Park Lawn Lake Shore Transportation Master Plan (TMP)

Public Information Update

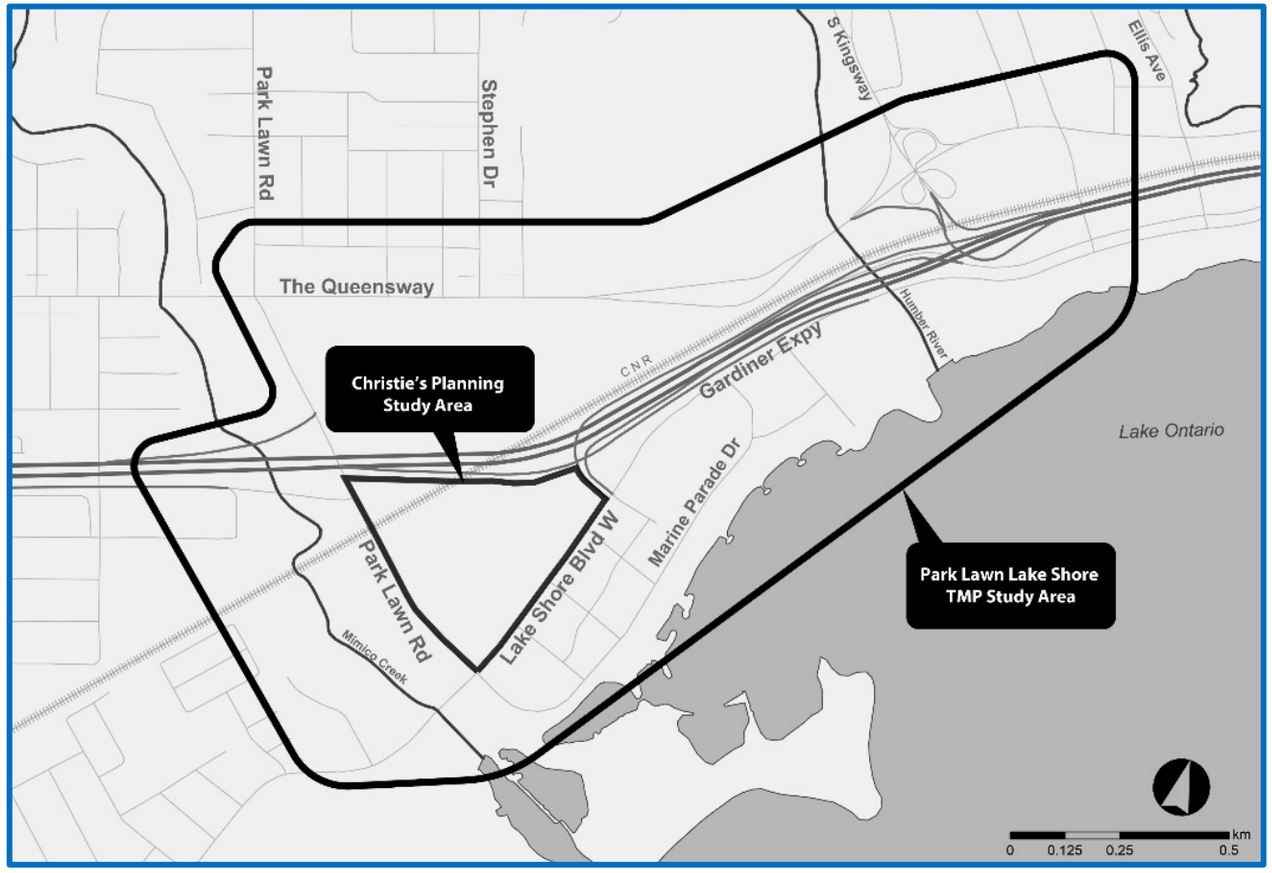
June 2020

This document includes all information that was planned to be presented at the Public Open House originally scheduled to take place on March 24, 2020, that was postponed due to COVID-19.

Background & Study Area

The Park Lawn Lake Shore Transportation Master Plan (TMP) is the first step in a multi-year process to evaluate options to improve the area's transportation network. Following the TMP launch in 2016, the TMP was put on hold until a final decision was reached on the land use of the Christie's Site.

The Christie's Planning Study was launched in October 2019 with a goal of creating a comprehensive planning framework for the area. The study will result in a Secondary Plan and Zoning By-law for the site.



The **Park Lawn Lake Shore TMP Study Area** within which potential improvements are being considered is bound by: Ellis Avenue to the east, Legion Road to the west, The Queensway to the north, Lake Ontario to the south.

