

Waterfront Toronto

Lake Shore Boulevard East Communications Plan

Updated August 2021



WATERFRONToronto

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Lake Shore Boulevard East Project Background

Background

The Lake Shore Boulevard East: Don River Bridge and Public Realm (LSBE) Project is a consolidation of scope elements from the Port Lands Flood Protection and Enabling Infrastructure (PLFP) and Gardiner Expressway and Lake Shore Boulevard East Reconfiguration (Gardiner East) projects.

Both projects play a critical role in advancing development on the eastern waterfront and have received approval from Toronto City Council. Detailed design for both projects has also been reviewed and approved by City staff. The \$1.25 billion PLFP project will unlock nearly 290 hectares (715 acres) of waterfront land for revitalization and facilitate billions of dollars in private investment. The Gardiner East project will reconstruct Lake Shore Boulevard East between Cherry and Logan Streets and create an urban public realm that supports the development of mixed-use communities planned by the City of Toronto and Waterfront Toronto.

Both the PLFP and Gardiner East projects require the reconstruction of the Lake Shore Bridge, which takes traffic over the current mouth of the Don River. Lengthening the Lake Shore Bridge is a critical element of PLFP's design for flood protection. Without significant changes to the existing bridge, flood protection will not be achieved. In addition, the Gardiner East design requires that the Lake Shore Bridge be widened to accommodate the expected increase in traffic resulting from the planned removal of the overhead Gardiner/Logan ramps. The wider bridge will also accommodate an expanded public realm, including new cycling and pedestrian infrastructure.

Delivered separately, the overlapping scope and timing of these two projects would make the overall reconstruction of the Lake Shore Bridge costlier, riskier and more complex. To coordinate resources, reduce costs and risks as well as advance the benefits of an enhanced public realm, staff from the City and Waterfront Toronto collaborated to identify a solution that incorporates some elements of the approved Gardiner East scope into the PLFP scope.

Scope

The LSBE project combines scope elements of the Gardiner East project with the PLFP project to deliver the following modifications to the Lake Shore Bridge, Gardiner Expressway and Lake Shore Boulevard:

- Build two new spans to extend the Lake Shore Bridge and adjacent Rail Bridge
- Replace two existing spans of Lake Shore Bridge and rehabilitate the existing pier and abutments
- Demolish the elevated structure of the Gardiner Expressway from Bent #330 (east of Cherry Street) to the eastern end of the Gardiner Expressway
- Relocate utilities from the existing Rail Bridge to accommodate extension of this structure
- Realign Lake Shore Boulevard from Don Roadway to Carlaw Avenue
- Build new pedestrian and cycling facilities and landscaping on the Lake Shore Bridge and Lake Shore Boulevard from Don Roadway to Carlaw Avenue
- Shift the existing rail tracks east of Don Roadway to the center median of Lake Shore Boulevard and connect them to the existing tracks at Carlaw Avenue

Construction Schedule and impacts

Construction will begin September 1, 2021 with removal of the Gardiner/Logan ramps. Ramp removal will occur on weekends in September and October. The pedestrian bridge that lets users of the Lower Don Trail cross the Don River will be removed as part of this work. Once that bridge is closed in September, Lower Don Trail users wishing to travel east-west over the Don River will be detoured south through the Port Lands. During ramp removal on weekends in September and October 2021, Lake Shore Boulevard will be closed from Cherry to Carlaw Streets. Following ramp removal, reconstruction of Lake Shore Bridge and Lake Shore Boulevard will start, with

completion targeted for 2024. During this time, there will be partial closures on Lake Shore Boulevard East from Cherry to Carlaw Streets.

To mitigate construction impacts, construction manager EllisDon worked with Wood to develop a Traffic Management Plan with input from City staff. This plan includes:

- Strategic staging:
 - Coordinate closures with other projects
 - Keep eastbound lanes moving on Lake Shore
- Road reconstruction
 - Lower Jarvis / Lake Shore intersection
 - Cherry / Lake Shore intersection
 - Lake Shore – maintain east-west lanes
- Signal timing adjustments at 62 locations
- No adverse effects to public transit system

Public and Stakeholder Outreach

Summary of Outreach Completed

Beginning in February 2020, Waterfront Toronto has held nine stakeholder and public meetings to allow businesses and residents who may be affected by construction to provide comments and raise concerns as we finalized the Traffic Management Plan for the LSBE project. In addition to these committee meetings, we spoke with 49 businesses individually.

