

# Leslie Streetscaping Working Group Meeting #2

January 31, 2012



# AGENDA

- Introductions
- Background/Purpose of Meeting
- Progress to Date
- Community Benefits
- Response to Community Input
- Public Art Strategy
- Streetscaping
- Next Steps

# Background

- Streetscaping Working Group Meeting #1 held Sept. 14, 2011
  - Working session/received input
- Coordination with city staff
- Urban Design Guidelines for streetscape improvements
  - Developed by City Urban Design
- Review of related motions (Commission and City Council)
- Develop streetscaping design concepts
- Develop public art strategy in conjunction with City and Waterfront Toronto in relation to the Leslie/Lake Shore Gateway

# Purpose of Meeting

- Present progress on streetscaping conceptual designs and receive community feedback.
- Present public art strategy for Leslie from Queen to the entrance of Tommy Thompson Park

# Progress to Date

- Soil Removal and Capping Contract
  - Awarded February 4, 2011
  - Construction Liaison Group
  - 385,000 cubic meters of soil removed from the site
  - Virtually no public complaints
  - Scheduled completion – March 2012
- Main Facility Contract
  - Tender closed December 14, 2011
  - January 31, 2012 Commission for award of contract
  - Scheduled completion – March 2014
- Hydro One Relocation
  - PO issued for relocation of cable buried around the west/north perimeter of site.
  - Work expected to commence spring 2012 with completion end of 2012
- Leslie Street Connection Track
  - Design ongoing in consultation with City staff
  - Construction Staging/Traffic Management Plan in development

# Community Benefits

	<u>As of Sept. 14/11</u>	<u>Current</u>
• Public art		
– North of Commissioners Street	\$400K	\$400K
– South of Commissioners Street	--	300K*
• Perimeter landscape	750K	750K
• Section 37 skateboard park	300K	300K
• Streetscaping		
– Leslie (Lake Shore to Queen)	} 750K	} 2,200K*
– Queen Street (Jones to Hastings)		
– Civil works at Mosley	-	500K*
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<b>Total allocation</b>	<b>\$2,200K</b>	<b>\$4,450K</b>

\* Additional budget re-allocation in response to community input

# Response to Community Input

- Coordination with city staff re Leslie Streetscaping
  - Planning
    - Urban Design
      - Urban Design Guidelines for streetscape improvements
    - Transportation Planning
  - Transportation Services
    - Public Realm
    - Transportation Infrastructure
      - Transit Projects
      - Cycling
      - District Traffic Operations
  - Public Art
- Coordination with Waterfront Toronto
- Agreement on how to advance design in consultation with designer
- Queen Street streetscaping design being developed

# Response to Community Input

- New features on Leslie
  - Leslie/Mosley curb modifications
  - New wider and improved sidewalks
    - Width as ROW permits (300 mm or more)
  - Vertical trellis
  - Greening opportunities
    - Space permitting in public areas
    - Where possible on private properties
  - Reducing clutter (street furniture, poles, signal boxes, etc.)
  - Public art integrated with streetscaping design
- Improve Eastern/Leslie Intersection
  - Modify curb on the north east corner
  - Pavement markings will be modified in coordination with City Transportation and consultation with the community
  - One goal is to reduce “pooling” issue

# Response to Community Input

- Reduction of cross-section to 2 or 3 lanes
  - City’s Road Classification system identifies Leslie as a “minor arterial road”
  - City Official Plan – Leslie designated as a “high order transit corridor”
  - Long term role in serving the Port Lands
    - Central Waterfront Secondary Plan – Leslie identified as a “Potential Transit Services (long term) – streetcars in own right-of-way”.
    - The City and Waterfront Toronto are currently reviewing options to accelerate the development of the Port Lands, which could potentially have implications for the function of Leslie Street.
  - 4-lane cross section maintained in the TPA
  - Changing the road cross section would result in significant delays to project schedule
- Narrowing of lane widths to increase greening/wider sidewalks
  - Marginal benefit to the boulevard (300 mm on each side)
  - Concerns for cyclists
  - City does not recommend

# Response to Community Input

- Burying overhead services
  - Impact to schedule (6 months +)
  - Cost of \$8-9M
  - Does not meet project schedule and/or budget objectives
  - Does not reduce number of poles
    - OCS poles necessary for streetcar operations

