

Street 'A' Environmental Assessment Study

Date: February 12, 2025

To: Infrastructure and Environment Committee

From: General Manager, Transportation Services

Wards: 3 Etobicoke-Lakeshore

SUMMARY

The Park Lawn Road and Lake Shore Boulevard West area is a vibrant waterfront community that has experienced considerable growth over the last two decades. With the planned revitalization of the former Christie's cookie factory site, the area will continue to transform into a more walkable, transit-supportive, mixed-use residential and employment district anchored by a new higher-order transit hub, potential new schools, parks, and a community centre.

Continued growth in the area requires new and improved multi-modal transportation infrastructure that accommodates people of all ages and abilities, with vibrant and complete streets that complement the planned transit hub, consisting of the new Park Lawn GO Station and new Toronto Transit Commission (TTC) streetcar loop internal to the Christie's site that will connect to the dedicated streetcar right-of-way on Lake Shore Boulevard West.

The Council-endorsed Park Lawn Lake Shore Transportation Master Plan (TMP) completed in 2023 supports this long-term vision and identified several transportation infrastructure projects required to help achieve it, including Street A - a new public street and associated rail underpass between Park Lawn Road and Lake Shore Boulevard West. The TMP completed Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) process and identified Street A as a Schedule C project requiring an EA Study to complete Phases 3 and 4 of the EA process.

Street A will be an important new street connection in the area that will accommodate motor vehicle traffic, encourage safe pedestrian and cycling activity, support street trees and green infrastructure, provide required underground municipal servicing infrastructure as well as a new grade-separated rail underpass crossing. Street A is required to support Phase 1 of the Christie's development and the proposed Park Lawn GO Station.

The Street A EA Study has been undertaken following the "integrated approach" (as outlined in Section A.2.9 of the 2023 MCEA process) in co-ordination with the 2150

Lake Shore Boulevard West Draft Plan of Subdivision application on the former Christie's site, to satisfy both Environmental Assessment Act and Planning Act requirements. The Street A EA Study has also been co-ordinated with the Site Plan Application for the new Park Lawn GO Station, being designed and constructed by the Owner of the Christie's development site.

The Street A EA Study focused on developing design alternatives for Street A and the associated rail underpass, undertaking a comprehensive evaluation of the design alternatives to identify a preferred design alternative, as well as community interest group and public engagement.

This report summarizes the Street A EA Study process to date and seeks Council endorsement of the recommended Preferred Design. This report includes high-level order of magnitude construction cost estimates, and outlines a number of next steps related to the further detailed design and construction of Street A, to be undertaken in the future, in co-ordination with Phase 1 of the Christie's development and the new Park Lawn GO Station.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council endorse the Preferred Design identified in the Street A EA Study, as generally shown in Attachments 1 through 6 of this report.
2. City Council authorize the General Manager, Transportation Services to direct the Owner of the Christie's site to prepare the Environmental Study Report (ESR) for the Street A EA, issue the Notice of Completion, and post the ESR in the public record in accordance with the requirements of the Municipal Class Environmental Assessment process for Schedule C projects.
3. City Council direct the General Manager, Transportation Services, to work with the Owner of the Christie's development and Metrolinx on agreements necessary to complete detailed design and construction of Street A, including its associated rail underpass, between Park Lawn Road and Lake Shore Boulevard West, and authorize the General Manager, Transportation Services to negotiate, enter into, and execute the necessary agreements, on terms and conditions satisfactory to the General Manager, Transportation Services, in relation to the detailed design, construction, cost-sharing, and warranty of Street A, and in a form satisfactory to the City Solicitor.

FINANCIAL IMPACT

The entirety of Street A is proposed to be constructed as part of the first phase of the Christie's development, with the City's share of the cost front-ended by the Owner and is proposed to be offset by Development Charge credits as part of the Christie's development approval process, subject to future Council approval.

Construction cost estimates for Street A were provided to the City in 2021 by the then Owner of the Christie's site (First Capital). The cost estimates ranged from \$182 million to \$197 million and included a 25 per cent contingency. The City's share of the construction cost of Street A was included in the City's review of the Development Charges By-law.

An updated construction cost estimate of \$270 million was provided to the City in October 2024 by the new Owner group, Lakeshore Development Inc. (LDI), based on the Preferred Design identified in the Street A EA Study. As part of its Development Charges By-Law update process, the City will continue to update its Development Charges By-Law to reflect construction estimates for City transportation infrastructure projects, including Street A.

The City is continuing to negotiate with the new Owner of the Christie's site for the cost-sharing of the construction of Street A, following the cost-sharing principles previously outlined in the July 2021 Interim Staff Report for the Park Lawn Lake Shore TMP and included in Attachment 7 in this report (with the name of the previous developer "First Capital" replaced with "Owner of the Christie's site").

Street A significantly benefits the redevelopment of the Christie's site and provides access to the north building of the new Park Lawn GO Station. The Owner, LDI, acknowledges the need for continued discussions related to cost-sharing for the delivery of this new public street and associated rail underpass.

As negotiations with the Owner of the Christie's development site proceed, funding for the City's share of transportation costs associated with Street A, if required, would be requested at the appropriate time through future budget processes.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

On December 13, 14 and 15, 2023, City Council adopted CC13.2 - Ontario-Toronto New Deal Agreement, approving in principle the terms of the Ontario-Toronto New Deal Working Group Term Sheet, including the upload of the Gardiner Expressway and Don Valley Parkway to the Province.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.CC13.2>

On May 11, 2022, City Council endorsed the Final Preferred TMP Network for the Park Lawn Lake Shore TMP and authorized staff to begin the next steps to implement the TMP, including authorizing staff to identify the Owner of the Christie's site as the Proponent to undertake the Schedule C Municipal Class Environmental Assessment for Street 'A'.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.IE29.4>

On July 14, 2024, City Council directed staff to undertake public engagement on the Preliminary Preferred Network Alternative 4B and report back to Council on the Final

Preferred Network Alternative for the Park Lawn Lake Shore TMP, and an implementation and phasing plan.
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE23.14>

On May 5, 2021, City Council considered and adopted the final report for the Christie's Planning Study that included Christie's Secondary Plan, Zoning By-law and Urban Design and Streetscape Guidelines. The enacting Bills were being held until First Capital entered into a Section 37 agreement with the City. As part of its decision, City Council directed the General Manager of Transportation Services to provide an interim report to the July 5, 2021 meeting of the Infrastructure and Environment Committee on the Park Lawn Lake Shore TMP, including updates and status of funding for the Legion Road extension and other north-south transportation network connections. Additionally, City Council's decision required First Capital to negotiate with the General Manager, Transportation Services, in consultation with City Planner and the Executive Director, City Planning, the funding commitment for the construction of Street A and to enter into an agreement with the City respecting the terms for the delivery of Street A.
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH22.1>

COMMENTS

Background

The Park Lawn Road and Lake Shore Boulevard West area is a vibrant waterfront community that has experienced considerable growth over the last two decades. With the planned revitalization of the former Christie's cookie factory site, the area is set to continue to transform into a more walkable, transit-supportive, mixed-use residential and employment district anchored by a new higher-order transit hub and community facilities.