At these meetings, details were shared information regarding:

- Final design for Lake Shore Boulevard East project components
- Approach to traffic management, including modelling and studies
- Construction timeline and staging, including road closures and road and trail detours
- Noise during ramp removal

Feedback from these meetings related primarily to potential traffic impacts or multi-modal conflicts at Cherry/Lake Shore and Carlaw/Lake Shore. Businesses expressed concerns about access from the Port Lands to DVP northbound. The Traffic Management Plan (TMP) helps to mitigate these issues. The project team is

investigating further mitigations in response to feedback and will finalize decisions in collaboration with City of Toronto.

Identifying Businesses, Landowners and Residents for Outreach

Given the scope and scale of the project, outreach to businesses and residents is required over a broad geographical area. In coordination with the City of Toronto, Waterfront Toronto identified new additions to the Port Lands Construction Liaison Committee based on the expanded zone of impact. Waterfront Toronto compiled a comprehensive list of businesses operating businesses in the Port Lands area and South of Eastern Employment District and have communicated with businesses operating commercial or industrial fleets to discuss traffic impacts during construction.

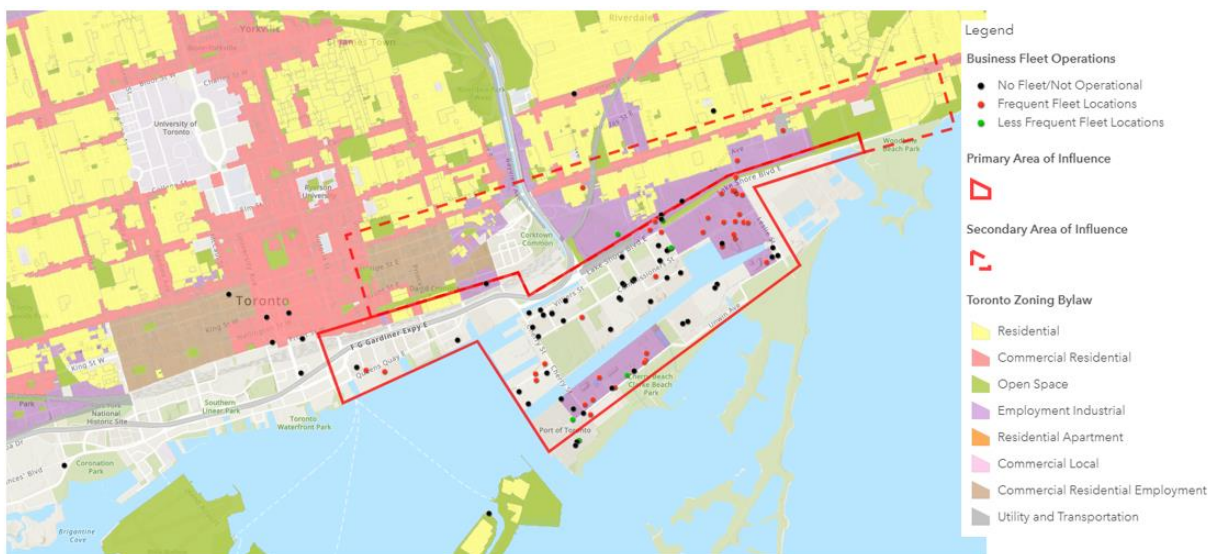


Figure 1: Land Use and Truck Fleets in Port Lands and South of Eastern

Figure 1 shows businesses operating in the primary and secondary zone of influence, identified by TraffMobility as part of ongoing traffic studies. The areas outlined were included in an extensive traffic modelling exercise to determine impacts during construction. We prioritized businesses operating truck fleets and those potentially impacted by noise for one-on-one meetings to collect qualitative and quantitative data about times of use and routes. This was combined with traffic data from the City of Toronto to inform the Traffic Management Plan for construction.



