

August 5, 2021, Public Meeting Summary Report



Prepared by Mira Shenker and Michela Comparey, Waterfront Toronto, August 2021.

Overview:

We held a Public Meeting in August 2021 to learn more about the Port Lands Flood Protection project and the upcoming construction as part of the Lake Shore Boulevard East project. Due to COVID-19, the meeting was held online and approximately 80 people joined us for a presentation and live Q&A.

Participants were invited to submit questions in advance or during the live meeting. The presentation slides and a recording of the meeting were posted to the [public meeting webpage](#) following the meeting.

The purpose of the meeting was to present a Port Lands Flood Protection construction update and an overview of the Lake Shore Boulevard East project with construction timelines.

At the live meeting, Mira Shenker introduced the presentations:

1. David Kusturin presented a construction update about the Port Lands Flood Protection project.
2. Don McKinnon (Dillon), presented an overview of the Lake Shore Boulevard East project. This includes modifications to the Lake Shore Bridge required for the Port Lands Flood Protection

project as well as the reconstruction of Lake Shore Boulevard East as part of the City of Toronto's Gardiner Expressway and Lake Shore Boulevard Reconfiguration (Gardiner East) project. He presented a construction timeline and upcoming traffic impacts related to the project.

The [webpage for the meeting](#) included links to a construction update, upcoming construction, and background information on the Port Lands such as the project timeline and feedback received during consultation to date.

You can watch the presentation here: [Meeting Presentation on YouTube](#)

You can watch the full Q & A here: [Question and Answer session on YouTube](#)

Please see Appendix A for the list of questions and answers during the meeting. Some questions were not fully answered during the meeting. A more thorough answer has been provided in the appendix.

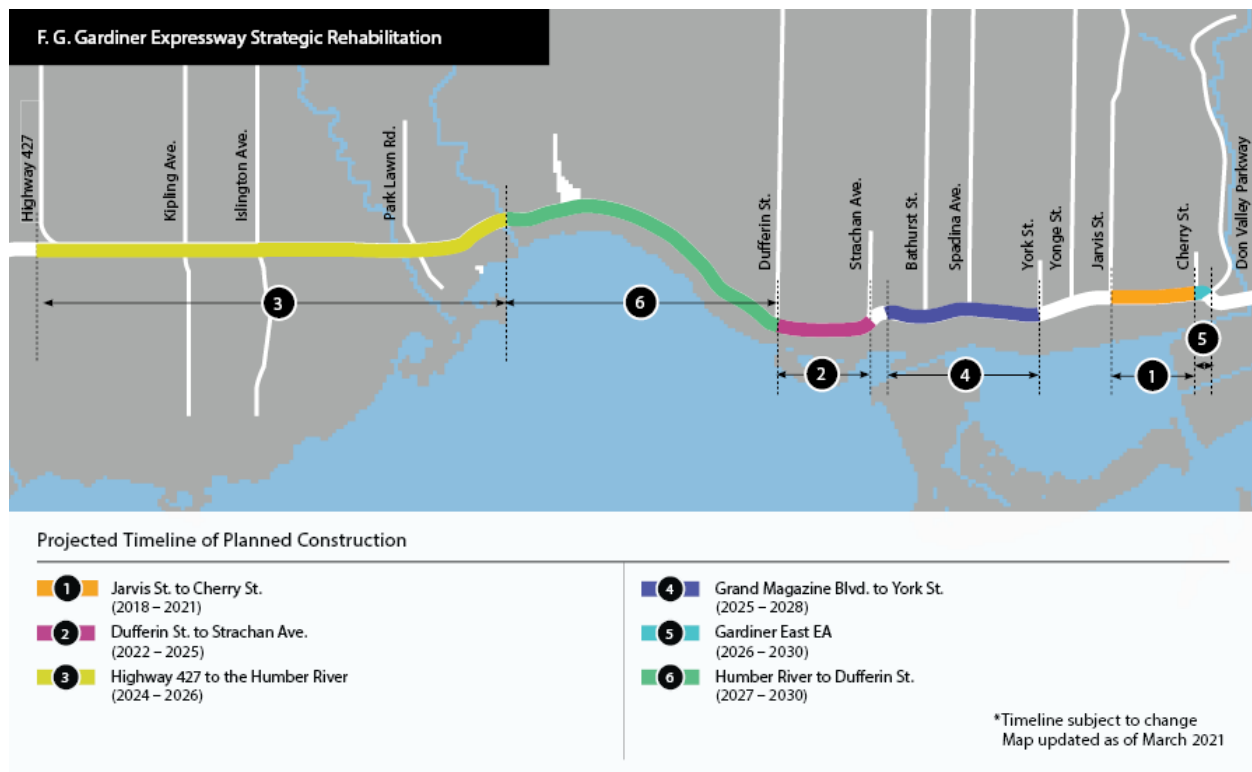
Summary of Question Themes about Lake Shore Boulevard:

- What routes will be available after the Logan Ramps are removed, and how to access major routes?
 - You can see available routes and detours here:
<https://portlandsto.ca/construction/lake-shore-boulevard-east-project/#Detours>
 - You can see cycling-specific routes and detours here:
<https://portlandsto.ca/construction/#LDTclosure>
- The longer-term plan for the area.
 - Please see the Related Projects section below for more information.
- Does the modeling account for considerations such as: future growth in the area, existing traffic congestion in specific areas, cyclists and pedestrian safety. What does the modeling show for specific areas?
 - The modelling was extensive and considered both current and projected road and trail use in the area for the duration of the planned construction. Please see the appendix for specific questions and answers.
- Cycling safety, especially at the intersection of Lake Shore Boulevard and Cherry St.
 - The Lake Shore Boulevard and Cherry St. intersection is being reconfigured. The crossing for cyclists will be significantly improved by November 2021.

Related Projects References

The Lake Shore Boulevard East project is one part of the Gardiner Hybrid Option, which is part of the Gardiner Expressway Rehabilitation Strategy. Participants at the meeting asked about other aspects of the project and plans for other areas along the Gardiner Expressway. Some of these projects are under the purview of the City of Toronto, and not Waterfront Toronto. To learn more about the plans for these projects, please see the links below.

Gardiner Expressway Rehabilitation Strategy



This strategy outlines the long-term plans for the Gardiner Expressway. Future ramps built east of Cherry St. will be built as part of phase 5, covered by the Gardiner East Environmental Assessment.

Relevant Links:

- [City of Toronto Website: Gardiner Expressway Rehabilitation Strategy](#)

Gardiner Expressway and Lake Shore Boulevard East Reconfiguration

Delivered by the City of Toronto

This project outlines the long-term plan for the Gardiner Expressway from Jarvis St. to the Don Valley Parkway.

This project includes:

- Realigning the Gardiner Expressway further north and rebuilding the connection to the Don Valley Parkway
- New on ramps at the eastern end of the Gardiner in the [Keating Channel Precinct](#), planned east of Cherry St.

The Environmental Assessment for this project was approved in 2017. A timeline for completion is still to be determined.

Relevant Links:

- [City of Toronto Website: Gardiner Expressway East Reconfiguration](#)
- [Waterfront Toronto Website: Gardiner East Environmental Assessment](#)

Lake Shore Boulevard East Public Realm Project

Delivered by The City of Toronto and some elements delivered by Waterfront Toronto

This project focuses on public realm improvement along Lake Shore Boulevard between Jarvis St. and Logan Avenue including enhanced sidewalks, a new bi-directional cycling trail on the north side of the street and additional planting.

The full scope of this project will be implemented by the City of Toronto. A timeline has not been set due to ongoing coordination with many other projects along the Lake Shore Corridor.

Waterfront Toronto is working on some small scale 'quick start' projects that will implement portions of this plan in targeted areas such as the Jarvis St. and Sherbourne St. intersections. The first of these 'quick starts' was the Lake Shore Boulevard East South Sidewalk Pilot Project, completed in 2020.

Links:

- [City of Toronto Website: Lake Shore Boulevard East Public Realm](#)
- [Waterfront Toronto Website: Lake Shore Boulevard East Public Realm](#)

Appendix A: Port Lands Flood Protection Public Meeting – August 5, 2021, All Questions and Answers

Lake Shore Boulevard East: Design

Q: Will the future condition of Lake Shore require exiting the Gardiner back at Jarvis St to access Lake Shore Boulevard East?

