

## **Gardiner Expressway Improvements – Kipling Avenue to Park Lawn Road Class Environmental Assessment Study**

<b>Date:</b>	September 19, 2011
<b>To:</b>	Public Works and Infrastructure Committee
<b>From:</b>	General Manager, Transportation Services
<b>Wards:</b>	Ward 5 Etobicoke – Lakeshore Ward 6 Etobicoke – Lakeshore
<b>Reference Number:</b>	P:\2011\Cluster B\TRA\TIM\pw11006tim

### **SUMMARY**

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The F. G. Gardiner Expressway Rehabilitation Work Program, developed in 2002, is a multi-year program included in the Transportation Services 10-year Capital Plan. There is rehabilitation planned in the section between Kipling Avenue and Park Lawn Road within the next five years which provides an opportunity to consider and incorporate infrastructure improvements to this section of the expressway.

Consequently, a Municipal Class Environmental Assessment (EA) Study was undertaken to address these opportunities for improvements to the Gardiner Expressway between Kipling Avenue and Park Lawn Road. The study area is complex, and includes full and partial interchanges, the express-collector expressway configuration, major intersections, property constraints, discontinuous local roads, and high volumes of traffic.

The proposed improvements, which are estimated to cost in the order of \$20 million exclusive of property acquisition costs, include new, revised, and deleted interchange ramps, reconfiguration of the collector and auxiliary lanes, intersection revisions, pedestrian and cyclist improvements, local street alterations, and protection for future development and circulation plans. The recommended improvements, which were developed after an evaluation of a full range of alternative solutions and consultation with the public, stakeholders, and review agencies, completes missing interchange moves, eliminates dangerous weaving moves and lane changes, removes Gardiner bottlenecks, brings interchange ramps up to current design standards, adds capacity to critical

intersection turning moves, reduces problems for pedestrians and cyclists crossing expressway ramps, shifts expressway traffic off local streets, and completes the local street network between Kipling and Islington Avenues.

It is recommended that the opportunity be taken to implement selected improvements in the course of the upcoming Rehabilitation Program for this section of the Gardiner Expressway, slated to begin design in 2012 with construction in 2014. Other improvements may follow, depending on funding priorities and property availability. If the recommendations are approved by Council, a Notice of Study Completion will be issued and the Environmental Study Report (ESR) placed in the public record for a 30-day review period in accordance with the requirements of the Municipal Class Environmental Assessment.

## **RECOMMENDATIONS**

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The General Manager, Transportation Services recommends that City Council:

1. Grant authority to the General Manager, Transportation Services Division to issue a Notice of Study Completion and to file the Environmental Study Report for the Gardiner Expressway Improvements from Kipling Avenue to Park Lawn Road Class Environmental Assessment Study in the public record for 30 days in accordance with the requirements of the Municipal Class Environmental Assessment.

### **Financial Impact**

The current estimated construction cost to implement all the recommended interchange and roadway improvements amounts to approximately \$20 million. The improvement cost is over and above the basic rehabilitation and reinstatement cost outlined in the current Gardiner Expressway Rehabilitation Work Program. The improvements need not all be done at once; several implementation staging opportunities exist that would spread the cost over several years. Furthermore, some cost efficiency would be gained by doing the works as part of the rehabilitation program rather than as future standalone retrofit projects.

Implementation of the recommended improvements will require property acquisition and business displacement in several locations. Property and business cost will vary depending on whether lands can be acquired through conditions of redevelopment and the extent to which active businesses are disrupted. The recommended plan may also allow some City property to be declared surplus. Although these costs and revenues cannot be determined at this time, an order-of-magnitude net provision based on current local per square metre land values and provisions for business losses is estimated to be in the range of \$3 to \$4 million. Property and business costs can also be spread over the implementation period in stages.

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

## **ISSUE BACKGROUND**

The Queen Elizabeth Way between the Humber River and Highway 427 was built by the Province in the 1930s and expanded to its current configuration in the late 1960s. It was transferred to Metropolitan Toronto on April 1, 1997 and redesignated as an extension of the F.G. Gardiner Expressway. In 2001, the City of Toronto initiated a comprehensive program to assess the condition of the infrastructure in this transferred segment and to develop a rehabilitation work program for it. The Gardiner Expressway Rehabilitation Work Program, completed in January 2002, is a multi-year program that is included in the Transportation Services Capital Works Program.

The rehabilitation program identified improvements to the interchanges at Kipling and Islington Avenues that could make traffic flow safer and more efficient. Recognizing these opportunities, and in preparation for the Rehabilitation Work Program being undertaken in the Kipling – Islington area, Transportation Services undertook an Environmental Assessment to develop a comprehensive long-term plan for the Gardiner Expressway and affected intersections between Park Lawn Road and Highway 427. The intent is to have the improvements planned and approved so that they can be considered for incorporation in the upcoming rehabilitation program for the area.

