

Street 'A'

Municipal Class Environmental Assessment Study

Project Update

Thank you for your continued interest and participation in the Street A Municipal Class Environmental Assessment (EA) Study for Street A, a proposed new public street and associated rail underpass between Park Lawn Road and Lake Shore Boulevard West. We would like to provide you with an update about the EA Study. Following the last round of public consultation in June 2024, the project team has been continuing to refine the Preferred Design identified through the comprehensive evaluation process, informed by public feedback received, and have undertaken additional technical due diligence work on the proposed retaining wall structure adjacent to the existing Gardiner Expressway corridor. The recommended Preferred Design for Street A consists of:

- One motor vehicle traffic lane in each direction (plus turn lanes at signalized intersections)
- Cycle tracks on both sides of the street
- Sidewalks on both sides of the street
- Street trees on both sides of the street
- On-street motor vehicle lay-bys in front of the proposed Park Lawn GO Station for accessible passenger pick-up/drop-off activity (including WheelTrans)
- On-street motor vehicle lay-bys in front of potential future new school for school bus passenger pick-up/drop-off activity
- Modifications to the existing signalized intersections at Park Lawn Road/Gardiner Expressway off-ramp
- New signalized intersections at Lake Shore Blvd West/The Marginal Blvd and Street A/Christie's development underground parking driveway.
- A new rail underpass under the Lakeshore West GO rail corridor

Transportation Services will be reporting to the Infrastructure and Environment Committee (IEC) of City Council on February 27th, 2025 summarizing the Street A EA Study process to date and identifying a number of next steps related to further design and implementation. Generally, the staff report outlines the following recommendations:

1. City Council endorse the recommended Preferred Design for Street A: Design Alternative 1 – Two Traffic Lanes (26m ROW).
2. City Council authorize City staff to direct Owner of the Christie's site to prepare the ESR and EA Notice of Completion for public review, in accordance with the MCEA process for Schedule C projects.
3. City Council authorize City staff to negotiate and enter into any required agreements with Metrolinx and the Owner of the Christie's site to complete detailed design and construction of Street A and its rail underpass, including related to detailed design, cost-sharing, and warranty.

A copy of the staff report is available on the City's IEC website:
<https://secure.toronto.ca/council/#/committees/2566/25786>.



How to Participate

Members of the public can arrange to speak or submit comments to the Committee. If you want to speak at the meeting, you must contact the Infrastructure and Environment Committee (IEC) Administrator at 416-392-4666 or iec@toronto.ca by 4:30 p.m. on February 26, 2025, the day before the IEC meeting

You can also submit comments by emailing the Committee at iec@toronto.ca. All communications and public submissions will become part of the public record and will be listed in the legislative record of the meeting. [Learn more about this process.](#) You may also send comments by mail:

Infrastructure and Environment Committee
Attn: Committee Administrator
Toronto City Hall, Floor 10, West Tower
100 Queen Street West
Toronto, ON M5H 2N2

Next Steps

Subject to Council's endorsement of the recommended Preferred Design, key next steps include:

- Prepare the Environmental Summary Report (ESR) and EA Notice of Completion and post publicly for a 30-day public review period.
- Continue to advance the recommended preferred design for Street A, including its alignment, right-of-way width, and general configuration of street elements, through additional detailed design and implementation work as part of the Christie's development Plan of Subdivision process.
- Continue to negotiate any required agreements for detailed design and construction cost-sharing between City staff and the Owner of the Christie's development site to finalize the cost-sharing arrangement for the construction of Street A.
- Continue discussions between the City and Metrolinx regarding the maintenance responsibilities and cost-sharing arrangement for the new Street A rail underpass.

Thank you again for your continued interest in this study. You can learn more about the EA Study and stay informed by visiting the project website:

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

Project Contact Information

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