Figure 2: Outreach to Businesses in the primary and secondary areas of influence.

Figure 2 maps the 101 businesses we contacted with information about the LSBE project. Due to COVID restrictions, contact was made by email and phone. Meetings were set up virtually with those who responded.

A list of businesses that may be affected by construction but had not yet responded to emails or phone calls from EllisDon and Waterfront Toronto was reviewed with Economic Development and Planning at the City of Toronto and CreateTO. We identified businesses to prioritize for follow-up calls and have now reached all priority businesses.

Appendix A lists all businesses contacted (with dates) and comments received from those who agreed to meet with EllisDon and Waterfront Toronto.

What We Heard

Port Lands SAC – November 2020

This meeting included an update on the scope and detailed designs for Lake Shore Boulevard East, including modifications to the Lake Shore Bridge and public realm from the bridge to Carlaw Avenue. The project team presented a high-level timeline for construction, noting that work would start in September 2021 with demolition of the Gardiner/Logan ramps.

No concerns raised.

Port Lands LUAC – November 2020

This meeting included an update on the scope and detailed designs for Lake Shore Boulevard East, including modifications to the Lake Shore Bridge and public realm from the bridge to Carlaw Avenue. The project team presented a high-level timeline for

construction, noting that work would start in September 2021 with demolition of the Gardiner/Logan ramps.

Feedback - Key Themes:

- With the trees being moved along Lake Shore Boulevard, are the sight lines for west bound Lake Shore traffic turning right completely clear?
 - Confirmed that sightlines won't be affected
- What is different at Booth Ave? Can you provide further information about the traffic signalization?
 - Confirmed that Booth Avenue will have a new north-south crossing for pedestrians, a multi-use trail separated from the pedestrian crossing and a traffic signal

Public Information Centre – December 2020

This meeting included an overview of the scope and detailed design for the Lake Shore Boulevard East project and timeline for construction, noting that work would start in September 2021 with demolition of the Gardiner/Logan ramps.

The meeting was held virtually due to COVID-19. It was promoted on Waterfront Toronto's Facebook, Twitter and Instagram accounts and in the Waterfront Toronto newsletter. Meeting materials, including video presentations, were available in advance of the meeting. During the meeting, project team members participated in a live Q+A.

Feedback focused on final condition of the corridor, with no questions or comments about traffic staging or construction impacts. Find the meeting summary [here](#).

Port Lands CLC – February, May, July 2021

The Port Lands CLC was formed in 2017 with members of the Port Lands Landowner and User Advisory Committee (LUAC) and Stakeholder Advisory Committee (SAC). In October 2020, Waterfront Toronto added new members to the Port Lands CLC to capture businesses further east and north potentially impacted by construction on the LSBE project.

Details about construction, including timelines, road and trail closures and traffic management were presented at four meetings in February, May and July 2021.

Presentations included overview of Traffic Management Plan for the Lake Shore Boulevard East – Bridge & Public Realm Project.

Feedback – Key Themes:

- Closure of Don Roadway south of Lake Shore Boulevard

- Traffic modelling was conducted as part of an extensive traffic study to inform the Traffic Management Plan for LSBE. This included the most current available data on truck traffic and truck movements in and out of the Port Lands and South of Eastern Employment District. In addition to data provided by the City of Toronto, modelling included data provided by businesses that operate truck fleets in the Port Lands.
 - Confirming that traffic coming off the Don Roadway will be able to go east and west along Lake Shore. To get into the Port Lands they can use Cherry St. or Carlaw St.
 - All trucks will need to use Carlaw or Leslie. Confirming that traffic signal timing will be adjusted to mitigate that impact.
- Cherry Street access
 - Confirming that Cherry Street will never be fully closed during construction.
 - Confirming that additional truck traffic on Cherry Street during construction has been accounted for in traffic study that informed the TMP.
- Intersections
 - Confirming that truck turning radii was considered in all traffic planning.
- Detour routes/maps
 - Noted that trucks getting to the GFL transfer station on Unwin Avenue may need specific direction regarding detour routes. Suggestion that detour maps be provided proactively.
- Noise and vibration during ramp removal
 - Confirming that EllisDon, the construction manager for LSBE, will communicate regularly with film and sound studios to flag upcoming work that may be loud or cause vibration.
 - Overall schedule has been shared to allow studios to plan around disruptive work.
- Concerns about truck traffic along Unwin Avenue to access Cherry Street and exit the Port Lands
 - Clarified that proposed detour routes do not rely on east-west movement along Unwin Avenue.