The traffic analysis for this study spans a broader area, and includes:

- Gardiner Expressway, from Kipling Avenue on/off Ramps to Jameson Avenue on/off Ramps
- Lake Shore Boulevard, from Legion Road to Jameson Avenue
- The Queensway, from Royal York Road to Jameson Avenue

The Christie's Planning Study Area sits on the former Mr. Christie factory site, and is bound by the Gardiner Expressway to the north; Lake Shore Boulevard West to the east and southeast; and Park Lawn Road to the west and southwest. The lands are vacant, except for the existing water tower and a bank located at the intersection of Lake Shore Boulevard West and Park Lawn Road.

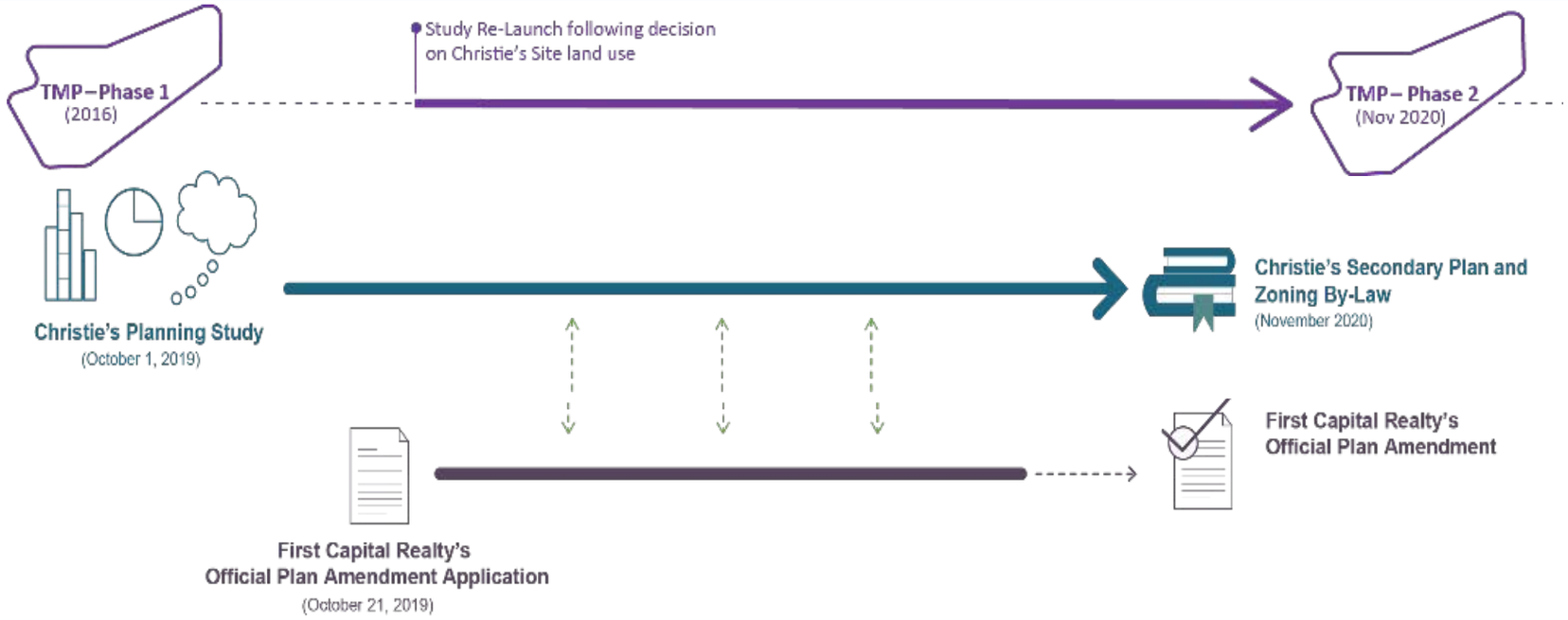
First Capital Realty owns 11.1 hectares of the study area and submitted an Official Plan Amendment application in October, 2019 that outlines the owner's master plan vision for the site.

Study Process

Consultation on the Christie's Planning Study is taking place simultaneously with the TMP, and is being coordinated to meet both project schedules, expected to be complete in fall 2020.

Stage 1 of the TMP includes Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) process, an approved planning process under the Ontario Environmental Assessment (EA) Act.

- **Phase 1:** identify transportation problems and opportunities
- **Phase 2:** develop, evaluate and recommend alternatives to address the identified problems and opportunities.



