TORONTO STAFF REPORT

August 28, 2006

To: Works Committee

From: Gary Welsh, General Manager, Transportation Services

Subject: Infrastructure Improvements in the Fort York and Railway Lands West Neighbourhoods Class Environmental Assessment Study
(Ward 19, Trinity-Spadina; Ward 20, Trinity-Spadina)

Purpose:

To report on the findings and recommendations of the Infrastructure Improvements in the Fort York and Railway Lands West Neighbourhoods Class Environmental Assessment Study, and request authority to file the Environmental Study Report (ESR) in the public record in accordance with the requirements of the Municipal Class Environmental Assessment.

Financial Implications and Impact Statement:

There are no immediate financial implications associated with the adoption of this report.

The estimated capital cost identified for the extension of Fort York Boulevard, the resulting Bathurst Street structural modifications, and Fleet Street improvements identified in the Infrastructure Improvements in the Fort York and Railway Lands West Neighbourhoods study is approximately $27,000,000 on a gross basis. These are preliminary cost estimates and are not included in the current Capital Budget submission. Estimated sources of funding are as follows:

- Transportation Services Capital Works Program - $1,000,000 in year 2007 has been allocated within the capital budget submission for improvements in the Railway Lands West Neighbourhood with a further request for an additional $1,000,000 for detail design all subject to Council approval.

- Private Contribution - through Section 37 agreement, adjacent developers are to share the cost of:

    - the construction cost of Fort York Boulevard between Bathurst Street and the future Dan Leckie Way is to be shared equally between the City, the Toronto Community Housing Corporation and Wittington Properties Limited; and

- the cost of providing separate left-turn lanes on Bathurst Street at Fort York Boulevard is to be funded 33 percent by the City and 67 percent privately by adjacent landowners in the Railway Lands West and Fort York Neighbourhoods at amounts proportionate to gross floor areas, capped at a maximum total amount of $9 million.

- TTC – TTC staff will include funding request in the order of $10 million in the 2007 budget submission for construction in 2008. The exact amount of the TTC contribution will be determined with TTC staff as detailed design proceeds and the construction cost is refined.

Transportation Services staff will include a funding request for the residual amount in the order of $10 to $15 million in the Transportation Services Capital Works Program for 2008-2010, to be finalized through the detailed design process in 2007.

Recommendations:

It is recommended that:

(1) authority be granted to the General Manager, Transportation Services to file the Environmental Study Report (ESR) for the Infrastructure Improvements in the Fort York and Railway Lands West Neighbourhoods Class Environmental Assessment Study in the public record and to give public notification of such filing in accordance with the requirements of the Municipal Class Environmental Assessment (EA); and

(2) the appropriate City officials be authorized and directed to take the necessary action to give effect thereto.

Background:

Fort York Boulevard (formerly known as Bremner Boulevard) between Bathurst Street and Spadina Avenue is a key component of the road network for the Railway Lands West (RLW) Neighbourhood. The RLW Part II Plan was first approved by Council in 1994 then amended in 1997. All required approvals for the section of Fort York Boulevard between the future Dan Leckie Way and Spadina Avenue were obtained through the site plan approval process for lands owned by Concord Adex. The extension of Fort York Boulevard between Bathurst Street and the future Dan Leckie Way falls outside of the development site area, and therefore a separate Environmental Assessment approval is required prior to implementation.

South of Front Street, Bathurst Street is comprised of several bridge structures crossing over the Canadian National Railway (CNR) corridor and the Historic Fort York site. Over the CNR corridor is a steel truss bridge which is designated as a heritage structure. Continuing south on Bathurst Street are three other bridges as follows: a through plate girder bridge; a concrete slab bridge; and a concrete encased steel girder bridge to the Fort York Boulevard intersection over the Historic Fort York site. The through plate girder bridge immediately south the heritage truss bridge was rehabilitated in 1999. Rehabilitation work on the southerly two spans are needed but

have been put on hold until a final design for the intersection of Fort York Boulevard and Bathurst Street can be determined. In addition, since these structures are greater than 40 years old, any modifications are also subject to an Environmental Assessment approval.

In early 2004, the City initiated the Bremner Extension EA Study with a focus on extending Fort York Boulevard (known as Bremner Boulevard at that time) between Bathurst Street and the future Dan Leckie Way. This EA study was also intended to determine the necessary improvements and modifications to the Bathurst Street bridge structures which are in need of rehabilitation.

Subsequently, in May 2004, City Council adopted the Fort York Neighbourhood Public Realm Master Plan which outlines the overall vision for the emerging neighbourhood and provides a guide to the development of public streets and parks and adjoining private open spaces. One of the Master Plan's objectives is "to improve Fleet Street as a local neighbourhood street by buffering the edge from Lake Shore Boulevard West, enhanced landscaping/sidewalks, and reduced external traffic".

As work progressed on the Bremner Extension EA Study, City Transportation and Planning staff determined that the Fleet Street objective of the Fort York Neighbourhood Public Realm Master Plan would strongly influence the Bathurst Street lane configuration options, and therefore could not be assessed in isolation. As such, both components were integrated under a new EA study.

In 2005, a Schedule 'C' Class Environmental Assessment (EA) Study for the Infrastructure Improvements in the Fort York and Railway Lands West Neighbourhoods was initiated.

Comments:

Study Process

The Infrastructure Improvements in the Fort York and Railway Lands West Neighbourhoods Class Environmental Assessment Study has been completed according to the requirements for a Schedule 'C' project under the Municipal Class Environmental Assessment (the Class EA). As a requirement of Schedule 'C' projects, if the City of Toronto Council endorses this Study, the ESR will be filed in the public record for a minimum 30-day review period. During this period, members of the public and any other interested individual, interest group or government agency may request that a Part II Order be issued by the Ontario Minister of the Environment. A Part II Order, if granted by the Minister, elevates the status of the project from a Class EA Study to an Individual Environmental Assessment. If this occurs, the project cannot proceed until the proponent completes an Individual Environmental Assessment Study and receives approval from the Minister. If a Part II Order is not granted, or if no requests or objections are received during the filing period, the project is approved under the Environmental Assessment Act and may proceed.

A copy of the ESR is attached to this report for reference. The ESR describes the first three phases of the five-phase environmental planning process set out by the Class EA:

Phase 1 – Identification of the problem or opportunity;

Phase 2 – Identification and evaluation of alternative solutions; and
Phase 3 – Identification and evaluation of alternative design concepts for the preferred solution.

The preparation of the ESR itself and the filing of the document in the public record constitute Phase 4 of the environmental planning process. Phase 5 is the construction and operation of the project, and monitoring of impacts, in accordance with the terms of the EA approval.

The Class EA study was carried out with the assistance of technical consultants and supported by a Technical Advisory Committee comprised of staff from:

- Transportation Services;
- Technical Services;
- City Planning;
- Parks, Forestry & Recreation;
- Economic Development, Culture and Tourism; and
- Toronto Transit Commission (TTC).

Public Consultation

Public involvement is an integral and ongoing part of the study process for the Infrastructure Improvements in the Fort York and Railway Lands West Neighbourhoods Class EA Study. Under the original Bremner Boulevard Extension Class EA study, a Public Meeting and Open House was held on April 29, 2004 to review the problem statement, the preliminary development of alternatives, and the proposed factors for analysis. Approximately 20,500 notices were distributed to all residences and businesses in the area bounded by Strachan Avenue, King Street West, Spadina Avenue and Queens Quay West. Advertisements were placed in Now Magazine on April 15 and 22, 2004.

Subsequently, a letter of notification was sent to all residences and businesses on the mailing list to advise them of the cancellation of the original Bremner Boulevard Extension Class EA Study and initiation of the New Class EA study.

As part of the study process for the Infrastructure Improvements in the Fort York and Railway Lands West Neighbourhoods Class EA Study, two Public Meetings and Open Houses were held. Individual meetings were also held with key stakeholders and affected property owners.

The first Public Meeting and Open House was held on June 21, 2005 to review the problem statement, the preliminary development of alternatives, and the proposed factors for analysis. Approximately 22 members of the public attended this meeting. About 20,500 notices were distributed by Canada Post to all residences and businesses in the area bounded by Strachan Avenue, King Street, Spadina Avenue and Queens Quay West as well as the identified interested stakeholders who were on the mailing list for the previous study. Also, advertisements were placed in Now Magazine on June 9 and 16, 2005. In general, the members of the public who attended the meeting were supportive of the project's identified planning solution to proceed with developing designs for the Fort York Boulevard extension and the Bathurst Street bridge modifications as well as improvements to Fleet Street.

The evaluation of alternatives and the identification of a preliminary preferred design were presented at the second Public Meeting and Open House, which was held on July 5, 2006 and attended by approximately 25 members of the public. Again, about 20,500 notices were distributed by Canada Post to all residences and businesses in the area bounded by Strachan Avenue, King Street, Spadina Avenue and Queens Quay West as well as to the identified interested stakeholders who were on the mailing list. In addition, advertisements were placed in Now Magazine on June 22 and 29, 2006.