Meetings with businesses – March-July 2021

EllisDon and Waterfront Toronto reached out to 101 businesses in the Port Lands and surrounding area. Reaching out to corporate contacts for businesses with multiple locations ensured coverage for locations in the South of Eastern Employment District and Port Lands.

The project team worked with City staff to produce an inventory of all operating businesses from Cherry Street to Leslie Street and just north of Eastern Avenue to the lake and conduct additional outreach to these businesses.

EllisDon's Community Liaison Manager spoke with 39 businesses to flag upcoming traffic and noise impacts related to the work on Lake Shore Bridge, Lake Shore Boulevard east to Carlaw, and the Logan/Gardiner ramps and to collect feedback on our traffic management plan.

Feedback – Key Themes:

- Trucks and Turning Radii
 - Businesses wanted confirmation that all intersections could accommodate a variety of trucks used by commercial and industrial fleets
 - Specifically, businesses expressed concerns about the detour route from Polson Street to Lake Shore Boulevard. The right turn from Old Cherry Street to Lake Shore Boulevard was flagged.
 - Businesses raised general concerns about sightlines and safety where trucks have potential to interact with vulnerable road users
 - Concerns about commercial trucks using the ring road near Leslie Street and Lake Shore Boulevard to bypass congestion
 - Confirmation that the detour routes in industrial areas will be plowed
 - Suggestion to encourage regular traffic to continue using Lake Shore and recommending that commercial traffic re-route through the Port Lands during construction
- Lake Shore Boulevard and Don Roadway
 - Businesses requested the addition of a dedicated left turn lane from Lake Shore Boulevard eastbound to the Don Valley Parkway northbound
 - Some requested a dedicated right turn lane or advance green during AM peak from Lake Shore Boulevard westbound to the Don Valley Parkway northbound
- Access to Lake Shore Boulevard east of Don Roadway
 - Businesses suggested the need for more options to exit the Port Lands. Vehicles east of Don Roadway can only access Lake Shore Boulevard via Carlaw Avenue
 - Adjusting signal timing at Carlaw Avenue was also raised as a possible solution to traffic flow out of the Port Lands
- Maximizing Traffic Flow
 - Suggestions for traffic staging during partial closures of Lake Shore Boulevard, including Jarvis/Gardiner ramps and Cherry Street

- Suggestions to adjust traffic signal timing at Lake Shore Boulevard and Carlaw Avenue, Jarvis and Leslie Streets
- Suggestion to adjust signal timing at Lake Shore and Cherry Street intersection to accommodate volume of traffic leaving the Port Lands
- Concerns about overall coordination of traffic signals along Lake Shore to promote greater traffic flow
- Noise
 - Concerns about noise from trucks diverted along Villiers Street
- Requests for WT to provide suggested detour routes
 - Businesses asked WT/ED to provide them with recommended truck routes
- Concerns about overlap of weekend closure of Lake Shore with the ActiveTO program
- Traffic on Unwin: Suggested a smart traffic signal at the Bailey Bridge on Unwin if it becomes a major traffic route for those accessing the DVP

Gardiner East CLC – May 2021

Members of the project team along with staff from Councillor Joe Cressy's office met with representatives from the Gardiner East CLC to present the scope for LSBE construction and anticipated noise during weekend demolition of the Logan ramps from September to October 2021.

Feedback – Key Themes:

- Concerns about pedestrians crossing north-south at Jarvis/Lake Shore – unrelated to impacts from LSBE construction
 - Confirmed that pedestrian and cyclist movements were considered as part of the traffic study and modelling exercise.
- Suggestions to place noise monitors on residential buildings in the area
 - Confirmed that there will likely be two monitors to track decibel levels in the two nearest residential areas.

