

## **Park Lawn Lake Shore Transportation Master Plan and Legion Road – Final Report**

**Date:** April 8, 2022

**To:** Infrastructure and Environment Committee

**From:** General Manager, Transportation Services

**Wards:** 3 Etobicoke-Lakeshore

### **SUMMARY**

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The Park Lawn Road and Lake Shore Boulevard West area is a vibrant waterfront community that has experienced considerable growth over the last two decades and is set to continue to transform and intensify with the revitalization of the former Christie's cookie factory site into a transit-supportive, mixed-use residential and employment district anchored by a new transit hub, as adopted by City Council in May 2021.

Continued growth in the area results in the need for new and improved multi-modal transportation infrastructure that accommodates people of all ages and abilities, and to complement the planned transit hub consisting of the new Park Lawn GO Station and new streetcar loop internal to the Christie's site that will connect to a dedicated streetcar right-of-way on Lake Shore Boulevard West.

At the direction of City Council, Transportation Services initiated the Park Lawn Lake Shore Transportation Master Plan (TMP) in 2016 as a comprehensive transportation study to plan for the required transportation infrastructure in the area. The TMP was put on hold from 2017 to 2019 pending City Council's decision on the land use of the Christie's site, and was reinitiated at Council's direction in 2019 in tandem with the Christie's Planning Study.

The TMP is completing phases 1 and 2 of the Municipal Class Environmental Assessment (EA) process - establishing a long-term transportation vision for the area, including reassessing the previously completed EA for the Legion Road Extension.

City Council considered an interim staff report in July 2021 which provided an update on the TMP, and sought Council direction to undertake stakeholder and public engagement on the preliminary preferred network presented in the report. The interim report also provided a status update on the Legion Road Extension and outlined next steps to finalize the TMP.

This report summarizes stakeholder and public feedback received since July 2021, recommends a final preferred TMP network for Council's endorsement, outlines an implementation plan with high-level order of magnitude cost estimates, provides a status update on the Legion Road Extension, and seeks direction on a number of next steps to begin implementing the TMP.

Key next steps include completing phases 3 and 4 of the EA process for Street A and the preliminary design of the Legion Road Extension. Street A is required to support Phase 1 of the Christie's redevelopment and the proposed Park Lawn GO Station. City staff have been working with the Owner of the Christie's site on a proposal to have the developer complete the EA, at their expense, as part of an integrated planning process with their Plan of Subdivision application.

This report seeks authority for the General Manager, Transportation Services and City Solicitor to enter into any requisite legal agreement(s) with the Owner of the Christie's site to complete the EA on terms and conditions acceptable to the General Manager, Transportation Services and in a form satisfactory to the City Solicitor.

## **RECOMMENDATIONS**

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The General Manager, Transportation Services recommends that:

1. City Council endorse the Final Preferred TMP Network as generally shown in Attachment 1 of this report.
2. City Council authorize the General Manager, Transportation Services to prepare the Park Lawn Lake Shore Transportation Master Plan (including an EA Addendum for the 2010 Legion Road Extension EA that confirms the validity of the 2010 EA), based on the Final Preferred TMP Network, issue the Notice of Completion, and put the Transportation Master Plan in the public record in accordance with the requirements of the Municipal Class Environmental Assessment process.
3. City Council direct the Chief Planner and Executive Director, City Planning, to prepare an Official Plan Amendment to reflect the planned right-of-way widths and new road connections associated with the Transportation Master Plan (TMP) for a Statutory Public Meeting of the Etobicoke-York Community Council, once the TMP is finalized.
4. City Council authorize the General Manager, Transportation Services to negotiate, enter into and execute any requisite agreement(s) with the Owner of the Christie's site to undertake the required Schedule C Municipal Class Environmental Assessment (EA) for Street A at the Owner's full cost, including funding for City staff position(s), together with any security, financing or other documents required, as well as any amendment, renewal or extension thereof, on terms and conditions generally as set out in the report (April 8, 2022) from the General Manager, Transportation Services, and on such other terms and

conditions acceptable to the General Manager, Transportation Services and in a form satisfactory to the City Solicitor.

5. City Council deems that the funding agreement recommended in Recommendation 4 above is not subject to the Donations to the City of Toronto For Community Benefits Policy, on the basis that the Schedule C Municipal Class EA study for Street A is in the public interest of the City and advancing the study will allow for the design of the road and grade separation to be coordinated effectively with private development in a manner consistent with the Council-approved Christie's Secondary Plan.

## **FINANCIAL IMPACT**

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High-level order of magnitude cost estimates for the transportation infrastructure projects identified in the Final Preferred TMP Network are provided below and discussed in more detail in the phasing and implementation section of this report. The costs reflect the total estimated construction costs, and do not reflect cost sharing for infrastructure that will be implemented as part of development approvals. The City's share of construction costs will be included in future Capital Plan and Budget submissions generally in accordance with the implementation and phasing plan identified in this report. As each project advances through subsequent EA study phases and detailed design, and as negotiations with respective Owners of development sites in the area proceed, funding for the City's share of transportation costs associated with projects identified in the Final Preferred TMP Network would be requested at the appropriate time through future budget processes.

### *Legion Road Extension*

Capital funding of \$775,000 for design work and \$2.8 million for property acquisition for the Legion Road Extension is currently within the Capital Budget for Transportation Services. During the budget process, construction funding in the amount of \$45 million was included in the Capital Needs Constraint Category for Transportation Services. With the additional due diligence undertaken that explored other grade separation construction methods, the cost of the Legion Road Extension is now estimated to be \$35 million.

