

STREET A MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

PUBLIC CONSULTATION MEETING #1

JUNE 22, 2023

Welcome



Please sign in and obtain a comment form at the registration desk.



Please review the provided display boards to learn about different aspects of this project.



Should you have any questions regarding the materials or any aspect of the project, please speak with representatives from the City or Consultant team in attendance.



The purpose of this meeting is to receive your input/feedback on this project. Please complete a comment sheet and return it today or fill out the online version of the form by July 22, 2023.

LAND ACKNOWLEDGEMENT

We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.

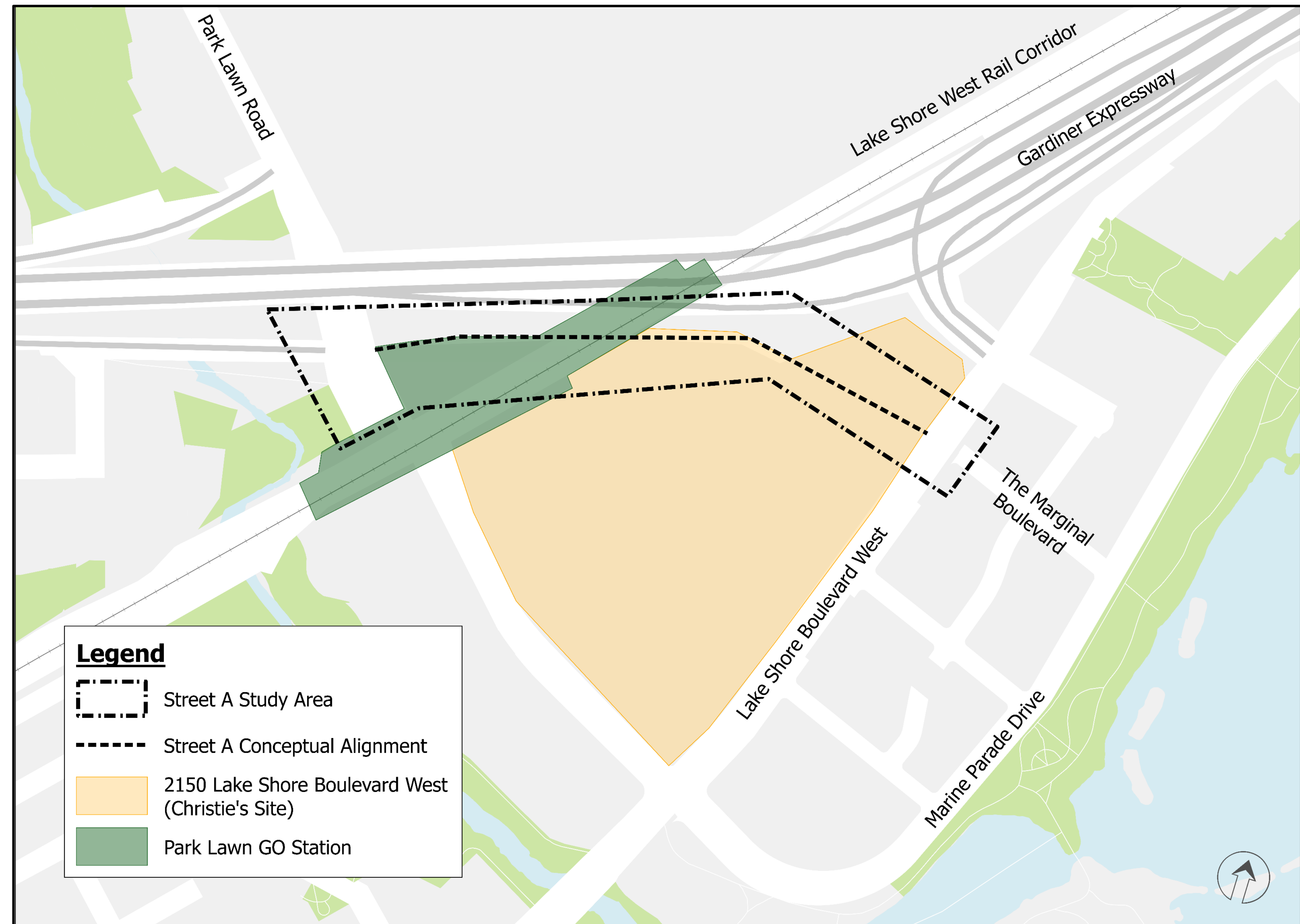
STUDY OVERVIEW AND PROCESS

STUDY OVERVIEW

The City of Toronto has authorized Lakeshore Developments Inc. to be the proponent to undertake a Schedule C Municipal Class Environmental Assessment (MCEA) for **Street A**, a proposed new public street and associated rail underpass between Park Lawn Road and Lake Shore Boulevard West.

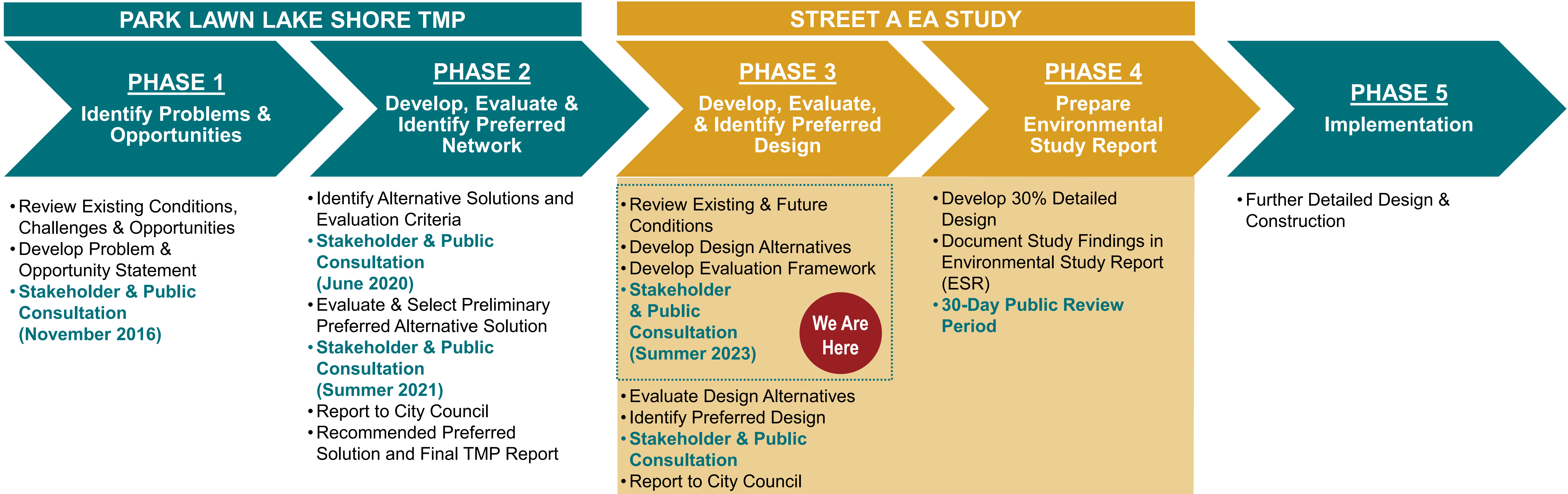
The EA Study is following the **integrated approach with the Draft Plan of Subdivision application for 2150 Lake Shore Blvd West** to satisfy both Environmental Assessment Act and Planning Act requirements.

The study is also aligned with the Park Lawn GO Station Site Plan Application.



Street A Study Area

MCEA STUDY PROCESS



STAKEHOLDER & PUBLIC ENGAGEMENT



**PARK LAWN
LAKE SHORE
TRANSPORTATION
MASTER PLAN**

PARK LAWN LAKE SHORE TMP: KEY ISSUES & CHALLENGES

AECOM

PARK LAWN LAKE SHORE

TRANSPORTATION MASTER PLAN

City of Toronto

**Park Lawn / Lake Shore Area
Transportation Master Plan**

Prepared by:
AECOM Canada Ltd.
105 Commerce Valley Drive West, 7th Floor
Markham, Ontario L3T 7W3

www.aecom.com
Tel: 905 418 1400

Project Number:
60494141

Date:
January 29, 2023

- **Significant past and future growth** changes to area transportation infrastructure
- **Lack of higher-order transit** and streetcar transit priority
- **Limited street network** connectivity
- **Disconnected networks** for walking and cycling
- **Auto-oriented street design**, with uninviting pedestrian and cyclist environments
- **Auto traffic congestion**, especially “cut-through” traffic to/from Gardiner Expressway

97%

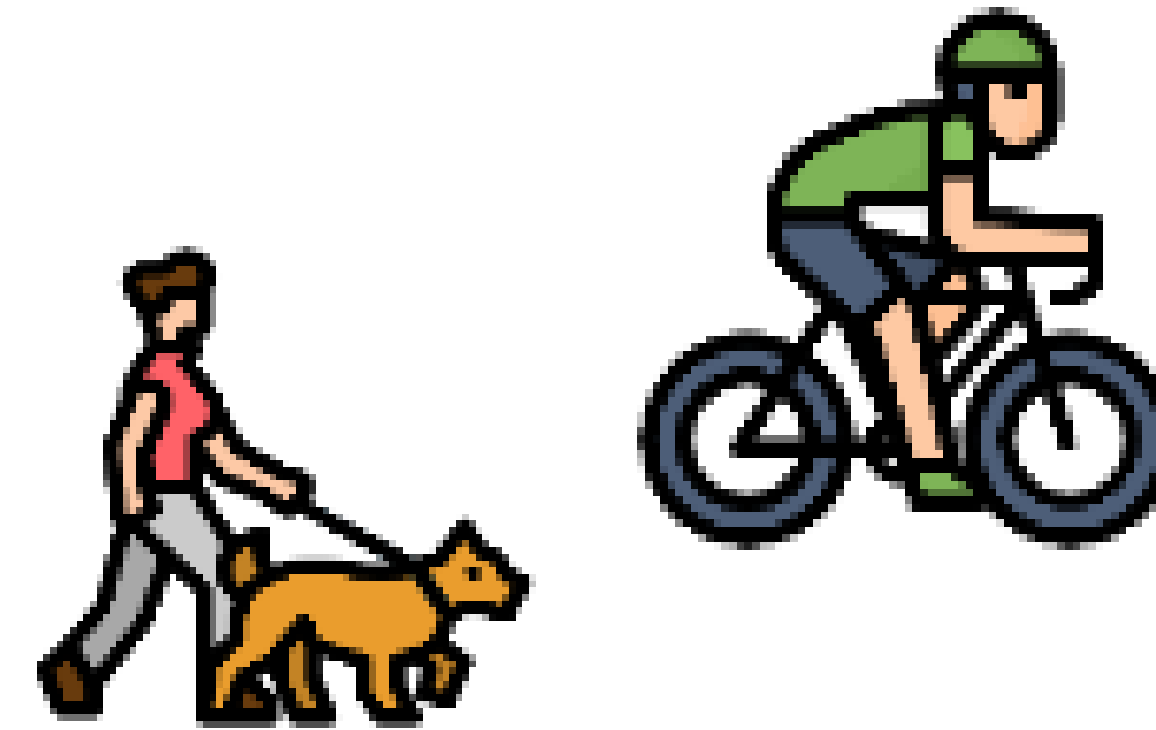
of east-west vehicle traffic that travel within the TMP study area on the Gardiner Expressway, The Queensway and Lake Shore Boulevard are not coming to or from the TMP area (i.e. “cut-through” traffic)

PARK LAWN LAKE SHORE TMP: KEY OBJECTIVES



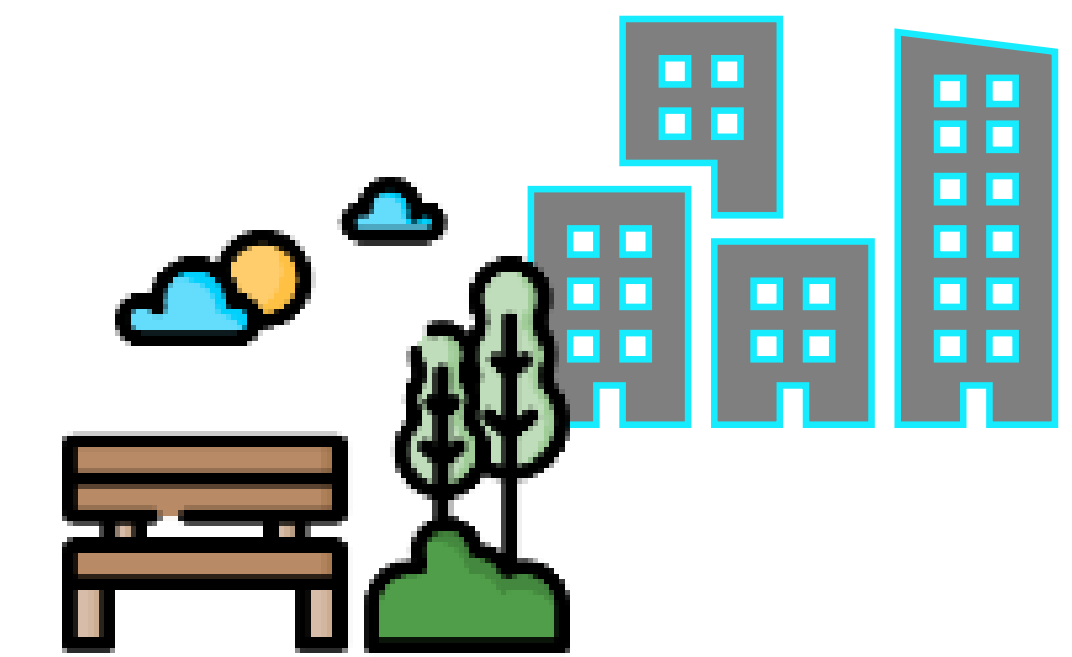
New connections and better access to street, transit and active transportation networks

- Additional safe and convenient connections across physical barriers
- Improved vehicle circulation
- Better management of traffic congestion
- Improved freight and goods movement



Planning for investment in public transit, pedestrian, and cycling networks

- Prioritize and integrate public transit
- Support transit-oriented development
- Improve walking and cycling networks



High quality streetscape design

- Safe, green, and complete streets
- Comfortable and accessible infrastructure for all ages and abilities

The Street A project will build upon these objectives established for the TMP

FINAL PREFERRED TMP NETWORK



Final Preferred Alternative Solution:

- A **connected, multi-modal network** for all users, prioritizing transit use, walking, and cycling
- Three new streets to **improve connectivity**, circulation, and help overcome Gardiner/rail corridor physical barriers
- More **space for active transportation and public realm** improvements on Park Lawn Rd
- **Improved walking and cycling safety** and connectivity, with fewer traffic lanes and more compact intersections
- Support for the **long-term build out of the Christie's site** and other area development
- Improved **streetcar priority** and community access to higher-order transit
- **Reduced neighbourhood traffic infiltration** impacts from the Gardiner Expressway

LEGION ROAD EXTENSION: PROJECT UPDATE

Overview of Legion Road Extension

- Legion Road Extension was being advanced in tandem with the Bonar Creek stormwater management pond.
- 30% preliminary design work was paused until Council endorsed the Park Lawn Lake Shore TMP Preferred Network, which re-confirmed the need for the Legion Road Extension.