A: During construction and upon completion of this project in 2024, Jarvis St. will be the last exit to access Lake Shore East before the Gardiner connects to the Don Valley Parkway (DVP). The reconfiguration of the Jarvis intersection was studied as part of the Gardiner and Lake Shore Reconfiguration Environmental Assessment which was approved in 2017. This is an interim condition until the Gardiner has been relocated as part of the Gardiner Hybrid Project.

The final and permanent condition will see new ramps built east of Cherry St. which will become the alternative exit for eastbound traffic that does not wish to connect to the DVP.

The City of Toronto will share more information regarding ramp realignment and construction starting after the completion of this project as it becomes available.

For more information see the [City of Toronto's website: Gardiner Expressway East Reconfiguration](#)

Q: Are there more details available on the future status of the Harbour rail lead line?

A: We are told that City Staff are studying it under the Broadview Extension Environmental Assessment. There could be future updates, but we don't have any at this time. A study is ongoing and scheduled to be concluded later in 2021.

Q: When is the plan to build the new eastbound off ramp at Yonge as it will change the Jarvis intersection as well as removing the current Jarvis off ramp?

A: The project date for that is still to be determined. The City of Toronto doesn't anticipate that the Jarvis ramps will be removed until the Gardiner work advances. The city is currently doing traffic modeling and due diligence in terms of the construction timing and staging for different works in the area. They are working towards a more comprehensive picture.

Q: What is the timeline for public realm improvements between Jarvis and Cherry?

A: The full scope of public realm improvements west of Don Roadway are now being led by the City of Toronto. The timeline is in development as the design is still underway and the city is coordinating with other projects in the corridor.

Waterfront Toronto is working on some small scale 'Quick Starts' projects that will implement portions of this plan in targeted areas such as the Jarvis St. and Sherbourne St. intersections. The first of these 'quick starts' was the Lake Shore Boulevard East South Sidewalk Pilot Project, completed in 2020.

Q: What is the future condition of the Logan ramp? Will the elevated overpass come down?

A: The Logan Ramps will be fully removed. The elevated overpass will be gone.

C: Please use Waterfront Toronto's signature Olivio Street Lights for the roadway lighting on Lake Shore Boulevard.

A: These streetlights are not approved by Toronto Hydro for street lighting.

Q: Why were they approved for other parts of the Waterfront?

A: The City can look into this. There are other projects where there are different lighting standards, and the City typically has to enter into maintenance agreements so they will look into why it can't happen here.

Q: In the final condition with new Cherry St. Ramps: Will the offramp from the Gardner just West of Cherry result in traffic backing onto the Gardiner ramp possible creating a safety hazard for cars looking to go North on the DVP?

A: The new ramps will be east of Cherry St. These ramps are still in design and safety is being considered as part of the detailed design.

Q: Is there a long-term view to reduce or create dedicated routes for large truck traffic in the area?

A: The City of Toronto is currently conducting studies that look at truck movements in the area. As part of the Port Lands Planning Framework and the Port Lands Official Plan Modification, there is a policy to advance a goods movement strategy for the area. One thing it looks at is dedicated truck routes in the Port Lands. The study is currently underway.

Lake Shore Boulevard East: Traffic and Roads

Q: Once the ramps are removed, how do I get from the Gardiner to Lake Shore? The Jarvis intersection is already incredibly busy.

A: The Jarvis intersection will be the last exit from the Gardiner Eastbound to Lake Shore. The Lower Jarvis St. and Lake Shore Intersection is currently under construction that is schedule for completion before the Logan Ramps are removed. Part of the construction is adjusting the Jarvis off ramp to improve the flow of traffic coming off the Gardiner.

Q: How do I get on the Gardiner westbound from the Carlaw/Lake Shore area? Is Jarvis the first on ramp?

A: Yes. Traffic that currently uses the Logan On Ramps to access the Gardiner Westbound will continue along Lake Shore Boulevard and use the Jarvis St. on ramp instead.

Q: Why are you closing the eastbound Gardiner on ramp at Jarvis? They just spent lots of time and money to upgrade that ramp.

A: Currently the On Ramp is closed until 2030, the City of Toronto is still determining if it will re-open it post 2024.

Q: How do residents living near or east of Jarvis get on the DVP in a practical way?

A: The Eastern Ave. on ramp is the best option to access the DVP from this area.