### *Street A*

The construction costs for Street A were provided in 2021 by the then Owner of the Christie's site (First Capital). The cost estimates range from \$182 million to \$197 million and include a 25 per cent contingency. The higher estimated cost would achieve a complete street with cycling infrastructure and sidewalks on both sides of the street.

The City is continuing to negotiate with the new Owner of the Christie's site for the cost-sharing of Street A, following the cost-sharing principles previously outlined in the July 2021 Interim Staff Report for the TMP. Street A significantly benefits the redevelopment of the Christie's site and provides access to the north building of the new Park Lawn GO Station. The new Owner acknowledges the need for continued discussions related to cost-sharing for the delivery of this street connection.

It is proposed that the EA would be completed at the Owner's expense, with City staff position(s) also funded to oversee and coordinate City review of the EA work. The City would be the approval authority over the EA study, working collaboratively with the Owner/developer.

The City's share of the cost of Street A is included in the City's review of the Development Charges By-law that is currently underway, and it is anticipated that the entirety of Street A will be delivered in the first phase of development with the City's share of the cost front-ended by the Owner and offset by Development Charge credits.

#### *Other Required Street Infrastructure*

Preliminary, high-level order of magnitude cost estimates have been developed for other required street infrastructure identified in the Final Preferred Network, based on 10% design work as well as a combination of unit costs and/or benchmark capital costs from other similar projects. Cost estimates exclude the costs associated with property acquisition and general servicing infrastructure (e.g. water, sewer, storm sewer). Additional technical feasibility analysis and detailed design work will be undertaken during subsequent Schedule C EA studies for each project, which will result in updated cost estimates. It is also anticipated that incremental improvements may also be able to be achieved through the development approval process (e.g. sustainable design elements associated with streets abutting development sites).

The preliminary, high-level costs are as follows:

- Park Lawn Road improvements (\$10.5 million)
- Lake Shore Boulevard West improvements (\$41.8 million)
- New North-South Street (\$121.4 million)

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

## **DECISION HISTORY**

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### **Legion Road**

At its November 30, 2009 meeting, City Council considered and adopted the Legion Road Extension Class Environmental Assessment Study staff report and recommendations, which superseded a 1997 EA undertaken for the area for the Legion Road Extension. City Council authorized the General Manager of Transportation Services to complete the Class EA process for the Legion Road Extension. The completed EA identified the preferred alignment and design for the extension while taking into consideration the planned stormwater facility for Bonar Creek and the Mimico Creek watershed. The Bonar Creek Stormwater Management Facility and Legion Road Extension Schedule C Class Environmental Assessment was completed in 2010.  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2009.PW28.3>

## **Park Lawn Lake Shore Transportation Master Plan**

City Council, at its November 27, 2012 meeting, directed staff to report to the Public Works and Infrastructure Committee in early 2013 on the proposed scope, timing and cost of undertaking a comprehensive transportation study for the Park Lawn and Lake Shore area.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.EY20.32>

The Public Works and Infrastructure Committee received an Information Report at its September 30, 2013 meeting that identified that a Transportation Master Plan for the Park Lawn Road and Lake Shore Boulevard West Area would be undertaken for the area in response to the November, 2012 Council decision.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PW25.8>

The City retained AECOM Canada Ltd. in 2016 to undertake the Park Lawn Lake Shore TMP following adoption of the [Bid Committee Report](#). The TMP was put on hold in late 2017 pending City Council's decision on the land use of the Christie's site.

In July 2019, City Council, concurrent with its adoption of a settlement with First Capital Realty on OPA 231, directed Transportation Services to resume work on the TMP and integrate the work with the Christie's Planning Study and Secondary Plan process.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.CC9.14>

City Council, at its July 14, 2021 meeting, directed staff to undertake public engagement on the Preliminary Preferred Network Alternative 4B and report back to Council on the Final Preferred Network Alternative, and an implementation and phasing plan.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE23.14>

## **Park Lawn GO Station and Waterfront Transit Reset**

The City, in partnership with the TTC and Waterfront Toronto, completed the Waterfront Transit "Reset" study in 2018. Further information on the Waterfront Transit Reset study can be found here: [Waterfront East LRT Extension – City of Toronto](#). Metrolinx released the [Initial Business Case for the Park Lawn GO Station](#) in April 2020. As part of Metrolinx's strategy for Transit Oriented Communities, First Capital Realty is advancing the station design and anticipated to be building the station on behalf of Metrolinx. The Park Lawn Lake Shore TMP is being coordinated with both of these initiatives to ensure an optimal transportation solution is developed for the area.

## **Christie's Planning Study**

On January 22, 2020, Planning and Housing Committee received the report from the Chief Planner and Executive Director, City Planning which provided an update on the Christie's Planning Study. The report recommended aligned community consultation on the Study, development application for the Christie's site (2150 & 2194 Lake Shore Boulevard West and 23 Park Lawn Road) and Park Lawn Lake Shore TMP. Aligned community consultation occurred between November 2019 and December 2020.