STAGE 1

Phase 1

Review Existing Conditions, Challenges & Opportunities → Create Problem and Opportunity Statement → **Consultation November 2016**

Phase 2

Identify Alternative Solutions and Evaluation Criteria → **Public Consultation June 2020** → Evaluation of Alternatives / Establish Preferred Solutions → **Public Consultation FALL 2020** → **Notice of Completion & 30 day Review Period** → **Transportation Master Plan**

We are here

STAGE 2

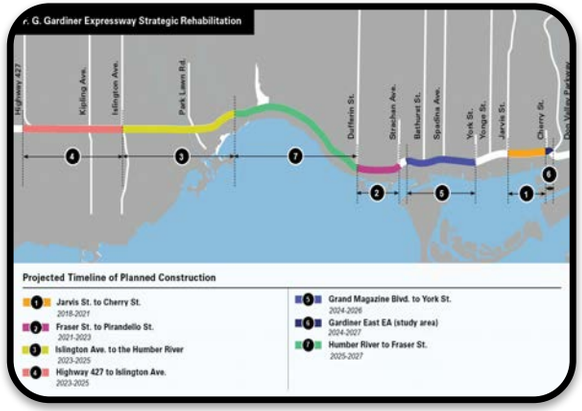
Potential improvements recommended in the TMP that have a high cost and environmental impact will require further study and completion of Phases 3 and 4 of the Municipal Class EA process at a later date.

Phase 3: Alternative Design Concepts for Preferred Solution → Phase 4: Environmental Study Report → Phase 5: Implementation

Aligned Policies & Initiatives

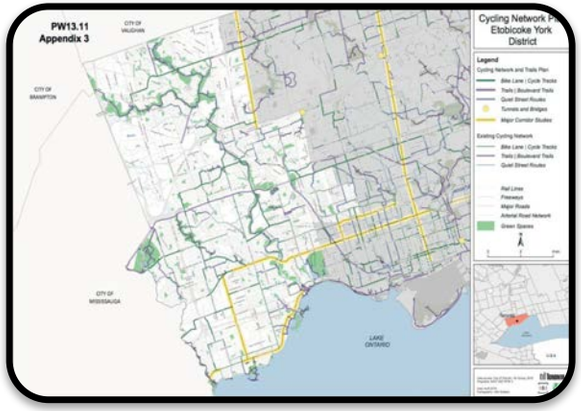
Toronto Official Plan

The Official Plan is intended to ensure that the City of Toronto evolves, improves and realises its full potential in areas such as transit, land use development, and the environment. It is grounded in four broad city-building principles: (1) Diversity & Opportunity; (2) Beauty; (3) Connectivity; and (4) Leadership & Stewardship.



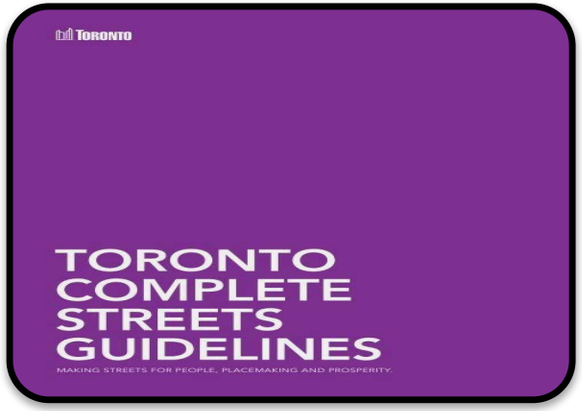
Waterfront Transit Reset

The Waterfront Transit Reset is part of the City's rapid transit network expansion program exploring transit improvements from the Long Branch GO Station and the Mississauga border in the west, to Woodbine Avenue in the east, and south of the Queensway/Queen Street corridor to Lake Ontario.



Cycling Network Plan

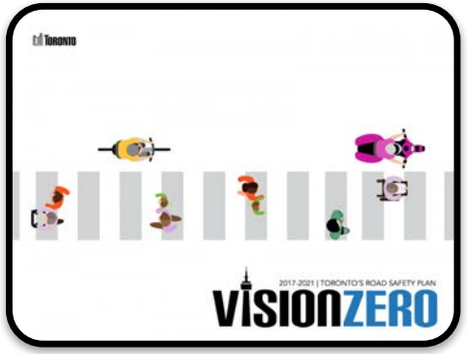
Toronto's Cycling Network Plan serves as a comprehensive work plan, outlining the City's planned investments in cycling infrastructure over 2019 to 2021 and beyond. It is primarily based on broad goals of: Connect gaps in the cycling network, Grow the cycling network, and Renew existing cycling routes.