Location of Legion Road Extension and Proposed Stormwater Management Facility

Next Steps

- Due to cost escalations, Toronto Water is undertaking a study to evaluate the value of the proposed stormwater pond and alternatives (scheduled for completion by the end of 2023)
- The City is currently reviewing different approaches to continue advancing the design and construction of the Legion Road Extension.
- The design approach will include some targeted stakeholder and public consultation.

**CHRISTIE'S DEVELOPMENT
(2150 LAKE SHORE BLVD W)
AND
PARK LAWN GO STATION**

CHRISTIE'S SECONDARY PLAN

- Developed in coordination with Park Lawn Lake Shore TMP
- Provides **high-level policy framework** to guide future development in the area
- Establishes **planned street network**, including Street A
- Notes the location, alignment, and design of **new streets will be defined through further studies**, such as this EA for Street A
- Provides high-level policy direction for the street network to **improve connectivity for all users** while prioritizing pedestrians and cyclists through a 'Complete Street' approach



Christie's Secondary Plan

MAP 46-5 Street Network and Access Locations

— Secondary Plan Boundary

Existing Parks

➡ Primary Loading, Servicing and Vehicular Access

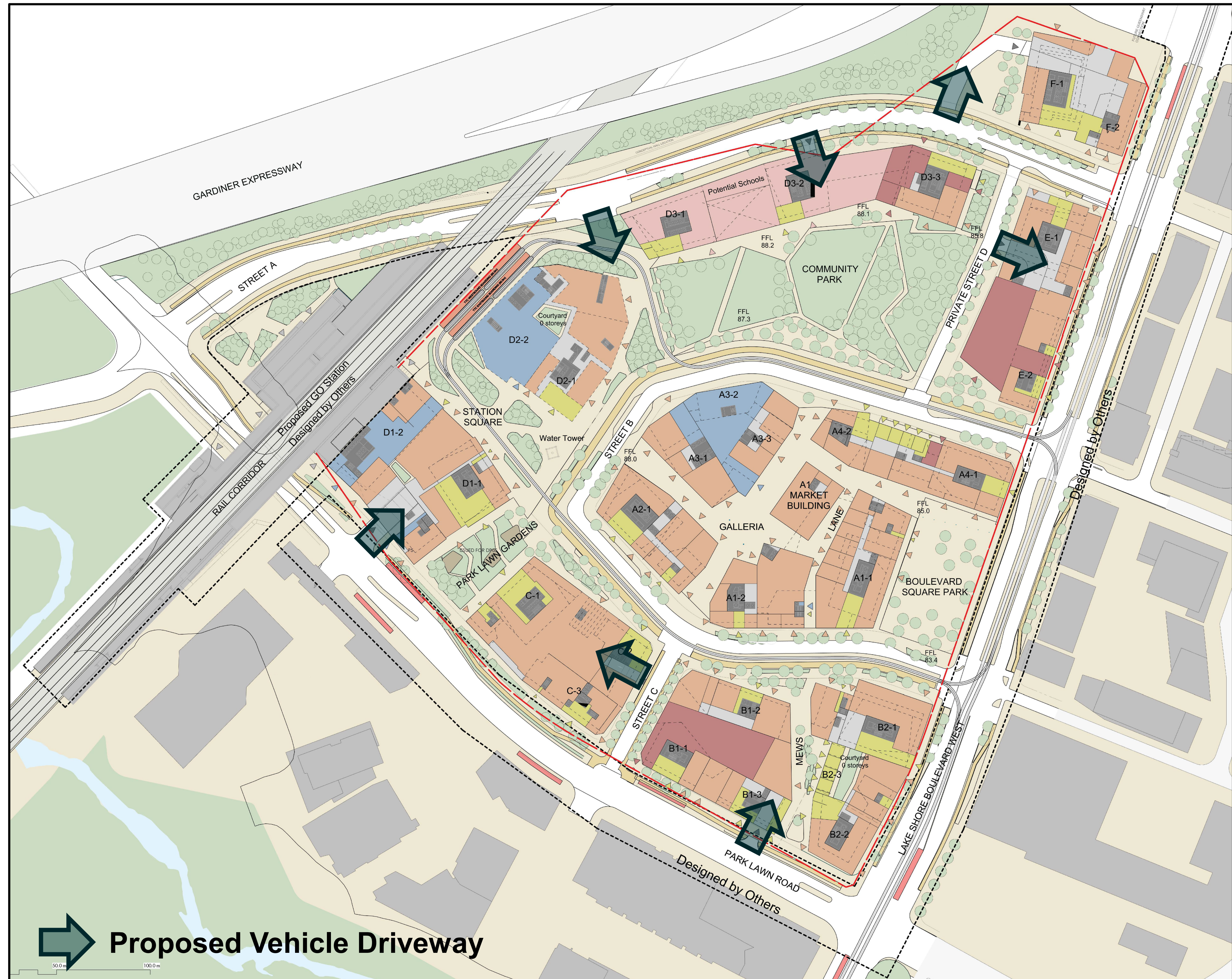
⇄ Secondary Vehicular Access

2150 LAKE SHORE DEVELOPMENT: DRAFT PLAN OF SUBDIVISION

- Draft Plan of Subdivision application will secure new public infrastructure, streets, and parks
- Development includes:

Use	Size
Residential	7,644 units
Retail	35,919 m ²
Office	67,367 m ²
Community Use	18,416 m ²
Community Park	1 ha
Boulevard Square Park	0.25 ha
Public Streets	B and C
Private Street	D

- Street A design to be confirmed through this integrated EA process.
- Part of the land required for Street A extends beyond the boundaries of the Draft Plan of Subdivision application.



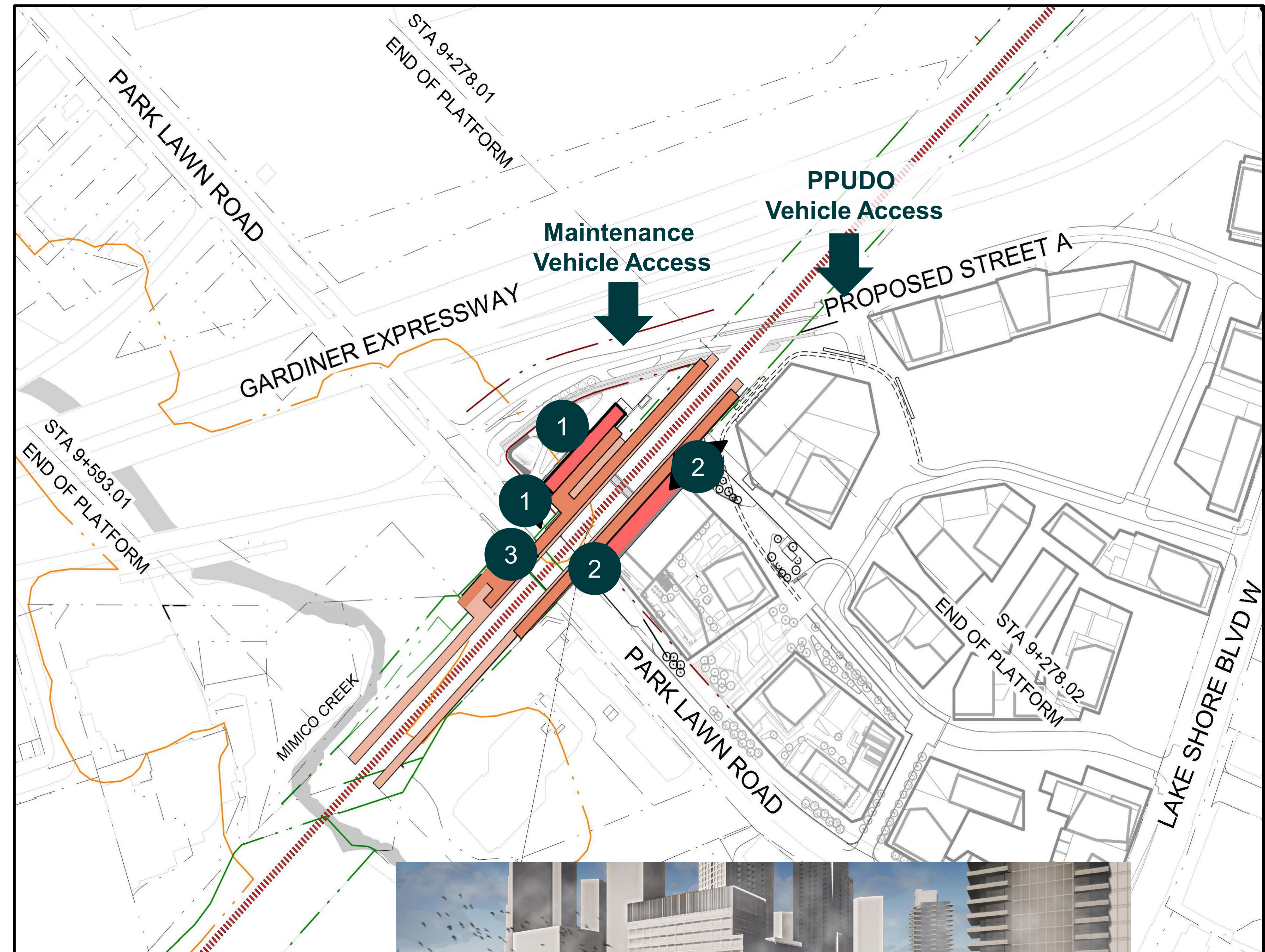
2150 LAKE SHORE DEVELOPMENT: PROPOSED PHASING

Phase	Key Facilities/ Infrastructure Included
Phase 1	<ul style="list-style-type: none"> • Street A • GO Station • 2 Privately-Owned Public Spaces • Blocks C, D1 and D2
Phase 2	<ul style="list-style-type: none"> • Daycare • 0.25 ha Park • Block A
Phase 3	<ul style="list-style-type: none"> • 2 Potential Elementary Schools • Daycare • 1 ha Park • Block D3
Phase 4	<ul style="list-style-type: none"> • Library • Block B
Phase 5	<ul style="list-style-type: none"> • Community Centre • Block E
Phase 6	<ul style="list-style-type: none"> • Block F



PARK LAWN GO STATION

- Proposed GO Station is advancing via separate approvals processes with Metrolinx and the City of Toronto, in coordination with the Street A EA and 2150 Lake Shore Blvd W development
- Station platforms will span over the existing Park Lawn Road rail underpass
- The station will have multiple entrances:
 - 1 Park Lawn Road (east side) and Street A
 - 2 Park Lawn Road (east side) and transit plaza streetcar loop within 2150 Lake Shore development
 - 3 Park Lawn Road (west side)
- Maintenance vehicle access from Street A
- Passenger pick-up/drop-off access will be in the underground parking of the 2150 Lake Shore development with access from Street A
- TTC bus stops located along Park Lawn Road near the station entrances
- GO Station to be constructed at the same time as Phase 1 of 2150 Lake Shore development



*Rendering and drawing of the proposed Park Lawn GO Station. Concept is not final and is subject to change.

