

OCTOBER 24, 2023

PROJECT NO: 0557-6910

**SENT VIA: EMAIL
MBRADLEY@MORGUARD.COM**

Morguard Corporation
55 City Centre Drive, Suite 1000
Mississauga, ON L5B 1M3

Attention: Mark Bradley, MCIP, RPP

**RE: PORTLAND – DAN LECKIE CYCLING CONNECTIONS PROJECT
REVIEW OF TRAFFIC CIRCULATION IMPACTS
50 PORTLAND STREET, CITY OF TORONTO**

Dear Mark,

C.F. Crozier & Associates (Crozier) have been retained by Morguard Corporation to undertake a review of the potential traffic impacts of the Portland – Dan Leckie Cycling Connections project on Morguard's building located at 50 Portland Street, in the City of Toronto. This letter summarizes the mobility and safety concerns on the subject property resulting from the preferred alternative for the Portland-Dan Leckie Cycling Connections project contemplated by the City.

The 50 Portland Street subject site is a purpose built rental apartment building with 232 residential dwelling units. The site contains a 3-level underground parking garage, with the first level of underground parking being leased by Target Park as commercial parking for the surrounding area.

The 50 Portland Street site and associated parking facilities are currently accessible via a one-way (inbound only) access connection to Wellington Street West, and a one-way (outbound only) egress connection to Stewart Street. The nearby roadways enabling access to the subject site are as follows:

- Portland Street currently permits 2-way vehicular traffic, with on-street parking available in certain areas. There are currently no cycling facilities on Portland Street.
- Wellington Street West is a 1-way street adjacent to the subject site. There are 2-way cycle tracks located on the north and south sides of Wellington Street east and west of Portland Street, respectively.
- Stewart Street currently permits 1-way eastbound vehicle traffic only. On street parking is available on the north side of the street.

1.0 Portland – Dan Leckie Cycling Connections Overview

The Portland – Dan Leckie Cycling Connection is a City of Toronto project currently in the planning and public consultation stages. Based on a review of the preliminary plans, and in particular the Front Street to King Street project segment, the project outlines several roadway modifications which are expected to have a detrimental impact on traffic circulation to and from the 50 Portland Street site. They are:

- Conversion of Portland Street from permitting vehicle traffic both ways to only permitting southbound (one-way) vehicle traffic between King Street West and Wellington Street or possibly Front Street.
- Conversion of Portland Street from permitting vehicle traffic both ways to only permitting northbound (one-way) vehicle traffic between King Street West and Queen Street West.
- Implementation of a directional diverter barrier, which closes off vehicle traffic from travelling from either the north or west legs of Portland Street and Wellington Street West, respectively, to either the east or south legs of Wellington Street West and Portland Street, respectively; and vice versa.
- In addition, an alternative under consideration is to convert Portland Street to one-way vehicle traffic (southbound only) south of the east leg of Wellington Street East to Front Street West.



Figure 1: Portland Cycling Connection - King Street to Front Street road modifications, with subject site labeled.

Crozier has conducted a review of the related materials for the Portland – Dan Leckie Cycling Connections project to understand traffic related circulation impacts to the 50 Portland Street site. The following sections outline some of the anticipated impacts.

2.0 Impacts of Proposed Portland Street Vehicle Traffic Restrictions

As outlined in the **Attachments**, the proposed changes to Portland Street will result in significant traffic diversion for vehicles accessing or leaving the 50 Portland Street site. For traffic travelling to the Gardiner Expressway or east on Front Street, vehicles will be required to make multiple left-turns at intersections with higher traffic roadways such as Bathurst Street and Spadina Avenue. Traffic coming from the Gardiner Expressway would be similarly affected. Further, traffic diversions are also required to access the subject site when coming from or going to areas north of the subject site. All traffic coming from the north will be required to divert to Bathurst Street and turn left onto Stewart Street and Wellington Street to access the site.