Meeting with CycleTO – June 2021

Waterfront Toronto and EllisDon met with CycleTO's representative on the Port Lands CLC to review planned detour routes for the Lower Don Trail and Lake Shore Boulevard cycling facility during construction.

Feedback – Key Themes:

- All routes should have physical separation
 - Jersey barriers will be installed along Villiers and Commissioners streets to provide physical separation. Multi-use trails are separated by a curb and/or planted buffer.

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- Concerns raised regarding lighting, road surfaces
 - Lighting was evaluated and deemed adequate along the detour
 - Spot repairs are planned along the detour routes to address surfaces
- Concerns raised regarding connections between bi-direction and uni-directional trails
 - Intersections were designed to accommodate the high volume of cyclists in the area.
 - Confirmed that the following intersections along the detour route have signals: Cherry / Lake Shore, Carlaw/ Lake Shore, Commissioners/ Carlaw, Cherry / Villiers, Villiers / Don Roadway
 - Unidirectional bike lanes would create a two-stage crossing for cyclists at the intersection.
 - Bi-directional lanes were implemented along Saulter St. to remove bike boxes for the northbound left bicycle turn movement which would conflict with the existing driveway entrance.
- Concerns raised about conflicts at intersections – specifically Carlaw/Lake Shore and Cherry/Lake Shore
 - Redesign Cherry St. and Lake Shore north intersection and improvements of the south intersection
 - Turning movement analyses have been conducted to ensure the geometry of intersections accommodate turning radii for larger, construction vehicles while mitigating against conflict with cyclists
 - Noted that there won't be east-west bike traffic at this intersection due to closures, resulting in fewer potential conflicts
 - Confirmed that dedicated bike signals and traffic signals will be optimized to isolate movements
 - Confirmed that there will be barrier separation leading up to intersections and bike boxes to create space for cyclists waiting to make turns
- Suggested showing all available cycling facilities on our detour maps, rather than only the recommended routes
 - Noted that the most efficient, safest routes have been highlighted
 - Detours will be mapped on Google Maps to let trail users plan their routes based on preference
- Request to keep cycling facility open along Lake Shore Boulevard during construction
 - Clarified that because there will be no east/west connectivity along Lake Shore east of Don Roadway due to the removal of the pedestrian bridge

and construction works on the Lake Shore Bridge, this is not an efficient route. It also creates more potential for conflicts with vehicles.

Public Information Centre – August 2021

This meeting included an overview of the scope and detailed design for the Lake Shore Boulevard East project. We then presented the construction schedule, traffic and noise impacts, detours for motorists, cyclists and pedestrians between 2021-2024, and noise impacts during ramp removal from September to October 2021. We also presented a summary of this communications plan, including contact information for LSBE's dedicated Community Liaison Officer.

The meeting was held virtually due to COVID-19. It was promoted on Waterfront Toronto's Facebook, Twitter and Instagram accounts and in the Waterfront Toronto newsletter. Meeting materials, including video presentations, are posted on the project website. During the meeting, project team members participated in a live Q+A.

Feedback – Key Themes:

- What routes will be available after the Logan Ramps are removed, and how to access major routes
- The longer-term plans for the area
- Does our traffic study account for considerations such as: future growth in the area, existing traffic congestion in specific areas, cyclists and pedestrian safety? What does traffic modelling predict for specific areas?
- Cycling safety, especially at the intersection of Lake Shore Boulevard and Cherry Street

Construction Communications

Pre-Construction Outreach

Waterfront Toronto worked with staff from the City of Toronto's Waterfront Secretariat, Economic Development, Planning and Transportation Services departments, as well as construction manager EllisDon, to notify businesses, residents, landowners and users in the zone of impact of upcoming traffic and noise impacts. CreateTO has also circulated notices to its tenants in the Port Lands.

Past outreach has already been effective. To broaden our reach through August 2021, we will use a combination of public meetings and pop-ups, mailed and digital notices, advertisements and media releases.

