

STREET A MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

PUBLIC CONSULTATION MEETING #2

JUNE 19, 2024

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 provide comments by email by July 19, 2024.

LAND ACKNOWLEDGEMENT

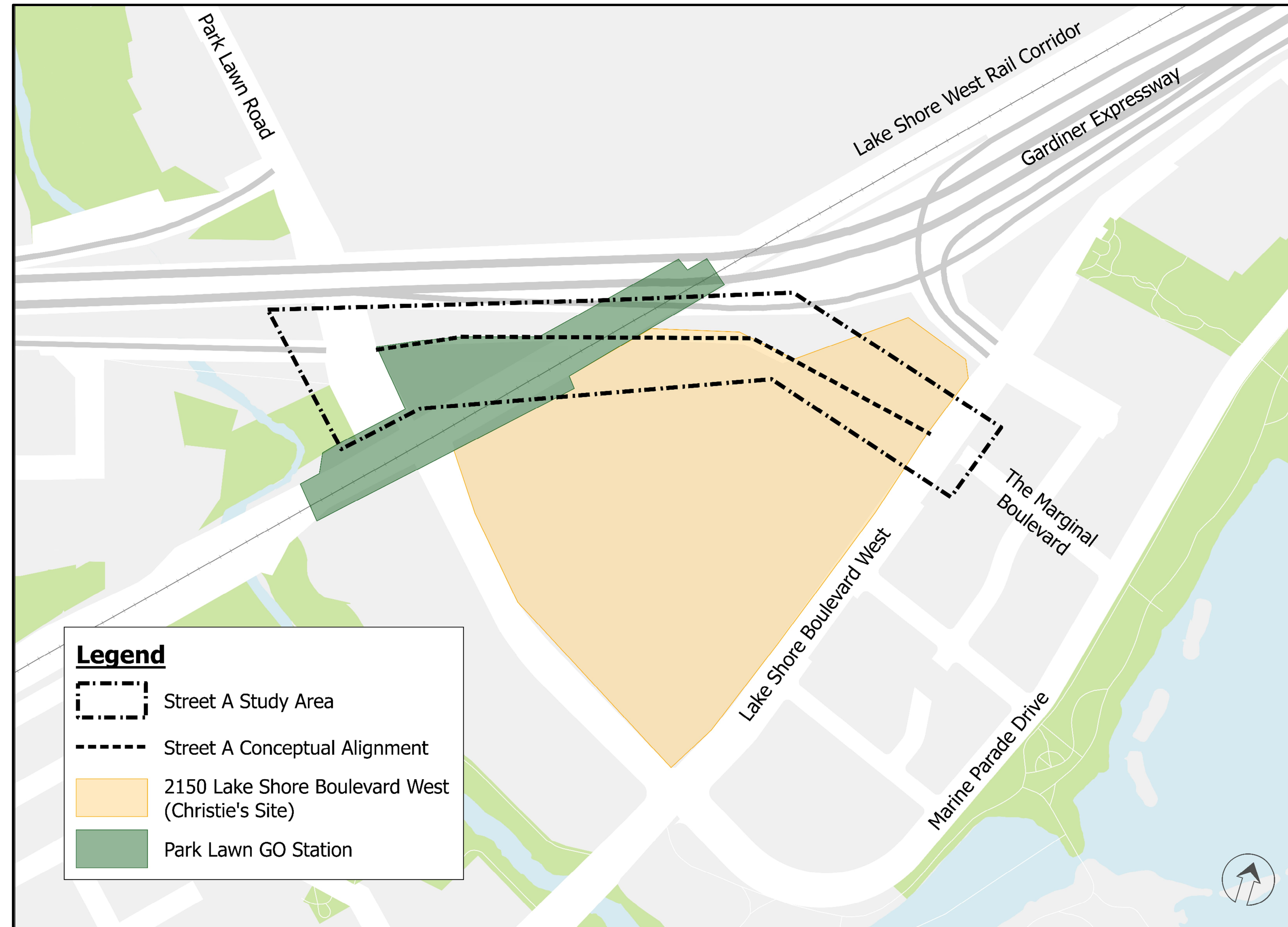
We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto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

STUDY OVERVIEW

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.

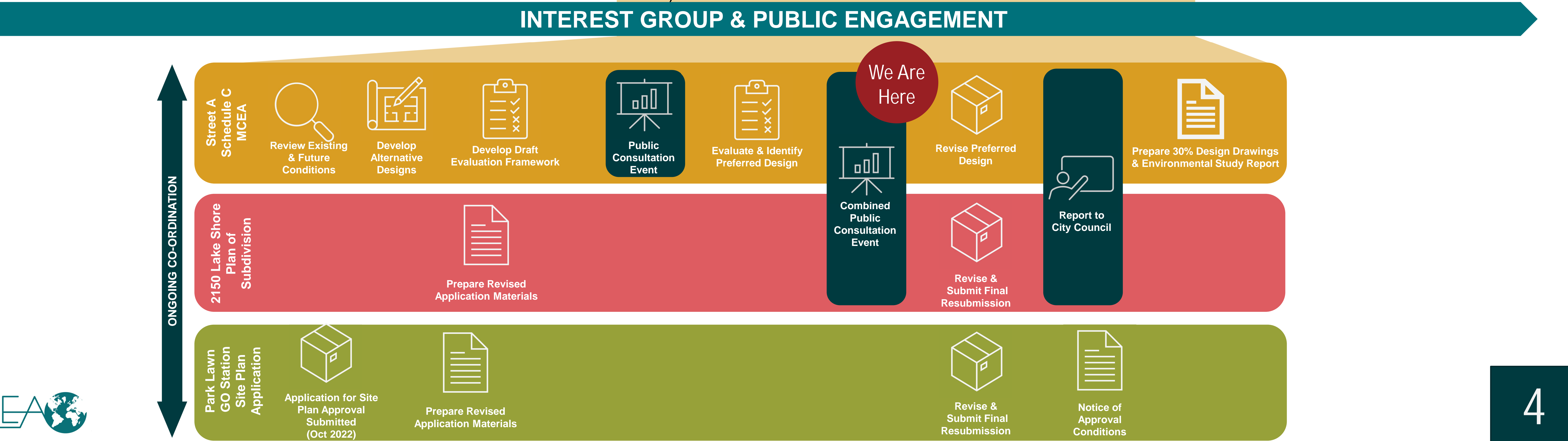
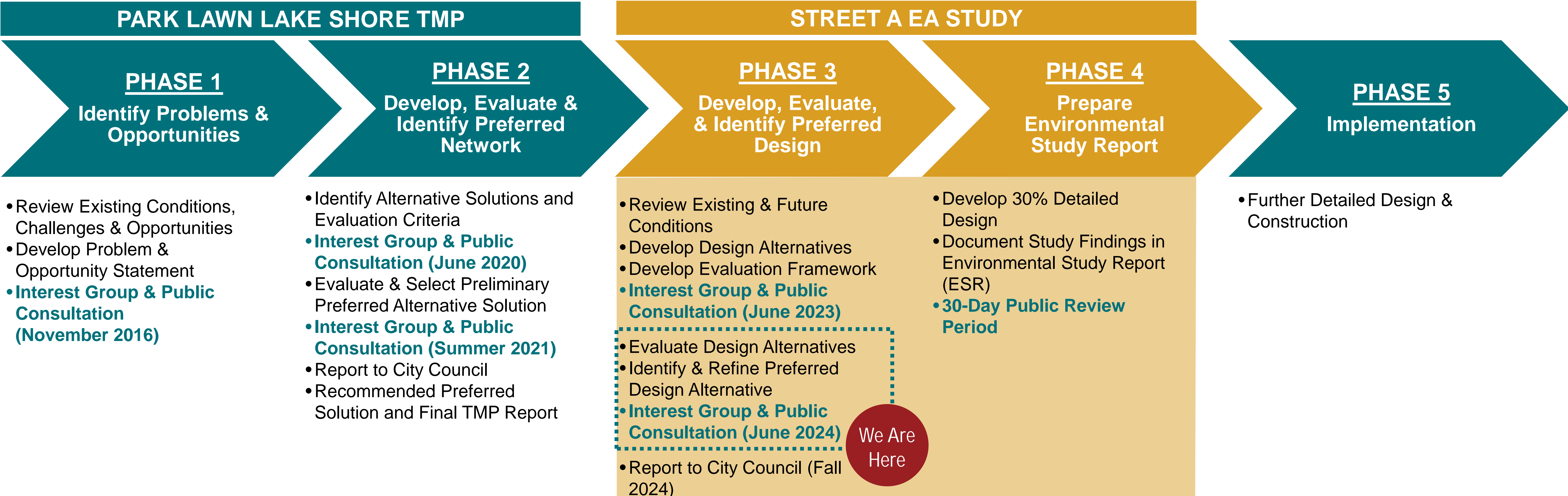
The EA Study is following the “**integrated approach**” in coordination with the **2150 Lake Shore Blvd West Draft Plan of Subdivision application on the former Christie Lands** to satisfy both Environmental Assessment Act and Planning Act requirements.

