

Dedication of Lands as Public Highway and Traffic Amendments – Lake Shore Boulevard East

Date: October 14, 2025

To: Toronto and East York Community Council

From: Director, Planning, Design and Management, Transportation Services

Wards: Ward 10, Spadina-Fort York, Ward 14, Toronto-Danforth

SUMMARY

As this report recommends the dedication of land for public highway purposes, City Council approval is required.

As part of the Port Lands Flood Protection Project and Enabling Infrastructure Project (PLFP), and the Lake Shore Boulevard East, Bridge and Public Realm (LSBE) Projects, Waterfront Toronto is completing the following construction projects:

- Removal of the Gardiner East access ramps at Logan Avenue;
- Reconstruction of the Lower Don River Bridge; and
- Reconfiguration of Lake Shore Boulevard East, from Don Roadway and Carlaw Avenue.

This report recommends property dedications as public highway and traffic by-law changes for Lake Shore Boulevard East, as the above-noted construction approaches completion.

RECOMMENDATIONS

The Director, Planning, Design and Management, Transportation Services recommends that:

1. City Council authorize public highway designation for the lands set out in the tables in Attachment 2 to the report (October 2, 2025) from the Director, Planning, Design and Management, Transportation Services, to be dedicated in name as Lake Shore Boulevard East.
2. City Council amend City of Toronto Municipal Code Chapter 950, Traffic and Parking, for Lake Shore Boulevard East, generally as described in Attachment 3 to the report

(October 2, 2025) from the Director, Planning Design & Management, Transportation Services.

3. City Council authorize the appropriate City officials to take all steps necessary to implement the proposed dedications referred to in Recommendation 1, including requesting the City Solicitor to prepare and submit the relevant bills and to pay any costs necessary to register the resultant by-laws, if required.

4. City Council authorize the City Solicitor to introduce the necessary bills to give effect to City Council's decision, including the necessary bills to amend City of Toronto Municipal Code Chapter 950, Traffic and Parking, and City Council authorize the City Solicitor to make any necessary clarifications, refinements, minor modifications, technical amendments, or by-law amendments as may be identified by the City Solicitor or General Manager, Transportation Services, in order to give effect to Recommendations 1 to 3, inclusive.

FINANCIAL IMPACT

There are no financial implications resulting from the recommendations included in this report.

Operations and maintenance of new permanent infrastructure (reconstructed Lake Shore Boulevard East) will be undertaken and funded by the City, in accordance with the May 28, 2021, Port Land Flood Protection and Lake Shore Boulevard East Handover Protocol that has been established between Waterfront Toronto and the City.

Funding required for ongoing maintenance costs for the reconstructed Lake Shore Boulevard East, at time of handover from Waterfront Toronto would be included as part of future years' operating budget submissions for Transportation Services.

DECISION HISTORY

In July 2021, City Council adopted item IE23.13 "Port Lands Flood Protection - Lake Shore Boulevard East Trail and Lower Don Trail Construction Closures and Detour Routes", authorizing the installation of temporary bicycle lanes and cycle tracks along with associated temporary traffic signals and amendments to traffic and parking regulations as part of mitigative measures required to reduce impacts associated with the reconstruction of the Lake Shore Boulevard East bridge over the Don River and right-of-way between Don Roadway and Carlaw Avenue.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.IE23.13>

In December 2020, City Council adopted item IE18.3 "Authority to Enter Into a Project Delivery Agreement with Waterfront Toronto for the Construction of Lake Shore Boulevard East, Don River to Carlaw Avenue", authorizing the General Manager, Transportation Services to execute a Project Delivery Agreement with Waterfront Toronto, on terms and conditions satisfactory to the General Manager, Transportation

Services, and in a form satisfactory to the City Solicitor, for the reconstruction of Lake Shore Boulevard East between the Don River and Carlaw Avenue, including the Lake Shore Boulevard bridge and all required active transportation and public realm components.