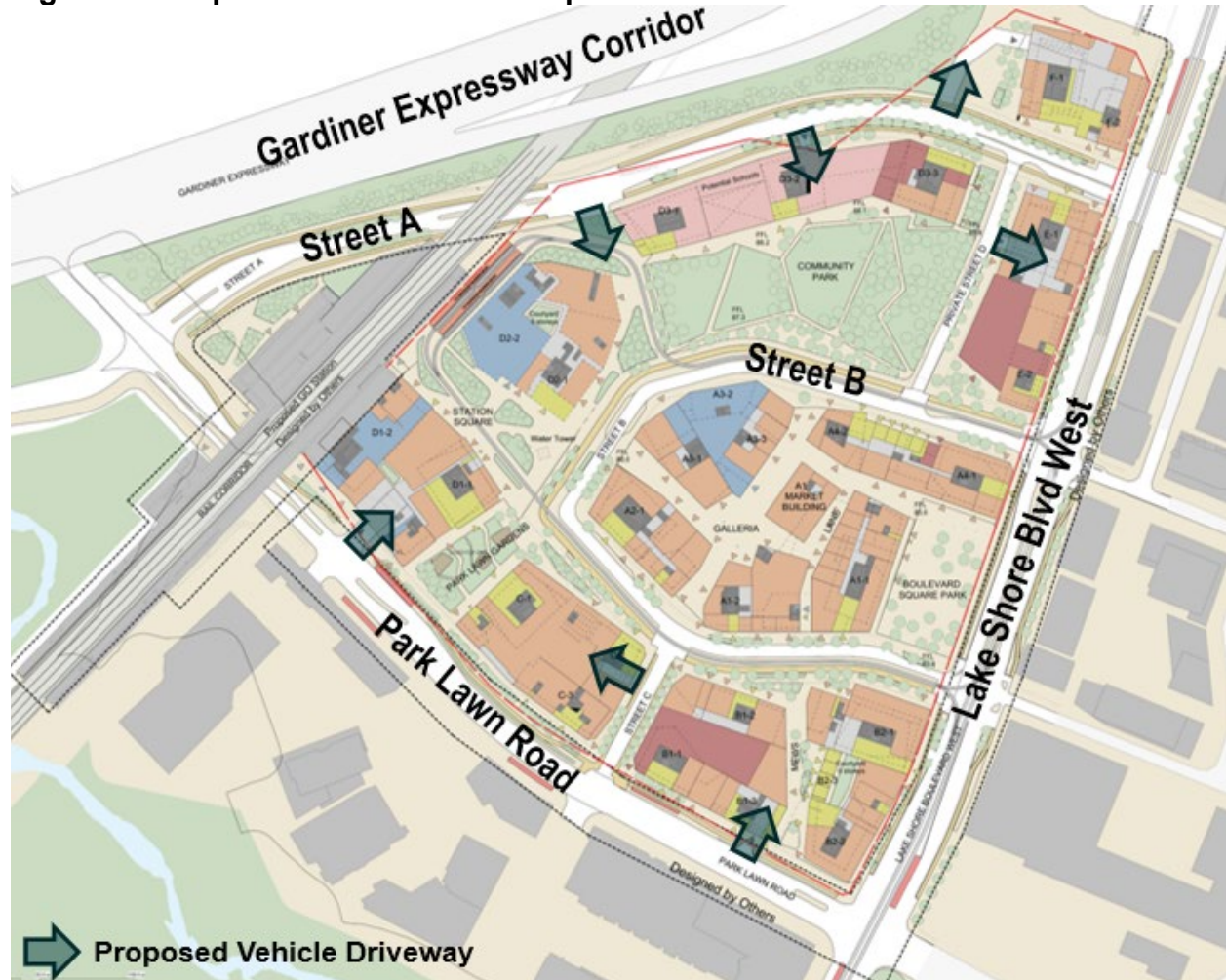
Continued growth in the area requires new and improved multi-modal transportation infrastructure that accommodates people of all ages and abilities, with vibrant and complete streets that complement the planned transit hub consisting of the new Park Lawn GO Station and new TTC streetcar loop internal to the Christie's site that will connect to the dedicated streetcar right-of-way on Lake Shore Boulevard West.

The proposed Christie's development at 2150 Lake Shore Boulevard West is shown in Figure 1 and will consist of a mix of new buildings, parks and a community centre, potentially two schools, a library, a daycare, and public and private streets internal to the development site. The primary vehicle driveway accesses are on Park Lawn Road and on Street A.

Street A will be an important new street connection in the area that accommodates motor vehicle traffic, encourages safe pedestrian and cycling activity, supports street trees and green infrastructure, provides an important vehicle and truck access required to serve the Christie's development, and provides required underground municipal servicing infrastructure, as well as a new grade-separated rail underpass crossing. Street A is required to support Phase 1 of the Christie's development and the proposed Park Lawn GO Station.

An internal public street, Street B, will provide internal circulation for vehicles, pedestrians and people cycling, as well as a dedicated TTC streetcar right-of-way connecting between Lake Shore Boulevard West and the new Park Lawn GO Station.

Figure 1 - Proposed Christie's Development Plan

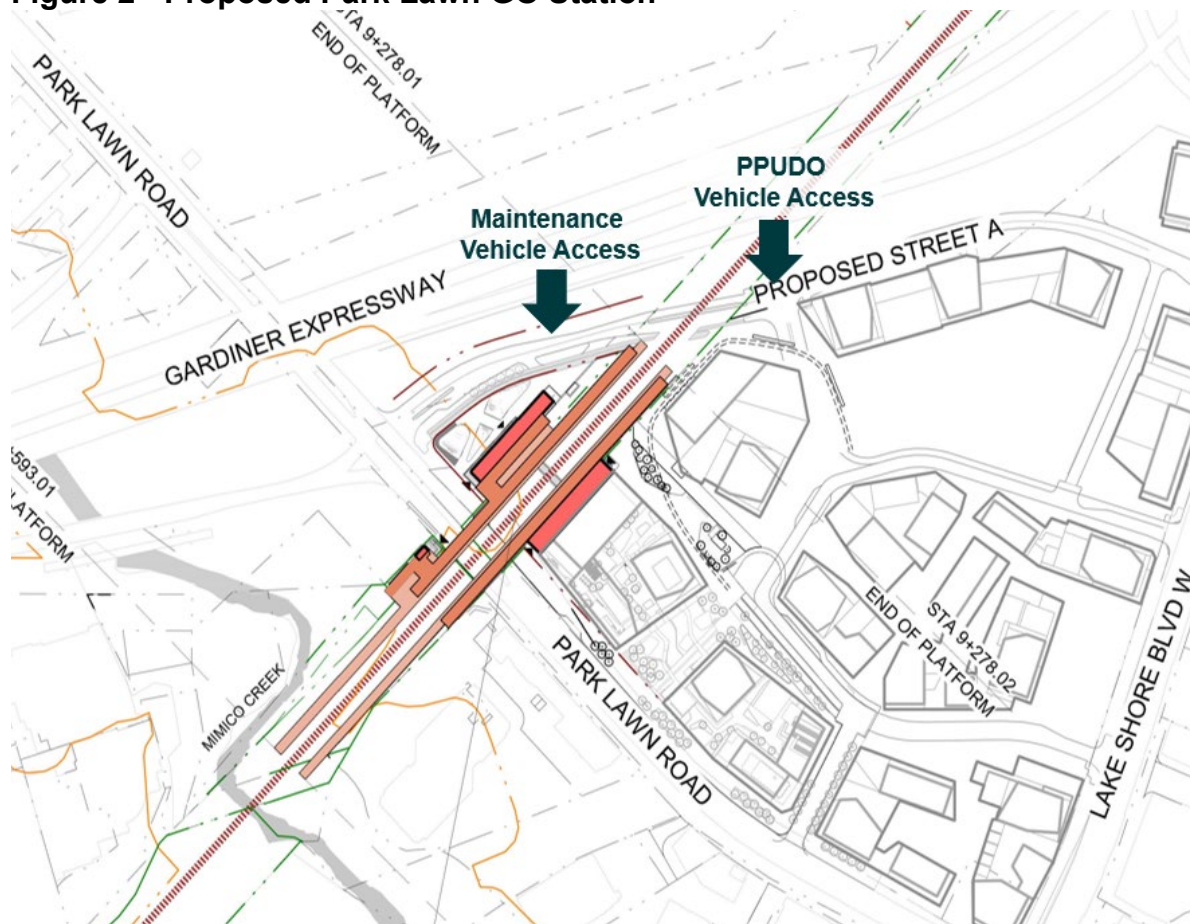


The proposed Park Lawn GO Station is shown in Figure 2 and will be comprised of elevated station platforms that span over the existing Park Lawn Road rail underpass. Station entrances will be provided on Street A and on Park Lawn Road on the north side of the rail corridor, as well as on Park Lawn Road and within the Christie's development on the south side of the rail corridor.