Q: Did you take into consideration that there are going to be a lot more people living in the East Bayfront area making it incredibly challenging to get to the DVP from their neighborhood?

A: Yes, future populations were considered in the traffic modeling and studies. The modeling for the construction period is in the relative near-term, as construction will be complete in 2024. Any future decision about closing down the Jarvis St. on ramp will be made in the context of growth in the area.

On completion of this project, Lake Shore Boulevard will have a dedicated left turn lane to access the DVP, so access to the DVP from this area will actually improve.

Much of the work in this area is phased. What we're showing as final condition in 2024 is not the final permanent condition. We will produce a visual showing what the big moves will be for a better sense of the overall plan for that access. Once available, that visual will be posted on this webpage: [Lake Shore Boulevard East Project - Waterfront Toronto \(portlandsto.ca\)](https://portlandsto.ca/LakeShoreBoulevardEastProject)

Q: Are you pre-alerting Google Maps and WAZE to all of these changes?

A: Yes. Changes to these map services will be added as they happen.

Q: What will be the impacts of roadwork and traffic mitigation on the buildings/properties east of Carlaw Ave.? Will driveways be impacted for buildings at the Lakeshore Blvd E. & Leslie St. intersection? Will there be many road closures near the Lake Shore Blvd E. & Leslie St. intersection?

A: There will be no construction east of Carlaw Ave. It will not impact driveways and there will be no road closures near Lake Shore Boulevard East and Leslie.

Q: What the impacts will be to the flow of traffic in the area east of Carlaw Ave., or around the Lakeshore Blvd E. & Leslie St. intersection?

A: There will be no closures east of Carlaw Ave. Modelling shows that the flow of traffic through the intersections of Carlaw and Leslie will see the following effects: In the morning when the demand is moving westbound, there will be some additional queue lengths east of Carlaw due to the reduction of lanes further west on Lake Shore. This means that vehicles may have to wait a little bit longer to move through the Carlaw and Lake Shore Intersection. In the afternoon, there will be less traffic moving

through the Leslie St. intersection due to a lower volume of traffic coming from the lane restrictions in the west.

Q: Will they stop ActiveTO for east of Lake Shore & Leslie? The new weekend detours combined with closure of Lake Shore for ActiveTO will be very frustrating to residents and customers of retail.

A: In 2020, ActiveTO ran until October. In 2021, the Lake Shore Boulevard East ActiveTO closures ended in August, but may restart once the ramp demolition is complete. That decision will come from the City of Toronto.

Q: There is a commercial property with Canadian Tire (and other retailers) at Lakeshore Blvd. E & Leslie St., I wanted to see how this property might be impacted by this ongoing construction and roadwork. (if the driveways will be closed and impacted etc.)

A: Driveways will not be closed. There will be no limits to access to that complex. All of the roadwork is west of Carlaw Ave. There may be some traffic impacts such as congestion in the broader area beyond Carlaw, but no closures or impacts to access.

Q: With traffic from the west redirected east and up Carlaw or Booth to Eastern and then west along Broadview to access the DVP, how will the major reconstruction of the Eastern Ave bridge by Metrolinx be accommodated?

A: The timeline for the Ontario Line and related work is in development. The City of Toronto and Metrolinx will work together to coordinate timing. However, traffic will only be rerouted along this detour during weekends in September and October in 2021 and is not expected to overlap with Metrolinx's work.

Lake Shore Boulevard East: General Construction

Q: Will there be any noise impact information during the removal?

A: On weekends during the ramp removal, there will be some noise. Loud-noise-generating work will take place only between 7 a.m. and 11 p.m. Residential areas are relatively far away from the work zone.

The nearest residential neighbourhoods that may hear the noise are:

- The Studio District, bound by Logan Avenue in the west, Carlaw Avenue in the east, Eastern Ave to the north, and Lake Shore Boulevard in the south. This area is approximately 250 metres away from noise-generating work.
- The West Don Lands/Canary District, bound by Cherry Street in the west, Bayview Avenue in the east, Eastern Avenue to the north, and Mill Street to the south. This area is approximately 550 metres away from noise-generating work.

- The Distillery District, bound by Parliament Street in the west, Cherry Street in the east, Mill Street in the north and Lake Shore Boulevard in the south. This area is approximately 695 metres away from noise-generating work.