<https://secure.toronto.ca/council/agenda-item.do?item=2020.IE18.3>

In June 2020 City Council adopted item IE13.3 " Authority to Enter Into a Project Delivery Agreement with Waterfront Toronto for the Design of Lake Shore Boulevard East, Don River to Logan", authorizing the Deputy City Manager, Infrastructure and Development Services to enter into a project delivery agreement with Waterfront Toronto for the design of Lake Shore Boulevard East, Don River to Logan Avenue. Under this agreement, Waterfront Toronto would undertake detailed design work, and prepare a Class B cost estimate and traffic impact assessment for a new Lake Shore Boulevard bridge over the Don River, as well as a reconstructed Lake Shore Boulevard East from approximately Don Roadway to Logan Avenue.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.IE13.3>

COMMENTS

Project Background

As part of the Port Lands Flood Protection Project (PLFP), Waterfront Toronto is implementing the recommendations of the approved Don Mouth Naturalization and Port Lands Flood Protection Environmental Assessment. The primary objective of this program is the provision of flood protection to the southeastern downtown area. A key component of this program is the widening of the mouth of the Don River, which requires lengthening of the Lake Shore Boulevard East/Don River Bridge.

The Gardiner East Environmental Assessment (Gardiner EEA) completed by the City of Toronto in 2017 and approved by the Ministry of Environment and Climate Change includes a reconfiguration of the Gardiner Expressway and Lake Shore Boulevard East in the area of the Don River, removal of the Logan Avenue on/off-ramps, widening of the Lake Shore Boulevard East bridge over the Don River, and expanded public realm along Lake Shore Boulevard East between Jarvis Street and Carlaw Avenue.

In consideration of the significant synergies to be gained, City Council, at its meeting on December 16, 17 and 18, 2020, approved Waterfront Toronto to implement portions of the Gardiner EEA related to the Lake Shore Boulevard East/Don River Bridge, in conjunction with their ongoing work in the PLFP. The combined scope includes closure and removal of the Gardiner East to Logan Avenue ramps, full reconstruction of the Lake Shore Don River Bridge and the reconstruction of Lake Shore Boulevard East, including full public realm, from the Don River to Carlaw Avenue.

Reconstruction of Lake Shore Boulevard East, between the Don River Bridge and Carlaw Avenue

The final design of the reconstructed Lake Shore Boulevard East, as shown in Attachment 4, will have 6-7 traffic lanes (three through traffic lanes in each direction,

separated by a planted median, and one left-turn lane at signalized intersections); a sidewalk, multi-use trail (MUT), and street trees along the north side of the street; and a multi-use trail and street trees along the south side of the street. A new signalized intersection will be introduced at Booth Avenue, and bicycle signals and cross-rides will be provided at all three signalized intersections along the corridor (Don Roadway, Booth Avenue, and Carlaw Avenue). Right-turn-on-red prohibitions will be enacted at all cross-ride locations.

The property Parts to be acquired by the City from CreateTO/Toronto Economic Development Corporation (TEDCO) or Ports Toronto and dedicated as public highway forming part of Lake Shore Boulevard East are identified in the tables in Attachment 2.

The changes in traffic and parking by-law regulations associated with the reconstructed Lake Shore Boulevard East, including minor housekeeping amendments, are outlined in Attachment 3.

Lake Shore Boulevard East Trail Connections

The reconstructed Lake Shore Boulevard East, between the Don River Bridge and Carlaw Avenue, will have multi-use trails on both the north and south sides. At Carlaw Avenue, these trails will connect to the existing trails continuing east along Lake Shore Boulevard East, towards Woodbine Beach and beyond. At Don Roadway, they will connect to the new trail recently opened along Don Roadway, connecting south to Commissioners Street, west to Cherry Street, and back north to Lake Shore Boulevard East. These trails connections are shown in Attachment 1.

