Lakeshore Development Inc.

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

CONSULTATION RECORD PHASE 3B

August 2024

23224

Disclaimer

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1 INTRODUCTION

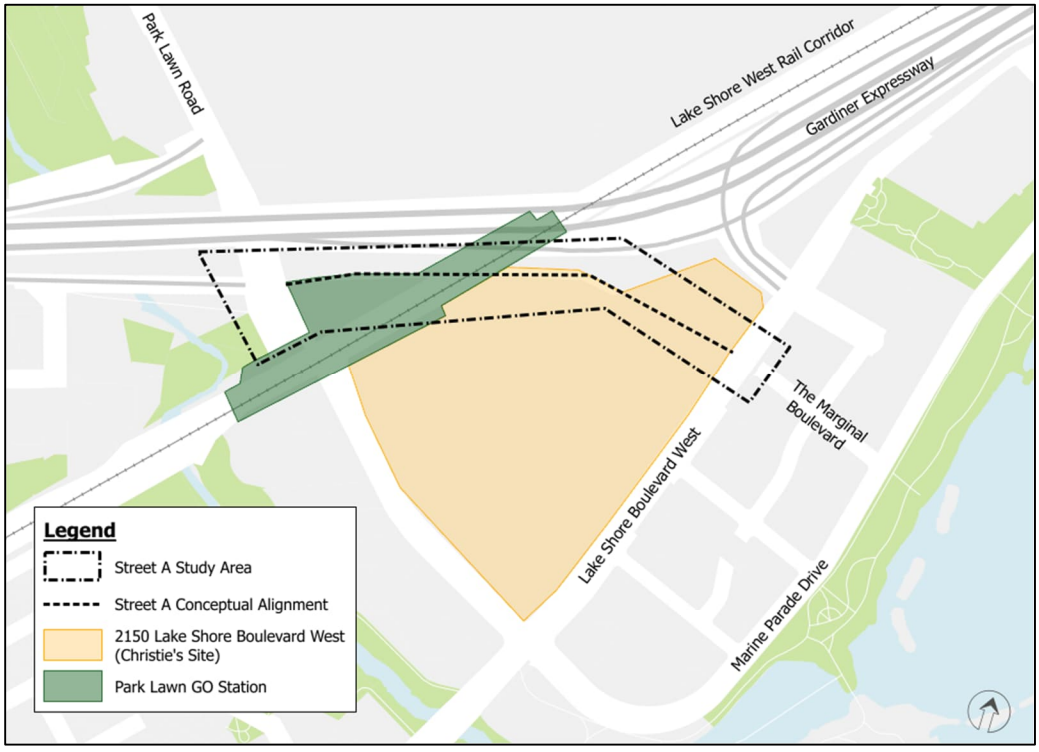
The City of Toronto completed the Park Lawn Lake Shore Transportation Master Plan (TMP) in July 2023 to identify improvements to the transportation network to prepare for future growth and greater utilization of transit and active transportation in the area. The TMP recommended three new road connections, 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, notification to review agencies, consultation with local interest groups, and consultation with the public (referred to as Phase 3 Consultation). This report summarizes the consultation activities undertaken and feedback received from August 2023 to July 2024, herein referred to as Phase 3B of the MCEA. A separate Consultation Record has been prepared for Phase 3A.

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



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 3B 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 pf the study, the MCEA process, the study timeline, a summary of public engagement and how to get involved, and project team contact information. Notification materials that were sent out at consultation milestones during the study, including notices and public consultation meeting materials were posted on the webpage. The Phase 3A Consultation Record and the Street A preferred design were also posted on the webpage. From the website, members of the public were able to sign up for the project's email list to 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

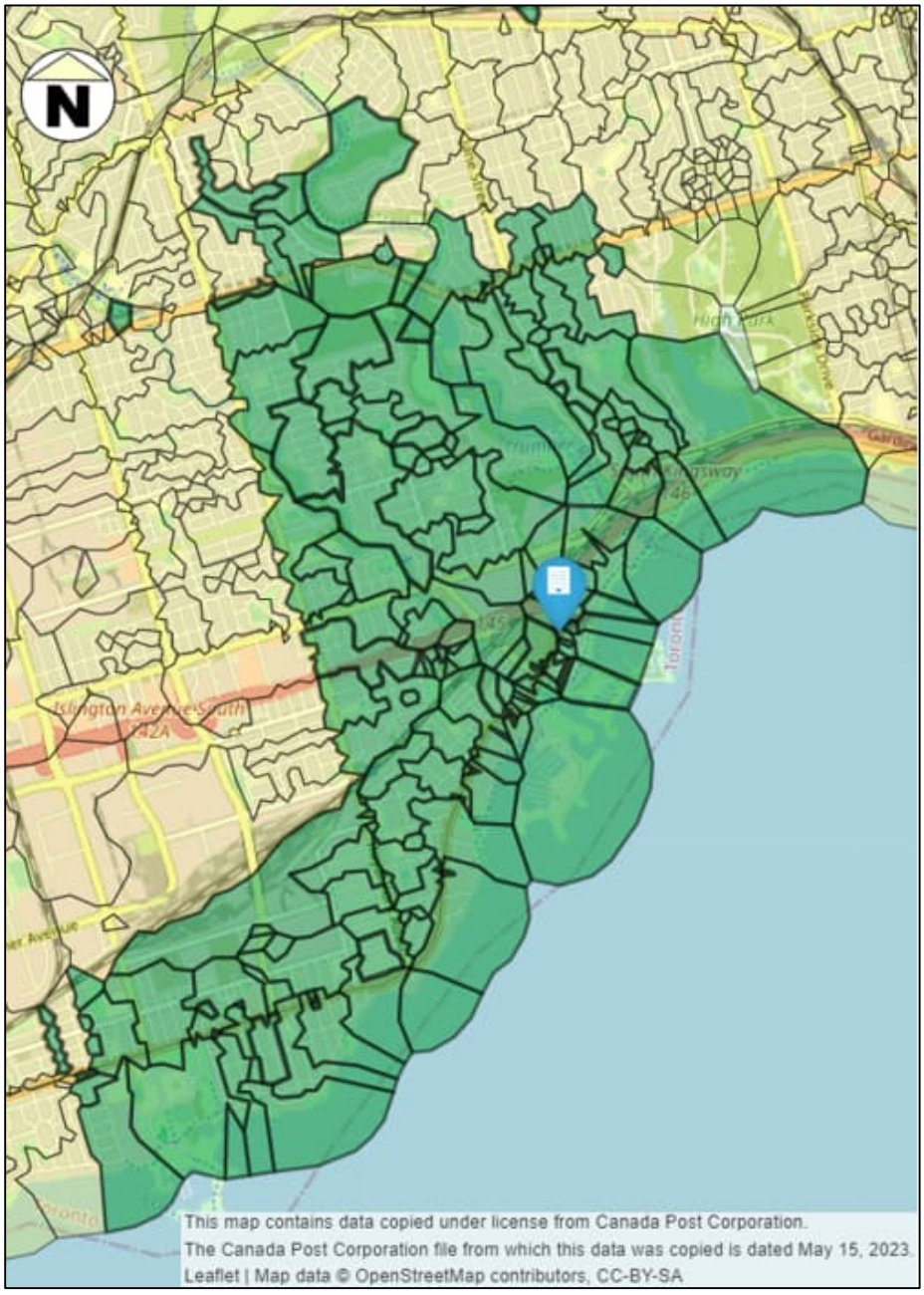
A Notice of Public Consultation Meeting #2 was issued through a variety of channels starting on May 27, 2024. Indigenous communities, interest groups and members of the public were invited to participate in Phase 3A of consultation through the following:

- 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 (107 contacts including residents associations, community groups, organizations, institutions and elected officials);

- Notification circulated to Review Agency and Utility Contact List; and
- Notification circulated to Indigenous Engagement Contact List with a Project Update letter;
- Notification circulated to General Contact List.

A copy of the Notice of Public Consultation Meeting #2 is included in Appendix A. The notice was sent out via Canada Post using the same flyer mail-out area as the Notice of Commencement was used, as shown in Figure 2-1.

Figure 2-1: Street A Flyer Mail-Out Area (Source: Canada Post Corporation, 2023)



2.4 INDIGENOUS ENGAGEMENT

The Indigenous Engagement Contact List for the project included:

- 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.

When the initial Notice to Consult letter was circulated during Phase 3A (May 2023), the only Indigenous community that requested to be further engaged was the Six Nations of the Grand River. A meeting was held with representatives of the Six Nations of the Grand River community in August 2023 on the Six Nations of the Grand River reserve. Further details regarding the engagement are provided in Section 3.1.

Upon circulation of the Notice of Public Consultation Meeting #2 and a Project Update Letter to the Indigenous Engagement Contact List on July 5, 2024, no further comments were received.

2.5 AGENCY CONSULTATION

Following Phase 3A of consultation, technical meetings were set up with various provincial review agencies and municipal departments to discuss the three road design alternatives, the evaluation framework, and next steps. Meetings were held between August and November 2023 which informed the evaluation, selection and refinement of the preliminary preferred alternative and are summarized in Table 2-1.

Table 2-1: Summary of Agency Meetings

Agencies	Date	Topics Discussed
City of Toronto – Transportation Services	August 14, 2023	• Traffic analysis methodology and results • Evaluation for non-auto modes
City of Toronto – City Planning, Transit, Cycling, Urban Design & Urban Forestry	August 18, 2023	• Design requirements for tree zones • Design requirements for cycle tracks • Integration with Christie's development
City of Toronto – Bridges, Structures & Expressways	August 21, 2023	• Clearance requirement between Street A and Gardiner • Height of retaining wall • Tie-backs near Gardiner Expressway • Proposal to daylight the lattice structure, or complete non-intrusive investigations to determine the locations of the piles
City of Toronto – Toronto Water	August 22, 2023	• Preliminary stormwater management alternatives • Existing conditions of local SWM network and outfalls
City of Toronto – City Planning	August 24, 2023	• Integrated process with Christie's development • Process for reporting to council • Status of DPOS and SPA submissions
City of Toronto – Bridges, Structures & Expressways	September 26, 2023	• Preliminary underpass design (jack-push, two boxes) • Integration of underpass with GO Station • Proposal to complete non-intrusive investigations of the lattice structure to confirm location of structural elements below grade • Clearance requirement between Street A and Gardiner
City of Toronto – Bridges, Structures & Expressways	September 29, 2023	• Proposal to complete non-intrusive investigations of the lattice structure to confirm location of structural elements below grade • Clearance requirement between Street A and Gardiner
Metrolinx & City of Toronto – Bridges, Structures & Expressways	October 10, 2023	• Preliminary underpass design (jack-push, two boxes) • Integration of underpass with GO Station • Metrolinx requirements for design/construction of an underpass at rail corridor
Metrolinx & City of Toronto – Bridges, Structures & Expressways	November 14, 2023	• Metrolinx feedback on preliminary underpass design • Approval of jack-push installation method • Confirmation of required clearance between Street A and Gardiner Expressway

Minutes from the meetings with Metrolinx are provided in Appendix B.

The draft 10% design package for the preliminary preferred alternative was also circulated to the municipal departments on the Agency Contact List for review and comment in April 2024. Comments were addressed and a revised 10% design package was re-circulated in June 2024. The revised 10% design package was also posted on the project website and displayed at the second public consultation meeting.

The Notice of Public Consultation Meeting #2 was also circulated to the Agency Contact List in June 2024. The Agency Contact List used for the Street A EA is provided in Table 2-2.

Table 2-2: Agency Contact List

Provincial/Regional Agencies	
▶ Toronto Region and Conservation Authority	▶ Metrolinx
▶ Ministry of Transportation	▶ Ministry of the Solicitor General
▶ Ministry of Tourism, Culture, Gaming and Sport	▶ Ministry of Environment, Conservation & Parks
▶ Ministry of Municipal Affairs and Housing	▶ Ministry of Citizenship and Multiculturalism
▶ Ministry of Natural Resources	
Municipal Departments	
▶ Transportation Services	▶ Toronto Water
▶ Engineering and Construction Services – Bridges & Expressways	▶ City Planning – Community Planning Etobicoke York District
▶ City Planning – Urban Design	▶ Parks, Forestry & Recreation – Urban Forestry
▶ City Planning – Transportation Planning	▶ Transit Expansion
▶ Fire Services	▶ Paramedic Services
▶ Police Services	▶ Toronto Transit Commission
Locally Elected Official	
▶ Councillor Amber Morley, Ward 3 Etobicoke-Lakeshore	
Other Stakeholders	
▶ Beanfield Metroconnect	▶ Bell Canada
▶ CN Rail	▶ Cogeco Data Services Inc.
▶ Enbridge Pipeline Inc.	▶ Enwave Energy Corp.
▶ Hydro One, Inc	▶ Imperial Oil
▶ Metro Fibrewerx	▶ Ontario Power Generation
▶ Prestige Telecom	▶ Rogers Cable Systems
▶ Rogers Telecommunications	▶ Sun-Canadian Pipe Line Company Ltd.
▶ TELUS	▶ TeraSpan
▶ Toronto Hydro	▶ Trans Northern Pipe Line
▶ Videotron Ltd.	▶ Zayo Group

2.6 INTEREST GROUP CONSULTATION

The Interest Group Contact List was reviewed and updated between Phases 3A and 3B of consultation. It should be noted that the project team was informed that the Humber Bay Shores Condominium Association no longer represent the views of all condo buildings in the Humber Bay Shores area, as such, the Interest Group Contact List was expanded to include direct representation from the condominiums within the vicinity of 2150 Lake Shore Boulevard West. The updated Interest Group Contact List for Phase 3B of the Street A MCEA is provided in Table 2-3.

Table 2-3: Interest Group Contact List

Community Groups	
▶ Citizens Concerned About the Future of the Etobicoke Waterfront	▶ Mimico Adult Centre
	▶ New Toronto Seniors Centre
▶ Cycle Toronto	▶ Our Place Initiative
▶ Daily Bread Food Bank	▶ Ourland Community Centre
▶ Etobicoke Lakeshore Community Network (Mimico Lakeshore Community Network)	▶ SEIEA - South Etobicoke Industrial Employers Association
▶ Etobicoke Historical Society	▶ South Etobicoke Transit Action Committee
▶ Friends of Humber Bay Park	▶ South Etobicoke Revitalization Plan Committee
▶ High Park Nature Centre	
▶ Lakeshore Affordable Housing Action Group	▶ Stonegate Community Health Centre
▶ Lakeshore Arts	▶ Storefront Humber Inc., Social Services
▶ Lakeshore Planning Council	▶ Swansea Town Hall
▶ Lamp Community Health Center	▶ Toronto Centre for Active Transportation
▶ Long Branch Community Association	▶ Walk Toronto
Residential Associations	
▶ Bal Harbour Townhomes	▶ Nautilus at Waterview Condominium
▶ Beyond the Sea Condominiums	▶ Nevis Condominium
▶ Eau du Soliel Condominiums	▶ New Toronto Lakeshore Village Residents Association
▶ Grand Harbour Townhomes	
▶ Grenadier Landing Condominiums	▶ Newport Beach Condominiums
▶ Hearthstone by the Bay Condo	▶ Palace Pier Condo Association
▶ Humber Bay Shore Condo Association	▶ Pheonix Condo
▶ Humber Bay Shores Residents Association	▶ South Beach Condos
▶ iLoft Condominiums	▶ Sunnylea Stonegate Neighbourhood Association
▶ Kingsway Park Ratepayers Inc.	
▶ Marina Del Ray Condominiums	▶ Swansea Area Ratepayers Association
▶ Mimico Residents Association	▶ Vita on the Lake Condominium
▶ Mimico Estates Tenants Association	▶ Waterford Condos
▶ Mystic Pointe and Area Residents Association	▶ Waterscapes Condo
	▶ Westlake Encore Condos
Businesses / Property Owners	
▶ Fiera Properties	▶ Long Branch BIA
▶ First Capital- CPPIB Park Lawn Canada Inc.	▶ Mimico by the Lake BIA
▶ Lakeshore Village BIA	▶ Ontario Food Terminal Board
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	

2.6.1 Interest Group Meeting #2

A virtual interest group meeting was held on June 13, 2024 to provide interest groups with an update on the preferred design for Street A. The virtual meeting was a sneak peek into the content to be presented

at the public consultation event and offered a comfortable environment to engage with the project team and provide feedback. Contacts on the interest group mailing list were sent an email invitation on May 30, 2024.

A communications strategy consulting firm, SAFFY, was retained to facilitate and moderate the interest group meeting. The 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;
- Recap of Previous Engagement;
- Project Updates on Nearby Projects;
- Evaluation of Design Alternatives and Selection of a Preferred Alternative;
- Preferred Design; and
- Next Steps and Additional Ways to Share Feedback.

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

During the presentation, participants submitted questions via the chat function. Following the presentations, SAFFY facilitated a discussion period. Approximately 10 participants attended the meeting where there was general support for the preliminary preferred design for Street A. Feedback from the meeting is discussed in Section 3.2, while meeting minutes are provided in Appendix D.

2.7 PUBLIC CONSULTATION

2.7.1 Public Consultation Meeting #2

The second in-person public consultation meeting was held on June 19, 2024 to present and provide members of the public with an opportunity to review and comment on the evaluation of alternatives, and preliminary recommended plan.

The public event was held as a drop-in event from 6pm to 8pm in the Bishop Allen Academy Catholic Secondary School gymnasium (721 Royal York Rd, Etobicoke, Ontario). Attendees were welcomed to review a set of 21 presentation boards as well as a roll plan of the preferred design. City staff, members of the project team (LDI, LEA, Urban Strategies) and representatives of the Councillor's office were present at the event to discuss the project. Comment forms were available for members of the public to provide comments at the event or to take home and submit following the event. Similar to the first public consultation event, blank sticky notes were provided around the roll plan of the recommended design to collect feedback. Feedback received from members of the public is summarized in Section 3.3.

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

Related Projects

- Park Lawn Lake Shore Transportation Master Plan
- 2150 Lake Shore Development: Draft Plan of Subdivision
- 2150 Lake Shore Development: Proposed Phasing
- Park Lawn GO Station
- Other Area Transportation Initiatives

Street A MCEA: Round 1 Recap

- Round 1 Recap: Engagement Activities

Street A MCEA: Alternatives and Evaluation

- Evaluation Framework
- Evaluation: Area Traffic Network Performance
- Design Alternative 1 – Two Lane Traffic (26m ROW)
- Design Alternative 2 – Four Lane Traffic (26m ROW)
- Design Alternative 3 – Four Lane Traffic (30m ROW)
- Evaluation Summary

Street A MCEA: Preferred Design

- Preferred Design Alternative: Two Lane Traffic (26m ROW)
- Preferred Design Alternative: At Park Lawn Row (32m ROW)
- Preferred Design Alternative: At Rail Underpass (25-26m ROW)
- Preferred Design Alternative: At Lake Shore Boulevard West

Feedback

- We Want to Hear from You

A copy of the display boards is provided in Appendix E.

Approximately 40 people attended the public consultation event. After the meeting, the presentation materials were uploaded to the project website.

Figure 2-2: Public Consultation Meeting #2

2.8 COMMENT PERIOD

Interest groups and members of the public were invited to submit questions and feedback by phone or email at any time during the study, however, comments following the second public event were requested by July 19, 2024. Comments received between August 2023 and July 2024 are summarized in Section 3.

3 FEEDBACK SUMMARY

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

3.1 INDIGENOUS COMMUNITY ENGAGMENT

During Phase 3A of consultation, the Six Nations of the Grand River was the only community that expressed a desire for further engagement on the project. As such, the project team, including LEA, LDI, TMHC and City staff, held a meeting with representatives of the community in August 2023 to present the project background, design considerations, preliminary alternatives and evaluation framework.

The Six Nations of the Grand River expressed a need for affordable housing within the 2150 Lake Shore Boulevard West development, and asked about public art opportunities and heritage recognition (e.g., Christie's water tower). The project team responded that the development will be following the City of Toronto's affordable housing requirements as well as Section 37 requirements for public art. The Six Nations group also suggested that signage with information about the area's natural heritage or history could be provided to elevate the public realm.

Six Nations of the Grand River was also concerned about the natural heritage impacts. It was noted that many animals, such as beaver and coyote, have cultural significance despite not being protected by regulation. Impacts to water bodies and vegetation are also of concern. Six Nations provided a set of recommendations to protect natural heritage, including conducting multiple Species at Risk surveys, providing a buffer of 60m from water bodies and providing a 10:1 tree replacement. In addition, they expressed the need to secure space for street trees. In response, LEA provided a set of natural heritage investigation reports that had been previously completed for the study area. LDI also committed to prioritizing space for street trees as much as possible.

Although the environment along the Street A corridor is quite degraded and offers very low-quality habitat, Six Nations of the Grand River suggested that there is an opportunity to enhance the environment post-construction to support the nearby natural areas. Site-specific native species are recommended. A planting schedule is to be developed by a landscape architect during detailed design, so this request will be passed along to inform species selection.

Regarding the draft evaluation framework, it was suggested that the word 'mitigate' be replaced with the word 'enhance' in order to emphasize that the project will have a net positive outcome. It was also noted that the natural environment is intrinsically related to social equity as nature has a significant benefit to wellbeing, particularly to Indigenous people. These points were considered while updating the evaluation framework.

No other comments were received from Indigenous communities during Phase 3B of the Street A EA.

3.2 INTEREST GROUP MEETING

The key themes that were brought up and discussed during the second interest group meeting included: traffic congestion and proposed road network modifications, impacts and improvements to existing transit services, opportunities for landscaping and beautification, pick-up and drop-off areas, new active transportation connections, and the aesthetics of the retaining wall. General support for the preliminary preferred design was expressed by the participants.

Meeting minutes for the second interest group meeting and feedback collected is provided in Appendix D.

3.3 PUBLIC FEEDBACK

Public feedback was collected at the public consultation meeting and by email during the comment request period between June 19, 2024 and July 19, 2024 are summarized below.

Two comment forms were received at the public consultation event, three emails were received before the event and two emails were received following the event.

At the public consultation meeting, attendees were also encouraged to leave comments and feedback on the Street A Preferred Design roll plan using sticky notes.

A summary of feedback from the public meeting is provided in Table 3-1. Detailed responses to the comment form and roll plan are also provided in Appendix F.

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

Comments Received	Project Team Response / Action
Park Lawn Road: • Traffic issues at Gardiner Expressway interchange (consider different interchange design or roundabout) • Concern for plan to narrow Park Lawn to 2 lanes • Concern for removal of dual left turn lane off of Gardiner ramp • Safety issues for cyclists around high truck traffic and large intersections	• Park Lawn Road will be studied further through a Schedule C Municipal Class Environmental Assessment (MCEA), separate from the Street A MCEA. This study only addresses the future intersection of Park Lawn Road & Street A. It is noted that the removal of the dual left turn lane is required to facilitate the proposed protected pedestrian signal phase across Park Lawn Road. Protected cycling crossings and truck aprons are proposed at Street A to enhance safety.
• Urgent need for traffic relief and high-quality transit • Eagerness for GO Station to open	• Park Lawn GO Station will be constructed concurrently with Street A as Phase 1 of the development at 2150 Lake Shore Boulevard West. • Street A will provide new pedestrian and cycling connections, making active transportation more attractive for short trips. • Street A and other TMP recommendations will shift the mode split away from auto-dependency so all modes can be accommodated in the network.
• Sidewalk on north side of Street A doesn't make sense (no buildings on north side, only a tall retaining wall)	• It is City of Toronto policy that all new streets must have sidewalks on both sides. City staff will not accept a design with no sidewalk on the north side.