## **COMMENTS**

### **Study Process**

The study has been completed in accordance with the requirements for a Schedule ‘C’ project under the Municipal Class Environmental Assessment (the Class EA). The study process and findings have been documented in an Environmental Study Report (ESR). As a requirement of Schedule ‘C’ projects, if City Council endorses the recommendations of this Study, the ESR will be filed in the public record for a minimum 30-day review period. During this period, members of the public, and any other interested individual, interest group, or government agency, may request that a Part II Order be issued by the Minister of the Environment. If granted, a Part II Order elevates the status of the project from a Class EA Study to an Individual Environmental Assessment. If a Part II Order is not granted or if no requests or objections are received during the filing period, the project is approved under the Environmental Assessment Act and may proceed.

The Class EA Study was carried out by a consulting engineering firm (AECOM), under the guidance of a Technical Advisory Committee comprised of staff from Transportation Services, Technical Services, City Planning, and Public Consultation.

## **Public Consultation**

Public involvement is an integral part of the study process for the Gardiner Expressway Improvements between Kipling Avenue and Park Lawn Road Class EA Study. The public consultation requirements of the Class EA were met through extensive publicity, public notices, mailings, a project web site, and mandatory consultation opportunities. Details of the public consultation and a summary of the comments/concerns received at these consultations are provided in Appendix A.

## **Environmental Assessment Findings**

### **(1) Existing Geometry**

The study area, shown in Appendix B, is bounded by The Queensway to the north, Evans Avenue to the south, East Mall to the west and Park Lawn Road to the east.

The Gardiner Expressway changes its name to the Queen Elizabeth Way (QEW) at the East Mall, which is the jurisdictional divide between the City of Toronto and the Ministry of Transportation of Ontario (MTO).

Within the 4.6 km long study segment, the Gardiner has three configurations:

- East Mall to west of Kipling: five lanes in each direction
- West of Kipling to east of Islington: express / collector system, with three express lanes and two continuous collector lanes in each direction. All interchange ramps are connected to the collector. There is a transfer lane from the westbound express lanes to the collector, upstream of the Kipling Avenue exit.
- East of Islington to Park Lawn: four lanes in each direction

East of Park Lawn Road, the Gardiner Expressway has three lanes per direction, with direct ramp connections with parallel Lake Shore Boulevard.

The Gardiner Expressway is flanked by The Queensway to the north and Evans Avenue to the south, and has partial interchanges with Kipling Avenue, Islington Avenue, and Park Lawn Road. Other streets (Grand Avenue, Royal York Road, Wickman Road, East Mall) cross but do not intersect with the expressway.

The existing interchanges at Kipling Avenue and Islington Avenue provide access to and from the Gardiner Expressway in most directions of travel, but some movements are indirect or unavailable:

- Gardiner eastbound to Kipling Avenue (indirect via Horner Avenue exit to Evans Avenue)
- Kipling northbound to Gardiner eastbound (indirect via Horner Avenue entrance from Evans Avenue)
- Islington northbound to Gardiner westbound (not provided)

- Gardiner westbound to Islington southbound (indirect via St. Lawrence Avenue exit to The Queensway)

These missing/indirect moves affect trucking to/from area industries, and generate out-of-way travel and unnecessary congestion on alternate routes. Furthermore, the many geometric design elements (curve radii, acceleration / deceleration lane lengths, etc.) of the interchanges do not meet current standards for a 100 km/h highway;

## **(2) Existing Operating Conditions**

As identified in the 2002 Rehabilitation Program study and confirmed by extensive traffic analysis in the EA study, there are several significant operational problems in the study area:

- During peak periods, the Gardiner is congested and operating at capacity levels;
- Numerous weaving sections exist along the Gardiner, between the express and collector lanes and within the collectors in both directions. Several of the weaving segments are substandard geometrically and/or operate at a very poor Level of Service.
- The four major signalized intersections - The Queensway at Kipling Avenue and at Islington Avenue, and Evans Avenue at Kipling Avenue and at Islington Avenue - operate at or close to the capacity level and experience poor Levels of Service (LOS) during peak periods;
- Pedestrian and cycling movements through the interchanges are difficult in some areas due to conflicts with free-flow highway ramps;
- Collision data analysis shows a stable to slightly declining trend over the 2002-2006 period. The segment of the Gardiner between Kipling and Islington experiences the highest rates compared to other sections of the Gardiner in the broader study area. The most collision-prone intersections are The Queensway at Kipling and at Islington.

Substantial redevelopment and intensification is projected for the study area and adjacent areas by 2021, and will worsen the existing operational deficiencies at the intersections and affect operations on the Gardiner ramps.

## **(3) Identification and Evaluation of Alternative Solutions**

It was determined that physical reconfiguration of the interchanges, the Gardiner main line, and key intersections would be the best way to resolve the following identified problems and needs:

- a) The technical rehabilitation of the interchanges including pavement and structures;
- b) Geometric improvements;
- c) Operational improvements;
- d) Safety improvements; and

- e) Support for City redevelopment and policy initiatives in regards to the transportation system and the planned urban development within the study area.