Individual meetings were also held with property owners and stakeholders whose lands would be affected by the alternative designs. Details on the results of the public meetings are provided in the Public/Agency Input sections of this report. A full description of the public consultation program can be found in Section 2.4 and Appendix A of the ESR.

Environmental Assessment Findings:

(1) Identification of the Problem and Opportunity

Study Area

Planning for the Fort York and Railway Lands West Neighbourhoods established the Primary Study Area to include Fort York Boulevard between Bathurst Street and the future Dan Leckie Way, Bathurst Street from south of the heritage truss bridge to Lake Shore Boulevard West, and Fleet Street from Bathurst Street to the future Iannuzzi Street. A broader study area bounded by CNR tracks, Strachan Avenue, Spadina Avenue and Lake Shore Boulevard was considered to ensure that the wider impacts of the project were examined. These study areas are illustrated on the attached Figure No. 1.

A review of the existing and future conditions in the Study Area identified concerns with respect to land use, transportation network and structural needs. These are discussed below.

Land Use

The Fort York Neighbourhood (FYN) generally includes the area bounded by Bathurst Street, Strachan Avenue, Lake Shore Boulevard West and the CN Rail Corridor. Plans for this neighbourhood were approved by City Council in 1995 and amended in 2003. This area includes a residential community of 5,300 units, a park, a potential school site at the Fort York Armoury and convenience and retail uses at street level.

The Railway Lands West (RLW) generally includes the area bounded by Bathurst Street, the Gardiner Expressway, Front Street West, and Spadina Avenue. Plans for this neighbourhood were approved by City Council in 1994 and amended in 1997. This area includes a residential community of about 6,000 units, 8 acres of park, 2 schools, a community centre, 2 daycare centres, a library, affordable housing and street level commercial/retail uses.

To support the planned development, a future road network was defined in the neighbourhood plans to provide property access, as illustrated in Figure No. 2. The approved road network in the RLW includes the extension of Fort York Boulevard, among other internal roads, to provide access into various sites within the neighbourhood. As a condition of site plan approval, Concord Adex is required to construct Fort York Boulevard. Since the section of this road between Dan Leckie Way and Spadina Avenue is within the Concord site, it was approved under the Planning Act and a separate EA approval is not needed prior to implementation. The section west of Dan Leckie Way falls outside of the Concord site, and therefore is subject to an EA approval prior to implementation.

Transportation Network

Fort York Boulevard, comprised of a two-lane road with on-street bike lanes extending from Lake Shore Boulevard West to Bathurst Street, was constructed in 2002. A 30 metre right-of-way was identified for the Fort York Boulevard extension between Bathurst Street and Spadina Avenue in the RLW Part II Plan. The extension is to provide a continuous link between the existing Fort York Boulevard and Bremner Boulevard at Spadina Avenue to service the neighbourhood. A traffic study was undertaken and it was determined that the existing transportation network does not provide sufficient road capacity or access to support the planned area developments.

Fort York Boulevard was also included in the Central Waterfront Secondary Plan as part of a planned new transit route for “buses or streetcars in its own right-of-way”, a “key pedestrian link” and a route for “on-street bicycle lanes”. It should be noted that the potential implementation of an exclusive transit right-of-way on Fort York Boulevard is subject to a separate EA process to be undertaken in the future. However, as part of this EA process, the design process will take into consideration provisions necessary to not preclude the possibility of implementing a future exclusive bus or transit right-of-way on Fort York Boulevard.

The Central Waterfront Secondary Plan also identifies Bathurst Street as a potential transit route with streetcars in a dedicated right-of-way. Bathurst Street has an existing 30.5 metres right-of-way. It is a four-lane roadway with streetcars operating in a shared vehicle and streetcar lane running along the centre lanes for much of the corridor, but separated just north of Fleet Street in order to provide a separate left-turn lane for southbound vehicles turning onto Lake Shore Boulevard West. Transit delays are expected to increase due to traffic growth as the surrounding area develops.

The Toronto Transit Commission (TTC) had planned to rehabilitate the streetcar tracks on Bathurst Street in 2005. While some streetcar track rehabilitation work was undertaken on Bathurst Street north of the heritage truss bridge, work to the south was postponed to coordinate with the findings of this EA study. The opportunity was identified to review operational improvements to the streetcar service to improve performance and enhance reliability of the service.

Fleet Street from Bathurst Street to Strachan Avenue generally consists of two traffic lanes in each direction. East of the Lake Shore Boulevard West intersection with Fleet Street the

eastbound median lane operates as an exclusive streetcar lane. In spring 2008, TTC will be implementing an exclusive streetcar right-of-way in both directions. There will be one lane of traffic in each direction, and the westbound left-turn movement from Fleet Street to Lake Shore Boulevard at the intersection of Fleet Street/Lake Shore Boulevard (known as the crossover) will be prohibited. A portion of eastbound Fleet Street between Fort York Boulevard and the crossover will also be closed to traffic and converted to park land. Despite the anticipated modifications, Fleet Street would continue to function as a through route for traffic traversing between Bathurst Street and Lake Shore Boulevard. This differs from the vision in the Fort York Neighbourhood Public Realm Master Plan of improving Fleet Street as a local neighbourhood street.

Structural Needs

In August 1996, the City completed a Bridge Condition Survey of the Bathurst Street bridges south of Front Street West. It was concluded that all three structures south of heritage truss bridge were in need of rehabilitation. Deck replacement work was undertaken on the through plate girder bridge immediately south of the heritage bridge in 1999. Further rehabilitation work on the southerly structures was put on hold until there is a final design for the Fort York Boulevard as the structural modifications are dependant on the final configuration of the intersection. The Class EA dictates that any improvements or modifications on structures greater than 40 years old are subject to a Class EA approval.

Based on the review of the existing and future conditions, the problems/opportunities are summarized as follows:

- The existing road network provides insufficient transportation capacity and access to support traffic growth from the approved development in the Fort York and Railway Lands West Neighbourhood.
- Bathurst Street bridge structures are in need of rehabilitation and the structural modifications are dependant on the final configuration for the intersection of Bathurst Street and Fort York Boulevard.
- Fleet Street is used by through traffic traveling between Bathurst Street and Lake Shore Boulevard which is not compatible with the visions of the Fort York Neighbourhood Public Realm Master Plan.
- TTC streetcar tracks on Bathurst Street are in need of rehabilitation and there is an opportunity to coordinate these improvements with the structural rehabilitation to minimize cost and disruption to the area as well as to address streetcar service improvements.

(2) Identification and Evaluation of Alternative Solutions

Six alternative solutions to the problems/opportunities described above were identified and assessed:

Alternative 1 - *Do Nothing:* The “Do Nothing” alternative provides a benchmark against which the other alternatives are compared. This involves the continued

operation of the existing transportation network with no extension of Fort York Boulevard and no improvements to Fleet Street. Rehabilitation of the Bathurst Street bridge structures would be completed under existing road network configurations.

Alternative 2 - *Limit New Development:* This alternative involves reducing and redistributing development densities on the adjacent neighbourhoods. The existing transportation network would continue to operate with no Fort York Boulevard extension and Fleet Street improvements. Rehabilitation of the Bathurst Street bridge structures would be completed under existing road network configurations.

Alternative 3 - *Transportation Demand Management (TDM):* This alternative involves methods to modify existing and future travel demand to reduce the growth of single-occupant vehicular travel during the peak travel periods. Examples of such measures include designated High Occupancy Vehicle (HOV) lanes, carpooling, improved transit service, and accommodation for pedestrians and cyclists.

Alternative 4 - *Extend Fort York Boulevard:* This alternative involves the extension of Fort York Boulevard as defined in the Railway Lands West Part II Plan and the West Central Waterfront Secondary Plan.

Alternative 5 - *Improve Parallel east-west Roads:* This alternative involves the widening of other parallel roads such as Front Street and Lake Shore Boulevard to increase overall capacity.

Alternative 6 - *Provision for traffic calming on Fleet Street:* This alternative involves a more direct measure to directly impact the traffic pattern on Fleet Street to minimize through traffic on Fleet Street by way of traffic calming measures.

These alternative solutions were evaluated based on the criteria of technical merits, land use, natural environment, cultural environment and socio-economic environment.

Based on this assessment, it was concluded that the combination of Alternative 4 (Extend Fort York Boulevard) and Alternative 6 (provisions for traffic calming on Fleet Street) would best address the identified problems/opportunities, while minimizing the impacts to the existing land use, natural, cultural and socio-economic environments. This conclusion was generally supported by the members of the Technical Advisory Committee and the community at the first Public Meeting and Open House held in June 2005. The full details of this analysis are provided in Chapter 4 and Exhibit 4.1 of the ESR.

(3) Identification of Alternative Design Concepts for the Preferred Solution

A number of different design concept options were developed and assessed for the preferred solution. This was completed in several steps, including the development of lane configurations, the development of options to improve existing and protect for future transit service, and the evaluation of Fleet Street improvements. Each of these steps is summarized below.

Step 1 – Lane configuration options

Three groups of basic lane configuration options were developed for Bathurst Street and the extension of Fort York Boulevard. The design of Fort York boulevard extension is the same under all three lane options as it matches what has been developed to the east in the Concord Adex site. Each pair of options has the same lane configurations, but have different profiles which are evaluated separately.

