

CF Sherway Gardens Transportation Impact Studies & Transportation Master Plan



Farhad Razmyar

Toronto's Housing Demand

Over the past decade, housing costs have grown faster than incomes in the city

Shortage of purpose-built affordable rental supply

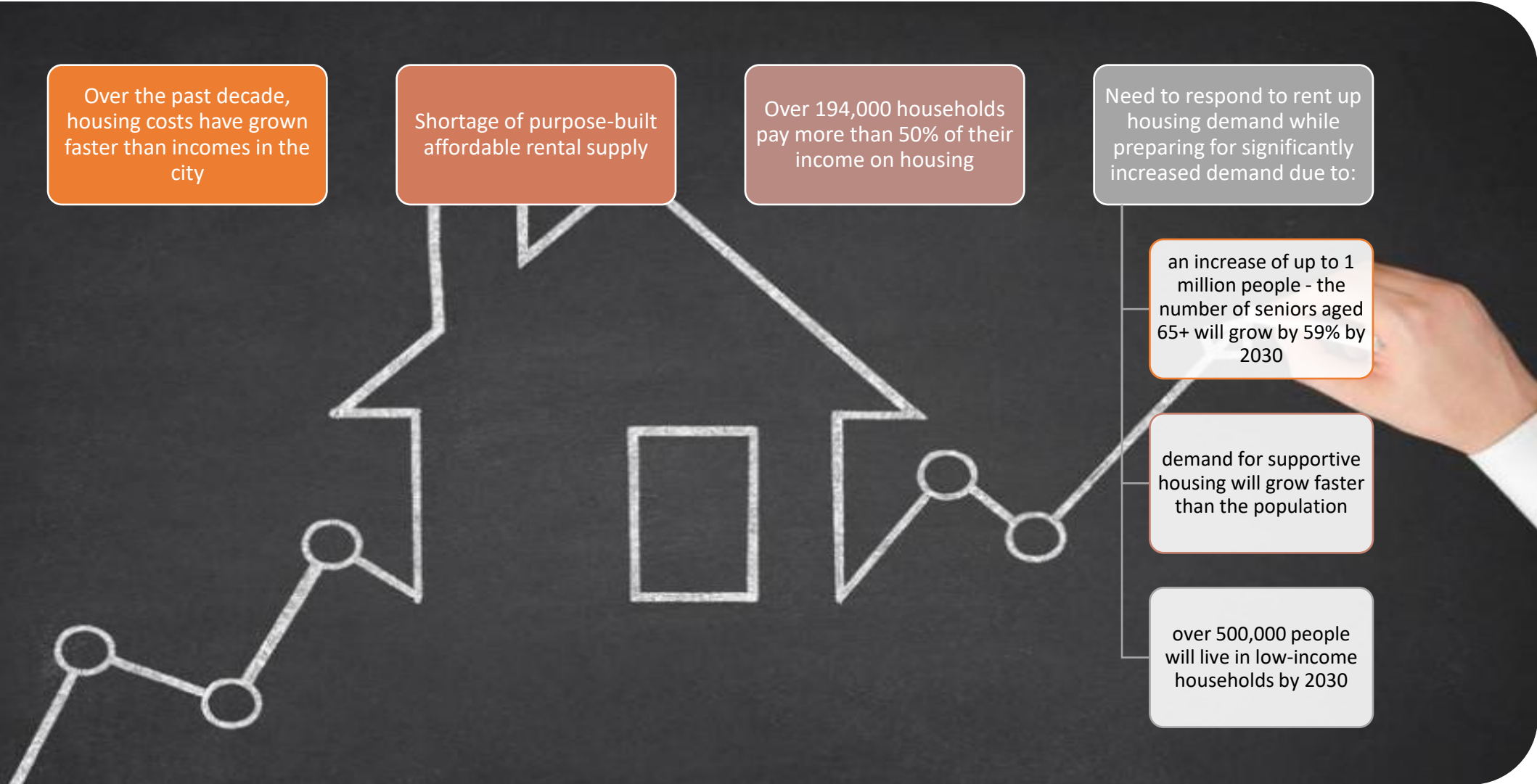
Over 194,000 households pay more than 50% of their income on housing

Need to respond to rent up housing demand while preparing for significantly increased demand due to:

an increase of up to 1 million people - the number of seniors aged 65+ will grow by 59% by 2030

demand for supportive housing will grow faster than the population

over 500,000 people will live in low-income households by 2030



The Housing-TO 2020-2030 Action Plan ("Housing-TO Plan")

Canada's first human rights based housing plan, was adopted by City Council in December 2019

- The HousingTO Plan is the City's umbrella housing and homelessness plan, and provides a blueprint for actions and investments across the full housing continuum over the next 10 years

A considerable strain on the City's emergency shelter system

Need to Expedite Delivery of Housing TO Plan as a result of COVID-19

By 2051, Toronto will have 700000 new neighbors and 450000 new jobs

About 7,800 people experience homelessness every night

Job losses and employment uncertainty pose increased risk of housing instability

There are an estimated **35,000** households currently in rental arrears in Toronto.

Toronto's real estate market continues to see price growth

10 Toronto's Vision, Plans & Strategies in Transportation

Congestion Management Plan

- maximize the safety, efficiency, reliability and sustainability of the transportation network for all users while reducing the impact on the environment

Automated Vehicles

- opportunities and mitigate impacts arising from the arrival of AVs in Toronto

Curbside Management Strategy

- mobility and access for people and goods

Cycling Network Ten Year Plan, 2016-2025

- connect, grow and renew infrastructure for Toronto's cycling routes

Electric Vehicle Strategy

- improved air quality and economic opportunities achieved by shifting to zero-carbon energy transportation

Freight & Goods Movement Strategy Study

- promotes safe, reliable and sustainable freight operations

Green Streets Implementation Strategy

- implementing Green Streets — roads or street that incorporate green infrastructure

Toronto Walking Strategy

- Aims to build a physical and cultural environment that supports and encourages walking

Vehicle-for-Hire

- provides regulations for taxicabs, limousines and private transportation companies

Vision Zero Road Safety Plan, 2017-2021

- action plan focused on reducing traffic-related fatalities and serious injuries

Management (TDM) in New/Rezoning Developments



Purpose of TDM in TMP:

- sustainable travel choices by supporting alternatives options over the convention of frequently driving alone by encompassing a wide range of strategies including:
 1. shifting travel modes such as walking, cycling, taking transit or carpooling instead of driving alone
 2. reducing the number of trips people must make to destinations and activities such as work and shopping, near each other
 3. travelling more efficiently such as making trips outside of peak hours

Source: Hamilton Transportation Demand Management (TDM) Guide for Development, June 2015

What is “unbundled” parking?

