Lakeshore Development Inc.

2150 LAKE SHORE BOULEVARD – STREET 'A' MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

CONSULTATION RECORD PHASE 3A

August 2023

23224

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1 INTRODUCTION

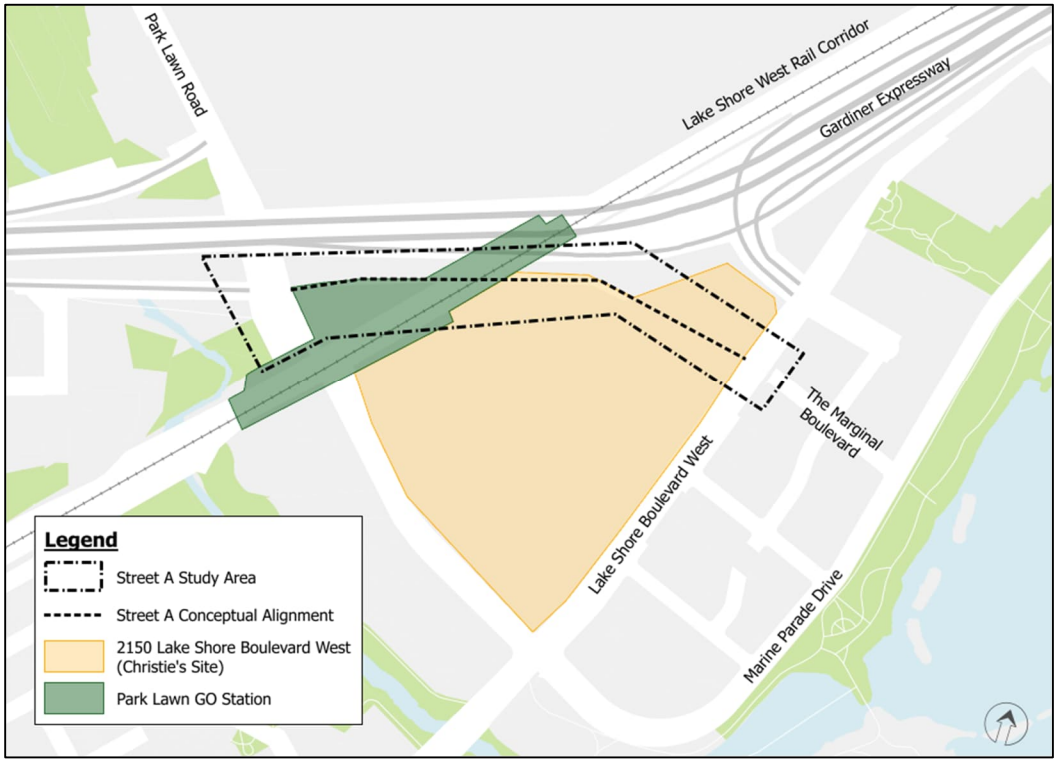
The City of Toronto completed the Park Lawn Lake Shore Transportation Master Plan (TMP) in July 2023 to identify improvements to the transportation network to prepare for future growth and greater utilization of transit and active transportation in the area. The TMP recommended three new road connections, including a new east-west road known as Street A. As the TMP satisfied Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) process, the City of Toronto has authorized Lakeshore Development Inc. (LDI) to complete Phases 3 & 4 of the MCEA for Street A and satisfy the requirements for a Schedule 'C' MCEA. The Street A MCEA will be undertaken as an integrated process with the Draft Plan of Subdivision for the proposed development at 2150 Lake Shore Boulevard West, (herein referred to as the "Christie's Site").

A consultation plan was developed as part of the Street A MCEA which included: engagement with Indigenous communities, consultation with local interest groups, and consultation with the public (referred to as Phase 3 Consultation). Phase 3 of the Street A MCEA will include two formal consultation periods. This report summarizes the consultation activities undertaken and feedback received from February to July 2023, herein referred to as Phase 3A of the MCEA.

1.1 STUDY AREA

The study area for the Street A MCEA, shown in Figure 1-1, outlines the approximate location of the Street A right-of-way, which runs between Park Lawn Road and Lake Shore Boulevard West, crossing the Lakeshore West rail corridor. The Christie's Site and proposed Park Lawn GO Station are also shown.

Figure 1-1: Street A Study Area



1.2 PREVIOUS CONSULTATION

Consultation with was conducted as part of the TMP study between 2016 and 2021. The City held meetings with community organizations, interest groups, a Technical Advisory Committee, property owners and Indigenous communities throughout the process. The public was kept updated through project notification at key consultation milestones, three public consultation events, and the project website (https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/parklawnlakeshore).

1.2.1 Public Feedback on TMP

During public consultation for Phase 2 of the TMP, Street A received support as a solution to create alternative travel routes and improve connectivity. Key issues surrounding Street A were traffic caused by new roads, integration with current and future transportation connections, facilitating travel in and out of the Humber Bay area and intersections that accommodate turning space for large trucks.

Feedback on the preliminary preferred alternative (Alternative 4B) received during the TMP is summarized in Table 1-1.

Table 1-1: Public Feedback on TMP Alternative 4B

Traffic	Active Transportation	Implementation
▶ Not enough to discourage Gardiner cut-through traffic ▶ Traffic will detour to side streets to avoid Lake Shore ▶ Increased traffic in nearby neighbourhoods ▶ Too many traffic signals ▶ Consider traffic from Ontario Food Terminal and Christie construction (and when occupied) ▶ Too many lanes on Street A	▶ Duplicating bike lanes on streets with Waterfront Trails ▶ Pedestrian/cyclist safety near drive-throughs/stopped cars ▶ Consider alternative vehicles such as electric scooters ▶ Detailed plans for pedestrian and cyclist amenities including Vision Zero, Complete Streets, protected intersections	▶ Long construction timeline ▶ High cost and funding ▶ Coordinate with Waterfront Transit Reset ▶ Suggestion: connection from Street A to Gardiner ramps (Alternative 3)

1.2.2 Previous Indigenous Engagement

Indigenous communities were engaged regularly throughout the TMP by the City. Comments received from Indigenous communities during the TMP study are summarized in Table 1-2.

Table 1-2: Responses from Indigenous Communities on TMP

Response From	Date	Message
Hiawatha First Nation	January 3, 2017	▶ Study has little, if any, impact on Hiawatha First Nation's traditional territory and/or rights ▶ Contact Hiawatha First Nation if archaeological artifacts are found
	During Stage 2	▶ No questions or concerns
Curve Lake First Nation	January 10, 2017	▶ Curve Lake First Nation is not currently aware of any issues that would cause concern with respect to Traditional, Aboriginal and Treaty Rights ▶ Contact Curve Lake First Nation if archaeological artifacts are found
Mississaugas of the Credit First Nation (formerly Mississaugas of the New Credit First Nation)	January 12, 2017	▶ The study has low level concern, and to keep MCFN informed of any changes ▶ MCFN expressed interest in First Nations history, stories and artwork being included in the streetscape design
	During Stage 2	▶ No comments ▶ Requested to be notified when archaeological and environmental studies would be undertaken for implementation and for any cultural heritage opportunities
Alderville First Nation	During Stage 2	▶ TMP is in the treaty territory of MNCFN

2 OVERVIEW OF STREET A MCEA CONSULTATION / ENGAGEMENT

Consultation with the public and interest groups, as well as engagement with Indigenous communities, are fundamental activities of the Street A MCEA. Consultation and engagement are guided by the MCEA Process (2023, as amended).

This section describes consultation and engagement activities that took place during Phase 3A of the MCEA.

2.1 PROJECT WEBSITE

A webpage (https://www.2150lakeshore.com/street-a-ea/) was developed at the onset of the Street A MCEA study on the project website for the 2150 Lake Shore Boulevard West development. The webpage included information such as an overview of the study, the MCEA process, the study timeline, summary of public engagement and how to get involved, and project team contact information. Notification materials that were sent at consultation milestones during the study, including the combined Notice of Commencement and Public Consultation Meeting #1, and the Public Consultation Meeting #1 materials were posted on the webpage. A sign-up form was also made available on the website for members of the public to sign up to the project's email list and receive notification at consultation milestones, and provide feedback during survey periods.

2.2 CONTACT LISTS

A number of contact lists were maintained throughout the study:

- Interest Group Contact List – based on Park Lawn Lake Shore TMP Interest Group Contact List and updated as necessary;
- Review Agency and Utility Contact List – provided by City of Toronto staff;
- Indigenous Engagement Contact List – developed by TMHC, specific to study area; and
- General Contact List – updated regularly based on sign-up form on website, sign-in sheets at public events, and email correspondence.

2.3 NOTIFICATION

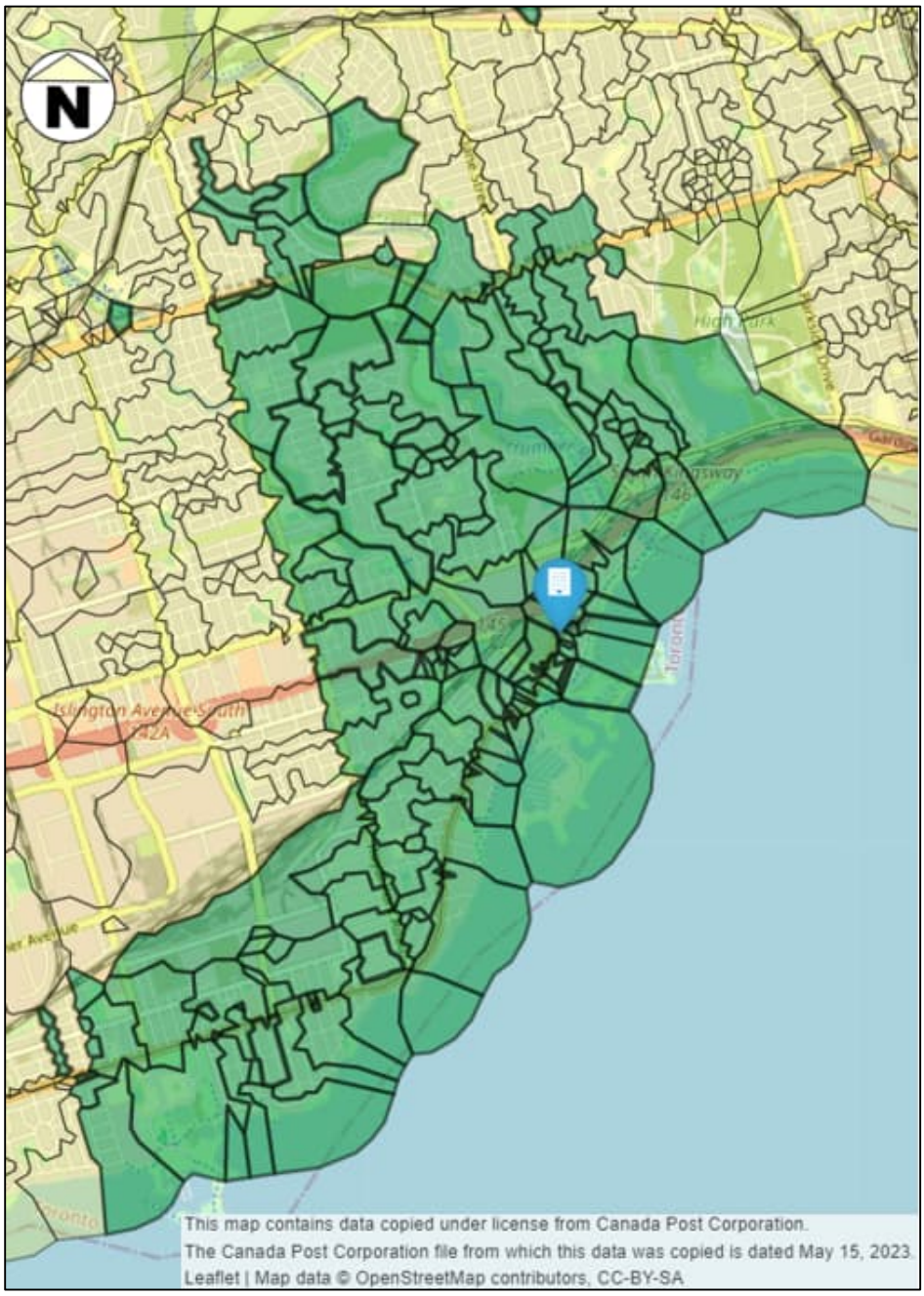
A combined Notice of Commencement and Public Consultation Meeting #1 was issued through a variety of channels starting on June 1, 2023. Indigenous communities, interest groups and members of the public were invited to participate in Phase 3A of consultation through the following:

- Emailed Notice to Consult letter sent to Indigenous Engagement Contact List;
- Flyer delivery to 35,184 residents and business in the TMP study area (see Figure 2-1);
- Posting on the project website;
- Notification sent to City Councillor in Ward 3 (Etobicoke-Lakeshore);

- Notification circulated to Interest Group Contact List (103 contacts including residents associations, community groups, organizations, institutions and elected officials); and
- Notification circulated to relevant City departments and review agencies.

A copy of the combined Notice of Commencement and Public Consultation Meeting #1 is included in Appendix A. The flyer mail-out area, similar to the mail-out area for the Park Lawn Lake Shore Transportation Master Plan, is shown in Figure 2-1.

Figure 2-1: Street A Flyer Mail-Out Area



2.4 INDIGENOUS ENGAGEMENT

A list of potentially interested Indigenous communities was developed based on the Indigenous Communities engaged as part of the Park Lawn Lake Shore TMP, and with advice from Timmins Martelle Heritage Consultants Inc., the consultant project team's Indigenous Engagement Advisor. A Notice to Consult letter was then sent via email to the Indigenous Communities on the study contact list on May 25, 2023. The Stage 1 Archaeological Assessment Report completed by ASI in January 2023 and other previous studies were attached to the email.

The following Indigenous Nations were contacted:

- Alderville First Nation;
- Beausoleil (Chimnissing) First Nation;
- Chippewas of Georgina Island First Nation;
- Chippewas of Rama First Nation;
- Curve Lake First Nation;
- Haudenosaunee Confederacy Chiefs Council;
- Hiawatha First Nation;
- Huron-Wendat Nation;
- Kawartha Nishnawbe First Nation;
- Mississaugas of Scugog Island First Nation;
- Mississaugas of the Credit First Nation; and
- Six Nations of the Grand River.

Responses received from the Notice to Consult letter are discussed in Section 3.1.

2.5 INTEREST GROUP CONSULTATION

An Interest Group Contact List was developed based on the Park Lawn Lake Shore TMP's contact list. The Contact List was composed of local organizations including residents groups, community associations, non-profit organizations and Business Improvement Areas (BIA) that may have an interest in the project. The organizations/groups/associations on the Interest Group Contact List are listed in Table 2-1.

Table 2-1: Interest Group Contact List

Community Groups	
▶ Aboriginal Eco Tours	▶ Our Place Initiative
▶ Citizens Concerned About the Future of the Etobicoke Waterfront	▶ Ourland Community Centre
▶ Cycle Toronto	▶ SEIEA - South Etobicoke Industrial Employers Association
▶ Daily Bread Food Bank	▶ South Etobicoke Transit Action Committee
▶ Etobicoke Lakeshore Community Network (Mimico Lakeshore Community Network)	▶ South Etobicoke Revitalization Plan Committee
▶ Etobicoke Historical Society	▶ Stonegate Community Health Centre
▶ Friends of Humber Bay Park	▶ Storefront Humber Inc., Social Services
▶ High Park Nature Centre	▶ Swansea Memorial Library
▶ Lakeshore Affordable Housing Action Group	▶ Swansea Town Hall
▶ Lakeshore Arts	▶ Toronto Centre for Active Transportation
▶ Lakeshore Planning Council	▶ Toronto Public Library - Humber Bay Library & Mimico Centennial Library
▶ Lamp Community Health Center	
▶ Long Branch Community Association	▶ TTC Advisory Committee on Accessible Transit
▶ Mimico Adult Centre	
▶ New Toronto Seniors Centre	▶ Walk Toronto
Residential Associations	
▶ Humber Bay Shore Condo Association	▶ New Toronto Lakeshore Village Residents Association
▶ Humber Bay Shores Residents Association	
▶ Kingsway Park Ratepayers Inc.	▶ Sunnylea Stonegate Neighbourhood Association
▶ Mimico Residents Association	
▶ Mimico Estates Tenants Association	▶ Swansea Area Ratepayers Association
▶ Mystic Pointe and Area Residents Association	
Businesses / Property Owners	
▶ Fiera Properties	▶ Ontario Food Terminal Board
▶ First Capital- CPPIB Park Lawn Canada Inc.	▶ Palace Pier
▶ Lakeshore Village BIA	▶ Queenscorp: 152 Park Lawn Road
▶ Long Branch BIA	▶ ShoptheQueensway.com BIA
▶ Mimico by the Lake BIA	
Schools	
▶ Bishop Allen Academy	▶ Holy Angels Catholic School
▶ École Élémentaire Catholique Sainte-Marguerite-d'Youville	▶ Humber College - F Building
	▶ Norseman Junior Middle School
▶ Erudite Private School	▶ Park Lawn Junior Middle School
▶ Étienne Brûlé Junior School	▶ St Marks Catholic School
▶ Etobicoke School of the Arts	▶ St. Louis Catholic Elementary School
▶ George R Gauld Junior School	▶ Sunnylea Junior School
Churches	
▶ Christ Church St. James Anglican Church	▶ Park Lawn Baptist Church
▶ Humbervale Park Baptist Church	▶ Royal York Road United Church
▶ Our Lady of Sorrows Church	

2.5.1 Interest Group Meeting #1

A virtual meeting with interest groups was held on June 15, 2023. A communications strategy consulting firm, SAFFY, was retained to facilitate and moderate the meeting. Approximately 20 participants attended the meeting, including representation from the following organizations / interest groups:

- Humber Bay Shores Condo Association
- Friends of Humber Bay Park
- Mimico Residents Association

The intent of the meeting was to present an overview of the study and work completed to date and to provide an opportunity for interest groups to ask questions and provide feedback to the Project Team ahead of the first public consultation event.

The interest group meeting began with a general welcome and introduction to the project team, followed by a thorough presentation by the City of Toronto and LEA Consulting, which covered the following topics:

- MCEA Study Overview;
- Project Updates on the Park Lawn Lake Shore TMP Legion Road Extension;
- Summary of Existing and Future Conditions Related to Street A;
- Street A Developing Design Alternatives and Considerations;
- Street A Draft Evaluation Framework; and
- Next Steps and Additional Ways to Share Feedback.

A copy of the presentation materials is provided in Appendix B.

During the presentation, participants submitted questions/comments through the chat function. Following the presentations, SAFFY facilitated a discussion period.

Comments received from the meeting are summarized in Section 3.2 while meeting minutes are provided in Appendix C.

The City had identified the Ontario Food Terminal (OFT) as a key interest group during the TMP process. Since no representatives from the OFT attended the virtual interest group meeting, the project team followed up with multiple OFT contacts after the meeting, on June 29, 2023, to ensure that the invitation to engage was received. No comments were received back from the OFT.

2.6 PUBLIC CONSULTATION

2.6.1 Public Consultation Meeting #1

The first in-person public consultation meeting was held on June 22, 2023 to introduce the study and provide members of the public with an opportunity to review and comment on the key design considerations, preliminary design alternatives and draft evaluation framework.

The public event was held as a drop-in event from 6pm to 8pm in the Park Lawn Junior Middle School gymnasium (71 Ballacaine Dr, Toronto, Ontario). Attendees were welcomed to review a set of 45 presentation boards and discuss the study with members of the project team (LDI, LEA, Urban

Strategies), City staff, and representatives of the local Councillor's office. An interactive component was incorporated into the display boards to encourage participation / comments on specific topics (e.g., alternative design concepts, recommended plan). Boards with feedback prompts (i.e., questions) were placed following key display panels with blank sticky notes for members of the public to write comments and post their sticky notes on feedback boards.

City staff were also available at the public event to discuss the TMP and the Legion Road Extension project, while staff from Urban Strategies Inc was available to discuss the Draft Plan of Subdivision application at 2150 Lake Shore Boulevard West.

The display panels presented at the public event were organized and presented in the following order:

Welcome

- Welcome
- Land Acknowledgement

Study Overview and Process

- Study Overview
- MCEA Study Process

Park Lawn Lake Shore Transportation Master Plan

- Key Issues & Challenges
- Key Objectives
- Final Preferred TMP Network
- Legion Road Extension: Project Update

Christie's Development (2150 Lake Shore Blvd W) and Park Lawn GO Station

- Christie's Secondary Plan
- 2150 Lake Shore Development: Draft Plan of Subdivision
- 2150 Lake Shore Development: Proposed Phasing
- Park Lawn GO Station

Street 'A' MCEA: Summary of Existing & Future Conditions

- Aligned City Policies, Guidelines & Initiatives
- Background & Technical Studies
- Existing Traffic Conditions
- Existing and Future Travel Mode Split
- Future 2041 Traffic Conditions
- Environmental and Cultural Context
- Feedback: Existing and Future Conditions (Interactive Board)

Street 'A' MCEA: Developing Design Alternatives

- Key Design Considerations
- Design Considerations – Alignment & Profile, Structural, Cycling, Pedestrians, Safety, Vehicular Traffic Lanes, Green Infrastructure, Place-Making & Place Keeping
- Feedback: Design Considerations (Interactive Board)

Street 'A' MCEA: Preliminary Design Alternatives

- Design Alternative 1 – Two Traffic lanes (26m ROW)
- Feedback: Alternative 1 (Interactive Board)
- Design Alternative 2 – Four Traffic lanes (26m ROW)
- Feedback: Alternative 2 (Interactive Board)
- Design Alternative 3 – Four Traffic lanes (30m ROW)
- Feedback: Alternative 3 (Interactive Board)

Street 'A' MCEA: Draft Evaluation Criteria

- Draft Evaluation Framework

Feedback

- Feedback: Draft Evaluation Framework (Interactive Board)
- Feedback / Contact Us

A copy of the display panels is provided in Appendix D.

Approximately 50 people attended the public consultation event. After the meeting, the display panels were uploaded to the project website, along with a virtual comment form.

Figure 2-2: Public Consultation Meeting #1

2.6.2 Comment Period

Interest groups and members of the public were invited to submit questions or comments to the Project Team at any time, however, comments were encouraged between June 1, 2023 and July 30, 2023 to ensure feedback could be considered prior to proceeding with the study. A comment form was made available on the project website and the link was sent to the study email list. Paper copies were also distributed at the public consultation meeting on June 22, 2023. An online survey was also prepared and made available on the project website. The survey included 16 questions regarding the design considerations, preliminary alternatives and evaluation framework, and 4 demographic questions. Respondents were not required to answer all questions. A total of 18 submissions were received. A copy of the comment form is provided in Appendix E. Comment form responses are provided in Appendix F and are summarized in Section 3.3.

3 FEEDBACK SUMMARY

A summary of feedback received during Phase 3A consultation is discussed in the following sections.

3.1 INDIGENOUS ENGAGEMENT

Responses received from the Notice to Consult send to Indigenous communities are listed in Table 3-1.

Table 3-1: Indigenous Notification and Responses

Indigenous Nation	Response
Alderville First Nation	No response
Beausoleil (Chimnissing) First Nation	No response
Chippewas of Georgina Island First Nation	No response
Chippewas of Rama First Nation	Thank you for sending this to CRFN. We don't have any additional comments or concerns but we welcome the stage 2 report once it is completed.
Curve Lake First Nation	No response
Haudenosaunee Confederacy Chiefs Council	No response
Hiawatha First Nation	Chi miigwech for the information and update on this project. We have no questions or concerns at this moment. If any should arise we will not hesitate to call your office.
Huron-Wendat Nation	No response
Kawartha Nishnawbe First Nation	No response
Mississaugas of Scugog Island First Nation	No response
Mississaugas of the Credit First Nation	No response
Six Nations of the Grand River	Requested to set up a meeting – scheduled for August 2023

3.2 INTEREST GROUP MEETING

The key themes that were brought up and discussed during the first interest group meeting included: traffic congestion, proposed road network modifications, construction timelines and public parking. The project team responded that traffic is a priority, as well as safety.

Meeting minutes for the first interest group meeting and feedback collected, is provided in Appendix C.

3.3 PUBLIC FEEDBACK

Public feedback was collected at the public consultation meeting and through an online survey that was available from June 22, 2023 to July 30, 2023.

At the public consultation meeting, several presentation boards with feedback prompts (i.e., questions) were included following key display boards to encourage members of the public provide feedback on the spot. Participants were able to write down their comments on sticky notes. The majority of the feedback boards asked questions from the comment form.

A summary of responses received at the public event and the comment form is provided in Table 3-2. Detailed responses to the feedback prompts and the comment form are also provided in Appendix F and Appendix E, respectively.

Table 3-2: Summary of Key Public Feedback After Public Consultation Meeting 1

Comments Received	Project Team Response / Action
What are the key elements that should be considered in the existing and future conditions?	

• Connect Street A to Gardiner off-ramp at Lake Shore
• Traffic flow being compromised by bike lanes
• How to reduce traffic volumes when density is increasing
• Existing concentration of traffic lights on Lake Shore Blvd W, and new ones proposed
• Improving transit service to reduce motor traffic
	• Review TMP and add detail to background review in ESR on key topics including:
	  • Direct connection between Gardiner and Street A not recommended;
	  • Recommendation for cycle track on Street A;
	  • How increasing density was considered in traffic assessment;
	  • Recommendations for new signalized intersections; and
	• Impact of transit improvements on traffic.

• Quality of life for residents during construction	• Evaluation of construction footprint to be added to evaluation of Economic & Financial thematic area.
• Electricity demand and consumption in the area, existing black-outs, impacts of GO Transit electrification and new development • Flood channel on west side of Park Lawn Rd; potential to rebuild with pedestrian and cycle track from rail corridor to The Queensway	• Noted, however out of scope for Street A MCEA.
• Traffic back-up on Park Lawn Rd to westbound Gardiner traffic	• Refined evaluation of Mobility thematic area to consider both intersection operations and critical movements for each alternative.
• Existing mature/valuable trees	• Mature trees to be added as a consideration in Natural Environment thematic area of evaluation.

Comments Received	Project Team Response / Action
Which design considerations are the most/least important?	
Based on responses at event and on comment form, the community priorities are, in order: 1. Vehicle traffic 2. Vulnerable users and affordable modes of travel (i.e. connections, access, safety) 3. Greenery - Consider soil trenches and permeable pavements - Consider retaining existing mature trees 4. Character, sense of place, maintaining heritage 5. Support for curbside activity 6. Other: efficiency, retaining wall appearance, implementation timeline	• Noted that community members prioritize transportation network performance (vehicle traffic, transit and active transportation). • Request to consider existing mature trees acknowledged. Mature trees to be explicitly listed in revised evaluation framework.
What do you like/dislike Alternative 1?	
• Many (~8) responses indicated a concern that only 2 lanes would not be sufficient for the anticipated traffic, particularly for emergency vehicle access and large trucks. However, some (~4) responses indicated that 2 lanes are most appropriate for a neighborhood street and may deter cut-through traffic from the Gardiner. • Many (~5) comments appreciated Alternative 1 because of the safe and attractive pedestrian environment. • Comments indicated that Alternative 1 provides balanced infrastructure/space for all modes. • Some (~3) comments said parking should only be provided off-street, while one indicated concerns that there would not be enough parking. • Many comments appreciated the areas dedicated to trees and green infrastructure in Alternative 1.	• Noted that Alternative 1 may required additional mitigation measures to ensure traffic flow can be maintained, particularly for emergency vehicles.

Comments Received	Project Team Response / Action
What do you like/dislike Alternative 2?	
• Many (14) comments were supportive of 4 traffic lanes, however some (4) comments preferred 2 lanes only in order to discourage traffic/speeding. • A few (2) comments mentioned safety concerns for pedestrians, cyclists and in general due to the car-oriented design of Alternative 2. • Some commenters disliked Alternative 2 due to the limited pedestrian space. • In terms of parking, one comment indicated more on-street parking was needed around (specifically around schools), one indicated that the proposed parking was sufficient, and three others indicated that there should be no on-street parking at all. • One comment indicated that trees and green infrastructure will not survive well in a vehicle-dense corridor so they do not need to be prioritized. Therefore Alternative 2 would be preferred. However, other (4) comments indicated that Alternative 2 does not provide enough space for green infrastructure/trees.	• Noted that Alternative 2 may require additional mitigation measures to ensure vulnerable road users have a safe and attractive environment.

Comments Received	Project Team Response / Action
What do you like/dislike Alternative 3	
• Alternative 3 was either very well liked or very disliked. With the increased width, several comments (7) said it would be way too busy for a residential area with concerns about safety, speeding and induced traffic demand. Other (5) comments indicated that 4 lanes would be necessary to address traffic concerns. Some (3) comments indicated that Alternative 3 was "perfect" or the "best" • Some (3) comments indicated that Alternative 3 provides balanced infrastructure for all modes. • Some (2) commenters would no on-street parking • Some (2) comments appreciated the amount of green area in Alternative 3 • One comment indicated that Alternative 3 combines the advantages of Alternatives 1 and 2 • Two comments expressed concerns about cost and footprint of Alternative 3	• Noted that Alternative 3 may require additional mitigation measures to ensure vulnerable road users have a safe and attractive environment, and that the wide ROW doesn't induce traffic demand or encourage speeding.
Do you have any suggestion for evaluation criteria that should be used?	
• Population density, including mix of families with children vs single people • Traffic volume reduction • Improve traffic circulation • De-prioritize vehicles • Pollution reduction • Address Gardiner congestion	• The suggestions have been considered and many are not relevant to Street A's right-of-way design, or have already been included in evaluation framework. • Air quality evaluation criteria to be refined to include vehicle emissions and street tree effects.

Comments Received	Project Team Response / Action
Feedback on Policy Frameworks thematic area and proposed performance measures.	
• Traffic volume reduction • Capacity of transportation network	• Traffic reduction to be considered through Policy Frameworks including the Growth Plan for the Greater Golden Horseshoe, Provincial Policy Statement, Regional Transportation Plan, and Christie's Secondary Plan. • Traffic reduction also considered through Policy Frameworks that improve non-auto modes in an effort to reduce car-dependency.
• Support green infrastructure including existing valuable trees	• Mature trees to be added as a consideration in Natural Environment thematic area of evaluation.
• Consider environmental impact and climate change initiatives	• Climate change policies such as TransformTO to be added to Policy Frameworks evaluation.
Feedback on Safe & Healthy Communities thematic area and proposed performance measures.	
• Emergency vehicle access is critical	• Emergency vehicle operations to be considered in refined Safe & Heathy Communities evaluation criteria by including several factors such as potential vehicle delay and road design.
• Accommodate for trucks, snow plows, snow storage	• Noted for detailed design stage.
• Consider traffic flow to and from GO Station	• Entrance to GO station pick-up/drop-off lot (underground) to be considered in traffic analysis within Mobility evaluation.
• Protection of adjacent waterways	• To be considered through TRCA/environmental policies within Policy Frameworks thematic area as well as Natural Environment thematic area.
• Support green infrastructure including existing valuable trees	• Mature trees to be added as a consideration in Natural Environment thematic area of evaluation.

Comments Received	Project Team Response / Action
• Noise and air quality impacts of train station near residences	• Air quality studies and noise impact studies from DPOS to be reviewed.
• Safety	• Evaluation of safety to be refined to include intersection crossing distances and buffers. Feeling of safety also to be evaluated as attractiveness of active transportation facilities.
Feedback on Mobility thematic area and proposed performance measures.	
• Mode split	• Multi-modal level of service (MMLOS) to be used to evaluate alternatives for each mode of transportation.
• Provide connections to green space from street traffic	• Connections to green space to be determined through site plan development.
• Traffic flow on Gardiner Expressway	• Traffic infiltration from Gardiner to be mitigated through Street A design.
Feedback on Natural Environment thematic area and proposed performance measures.	
• Air quality impacts of traffic congestion	• Air quality evaluation criteria to be refined to include vehicle emissions and street tree effects.
• Improve existing storm drains and water supply • Stormwater management is essential near Lake Ontario	• SWM network and infrastructure already being considered during design and evaluation.
• Protect existing and future valuable trees	• Mature trees to be added as a consideration in Natural Environment thematic area of evaluation.
Feedback on Cultural Environment thematic area and proposed performance measures.	
• Indigenous tradition generally promotes leaving land in a natural condition. How can development support this tradition? • Consider sports and recreation • Identify cultural elements	• Comments noted.