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



Street A EA Study Area

MCEA STUDY PROCESS



PARK LAWN LAKE SHORE TRANSPORTATION MASTER PLAN (TMP)



Preferred Network
Park Lawn Lake Shore TMP (July 2023)

- ▶ Completed in July 2023
- ▶ 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 Road
- ▶ 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
- ▶ Improved streetcar priority and community **access to higher-order transit**
- ▶ Reduced neighbourhood traffic infiltration impacts from the Gardiner Expressway

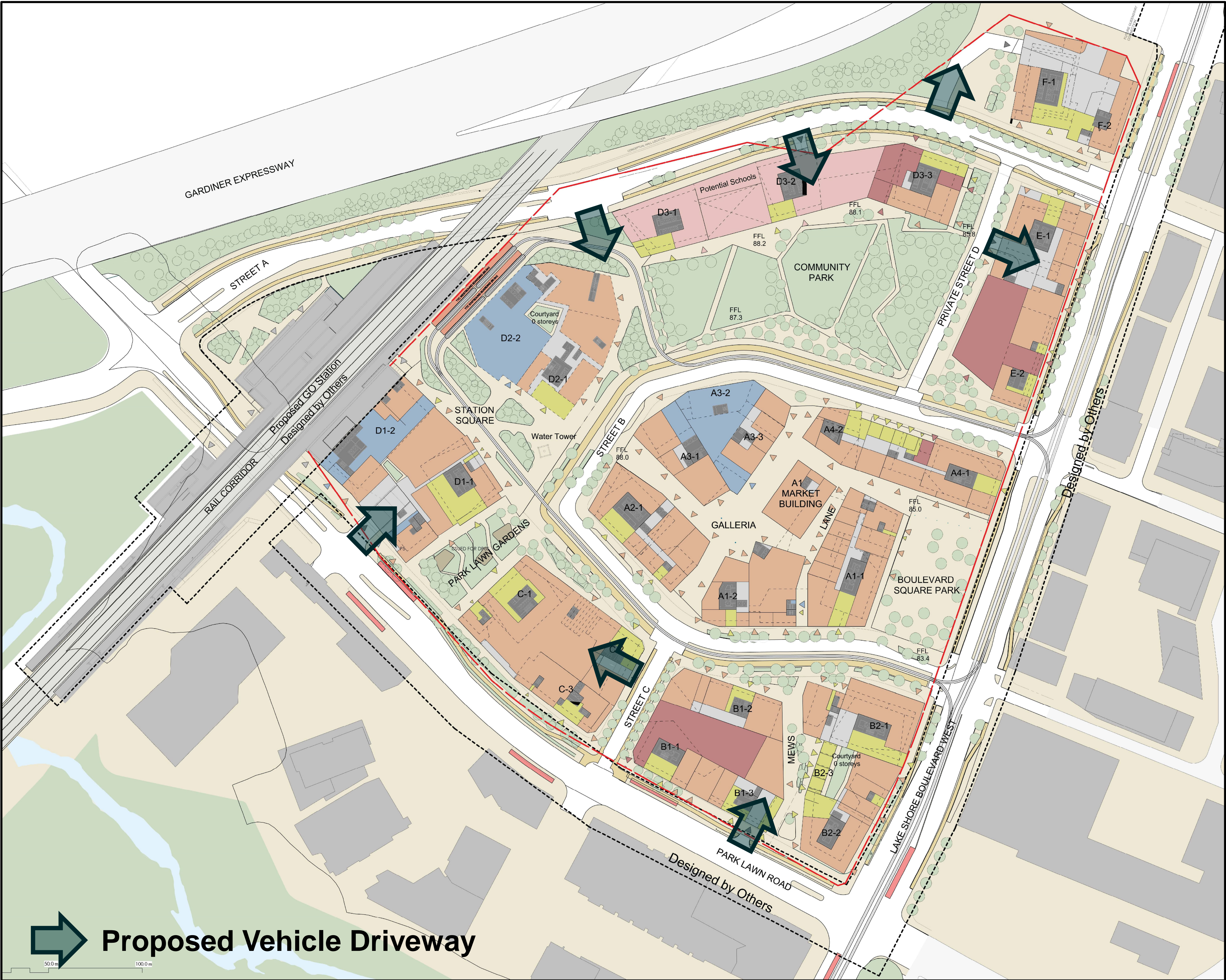
2150 LAKE SHORE DEVELOPMENT: DRAFT PLAN OF SUBDIVISION

- 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 preferred design alternative to be reflected in the Draft Plan of Subdivision
- The application is currently under review by City staff



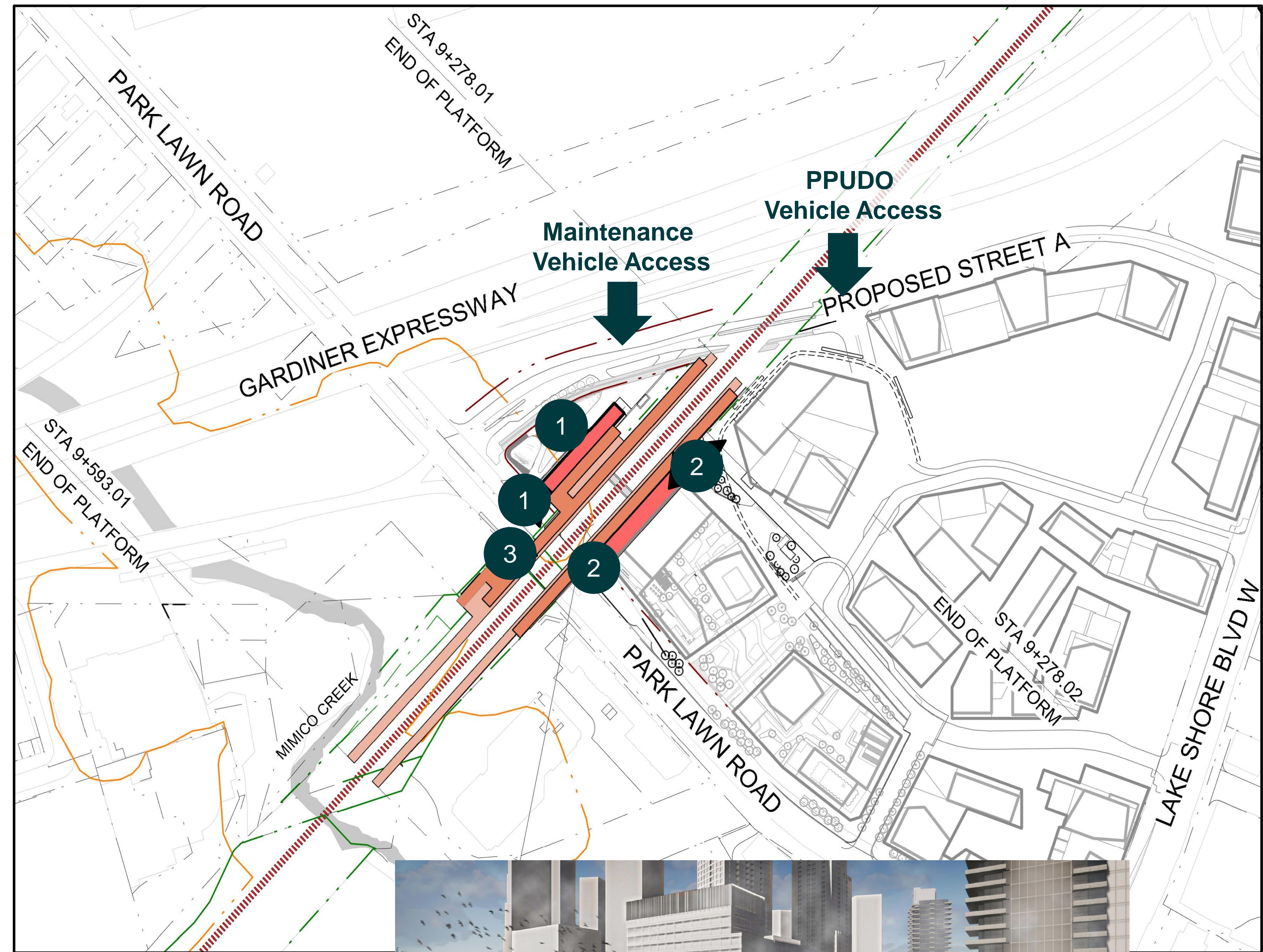
2150 LAKE SHORE DEVELOPMENT: PROPOSED PHASING

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



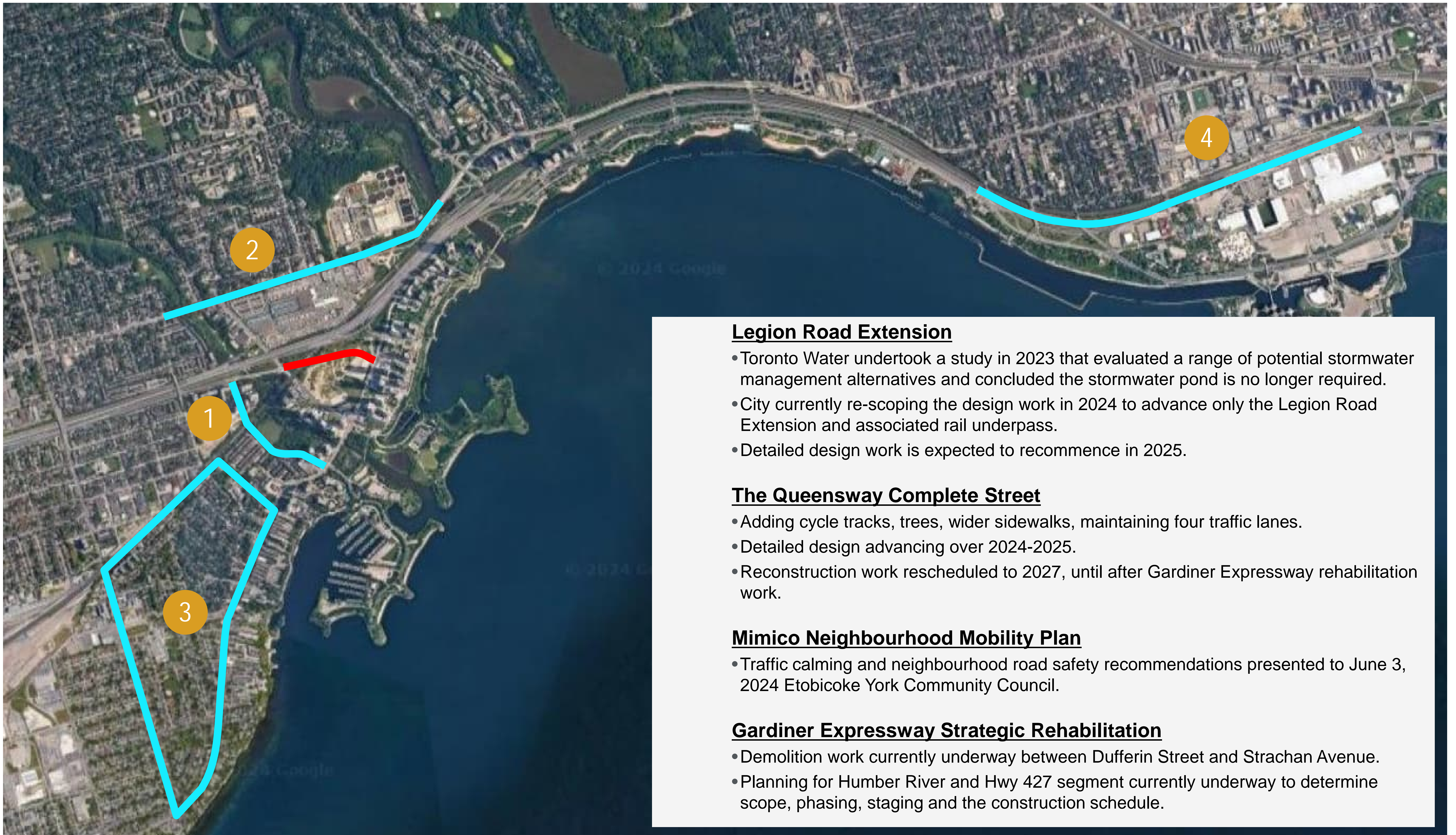
PARK LAWN GO STATION

- 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 (PPUDO) from Street A to underground parking of 2150 Lake Shore development
- TTC bus stops will be located on Park Lawn Road near station entrances
- GO Station, Street A and Phase 1 to be constructed concurrently, currently targeting 2025-2028



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

OTHER AREA TRANSPORTATION INITIATIVES



Legion Road Extension

- Toronto Water undertook a study in 2023 that evaluated a range of potential stormwater management alternatives and concluded the stormwater pond is no longer required.
- City currently re-scoping the design work in 2024 to advance only the Legion Road Extension and associated rail underpass.
- Detailed design work is expected to recommence in 2025.