<https://www.toronto.ca/legdocs/mmis/2020/ph/bqrd/backgroundfile-141796.pdf>

On May 5, 2021, City Council considered and adopted the final report for the Christie's Planning Study that included Christie's Secondary Plan, Zoning By-law and Urban Design and Streetscape Guidelines. The enacting Bills are being held until First Capital has entered into a Section 37 agreement with the City. As part of its decision, City Council directed the General Manager of Transportation Services to provide an interim report to the July 5, 2021 meeting of the Infrastructure and Environment Committee on the Park Lawn Lake Shore TMP, including updates and status of funding for the Legion Road extension and other north-south transportation network connections. Additionally, City Council's decision requires First Capital to negotiate with the General Manager, Transportation Services, in consultation with City Planner and the Executive Director, City Planning, the funding commitment for the construction of Street A and to enter into an agreement with the City respecting the terms for the delivery of Street A.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH22.1>

## COMMENTS

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### **Park Lawn Lake Shore Transportation Master Plan Background**

The purpose of the Park Lawn Lake Shore TMP is to identify, evaluate and ultimately recommend preferred solutions to improve the area's transportation network over the long term.

The key directions of the TMP are to:

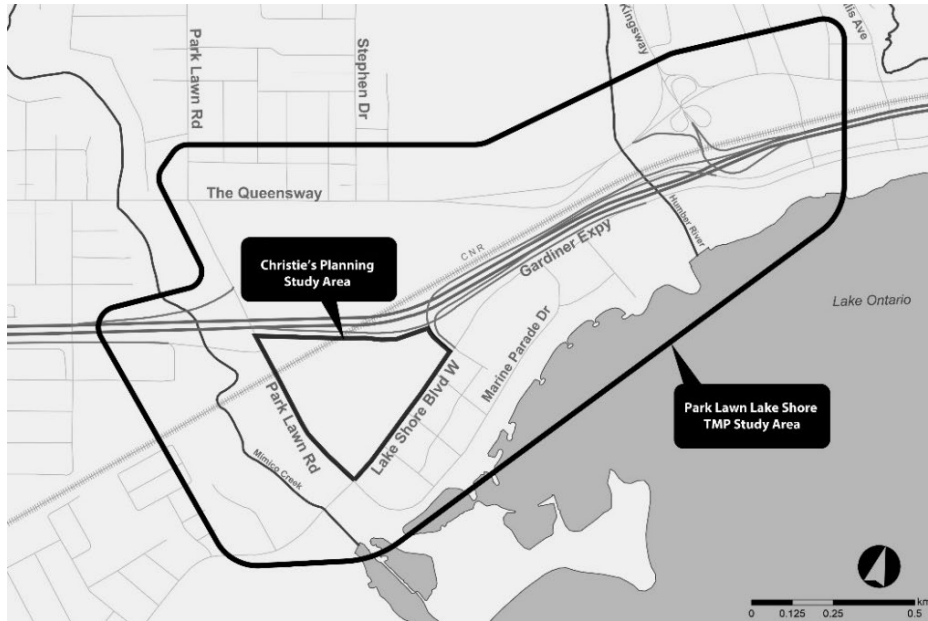
- Enhance access to local and area-wide streets and street networks for all users;
- Provide safe and convenient transportation connections across major physical barriers for vulnerable users;
- Plan for future investment in public transit, pedestrian, and cycling networks; and
- Incorporate Complete Streets and Vision Zero Road Safety principles for proposed street improvements through high-quality streetscape design, inclusive of improvement to the pedestrian realm.

#### *Study Area*

The study area for the Park Lawn Lake Shore TMP is generally bounded by Ellis Avenue to the east, Legion Road to the west, The Queensway to the north, and Lake Ontario to the south as shown in Figure 1.

The TMP also includes a broader transportation modelling study area that is bounded by Shorncliffe Road to the west, The Queensway to the north, Windermere Avenue to the east and Lake Ontario to the south.

Figure 1: Study Area



### *Area Context*

The Park Lawn Road and Lake Shore Boulevard West area is a dynamic area in Toronto's west-end that has and continues to experience a considerable amount of growth, with development over the last 20 years shaping and defining the city's skyline along the waterfront. It is a complex area with a number of natural barriers, such as Mimico Creek and the Humber River, and also has significant regional transportation infrastructure - the GO Lakeshore West rail corridor and the Gardiner Expressway - that bisect the area. A key defining feature of the area is its adjacency to the waterfront with significant, well-used open spaces and multi-use trails that connect to the Downtown and broader multi-use trail network.

### **TMP Study Update**

The Park Lawn Lake Shore TMP is completing Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) process. Phase 1 of the EA process identifies the transportation problems and opportunities in an area. Phase 2 consists of developing, evaluating and recommending alternative solutions to address the identified problems and opportunities. TMPs typically recommend a series of transportation projects and initiatives aimed at improving mobility and connectivity within an area, and establish a long-term transportation vision for an area. Depending on the scale of projects identified, some transportation projects will require further study and completion of Phases 3 and 4 of the EA process (Schedule C projects). The list of recommended infrastructure projects and their EA Schedules are outlined in the implementation and phasing section of this report.

The Park Lawn Lake Shore TMP has engaged a broad range of residents, businesses, and stakeholders throughout three rounds of engagement as set out below.