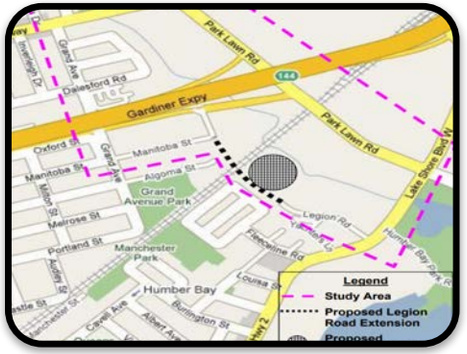


Complete Streets

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. The Toronto Complete Streets Guidelines should be considered in all City street design projects.

Aligned Policies & Initiatives (continued)





Green Streets

Green Streets is a new approach to increase the functionality of City streets to help manage stormwater (rain and melted snow), improve air quality, increase biodiversity and enhance and beautify the public realm. A Green Street incorporates green infrastructure which includes elements such as street trees, green walls and low impact stormwater management infrastructure.

Walking Strategy

The Toronto Walking Strategy was adopted to make Toronto a great walking city including policy, infrastructure, and programming to create a rich culture of walking in Toronto.

Vision Zero

The Vision Zero Road Safety Plan is a comprehensive five year (2017-2021) action plan focused on eliminating traffic-related fatalities and serious injuries on Toronto's streets, using a data-driven and targeted approach, focusing on the locations where improvements are most needed. The Plan addresses safety for the most vulnerable users of our transportation system—pedestrians, school children, older adults, and cyclists.

Gardiner Expressway Rehabilitation Strategy

The City of Toronto developed the F.G. Gardiner Expressway Strategic Rehabilitation Plan in order to rehabilitate and keep the entire Expressway in a safe and operable condition, now and in the future. With the effects of age, heavy usage, weather and salt, this is critical work that needs to be done.

The **Legion Road Extension EA** was completed in 2009. The Detailed Design Study for Legion Road Extension and Bonar Creek is currently underway. See Legion Road Panel for more information.

Other local area policies and projects that have influenced the TMP include:

- Humber Bay Shores Precinct Plan
- Humber Bay Shores Traffic Impact Study
- Humber Bay Parks Project
- Humber Trail Improvements
- Mimico 20/20 Revitalization Action Plan
- Mimico Judson Secondary Plan and Urban Design Guidelines

Problem & Opportunity

The Park Lawn Road and Lake Shore Boulevard West area has limited transportation network connections to surrounding areas. In combination with significant growth, increased demands are placed on the transportation network. An integrated approach is required to meet the existing and future needs for all modes of travel for people who live and work in, and travel through the study area.

To address current transportation problems and meet future needs of the Park Lawn Lake Shore area, there are opportunities for:

New connections and better access to street, transit and active transportation networks