Comments Received	Project Team Response / Action
Feedback on Social Equity thematic area and proposed performance measures.	
• Support GTA transportation system • Ensure pick-up/drop-off and delivery activities are supported	• Access to the new Go station via affordable, sustainable modes will be prioritized to support connectivity to the GTA. • Curbside activity already being considered in Social Equity thematic area.
Feedback on Economic & Financial thematic area and proposed performance measures.	
• Congestion costs time and money • More shopping/commercial needed in the area	• Comments noted.
Other general feedback	
• The unknown variable of population density makes assessing evaluation criteria very difficult. • Hard to know what the population for families and children will be. Do families choose to live in 2 bedroom high-rise condos? • Density is too high • Construction has already been ongoing in the area for 10-20 years. • Allowing current residents to voice their opinions as a whole. It feels like you've segmented us to divide and conquer • Build Park Lawn GO Station asap • Build Street A before the construction • Several comments regarding North-South Street and Legion Road Extension	• Comments noted

3.3.1 Comment Form Demographics

Respondents had the option to provide their demographic information through four questions in the comment form.

3.3.1.1 Forward Sortation Area

Of the 15 responses received to the question "What are the first 3 digits of your postal code?", 9 live in the M8V forward sortation area, 5 live in M8Y and one lives in M6S. These are the three closest forward sortation areas to the Street A study area, as shown in Figure 3-1, demonstrating that the respondents were local to the project.

Figure 3-1: Forward Sortation Area Map (City of Toronto & Canada Post, 2009)

3.3.1.2 Relationship to the Area

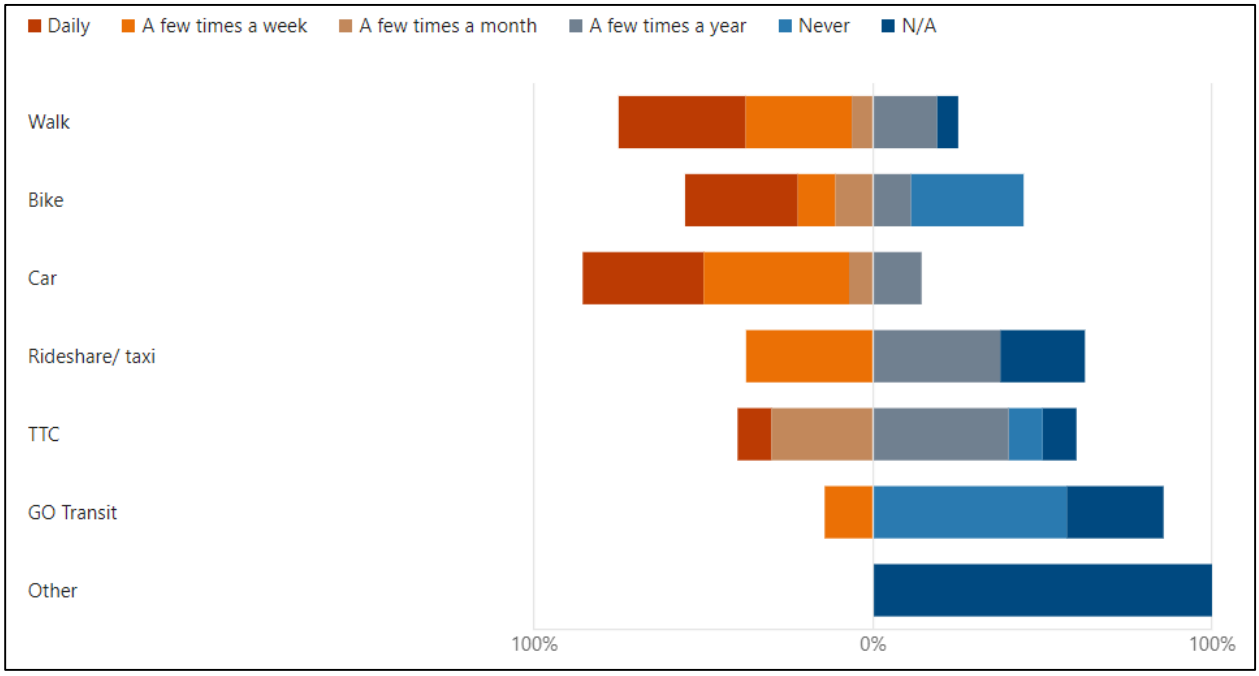
16 responses were received to the question "What is your relationship to the area?", as shown in Figure 3-2. Respondents were able to select multiple choices. All respondents live in the area except for one.

Figure 3-2: Relationship to the Area – Survey Responses

3.3.1.3 Travel Behaviour

16 responses were received to the question "How do you travel most within the study area?", as shown in Figure 3-3. The most prevalent response was car, followed closely by walking and cycling, but all modes are regularly used in by survey respondents.

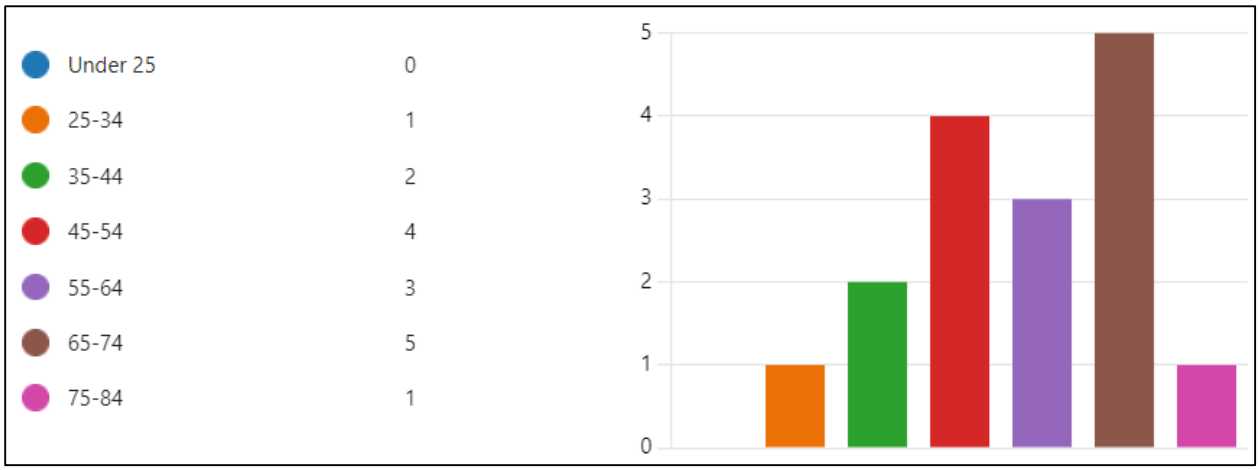
Figure 3-3: Travel Behaviour – Survey Responses



3.3.1.4 Age

The final demographic question asked "What is your age?". Survey respondents varied in age, however, the majority of participants were between the ages of 45 and 74, as shown in Figure 3-4.

Figure 3-4: Age – Survey Responses



3.4 COMMENT PERIOD

13 comments were received by the project team via email between June 1, 2023 and July 30, 2023. Comments included questions and feedback under the following topics:

- Christie's development (2150 Lake Shore Blvd W);
- Park Lawn GO Station;
- Traffic on Lake Shore Blvd W, Park Lawn Rd and Legion Rd;
- Traffic impacts of Street A and development;
- Environmental impacts of Street A and development;
- Comments on preliminary alternatives;
- Street A EA and construction timeline;
- Financing of Street A;
- Construction process; and
- Grade separation structure.

A copy of the comment-response table is provided in Appendix G.

4 NEXT STEPS

The project team will further refine the alternative solutions and evaluation framework based on the feedback received via public, interest group and Indigenous consultation. Then, the alternatives will be evaluated to select the preferred design. The preferred solution will be presented during Phase 3B consultation, which includes a second in-person public consultation event.

APPENDIX A

NOTICE OF COMMENCEMENT AND PUBLIC CONSULTATION MEETING #1

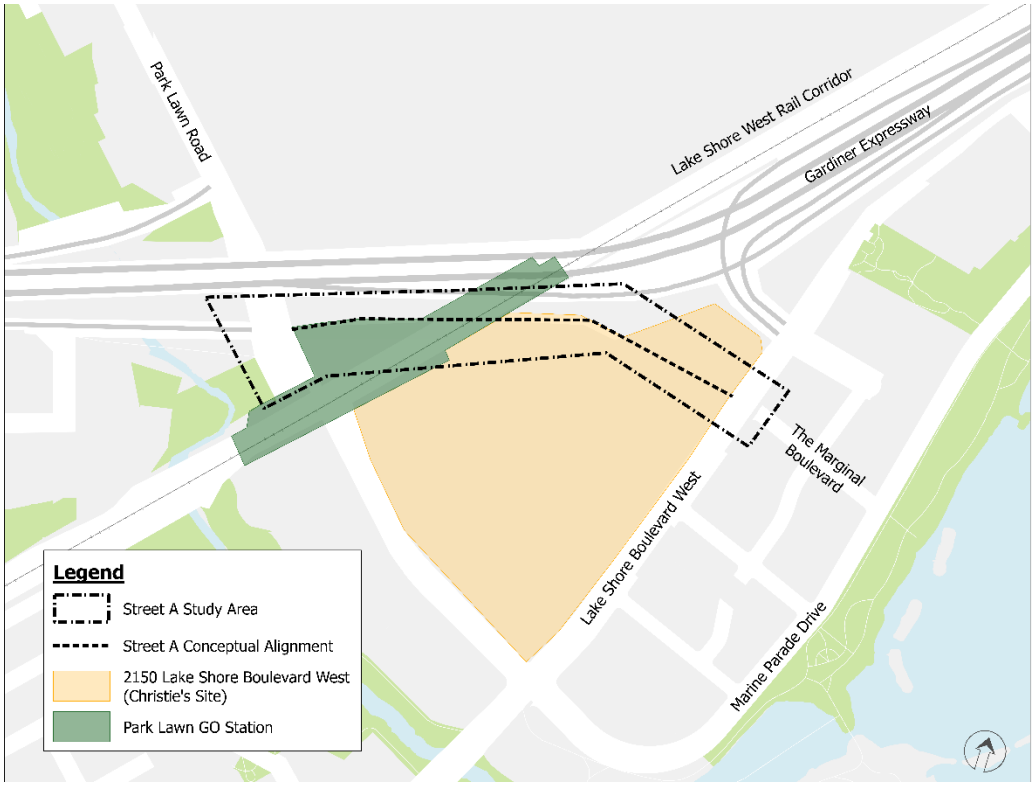
NOTICE OF STUDY COMMENCEMENT AND PUBLIC CONSULTATION MEETING #1

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

STREET A

OVERVIEW

The City of Toronto has authorized Lakeshore Developments Inc. (LDI) 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 in the City of Toronto. The Street A EA Study Area is shown below.



Street A EA Study Area

PUBLIC CONSULTATION MEETING #1

The City and LDI are holding a public consultation meeting to introduce the Street A EA Study. The City and LDI value the voices and opinions of community members and other interested parties, and are dedicated to having an open, transparent, accessible and inclusive dialogue with the public, stakeholders and Indigenous communities. Public consultation meetings provide the public with an opportunity to hear project updates, provide input, and ask questions. You are invited to attend the first public consultation meeting open house which will focus on: summary of background information and existing conditions; initial design alternatives; and draft evaluation framework. The EA Study process will also include other opportunities for the public and stakeholders to inform the EA Study and outcomes.

Date: June 22, 2023
Time: 6pm to 8pm
Location: Park Lawn Junior Middle School
71 Ballacaine Drive
Toronto, ON M8Y 4B6

EA STUDY PROCESS

The City of Toronto recently undertook the Park Lawn Lake Shore Transportation Master Plan (TMP) which identified Street A and the associated rail underpass as a Schedule C project. The TMP is completing Phases 1 and 2 of the MCEA process. Street A is being identified as a Schedule C road project in the TMP. The Street A Schedule C EA Study will satisfy Phases 3 and 4 of the MCEA process.

The Street A EA Study is being undertaken following the "integrated approach" (outlined in Section A.2.9 of the Municipal Class Environmental Assessment process) in co-ordination with the 2150 Lake Shore Blvd West Plan of Subdivision application (Application Numbers: 20 146488 WET 03 OZ, 20 146496 WET 03 SB, and 22 131744 WET 03 SA) on the former Christie Lands, in order to satisfy both Environmental Assessment Act and Planning Act requirements. Part of the land required for Street A extends beyond the boundaries of the Plan of Subdivision application and are needed to serve the proposed development.

The Street A EA Study will develop a detailed inventory of existing conditions, develop and evaluate street and underpass design alternatives, identify a preferred design alternative, assess potential impacts, and identify reasonable mitigation measures.

CONTACT US

Please submit any feedback on Public Consultation Meeting #1 by email, mail or telephone by **July 22, 2023**. If you would like to be added to the EA Study email list to be kept informed of future consultation events, or submit questions or comments at any time during the EA Study, please contact the Project Manager or the City contact below. You can also visit the EA Study website for more information.

Chris Sidlar, MCIP, RPP
Vice President, Transportation
LEA Consulting Ltd.
40 University Avenue, Suite 503
Toronto, ON M5J 1T1
Tel: 416-572-1791
Email: StreetAEA@2150lakeshore.com

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
Email: David.J.Hunter@toronto.ca

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

Information is being collected under the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Notice issued on June 8, 2023.

APPENDIX B

INTEREST GROUP MEETING MATERIALS

STREET A

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

STAKEHOLDER MEETING #1

JUNE 15, 2023

WELCOME & INTRODUCTIONS

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**.

MEETING RECORDING

This meeting is being recorded.

AGENDA

Welcome & Introductions

Zoom Instructions

Presentation: Street A EA

Question & Answer Period

CODE OF CONDUCT

Be Patient

Virtual meetings don't always run as smoothly as planned.

Be Brief

Limit yourself to one question or comment when called on to speak.

Be Respectful

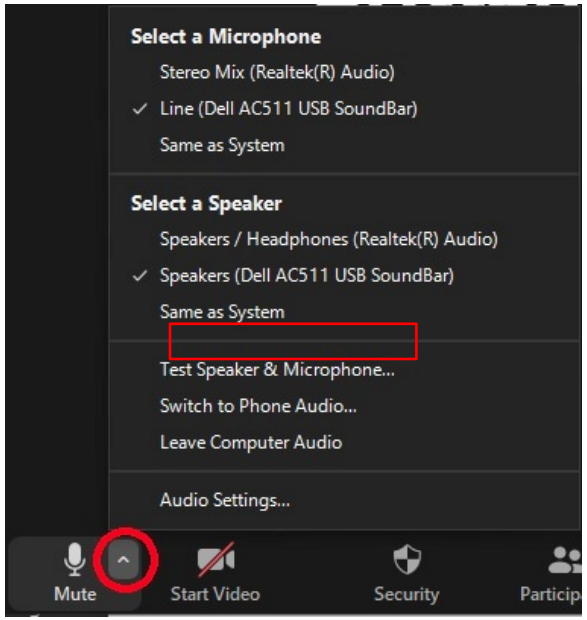
The City of Toronto is an inclusive public organization. Discriminatory, prejudicial or hateful comments and questions will not be tolerated and you will be removed from the meeting.

We want to hear from you – all questions are good questions!

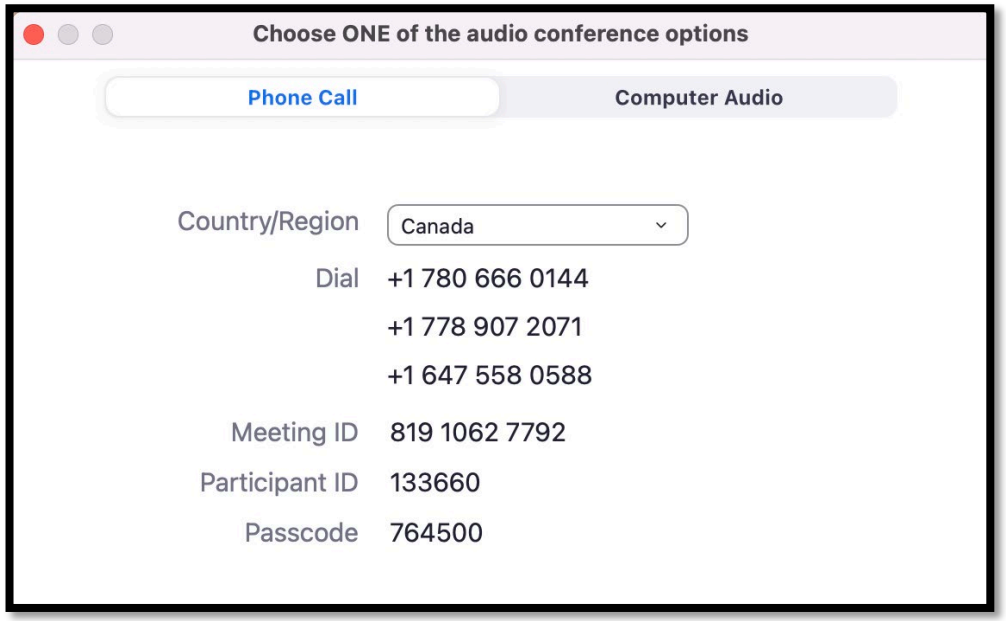
ZOOM AUDIO TROUBLE?

1. Click **the arrow** beside your mute button

2. Click "**Switch to Phone Audio**"



3. **Dial into the Meeting**
   - Dial any of the numbers on screen
   - Enter the Meeting ID when prompted
   - Press *6 to toggle mute/unmute or *9 to raise/lower your hand.

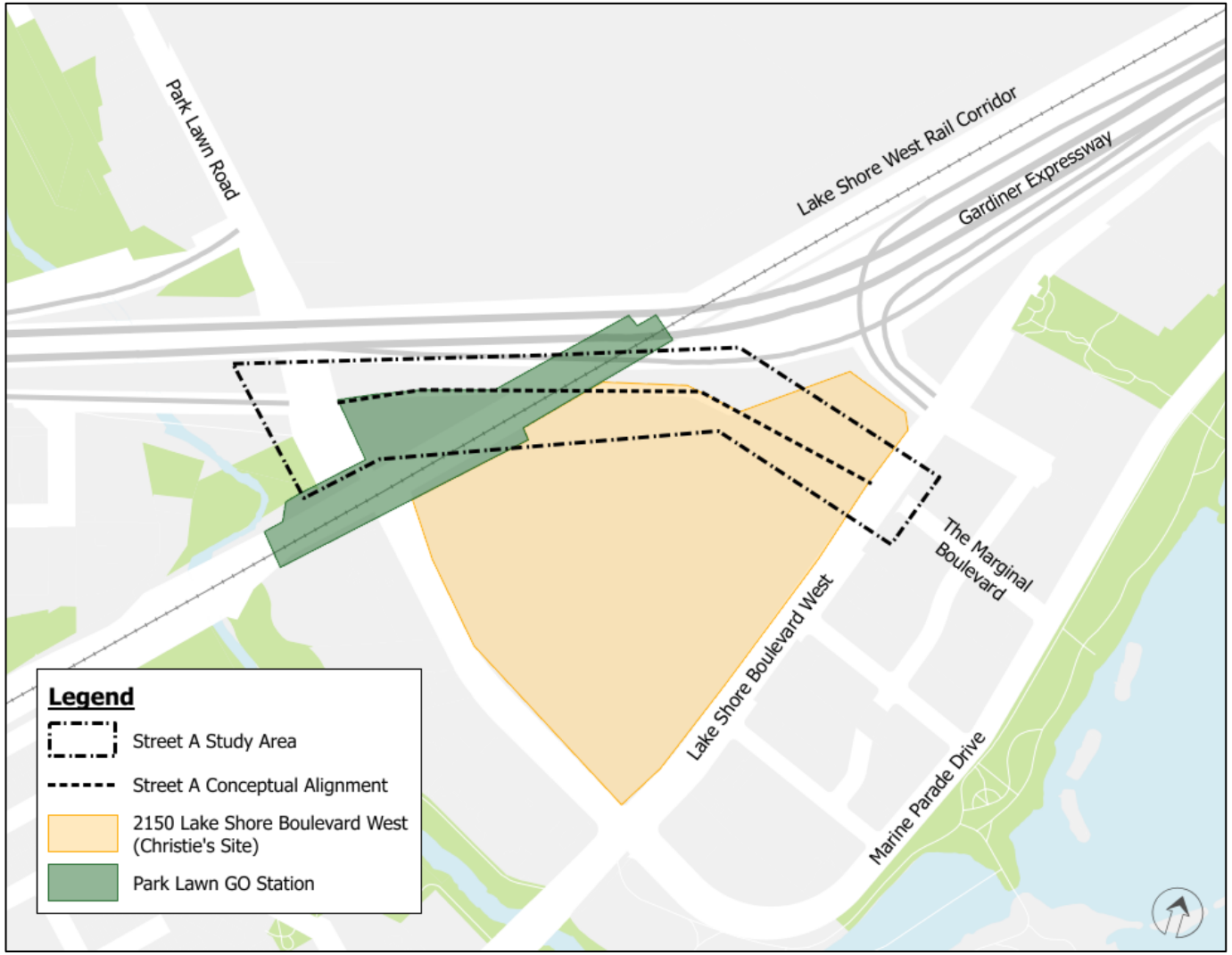


STREET A EA
STUDY OVERVIEW

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 co-ordination with the 2150 Lake Shore Blvd West Plan of Subdivision application on the former Christie Lands and the proposed Park Lawn GO Station Site Plan Application, to satisfy both Environmental Assessment Act and Planning Act requirements.



Street A EA Study Area

MCEA STUDY PROCESS

PARK LAWN LAKE SHORE TMP

STREET A EA STUDY

PHASE 1
Identify Problems & Opportunities

- Review Existing Conditions, Challenges & Opportunities
- Develop Problem & Opportunity Statement
- **Stakeholder & Public Consultation (November 2016)**

PHASE 2
Develop, Evaluate & Identify Preferred Network

- Identify Alternative Solutions and Evaluation Criteria
- **Stakeholder & Public Consultation (June 2020)**
- Evaluate & Select Preliminary Preferred Alternative Solution
- **Stakeholder & Public Consultation (Summer 2021)**
- Report to City Council
- Recommended Preferred Solution and Final TMP Report

PHASE 3
Develop, Evaluate, & Identify Preferred Design

- Review Existing & Future Conditions
- Develop Design Alternatives
- Develop Evaluation Framework
- **Stakeholder & Public Consultation (Summer 2023)**

We Are Here

- Evaluate Design Alternatives
- Identify Preferred Design
- **Stakeholder & Public Consultation**
- Report to City Council

PHASE 4
Prepare Environmental Study Report

- Develop 30% Detailed Design
- Document Study Findings in Environmental Study Report (ESR)
- **30-Day Public Review Period**

PHASE 5
Implementation

- Further Detailed Design & Construction

STAKEHOLDER & PUBLIC ENGAGEMENT

MCEA INTEGRATED APPROACH

ONGOING CO-ORDINATION

Street A Schedule C MCEA

- Review Existing & Future Conditions
- Develop Alternative Designs
- Develop Draft Evaluation Framework
- Public Consultation Event
- Evaluate & Identify Preferred Design
- Combined Public Consultation Event
- Revise Preferred Design
- Combined Report to City Council
- Prepare 30% Design Drawings & Environmental Study Report

We Are Here

2150 Lake Shore Plan of Subdivision

- Prepare Revised Application Materials
- Revise & Submit Final Resubmission

Park Lawn GO Station Site Plan Application

- Application for Site Plan Approval Submitted (Oct 2022)
- Prepare Revised Application Materials
- Revise & Submit Final Resubmission
- Notice of Approval Conditions

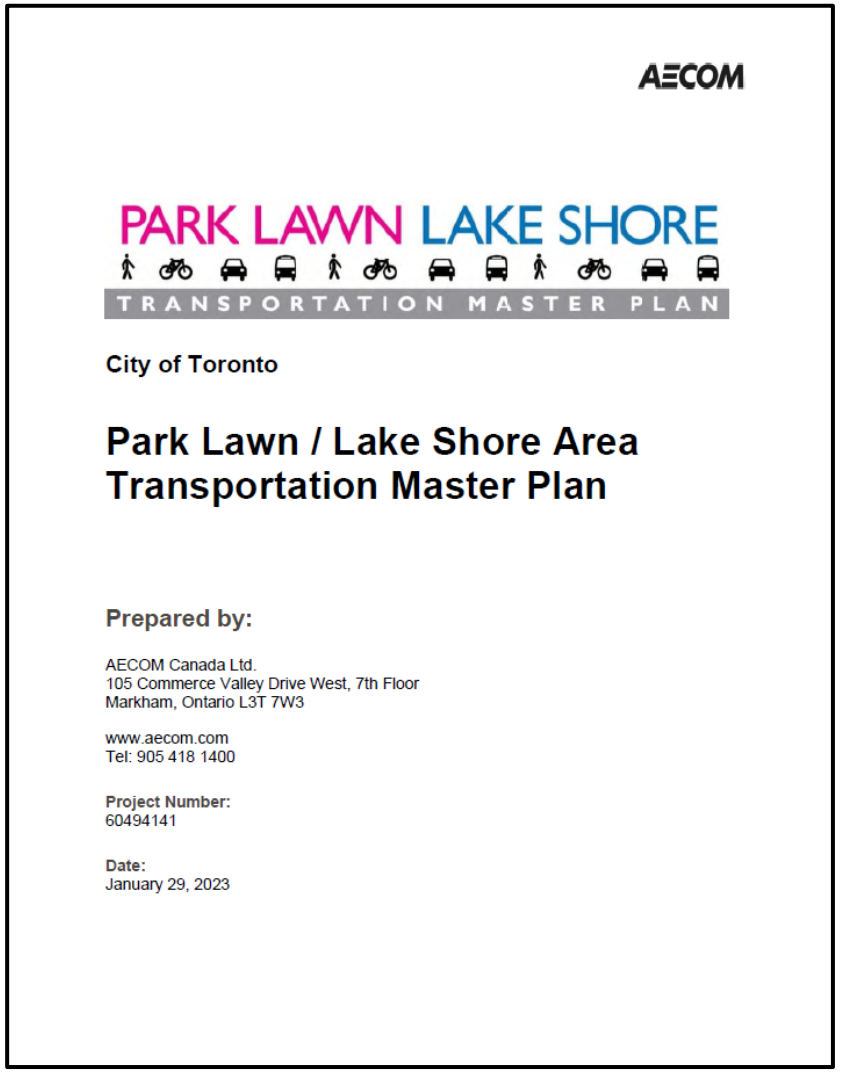
PROJECT UPDATES

PARK LAWN LAKE SHORE TMP

LEGION ROAD EXTENSION

PARK LAWN LAKE SHORE TMP: KEY ISSUES & CHALLENGES

- Significant past and future growth changes to area transportation infrastructure
- Lack of higher-order transit and streetcar transit priority
- Limited street network connectivity
- Disconnected walking and cycling networks
- Auto-oriented street design, with uninviting pedestrian and cyclist environments
- Auto traffic congestion, especially “cut-through” traffic to and from Gardiner Expressway
  - 97% of vehicles are not going to or from destinations within the TMP area


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

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

PARK LAWN LAKE SHORE TMP: PREFERRED TRANSPORTATION NETWORK

- 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

LEGION ROAD EXTENSION: PROJECT UPDATE

- 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.
- Due to significant 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)
- ECS, Transportation Services and Toronto Water are 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.