Options 1 and 4 – Fort York Boulevard matches the design east of Dan Leckie Way, developed as part of Concord Adex site and consisting of one lane each way with on-street bike lanes and a centre median. The existing lane configuration remains on Bathurst Street. Left-turns on Bathurst Street at Fort York Boulevard are prohibited as there is no separation of left-turning vehicles from the streetcars.

Options 2 and 5 – Fort York Boulevard matches the design east of Dan Leckie Way. Bathurst Street consists of two lanes each way with an exclusive streetcar right-of-way in the centre, bicycle friendly curb lanes, and boulevards not wide enough to accommodate street trees. Northbound left-turn on Bathurst Street at Fort York is prohibited.

Options 3 and 6 – Fort York Boulevard matches the design east of Dan Leckie Way. Bathurst Street consists of two lanes each way with centre lanes operating as shared traffic/streetcar lanes and on-street bike lanes.

Each option was analyzed and evaluated in detail utilizing a standard set of criteria. The analysis is detailed in Section 5.3 and Exhibit 5.5 of the ESR. A summary of the main conclusions of the evaluation is provided below.

- Options 1 and 4 do not improve transit service, make no provisions for cyclists, and do not provide public realm improvements on Bathurst Street.
- Options 2 and 5 would improve transit operations with an exclusive streetcar right-of-way on Bathurst Street. Accessibility from Bathurst Street would be reduced with the required prohibition of northbound left-turns at Fort York Boulevard and southbound left-turns at Housey Street. North of the Gardiner Expressway, the boulevards have a minimum width of 2.8 metres which are not wide enough to accommodate both sidewalks and street trees within the existing right-of-way.

- Options 3 and 6 meet the public realm objectives and provide for southbound left-turns to Housey Street. Streetcars operating in general traffic lanes would experience delays resulting in poor transit service.

The key trade-off between Options 2 and 5 and Options 3 and 6 is compatibility with the transit objectives versus the public realm objectives. After much consultation, the need for reliable transit service in this emerging residential area was given a higher weighting than the landscaping objectives. Options 2 and 5 were carried forward as the preferred lane configuration options given its compatibility with the Official Plan and the need to provide a reliable transit service.

Public and Agency Input – Lane configuration options

Public comments and input from adjacent property owners and stakeholders (including Friends of Fort York and the Toronto Community Housing Corporation) prior to and following the public meeting were taken into consideration. Key concerns expressed related to:

(1) Boulevard space – Stakeholders and area developers raised concerns related to insufficient boulevard space on Bathurst Street as the Public Realm Master Plan indicated a desire for 6 to 8 metre boulevards for sidewalks and street trees.

To strike a balance in meeting transit needs and meeting public realm objectives, Options 2 and 5 were refined by reducing the widths in the curb lanes and streetcar platform to establish wider boulevards on Bathurst Street. In the end, a minimum boulevard width of 3.7 metres immediately south of Fort York Boulevard was established which is sufficient to accommodate both sidewalks and street trees.

(2) Southbound left-turn access to Housey Street – Loblaws Properties Limited objects to Options 2 and 5 due to the removal of the southbound left-turn access from Bathurst Street to Housey Street. Access from Housey Street is a component of the plans for a proposed store on the northeast quadrant of Bathurst Street and Lake Shore Boulevard.

City staff have advised Loblaws that the southbound left-turn from Bathurst Street to Housey Street was only permitted as an interim access until the Railway Lands West road network is in place when other routes will be available. Even with the left-turn restriction, northbound right-turns will continue to be permissible. In addition, the timing of this development is uncertain, and may in fact coincide with the completion of the road network.

(3) Access to Historic Fort York – The Economic Development, Culture and Tourism Division does not support the restriction of the northbound left-turn on Bathurst Street at Fort York Boulevard and therefore does not support Options 2 and 5. Key concerns are related to reduced access to Forth York and the proposed relocation of the transit stop from the north side of Fort York Boulevard to the south side of the street.

The proposal to eliminate the northbound left-turn lane was made due to property constraints on Bathurst Street. There is insufficient right-of-way to provide the left-turn lane in addition to the other cross-section elements, and the acquisition of property would increase costs as well as impact adjacent developments. A review of existing and projected future traffic volumes showed fewer than 10 and 30 vehicles per hour respectively. With adequate alternate routes via Fort York Boulevard at Fleet Street and at Lake Shore Boulevard West, the impacts of removing prohibiting northbound left-turns at Bathurst Street and Forth York Boulevard are expected to be minor.

Regarding the southbound TTC platform locations, the far-side locations of this platform is more compatible with the provision of a southbound left-turn lane.

Public and agency input on the lane configuration options is detailed in Section 5.3.4 of the ESR.

Step 2 – Provision for future transit

The Central Waterfront Secondary Plan identifies Fort York Boulevard as a planned new transit route with transit on its own right-of-way. City Planning and TTC staff suggested that provision should be made for this planned transit route. At this time, there is no approval for an exclusive transit right-of-way, and the technology is also unknown (bus or streetcar). While this potential transit route is subject to a separate future EA Study, TTC staff identified that if future transit service should be streetcars, the flexibility to turn streetcars between Bathurst Street and Fort York Boulevard should be provided. In order to provide this, a flat surface at a grade of 0 percent to 0.25 percent for 30 metres in each direction is needed at the intersection. Options to provide the ability for streetcars to turn at this intersection were developed as follows:

Option A - "Do Nothing", this alternative would maintain the existing Bathurst Street profile.

Option B - This option raises the centreline elevation at Fort York Boulevard by about 1 metre to provide a flat intersection.

Option C - This option lowers the centreline elevation at Fort York Boulevard by about 1 metre to provide a flat intersection.

Option D - This option holds the existing centreline elevation at Fort York Boulevard to provide a flat intersection.

Each option was analyzed and evaluated in detail utilizing a standard set of criteria. The analysis is detailed in Section 5.4 and Exhibit 5.9 of the ESR. A summary of the evaluation is provided below.

- Option A does not provide a flat intersection making no provision for potential streetcar turns which eliminates the possibility of streetcar operation on Fort York Boulevard to/from Bathurst Street. If through the future EA process, streetcar turns between Bathurst Street and Fort York Boulevard need to be accommodated, there would be

significant costs and adjacent property impacts associated with rebuilding the bridge structures to provide a flat intersection.

- Options B, C and D all protect for future streetcar turns at the intersection and all three of these options reduce the vertical clearance under the bridge. The constraints for these three options are to meet the existing grade at the heritage truss bridge, maximize the vertical clearance under the bridge, minimize the height of the retaining wall south of Housey Street, and to meet existing grade at the proposed Loblaws Store entrance.

- Option B has the least reduction in vertical clearance but has significant increase in elevation at Housey Street resulting in a significant retaining wall.

- Option C has minor grade difference at Housey Street and it meets the existing grade to accommodate the proposed Loblaws Store entrance but the reduction in vertical clearance under the bridge is significant.

- Option D is a balance of B and C with a moderate reduction in vertical clearance under the bridge, a small retaining wall at Housey Street and it meets the existing grade to accommodate the proposed Loblaws Store entrance.

Based on the evaluation results, Option D was carried forward as the preferred profile. This option lowers the bridge and reduces the vertical clearance from approximately 4.6 metres to 3.1 metres just north of Fort York Boulevard. In selecting Option D, the short-listed Bathurst Street lane Option 5 was also selected as the preferred design to be carried forward as it provides a flat intersection for streetcar turns whereas Option 2 does not.

Public and Agency Input – Provision for future transit

Public comments and input from adjacent property owners and stakeholders (including Friends of Fort York and the Toronto Community Housing Corporation) prior to and following the public meeting were taken into consideration. Key concerns expressed related to:

(1) Vertical clearance under Bathurst Street Bridge - City staff and key stakeholders including the Friends of Fort York and Toronto Community Housing Corporation raised concerns related to reduction in vertical clearance under the Bathurst Street Bridge north of Fort York Boulevard. Concerns included the cultural impacts on the view corridor to/from the Historic Fort York site and impacts on the future pedestrian/cyclist link under the bridge resulting from a combination of a wider as well as a lower structure.

A series of refinements including the reduction of the depth of the bridge deck was undertaken to establish the proposed bridge profile for Option D to maximize the clearance under the bridge. Further, TTC has committed funds to undertake a Stage 2 Archaeological investigation under the bridge to determine the possibility of lowering the ground surface in order to further increase the vertical clearance. This work is expected to commence in this fall.

(2) Aesthetics of the new bridge - City staff and key stakeholders including the Friends of Fort York raised concerns on the appearance of the bridge as it relates to the National Historic Fort York site and the heritage truss bridge over the CNR tracks.

Consideration will be given to the aesthetics of the bridge and its impacts on the heritage and cultural landscape in the detailed design phase.

(3) Impacts on the heritage truss bridge - It has been clearly stated throughout the study process that there will be no impact on the heritage bridge over the CNR tracks.

Public and agency input on the provision for future transit is detailed in Section 5.4.3 of the ESR.