- Stage One Consultation: EA Notice of Commencement and Community Workshop 1 in December 2016 introduced the Park Lawn Lake Shore TMP, study objectives and problems/opportunities. Following this round of consultation, the Park Lawn Lake Shore TMP was put on hold due to negotiations associated with the OPA 231 appeals associated with the Christie's site.
- Stage Two Consultation: Virtual consultation occurred in June 2020 that provided an update on the TMP, presented the long-list of alternatives and their evaluation, and identification of a short-list of alternatives and evaluation criteria.
- Stage Three Consultation): Virtual consultation occurred in July/August 2021 that focused on the development and evaluation of a series of transportation network alternatives, and the identification of a preliminary preferred network.

Each stage of consultation completed to date included the following activities:

- Project website [www.toronto.ca/parklawnlakeshore](http://www.toronto.ca/parklawnlakeshore)
- Print advertisement (Etobicoke Guardian and Bloor West Villager)
- Canada Post direct mail (35,000 addresses in study area)
- Email to project list (500+ contacts)
- Email to stakeholder list including residents associations, community groups, organizations, institutions and elected officials (69 contacts)
- Notification of agencies
- Notification of Indigenous communities
- Stakeholder Advisory Group meetings
- Meetings with major property owners
- Public Events
- Posting of presentations and report on project website, and circulation to stakeholder lists and email lists
- Online surveys

Additionally, City staff coordinated with the Christie's Planning Study's public engagement as part of the following public meetings:

- Public Open House #1 - October 17, 2019
- Virtual Consultation - November 2020

### **Stage Three Consultation - What We Heard**

The Stage Three Consultation focused on the development and evaluation of various network alternatives, and the identification of a Preliminary Preferred Network Alternative. A summary of Stages One and Two Consultations were included in the 2021 Interim Staff Report for the TMP and a summary of Stage 3 feedback by thematic area is provided below.

- Overall, stakeholder and public feedback generally supported the Preliminary Preferred Network Alternative 4B: Neighbourhood Main Streets with 4-lane Lake Shore, including new street connections, street improvements with safer cycling facilities and wider sidewalks with street trees, and reduced neighbourhood traffic impacts from the Gardiner Expressway.



- Stakeholder and public feedback generally supported the proposed improvements to major streets, however, some concerns were expressed about proposed changes to Park Lawn Road, specifically, reducing it from 4 traffic lanes to 2 traffic lanes.
- Strong stakeholder and public support for Street A and the Legion Road Extension.
- Stakeholder and public feedback generally supported the new North-South Street but raised concerns about the high capital cost, property impacts, and potential traffic impacts on The Queensway and Lake Shore Boulevard West.
- Significant support for cycling and pedestrian improvements throughout the study area.
- Support for the potential of Network Alternative 4B to reduce neighbourhood traffic infiltration impacts from the Gardiner Expressway.
- Stakeholders and the public also provided suggestions for additional operational transportation improvements that included signs, turning restrictions, and enforcement.

Additional feedback was also heard about other potential improvements:

- Consider alternating one-way north-south streets in the area between Lake Shore and Marine Parade Drive and making design changes to Marine Parade Drive to discourage neighbourhood traffic infiltration.
- Consider widening Lake Shore to add more traffic lanes and/or a dedicated cycling facility at Palace Pier that would continue across the Humber River.

A detailed record of feedback received can be found in the [Stage 3 Consultation Summary Report](#).

Stakeholder meetings were held with the Ontario Food Terminal (including a site walking tour of their facility), 125 The Queensway, and Hydro One, to better understand potential impacts of the proposed new North-South Street on property and hydro corridor infrastructure. As a result, additional due diligence technical feasibility and design work was undertaken to explore additional potential road alignments, tunnel options, and property impacts.

## **Final Preferred TMP Network**

The Final Preferred TMP Network, shown below in Figure 2, is generally consistent with the Preliminary Preferred Network that was identified in the 2021 Interim Staff Report for the TMP. The Final Preferred Network has been informed by stakeholder and public input and feedback received to date from local residents and businesses.

The Final Preferred TMP Network:

- Provides a connected, multi-modal transportation network for all transportation users in the study area;
- Responds to concerns about area street network connectivity by ultimately providing three new street connections (Legion Road Extension, Street A, and New North-South Street) that improve travel connectivity, circulation, and help overcome the Gardiner Expressway/rail corridor physical barriers;

- Provides excellent walking and cycling connectivity with improved safety for people walking and cycling;
- Supports the long-term build out of the Christie's site;
- Improves community access to higher-order transit and improves streetcar priority; and
- Helps reduce neighbourhood traffic impacts of the Gardiner Expressway.



Figure 2 – Final Preferred Network

The Final Preferred TMP Network assumes the proposed new Park Lawn GO Station, as well as the dedicated streetcar connection and local streets within the Christie's development site. The GO Station and streetcar connection are advancing through their own separate parallel review and approval processes via the Transit Project Assessment Process and development review process, with involvement from the City.

Additional design work and traffic modelling analysis has been undertaken that shows that Street A may be able to be reduced from four (4) traffic lanes to two (2) traffic lanes. This potential refinement to Street A would be further studied and confirmed in Phases 3 and 4 of the planned Schedule C EA to be undertaken for Street A.

This potential refinement to Street A, and other key transportation infrastructure improvements recommended in the Final Preferred TMP Network, are described in more detail in the following sections of this report.

### *The Queensway*

The Queensway is proposed to continue to have four traffic lanes. Uni-directional cycle tracks and other public realm improvements are also proposed. It should be noted that The Queensway is currently programmed for road reconstruction, watermain work, cycling infrastructure and other safety enhancements beginning in 2023. Following public engagement held in December 2021, the proposed improvements were approved by Council in April 2022.