Residential areas that were affected by the recent work on the Gardiner between Jarvis St. and Cherry were significantly closer to the construction zone.

If you have any concerns regarding noise levels, please let us know by emailing plfp@EllisDon.ca, calling [416.594.2198](tel:416.594.2198), or filling in the form at bit.ly/PLFPform.

Lake Shore Boulevard East: Cyclist and Pedestrians

Q: I have a fairly detailed question on the LSB Detours as outlined in the CLC #15 Notice, slides 35-41. Is the boundary of the detour routes set by the project boundaries for the PLFP & Gardiner East Rehab projects; that is, any extension of these detours would be the responsibility of the City's Cycling Unit?

A: The deck referenced can be found here: [Construction Liaison Committee Meeting #15 Presentation](#)

All detour routes are approved by the City of Toronto, so any requests for alternative routes or changes would go to the city.

Q: What if any traffic calming measures will be implemented to prevent southbound to westbound autos from rolling through their stop signs and bars and into the pedestrian sidewalk and multi-use trail? This is an historic issue at these locations whereby drivers coast through the stop looking for gaps in traffic to the left (east), running over cyclists and pedestrians with right of way coming from the west. I'd ask that the pedestrian and multi-use trail crossings of these minor intersections would be raised/tabled to both make clear to drivers that these crossings have the right of way, and to make it uncomfortable for those who fail to fully stop ahead of the crossings.

A: During construction, the cycling path will be closed which will temporarily eliminate this conflict. In the final condition, the intersection of Booth Ave. and Lake Shore Boulevard will be signalized, reducing the need for cars to move into the pedestrian and cyclist crossings.

We are collecting this kind of feedback about the final design and will provide an update once the design team has had time to consider all the suggestions.

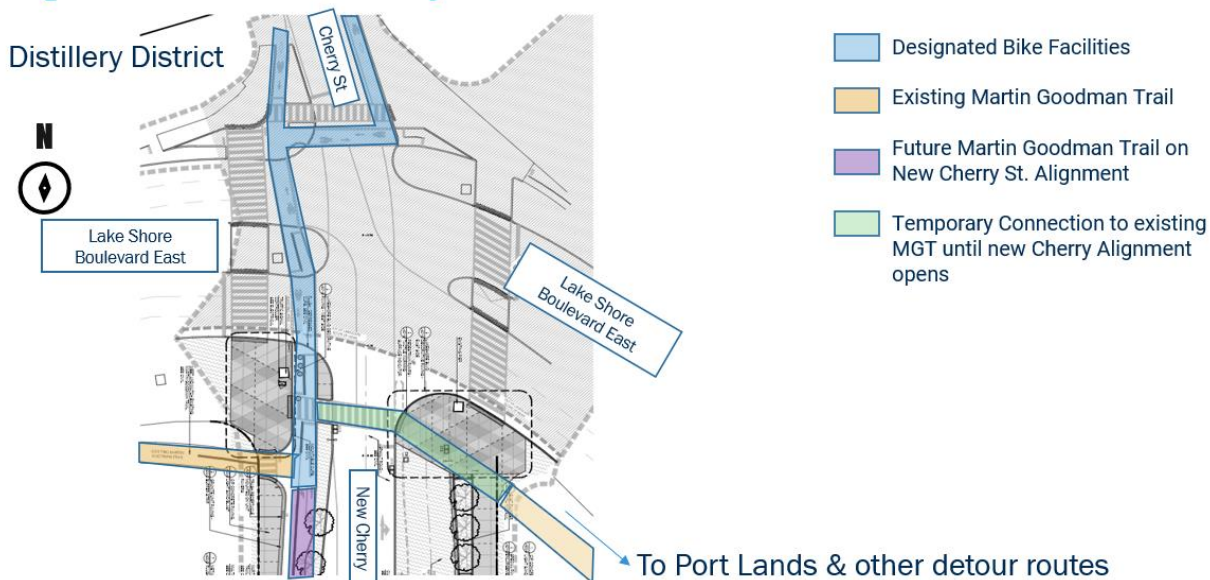


A plan drawing of the intersection of Booth Ave. and Lake Shore Boulevard.

Q: Question about Cherry Street cycle paths: Could you go into more detail about the new paths and timeline for access to those changes? What will the crossing of Cherry street look like for Cyclists continuing East/West?

