

South Etobicoke Transportation Improvements to Lake Shore Boulevard West, Humber Bay Shores and The Queensway in Ward 3 - Etobicoke-Lakeshore

Date: November 17, 2025

To: Planning and Housing Committee

From: Chief Planner and Executive Director, City Planning

Wards: Ward 3 - Etobicoke-Lakeshore

SUMMARY

Development pressures in parts of south Etobicoke require consideration of improvements to the transit and transportation systems in the area. Planning and Housing Committee directed the Chief Planner and Executive Director, City Planning, to work with the General Manager, Transportation Services, the Toronto Transit Commission (TTC), other divisions as appropriate, and the Ward Councillor to assess these recent growth and emerging development pressures to identify options for advancing improvements to the road and transit networks in these areas to ensure there is cohesion across multiple initiatives.

This report responds to this direction. It summarizes the analysis for three focus areas in south Etobicoke: The Queensway, Humber Bay Shores and Lake Shore Boulevard West. This report:

- Examines census data and the City's development pipeline data to understand both the historical growth trends and estimated emerging growth pressures in the three focus areas.
- Examines mobility trends including transit ridership, auto-based travel, walking and cycling, as well as trip origin and destination to understand where and how people from these focus areas move.
- Summarizes current and planned planning initiatives and transportation improvements in South Etobicoke.
- Recommends actions to further improve transportation options in the context of continued population growth and development.

Analysis of the Transportation Tomorrow Survey (2022) confirms that the majority of trips from the focus areas remain in Etobicoke-York and also within Ward 3 - Etobicoke-Lakeshore. The majority of trips are by auto; auto use is higher than the City average for all three focus areas, and almost 25% higher in The Queensway than the City. Transit

use in the Lake Shore Boulevard West focus area is at a similar rate to the City, while the rates in the Queensway and Humber Bay Shores are lower than the City rate with Queensway transit use significantly lower.

Among the three focus areas, the Humber Bay Shores focus area has experienced the greatest level of population growth from 4,365 in 2011 to 14,440 people in 2021 (Statistics Canada) and has a higher growth rate than the City of Toronto. Over this same period, the Lake Shore focus area population experienced growth at a rate similar to the City as a whole (from 36,120 to 39,895 people). The Queensway focus area rate of growth was slightly above the City of Toronto growth rate (from 8,615 to 10,440 people).

Population growth estimates suggest that the three focus areas will continue to experience growth at varying rates. The Humber Bay Shores focus area is estimated to experience significant growth, predominantly resulting from the large future development at the former Christie site. The Lake Shore Boulevard West focus area will continue to experience a steady rate of growth similar to the City and is also estimated to have an increase of 26% from the estimated 2025 population of 40,595 from current active and under-review development. The Queensway is estimated to have a significant increase of 282% from the estimated 2025 population of 12,600 resulting from current active and under review development applications and could in the future outpace the growth in Humber Bay Shores of 141% from the estimated 2025 population of 15,610.

The population is expected to continue to grow for the foreseeable future in all three focus areas, which will result in more trips and the need for continuous improvements and enhanced mobility options. This expected growth will create added pressure on the transportation system. Coming out of this analysis, City staff will respond to areas of growth and change and advance transportation system improvements through City-led capital projects and, through development approvals. City staff will work with the Toronto Transit Commission to identify areas of development pressure that may require service improvements to Toronto Transit Commission bus and streetcar routes. This analysis will also augment the work being undertaken in the review of the higher order transit priorities map in the Official Plan.

RECOMMENDATIONS

The Chief Planner and Executive Director, City Planning, recommends that:

1. The Planning and Housing Committee request the General Manager, Transportation Services, in collaboration with the Toronto Transit Commission, to identify opportunities to include streetcar stop improvements in any upcoming state-of-good-repair work on Lake Shore Boulevard West.
2. The Planning and Housing Committee request the Chief Planner and Executive Director, City Planning, to continue to assess opportunities to respond to growth with transportation improvements through the coordination of development applications and future capital projects.

3. The Planning and Housing Committee request the Chief Planner and Executive Director, City Planning, to incorporate results of the population, development, employment and mobility analysis from this report into the Official Plan Map 4 Higher Order Transit Corridors review ([EX12.5](#) - Prioritization of Planned Higher-Order Transit Project), including a focus on addressing existing and emerging growth in Ward 3 - Etobicoke-Lakeshore.

FINANCIAL IMPACT

There are no financial implications resulting from the recommendations in this report for the current budget year.

Any future capital work to implement coordinated transit infrastructure improvements in the Lake Shore Boulevard West, Humber Bay Shores, and The Queensway focus areas would have financial implications in future years, and would be subject to future consideration through the City's budget processes.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the information as presented in the Financial Impact Section.

DECISION HISTORY

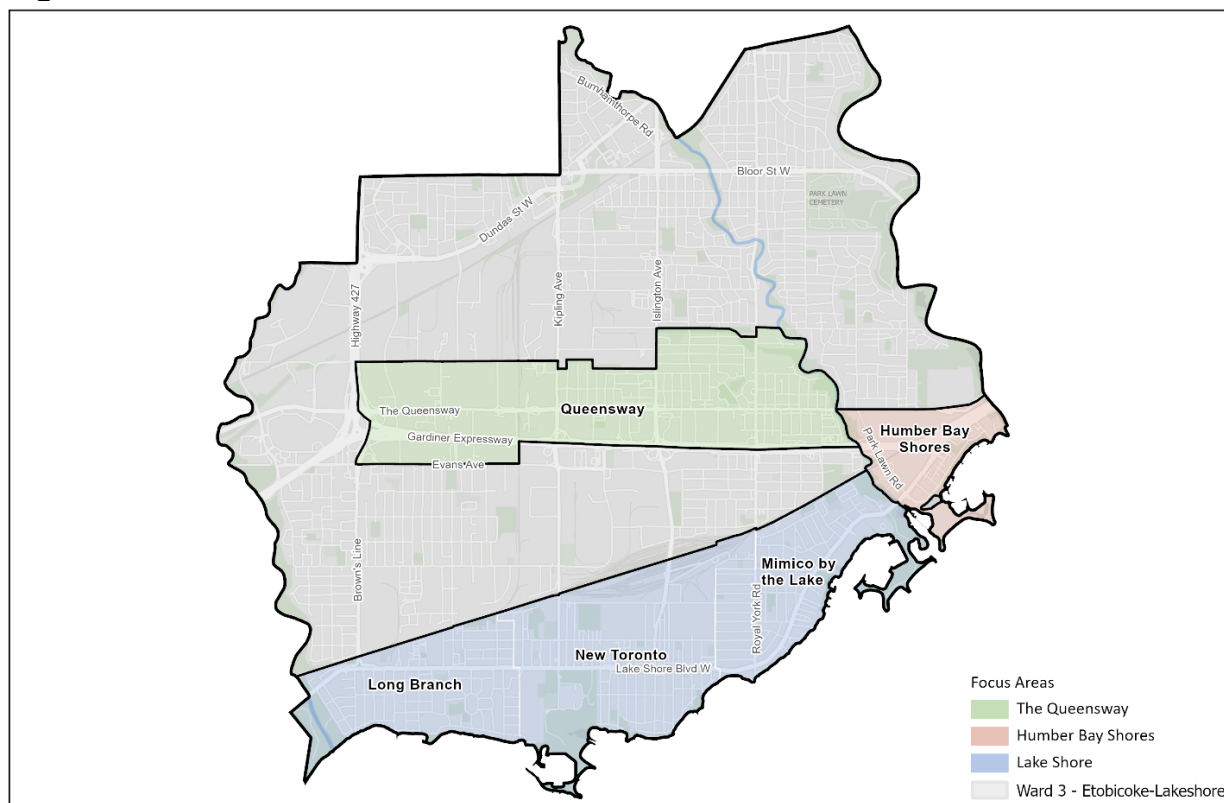
On January 23, 2025, The Planning and Housing Committee [PH18.10](#), requested the Chief Planner and Executive Director, City Planning, to work with the General Manager, Transportation Services, and the Toronto Transit Commission to assess recent growth and emerging development pressures in The Queensway and Humber Bay Shores areas of Ward 3 - Etobicoke-Lakeshore to identify options for advancing improvements to the road and transit networks in these areas, and ensure there is cohesion between the multiple initiatives underway.