### *Legion Road Extension*

The Legion Road Extension continues to be part of the Final Preferred Network, providing a new street connection with two traffic lanes and a dedicated cycling facility that helps improve connectivity between neighbourhoods to the north and south of the rail corridor.

Since the last Interim Staff Report in July 2021, Toronto Water is completing due diligence on the Bonar Creek stormwater management pond and sewer connection, and exploring stormwater management alternatives to improve storm water quality entering Mimico Creek.

Design work for the Legion Road Extension is continuing. The design exercise will now include scenarios with and without the Bonar Creek stormwater facility and associated sewer. This will enable the design of the Legion Road Extension to proceed while Toronto Water completes due diligence. The additional design work will assess possible minor modifications to the road alignment, cycling facility, and underpass design, in the scenario where alternatives to the Bonar Creek stormwater facility are pursued.

### *Street A*

Street A is a new east-west and north-south street connection (with an associated rail underpass) between Park Lawn Road and Lake Shore Boulevard West that unlocks the Christie's site development potential.

Further design work and traffic modelling has been undertaken that has identified the potential to reduce Street A from four traffic lanes to two traffic lanes. This potential change could result in:

- reduced neighbourhood traffic infiltration from the drivers attempting to by-pass the Gardiner Expressway using Street A;
- a narrower street right-of-way width and rail underpass structure, resulting in reduced costs;
- less impact on the adjacent Gardiner Expressway corridor;
- improved safety and more space for pedestrians, cyclists, vehicle lay-bys, and public realm improvements, and
- limited impacts on overall traffic network performance.

Additional design options and further analysis of impacts of a 2-lane vs. 4-lane Street A would be developed and assessed during Phases 3 and 4 of the EA process for the Schedule C EA required to be undertaken for Street A. The Schedule C EA for Street A would include additional stakeholder and public engagement.

### *Park Lawn Road*

Park Lawn Road is proposed to become more of a neighbourhood main street, with two traffic lanes, uni-directional cycle tracks from Lake Shore Boulevard West up to The Queensway, more space for wider sidewalks, and other public realm improvements. South of the rail corridor, Park Lawn Road would be designed to accommodate dedicated curbside lay-by spaces for TTC bus stops near the proposed GO Station and other locations for potential dedicated short-term curbside activity.

### *Lake Shore Boulevard West*

Lake Shore Boulevard West is proposed to be transformed into a more neighbourhood main street, with a new dedicated TTC streetcar right-of-way in the centre of the street, four vehicle traffic lanes, upgraded uni-directional cycle tracks and wider sidewalks and other public realm improvements. Based on the additional design work undertaken, the right-of-way width required to accommodate all of these elements is typically 36 metres, with additional right-of-way required at intersections to accommodate traffic turn lanes and streetcar stop platforms

There will also be several new traffic signals along Lake Shore Boulevard West between Park Lawn Road and Brookers Lane/New North-South Street that will provide streetcar access into the Christie's development, and also help provide safe pedestrian and cycling crossing connections to and from the waterfront. On Lake Shore Boulevard West, new signals are proposed at the new internal street to the Christie's site and streetcar loop (referred to as Street B) and Street A. A new signal is also proposed at the access to 86 Park Lawn Road.

### *New North-South Street*

The new North-South street is proposed in the longer-term as an important new street connection between Lake Shore Boulevard West and The Queensway, and which would also involve modifying the existing Gardiner ramps at Brooker's Lane to connect them directly with the new North-South street. The North-South street is planned to have two vehicle traffic lanes, uni-directional cycle tracks, and sidewalks, as well as new signalized intersections with the modified Gardiner Expressway on and off ramps. This new street would provide another much-needed connection under the Gardiner Expressway and rail corridors for all users and would provide an alternative north-south travel route to Park Lawn Road.

Given the technical complexity of the North-South street and rail/expressway underpass grade separation, several high-level preliminary alignments have been developed to better understand whether there will be impacts to the Ontario Food Terminal. This process explored horizontal and vertical alignment options and underpass tunnel lengths.

Three potentially viable alignment and tunnel options for the North-South street are shown in Attachment 2. These potentially viable alternatives would impact a portion of Park Lawn Lake Shore Transportation Master Plan and Legion Road - Final Report

the Ontario Food Terminal's parking area in its southeast corner and may require reconfiguration of an existing driveway and internal truck circulation route and parking area. The potentially viable alternatives would also require relocating two hydro transmission towers in the Hydro One corridor.

As will be documented in the TMP, significant technical feasibility and due diligence work would need to be undertaken for these potentially viable alignment and tunnel options as part of the Schedule C EA for the North-South Street, due to complexity of the road alignment and underpass required under the rail corridor and Gardiner Expressway. The Schedule C EA for Street A would also include additional stakeholder and public engagement.

#### *Other Operational Improvements Requiring Further Study*

In response to feedback heard from the surrounding community, the TMP will include recommendations to complete additional neighbourhood transportation studies (that do not require Environmental Assessment approvals) to explore potential traffic calming, safety, and other operational improvements in the following areas:

- Mimico neighbourhood, between Royal York and Lake Shore Boulevard West (study currently underway);
- Humber Bay Shores neighbourhood (once area streets have been assumed by the City), between Lake Shore Boulevard West and Marine Parade Drive. This could include exploring the potential for alternating one-way north-south local streets, as well as potential traffic calming measures along Marine Parade Drive to improve safety and discourage by-pass traffic infiltration, among other measures; and
- Sunnylea neighbourhood, north of The Queensway, along Park Lawn Road/Berry Road/Prince Edward Drive to Bloor Street West.