There is a proposed maintenance vehicle driveway on Street A. Passenger pick-up and drop-off (PPUDO) functions for the GO Station will be located within the underground parking garage of the Christie's development, accessed via the new signalized intersection on Street A. A vehicle lay-by space is proposed on Street A in front of the Park Lawn GO Station entrance as an accessible loading zone to be used by TTC Wheel-Trans or any vehicle displaying a valid "Accessible Parking Permit" while actively engaged in the pick-up or drop-off of a person with accessibility requirements.

The GO Station is advancing via a separate approvals process with Metrolinx and the City of Toronto, in co-ordination with the Street A EA Study and Christie's development.

Figure 2 - Proposed Park Lawn GO Station



Park Lawn Lake Shore TMP

The Park Lawn Lake Shore TMP completed in 2023 identified several required transportation infrastructure projects in its Preferred TMP Network shown in Figure 3, which:

- Provides a connected, multi-modal transportation network for all transportation users in the study area;
- Responds to concerns about area street network connectivity by ultimately providing three new street connections (Legion Road Extension, Street A, and New North-South Street) that improve travel connectivity, circulation, and help overcome the Gardiner Expressway/rail corridor physical barriers;
- Provides excellent walking and cycling connectivity with improved safety for pedestrians and people cycling;
- Supports the long-term build out of the Christie's site;
- Improves community access to higher-order transit and improves streetcar priority; and
- Helps reduce neighbourhood traffic impacts of the Gardiner Expressway.

Figure 3 - Park Lawn Lake Shore TMP Preferred Network



The TMP identified the general alignment for Street A between Park Lawn Road, under the rail corridor, connecting with Lake Shore Boulevard West. The conceptual design for Street A comprised of a 26 metre right-of-way width, two traffic lanes in each direction (plus turning lanes at signalized intersections), as well as sidewalks, cycle tracks, and street trees on both sides of the street.

The TMP identified the potential to reduce the number of proposed traffic lanes on Street A in the next phase of the EA Study, provided additional traffic modelling analysis was undertaken that confirmed its feasibility. The TMP identified some potential benefits to reducing the number of traffic lanes on Street A, including:

- reduced neighbourhood traffic infiltration from drivers attempting to by-pass the Gardiner Expressway using Street A;
- a narrower street right-of-way width and rail underpass structure, resulting in reduced costs;
- less physical impact on the adjacent Gardiner Expressway corridor;
- improved safety and more space for pedestrians, cyclists, vehicle lay-bys, and public realm improvements, and
- limited impacts on overall traffic network performance.

As part of the TMP, the conceptual design for Street A also identified several modifications required to the existing signalized intersection at Park Lawn Road/Gardiner Expressway Ramp and proposed new signalized intersections at Lake Shore Boulevard West/The Marginal Boulevard/Street A, and at a proposed driveway for the Christie's development underground parking garage on Street A just south of the rail corridor. The modifications to the existing intersections primarily involve accommodating a new fourth leg at the intersection with appropriate street geometry, configuration of motor vehicle traffic lanes, accommodating protected cycling elements, and new traffic signal infrastructure.

EA Study Overview

As authorized by City Council, in July 2023, the City entered into an agreement with the Owner of the Christie's development site to authorize them to be the Proponent to undertake the Street A EA Study. Part of this agreement included conditions that the EA Study was to be undertaken to the satisfaction of the City and at no cost to the City.

The Street A EA Study built on the Park Lawn Lake Shore TMP and focused on developing a series of design alternatives for Street A including the associated rail underpass, evaluating the design alternatives to identify a preferred design alternative, undertaking community interest group and public engagement, preparing updated construction cost estimates, and identifying a number of next steps related to the further detailed design and construction of Street A, to be undertaken in co-ordination with Phase 1 of the Christie's development and the new Park Lawn GO Station.

The Street A EA Study advanced the TMP conceptual design for Street A by developing a preliminary 30% design, focusing on confirming the alignment, right-of-way width, dimensions and configuration of individual street elements, and the type and configuration of the rail underpass structure.

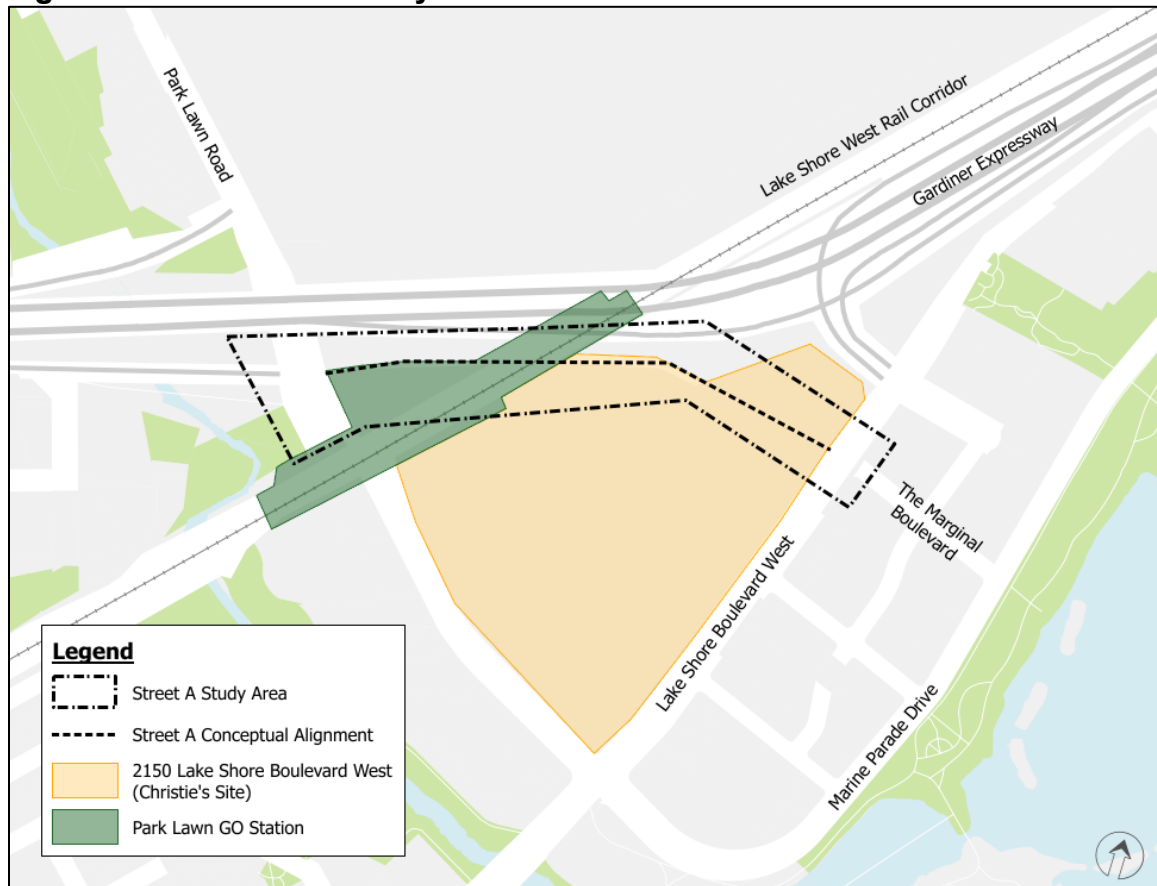
As part of the comprehensive evaluation of the Street A design alternatives, further traffic analysis was also undertaken to confirm the number of traffic lanes on Street A, as the TMP identified the potential to reduce from four traffic lanes to two traffic lanes.

