

PORT

2024

October 6, 2021

Port Lands Flood Protection
& Lake Shore Boulevard East
Public Information Centre

LANDS

Canada

Ontario



Toronto



Land Acknowledgment

Waterfront Toronto acknowledges that the land upon which we are undertaking our revitalization efforts is part of the traditional territory of the Mississaugas of the Credit First Nation and that Toronto is covered by Treaty 13 with the Mississaugas of the Credit First Nation.

In addition, Waterfront Toronto acknowledges that Toronto has historically been a gathering place for many Indigenous peoples, including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples, and is home to many First Nations, Inuit and Métis peoples today.

Housekeeping

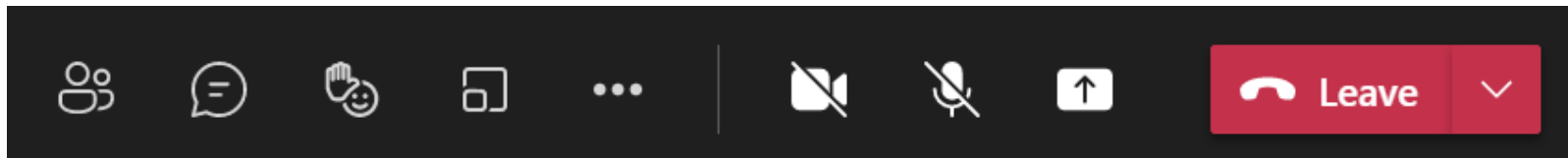
- This meeting is being recorded and will be posted to YouTube. Only presentations and presenters will be visible in the recorded version.
- Cameras and mics are turned off by default
- Enter your questions in the chat

Open Chat



Housekeeping

- To make the presentation full-screen:
 - Click on ...
 - Scroll down and click 'Focus' and 'Full Screen'



- Visit <https://PortLandsTO.ca/construction/lake-shore-boulevard-east-project/> for background information on the project

Agenda

1. What the Future Holds
2. Project Overview: Port Lands Flood Protection
3. Project Overview: Lake Shore Boulevard East
4. Lake Shore Boulevard East Construction Update: Gardiner Ramps
5. Upcoming Construction Overview: Rebuilding Lake Shore
6. Closures & Detours: Roads, Cycling and Pedestrian Facilities
7. What We've Heard & How We've Responded to Feedback
8. Next Steps, Q & A

Future Plans

The Big Picture: Beyond 2024

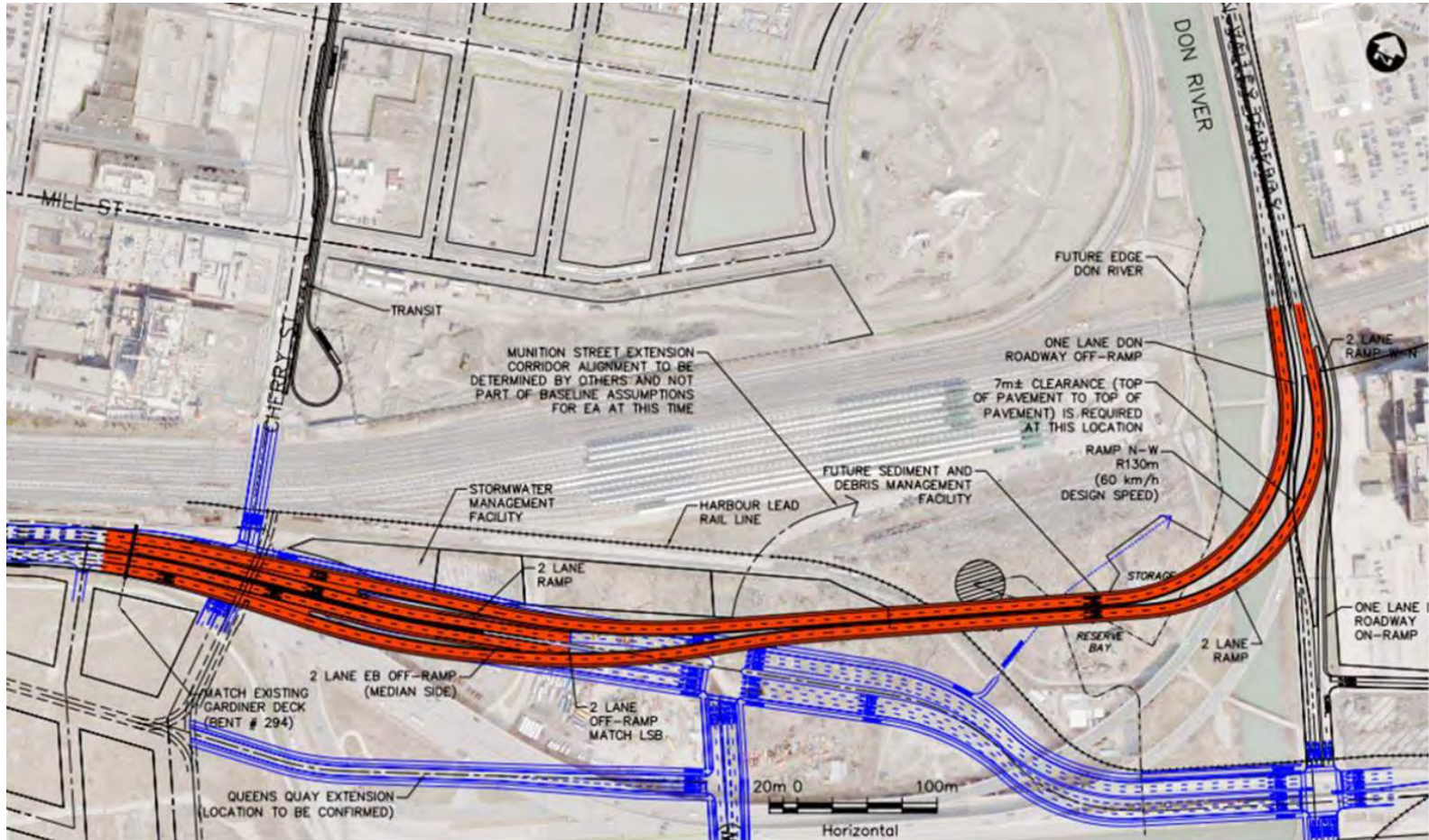


Villiers Island Precinct

- 88 acres (35.5 hectares)
- Future population 8,200 to 10,700
- Office and Retail is 20% of total developable area
- Total jobs projected to be 2,900
- Residential is 80% of total developable area
- Affordable Housing is 20% of total Residential area
- Full vision for Villiers Island has 29 hectares of parks and publicly accessible greenspace
- 3 km of new waterfront access



Gardiner Expressway Reconfiguration – City of Toronto



Keating Channel Precinct Plan

The 2010 plan outlined:

- A 40-hectare neighbourhood
- Future population: 7,520
- 4,700 residential units, including:
 - 940 affordable housing units
 - 235 low end of market units
- 6,000-7,020 jobs
- 10.3 hectares of new park space

The plan is to be reviewed and updated by the City of Toronto to be consistent with other developments in the area.