The Queensway Complete Street

- Adding cycle tracks, trees, wider sidewalks, maintaining four traffic lanes.
- Detailed design advancing over 2024-2025.
- Reconstruction work rescheduled to 2027, until after Gardiner Expressway rehabilitation work.

Mimico Neighbourhood Mobility Plan

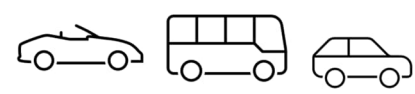
- Traffic calming and neighbourhood road safety recommendations presented to June 3, 2024 Etobicoke York Community Council.

Gardiner Expressway Strategic Rehabilitation

- Demolition work currently underway between Dufferin Street and Strachan Avenue.
- Planning for Humber River and Hwy 427 segment currently underway to determine scope, phasing, staging and the construction schedule.

ROUND 1 RECAP: ENGAGEMENT ACTIVITIES

Key Themes



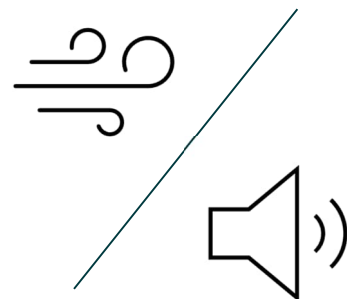
Support traffic flow



Consider the value of existing mature trees and waterways



Design for emergency vehicles, large trucks and snow removal



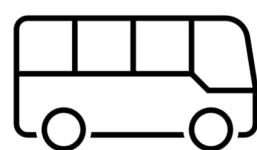
Evaluate air quality and noise impacts



Support active transportation



Consider implementing climate change initiatives



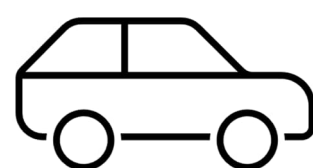
Improve transit service to and from the area



Consider population growth and traffic



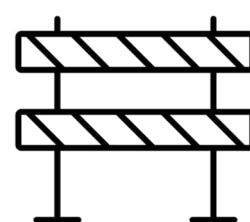
Maintain greenery and natural features



Provide off- and on-street parking



Provide safe pedestrian and cycling connections



Mitigate construction impacts and timeline

Feedback on Alternatives

Alternative 1: Two Traffic Lanes (26m ROW)

- Traffic concerns due to existing congestion and future growth
- Accommodate emergency vehicle access
- Attractive pedestrian environment
- Appropriate street scale for neighbourhood and school environment

Alternative 2: Four Traffic Lanes (26m ROW)


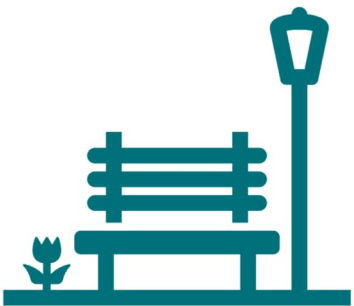





- Supports traffic flow
- May induce traffic demand and/or speeding
- Provides space for all modes in accordance with minimum requirements
- Car-oriented, unwelcoming environment to pedestrians/cyclists

Alternative 3: Four Traffic Lanes (30m ROW)

- Supports traffic flow
- May induce traffic demand and/or speeding
- Provides a balance of space for all modes
- Too wide for neighbourhood street fronting schools
- Car-oriented, unwelcoming environment to pedestrians and cyclists
- Higher cost and property impact

EVALUATION FRAMEWORK

A comprehensive set of Evaluation Criteria were used to evaluate the Design Alternatives:

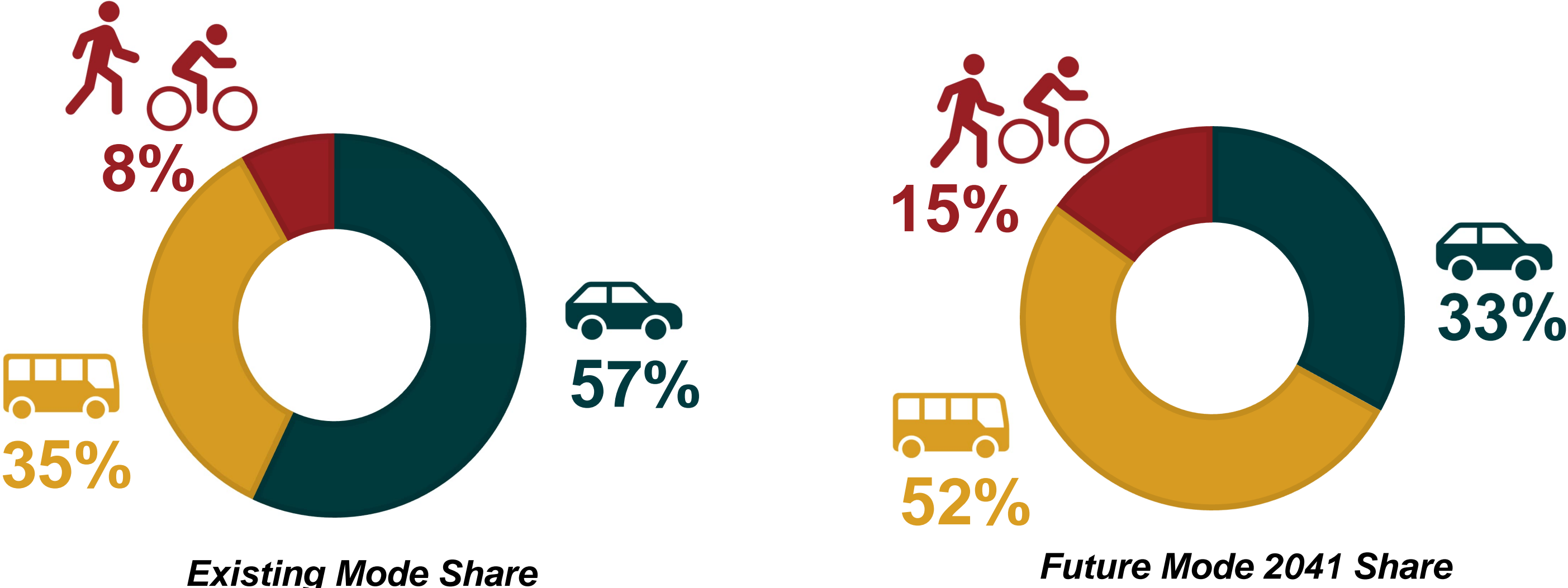
OBJECTIVES		EVALUATION CRITERIA
	Policy Frameworks	<ul style="list-style-type: none">Aligns with provincial policies (<i>Growth Plan, Provincial Policy Statement, Metrolinx Regional Transportation Plan</i>)Supports Official Plan policies, including Complete Streets <i>and the Christie's Secondary Plan</i>Aligns with Vision ZeroAligns with <i>Park Lawn Lake Shore TMP</i>Supports MTSA goalsSupports surrounding land usesAligns with <i>TRCA/MECP/etc. environmental policies/standards</i>
	Safe & Healthy Communities	<ul style="list-style-type: none">Safe and attractive facilities for active transportation and recreationEmergency vehicles
	Mobility	<ul style="list-style-type: none">Provides a variety of safe and convenient modes of transportation, <i>evaluated based on Multi-Modal Level of Service</i>Provides cycling facilities and protected intersections<i>Accommodation for curbside parking/loading facilities</i>Area traffic network performanceTraffic infiltration impacts from Gardiner Expressway
	Natural Environment	<ul style="list-style-type: none">Minimizes harm to environmentally sensitive features, <i>including mature trees</i>Sufficient stormwater management and groundwater quality measuresMinimizes impacts to air quality
	Cultural Environment	<ul style="list-style-type: none">Acknowledges and implements desires of Indigenous communities as rights-holdersSupports and protects key cultural elements identified through the TMP
	Social Equity	<ul style="list-style-type: none">Access to opportunity and daily life (<i>i.e. prioritizes affordable transportation modes such as walking, cycling, transit, etc.</i>)Accessibility for users of all ages and abilitiesAccommodates pick-up and drop-off needs, including accessible transportation services (i.e. Wheel-Trans)
	Economic & Financial Considerations	<ul style="list-style-type: none">Engineering feasibility and constructabilityImpacts to property and businesses (<i>i.e. property impact, accommodation for on-street parking/loading, road design for large trucks</i>)Financial impacts (<i>i.e. capital cost and operations/maintenance cost</i>)