A: The intersection at Cherry St. and Lake Shore is being rebuilt. New cycling facilities, including a new single-stage crossing of Lake Shore on Cherry St. will be in place as of November 2021.

Cherry Street/Lake Shore Intersection: Improve N-S flow for cyclists



This image shows the configuration of the Lake Shore Boulevard and Cherry St. Intersection.

The highlighted area in blue shows the new single-stage crossing of Lake Shore. Traffic traveling south on Cherry Street will pass under the rail corridor and cross Lake Shore Boulevard to connect with the Martin Goodman Trail that currently runs along Lake Shore Boulevard (the area shaded yellow, with a temporary connection shown in green). This section of trail connects to the existing bike facilities on Cherry St. south of the Keating Channel.

Once the new Cherry Street alignment is opened, cyclists will be able to continue directly south into the Port Lands (the area shaded purple) instead of first heading east along the temporary connection.

C: The Cherry Street intersection should be made much safer for cyclists. the experience is very frightening right now.

A: The reconfiguration of the Cherry St. and Lake Shore Boulevard will greatly improve this crossing. The new crossing will be in place as of November 2021.

Q: How will the new facilities at Cherry St. connect to the north east track the Lower Don Trail south of Wilson Yard?

A: That trail will be closed during construction. The status of the Lower Don Trail south of the Wilson Yard at the completion of the LSBE project in 2024 is dependant upon restrictions associated with other projects including the Metrolinx Ontario Line and City of Toronto Gardiner / DVP ramp relocation projects. The LDT south of Wilson Yard will ultimately tie into the New Cherry St & Lake Shore intersection at the north east corner.

Q: When will the Lower Don Trail bridge to and from Lake Shore be replaced?

A: The cycling/pedestrian bridge will not be replaced. When the Lake Shore Bridge over the Don River is widened, it will include a separated cycle track and sidewalk to replace that connection.

Q: Can a railing be added for cyclists to hold onto at the red light at the new/rebuilt intersection at the Don Roadway/Lake Shore Blvd E?

A: We are collecting this kind of feedback about the final design and will provide an update once the design team has had time to consider all the suggestions.

General Questions: Port Lands Flood Protection

Q: What effect will the Port Lands Flood Protection have on the Don River Flood Plain that extends east along Eastern Avenue to Woodfield? Will that flood plain be reduced?

A: The PLFP will reduce flooding along Eastern Ave.



This map shows the area at risk of flooding in a Hurricane-Hazel-sized storm event. Upon the completion of the Port Lands Flood Protection Project, much of this flood risk will be eliminated.

The recently completed [Broadview and Eastern Environmental Assessment \(EA\)](#) is intended to eliminate the flooding in a small area that PLFP doesn't address along Eastern Ave. as a companion project.

Given the complexity of projects underway in the area, including the Gardiner East Project, Ontario Line, Broadview Eastern Flood Protection, East Harbour Station and the East Harbour Precinct plan, some areas east of the Don River will remain vulnerable to flooding following completion of the PLFP in 2024.

However, once the flood protection landforms in the East Harbour precinct and north of the railway corridor associated with the Broadview Eastern flood protection project are completed, the remaining flood risk to urban lands east of river will be removed.

Q: Will you be able to tell us more about the plans for the Sediment Management Area during this presentation?

A: The Sediment and Debris Management Area (SDMA) wasn't part of this presentation. Plans can be found here on pg. 54: <https://portlandsto.ca/wp-content/uploads/Combined-SAC-10-Slides-reduced.pdf>

In short, we need to widen the Don River where it currently meets the Keating Channel, and the SDMA is the area directly to the west of the river and north of the Keating Channel. Once the river is widened, sediment will naturally fall out of the water in this location as the flow of water slows, creating a sediment trap. We'll also add debris booms to allow us to manage debris more efficiently before it enters the new river valley. The west bank of the river here will be used to manage the collected sediment and debris.

Q: What is the red dotted line in slide 22? (through SDMA)

A: The Harbour Lead Rail Line.

Rebuilding the Lake Shore Bridge



Lengthening the Lake Shore Bridge to cross a wider Don River mouth



Fig. An updated slide 22 identifying the Harbour Lead Rail Line.