and minimization of light pollution to be bird friendly	• No monitoring required.
Public Realm	• The proposed station will be one of several public realm improvements included with the 2150 Lakeshore development and site grading and landscaping will provide a transition from the 2150 Lakeshore development. • Grading for Street A is expected to be similar to the existing Park Lawn Road and Legion Road intersection. The north station building will have vertical access to the north platform and the tunnel under the tracks to the vertical access to the south platform.	• No mitigation required.	• No monitoring required.

Land Use/Feature/Affected Persons	Potential Effects	Mitigation Measures	Recommended Monitoring Activities
	• Other public realm improvements will include improvements to Mimico Creek and restoration of open space areas.		

6. Conclusions

The proposed Park Lawn GO Station has the potential to result in temporary and permanent socio-economic impacts on neighbouring businesses, residents and recreational users. Development of the Park Lawn GO Station will result in acquisition of approximately 1.5 ha of land from three landowners (City of Toronto, TRCA, South Beach Condos and Lofts) adjacent to the existing Lakeshore West rail corridor to accommodate the proposed Park Lawn GO Station.

The lands to be acquired are comprised of mixed use, employment lands (to be converted to mixed use), and natural areas. All property acquisitions will be partial acquisitions.

Once property impacts are confirmed during detailed design, FCR will meet with property owners to discuss property impacts and compensation as appropriate. The potential effects to properties will be mitigated by providing fair market value compensation in accordance with applicable laws and through negotiations with the affected property owners. All necessary property acquisitions will be completed prior to the commencement of Project construction.

Potential effects associated with this Project may also include construction-related nuisance effects (e.g., increased noise, vibration, and dust and associated diminished air quality conditions). Effects during operation of the proposed Park Lawn GO Station are predicted to be generally less than the future No-Build scenario (train operations without the Park Lawn GO Station). All potential effects will be mitigated through appropriate Project design and implementation of well-established mitigation measures. In addition, FCR will continue to consult with affected parties prior to Project construction to further enhance and develop applicable mitigation measures, as required.

Development of the Park Lawn GO Station will also result in a number of benefits to the existing and planned neighbourhoods within the Study Area. It is widely recognized that public transportation is a beneficial service that can:

- Improve the quality of life for local citizens by providing them with personal mobility and freedom by offering transportation options;
- Improve access to new job opportunities by enhancing regional transit connections;
- Reduce traffic congestion and reduce the need for new and expensive road infrastructure;
- Reduce carbon emissions and air quality concerns associated with automobile use;
- Improve community health by supporting walkable communities and decreasing respiratory health concerns due to air pollution; and
- Allow citizens to save money on gas, vehicles, vehicle maintenance, insurance and other automobile related costs.

The Project is also expected to create significant public benefit by providing an improved access to regional public transportation. The net social and economic benefit of public transit

is expected to outweigh any residual impacts through: reduced traffic congestion on roadways, a net improvement in air quality from fewer cars on the road; and improvement in access to the regional transit system. The proposed Park Lawn GO Station will also provide greater mobility for those without access to, or ability to drive, a car. As a result of these positive factors, the Project can be viewed as a significant social and economic gain for the neighbourhoods near the proposed Park Lawn GO Station.

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