The following sections describe the Street A EA Study in more detail.

EA Study Area

The study area for the Street A EA Study is shown below in Figure 4 and generally runs between Park Lawn Road and Lake Shore Boulevard West, crossing the Lakeshore West rail corridor in south Etobicoke. The Christie's development site at 2150 Lake Shore Boulevard West and proposed new Park Lawn GO Station are also shown.

Figure 4 - Street A EA Study Area



EA Study Process

The TMP completed Phases 1 and 2 of the EA process and identified Street A as a Schedule C project requiring an EA Study to complete Phases 3 and 4 of the EA process. The Street A EA Study has been undertaken following the “integrated approach” (outlined in Section A.2.9 of the Municipal Class EA process) in co-ordination with the 2150 Lake Shore Boulevard West Draft Plan of Subdivision application on the former Christie's site, to satisfy both Environmental Assessment Act and Planning Act requirements. The Street A EA Study has also been co-ordinated with the Site Plan Application for the new Park Lawn GO Station being designed and constructed by the Owner of the Christie's development site.

Following the "integrated approach" with the proposed Christie's development and the additional co-ordination with the GO Station has helped reduce duplication of community interest group and public engagement and ensured co-ordination of technical analysis, land use planning, and environmental protection decisions between the three inter-related initiatives in the same geography.



Street A EA Design Alternatives

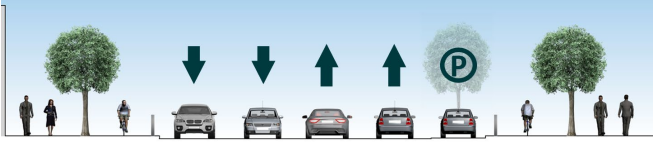
The Street A EA Design Alternatives built on the high-level objectives and Preferred TMP Network previously established in the Park Lawn Lake Shore TMP. Several additional design considerations were also incorporated as part of developing the Design Alternatives for the street and rail grade separation, including:

- Motor Vehicle Traffic
- Pedestrians and People Cycling
- Safety
- Rail Grade Separation
- Gardiner Expressway Retaining Wall
- Servicing Infrastructure
- Curbside Activity
- Horizontal and Vertical Alignment
- Public Realm
- Green Infrastructure

Three Design Alternatives were developed and are outlined in Table 1 below.

Table 1 - Street A EA - Design Alternatives

Design Alternatives & Right-of-Way (ROW)	Design Features
<p>Design Alternative 1: Two Traffic Lanes (26m ROW)</p> 	<ul style="list-style-type: none"> • Generally, a 26m right-of-way width • Two traffic lanes, with turning lanes at signalized intersections • One-way cycle tracks on both sides of the street, reduced width at rail underpass • Sidewalks on both sides of the street • Some dedicated vehicle lay-by spaces • More space for public realm and green infrastructure than Design Alternatives 2 and 3
<p>Design Alternative 2: Four Traffic Lanes (26m ROW)</p> 	<ul style="list-style-type: none"> • Generally, a 26m right-of-way width • Four traffic lanes, with turning lanes at signalized intersections • One-way cycle tracks on both sides of the street, reduced width at rail underpass • Sidewalks on both sides of the street • Off-peak on-street parking/curbside activity in curb lane • Less space for public realm and green infrastructure than Design Alternative 1

Design Alternatives & Right-of-Way (ROW)	Design Features
<p>Design Alternative 3: Four Traffic Lanes (30m ROW)</p> 	<ul style="list-style-type: none"> • Generally, a 30m right-of-way width • Four traffic lanes, with turning lanes at signalized intersections • One-way cycle tracks on both sides of the street, reduced width at rail underpass • Sidewalks on both sides of the street • Some dedicated vehicle lay-by spaces • Less space for public realm and green infrastructure than Design Alternative 1

Evaluation of Design Alternatives

The evaluation of the three Design Alternatives involved using a comprehensive set of evaluation criteria organized by several high-level thematic objectives, including:

- Policy Frameworks
- Safe and Healthy Communities
- Mobility
- Natural Environment
- Cultural Environment
- Social Equity
- Economic and Financial Considerations

Table 2 below outlines the key highlights from the evaluation of the three Design Alternatives.

Table 2 - Key Highlights of Evaluation of Design Alternatives

	Design Alternative 1: Two Traffic Lanes (26m ROW)	Design Alternative 2: Four Traffic Lanes (26m ROW)	Design Alternative 3: Four Traffic Lanes (30m ROW)
Percent of ROW width for roadway	25%	50%	40%
Percent of ROW width for boulevard	75%	50%	60%
Sidewalk widths	2.1m to 3.0m	1.8m to 2.5m	1.8m to 2.1m
Cycle track widths	1.8m to 2.0m	1.6 to 2.0m	1.6m to 2.0m

	Design Alternative 1: Two Traffic Lanes (26m ROW)	Design Alternative 2: Four Traffic Lanes (26m ROW)	Design Alternative 3: Four Traffic Lanes (30m ROW)
Safety	Most compact intersections with shorter crossing distances for pedestrians and people cycling	Larger intersections with longer crossing distances for pedestrians and people cycling	Larger intersections with longer crossing distances for pedestrians and people cycling
Traffic volumes on Street A	Lowest traffic volumes	Higher traffic volumes	Higher traffic volumes
Potential for neighbourhood traffic infiltration from Gardiner Expressway	Less potential	More potential	More potential
Space for street trees	More space	Less Space	More space
Stormwater	Less runoff	More runoff	More runoff
Curbside activity for accessible passenger and school bus loading	Dedicated vehicle lay-bys in boulevard	On-street parking in curb lane (off-peak hours only)	Dedicated vehicle lay-bys in boulevard
Property impacts	Minimal	Moderate (at wider rail underpass)	Major (at wider rail underpass and significant impacts to Christie's development)
Design/Construction complexity	Less	Moderate	Moderate
Construction costs	Lowest	Moderate	Highest

The comprehensive evaluation analysis concluded that Design Alternative 1: Two Traffic Lanes (26m ROW) was the Preferred Design Alternative. A summary of the comprehensive evaluation is shown in Figure 5

Figure 5 - Evaluation Summary of Design Alternatives

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		

Rail Grade Separation Options

In parallel with developing and evaluating the Street A Design Alternatives, rail grade separation options were also developed and evaluated.

Preliminary investigations were undertaken to explore and assess spatial and structural requirements for different types of grade separation: rail overpass, rail underpass, and rail tunnel.