Project Overview: Port Lands Flood Protection

Project Area



Before Flood Protection



After Flood Protection: What We'll Build by 2024



Project Overview: Lake Shore Boulevard East

The Big Picture: City of Toronto's Gardiner Expressway Rehabilitation Strategy



Projected Timeline of Planned Construction

- 1 Jarvis St. to Cherry St.
(2018 – 2021)
- 2 Dufferin St. to Strachan Ave.
(2022 – 2025)
- 3 Highway 427 to the Humber River
(2024 – 2026)

- 4 Grand Magazine Blvd. to York St.
(2025 – 2028)
- 5 Gardiner East EA
(2026 – 2030)
- 6 Humber River to Dufferin St.
(2027 – 2030)

*Timeline subject to change
Map updated as of March 2021

Gardiner Expressway Reconfiguration

Waterfront Toronto and the City of Toronto started an Environmental Assessment in 2009 to determine the future of the easternmost section of the Gardiner Expressway.

This is the section of the elevated highway that runs from Jarvis Street to east of the Don Valley Parkway and that runs next to or through the new waterfront communities that are under construction or being planned.

Gardiner Expressway Reconfiguration – City of Toronto

The Hybrid 3 Option for the Gardiner Expressway reconfiguration was approved by the Province of Ontario in 2017.

The design for this solution includes:

- Maintaining the existing elevated expressway between Lower Jarvis and Cherry Streets
- Removing the existing Gardiner-DVP connection and rebuilding the connection along an alignment closer to the rail corridor
- Reconstructing Lake Shore Boulevard East in a new alignment closer to the rail corridor
- Removing the Logan Street ramps and building two new ramps in Keating Channel Precinct, east of Cherry Street
- Widening the Lake Shore–Don River bridge to permit a new left-turn onto the DVP as well as pedestrian and cycling facilities on the bridge

Gardiner Expressway Reconfiguration – City of Toronto



Read the report to
City Council [here](#)

While most of the project is to be implemented by the City of Toronto, the section from the Don River east is now being constructed by Waterfront Toronto.

What is Waterfront Toronto implementing?

The Lake Shore Boulevard East project combines **some elements** of the **Gardiner East** project with the **Port Land Flood Protection** project.

The project has three main components:

1. Rebuild Lake Shore Bridge over the Don River
2. Remove Gardiner on/off ramps to Lake Shore Boulevard/Logan Avenue
3. Rebuild Lake Shore Boulevard and improve greenspace and trails between Don Roadway to Carlaw Avenue



Why combine these projects?

- Lower cost
- 2 years fewer of traffic disruption: A one-time disruption versus two separate construction periods.
- **Safer:** Removing the Gardiner ramps makes construction on Lake Shore safe for crew and road users
- **New green space and bike lanes four years early:** Instead of leaving an interim condition on Lake Shore Boulevard East, by 2024 the final design will be complete from the new bridge east to Carlaw, including separated bike lanes and linear park



Why do we need to change the Lake Shore Bridge?

This is the future Sediment and Debris Management Area, which is part of the design for Port Lands Flood Protection. You can see where we are widening the Don River to allow for more river flow to prevent flooding, which means a longer bridge.



Why do we need to change the Lake Shore Bridge?

To make space for bike lanes and public space, we also need to widen the bridge.

So, we will do the following:

- Extend the Lake Shore Bridge and adjacent Rail Bridge by two spans
- Relocate utilities from the existing Rail Bridge
- Replace Lake Shore Bridge and rehabilitate the existing pier and abutments



How are we changing Lake Shore Boulevard East?

Changes to Lake Shore Boulevard between Don Roadway and Carlaw Avenue are guided by the Gardiner East Environmental Assessment and the Lake Shore Boulevard East Public Realm Plan.

The [Public Realm Plan](#) is a vision for nearly 3 kilometres of Lake Shore Boulevard beneath the elevated Gardiner Expressway, between Jarvis Street and Logan Avenue.

This stage of the project includes:

- Realign Lake Shore Boulevard from Don Roadway to Carlaw Avenue
- 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 centre median of Lake Shore Boulevard and connect them to the existing tracks at Carlaw Avenue