Bundled Parking

The cost of parking “bundled” into price of rents and other goods and services, hiding its true cost from consumers



- 1 Cost of parking is hidden in goods and services
- 2 Parking appears free, resulting in higher parking demand
- 3 More parking must be funded and built

VS

Unbundled Parking

The cost of parking is “unbundled” to reveal the true price of parking, separate from rents and other goods and services



- 1 Cost of parking is revealed to the user
- 2 Consumers can save money by using less parking, resulting in lower parking demand
- 3 Less parking needs to be funded and built

Source: Proposed Demand Management Strategies, Austin Transportation Department, June 2019

Transportation Master Plan

The Queensway

A Transportation Master Plan (TMP) is defined in the Municipal Class Environmental Assessment (EA) process

- Identifies the long-term transportation objectives and needs of a defined area
- Identifies specific solutions requiring further study

TMPs build on the policies of the **Official Plan** and are developed through a consultation process involving:

- The public
 - Technical agencies
 - First Nations and Aboriginal Peoples
 - Other stakeholders including affected property owners
- Gardiner Expressway*

Transportation Master Plan & Impact Process

Understand Study Area and Establish Vision 2023

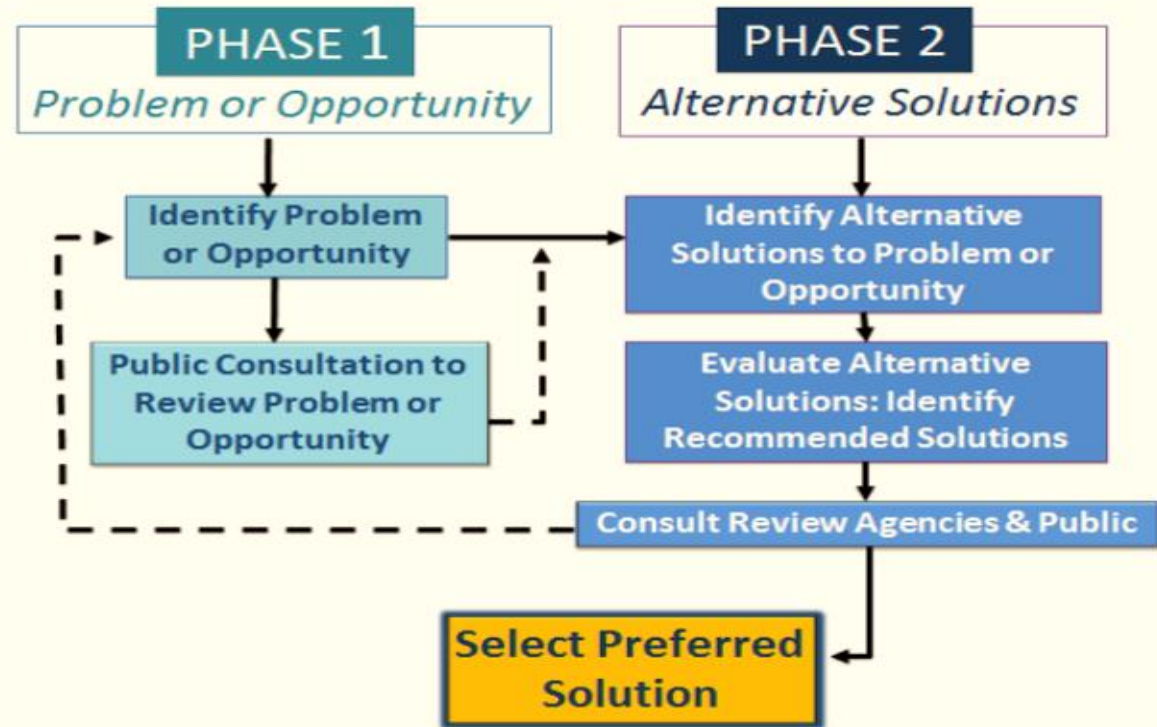
Test and Confirm Ideas Mid-2023

Finalize Design and Develop Plan 2024

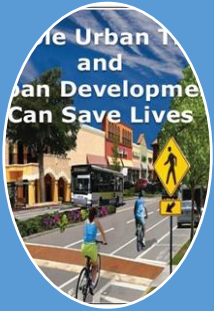
Implementation within 5 years

Seeking:

- Input from residents about what is working well and what could be improved.