COMMENTS

Existing Conditions

The report covers three focus areas in southern Etobicoke, as shown in Figure 1, including Humber Bay Shores, Lake Shore Boulevard West ("Lake Shore") from Mimico Creek to the Mississauga border, and The Queensway from Mimico Creek to Brown's Line. Lake Shore Boulevard West is included as a focus area because it is a key movement corridor in the transportation network for south Etobicoke and its analysis provides a fuller picture of how people move through the area. The analysis considers transit and transportation data from the TTC and the Transportation Tomorrow Survey, historic population growth data, and the Toronto Employment Survey.

Figure 1: Focus Areas



Planning Research and Analytics, Toronto City Planning - 09/29/2025

Population and Employment

All three focus areas have experienced significant population growth across the 10-year period from 2011 to 2021. As shown in Table 1, The Humber Bay Shores focus area has experienced the greatest level of population growth (231%), the Lake Shore focus area experienced growth at a rate (10%) similar to the City of Toronto as a whole (7%), and The Queensway focus area rate of growth (21%) was above the Lake Shore and City of Toronto growth rates for the 10-year period.

Table 1: Historic Population Growth in Focus Areas

Focus Area	2011 Census Population	2016 Census Population	2021 Census Population
Humber Bay Shores	4,365	9,320	14,440
The Queensway	8,615	9,230	10,440
Lake Shore	36,120	37,970	39,895

Analysis of the Toronto Employment Survey from 2024 indicates that employment levels are generally back to or slightly below 2016 numbers in Humber Bay Shores (2,442

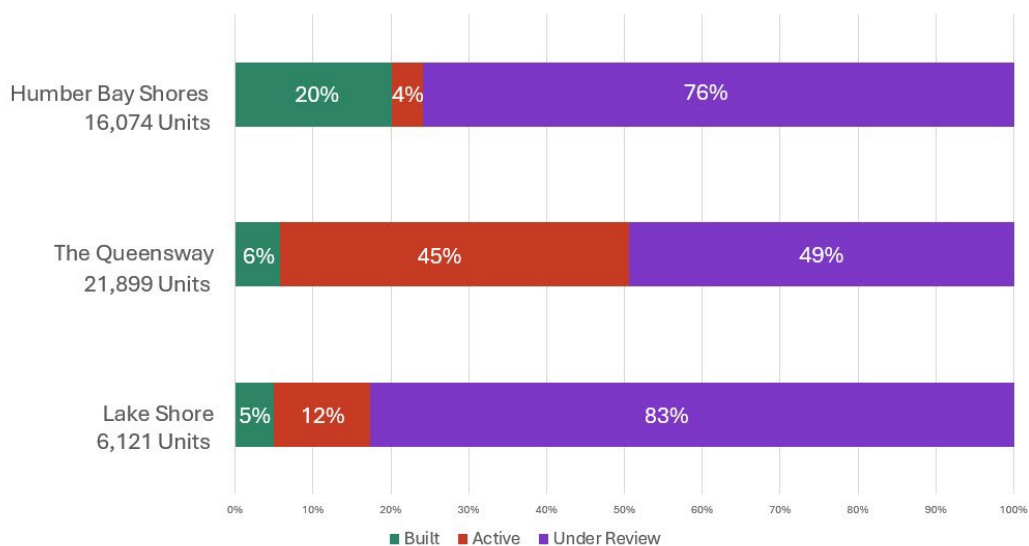
employees) and The Queensway (9,244 employees), while employment trends in the Lake Shore focus area overall since 2001 show a slow but steady increase (8,484 employees).

Development Pipeline

The Q2 2025 Development Pipeline is illustrated in Figure 2. It consists of all development projects in the five-year window between July 1, 2020 and June 30, 2025. Built projects became ready for occupancy and/or were completed during this time; Active projects were approved and/or are under construction; and Under Review projects have not yet been approved or refused or are under appeal.

The Queensway has the largest number of development units in the pipeline, followed by Humber Bay Shores and then Lake Shore. A significant portion of Active and Under review projects are part of large, multi-phase projects that would be completed over ten or more years, delaying the full impact of new development, particularly on The Queensway between Islington and Kipling Avenue, and the former Christie site (2150 and 2194 Lake Shore Boulevard West and 23 Park Lawn Road) in Humber Bay Shores.