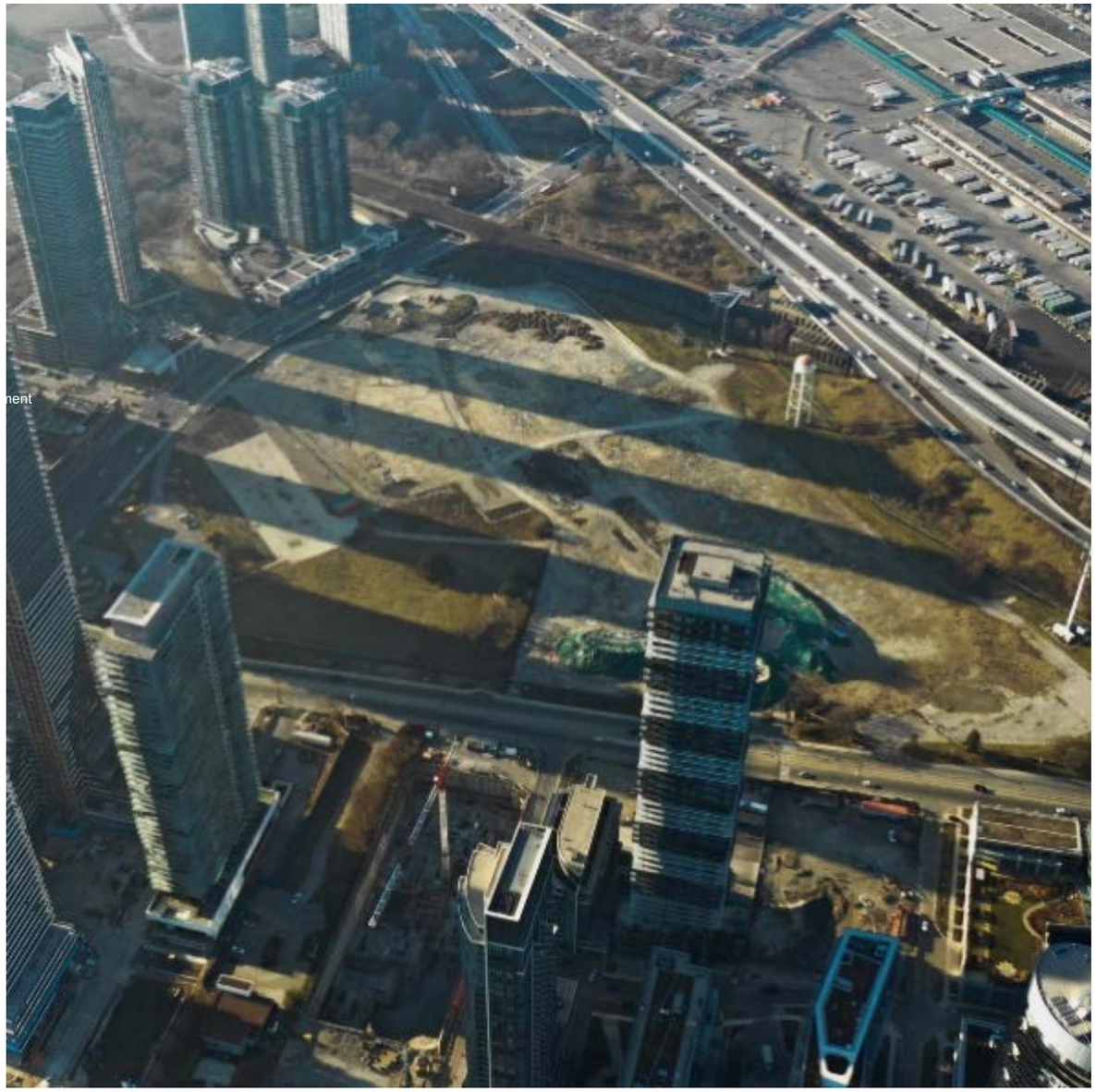
- Additional safe and convenient connections across physical barriers
- Improved vehicle circulation
- Better management of traffic congestion
- Improved freight and goods movement

High quality streetscape design

- Safe, green, and complete streets
- Comfortable and accessible infrastructure for all ages and abilities

Planning for investment in public transit, pedestrian, and cycling networks

- Prioritize and integrate public transit
- Support transit-oriented development
- Improve walking and cycling networks



What we heard: Phase 1

Consultation for Phase 1 took place in 2016 and included public events, stakeholder meetings, an online survey, and other opportunities for questions and comments. A complete summary of Phase 1 consultation activities can be found on the project website.

PUBLIC TRANSIT

- Support for a Park Lawn GO Station while maintaining Mimico GO Station
- Create new streetcar / LRT routes; optimize/add bus routes
- Consider other locations for a new transit hub / transit loop, or improve existing Humber Loop (i.e., access for cyclists and pedestrians)
- Improve service frequency
- Create an integrated fare structure