Step 3 – Fleet Street Improvements

Alternative designs for Fleet Street improvements were developed and assessed taking into consideration initiatives in the FYN Public Realm Master Plan and traffic operation. The alternatives developed are as follows:

Option 1 - This option is the "Do Nothing" option resulting in existing conditions with through traffic continuing to use Fleet Street.

Option 2 - This option is to implement traffic calming measures such as speed humps to modify driver behaviour by way of encouraging motorists to slow down.

Option 3 - This options is to close a portion of westbound Fleet Street between Bathurst Street and the future Iannuzzi Street to eliminate westbound through traffic by way of expanding the boulevard and providing additional landscaping.

Option 4 - This is to close a portion of eastbound Fleet Street between the Fleet Street/Lake Shore Boulevard crossover and Bathurst Street to eliminate eastbound through traffic.

Each alternative was analyzed and evaluated in detail using a standard set of criteria. The analysis is detailed in Section 5.5 and Exhibit 5.10 of the ESR. A summary of the evaluation is discussed below.

- Option 1 would result in through traffic continuing to use Fleet Street. There would be no traffic impacts and no additional landscaping opportunities.

- Option 2 could potentially slow down the through traffic using Fleet Street but it would not discourage its use as a through route. The traffic impacts would be minor and there would be no additional landscaping opportunities.

- Option 3 would eliminate all westbound traffic from Fleet Street. Traffic impacts would be minor as motorists would be able to turn right onto Lake Shore Boulevard West

instead of Fleet Street. By replacing the traffic lane with an expanded boulevard, additional landscaping opportunities are provided.

- Option 4 would eliminate all eastbound traffic from Fleet Street but the westbound through traffic (those closest to the sidewalk) would remain. There would be significant traffic impacts resulting in delays and congestion on Lake Shore Boulevard West at Bathurst Street. Additional landscape opportunities could be provided by replacing the traffic lane with a boulevard.

Based on the results of the evaluation, Option 3 was identified as the preferred Fleet Street option as it best meets the Public Realm Master Plan objective with the least impacts on traffic operations.

Public and Agency Input – Fleet Street improvements

Public comments and input from adjacent property owners and stakeholders prior to and following the public meeting were taken into consideration. Key concerns expressed related to any impacts on streetcar operations. As there will be no impacts on streetcar operations, no further refinement was undertaken to the design.

Public and agency input on the Fleet Street improvements is detailed in Section 5.5.2 of the ESR.

Recommended Design:

The Recommended Design for improvements in the Fort York and Railway Lands West Neighbourhood, developed and refined considering public and agency input, is shown on Figure Nos. 3 through 6, and is comprised of:

- Bathurst Street – a four-lane roadway with two 3.2 to 3.5 metre wide travel lanes in each direction, a 6.4 metre centre exclusive streetcar corridor, a 3.7 to 5 metre boulevard with street trees on each side (refer to Figure Nos. 4A, 4B and 4C).
- Fort York Boulevard – a two-lane roadway with one 3.3 metre wide travel lane in each direction, one 1.7 metre wide on-street bike lane in each direction, a 4 to 5 metre wide boulevard with street trees on each side, and a 7.5 to 8.2 metre wide centre median island to protect for a potential future exclusive transit right-of-way (refer to Figure Nos. 5A and 5B).
- A modified Bathurst Street profile to include a flat intersection at Fort York Boulevard and Bathurst Street by retaining the existing Fort York Boulevard centreline elevation. The bridge profile is lowered resulting in a reduction of the minimum vertical clearance under Bathurst Street from approximately 4.6 metres to 3.3 metres just north of Fort York Boulevard (refer to Figure No. 6). Further investigation is to be pursued in the detailed design phase to maximize the vertical clearance.
- Closure of westbound Fleet Street from Bathurst Street to the future Iannuzzi Street by expanding the existing boulevard to provide additional landscaping (refer to Figure No. 4C).

Cost:

The construction cost estimate for the Recommended Design is approximately $27 million, made up of the following elements:

Civil Costs	$ 3,973,000
TTC Track Rehabilitation Costs	$ 1,570,000
Structural Costs	$20,760,000
Fleet Street Closure	$ 240,000
Total cost	$26,543,000

There is no permanent property acquisition for the Recommended Design.

Next Steps:

If the City of Toronto endorses the recommendations of this report, a Notice of Study Completion will be issued indicating that the ESR will be filed on the public record for a 30-day review period according to the requirements of the Class EA process. During this period, affected agencies, members of the public or interest groups who have concerns with the proposed project which cannot be resolved with City staff may write to the Minister of the Environment to request a Part II Order. If a Part II Order is granted, then the project cannot proceed until an Individual Environmental Assessment is prepared by the proponent and approved by the Minister. If a Part II Order is not granted or no objections have been submitted during the 30-day filing period, the Study is approved under the Environmental Assessment Act and the project may proceed to construction subject to availability of funding.

Subject to approval and availability of funding, detailed design will be undertaken in 2007 to refine the costs estimates and prepare tender packages. Construction could commence in 2008.

Conclusions:

A Class EA study was undertaken to identify and evaluate the feasibility and impact of: constructing an extension of Fort York Boulevard between Bathurst Street and the future Dan Leckie Way; the resulting modifications to Bathurst Street and bridge structures; as well as Fleet Street improvements.

Following a comprehensive evaluation of a reasonable range of alternatives and consultation with review agencies and area stakeholders, a Recommended Design was developed that included the following elements:

- Bathurst Street – a four-lane roadway with two 3.2 to 3.5 metre wide travel lanes in each direction, a 6.4 metre centre exclusive streetcar corridor, a 3.7 to 5 metre boulevard with street trees on each side.
- Fort York Boulevard – a two-lane roadway with one 3.3 metre wide travel lane in each direction, one 1.7 metre wide on-street bike lane in each direction, a 4 to 5 metre wide

boulevard with street trees on each side, and a 7.5 to 8.2 metre wide centre median island to protect for a potential future exclusive transit right-of-way.

- A modified Bathurst Street profile to include a flat intersection at Fort York Boulevard and Bathurst Street by retaining the existing Fort York Boulevard centreline elevation. The bridge profile is lowered resulting in a reduction of the minimum vertical clearance under Bathurst Street from approximately 4.6 metres to 3.3 metres just north of Fort York Boulevard. Further investigation is to be pursued in the detailed design phase to maximize the vertical clearance.
- Closure of westbound Fleet Street from Bathurst Street to the future Iannuzzi Street by expanding the existing boulevard to provide additional landscaping.

A Notice of Study Completion must now be issued and the Environmental Study Report filed in the public record in accordance with the requirements of the Municipal Class Environmental Assessment.

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JPK/JMT/jc
(p:/2006/wes/tra/tim/wc06031tim) - jc

List of Attachments:

Figure No. 1 Study Area (wc06031tim.Fig 1)
Figure No. 2 Future Neighbourhood Plans (wc06031tim.Fig 2)
Figure No. 3 Recommended Design (wc06031tim.Fig 3)
Figure No. 4A Recommended Design – Bathurst Street (wc06031tim.Fig 4A)
Figure No. 4B Recommended Design – Bathurst Street (wc06031tim.Fig 4B)
Figure No. 4C Recommended Design – Bathurst Street (wc06031tim.Fig 4C)
Figure No. 5A Recommended Design – Fort York Boulevard (wc06031tim.Fig 5A)
Figure No. 5B Recommended Design – Fort York Boulevard (wc06031tim.Fig 5B)
Figure No. 6 Recommended Design – Bathurst Street Bridge Profile (wc06031tim.Fig 6)
Infrastructure Improvements in the Fort York and Railways Lands West Neighbourhoods Environmental Study Report (ESR)