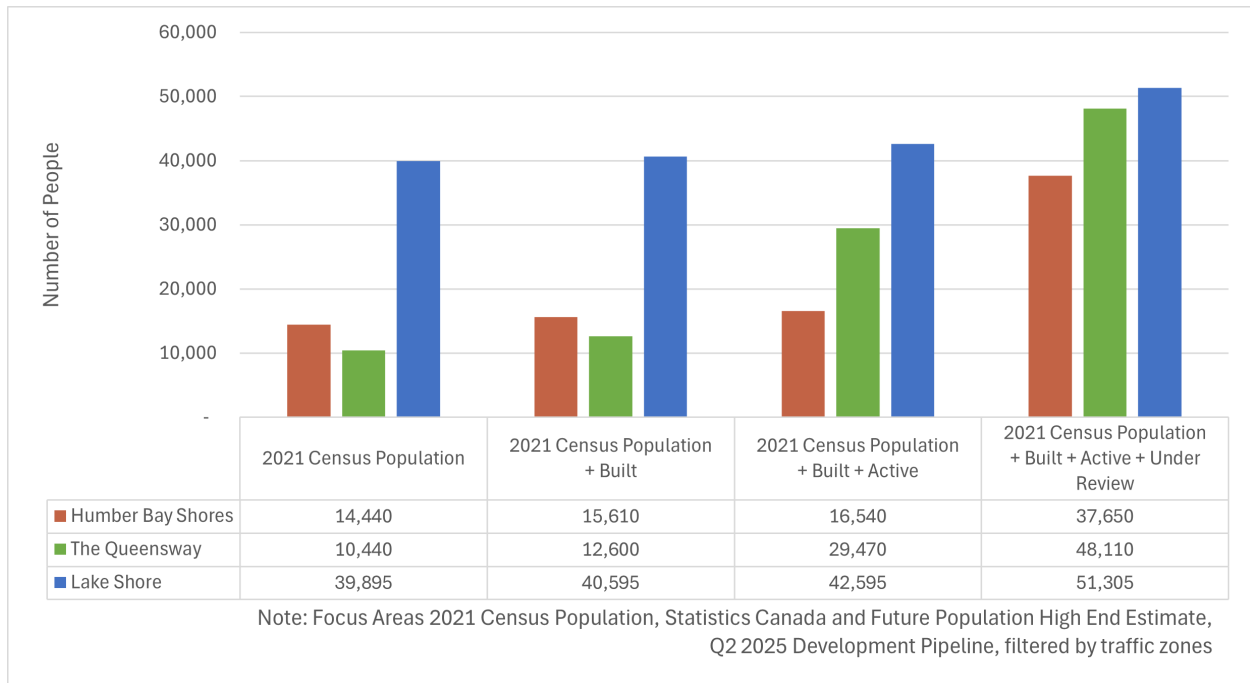
Figure 2: Development Pipeline Q2 2025 Residential Units by Project Status



Future Population Estimates

Population estimates based on the development pipeline for all focus areas are illustrated in Figure 3. If all proposed developments were to proceed, the Humber Bay Shores total population is estimated to more than double to a future population estimate of 37,650. The Queensway is estimated to nearly quadruple to 48,110. The Lake Shore is estimated to grow more moderately but still faster than the City wide average. For The Queensway, both the Active and Under Review applications would cause a significant percentage of estimated increase in growth (134% for Active and 63% growth for Under Review) whereas for Humber Bay Shores and Lake Shore it is only the Under Review applications that would cause a significant percentage of estimated increase in growth (128% for Humber Bay Shores and 20% for Lake Shore).

Figure 3: Future Population Estimates for all Focus Areas



Existing Mobility Trends

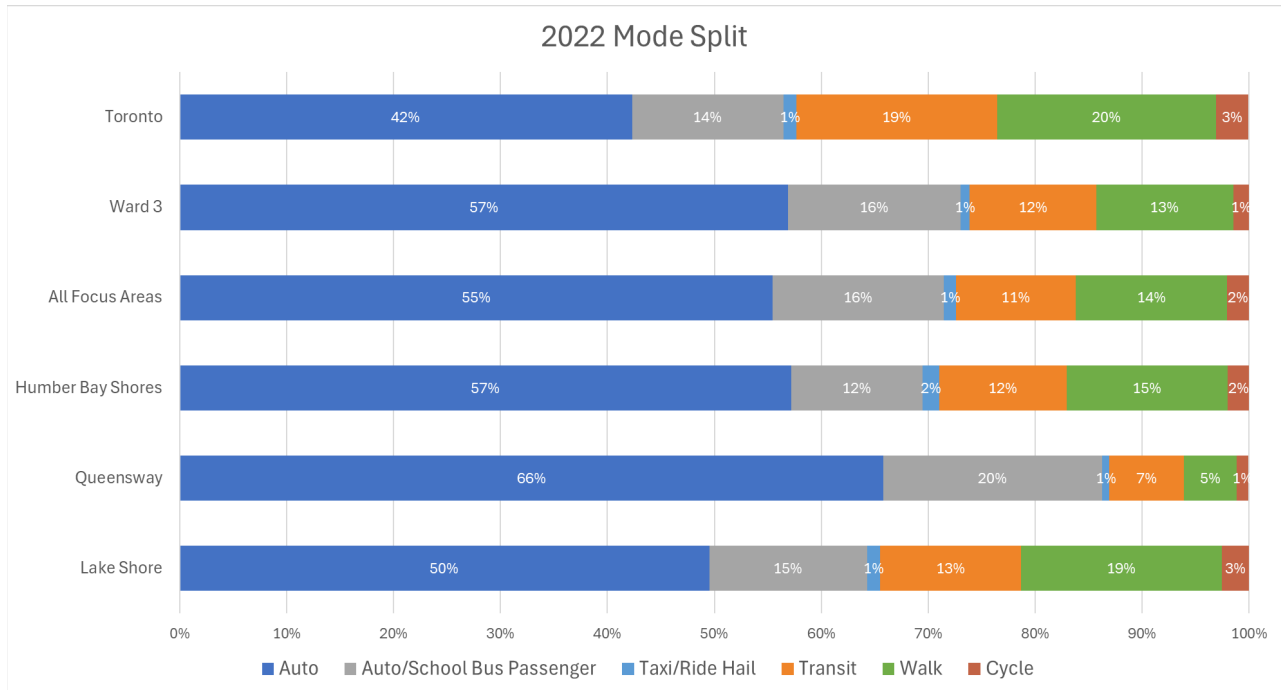
According to 2022 [Transportation Tomorrow Survey](#) (TTS) data, most trips which originated in the three focus areas remained local: 62% were destined for Etobicoke York, and 84% of those trips remained in Ward 3. The second most common destination was to Toronto and East York (17%), followed by the City of Mississauga (10%).

Auto trips made up the largest share of trips in all three focus areas and were higher than the city-wide average, while the Queensway area had the highest auto driver mode share and was higher than Ward 3 as a whole. Auto passengers, school bus riders, and ride hail/taxi users further increased the percentage of trips by auto.

Transit trips were fewer than the city-wide average in all focus areas. The share of walking and cycling trips were similar to city-wide averages in the Lake Shore and Humber Bay Shores focus areas; however, The Queensway focus area was lower than the city-wide average in both walking and cycling.

For trips longer than five kilometres, auto driver and passenger trips were most common, while transit was the second most common mode in all focus areas. These trends are similar for Ward 3 and city-wide. For trips of less than five kilometres the majority of trips were by auto drivers and passengers in all three focus areas. The second most common mode for these trips was by walking. For the Humber Bay Shores and Lake Shore focus areas, approximately 35% of these trips were by walking, while for the Queensway it was less, approximately 11%. These travel mode choices are illustrated in Figure 4.

Figure 4: Proportion of Trips by Travel Type (Mode)



Transportation Infrastructure

Street Network

The street network within the focus areas and Ward 3 - Etobicoke-Lakeshore generally follows a grid pattern and includes several major arterial roads: Park Lawn Road, Islington Avenue, Kipling Avenue and Browns Line for north-south travel and Lake Shore Boulevard West, Evans Avenue and The Queensway for east-west travel. The Gardiner Expressway and Highway 427 are also located in the study area and generally accessible from the focus areas.