Location of Legion Road Extension and Proposed Stormwater Management Facility

STREET A EA
SUMMARY OF EXISTING & FUTURE CONDITIONS

ALIGNED CITY POLICIES, GUIDELINES, & INITIATIVES

Toronto Official Plan

Waterfront Transit Reset

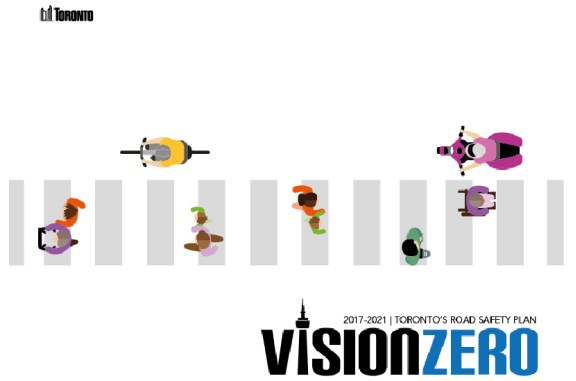
Cycling Network Plan

Complete Streets

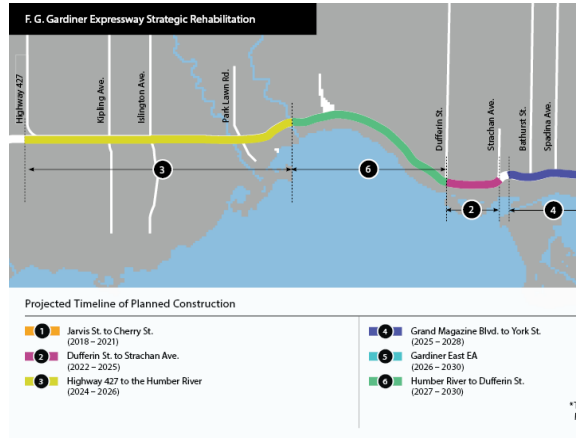
Green Streets

Congestion Management Plan

Vision Zero

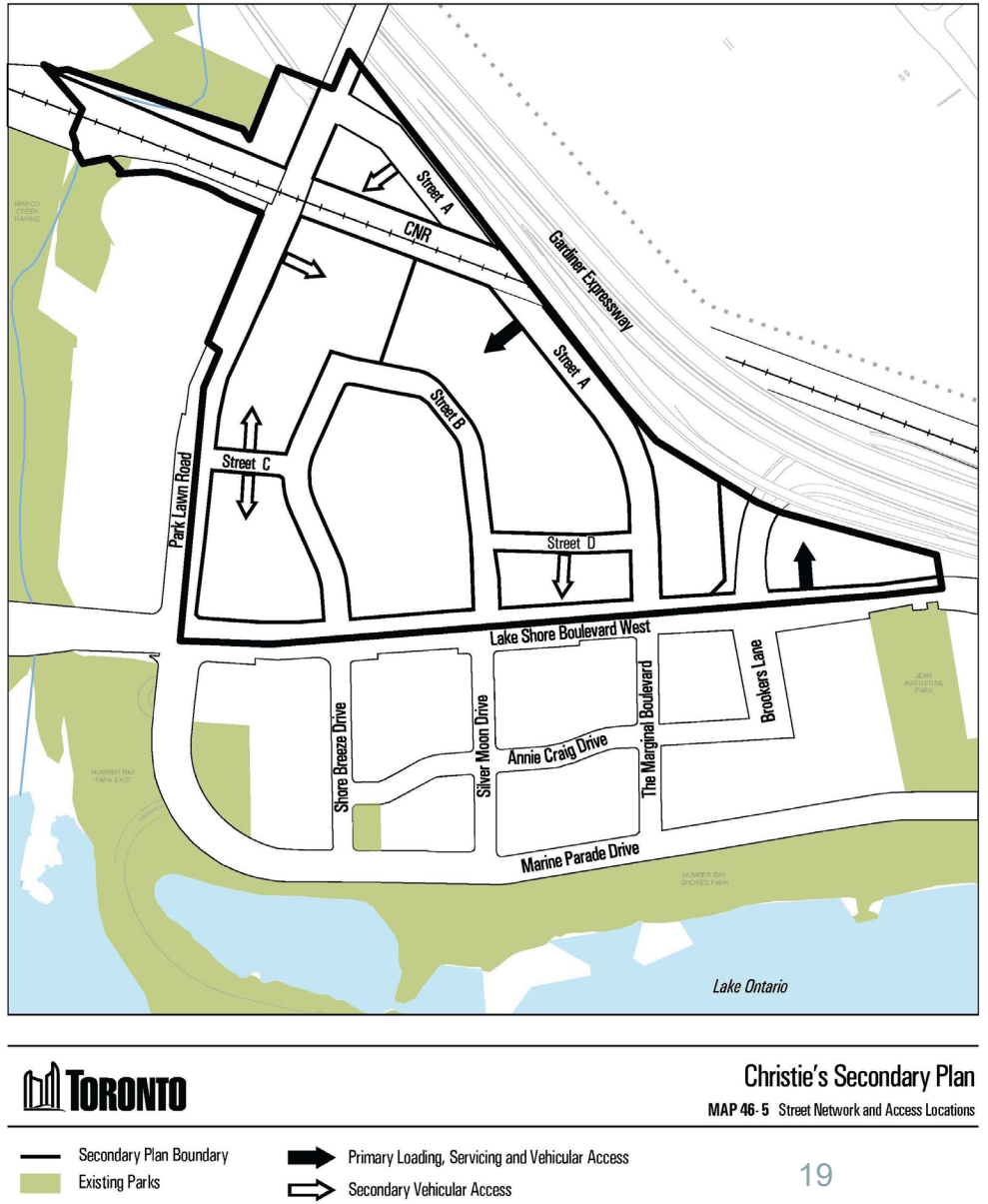


Gardiner Rehabilitation Strategy



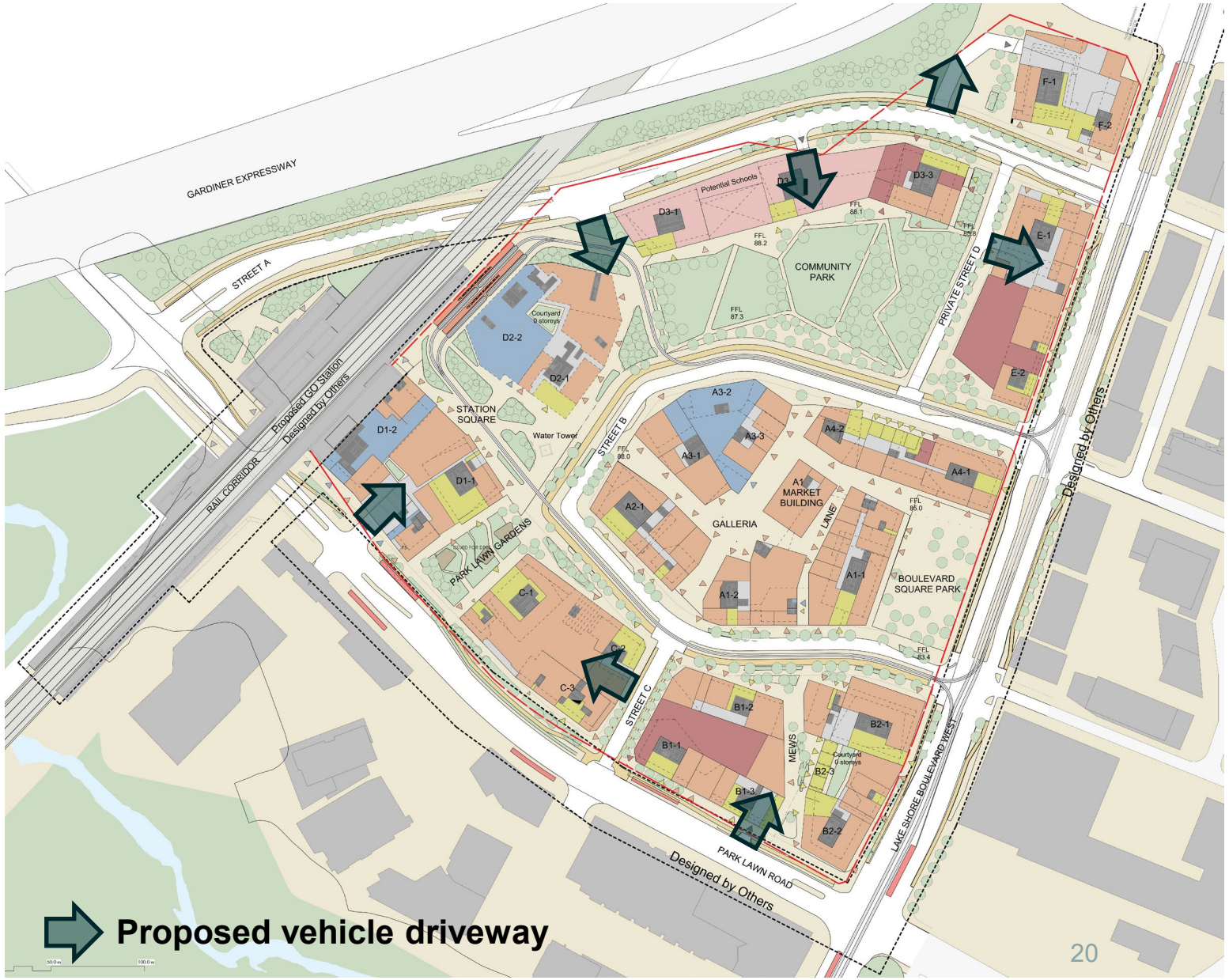
CHRISTIE'S SECONDARY PLAN

- Christie's Secondary Plan was developed in coordination with Park Lawn Lake Shore TMP
- Secondary Plan provides high level policy framework to guide future development in the area, including redevelopment of the 2150 Lake Shore site
- Establishes planned street network at high level on Map 46-5, including Street A
- Secondary Plan notes that exact location, alignment, and design of new streets will be further defined through implementation mechanisms, such as this EA for Street A
- Plan provides high level policy direction for overall street network, to improve connectivity for all users while prioritizing pedestrians and cyclists through a 'Complete Street' approach



2150 LAKE SHORE DEVELOPMENT: DRAFT PLAN OF SUBDIVISION

- Draft Plan of Subdivision application will secure new infrastructure, streets and parks at 2150 Lake Shore Blvd W
- Total development area: 705,578 m^2
  - Res: 7,644 units / 583,876 m^2
  - Retail: 35,919 m^2
  - Office: 67,367 m^2
  - Community: 18,416 m^2
- Application also includes:
  - 1 ha Community Park
  - 0.25 ha Boulevard Sq Park
  - 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 Plan of Subdivision application and are needed to serve the proposed development.

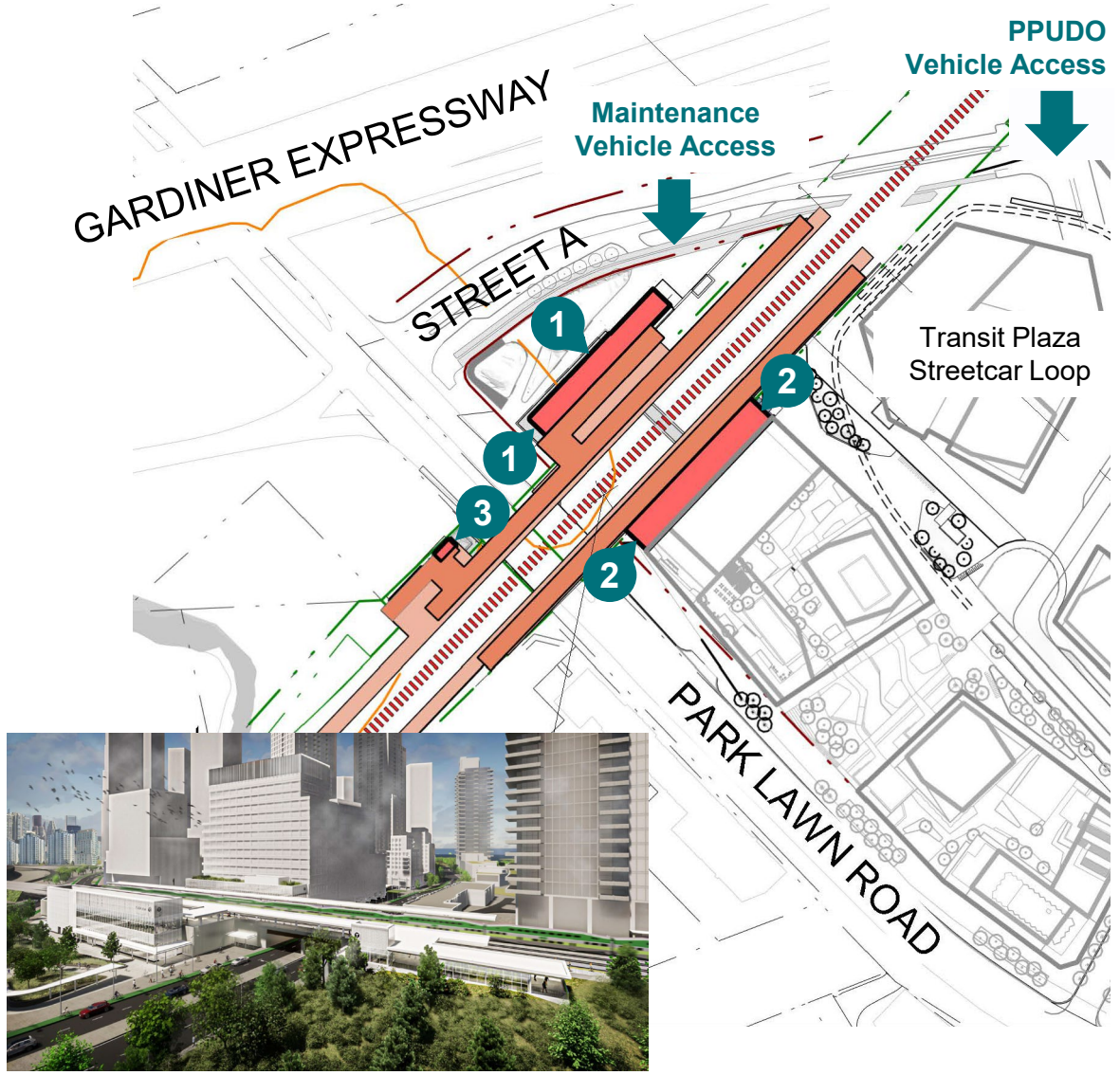


2150 LAKE SHORE DEVELOPMENT: PROPOSED PHASING

- Development proposed over 6 phases, including key infrastructure & facilities
- Phase 1: Blocks D1, D2, C
  - **Street A**
  - GO Station
  - 2 Privately-owned Public Spaces
- Phase 2: Blocks A1-A4
  - Daycare
  - 0.25 ha Park
- Phase 3: Block D3
  - 2 Potential elementary schools
  - Daycare
  - 1 ha Park
- Phase 4: Block B1, B2
  - Library
- Phase 5: Block E
  - Community centre
- Phase 6: Block F

PARK LAWN GO STATION

- Proposed GO Station is advancing via separate approvals processes with Metrolinx and City of Toronto, in coordination with Street A EA and 2150 Lake Shore development
- Station platforms span over existing Park Lawn Road rail underpass
- Multiple station 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
- PPUDO vehicle access from Street A to underground parking of 2150 Lake Shore development
- TTC bus stops on Park Lawn Road near 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.

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
- Rail Safety Strategy
- Archaeological Assessments
- Built and Cultural Heritage
- Socio-Economic Assessment
- Civil and Utilities Investigations
- Stormwater Management and Functional Servicing Reports
- Air Quality Impact Assessment
- Arborist Report & Tree Preservation Plan
- Contaminated Site Assessments
- Environmental Impact Studies
- Geotechnical and Hydrogeological Studies
- Noise and Vibration Impact Study
- Pedestrian Level Wind Study

Previously Completed Studies Ongoing/Planned Studies

EXISTING AND FUTURE TRAVEL MODE SPLIT

	How People Get Around Today		How People Will Get Around in the Future
	57%	→	33%
	35%	→	52%
	8%	→	15%

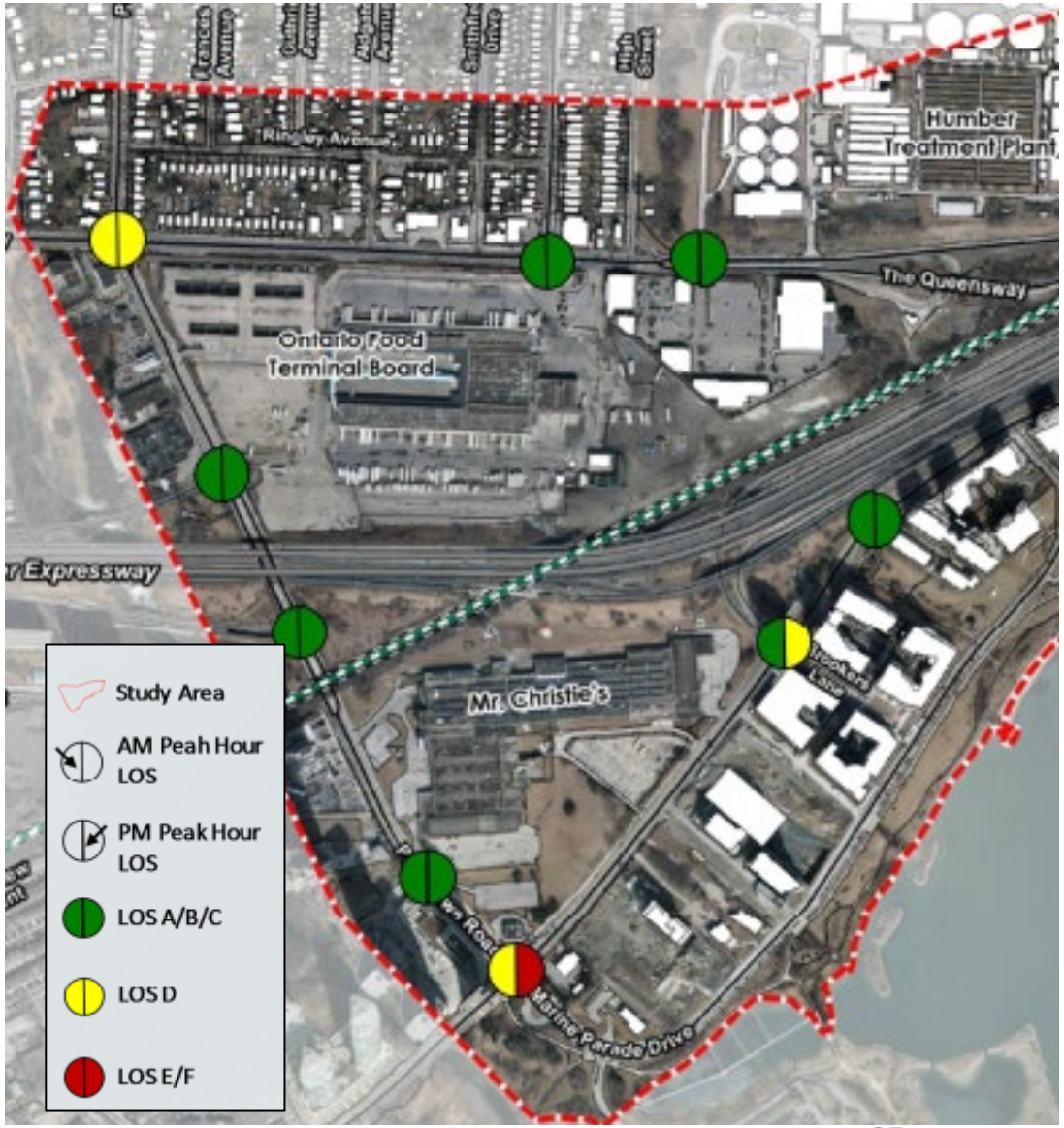
Source: Park Lawn Lake Shore TMP (2023)

EXISTING TRAFFIC CONDITIONS

- Area street network experiences traffic congestion during peak hours.
- Few alternate routes are available, particularly north-south crossings of Gardiner Expressway and rail corridors.
- Most intersections operate acceptably overall, although there are some notable critical movements with Level of Service (LOS) E or F, which are listed in the table below:

Intersection	Critical Movements	Level of Service AM (PM)
Park Lawn & Lake Shore Blvd West	Westbound Through Northbound Left/Through Southbound Left Southbound Right	D (F) E (D) E (E) F (E)
Park Lawn & The Queensway	Westbound Left Northbound Left Northbound Through Northbound Right Southbound Left Southbound Through/Right	E (F) F (D) D (E) F (D) E (E) E (E)
Park Lawn & Gardiner Ramp South	Eastbound Right	D (E)
Lake Shore & Gardiner Ramp / Brookers Lane	Southbound Right	C (E)

Source: Park Lawn Lake Shore TMP (2023)



FUTURE 2041 TRAFFIC CONDITIONS

Future “Do Nothing” Network

Preferred TMP Network (4-lane Street A)

Source: Park Lawn Lake Shore TMP (2023)

ENVIRONMENTAL AND CULTURAL CONTEXT

Natural Environment

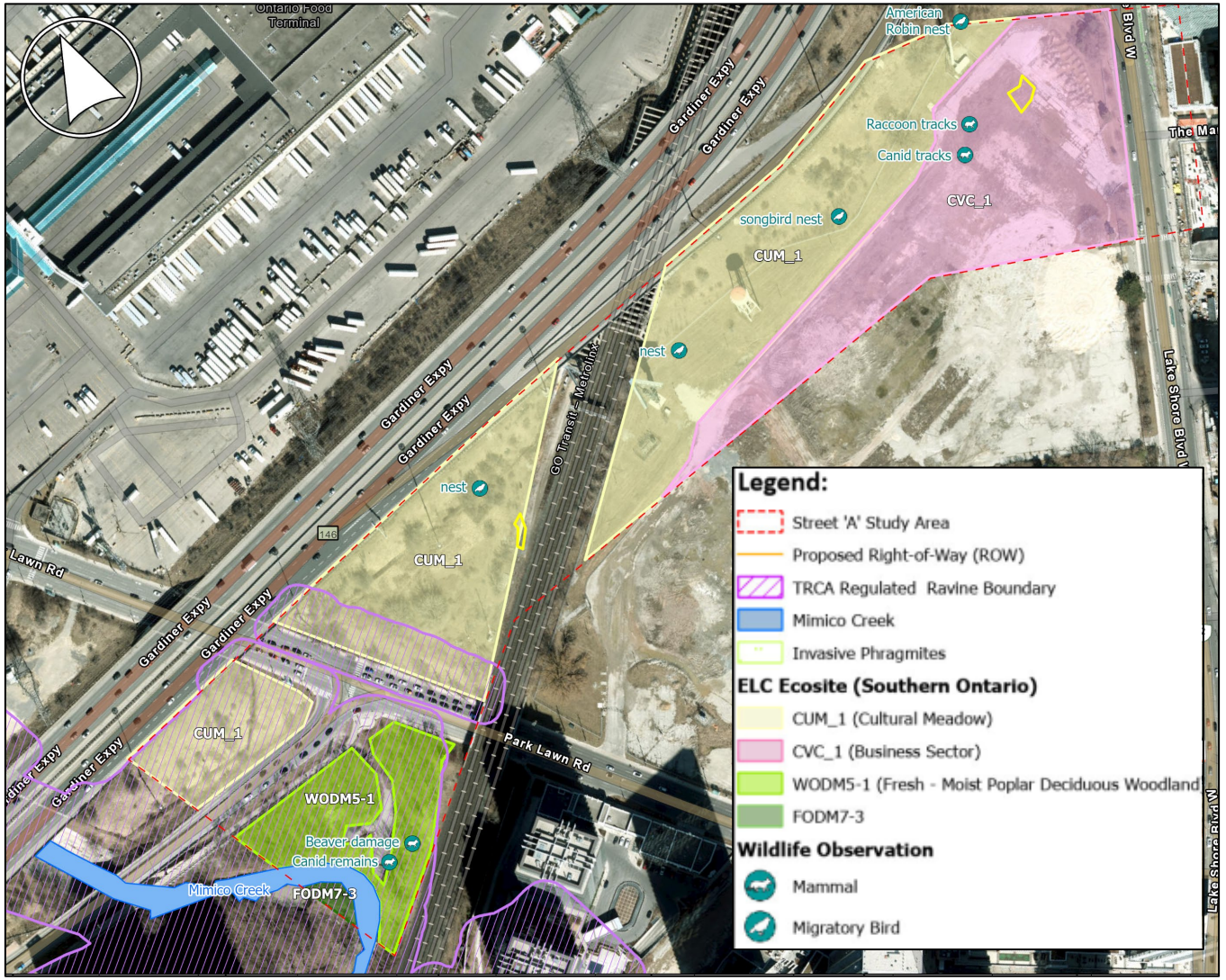
- Located between the Humber River and Mimico Creek
- Study area includes parts of Toronto's Natural Heritage System, TRCA Regulated Areas, and the Ravine and Natural Features protection policy
- Typical vegetation communities are mixed meadow and thicket, which are tolerant to urban conditions
- Some habitats for species of concern are present in the study area
- Environmental field investigations completed in 2016, 2018, 2020 and 2023.

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)

STREET A EA
DEVELOPING DESIGN ALTERNATIVES

KEY DESIGN CONSIDERATIONS

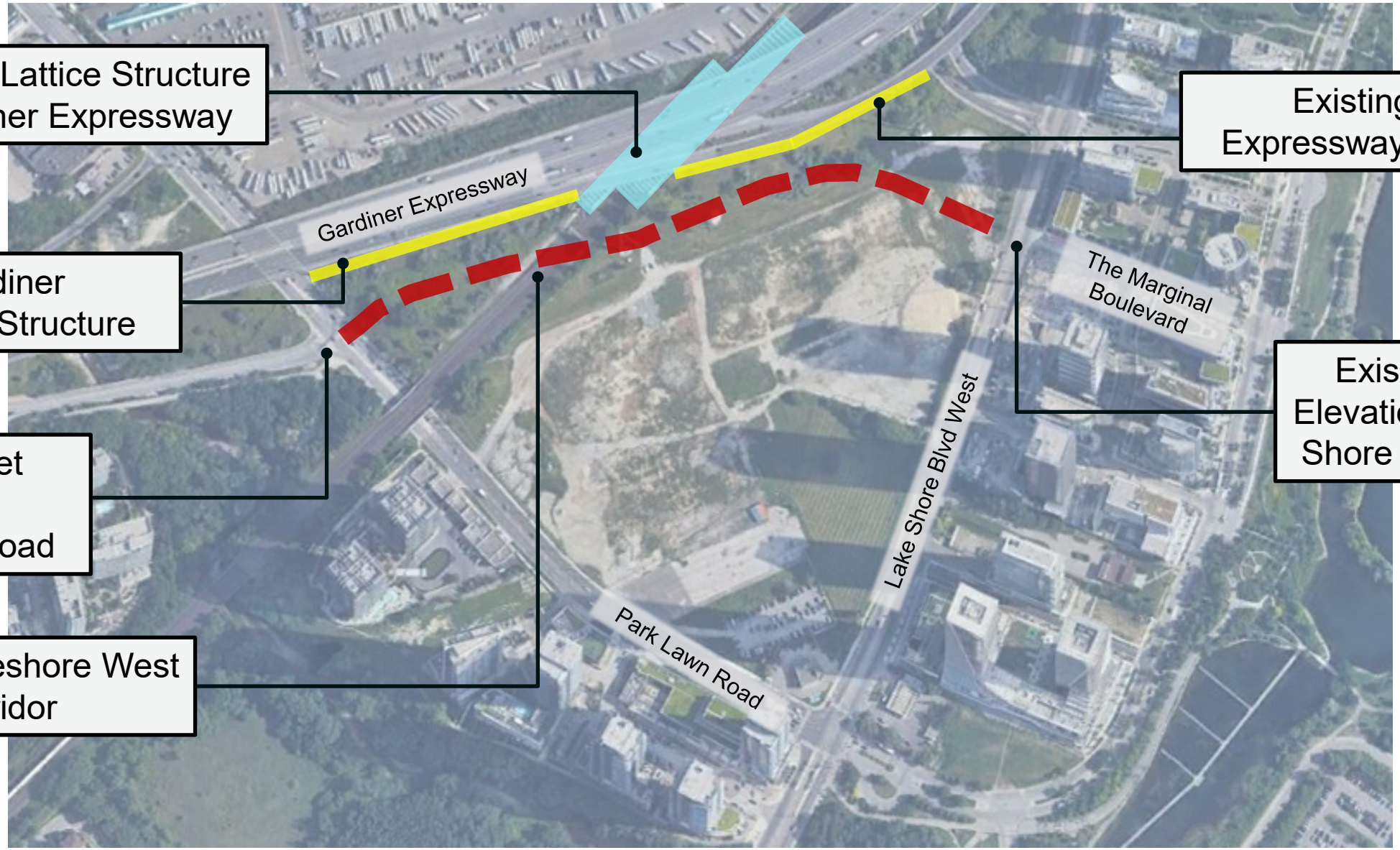
- The Street A Design Alternatives are building on the high-level objectives and Preferred TMP Network previously established for the Park Lawn Lake Shore TMP.

- 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.

HORIZONAL ALIGNMENT & VERTICAL PROFILE

Key Design Considerations



Existing Rail Lattice Structure Under Gardiner Expressway

Existing Gardiner Expressway Structure

Existing Gardiner Expressway Structure

Existing Street Elevation at Lake Shore Blvd West

Existing Street Elevation at Park Lawn Road

Existing Lakeshore West GO Rail Corridor

RAIL GRADE SEPARATION

Key Design Considerations

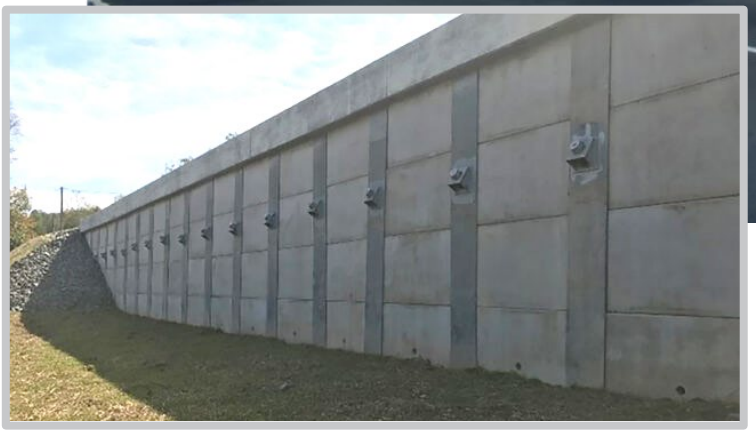
- The TMP identified the need for a grade separation structure at the rail corridor.
- The Street A EA study has reviewed structure types as part of developing design alternatives.
- Given area constraints, an underpass is the only viable solution. An underpass and tunnel is not feasible due to steep 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.

Criteria	Option 1 Overpass	Option 2 Underpass	Option 3 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 WALLS

Key Design Considerations

- 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



VEHICLE TRAFFIC LANES

Key Design Considerations

- 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

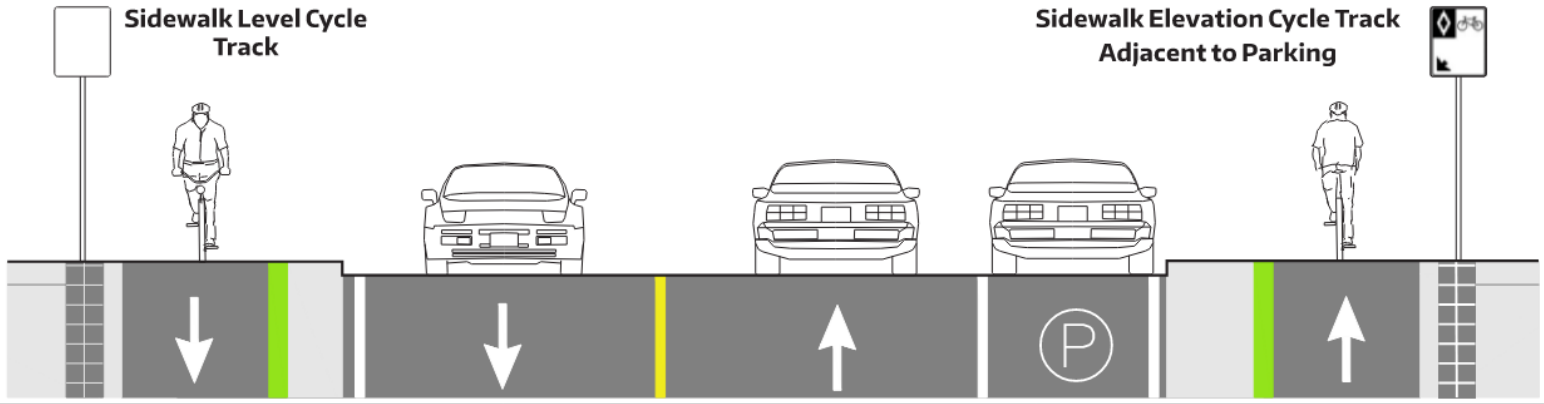
Islington Avenue
Four traffic lanes, off-peak parking in curb lane on both sides

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

CYCLING

Key Design Considerations

- 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



Uni-directional cycle track clearway widths

Design Domain	Moderate to low volume ratings	Major City-Wide Cycling Routes and high volume ratings
Default	2.1 m	2.4 m
Upper Limit	2.6 m	3.0 m**
Lower Limit	1.5 m*	1.8 m

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

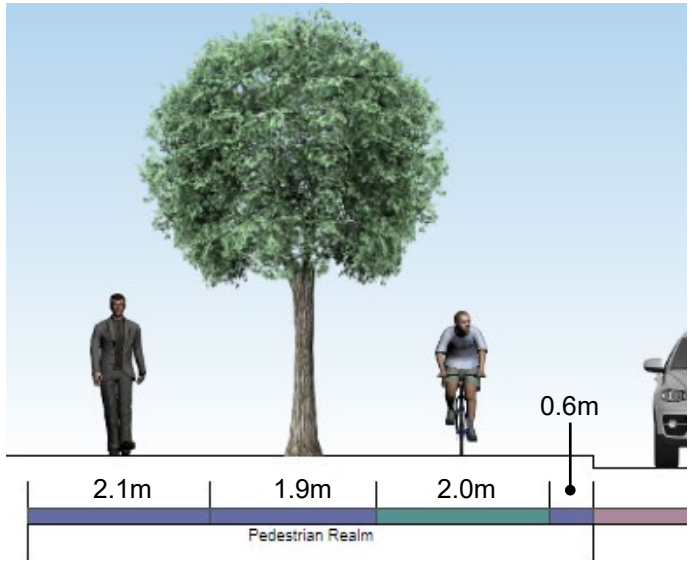
City of Toronto On-Street Bikeway Design Guidelines (2023)

CYCLING

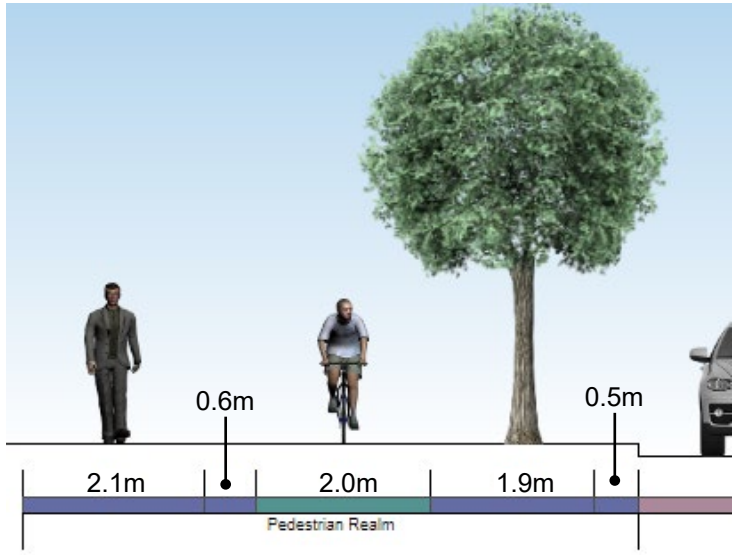
Key Design Considerations

Possible location of cycle track:

Between vehicle lanes and tree zone (6.6m)



Between sidewalk and tree zone (7.1m)



Considering ideal minimum widths of:

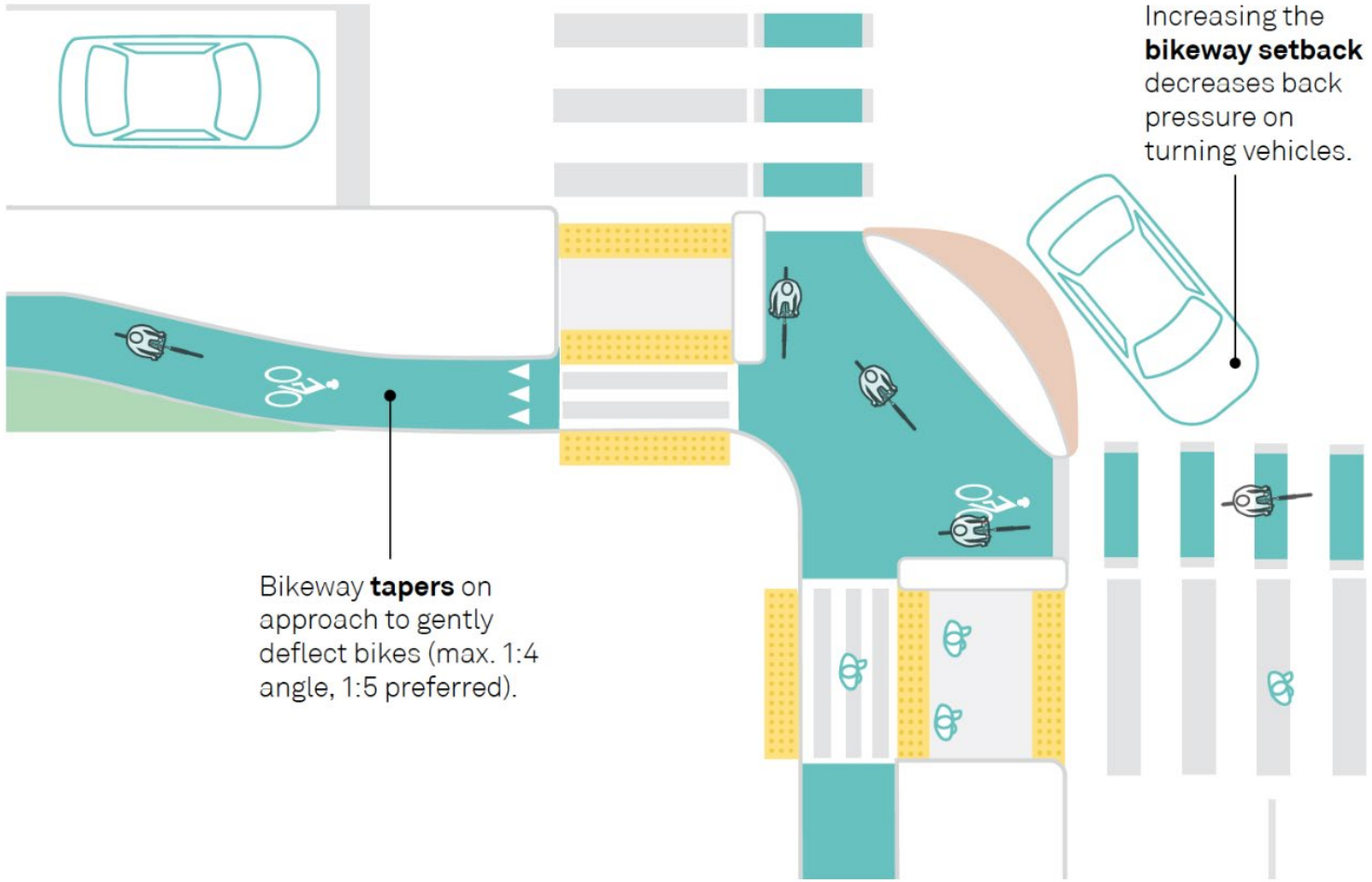
- Sidewalk: 2.1m
- Cycle Track: 2.0m
- Tree zone: 1.9m
- Buffer between cyclists/pedestrians or cyclists/vehicles: 0.6m (1.0m when cycle track beside parked car)

SAFETY

Key Design Considerations

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

- 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
- Dedicated signal phases for cyclists
- Tactile Walking Surface Indicators for improved accessibility
- And other features…



Source: NACTO Design Guide

PEDESTRIANS

Key Design Considerations

- 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.)