STREET A MCEA: SUMMARY OF EXISTING & FUTURE CONDITIONS

ALIGNED CITY POLICIES, GUIDELINES & INITIATIVES

Toronto Official Plan



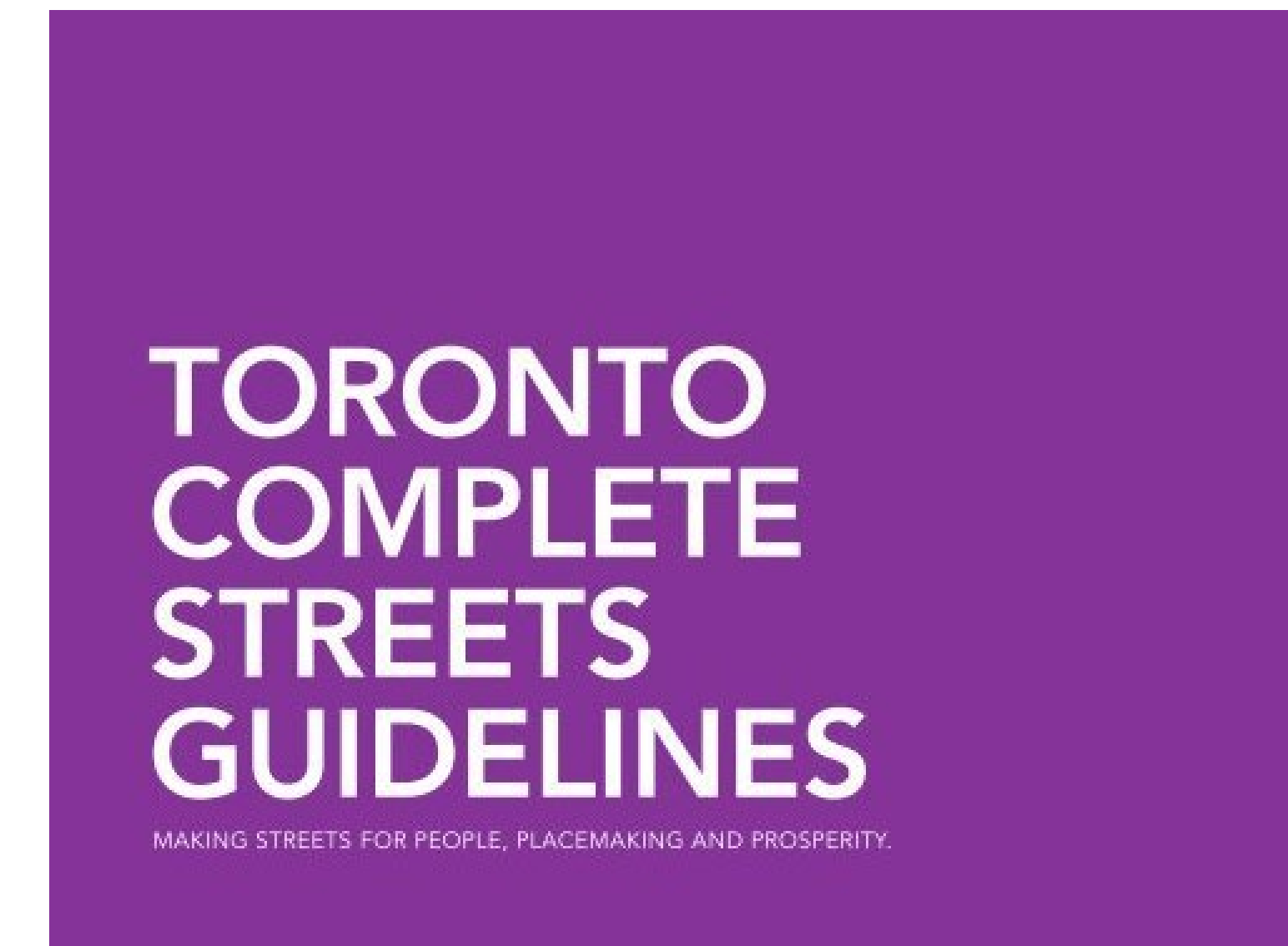
Waterfront Transit Reset



Cycling Network Plan



Complete Streets



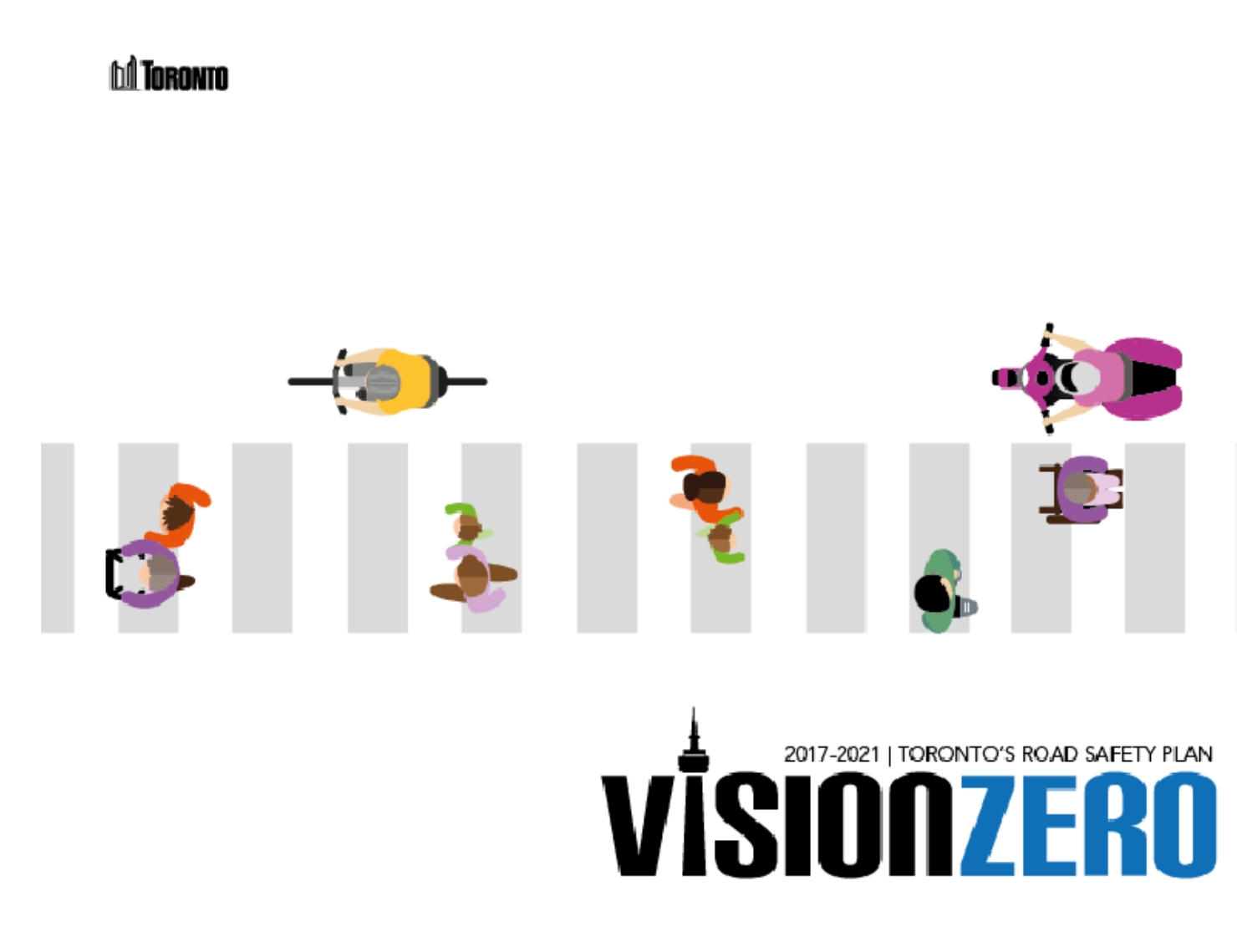
Green Streets



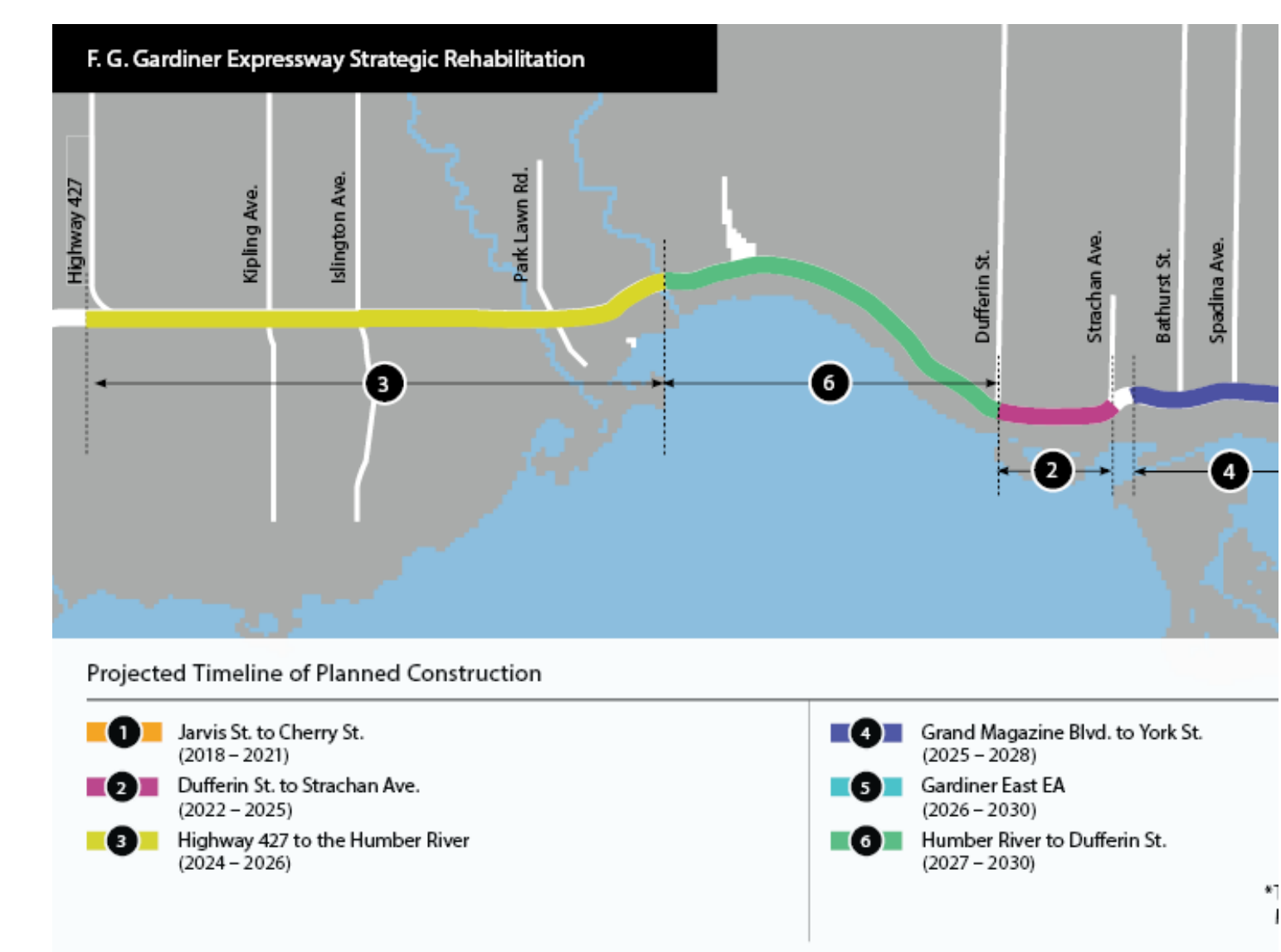
Congestion Management Plan



Vision Zero



Gardiner Rehabilitation Strategy

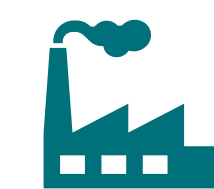


BACKGROUND AND TECHNICAL STUDIES

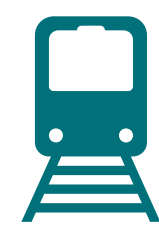
The following technical studies will inform the evaluation of alternatives to help identify the preferred design. These studies will also identify impacts and mitigation measures of the preferred design.



Traffic Assessment



Air Quality Impact Assessment



Rail Safety Strategy



Arborist Report & Tree Preservation Plan



Archaeological Assessments



Contaminated Site Assessments



Built and Cultural Heritage



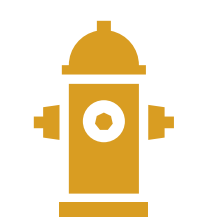
Environmental Impact Studies



Socio-Economic Assessment



Geotechnical and Hydrogeological Studies



Civil and Utilities
Investigations



Noise and Vibration Impact Study



Stormwater Management and
Functional Servicing Reports



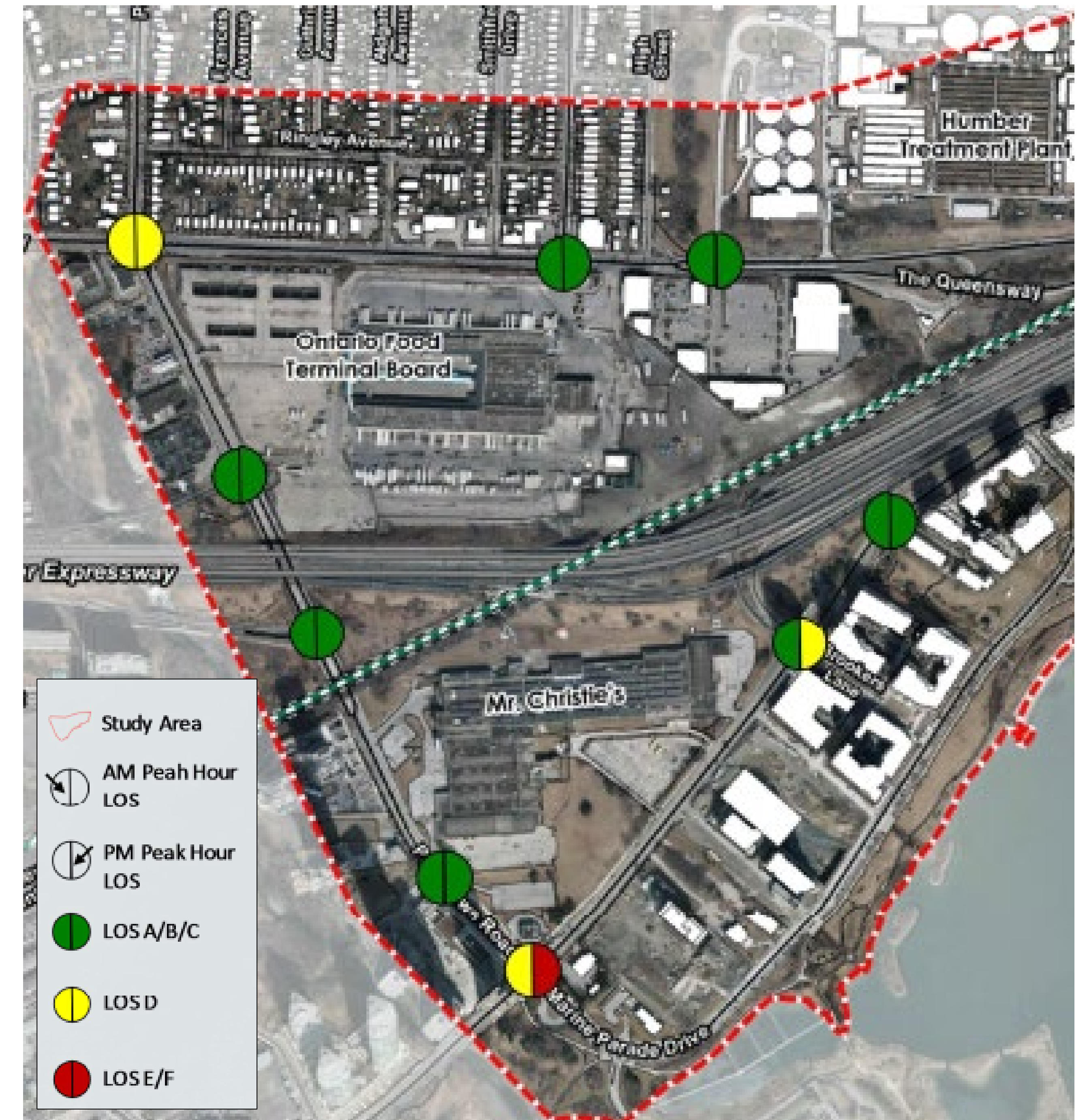
Pedestrian Level Wind Study

EXISTING TRAFFIC CONDITIONS

- Area street network experiences congestion during peak hours
- Few route options are available, particularly north-south crossings of Gardiner Expressway and rail corridor
- Most intersections operate with acceptable operations overall
- Some intersections have critical movements (LOS E or worse), which are listed below:

Existing (2019) Peak Hour – Critical Movements

Intersection	Movement	LOS – AM (PM)
Park Lawn & Lake Shore	Westbound Through	D (F)
	Northbound Left/Through	E (D)
	Southbound Left	E (E)
	Southbound Right	F (E)
Park Lawn & The Queensway	Westbound Left	E (F)
	Northbound Left	F (D)
	Northbound Through	D (E)
	Northbound Right	F (D)
	Southbound Left	E (E)
	Southbound Through/Right	E (E)
	Park Lawn & Gardiner Ramp South	Eastbound Right
Lake Shore & Gardiner Ramp / Brookers Lane	Southbound Right	C (E)



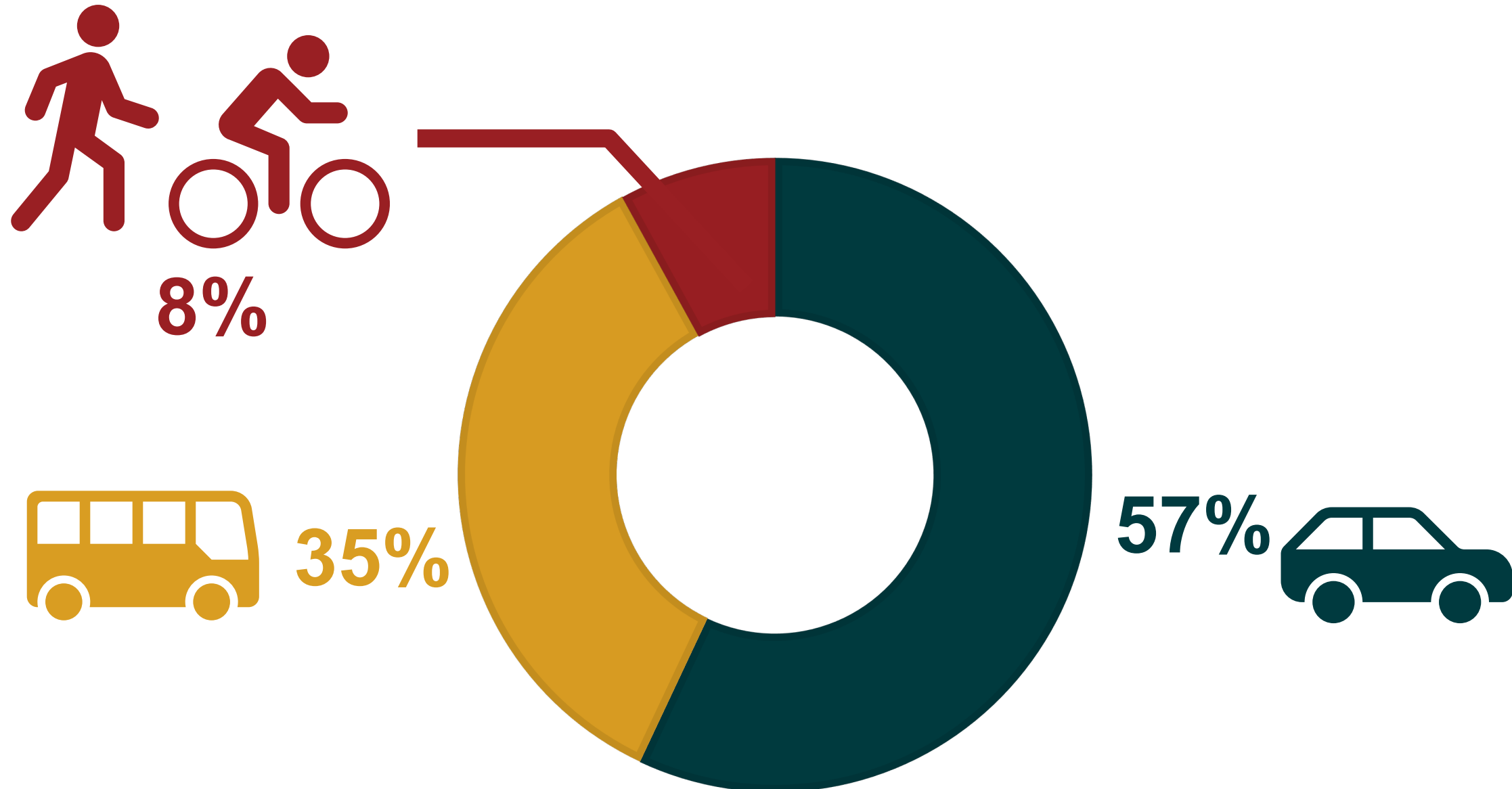
Note: LOS = Level of Service

LOS D is generally a delay greater than 30 seconds

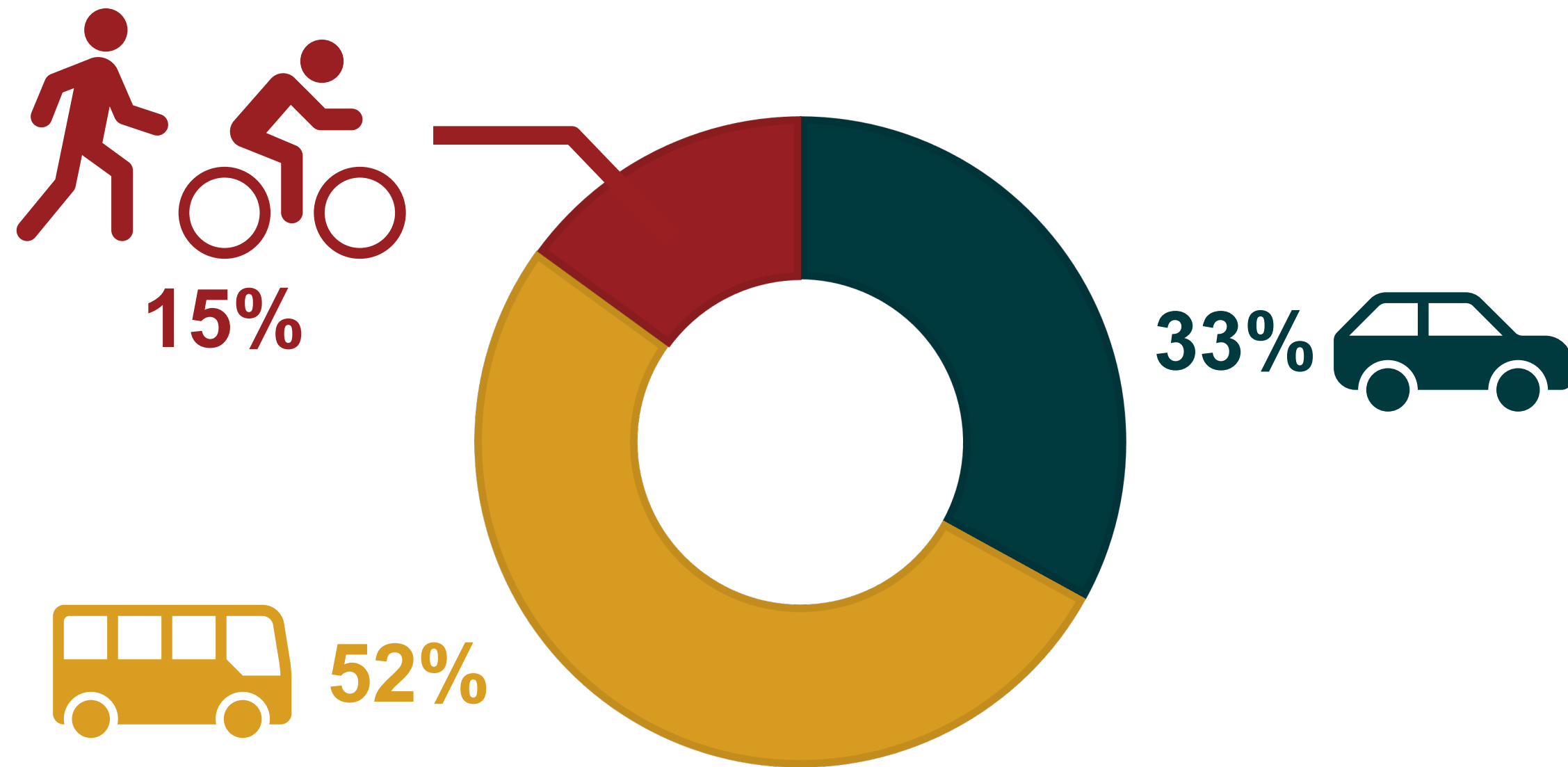
LOS F is generally a delay greater than 60 seconds

EXISTING AND FUTURE TRAVEL MODE SPLIT

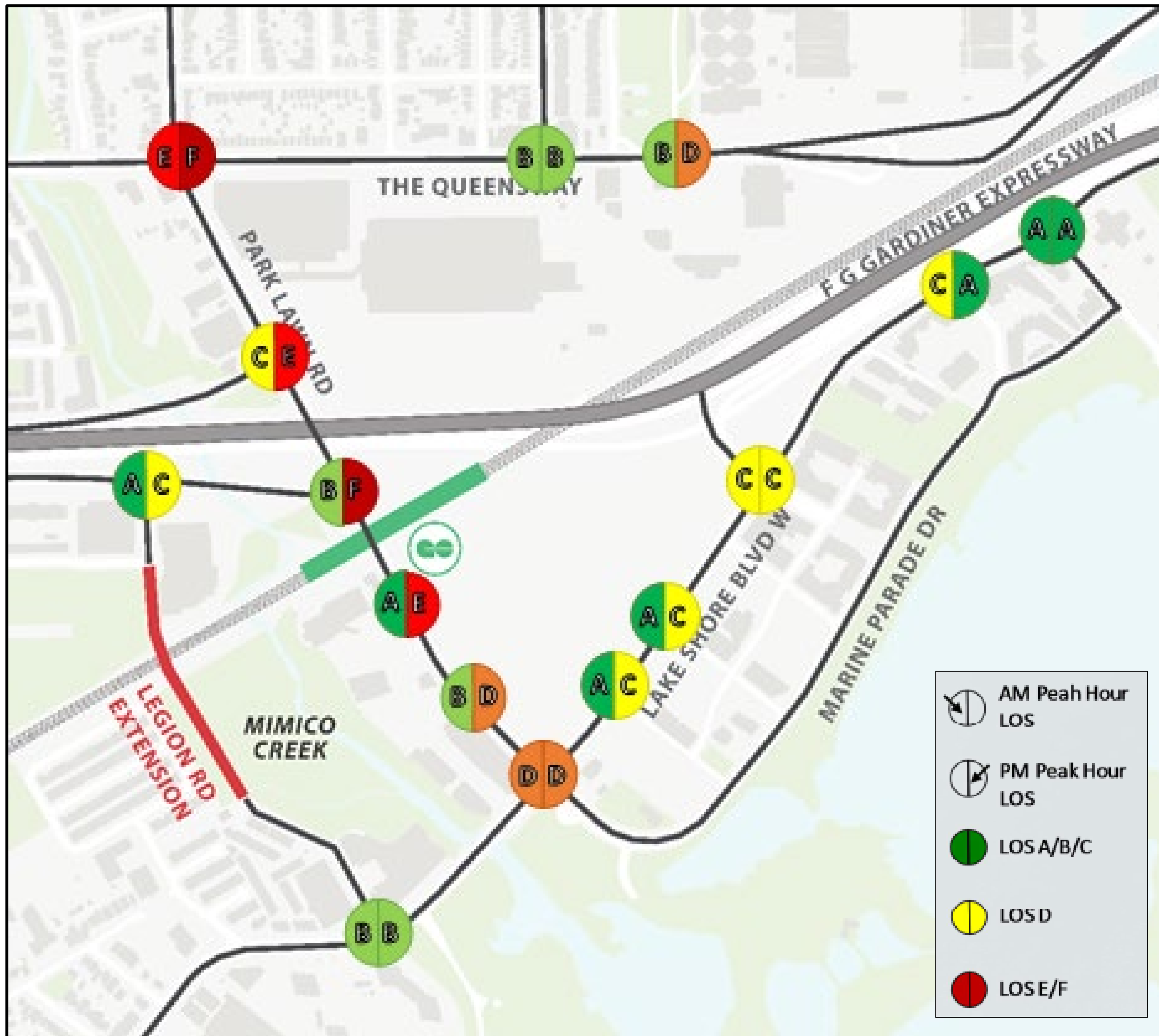
Existing



Future



FUTURE 2041 TRAFFIC CONDITIONS



Future "Do Nothing" Network



Preferred TMP Network

ENVIRONMENTAL AND CULTURAL CONTEXT

Natural Environment

- Located between the Humber River and Mimico Creek
- Study area includes parts of Toronto's Natural Heritage System, TRCA Regulated Areas, and the Ravine and Natural Features protection policy
- Typical vegetation communities are mixed meadow and thicket, which are tolerant to urban conditions
- Some habitats for species of concern are present in the study area

Cultural Heritage

- Seven (7) nearby built heritage resources, including several bridges and ramp structures, and the former Mr. Christie's bakery site

Archaeology

- No archeological potential is present in the study area, based on a Stage 1 Archaeological Assessment completed in January 2023.