Cycling Infrastructure

Existing cycling routes, shown in Attachment 1, are generally near and within neighbourhoods connecting to Long Branch GO and Mimico GO as well as the popular waterfront trail connecting to Downtown. Royal York Road is the only existing north-south street with designated cycling facilities connecting the whole ward, and provides access to Bloor Street and the Line 2 Subway. There are nearly 40 Bike Share stations in Ward 3. The majority are located in the Humber Bay Shores and the Lake Shore areas. More than half of all rides in the focus areas are from three stations along the Waterfront Trail in the Humber Bay Shores. There are only two stations in The Queensway.

Transit

The Lakeshore West GO Rail corridor services the focus areas approximately every 30 minutes all day in both directions on weekdays at two stations, Mimico GO on Royal

York Road and Long Branch GO near Lake Shore Boulevard West and Brown's Line. While weekday service use has generally remained the same since 2019, weekend and all off-peak service (outside the traditional morning and evening peak commute times) has seen a significant increase in number of boardings between 2019 and 2024. The growth in these off-peak boardings has offset the general decrease in boardings during morning periods at both stations between 2019 and 2024.

Attachment 2 includes a map of the transit network. An analysis of Toronto Transit Commission ridership and service indicates that existing service in the focus areas is generally within 5 minutes of scheduled stops and that there is generally sufficient capacity on buses and streetcars for the volume of passengers. These are two indications that the existing service is meeting existing demand including at bus and streetcar stops with high boardings such as those near Line 2 subway stations, at key activity locations like Long Branch GO, Mimico GO, Humber College and Humber Bay Shores, and at junctions between key travel corridors like Kipling Avenue, Royal York Road, The Queensway, and Lake Shore Boulevard West.

The Toronto Transit Commission plans annually for adjustments to changes in service based on local demand and growth trends. These service standards offer a systematic and objective means of planning, monitoring, adjusting, and evaluating transit services, as they relate to cost efficiency, crowding, service reliability and other key principles. The Toronto Transit Commission also proactively explores and evaluates additional changes to services through the Annual Network Plan (previously known as the Annual Service Plan), through a comprehensive series of both technical and consultative exercises.

While additional service changes to the 80 Queensway have been previously explored, such as designating the route as part of the 10 minute or better network, current service utilization on the route does not indicate that such a substantial service increase would be immediately warranted. The Toronto Transit Commission will continue to monitor and consider possible future changes to the 80 Queensway, either through regular service updates through the Toronto Transit Commission Board period process, possible consideration within future Annual Network Plans, and other planning initiatives.

Similarly, in 2024 at the conclusion of several construction projects that had been impacting service, the Toronto Transit Commission restructured split service on Lake Shore Boulevard West. The 507 Long Branch operates between Long Branch Loop and Humber Loop, every day before 10pm, and the 508 Lake Shore streetcar was reintroduced the operating between Long Branch and Downtown during the weekday morning and afternoon peak periods. Ridership returned and grew by 8%; however, current service utilization on the route does not indicate that such a substantial service increase would be immediately warranted.

A Future Transit Hub: Park Lawn GO and Streetcar Loop

On May 5, 2021, the Planning and Housing Committee adopted the [Christie's Secondary Plan](#) in the Humber Bay Shores focus area to establish a transit-supportive vision by creating a walkable, pedestrian oriented, mixed-use community centered on

transit investment and integration. The Plan calls for a transit hub to be created around a new Park Lawn GO Station, with access for buses and streetcars. This new station will be located on the Lake Shore West GO rail corridor, part of the regional GO Expansion program led by Metrolinx to upgrade capacity to deliver service every 15 minutes or better, all-day, with an opening day target of 2032.

The Christie's Secondary Plan and Zoning By-Law Amendment provides the framework for new development to be approved by the City only when the Province has approved the Park Lawn GO Station. Importantly, funding for the Park Lawn GO Station is to be secured from the developer through appropriate agreements, to the City's satisfaction. However, construction and delivery dates for the station are on pause by the developer, bringing a level of uncertainty around the timing of station delivery. The completion of the GO station and streetcar loop are imperative to meet existing and future demand. The City will work to find a resolution to ensure these needed transit facilities are built.

On November 4, 2025 Executive Committee approved a motion requesting staff to report back on: the implementation of zoning for the Park Lawn Protected Major Transit Station Area; options and legislative tools, including the use of Holding provisions, available to the City to support the development of Humber Bay Shores as a complete community with access to higher order transit; and to engage in intergovernmental discussions with the Province on the prioritization of the Park Lawn GO Station and establishing a clear path to delivery.

Emerging and Future Mobility Observations/Needs

The preceding analysis indicates that the population is expected to continue to grow for the foreseeable future in all three focus areas, which will result in more trips and the need for continuous improvements and enhanced mobility options. A growing proportion of off-peak trips occur on weekends and evenings, indicating that in the future additional transit service may be needed in these off-peak times. It is also anticipated that in the future there may be continued growth in local trips within South Etobicoke as more residents move in and are able to meet their daily needs in the existing and growing mixed-use neighbourhoods.

Depending on the amount of development approved and built on The Queensway, development there may begin to match or outpace development of the Humber Bay Shores area. A future mobility study of The Queensway could assess the viability of potential improvements in this focus area.

The mode share for walking remains low, and cycling is generally underused in all three focus areas. Given that data from the TTS (2022) suggests that approximately 52% of all trips from the three focus areas remain within Ward 3 - Etobicoke-Lakeshore, and nearly 56% of all trips are within 5 km, continued improvements to cycling and walking infrastructure could increase these mode shares in the future.

Monitoring of demand for transit service on The Queensway, Lake Shore Boulevard West and to/from the GO Stations is an important component of planning for growth in the area, allowing for adjustments in service frequency and routing to be responsive to increased and changing demands.

A review of Toronto Transit Commission service including ridership levels and frequency of service has shown that existing service is meeting current demand. In coming years, depending on the implementation timing of longer-term transit solutions like the Park Lawn GO station and new streetcar loop, and Waterfront West LRT, service levels will be monitored and may need to be adjusted in the near and medium term as more residents move into new developments over time, creating more demand for transit. The completion of the Park Lawn GO and streetcar loop is imperative to meet existing and growing demand.

Planning for Growth

Official Plan

The Queensway and Lake Shore Boulevard West are identified as Avenues on Official Plan Map 2. Planning and Housing Committee Item [PH18.5](#), adopted as amended by City of Toronto Council on February 5, 2025, brought into effect the updated Avenues policy, with Royal York Road and a small segment of Kipling Avenue (south of the rail corridor) added as new Avenues in South Etobicoke. The Official Plan emphasizes residential growth in mixed use Avenues, while the Employment Areas including those on Avenues will focus on job intensification.

Official Plan Map 4 Higher Order Transit Corridors identifies corridors which the City will consider for new higher order transit services. The map has not been comprehensively reviewed since its adoption in 2002. On March 20, 2024, City Council ([EX12.5](#) - Prioritization of Planned Higher-Order Transit Project) requested staff to conduct a comprehensive review of Map 4 to identify the appropriate future higher order transit network for Toronto and to propose priority projects to advance the development of the network. This work is underway, and the first update will be reported to Council in December 2025. The full context and analysis from this report on growth and mobility in the three focus areas of Humber Bay Shores, The Queensway and Lake Shore will be given consideration in the Map 4 review.