# Response to Community Input

- Matching Poles
  - Toronto Hydro does not have decorative hydro poles that carry existing infrastructure
  - Hydro poles higher than other poles due to high voltage lines
  - Objective to create a consistent and cohesive appearance
    - Will generally reduce pole clutter on street
    - East side of the street – generally one pole (OCS)
    - West side – 2 types of poles
      - Hydro Pole – 12 poles
      - OCS pole in between the hydro poles
    - Street light arm and fixtures coordinated
    - Move poles to back of sidewalk where feasible
      - Limited opportunity due to proximity to residential houses/other buildings
      - No space available for pole foundations underground in some cases
      - Would result in staggered poles - negative aesthetics
      - East side of Leslie south of Eastern feasible

# Response to Community Input

- Narrowing of Tim Hortons/Loblaws entrances
  - In 2003, approval was granted for signal and Loblaws driveway realignment (which maintained existing driveway width)
  - Any modifications would require private property owner consent
  - Requested participation of property owners in today's meeting
  - Further discussions required to resolve



Ashbridges Bay Streetcar Maintenance & Storage Facility



January 31, 2012







# Community Requests

## Leslie Street (Lake Shore to Queen) – September 14, 2011

No.	REQUEST/SUGGESTION	LOCATION	ESTIMATED COST (Order of Magnitude)	BUDGET IMPACT		SCHEDULE IMPACT		Feasibility		Comments	STATUS
				Yes	No	Yes	No	Yes	No		
1	Reduce Lane Widths	Eastern Avenue to Queen Street	\$ 1 - 1.5 M	X		0 - 2 months			X	- Concerns with negative impacts to cyclists; "already narrow lanes get narrower" - Marginal benefits to boulevard (300 mm on each side) but create concerns for cyclists, therefore lane narrowings will not be considered further	City/TTC staff concluded that lane narrowings provide marginal benefit to the boulevard (300 mm on each side) but create concerns for cyclists, therefore lane narrowings will not be considered further
2	Reduce Lane Widths	Lake Shore Blvd to Eastern Avenue	N/A	X		0 - 2 months			X	- Not acceptable to City due to heavy truck movements around the block	Not acceptable to City
3	Reduce Road to Two Lanes	Lake Shore Blvd to Queen Street	N/A	X		6 months +			X	- Configuration not acceptable to City - City's Road Classification System identifies Leslie as a "minor arterial road" - City official plan - Leslie designated as a high order transit route	Not acceptable to City/TTC
4	Reduce Road to Three Lanes (two lanes northbound and one lane southbound)	Lake Shore Blvd to Queen Street	N/A	X		6 months +			X	- Long term role in serving the Port Lands: - Central Waterfront Secondary Plan - Leslie identified as a long term transit route - Accelerated development of the Port Lands may have impacts on Leslie - 4-lane cross section maintained in the TPA	
5	Bury All Overhead Services	Lake Shore Blvd to Queen Street	\$ 8 - 9 M	X		6 months +			X	Does not meet project budget and schedule objectives. Does not reduce number of poles.	Not acceptable to TTC
6	Improve Intersection @ Eastern	Leslie / Eastern Intersection	\$ 0.5 M	X		0 - 2 months			X	- Modify curb on the north east corner - Pavement markings will be modified in coordination with City Transportation and Public - One goal is to reduce "pooling" issue	Curb on the north east corner to be modified
7	Implement Extended Curbs @ Mosley	Leslie @ Mosley Street	\$ 0.5 M	X		0 - 2 months			X	- To be reviewed in detail by Transportation Services as design develops	Proceeding
8	Reduce Widths of Entrances	Loblaws and Price Chopper Plaza Entrances	\$ 0.5 M	X		6 months +			X	- Dependent on property owner cooperation - Schedule impact unacceptable	Owners contacted about participation in streetscaping meetings
9	Coordinate Leslie Street Frontage (with streetscaping design efforts)	Loblaws Plaza	N/A			X			TBD	Dependent on property owner cooperation	Owners contacted about participation in streetscaping meetings
10	Coordinate Leslie Street Frontage (with streetscaping design efforts)	Back of Duke Tavern	N/A			X			TBD	Dependent on property owner cooperation	Owners contacted about participation in streetscaping meetings

# Public Art

## Available Funds

- TTC public art budget allocation (Commissioners to Queen) \$400K
- Canadian Tire (Section 37 allocation) 50K
- TTC additional public art budget allocation (South of Commissioners) 300K  
\$750K

## Status

- Art consultant retained
- City/TTC to determine best use of funds in consultation with Waterfront Toronto
- Public Art Strategy covers Leslie from Queen to the entrance of Tommy Thompson Park

# Next Steps

- Finalize streetscaping plans
- Streetscaping public meeting date TBD
- Develop public art
- Commence construction on Ashbridges MSF and Hydro One cable relocation
  - Construction Liaison Group
- Construction Staging/Traffic Management Working Group Meeting – Date TBD