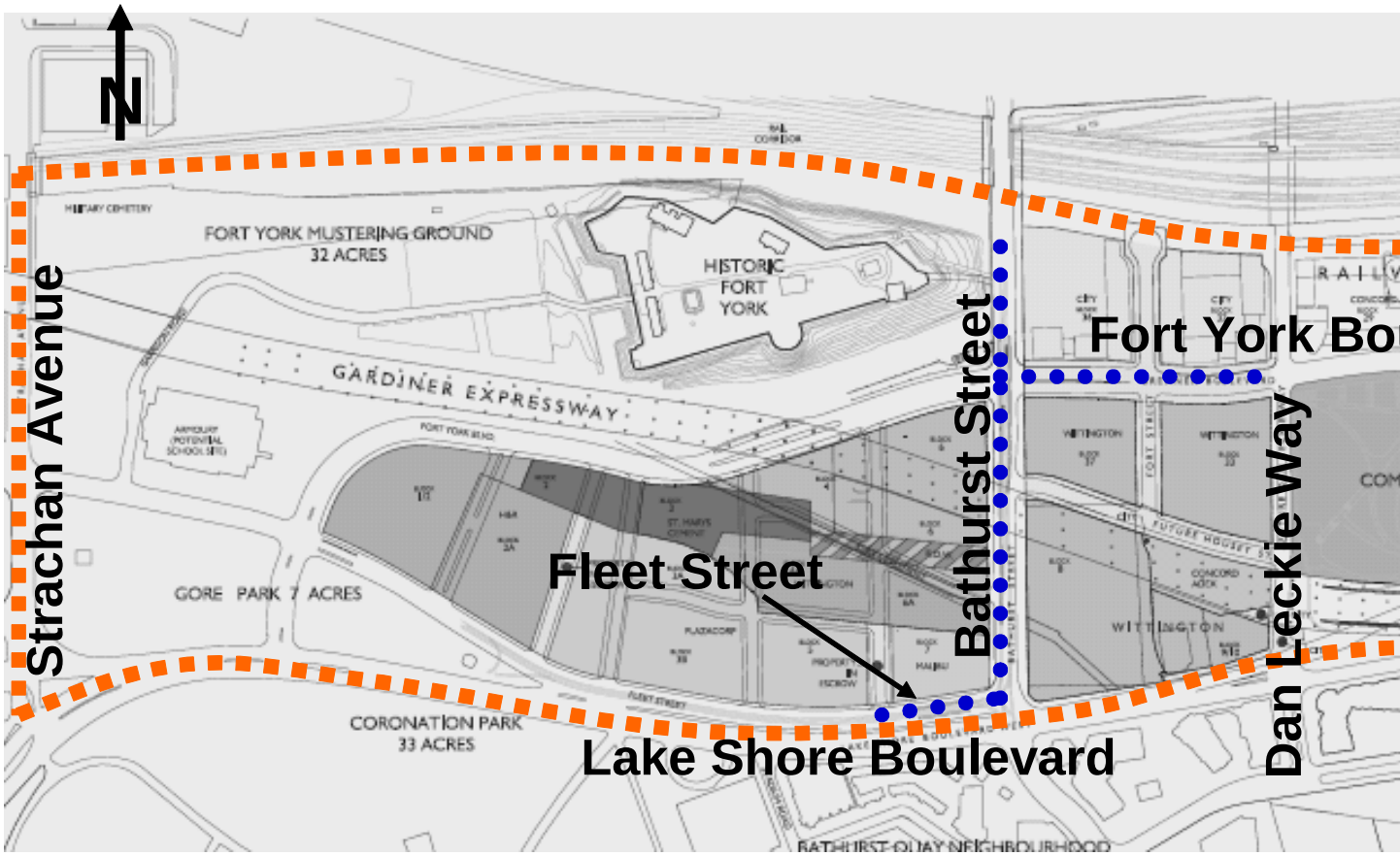

N
FORT YORK MUSTERING GROUND
32 ACRES
HISTORIC
FORT
YORK
GARDINER EXPRESSWAY
GORE PARK 7 ACRES
CORONATION PARK
33 ACRES
Strachan Avenue
Fleet Street
Bathurst Street
Lake Shore Boulevard
Fort York Bo
Dan Leckie Way
WITTINGTON
BATHURST QUAY NEIGHBOURHOOD

Figure No

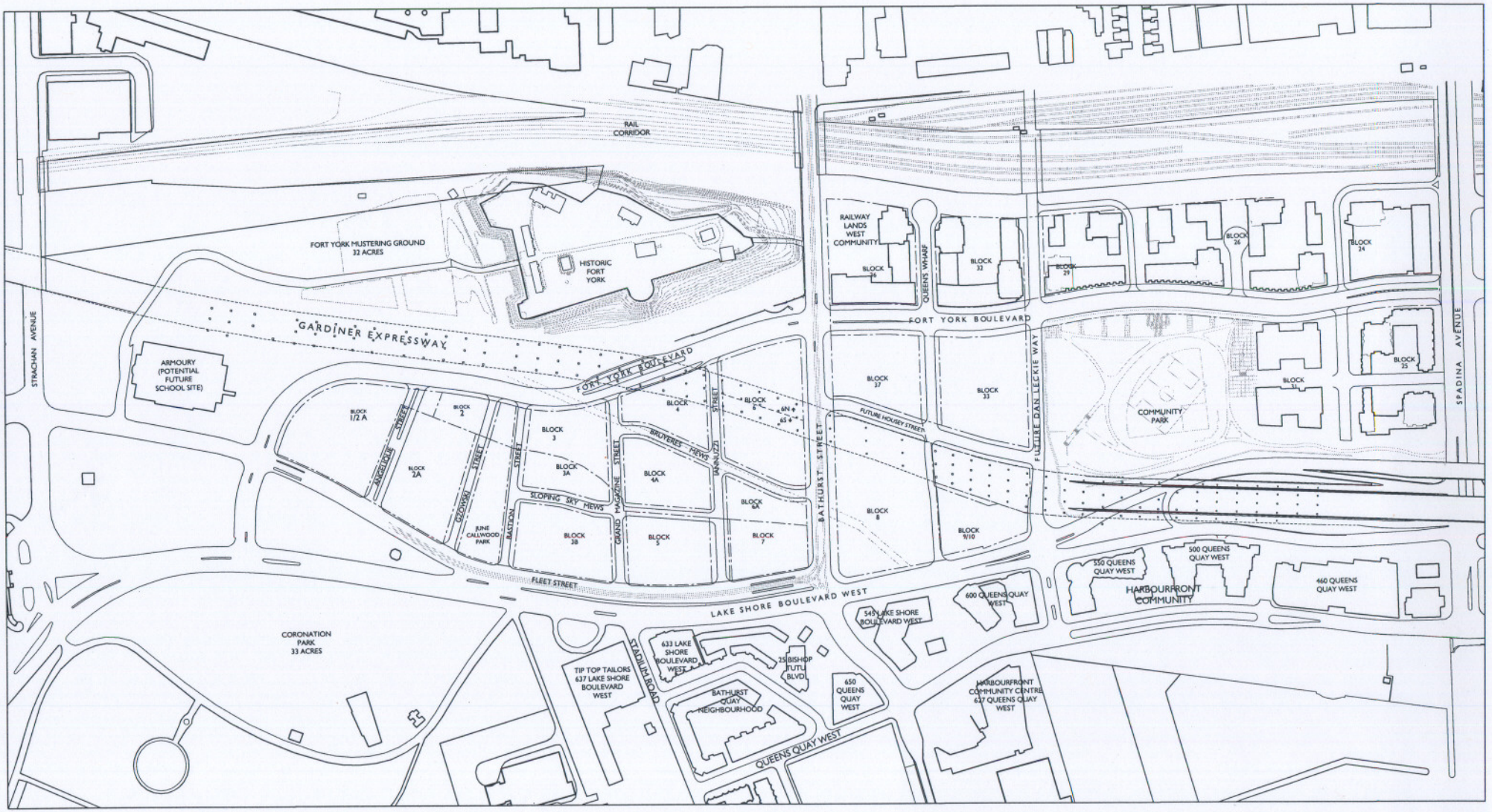
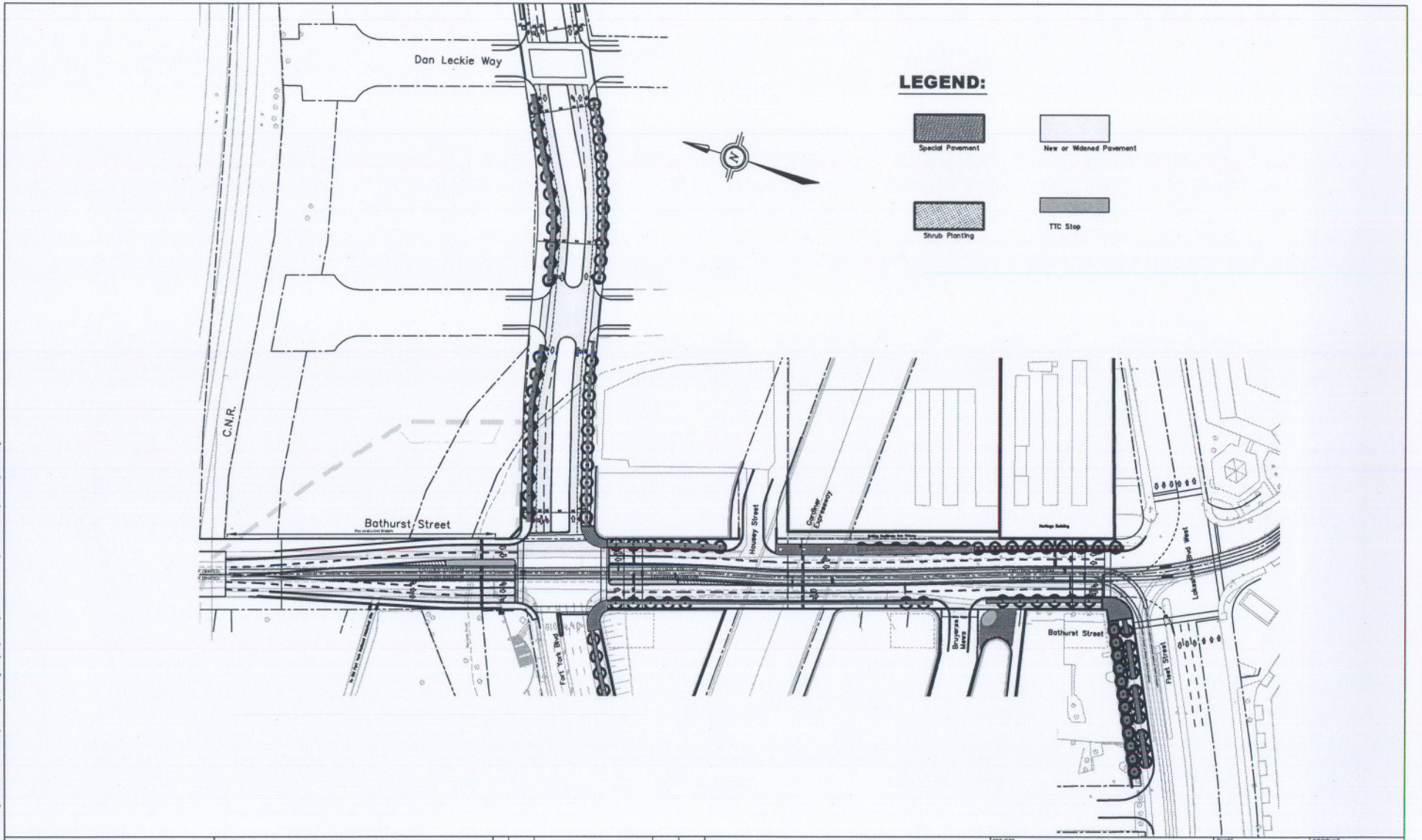