Official Plan Amendments (OPAs) for 25 Major Transit Station Areas (MTSAs) and 95 Protected Major Transit Station Areas (PMTSAs) have been in force since August 2025. The Planning Act allows municipalities to apply Inclusionary Zoning within PMTSAs. Inclusionary Zoning is in effect at the provincially maximum set rate of 5% affordable units for up to 25 years including Mimico GO and the future Park Lawn GO. PH24.3 includes a status update and work plan for MTSAs and PMTSAs in the City.

Planning Studies, Secondary Plan, and Site and Area Specific Policies

The City Planning Division is undertaking the Lake Shore Boulevard West Avenue Study to update the existing policy framework for Site and Area Specific Policy (SASP) 21, located along Lake Shore Boulevard West from Brown's Line to Dwight Avenue. The study recommendations for updating the planning framework and guidelines will inform future development and public realm improvements. [EY25.6](#) provided a status update on the Lake Shore Boulevard West Study, and a report with final recommendations is targeted for the second quarter of 2026.

Older Secondary Plans such as the Motel Strip Secondary Plan and Mimico-by-the-Lake established the planning frameworks which shaped the transformation of Toronto’s western waterfront along Lake Shore Boulevard West.

Transportation Improvements

The following section highlights a series of transportation projects which are underway or recently completed, reflecting a significant level of effort and resources. While some of these efforts are already being realized through implementation and construction, many are long term initiatives that will take several years to complete including studies, design, tender, and construction. A table at the end of each section identifies projects by status and anticipated timing of implementation.

Transit Projects

In February 2024 [EX11.8](#) RapidTO: Surface Transit Network Plan identified the following streets in south Etobicoke for long term study: Lake Shore Boulevard West, Kipling Avenue, and The Queensway. The Surface Transit Network Plan aims to create a comprehensive network of surface transit priority corridors along arterial roads through the use of tools such as reserved lanes, intersection and signal improvements and customer comfort improvements at transit stops to prioritize public transit in the City's road network.

While Royal York Road is not included in the Surface Transit Network Plan, it is identified on Map 5: Surface Transit Priority Network of the Official Plan and is a newly designated Avenue on Map 2. High boardings at several stops on Royal York Road indicates its importance to the local transit network, and as an important connecting north-south street that may warrant future analysis to support more transit, walking and cycling trips to Mimico GO Station, as well as to the Line 2 subway on Bloor Street.

In May 2022, City Council endorsed the [Park Lawn Lake Shore Transportation Master Plan](#) which included planned transit projects such as the Waterfront West LRT on Lake Shore Boulevard West, as well as the anticipated Park Lawn GO station and streetcar loop on the proposed development at 2150 Lake Shore Boulevard West.

In January 2018, [EX30.1](#) The Waterfront Transit Network Plan set out a complete vision and network plan for streetcars from Leslie Street to Long Branch including segments with dedicated right-of-way. In Ward 3 - Etobicoke-Lake Shore, the Lake Shore West segment of the Waterfront West LRT is identified for improved operations from Legion Road to Long Branch GO.

Table 2:

Transit Projects and Anticipated Timing	2025-2026	2027-2029	2029+
Map 4 Higher Order Transit Review	X	X	
Mimico GO Station and Accessibility upgrades by Metrolinx		X	
Long Branch TTC loop redesign			X

Transit Projects and Anticipated Timing	2025-2026	2027-2029	2029+
Electrification of Lake Shore West GO Line (15-minute or better service)			X
Park Lawn GO and Streetcar Loop construction pending Metrolinx/Christie Site moving ahead			X
Waterfront West LRT detailed design pending Map 4 Review			X
Surface Transit Network Plan - Corridors studies in South Etobicoke			X

Street Projects and Improvements

Gardiner Expressway Strategic Rehabilitation Plan

In order to maintain a safe roadway and ensure a state-of-good-repair, a Strategic Rehabilitation Plan ([EX20.14](#)) consisting of six complex projects was adopted by Toronto City Council in December 2016. Gardiner Section 3, from Highway 427 to the Humber River, includes 6.5 km of at-grade expressway that will be reconstructed, including the rehabilitation of 11 bridges where the Gardiner passes over roads or creeks and four bridges that go over the Gardiner. Planning for the full rehabilitation program for Gardiner Section 3, from Highway 427 to the Humber River, is underway and the construction is scheduled to take place from 2027 to 2031. While full rehabilitation for Section 3 of the project, located in South Etobicoke, is currently scheduled to start as soon as 2027, in the spring of 2025 the City began undertaking critical repairs to the following five bridges:

- Gardiner Expressway Park Lawn Road Overpass
- Gardiner Expressway Mimico Creek Overpass
- Westbound Gardiner Expressway On-Ramp from Park Lawn Road over Mimico Creek
- Kipling Avenue over the Gardiner Expressway
- Islington Avenue over the Gardiner Expressway

Given the scale and scope of the Gardiner Expressway rehabilitation work, there are restrictions in place for any new projects within road rights-of-way in the area to mitigate potential construction impacts. The extent and timing of any project or study depends on capital work coordination in the area including the clearance of Gardiner rehabilitation coordination restrictions.

Park Lawn Lake Shore Transportation Master Plan (TMP)

The [Park Lawn Lake Shore Transportation Master Plan](#) (TMP) completed in 2023 outlines a long-term transportation infrastructure plan for the area to address existing and future challenges and to accommodate growth. The TMP identifies a network of new streets and improvements to existing streets. Attachment 3 provides a breakdown of the TMP projects and timing over the near, medium and long term.

Several significant transportation and transit infrastructure projects in the TMP are expected to be designed and constructed by the owner of the Christie's development at 2150 and 2194 Lake Shore Boulevard West and 23 Park Lawn Road as part of their planning approvals, including the new Park Lawn GO Station, streetcar loop, and Street A between Park Lawn Road and Lake Shore Boulevard West. While the GO Station and streetcar loop are on pause by the developer, Street A between Park Lawn Road and Lake Shore Boulevard West remains active. The City will continue to work towards a resolution to ensure the GO station and streetcar loop are built in order to meet not only the demand from the future development, but also to serve the large existing population.

Mimico Neighbourhood Mobility Plan

The Mimico Neighbourhood Mobility Plan was adopted in June 2024 ([EY14.8](#)). Recommended changes include traffic calming measures, installation of all-way stop controls, and residential on-street permit parking. The Mimico Neighbourhood Mobility Plan is currently in the implementation phase. Attachment 4 provides more information on the projects and timing.

Complete Street Projects and Cycling Network Plan

"Complete streets" are streets that are designed to be safe for all users: people who walk, bicycle, take transit or drive, and people of varying ages and levels of ability. They also consider other uses like sidewalk cafés, street furniture, street trees, utilities, and stormwater management. In June 2024, the [Cycling Network 2025-2027 Implementation Program](#) was adopted by Toronto City Council. Beyond the current program all streets will be considered as candidates for bikeways in future program prioritization, and considered under the complete streets approach. Attachment 5 provides more information on complete street and cycling projects. An example of these projects is a multi-modal corridor study for Kipling Avenue between Lake Shore Boulevard West and Bloor Street West.