The following sections outline the impacts of these potential traffic diversions based on our high-level assessment.

Circulation and Travel Time Impacts

The Portland Street changes are expected to result in increased travel times for traffic traveling through the area as well as traffic accessing the site. In particular, for traffic travelling to the Gardiner Expressway or east on Front Street, vehicles will be required to make multiple left-turns at major intersections with higher traffic roadways such as Bathurst Street and Spadina Avenue. This is expected to impose significant travel time increases to area and site traffic compared to the current situation, where the east-west local streets of Wellington Street West and Front Street West provide travel options and allow for a direct connection from the site to Spadina Avenue.

Travel times may also increase as a result of the Ontario Line project, which will introduce a station at King and Bathurst. No vehicle parking is proposed for the station; therefore, vehicle traffic accessing the station would be required to park at nearby commercial lots. The subject site parking lot would be one such option, therefore, further traffic demand on the local streets near the subject site is expected in the future, compounding the problem of increased delays as a result of the proposed road network changes.



Figure 2: Turning restrictions at major intersections under the Portland-Dan Leckie Cycling Connections project.

These travel time concerns also apply to emergency vehicles. Emergency vehicle access time to the subject site is expected to be materially increased, which is an undesirable situation.

Traffic Operational and Safety Concerns

Most of the circuitous traffic will use King Street at Bathurst Street, King Street at Portland Street and Bathurst Street at Wellington Street, which are expected to worsen operations at these intersections. In addition, the circuitous traffic from the proposed one-way on Portland Street, combined with future lane closures at King Street and Bathurst Street to enable construction activities for the Ontario Line, will further compound operational impacts on traffic; therefore, if the current one-way proposal must be implemented, it is recommended to be implemented post station construction.

A particular concern which has been identified is the close intersection spacing between Stewart Street and King Street West along Bathurst Street. The Portland street closures will result in further utilization of the left-turn movement to Stewart Street. There is increased potential for queuing towards King Street for southbound traffic looking to turn left into Stewart Street, or for northbound traffic at King Street resulting in a potential blockage at Stewart Street. This issue is also compounded by the fact that the Bathurst Streetcar utilizes the shared southbound left/through and northbound through movements, meaning transit riders will also be impacted. The configuration of restricting traffic along Portland Street may increase overall safety risks to vehicles and pedestrians in this configuration.

Furthermore, the circuitous movements that will be required in the area, combined with volumes from adjacent properties and vehicles passing through the area per the **Attachments** will result in significant traffic volume increase to an already congested Wellington Street. This will have operational and safety impacts which are not ideal given the residence and playground. A midblock multiuse-pathway connection between Stewart Street and Wellington Street which further allows access to the playground at the Victoria Memorial Square serves a lot of pedestrians and cyclists. This location could become more unsafe for pedestrians with more traffic influx onto Wellington Street under the proposed Portland Street one-way configuration.

Pick Up / Drop Off Operations

Currently, significant parking for pick-up and drop-off (PUDO) and short-term loading is observed on Portland Street. The current two-way traffic configuration of the roadway means vehicles in both directions can pass stopped vehicles under momentary blockage for one direction given low traffic speeds along Portland Street. The existing PUDO and short-term loading issues will be exacerbated by proposed lane reduction on Portland Street causing no flow upon blockage. Further, some existing Portland Street PUDO activities may be forced to perform PUDO activities on Wellington Street, blocking driveway entrances and traffic flow which is already an existing problem. Refer to the **Attachments** for photos of the existing situation.