Note: Criteria in *italics* have been added since Round 1 Engagement

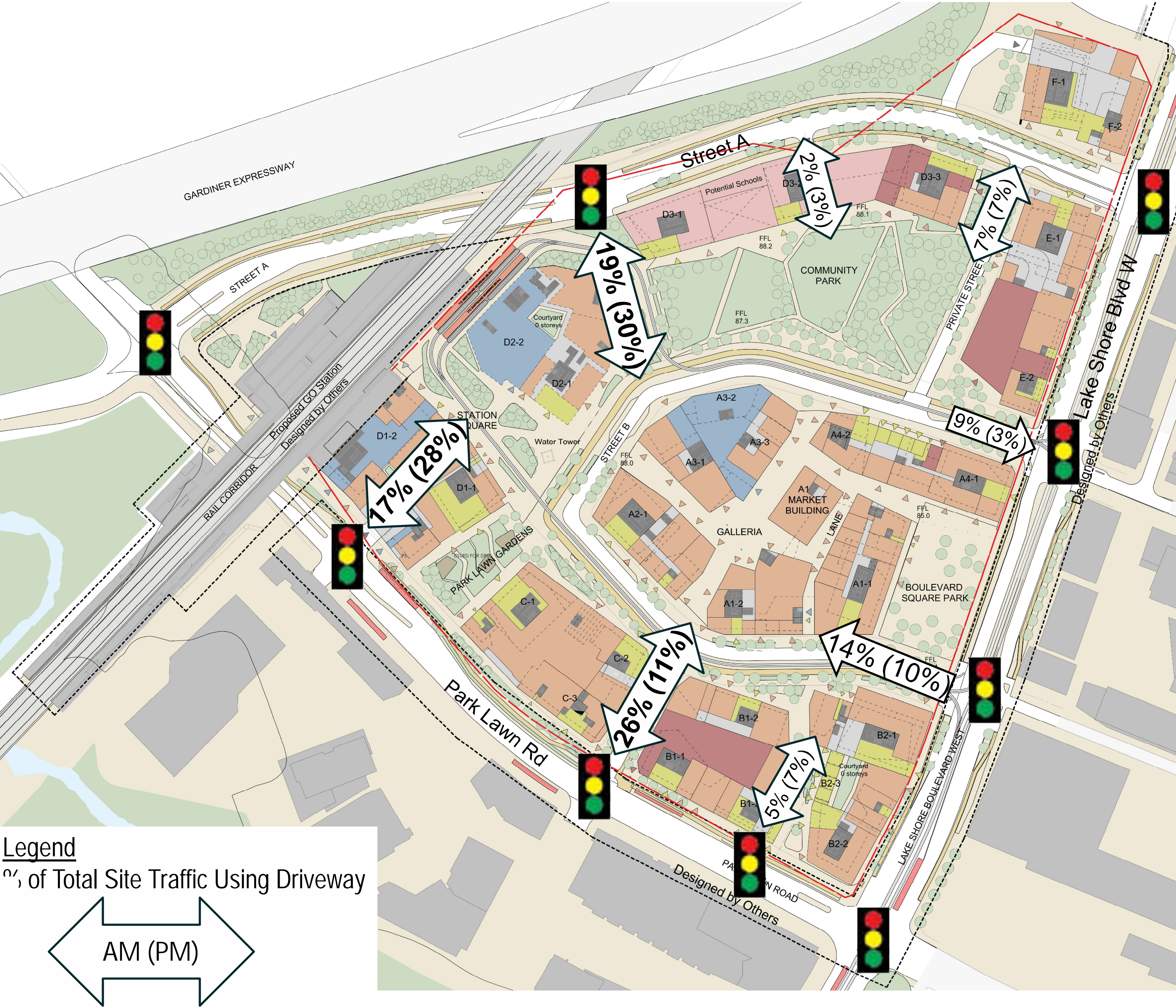
EVALUATION: AREA TRAFFIC NETWORK PERFORMANCE

Key Assumptions & Methodology

- Travel mode share is expected to shift over time as transportation and transit infrastructure improvements are implemented



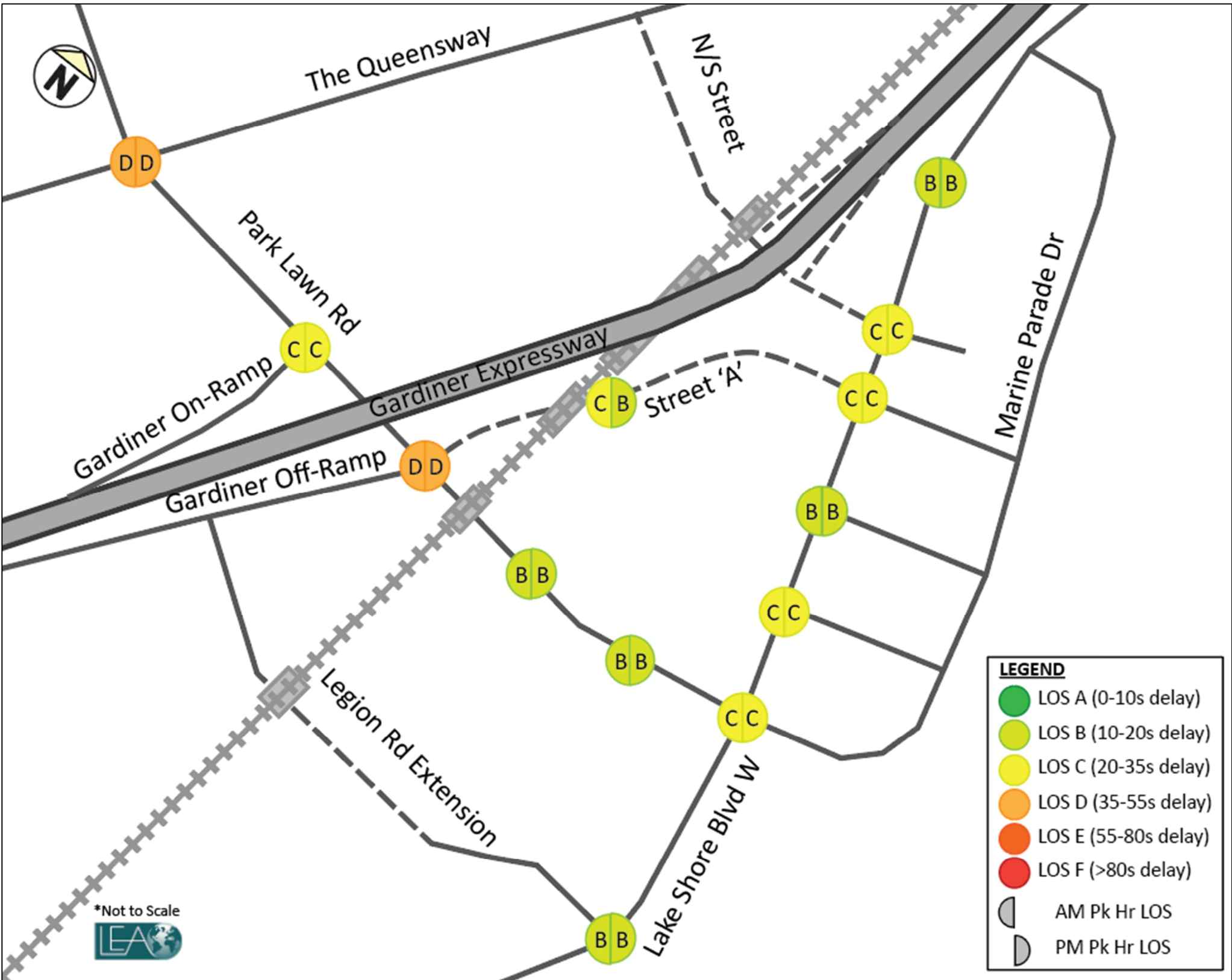
- Street A will be a key vehicle access route to and from the proposed 2150 Lake Shore development



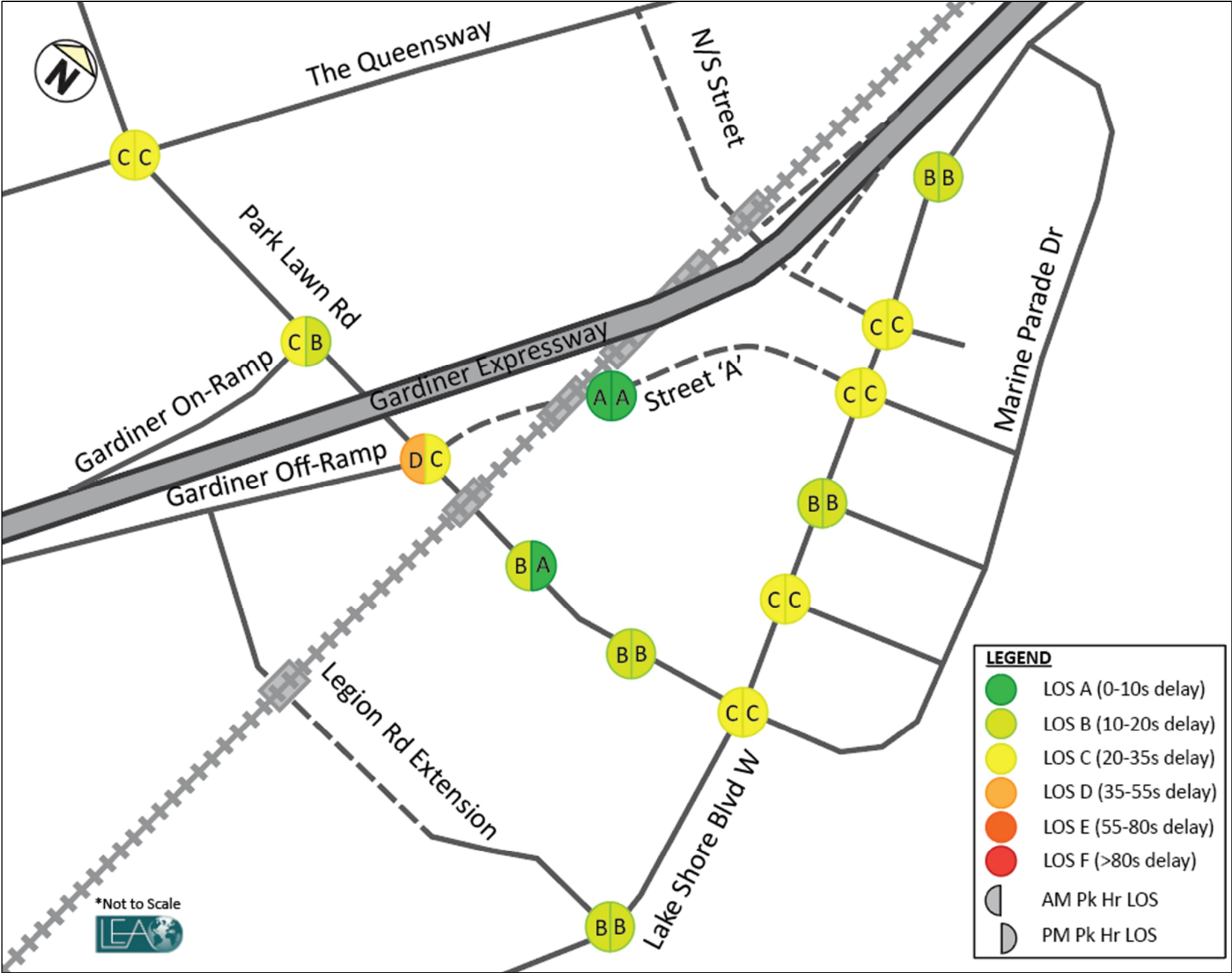
Traffic Analysis

- Building on the comprehensive traffic modelling analysis undertaken in the Park Lawn Lake Shore TMP for the larger area, additional traffic modelling was undertaken to compare a two lane and a four lane Street A scenario.