A full range of conceptual alternatives was developed for the Kipling and Islington interchanges, both to the north and to the south of the Gardiner. Selected options were carried forward for more detailed consideration based on:

1. Degree of Problem Resolution;
2. Physical and Operational Feasibility; and
3. Property and Cost Impacts

#### **(4) Development and Evaluation of Alternative Design Concepts**

Using Transportation Association of Canada design standards, alternative designs were developed for reasonable combinations of north and south parts of each interchange. The intent at this stage was to:

1. minimize property impacts;
2. achieve city geometric standards (per Transportation Association of Canada guidelines);
3. improve the pedestrian and cyclist environments along Kipling and Islington throughout the study area;
4. maximize the efficiency and safety of vehicular operations between the modified/new ramp terminals and the adjacent key intersections where Kipling/Islington connect to The Queensway/Evans Avenue; and
5. Improve main line Gardiner Expressway operational and safety conditions.

#### **Recommended Design**

The proposed improvements are illustrated in Appendices C-1, C-2 and C-3, and summarized in Appendix D. To the greatest extent possible, the recommendations address all of the identified geometric and operational problems in the study area, while respecting fiscal, property, and functional constraints.

Despite these recommended improvements, however, some geometric and operational problems cannot be resolved at this time:

- Eastbound Gardiner Access to/from Kipling Avenue will continue to be via Horner Avenue, because there are no other exit options for Kipling Avenue that can operate safely given the proximity of the Highway 427 / Browns Line / Gardiner weaving zone to the west;
- The eastbound exit from the Gardiner Expressway to Islington Avenue cannot be altered (i.e. by shifting westerly) due to the proximity of the upstream entry ramp from Horner Avenue; and

- The geometry of the Horner Avenue ramps cannot be altered due to property and proximity constraints.

The concern with the weaving situation on the westbound Gardiner between Kipling Avenue and Highway 427 is being investigated separately and is not included in this EA study.

None of the roads in the study area are included in the City of Toronto Bikeway Network (2001). The restricted right-of-way and structure widths on Kipling and Islington preclude dedicated cycle lanes. The focus has instead been on modifying free flow ramp designs so as to reduce problems for crossing pedestrians and cyclists. City standards for sidewalk width will be met wherever road reconstruction occurs.

The recommended interchange modifications are consistent with, and supportive of, the intent of the area Secondary Plan, which envisages a new mid-block local street running east-west south of The Queensway.

### Cost

The current estimated construction cost to implement all the recommended interchange and roadway improvements amounts to just over \$20 million as summarized in the following table. The table also identifies the property requirements:

<b>Location</b>	<b>Order-of-Magnitude Construction Cost (\$M)</b>	<b>Property (m<sup>2</sup>)</b>
Kipling – North side	3.3	7,573
Kipling – South side	1.2	1,059
Islington – North side	9.4	5,804
Islington – South side	2.0	62
Gardiner – Kipling to Islington (including new local street on north side)	0.6	0
Gardiner – Islington to Park Lawn	3.9	0
<b>Total</b>	<b>20.4</b>	<b>14,498</b>

Assuming property acquisition at current market rates and reasonable provision for business loss/compensation, preliminary cost estimates for the property acquisition is estimated to be in the range of \$3 to \$4 million (although these costs could be potentially mitigated by obtaining some lands through the development review process).

### Public / Agency Concerns

Throughout the public consultation process, a wide variety of valuable comments were received from the general public, adjacent property owners and review agencies which

assisted in the development and evaluation of the alternatives. The primary concerns identified through the consultation process and our responses are summarized below.

### **Property Impacts**

Throughout the study, the potential impacts to private property or utility infrastructure have been a concern. The recommendations have been shaped by the availability of public property and by minimizing the impact on private lands where possible. A key concern of private property owners is the clear definition of the property to be acquired by the City, so that usage and development plans can proceed with a minimum of uncertainty.

A preliminary estimate of the property impacts is included in Appendix E. All property impacts will be further refined on an individual basis in the detailed design stage when the City is ready to proceed with implementation.

It should be noted that the City does not intend to move forward with interchange reconfiguration in the northeast quadrant of the Kipling Avenue / Gardiner Expressway interchange until the necessary property becomes available through the redevelopment of the Kipling-Queensway Mall.

The recommended plan also renders some City property segments surplus. The block of land in the southeast quadrant of the Islington / Gardiner interchange, in particular, may have value as part of a development package. Similarly, 83-84-85 Queen Elizabeth Boulevard may be repackaged as a development parcel, but an additional adjacent property would need to be acquired to create an access to the parcel.

### **Accessibility**

The study investigated ways to supplement or improve existing movements between the Gardiner Expressway and the Kipling / Islington area and, by extension, all of south Etobicoke. This was intended to improve operational safety, increase capacity, reduce out-of-way and inefficient travel patterns, and provide transportation services that support existing and future land uses.

The recommended plan fills in the one gap in the system by providing access to westbound Gardiner from northbound Islington Avenue. This is supported by the Mimico Residents' Association, the South Etobicoke Industrial Employers Association, and the general public.