10 High Level Transportation Objectives



Sustainable and Resilient Transportation System



Equitable Transportation System climate change



Competitiveness



Respond to Change



Use Transportation to Support the City demand



Maximize Walkability



Develop Cycling Network



Expand and Improve Transit System

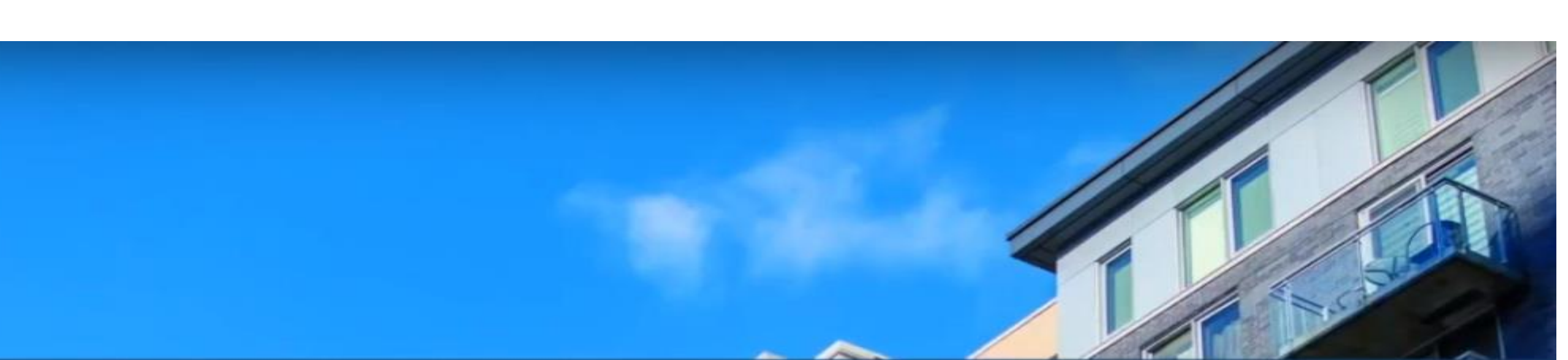


Provide Safe, Multimodal Streets



Manage the Curbsides, Parking, and the Movement of Goods





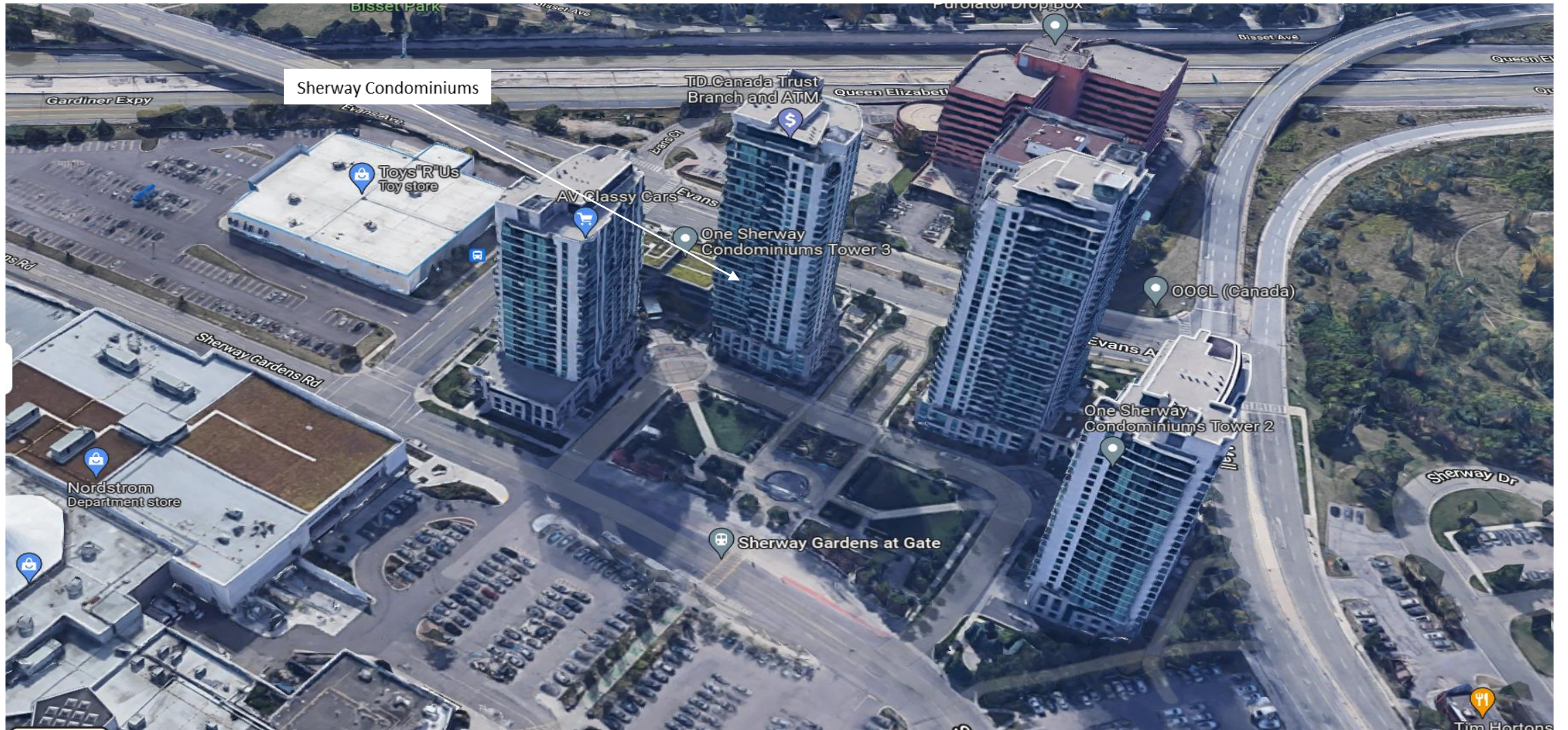
Site and Area Context



Sherway Gardens (East view)



