



**STAFF REPORT
INFORMATION ONLY**

**Transportation Master Plan for Park Lawn Road and
Lake Shore Boulevard West Area**

Date:	May 13, 2013
To:	Public Works and Infrastructure Committee
From:	General Manager, Transportation Services Division
Wards:	Ward 6 (Etobicoke-Lakeshore)
Reference Number:	P:\2013\Cluster B\TRA\TIM\pw13005tim

SUMMARY

City Council, at its meeting of November 27, 28, and 29, 2012, directed that "the General Manager, Transportation Services, in consultation with the Chief Planner and Executive Director, City Planning, report to (PWIC) in early 2013 on the scope, timing, costs and any other implications of undertaking a Comprehensive Transportation Master Plan (TMP) for Park Lawn Road and Lake Shore Boulevard West area, which would take into consideration the traffic implications of potential development in this area."

A TMP is needed to set out a cohesive and integrated multi-modal transportation plan that brings together previously planned and approved (but unbuilt) infrastructure projects, development plans, one-time infrastructure opportunities, and the needs of the people who will live, work, visit and pass through the area for decades to come. The TMP will meet the requirements of Phases 1 and 2 of the Municipal Class EA and will set out any subsequent planning, design, and approval steps needed for the Plan's various components.

The TMP will be led by City staff, who will retain consulting services to supplement in-house expertise. The study will be initiated in 2014 and be completed by the end of the year. A staff report will be submitted to Committee and Council for consideration at the first opportunity afterwards.

Financial Impact

The TMP study will be funded from the 2014 Capital Budget & 2015-2023 Capital Plan for Transportation Services and City Planning, offset by any private / developer funding that may be secured. The study is estimated to cost approximately \$250,000; the exact figure will only be confirmed once a consultant proposal has been selected through the competitive procurement process.

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

DECISION HISTORY

City Council at its meeting of November 27, 2012 adopted item EY20.32, entitled "Request for a Comprehensive Transportation Study – Park Lawn Road to Lake Shore Blvd. West (Christie's site)" and directed staff report to the Public Works and Infrastructure Committee in early 2013 on the proposed scope, timing and cost of undertaking the study.

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

In a related matter, Planning and Growth Management Committee at its meeting of April 11, 2013 adopted a motion (PG23.8) entitled, "Addressing Mobility, Aligning Growth and Transit – Study the Relocation of the Mimico GO Train Station to the Vicinity of Park Lawn Road" and directed the Chief Planner and Executive Director to report to the May 16, 2013 meeting of Planning and Growth Management Committee on the approach and timelines to conduct the review. The recommendation is to incorporate this study into the overall TMP.

PG23.8 <http://www.toronto.ca/legdocs/mmis/2013/pg/bgrd/backgroundfile-57515.pdf>

ISSUE BACKGROUND

The Park Lawn Road / Lake Shore Boulevard West area has experienced substantial residential growth over the past 10 years; approximately 3,000 units have been constructed in the area of the Motel Strip east of the westbound Gardiner off ramp to Lake Shore and the McGuiness lands. There are a further 9,000 or more residential units currently proposed, approved or under construction. This growth is occurring within the framework of a series of previous planning efforts dating back some twenty years.

There has been little change in the area transportation system during this period of growth; as a consequence the intersection of Park Lawn Road and Lake Shore Boulevard

West experiences significant pressures during the peak periods (due in part to its function as a relief for congestion on the Gardiner Expressway). The southbound left turn in particular experiences significant delays and long queues.

In addition, Lake Shore Blvd has a single lane eastbound approach to the Humber River crossing. The single lane and the presence of traffic control signals at the Palace Pier intersection result in long queues and delays on the approach to the Humber River.

Given this situation, the need for a TMP is based on:

- a) the current strong growth pattern is placing considerable strain on the transportation system in the area,
- b) some of the infrastructure planned previously has not yet been constructed,
- c) the scale and organization of the current and planned growth and changes in land use (e.g. the closure of the Christie's factory) have not been fully accounted for in the previous studies, and
- d) there is no comprehensive and integrated infrastructure plan in place to guide the City in protecting for and providing the transportation systems and services needed for the area.

This study will build on previous work, which includes:

- "South Etobicoke / Lakeshore Corridor Transportation Overview" (1990)
- "Mimico/Park Lawn Gateway Study" (1991)
- "Motel Strip Secondary Plan" (1992, updated 2010)
- " Waterfront West LRT Environmental Assessment" (1993)
- "Lake Shore Boulevard Functional Design Study" (2002)
- " Bonar Creek Stormwater Management Facility and Legion Road Environmental Assessment" (2009)
- "Mimico-by-the-Lake Secondary Plan" (2013)
- "Mimico GO Station Relocation proposal" (2013)

COMMENTS

The Transportation Master Plan will be comprised of a set of planning principles and policies, complemented by a plan showing all the infrastructure changes required to move from existing conditions to the ultimate final arrangement of transportation facilities within the study area. Once approved, the TMP becomes the statutory framework for future development in the area.

The TMP addresses only the first two phases of the five-phase Municipal Class Environmental Assessment; for example, it may identify the need for, and the general

location of, a pedestrian crossing of a rail corridor but it would not specify whether that crossing would be over or under the tracks, lay out a particular alignment, or identify where private property is required to provide the link. The TMP will look at the over vs. under question and will make assumptions as to which option is included in the overall cost estimate, but it will leave the more detailed planning and preliminary design of the link to a separate future study that will complete the requirements of Phases 3 and 4 of the EA process.

It is appropriate to follow the TMP process rather than proceed directly into the full EA process because there is considerable uncertainty at this point about the ultimate needs and directions of the transportation plan for the area. A TMP will provide a rational basis for selecting specific projects to move forward with, and will identify what further planning, design, and approvals steps are needed for each piece of the Master Plan. Some future steps may be carried out by developers, some Plan components may not need any further EA work, previously-approved works may require an EA Addendum, while other new Plan components may need a Phase 3 and 4 EA study to be conducted. Even for the latter, circumstances may make it appropriate to wait several years to proceed with further work. The TMP will lay out the path forward for each of its components.

The TMP will consider and address the needs of all area users (current and future residents, workers, visitors, and those passing through) and all relevant modes of travel, in an integrated manner that respects City policies and functional realities. The TMP process includes substantive public and stakeholder consultation in accordance with the requirements and procedures of the Municipal Class EA document.

The study area for the Park Lawn Road / Lake Shore Boulevard West TMP is shown on Figure 1; it will focus on the area bounded by Grand Avenue, Queensway, Humber River, and Lake Ontario, with reference to the Mimico GO station at Royal York Road.

The TMP will be led by City staff, who will retain consulting services to supplement in-house expertise. The study will be undertaken throughout 2014 and completed by the end of the year, and will be reported to Committee and Council at the first opportunity following completion.

The TMP study will be funded from the 2014 Capital Budget & 2015-2023 Capital Plan for Transportation Services and City Planning, offset by any private / developer funding that may be secured. The study is estimated to cost approximately \$250,000; the exact figure will only be confirmed once a consultant proposal has been selected through the competitive procurement process.

Council direction to consider the study occurred too late in 2012 to make provision for funding in the 2013 Divisional budgets to allow the study to proceed immediately. Staff will use the remainder of 2013 to prepare study materials and complete the consultant procurement process for study initiation in the new year. A draft RFP has already been prepared.

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SIGNATURE

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ATTACHMENT

Figure 1: Transportation Master Plan Study Area

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