The recommendations also provide a direct move from westbound Gardiner to southbound Islington, to replace the current situation which involves a short weaving segment, a geometrically substandard exit, travel on a local street, and right turns at two signalized intersections.

The ramp reconfiguration in the northeast quadrant of the Islington / Gardiner interchange will require the closure of a segment of Queen Elizabeth Boulevard. A realignment of the western segment of Queen Elizabeth Boulevard via Canmotor Avenue (and renaming Canmotor Drive as Queen Elizabeth Boulevard) is recommended so as to maintain access to commercial properties.

The elimination of the express-collector transfer lane on the westbound Gardiner near Kipling and the closure of the exit ramp to St. Lawrence Drive (when replaced by the new exit to Islington Avenue) will allow a two-lane frontage road to be provided on the north side of the Gardiner Expressway (and within its property envelope), linking Dorchester Drive, St. Lawrence Drive, and Zorra Street. This would eliminate three cul-de-sac, provide better circulation and access for area properties, and reduce difficulties experienced by motorists turning left to The Queensway from the two streets that are not served by a signalized intersection.

### **Pedestrian / Cycling Realm**

The study identified cycling and pedestrian movement as issues of interest in the study area. This was echoed and supplemented by input from the PIC attendees. The primary issue noted was the safety and comfort of pedestrians and cyclists crossing direct ramps at Gardiner interchanges.

The study recommendations address cycling and pedestrian concerns as follows:

- Kipling SB-WB direct ramp: remove ramp
- Kipling SB-EB loop ramp: no change
- Kipling NB-WB loop ramp: tighten radius for a slower, more controlled crossing
- Islington SB-WB direct ramp: convert to signalized right turn
- Islington SB-EB loop ramp: tighten radius for a slower, more controlled crossing
- Islington EB-SB direct ramp: convert to signalized right turn
- Islington NB-EB direct ramp: remove ramp
- Islington EB-NB loop ramp: remove ramp
- Islington WB-NB direct ramp: convert to signalized right turn

The study also recommends eliminating the channelization for the right turn from northbound Islington Avenue to eastbound Evans Avenue.

The elimination of ramps in the southeast quadrant of the Islington / Gardiner interchange also provides the opportunity to implement a pedestrian / cycle link between Islington Avenue and the west end of Oxford Street, which would significantly reduce the out-of-way travel experienced by Oxford Street residents.

A proposal for the provision of dedicated bicycle lanes on Kipling and Islington was found to be infeasible due to the narrow width of the Gardiner structures.

## **Gardiner Expressway Traffic Operations**

During the public consultation meetings the public expressed concern about the existing weaving at the interchanges, which has been one of the principal focuses of this study. These concerns had previously been documented in the 2002 Rehabilitation Program. Of the ten weaving segments, the recommended plan eliminates three weaves entirely and makes significant improvements in five other segments, as identified below. This will improve safety, smooth traffic flow, and optimize utilization of available road capacity at relatively low cost.

- Eliminate weave:
  - eastbound collector, Islington entry ramp to Islington exit ramp
  - westbound collector, Islington entry ramp to St. Lawrence exit
  - westbound, express-collector transfer to Kipling exit
  
- Lengthen weaving segment for improved operations:
  - Eastbound collector, Kipling entry to Horner exit
  - Eastbound collector, Islington entry to Park Lawn exit
  - Eastbound main line, collector entry to Lake Shore exit
  - Westbound main line, Park Lawn entry to collector exit
  - Westbound collector, Kipling entry to collector / express merge

City staff are investigating the westbound weave between Kipling Avenue and Highway 427 as a separate matter.

## **Intersection Traffic Operations**

Another concern raised by the public was existing and future intersection congestion, particularly at the Kipling/Queensway location. The need for improvements is largely related to growth in demand, reflecting land use intensification in the study area, more so than any of the Gardiner interchange improvements. Nevertheless, the intersections and interchanges are tied together operationally and traffic forecasts to 2021 demonstrate the need to add turn lanes in order to maintain or improve today's Level of Service at key intersections.

The study recommendations therefore include:

- Second left turn lane, northbound Islington at Queensway
- Second left turn lane, southbound Islington at Evans
- Second left turn lane, eastbound Evans at Islington
- Second left turn lane, northbound Kipling at Queensway

These additional turn lanes will be designed to minimize the increased distances that pedestrians would have to cross at these locations.

## **Staged Implementation**

The recommended plans need not all be implemented at once or together. They can be introduced in segments over time, as funding, property acquisition, and circumstances permit.