Comments Received	Project Team Response / Action
• The proposed TTC streetcar loop will impact traffic flow	• The design of the streetcar loop is not part of the scope of the Street MCEA, however it has been included in the traffic analysis for the project. Traffic analysis has demonstrated acceptable future operations along Lake Shore Boulevard West.
• Plant a variety of tree species	• Noted for future commitments
• Street A will not solve the area's traffic problems.	• Street A will provide access to the future GO Station and the development at 2150 Lake Shore Blvd W which includes schools, offices, retail and homes. • Street A is part of a larger plan to enhance multi-modal connectivity in the area, supporting a mode shift away from auto-dependency. • Traffic analysis has been completed to ensure future traffic operations will be acceptable.
• The retaining wall will attract graffiti	• There will likely be a mural along the wall, to be determined through the development of the public art plan for the development at 2150 Lake Shore Blvd W • Different types of facing will be considered for the wall based on previous experience
• More traffic will flow into/out of the neighbourhood south of Lake Shore Blvd W via The Marginal Boulevard	• Traffic analysis has been completed to ensure all study area intersections will operate well.

3.3.1 Demographics

Of approximately 40 attendees, demographic information was collected from 25 attendees. The majority (71%) of attendees who provided their residential address resided within the M8V forward sortation area, 21% live in M8Y and 8% live in M6S. These are the three closest forward sortation areas to the Street A study area, as shown in Figure 3-1, indicating that the attendees were very local to the study area.

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

3.4 COMMENT PERIOD

The comment log for Phase 3B of the Street A MCEA, covering May to July 2024, is provided in Appendix G. Key comments included questions and feedback regarding the following topics:

- Recommendations of the Park Lawn Lake Shore TMP;
- Timeline for opening of the Park Lawn GO Station;
- Traffic on Park Lawn Rd, Lake Shore Blvd W, and at Gardiner Expressway ramps;
- Limited cycling connections in the study area;

4 NEXT STEPS

The project team will further refine the preferred design in consultation with City staff and technical agencies, then present the preferred design to City Council for endorsement prior to filing the Environmental Study Report for 30-day public review (Phase 4 of the MCEA).

APPENDIX A

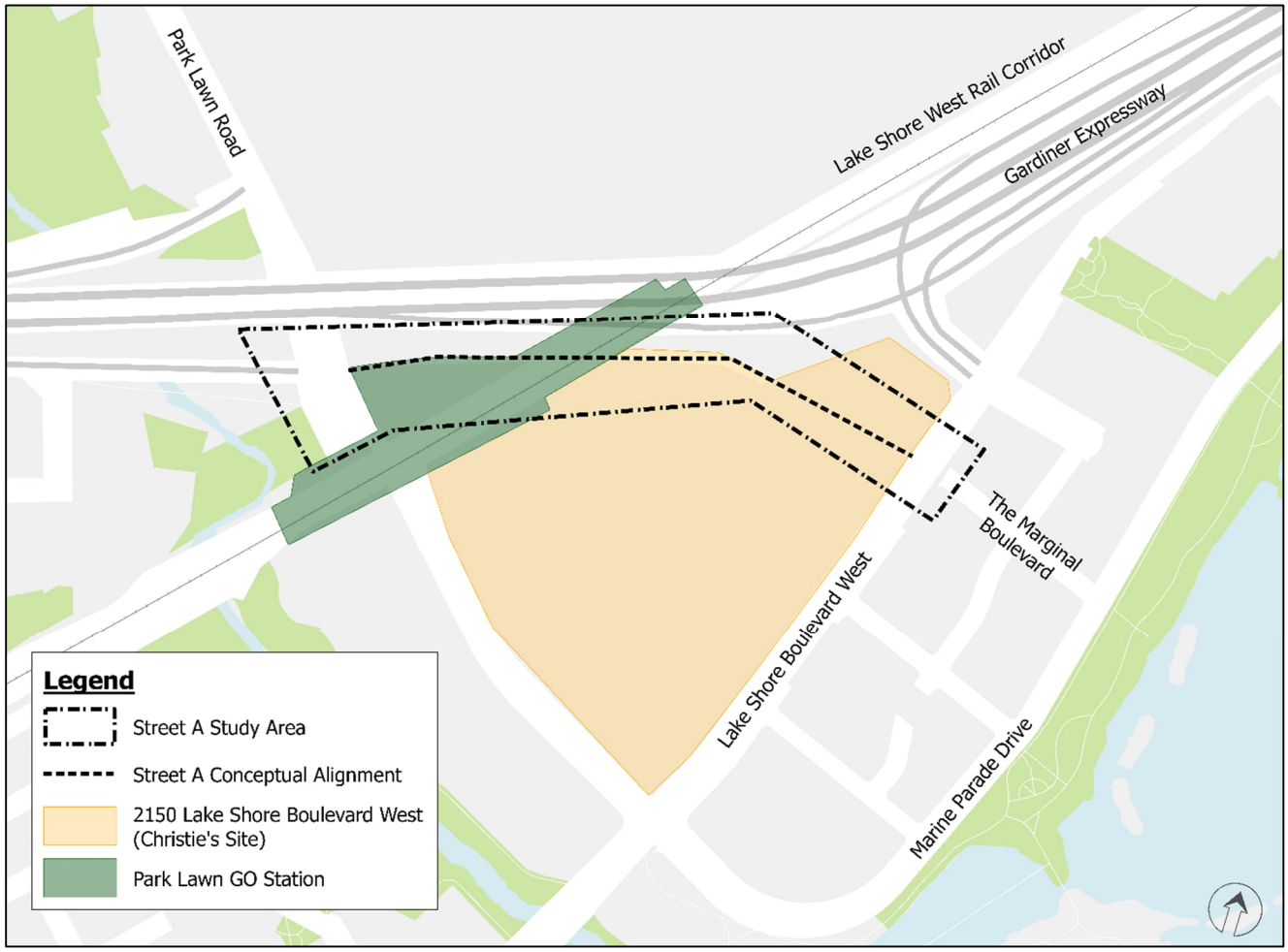
NOTICE OF PUBLIC CONSULTATION MEETING #2

NOTICE OF PUBLIC CONSULTATION MEETING #2

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.



PUBLIC CONSULTATION MEETING #2

The City and LDI are holding a public consultation meeting to provide an update on the evaluation and identification of the preferred design alternative for Street A. 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, interest groups 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 this second public consultation meeting open house which will focus on: summary of background information and existing conditions, summary of design alternatives and evaluation framework, evaluation and selection of a preferred alternative, and the design of the preferred solution. The EA Study process will also include other opportunities for the public and interest groups to inform the EA Study and outcomes.

Date: Wednesday, June 19, 2024
Time: 6:00pm – 8:00pm
Location: Bishop Allen Academy – Cafeteria
721 Royal York Road
Toronto, ON M8Y 2T3

EA STUDY PROCESS

The City of Toronto completed the Park Lawn Lake Shore Transportation Master Plan (TMP) in July 2023, which identified Street A and the associated rail underpass as a Schedule C MCEA project. The TMP completed Phases 1 and 2 of the MCEA process. 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.

Please submit any feedback on Public Consultation Meeting #2 by email, mail or telephone by **July 19, 2024**. If you would like to be added to the EA Study email list to be kept informed about the EA Study, 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.

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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 May 27, 2024.

APPENDIX B

METROLINX MEETING MINUTES

Record of Meeting

Project No. 23224

PROJECT: Street A MCEA	DATE: October 10, 2023
CLIENT: Lakeshore Developments Inc.	TIME: 11:30am-12:30pm
LOCATION: MS Teams	

IN ATTENDANCE

NAME	REPRESENTING	NAME	REPRESENTING
Ann Lam	LDI	Dave Hunter	City of Toronto
Paul Leonidis	LDI	Jackson Lee	City of Toronto BSE
Ismail Omran	LDI	John Lam	City of Toronto BSE
Chris Sidlar	LEA	Jill Merriman	Metrolinx – Development, New Stations
Dana Usaty	LEA	Stefano Cortellucci	Metrolinx – Stations Capital Development
Andrew Paton	Hatch	David Ellwood	Metrolinx – Stations Capital Development
Andrew Xu	LDI	Cassidy Ritz	City of Toronto

MEETING TITLE Street A MCEA – Technical Advisory Meeting – Metrolinx

ITEM	TOPIC	ACTION BY/DUE DATE
1.0	LEA Presentation CS provided overview of project and work	
2.0	Questions for Metrolinx ▶ DH: What are Metrolinx's preferences/requirements on construction of an underpass below a rail corridor, particularly a busy rail corridor such as Lakeshore West? SC: To consult with Bridges & Structures group on various construction methodologies and lessons learned. ▶ JL: would it be more preferable to have the platform on the bridge to increase connectivity / public presence and reduce building footprint? SC: With station building located off-street, construction phasing allows for the station to be built separately from the bridge. PL: there are limitations for the platform location due to signalization requirements near underpasses. The location of the platform cannot shift at this point.	Metrolinx to provide guidance on preferred construction methodology (jack-push), requirements, etc. by Oct 18. Project Team to set up a follow-up meeting to discuss, week of Oct 23.

▶ JL: Metrolinx has only done one jack-push construction methodology however this project would be on a high skew angle. Does Metrolinx have other experience with jack-push? SC: To look back at Metrolinx and CN projects	SC to look at Metrolinx/CN projects for examples and experience with jack-push. Provide feedback to Project Team by Oct 18.

3.0 Questions for City

▶ PL: are there inspection reports, maintenance reports, etc. for lattice that can be shared with the project team? Are there any standards that we should review. Jackson Lee: An annual visual inspection is done. ▶ PL: How does the city maintain the below grade structure? John Lam: it is not possible to inspect the below-grade structure. As long as there is no sign of settlement or movement, it is not a concern.	JL to look for records and maintenance information. Provide to Project Team by Oct 18

4.0 Next Steps

- Metrolinx to provide Project Team with, by Oct 18:
  - Comments on proposed design (GSS and Road)
  - Comments on GSS construction methodologies
  - Examples of Metrolinx/CN project work with jack-push underpasses
  - Any applicable requirements from Metrolinx for approval of underpass design
- City Bridges & Structures to provide Project Team with, by Oct 18:
  - Records of maintenance and investigations on lattice structure
- Follow-Up Meeting – Proposed Times
  - Thursday, October 19th, 1:00pm
  - Friday, October 20th, 1:00pm

The foregoing is considered to be a true and accurate record of all discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Email	dusaty@lea.ca	
Recorded by	Dana Usaty	LEA Consulting
Circulation	Project Team + All Attendees	

Record of Meeting

Project No. 23224

PROJECT: Street A MCEA	DATE: November 14, 2023
CLIENT: Lakeshore Developments Inc.	TIME: 2:00pm-3:00pm
LOCATION: MS Teams	

IN ATTENDANCE

NAME	REPRESENTING	NAME	REPRESENTING
Ann Lam	LDI	Dave Hunter	City of Toronto
Barry Stern	LDI	Jackson Lee	City of Toronto BSE
Paul Leonidis	LDI	Jill Merriman	Metrolinx – Development, New Stations
Ismail Omran	LDI	Stefano Cortellucci	Metrolinx – Stations Capital Development
Chris Sidlar	LEA	Catherine Curak	Metrolinx
Dana Usaty	LEA		
Michael Mendonca	LDI		
Andrew Xu	LDI		

MEETING TITLE Street A MCEA – Technical Advisory Meeting – Metrolinx

ITEM	TOPIC	ACTION BY/DUE DATE
1.0	Comments from Metrolinx ▶ Jack push mined through method is most desirable and we will have to address any technical complications throughout the design process. ▶ Open cut is very risky, and takes a lot of time for rail corridor closure. The mitigations to reduce the risk are not really feasible either. ▶ Soil conditions will need to be studied thoroughly ▶ Main concern from Metrolinx is the angle between the box and the rail	
2.0	Comments from City ▶ The city needs a thorough evaluation for all options ▶ The city will accept a minimum 5m clearance from the lattice ▶ Suggestion to consider a retaining wall that has a higher founding elevation to provide more clearance from the pile ▶ City doesn't see value in doing a structural evaluation model	

3.0 Next Steps

- Continue with street A assessment based on jack push mined through method
- Look at ROW options to increase clearance, and the evaluation process needs to be documented
- Options: 1) what does it look like if whole road is pushed south into development to provide 5m clearance; 2) what does it look like to sacrifice road elements to make 5m clearance

The foregoing is considered to be a true and accurate record of all discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

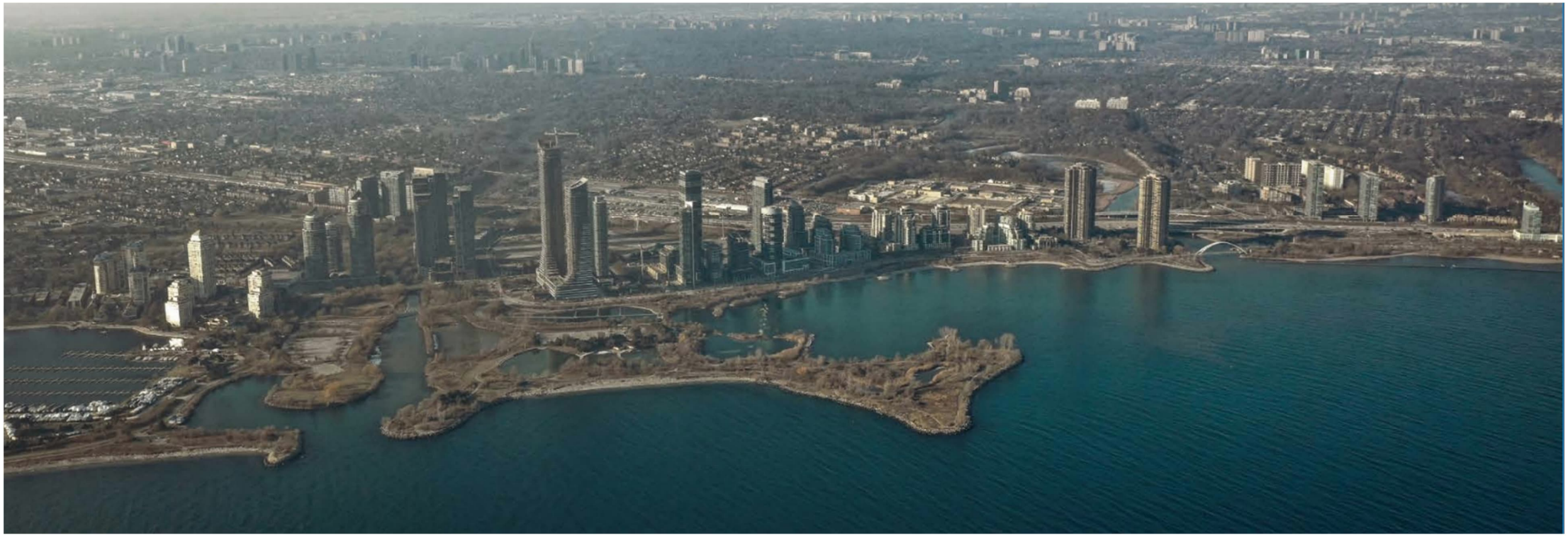
Email dusaty@lea.ca

Recorded by Dana Usaty LEA Consulting

Circulation Project Team + All Attendees

APPENDIX C

INTEREST GROUP MEETING MATERIALS



STREET A

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

INTEREST GROUP MEETING #2

JUNE 13, 2024

LAND ACKNOWLEDGEMENT

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

WELCOME & INTRODUCTIONS

MEETING RECORDING

This meeting is being recorded.

AGENDA

Welcome & Introductions

Zoom Instructions

Presentation: Street A EA

Question & Answer Period

Meeting Purpose: Present the evaluation of alternatives and proposed Street A design; receive feedback from Interest Groups

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.

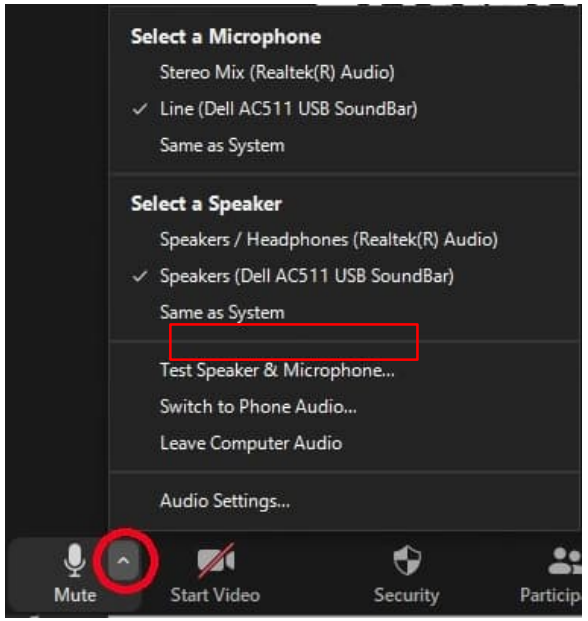
We want to hear from you – all questions are good questions!

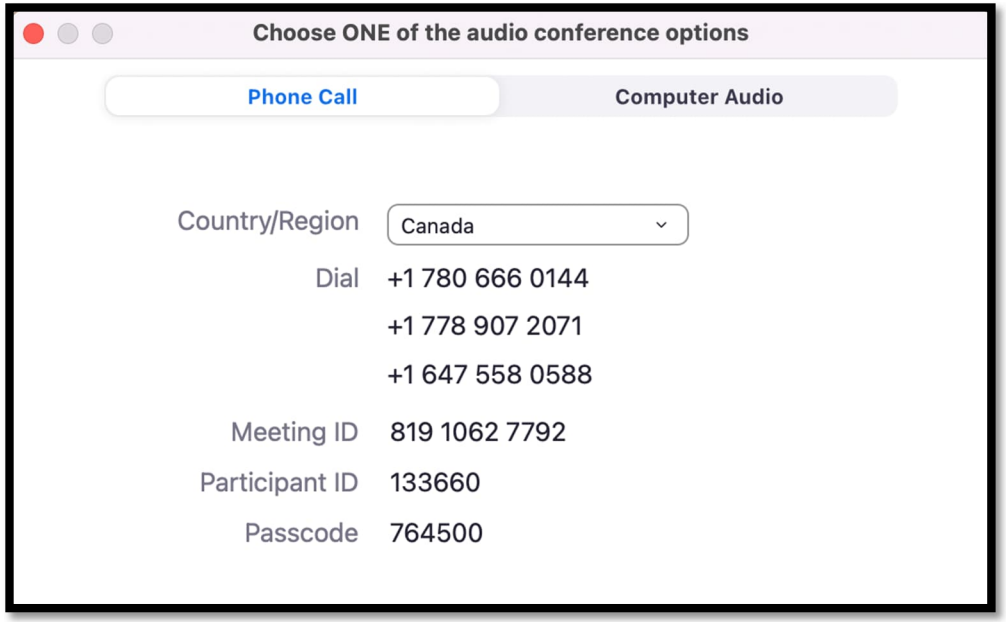
ZOOM AUDIO TROUBLE?

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.





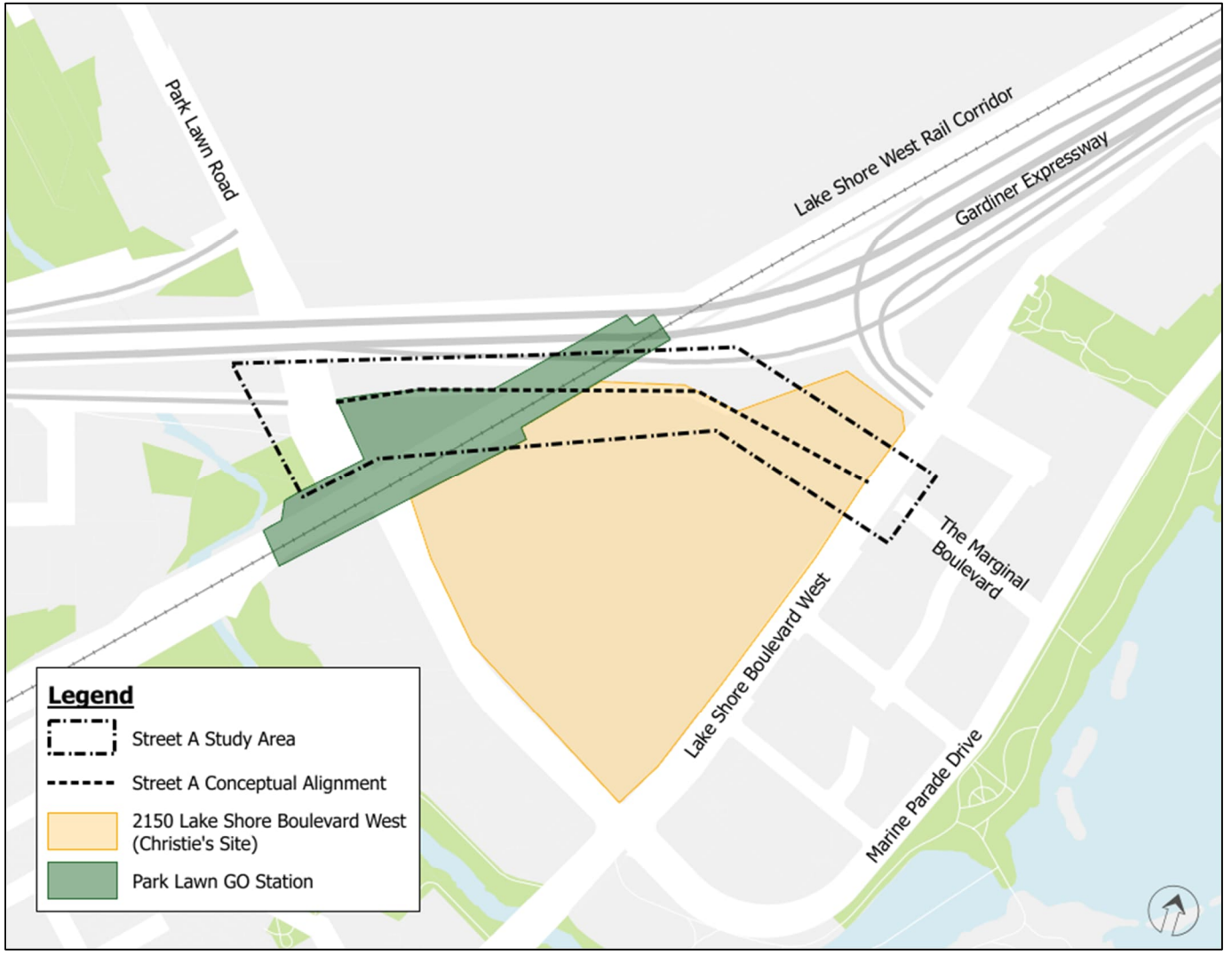
STUDY OVERVIEW

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 to satisfy both Environmental Assessment Act and Planning Act requirements.