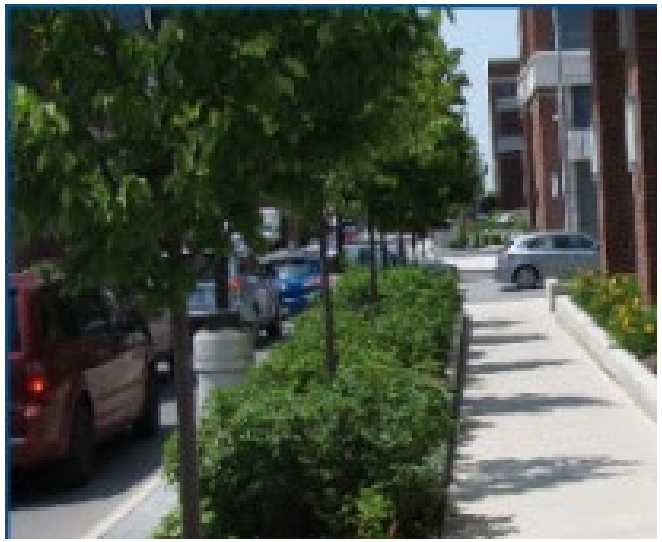
GREEN INFRASTRUCTURE

Key Design Considerations

- 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.



INDIGENOUS PLACE-MAKING & PLACE-KEEPING FEATURES

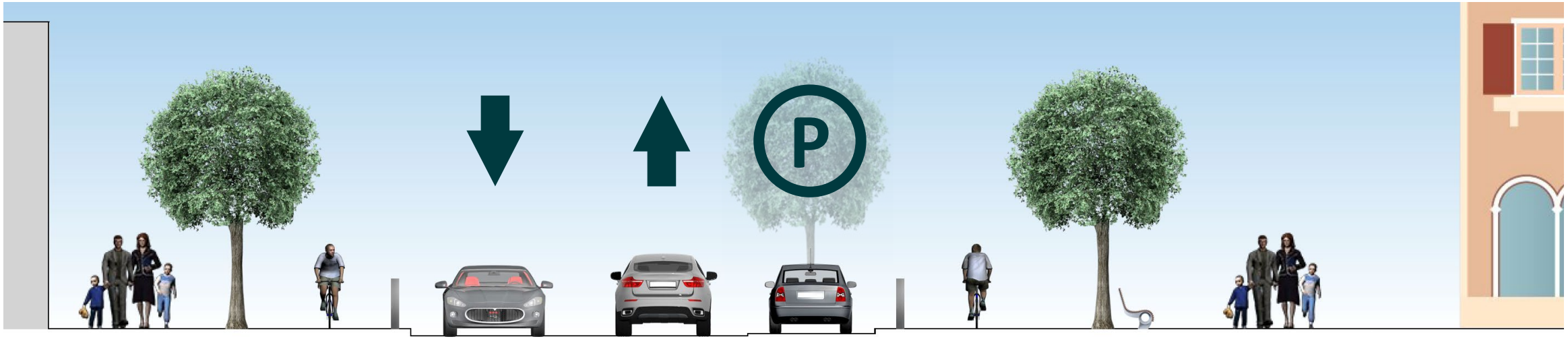
Key Design Considerations

- Opportunities for Indigenous place-keeping and place-making will be explored in the Street A EA, in collaboration with interested Indigenous Communities.

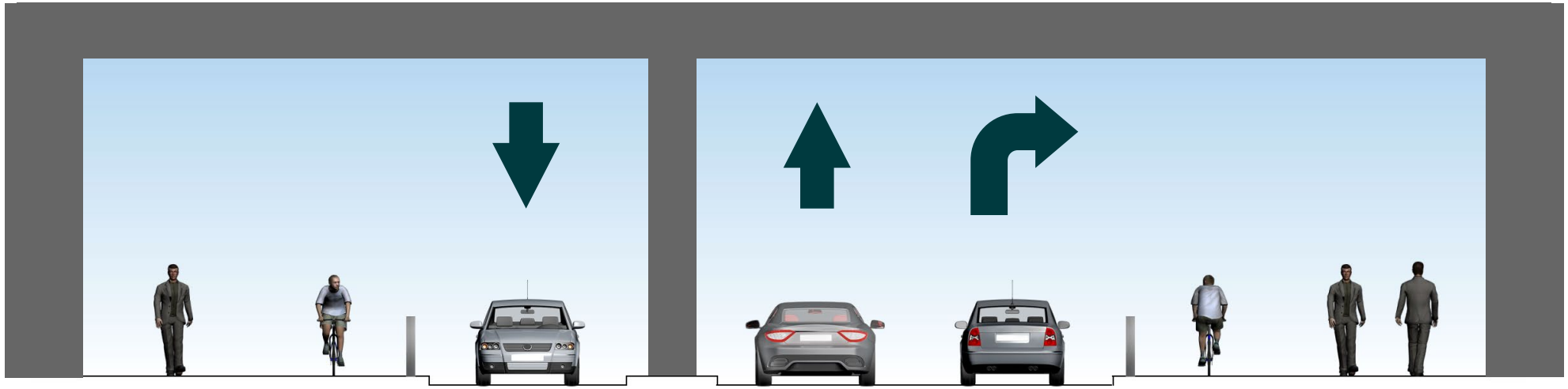
- Potential Indigenous place-keeping or place-keeping features include:
  - Language and symbols (ex. Moccasin Identifier Project, Toronto)
  - Public art (ex. murals or monuments)
  - Places for gathering (ex. Spirit Garden and Gathering Circle, Thunder Bay)
  - Native plants and water elements
  - History and Information

STREET A EA
DESIGN ALTERNATIVES

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



Public Realm: 7.1m | Driving Lanes: 6.6m | Parking: 2.5m | Public Realm: 9.8 – 12.3m

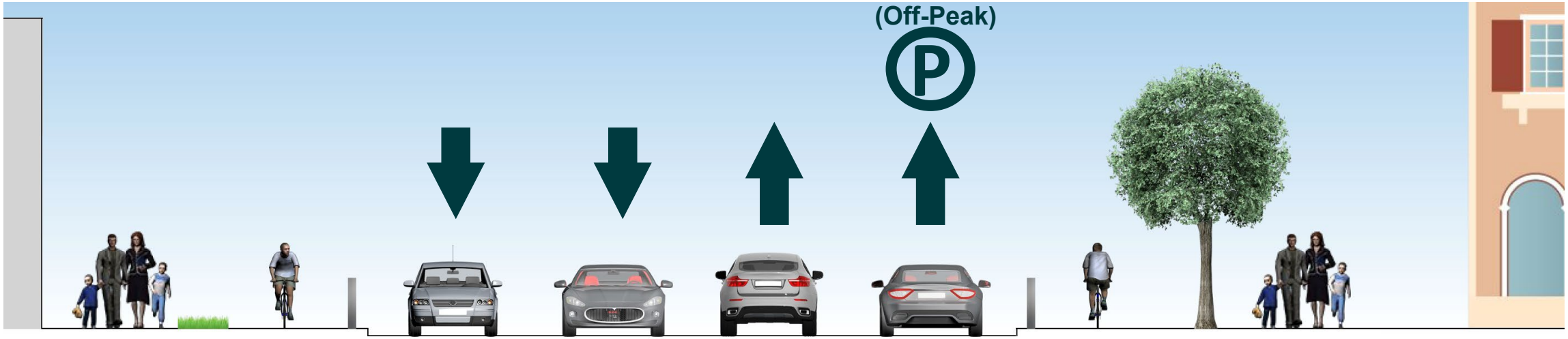


Public Realm: 5.8m | Driving Lanes: 9.9m + 1.5m median | Public Realm: 6.3m

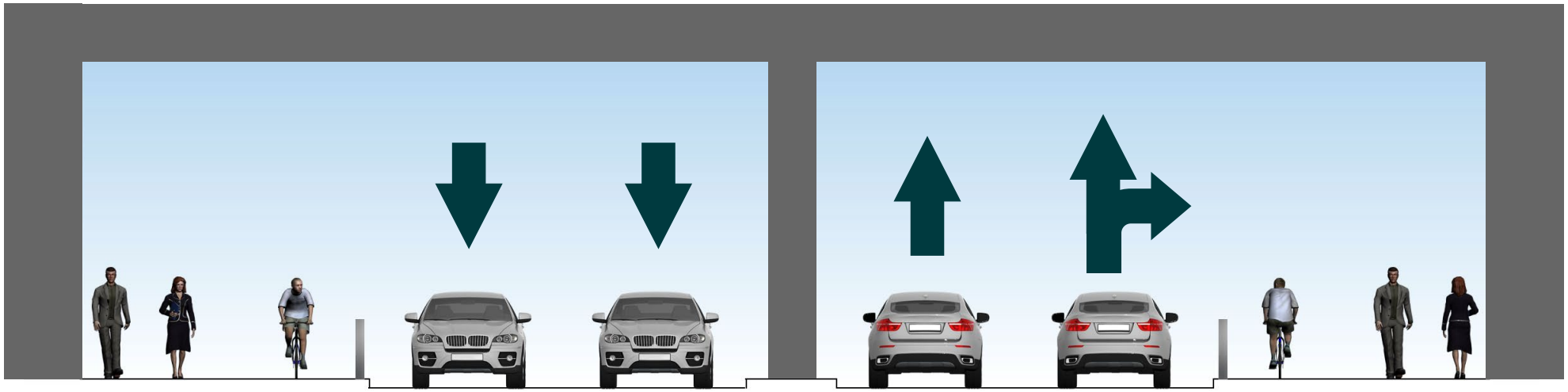
Alternative 1 Features:

- 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)

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



Public Realm: 6.3m | Driving Lanes: 12.6m | Public Realm: 7.1m

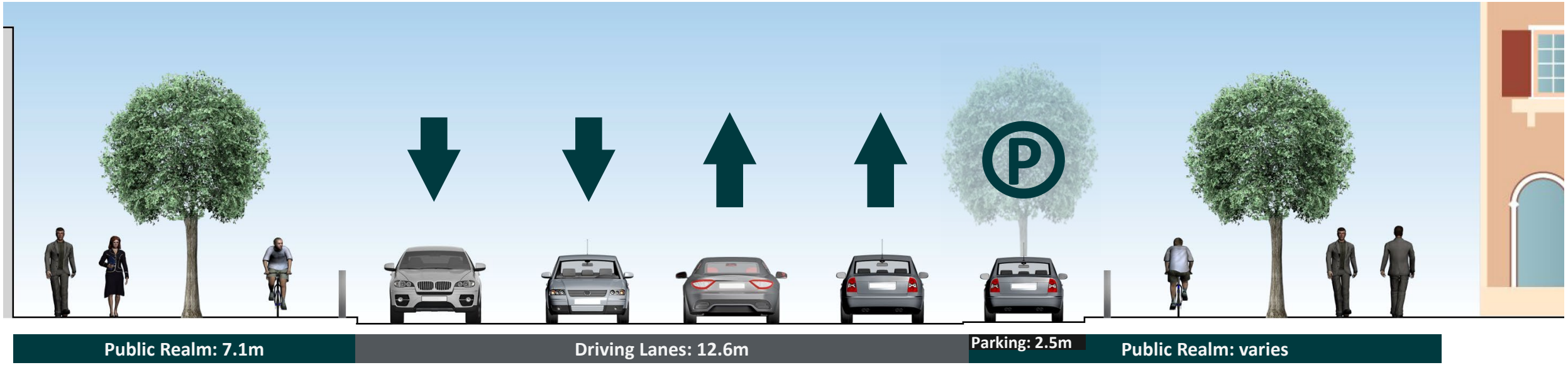


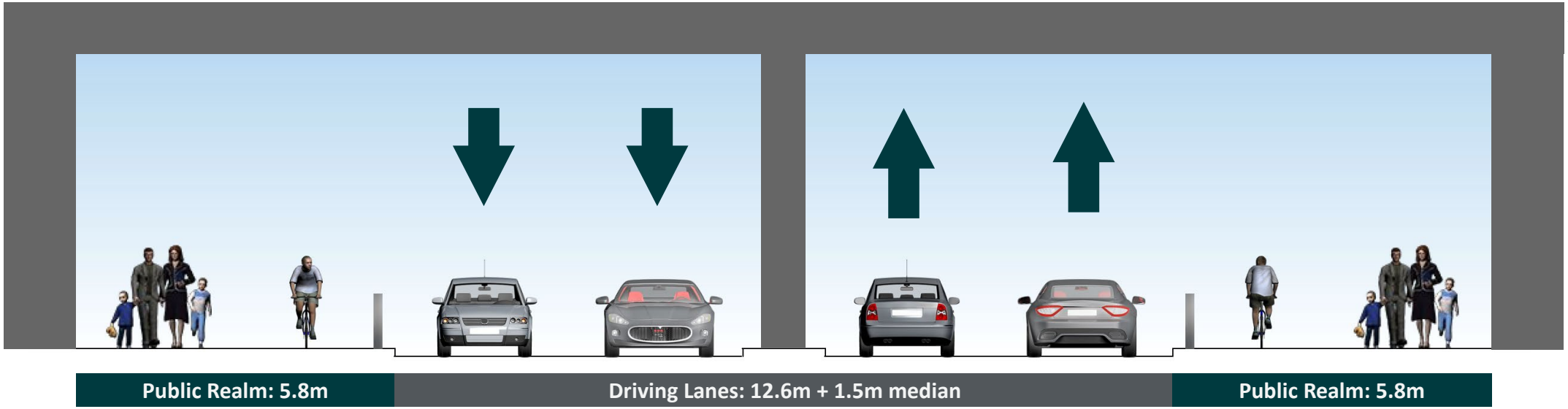
Public Realm: 4.8m | Driving Lanes: 12.6m + 1.5m median | Public Realm: 4.6m

Alternative 2 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)

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





Alternative 3 Features:

- Up to 30m right-of-way
- 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)

SUMMARY OF DESIGN ALTERNATIVES

Alternative 1	Alternative 2	Alternative 3
• 26m right-of-way width • **Two traffic lanes + turn lanes** • One-way cycle tracks on both sides • Sidewalks on both sides • Some dedicated vehicle lay-by spaces • **More space** for public realm and green infrastructure (eg, tree plantings, sidewalk amenities)	• 26m right-of-way width • **Four traffic lanes + turn lanes** • One-way cycle tracks on both sides • Sidewalks on both sides • Off-peak on-street parking in curb lane • **Less space** for public realm and green infrastructure (eg, tree plantings, sidewalk amenities)	• Up to 30m right-of-way width • **Four traffic lanes + turn lanes** • One-way cycle tracks on both sides • Sidewalks on both sides • Some dedicated vehicle lay-by spaces • **More space** for public realm and green infrastructure (eg, tree plantings, sidewalk amenities)

STREET A EA
DRAFT EVALUATION FRAMEWORK

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	❑ Facilities for active transportation and recreation ❑ Emergency vehicles
Mobility	❑ Provides a variety of safe and convenient modes of transportation ❑ Provides cycling facilities and protected intersections ❑ Area traffic network performance ❑ Traffic infiltration impacts from Gardiner Expressway

OBJECTIVES	EXAMPLE CRITERIA
Natural Environment	❑ Mitigates harm to environmentally sensitive features ❑ Sufficient stormwater management and groundwater quality measures ❑ Mitigates impacts to air quality
Cultural Environment	❑ Acknowledges and implements desires of Indigenous communities as rights-holders ❑ Supports key cultural elements identified through the TMP
Social Equity	❑ Access to opportunity and 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

STREET A EA
NEXT STEPS

NEXT STEPS

PARK LAWN LAKE SHORE TMP

STREET A EA STUDY

PHASE 1
Identify Problems & Opportunities

- Review Existing Conditions, Challenges & Opportunities
- Develop Problem & Opportunity Statement
- **Stakeholder & Public Consultation (November 2016)**

PHASE 2
Develop, Evaluate & Identify Preferred Network

- Identify Alternative Solutions and Evaluation Criteria
- **Stakeholder & Public Consultation (June 2020)**
- Evaluate & Select Preliminary Preferred Alternative Solution
- **Stakeholder & Public Consultation (Summer 2021)**
- Report to City Council
- Recommended Preferred Solution and Final TMP Report

PHASE 3
Develop, Evaluate, & Identify Preferred Design

- Review Existing & Future Conditions
- Develop Design Alternatives
- Develop Evaluation Framework
- **Stakeholder & Public Consultation (Summer 2023)**

We Are Here

- Evaluate Design Alternatives
- Identify Preferred Design
- **Stakeholder & Public Consultation (Fall 2023)**
- Report to City Council

PHASE 4
Prepare Environmental Study Report

- Develop 30% Detailed Design
- Document Study Findings in Environmental Study Report (ESR)
- **30-Day Public Review Period**

PHASE 5
Implementation

- Further Detailed Design & Construction

STAKEHOLDER & PUBLIC ENGAGEMENT

WE WANT YOUR FEEDBACK

Project Email: StreetAEA@2150lakeshore.com

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

Chris Sidlar, MCIP, RPP Vice President, Transportation LEA Consulting Ltd. 40 University Avenue, Suite 503 Toronto, ON M5J 1T1 Tel: 416-572-1791 Email: StreetAEA@2150lakeshore.com	**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 Email: David.J.Hunter@toronto.ca

THANK YOU

Q & A

APPENDIX C

INTEREST GROUP MEETING SUMMARY REPORT

2150 LAKESHORE BOULEVARD WEST – STREET 'A'

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

Interest Group Meeting #1

Summary Report

Prepared by SAFFY

June 22nd, 2023

Table of Contents

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1.1 About This Report 4

1.2 Meeting Details 4

1.3 Meeting Objectives and Overview 4

2.0 Summary of Comments and Responses **6**

1.0 Project Summary

The City of Toronto has authorized Lakeshore Developments Inc. (LDI) 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 in the City of Toronto.

The Street A EA Study Area is shown in **Figure 1** below.

Figure 1. Street A EA Study Area

The City of Toronto recently undertook the **Park Lawn Lake Shore Transportation Master Plan (TMP)** which identified Street A and the associated rail underpass as a Schedule C project. The TMP is completing Phases 1 and 2 of the MCEA process.

Street A is being identified as a Schedule C road project in the TMP. The Street A Schedule C EA Study will satisfy Phases 3 and 4 of the MCEA process. The Street A EA Study is being undertaken following the "integrated approach" (outlined in Section A.2.9 of the Municipal Class Environmental Assessment process) in coordination with the 2150 Lake Shore Blvd West Plan of Subdivision application (Application Numbers: 20 146488 WET 03 OZ, 20 146496 WET 03 SB, and 22 131744 WET 03 SA) on the former Christie Lands, in order to satisfy both Environmental Assessment Act and Planning Act requirements. Part of the land

required for Street A extends beyond the boundaries of the Plan of Subdivision application and are needed to serve the proposed development.

The Street A EA Study will develop a detailed inventory of existing conditions, develop and evaluate street and underpass design alternatives, identify a preferred design alternative, assess potential impacts, and identify reasonable mitigation measures.

1.1 About This Report

The purpose of this summary is to report on the Interest Group Meeting for the 2150 Lakeshore Boulevard West Street A EA process. The Interest Group Meeting was hosted by the SAFFY, on behalf of the broader project team and the City of Toronto.

This summary report provides an overview of the meeting, the meeting objectives, an overview of the presentation and a summary of questions and comments received and the project team's responses.

1.2 Meeting Details

When: Thursday, June 15, 2023, 10am - 12pm
Where: Virtually on Zoom
Participants: 20+ participants

Project Team in Attendance:

- David Hunter, City of Toronto
- Ann Lam, LDI
- Chris Sidlar, LEA
- Dana Usaty, LEA
- Casey Hinton, SAFFY
- Stephanie Stanov, SAFFY

1.3 Meeting Objectives and Overview

Key interest groups were identified through the Park Lawn Lake Shore Transportation Master Plan (TMP) process and conversation with members of the project team. These groups were invited to participate in the June 15th interest group meeting, taking place in advance of the first Public Information Centre (June 22nd, 2023). The intention of this meeting was to acknowledge the role that key interest groups had played in the Park Lawn Lake Shore TMP process, and provide them an opportunity to learn more about the Street A EA and have their questions and concerns addressed directly by the project team.

The Stakeholder Meeting began with a general welcome and introduction to the project team, followed by a thorough presentation by the City of Toronto and LEA, which covered the following topics:

- MCEA Study Overview
- Project Updates on the Park Lawn Lake Shore TMP Legion Road Extension
- Summary of Existing and Future Conditions Related to Street A
- Street A Developing Design Alternatives and Considerations
- Street A Draft Evaluation Framework
- Next Steps and Additional Ways to Share Feedback

During the presentation, participants submitted questions via the Zoom chat function. Following the presentations, SAFFY facilitated a discussion period. Questions and comments collected during the Interest Group Meeting, as well as project team responses, are included in Section 2.0 Summary of Discussion.

2.0 Summary of Comments and Responses

The following table provides a summary of participants' questions and responses from the project team. Note that the questions may not be verbatim and may have been edited to improve clarity. Questions and responses are listed in the order they were addressed in the discussion period.

Table 1: Participants' Questions and Project Team's Responses

#	Question	Project Team's Responses
1	If Street A is reduced from 4-lanes to 2-lanes, will Park Lawn still also be reduced from 4-lanes to 2-lanes? That may be a cause for concern for the neighbourhood in terms of traffic congestion.	This is correct. The rationale behind this is that, after traffic modeling exercises for all of the options assessed in the TMP, we wanted to assess what changes in driver behavior in the model predicts based on modification to the number of lanes on different streets and adding or removing different links in the network. What we found was that once all of these links are formed, the issues on Parklawn aren't the same as they are today because there will be three new streets that connect between the north-south areas. Some concerns associated with additional capacity on Park Lawn as a four-lane road in that area is that vehicle speeds tend to increase, which takes away from some of the public realm components.
2	Follow up to Question 1: Even with the new north-south street and the Legion Road extension, Park Lawn will still be the only north-south corridor with an onramp onto the westbound Gardiner (unless the NS street will have an onramp to the westbound Gardiner). The left-turn lane going northbound on Park Lawn, onto the westbound Gardiner onramp, will still be highly congested	The work that was done in the TMP that analyzed future trends in travel behaviour patterns indicated a shift in overall travel mode. We anticipate that, as these developments build out across the site and the GO Station is developed, the percentage of people taking transit and active transportation methods versus walking will increase. This is anticipated to augment the level of traffic experienced in the left-turn lane northbound on Park Lawn and provide additional travel choices to people leaving

#	Question	Project Team's Responses
	especially in rush hours. If Park Lawn is going to be reduced to only 2 lanes from 4 lanes, that left-turn onto the Gardiner onramp will be even worse in terms of causing a backlog on Park Lawn.	the area. We do not propose any new onramps or offramps going westbound on the new north-south street, as there is not physical space to do so.
3	What are the timelines associated with the phase 1 build out? I recognize we are still in planning but it would be good to know if the new GO station and this Street A is something that is coming next year or in 5 years.	Street A and the development of the GO station, in development Phase 1, are all anticipated to be part of the first phase of work and construction will occur at the same time. We can't speak to exactly when the GO station will be open and operational.
4	This is a great opportunity to alleviate some of the congestion in the area. There is limited parking in the area. People who are wanting to park and take the GO train might try to park along Park Lawn. There is paid parking in some of the buildings, but where are they going to park?	The city's primary approach to go stations within the city or on the outskirts of the city is not to encourage people to be driving to GO stations, parking and taking the train into the city. The Park Lawn GO station that is being proposed is intended to have a pick-up and drop-off function in a few locations that people can access. The vision that was explored through the TMP was encouraging people to take transit, walking or cycling to the station.
5	This area is a high accident zone, especially the Gardener at Park Lawn, because people are driving too fast on these routes and attempting to exit recklessly.	We've noted this comment around safety for consideration in the evaluation framework.
6	I understand the traffic modeling and obviously, as consultants, you have to use modeling and predictive analysis to try and predict the future. But from what I've seen of the residents, especially after the pandemic, is that not everyone is taking GO trains into the city anymore. I think a lot of the residents in this area, especially when	Traffic modelling is one tool that cities and professionals can use to help inform decision making, but it is just one of the tools and is not a crystal ball. As you suggest, we are trying to design the city so that it is not only geared towards people going to and from work during rush

#	Question	Project Team's Responses
	the new condos are built on this site, will be using vehicles to travel westbound out of the city. I'm skeptical of the accuracy of the data (since it was produced prior to the pandemic). I get the cycling components and the buffers and tree buffers are great, but I think that vehicles will still be the main mode of transportation in the area.	hours but also supports the different ways that people spend their days and move throughout neighbourhoods and the city as a whole. We're trying to make that one of the guiding principles going further but we're hearing questions about traffic. We'll definitely look at that as part of this work.
7	I'm assuming that Design Alternative 3 is the most expensive for both the builder and the property owners because the property lines are being pushed back. My feeling is that this option is the best because it has four lanes of vehicle traffic, one-way bike tracks, pedestrian sidewalks and more space for public realm. I think I saw a slide that showed that there will not be any tunnelling and instead there will be an underpass. Is that going to be a concern? If it's that wide can you build that wide?	The width of the road is a consideration that has to be incorporated and impacts how we are able to construct that underpass and what the limitations and the structural considerations are. In terms of Design Alternative 3, there are a range of impacts and considerations associated with the design when in begins to constrain the public realm and shift property lines, including impacts on a proposed site of two schools and potential to reduce the size of a proposed park in order to accommodate a wider roadway. We are also more aware of the concept or philosophy behind induced demand, meaning that if we provide more traffic lanes, that it actually encourages people to drive through that area because the capacity is being provided for them. It's an interesting element that we're evaluating as part of this work and how to make trade-offs.
8	I wanted to articulate to you the concerns that come with Street A dumping traffic back onto Lake Shore and that has been expressed to our association often. We're wondering what is the rationale behind that? Because people will just simply come around and the people who are living	There were some options developed in the TMP that had a connection directly to and from the Gardiner and Lake Shore to Street A. What our work showed goes back to the idea of induced demand and encouraged people to get off the Gardiner, only to just

#	Question	Project Team's Responses
	basically east of that area are going to have challenges trying to get out.	get right back on, which didn't make a lot of sense. Street A was not intended to be an extension of the Gardiner offramp. It's not part of the highway system. The idea of connecting back to the Gardiner was something that was assessed and it was not selected as a preferred option. City Council directed us to go ahead with this option, which was a much more neighborhood-focused network that tried to provide a series of streets that are designed to be more human with fewer traffic lanes. The potential that an alternative has to encourage more through traffic into the area is a consideration that will be factored into the evaluation.
9	Do we know when we'll start construction? I know we have the timeline slide, but for that implementation, do we have a sense of when Phase Five (Implementation) might commence.	The anticipation is that we complete the EA towards the end of this year with council approvals and then begin the design process. Design construction is a few years as constructing an underpass of this nature is not the simplest task given the complexities that is caused by the rail corridor and the timing associated with building that. So it's another couple of years before the road and the underpass gets constructed. So you're looking between 2025 to 2026 for everything to be open and constructed.
10	On target timelines, I heard the mention of using old data as part of this planning process. Recognizing how much things have changed in the past three years, since this whole TMP was developed, my concern is that people's behavior could change dramatically. It's a rapidly changing	That's something that we're taking their care to pay a lot of attention to, with respect to the data that and the timing of the data, and the appropriateness of that data. The modeling is based on the city-wide projections which were calibrated pre-

#	Question	Project Team's Responses
	community. There's other developments in the area other than the Mr. Christie site. So I just don't want us to get into the trap of designing for a few years in the past.	COVID, so they are reflective of a situation that is more of a worst case scenario than actually what we're experiencing right now as people start returning to offices. We're actually doing a little bit less volume on the roads than we had previously before COVID. The TMP is a long-term plan that lays out a series of steps based on the best information we have at the moment, but there's an ongoing active effort to continue to be engaged in not just this community but any community across the city, and how that infrastructure is designed to operate and is maintained. And it's always going to be evolving.
11	In the design for cyclists and pedestrians coming from that site. How can they safely ensure being able to cross over so they can access the pathway for both pedestrians and cyclists along the waterfront? Will there be something there to ensure they safely can get across?	At the terminus of Street A, the intention is that the street will intersect with Lakeshore Boulevard at a traffic signal and that traffic signal will be designed as a protected traffic signal for cycling facilities with queuing areas for cyclists that are separated from vehicles and pedestrians to ensure that there is a safe crossing for all users through that area.
12	I'm probably part of the younger demographic that's moving into the neighborhood. The younger demographics that I think will dictate modes of transportation and traffic flow, in my opinion. I think a lot of the people who come into this neighborhood will be working from home. I think a lot of us are no longer going into the city using our cars, we will take the train and whatever public transportation into the city, but going out of the city will likely require travel by car.	Demographics change all the time. Our principle is trying to ensure that people of all ages and abilities can get around and use our streets safely, efficiently, whether they're walking, cycling, taking transit or driving. We are trying to make sure that's a priority when it comes to building complete and safe streets. I understand where you're coming from and that those may be the dynamics and the characteristics and the neighborhood might be changing.
13	If Street A is reduced from 4 vehicle lanes to 2 vehicle lanes, will the actual street	Comment was addressed through another participant's question.