The highest priority improvements are those which resolve longstanding congestion and safety problems:

- Remove eastbound exit ramp to northbound Islington and reconfigure and signalize the other ramp terminal to allow left turns to northbound Islington
  - Add auxiliary lane to eastbound Gardiner from east of Islington Avenue to Lake Shore Boulevard exit
  - Add auxiliary lane to westbound Gardiner from Park Lawn Road ramp to Collector exit
  - \* Reconstruct north side of Islington interchange to half-diamond configuration, including removal of the westbound exit ramp to St. Lawrence Ave.
  - \* Provide second northbound left turn lane from Islington Ave. to Queensway
  - Remove express-to-collector transfer lane (Kipling exit) on westbound expressway
  - \* Remove Kipling southbound-to-westbound direct ramp; replace with access to northbound-to-westbound loop ramp and extend loop ramp acceleration lane on westbound expressway
- \* Private property required

Despite the ability to spread the improvements out over several years, it would be most cost-efficient and beneficial to implement most of these recommended changes in conjunction with the Gardiner Expressway rehabilitation program, which is intended to begin design in this area in 2012 leading to a multi-year construction effort beginning in 2014. Funding for the necessary property acquisition and incremental construction cost will therefore need to be included in the 2014 Capital Works budget.

The benefits of other improvements will be felt as soon as they are implemented, but they are less critical in the near term. Where acquisition of private land is required, the least cost will be achieved if the necessary property can be obtained through the redevelopment process. The time frame for redevelopment of private lands is unknown.

## **Next Steps**

Pending approval of this report by City Council, the ESR will be filed in the public record for a minimum 30-day period. Once EA approval is received, design and construction of the Recommended Alternatives may proceed.

It is possible to complete selected components of the recommended plan for the Kipling and Islington interchanges as part of the planned Gardiner rehabilitation work, as most of the improvements occur in areas dedicated as public highway or with minimal property impacts. Other recommended elements would proceed after the necessary property acquisitions are complete and funding is prioritized.

## **CONTACT**

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## **SIGNATURE**

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## **ATTACHMENTS**

Appendix A: Public Consultation  
Appendix B: Study Area  
Appendix C: Plan of Preferred Alternative Improvements  
Appendix D: Table of Recommended Improvements  
Appendix E: List of Property Impacts

## **Appendix A Public Consultation**

- Notice of Study Commencement (November 2007)
  - Newspaper ads
  - Mail to stakeholders
  - Initiate project web site
  
- Public Information Centre #1 (June 2008) – study introduction and problem identification
  - Newspaper ads
  - Mailed notices to stakeholders
  - Neighbourhood flyers and direct mail
  - 25 attendees
  
- Public Information Centre #2 (April 2009) – alternatives, analysis, and preliminary recommendations
  - Newspaper ads
  - Mailed notices to stakeholders
  - Neighbourhood flyers and direct mail
  - Letters to affected property owners
  - 40 attendees
  
- Public Information Centre #3 (July 2011) – refined alternatives, evaluation, and technically preferred plan
  - Newspaper ads (see Attachment 2)
  - Mailed notices to stakeholders
  - Neighbourhood flyers and direct mail
  - Letters to affected property owners
  - 80 attendees
  
- Notice of Study Completion (November 2011) (pending Council approval)

All Public Information Centres (PIC's) were held within the study area, at the Legion Hall on Jutland Road.

At PIC #1, residents expressed their interest in the study and agreed with the expressway weaving conditions identified. There were also many comments in favour of improving access to/from the Kipling/Islington interchanges. Some other comments noted the desire for bike lanes and/or improvements to the cycling environment on the City streets in the study area.