Based on consultation with users and stakeholders, there are specific concerns to consider during this outreach:

- Access to DVP and Lake Shore for businesses with large truck fleets
- Potential interaction of detoured trucks and vehicles with detoured cyclists
- Residential area south of Eastern north of Lake Shore may lose on-street parking on weekends
- Weekend closures on Lake Shore may overlap with ActiveTO

Traffic and noise notices – August 2021

Traffic and noise notices will be circulated to businesses and residents from Gerrard to the lake, Jarvis Street to Victoria Park Avenue. This reaches postal codes M4E, M4L, M4M, and M5A. This may include door-to-door visits to businesses that may not have been reached by past communications related to the Port Lands Flood Protection project.

Notices will be circulated digitally via the following networks:

- PLFP construction notice list
- Waterfront Toronto newsletter
- City of Toronto
- Waterfront Toronto social media accounts: Twitter, Facebook

Advertisements – August 2021

Newspaper – print and digital

In addition to mailed and digital notices, a notice will be placed in August 2021 in the following local papers, print and digital:

- Toronto Star
- Beach Metro

Radio

- NewsTalk1010

Social Media

- Promoted Facebook posts on Waterfront Toronto's account will target location and interests.

- Project team members will participate in an Ask Me Anything on a subreddit dedicated to cycling in Toronto. This will be an opportunity to answer questions about the detour routes for Lower Don Trail users and broaden awareness of the coming construction. The subreddit r/TorontoBiking has over 8200 members and has discussed the detours already.

News Release – August 2021

A news release will be circulated with targeted outreach to local papers to follow.

Information signage – August 2021

In addition to detour and wayfinding signage, information signage will be posted at key decision points on the Gardiner and Lake Shore, local roads and Lower Don Trail. Where possible, these will include contact information directing trail users to a dedicated project email or phone number.

Complaints Protocol

The Complaints Protocol developed for Port Lands Flood Protection has been updated, incorporating protocols for the City of Toronto's Gardiner East project. This will create a consistent experience for the public.

This project has a dedicated email and phone number. This information will be shared with Toronto 3-1-1. These accounts are monitored by a full-time Community Liaison Officer at EllisDon.

EllisDon, Waterfront Toronto and City staff will collaborate to address constituent issues. Local Councillors will be briefed if significant issues are raised. Per the Complaints Protocol for this project, any complaints received through City networks such as 311 or through local Councillors' offices are to be directed to the dedicated project email and will be logged and resolved by the LSBE project team.

Next Steps

Assessing Traffic Impacts

In addition to bi-monthly Construction Liaison Committee meetings, consultation with businesses, residents and stakeholders will be ongoing throughout construction. Any issues raised by stakeholders or observed by the project team will be addressed to the best of our abilities. The Traffic Management Plan will be adjusted as needed in response to such issues.

Ongoing Communication

A Public Information Centre is scheduled for September 2021 after construction begins to provide another opportunity for road and trail users to raise concerns or flag impacts.

As construction progresses, Public Information Centres may be scheduled to provide additional opportunities for businesses and residents to ask questions and raise concerns.

Waterfront Toronto and EllisDon will continue to connect with affected businesses through one-on-one meetings as frequently as needed to address any issues related to construction.

Appendix A: Business Outreach

All Businesses Contacted (101):