Safety Improvements and Upcoming State-of-Good Repair

Safety improvements and traffic calming measures are planned throughout Ward 3 - Etobicoke-Lakeshore. Several streets (including Lake Shore Boulevard West between Dwight Avenue and Twenty Second Street) are targeted for planned State-of-Good-Repair work in the upcoming years. Opportunities would be sought to bundle additional improvements where feasible (e.g. safety, transit, public realm, etc.).

Table 3:

Street Projects and Anticipated Timing	2025-2026	2027-2029	2029+
Park Lawn Lake Shore TMP - implementation	X	X	X
Mimico Neighbourhood Mobility Plan - implementation	X	X	
Section 3 Gardiner Expressway Strategic Rehabilitation	X	X	
The Queensway complete street construction (east of Mimico Creek)		X	
Technical feasibility studies for bikeways on Dwight Avenue, Hillside Avenue, and Horner Avenue as identified in the 2025-2027 Cycling Network Near-Term Plan	X	X	
Development of the City-wide 2028-2030 Cycling Network Near-Term Program	X	X	
Initiation of a complete streets corridor study along Kipling Avenue between Lake Shore Boulevard West and Bloor Street West		X	
Potential initiation of a complete streets corridor study for Lake Shore Boulevard West approximately between Long Branch and Park Lawn / Humber Bay Shores area,			X
All streets, including The Queensway, west of Grand Avenue, will be considered as candidates for bikeways in each near-term planning cycle of the Cycling Network Plan, with particular attention to opportunities for bundling with other City capital work		X	X
Implementation of safety improvements at various locations	X	X	X
Planned state-of-good repair work at various locations	X	X	X

Strategic Opportunities and Actions for Transportation Improvements

Improving transportation conditions in Ward 3 - Etobicoke-Lakeshore across all three focus areas will not be solved by one project in isolation but rather requires a multi-pronged coordinated approach to unlock opportunities. The following section highlights these potential opportunities.

Advance Complete Streets Studies for Key Movement Corridors

Transportation Services, with support from City Planning, will undertake complete streets studies of key corridors to address vehicular, pedestrian, transit and cycling requirements based on timing of growth pressures and opportunities to align with related work and budget. These key movement corridors include:

- The Queensway (Royal York Road to 427 or Mississauga Boarder)
- Kipling Avenue (Humber College to Etobicoke Centre)
- Lake Shore Boulevard West (Legion Road to Mississauga Boarder)
- Royal York Road

Future studies of Kipling Avenue and of Lakeshore Boulevard West are already contemplated and listed in Appendix 5 as potential medium-term studies (2027-2029). Royal York Ave and The Queensway would be additional future studies. planned along these corridors which will benefit from a comprehensive complete street approach to realize coordinated improvements. Through a complete streets approach, it may be possible to shift behaviours and some of the auto-based trips to walking, cycling and transit, particularly for the significant number of short, local trips. An example of this is on Lake Shore Boulevard, where there is a key opportunity to explore bundling planned road resurfacing and streetcar track replacement on Lake Shore Boulevard West, from Royal York Road to Kipling Avenue, along with the installation of transit island platforms to improve transit operations, and safety for passengers and all road users.

Leverage Development and Capital Projects

With development also comes opportunities to leverage future road works and proposed developments to help implement potential interim/near term transportation improvements to improve transit and make walking and cycling an attractive mode choice. The Queensway is an example of this approach, where the number of development applications comprises a significant percentage of frontage on both sides of the street, representing an opportunity to coordinate development to protect for future improvements such as the potential for a bikeway or transit priority as well as bringing sidewalks to current standards. The City will continue assessment of growth on The Queensway and seek opportunities to respond through future capital projects, road works and development approvals. There are also several proposed developments and future capital projects opportunities along Lake Shore Boulevard West Avenue, which presents an opportunity to establish a vision and design for the corridor in a coordinated and efficient approach.

Continuous Transit Improvements

The Toronto Transit Commission, as standard business practice, will continue to monitor ridership demand for all Toronto Transit Commission routes and make service adjustments as required to:

- Mimico and Long Branch GO Stations and Subway Stations (e.g. Kipling)
- The Queensway and Lake Shore West corridor service to meet growing demand

There are opportunities for the City and the Toronto Transit Commission to explore and evaluate transit priority measures where feasible within the scope of future road reconstruction projects and other relevant transportation initiatives. Transit priority measures could include but are not limited to: bus only or priority transit lanes, turn restrictions for general vehicle traffic, bus bays, bus bulbs, island stops, queue jump lanes, and transit signal priority.

There are other future long-term transit studies that will present additional opportunities to review and improve Toronto Transit Commission operations in the study area, including:

- Park Lawn GO and Toronto Transit Commission streetcar loop
- Waterfront West LRT
- Future Surface Transit Network Plan studies (Kipling Avenue, Lake Shore Boulevard West, The Queensway, Royal York Road)

Conclusion

The three focus areas have been growing faster than the city-wide rate of growth with Humber Bay Shores and The Queensway both growing significantly faster than the City rate. The population growth estimates suggest that all three focus areas will continue to experience growth, and that The Queensway rate of growth may outpace Humber Bay Shores in the future. To be prepared for the anticipated increase in trips from all modes requires not one single transportation solution, but rather a full suite of opportunities which together over time will provide transportation options for a growing population. The research and analysis in this report has shown that all focus areas are heavily reliant on auto-based travel. The analysis also highlights the potential to shift some of the auto-base trips, and particularly the short ones, to walking, cycling and transit through targeted local improvements to support that mode shift.

The list of transportation improvements in Tables 2 and 3 include a comprehensive set of initiatives to improve walking, cycling and transit options in South Etobicoke. When complete, these initiatives will provide transportation options for existing and future residents. While several of the initiatives, like the Park Lawn GO station, Surface Transit Network improvements, and the Waterfront West LRT may be longer term projects, there is a series of continuous transportation improvements for all modes - transit, walking, cycling, auto - that will be implemented over the near and medium term. There are also several planning initiatives that will assess future transportation needs, such as the ongoing review of Map 4 Higher Order Transit. Additional opportunities can also be leveraged such as bundling future capital works projects with transportation improvements and coordinating development applications to allow for improvements like wider sidewalks and protecting for future transit priority. Finally, existing transit service will be monitored annually by the Toronto Transit Commission to ensure that service delivery keeps pace with growing demand.