Terrestrial Natural Heritage Features (LEA, 2023)

FEEDBACK: EXISTING AND FUTURE CONDITIONS

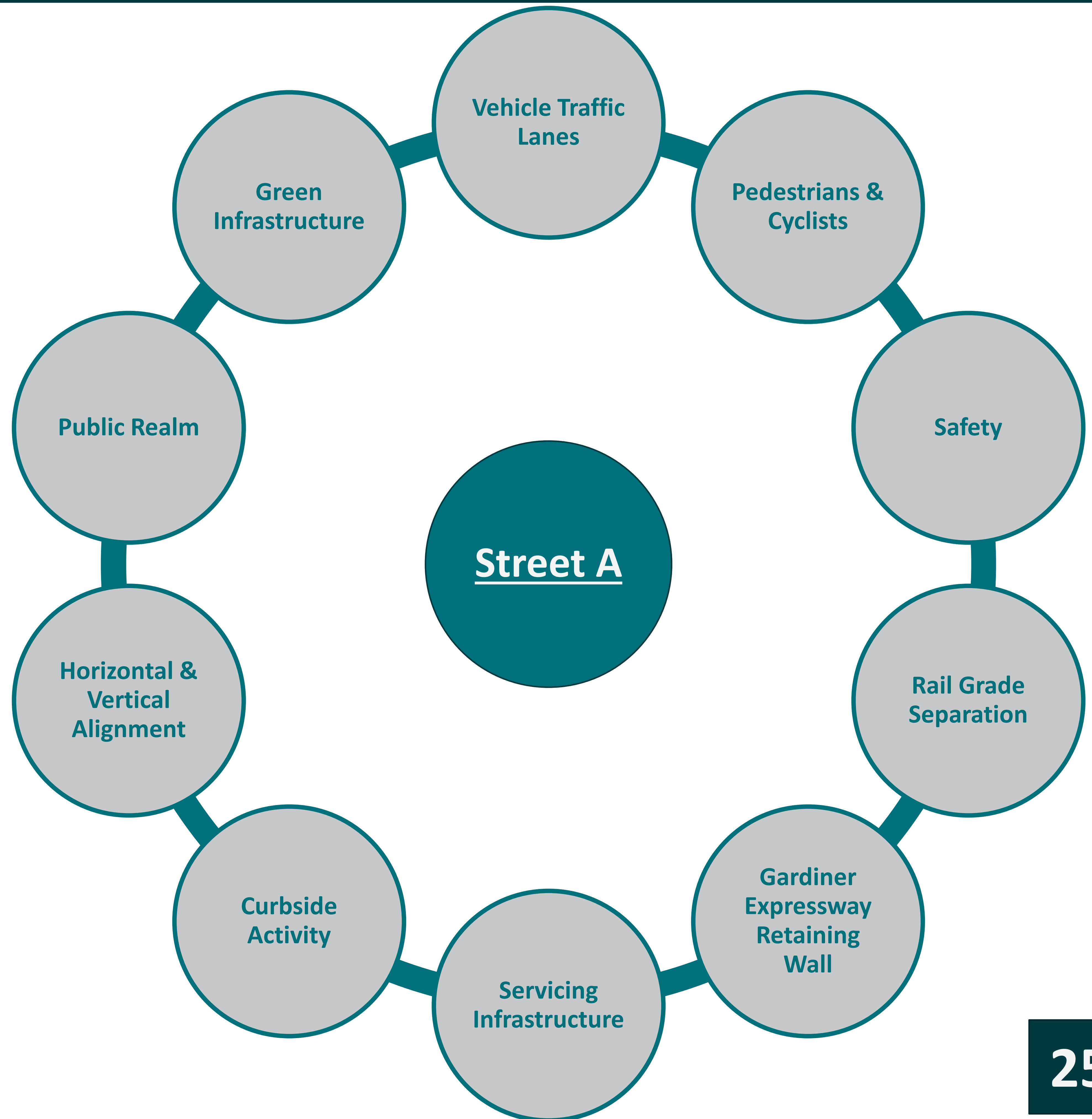
What are the key elements that should be considered in the existing and future conditions?

What other existing conditions would you like to see reviewed?

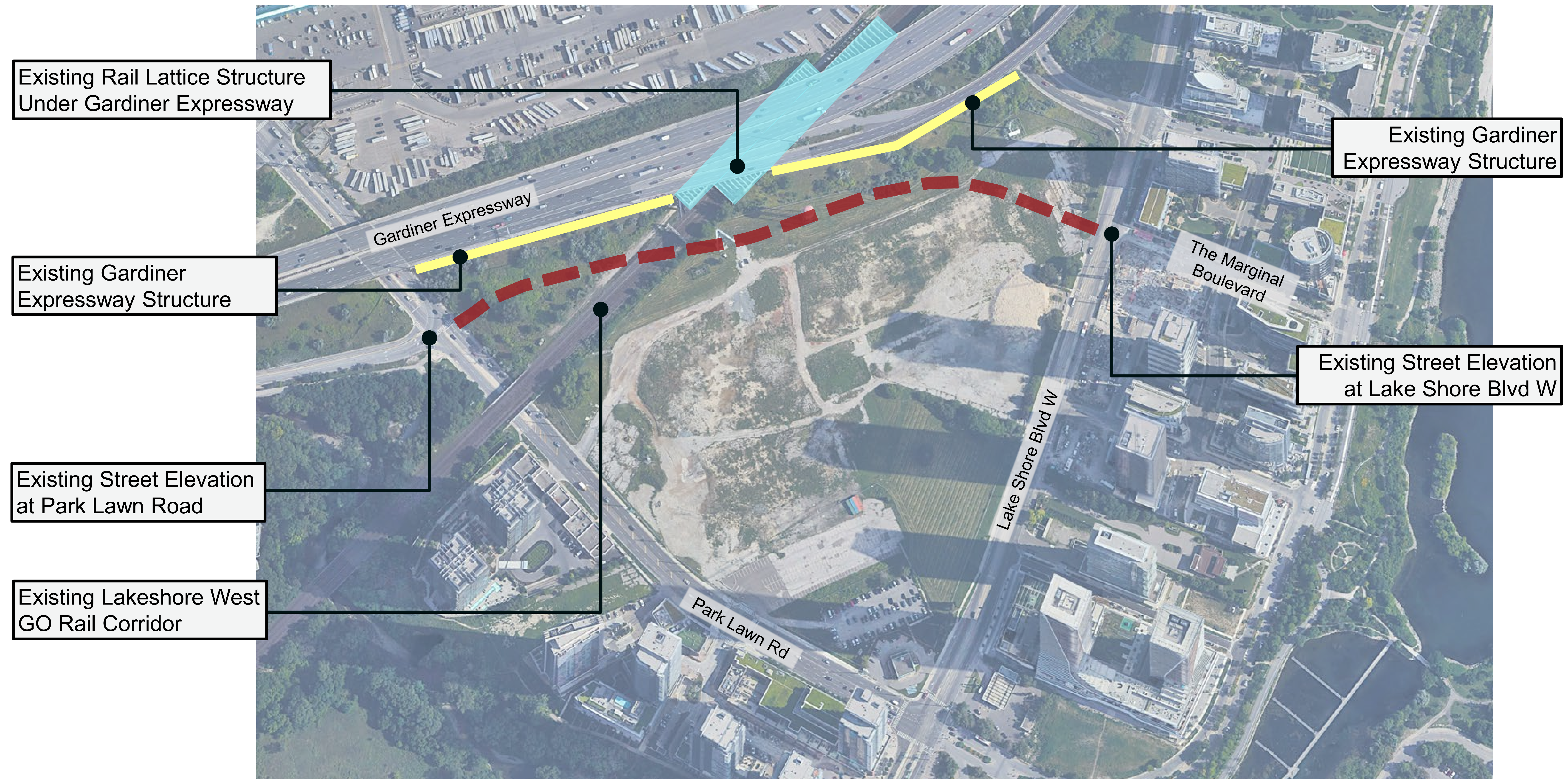
STREET A MCEA – DEVELOPING DESIGN ALTERNATIVES

KEY DESIGN CONSIDERATIONS

- The Street A Design Alternatives are building on the high-level objectives and Preferred TMP Network previously established for the Park Lawn Lake Shore TMP.
- Several additional design considerations are also being incorporated as part of developing a variety of Design Alternatives for the street and rail grade separation.
- Design Alternatives will then be evaluated using a holistic evaluation framework of criteria.



DESIGN CONSIDERATIONS – ALIGNMENT & PROFILE



DESIGN CONSIDERATIONS – STRUCTURAL

Rail Grade Separation

- The TMP identified the need for a grade separation structure at the rail corridor.
- The Street A EA study has reviewed structure types as part of developing design alternatives.
- Given area constraints, an underpass is the only viable solution. An overpass or tunnel are not feasible due to steep grade changes and the Gardiner lattice structure.
- Potential underpass construction methods will be explored further in the Street A EA as part of developing the preferred design alternative.

Criterion	Option 1	Option 2	Option 3
	Overpass	Underpass	Tunnel
Acceptable Street Slope	✗	✓	✗
Integration with Development and GO Station	✗	✓	✓
Capacity for Future Rail Corridor Expansion	✗	✓	✓
Risk of Disruption to Rail Corridor	✓	✓	⚠
Minimize Impact to Gardiner Structure	✗	✓	✗
Overall Technical Feasibility (Pass/Fail)	✗	✓	✗

Retaining Wall

- A retaining wall is required in order to support the elevation difference between the Gardiner Expressway and the proposed Street A
- The proposed retaining wall will need to consider:
 - Soil conditions
 - Existing Gardiner Expressway infrastructure
 - Proposed underpass
 - Proposed Street A design
- Potential heights between 1.8m and 12m
- Key objective is to minimize wall height as much as possible while maintaining functionality
- Smooth tie-in to grade separation structure

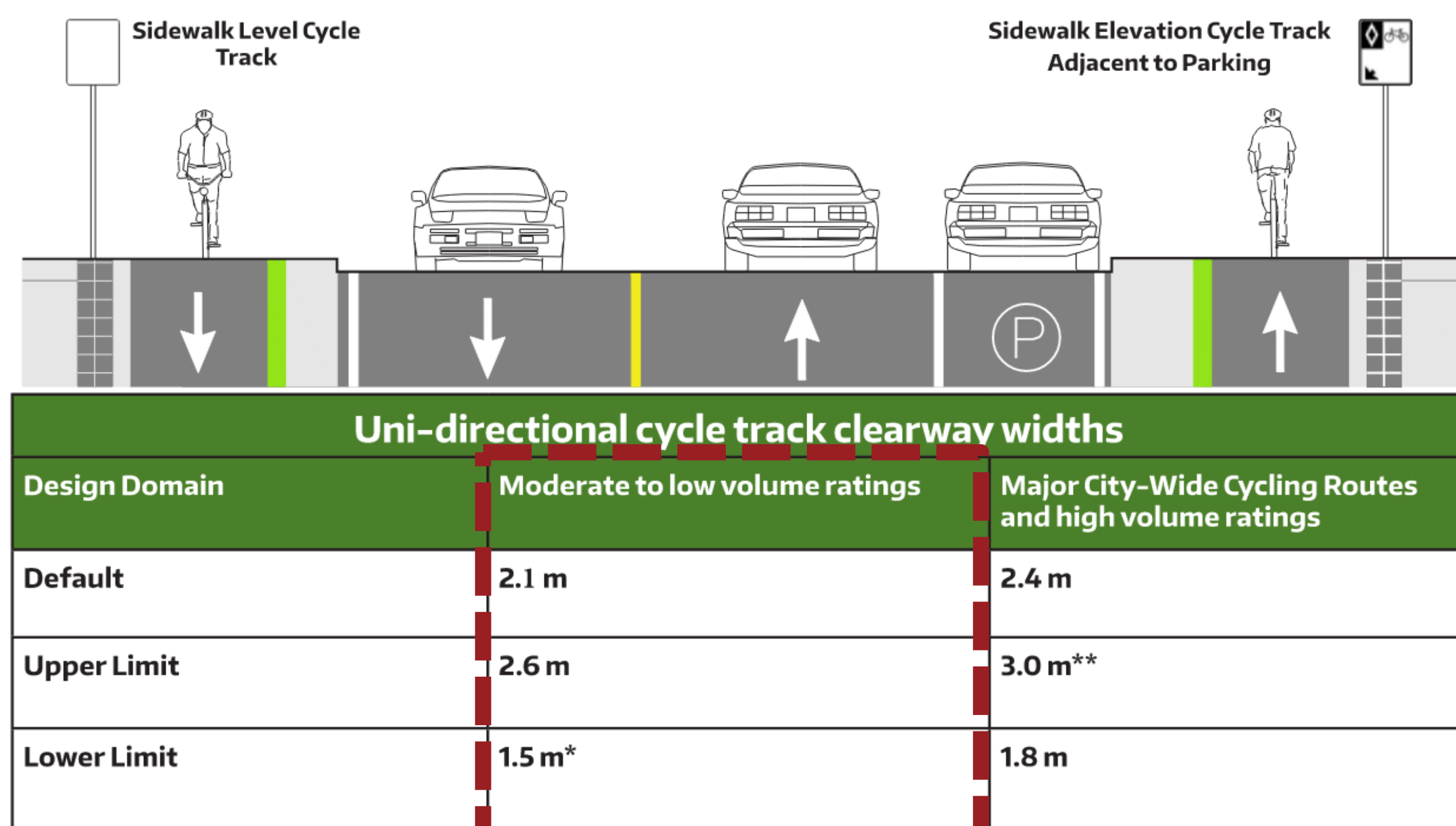


DESIGN CONSIDERATIONS – CYCLING

- Street A is an important cycling route in the area network, overcoming physical barrier of rail corridor
- Key cycling destinations are proposed along Street A (example: GO Station, school, and housing)
- TMP recommended one-way cycle tracks on both sides of the street, within the boulevards
- Focus on cyclist safety: physically-separated facility, protected intersections, buffers from roadway, parked vehicles, and pedestrians

Location of Sidewalk and Cycle Track

- Considering safety, the layout, width and separation of the sidewalk and cycle track will be considered
- As a principle, sidewalk and cycle track will achieve Complete Streets and Vision Zero design principles



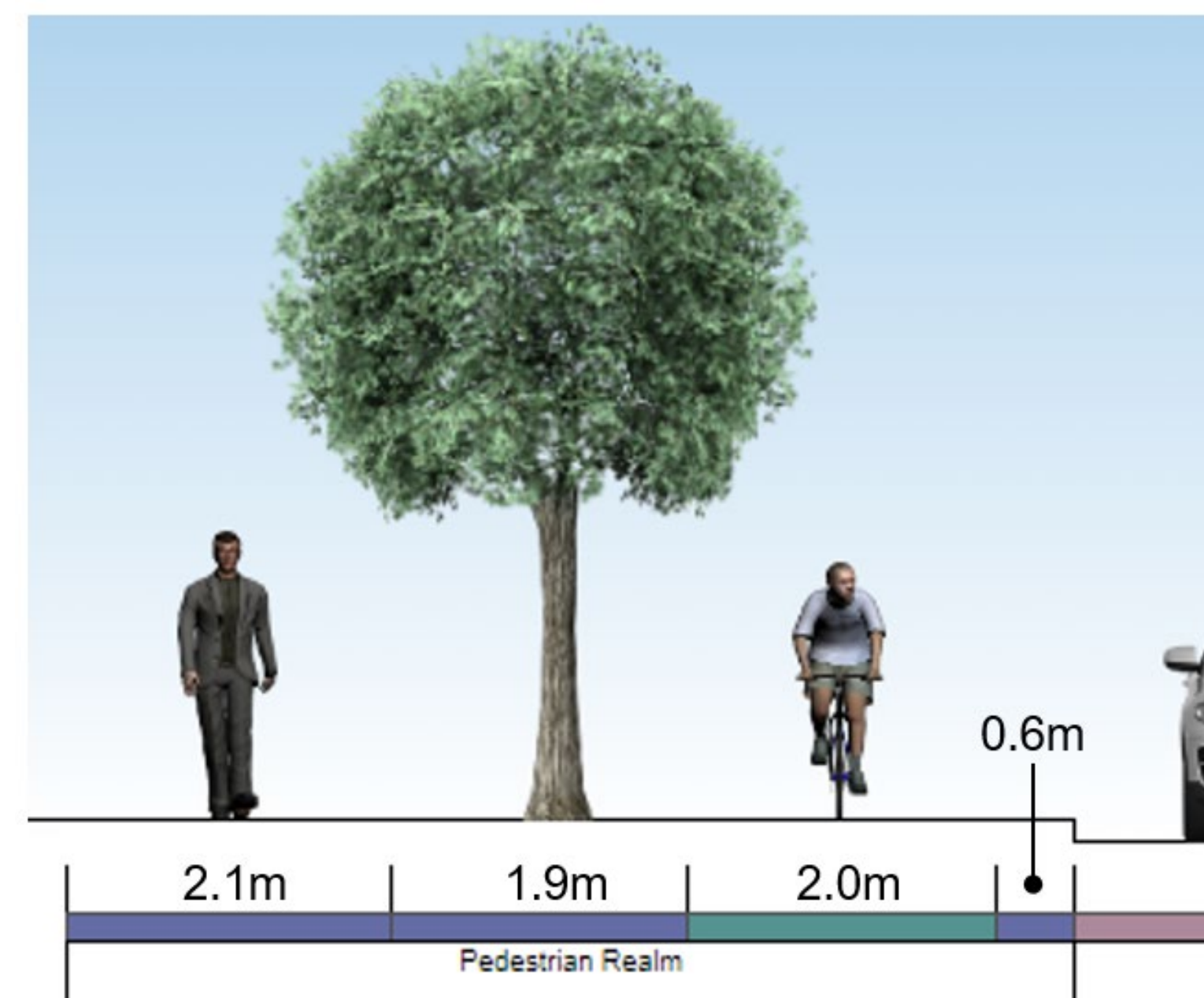
A cycle track with a 1.5m must have an additional 0.3 m of clearway from the buffer for a total of 1.8 m of clearway for snow plows
 **Additional measures may be required to prevent motorists from mistaking the cycle track for a travel lane