#	Question	Project Team's Responses
	width (and tunnel) still be as wide as if it was 4 lanes? For example, will it be 2 vehicle lanes with 2 (or more) wide bicycle lanes and pedestrian sidewalks? I can see the financial incentive here for Street A to be only 2 lanes wide instead of 4 lanes wide (as I assume that tunneling costs are dependent on how wide you're tunneling), but I am concerned that reducing Street A to only 2 lanes will cause or exacerbate traffic congestion.	
14	Where can we get more information about when Phase 1 is targeted for? Again, would be great to know even approx - is this a 3 year project? 5 years? 10 years? I can't find any information on this.	Comment was addressed through another participant's question.
15	A lot of the concern is congestion and efficient transit. We do have a lot of transient traffic and people that visit our park and businesses. We need to alleviate the congestion. My daughter lives at Front and Bathurst and they have a nightmare of traffic there and the new development has not even been completed. We want to avoid this scenario.	Comment was logged for consideration.

APPENDIX D

PUBLIC CONSULTATION MEETING MATERIALS

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.

Any comments received will be collected under the Environmental Assessment Act and, with the exception of personal information, will become part of the public record

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.

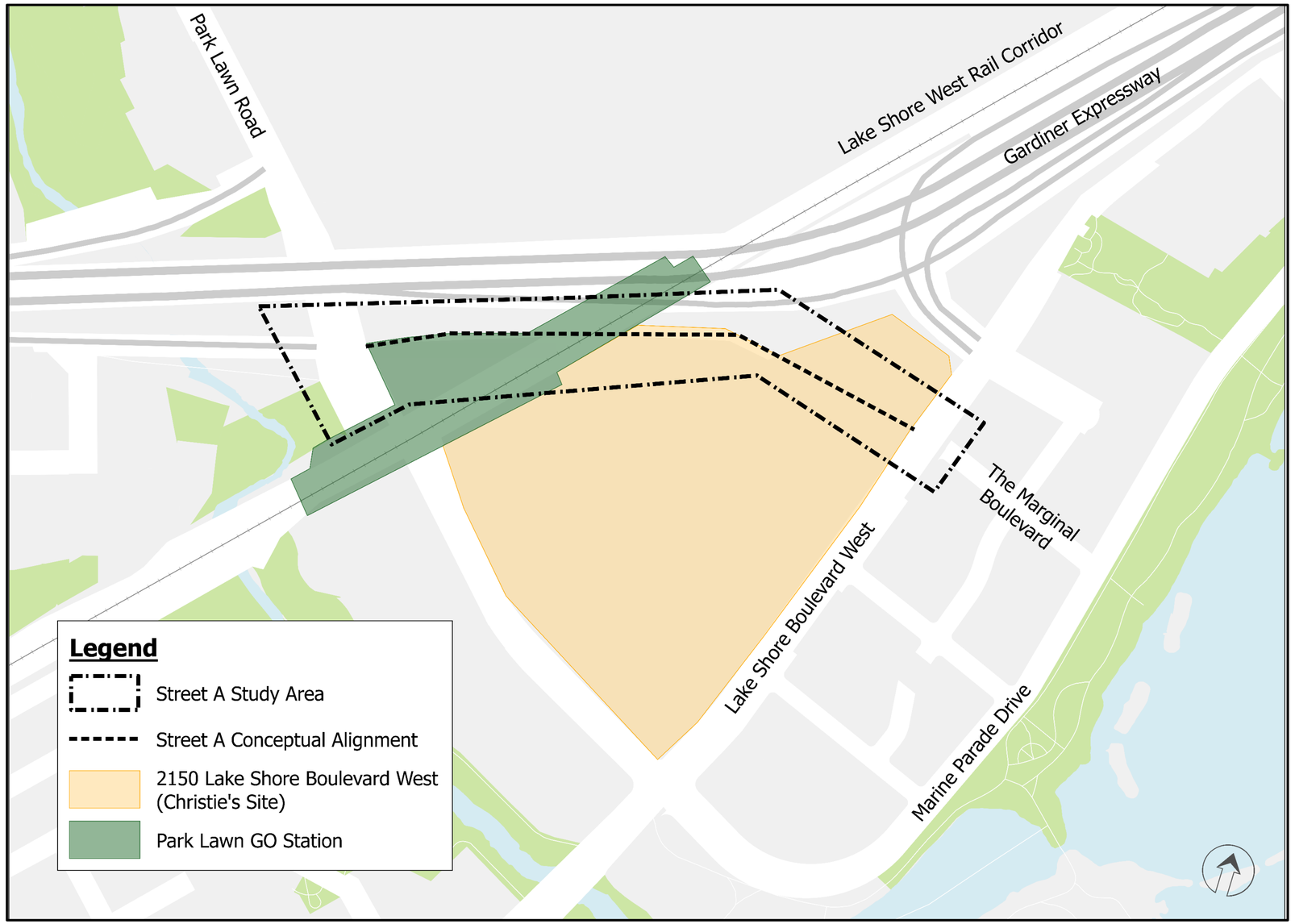
STUDY OVERVIEW AND PROCESS

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

PARK LAWN LAKE SHORE TMP

PHASE 1
Identify Problems & Opportunities

- Review Existing Conditions, Challenges & Opportunities
- Develop Problem & Opportunity Statement
- **Stakeholder & Public Consultation (November 2016)**

PHASE 2
Develop, Evaluate & Identify Preferred Network

- Identify Alternative Solutions and Evaluation Criteria
- **Stakeholder & Public Consultation (June 2020)**
- Evaluate & Select Preliminary Preferred Alternative Solution
- **Stakeholder & Public Consultation (Summer 2021)**
- Report to City Council
- Recommended Preferred Solution and Final TMP Report

STREET A EA STUDY

PHASE 3
Develop, Evaluate, & Identify Preferred Design

- Review Existing & Future Conditions
- Develop Design Alternatives
- Develop Evaluation Framework
- **Stakeholder & Public Consultation (Summer 2023)**

We Are Here

- Evaluate Design Alternatives
- Identify Preferred Design
- **Stakeholder & Public Consultation**
- Report to City Council

PHASE 4
Prepare Environmental Study Report

- Develop 30% Detailed Design
- Document Study Findings in Environmental Study Report (ESR)
- **30-Day Public Review Period**

PHASE 5
Implementation

- Further Detailed Design & Construction

STAKEHOLDER & PUBLIC ENGAGEMENT

ONGOING CO-ORDINATION

Street A Schedule C MCEA

- Review Existing & Future Conditions
- Develop Alternative Designs
- Develop Draft Evaluation Framework
- Public Consultation Event
- Evaluate & Identify Preferred Design
- Combined Public Consultation Event
- Revise Preferred Design
- Prepare 30% Design Drawings & Environmental Study Report

We Are Here

2150 Lake Shore Plan of Subdivision

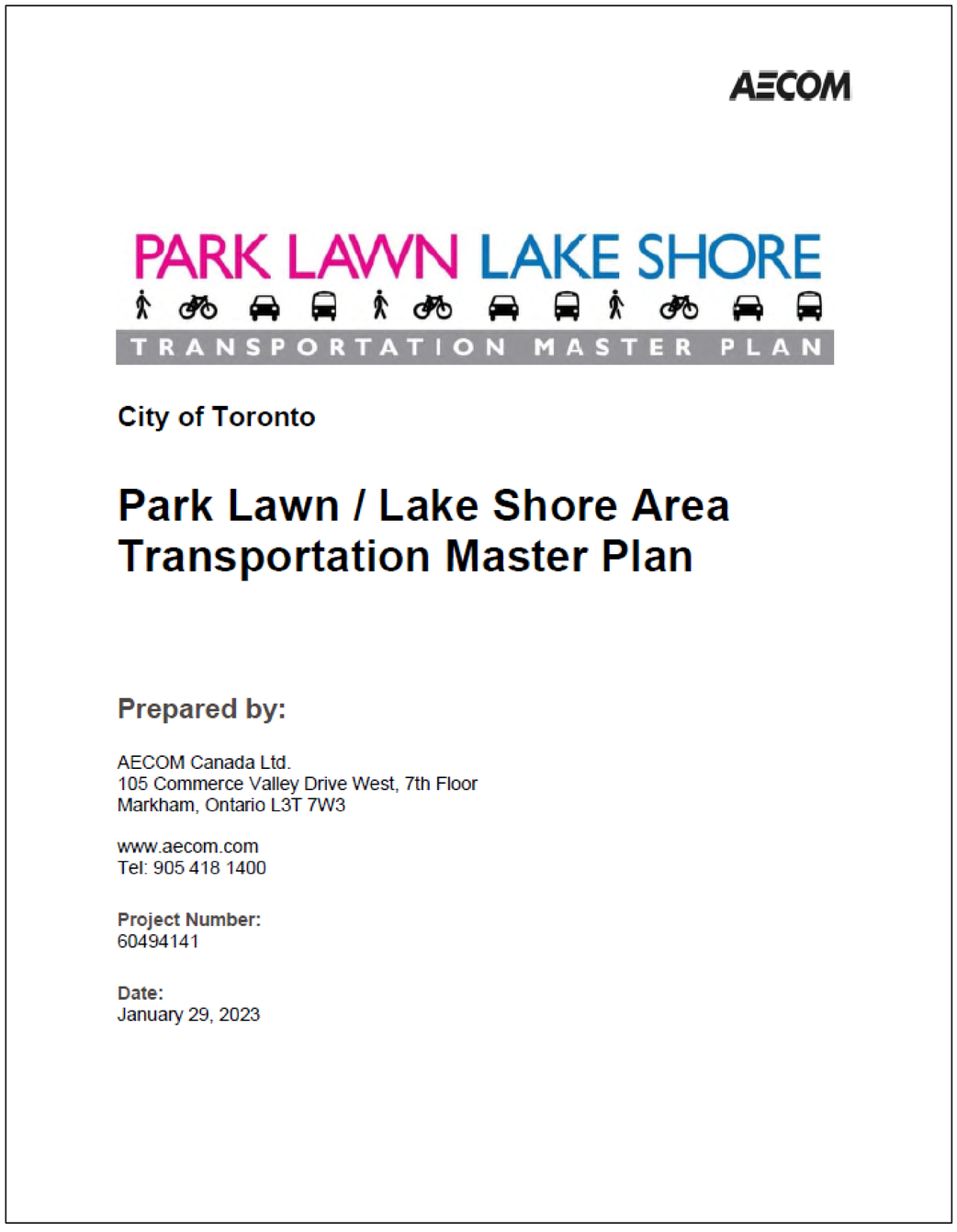
- Prepare Revised Application Materials
- Revise & Submit Final Resubmission

Park Lawn GO Station Site Plan Application

- Application for Site Plan Approval Submitted (Oct 2022)
- Prepare Revised Application Materials
- Revise & Submit Final Resubmission
- Notice of Approval Conditions

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

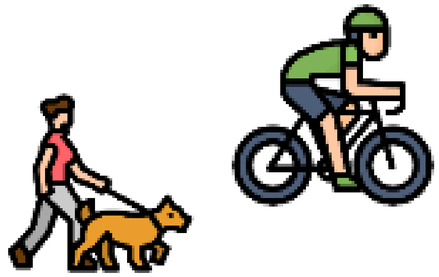
97%

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

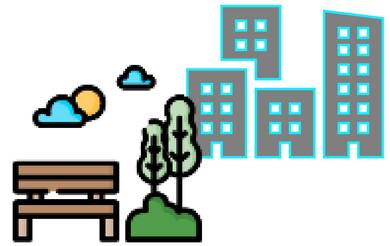
New connections and better access to street, transit and active transportation networks

- 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

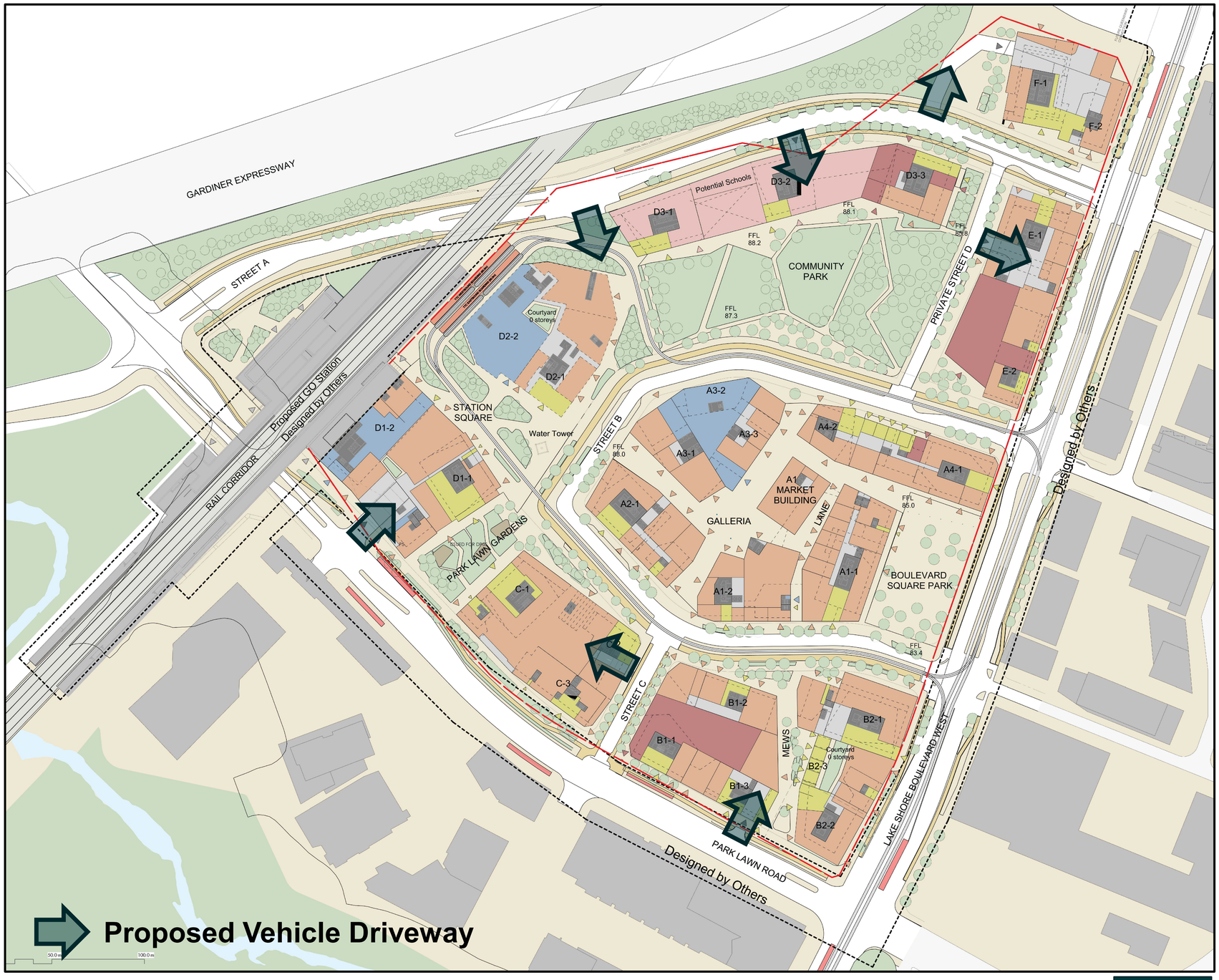
- Developed in coordination with Park Lawn Lake Shore TMP
- Provides **high-level policy framework** to guide future development in the area
- Establishes **planned street network**, including Street A
- Notes the location, alignment, and design of **new streets will be defined through further studies**, 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

2150 LAKE SHORE DEVELOPMENT: DRAFT PLAN OF SUBDIVISION

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

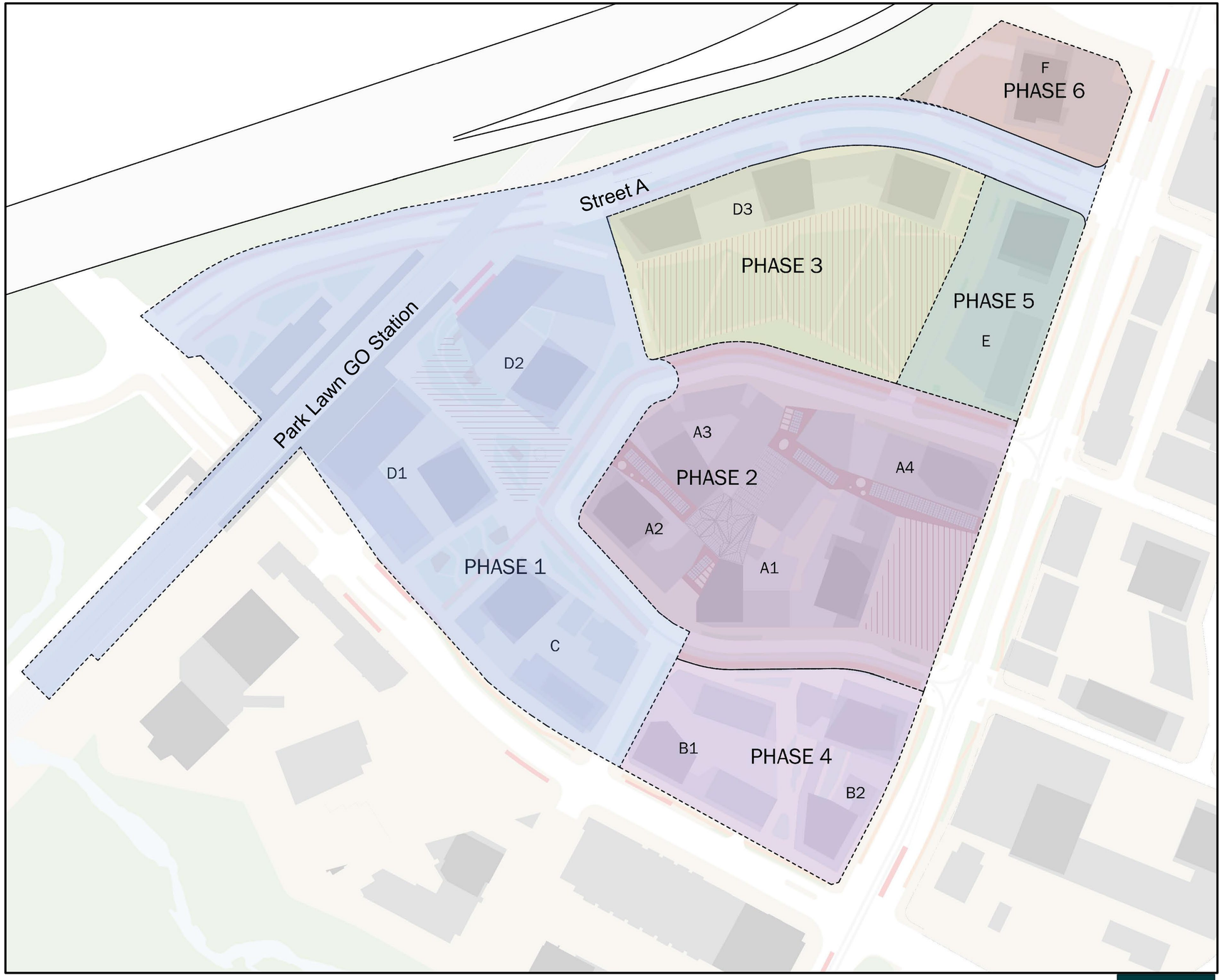
Use	Size
Residential	7,644 units
Retail	35,919 m^2
Office	67,367 m^2
Community Use	18,416 m^2
Community Park	1 ha
Boulevard Square Park	0.25 ha
Public Streets	B and C
Private Street	D

- 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.



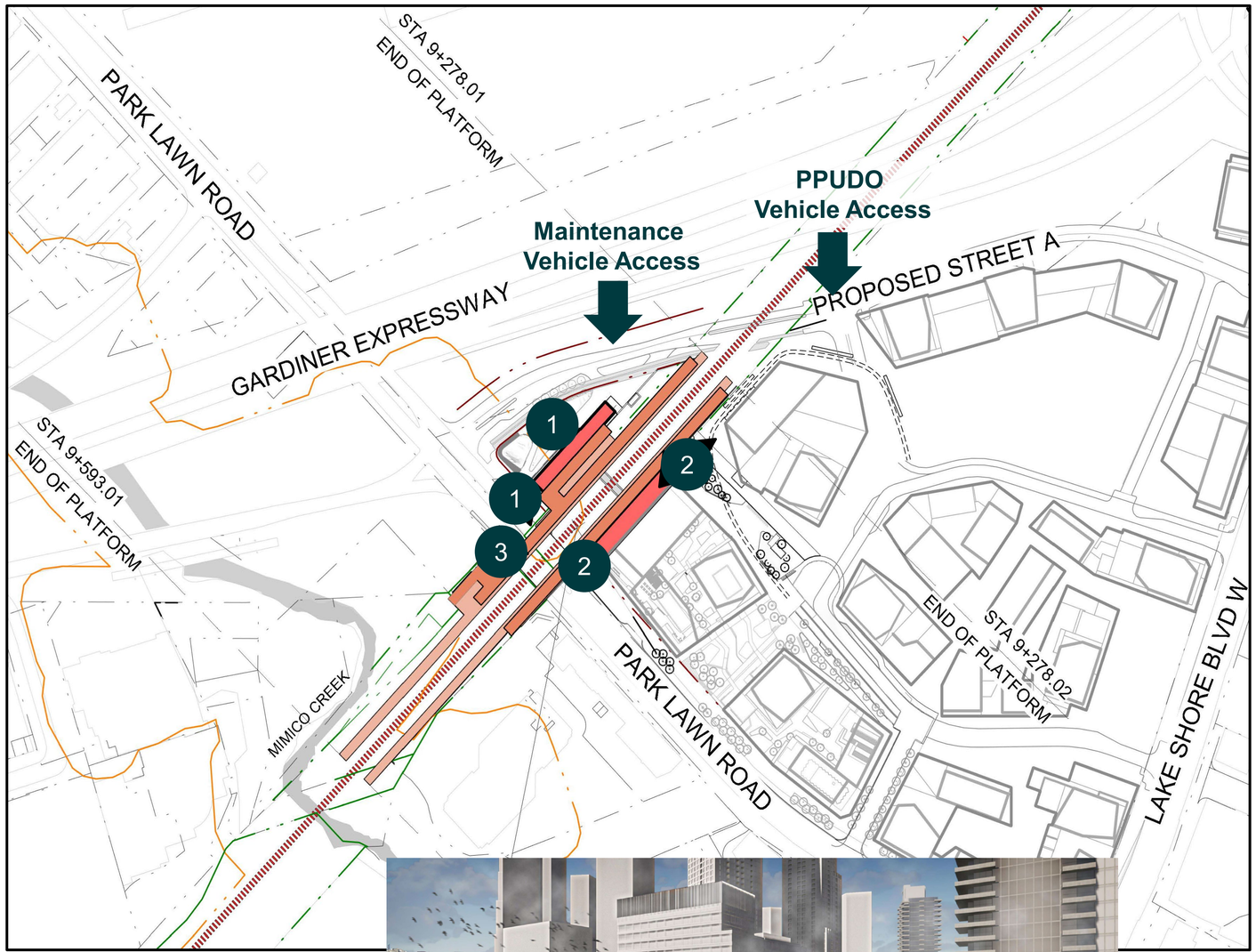
2150 LAKE SHORE DEVELOPMENT: PROPOSED PHASING

Phase	Key Facilities/ Infrastructure Included
Phase 1	• Street A • GO Station • 2 Privately-Owned Public Spaces • Blocks C, D1 and D2
Phase 2	• Daycare • 0.25 ha Park • Block A
Phase 3	• 2 Potential Elementary Schools • Daycare • 1 ha Park • Block D3
Phase 4	• Library • Block B
Phase 5	• Community Centre • Block E
Phase 6	• 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.

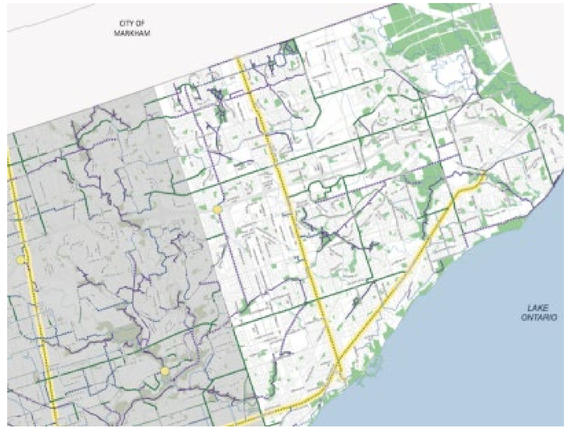
STREET A MCEA: SUMMARY OF EXISTING & FUTURE CONDITIONS

ALIGNED CITY POLICIES, GUIDELINES & INITIATIVES

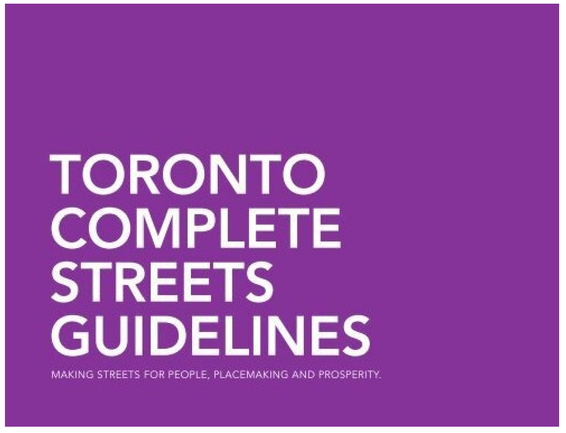
Toronto Official Plan

Waterfront Transit Reset

Cycling Network Plan



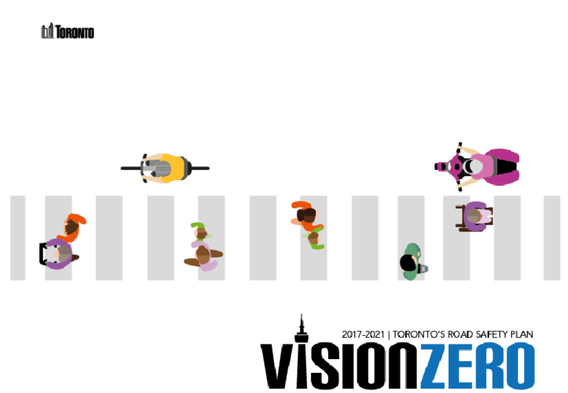
Complete Streets



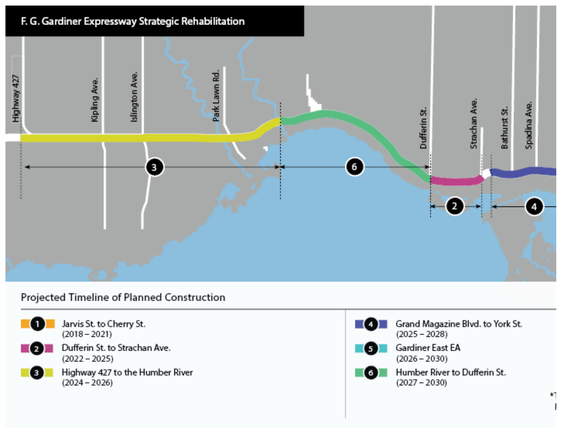
Green Streets

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
- Rail Safety Strategy
- Archaeological Assessments
- Built and Cultural Heritage
- Socio-Economic Assessment
- Civil and Utilities Investigations
- Stormwater Management and Functional Servicing Reports
- Air Quality Impact Assessment
- Arborist Report & Tree Preservation Plan
- Contaminated Site Assessments
- Environmental Impact Studies
- Geotechnical and Hydrogeological Studies
- Noise and Vibration Impact Study
- Pedestrian Level Wind Study

Previously Completed Studies

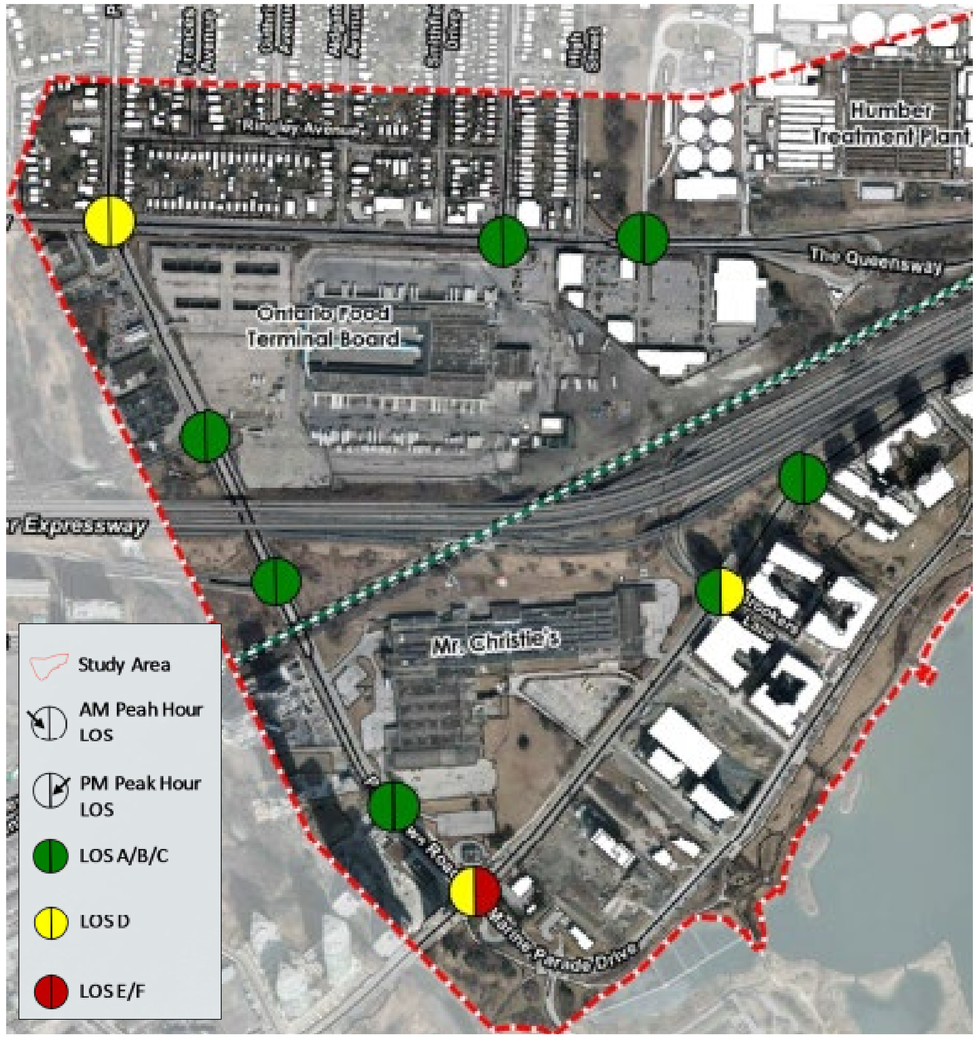
Ongoing/Planned Studies

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 Northbound Left/Through Southbound Left Southbound Right	D (F) E (D) E (E) F (E)
Park Lawn & The Queensway	Westbound Left Northbound Left Northbound Through Northbound Right Southbound Left Southbound Through/Right	E (F) F (D) D (E) F (D) E (E) E (E)
Park Lawn & Gardiner Ramp South	Eastbound Right	D (E)
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