- 120 Bouchette St.
- Access Storage
- AJ Self-Storage
- Battlefield Rental
- Beech Nursery
- Bell Canada
- Brafasco – HD Supply
- Buchman Lumber
- Bulk Salt storage Facilities/Canada Salt/Windsor Salt
- Bus and Boat / City Sight Seeing / Urban Inc
- Cadillac Fairview
- Canada Post
- Canadian Tire
- Cannington Group
- CanRoof
- Cargill
- Cherry Beach Sound
- Cherry St. BBQ
- CIMCO
- Toromont
- Cinespace
- Compass Minerals
- Coopers Equipment Rental
- CRH Canada Group/Dufferin Materials/Metrix
- CRS
- District 28 Studios
- DNM Retaining Wall Systems
- Docks Golf
- Eastern Marine
- Eastmar Marine Inc.
- Esso
- Farm Boy
- FedEx Ship Centre
- Firewood Solutions and Live Edge Lumber
- Fit2Fly
- The Food Dudes Caterer
- Fortis Fitness
- FreshCo
- GFL Environmental
- Giant Containers
- Habitat ReStore Studio District
- Handprop
- Hercina Arts Studio
- Houndsmoor Investments
- Hydro One
- IKO Roofing Waterproofing Insulation
- Keating Channel Pub
- Lafarge Holcim
- LCBO
- Loblaws
- Logistec
- Maple Leaf Sports and Entertainment
- Mayfair Clubs
- McGreggor Industries
- MCW Custom Energy Solutions
- National Rubber Technologies
- OPG
- Panno Therapeutic
- Parliament Building Supplies
- Paws Playgrounds, Dog Day Care
- PEC
- Penguin PickUp
- Performance Solutions
- Pinewood Studios
- Port Lands Land Co
- Purolator
- Queens City Yacht Club
- Real Food for Kids
- Rebel Nightclub
- Redpath Sugar
- Reid’s Distillery
- Remicorp Industries (Redi-Mix Concrete)
- Revival Film Studios
- Rorschach Brewing Co
- Rideau Bulk Terminals
- Rose Corporation / Storage City
- Royal Canadian Yacht Club
- Sandbox Studios
- Sheridan Screen Industries Research and Training Centre
- Shoppers Drug Mart
- Sprackman
- Starbucks
- St. Mary’s cement
- Storage City
- Strada Aggregates Inc.
- Studio City Scaffolding
- Studios of America

- Sunbelt Rental Supply
- TD Canada Trust
- Telesat
- Tepfam Holdings Inc
- The Circus Fix
- The Distillery District
- Toronto Fire services
- Toronto Hydro
- Toronto Industry Networks
- Toronto Terminal Railways
- Tribal, Caslepoint, Kerbel Inc.
- United Rentals
- Urbacon
- Wendy's/Tim Hortons

Businesses that Responded (48)

- Brafasco – HD Supply
- Bulk Salt Storage Facilities/Canada Salt/Windsor Salt
- Bus and Boat / City Sight Seeing / Urban Inc
- Cadillac Fairview
- Canada Post
- Canadian Tire
- Cherry St. BBQ
- Cherry Beach Sound
- Loblaws
- Shoppers Drug Mart
- Starbucks
- CIMCO Refrigeration / Toromont
- Cinespace
- CRH Canada Group / Dufferin Materials/Metrix Redi-Mix Concrete
- Esso
- FedEx Ship Centre
- Lafarge/Holcim
- LCBO
- Mayfair Clubs
- McGreggor Industries
- Pinewood Studios
- Rebel Nightclub
- Redpath Sugar
- Sandbox Studios
- Sprackman
- Docks Golf
- Toronto Fire Services
- Tibal, Caslepoint, Kerbel Inc.
- Wendy's/Tim Hortons
- GFL Environmental
- Hydro One
- Keating Channel Pub
- Urbacon
- Purolator
- FreshCo/Farm Boy
- The Distillery District
- Giant Containers
- Toronto Hydro
- Fit2Fly
- St. Mary's Cement
- Strada Aggregates
- Reid's Distillery
- District 28 Studios
- The Food Dudes Caterer
- Paws Playgrounds, Dog Day Care
- Penguin PickUp
- Revival Film Studios
- Rorschach Brewing Co

Businesses that held one-on-one meetings with EllisDon or Waterfront Toronto

CIMCO: March 19, 2021

- Concerns about trucks and turning radii
- Asked for dedicated run lane from LSB to DVP from both directions or an advanced green at dedicated times
- Suggest having lanes on Lake Shore Boulevard flip between 2 eastbound/1 westbound and 1 eastbound/2 westbound depending on the time of day (similar to Jarvis St.)