The remaining multi-use trail gap along Lake Shore Boulevard East, between the Don River Bridge and Cherry Street, will remain closed following completion of this project. Waterfront Toronto has been directed to implement a communications/signage plan to advise people cycling that the trails do not continue beyond the west end of the bridge and how to navigate the broader area. New multi-use trails will be constructed west of the bridge as part of the Gardiner Section 5 and Lake Shore Boulevard East Reconfiguration project, expected to be completed in 2030. Staff are exploring opportunities to construct a temporary multi-use trail in 2026 to re-establish this connection in the interim and will report back to City Council with further details, as required.

CONTACT

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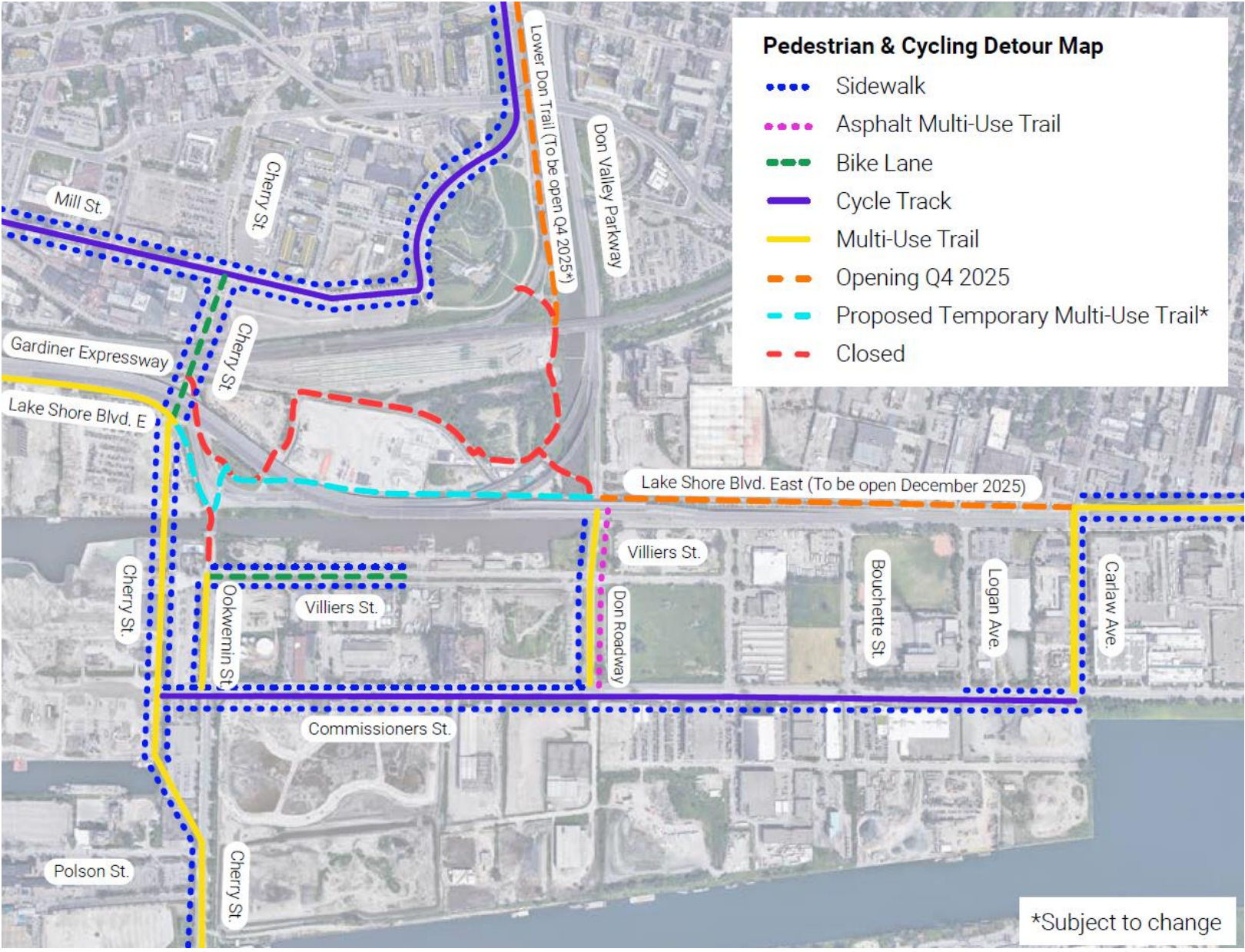
SIGNATURE