Figure No. 2– Future Neighbourhood Plans



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CLIENT
TORONTO

REV.	DATE	REVISIONS/ISSUES/APPROVALS	CHECKED	APP'VD

TITLE
EXHIBIT 6.1
RECOMMENDED DESIGN

PROJECT: INFRASTRUCTURE IMPROVEMENTS IN THE FORT YORK AND RAILWAY LANDS WEST NEIGHBOURHOODS CLASS EA
HORIZONTAL SCALE:
VERTICAL SCALE:

PHASE: EA–PRELIMINARY DESIGN	DISCIPLINE: CIVIL
DESIGNED BY: KR	DATE: JULY 2006
DRAWN BY: KR	SCALE: AS SHOWN
CHECKED BY: SHK	PROJECT NUMBER: 331409 REV:
DRAWING NUMBER: 331409–0000–41DD–00XX	–

Figure No. 3 – Recommended Design

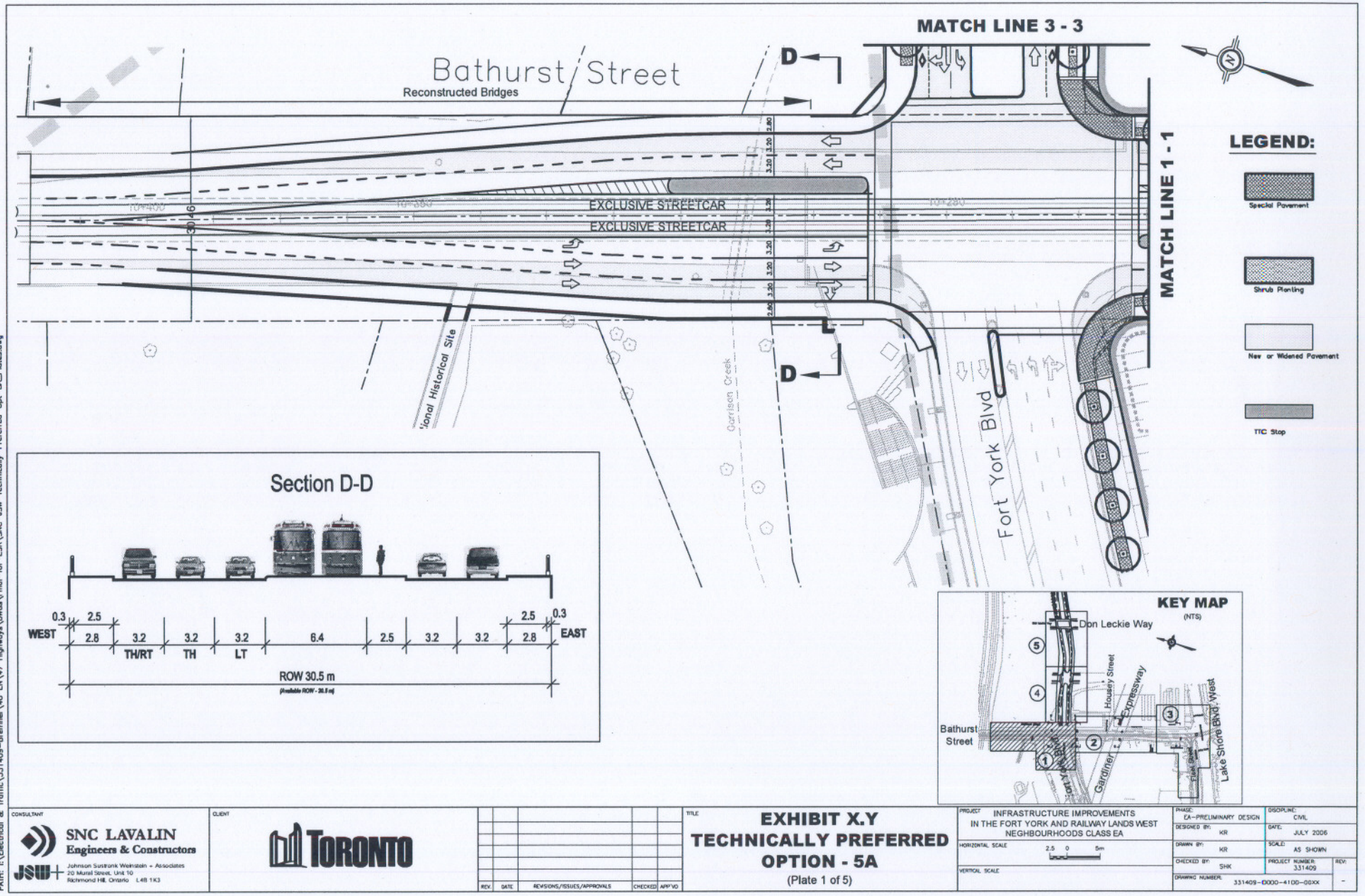