Traffic Additions from In-Review Development Applications

The above noted traffic concerns consider the current traffic situation in the area. Of note, there are a number of significant developments proposed or under construction within the surrounding area that once developed can be expected to exacerbate these concerns resulting in circuitous traffic, leading to even more operational impacts at the noted intersections and along Wellington Street. Potential developments identified from the City of Toronto's development application website include (but not limited to) proposed developments at the following locations:

- 440 Front Street West (Also known as The Well, approximately 1700 residential dwellings and approximately 150,000m² of non-residential Gross Floor Area)
- Rail Deck District (September 2023 Draft Concept includes approximately 6028 residential units, 210 hotel units, and approximately 21,500 m² GFA of commercial uses.
- 71 Portland Street (Two residential towers with a total of 977 dwelling units, located atop a shared podium with 3058m² GFA of non-residential uses.)
- 504 Wellington Street W (13-storey residential building with 58 dwelling units), and
- 69 & 71 Bathurst Street / 663 & 665 King Street (286 residential dwelling units and 1254m² of non-residential GFA)

3.0 Conclusions

Given the expected traffic and safety impacts for tenants at the 50 Portland Street and adjacent properties, we trust the concerns and feedback outlined herein will be considered as it adequately identifies concerns pertaining to the King Street to Front Street segment of the Portland – Dan Leckie Cycling Connections project. We recommend that implementation of the proposed bike lanes while maintaining two lanes on Portland Street between King Street and Wellington Street in particular, or allowing two-way vehicle access further south to Front Street, be considered.

We also understand the importance of providing safe cycling infrastructure and we welcome the opportunity to discuss these concerns further with City staff and the Portland – Dan Leckie Cycling Connections project team, in addition to potential mitigation measures.

Should you have any questions or require any further information, please do not hesitate to contact the undersigned.

Sincerely,

C.F CROZIER & ASSOCIATES INC.



Peter Apasnore, MAsc., P.Eng., PTOE
Project Manager, Transportation

C.F CROZIER & ASSOCIATES INC.



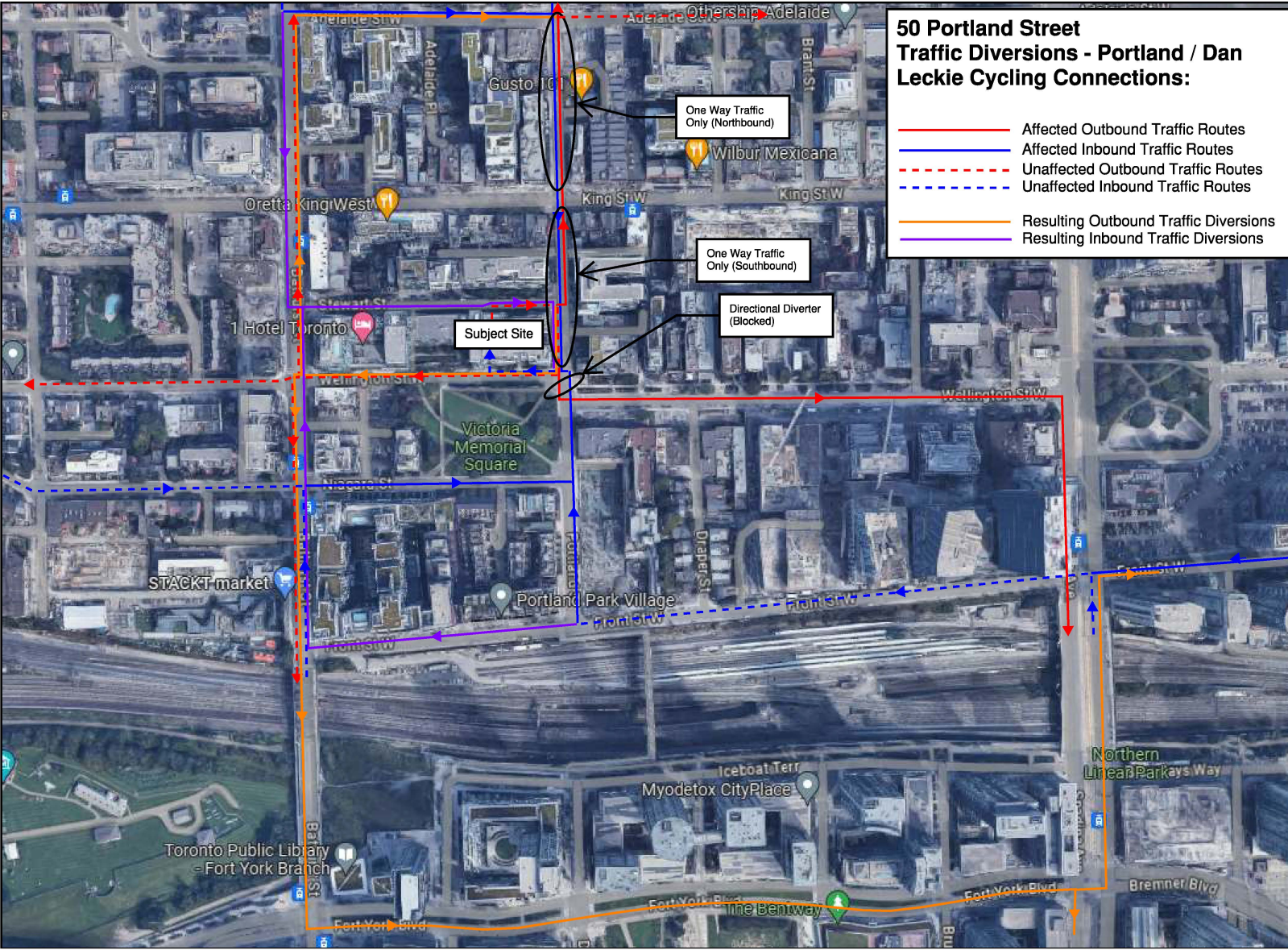
Aidan Hallsworth, EIT
Engineering Intern, Transportation