Alternative 1: Two Traffic Lanes



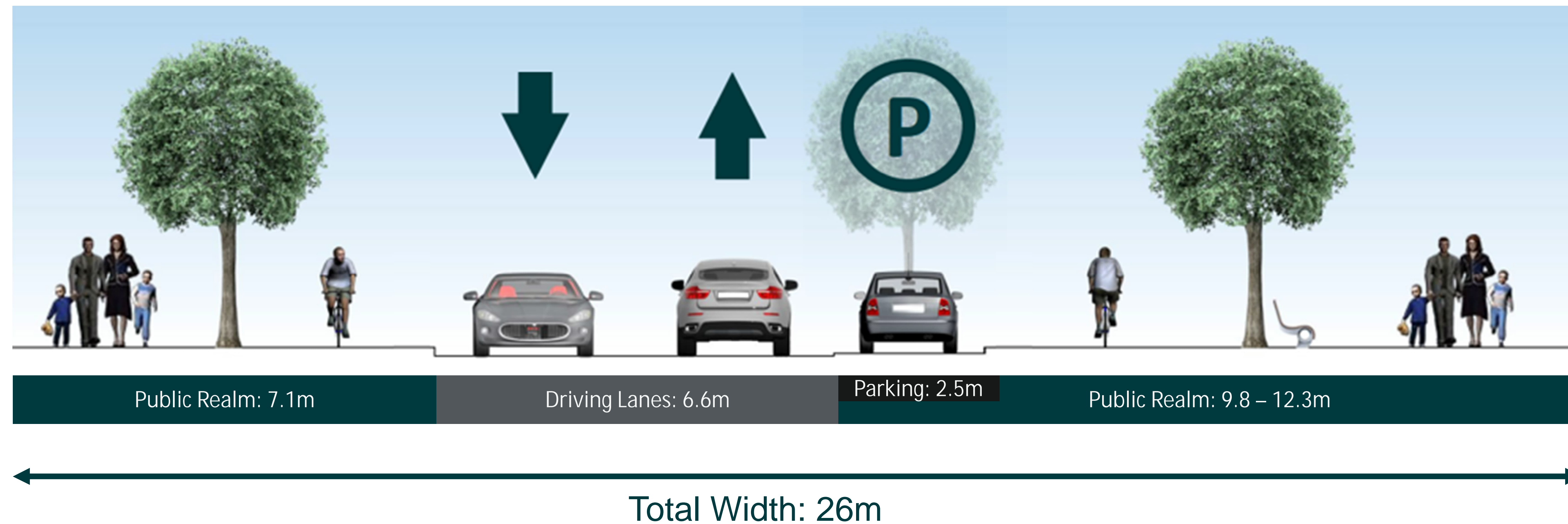
Alternative 2 & 3: Four Traffic Lanes



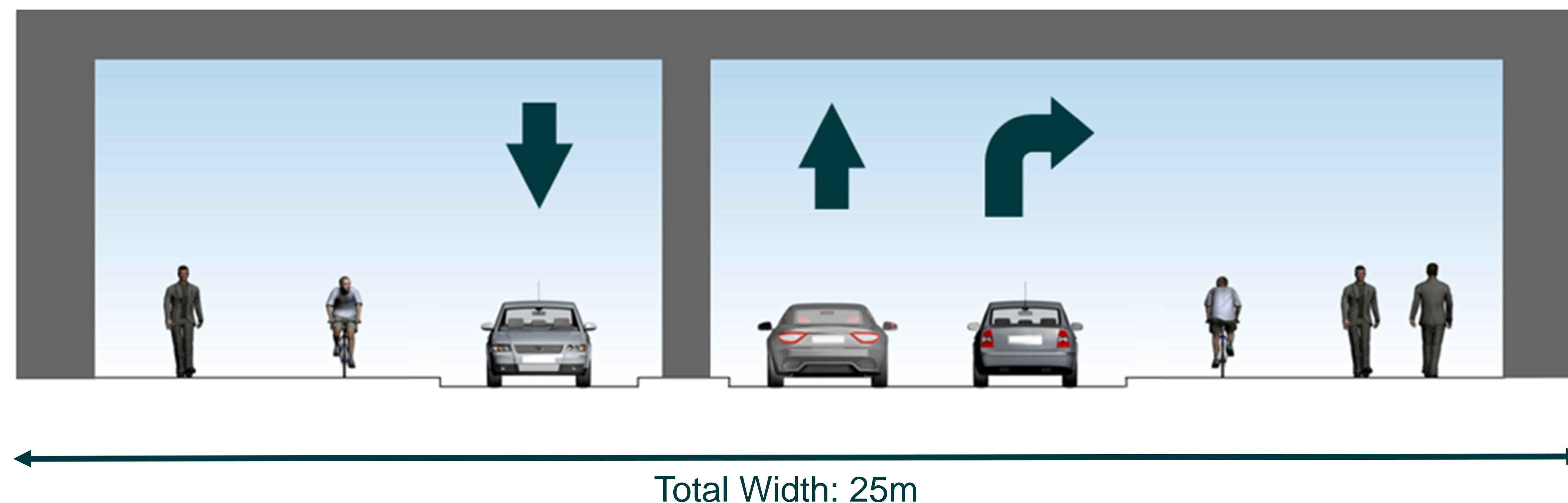
Note: LOS = Level of Service

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

Typical Mid-Block Cross-Section



Rail Underpass Cross-Section

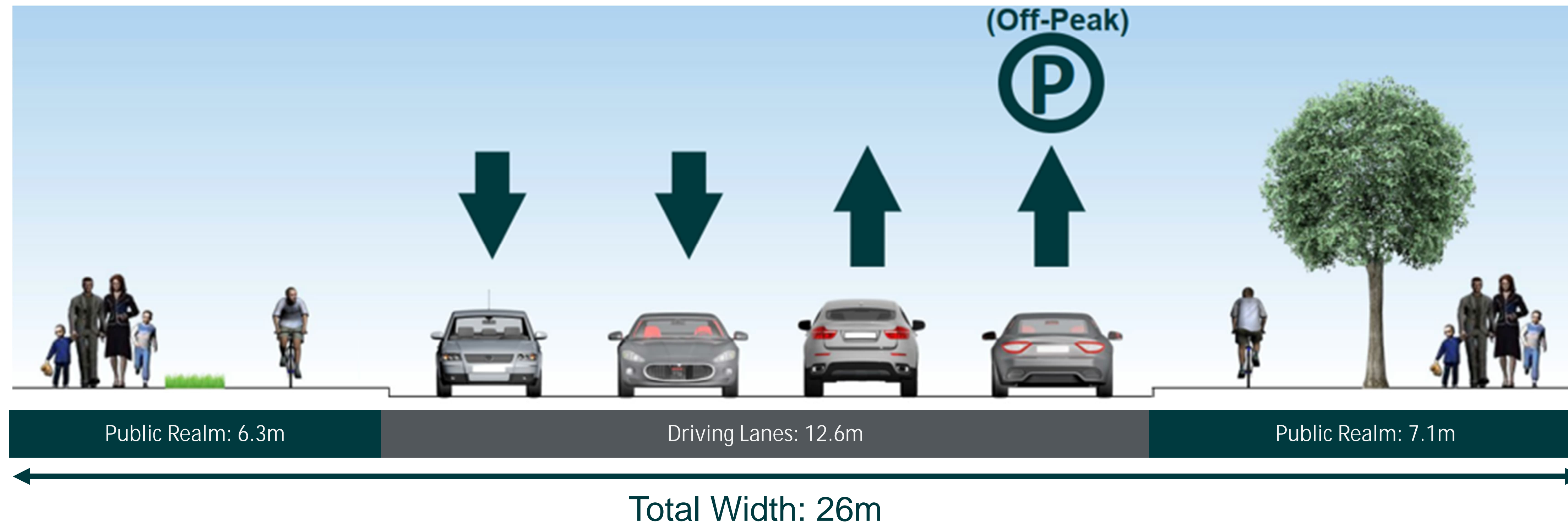


Evaluation Highlights:

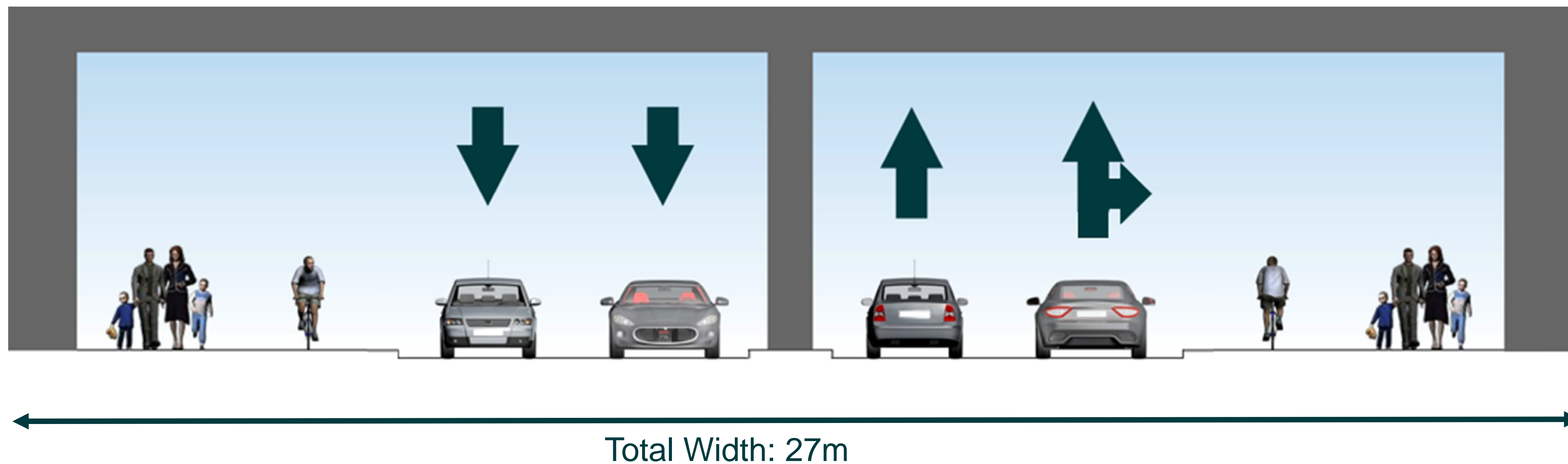
- Public realm: 75% of street width
- Sidewalks: 2.1-3 wide
- Cycle tracks: 1.8-2m wide
- Safety: More compact intersections with narrower crossing distances for pedestrians and cyclists
- Traffic: Lower volume on Street A, less appealing for cut-through traffic from the Gardiner Expressway
- Street Trees: 2-3 rows of trees
- Stormwater Impact: Less than other alternatives
- On-street Parking: Dedicated lay-bys
- Property Impact: Minimal
- Design/Construction Complexity: Low
- Lowest cost

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

Typical Mid-Block Cross-Section



Rail Underpass Cross-Section

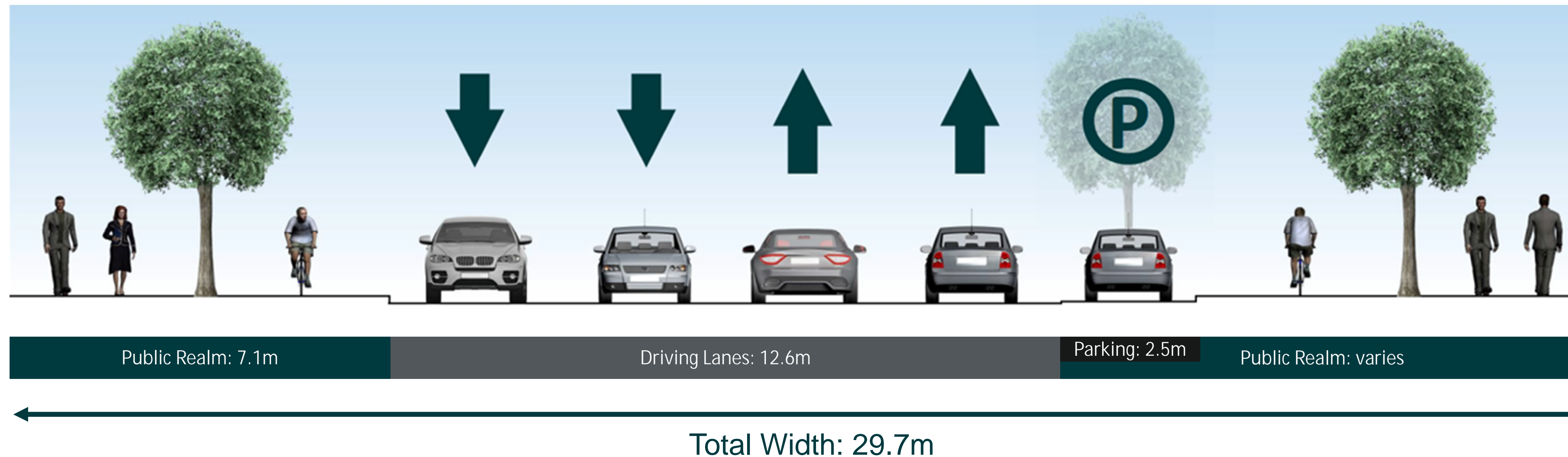


Evaluation Highlights:

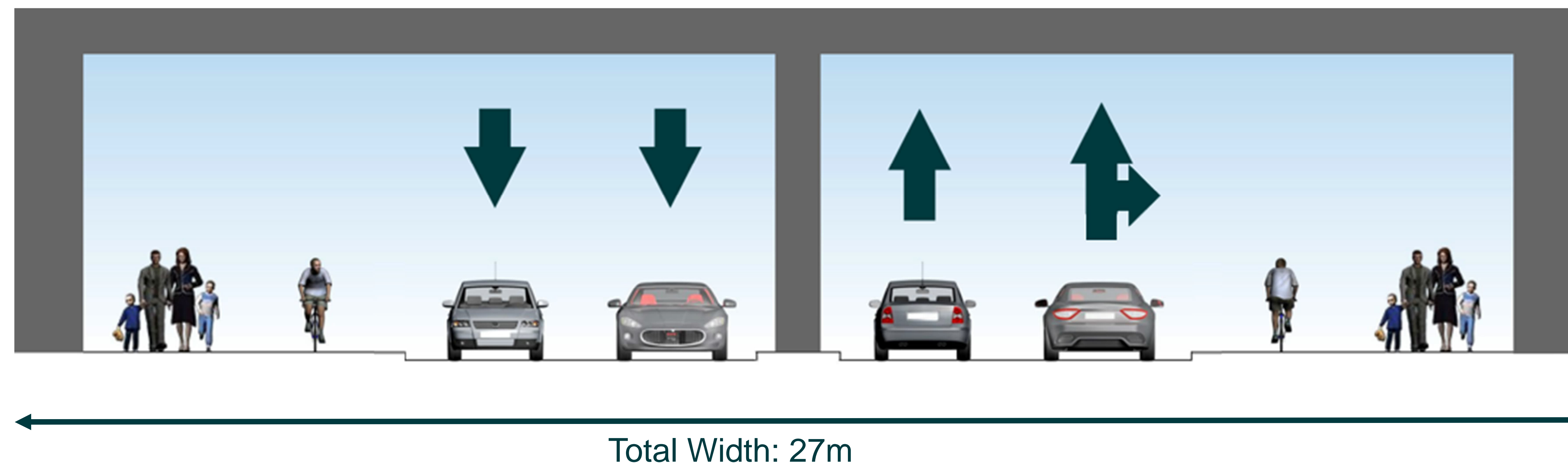
- Public realm: 50% of street width
- Sidewalks: 1.8-2.5 wide
- Cycle tracks: 1.6-2m wide
- Larger intersections with longer crossing distances for pedestrians and cyclists
- Traffic: Higher volume on Street A
- More potential for cut-through traffic from Gardiner Expressway
- Street Trees: 1 row of trees
- Stormwater Impact: Higher than Alternative 1
- On-street Parking: Off-peak only
- Property Impact: Moderate (i.e. impact due to wider underpass)
- Design/Construction Complexity: Moderate
- Moderate cost

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

Typical Mid-Block Cross-Section




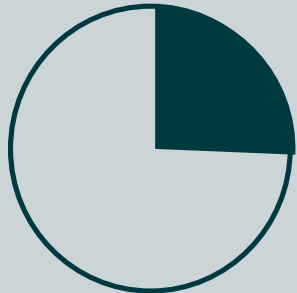
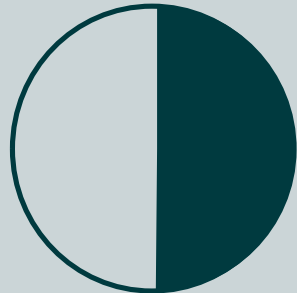

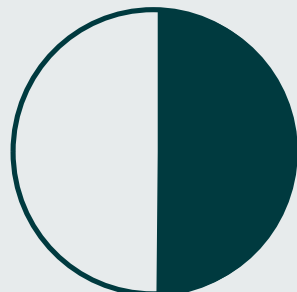
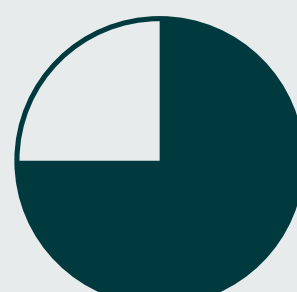

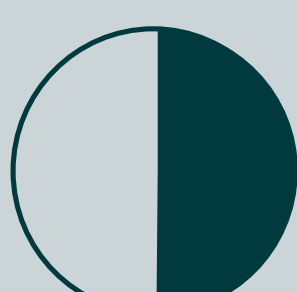
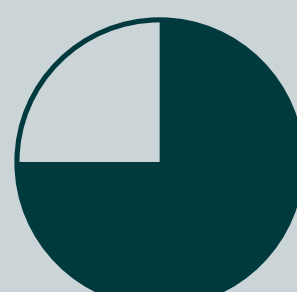
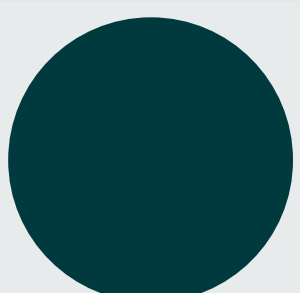