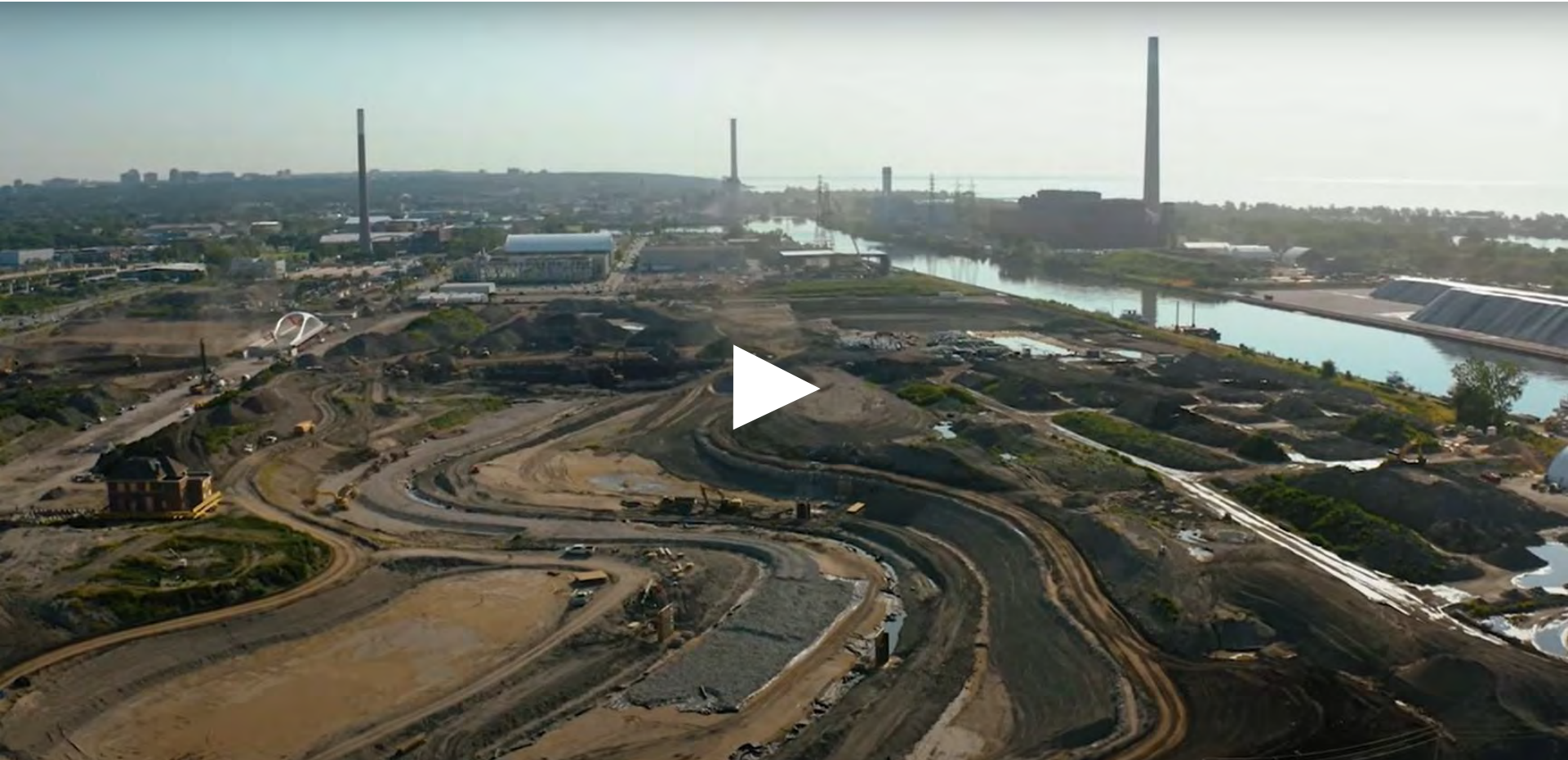
The End Result

- Flood protection for Port Lands
- Space to move people in cars, on bike and on foot, including a new multi-use trail on side of Lake Shore Boulevard
- Improved public spaces and connections to existing parks



Port Lands Flood Protection Construction Update

Latest Drone Footage



Lake Shore Boulevard East Construction Update

Current Schedule

| ACTIVITY | ANTICIPATED START | ANTICIPATED END |
|---|-------------------|-----------------|
| Gardiner / Logan Ramps Closure | September 1, 2021 | N/A |
| Gardiner / Logan Ramps Removal | September 2021 | Complete |
| Lake Shore Bridge Works (over Don River) | November 2021 | January 2024 |
| Lakeshore Blvd. Reconfiguration from Lake Shore Bridge to Carlaw Ave. | November 2021 | December 2024 |