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



Street A EA Study Area

MCEA STUDY PROCESS

PARK LAWN LAKE SHORE TMP

STREET A EA STUDY

PHASE 1
Identify Problems & Opportunities

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

PHASE 2
Develop, Evaluate & Identify Preferred Network

- Identify Alternative Solutions and Evaluation Criteria
- **Interest Group & Public Consultation (June 2020)**
- Evaluate & Select Preliminary Preferred Alternative Solution
- **Interest Group & 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
- **Interest Group & Public Consultation (Summer 2023)**
- Evaluate Design Alternatives
- Identify & Refine Preferred Design Alternative
- **Interest Group & Public Consultation (Spring 2024)**
- Report to City Council (Fall 2024)

We Are Here

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

- Future Detailed Design & Construction

INTEREST GROUP & 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
- We Are Here
- Combined Public Consultation Event
- Revise Preferred Design
- Report to City Council
- Prepare 30% Design Drawings & Environmental Study Report

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

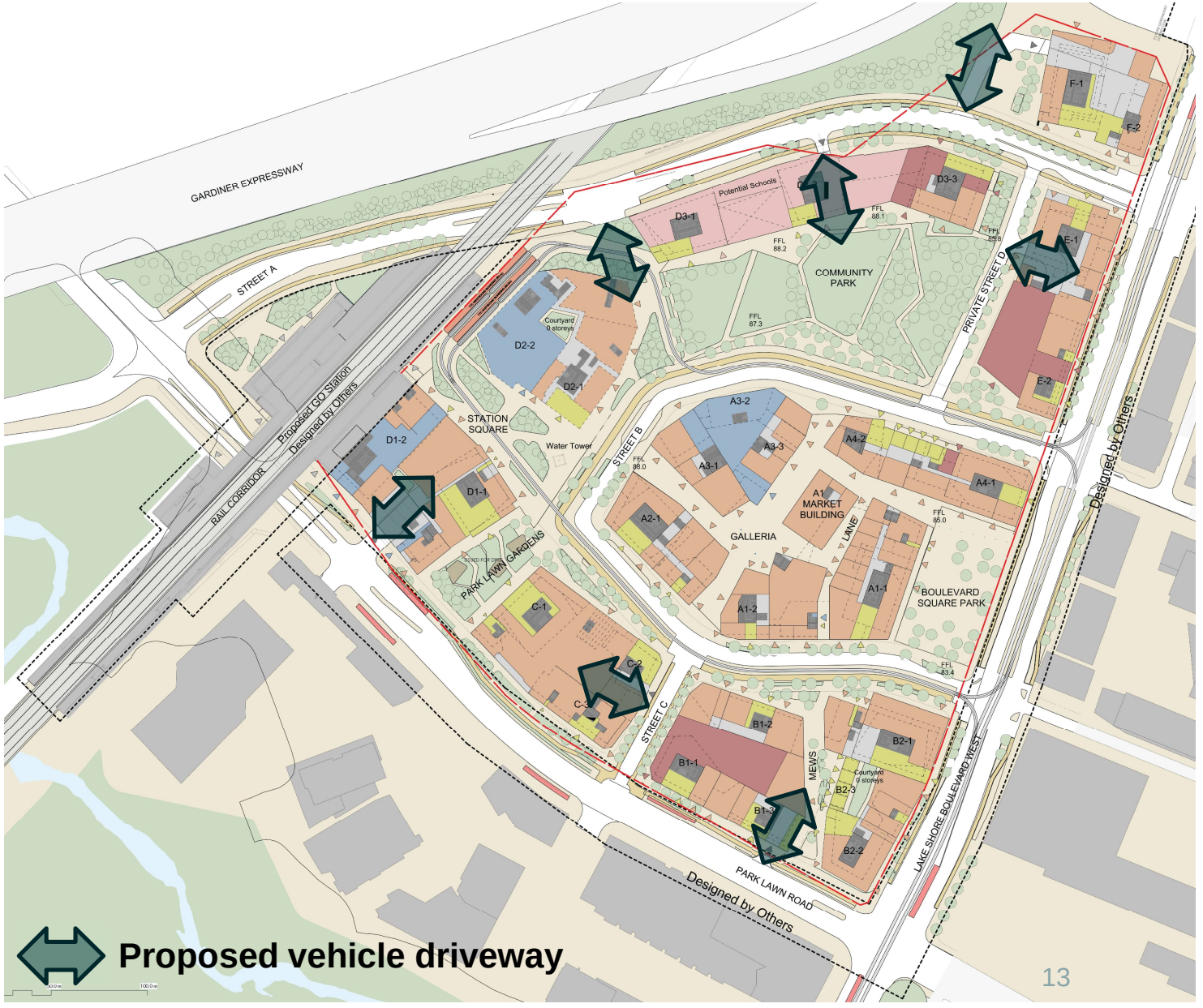
PARK LAWN LAKE SHORE TRANSPORTATION MASTER PLAN (TMP)

- Completed in July 2023
- A connected, multi-modal network for all users, prioritizing transit use, walking, and cycling
- Three new streets to improve connectivity, circulation, and help overcome Gardiner/rail corridor physical barriers
- More space for active transportation and public realm improvements on Park Lawn Road
- Improved walking and cycling safety and connectivity, with fewer traffic lanes and more compact intersections
- Support for the long-term build out of the Christie's site
- Improved streetcar priority and community access to higher-order transit
- Reduced neighbourhood traffic infiltration impacts from the Gardiner Expressway

Preferred Network
Park Lawn Lake Shore TMP (July 2023)

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 Square Park
  - Public Streets B and C
  - Private Street D
- Street A preferred design alternative to be reflected in the Draft Plan of Subdivision.
- City staff are currently reviewing the development application.



2150 LAKE SHORE DEVELOPMENT: PROPOSED PHASING

Development proposed over 6 phases, including key infrastructure & facilities

Phase 1

- **Street A**
- Park Lawn GO Station
- Blocks D1, D2, C
- Two Privately-Owned Public Spaces (POPS)

Phase 2

- Blocks A1, A2, A3, A4
- Daycare
- 0.25 ha Park

Phase 3

- Block D3
- Two potential elementary schools
- Daycare
- 1 ha Park

Phase 4

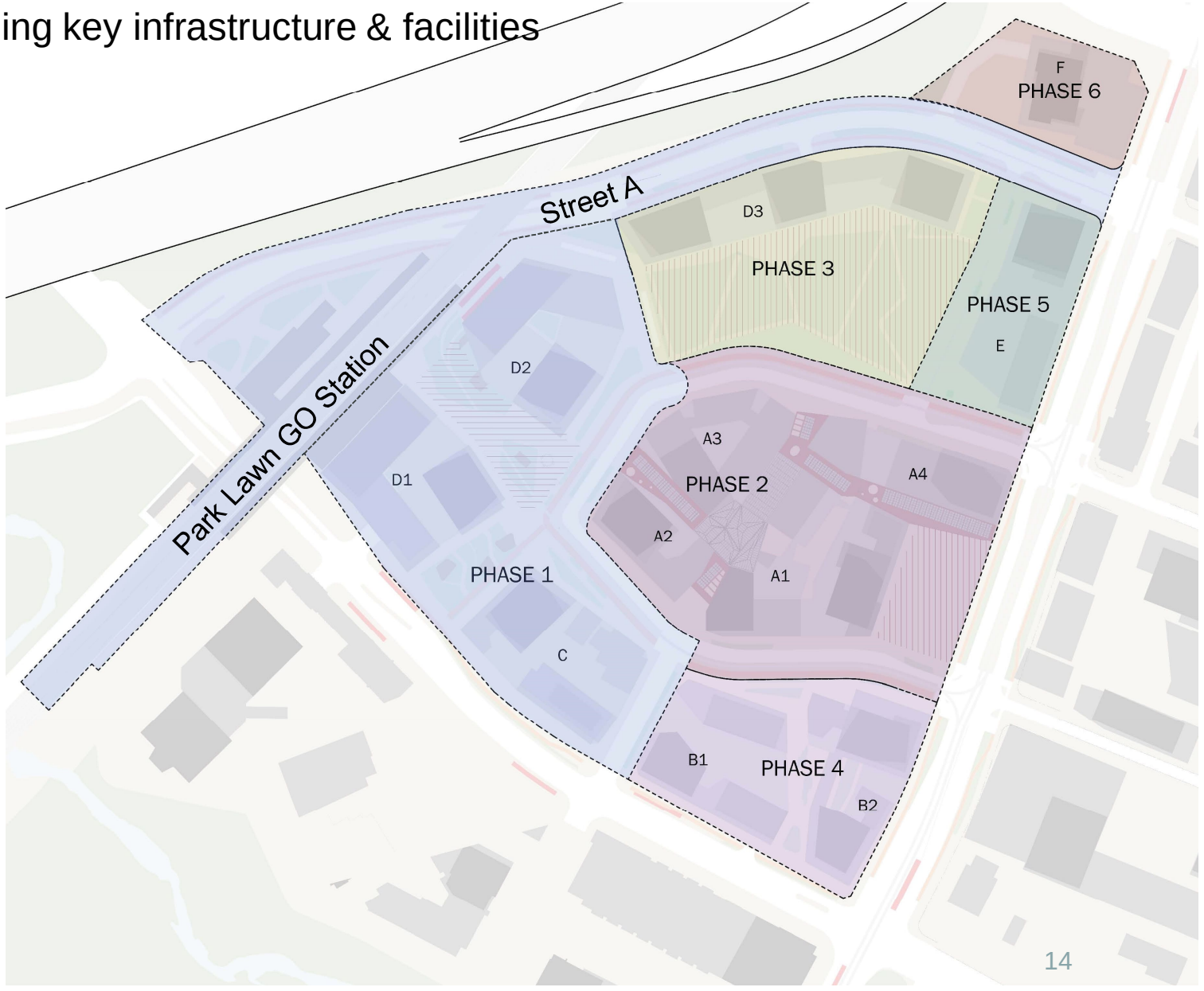
- Block B1, B2
- Library

Phase 5

- Block E
- Community centre

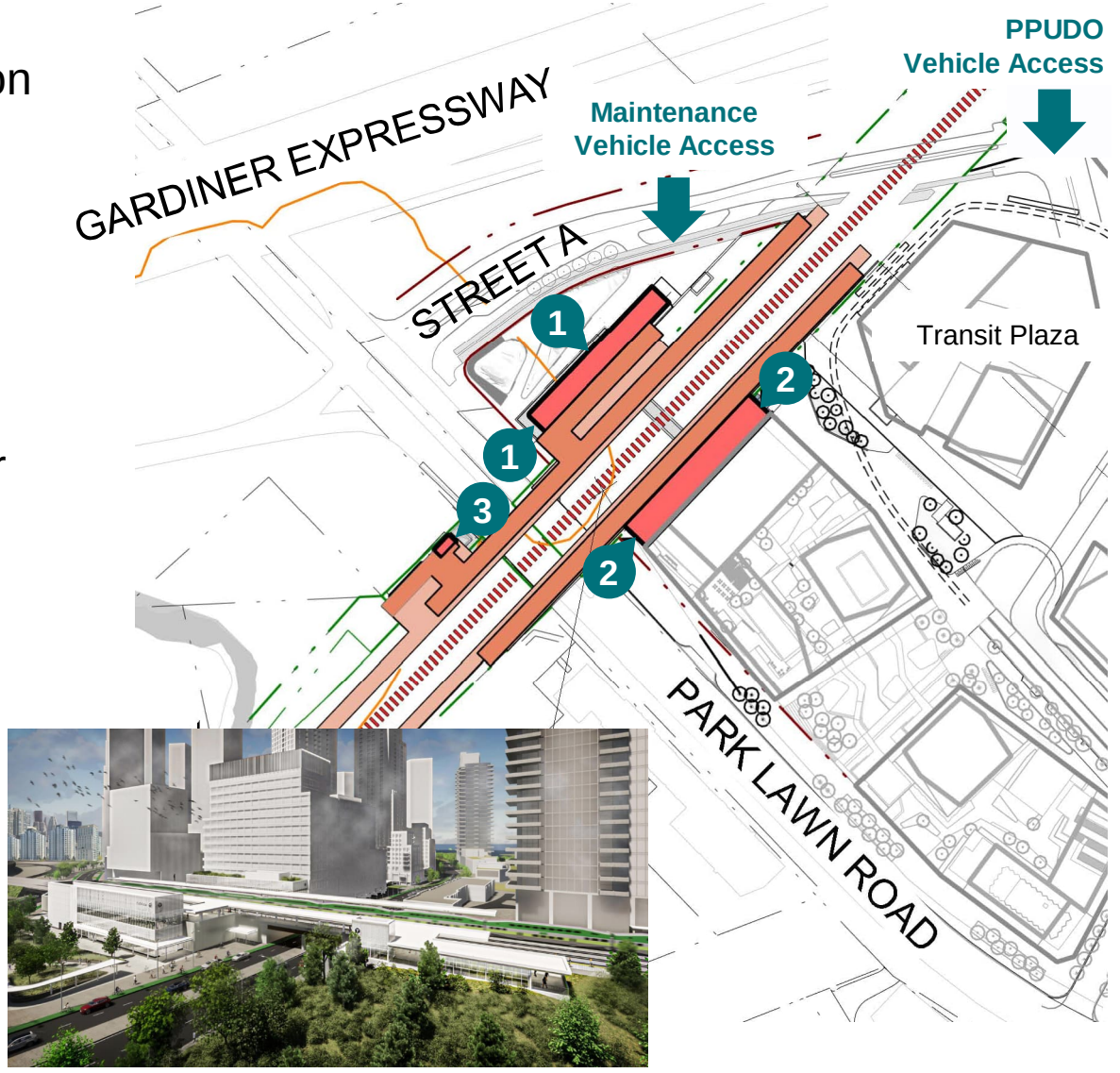
Phase 6

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



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

OTHER AREA TRANSPORTATION INITIATIVES

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

2 <u>The Queensway Complete Street</u>
- Adding cycle tracks, trees, wider sidewalks, maintaining four traffic lanes.
- Detailed design advancing over 2024-2025.
- Reconstruction work rescheduled to 2027, until after Gardiner Expressway rehabilitation work.

3 <u>Mimico Neighbourhood Mobility Plan</u>
- Traffic calming and neighbourhood road safety recommendations presented to June 3, 2024 Etobicoke York Community Council.

4 <u>Gardiner Expressway Strategic Rehabilitation</u>
- Demolition work currently underway between Dufferin Street and Strachan Avenue.
- Planning for Humber River and Hwy 427 segment currently underway to determine scope, phasing, staging and the construction schedule.

RECAP OF ROUND 1 ENGAGEMENT

ROUND 1 RECAP: ENGAGEMENT ACTIVITIES

EA Materials Presented in Round 1 Engagement

- Study Overview
- Existing & Future Context
- Key Design Considerations
- Preliminary Design Alternatives:
  - Alternative 1: Two Traffic Lanes (26m ROW)
  - Alternative 2: Four Traffic Lanes (26m ROW)
  - Alternative 3: Four Traffic Lanes (30m ROW)
- Draft Evaluation Framework

Public Consultation Meeting #1 (June 2023)

ROUND 1 ENGAGEMENT

May 2023
Notice to Consult sent to Indigenous Nations

June 2023
EA Notice of Commencement & Public Consultation Meeting #1 posted online and mailed out to area residents/businesses

June 15, 2023
Interest Group Meeting #1

June 22, 2023
Public Consultation Meeting #1

June-July 2023
Online survey and feedback collection via email

June-August 2023
Targeted meetings and group meeting with Key Interest Groups

August 2023
Indigenous Engagement

Round 1 Engagement Summary Report can be found on the project website: https://www.2150lakeshore.com/street-a-ea/

ROUND 1 RECAP: WHAT WE HEARD

General Feedback:

- Support traffic flow
- Support active transportation
- Maintain greenery and natural features
- Consider population growth and traffic
- Design for emergency vehicles, large trucks and snow removal
- Improve transit service to and from the area
- Provide safe pedestrian and cycling connections
- Provide off- and on-street parking
- Consider the value of existing mature trees and waterways
- Evaluate air quality and noise impacts
- Consider implementing climate change initiatives
- Mitigate construction impacts and timeline

Feedback on Road Design Alternatives:

Alternative 1:
Two Traffic Lanes (26m ROW)

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

Alternative 2:
Four Traffic Lanes (26m ROW)

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

Alternative 3:
Four Traffic Lanes (30m ROW)

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

EVALUATION OF DESIGN ALTERNATIVES

EVALUATION FRAMEWORK

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

Objectives	Evaluation Criteria
Policy Frameworks	❑ *Aligns with provincial policies (Growth Plan, Provincial Policy Statement, Metrolinx Regional Transportation Plan)* ❑ Supports Official Plan policies, including Complete Streets *and the Christie's Secondary Plan* ❑ Aligns with Vision Zero ❑ *Aligns with Park Lawn Lake Shore TMP* ❑ Supports MTSA goals ❑ Supports surrounding land uses ❑ *Aligns with TRCA/MECP/etc. environmental policies/standards*
Safe & Healthy Communities	❑ Safe and attractive facilities for active transportation and recreation ❑ Emergency vehicles
Mobility	❑ Provides a variety of safe and convenient modes of transportation, *evaluated based on Multi-Modal Level of Service* ❑ Provides cycling facilities and protected intersections ❑ *Accommodation for curbside parking/loading activities* ❑ Area traffic network performance ❑ Traffic infiltration impacts from Gardiner Expressway

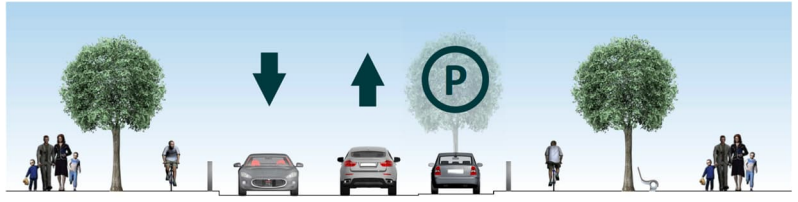
Themes	Evaluation Criteria
Natural Environment	❑ Minimizes harm to environmentally sensitive features, *including mature trees* ❑ Sufficient stormwater management and groundwater quality measures ❑ Minimizes impacts to air quality
Cultural Environment	❑ Acknowledges and implements desires of Indigenous communities as rights-holders ❑ Supports key cultural elements identified in the TMP
Social Equity	❑ Access to opportunity and daily life *(i.e. prioritizes affordable transportation modes – walking, cycling, transit, etc.)* ❑ 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 *(i.e. property impact, accommodation for on-street parking/loading, road design for large trucks)* ❑ Financial impacts *(i.e. capital cost and operations/maintenance cost)*

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

DESIGN ALTERNATIVES: SUMMARY

ALL ALTERNATIVES

Sidewalks on both sides
Uni-directional cycle tracks on both sides
New underpass at rail corridor



ALTERNATIVE 1
TWO TRAFFIC LANES (26m ROW)

One traffic lane per direction

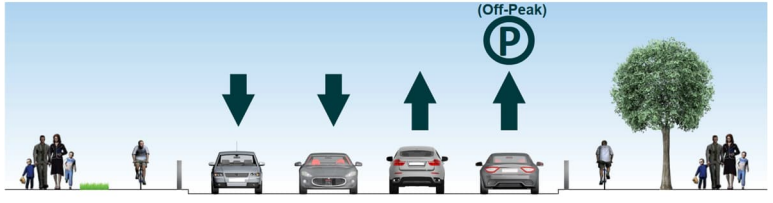
Some dedicated vehicle lay-bys

Sidewalks on both sides, 2.1-3m wide

One-way cycle tracks, 1.8-2m wide

Trees on both sides

Underpass structure width can fit within 26m ROW



ALTERNATIVE 2
FOUR TRAFFIC LANES (26m ROW)

Two traffic lanes per direction

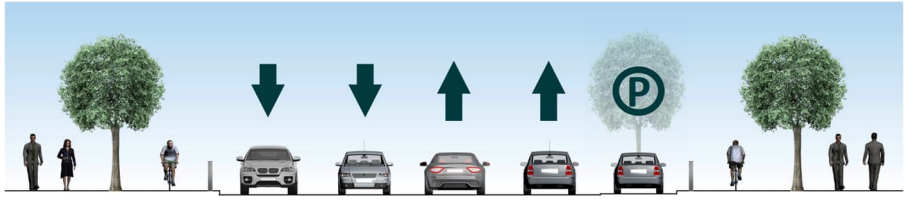
Off-peak on-street parking in curb lane

Sidewalks on both sides, 1.8-2.5m wide

One-way cycle tracks, 1.6-2m wide

Trees on south side only

Underpass structure requires width greater than 26m ROW to fit four vehicle lanes, sidewalks and cycle tracks



ALTERNATIVE 3
FOUR TRAFFIC LANES (30m ROW)

Two traffic lanes per direction

Some dedicated vehicle lay-bys

Sidewalks on both sides, 1.8-2.1m wide

One-way cycle tracks, 1.6-2m wide

Trees on both sides

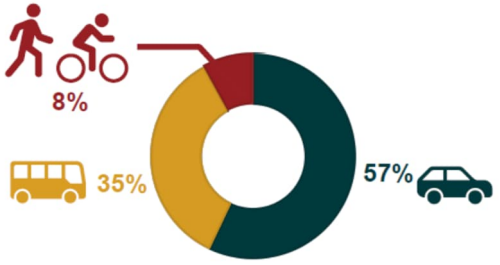
Underpass structure requires width greater than 26m ROW to fit four vehicle lanes, sidewalks and cycle tracks