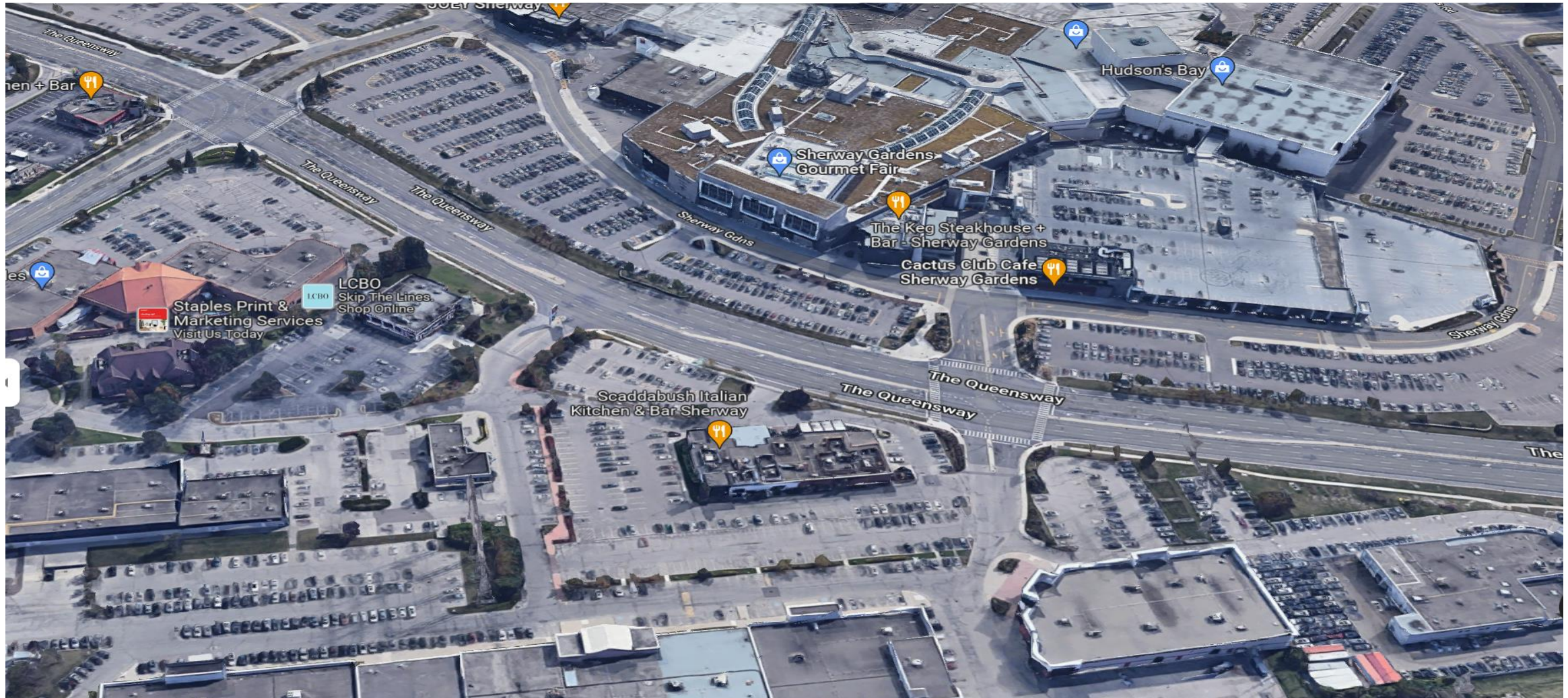
Sherway Condominiums at North



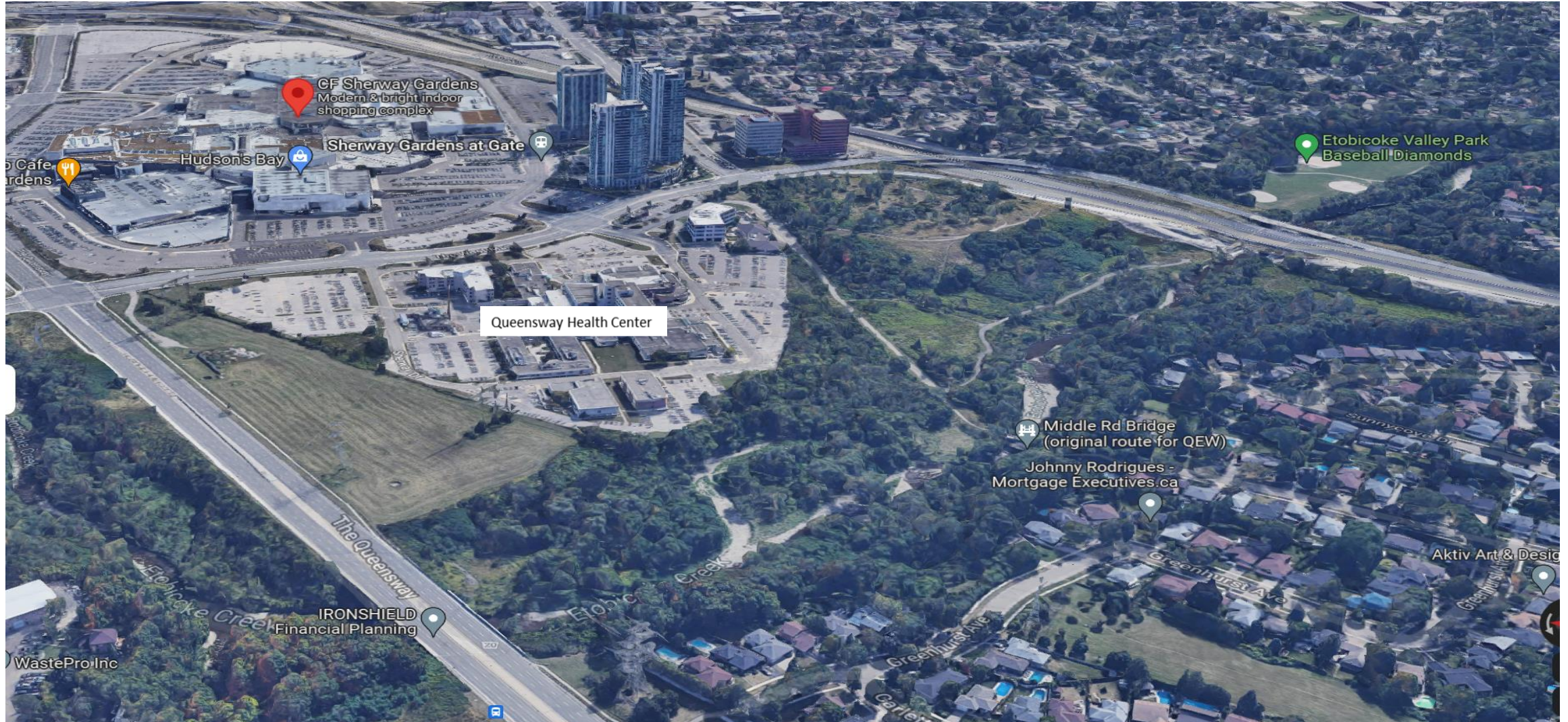
Sherway Gardens Southwest corner



Sherway Gardens South View



Sherway Gardens West view





Planning Framework



Engagement Streams

INDIGENOUS ENGAGEMENT

Facilitated
Indigenous
engagement
sessions led by an
Indigenous
organization

Mississaugas
of the Credit

STAKEHOLDER ENGAGEMENT

Etobicoke-
Lakeshore
Neighbourhood
Improvement
Area Planning
Table

Heritage
Focus
Group

Human
Services
Agencies
Focus Group

Local
Advisory
Committee
(LAC)

PUBLIC ENGAGEMENT

Library
Display

Community
Consultation
Meetings

Online
engagement

Public engagement

- Engage community and key Stakeholders in Every Step of the Process Through:
 - Public meetings
 - Pop-up consultation Events (First consultation is scheduled for spring 2023) and/or Webex platform
 - Engagement Materials included concepts for Mixed-use concept of CF Sherway Gardens
 - Through Website Link (My Social Pinpoint access prepared for your inputs and surveys):
<https://seyed.mysocialpinpoint.ca/cf-sherway-transportation-master-plan-engagement/cf-caddilac-engagement-home>
 - Surveys will be posted through the website and during the events





Sherway Gardens Transportation Master Plan

By: Farhad Razmyar

Survey

The city of Toronto has decided to implement a Transportation Master Plan (TMP) for the Sherway Gardens Mall area, which will guide transportation infrastructure investment and establish our vision for transportation in Sherway Gardens and the impacted neighborhood over the next 20 years.