Gardiner/Logan ramps from Lake Shore Bridge (west of Don Roadway) to Logan

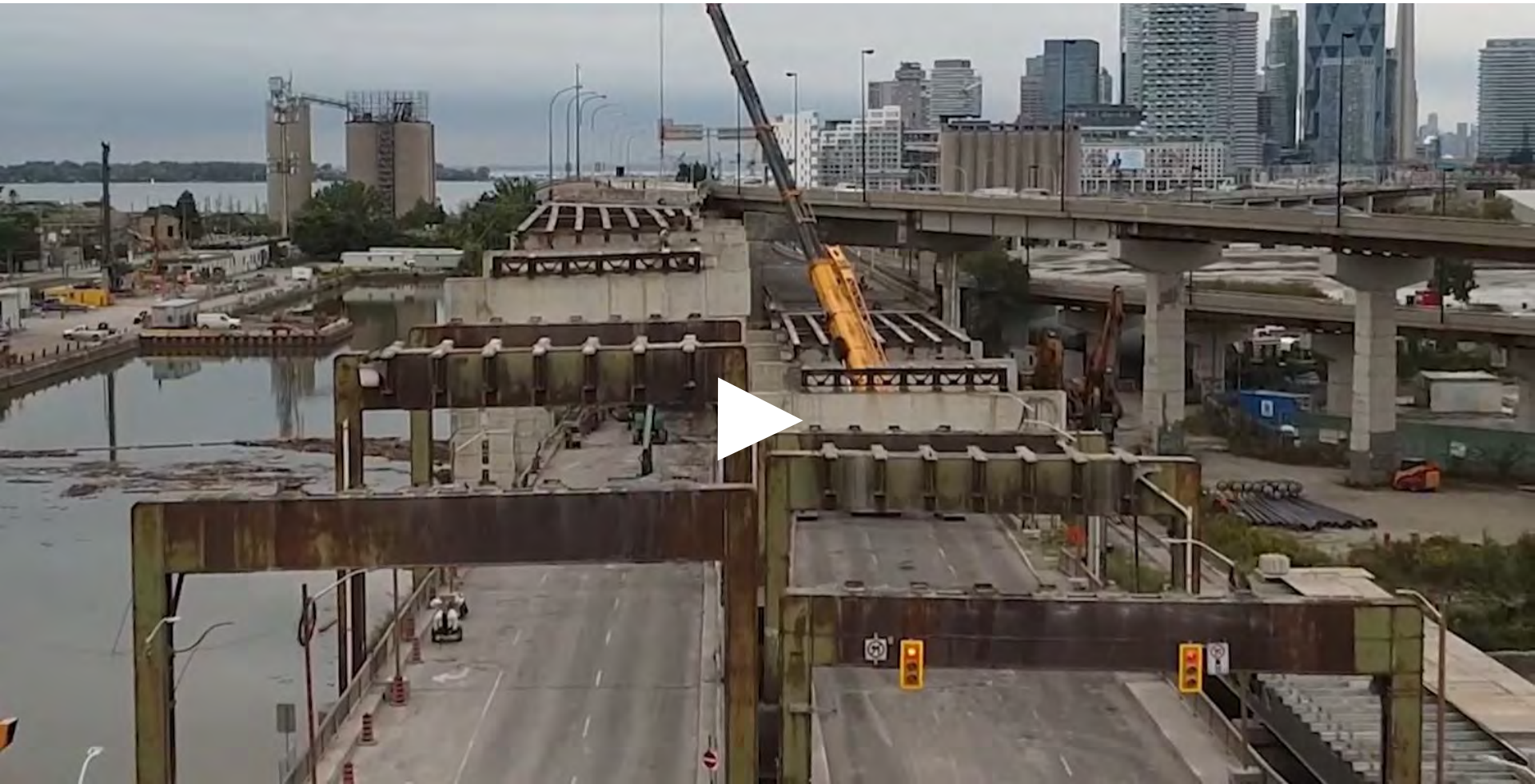
Removing the Gardiner Ramps



Removing the Gardiner Ramps



Latest Drone Footage



Lake Shore Boulevard East Construction: What to Expect

What to Expect on Lake Shore Boulevard

Lane Restrictions starting October 2021 and continuing until 2024:

- Lane restrictions will be in place on Lake Shore Boulevard between Carlaw Avenue and Cherry Street
- Mid-October to December 2021: 1 lane in each direction on Lake Shore Boulevard at Cherry Street Intersection
- December 2021 to 2024: 2 eastbound lanes and 1 westbound lane on Lake Shore Boulevard between Don Roadway and Carlaw Avenue

Intersections/Traffic Control:

- Lanes will be marked using traffic barrels and signage
- Traffic control will be done with Paid Duty Officers at intersections while work is occurring
- Flag persons will be present to control construction vehicle movement when crossing public spaces such as sidewalks, roads, and bike paths
- Changes can be made based on feedback

