

April 26, 2012

Chair & Members
Public Works & Infrastructure Committee
10th Fl, West tower, Toronto City Hall
100 Queen St W.
Toronto, Ontario M5H 2N2

Re: Request for dates to be set for the commencement of projects to address the traffic congestion Humber Bay Shores and Mystic P

I am writing to request the Public Works and Infrastructure Committee to instruct the City Manager in consultation with the General Manager of Transportation and the General Manager of the TTC to set start dates for the commencement of projects currently approved for improvements in Ward 6, Etobicoke Lakeshore

Summary:

Since the amalgamation of the City of Toronto, discussions have been underway regarding need to join Legion Road South with Legion Road North through an urban area under the Railway. The Railway

The extension of Legion Road, from its northern limit to the Park Lawn Road exit ramp of the eastbound F.G Gardiner Expressway, is identified in the Official Plan as a planned roadway. The extension of Legion Road will help satisfy transportation needs in the area, improve traffic safety, and improve the efficiency of the road network throughout the area.

A Municipal Class Environmental Assessment (EA) Study has been completed to develop alignment options for the extension for Legion Road while taking into consideration the planned storm water facility being investigated by Toronto Water for Bonar Creek and the Mimico Creek watershed, which would be situated immediately to the east of the extension.

The EA study included the identification and evaluation of a reasonable range of alternatives in consultation with the public and review agencies. The resulting Recommended Design is to extend Legion Road from its current northern limit to the Park Lawn Road exit ramp from the eastbound F. G. Gardiner Expressway using a single portal tunnel under the CN rail corridor.

A Notice of Study Completion was issued and the Environmental Study Report issued in December 2009.

The Legion Road extension was planned to alleviate the traffic in this area, as it is an infill community in the Official Plan. Since the project was first approved under the official plan, the area has grown by more than 10,000 residents, with 20 condominium towers completed and occupied in the Humber Bay Shores and Mystic Point Area. Sixteen more projects are under development, and the traffic congestion is building through this small portal available to the local residents.

This area, bounded by the Railway Lines to the north and Humber River to the East, has very few north south access points to east west roadways. Park Lawn Road, not originally built as a major thoroughfare, has absorbed this increase in traffic and two bottlenecks have developed in the traffic arteries.

The lands for the widening of Lake Shore Blvd West from the Gardiner Access ramp to the Humber River are acquired and the plans developed but the project has not moved forward. This roadway forms the second bottleneck limiting the access to and from Etobicoke Lakeshore to the other parts of the city.

In 2003 the TTC first approved the design and moving of the Humber Loop to Park Lawn and Lake Shore Blvd W. On January 29 2008 the City Council approved the preliminary concept for the Park Lawn

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street loop which was intended to allow increased service west of Humber Loop to the Humber Bay Shores area, which is undergoing significant redevelopment and intensification;

The loop is larger than the original concept approved in 2003. This is due to the need to accommodate two streetcar tracks and an operators' washroom building in addition to the existing bus service.

The concerns expressed by the local community refer primarily to the impacts of streetcars on traffic congestion at the Park Lawn/Lake Shore intersection, the existing poor quality of streetcar service in south Etobicoke, visual and noise impacts of the loop, and the loss of parkland to a larger loop footprint, all of which have been addressed through the design and consultation process;

These three projects were to be combined with the work needed on Park Lawn Rd to alleviate and address traffic issues in this community.

All necessary environmental assessments are complete, at great expense to the taxpayer.

The TTC has already purchased and stored, for several years, the necessary track for the streetcar loop.

The City owns all lands necessary to move forward on these projects.

Work has been underway on Park Lawn Road and will commence on the south end, including the intersection of Lake Shore Blvd w and Park Lawn Road, affected by these approved projects.

Work is planned to commence on the adjacent lands to the Legion Road Underpass with the building of the Storm Water Management Pond.

Recommendations:

1. City Council request the City Manager to establish and fix a date for the commencement and the completion of the capital project to extend Legion Road.
2. City Council request the City Manager to establish and fix a date within the reasonable future for the commencement and completion of the widening of Lake Shore Blvd w from the Gardiner Expressway on ramp to the Humber River.
3. City Council direct the City Manager in conjunction with the Chief General Manager of the TTC to establish and fix a date within the reasonable future for the commencement and completion of the street car loop at Park lawn and Lake Shore Blvd W.
4. City Council request the City Manger to ensure that these projects are carried concurrently to ensure minimal disruption to the roadways and the residents.

That you for considering this request

Sincerely,

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