EVALUATION: AREA TRAFFIC NETWORK PERFORMANCE

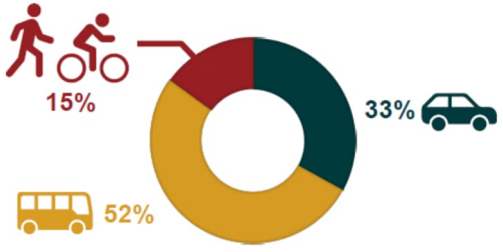
Key Assumptions & Methodology

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

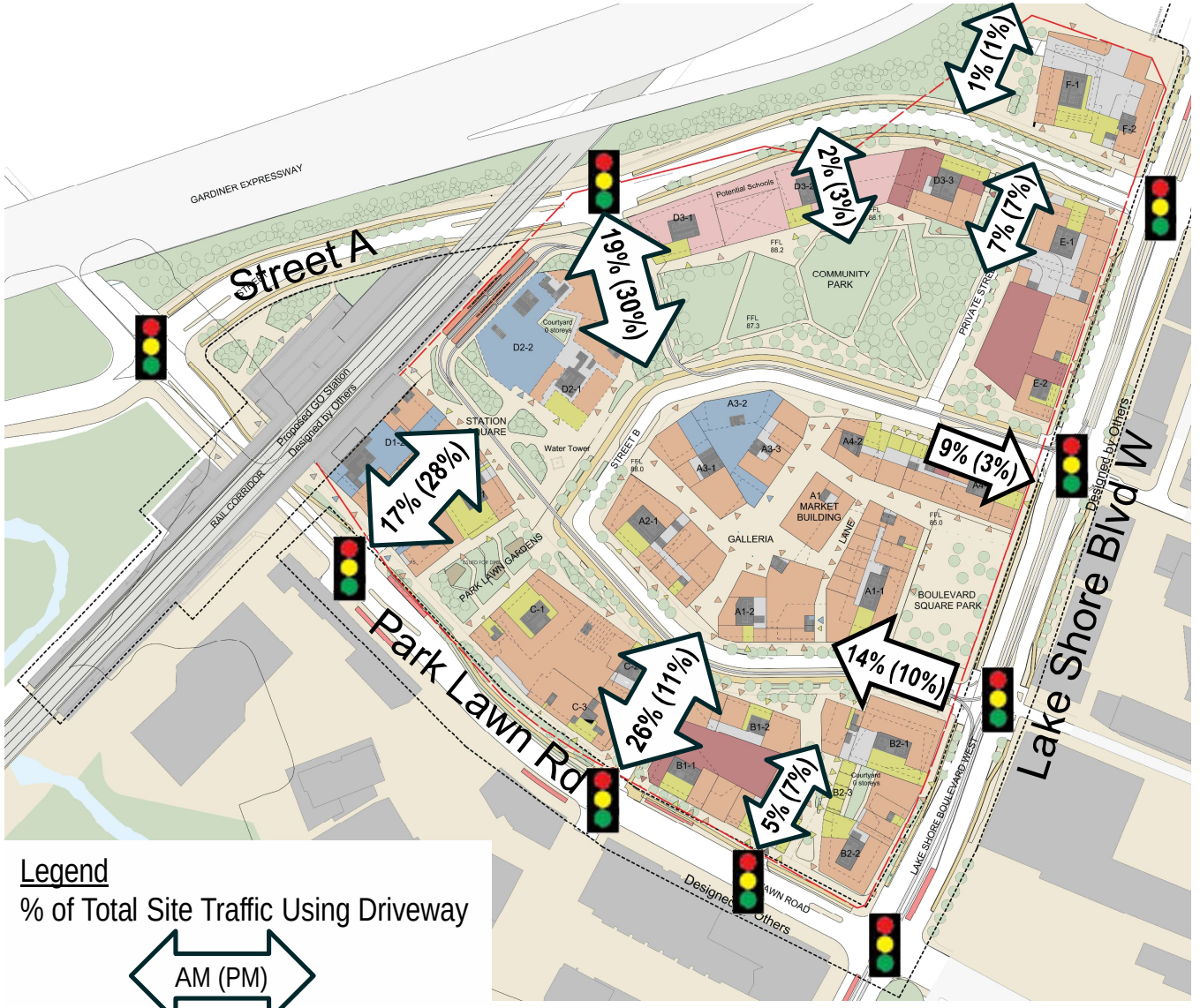
EXISTING MODE SHARE



2041 FUTURE MODE SHARE

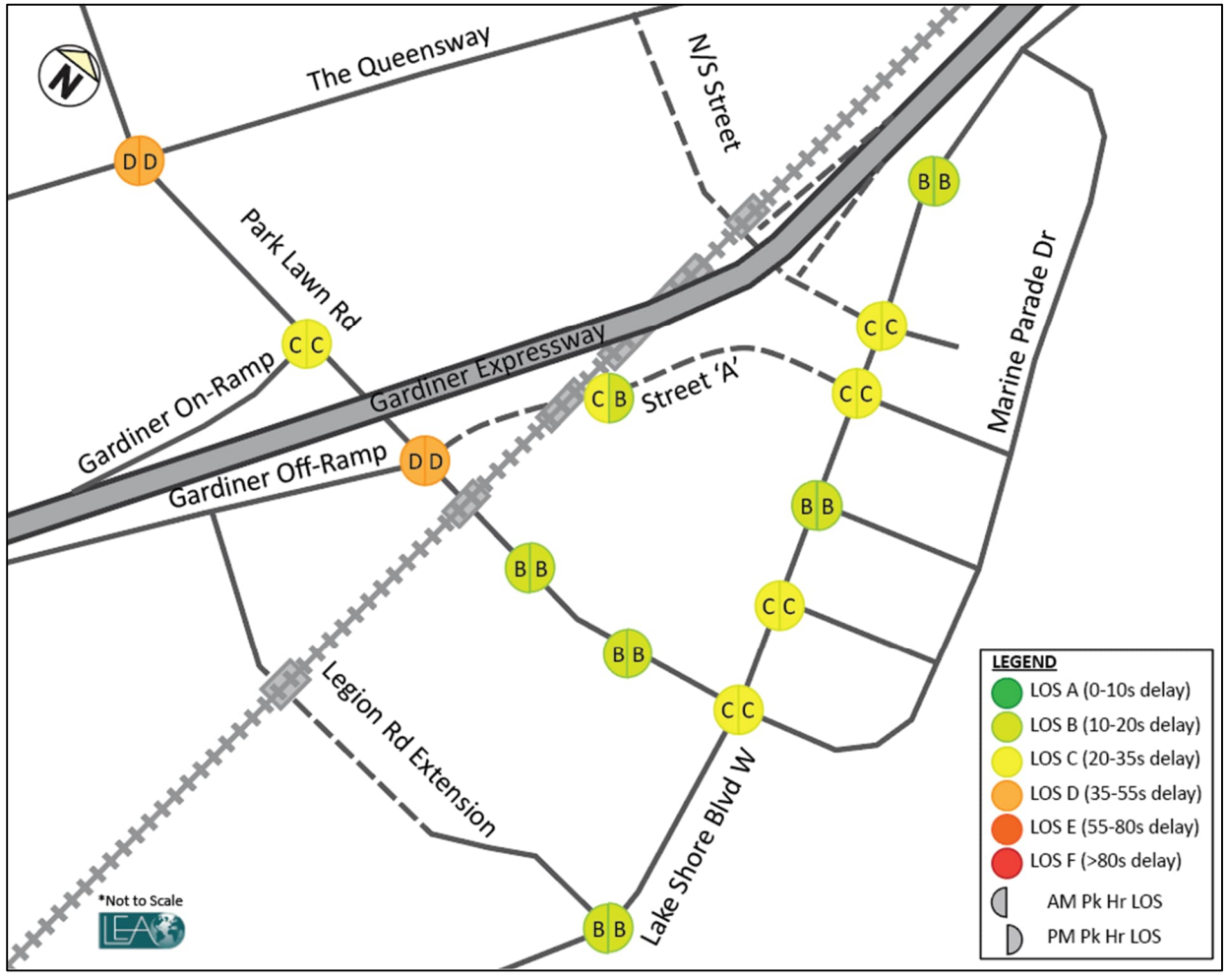


- Street A will be a key vehicle access route to and from the proposed 2150 Lake Shore development
- Building on the comprehensive traffic modelling analysis undertaken in the Park Lawn Lake Shore TMP for the larger area, additional traffic modelling was undertaken to compare:
  - Alternative 1: Two traffic lanes
  - Alternatives 2 & 3 : Four traffic lanes

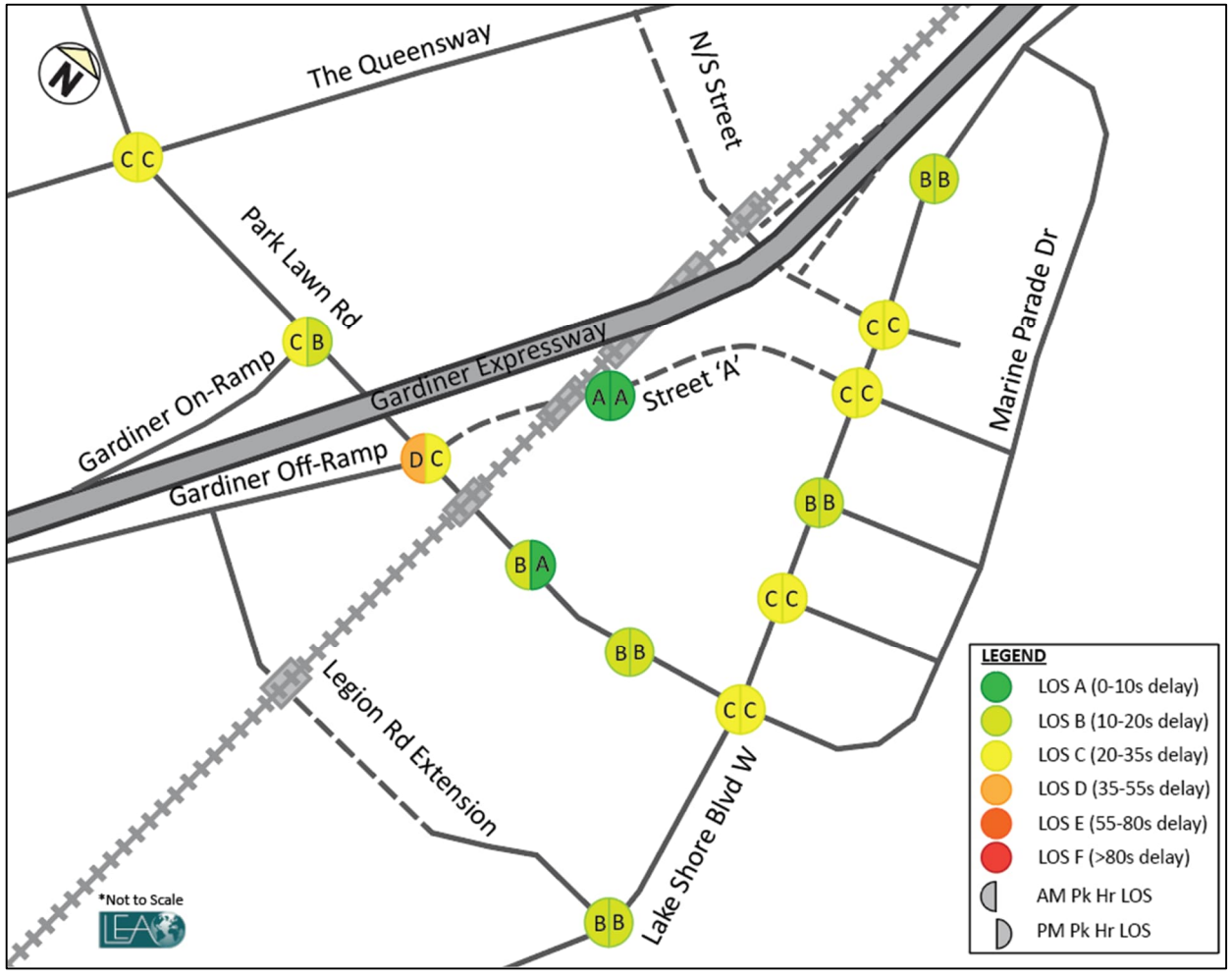


EVALUATION: AREA TRAFFIC NETWORK PERFORMANCE (2041 HORIZON)

Alternative 1: Two Traffic Lanes



Alternative 2 & 3: Four Traffic Lanes

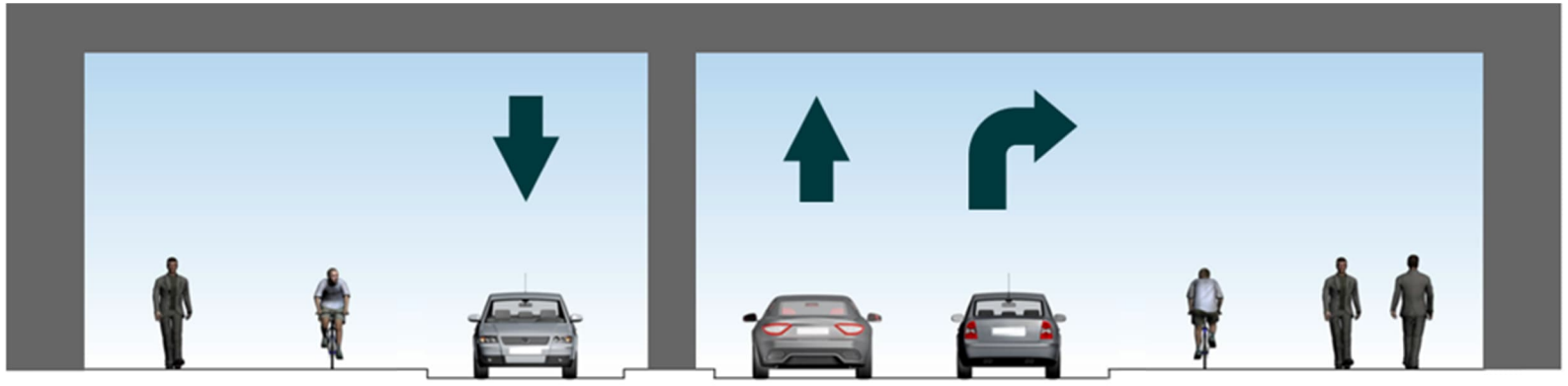


EVALUATION: ALTERNATIVE 1 - TWO TRAFFIC LANES (26m ROW)

Typical Mid-Block Cross-Section

Total Width: 26m

Rail Underpass Cross-Section



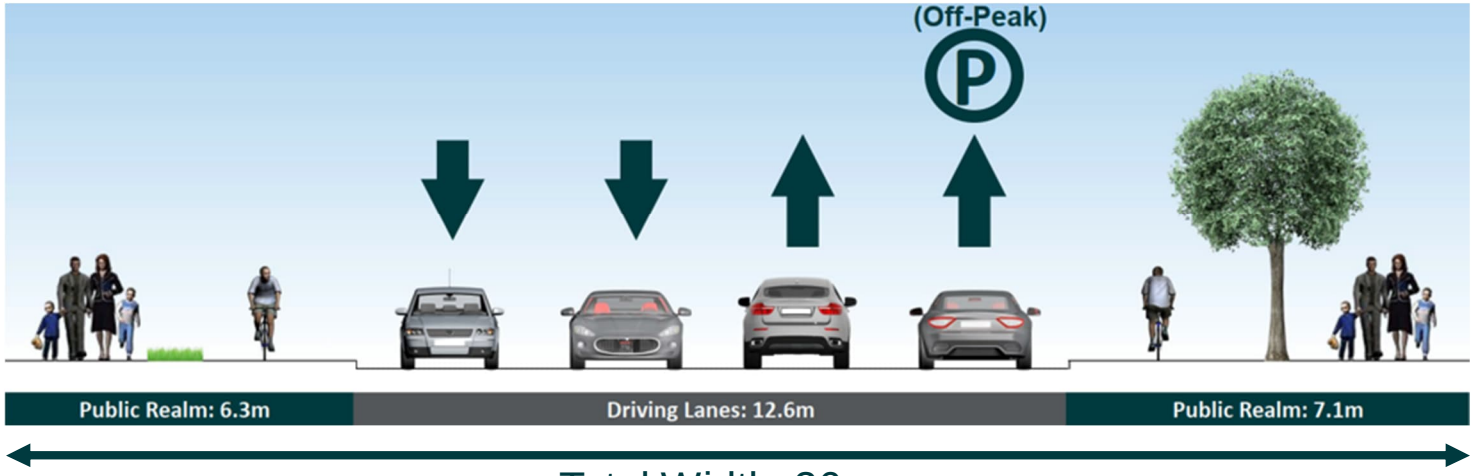
Total Width: 25m

Evaluation Highlights

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

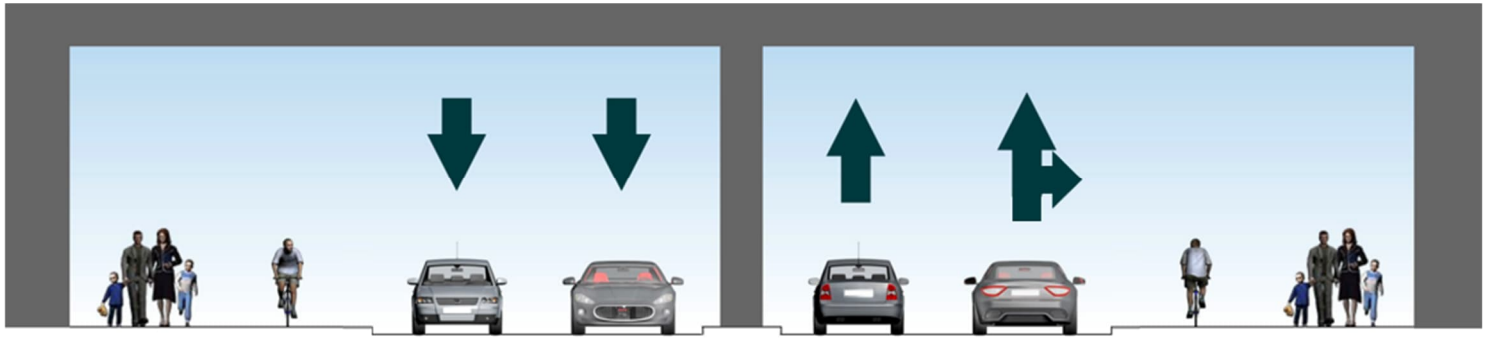
DESIGN ALTERNATIVE 2: FOUR TRAFFIC LANES (26m ROW)

Typical Mid-Block Cross-Section



Total Width: 26m

Rail Underpass Cross-Section



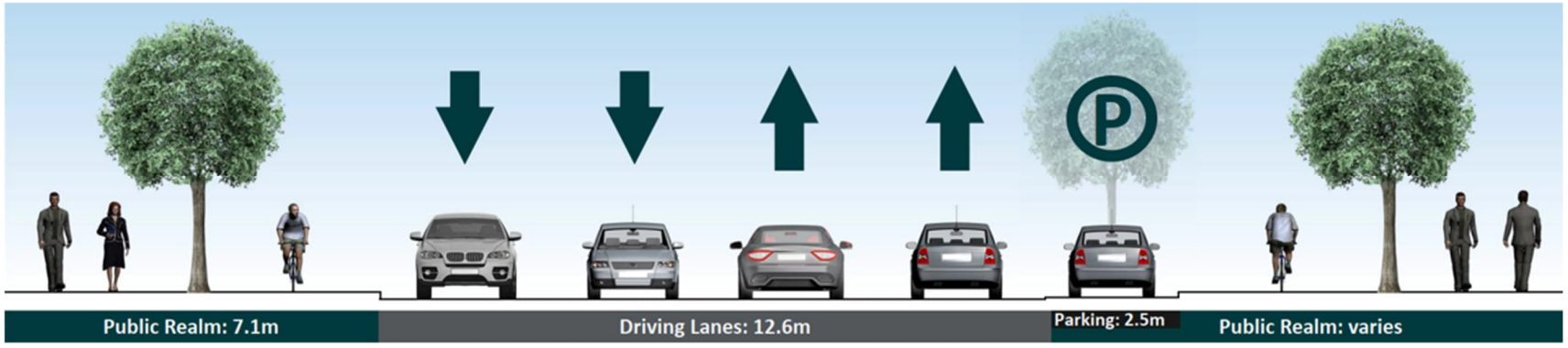
Total Width: 27m

Evaluation Highlights

- Public realm: 50% of street width
- Sidewalks: 1.8-2.5 wide
- Cycle tracks: 1.6-2m wide
- Safety: Larger intersections with longer crossing distances for pedestrians and cyclists
- Traffic: Higher volume on Street A, more potential for cut-through traffic from Gardiner Expressway
- Street Trees: 1 row of trees
- Stormwater Impact: Higher than Alternative 1
- On-street Parking: Off-peak only
- Property Impact: Moderate
- Design/Construction Complexity: Moderate
- Construction Cost: Moderate

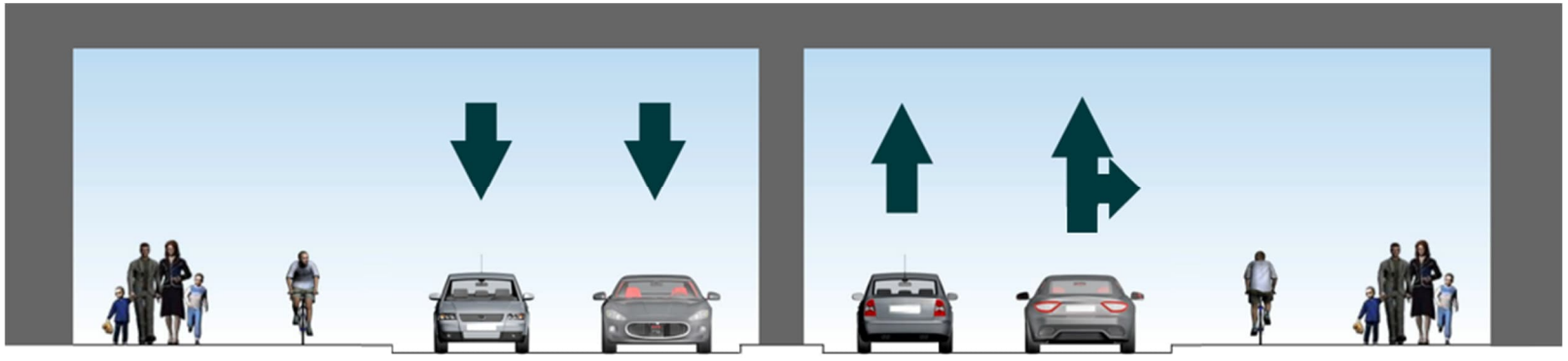
DESIGN ALTERNATIVE 3 - FOUR TRAFFIC LANES (30m ROW)

Typical Mid-Block Cross-Section



Total Width: 29.7m

Rail Underpass Cross-Section



Total Width: 27m

Evaluation Highlights

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

EVALUATION SUMMARY

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

○ ◔ ◑ ◕ ●

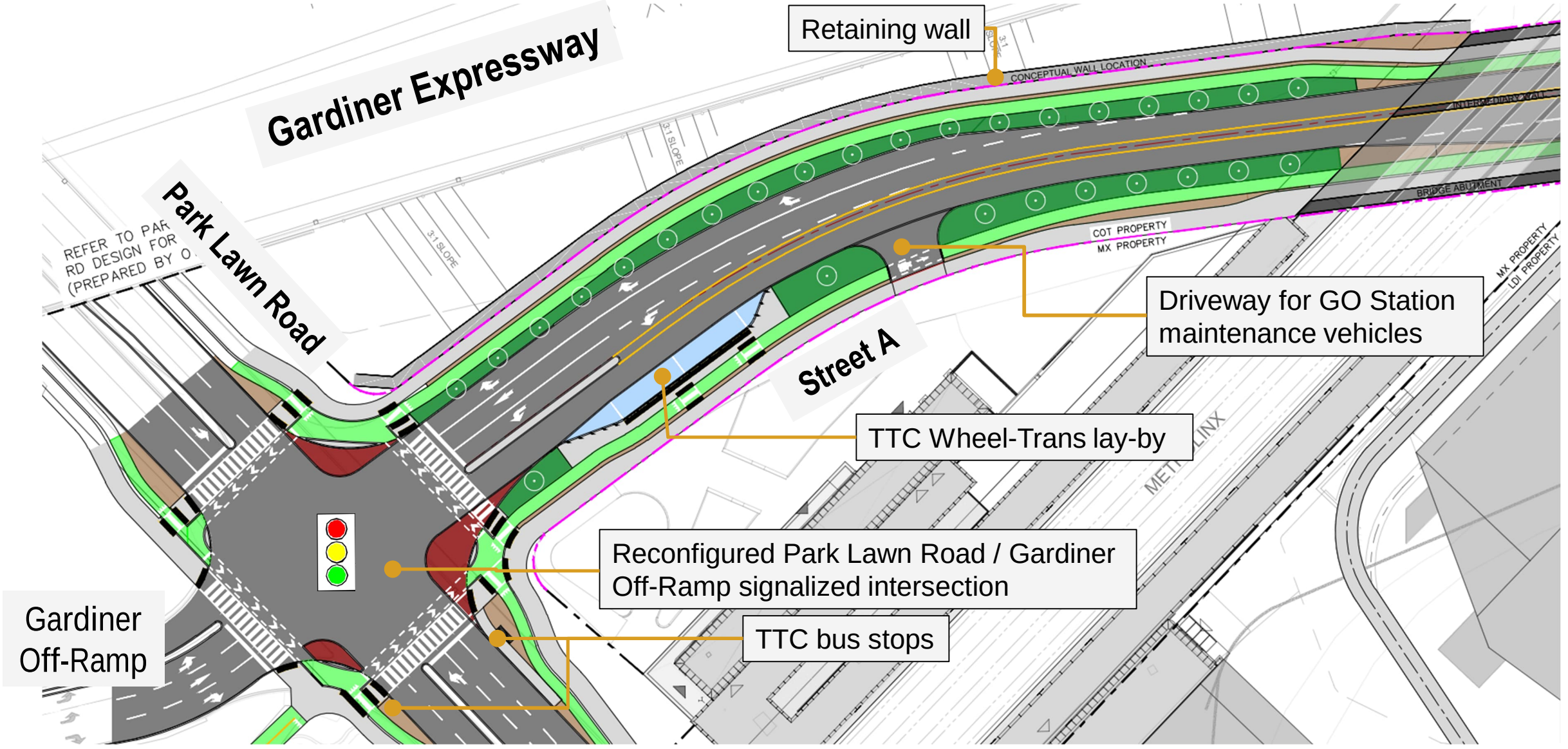
Least Benefits / Most Impacts → Most Benefits / Least Impacts