Figure No. 4A – Recommended Design - Bathurst Street

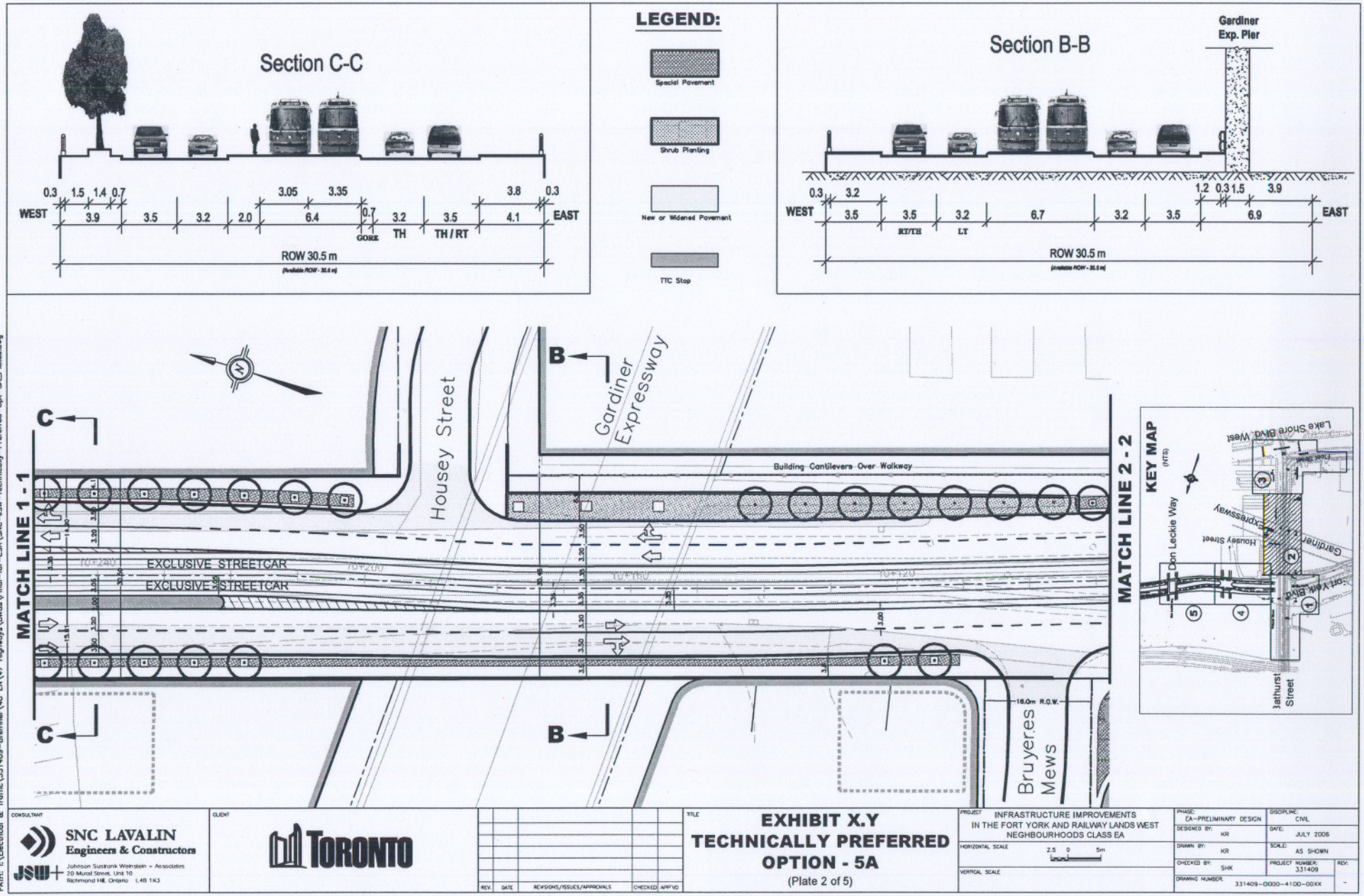


Figure No. 4B – Recommended Design - Bathurst Street

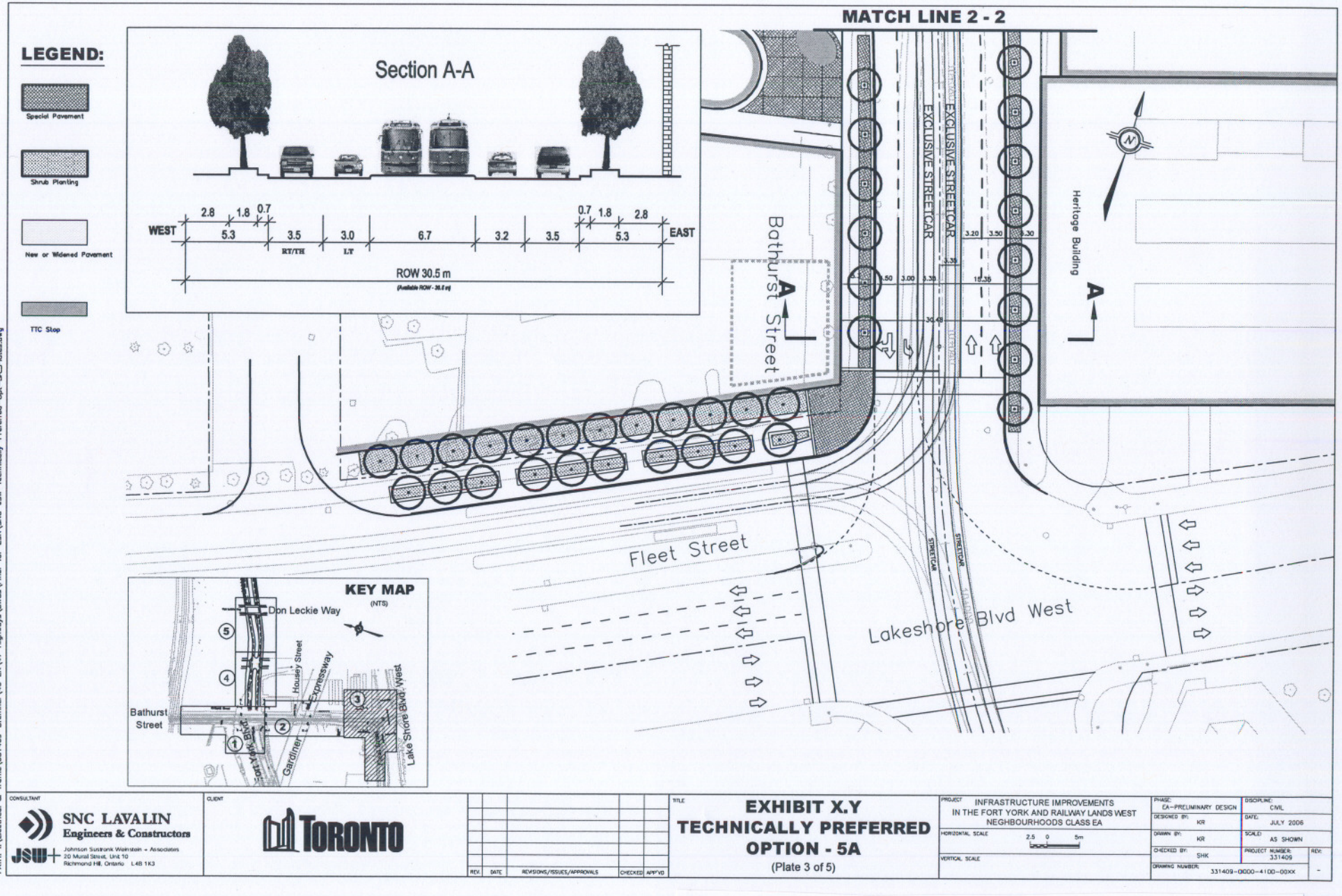
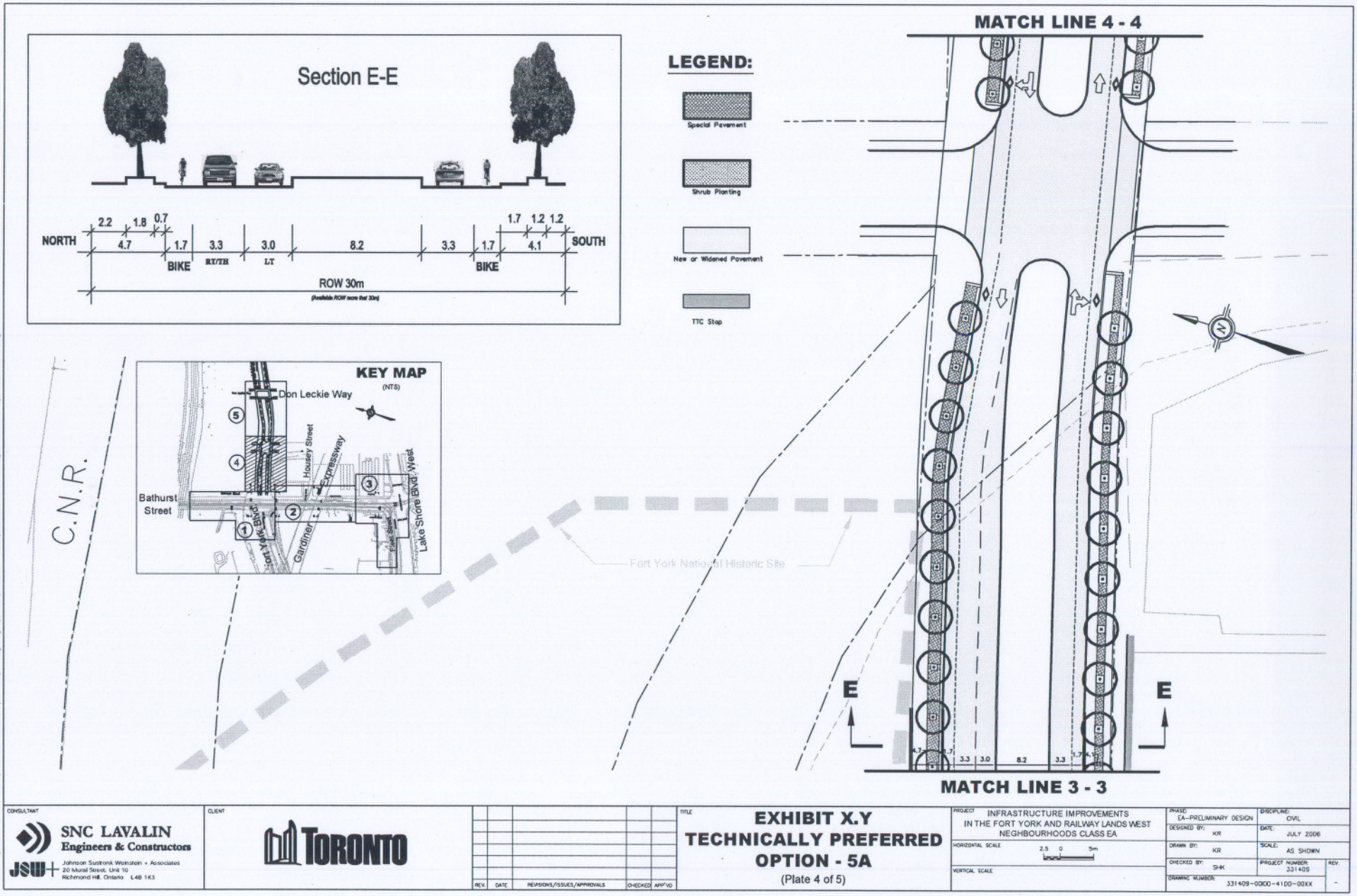


Figure No. 4C – Recommended Design - Bathurst Street



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TORONTO

REV.	DATE	REVISIONS/ISSUES/APPROVALS	CHECKED	APP'VD

TITLE
EXHIBIT X.Y
TECHNICALLY PREFERRED OPTION - 5A
(Plate 4 of 5)

PROJECT: INFRASTRUCTURE IMPROVEMENTS IN THE FORT YORK AND RAILWAY LANDS WEST NEIGHBOURHOODS CLASS EA
HORIZONTAL SCALE: 2.5 0 5m
VERTICAL SCALE:

PHASE: EA–PRELIMINARY DESIGN	DISCIPLINE: CIVIL
DESIGNED BY: KR	DATE: JULY 2006
DRAWN BY: KR	SCALE: AS SHOWN
CHECKED BY: SHK	PROJECT NUMBER: 331409
DRAWING NUMBER: 331409-0000-4100-00XX	REV. -

Figure No. 5A – Recommended Design – Fort York Boulevard

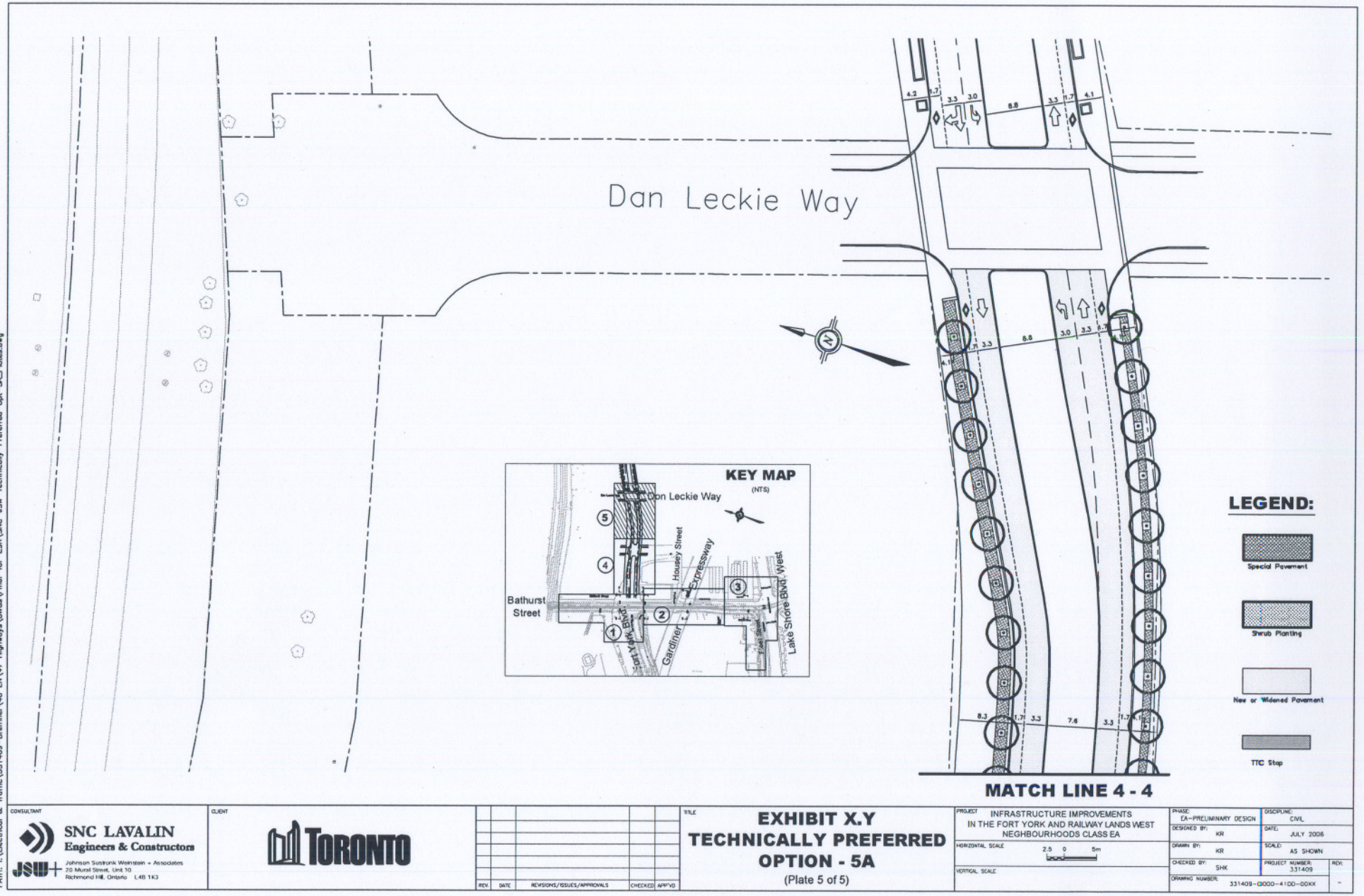
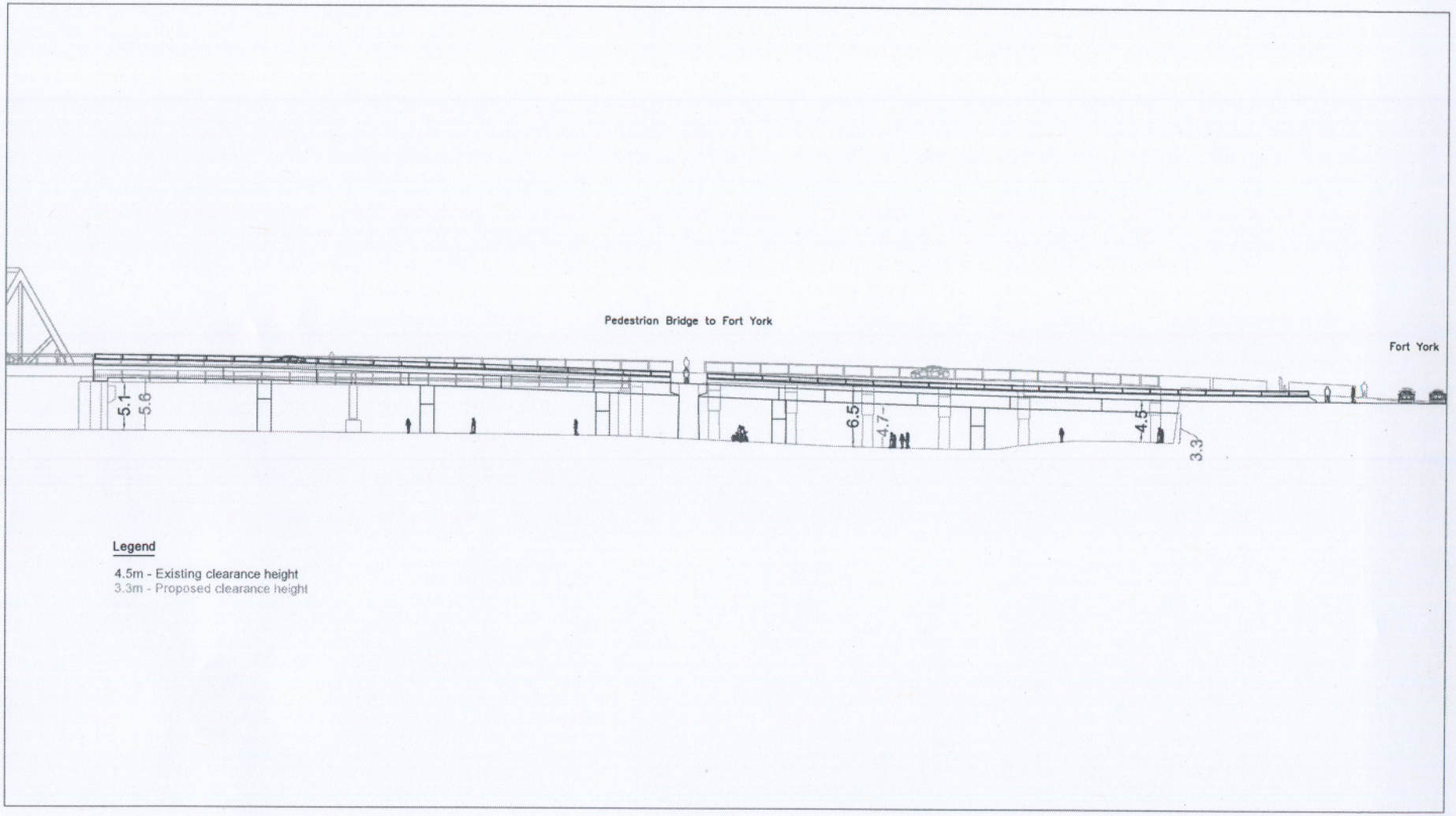


Figure No. 5B – Recommended Design – Fort York Boulevard



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REV.	DATE	REVISIONS/ISSUES/APPROVALS	CHECKED	APP'VD

TITLE: **EXHIBIT 5.12 BATHURST STREET BRIDGE RECONSTRUCTION**

PROJECT: INFRASTRUCTURE IMPROVEMENTS IN THE FORT YORK AND RAILWAY LANDS WEST NEIGHBOURHOODS CLASS EA

HORIZONTAL SCALE: 2.5 0 5m
VERTICAL SCALE:

PHASE: EA-PRELIMINARY DESIGN	DISCIPLINE: CIVIL
DESIGNED BY: RB	DATE: JULY 2006
DRAWN BY: MP	SCALE: AS SHOWN
CHECKED BY: SHK	PROJECT NUMBER: 331409
DRAWING NUMBER: 331409-0000-4100-00XX	REV: -

Figure No. 6 – Recommended Design - Bathurst Street Bridge