/ah

ATTACHMENTS:

50 Portland Street Traffic Diversions – Dan Leckie Cycling Connections Project.
Summary of other nearby properties expected to incur similar impacts.
Photos of existing PUDO situation near the subject site accesses.

ATTACHMENTS



**50 Portland Street
Traffic Diversions - Portland / Dan
Leckie Cycling Connections:**

- Affected Outbound Traffic Routes
- Affected Inbound Traffic Routes
- Unaffected Outbound Traffic Routes
- Unaffected Inbound Traffic Routes
- Resulting Outbound Traffic Diversions
- Resulting Inbound Traffic Diversions

Notable Projects in the vicinity of 50 Portland Street

	Project Address	Project Name	Developer(s)	Condos	Rental	Total # of Units	Office (Sq. ft)	Occupancy Date
1	543 Richmond Street	543 Richmond Residences at Protland	The Pemberton Group	476	0	476		2023/2024
2	123 Portland Ave.	123 Portland	Minto Communities	117	0	117		2024
3	489 - 539 King St. West	BIG King Toronto Condos	Westbank Corp & Allied Properties REIT	516	0	516		2025
4	89 Niagara St	The Essery Condos	Aspen Ridge	51	0	51		2025
5	505 Richmond St W,	Waterworks Condos	MOD Developments Inc & Woodcliffe Landmark Properties	299	0	299		2022/2023
6	410 Front St W	The Well	RioCan Reit, Allied Properties REIT, Dimond Corp and Tridel	756	923	1,679	700,000	2023/2024
7	520 Richmond St W	Rush Condos	Alterra Group of Companies	125	0	125		2023
8	18 Portland St	18 Portland Street	Density Development	182		182	27,882	TBD
9	530 Front St.	Portland Commons	Carterra			0	560,000	2024
10	64-86 Bathurst St		Hines		317	317		2025
11	485-489 Wellington St W	485-489 Wellington St W	Lifetime Developments	117		117		TBD
12	675 King St. W	675 King St. W	1283244 Ontario Ltd. (Colonia Treuhand)		145	145		TBD
Total				2,639	1,385	4,024	1,287,882	