Transportation in Sherway Gardens includes many different forms of movement for a wide range of residents, businesses, and industries. The TMP will take a location-based approach to evaluate and plan for each of the unique areas to develop an integrated multi-modal transportation system where people can drive, walk, bike, and ride transit efficiently, safely, and conveniently.

The TMP will include an assessment of our current transportation system, and the regional growth nodes, to develop comprehensive infrastructure plans to address the diverse needs of the community.

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Therefore, part of the process is the TMP to include hearing from the community! The City of Toronto needs to understand how you travel, the issues you face, and how we can improve the way you move throughout the City and specifically in the neighborhood.

This input will identify and prioritize improvements to how to move people, goods, industries, and business in Sherway Gardens and the neighborhood with confidence, safety, and efficiency

your engagements!



Canvas your ideas to the map

START 13 Nov 2022

END 17 Feb 2023

[See Project Map](#)



Next Townhall Meeting

July 2023

[Join The Discussion](#)



Add your Ideas

[Add Your Idea](#)

Contact Us

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Sherway Gardens vision for growing community

A distinct and complete community that celebrates of Etobicoke valley system and build's on the area of cultural and technological innovations to:

- Create a vibrant Mixed-Use Community;
- Connect with Nature and Build Resiliency
- Enhance Mobility choice, Comfort and Connectivity
- Support City demands in housing

Neighborhood Land use

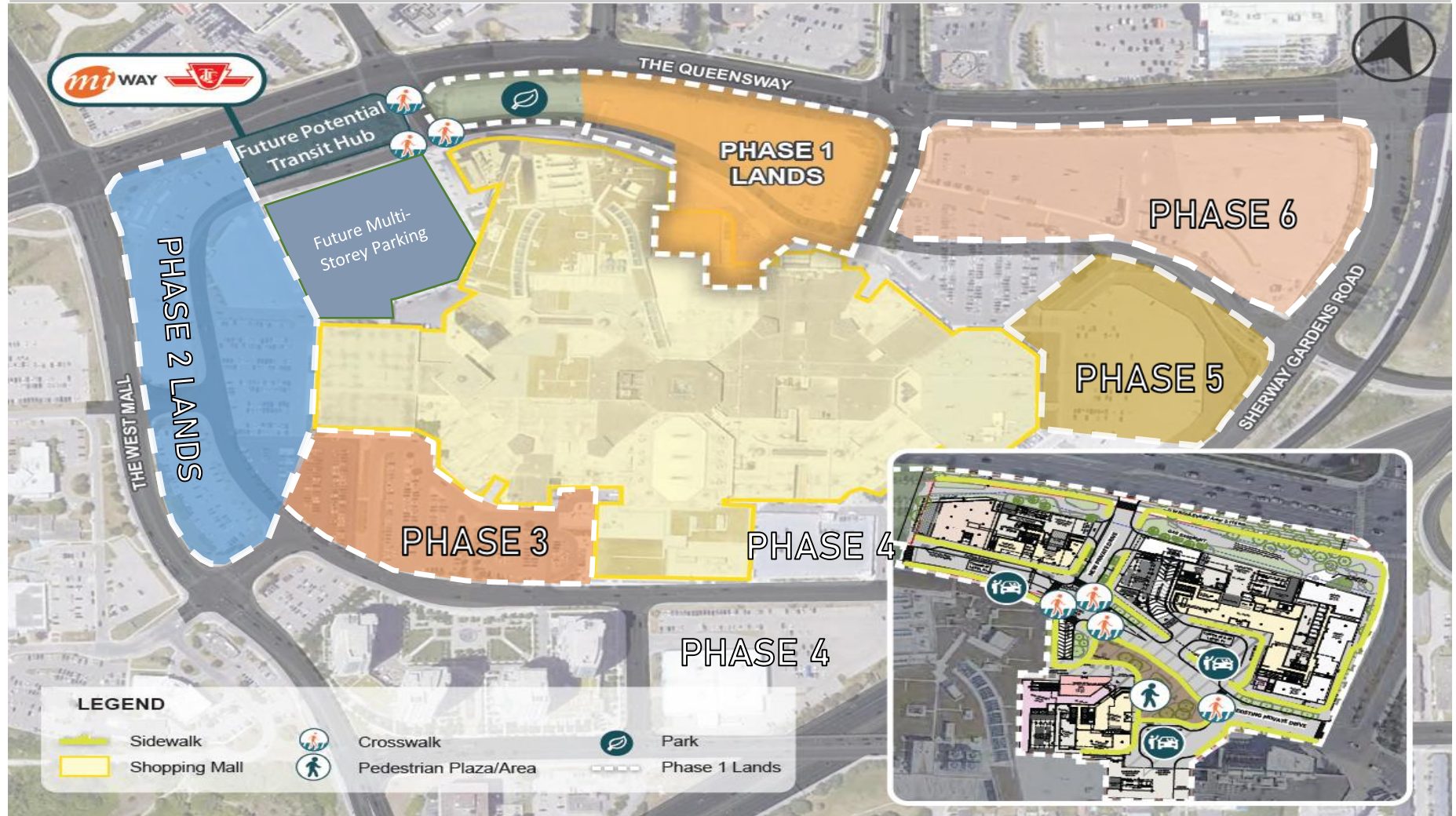
Legend:

- CR : Commercial Residential
- IH: Institutional Hospital
- E: Employment Industrial
- RD: Residential Detached
- ON: Open space Natural



- A total area of 6.2 acres for Phase 1 (3 High-rises).
- Primary area for intensification where the greatest Heights and densities are located in the close proximity to transit.
- A Significant portion of the area reserved for employment uses.
- Land-use designation: Mixed-use
- Heights: Tall and mid-rise buildings up to 45 stories.
- Connected and unbundled Parking facility with carshare.
- Bike share within the Area
- Future Transit Hub

High Level Overview of the Plan in the Core area



Sherway Area Transportation Master Plan

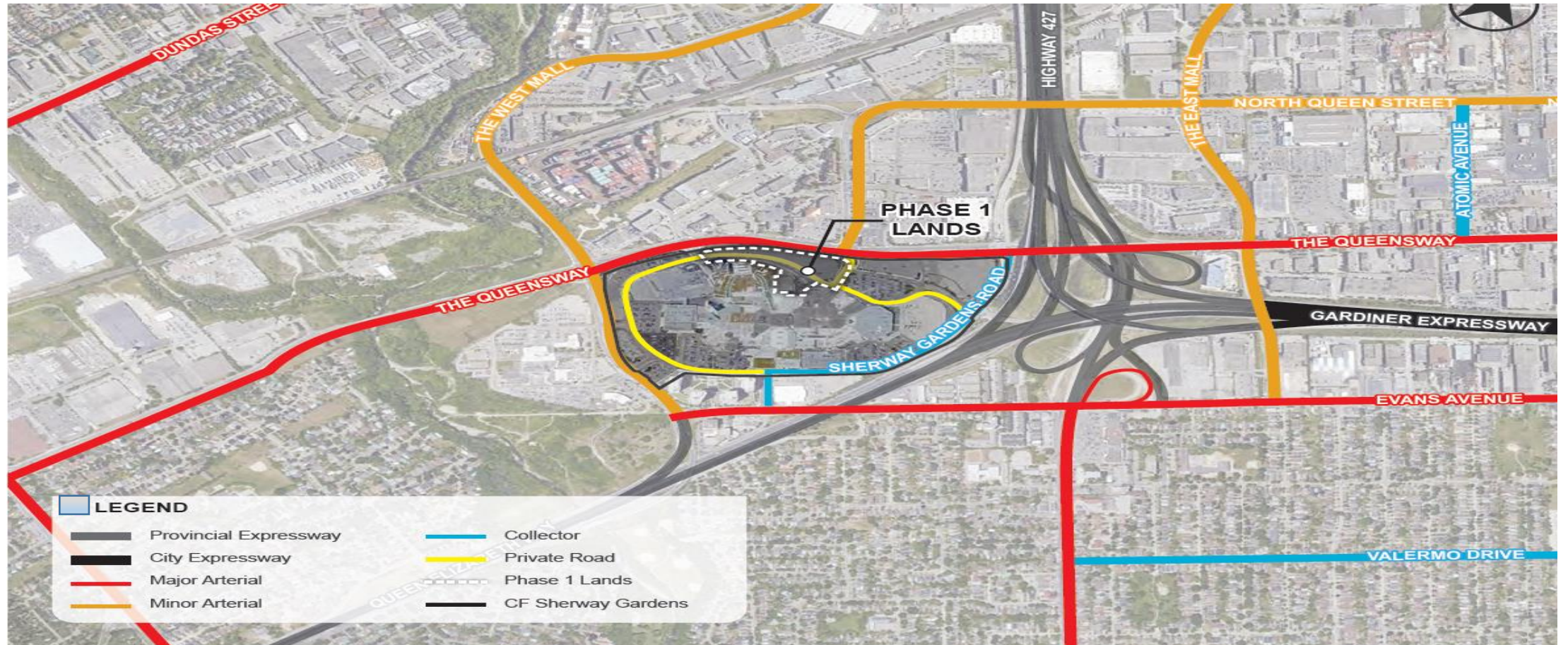


PROPOSED SHERWAY AREA TRANSPORTATION MASTER PLAN

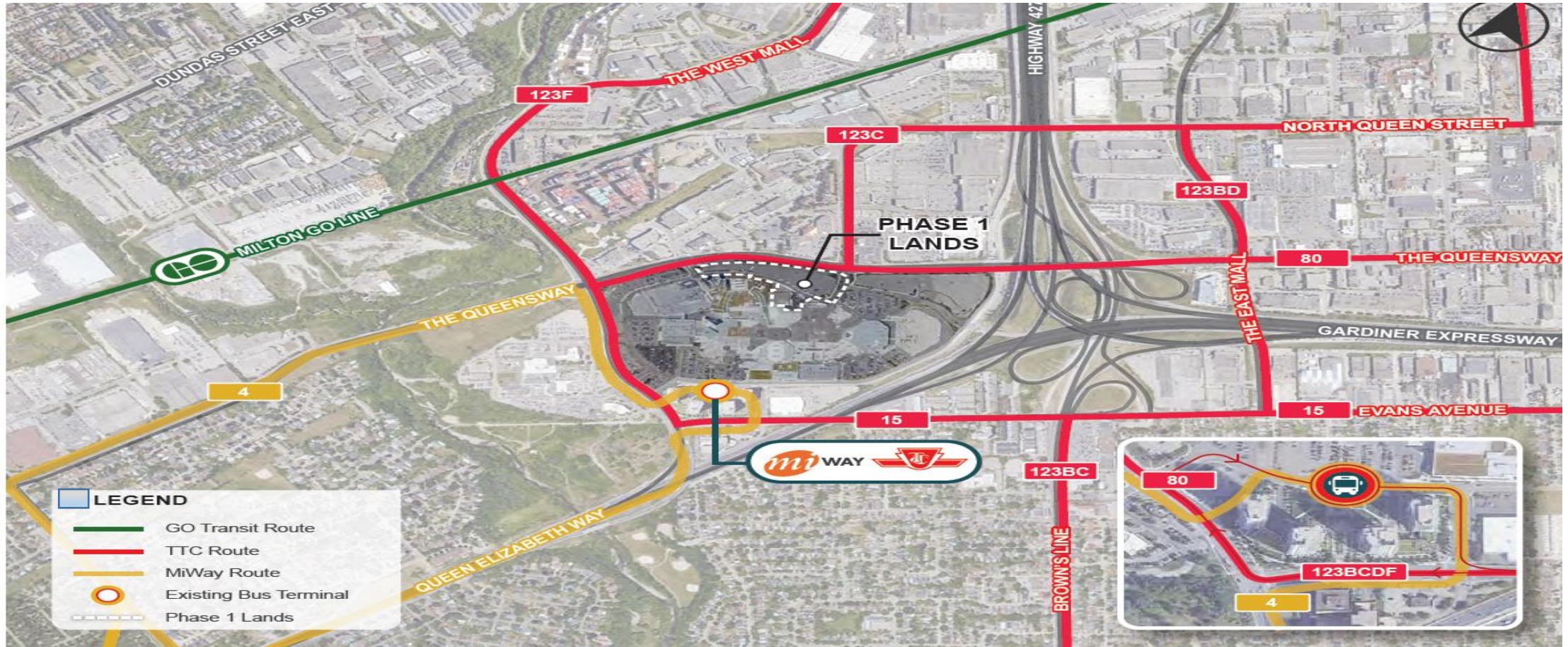


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|--------------------------------------|-------------------------------|--------------------------------|
| Sherway Area Secondary Plan Boundary | Potential TTC Transit Hub | Landscaped Points of Entry |
| Mid-block Pedestrian Connection | New Park - Preferred Location | Utility Corridor |
| New Street: Fixed Location | Trail | Existing Parks and Open Spaces |
| New Street: Flexible Location | | |