Based on a high-level screening exercise, a rail underpass was selected as the preferred type of grade separation, primarily due to the horizontal and vertical space constraints and requirements, since a rail underpass would provide sufficient clearance for vehicles below the rail corridor without excessive road gradients.

Further technical analysis and evaluation was undertaken for three different rail underpass construction methodologies to identify a preferred construction methodology:

- Option 1: Top-Down Construction
- Option 2: Jack Push Open Cut
- Option 3: Jack-Push Mined Through

In consultation with Metrolinx, the rail underpass options were assessed using a comprehensive set of criteria including: vertical profile, vertical clearance, rail operations and track protection requirements, constructability, utilities, construction noise, construction vibration, construction schedule, and cost.

The preferred construction methodology for the grade separation structure was determined to be Option 3: Jack-Push Mined Through approach, which involves pushing a concrete box into place below the rail corridor while rail operations are

maintained. This rail underpass construction methodology has been used recently by Metrolinx for the Hazel McCallion LRT underpass below the Gardiner Expressway / Queen Elizabeth Way corridor in Mississauga.

EA Study Engagement Summary

Building on the engagement undertaken during the Park Lawn Lake Shore TMP, the Street A EA Study engaged with a broad range of area residents, businesses, and community interest groups, that participated in the following activities:

- Round 1 - June 2023:
 - Issued EA Notice of Commencement
 - Virtual Interest Group Meeting
 - In-person Public Open House Meeting
 - Engagement in Round 1 focused on study background, study process, summary of existing/future context, design considerations, preliminary design alternatives, and draft evaluation framework.
- Round 2 - June 2024:
 - Virtual Interest Group Meeting
 - In-person Public Open House Meeting
 - Engagement in Round 2 focused on evaluation framework, evaluation of design alternatives, and identification of a preferred design.
- A project website was created and managed by the Owner of the Christie's development site (<https://www.2150lakeshore.com/street-a-ea/>), and is also linked from the City's Park Lawn Lake Shore TMP project website (toronto.ca/parklawnlakeshore)
- Canada Post direct mailout of EA Notice of Commencement to more than 35,000 addresses in the surrounding area
- Emails with project email subscriber list
- Emails with community interest group list that was comprised of resident associations, community groups, organizations, institutions, and elected officials (107 contacts)
- Notification of Agencies (eg, Toronto and Region Conservation Authority, Metrolinx, Hydro One, etc)
- Notification of Indigenous Communities
- Posting of materials on the project website, and circulation of presentation and materials to interest group lists and email lists
- Online surveys and physical comment forms

Key highlights of feedback received during the engagement activities included:

- Concerns with overall area traffic congestion, especially along Park Lawn Road at the existing Gardiner Expressway on- and off-ramp signalized intersections, and along Lake Shore Boulevard West at the proposed new signalized intersection.
- Mixed feedback on whether Street A would help improve area traffic congestion.
- Mixed feedback on the preferred number of traffic lanes on Street A.
- Importance of ensuring safety for pedestrians and people cycling at crossing locations at signalized intersections.
- Preference for improved greenery over other public realm elements, like benches, public art, or other placemaking features in the streetscape design.

- Importance of measuring impacts on the natural environment, in particular, air quality and existing mature trees.
- Questions about overall construction timelines and impacts.
- Feedback about more specific design and operational features that would be explored during later detailed design stages (e.g., materials, signage, pavement markings, signal phasing, etc.).
- Interest by Indigenous Communities in potential archaeological artifacts, opportunities to improve the natural environment, and how First Nations history, stories, and artwork could potentially be incorporated into the streetscape design (eg, murals on proposed retaining walls).
- Questions from Toronto and Region Conservation Authority about potential impacts on the nearby Mimico Creek valley during construction.

Specific feedback received about each of the three Design Alternatives is summarized below:

- Design Alternative 1 - Two Traffic Lanes (26m ROW):
 - Some support indicated the design had the most neighbourhood-appropriate scale.
 - Some comments that the design provides a safe and attractive pedestrian environment, balancing the needs of all transportation modes.
 - Concerns with traffic flow, especially for emergency vehicles and large trucks.
- Design Alternative 2 - Four Traffic Lanes (26m ROW):
 - Some feedback in support of more traffic lanes.
 - Concerns about safety for pedestrians and people cycling.
 - Concerns about less space in the right-of-way available for pedestrian amenities and attractive streetscape.
- Design Alternative 3 - Four Traffic Lanes (30m ROW):
 - Some support for the proposed wider right-of-way that accommodates four vehicle lanes, cycle tracks, wide tree zones and wide sidewalks to balance the desires for the corridor.
 - Some comments indicated the street was too wide and would encourage traffic infiltration from the external network.
 - Concerns were raised about construction cost and property impacts of the wider right-of-way width on other proposed infrastructure along the corridor (e.g., Park Lawn GO Station, new buildings, potential new schools, and parks proposed in the Christie's development).

There were also questions and feedback received about other inter-related initiatives in the surrounding area:

- Questions about the timing of the opening of the Park Lawn GO Station.
- Questions and feedback about the proposed density on the Christie's development site.
- Questions and feedback about the recommendations of the previously-completed Park Lawn Lake Shore TMP.

Engagement activities and feedback received during the Street A EA Study have been documented and summarized in Consultation Reports which were posted on the project website and will be included in the final Environmental Summary Report for the EA.

Street A Preferred Design

Based on the comprehensive evaluation, Design Alternative 1: Two Traffic lanes (26m ROW) is the preferred design for Street A. The preferred design:

- Creates an important new public street connection that improves area connectivity and circulation for all transportation users and helps overcome the physical barrier of the Lake Shore rail corridor, with a new rail underpass.
- Provides sufficient area traffic network performance and discourages potential neighbourhood traffic infiltration from the Gardiner Expressway.
- Minimizes impacts on adjacent properties, including new Park Lawn GO Station, Christie's development, and Gardiner Expressway corridor, especially at the new rail underpass.
- Provides a safe and attractive travel route for pedestrians and people cycling with raised and separated cycle tracks and includes other Vision Zero Road Safety Plan principles that prioritize safety for vulnerable road users.
- Provides generous space for street trees and green infrastructure in the boulevard.
- Protects space for a vehicle lay-by in front of a potential new school to accommodate school bus passenger pick-up/drop-off activity.
- Accommodates standard underground municipal servicing infrastructure and potential servicing requirements of the Park Lawn GO Station and Christie's development.
- Supports the Christie's development by creating a new public street frontage for new buildings and a new signalized driveway intersection for vehicle and loading truck access.
- Supports the new Park Lawn GO Station by providing a vehicle lay-by in front of the station entrance on Street A for accessible passenger pick-up/drop-off activity, a driveway on Street A for maintenance vehicles, and a new signalized intersection to provide access to the transit passenger pick-up/drop-off (PPUDO) in the underground parking garage of the Christie's development.

The typical mid-block cross-section and cross-section at the rail corridor for the Preferred Design are shown in Attachments 1 and 2. The Preferred Design along the entire Street A corridor between Park Lawn Road and Lake Shore Boulevard West is shown in Attachments 3 to 5. A 26 metre right-of-way width is generally proposed along most of the corridor. At Park Lawn Road, a wider 32 metre right-of-way is proposed to accommodate turn lanes at the signalized intersection. At the rail underpass, a narrower 25 metre right-of-way is proposed to accommodate the physical underpass box structure and minimize impacts on the adjacent Christie's development, Park Lawn GO Station, and the Gardiner Expressway corridor.