Source: Park Lawn Lake Shore TMP, 2023

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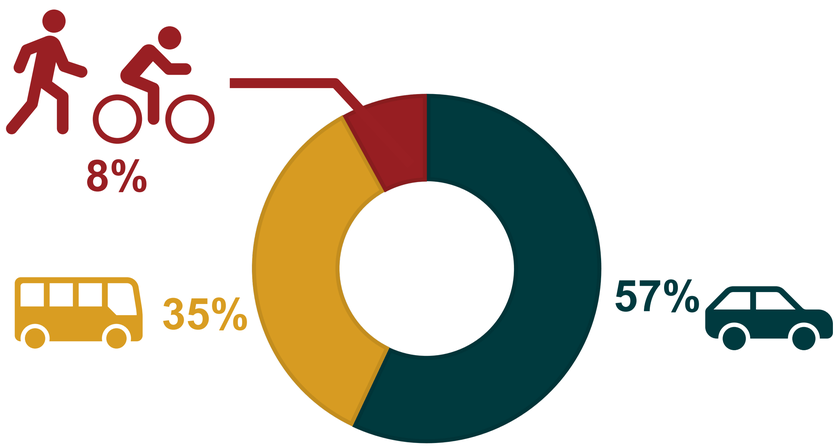
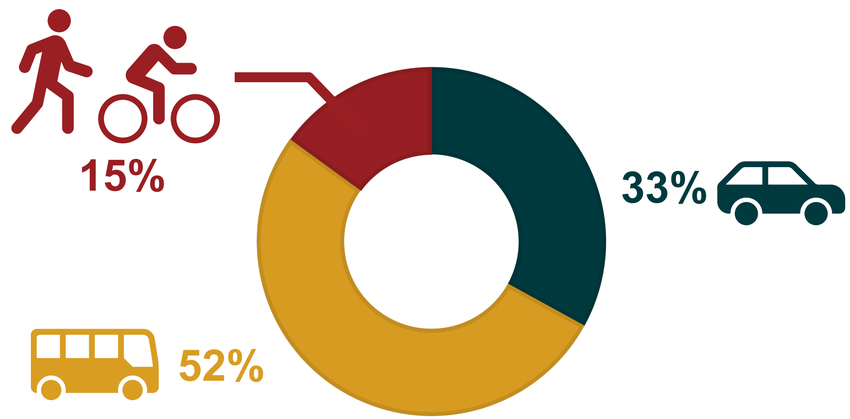
EXISTING AND FUTURE TRAVEL MODE SPLIT

Existing

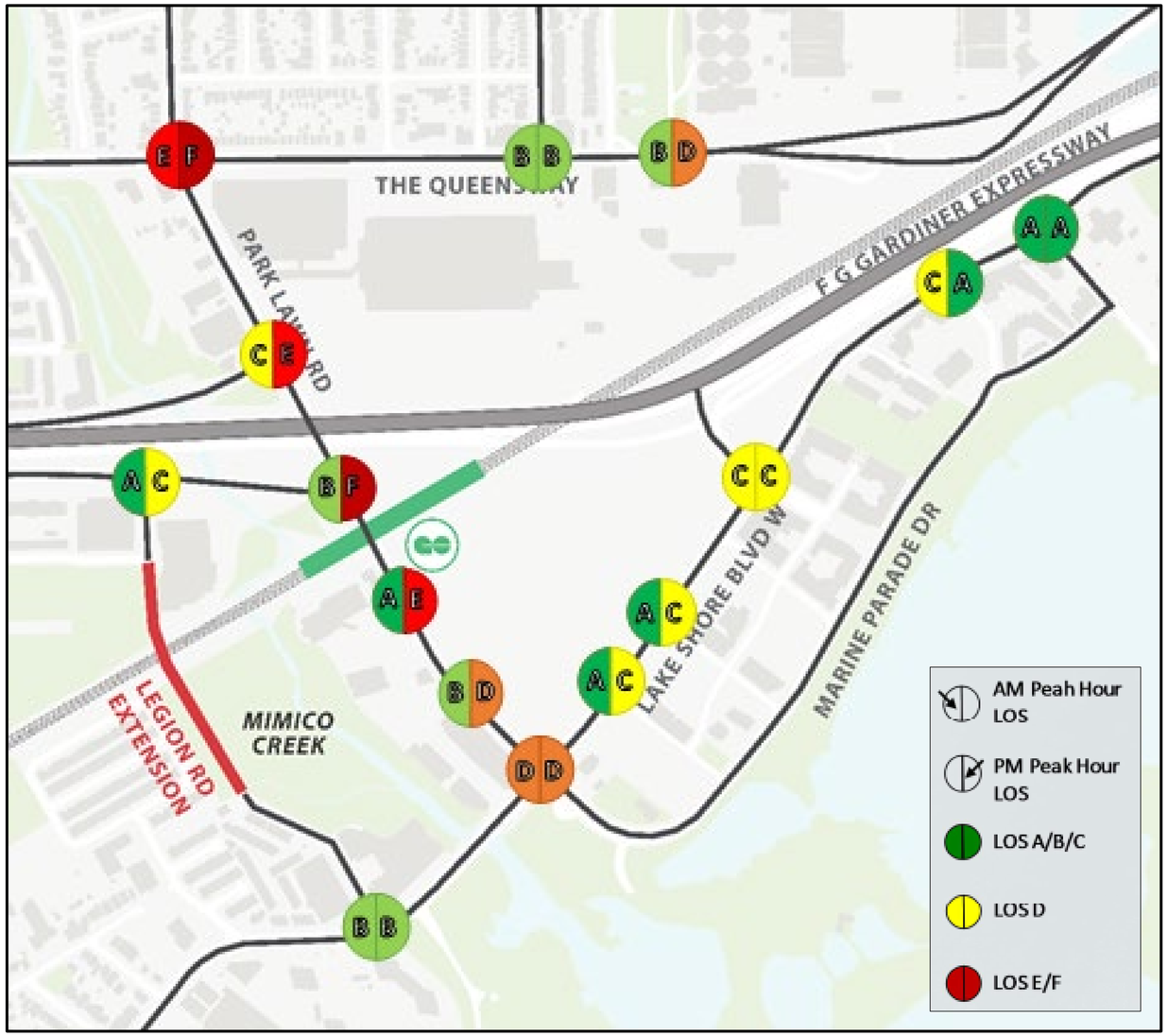


Future



Source: Park Lawn Lake Shore TMP, 2023

FUTURE 2041 TRAFFIC CONDITIONS



Future "Do Nothing" Network

Preferred TMP Network

Source: Park Lawn Lake Shore TMP, 2023

ENVIRONMENTAL AND CULTURAL CONTEXT

Natural Environment

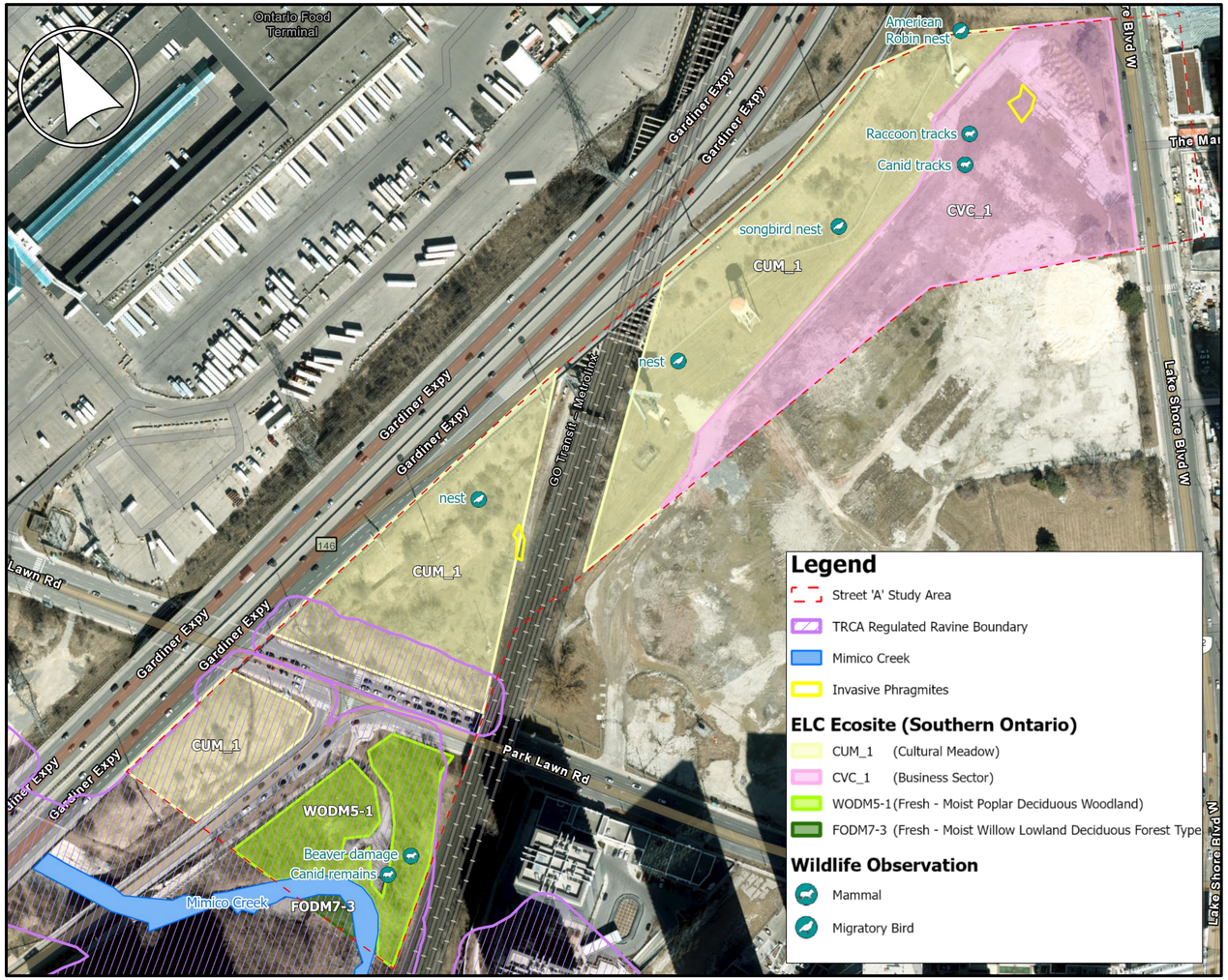
- Located between the Humber River and Mimico Creek
- Study area includes parts of Toronto's Natural Heritage System, TRCA Regulated Areas, and the Ravine and Natural Features protection policy
- Typical vegetation communities are mixed meadow and thicket, which are tolerant to urban conditions
- Some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

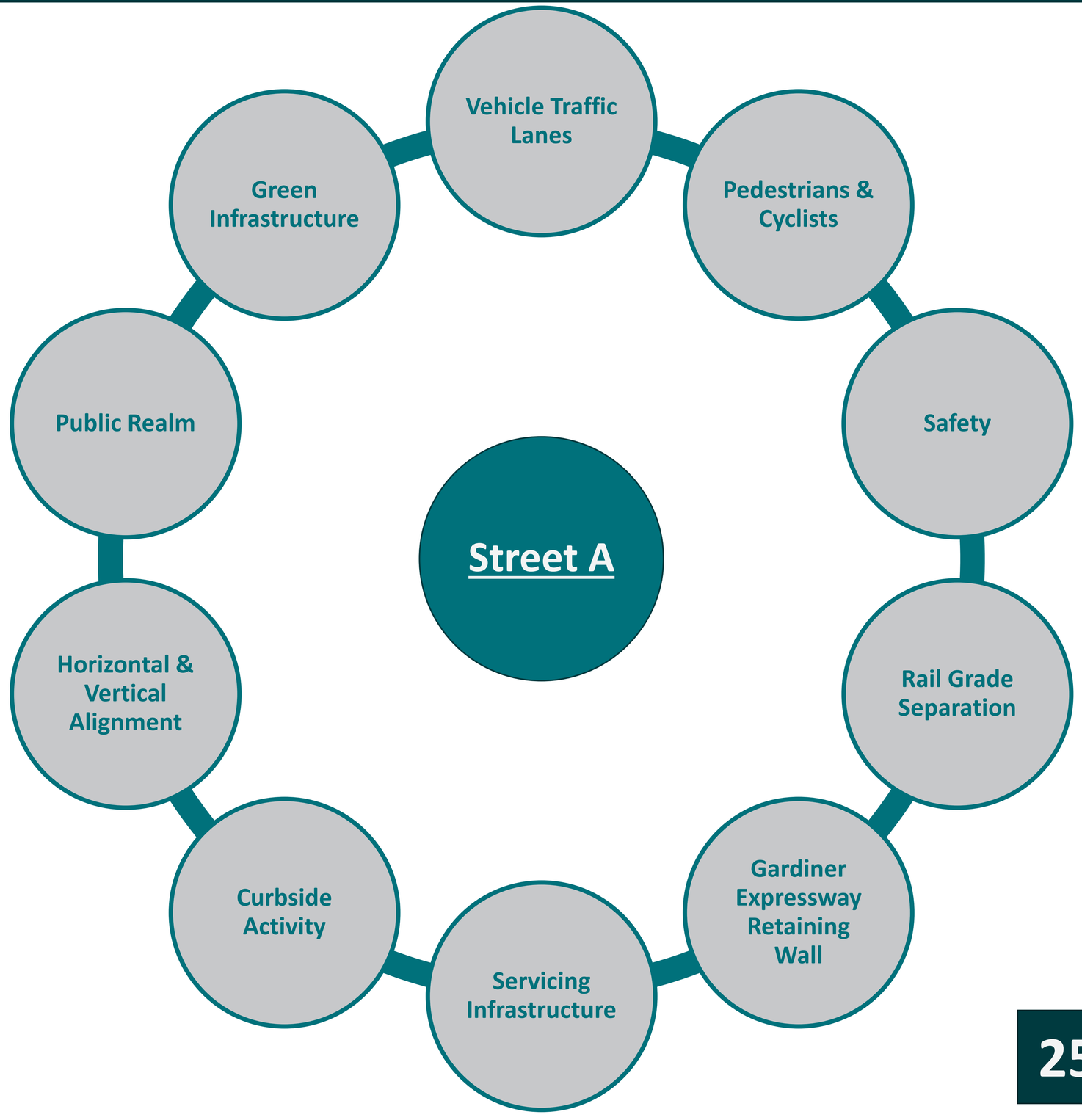
STREET A MCEA – DEVELOPING DESIGN ALTERNATIVES

KEY DESIGN CONSIDERATIONS

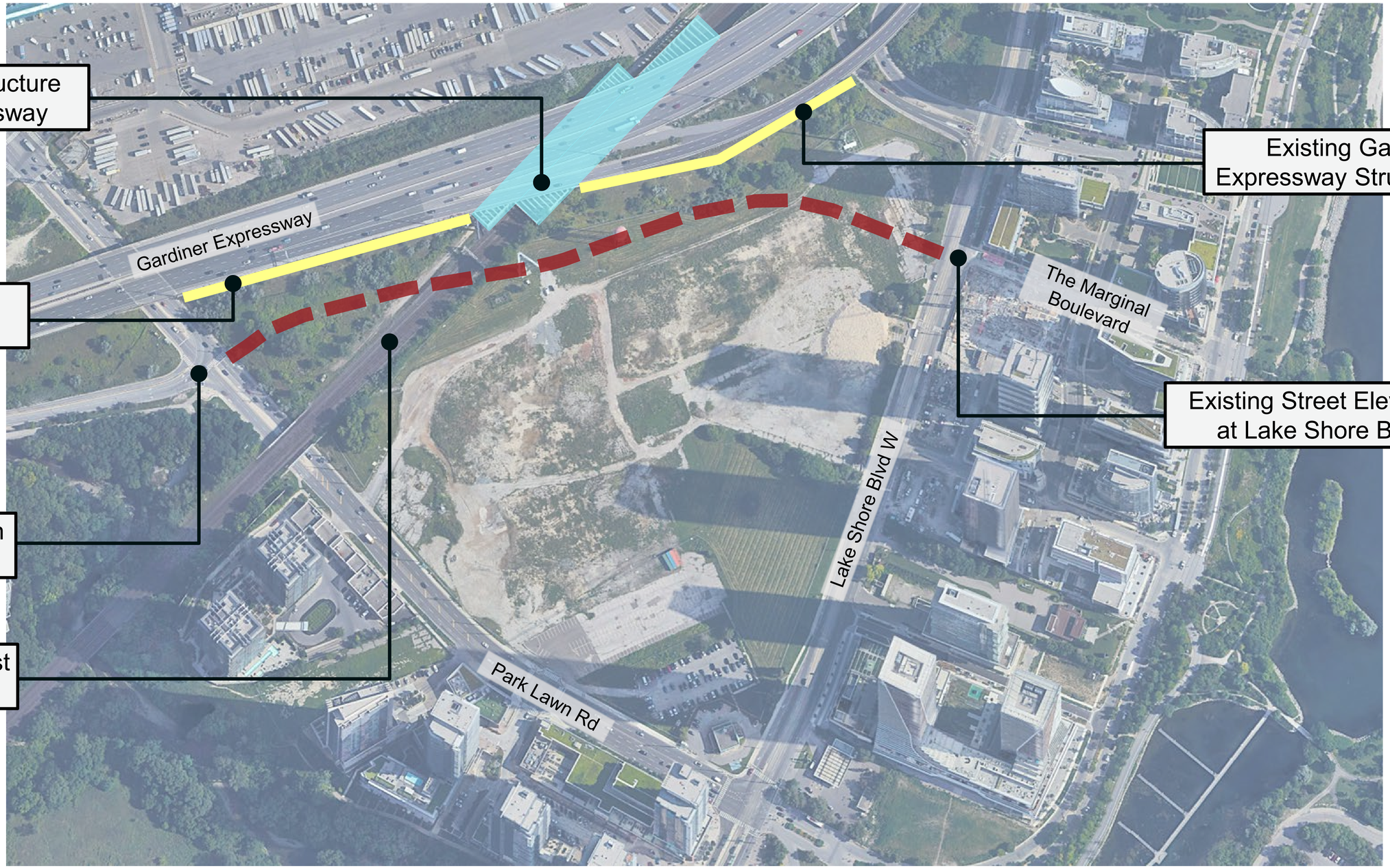
- The Street A Design Alternatives are building on the high-level objectives and Preferred TMP Network previously established for the Park Lawn Lake Shore TMP.

- 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.

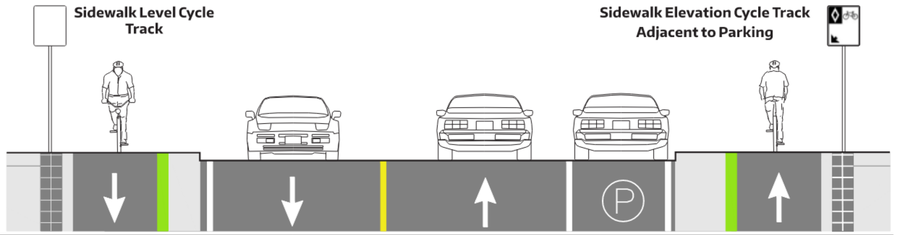
Criterion	Option 1 Overpass	Option 2 Underpass	Option 3 Tunnel
Acceptable Street Slope	✗	✓	✗
Integration with Development and GO Station	✗	✓	✓
Capacity for Future Rail Corridor Expansion	✗	✓	✓
Risk of Disruption to Rail Corridor	✓	✓	⚠
Minimize Impact to Gardiner Structure	✗	✓	✗
Overall Technical Feasibility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



Uni-directional cycle track clearway widths

Design Domain	Moderate to low volume ratings	Major City-Wide Cycling Routes and high volume ratings
Default	2.1 m	2.4 m
Upper Limit	2.6 m	3.0 m**
Lower Limit	1.5 m*	1.8 m

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)

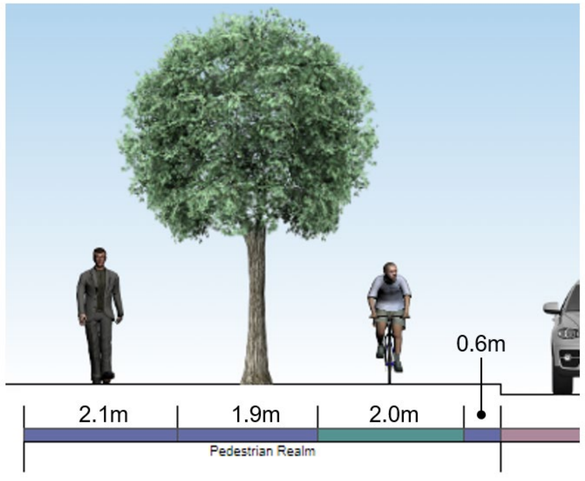
Considering ideal minimum widths of:

- 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)

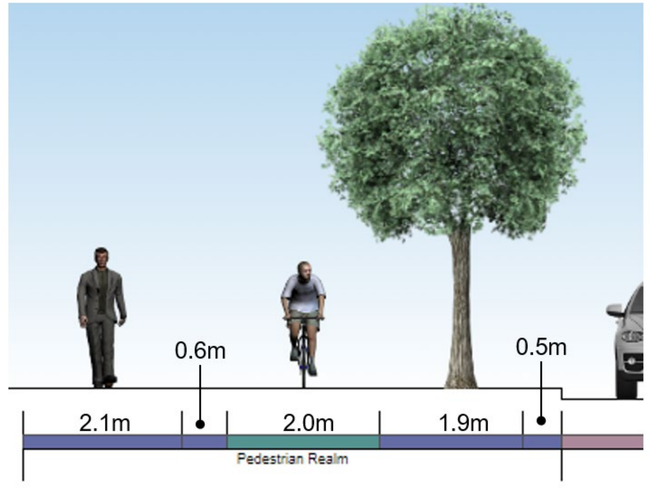
Location of Sidewalk and Cycle Track

- 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

Between vehicle lanes and tree zone (6.6m)



Between sidewalk and tree zone (7.1m)



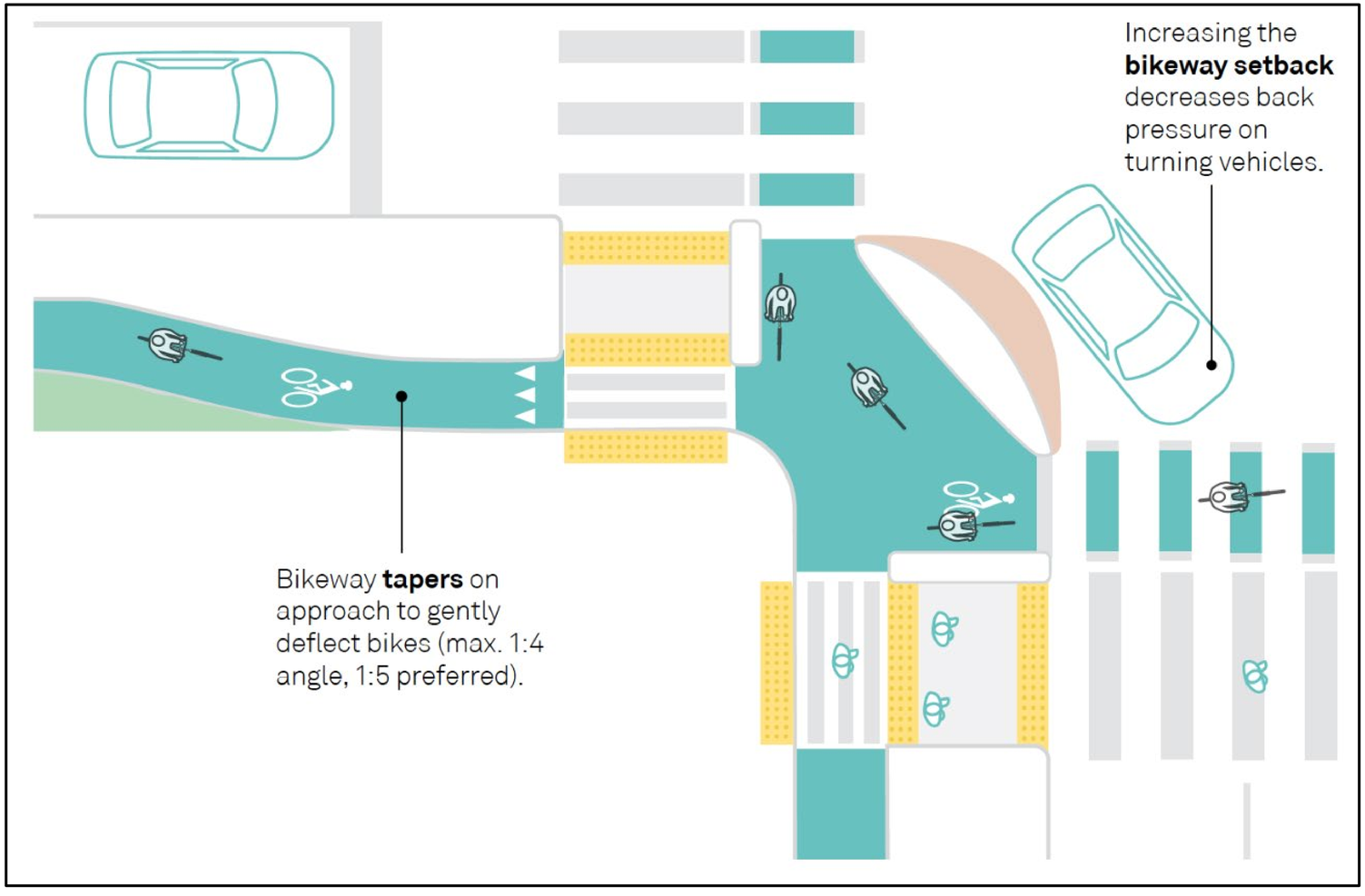
DESIGN CONSIDERATIONS – PEDESTRIANS

- 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

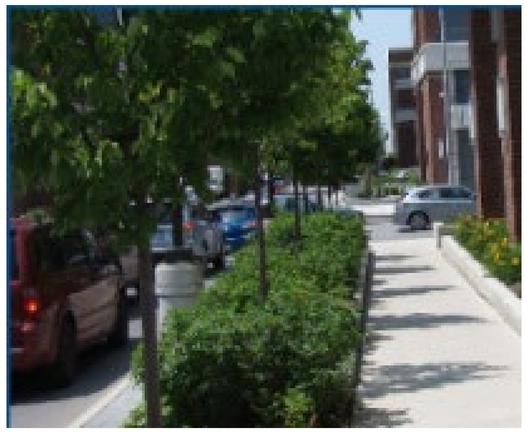
Islington Avenue
Four traffic lanes, off-peak parking in curb lane on both sides

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


Photo: David Whittaker

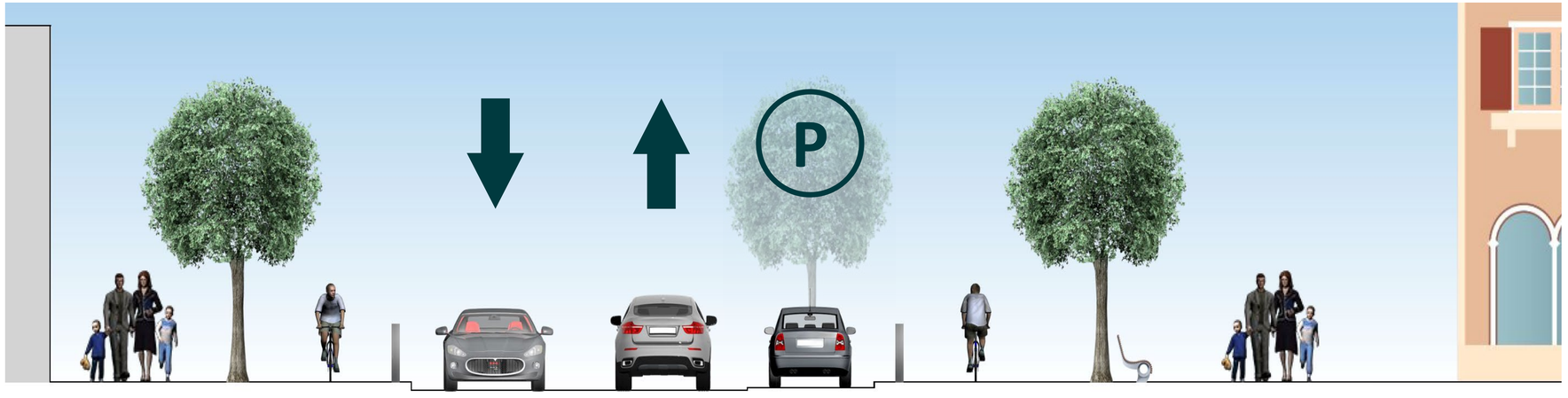
FEEDBACK: DESIGN CONSIDERATIONS

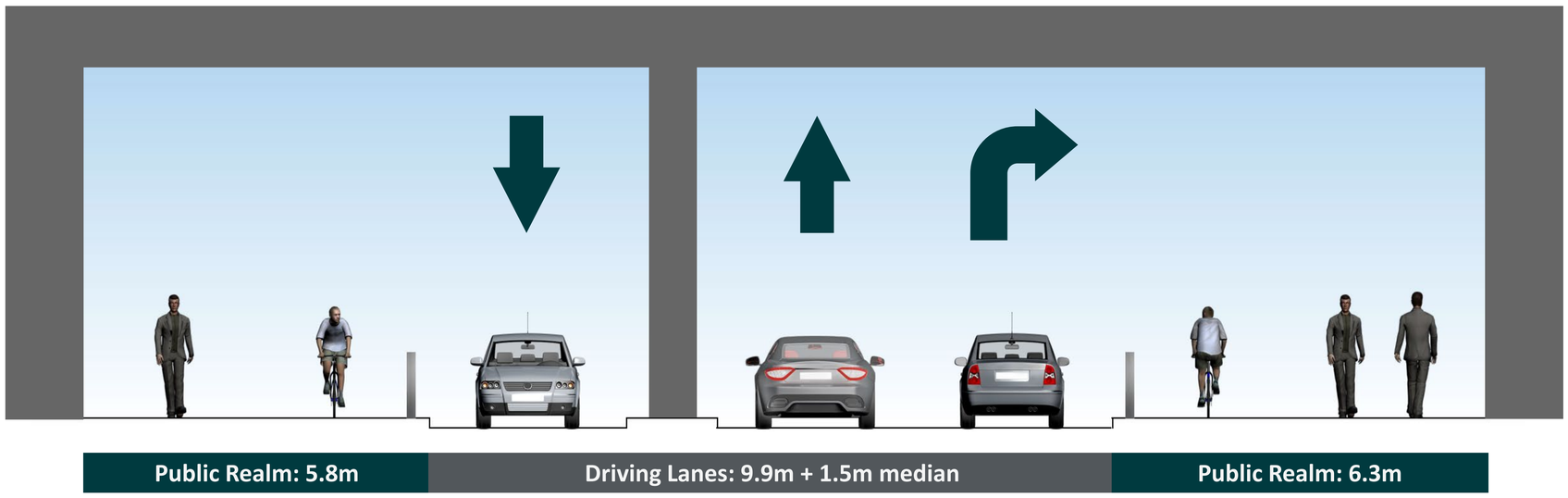
Which design considerations are the most important?