Sign up for digital notices by emailing info@waterfrontoronto.ca

Closures, Detours: Roads, Cycling and Pedestrian Facilities

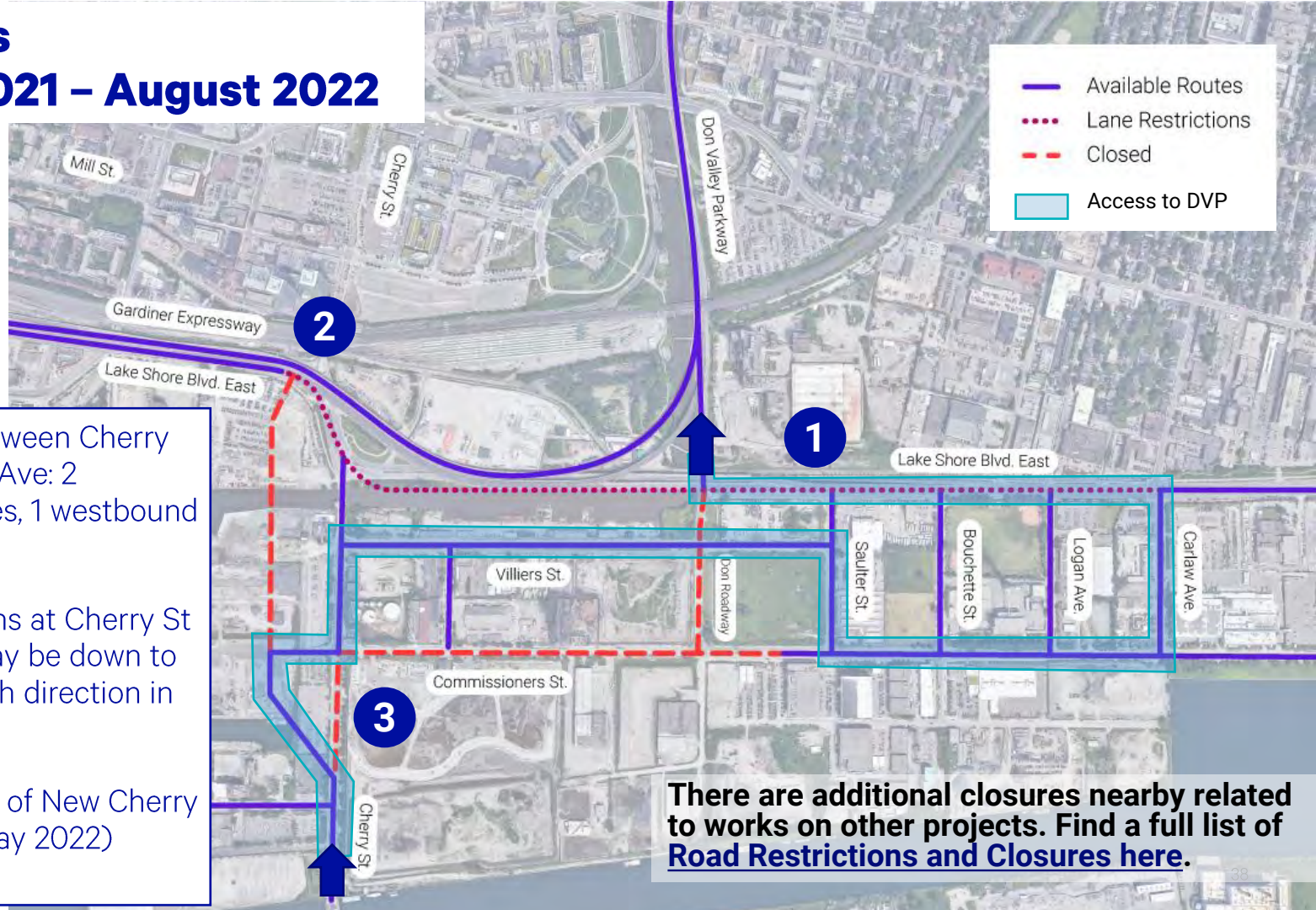
Road Closures, Detours

November 2021-August 2022

Roads Status

November 2021 – August 2022

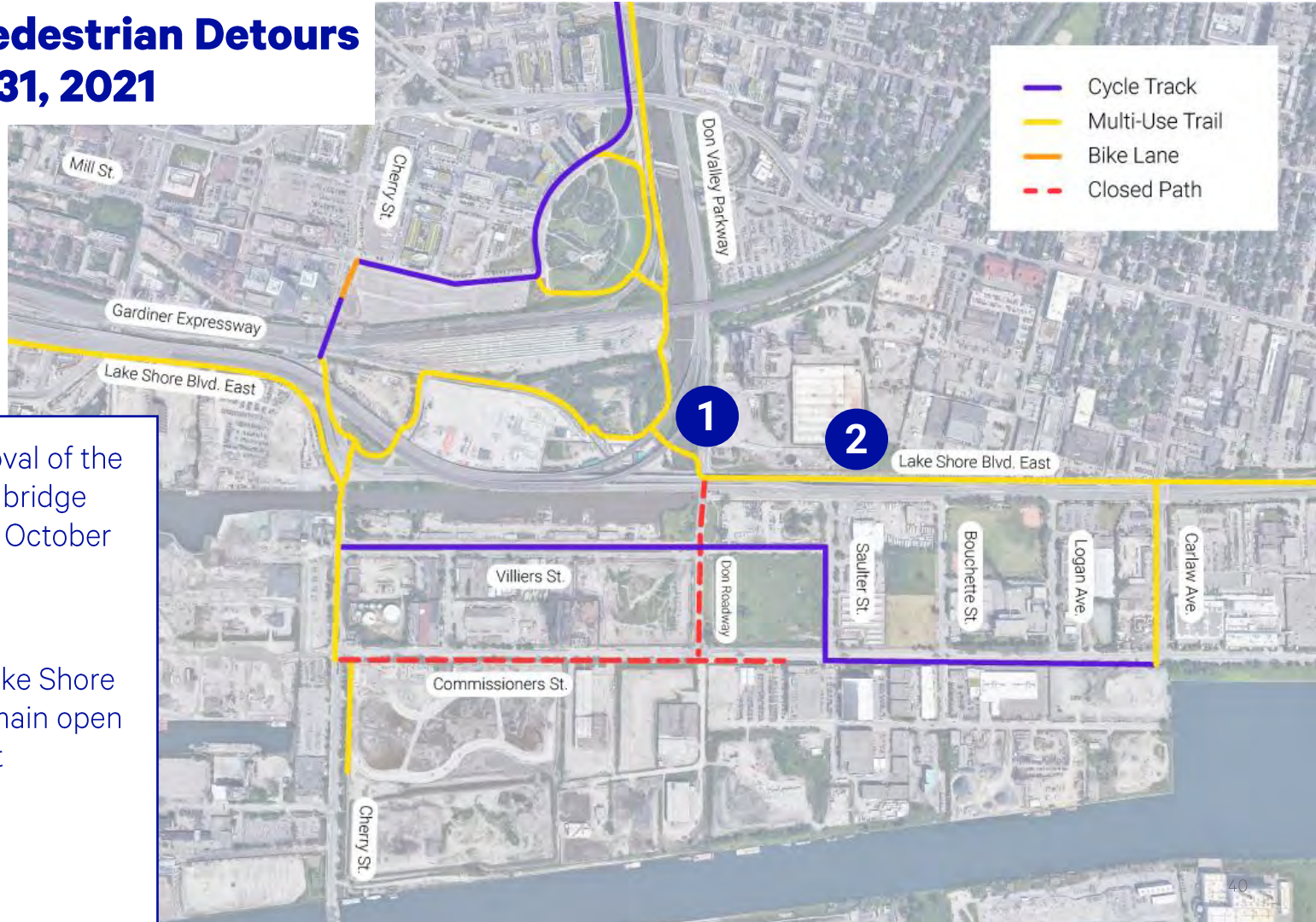
- 1 Lake Shore between Cherry St. and Carlaw Ave: 2 eastbound lanes, 1 westbound lane
- 2 Lane restrictions at Cherry St intersection may be down to one lane in each direction in mid-October
- 3 Partial opening of New Cherry Street (as of May 2022)



There are additional closures nearby related to works on other projects. Find a full list of [Road Restrictions and Closures here](#).