The Preferred Design for Street A will continue to be refined as the project proceeds through later stages of detailed design and implementation through the Christie's development Plan of Subdivision process, in co-ordination with the design of the new Park Lawn GO Station.

Property Requirements

Property required to support the EA recommended Preferred Design is comprised of property already owned by the City, north of the rail corridor to Park Lawn Road, and property being conveyed to the City as part of the Christie's development, south of the rail corridor to Lake Shore Boulevard West. Final property requirements will be confirmed during the detailed design activities that will follow the EA study and be acquired through the Christie's development process.

Provincial Engagement

On December 13, 2023, City Council approved in principle the Ontario-Toronto New Deal, which includes a provincial commitment to upload the Gardiner Expressway and the Don Valley Parkway to the Government of Ontario, subject to a due diligence review still underway. The due diligence review is a provincially-led process and includes an assessment of the highways, financial and legal reviews and corridor management controls.

A significant portion of Street A will be directly adjacent to the Gardiner Expressway corridor, including an existing lattice structure that physically supports the Gardiner Expressway as it crosses overtop of the Lake Shore West rail corridor. Considerable technical assessment and analysis was undertaken as part of the Street A EA Study to evaluate and mitigate potential impacts to both the Gardiner Expressway corridor and Lake Shore West rail corridor, both critical pieces of transportation infrastructure for the City and surrounding region.

City staff have informed the Province of the Street A EA Study process and the recommended Preferred Design.

Next Steps

Subject to Council's endorsement of the Recommended Preferred Design, the Street A EA Environmental Summary Report final report document will be prepared and posted on the public record for 30-days, along with the EA Notice of Completion.

The recommended preferred design for Street A, including its alignment, right-of-way width, and general configuration of street elements, will continue advancing through additional detailed design and implementation work, as part of the Christie's development Plan of Subdivision process.

Discussions will also continue between City staff and the Owner of the Christie's development site to finalize the cost-sharing arrangement for the construction of Street A, based on the Council-approved principles shown in Attachment 7.

Discussions will continue between the City and Metrolinx regarding the maintenance responsibilities and cost-sharing arrangement for the new Street A rail underpass.

CONTACT

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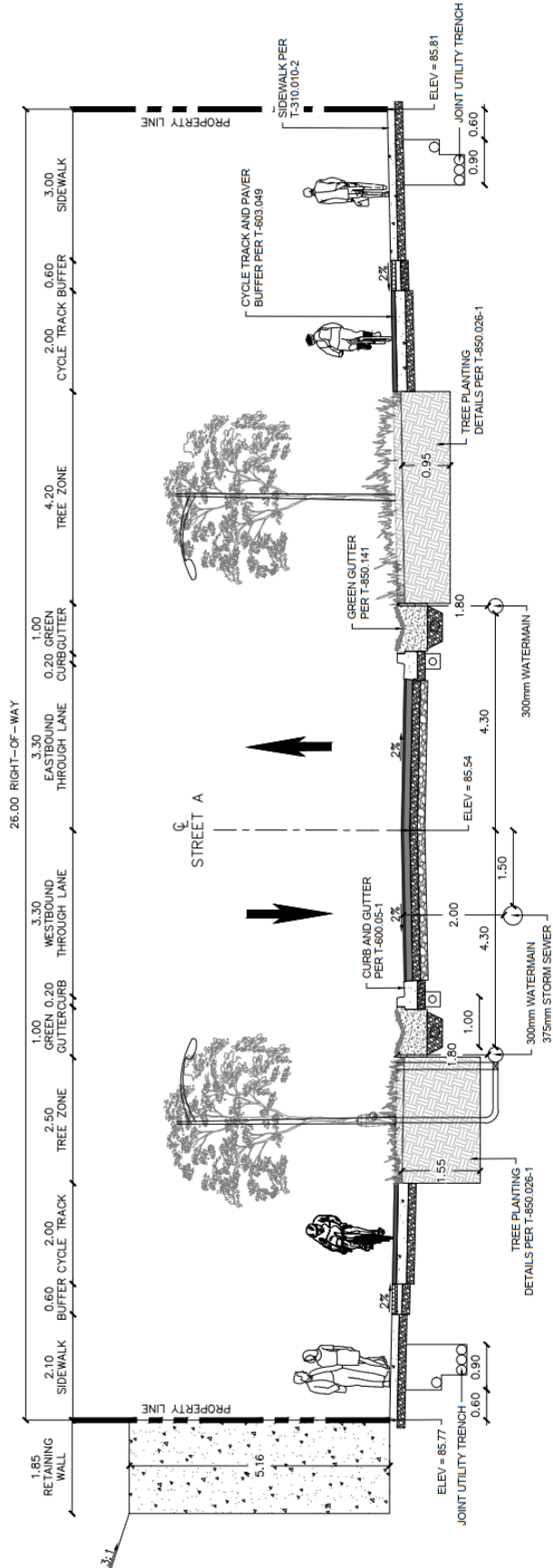
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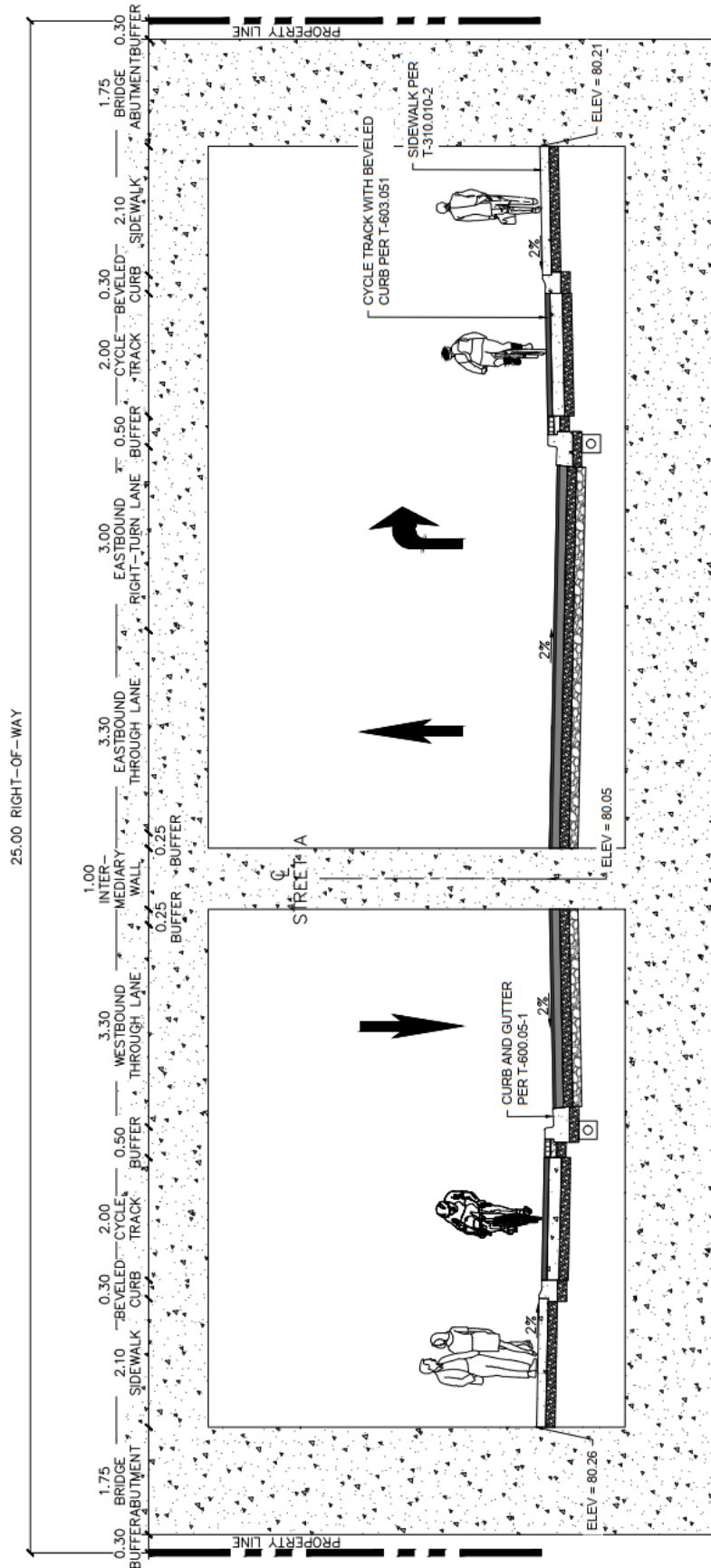
ATTACHMENTS