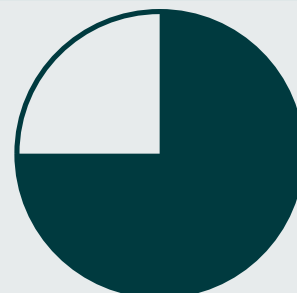
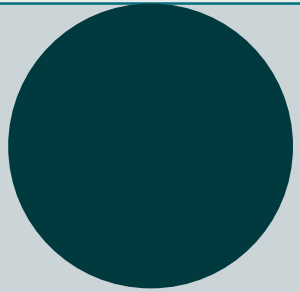
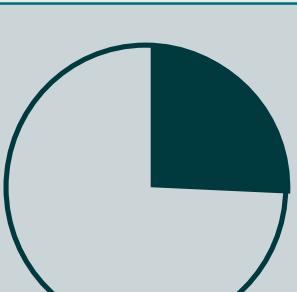
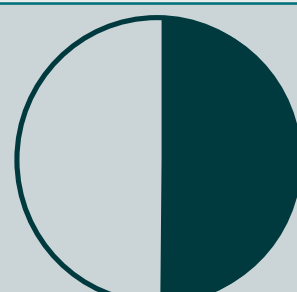
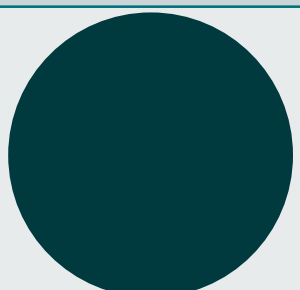
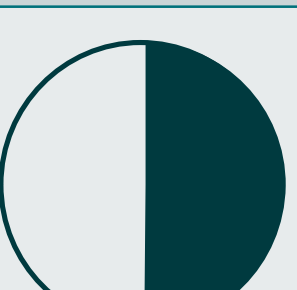
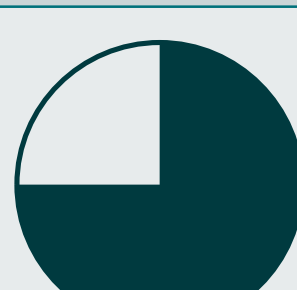
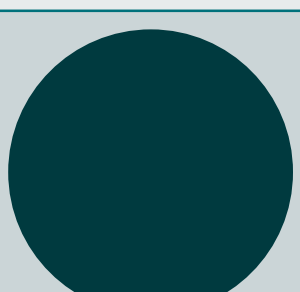
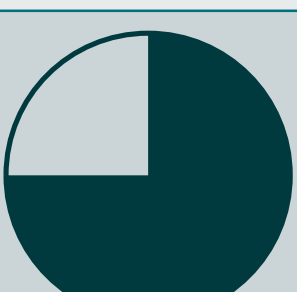
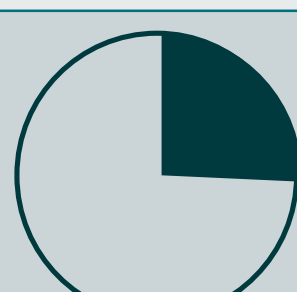
Rail Underpass Cross-Section

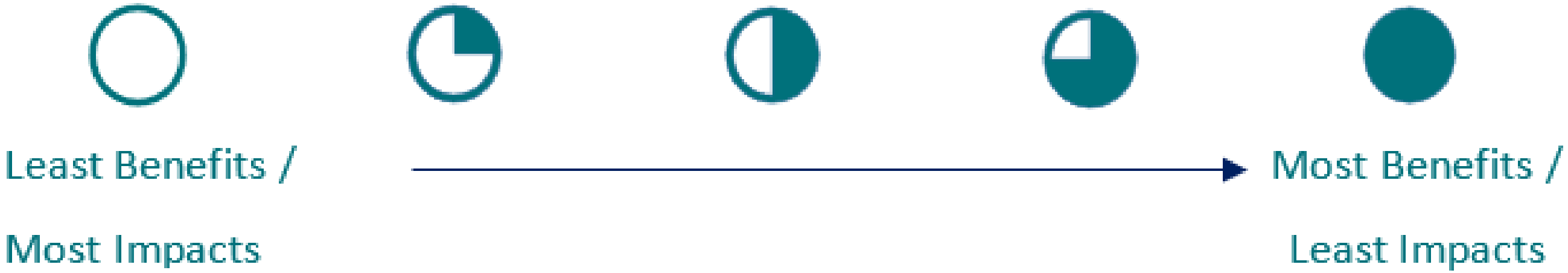


Evaluation Highlights:

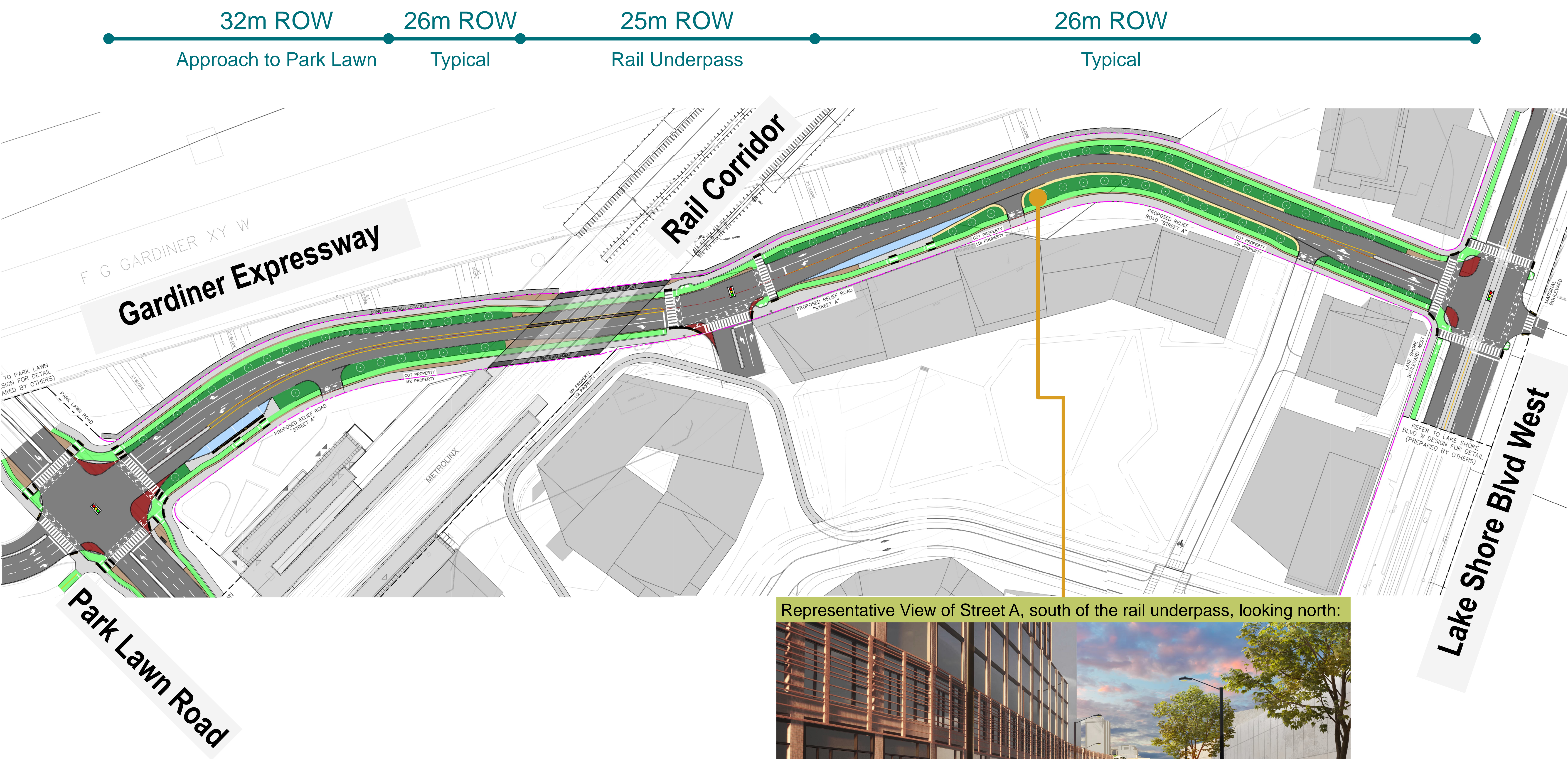
- Public Realm: 60% of street width
- Sidewalks: 1.8-2.1 wide
- Cycle tracks: 1.6-2m wide
- Larger intersections with longer crossing distances for pedestrians and cyclists
- Traffic: Higher volume on Street A
- More potential for cut-through traffic from Gardiner Expressway
- Street Trees: 2-3 rows of trees
- Stormwater Impact: Highest of all alternatives
- On-street Parking: Dedicated lay-bys
- Property Impact: Major (i.e. significant encroachment)
- Design/Construction Complexity: Moderate
- Highest cost

EVALUATION SUMMARY

OBJECTIVES	ALTERNATIVE 1: Two Traffic Lanes (26m ROW)	ALTERNATIVE 2: Four Traffic Lanes (26m ROW)	ALTERNATIVE 3: Four Traffic Lanes (30m ROW)
Policy Frameworks			
Safe & Healthy Communities			
Mobility			
Natural Environment			
Cultural Environment			
Social Equity			
Economic & Financial Considerations			
	PREFERRED		



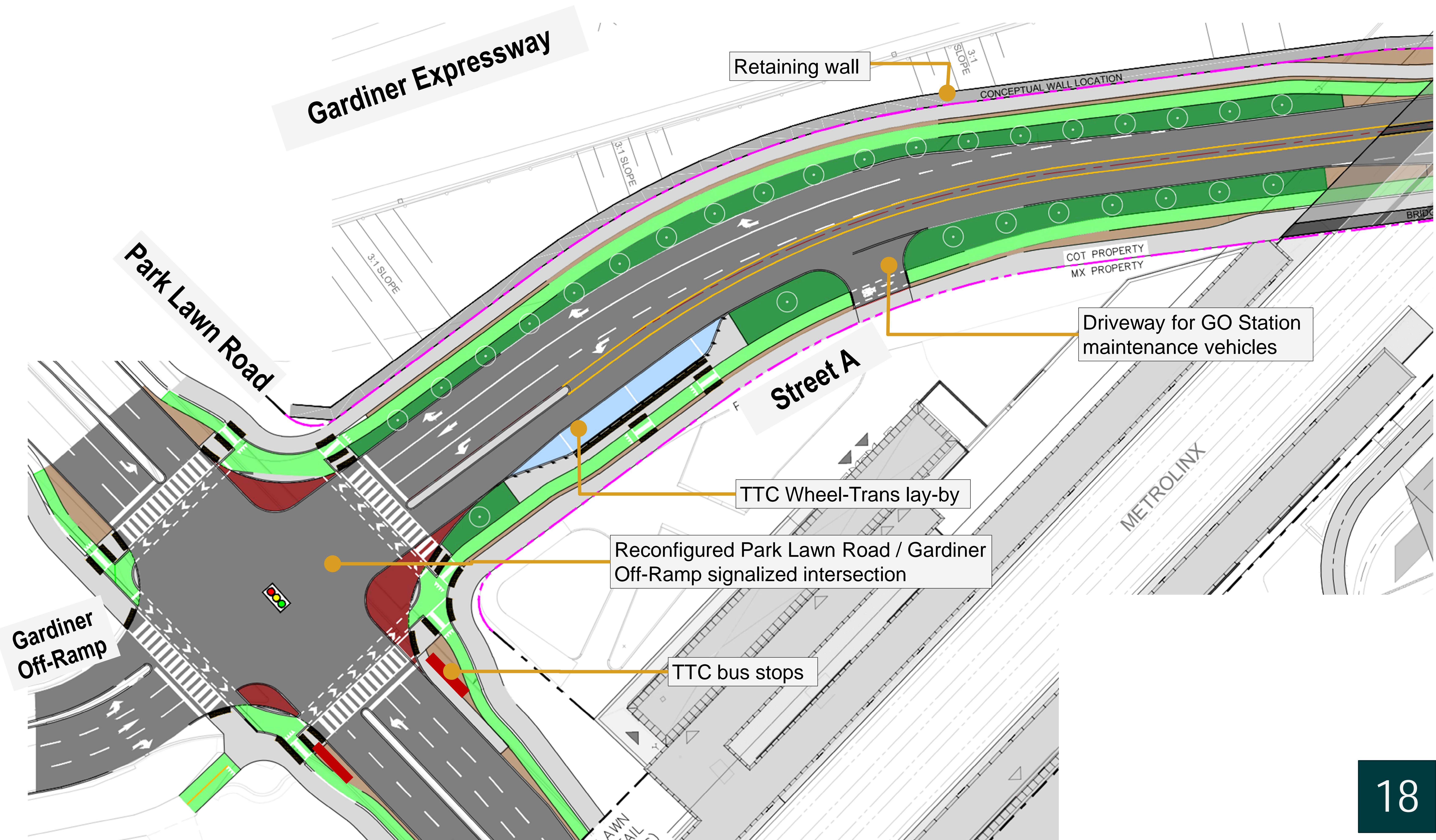
PREFERRED DESIGN ALTERNATIVE: TWO TRAFFIC LANES (26M ROW)