PREFERRED DESIGN ALTERNATIVE

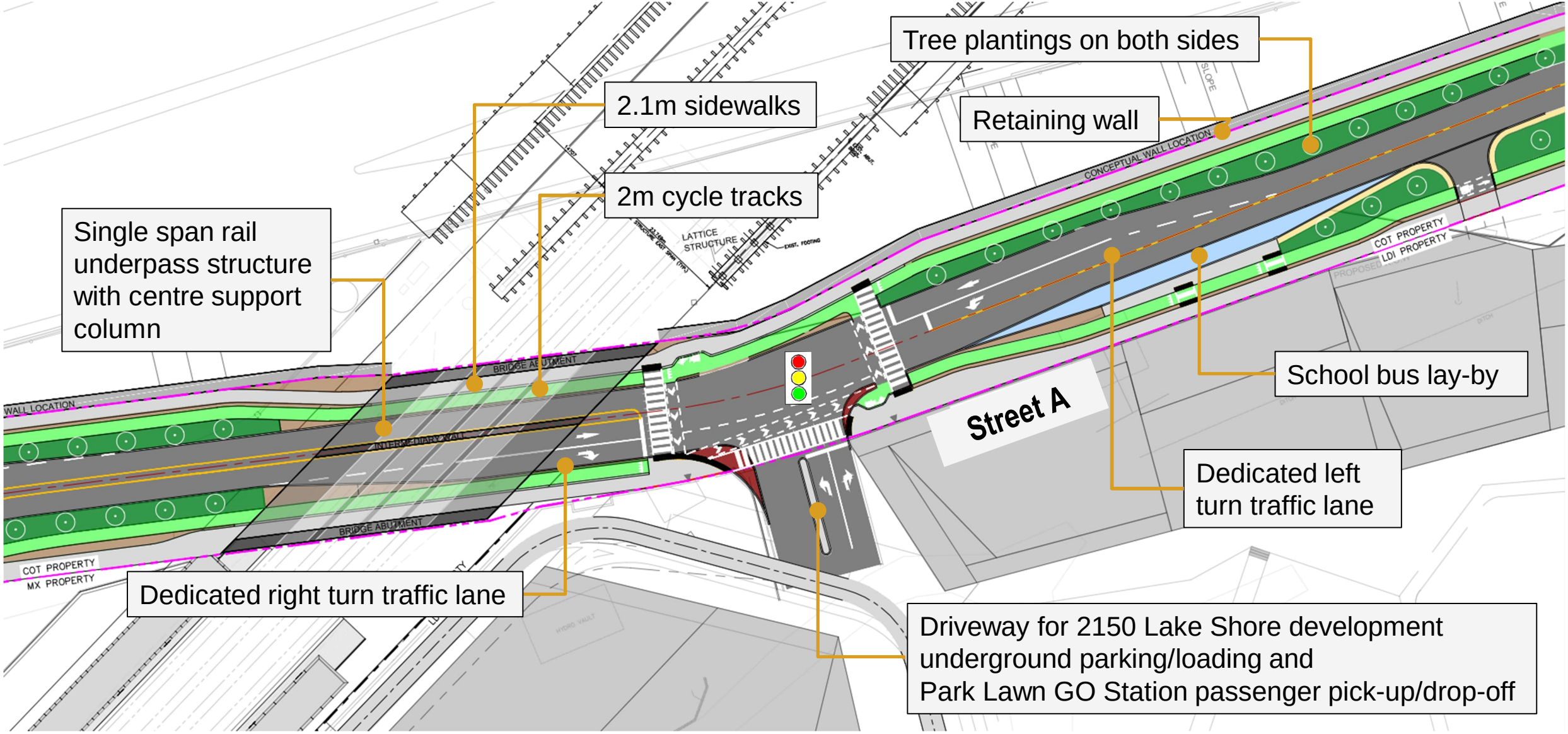
PREFERRED DESIGN ALTERNATIVE: TWO TRAFFIC LANES (26m ROW)

32m ROW	26m ROW	25m ROW	26m ROW
Approach to Park Lawn	Typical	Rail Underpass	Typical

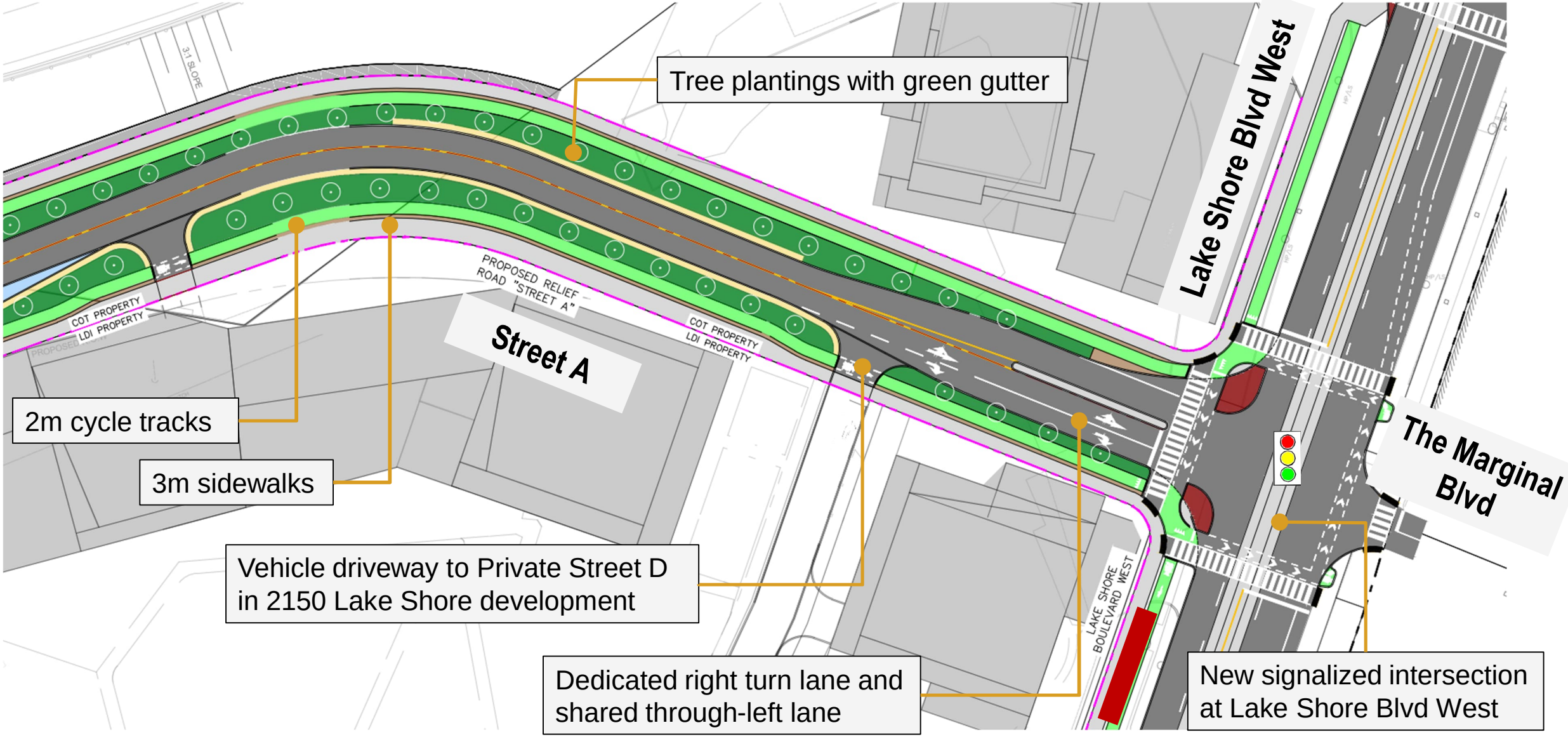
PREFERRED DESIGN ALTERNATIVE: AT PARK LAWN ROAD (32m ROW)



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



PREFERRED DESIGN ATERNATIVE: AT LAKE SHORE BOULEVARD WEST (26m ROW)



PREFERRED DESIGN ALTERNATIVE, SOUTH OF RAIL UNDERPASS, LOOKING NORTH

NEXT STEPS

NEXT STEPS

Task	Timeline
Round 2 Engagement: Virtual Interest Group Meeting	June 13th, 2024
Round 2 Engagement: Public Open House Meeting	June 19th, 2024
Summarize Round 2 Engagement Feedback	Summer 2024
Refine Preferred Design	Summer 2024
Report to IEC/City Council	Fall/Winter 2024
Prepare 30% Detailed Design & ESR for 30-Day Public Review	Winter/Spring 2025
Further Detailed Design & Construction	2025 – 2028

WE WANT YOUR FEEDBACK

Project Email: StreetAEA@2150lakeshore.com

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

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THANK YOU

Q & A

APPENDIX D

INTEREST GROUP MEETING SUMMARY REPORT

2150 LAKESHORE BOULEVARD WEST – STREET 'A'

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

Interest Group Meeting #2

Summary Report

Prepared by SAFFY

June 22nd, 2023

Table of Contents

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.

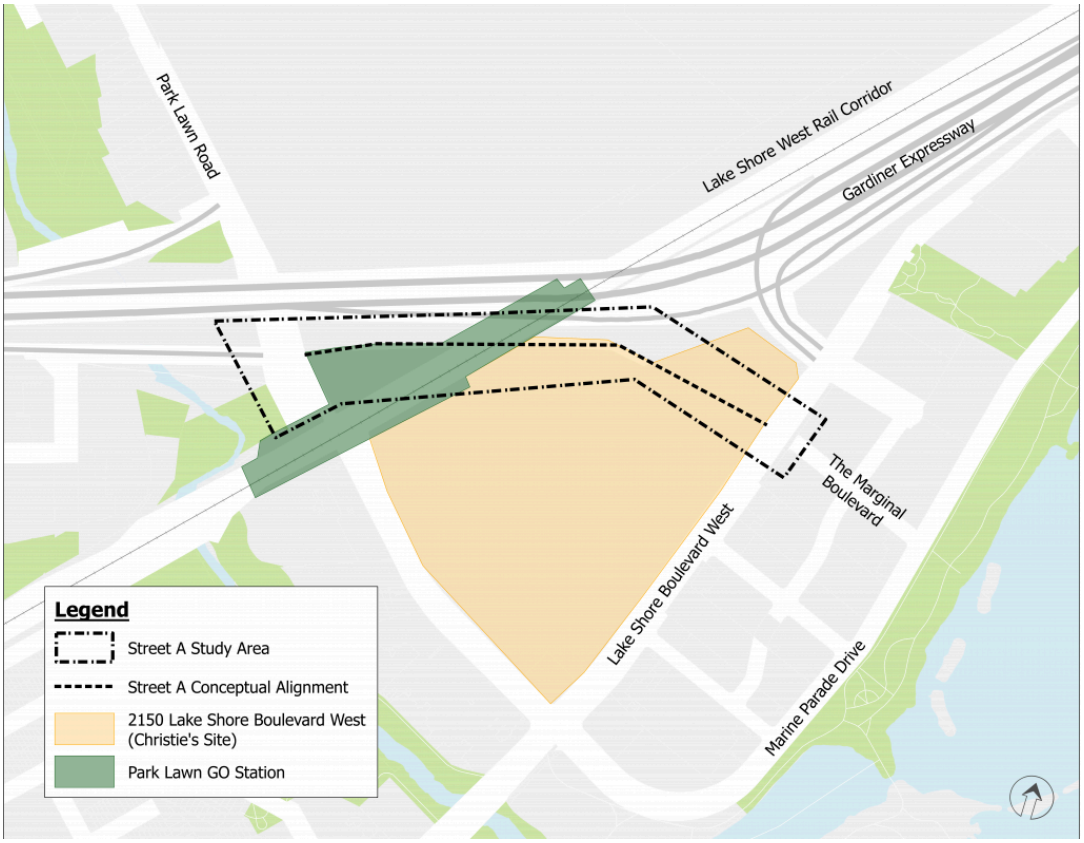


Figure 1. Street A EA Study Area

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 report is to summarize 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 13, 2024, 6:00pm - 8:00pm
Where: Virtually on Zoom
Participants: 10 participants

Project Team in Attendance:

- Cassidy Ritz, City of Toronto
- David Hunter, City of Toronto
- Ann Lam, LDI
- Barry Stern, LDI
- Chris Sidlar, LEA
- Dana Usaty, LEA
- Casey Hinton, SAFFY
- Helene Kwong, SAFFY
- Josh Kohler, USI

Participants were sent to over 100 interest groups on May 30, 2024. The EA Public Notice was also attached, informing them of the upcoming public meeting. A follow-up reminder email was sent on June 11th, 2024. Approximately 25 participants registered for the meeting, and 10 participants attended.

1.3 Meeting Overview and Objectives

Key interest groups were identified through the Park Lawn Lake Shore Transportation Master Plan (TMP) process and public and interest group consultation that took place in the summer of 2023. These interest groups were invited to participate in the June 13th meeting, taking place in advance of the Public Meeting, on June 19th, 2024. The purpose of the meeting was to present the evaluation of alternatives and proposed Street A design and receive feedback from Interest Groups.

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, which covered the following topics:

- MCEA Study Overview
- A review of findings from previous engagement and consultation
- The evaluation framework
- A summary of Design Alternatives
- The preferred Design Alternative
- Next Steps

During the presentation, participants submitted questions and comments 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 Meeting Summary.

2.0 Meeting Summary

2.1 Summary and Key Takeaways

Participants primary questions and comments were regarding broader transit, TTC and traffic challenges and issues in the broader area. These comments were often out-of-scope of the meeting and the Street 'A' Municiplal Class Environmental Assessment. City and project staff provided detailed answers where possible, and followed up on more detailed questions after the meeting.

Below we've summarized the key takeaways from the meeting.

Street 'A' Traffic Congestion

Participants shared a concern that Street 'A' would become an alternative route for drivers on the Gardiner. They also expressed concern that without a four-lane road, drivers my block traffic during delivery or passenger drop-offs. The Project Team reiterated that signage and wayfinding would direct drivers to the below-grade drop-off area, and that Street 'B' within the development would be the primary drop-off address for residential delivery services. Additionally they noted that traffic models indicated that a two-lane road showed less congestion than a wider four-lane road.

Greenery & Beautification

When traffic concerns were set aside, participants were happy with the design of Street 'A', indicating an appreciation for the inclusion of greenery and public realm considerations. Some participants expressed concern over the large retaining wall, sharing that it made the space feel "cavernous" and provided opportunities for vandalism. Suggestions of greenery and trees directly against the wall, or artful interventions like murals or sculptural wall elements were made to mitigate graffiti.

Pedestrian & Cycling Infrastructure

Some participants expressed a desire for clear designation between cycle tracks and pedestrian spaces, pointing to the nearby Waterfront Trail, with it's multi-use path, as a challenge in the area. The Projet Team clarified that the protected intersection includes 2m wide separated cycle tracks and 3m wide sidewalks.

2.1 Comments and Responses Table

The following table provides a summary of participants' questions and responses from the project team. Note that the questions and responses 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
How will 66 Prince Edward bus (and possibly 80 Queensway, if it connects to the new loop) circulate through this area, including Street A, and what is the location and capacity of bus layovers? What's the catchment area? Metrolinx projected only 900 net new boardings per day on the park. That's less than 500 return trips, assuming people are going back and forth. The last version of the Transportation Studies for Christie's last development that I reviewed listed the projected peak hour ridership of the bus routes in the area, and they're all in either the low 100s, or 10s. I would love to know what your conception is for how which transit is going to support this level of density and population, knowing it's not exactly related to Street A?	The Transportation Plan included a larger area, with a catchment area of 71,000 residents, to account for changes in transportation behaviour, based on City modelling. Transit catchment may not include that same large catchment. TTC will be revisiting their transit services in the area. They will keep the Humber loop, it's an important facility to them. None of the TTC buses will be going on Street A, based on conversations thus far. The Park Lawn Go Station is certainly coming and will change the area. The intention is to connect these new developments both with the Go Station and the surrounding network of bus routes and streetcar routes. The City would be willing to set up another time to talk with you about it in more detail and pour over the work that was done.
I see a bus lay-by for taking children to the school, is there a planned PUDO [pick up and drop off] area for parents? While we would always prefer parents to find alternate ways to bring their kids to school (transit and active transportation) we know that some parents will drive their kids. In Ward 3 schools, there's usually congestion around pick-up and drop-off times.	This school is servicing the residents in the adjacent area. The schools will be more accessible to most parents and students. The design focuses on pick-up and drop-off below grade. We are still in conversations with the school board at the moment, but intend to prioritize pedestrians in the public realm.

Question	Project Team's Responses
Can the vegetation be moved back against the wall to reduce the risk of graffiti?	We're not in that stage of work just yet, but one of the ideas for large retaining walls is to commission to put public art, so that it's not a blank wall, to prevent graffiti or vandalism. Note: Councillor Morley's staff shared that there is a mural program being explored by City Council, as a way to deter graffiti.
I love the idea of murals.	
I appreciate people will not be allowed to stop and drop people off by the station on street a or long Park Lawn, but they will and I wonder if that's been deemed to account.	The intention is that they will use the underground drop-off that's been provided. We intend to include strong wayfinding to direct traffic to this area. There is a TTC WheelTrans lay-by, there will not be a vehicle there at all times. We do foresee that people may use it to drop-off passengers. Often roads of this nature, that do not include opportunities to pull over and stop, with continued traffic flow will deter this unwanted behaviour.
Obviously, two lanes save money, but they are also an automatic choke point. Given construction, maintenance, etc., four lanes would be much more preferable.	The decision for this design alternative with two lanes is based on a number of evaluation criteria. The numbers were not significantly different in a two lane option versus a four lane option. Given this, the two-lane option provided additional opportunities for enhancement to the public realm and improving the overall beautification of the area.
My personal experience is that drivers behave better in a 2 lane scenario vs 4 lane.	Yes, this can often be the case.
I have a lot of questions [sent via email to	Yes. The City will follow up to arrange a

Question	Project Team's Responses
City] that are more geared towards the whole track around Humber Bay shores and not just a street. Would it be possible to meet with you at some point to discuss details of the Master Transportation Plan?	meeting for a more detailed discussion.
The streetcar volume is known in the Transportation studies. The streetcar loop should accommodate twelve 504Bs, up to six 501 westbound, and up to 501 eastbound, that's 24 streetcars. The service is already 10 min. You're calling it a transit-oriented development but the transit details are not presented.	Your questions are about a level of detail that has not been developed yet, e.g., the number of streetcars that will be turning onto the site. This is long-horizon planning, and it's a conservative approach to ensure they don't need to expand on construction. It doesn't mean there will be 24 streetcars on day one. The City will include you in the meeting [mentioned above] as well as the Councillor's office, to focus on transit expansion. We will include the TTC, as they are in charge of the design of the platform and are the experts in transit surface planning.
The streetcars aren't a transit issue. It affects the flow of traffic in the neighbourhood. The traffic of 12 cars/hour and 6 cars/hr going east/west is what we currently have. It's 48 crossing as Lakeshore to get in and out. The streetcar will block Lakeshore westbound and.	This is a good problem to have. We'll make sure they're designed properly and the streetcars are signalled. Again, we can set up a meeting to discuss TTC details further. Note that there will also be a whole separate environmental assessment process for Lakeshore that will examine all of those factors in detail.
That's not quite right - 12 504s, 6 501EB, 6 501WB - it's true those are maximums, but if you have 30K people living there, they won't all be using GO.	We would appreciate if we can focus on the design alternatives proposed for Street A, as we don't have capacity in this meeting to get into the details of transit planning.
It's hard to look at the Street A design without thinking about the larger issues in	We can appreciate this perspective, but there are design elements that can be

Question	Project Team's Responses
the area and the broader issues that are not a part of tonight's agenda.	considered and that we would love to get your feedback on, so that we know what aspects of the design to continue to bring forward.
The wall feels a bit cavernous at that elevation. One idea I would put out there, I would suggest there's an opportunity to do something sculptural or concrete textures that are harder to graffiti on. It looks like the shape of a snake or a river.	The width of the public realm and it provides more breathing space within the cross-section itself. Thank you for this suggestion, it's an excellent consideration.
I agree with something artistic related to what the opportunity of the space can provide.	
Street A has a pedestrian walkway and the cycling lane. On the waterfront pathways, people walk and bike wherever they want.	Along the entire length of the sidewalk, there's a tactile delineation strip to ensure that anyone who is visually impaired can identify the sidewalk's limits. This strip also allows snow-clearing to occur within the cycling facilities in that area. I know there are conflicts between pedestrians and cycling along the Harbourfront, but that's a multi-use path, it's a sharing of the space. Street A has a dedicated cycling lane and a dedicated pedestrian area, which are separated.
This might be a good place to trail traffic photo camera in this area, to catch rideshare drop-offs and other folks who will stop on the side of the street.	Interesting thoughts on automated enforcement. Legislatively, we don't have the powers for that. We'll take that back to talk to experts about this, but we appreciate this consideration. To clarify, Street B would be where most of those taxis or rideshares or deliveries would be travelling through, to stop at those buildings.

Question	Project Team's Responses
We know Marine Parade Dr very well. It's a 2 lane road as well. Lots of people take it to bypass, make a shortcut off of the Gardiner. We're wondering if some people will try to do the same. It's not so much in the evening, it's more so in the morning.	Street A is for local traffic. In our traffic model, wee did notice that the extra capacity if Street A were 4 lanes attracted more non-local traffic to that area. We also heard similar feedback during the TMP process from a number of areas, Mimico, Sunnylea etc. The idea is taking these neighbourhood studies to find ways to insulate these neighbourhoods from outside traffic. South of Lakeshore, some of those public streets are still under construction and not fully handed over to the city that done that would be the opportunity to to take some some data collection of what's happening on those streets, including Marine Parade drive.
There is a separation between Gardiner and Lakeshore off-ramp. The collector would've only been for Park Lawn local traffic. We were told we can't build flyovers everywhere.	The road itself doesn't generate traffic on itself. In the morning, there are 20,000 peak hour trips on the Gardiner and 90% are meant to go through the area, not destined to go to and from this community. We want to focus on what would benefit this community and not address Gardiner traffic. There are conversations region-wide that would be better suited to address that. Street A's role and purpose are not meant to accommodate Gardiner traffic. We want to keep that traffic there. If we create capacity, someone will want to fill up the street. We want these streets designed for this community to get in and around the area.
Are there any other elevations along Street A that you can show us?	No other elevation images so far, but there will be in the future. We encourage you to attend the public meeting, where a large printed map will

Question	Project Team's Responses
	provide an opportunity to get into some details and specifics about what is working and what isn't.
Thank you all so much for explaining the complexities. This is very helpful as someone who is in love with this unique community and is looking forward to seeing it positively grow.	
Thank you for the opportunity to provide feedback.	
Thank you for taking the time to talk with our community.	

APPENDIX E

PUBLIC CONSULTATION MEETING MATERIALS

STREET A MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
PUBLIC CONSULTATION MEETING #2
JUNE 19, 2024

Welcome

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

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

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

The purpose of this meeting is to receive your input/feedback on this project. Please complete a comment sheet and return it today or provide comments by email by July 19, 2024.