Attachment 1: Street A Preferred Design - Typical Mid-Block Cross-Section
Attachment 2: Street A Preferred Design - Cross-Section at Rail Underpass
Attachment 3: Street A Preferred Design - Design Alternative 1: Two Traffic Lanes (26m ROW)
Attachment 4: Street A Preferred Design - At Park Lawn Road
Attachment 5: Street A Preferred Design - At Rail Underpass
Attachment 6: Street A Preferred Design - At Lake Shore Boulevard West
Attachment 7: Cost-Sharing Principles for Street A

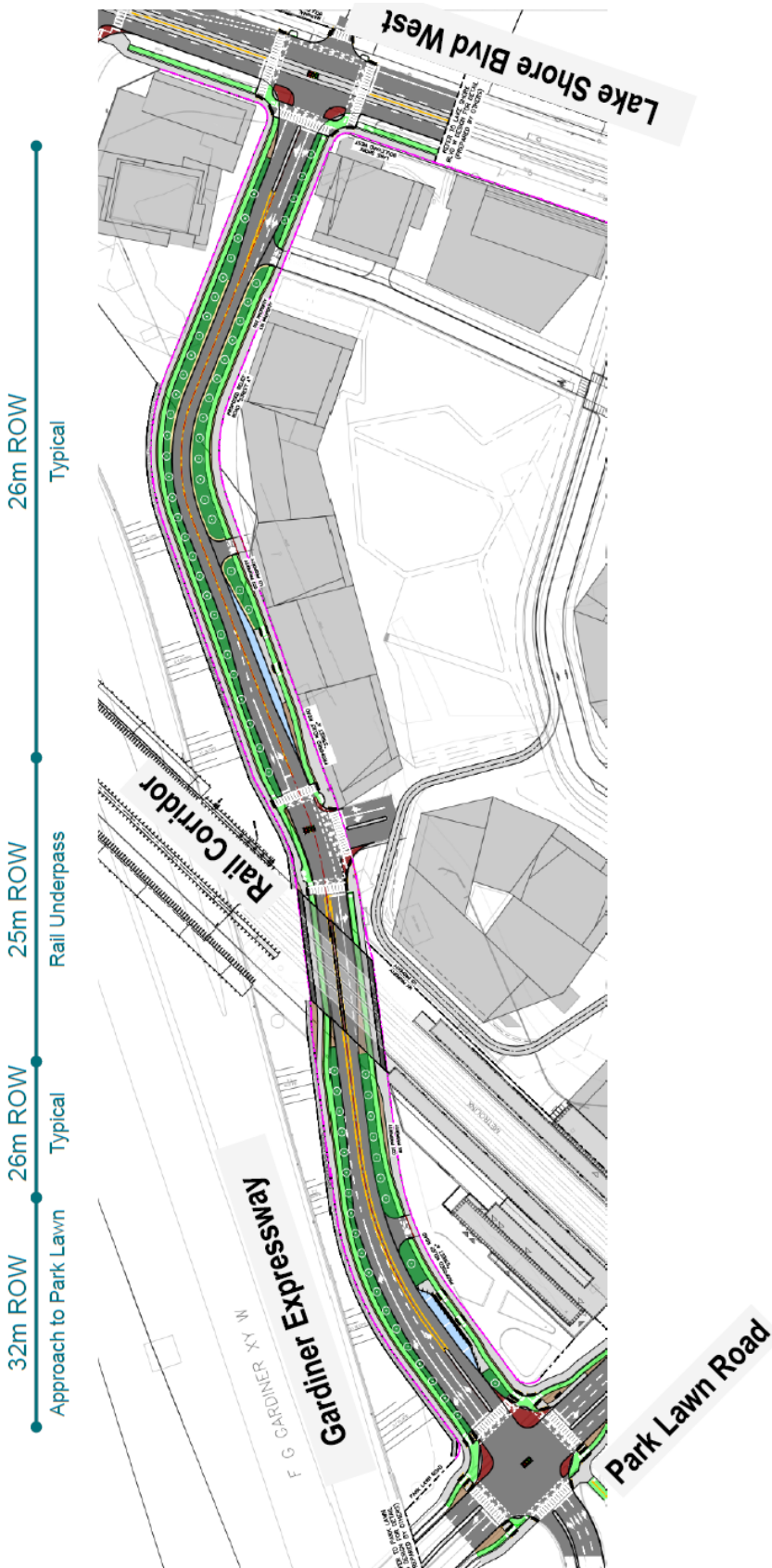
Attachment 1: Street A Preferred Design - Typical Mid-Block Cross-Section