City of Toronto On-Street Bikeway Design Guidelines (2023)

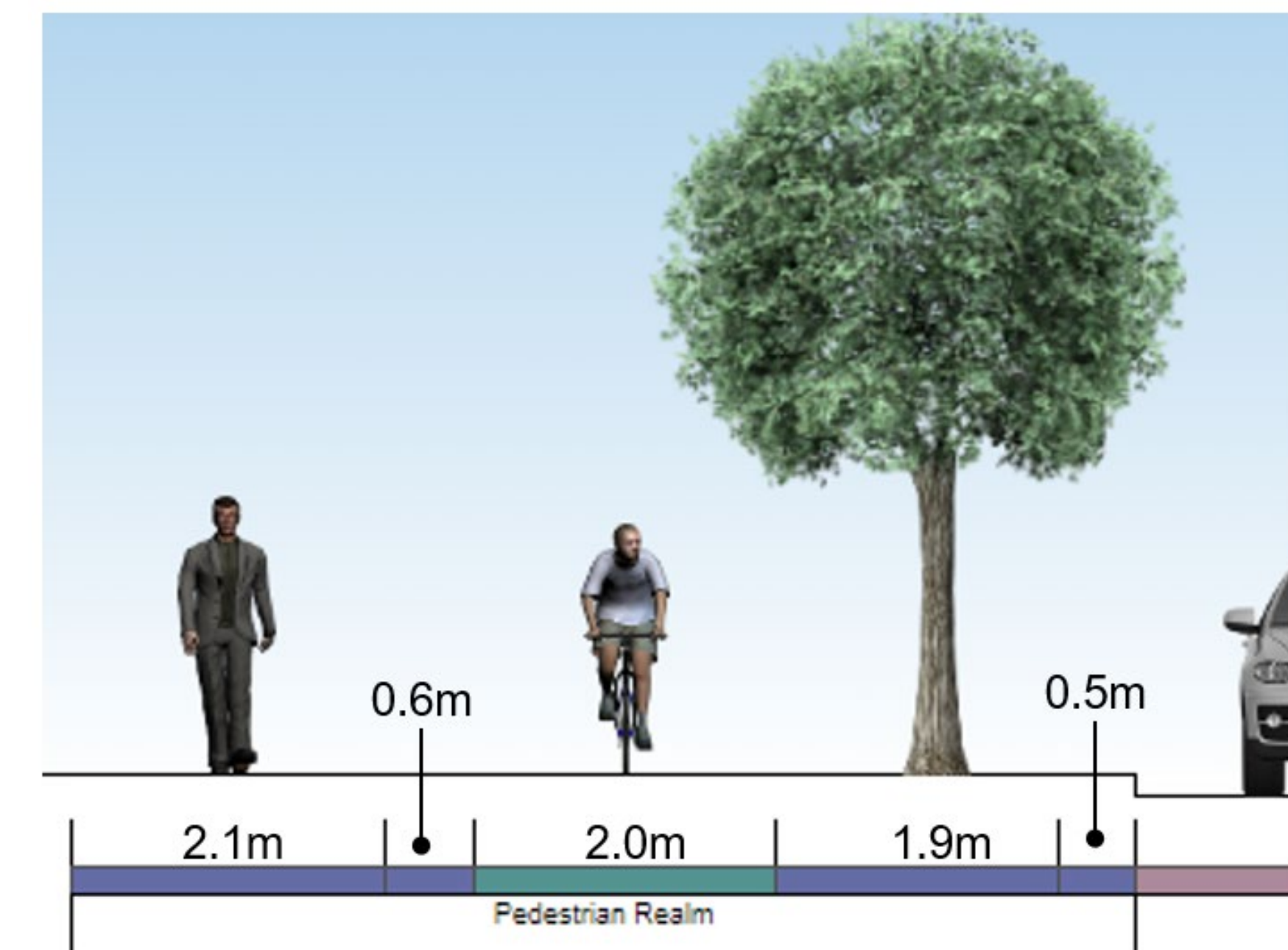
Considering ideal minimum widths of:

- Sidewalk: 2.1m
- Cycle Track: 2.0m
- Tree zone: 1.9m
- Buffer between cyclists/pedestrians or cyclists/vehicles: 0.6m (1.0m beside parking lane)

Between vehicle lanes and tree zone (6.6m)

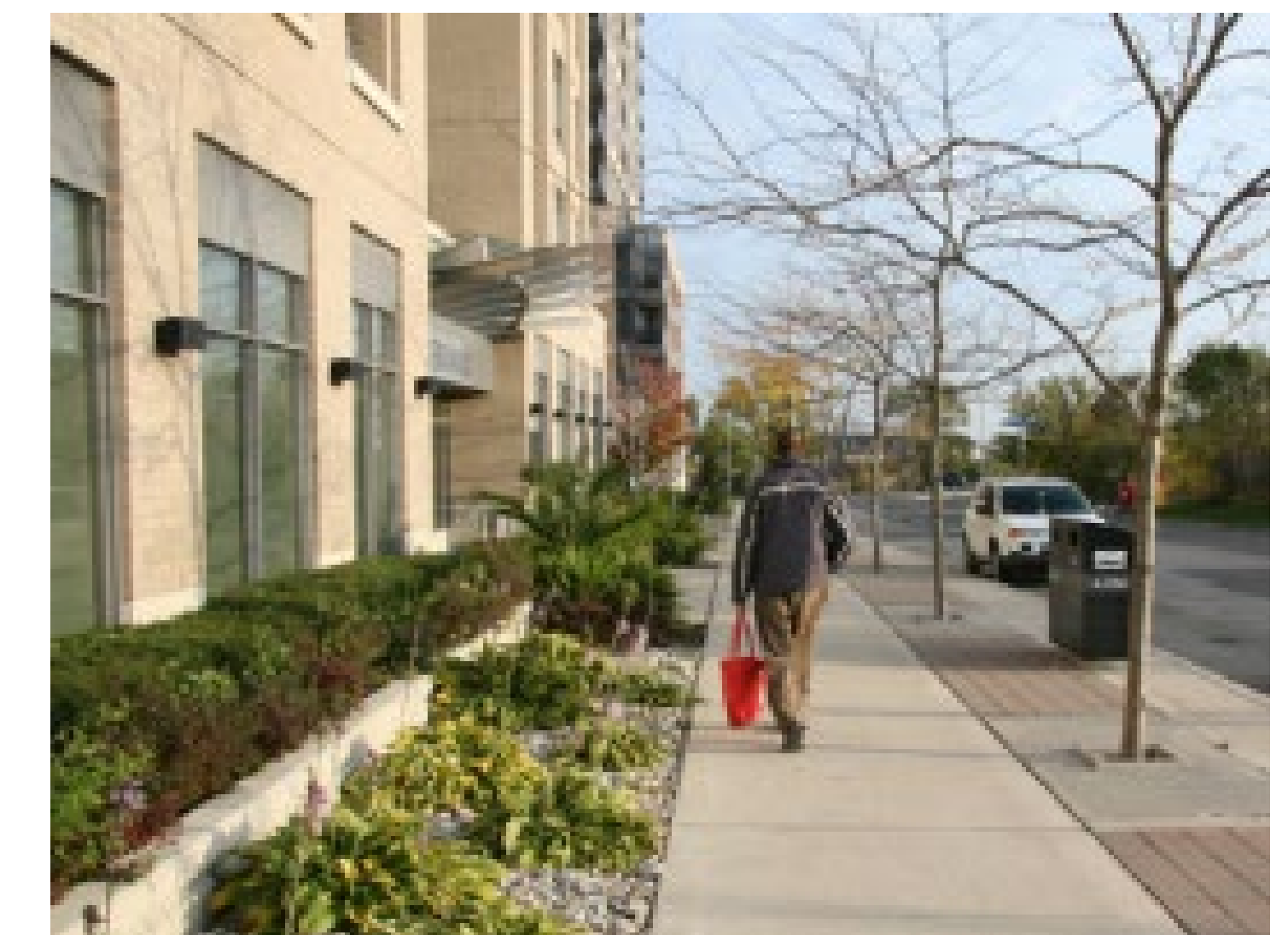


Between sidewalk and tree zone (7.1m)



DESIGN CONSIDERATIONS – PEDESTRIANS

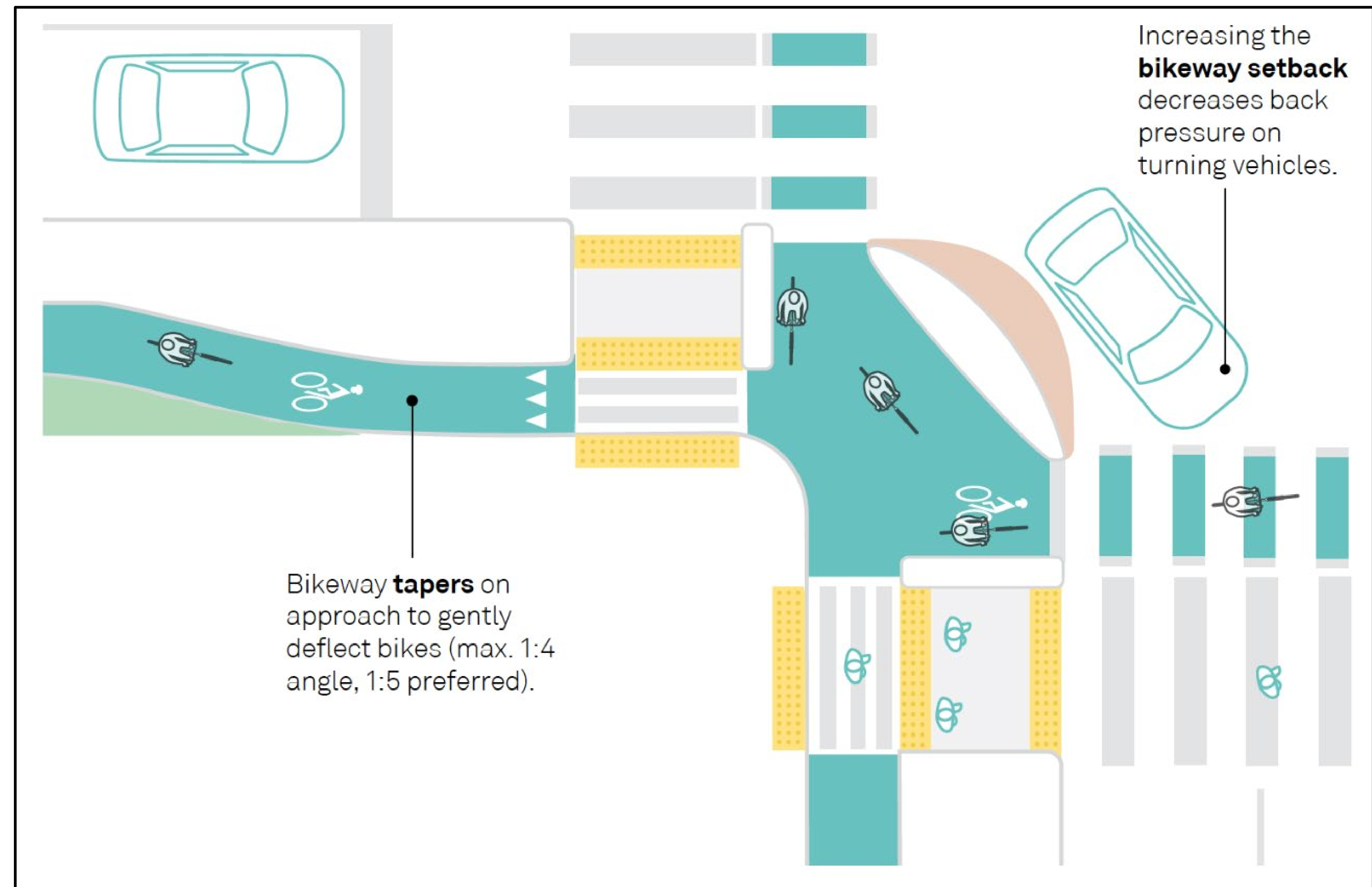
- Street A provides an important pedestrian connection across the rail corridor, providing more permeability for people to get to the waterfront and other destinations in the area and new community facilities proposed within the Christie's development site.
- The City requires a minimum, unobstructed pedestrian sidewalk of 2.1m, from an accessibility perspective.
- Wider, unobstructed sidewalks above the City's minimum are provided where possible and particularly where pedestrian volumes are anticipated to be high, in areas adjacent to barriers (e.g. underpasses) and along streets with a lot of retail and restaurant uses at street level.
- Additional space is also needed to accommodate other pedestrian amenities (e.g. furnishings) and green infrastructure (e.g. trees, plantings, bioswales etc.)