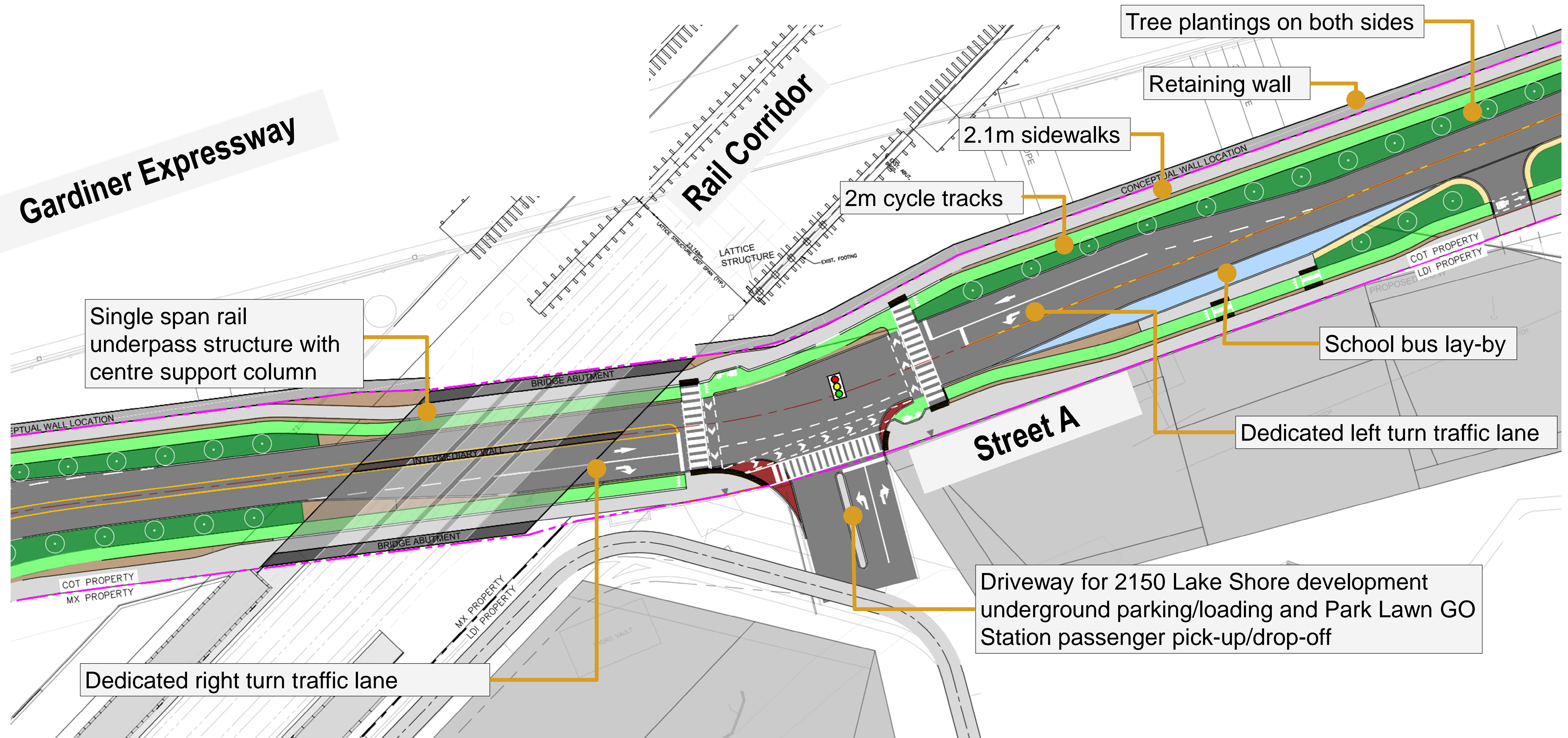
Representative View of Street A, south of the rail underpass, looking north:



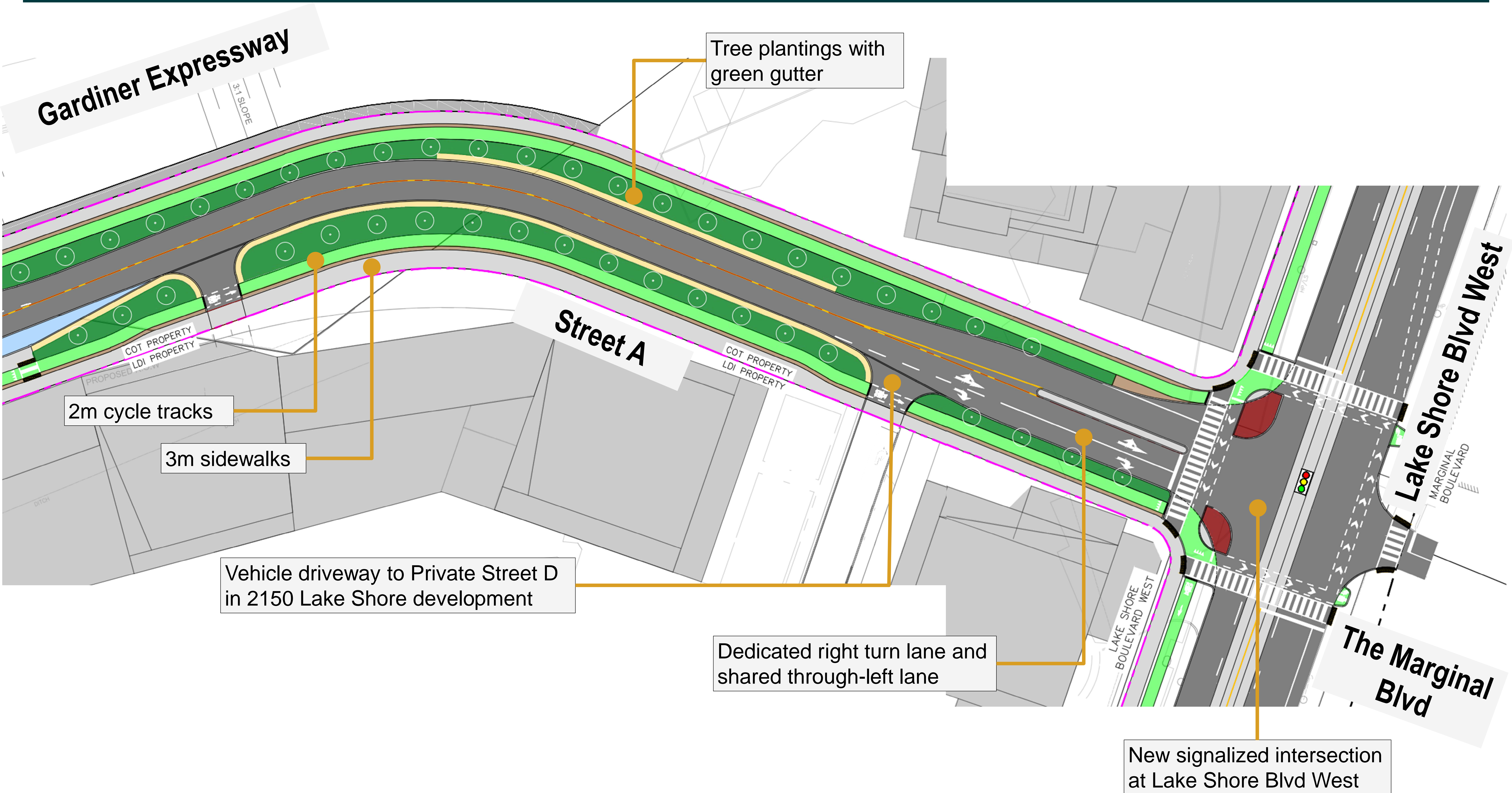
PREFERRED DESIGN ALTERNATIVE: AT PARK LAWN ROAD (32m ROW)



PREFERRED DESIGN ALTERNATIVE: AT RAIL UNDERPASS (25-26m ROW)



PREFERRED DESIGN ALTERNATIVE: AT RAIL UNDERPASS (25-26m ROW)



WE WANT TO HEAR FROM YOU

NEXT STEPS	TIMELINE
Round 2 Engagement: Public Open House Meeting	June 19, 2024
Summarize Round 2 Engagement Feedback	Summer 2024
Refine Preferred Design	Summer 2024
Report to IEC/City Council	Fall/Winter 2024
Prepare 30% Detailed Design & Environmental Study Report (ESR) for Public Review	Winter/Spring 2025
Detailed Design & Construction	2025 - 2028

Please fill out a comment form or submit any questions or comments to one of the Project Team members noted below by **Friday, July 19, 2024**

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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>