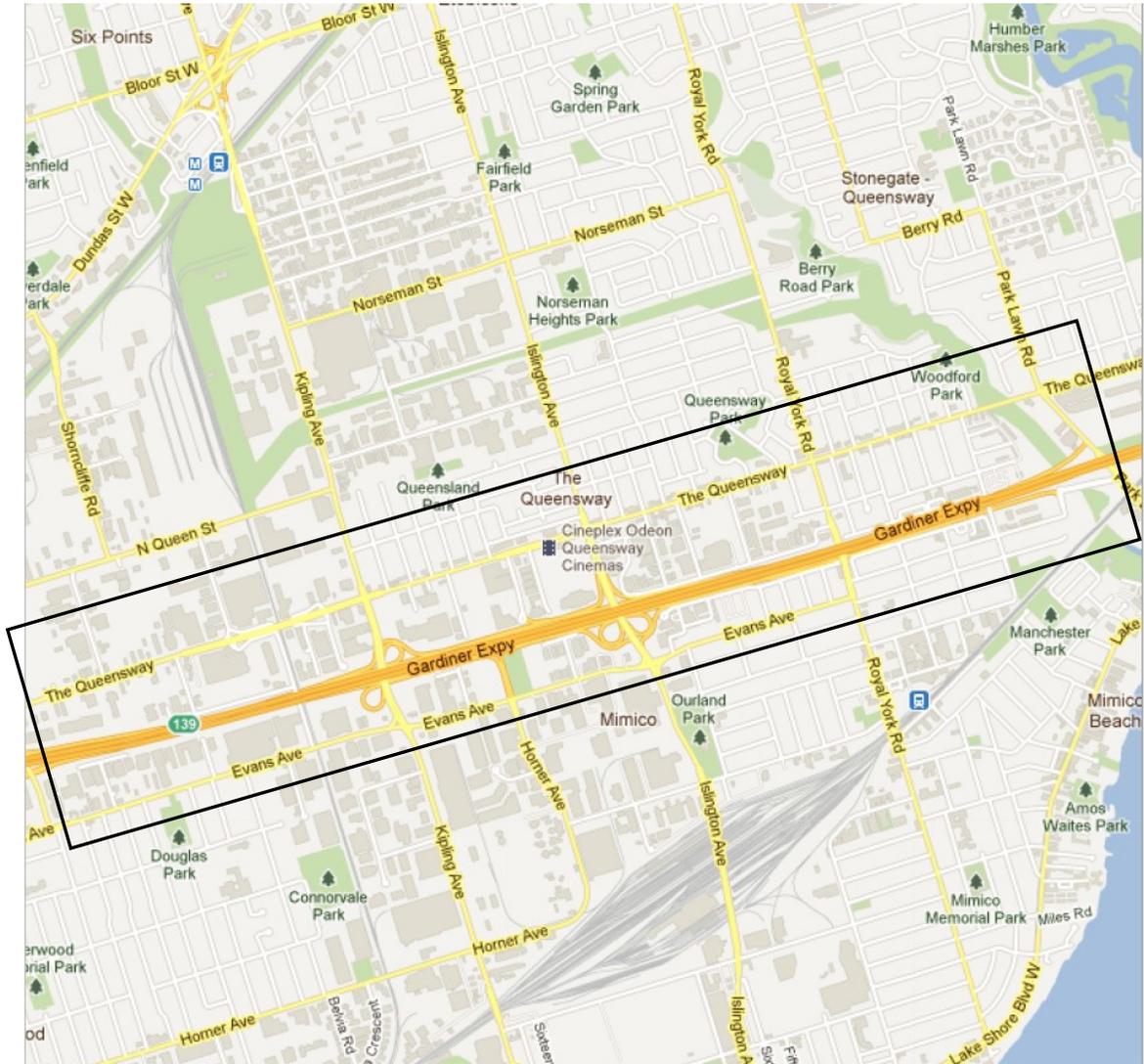
At PIC #2, the most frequently raised issue was concern over property impacts, mostly on the north east quadrant of the Islington/Gardiner interchange. The plan proposed at that time required the acquisition of partial or entire private property parcels from numerous

owners. Other comments from the public concerned their interpretations of traffic flow, traffic weaving and intersection operations in the study area.

The segment between Islington Avenue and Park Lawn Road was not addressed in the first two PICs; the addition of that segment to the study area and the presentation of alternatives and analysis in that segment was a key part of PIC #3. PIC #3 comments focused again on property impacts and related questions of timing and process. While many attendees thought that the proposed plan made sense and welcomed the interchange improvements, some concerns remained about the impact on traffic operations at the modified ramp terminal intersections on Islington and Kipling.

In addition to public consultation, numerous meetings were held and correspondence made with interested / affected property owners, utility companies, organizations, and technical agencies over the course of the study.