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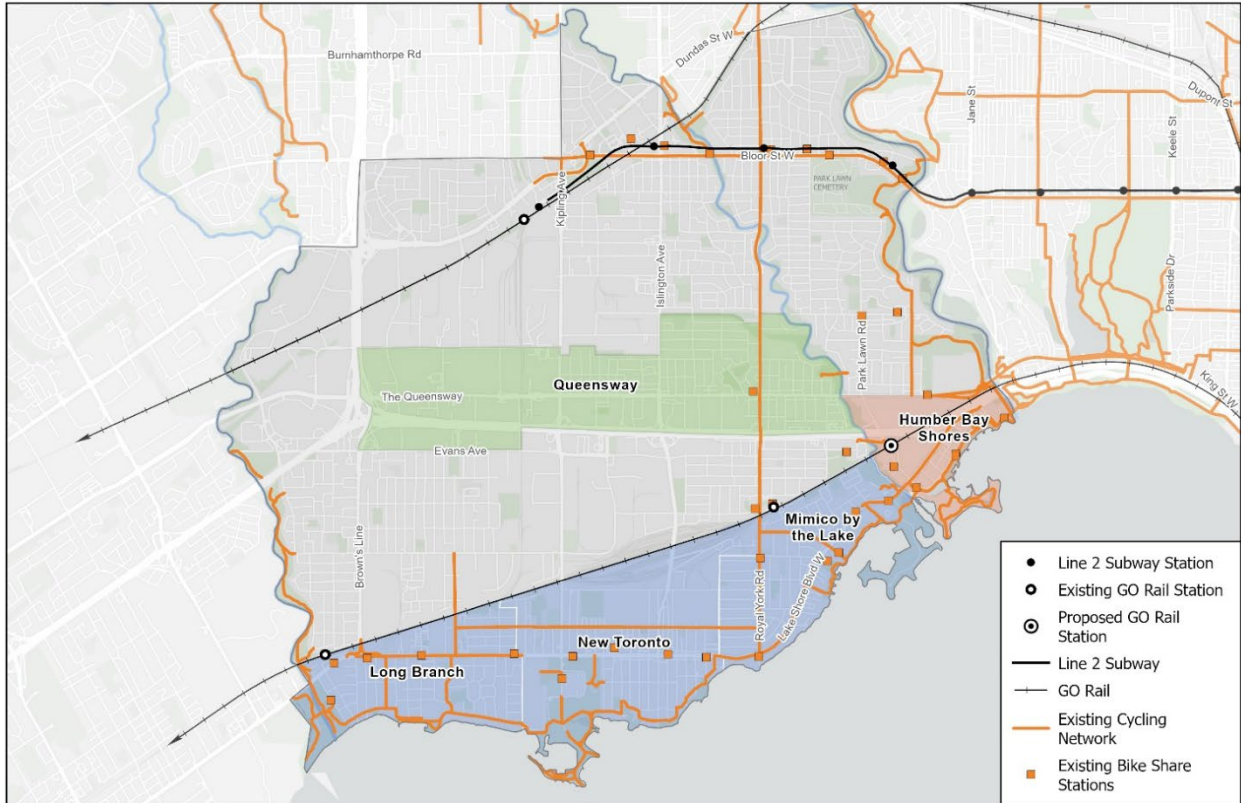
SIGNATURE

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ATTACHMENTS

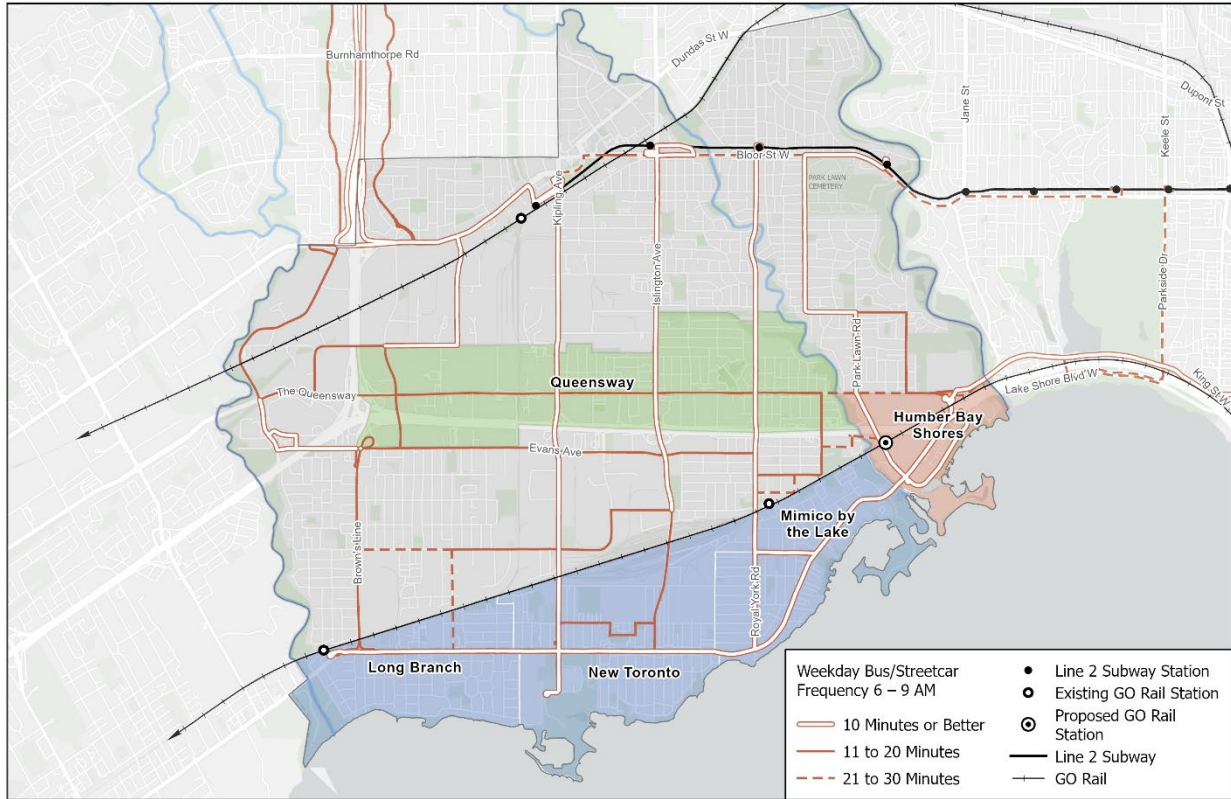
Attachment 1: Map of Existing Cycling Network Ward 3 - Etobicoke-Lakeshore
Attachment 2: Transit Network and Frequency of Service
Attachment 3: Park Lawn Lake Shore Transportation Master Plan (TMP)
Attachment 4: Mimico Neighbourhood Mobility
Attachment 5: Complete Street Projects and Cycling Network Plan

Attachment 1: Map of Existing Cycling Network Ward 3 - Etobicoke-Lakeshore



▲ Data Source: Transportation Services and Toronto Parking Authority Planning Research and Analytics, Toronto City Planning - 10/22/2025

Attachment 2: Transit Network and Frequency of Service



▲ Data Source: Toronto Transit Commission

Planning Research and Analytics, Toronto City Planning - 10/08/2025

Attachment 3: Park Lawn Lake Shore Transportation Master Plan (TMP)