Jacquelyn Hayward
Director, Planning, Design and Management
Transportation Services Division

ATTACHMENTS

Attachment 1: Pedestrian and Cycling Key Map
Attachment 2: Lands to be Dedicated as Public Highway
Attachment 3: Amendments to Traffic and Parking Regulations
Attachment 4: Lake Shore Boulevard East - Street Design

Attachment 1: Pedestrian & Cycling Key Map



Attachment 2: Lands to be Dedicated as Public Highway

Lake Shore Boulevard East Public Highway

Parts on Draft Reference Plan No. E-2089 prepared by Callon Dietz Incorporated	Property Interest to be Acquired by City
1, 2, 3, 4, 5, 6, 7, 8	Fee simple from City of Toronto Economic Development Corporation

Parts on Draft Reference Plan No. E-1781 prepared by Callon Dietz Incorporated	Property Interest to be Acquired by City
1, 4, 5, 6, 8, 10	Fee simple from Toronto Port Authority (permanent easement in interim)

Attachment 3: Amendments to Traffic and Parking Regulations

Toronto Municipal Code Chapter 950 By-law Changes

TO BE RESCINDED

Chapter 950 – Schedule 3 – Prohibited Pedestrian Crossings

Highway	Location
Lake Shore Boulevard East	Between the east curb line of Don Roadway and a point 30.5 metres west of the west curb line of Don Roadway

Chapter 950 – Schedule 19 – One-Way Traffic Lanes

Highway	Between	Lanes	Times and/or Days	Direction
Carlaw Avenue	A point 30.5 metres north of Lake Shore Boulevard East and a point 41.5 metres further north	Westerly Southbound	Anytime	Southbound right-turning (TTC buses excepted)
Carlaw Avenue and Lake Shore Boulevard East	Carlaw Avenue and a point 30.5 metres east	Southerly Westbound	Anytime	Westbound left-turning
Carlaw Avenue and Lake Shore Boulevard East	Carlaw Avenue and a point 30.5 metres west	Northerly Eastbound	Anytime	Eastbound left-turning
Lake Shore Boulevard East and Carlaw Avenue	Lake Shore Boulevard East and a point 30.5 metres north	Westerly Southbound	Anytime	Southbound right-turning (TTC buses excepted)

Chapter 950 – Schedule 23 – Prohibited Turns

Intersection or Portion of Highway	Direction	Turns Prohibited	Times and/or Days
Booth Avenue and Lake Shore Boulevard East On-ramp for Westbound Frederick G. Gardiner Expressway	Southbound	Right	Anytime

Chapter 950 – Schedule 35 – Speed Limits on Public Highways

Highway	Between	Speed Limit (km/h)
Frederick G. Gardiner Expressway (eastbound)	A point 244 metres west of The South Kingsway and Lake Shore Boulevard East	90
Frederick G. Gardiner Expressway (westbound)	A point 244 metres west of The South Kingsway and Lake Shore Boulevard East	90