Closures and Detours: Cycling and Pedestrian Facilities

Cycling and Pedestrian Detours Until October 31, 2021



1 Closure and removal of the Cycle/Pedestrian bridge was delayed until October 31st

2 The trail along Lake Shore Boulevard will remain open until October 31st

Cycling and Pedestrian Detours

November 2021 – January 2022

-  Cycle Track
-  Multi-Use Trail
-  Bike Lane
-  Closed Path

1

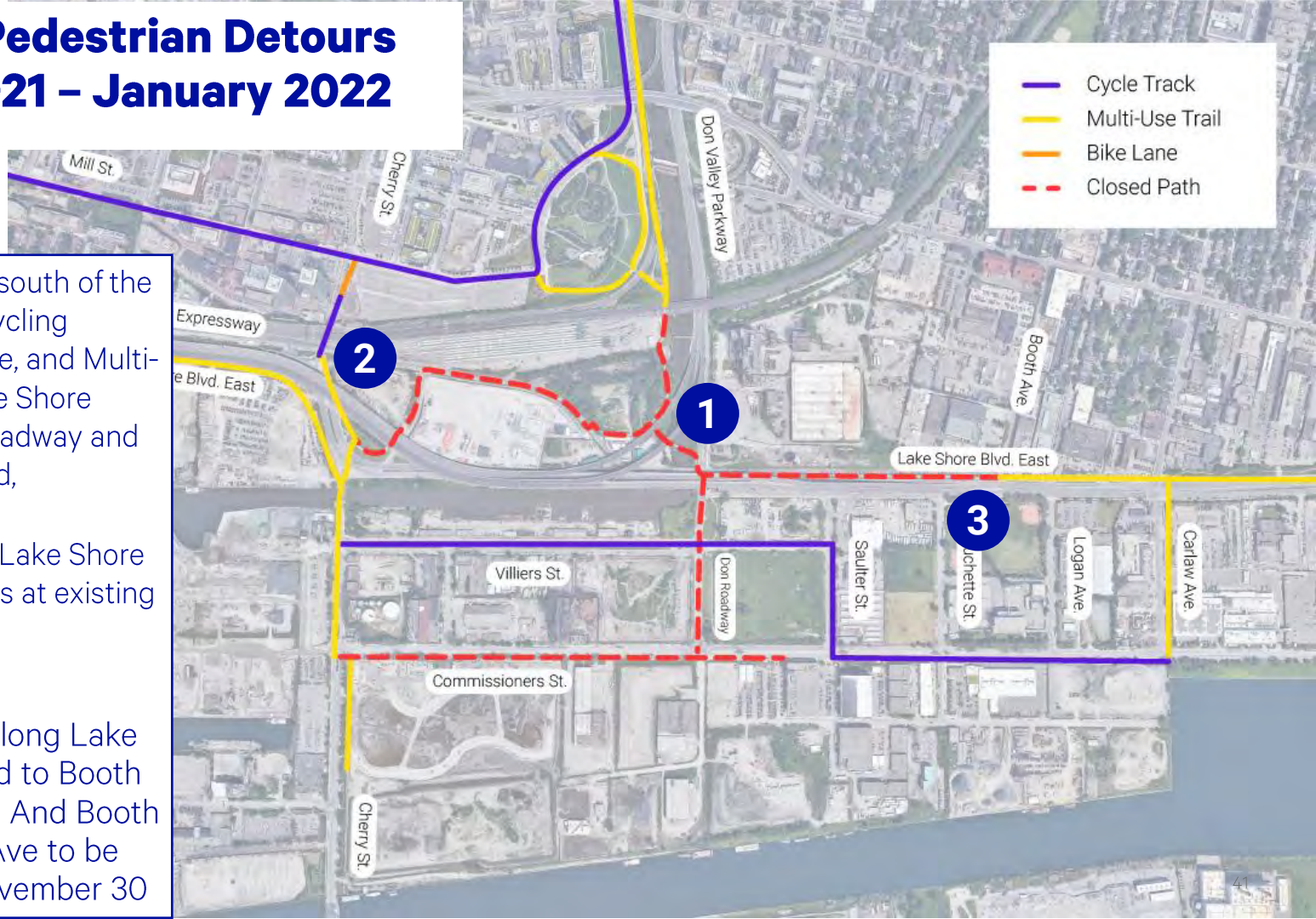
Lower Don Trail south of the Don Rail Yard, Cycling Pedestrian Bridge, and Multi-Use Trail on Lake Shore between Don Roadway and Booth Ave closed,

2

New crossing of Lake Shore in progress. Cross at existing crossing

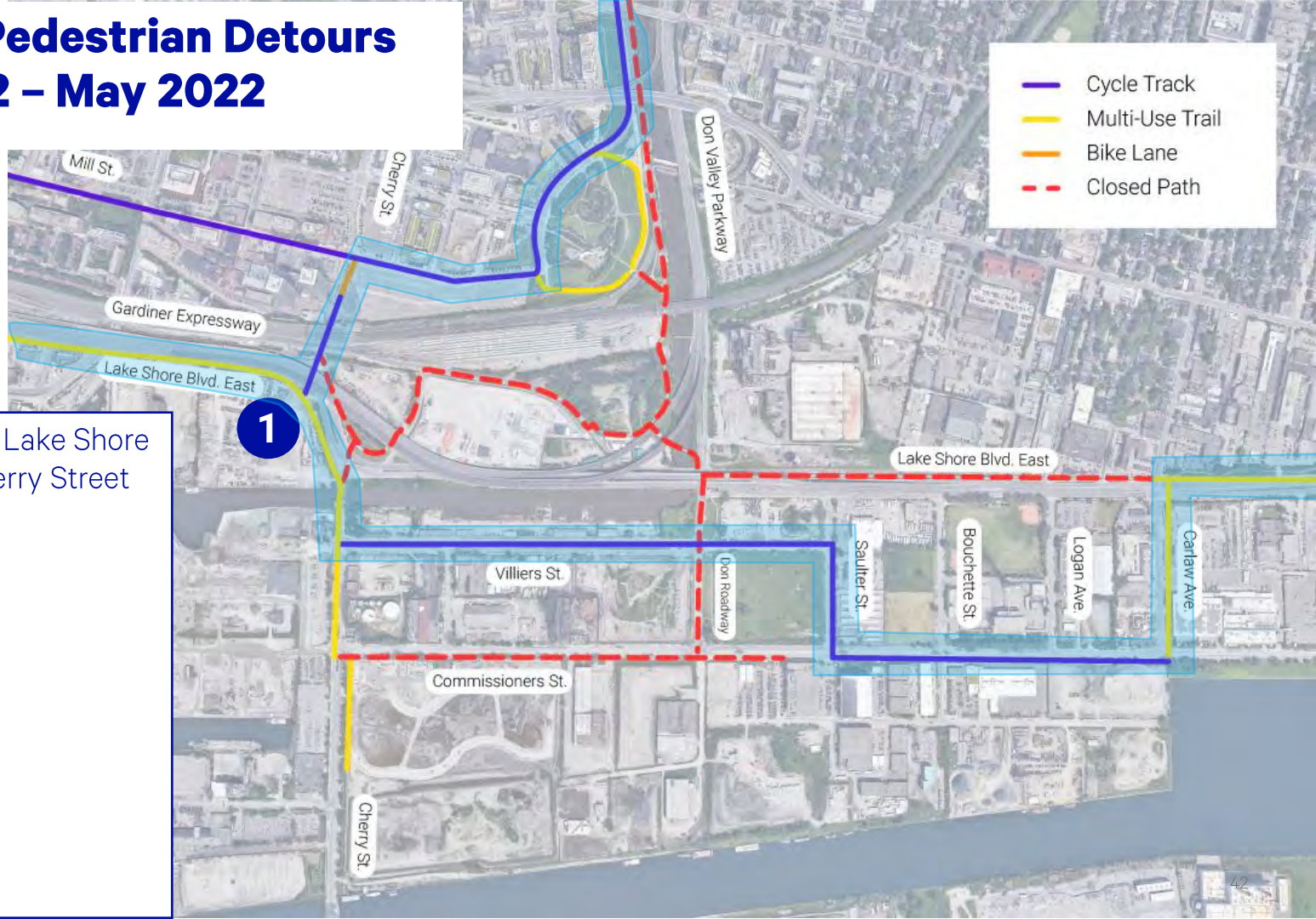
3

Multi-use trail along Lake Shore Boulevard to Booth Avenue closed. And Booth Ave to Carlaw Ave to be closed as of November 30