The TMP identifies a network of new streets and improvements to existing streets including:

- The Queensway complete street improvements: two traffic lanes, uni-directional cycle tracks, tree plantings, sidewalks
- Street A: Two traffic lanes, wider sidewalks, cycle tracks, tree plantings, and new grade separation under the rail line
- Legion Road Extension: Two traffic lanes, cycle tracks, sidewalks, tree plantings, and a new single portal grade separation under the rail line, as identified in a previous 2010 EA
- Park Lawn Road: Two traffic lanes, wider sidewalks, cycle tracks, curbside space for parking or loading, tree plantings, and modifications to Gardiner ramp intersections
- Lake Shore Boulevard West: Dedicated transit right-of-way (Humber Loop to Legion Road), three to four traffic lanes, cycle tracks, wider sidewalks, trees plantings, and potential Mimico Creek bridge widening
- New North-South Street: Two traffic lanes, cycle tracks, sidewalks, tree plantings, new grade separation under rail line and Gardiner Expressway corridor, and modifications to Gardiner ramps

Near term actions targeted for 2025-2026 include:

- Issuance of Notice of Completion for the Street A Environmental Assessment (EA) Study
- Finalize revised Request for Proposal for Legion Road Extension design
- Begin Legion Road Extension detailed design

Medium term actions targeted for 2027-2029 include:

- Advance Street A detailed design as part of the proposed development at 2150 Lake Shore Boulevard West (pending development timelines)
- Complete Legion Road Extension detailed design
- Commence Legion Road Extension construction
- The Queensway Complete Street construction in coordination with Gardiner Rehabilitation work

Long term actions targeted for 2029+ include:

- Commence Street A and Park Lawn GO Station construction as part of the proposed development at 2150 Lake Shore Boulevard West (pending development timelines)
- Complete Legion Road Extension construction
- Park Lawn Road (north and south segments) EA Study
- Lake Shore Boulevard West EA Study
- New North-South Street EA Study

The TMP also recommended Neighbourhood Transportation Area studies be undertaken that do not require Environmental Assessment approvals to explore potential traffic calming, safety, and other operational improvements.

- Mimico neighbourhood, between Royal York Road and Lake Shore Boulevard West
- Humber Bay Shores neighbourhood, between Lake Shore Boulevard West and Marine Parade Drive
- Sunnylea neighbourhood, north of The Queensway, along Park Lawn Road/Berry Road/Prince Edward Drive to Bloor Street West

Each of these neighbourhoods have been nominated for the [Neighbourhood Streets Plan program](#). Mimico was selected as a demonstration area during the development of the program; the Mimico Neighbourhood Mobility Plan has been completed. For more details see the section of this report “Mimico Neighbourhood Mobility Plan”. The Humber Bay Shores neighbourhood remains on the nomination list and is assessed each year in the selection process. In the 2024-25 cycle, Humber Bay Shores neighbourhood ranked 43rd on the prioritization list. There is currently capacity for five neighbourhoods city-wide to be selected each year.

In June 2025, Etobicoke York Community Council ([EY23.19](#)) approved traffic calming measures (speed humps) in Sunnylea and The Kingsway neighbourhoods to reduce motor vehicle operating speeds and improve roadway safety for everyone, particularly pedestrians, by reducing the severity and likelihood of speed-related collisions. This work was undertaken in response to community requests, and in conjunction with the Bloor West Complete Street Extension project.

Attachment 4: Mimico Neighbourhood Mobility Plan

Work in progress (2025) includes:

- Installation of traffic calming measures on:
 - Elizabeth Street, between Mimico Avenue and Stanley Avenue
 - Station Road, between Mimico Avenue and Cavell Avenue
 - Superior Avenue, between Lake Shore Boulevard West and Cavell Avenue
 - Stanley Avenue, between Superior Avenue and Burlington Street
 - Albert Avenue, between Lake Shore Boulevard West and Cavell Avenue
 - Burlington Street, between Lake Shore Boulevard West and Cavell Avenue
 - Alexander Street, between Lake Shore Boulevard West and Victoria Street
 - Cavell Avenue, between Royal York Road and Burlington Street
 - Mimico Avenue, between Royal York Road and Lake Shore Boulevard West
 - Lake Crescent, between Royal York Road and Lake Shore Boulevard West
 - Symons Street, between Royal York Road and Central Street
 - George Street, between Hillside Avenue and Mimico Avenue
 - Wheatfield Road, between Symons Street and Mimico Avenue
 - Hillside Avenue, between Wheatfield Road and Lake Shore Boulevard West
 - Queens Avenue, between Lake Shore Boulevard West and Mimico Avenue and between Mimico Avenue and Superior Avenue
- Speed limit reductions on Queens Avenue, between Lake Shore Boulevard West and Superior Avenue and on Cavell Avenue, between Burlington Street and Royal York Road
- Installation of All-Way Stop sign on:
 - Albert Avenue at Stanley Avenue
 - Stanley Avenue at Victor Avenue

Short-term actions targeted for 2026

- Installation of pedestrian crossings at:
 - Stanley Avenue and Elizabeth Street
 - Mimico Avenue and Station Road
- Polling residents' support for potential changes to on-street parking along streets in close proximity to the GO Station.

Medium-term actions targeted for 2027-2029

- Implementation of Geometric Safety Improvements at key intersections

Attachment 5: Complete Street Projects and Cycling Network Plan

Work in progress:

- Technical feasibility work for bikeways on Dwight Avenue and Hillside Avenue in the Mimico neighbourhood, as identified in the 2025-2027 Cycling Network Near-Term Program
- Advancement of technical feasibility study for a bikeway on Horner Avenue
- Development of the city-wide 2028-2030 Cycling Network Near-Term Program, including prioritization of bikeway projects for delivery in those years

Medium-term actions targeted for 2027-2029 include:

- City-wide 2028-2030 Cycling Network Near-Term Program, establishing priorities for bikeway projects for delivery in those years, reported to Council for endorsement (2027)
- Initiation of a multi-modal corridor study for Kipling Avenue between Lake Shore Boulevard West and Bloor Street West
- Potential for implementation of bikeways under study in 2025-2027 Near-Term Program, subject to further feasibility, consultation, and construction coordination on: Dwight Avenue, Hillside Avenue, Judson Street, and Horner Avenue
- Potential implementation of a bikeway on Newcastle Street east of Royal York Road, and Audley Street, continuing along Portland Street and Grand Avenue to The Queensway
- Potential initiation of a multi-modal corridor study for Lake Shore Boulevard West, depending on projected delivery timing

Long-term actions (2029+):

- All streets will be considered as candidates for bikeways in each near-term planning cycle of the Cycling Network Plan, with particular attention to opportunities for bundling with other City capital work. Requests for new projects in the area, such as along The Queensway west of Grand Avenue, will be considered in each planning cycle.
- Potential implementation of multi-modal improvements along Lake Shore Boulevard West (2031+/-). The timing is dependent on track replacement, clearance of Gardiner rehabilitation coordination restrictions, and capacity of the associated programs.