ACTIVE TRANSPORTATION

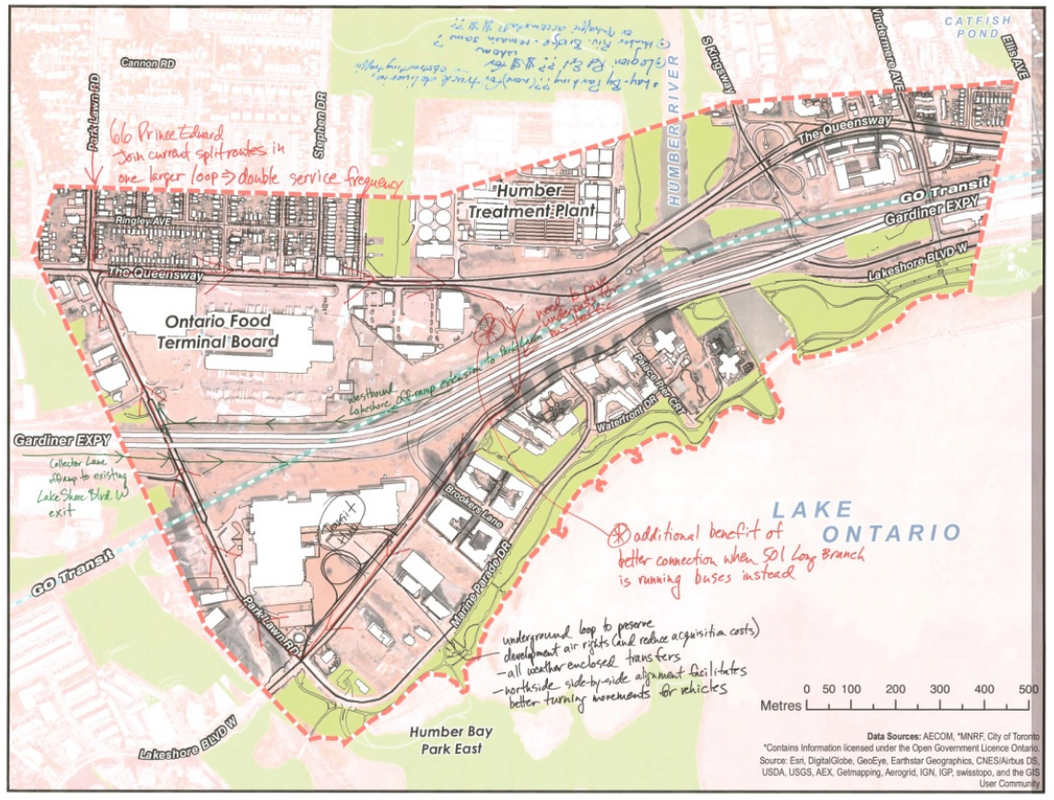
- Create a continuous east-west bike lane along Lake Shore Boulevard West
- Create separate cycle paths to reduce congestion on trails and pathways
- Enhance cycling and walking network through existing and future infrastructure

ROAD NETWORK

- Create new connections across the Gardiner Expressway and better manage congested locations across the Humber River
- Improve access to the Gardiner Expressway, Ontario Food Terminal, and other properties
- New turning lanes at Park Lawn and Lake Shore are working well; signal synchronization needs improvement

OTHER COMMENTS

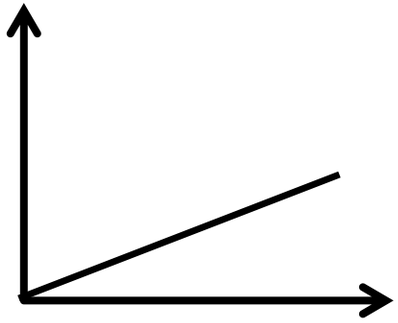
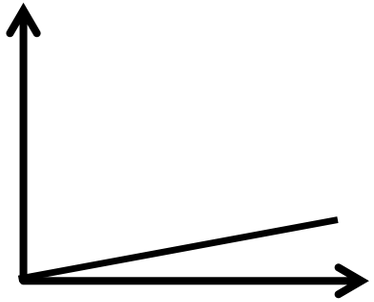
- Concerns related to:
  - potential construction timing and impacts
  - safety concerns for those currently using the road network
  - development impacts
  - parking impacts



Area Statistics

Population & Growth

The area's population growth rate significantly exceeds the City average

	Mimico / Humber Bay Shores	Toronto
Population	~35,000	~2.7 million
Population Growth (2011-2016)	 **+28%**	 **+4.5%**

Vehicle Traffic Volumes

- 97% of vehicles bypass the study area
- Off these vehicles, 30-49% are travelling via the Gardiner Expressway, depending on direction and time of day

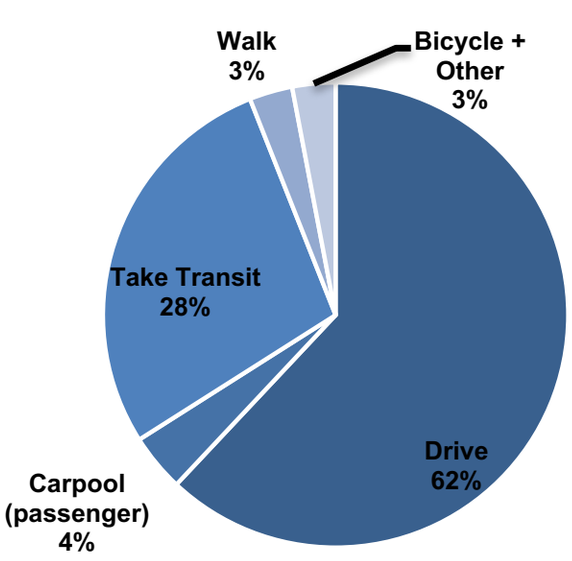
Direction	Morning Peak Hour (2019)	Afternoon Peak Hour (2019)
Eastbound	10,433 Vehicles	9,374 Vehicles
% on Gardiner	49%	47%
Westbound	7,643 Vehicles	9,399 Vehicles
% on Gardiner	30%	40%
Total	18,076 Vehicles	18,873 Vehicles