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

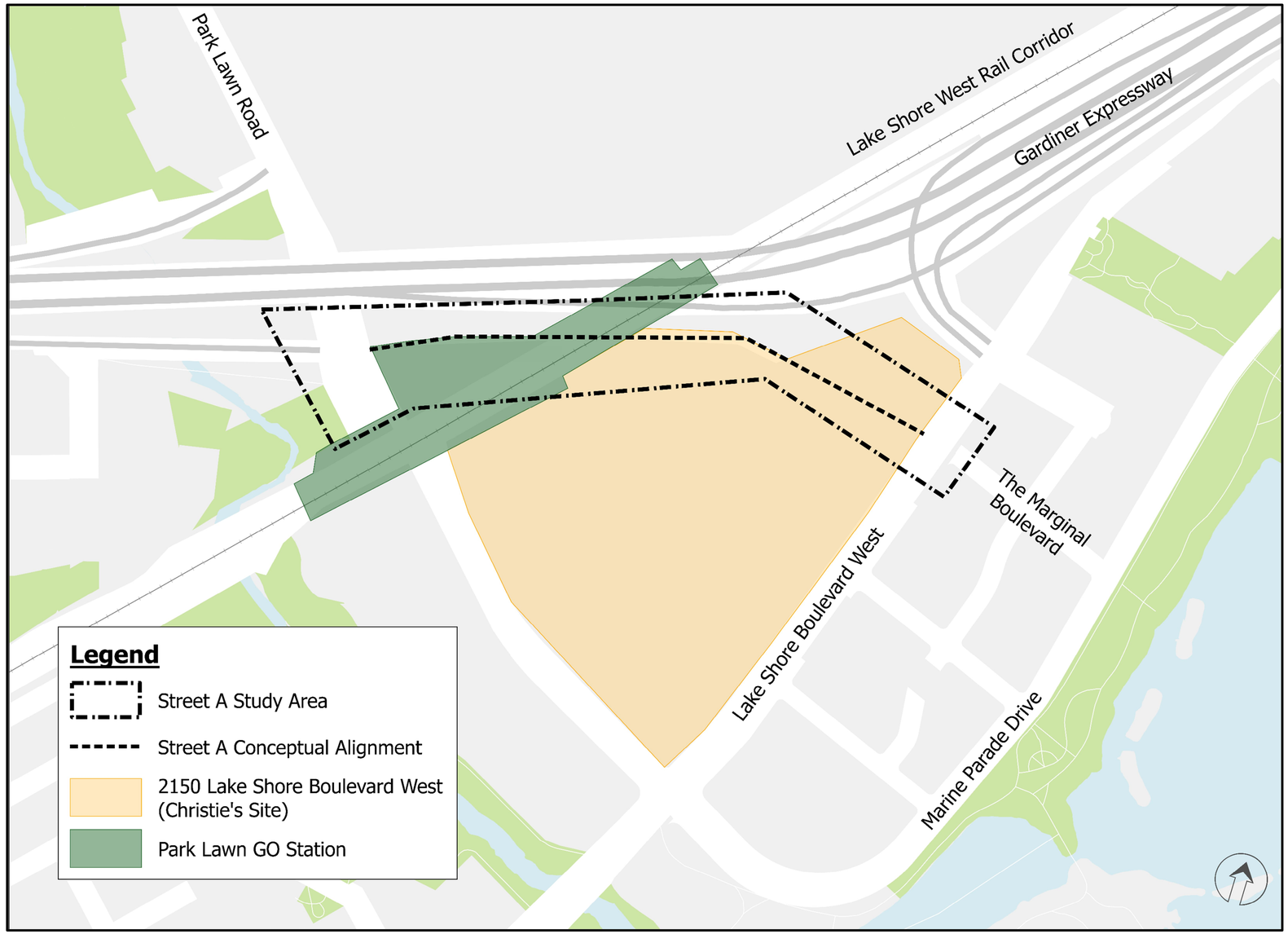
We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto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

STUDY OVERVIEW

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

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

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



Street A EA Study Area

MCEA STUDY PROCESS

PARK LAWN LAKE SHORE TMP

PHASE 1
Identify Problems & Opportunities

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

PHASE 2
Develop, Evaluate & Identify Preferred Network

- Identify Alternative Solutions and Evaluation Criteria
- **Interest Group & Public Consultation (June 2020)**
- Evaluate & Select Preliminary Preferred Alternative Solution
- **Interest Group & 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
- **Interest Group & Public Consultation (June 2023)**
- Evaluate Design Alternatives
- Identify & Refine Preferred Design Alternative
- **Interest Group & Public Consultation (June 2024)**

We Are Here

- Report to City Council (Fall 2024)

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

INTEREST GROUP & 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
- We Are Here
- Combined Public Consultation Event
- Revise Preferred Design
- Report to City Council
- Prepare 30% Design Drawings & Environmental Study Report

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 (TMP)

Preferred Network
Park Lawn Lake Shore TMP (July 2023)

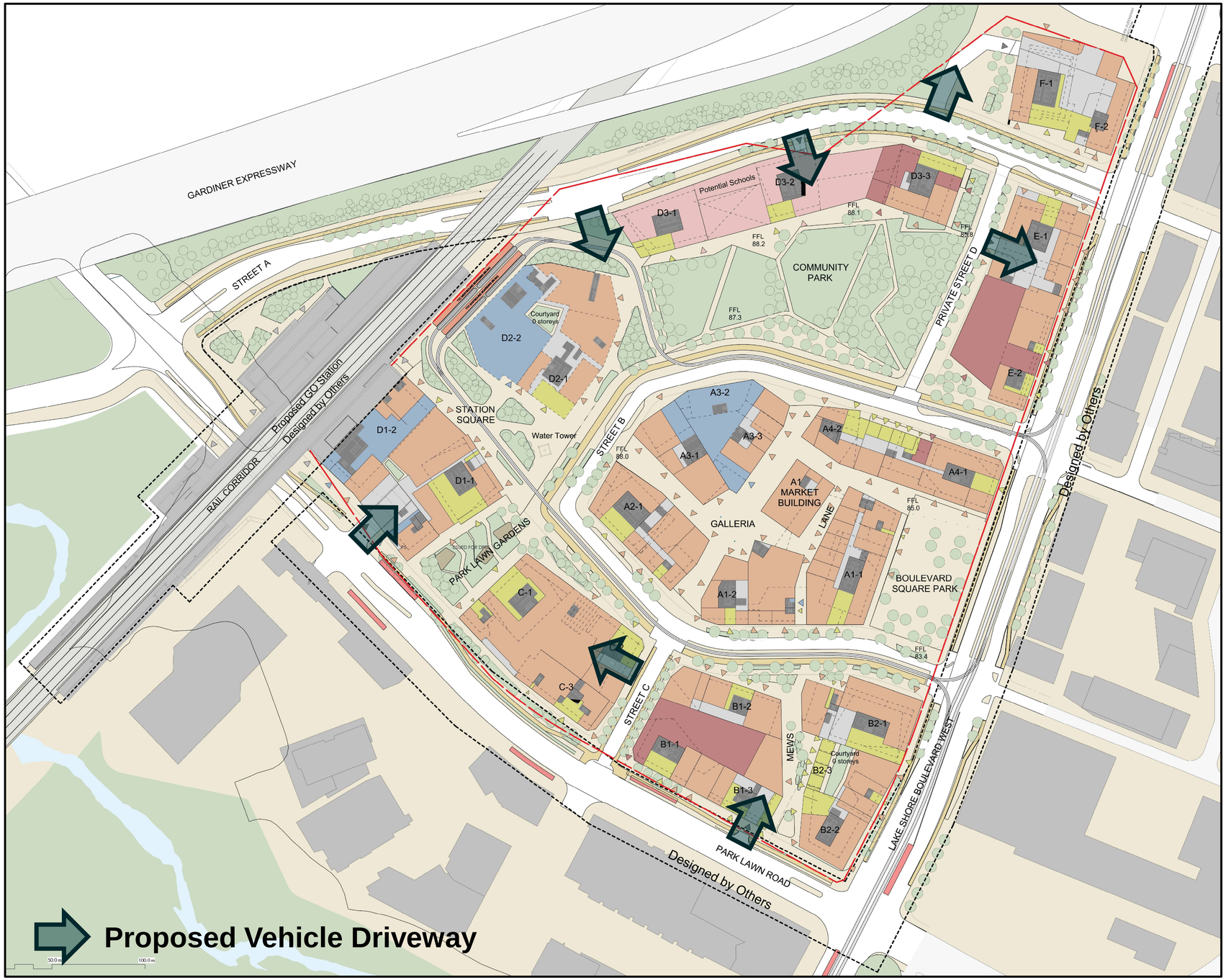
- Completed in July 2023
- A **connected, multi-modal network for all users**, prioritizing transit use, walking, and cycling
- **Three new streets** to improve connectivity, circulation, and help overcome Gardiner/rail corridor physical barriers
- More space for **active transportation** and **public realm** improvements on Park Lawn Road
- Improved walking and cycling **safety and connectivity**, with fewer traffic lanes and more compact intersections
- Support for the long-term build out of the Christie's site
- Improved streetcar priority and community **access to higher-order transit**
- Reduced neighbourhood traffic infiltration impacts from the Gardiner Expressway

2150 LAKE SHORE DEVELOPMENT: DRAFT PLAN OF SUBDIVISION

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

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

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

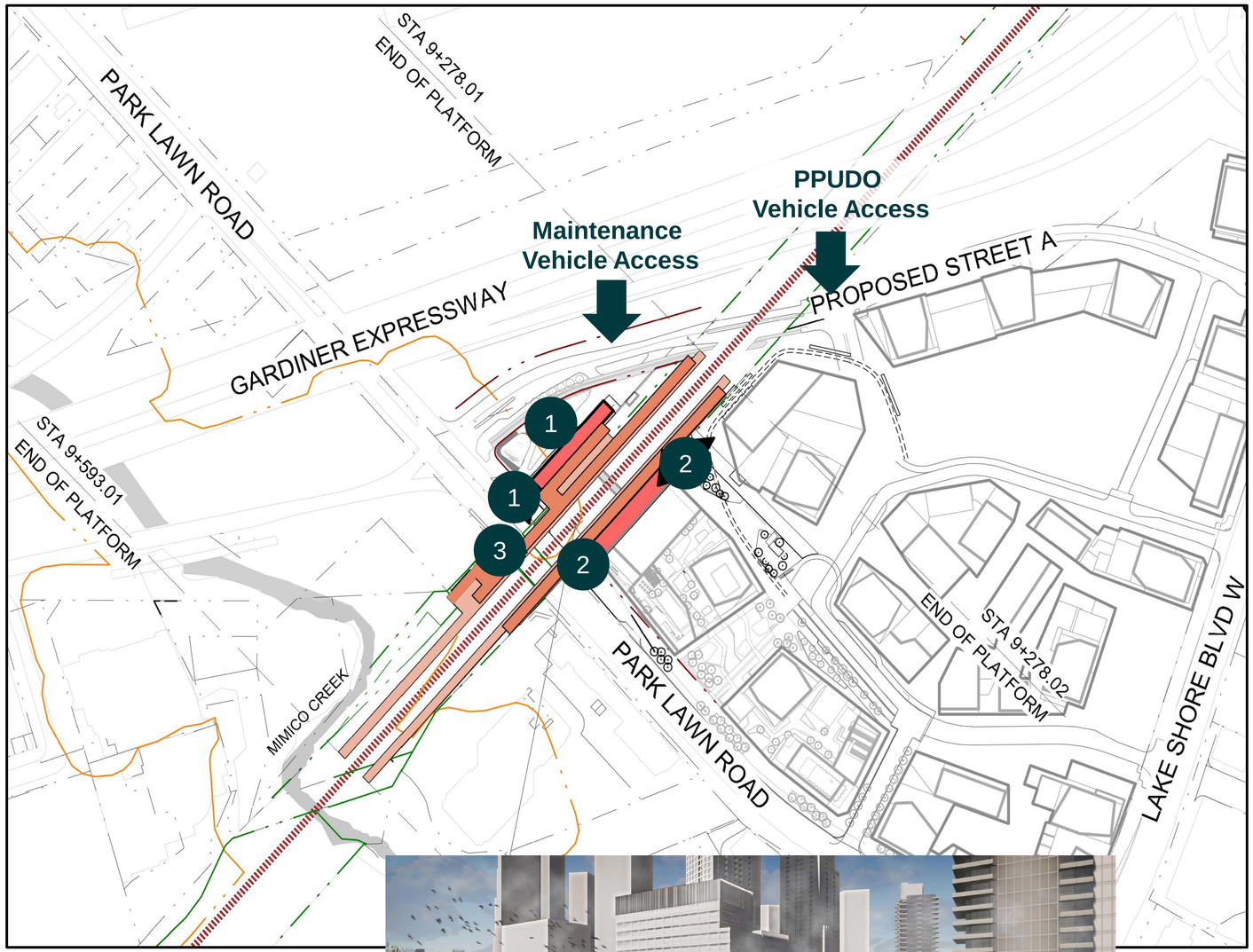


2150 LAKE SHORE DEVELOPMENT: PROPOSED PHASING

Phase	Key Facilities/ Infrastructure Included
Phase 1	• 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

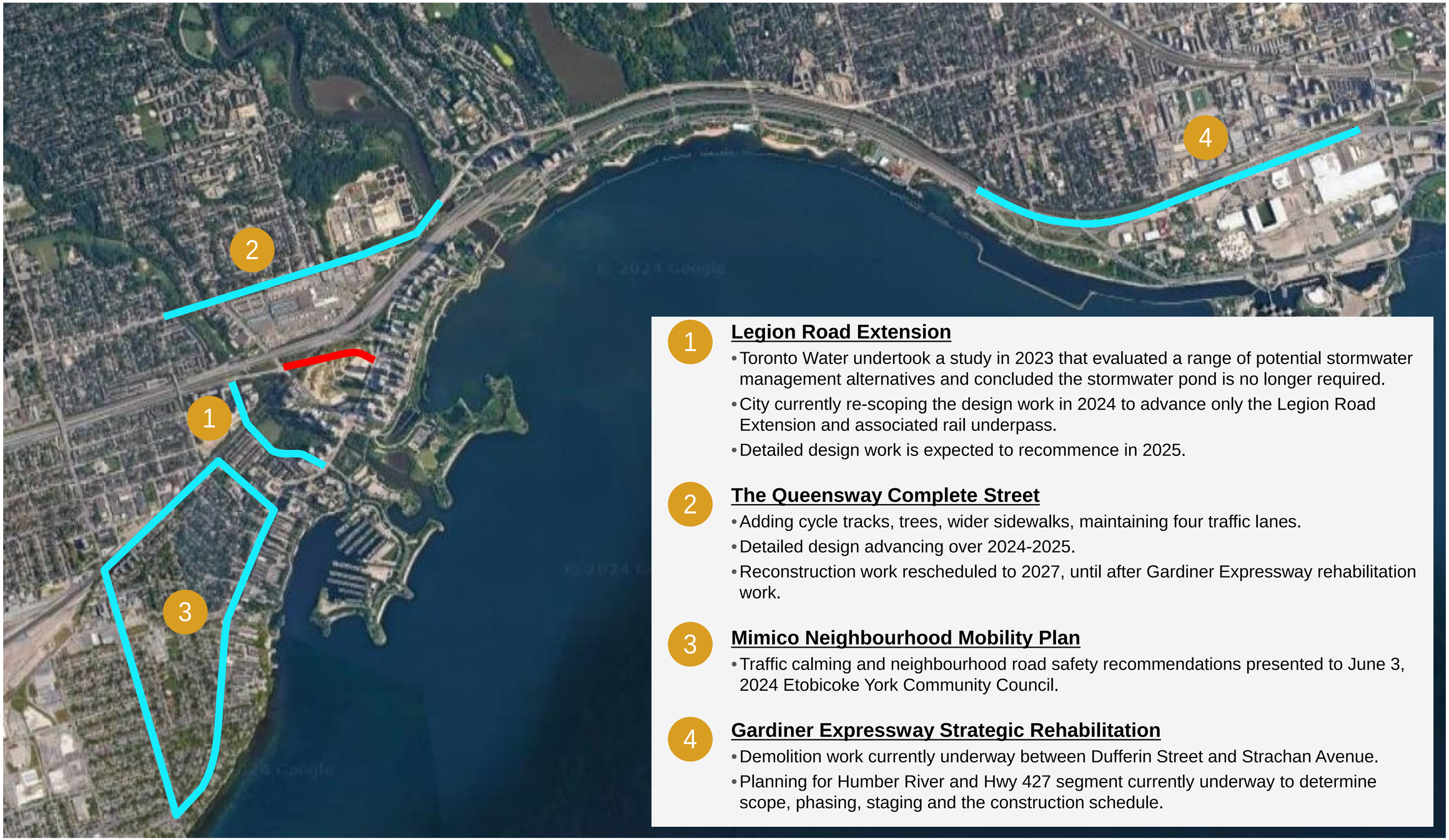
PARK LAWN GO STATION

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



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

OTHER AREA TRANSPORTATION INITIATIVES



1

Legion Road Extension

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

2

The Queensway Complete Street

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

3

Mimico Neighbourhood Mobility Plan

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

4

Gardiner Expressway Strategic Rehabilitation

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

ROUND 1 RECAP: ENGAGEMENT ACTIVITIES

Key Themes

- Support traffic flow
- Design for emergency vehicles, large trucks and snow removal
- Support active transportation
- Improve transit service to and from the area
- Maintain greenery and natural features
- Provide safe pedestrian and cycling connections
- Consider the value of existing mature trees and waterways
- Evaluate air quality and noise impacts
- Consider implementing climate change initiatives
- Consider population growth and traffic
- Provide off- and on-street parking
- Mitigate construction impacts and timeline

Feedback on Alternatives

Alternative 1:
Two Traffic Lanes (26m ROW)

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

Alternative 2:
Four Traffic Lanes (26m ROW)

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

Alternative 3:
Four Traffic Lanes (30m ROW)

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

The Round 1 Engagement Summary Report can be found on the project website:
https://www.2150lakeshore.com/street-a-ea

EVALUATION FRAMEWORK

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

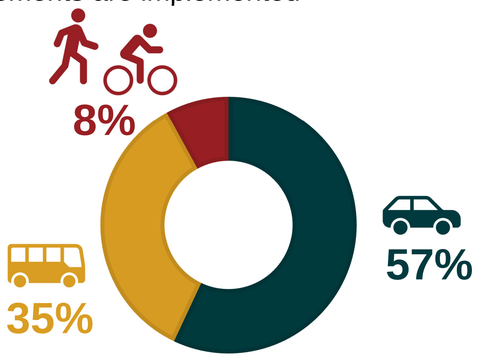
OBJECTIVES	EVALUATION CRITERIA
Policy Frameworks	• *Aligns with provincial policies (Growth Plan, Provincial Policy Statement, Metrolinx Regional Transportation Plan)* • Supports Official Plan policies, including Complete Streets *and the Christie's Secondary Plan* • Aligns with Vision Zero • *Aligns with Park Lawn Lake Shore TMP* • Supports MTSA goals • Supports surrounding land uses • *Aligns with TRCA/MECP/etc. environmental policies/standards*
Safe & Healthy Communities	• Safe and attractive facilities for active transportation and recreation • Emergency vehicles
Mobility	• Provides a variety of safe and convenient modes of transportation, *evaluated based on Multi-Modal Level of Service* • Provides cycling facilities and protected intersections • *Accommodation for curbside parking/loading facilities* • Area traffic network performance • Traffic infiltration impacts from Gardiner Expressway
Natural Environment	• Minimizes harm to environmentally sensitive features, *including mature trees* • Sufficient stormwater management and groundwater quality measures • Minimizes impacts to air quality
Cultural Environment	• Acknowledges and implements desires of Indigenous communities as rights-holders • Supports and protects key cultural elements identified through the TMP
Social Equity	• Access to opportunity and daily life *(i.e. prioritizes affordable transportation modes such as walking, cycling, transit, etc.)* • 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 *(i.e. property impact, accommodation for on-street parking/loading, road design for large trucks* • Financial impacts *(i.e. capital cost and operations/maintenance cost)*

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

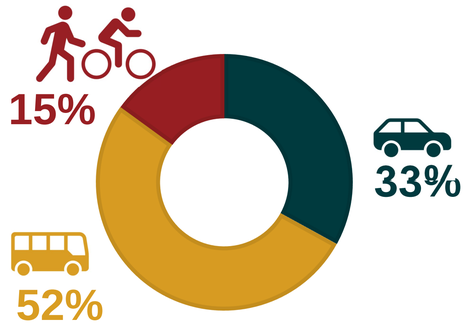
EVALUATION: AREA TRAFFIC NETWORK PERFORMANCE

Key Assumptions & Methodology

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

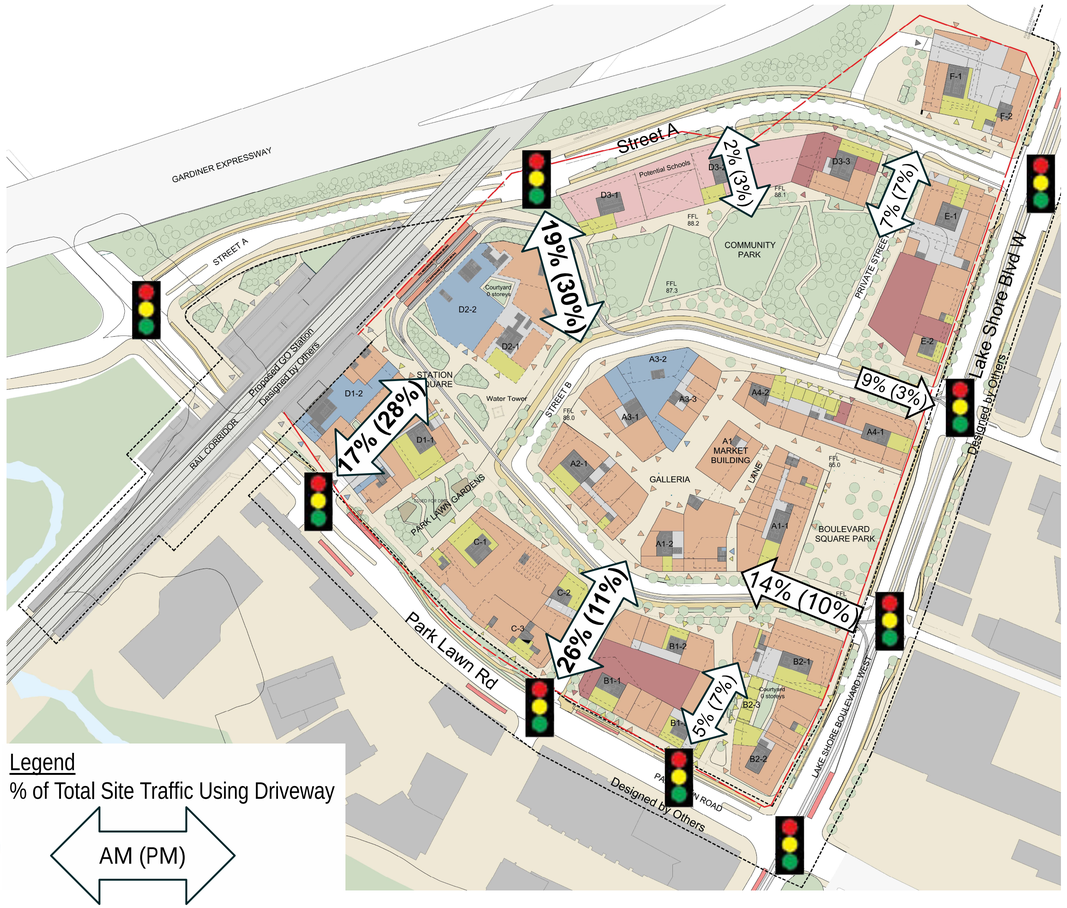


Existing Mode Share



Future Mode 2041 Share

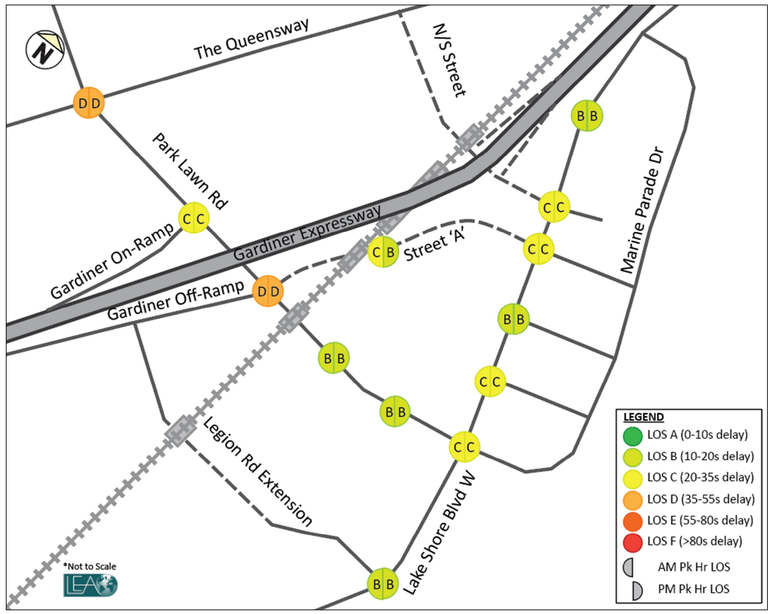
- Street A will be a key vehicle access route to and from the proposed 2150 Lake Shore development