Area Road Classification Map



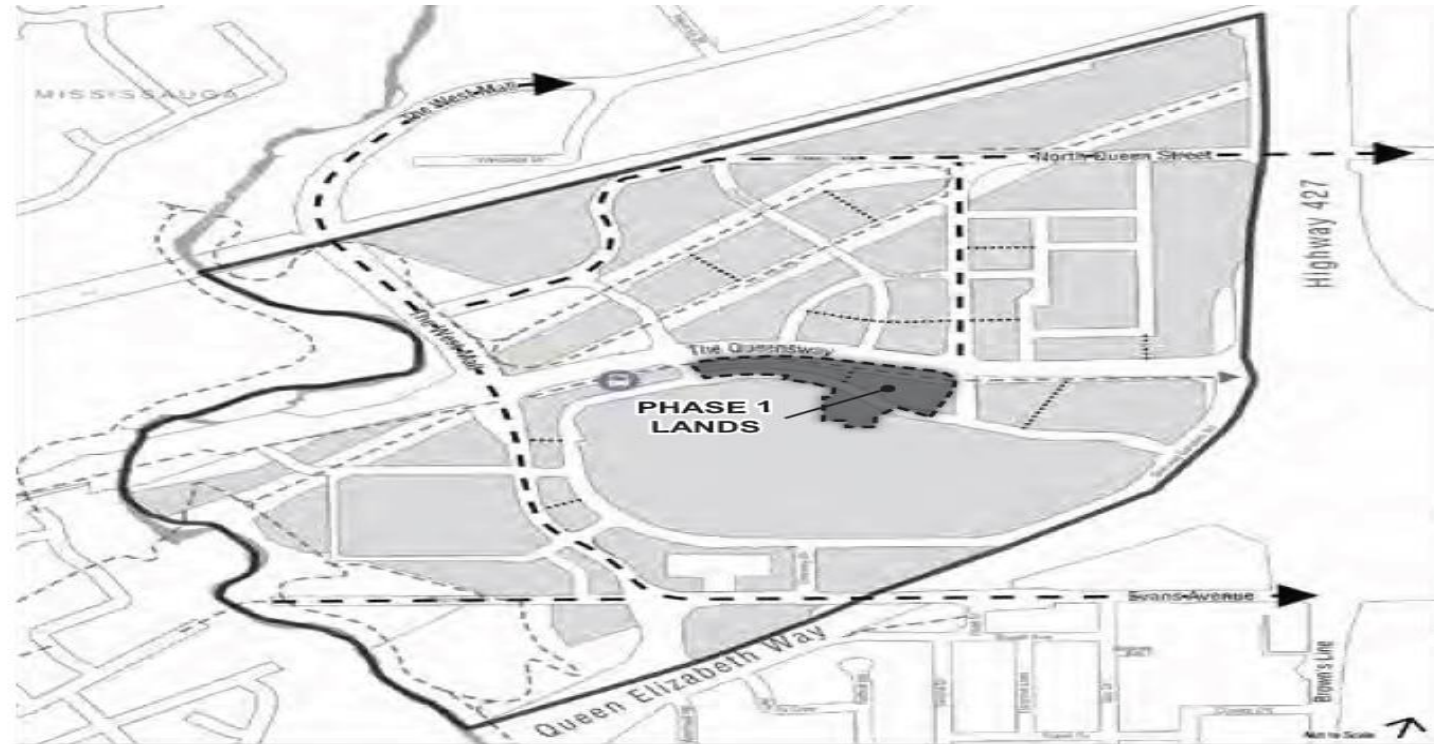
Existing Transit Services



Existing Pedestrian connections

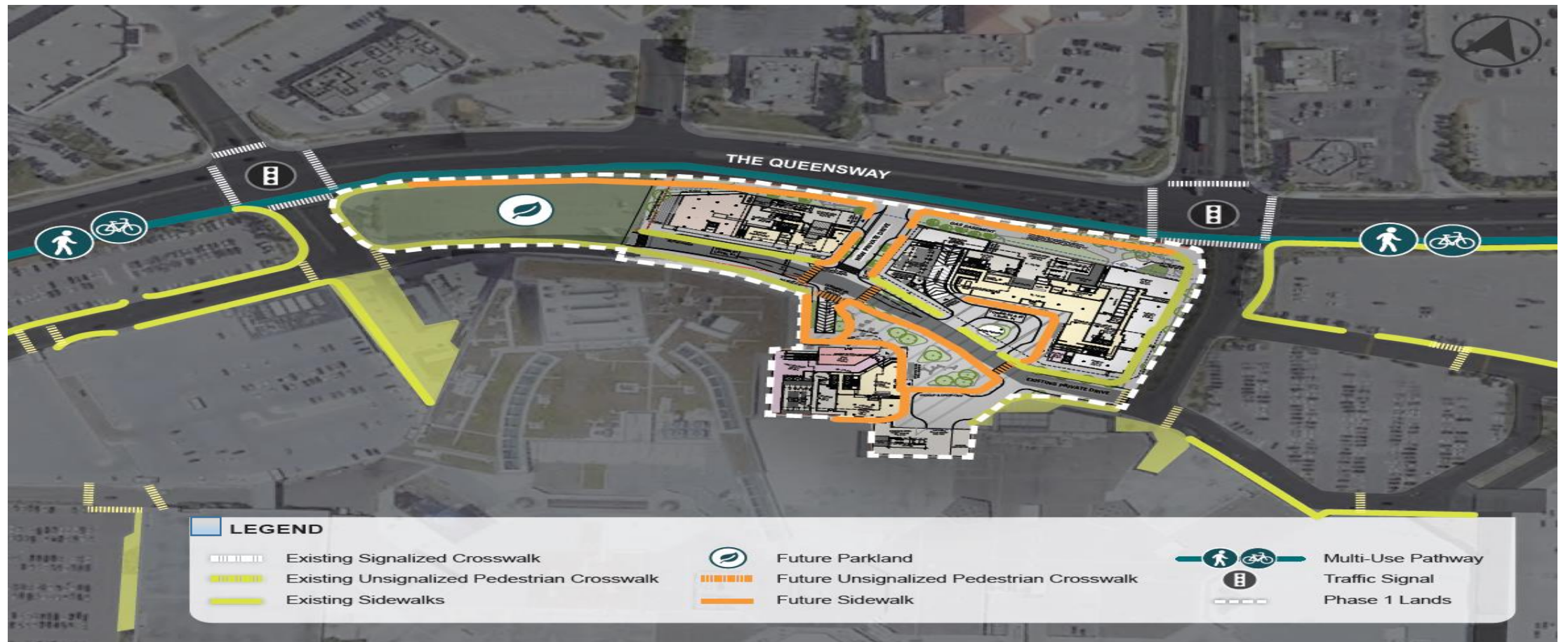


Proposed Pedestrian and Cycling Network



- Sherway Area Secondary Plan Boundary
- Mid-block Pedestrian Connection
- - - Proposed On Street Cycling Facility
- - - - Potential Off-Street Multi-Use Trail
- ⊕ Potential TTC Transit Hub

EXISTING AND PLANNED PEDESTRIAN CONNECTIONS



Design Guidelines

Toronto Green Standards (TGS) version 4.0

Urban design guidelines for privately-owned Publicly accessible spaces

Complete Streets Guidelines

Guidelines for the design and management of Bicycle Parking facilities

Accessible Design

Road Engineering Design Guidelines (ECS)

City of Toronto By-Laws and Official Plan

Recommendations to Public mobility and & Realm

Transform North queen Street and The west Mall in to a complete Main Street

Sherway Gardens Road transformed to a walking and Bicycle zone with very limited access to vehicles