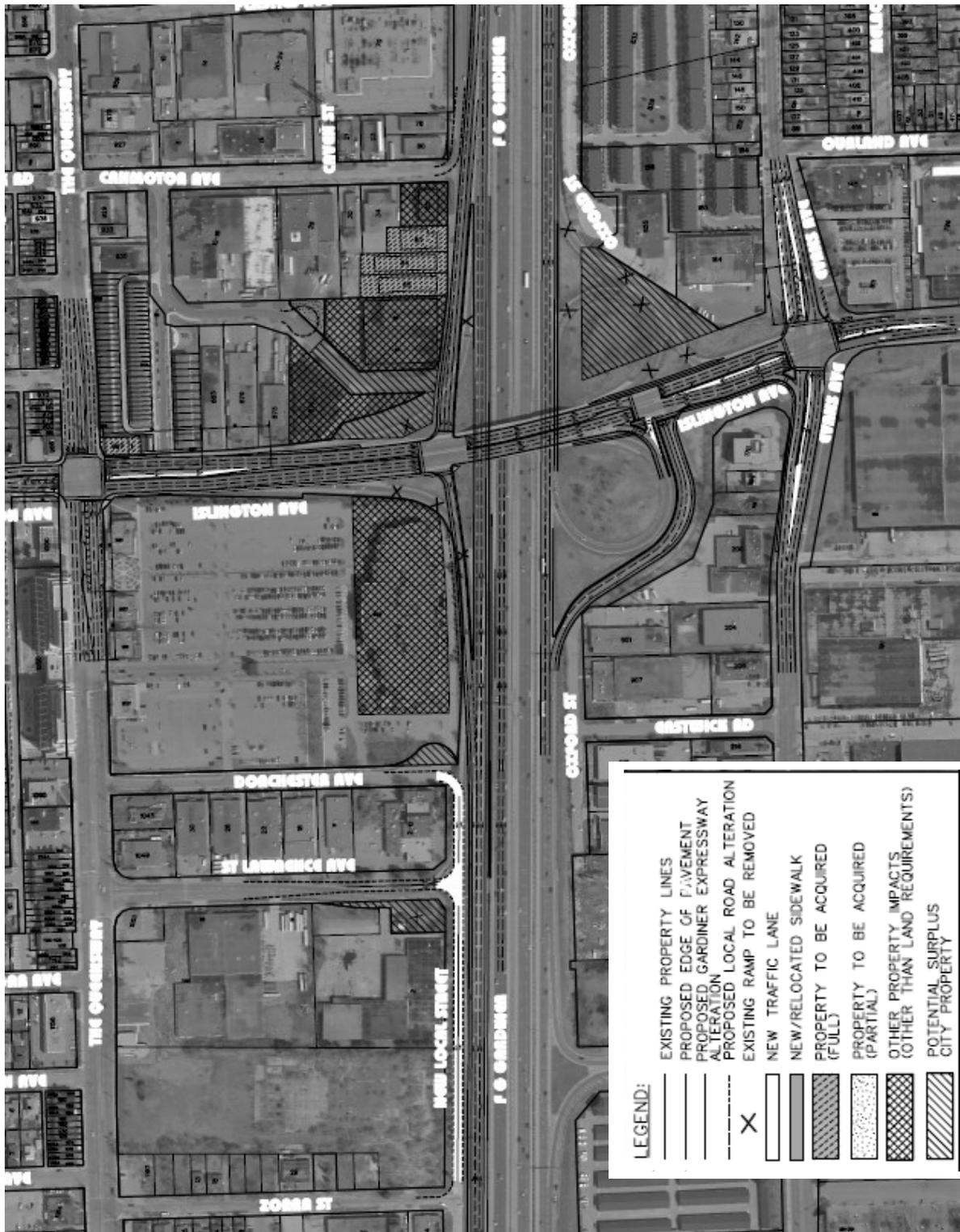
## Appendix B – Study Area



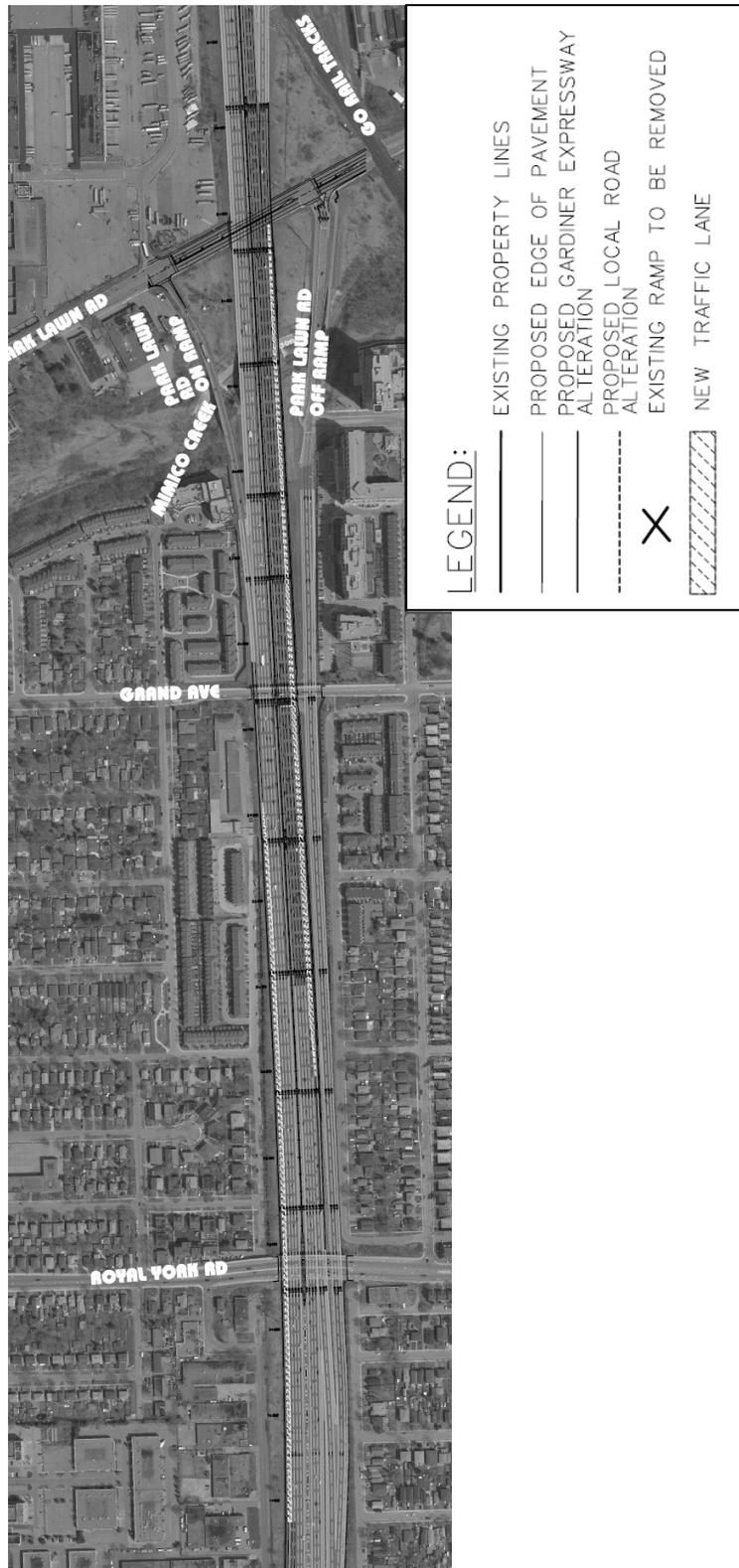
## Appendix C-1: Recommended Improvements – Kipling Avenue