TO BE ENACTED

Chapter 950 – Schedule 19 – One-Way Traffic Lanes

Highway	Between	Lanes	Times and/or Days	Direction
Carlaw Avenue	Lake Shore Boulevard East and a point 30.5 metres north	Westerly Southbound	Anytime	Southbound right-turning
Don Roadway	Lake Shore Boulevard East and a point 30.5 metres north	Easterly Southbound	Anytime	Southbound left-turning
Don Roadway	Lake Shore Boulevard East and a point 30.5 metres south	Westerly Northbound	Anytime	Northbound left-turning
Lake Shore Boulevard East	Booth Avenue and a point 30.5 metres east	Northerly Eastbound	Anytime	Eastbound left-turning
Lake Shore Boulevard East	Carlaw Avenue and a point 30.5 metres east	Southerly Westbound	Anytime	Westbound left-turning
Lake Shore Boulevard East	Carlaw Avenue and a point 30.5 metres west	Northerly Eastbound	Anytime	Eastbound left-turning
Lake Shore Boulevard East	Don Roadway and a point 30.5 metres east	Northerly Westbound	Anytime	Westbound right-turning
Lake Shore Boulevard East	Don Roadway and a point 30.5 metres east	Southerly Westbound	Anytime	Westbound left-turning

Highway	Between	Lanes	Times and/or Days	Direction
Lake Shore Boulevard East	Don Roadway and a point 30.5 metres west	Northerly Eastbound	Anytime	Eastbound left-turning