Area Statistics

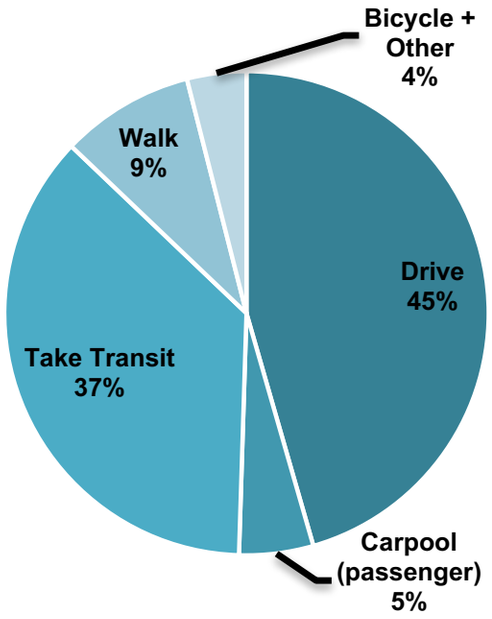
Mode of Travel

Limited connections to higher order public transit and active transportation contribute to a high auto-dependence in Mimico / Humber Bay Shores.

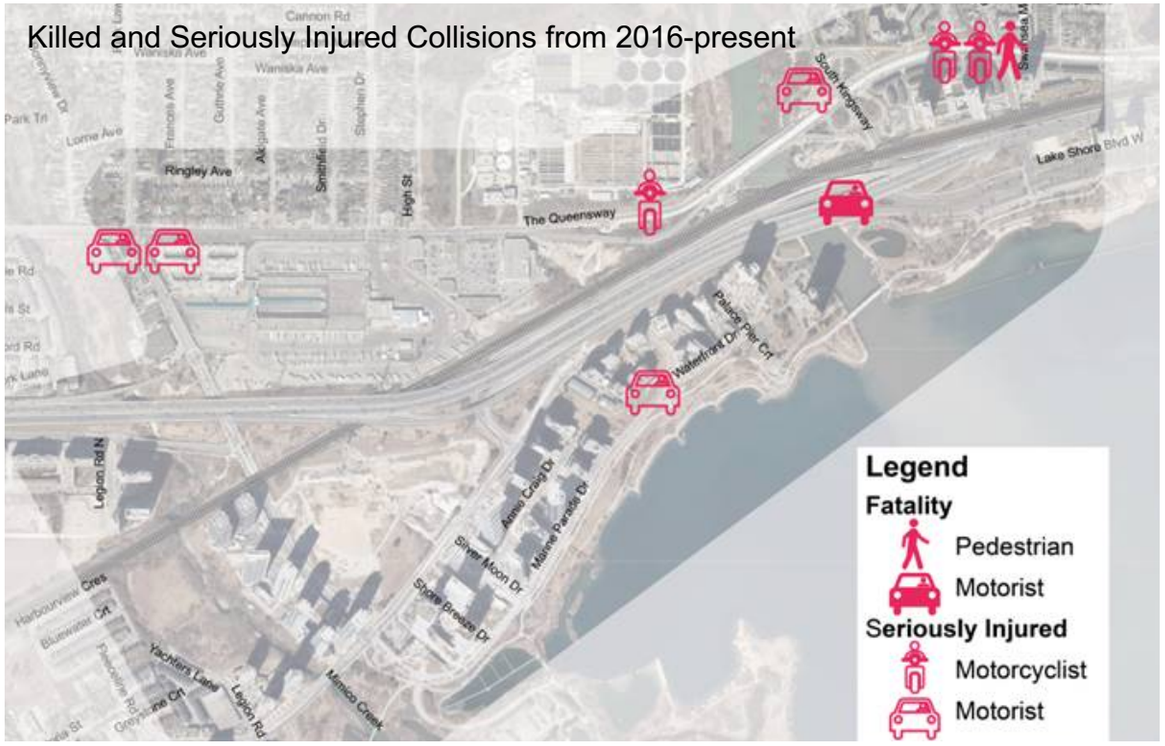
How do people typically commute?