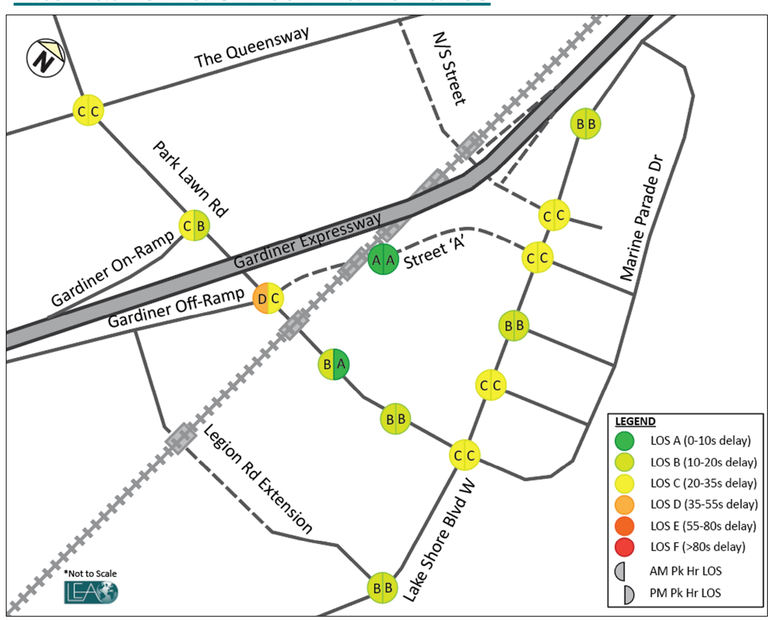
Traffic Analysis

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

Alternative 1: Two Traffic Lanes



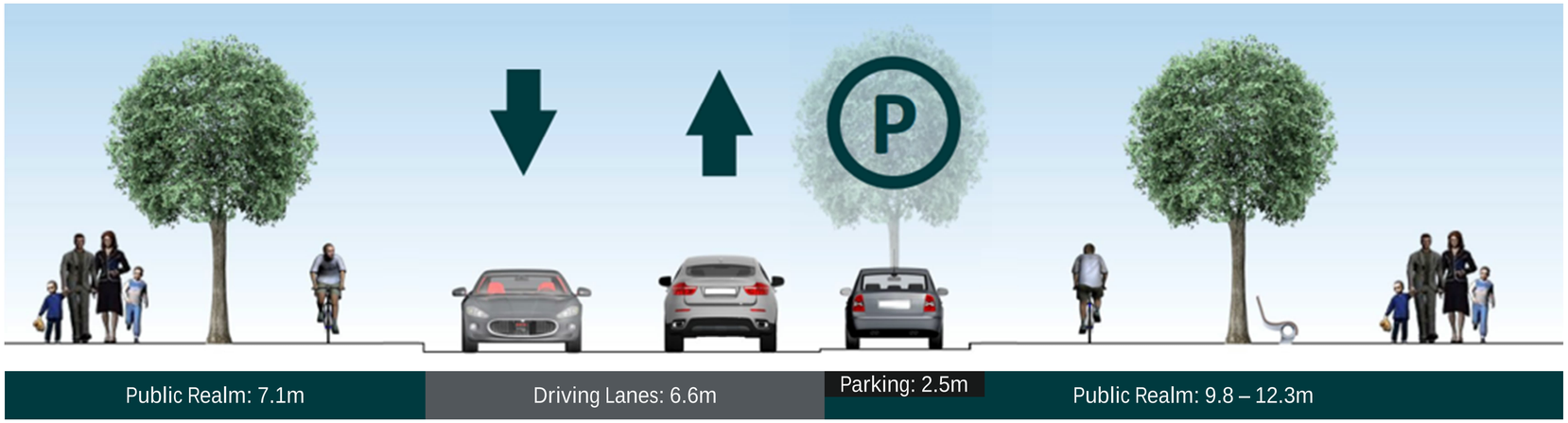
Alternative 2 & 3: Four Traffic Lanes



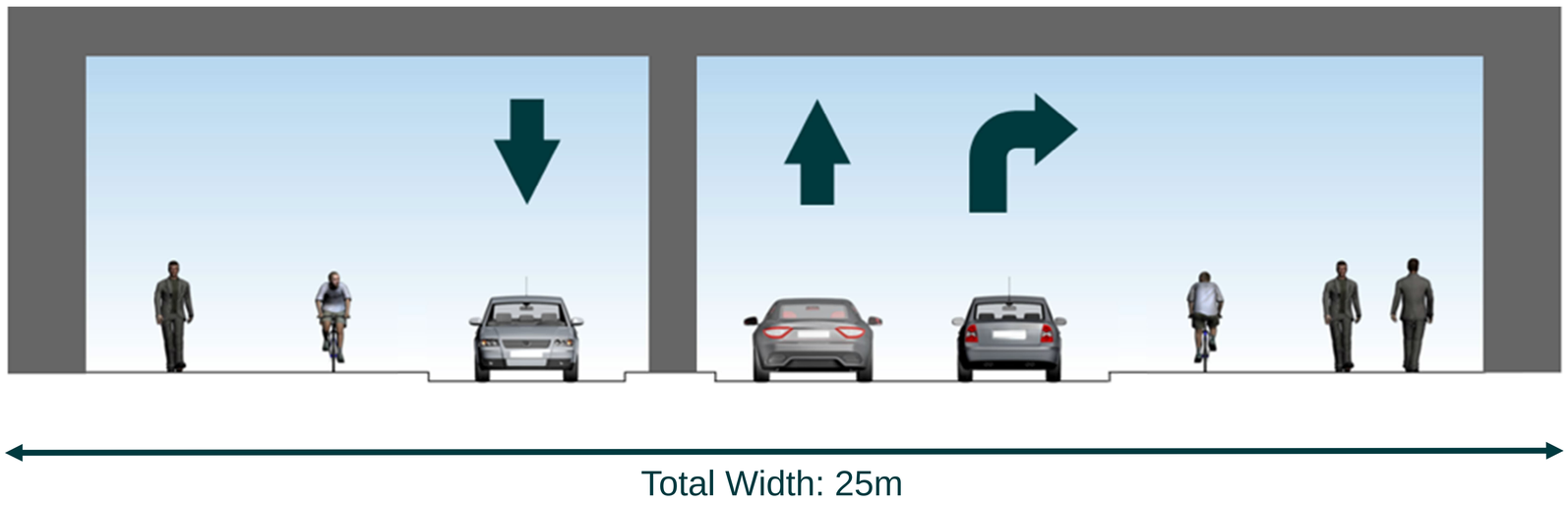
Note: LOS = Level of Service

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

Typical Mid-Block Cross-Section



Rail Underpass Cross-Section

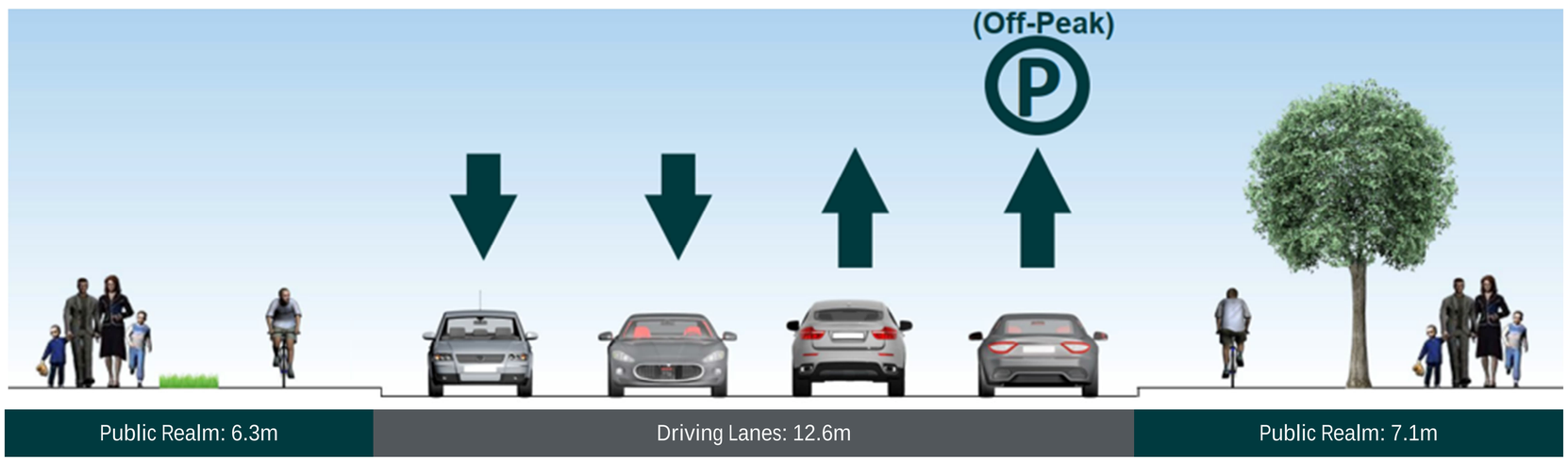


Evaluation Highlights:

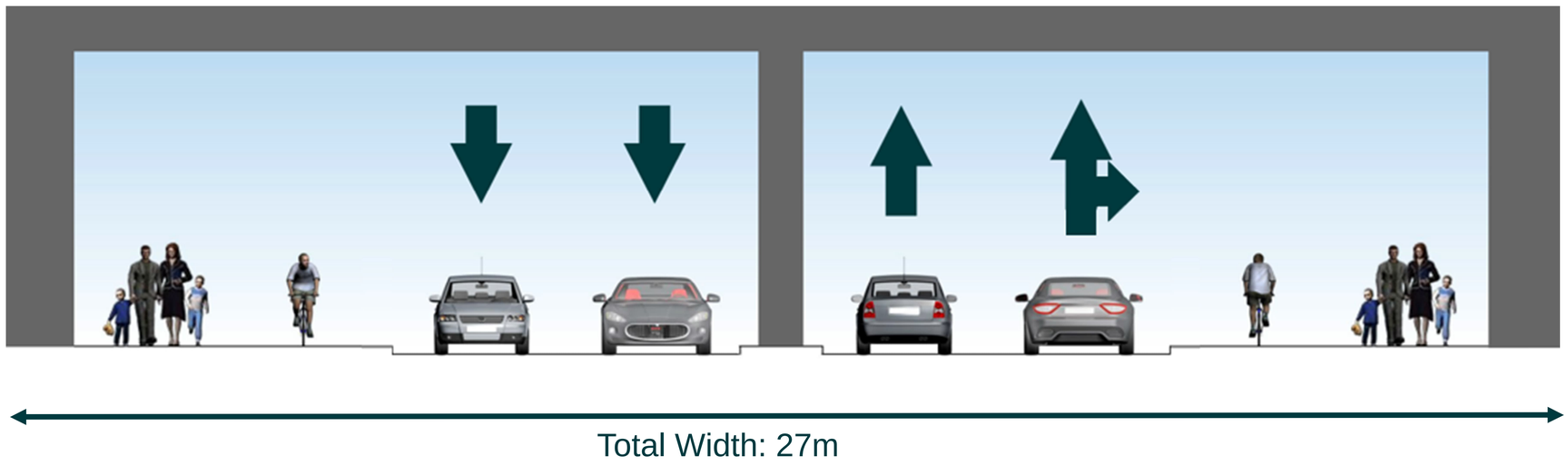
- Public realm: 75% of street width
- Sidewalks: 2.1-3 wide
- Cycle tracks: 1.8-2m wide
- Safety: More compact intersections with narrower crossing distances for pedestrians and cyclists
- Traffic: Lower volume on Street A, less appealing for cut-through traffic from the Gardiner Expressway
- Street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

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

Typical Mid-Block Cross-Section



Rail Underpass Cross-Section

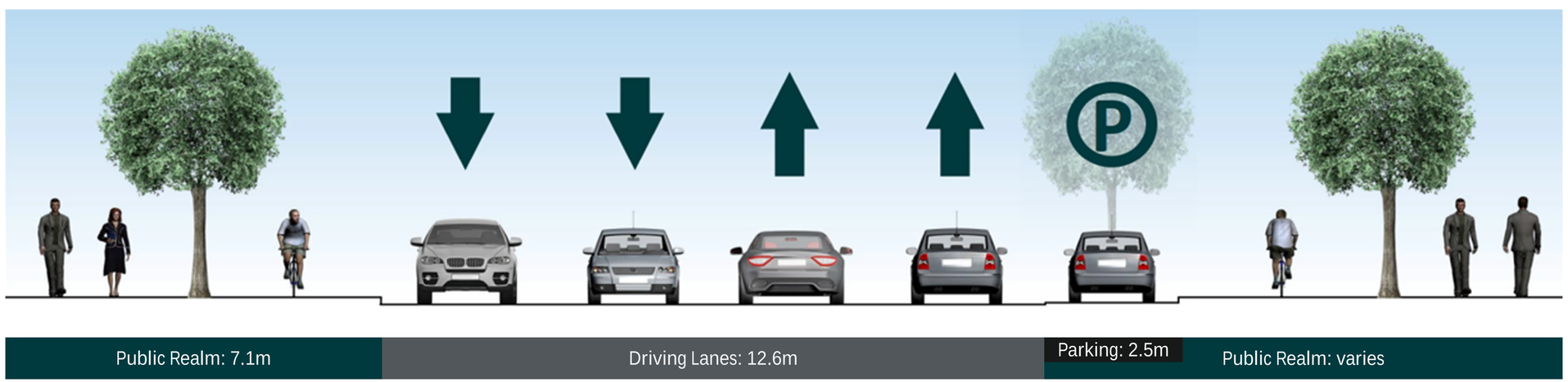


Evaluation Highlights:

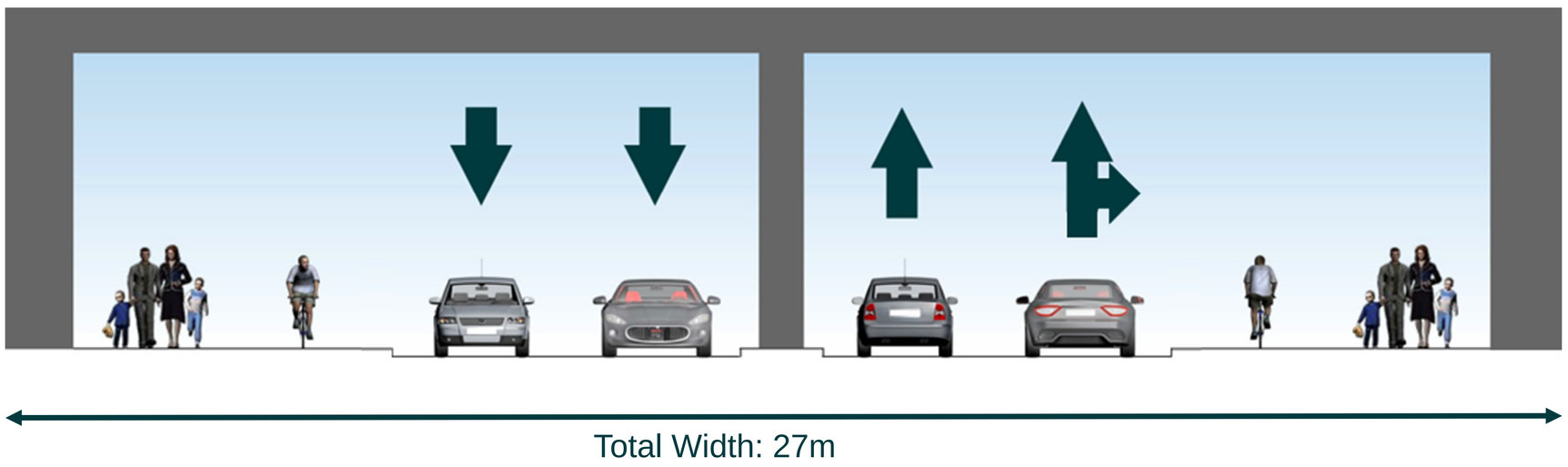
- Public realm: 50% of street width
- Sidewalks: 1.8-2.5 wide
- Cycle tracks: 1.6-2m wide
- Larger intersections with longer crossing distances for pedestrians and cyclists
- Traffic: Higher volume on Street A
- More potential for cut-through traffic from Gardiner Expressway
- Street Trees: 1 row of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

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

Typical Mid-Block Cross-Section



Rail Underpass Cross-Section

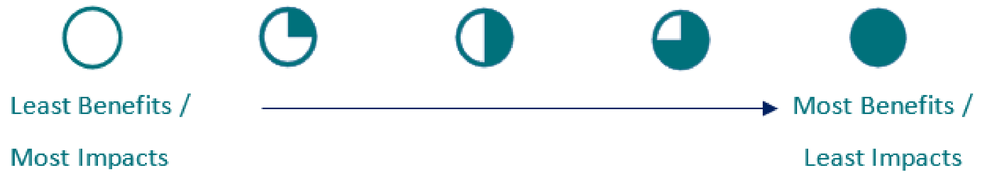


Evaluation Highlights:

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

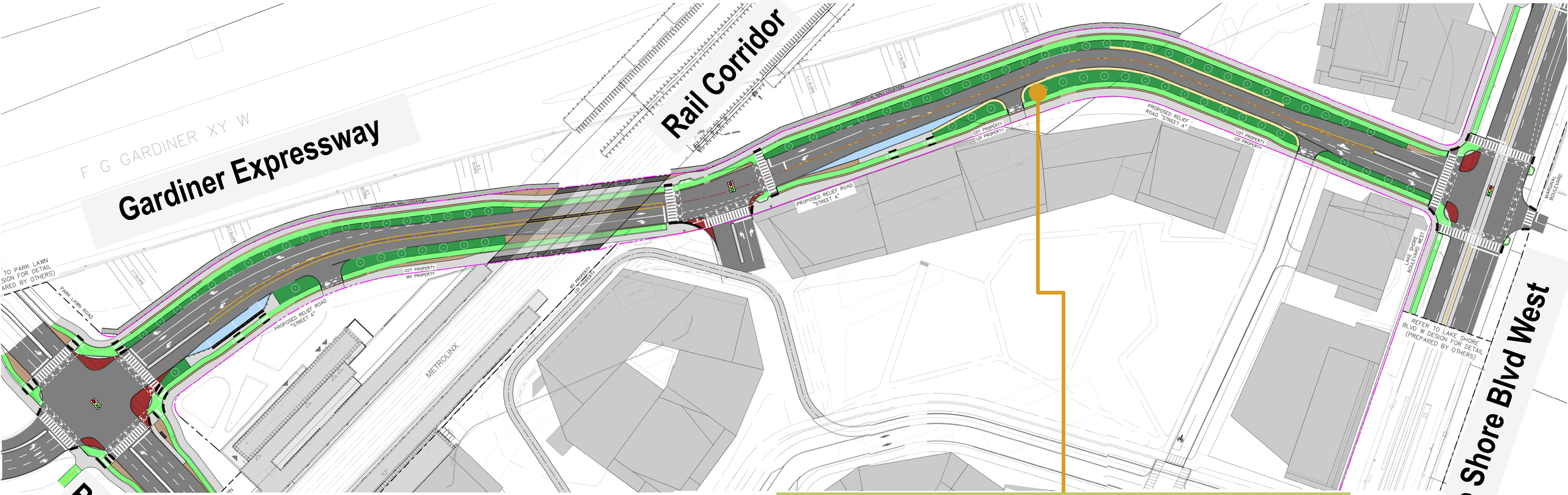
EVALUATION SUMMARY

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



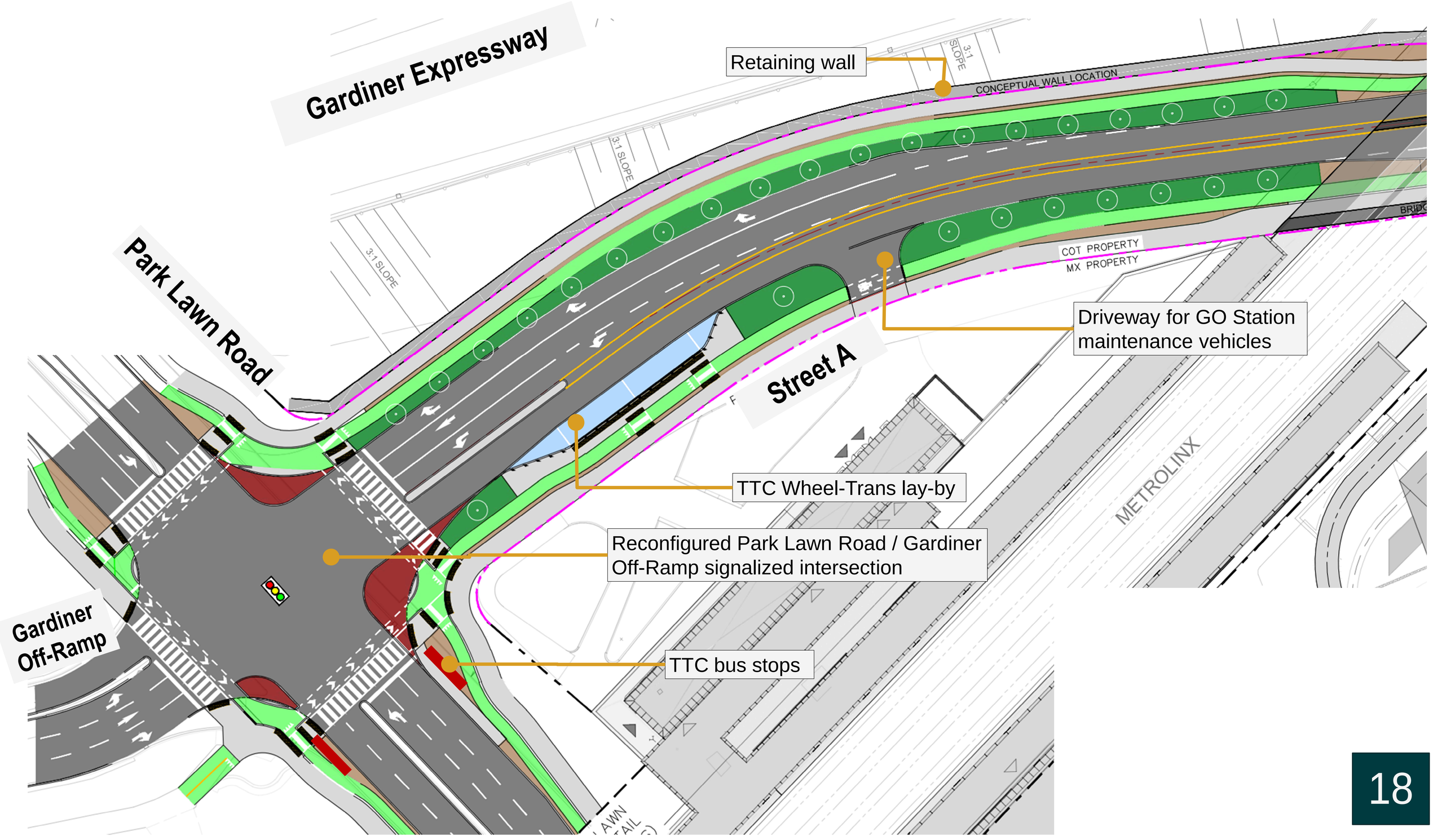
PREFERRED DESIGN ALTERNATIVE: TWO TRAFFIC LANES (26M ROW)