DESIGN CONSIDERATIONS – SAFETY

Street A will be designed with features to ensure improved safety, especially for the most vulnerable road users, including:

- Lower design speed (eg, 40 km/h)
- Minimum vehicle lane widths and corner radii to reduce vehicle speeds
- Protected intersections with bikeway setbacks and corner islands for increased protection for cyclists
- Truck turning aprons
- Curb bump-outs
- Tactile Walking Surface Indicators for improved accessibility



DESIGN CONSIDERATIONS – VEHICLE TRAFFIC LANES

- The Park Lawn Lake Shore TMP included Street A with four vehicle traffic lanes.
- Additional design and traffic modelling analysis was undertaken in the TMP that identified the potential to reduce Street A to two traffic lanes, with limited impacts on overall area traffic network performance.
- The Street A EA will undertake additional design work and traffic analysis to determine the number of traffic lanes, as part of the comprehensive and holistic evaluation framework.



Jameson Avenue
Two traffic lanes with on-street parking on one side



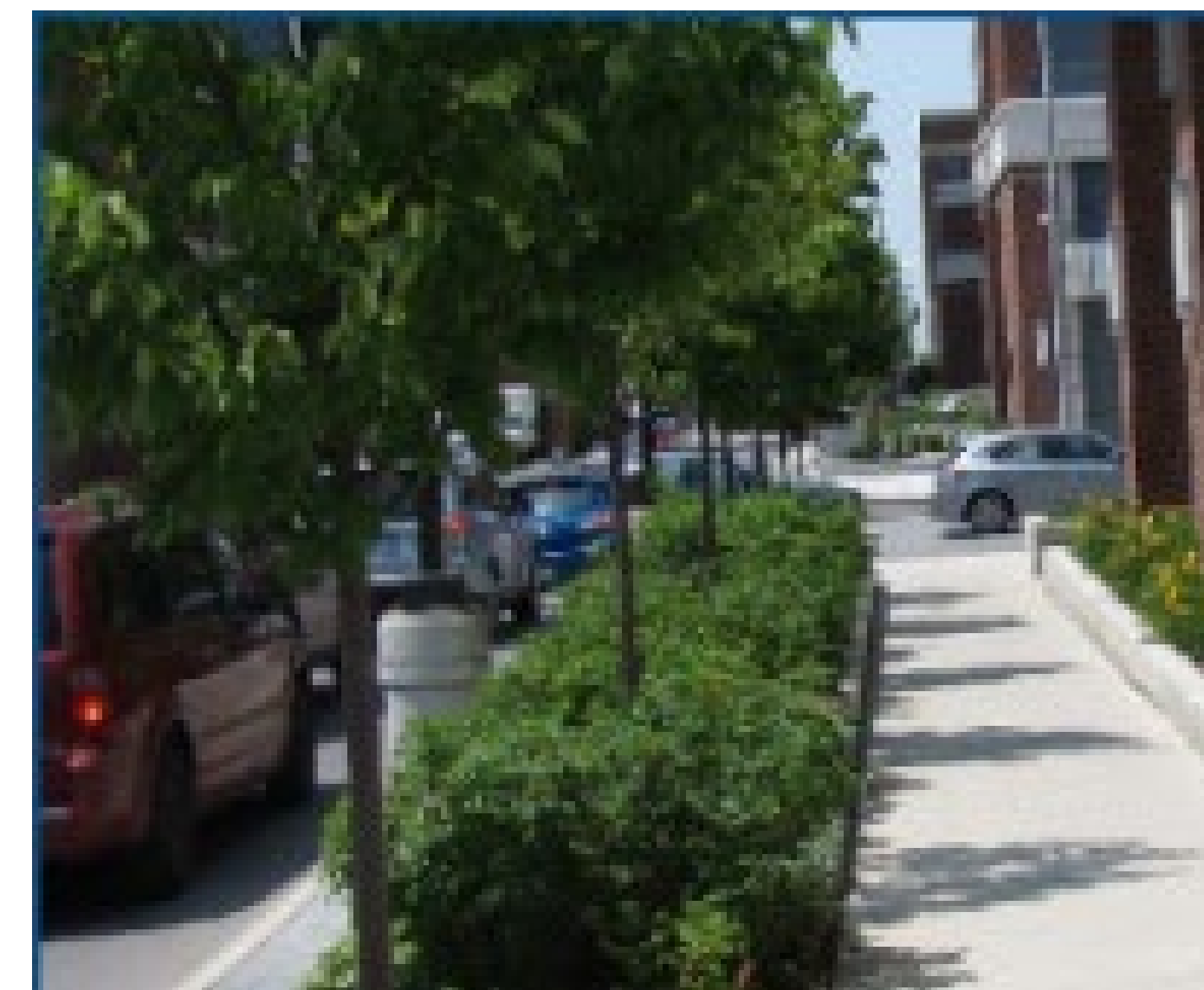
Islington Avenue
Four traffic lanes, off-peak parking in curb lane on both sides



Royal York Road
Two traffic lanes, bike lanes, and some parking lay-bys on either side of the street

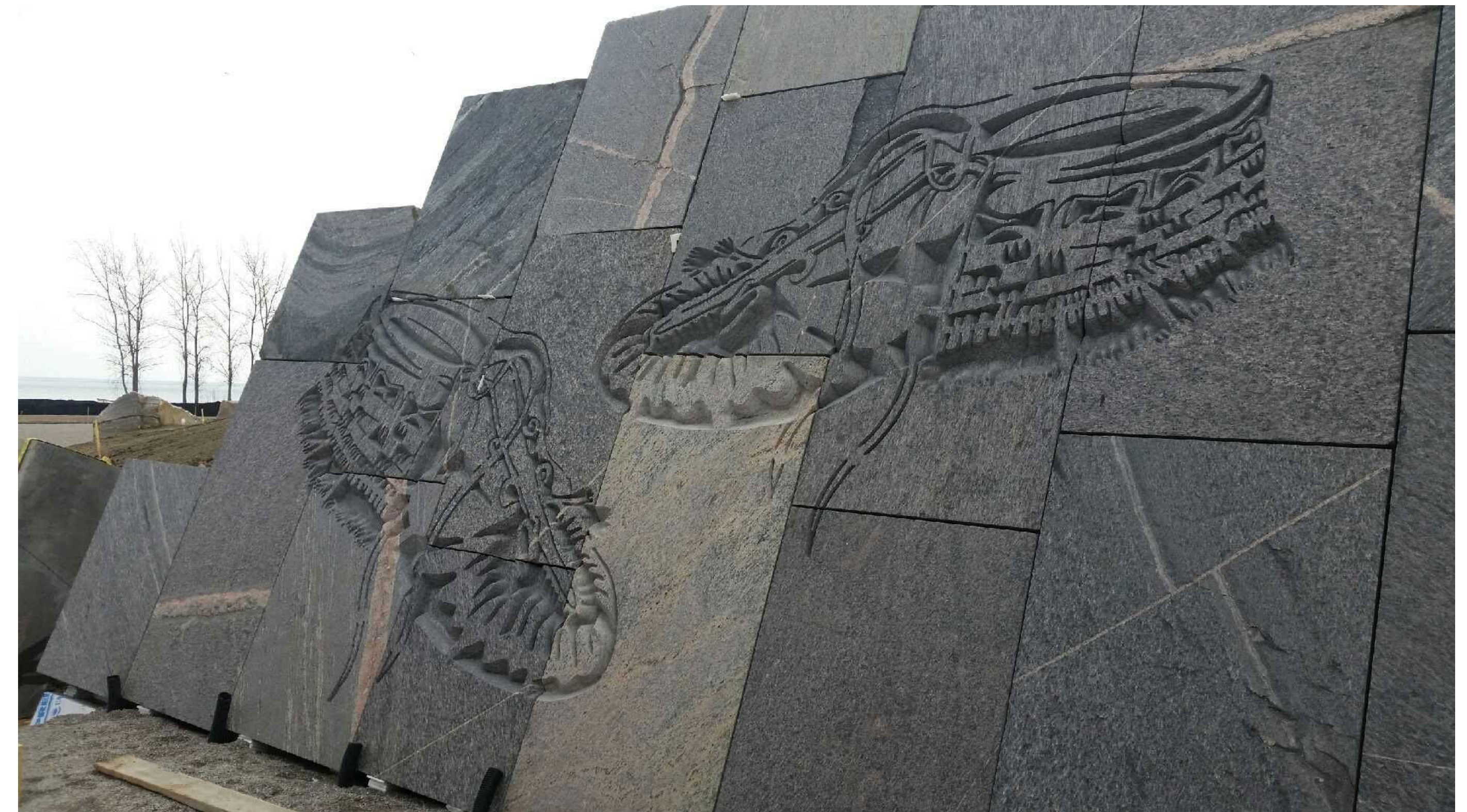
DESIGN CONSIDERATIONS – GREEN INFRASTRUCTURE

- Green infrastructure elements help enhance the City’s urban forest, absorb and treat stormwater runoff within the right-of-way, mitigate urban heat island effects, and improve air and water quality.
- Potential green infrastructure elements include:
 - Continuous soil trenches and underground soil cells
 - Bio-retention cells and planters
 - Rain gardens
 - Bio-swales
 - Permeable pavement
- Underground soil cells, in particular, help provide the necessary soil volumes to promote growth of large street trees.



DESIGN CONSIDERATIONS – PLACE-MAKING & PLACE-KEEPING

- Opportunities for Indigenous place-keeping and place-making will be explored in the Street A EA, in collaboration with interested Indigenous Communities.
- Potential Indigenous place-keeping or place-keeping features include:
 - Language and symbols (ex. Moccasin Identifier Project, Toronto)
 - Public art (ex. murals or monuments)
 - Places for gathering (ex. Spirit Garden and Gathering Circle, Thunder Bay)
 - Native plants and water elements
 - History and Information



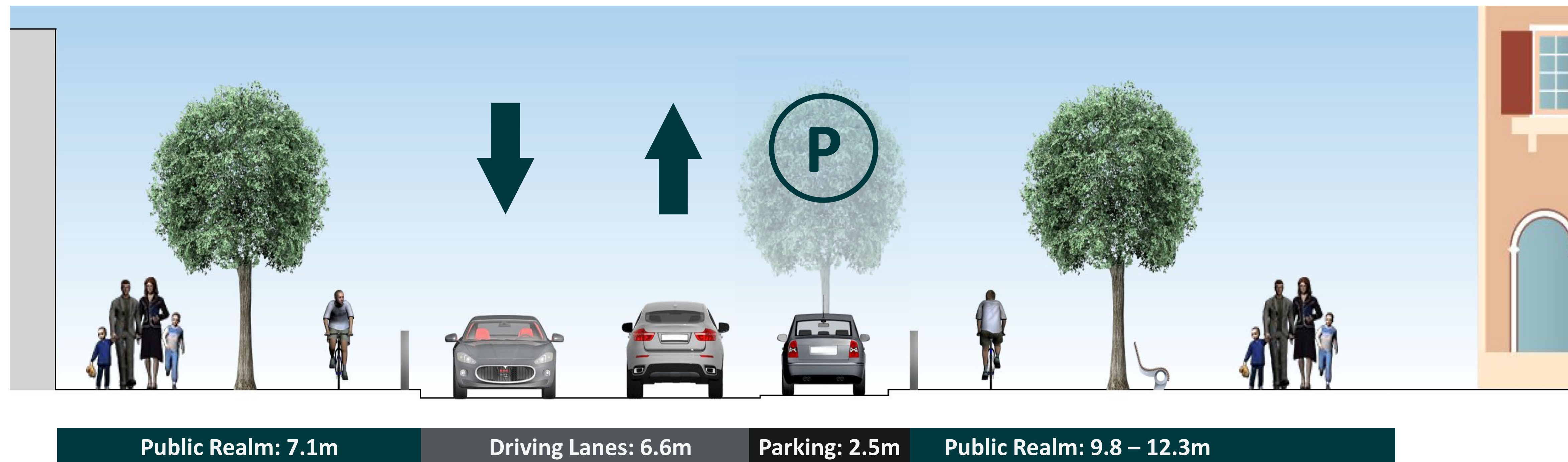
FEEDBACK: DESIGN CONSIDERATIONS

Which design considerations are the most important?

Which design considerations are the least important?