Expansion of Bike-Share, Pedestrian and Cycling infrastructure

Improve access into the ravines

Study the feasibility for a subway transit connection in the proposed Transit Hub

Provide unbundled parking lot and Car-Share program



New proposed roads concept plan for North Queen Street Area

Recommendations to Public mobility and & Realm



Multi-use and Bicycle Trail improvements to connect to Long Branch Go Station



Subway connection to the Kipling Mobility Hub: Your One-Stop Shop for Regional Transit

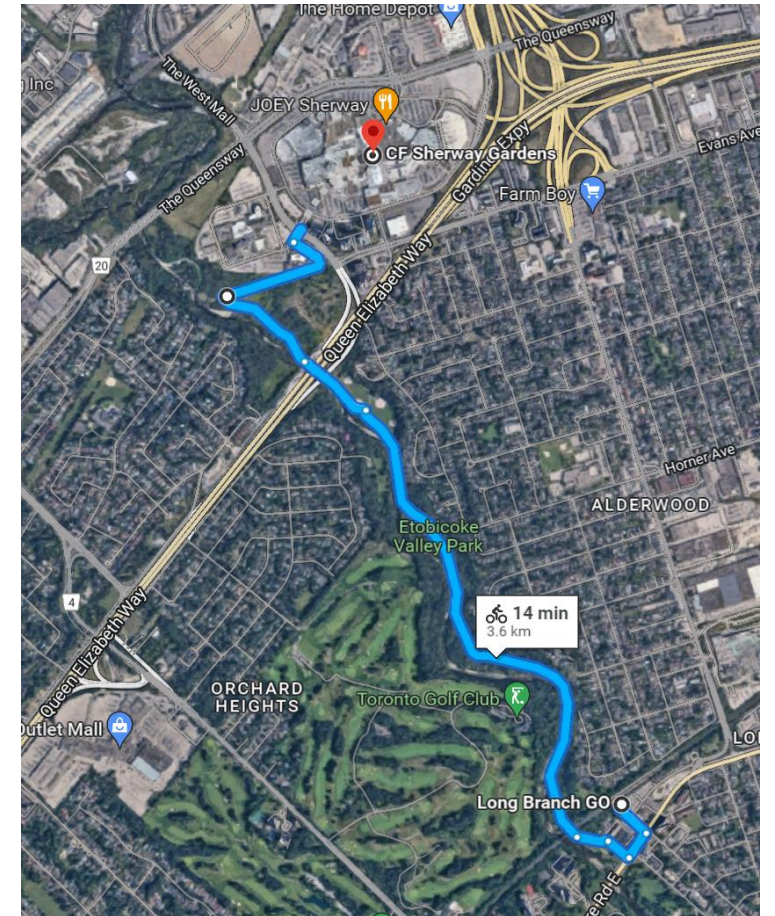


Connection to the proposed GO train station will be located just south of The Queensway and will be integrated into the existing Kipling LRT station.



Maximize Internal capture by inviting Key commercial trip attractions to reduce traffic a maximize comfort by promoting local employments such as :

- Child care facility
- Restaurants
- Shops
- Chain Grocery Stores
- Car rentals



Bicycle Trail improvements to connect to Go Station

Questions?