Cycling and Pedestrian Detours

January 2022 – May 2022



1

New Crossing of Lake Shore Boulevard at Cherry Street

Cycling Detours: Carlaw Avenue

Current Facilities: New Multi-Use Trail
on the east side, between Lake Shore
Boulevard and Commissioners Street



Cycling Detours: Commissioners Street

Current Facilities:

- Unidirectional bike lane on either side of the road
- Separated by concrete jersey barriers between Carlaw Avenue and Bouchette Street
- Separated by traffic barrels between Bouchette Street and Saulter Street

Future Facilities:

- Some barrels will be replaced with concrete curbs



Cycling Detours: Saulter Street

Current Facilities:

- Bi-directional cycle track on the west side of Saulter Street
- Separated by traffic barrels connected with k-bars
- Recently repaved

Planned Facilities*:

- Bi-directional cycle track on the west side of Saulter Street
- Separated by concrete jersey barrier
- New sidewalk on west side

*design still under review



Cycling Detours: Villiers Street

Current Facilities:

- Unidirectional bike lane on either side of the road
- Separated by concrete jersey barriers and traffic barrels connected with k-bars

Planned Facilities:

- Unidirectional bike lane on either side of the road
- Traffic barrels and k-bars will be replaced by concrete curbs and bollards



Cycling Detours: Cherry Street

Current Facilities:

- Bi-directional Multi-Use Trail on the west side of Cherry Street

Planned Facilities (after Cherry Street realignment):

- Bi-directional Multi-Use Trail on the west side of the new alignment of Cherry Street



What We've Heard & How We've Responded to Feedback

What We've Heard So Far

During 5 weekends of construction to remove the Gardiner/Logan ramps, we heard from you via email, phone, in person and on Twitter and Facebook.

Construction on major transportation networks like the Gardiner Expressway, Lake Shore Boulevard, and the Lower Don Trail is difficult for people travelling to work, visiting friends and family across the GTA, or looking to reach waterfront destinations on the weekends.

There is a lot of construction already underway in this part of the city, and we know it's not easy to add to that. Thank you for your feedback over the last month. While we are observing impacts, your feedback also helps us address issues. While we can't eliminate the impacts of this construction, we can continuously work to make improvements to our Traffic Management Plan.

What We've Heard So Far: Traffic Congestion

We heard: Increased travel times and congestion due to the removal of the ramps

The following measures were already in place to help keep traffic moving:

- Temporary removal of parking along the detour routes during weekend closures
- Signal timing was reviewed at 70+ intersections and adjustments made at 18 intersections

Here are some adjustments that were made:

- Added a left-turn restriction at Empire Avenue from Eastern Avenue on weekends with traffic enforcement
- Stationed a traffic control agent at the intersection of Jarvis Street and Lake Shore Boulevard

What We've Heard So Far: Traffic Congestion

We heard: Concurrent projects and lane closures

Unfortunately, some nearby projects were delayed and slightly overlapped with the start of construction on the Gardiner ramps.

- Lane closures on Lake Shore at Cherry Street: anticipated completion of Enbridge work mid October
 - Note: new lane restrictions, one lane in each direction, may be in place in this area starting in mid October
- Lane closures on Jarvis, north of Lake Shore: anticipated completion October 15-16, 2021

What We've Heard So Far: Local Streets

We heard: Speeding and illegal movements on local side streets (Morse St., Logan Ave., Caroline St., Empire Ave., Eastern Ave.)

What we did:

- Worked with the City's Work Zone Coordination Group to request additional enforcement
- Worked with the City to make sure all signage was clearly visible to drivers
- Added a left-turn restriction from Eastern Avenue to Empire Avenue during the weekend closure of Lake Shore Boulevard

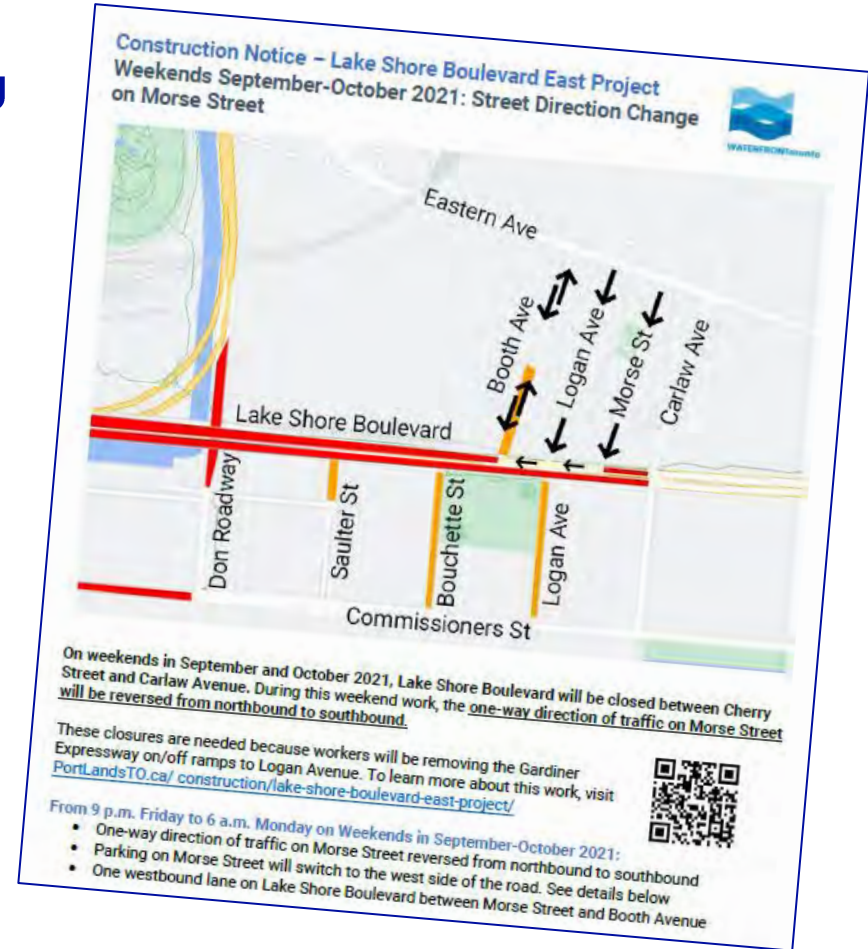


What We've Heard So Far: Local Streets

What we heard: Short notice for parking restrictions and changes on local side streets (Carlaw Ave., Morse St., Empire Ave.)