## Appendix C-2: Recommended Improvements – Islington Avenue



### Appendix C-3: Recommended Improvements – Islington Avenue to Park Lawn Road



**Appendix D  
Recommended Improvements**

Location	Recommendation	Benefit / Improvement			
		Traffic Operations	Traffic Safety	Accessibility	Pedestrian / Cyclist Safety
Kipling (north of Gardiner)	Remove SB-WB entry ramp and replace with access to NB-WB loop ramp;	Y	Y		Y
	Improve geometry of NB-WB loop ramp and WB-NB/SB exit ramp to current standard	Y	Y		
	Introduce northbound double left turn at Kipling /Queensway intersection	Y			
Kipling (south of Gardiner)	Increase loop ramp radius to current standard		Y		
Islington (north of Gardiner)	Replace WB-NB and SB-WB ramps with “diamond” ramps allowing full moves between Islington and westbound Gardiner; remove WB exit to St. Lawrence Avenue	Y	Y	Y	Y
	Road modifications to maintain access to properties on Queen Elizabeth Boulevard			Y	
	Introduce northbound double left turn at Islington / Queensway intersection	Y			
Islington (south of Gardiner)	Remove W-N loop ramp and replace with left turn from EB-SB ramp; remove NB-EB direct ramp and replace with access to SB-EB loop ramp	Y	Y		Y
	Introduce eastbound double left turn at Islington / Evans intersection	Y			
Gardiner (eastbound)	Shift Park Lawn exit gore point 150 m easterly	Y			
	Add auxiliary lane from Collector merge to Park Lawn exit	Y	Y		
Gardiner (westbound)	Add auxiliary lane from Park Lawn entry to Collector exit	Y	Y		
	Remove transfer lane to Kipling exit	Y		Y	
	Provide new local street linking the south ends of Dorchester Ave., St. Lawrence Ave., and Zorra St.			Y	

### Appendix E: List of Property Impacts

Address	Property Use	Approx. Property Required (m <sup>2</sup> )	Potential Business Loss	Notes
1255 1233 The Queensway (Mall)	Kipling - Queensway Mall	7,345	No	Obtain through redevelopment process
Kipling (E side S. of Queensway)	Toronto Hydro substation	10	No	Sliver frontage
1285 The Queensway	Budget car & truck rental	11	No	Sliver frontage
1315 The Queensway	TD Bank	126	No	Sliver along Kipling frontage
376 Evans Avenue	Commercial	22	No	Sliver at rear
378 Evans Avenue	Commercial	40	No	Sliver at rear
380 Evans Avenue	Residential (single family)	347	No	Large garage sits within required property
386 Evans Avenue	Industrial	579	No	Eliminates some rear parking
388 Evans Avenue	City of Toronto	60	No	Corner at rear
396-400 Evans Avenue	TTC Bus Yard	11	No	Corner at rear
630 Kipling Avenue	TAYCO office furniture	82	No	Sliver frontage
1025 The Queensway	Movie theatre (Cineplex Odeon Queensway)	580	Tbd	Landscaped sliver; potential trade for surplus City land on west frontage
170 Evans Avenue	Commercial	47	No	Sliver frontage
194 Evans Avenue	Electrical substation	15	No	Sliver frontage; Hydro has declared property surplus
26 Canmotor Ave	Sun Wah Trading Inc. (distribution)	573	No	Rear paved area
82 Queen Elizabeth Blvd.	Fastenal (retail) + Paterson (billboard)	0	Yes	Frontage revised; may need loading access modification
83 Queen Elizabeth Blvd.	Reppa Flags and Souvenirs (retail)	1,211	Yes	full property (access removed)
84 Queen Elizabeth Blvd.	Walkal Ltd. (warehouse)	1,391	Yes	full property (access removed)
85 Queen Elizabeth Blvd.	Queensway Electric (retail)	1,509	Yes	full property (access removed)
86-87 Queen Elizabeth Blvd.	Kennedy Galleries (furniture)	0	Yes	Visibility, proximity to ramp, and relocated store entry
871 Islington Avenue	Goodwill (warehouse / retail)	0	No	Access revised; potential parking lot expansion / reconfiguration
997 The Queensway	Perfume Warehouse Outlet (retail)	540	Yes	Potential to obtain through redevelopment; building partly on road allowance