### **Implementation, Phasing, & Preliminary Cost Estimates**

The TMP study has identified the Municipal Class EA (MCEA) Project Schedule (e.g., A, A+, B, or C) for each project, depending on its project complexity, impacts, and high-level, order-of-magnitude preliminary construction cost estimates, as outlined below in Table 1. The anticipated implementation timing is generally based on when improvements would be needed to support growth in the area.

Cost estimates are based on a combination of unit costs and benchmark capital costs from other comparable projects, and exclude the costs associated with property acquisition and general servicing (e.g., water, sewer, storm sewer), amongst other exclusions.

Additional technical feasibility and detailed design work would need to be undertaken during subsequent Schedule C EA work for each project, which would result in updated cost estimates.

Table 1 – EA Schedules and Preliminary Cost Estimates

Project/Improvements	Total Cost Estimate*	MCEA Project Schedule	Near Term (1-10 years)	Medium Term (11-20 Years)	Longer Term (20+ years)
The Queensway	TBD	A+	●		
Street A	\$182M to \$192M	C	●		
Legion Road Extension	\$35M	C	●		
Park Lawn Road (South of Street A)	\$10.5M	C		●	
Park Lawn Road (North of Street A)		C			●
Lake Shore Boulevard West	\$41.8M	C		●	
North-South Street	121.4M	C			●

\*The Total Cost Estimate is the total estimated construction cost and does not reflect cost sharing or delivery of required infrastructure through the development approval process

Street A is proposed to be designed and constructed by the Owner of the Christie's site, partially funded by the City. Further work is required to coordinate provision of streetcar infrastructure within the Christie's site with streetcar infrastructure proposed along Lake Shore Boulevard West, as part of review of the broader City-wide transit network prioritization of the Waterfront LRT initiative. Other infrastructure improvements may be incrementally achieved through the development approval process.

### Street A EA Proponency Agreement with Christie's Site Owner/Developer

In the Council-adopted Secondary Plan and Zoning By-law, Street A must be entirely constructed as part of Phase 1 of any development on the Christie's site and a holding provision for Phase 2 ensures that the street (and all other Phase 1 work) is secured and/or completed to the City's satisfaction prior to the release of the hold.

Since Street A extends beyond the limits of the Christie's property, the City has the choice to allow the Owner/developer be the sole proponent for undertaking the Street A Schedule C EA, provided that the EA be undertaken using an 'integrated approach', as defined in the MCEA, with a Planning Act related instrument, such as the Christie's Plan of Subdivision development application. The integrated approach identified in the MCEA is intended to satisfy both EA and Planning Act requirements in a coordinated approach, as outlined in Section A.2.9 of the 2015 MCEA Manual.

City staff recommend that City Council authorize the General Manager, Transportation Services and City Solicitor to negotiate, enter into, and execute a legal agreement with the Owner to formalize this arrangement, generally in accordance with the following principles and upon such other terms and conditions acceptable to the General Manager, Transportation Services:

- The Owner will undertake and be the sole proponent of the Schedule C EA that will satisfy Phases 3 and 4 requirements of the MCEA process for the entire extent of Street A between Park Lawn and Lake Shore Boulevard West, including the rail underpass;
- The EA will be undertaken using the "Integrated Approach" with the proposed Christie's redevelopment, an approach that integrates Class EA and Planning Act requirements, as outlined in Section A.2.9 of the 2015 MCEA Manual;
- The City will be the approval authority over the EA study, with the EA study advanced in a collaborative manner with the Owner and with City staff closely involved throughout the process;
- The Owner will fully fund the EA, its consultation process, and provide funds for City staff position(s) required for the duration of the EA process; and
- That the City may retain one or more peer review consultants at the cost to the Owner to review technical studies and other EA aspects.

The proposed funding arrangement for the EA study could be deemed applicable to the City's Donations' Policy which prohibits the making of donations concurrent with a planning or other approval. The period during which donations are prohibited starts when the City has formal or informal notice that there is an interest or intent in submitting an application. The purpose of the prohibition is to ensure that the decision-making process as required by relevant legislation and policy is not influenced by a donation.

To realize the benefit of coordinating the design of the road and grade separation effectively with Christie's development in a manner that is consistent with the Christie's Secondary Plan, it is recommended that Council deem the Donations Policy not apply to the agreement and that the agreement contain a term that any funding shall not predetermine, impact or influence any approval or application made to the City of Toronto by the Owner of the Christie's property.

## **Next Steps**

### *TMP Final Report*

Following Council's endorsement of the Recommended Preferred Network, the Transportation Master Plan final report document will be prepared and posted on the public record for 30-days, along with the EA Notice of Completion for the TMP.

### *Legion Road Extension*

Design work will continue on the Legion Road Extension, with the additional scope of work for scenarios with and without the Bonar Creek Stormwater Management Pond and sewer connection, should stormwater management alternatives be pursued.