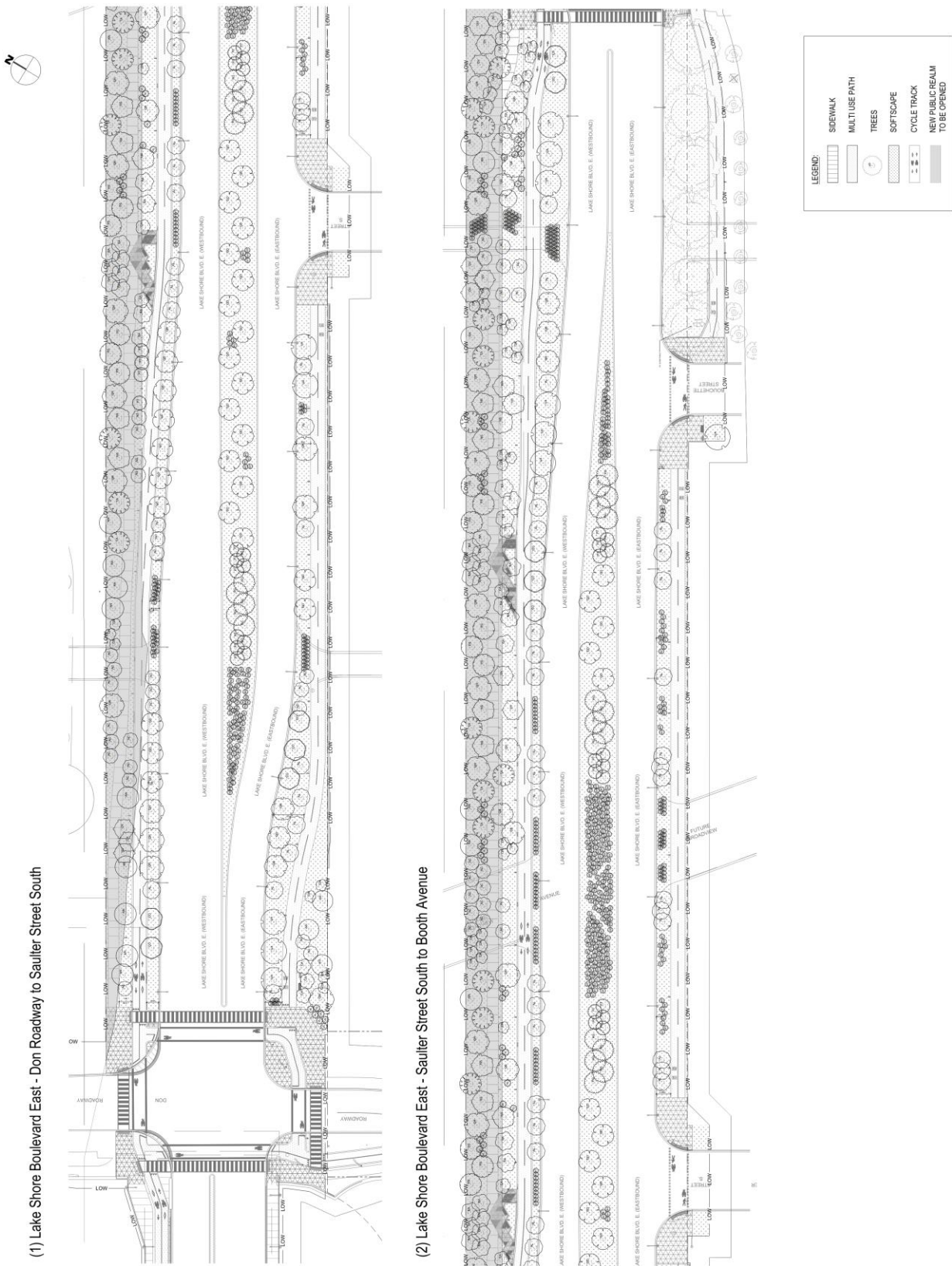
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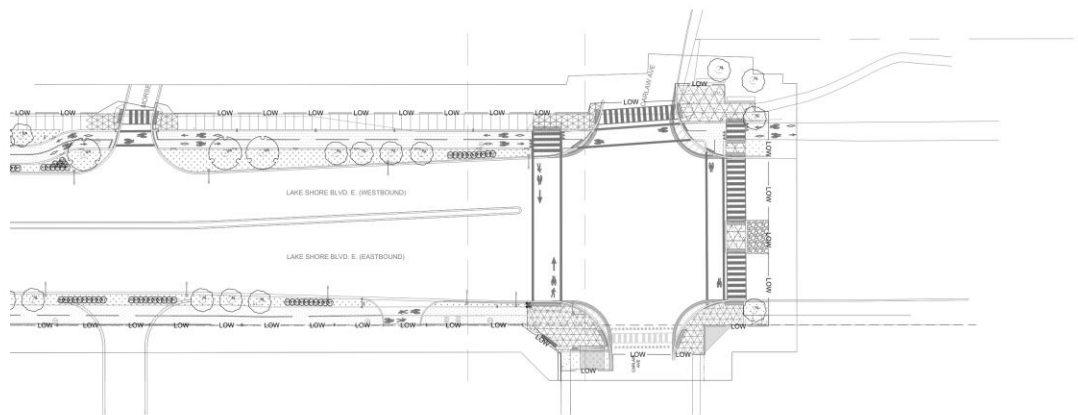
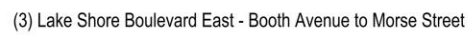
Intersection or Portion of Highway	Direction	Turns Prohibited	Times and/or Days
Lake Shore Boulevard East and Don Roadway	Westbound	Right	When traffic control signal shows red, except during westbound right-turn green arrow signal phase
Lake Shore Boulevard East and Don Roadway	Eastbound, Northbound, and Southbound	Right	When traffic control signal shows red
Lake Shore Boulevard East and Booth Avenue	Westbound and Southbound	Right	When traffic control signal shows red
Lake Shore Boulevard East and Carlaw Avenue	Eastbound and Westbound	Right	When traffic control signal shows red

Chapter 950 – Schedule 35 – Speed Limits on Public Highways

Highway	Between	Speed Limit (km/h)
Frederick G. Gardiner Expressway (eastbound)	The Humber River and the Don Valley Parkway	90
Frederick G. Gardiner Expressway (westbound)	The Humber River and the Don Valley Parkway	90

Attachment 4: Lake Shore Boulevard East - Street Design





LEGEND:

-  SIDEWALK
-  MULTI USE PATH
-  TREES
-  SOFTSCAPE
-  CYCLE TRACK
-  NEW PUBLIC REALM TO BE OPENED