32m ROW	26m ROW	25m ROW	26m ROW
Approach to Park Lawn	Typical	Rail Underpass	Typical

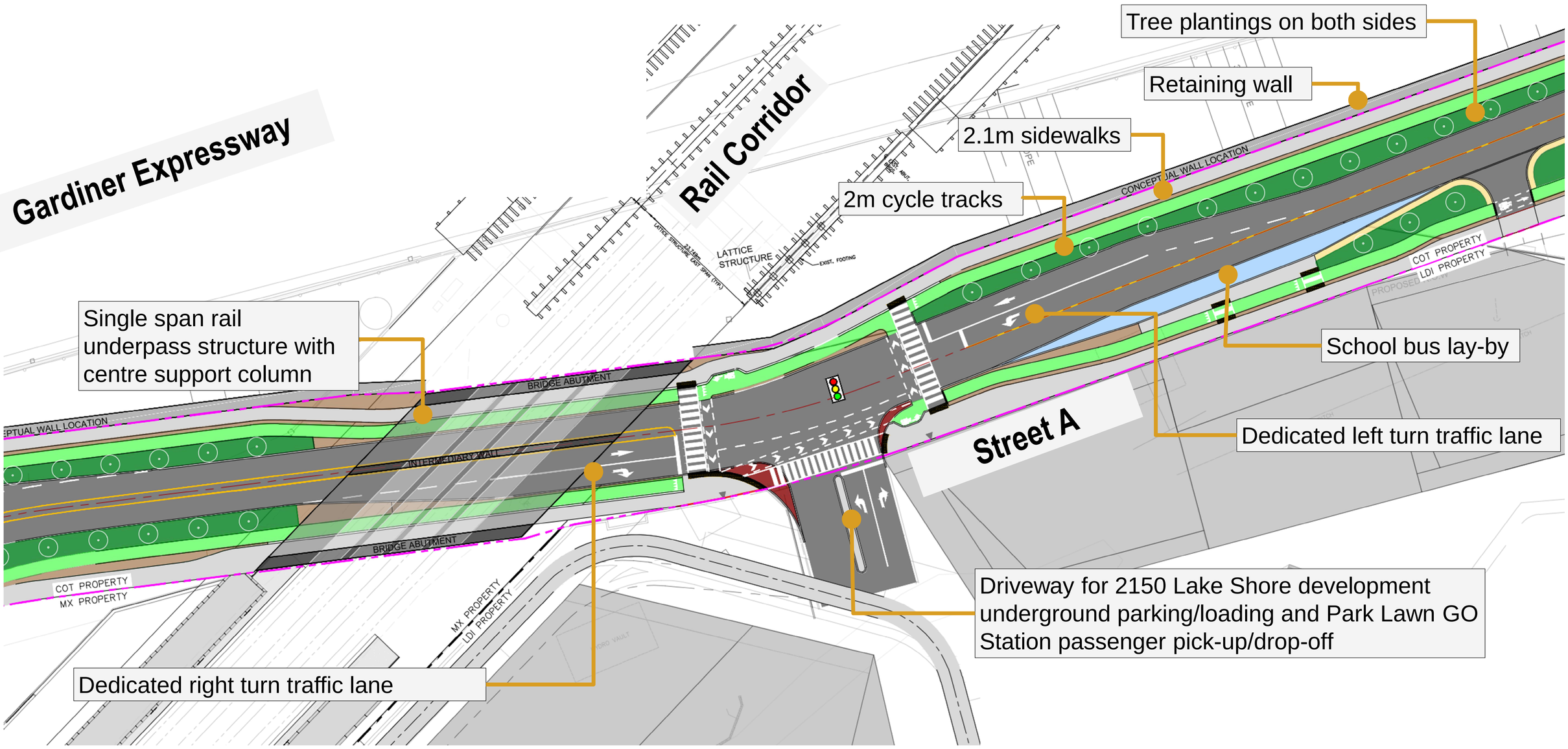


Representative View of Street A, south of the rail underpass, looking north:

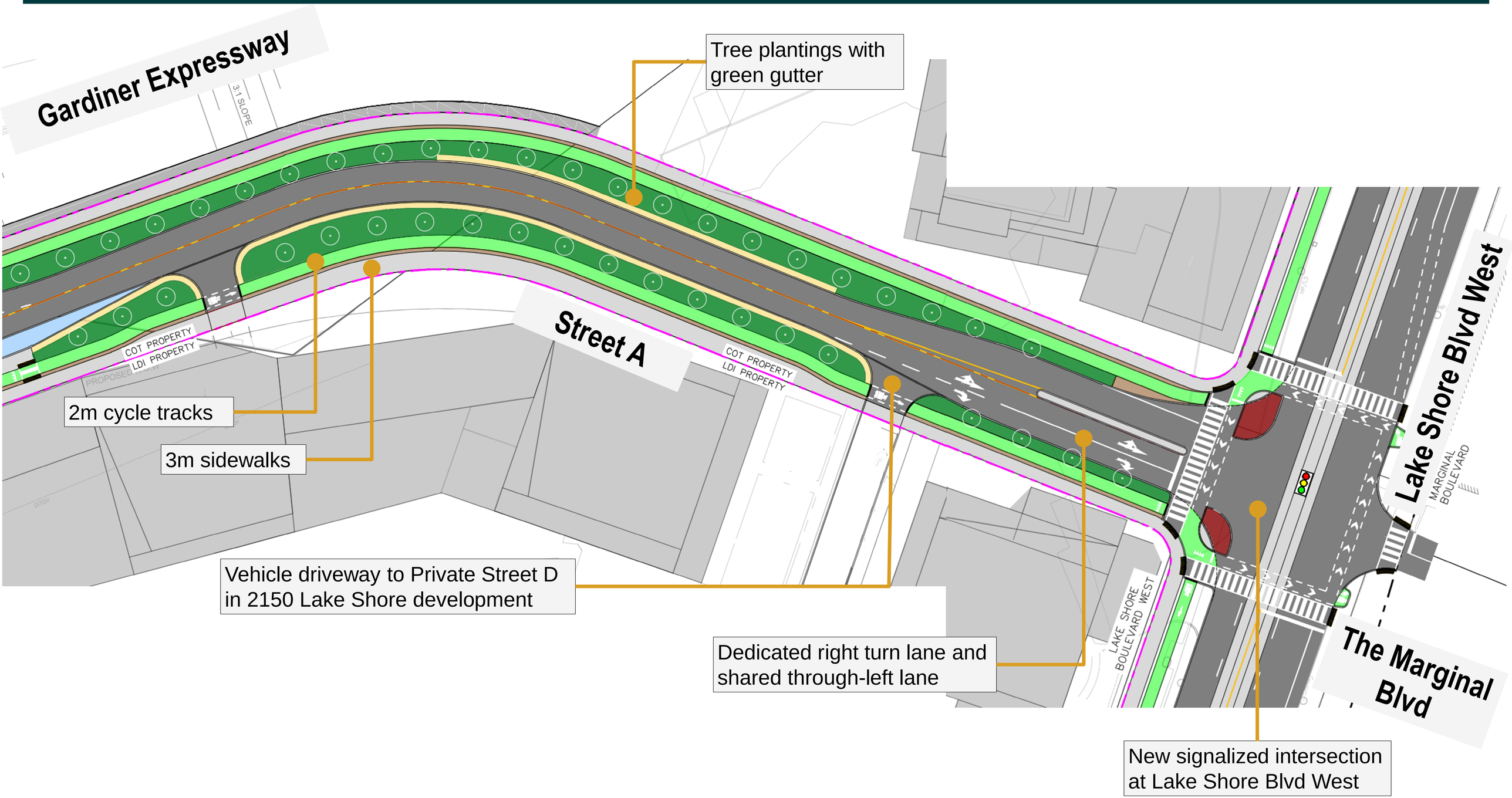
PREFERRED DESIGN ALTERNATIVE: AT PARK LAWN ROAD (32m ROW)



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



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



WE WANT TO HEAR FROM YOU

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

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

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

Chris Sidlar, MCIP, RPP
Vice President, Transportation
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40 University Avenue, Suite 503
Toronto, ON M5J 1T1
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Email: StreetAEA@2150lakeshore.com

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

APPENDIX F

PUBLIC CONSULTATION MEETING FEEDBACK

Table F1: Comments from Public Consultation Meeting

Written Comments
Park Lawn Road should have a new clover leaf interchange to the Gardiner Expressway so northbound traffic wouldn't need to turn left.
Could a roundabout at Park Lawn Road & Gardiner On-Ramp handle the northbound left turning traffic (onto Gardiner) better?
There should be a truck apron at the northwest corner of Park Lawn Road & Street A to make vehicle turns sharper. One is not shown on the drawing.
The dual left turn lane from the Gardiner Off-Ramp to Park Lawn Road needs to be retained.
Please plant a variety of tree species (i.e. not all the same monoculture)
Alternative 1 (2 lanes) will cause a nightmare for traffic on Park Lawn as traffic already backs up to south of the Gardiner off-ramp at busy times. Without a dedicated left turn lane, traffic will come to a stand still.
I like the 2-lane 26m ROW designs. Currently Park Lawn Rd is the east-most access to the Martin Goodman Trail for any cyclist north of the Gardiner, and the on/off-ramps are quite hazardous. Was a 1-way eastbound extension considered?
Verbal Feedback
Would like to see GO Station operating soon.
Construct Street A as soon as possible.
There is an urgent need for traffic relief and higher quality transit in the area.
The GO Station will increase employment opportunities for local residents as it will be easier to commute downtown.
The messaging for this project should be clearer. Street A will not address existing congestion, it will only help accommodate the future traffic growth and provide access to future infrastructure (i.e. GO Station, schools, parking garage for Christie's development). The project should not claim that Street A will fix traffic in the area.
Why is there a sidewalk on the north side of Street A, beside a giant retaining wall? Also there are no destinations on the north side of the street so it is a waste of space to provide a sidewalk.
Why are there dedicated left and right turn lanes on Street A at Park Lawn Road?
Traffic should not be directed onto The Marginal Boulevard from Street A. The Marginal Boulevard is a small residential street, not meant for through traffic from the Humber Bay Shores area to the Gardiner.
Something needs to be done to deter graffiti on the proposed retaining wall
Remove the TTC streetcar loop from the development site to reduce traffic congestion due to streetcars turning at two intersections.
Don't want to see Park Lawn reduced to 2 lanes.
Removing the dual left turn lane from the Gardiner Off-Ramp to Park Lawn is a bad idea.
Park Lawn Road is a key cycling route for anyone travelling north-south through the area (there are no other Gardiner / rail corridor crossings nearby). However, Park Lawn Road is not very safe for cyclists with the truck traffic and large intersections.

APPENDIX G

COMMENT LOG

2150 Lake Shore Boulevard West - Street 'A' Municipal Class Environmental Assessment Study
Public Event #2 Comment Response Table

Note: Comments are tracked verbatim

#	Comment	Response
1.	Email received on May 31, 2024: Hello David, If it is true that the City of Toronto chose to print a notice on very crisp and expensive paper. The notice I am referring to is "Notice of Public Consultation Meeting #2" STREET A. Surly with all the paper and willing to save us tax payers some money, this announcement could have been printed on a less expensive for of paper.	Thank you for your interest in the Street 'A' Municipal Class Environmental Assessment Study (MCEA) and providing your feedback on May 31, 2024. Please note that the Street 'A' MCEA is being undertaken and funded by Lakeshore Development Inc. (LDI) and public funds are not being utilized for the project. In addition, paper type is at the discretion of Canada Post. Should you have any further questions or comments, please visit the project website (https://www.2150lakeshore.com/street-a-ea) or contact Chris Sidlar, the consultant Project Manager, at StreetAEA@2150lakeshore.com or 416-572-1791. Best regards, Street A MCEA Project Team
2.	Email received on May 31, 2024: Street A has been an issue for me as an owner at 1 Palace Pier Court. The original First Capital application for an amendment to the Christie Site secondary plan included Street A alignment that serviced the Christie Site community from the Park Lawn E ramp followed by a return ramp to the eastbound Gardiner Expressway. The TMP identified a different Street A alignment. It has Street A connecting Park Lawn ramp through Christie Site to Lakeshore Boulevard. The EA for Street A is to look at options. I hope these two options are given balanced consideration in the EA. If so, the TMP should be an option. The original First Capital application should be an option.	Thank you for your interest in the Street 'A' Municipal Class Environmental Assessment Study and providing your feedback on May 31, 2024. The Park Lawn Lake Shore Transportation Master Plan (TMP) developed and evaluated several different street network alternatives, including one with the direct ramp connection between Street A and the Gardiner Expressway, which was not carried forward in the preferred TMP network. Please note that the First Capital (now Lakeshore Development Inc.) development application for the Christie's site has since been revised to follow the recommendations of the TMP. The TMP satisfied Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) process and the Street 'A' MCEA study builds on the work completed in the TMP and will satisfy Phases 3 and 4 of the MCEA process. Phase 3 builds upon the recommendations from Phases 1 and 2 to develop and evaluate detailed alternative designs for Street A. Following the completion of the study, an Environmental Study Report (ESR) will be prepared to document the study which will be made available for a 30-day public review period anticipated later this year. You have been added to the study mailing list and will be kept informed of future consultation milestones, including the filing of the ESR. Should you have any additional comments or questions, please visit the project website (https://www.2150lakeshore.com/street-a-ea) or contact Chris Sidlar, the consultant Project Manager, at StreetAEA@2150lakeshore.comor 416-572-1791. Best regards, Street A MCEA Project Team

#	Comment	Response
3.	Email received on June 6, 2024: Hi there, This email is regarding the Municipal Class Environment Assessment Street A. I think this is a great idea and I am already looking forward to the completion. In terms of the Park Lawn GO station, will Street A impact the location of the GO station? Also, what is the timing for the GO station? I think there is a strong need for this GO station in the community and many residents are eager for it.	Thank you for your interest in the Street 'A' Municipal Class Environmental Assessment Study and providing your feedback on June 6, 2024. The Street 'A' MCEA study is being coordinated with the future Park Lawn GO station. Street 'A' will provide pedestrian and bicycle access to the GO station, vehicular access to an underground pick-up/drop-off area within the Christie's development, and on-street Wheel-Trans lay-bys. Street A and the GO Station are intended to be constructed together, in parallel with Phase 1 of the Christie's development, between 2025 and 2028. You have been added to the study mailing list and will be kept informed of future consultation milestones, including the filing of the ESR later this year. Should you have any additional comments or questions, please visit the project website (https://www.2150lakeshore.com/street-a-ea) or contact Chris Sidlar, the consultant Project Manager, at StreetAEA@2150lakeshore.comor 416-572-1791. Best regards, Street A MCEA Project Team
4.	Comment Form Received at Public Event #2: Alternative 1 (2 lanes) will cause a nightmare for traffic on Park Lawn as traffic already backs up to south of the Gardiner off-ramp at busy times. Without a dedicated left turn lane, traffic will come to a stand still.	Thank you for attending the second public consultation meeting for the Street 'A' Municipal Class Environmental Assessment on June 19, 2024 and providing your comments on the study. Street 'A' will provide an important new street connection in the area and was identified in the preferred network in the recently-completed Park Lawn Lake Shore Transportation Master Plan (TMP). Comprehensive traffic modelling for a much larger study area was undertaken as part of the TMP. Additional traffic modelling analysis was undertaken as part of the Street A MCEA study to assess Street A with two traffic lanes and four traffic lanes. Based on the results of the additional traffic modelling analysis, the area future traffic network performance will operate at acceptable levels of service with two traffic lanes. Please note that dedicated left turn lanes are recommended in all four approaches at the Street 'A' and Park Lawn Road intersection. You have been added to the study mailing list and will be kept informed of future consultation milestones, including the filing of the ESR later this year. Should you have any additional comments or questions, please visit the project website (https://www.2150lakeshore.com/street-a-ea) or contact Chris Sidlar, the consultant Project Manager, at StreetAEA@2150lakeshore.comor 416-572-1791. Best regards, Street A MCEA Project Team

#	Comment	Response
5.	Comment Form Received at Public Event #2: I like the 2-lane 26 m ROW designs. Currently Park Lawn Rd is the east-most access to the Martin Goodman Trail for any cyclist north of QEW and the on & off ramps are quite hazardous. Was a 1-way eastbound extension considered?	Thank you for attending the second public consultation meeting for the Street 'A' Municipal Class Environmental Assessment on June 19, 2024 and providing your comments on the study. The Project Team has noted your safety concerns for cyclists on Park Lawn Road crossing the on and off-ramps to the Gardiner Expressway. The City's Park Lawn Lake Shore Transportation Master Plan (TMP) (2023) includes Street A as part of the long-term Preferred Street Network for the area. A one-way street was not considered for Street 'A' as part of the Park Lawn Lake Shore TMP as support for traffic flow in both directions is required to provide sufficient traffic capacity and circulation in the area . You have been added to the study mailing list and will be kept informed of future consultation milestones, including the filing of the ESR later this year. Should you have any additional comments or questions, please visit the project website (https://www.2150lakeshore.com/street-a-ea) or contact Chris Sidlar, the consultant Project Manager, at StreetAEA@2150lakeshore.comor 416-572-1791. Best regards, Street A MCEA Project Team
6.	Email received on June 19, 2024: Hi Dave: Thanks for the time at the June 19th meeting. As discussed, a major concern raised by myself and others was the negative impact that the proposed Street A configuration will have for Gardner ingress and egress at Park Lawn. • The proposed configuration as presented reduces the existing 2 left turn lanes from the EB Gardner ramp to Park Lawn North to a single lane. • It further reduces the length of the left turn lane on Park Lawn Northbound to the Westbound Gardiner Ramp. This will result in bottlenecking an already congested area. Traffic at this intersection routinely backs up with EB Gardner traffic not able to turn left at Park Lawn due to northbound traffic backed up that is waiting to turn left for Gardner WB. The proposed street layout does not recognize this reality and has the real potential to needlessly gridlock this area. Alternatives to consider that come to mind include:	Thank you for your interest in the Street 'A' Municipal Class Environmental Assessment Study and providing your feedback on June 19, 2024. The recently-completed Park Lawn Lake Shore Transportation Master Plan (TMP) developed and evaluated several different long-term street network alternatives, including one that included two left turn lanes at the Gardiner ramp intersections on Park Lawn Road. The evaluation of network alternatives used a holistic set of criteria that also included comprehensive traffic modelling analysis for a much larger study area surrounding the Gardiner Ramps on Park Lawn Road. Based on the long-term traffic modelling analysis, the street network alternative that included the two left turn lanes was found to encourage more traffic from the Gardiner Expressway to "bypass" through the neighbourhood, while the preferred network alternative with the single left turn lanes helped discourage the Gardiner "bypass" traffic infiltration. More information about the TMP, the evaluation of network alternatives, and the traffic modelling analysis that was undertaken can be found in the TMP final report and appendices on the TMP project website: toronto.ca/parklawnlakeshore

#	Comment	Response
	1. Maintaining the existing 2 left turn lanes (EB Garnder ramp to NB Park Lawn) 2. Restricting thru traffic from Westbound Street A from crossing Parklawn. 3. Re-configuring a dual left-turn lane from Park Lawn NB to the WB Gardner ramp (the road should be wide enough at the the Mimico Creek Bridge to support this) As we also discussed, there needs to be an improved mechanism within this development plan to directly address modifying whatever signal timing is put in place by Toronto Traffic. I have seen many times in the past where the initial signal timing - set based on projections - simply does not work as intended and the delay to correct these shortcomings takes many months to implement. I understand the challenges of balancing development with the goals of a multitude of stakeholders, but the proposed Street A intersection at Park Lawn as presented will simply not handle the current traffic volumes as they exist today. I look forward to hearing your feedback on the above points.	Street A is an important new street connection in the area and will provide improved circulation and connectivity for drivers, pedestrians, cyclists, and goods movement. Your comments on the larger area transportation topics will also be forwarded to City staff for their records as input for forthcoming studies identified in the TMP. You have also been added to the study mailing list and will be kept informed of future consultation milestones, including the filing of the ESR later this year. Should you have any additional comments or questions, please visit the project website (https://www.2150lakeshore.com/street-a-ea) or contact Chris Sidlar, the consultant Project Manager, at StreetAEA@2150lakeshore.comor 416-572-1791. Best regards, Street A MCEA Project Team
7.	Email received on July 4, 2024: Hello, I got your email address from the flyer about 2150 Lake Shore / Street A. I have been living and working in this area for the last 9 months (I'm near Windermere and Lake Shore Blvd W). There is such a bad issue with traffic congestion on Lake Shore Blvd W, The Queensway and The Gardiner Expressway. And now it's even worse with the closing of a ramp onto the Gardiner near Jameson Blvd W. With new condos being built all the time, I am wanting information about how the city plans to deal with this problem? It would be amazing if a pedestrian walkway bridge could be built across Lake Shore Blvd W at Windermere, and the traffic light removed there, to help with the traffic congestion - similar to the pedestrian bridge at Roncesvalles and Queen/King, that goes to the lake. And to create a nice way to access walking to the lake. It's basically like living near a highway. I'm sure this would be a big project with a lot of logistics, so maybe the city has other plans. I was curious to reach out about it.	Thank you for your interest in the Street 'A' Municipal Class Environmental Assessment Study and providing your feedback on July 4, 2024. The Park Lawn Lake Shore Transportation Master Plan (TMP) developed and evaluated several different street network alternatives for the larger area. Street A was one of the new streets identified in the Preferred TMP Network, among several other infrastructure improvements. More information about the TMP, the evaluation of network alternatives, and the traffic modelling analysis that was undertaken can be found in the TMP final report and appendices on the TMP project website: toronto.ca/parklawnlakeshore Lake Shore Boulevard and Windermere Avenue is outside the study area for the Street 'A' MCEA, however your suggestion for a pedestrian walkway has been forwarded to City staff for their consideration and response. You have been added to the study mailing list and will be kept informed of future consultation milestones, including the filing of the ESR later this year. Should you have any additional comments or questions, please visit the project website (https://www.2150lakeshore.com/street-a-ea) or contact

#	Comment	Response
	Please let me know if I should forward this email anywhere else.	Chris Sidlar, the consultant Project Manager, at StreetAEA@2150lakeshore.comor 416-572-1791. Best regards, Street A MCEA Project Team