- Recommend coordination of traffic signals to reduce backup, especially at Leslie and Commissioners
- Concerns about right turns from existing Cherry St. on to LSB eastbound: the island could impact large trucks making the turn

Rebel Night Club: March 23, and 30 July, 2021

- Traffic signal at Cherry St. and Lake Shore needs to address the volume of traffic leaving the Port Lands
- Two southbound lanes on Cherry Street would help people access the business and Cherry Beach
- Suggest overall coordination of traffic signals to promote greater traffic flow

Canada Post: March 29, 2021

- Request for dedicated turn lane from Lake Shore Boulevard to Don Valley Parkway coming from both directions
- Suggest an additional left turn out of the Port Lands east of Don Roadway in addition to Carlaw.
- Suggest having lanes on Lake Shore Boulevard flip between 2 eastbound/1 westbound and 1 eastbound/2 westbound depending on the time of day (similar to Jarvis St.)
- Concerns about the volume that will be funneled into primary and secondary roads after the Logan Ramps are removed
- Suggest coordinating traffic signals to ensure flow, especially at Carlaw and Jarvis
- Ensure that turns can accommodate a tractor trailer
- Confirmed the ability to turn left or right from DVP to LSB
- Questions about weight restrictions on the Jarvis Ramp
- Is there a plan to shift east/west traffic north? This could impact operations on Eastern Ave.

Canadian Tire: August 6, 2021

- Do detours accommodate tractor-trailers and semis?
- Will Detours be plowed?
- Request installation of a traffic signal on Leslie between LSB and Commissioner st. at the LCBO/TD Bank exit on Leslie
- Suggest encouraging regular traffic to use LSB and restricting commercial vehicles to route through the Pot Lands
- Concerns about ActiveTO and overlapping closures with the weekend closures during ramp removal.
- Concerns that commercial traffic will use the ring road on their property as a short cut to avoid congestion

Lafarge: March 17, 2021

- Suggest an additional left turn out of the Port Lands east of Don Roadway in addition to Carlaw.
- Asked for dedicated turn lane from LSB to DVP, both directions

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- Request for suggested detour routes
- Concerns that installing a Jersey Barrier for the Martin Goodman Trail within the Port Lands (especially along the new Cherry St. south detour) will add more exposure to interactions between trucks and pedestrians/cyclists
- Suggest increasing Police-Volunteer Traffic Controllers at Don Roadway and Carlaw
- Suggest coordinating traffic signals to ensure flow
- Concerns about Trucks and turning radii

Choice Properties (Loblaws, Shoppers Drug Mart, Starbucks): July 9, 2021

- No concerns raised

CRH – Dufferin Aggregates, Metrix Ready mix: March 30, 2021

- Suggest an additional left turn out of the Port Lands east of Don Roadway in addition to Carlaw.
- Confirmation of ability to turn left or right from DVP to Lake Shore Boulevard
- Asked for dedicated turn lane from LSB to DVP, both directions
- Request for modeling results related to delays and detours
- Suggest coordinating traffic signals to ensure traffic flow, especially at Carlaw and Jarvis
- Concerns about trucks and turning radii

CIMCO: March 19, 2021

- Suggest an additional left turn out of the Port Lands east of Don Roadway in addition to Carlaw.

Cherry Beach Sound Studio: March 4, 2021

- Suggest an additional left turn out of the Port Lands east of Don Roadway in addition to Carlaw.
- Asked for dedicated right turn lane from LSB westbound to DVP northbound
- Asked for a dedicated left turn lane from LSB eastbound to DVP northbound
- Suggest recommending different detour routes to road users based on their location relative to the Don Roadway
- Asked to review Gardiner on-ramp at Jarvis. Suggested each ramp should be two lanes and remove dedicated right turn lane from LSB westbound traffic
- Concerns about potential for noise/vibration if many trucks are routed across Villiers St.

The Docks: May 5, 2021

- Suggest both old and new Cherry St. be two lanes in each direction
- Suggest traffic signal coordination along Cherry St.
- Trucks and turning radii

Windsor Salt: March 1, May 6, August 4, 2021

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- Request for dedicated/advanced turns from LSB to DVP in both directions
- Request for WT to provide suggested detour routes
- Concerns about trucks and turning radii
- Concerns about safety and line of sight for truck operators
- Request second left turn out of the Port Lands between Don Roadway and Carlaw Ave.
- Suggest smart traffic signal at the Bailey Bridge on Unwin ave
- Will we take feedback from businesses during construction? Will detours be evaluated and modified?
- Will traffic be able to move from DVP northbound on to LSBE Eastbound and then turn right onto Saulter, Bouchette, or Logan Ave?