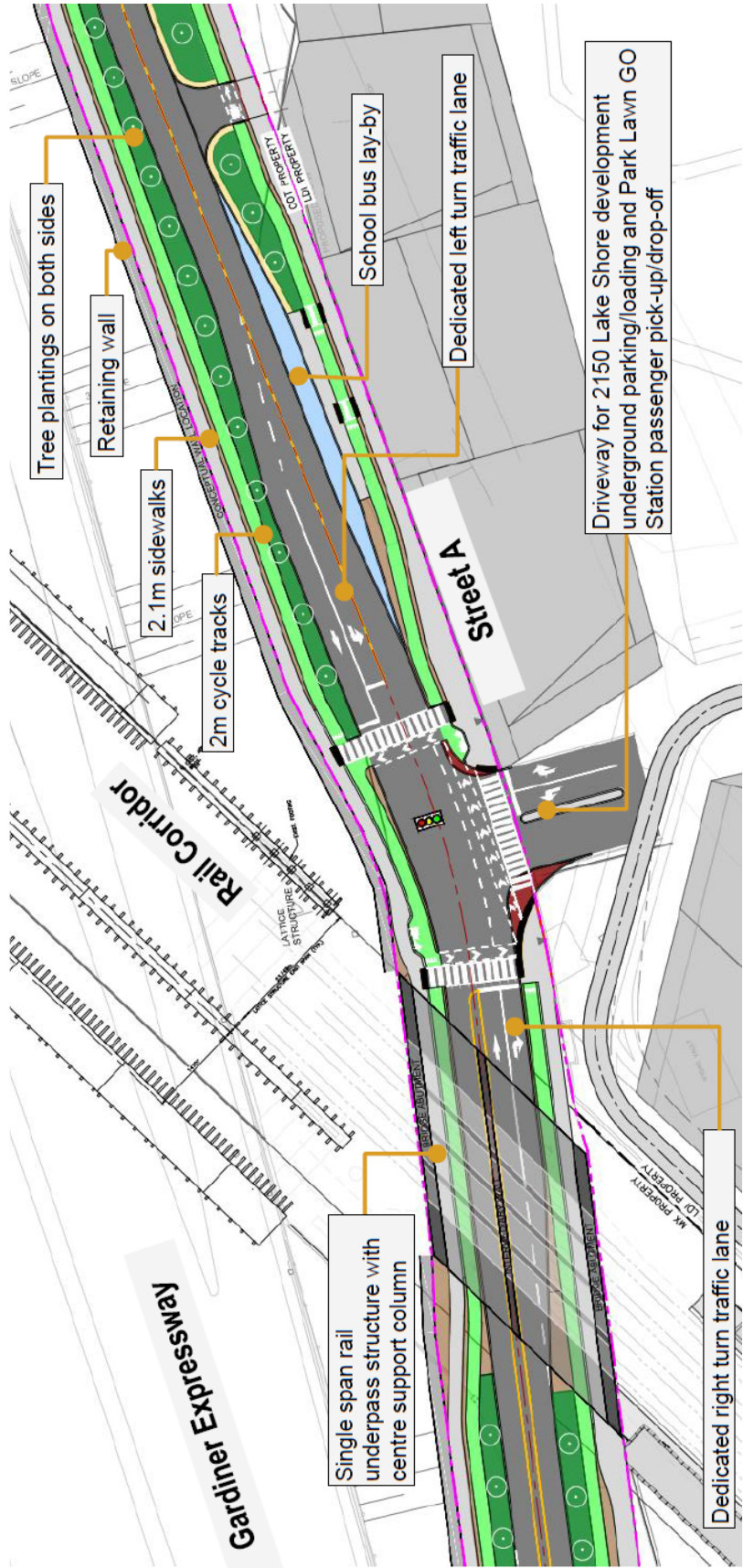
Attachment 2: Street A Preferred Design - Cross-Section at Rail Underpass



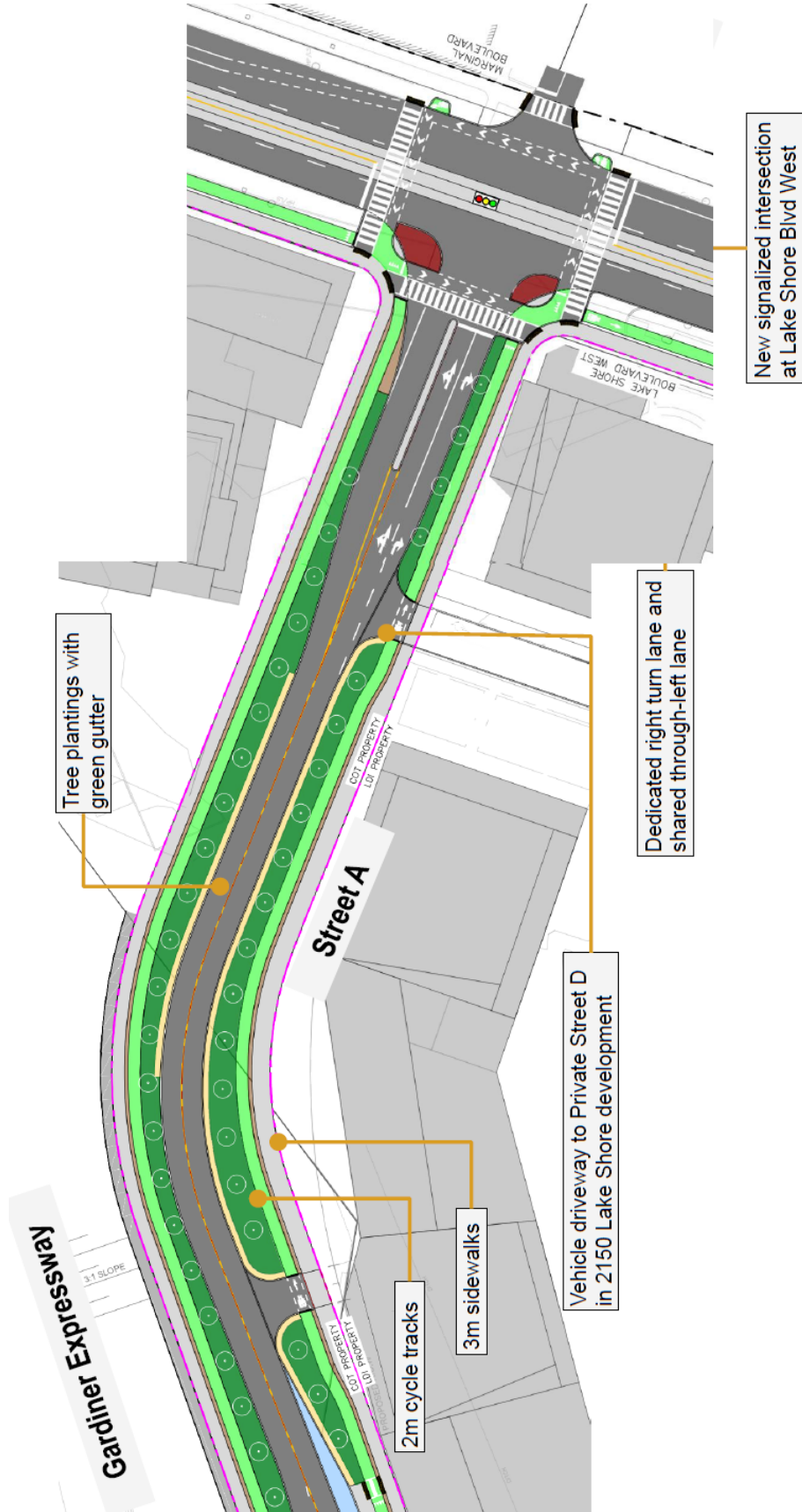
Attachment 3: Street A Preferred Design - Design Alternative 1: Two Traffic Lanes (26m ROW)



Attachment 5: Street A Preferred Design - At Rail Underpass



Attachment 6: Street A Preferred Design - At Lake Shore Boulevard West



Attachment 7: Cost-Sharing Principles for Street A

The following principles are recommended to guide the negotiations with the Owner of the Christie's site for the cost-sharing of Street A. These are intended to inform the negotiations. Other relevant considerations may emerge through the negotiations that City staff will also take into consideration as part of the cost-sharing discussions:

- The Owner of the Christie's site should fully fund the portion of Street 'A' south of the rail corridor to Lake Shore Blvd West as the street is required for the redevelopment of the Christie's site consistent with the City's Local Service Policy and Guidelines. The City will provide the required lands it owns south of the rail corridor, and subject to the cost-sharing negotiations for Street A north of the rail corridor, to enable a complete street design and unlock additional development within the Christie's site.
- The City and Owner of the Christie's site should equitably share the costs for the rail underpass from which the main vehicle access to a consolidated underground parking garage is located to serve the development, and which also supports the Park Lawn GO Station that is being delivered by the Owner of the Christie's site on behalf of the Province at its cost.
- The City and Owner of the Christie's site should share the cost of Street A north of the rail corridor to Park Lawn Road, inclusive of any modifications required to Park Lawn Road, taking the following into consideration:
 - the value of the City's land contributions for Street A; and
 - the City's Local Service Policy and Guidelines.
- The Owner of the Christie's site should front-end the City's portion of the costs as Street A is required to be fully constructed as part of Phase 1 of the redevelopment of the Christie's site.