### *Street A*

A legal agreement for Street A will be developed and finalized with Owner/developer. Phases 3 and 4 of the Schedule C EA for Street A are anticipated to commence later in 2022, following issuance of the TMP EA Notice of Completion. The Street A Schedule C EA will continue to be coordinated with the implementation of the new Park Lawn GO Station and Phase 1 of the Christie's development.

## **CONTACT**

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Jacquelyn Hayward  
Director, Project Design & Management  
Transportation Services  
416-392-5348  
[Jacquelyn.Hayward@toronto.ca](mailto:Jacquelyn.Hayward@toronto.ca)

## **SIGNATURE**

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Barbara Gray  
General Manager, Transportation Services

## **ATTACHMENTS**

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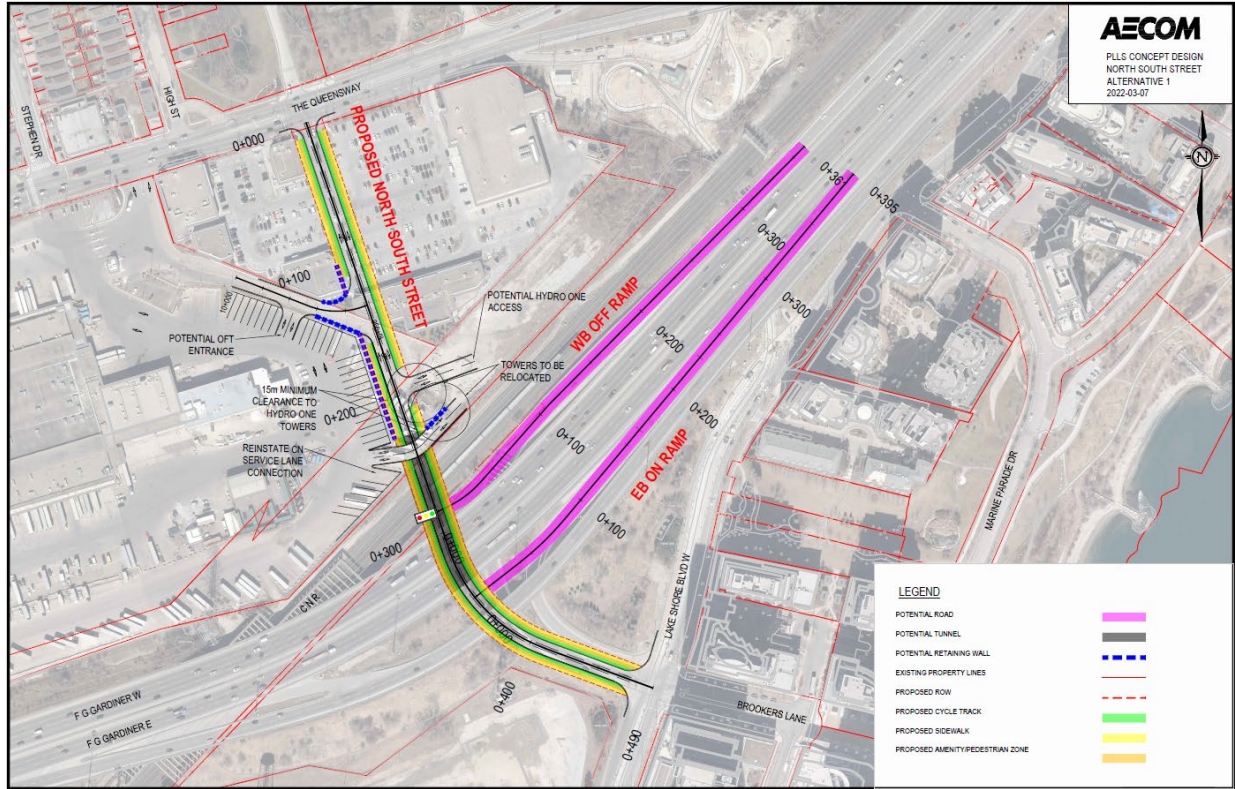
Attachment 1: Final Preferred TMP Network  
Attachment 2: Viable North-South Street Alignment and Tunnel Options Requiring Further Study