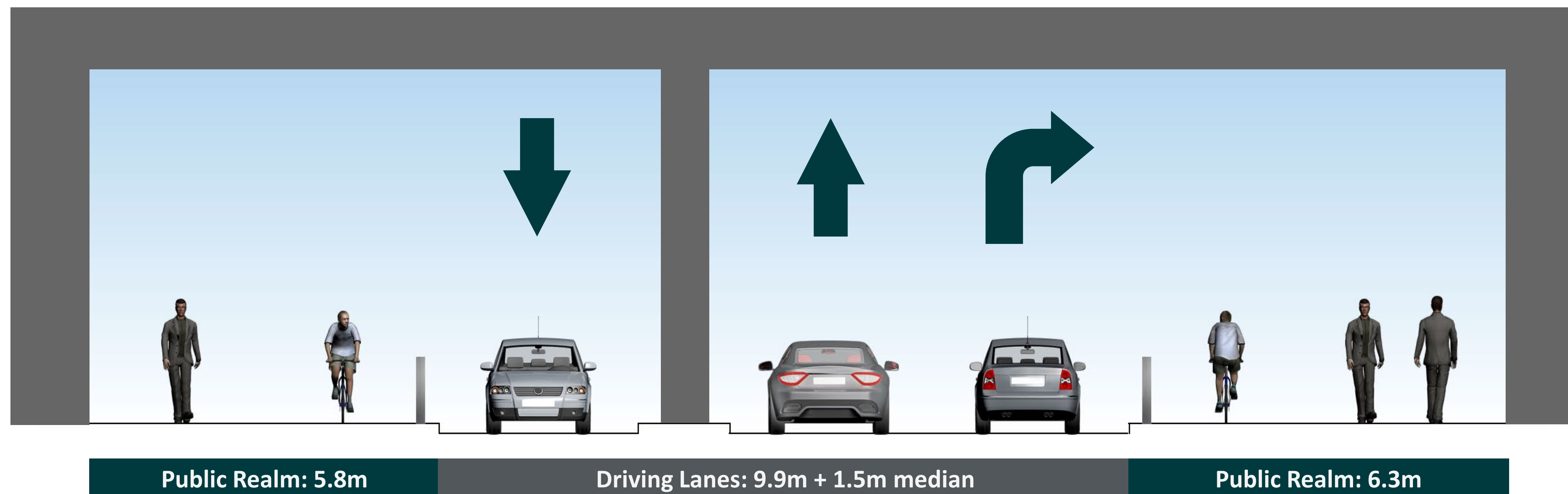
STREET A MCEA – PRELIMINARY DESIGN ALTERNATIVES

DESIGN ALTERNATIVE 1 – TWO TRAFFIC LANES (26m ROW)



Key Design Features

- 26m right-of-way width, 23.5m at underpass
- Two traffic lanes + turning lanes
- One-way cycle tracks on both sides, width reduced to 1.8m at underpass
- Sidewalks on both sides, up to 3m wide
- Some dedicated vehicle lay-by spaces
- More space for public realm and green infrastructure (i.e. tree plantings, sidewalk amenities)

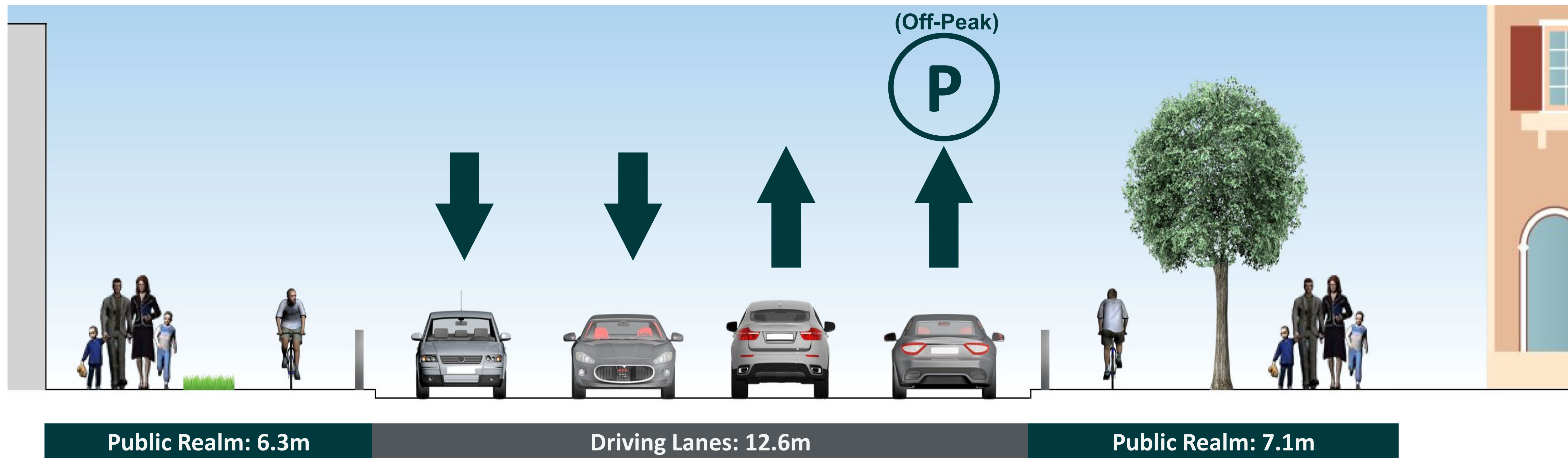


FEEDBACK: ALTERNATIVE 1

What are your thoughts on Alternative 1? Which features do you like?

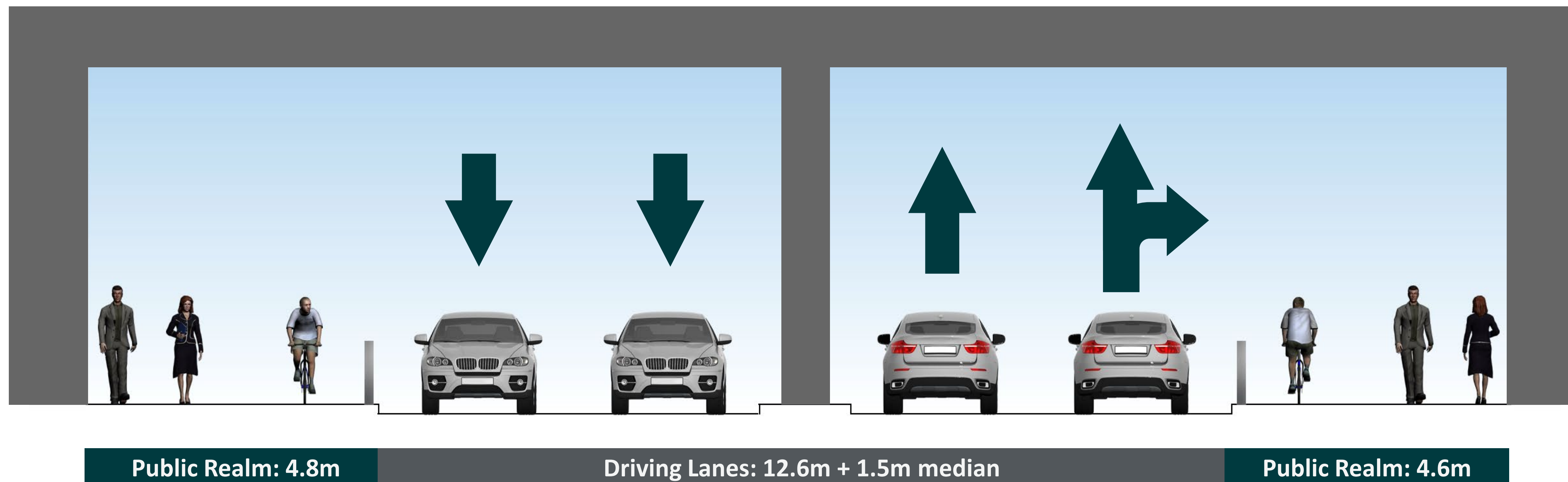
Which features would you change?

DESIGN ALTERNATIVE 2 – FOUR TRAFFIC LANES (26m ROW)



Key Design Features

- 26m right-of-way width, 23.5m at underpass
- Four traffic lanes + turning lanes
- One-way cycle tracks on both sides, width reduced to 1.6m at underpass
- Sidewalks on both sides, 2.1 - 2.5m wide
- Off-peak on-street parking in curb lane
- Less space for public realm and green infrastructure (i.e. tree plantings, sidewalk amenities)

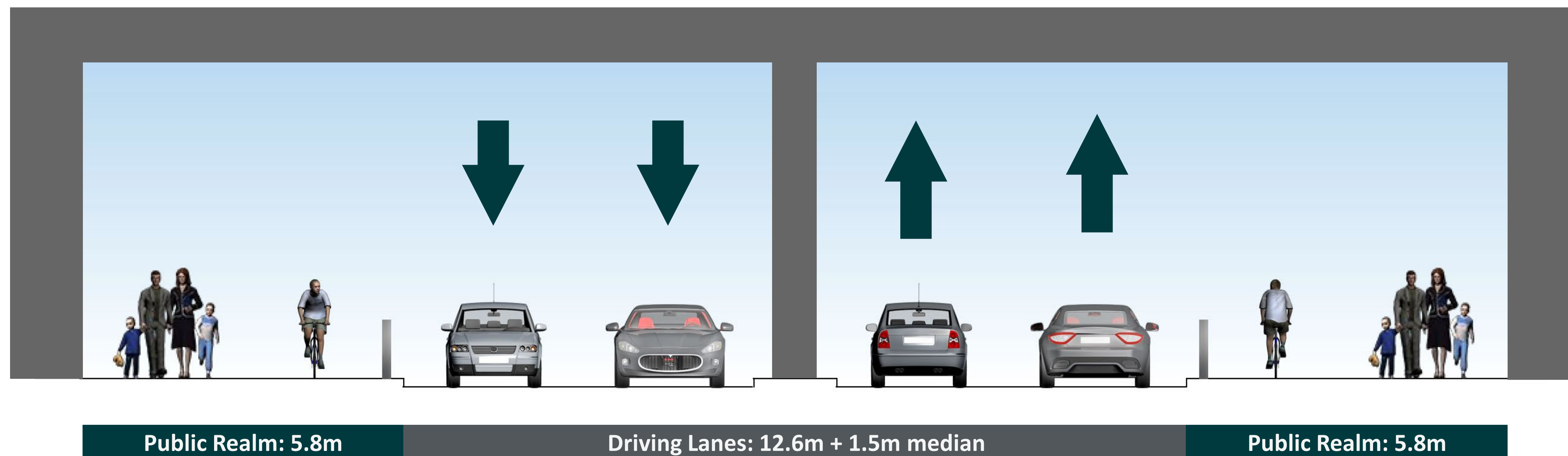
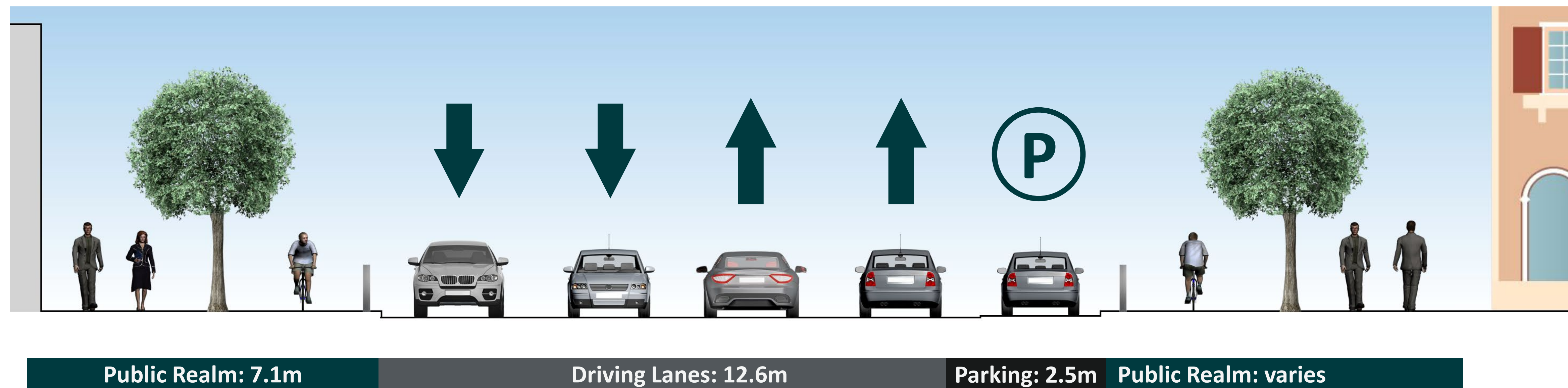


FEEDBACK: ALTERNATIVE 2

What are your thoughts on Alternative 2? Which features do you like?

Which features would you change?

DESIGN ALTERNATIVE 3 – FOUR TRAFFIC LANES (30m ROW)



Key Design Features

- Up to 30m right-of-way width
- Four traffic lanes + turning lanes
- One-way cycle tracks on both sides, standard 2m
- Sidewalks on both sides, standard 2.1m
- Some dedicated vehicle lay-by spaces
- More space for public realm and green infrastructure (i.e. tree plantings, sidewalk amenities)

FEEDBACK: ALTERNATIVE 3

What are your thoughts on Alternative 3? Which features do you like?

Which features would you change?

STREET A MCEA – DRAFT EVALUATION CRITERIA

DRAFT EVALUATION FRAMEWORK

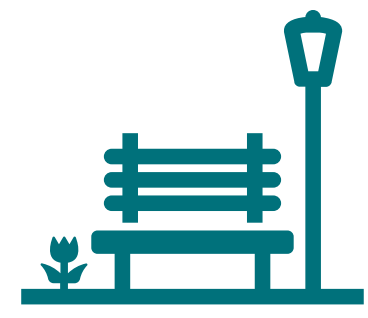
OBJECTIVES

EXAMPLE CRITERIA



Policy Frameworks

- Supports Official Plan policies, including Complete Streets
- Aligns with Vision Zero
- Supports MTSA goals
- Supports surrounding land uses



Safe & Healthy Communities

- Provides attractive, safe facilities for active transportation and recreation (i.e. minimizing crossing distances, providing comfortable pedestrian spaces in and around the underpass)
- Emergency vehicles



Mobility

- Provides a variety of safe and convenient modes of transportation
- Meets or exceeds minimum requirements for active transportation facilities and protected intersections (i.e. buffer space, snow storage space, etc.)
- Area traffic network performance
- Traffic infiltration impacts from Gardiner Expressway



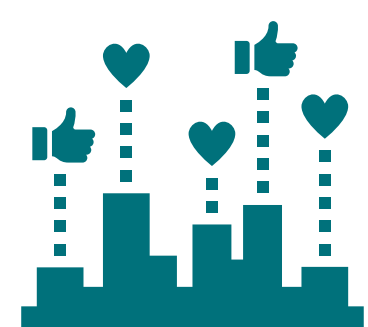
Natural Environment

- Minimizes harm to environmentally sensitive features
- Sufficient stormwater management and groundwater quality measures
- Minimizes impacts to air quality



Cultural Environment

- Provides opportunities to advance Truth and Reconciliation and reflects Indigenous culture
- Supports and protects key cultural elements identified through the TMP



Social Equity

- Facilitates access to destinations required in daily life (i.e. transit hub)
- Accessibility for users of all ages and abilities
- Accommodates pick-up and drop-off needs, including accessible transportation services (i.e. Wheel-Trans)



Economic & Financial Considerations

- Engineering feasibility and constructability
- Impacts to property and businesses
- Financial impacts

FEEDBACK: EVALUATION CRITERIA

Which evaluation criteria are most important to you?

Which evaluation criteria are least important to you?

Do you have any suggestions for evaluation criteria that should be used?

FEEDBACK / CONTACT US

Contact Us!

Email: StreetAEA@2150lakeshore.com

Chris Sidlar, MCIP, RPP
Vice President, Transportation
LEA Consulting Ltd.
40 University Avenue, Suite 503
Toronto, ON M5J 1T1
Tel: 416-572-1791

David J. Hunter, P. Eng
Senior Project Manager, Major Projects
Transportation Services, City of Toronto
100 Queen Street West (City Hall, Floor 22E)
Toronto, ON M5H 2N2
Tel: 437-779-7386

More Information and Project Updates:

Website: <https://www.2150lakeshore.com/street-a-ea>

Sign up for our email list: <https://forms.office.com/r/YaFSj7VAxh>



Provide your feedback:

Comment form: <https://forms.office.com/r/CXXKnXtFnu>

Please provide your comments through our virtual feedback form by July 22, 2023.