Which design considerations are the least important?

STREET A MCEA – PRELIMINARY DESIGN ALTERNATIVES

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





Key Design Features

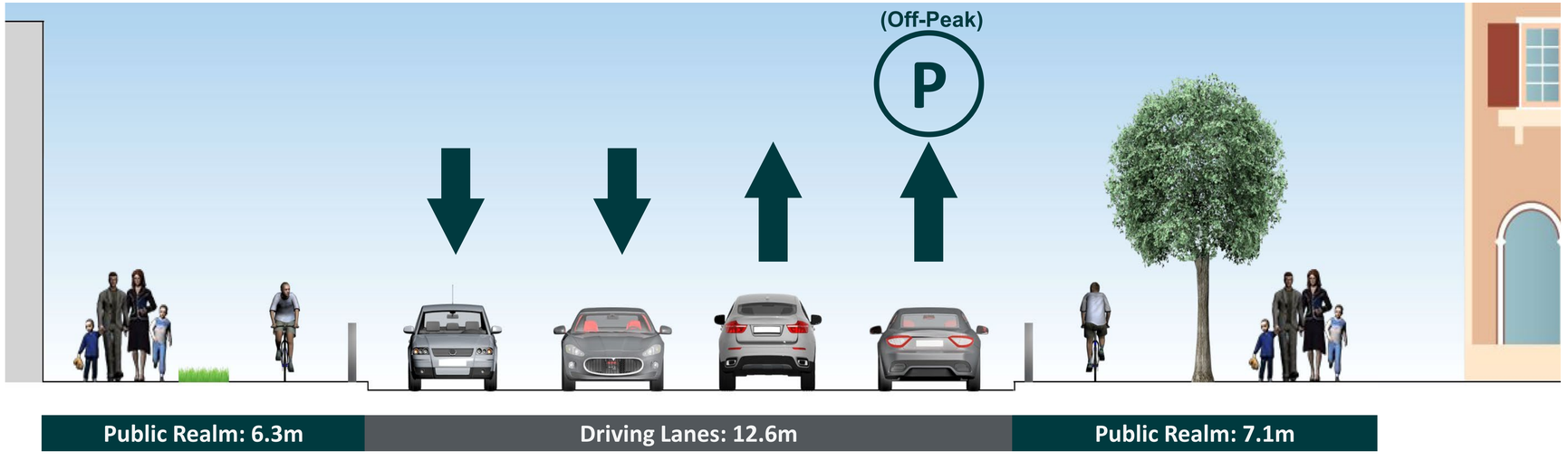
- 26m right-of-way width, 23.5m at underpass
- Two traffic lanes + turning lanes
- One-way cycle tracks on both sides, width reduced to 1.8m at underpass
- Sidewalks on both sides, up to 3m wide
- Some dedicated vehicle lay-by spaces
- More space for public realm and green infrastructure (i.e. tree plantings,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

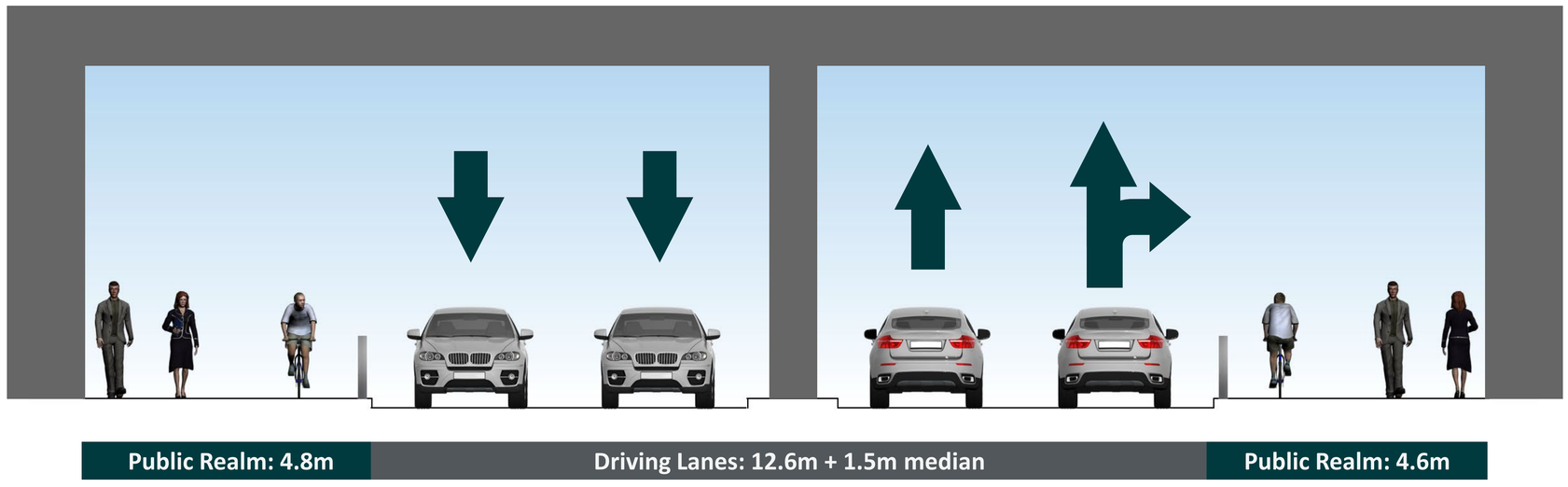
FEEDBACK: ALTERNATIVE 1

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

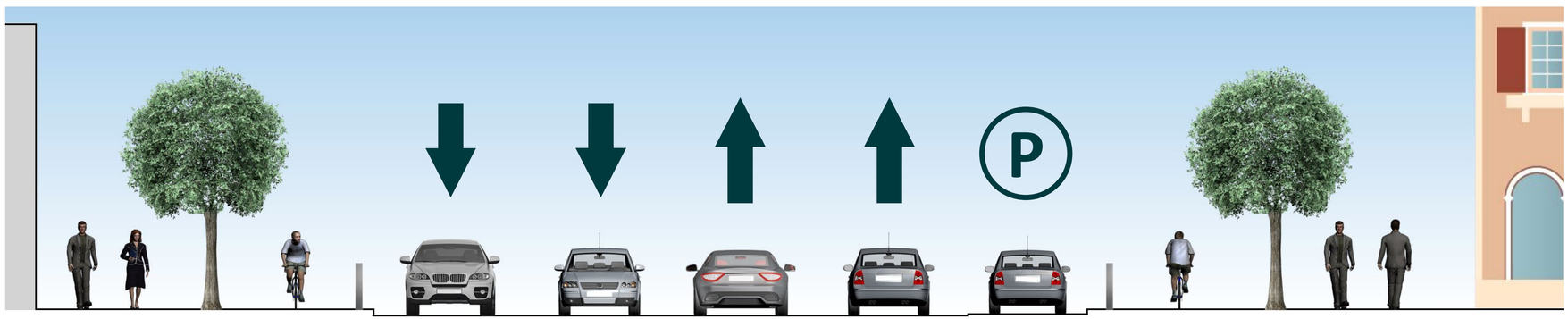
- 26m right-of-way width, 23.5m at underpass
- Four traffic lanes + turning lanes
- One-way cycle tracks on both sides, width reduced to 1.6m at underpass
- Sidewalks on both sides, 2.1 - 2.5m wide
- Off-peak on-street parking in curb lane
- Less space for public realm and green infrastructure (i.e.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

FEEDBACK: ALTERNATIVE 2

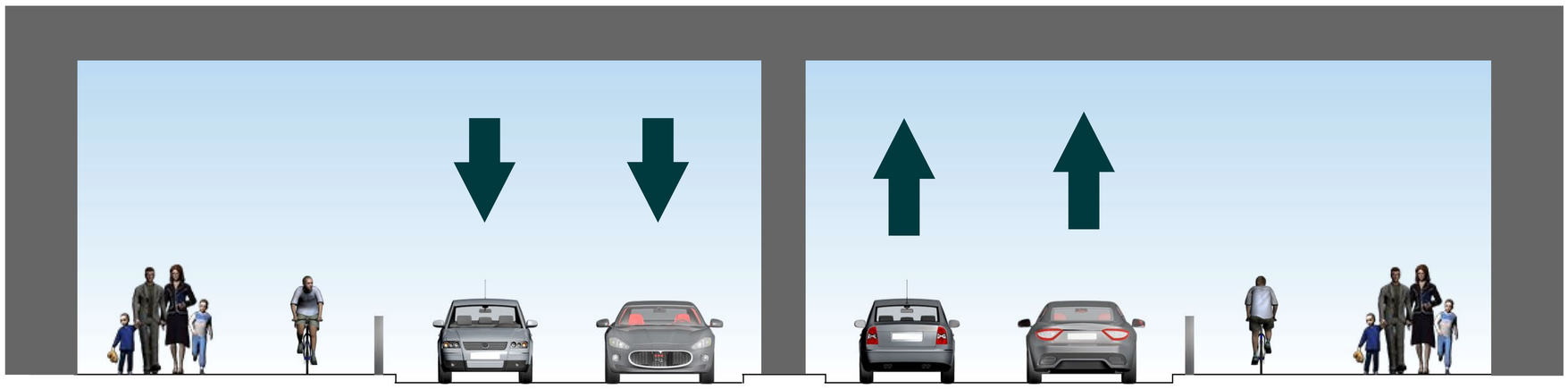
What are your thoughts on Alternative 2? Which features do you like?

Which features would you change?

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



Public Realm: 7.1m | Driving Lanes: 12.6m | Parking: 2.5m | Public Realm: varies



Public Realm: 5.8m | Driving Lanes: 12.6m + 1.5m median | Public Realm: 5.8m

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!

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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

Provide your feedback:

Comment form: https://forms.office.com/r/CXXKnXtFnu
Please provide your comments through our virtual feedback form by July 22, 2023.

APPENDIX E

COMMENT FORM

Street A Public Consultation Meeting #1 - Comment Form

We are seeking feedback on materials developed as part of the Street A Environmental Assessment (EA) Study, a proposed new public street and associated rail underpass between Park Lawn Road and Lake Shore Blvd W.

This comment form takes about 15 minutes to complete. Please only submit once. This is not a vote. Public and stakeholders' opinions, along with technical and policy considerations, will be used to inform the EA Study.

Privacy Statement - Notice of Collection
The personal information on this form is collected under the City of Toronto Act, 2006, s. 136(c) and the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Contact Information

Information submitted below will not be associated with the responses throughout the rest of the comment form. If you would like to be added to the Street A Mailing List, Interested Parties List and the local City Councillor's mailing list, please provide your contact information below.

Name:

Email Address:

Would you like to have your contact information added to the Street A email list?

☐ Yes ☐ No

Would you like to have your contact information added to the City of Toronto Interested Parties List?

☐ Yes ☐ No

Would you like to have your contact information added to the local City Councillor's email list (Etobicoke-Lakeshore, Councillor Morley)?

☐ Yes ☐ No

Street A Public Consultation Meeting #1 - Comment Form

Street A – Key Design Considerations

The design of Street A will consider the following features:

- Vehicle Traffic Lanes
- Pedestrians & Cyclists
- Safety
- Rail Grade Separation
- Gardiner Expressway Retaining Wall
- Servicing Infrastructure
- Curbside Activity
- Horizontal and Vertical Alignment
- Public Realm
- Green Infrastructure

The Street A Design Alternatives are building on the high-level objectives and Preferred TMP Network previously established for the Park Lawn Lake Shore Transportation Master Plan. 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.

Question 1: Please select the top three design considerations you feel are the most important for the project team to prioritize. Please select at most 3 options.

- ☐ Vehicle Traffic Lanes (2 lanes, 4 lanes, etc.)
- ☐ Pedestrians (wide sidewalks, amenities, etc.)
- ☐ Cyclists (wide cycle tracks, physical separation, buffers, etc.)
- ☐ Public Realm (benches, plantings, bike parking, etc.)
- ☐ Curbside activity (bus lay-bys, short-term on-street parking, etc.)
- ☐ Indigenous Place-Keeping & Place-Making (art, natural features, gathering spaces)
- ☐ Green Infrastructure (trees, stormwater management)
- ☐ Structural features (minimizing retaining wall height, minimizing underpass size)

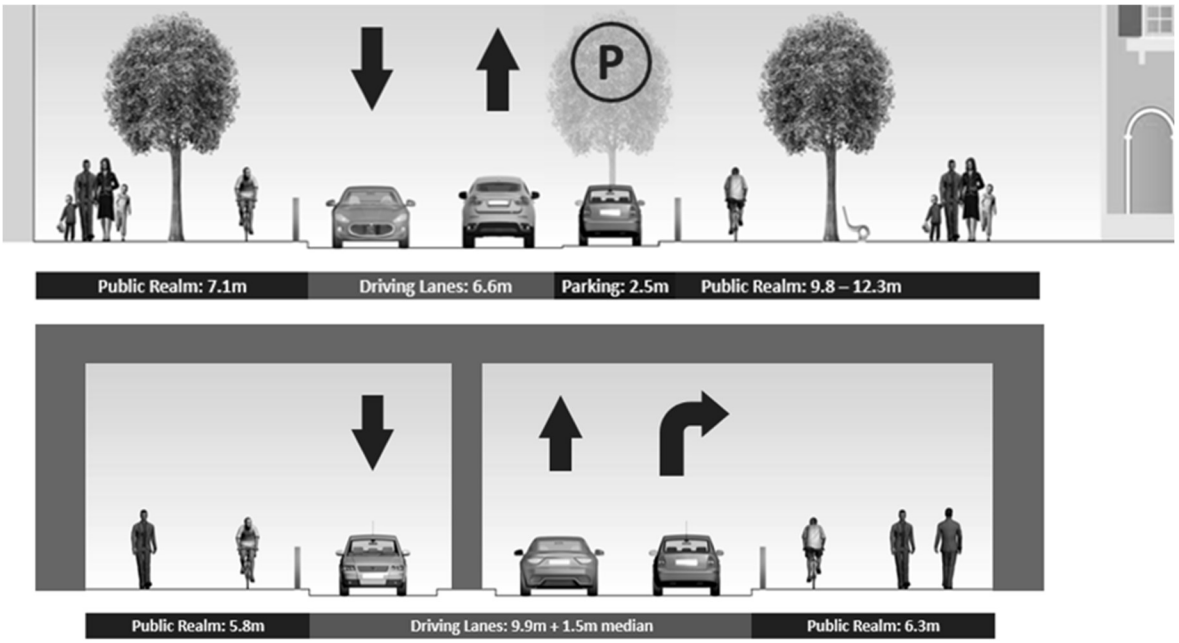
Question 2: Are there any other features or functions you would like to see prioritized on Street A?

Street A Public Consultation Meeting #1 - Comment Form

Street A – Preliminary Design Alternatives

Three preliminary design alternatives have been developed for the Street A right-of-way in order to collect initial feedback from the community, stakeholders and review agencies. The alternatives have been conceptualized with typical cross-sections as well as cross-sections at the underpass.

Alternative 1: Two Traffic Lanes (26m ROW)

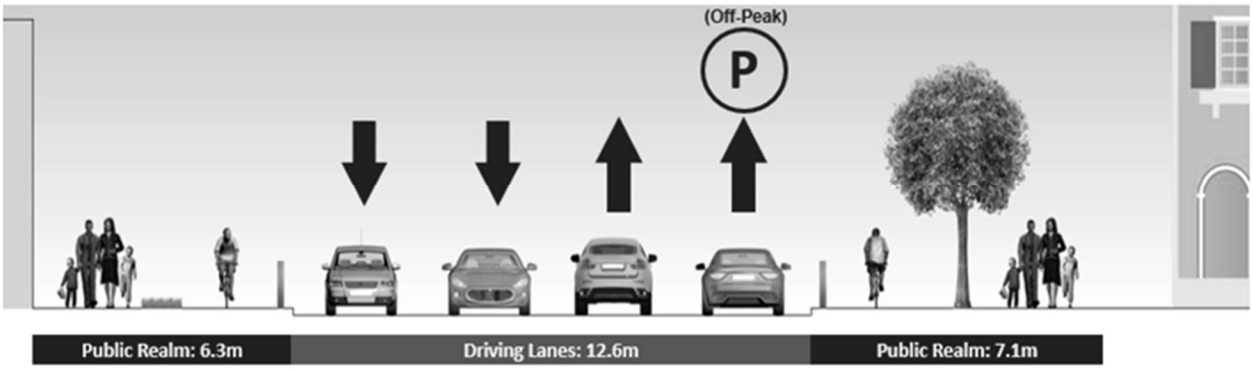


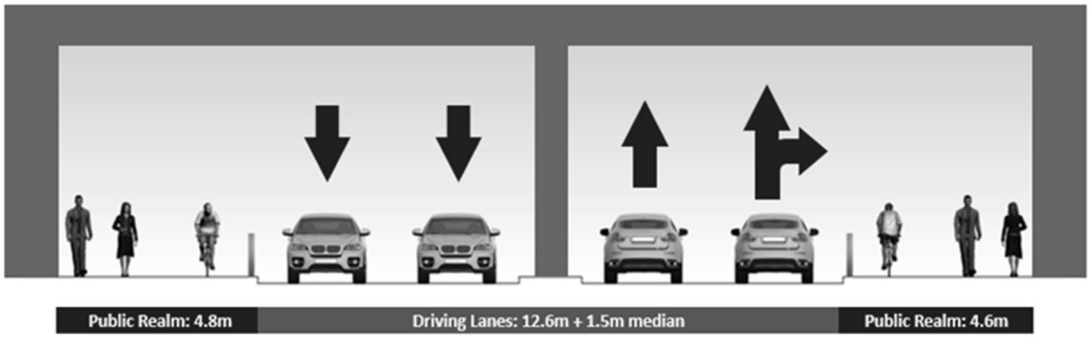
Question 3: What do you like about Design Alternative 1?

Question 4: What do you dislike about Design Alternative 1?

Street A Public Consultation Meeting #1 - Comment Form

Alternative 2: Four Traffic Lanes (26m ROW)



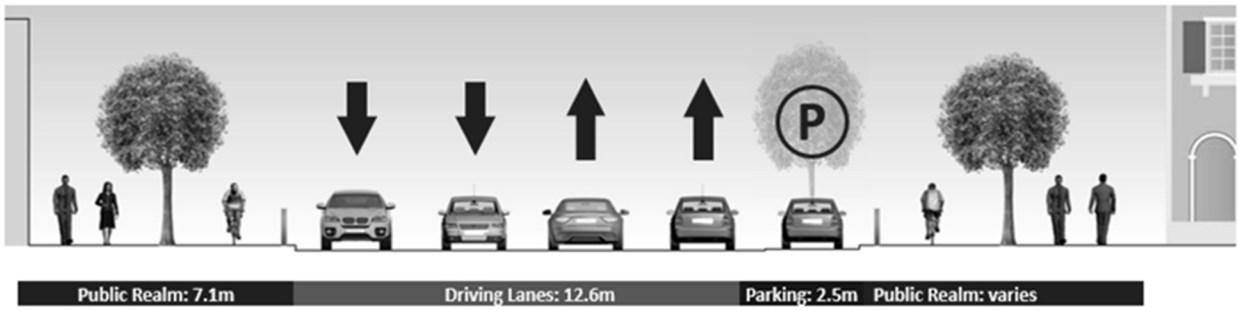


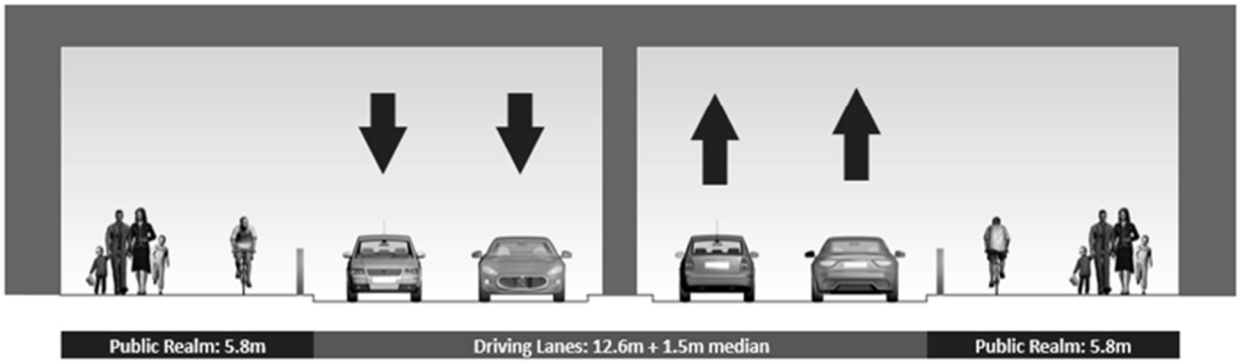
Question 5: What do you like about Design Alternative 2?

Question 6: What do you dislike about Design Alternative 2?

Street A Public Consultation Meeting #1 - Comment Form

Alternative 3: Four Traffic Lanes (30m ROW)





Question 7: What do you like about Design Alternative 3?

Question 8: What do you dislike about Design Alternative 3?

Street A Public Consultation Meeting #1 - Comment Form

Draft Evaluation Framework

The evaluation framework to be used in the Street A MCEA study to evaluate alternative design solutions will be based on the high-level categories used in the Park Lawn Lake Shore TMP. Examples of specific performance measures have been listed below for consideration.

Thematic Area 1 – Policy Frameworks

- Supports Official Plan policies, including Complete Streets
- Supports surrounding land uses
- Supports Major Transit Station Area goals
- Aligns with VisionZero

Question 9: Do you have any further suggestions on how Policy Frameworks should be considered in the Street A design? Do you agree with the example performance measures listed above? Would you change or remove any?

Thematic Area 2 – Safe & Healthy Communities

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

Question 10: Do you have any further suggestions on how Safe & Healthy Communities should be considered in the Street A design? Do you agree with the example performance measures listed above? Would you change or remove any?

Street A Public Consultation Meeting #1 - Comment Form

Thematic Area 3 – 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, etc.)
- Area traffic network performance
- Traffic infiltration impacts of Gardiner Expressway

Question 11: Do you have any further suggestions on how Mobility should be considered in the Street A design? Do you agree with the example performance measures listed above? Would you change or remove any?

Thematic Area 4 – Natural Environment

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

Question 12: Do you have any further suggestions on how Natural Environment should be considered in the Street A design? Do you agree with the example performance measures listed above? Would you change or remove any?

Street A Public Consultation Meeting #1 - Comment Form

Thematic Area 5 – Cultural Environment

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

Question 13: Do you have any further suggestions on how Cultural Environment should be considered in the Street A design? Do you agree with the example performance measures listed above? Would you change or remove any?

Thematic Area 6 – 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)

Question 14: Do you have any further suggestions on how Social Equity should be considered in the Street A design? Do you agree with the example performance measures listed above? Would you change or remove any?

Street A Public Consultation Meeting #1 - Comment Form

Thematic Area 7 – Economic & Financial Considerations

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

Question 15: Do you have any further suggestions on how Economic & Financial Considerations should be considered in the Street A design? Do you agree with the example performance measures listed above? Would you change or remove any?

Question 16: Do you have any other feedback or comments on the Street A MCEA study?

Street A Public Consultation Meeting #1 - Comment Form

Demographic Information

Question 10: What are the first 3 digits of your postal code?

Question 11: What is your relationship to the area? (check all that apply)

- ☐ I live here
- ☐ I work here
- ☐ I visit the area
- ☐ I travel through the area
- ☐ Other

Question 12: How do you travel most within the study area?

	Daily	A few times a week	A few times a month	A few times a year	Never	N/A
Walk	◯	◯	◯	◯	◯	◯
Bike	◯	◯	◯	◯	◯	◯
Car	◯	◯	◯	◯	◯	◯
Rideshare/ taxi	◯	◯	◯	◯	◯	◯
TTC	◯	◯	◯	◯	◯	◯
GO Transit	◯	◯	◯	◯	◯	◯
Other	◯	◯	◯	◯	◯	◯

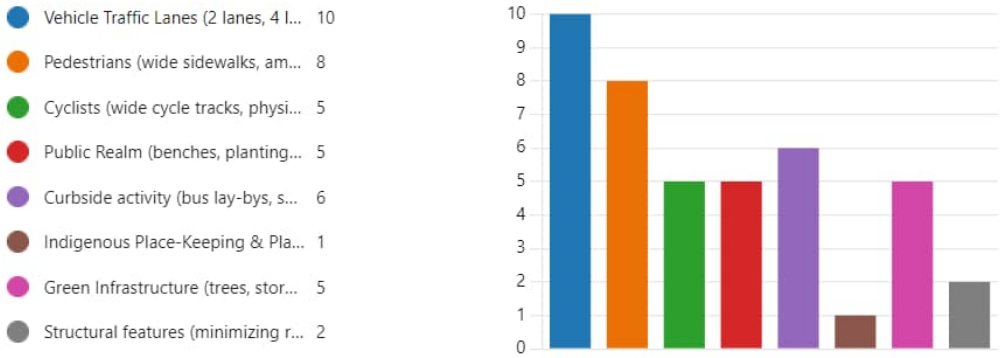
Question 13: What is your age?

◯ Under 25 ◯ 25-34 ◯ 35-44 ◯ 45-54 ◯ 55-64 ◯ 65-74 ◯ 75-84

APPENDIX F

COMMENT FORM RESPONSES AND DIRECT FEEDBACK

Table F1: Comment Form Responses

Question	Response
Please select the top three design considerations you feel are the most important for the project team to prioritize.	
Are there any other features or functions you would like to see prioritized on Street A?	The team needs to decide how Street A will best be used to address the competing goals of a) reducing through traffic on the Park Lawn-Lake Shore route, and b) not encouraging even more through traffic on the Street A route. In my opinion Park Lawn Ave. and Lake Shore Blvd. divide the neighbourhood into three parts and is undesirable. Traffic should be funnelled around Street A to keep it out of the neighbourhoods. The catch is that if it is too good it may encourage more traffic from the exit ramp of the Eastbound Gardiner.
	6 Lanes
	Reduction in motor traffic
	More parks
	Retention of black walnut trees #98, #104 and #106 identified in arborist report
	reduce congestion and backup of traffic - provide traffic flow for cars
	GO
	Connectivity to The Queensway via and underpass
	Legion Road needs to be move away from the townhomes. We have no parks to service the kids in the area. Street needs to be moved away from the park.
	Adequate turning lanes to permit right turns.
	As much as I understand that you need to consider pedestrians, cyclists and niceties like benches and trees, I think that the most important factor is ensuring Street A helps to facilitate our community traffic flow and assists with congestion. That to me should be priority #1.
	Start soon
What do you like about Alternative 1?	Alt. 1 discourages through motorized traffic and leaves lots of space for non-motorized traffic. All parking should be underground and all buildings should be designed to provide abundant and efficient short term off street delivery spaces.
	2 lanes only

Question	Response
	- space available for non-car users (public realm space is ample) - wide sidewalks are good - good space available for greenery - flexible for lay-by areas around GO Station
	More space for green infrastructure
	movement for cars, pedestrians and bikes accommodated
	Less road surface. Keeps the area looking like a residential area as opposed to a busy road.
	protected bike lanes
	Looks good but off ramp from Gardiner has lots of trucks that access Lakeshore now via Parklawn so lanes will have to accommodate heavy traffic as ParkLawn will be reduces to 2 lanes
	1 is a better plan but Legion Rd needs to be moved an additional 20 feet back from Legion Rd Townhomes.
	Shared, safe space for pedestrians, bikes and cars. Has considered that pedestrians will be dropped off and picked up near the station.
	Lots of room for cyclists and pedestrians.
	Two traffic lanes and turning lane
	Emphasis on space for pedestrians and cyclists; possible deterrent to vehicular traffic looking for alternate routes from Gardiner
What do you dislike about Alternative 1?	Alt.1 restricts motorized traffic thus encouraging it on Park Lawn and Lake Shore. For all three alternatives: Given that the north side of Street A will not have much people-space development is it necessary to give it the same Public Realm allocation?
	Car traffic
	- will one lane each way be able to handle to traffic, especially if Park Lawn is narrowed
	Not mapped showing existing valuable trees.
	possibility of cars backed up due to volume of car traffic
	Not sure if it'll cope with the amount of traffic in the area.
	Billed as an alternative to Parklawn which is 4 lanes and 6 at Lake Shore. This road is a lot narrower
	too close to townhomes
	Are there enough spots for people to be dropped off and picked up without impacting traffic flow.
	Not enough room for vehicular traffic. This is an awful Alternative. If there's traffic and an emergency (fire, ambulance, police) it will be a disaster. No room for vehicles to stop if there's an emergency without totally blocking the traffic.