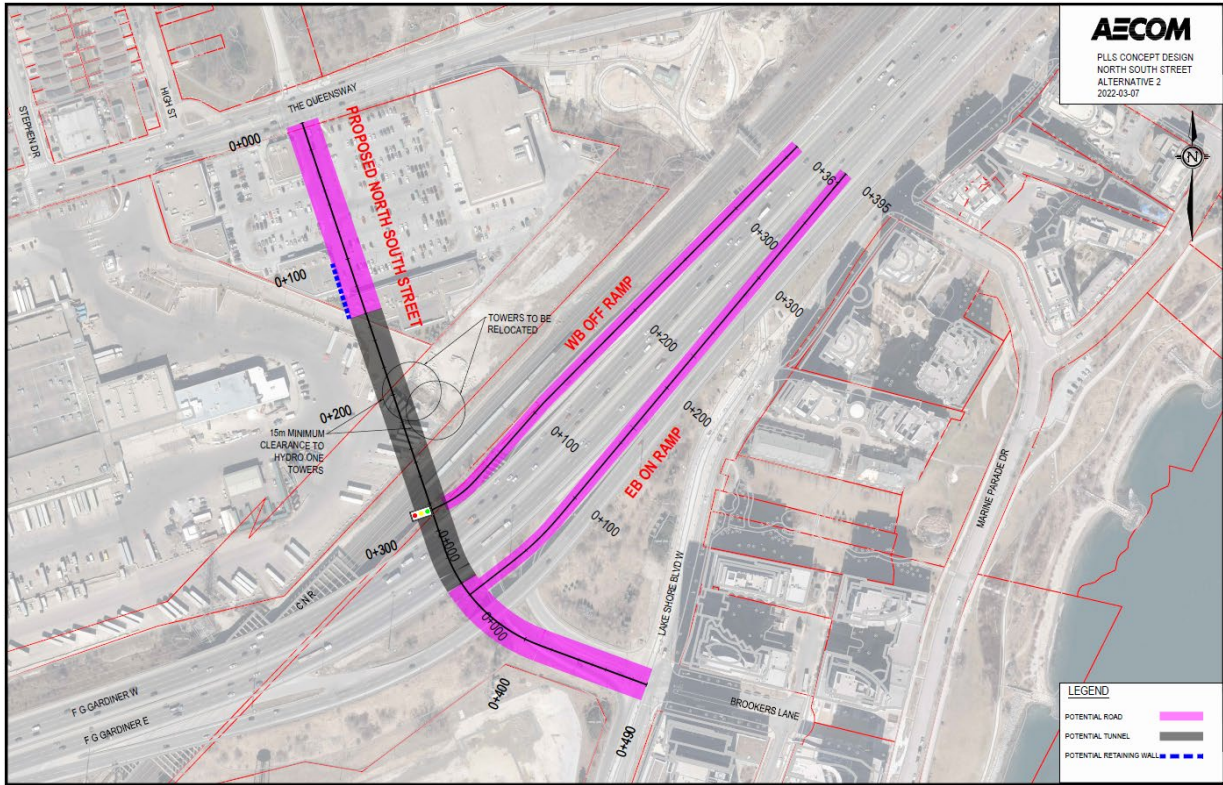
# Attachment 1: Final Preferred TMP Network



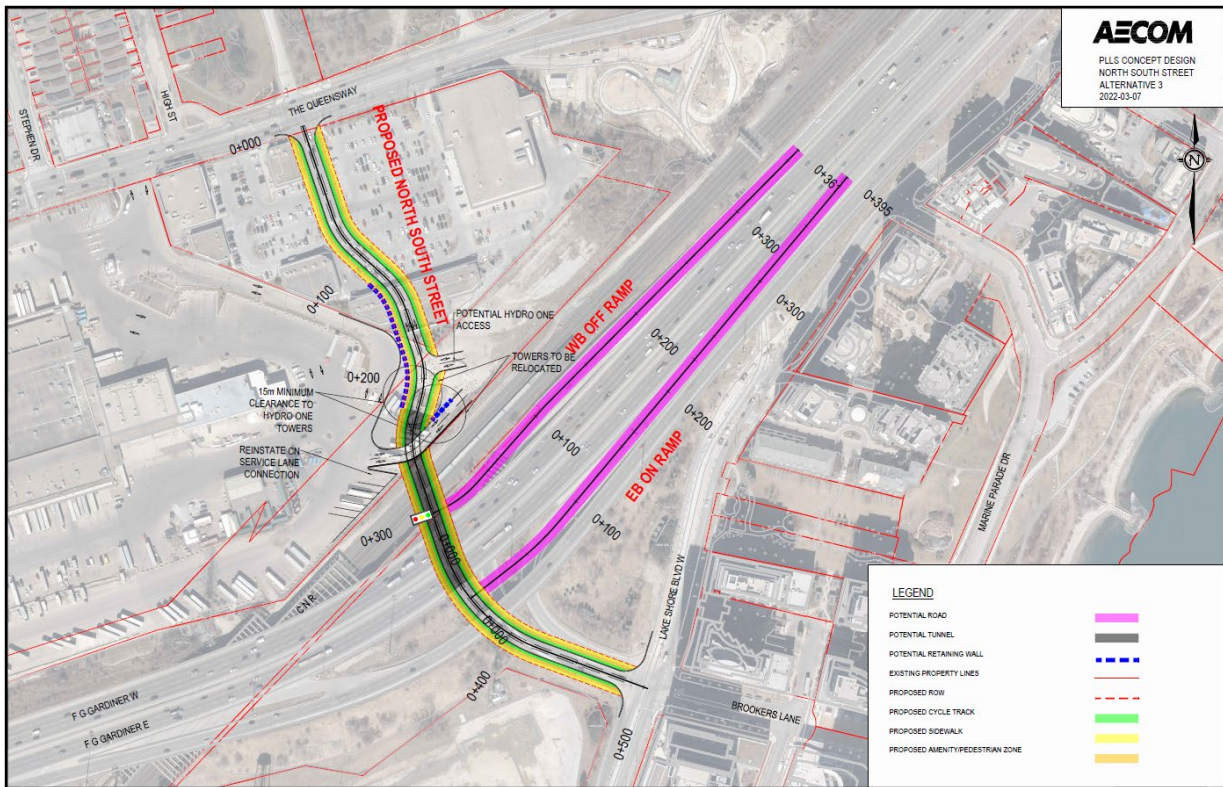
# Attachment 2: Viable North-South Street Alignment and Tunnel Options Requiring Further Study



OPTION 1: Direct route, approx. 100 metre tunnel



OPTION 2: Direct route, approx. 200 metre tunnel



OPTION 3: Curvilinear route, approx. 100 metre tunnel