What we did:

- Distributed flyers every weekend to ensure residents were aware of the changes
- Project team was available in the neighbourhood to answer questions during the weekend changes



What We've Heard So Far: Noise

Most noise complaints were received during the first weekend of work, September 4-6 and last weekend, October 2-3

- All noise complaints were investigated using data from the noise monitoring stations.
- The investigations and noise monitoring did not detect any noise levels exceeding those allowed in the permit, however we know that what is considered excessive noise varies by individual, and all complaints are taken seriously
- On the first weekend, a noise investigation determined that noise was caused by a jackhammer hitting a metal beam. The contractor was directed to adjust their positioning to avoid that contact, which reduced the level of noise

What We've Heard So Far: Cyclists & Cycle Detours

What we heard: Detours weren't ready in time for closures

Physical separation was completed with barrels at the start of construction, rather than concrete barriers that were promised and planned for in the design.

What we did:

- Delayed removal of the pedestrian bridge until the end of October to maintain the existing trail and connection over the Don River until all components of the planned detour can be installed
- Jersey Barriers are now in place everywhere planned. Barrels with k-bars are in place at some locations because we are waiting for concrete curbs and bollards. All paint and markings are also complete.
- Additional barrels and k-bars were added to make the physical separation more secure

What We've Heard So Far: Cyclists & Cycle Detours

What we heard: Despite signage and wayfinding, some parts of the route were confusing

What we did:

- Based on specific feedback from cyclists, we added more advance warning and wayfinding signs at some locations



Cherry St. to Villiers St.



Villiers St. to Saulters St.



Saulters St. to Villiers St.



Saulters St. to
Commissioners St.

What We've Heard So Far: Cyclists & Cycle Detours

What we heard: Intersections needed improvement

What we did:

- Installation of bike signals at Carlaw Avenue and Lake Shore Boulevard and Commissioners Street and Carlaw Avenue
- Traffic control agents put in place at key intersections during weekend closures

What we heard: Detour lanes needed more maintenance

What we did:

- Road washing and sweeping is frequent to prevent debris from accumulating in the bike lane is underway; lines are being frequently repainted
- Staff assigned to monitor the detours during weekend closures

What We've Heard So Far: Cyclists & Cycle Detours

What we heard: No connection to Carlaw Avenue detour south of Lake Shore Boulevard for people riding south from Riverside to Lake Shore Boulevard

What we did:

- The trail along Lake Shore Boulevard will be kept open east of Booth Avenue until November 30. This is to maintain the north-south connection from Riverside to the Lake Shore trail and detour while an alternative is considered
- The team is investigating alternative routes in consultation with the City of Toronto cycling department

Common Question

Why is the Eastbound Gardiner on-ramp at Jarvis Street Closed?

- Closing the ramps eliminates the need for split-signal timing for eastbound traffic on Lake Shore Boulevard at Jarvis Street
- This allows more time for eastbound traffic to move through the intersection and minimizes the back-up of cars on the Jarvis offramp and onto the Gardiner.
- Traffic modeling showed a small number of vehicles used the ramp during peak hours to access the Don Valley Parkway and that alternate routes had capacity to accommodate that traffic

Common Question

Will there be a new on/off ramp to the Gardiner Expressway to replace the Logan ramps?

The long-term plan is for the Logan on/off ramps to be replaced with new Gardiner-Lake Shore Boulevard ramps just east of Cherry Street

- The section of the Gardiner that runs between Cherry Street and the Don Valley Parkway will be realigned further north of its current location as per the approved Gardiner East Environmental Assessment.
- As the City of Toronto will build the new Cherry Street ramps off the realigned Gardiner Expressway, this needs to be built before the new ramps can be installed. The design for this section of the Gardiner is underway now.
- Removing the Logan ramps now (as opposed to after that western section is rebuilt) allowed for a safer and more economical rebuild of the Lake Shore Bridge over the Don River. It also avoids a second round of construction on the Lake Shore Bridge a few years after our work is finished in 2024.

Next Steps

How We'll Communicate Upcoming Closures, Detours

Before construction:

- We developed our Traffic Management Plan with input from our Construction Liaison Committee made up of businesses and residents. As part of this process, we also consulted with people who use the roads and cycling facilities that will be affected by construction.

During construction:

- Clear road detour signs
- Information signs with details about how to find construction details or contact us
- Traffic notices (mailed, digital)
- Project website: PortLandsTO.ca/construction

The Construction Liaison Committee's role:



- Sharing this information with the groups they represent, including how to contact us

How to Contact Us During Construction

- Regular updates at PortLandsTO.ca/Construction
- Sign up for digital notices by emailing info@waterfrontoronto.ca
- Questions or issues to raise?
 - Dedicated phone number: (416) 594-2198
 - Dedicated email: plfp@EllisDon.com
 - Online form to submit complaints or feedback: <https://bit.ly/PLFPform>

Upcoming Milestone for Port Lands Flood Protection: New Cherry Street



-  New Cherry Street
-  Existing Cherry Street

Upcoming Milestone for Port Lands Flood Protection: Central River Valley



Upcoming Milestone for Port Lands Flood Protection: Commissioners Street



Want to Learn More?

- Fish in the West Habitat Cove: <https://youtu.be/77Pqba4mhNY>
- Construction Progress: <https://portlandsto.ca/aerial-view-of-the-transforming-port-lands/>
- Found Objects: <https://portlandsto.ca/construction/pictures/found-objects/>
- Follow Rocky the Rock Ripper for construction updates from the perspective of an excavator: <https://twitter.com/TheRockRipper>

Q&A

Profane or abusive language, as well as racist or other forms of discriminatory, prejudicial, or hateful comments and questions will not be tolerated.