Question	Response
	I dislike the option of putting parking on street A. That can be dealt with after the condos go up on the old mr Christie lot. I'm sure parking can be offered there, not on this pending street that already will be taken up by 2 bicycle lanes.
	Parking on street every condo should have underground parking
	Not very interesting to look at from POV of pedestrians and those living in the community
What do you like about Alternative 2?	Compared to Alt. 1, Alt. 2 will take some of the through traffic off of Park Lawn and Lake Shore
	Like it and makes sense
	- four lanes of traffic should be plenty to replace any reduction of lanes elsewhere
	Not much except for more space for traffic.
	more lanes will help the traffic volume
	More room for good traffic flow
	lanes
	4 lanes will be needed if it is expected to replace Park Lawn plus service another 5,000 plus people
	we do not need 2 lanes in each direction
	It would handle vehicle traffic more effectively.
	I like this better. It will allow for safer and more smooth vehicular through traffic.
	I like that it's maximizing as many car lanes as possible to help ease congestion.
	4 lanes with the turning lane
	Allows for good flow of traffic for locals and those coming off the Gardiner.
What do you dislike about Alternative 2?	Compared to Alt 1, Alt. 2 reduces the barrier between cyclists and pedestrians. For all three alternatives: Given that the north side of Street A will not have much people-space development is it necessary to give it the same Public Realm allocation? All parking should be underground and all buildings should be designed to provide abundant and efficient short term off street delivery spaces.
	4 lanes too much
	-seems very car-oriented -more space to traffic lanes, not much available to walking/cycling -reminds me of current Park Lawn south of Queensway -could be a safety hazard - encourages speeding and induced traffic demand
	Less space for green infrastructure and not mapped showing existing valuable trees.
	maybe too wide and costly underpass

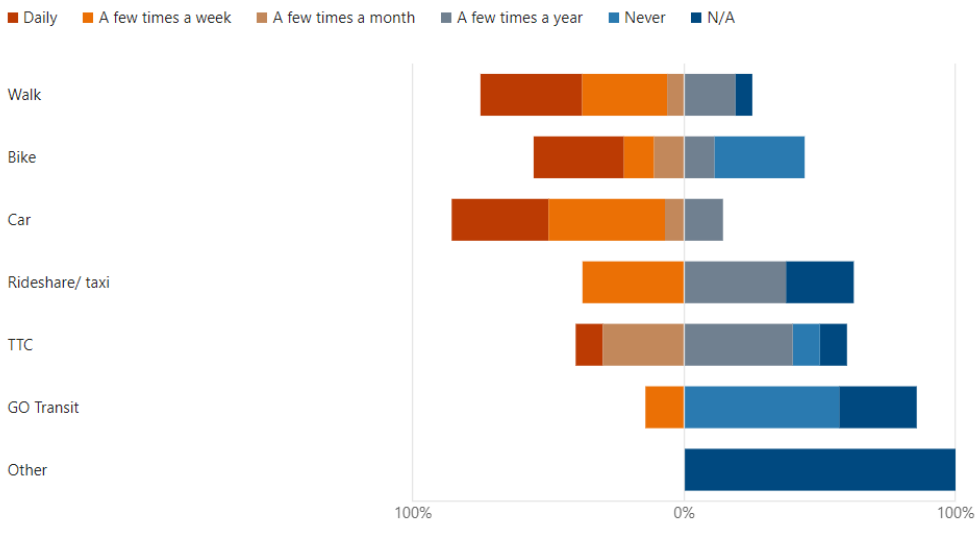
Question	Response
	Less green space.
	Off peak parking may restrict traffic. There should be many visiter spots available in the new buildings
	Would be a less pleasant and possibly less safe, pedestrian and cyclist experience. Not enough trees / greenery.
	Wish it had more parking or pull-overs.
	I don't think that parking of any kind should be an option.
	Parking on street
	Not as much space for pedestrians.
What do you like about Alternative 3?	Compared to Alt 1 & 2, Alt. 3 provides maximum through traffic relief for Park Lawn and Lake shore.
	Perfect
	-seems to combine the advantages of Alt 1 and Alt 2
	Supposedly more space for green infrastructure.
	more lanes will help the traffic volume
	Good traffic flow. Good bike lanes. Good amount of green areas.
	best
	Much better and needed due to massive increase in traffic expected
	too busy. not safe for density
	Better meets the needs of cars, pedestrians and cyclists.
	Best option.
	Again, to me utilizing street A with as many drivable lanes should be priority.
	The one with no on street parking
	Good balance for vehicles, pedestrians and cyclists
What do you dislike about Alternative 3?	For all three alternatives: Given that the north side of Street A will not have much people-space development is it necessary to give it the same Public Realm allocation? All parking should be underground and all buildings should be designed to provide abundant and efficient short term off street delivery spaces.
	4 lanes too much
	-will we have the available ROW that this alternative takes -we may still have the safety concerns as with Alt 2 (speeding, induced traffic demand)

Question	Response
	Not mapped showing existing valuable trees.
	same as answer for Alternative 2
	Road too wide, taking away from the quiet 'neighborhood' feel.
	Nothing
	The one with on street parking
	Still a bit less space for pedestrians
Do you have any further suggestions on how Policy Frameworks should be considered in the Street A design? Do you agree with the example performance measures listed above? Would you change or remove any?	We would like to see the whole length of Go Train station next to A street as 80 percent of people and more leave east of Park Lawn. Not agreed with everything. As we mentioned above the whole station should be moved to the east of Park Lawn.or just stay at Mimico and upgrade.
	Reduce traffic volumes
	Another car tunnel under rail/Gardiner
	Supporting green infrastructure including existing valuable trees should be an explicit policy framework.
	The density way too much from the proposed units/towers. It will be an experiment to see the built environment and congestion manufactured here by the City.
	This street will be busy with the Gardiner off ramp traffic, excess Parklawn traffic and pedestrians and bicycles using the Go Station. Plus all the new residents and cars from the other developments in the area in excess of what is expected on the Christie land
	If Legion Rd is not moved at least 20 feet away from townhomes and from the park: Legal action will be imposed and collectively as a neighborhood and residential complex. We are going to sue the planning department for absolute negligence.
	Should add environmental impact and impact on climate change.
	I don't know what vision zero is so I can't speak to this question
	Just no on street parking
Do you have any further suggestions on how Safe & Healthy Communities should be considered in the Street A design? Do you agree with the example performance measures listed above?	It is a problem already for emergency vehicles during rush hours and others specially on Park Lawn. Speaking of safe and healthy communities: Go station's should stay away from residential building as much as possible it's not healthy and safe when you are directly exposed to smoke from burning diesel engines next to the Balconies, Loud noise is not healthy to ears and intrupting peace in sorounding area unless there are underground station or built under a glass hub to control pollution, noise and other issues as much as possible. Attractiveness should be at the bottom of list. Stadard safty policies should be followed anyway.

Question	Response
Would you change or remove any?	Supporting green infrastructure including existing valuable trees should be an explicit theme for healthy communities.
	Too much density to concentrate this much development. An ongoing construction area in Humber Bay Shores for 10-20 years.
	protect adjacent waterways
	Underpass need two be high enough to allow for all the large tracks coming off the Gardiner. Also wide enough for snow plows and snow storage.
	If Legion Rd is not moved at least 20 feet away from townhomes and from the park: Legal action will be imposed and collectively as a neighborhood and residential complex. We are going to sue the planning department for absolute negligence.
	This looks reasonable. Ensuring that emergency vehicles can get through is critical for the safety of this area. That's why only 1 vehicular lane in each direction is a very poor option.
Do you have any further suggestions on how Mobility should be considered in the Street A design? Do you agree with the example performance measures listed above? Would you change or remove any?	We belive only 16 percent of the people are using public transportation and that will not change due to poor infusttucture and excutions system in GTA, this also will not change. For such a small percentage using public transportaion in this area they are already using Mimico station just need to be upgraded.
	Access should be provided to green infrastructure locations.
	Too much density to concentrate this much development. An ongoing construction area in Humber Bay Shores for 10-20 years. Do not support over development of this sort - 40-60 storeys towers an eyesore.
	I'm not sure it will be able to handle all the excess from & to the Go Station plus all the overflow needed as a result of the Transportation Plan considering all the other new buildings planned in the area and the fact that Lakeshore by the Humber is still reduced to one lane. That will cause a bottleneck backing up to its intersection with Lakeshore
	If Legion Rd is not moved at least 20 feet away from townhomes and from the park: Legal action will be imposed and collectively as a neighborhood and residential complex. We are going to sue the planning department for absolute negligence.
	This looks reasonable. Ensuring a clean flow-through of Gardiner traffic is essential.
Do you have any further suggestions on how Natural Environment should be considered in the Street A design? Do you agree with the example performance measures listed above? Would you change or remove any?	Not agreed with everything: By destroying the natural habitats, trees that are 100 years old!!, does not matter what you do, you will never recover that destruction for that many years. Go Train stations are not underground, and it's perhaps ideal to stretch it along side of A street and should avoid running in between buildings that are supper close to people's leaving room of 20 meters away! That West of Park Lawn.
	Protection of existing and future valuable trees needs to be explicitly recognized.
	Too much density to concentrate this much development. An ongoing construction area in Humber Bay Shores for 10-20 years. Do not support over development of this sort - 40-60 storeys towers an eyesore.

Question	Response
	Storm drains and water supply in the area is currently very poor with water pressure getting lower as buildings come online. So this needs to take into consideration all the massive development that is expected.
	If Legion Rd is not moved at least 20 feet away from townhomes and from the park: Legal action will be imposed and collectively as a neighborhood and residential complex. We are going to sue the planning department for absolute negligence.
	Air quality will be impacted if traffic snarls cause vehicles to sit in traffic jams. That'll make all the other modes of transportation unattractive. Traffic flow must be maintained. Stormwater management is critical this close to the water level of the nearby lake.
Do you have any further suggestions on how Cultural Environment should be considered in the Street A design? Do you agree with the example performance measures listed above? Would you change or remove any?	A transportation plan should be about transportation, where does it meet up with culture? Truth and Reconciliation and Indigenous culture have been advanced to inescapable levels already, perhaps it is time to give this one a re-evaluation.
	Cultural elements need to be identified for consideration of additional needs.
	Too much density to concentrate this much development. An ongoing construction area in Humber Bay Shores for 10-20 years. Do not support over development of this sort - 40-60 storeys towers an eyesore.
	sports and recreation
	I don't see how building 70 storey and other high buildings, levelling land, putting in roads etc assists with Indigenous culture which promotes leaving the land in a natural condition.
Do you have any further suggestions on how Social Equity should be considered in the Street A design? Do you agree with the example performance measures listed above? Would you change or remove any?	But again as mentioned before GTA transportation system is very poor and just moving one station (Mimico) about 2 km will not solve alot of problems except spending lot of money and.ofcourse making money in a long run.
	Too much density to concentrate this much development. An ongoing construction area in Humber Bay Shores for 10-20 years. Do not support over development of this sort - 40-60 storeys towers an eyesore.
	Not sure if drop off, pick up and quick shopping stops and food delivery will be sufficiently handled. Some of the new building have no where for quick stops to pick takeout orders etc. so people just stop in no parking and. no stopping areas
	The options with no or limited pull overs are poor providers of these measures.
Do you have any further suggestions on how Economic & Financial Considerations should be considered in the Street A design? Do you agree with the example performance measures listed above? Would you change or remove any?	More shopping/commercial
	Should not be the priority overarching considerations.
	Too much density to concentrate this much development. An ongoing construction area in Humber Bay Shores for 10-20 years. Do not support over development of this sort - 40-60 storeys towers an eyesore.
	Congestion currently costs us all in time and money. If done properly this should relieve it somewhat

Question	Response
Do you have any other feedback or comments on the Street A MCEA study?	Will await responses to comments.
	Too much density to concentrate this much development. An ongoing construction area in Humber Bay Shores for 10-20 years. Do not support over development of this sort - 40-60 storeys towers an eyesore.
	No, just install it before all the construction
	Really look at the traffic volumes now, and with the huge increase likely with so many large buildings crammed into this space. Entry & exit points from underground parking need to be able to flow smoothly without jamming up the traffic and endangering pedestrians and cyclists. Will there by a drop off point for the proposed GO station? How will the traffic flow for that work?
	As I've mentioned already. I think it's important to not lose sight of the goal and purpose of street A. I've owned and lived in this community for 11 years so I understand that it's important for the street to look nice aesthetically, be functional for all etc; but at the end of the day, it's purpose is/should be to help ease traffic congestion in our community
	I am hoping that, after 30 years, I will be alive to see Street A become a reality!
What are the first 3 digits of your postal code?	M6S
	M8y
	M8V
	M84
	M8V
	M8Y
	m8y
	M8v
	m8v
	m8v
	m8v
	M8v
	M8Y
	M8Y
	M8V
	M8V

Question	Response
What is your relationship to the area (check all that apply)	I live here;
	I live here;
	I visit the area;I travel through the area;
	I live here;
	I live here;
	I live here;I visit the area;I travel through the area;
	I live here;I live north of this area;
	I live here;I work here;
	I live here;
	I live here;
	I live here;
	I live here;
	I live here;I travel through the area;
	I live here;I travel through the area;It is part of my daily routine to be a part of this area;
	I live here;
	I live here;
How do you travel most within the study area?	

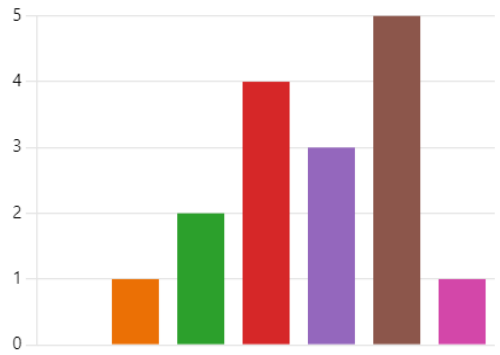
Question	Response
What is your age?	Under 25 0 25-34 1 35-44 2 45-54 4 55-64 3 65-74 5 75-84 1 

Table F2: Sticky Notes Submitted at Public Consultation Meeting

Prompt	Feedback
What are the key elements that should be considered in the existing and future conditions?	Road A must also connect to Gardiner to Lake Shore off-ramp. It cannot just dump out on Lake Shore at Marginal Boulevard
	Bike lanes may compromise a good car-lane flow
	How are you going to decrease cars by 24% by adding ~15,000 people in the area? We already have 4 sets of traffic lights from Humber Loop to Park Lawn and it's busy and slow. Now we're adding 2 extra sets of lights to Lake Shore for a total of 6 sets in 700-800m?
	Quality of life for residents during execution
	Reduction in motor traffic – better transit
What other existing conditions would you like to see reviewed?	What is being done to increase electricity since the area already experience black outs since GO Transit is going electric
	Westbound Gardiner backup on Park Lawn under bridge turning left
	Population comparison: people & cars
	West side of Park Lawn flood channel rebuilt with pedestrian + cycle path from GO tracks to Queensway
Which design considerations are the most important?	As much green as possible!
	1. Pedestrians 2. Cyclists 3. TTC 4. Working vehicles 5. Cars
	Efficiency
	Cycling connections and access
	Much more green space as possible
	Bring character to the area – there is nothing to belong to now
	1. Safety 2. Vehicle traffic lanes 3. Green infrastructure (please increase soil trenches and permeable pavements)
	Yes! Keep the heritage present
	Traffic control
	As much green as possible
	Do not make "A" into another Park Lawn mess please

Prompt	Feedback
Which design considerations are the least important?	Much less new condo buildings as possible
	Speed
	Less traffic
What are your thoughts on Alternative 1? Which features do you like?	Encourage pedestrians for safely enjoying the walk
	Keep 2 lanes of traffic
	Not enough for the foreseen traffic
	Where are the street cars in this option
Which features would you change about Alternative 1?	Build Alt 2 or Alt 3, not 1. Area need better traffic circulation and Alt 1 fails to do that. Area is too dense for only 1 lane in each direction.
What are your thoughts on Alternative 2? Which features do you like?	Given # of residents and it being another route to Park Lawn this one I think makes most sense.
	Seems the most adequate
	Alt 2 seem to provide some parking. School drops offs need to have much more space for vehicles stopping to allow kids to get out and go to the school. Hopefully most will walk!!
	I also like Alt 2. In a highly vehicle condensed passage, the survivability of trees are low. Replacing tree/larger green infrastructure are additional liabilities.
Which features would you change about Alternative 2?	Reduce motor traffic. 2 lanes only.
What are your thoughts on Alternative 3? Which features do you like?	No responses
Which features would you change about Alternative 3?	No way! That is a highway!
	Way too busy for residential area
	2 lanes only. Too much traffic
Which evaluation criteria are most important to you?	The unknown variable of population density makes assessing evaluation criteria very difficult
	Hard to know what the population for families and children will be. I think current experience is that few families choose to live in 2 bedroom high-rise condos.
	Allowing current residents to voice their opinions as a whole. It feels like you've segmented us to divide and conquer
	Reduction of traffic volumes
	Build Park Lawn GO Station asap
	Traffic circulation

Prompt	Feedback
Which evaluation criteria are least important to you?	Accommodation of cars
Do you have any suggestion for evaluation criteria that should be used?	Reduction in pollution
	Need to design traffic solution for volume going westbound to Mississauga and solve traffic backup under Gardiner

APPENDIX G

COMMENT LOG

ID	Date	Message	Response	Date of Response
1	10-Jun-23	Hello Dave Christie is gone long time ago, it is good would have to move out of the city 15 years ago! the place is now under discussion??? or some developers already calculating their profit to build a lot of shitty townhouses? I suggest as strongly as I could??? this place must be a a public enjoyment and beauty of Etobicoke make a nice theater in the middle of a park with some nice flower gardens és a lot of benches to let the people sit down and chat whatever they want the theater must be a big success and some pubs and small shops in which the walking people can buy whatever they never before wanted but it is very nice and unique think about pls let me know when the Mimico new Go station will be realized as nice as it could be environmentally friendly	Thank you for reaching out regarding the Street A MCEA study. The Street A MCEA is building on previous studies undertaken in the area, including the Park Lawn Lake Shore Transportation Master Plan (TMP) and Christie's Planning Study, which articulate the long-term plans for future development on the Christie's site and transportation improvements in the wider area. The development plans for the Christie's site include a number of community services including daycares, schools, library, community recreational center and parks. The site is also intended to be very walkable and accessible to people of all ages and abilities, envisioned as a transit-oriented community built around the proposed Park Lawn GO Station, which is expected to start construction in 2025. A new public street, Street A, is required to serve the new GO station and the development. The design of Street A will include many key design considerations such as public realm space, safety and traffic flow. More information about the design considerations, preliminary alternatives and draft evaluation framework for Street A can be found on our project website: https://www.2150lakeshore.com/street-a-ea/ The materials from the first public consultation meeting are now available on the project website and the feedback survey is currently open (until July 30, 2023). Please take some time to review the materials and provide your feedback. We would love to hear from you!	2023-07-24
2	11-Jun-23	Hi Chris & David, I'm very interested in seeing how this new Street A will evolve. Please add me to the email list. In particular, it looks awkward that there will be 2 traffic lights barely a block apart on this busy section of Lakeshore; one for the current off/on ramp from the Gardiner, and one for the new Street A. If things could be arranged that the Gardiner off/on-ramps and the new Road A were merged such that traffic could go to/from Park Lawn to these ramps without having to go to Lakeshore, that might really smooth out the traffic flow and keep some cars off this stretch of Lakeshore! thanks, Attachment: Annotated Site Plan	Thank you for reaching out regarding the Street A MCEA study. I have added you to our email list for all future communications. We appreciate your comment on the proximity of the intersections proposed along Lake Shore Boulevard West. This is something that will be reviewed through the transportation assessment being undertaken through the Street A MCEA and any mitigation measures required will be proposed. As part of the Park Lawn Lake Shore, difference street network alternatives were developed and evaluated that included a comprehensive area traffic analysis, including one that had a direct connection from Street A to the Gardiner Expressway and on-ramp to eastbound Lake Shore. However, that street network alternative was not preferred, as it encouraged more traffic to come off the Gardiner and use Street A to infiltrate into the neighborhood and then try to get back on the Gardiner and Lake Shore. One of the key objectives of the TMP is to keep more regional traffic on the Gardiner Expressway and reduce potential for increased neighborhood traffic infiltration from the Gardiner Expressway. More information on the development and evaluation of the street network alternatives explored in the TMP can be found in the Final TMP Report and Appendices posted on the City's project website: https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/parklawnlakeshore/ We are now undertaking Phase 3 and 4 of the EA process for Street A. Materials from the first public consultation meeting are now available on the project website (https://www.2150lakeshore.com/street-a-ea/) and a feedback survey is currently open (until July 30, 2023). Please take some time to review the materials and provide your feedback. We would love to hear from you!	2023-07-24

3	11-Jun-23	Dear Chris Sidlar and David Hunter, I am please to share my family, neighbours and myself thoughts about Mr Christie's Land Projects with you and trying to get some respect to our home and hundreds of different species around. I lived for 19 years on Lake Shore Blvd W with my family, during this long time we could see the transformation process, sadly I tell you, every day we find more garbage on the lands, Lake and streets, traffic is a nightmare specially after the Cirque du Sole Show in the mentioned area, we are terrified with the idea of hundreds of condos, business, etc The Street A EA is absolutely necessary but it will be a little helpless when all traffic returns to Park Lawn and /or headed to Manitoba St. Today that area is also crowded by many new high-rise buildings, plus they narrow streets, are not a real solution making a bottleneck, worsening the traffic problem. How you know Lake Shore has only Park Lawn St. to go northeast and northwest by The Queensway which is also very crowded and has traffic problems as well. I would suggest you find to make one more street crossing completely from Lake Shore Blvd W to Queensway at least, if is possibly to Bloor Street, anyway it has serious traffic problems. You are professionals and you knowledge is unquestionable, I would tell you how your actions could deteriorate the Lake environment and the families living in this "Before quietly neighbourhood" Thank you very much for you attention and all your efforts to help us all! Sincerely	Thank you for reaching out regarding the Street A MCEA study. The Park Lawn Lake Shore Transportation Master Plan (TMP) was completed by the City of Toronto and identifies several new street connections as part of its Preferred TMP Network. One of those proposed future street connections is the "North-South Street", which will connect Lake Shore Boulevard West to The Queensway, approximately 500m east of Park Lawn Road. Along with the other new street connections proposed in the Preferred TMP Network, the North-South Street will improve overall connectivity in the area, since as you mentioned, Park Lawn Road is currently the only existing north-south street connection. The North-South Street will still need to go through its own Schedule C Municipal Class Environmental Assessment in the future. More information on the Park Lawn Lake Shore TMP and the proposed North-South Street can be found in the Final TMP Report and Appendices posted on the City's project website: https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/parklawnlakeshore/ We appreciate your concerns about general traffic congestion in the area and environmental impacts of proposed infrastructure improvements. Both of these themes are included in our draft evaluation framework for the design of Street A. Part of the Municipal Class Environmental Assessment process for Street A includes assessing potential impacts and mitigation measures to reduce or eliminate negative environmental effects. Materials from the first public consultation meeting are now available on the Street A EA project website (https://www.2150lakeshore.com/street-a-ea/) and a feedback survey is currently open (until July 30, 2023). Please take some time to review the materials and provide your feedback. We would love to hear from you!	2023-07-24
4	12-Jun-23	Hi Chris, Could you please add me to the EA Study email list so I can be kept informed on future consultation events? Please feel free to contact me should you have any questions.	Hi, I have added you to our email list for all future communications. Thank you for your interest. Please also visit the Street A EA project website to learn more about the project and upcoming public engagement events.	2023-07-24

5	12-Jun-23	Hi there, I have been a 14 year resident and owner of a condo just 1 street North of the former Christie property. I received your leaflet in the mail regarding the first public consultation meeting and thought I would reach out not only as a long time resident of the area but also as a concerned citizen of this community. I'm not 100% clear of the plan mapped out on the leaflet but I'm sure I can speak on behalf of many of us who have lived in the area for sometime, that traffic as more condos go up, has become absolutely horrendous. Especially when something occurs on the QEW, our surrounding side streets become extremely congested and leave us all at a stand still. Todays accident that occurred this morning on the QEW was just one example of many (the queensway, the ramp down to and including parklawn, lakeshore etc all at an absolute stand still). Considering that we only have 2 other arteries to turn to (that being the Lakeshore and the Queensway) we really aren't left with many options to avoid or alleviate building traffic. I really hope you consider the impacts of more buildings going up and the grid lock that will cause all of us on a daily basis and truly think through the absolute best approach to facilitate a growing population in an area with limited roads. I know that for you it may not be a direct issue as you will not have to live here to experience it but my hope is that you will do your very best to put into place a road that will best serve our area. I hope to be able to make it to the first meeting but I would like to be added to the EA study list to be kept informed of future consultations. I truly hope you will consider what I have said as I can assure you that those who own and live in the surrounding area share my exact sentiments. Thank you for your time.	Thank you for reaching out regarding the Street A MCEA study and for your feedback about area traffic congestion. The recently-completed Park Lawn Lake Shore Transportation Master Plan (TMP) has identified a series of new street connections and other transportation improvements that are intended to provide improved travel connectivity and circulation within the larger community. Comprehensive traffic modelling analysis was also undertaken as part of the TMP to assess future traffic conditions in the larger area. It also recognized that improvements to transit, cycling and pedestrian networks are required to support non-vehicle travel modes. One of the proposed new street connections identified in the Park Lawn Lake Shore TMP is Street A, a new street that will connect Park Lawn Road (at the Gardiner Off-ramp) to Lake Shore Boulevard West (at the Marginal Boulevard). Street A will pass below the Lakeshore West rail corridor, requiring the construction of an underpass. As a complete street, Street A will provide vehicular, cycling and pedestrian access to many destinations including the future Park Lawn GO Station, housing, retail, parks and community facilities such as potential schools. We are currently undertaking Phases 3 and 4 of the MCEA process for Street A. Materials from the first public consultation meeting are now available on the Street A project website and a feedback survey is currently open (until July 30, 2023). Please take some time to review the materials and provide your feedback. We would love to hear what features you would like to see on Street A.	2023-07-24
6	15-Jun-23	Kindly add my email address to your mailing list. Thank you.	Hi, I have added you to our email list for all future communications. Thank you for your interest. Please also visit the Street A EA project website to learn more about the project and upcoming public engagement events.	2023-07-24
7	15-Jun-23	Following up on today's Zoom meeting, I have the following comments on the "Street A" Municipal Class Environmental Assessment: I think road design alternative #1 is the best for several reasons. The 2150 Lake Shore development as a whole needs to encourage active modes of transportation (walking and cycling). Design alternative #1 will be the best to accomplish this. Physical separation of pedestrians and cyclists is preferred whenever possible. (The waterfront trail along the Humber Bay Shores is a good example of the conflicts that arise.) Keeping bicycles visible to motorists makes intersections and driveways safer. Trees, gardens and parked cars all block visibility. Four lanes of traffic will encourage the perpetuation of the Park Lawn exit as a shortcut to downtown. Protected bicycle lanes are important, but they're only effective if they are on logical routes with safe and logical endpoints. The TMP appears to include the necessary changes that will make "Street A" a valuable cycle route. CCFEW's concerns with the overall development are generally around Mimico Creek and the impact on existing and potential new parkland. We are also looking for opportunities to improve pedestrian and bicycle access to the waterfront from neighbourhoods north of the Gardiner Expressway and the railway line. Design alternative #1 for "Road "A" appears to be the best option for reaching that goal.	Thank you for reaching out regarding the Street A MCEA study and your feedback about the proposed Design Alternatives. I have noted your comments in our records. Part of the Municipal Class Environmental Assessment process for Street A includes assessing potential impacts and mitigation measures to reduce or eliminate negative environmental effects. We are currently undertaking the preliminary design of Street A. Materials from the first public consultation meeting are now available on the project website and a feedback survey is currently open (until July 30, 2023). Please take some time to review the materials and provide your feedback. We would love to hear your feedback!	2023-07-24

8	18-Jun-23	Hi Saffy, Thank you for the info on Street A extension. I was sent the invitation but was over booked on the 15th so I will attend the June 22nd consultation. Apologies, but I don't recognize your name. Which organization are you working with? Cheers.	Hi, We apologize for the delay in response and appreciate your message. SAFFY is a strategy and engagement studio that is supporting the stakeholder and public engagement components, on behalf of the Street A MCEA Project Team. For more information on the Street A EA, visit: https://www.2150lakeshore.com/street-a-ea/ or contact streetAEA@2150lakeshore.com. Thanks for your interest in the project and please continue to reach out with any further questions.	2023-07-24
9	18-Jun-23	Hi Chris and David, I hope you are both well. I just re-sent my previous email I sent regarding public consultation meeting #1 regarding 2150 lakeshore. I just took (and am sending) a video sample of the grid lock we experience in the area of legion road north and parklawn (just 1 intersection north of the old Mr Christie lot). I think it's crucial you see how important roads are when continuing to build more and more condos in an area that doesn't have many options. You'd be shocked as to how often this happens and I'm pretty sure you would not want this occurring where you reside. As a long time owner I am asking you to please do what you can when it comes to 'street A' to ensure it best serves our ever- growing community. I look forward to hearing back. Attachment: Video	Hi, Thank you for sharing this video. In addition to Street A, the Legion Road Extensions is also one of the projects identified in the Park Lawn Lake Shore Transportation Master Plan (TMP). It is another new street and associated rail underpass that will help improve connectivity and circulation for people driving, walking, cycling, or taking transit in the area and better connect communities on either side of the rail corridor. The Legion Road Extension is currently in design and more information and community engagement will be undertaken as the project advances. For more information about the TMP and the Legion Road Extension, please visit the City's project website: https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/parklawnlakeshore/ In response to your previous email, I had provided some more background and information about the Street A Municipal Class Environmental Assessment. Please let me know if there is anything else I can clarify further.	2023-07-25

10	19-Jun-23	Hello, I live in Humber Bay area, and received a notice in the mail regarding the subject study and consultation. I have the following questions: - What is the schedule to complete the EA process and commence construction of the road?; - Is the road to be ultimately funded and constructed by the developer of 2150 Lakeshore site or is the road being undertaken in parallel by the City?; - Given the alignment of the subject Street A is underneath the portion of rail corridor on which Park Lawn GO Station is planned to be built, hence does the EA & design of the road need to be completed prior to construction commencing of Park Lawn GO Station? Or can Park Lawn GO Station commence while the road and underpass is still in planning stage? I ask this as I among many residents are anxious for the GO Station to be finally built after many years of planning, as the density of the Humber Bay community via extensive condo development is already such as to deserve much better rapid transit options beyond the existing TTC bus routes (which as of late have even been made less frequent)... When can Phase 1 of the development with the Park Lawn GO Station finally be allowed to commence construction?; - will the intersection of Street A & Park Lawn Rd be an at-grade signalized intersection or over/underpass?; - where Street A crosses Park Lawn going west will it align with the entrance to the Gardener west on-ramp? (looks like this is the case which is good); - Will the existing entrance to Gardener EAST on-ramp aligning with Brooker's Lane to the south be maintained? (i.e. so vehicles from Brooker's lane crossing Lakeshore going north can enter straight into highway east on-ramp, as they do now, instead of having to take a left and then a right onto Street A in order to reach east highway on-ramp which I've seen in a previous version of plan). Maintaining the existing Gardener EAST on-ramp is a strong preference to me; - Will there be an additional vehicle & pedestrian underpass connecting Lakeshore and Queensway at Humber Bay? (i.e. so residents of Humber Bay would not have to make a long circle via either Park Lawn Rd or via Windermere Rd in order to get to the Sobey's plaza on Queensway which would otherwise be very close via underpass; Thank you	Thank you for reaching out regarding the Street A MCEA study. I hope I can provide some more information regarding your questions below: Schedule: Phases 3 and 4 of the Street A MCEA process are currently underway and are expected to be brought to City Council in Winter 2023/24. Subject to Council approval, detailed design and procurement will follow, with the goal of beginning construction in early 2025. Funding: Street A will be primarily funded and constructed by Lakeshore Developments Inc, with a portion being cost-shared with the City of Toronto. Implementation: Street A and the Park Lawn GO Station are planned to be constructed concurrently, as part of Phase 1 of the Christie's development. Park Lawn: Street A will connect to Park Lawn Road at the existing Gardiner Expressway eastbound off-ramp at-grade signalized intersection. Gardiner ramps at Brookers Lane: The implementation of Street A will not change the existing Gardiner eastbound on-ramp at Brookers Lane. The Preferred Transportation Master Plan (TMP) Network proposes a new North-South Street and associated underpass under the Gardiner Expressway and rail corridors that would connect from Lake Shore up to The Queensway and also reconfigure the existing Gardiner ramps at Brookers Lane to connect with the new North-South Street. This new street will have one traffic lane in each direction and include sidewalks and cycling facilities. Further technical feasibility, design work, and engagement for the North-South Street will be undertaken as part of a future Schedule C Municipal Class Environmental Assessment. For more information on the TMP, please refer to the Final TMP Report and Appendices posted on the City's project website: https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/parklawnlakeshore/	2023-07-25
11	20-Jun-23	Good day, David! Please add my email address to the EA Study email list. Thank you! Have a good Tuesday! 😀	Hi, I have added you to our email list for all future communications. Thank you for your interest.	2023-07-25
12	27-Jun-23	Hello, I attended the June 22 public consultation meeting #1 which indicated that various options were still under consideration. I also examined the related Arborist Report and Tree Preservation Plan which seemed fairly unequivocal about the trees to be removed.without indicating which trees may justify efforts for actual preservation. I am therefore requesting that consideration be given for retaining three black walnuts in good condition, numbered 98, 104 and 106 in the report. These appear to be outstanding trees for retention. I will appreciate your consideration and response. Thank you,	Hi, thank you for your interest in the project. I have noted your comments regarding trees numbered 98, 104 and 106. Please note that Trees 98 and 104 are located within Phase 6 (Block F) of the Christie's development and are not expected to be impacted by the alignment of Street A. Tree 106 does appear to be located adjacent to the future Street A right-of-way and may be impacted. This impact will be considered as part of the overall evaluation framework and identification of any mitigation measures required.	2023-07-25
13	05-Jul-23	From the NW street A zone, access to Mimico Creek and its bank from the rail corridor to The Queensway should not be walled off in any way. Mimico Creek flood channel is currently in a state of disrepair but should not be ignored. There is a great potential for improvement. Although this terrain is directly adjacent to the construction plan, it is being ignored, even though it would be a far more pleasant walk than along Park Lawn.	Thanks for your interest in the Street A MCEA. The project team is aware of the current condition of Mimico Creek in the vicinity of Street A and is taking it into consideration during the MCEA process. Please note that the Street A feedback survey is currently open until July 30, 2023. We are seeking community feedback regarding the design considerations, preliminary road design alternatives and draft evaluation framework prior to the detailed design phase.	2023-07-25