Mimico / Humber Bay Shores (2016)



City of Toronto Average (2016)



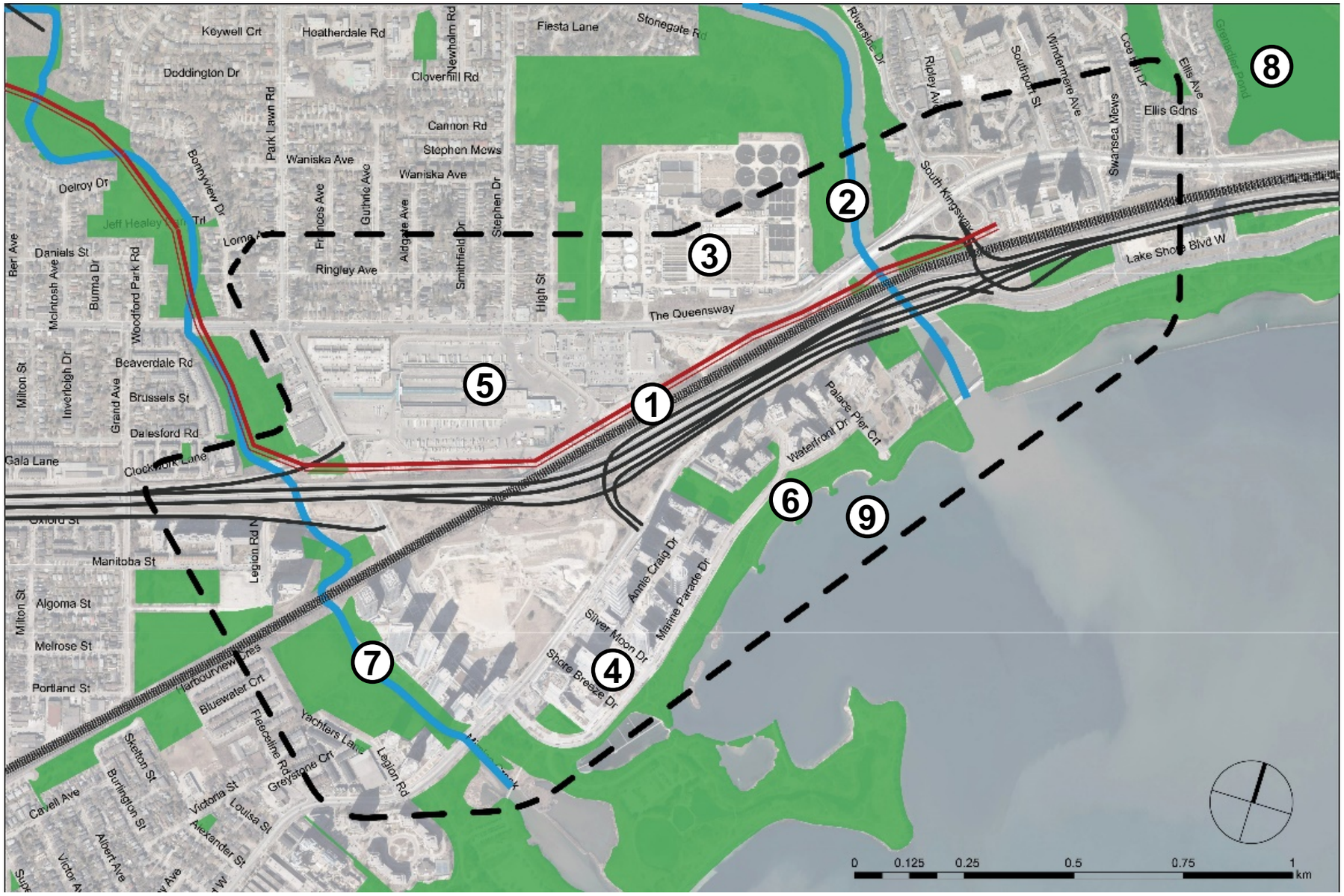
Collisions

- Similar to other parts of the City, collisions that resulted in people being killed or seriously injured (KSIs) occurred mainly on fast-moving arterial roads.
- Of the nine KSIs within the study area between 2016-present, more than 70% of collisions occurred on The Queensway.
- Two of the nine KSIs were fatal, including a motorist on the Gardiner/ S. Kingsway, and a pedestrian at The Queensway/ Windermere.
- Motorists and motorcyclists make up the majority of collisions resulting in serious injuries in the study area

Existing Conditions: Natural & Physical Barriers

The Study Area is dominated by several large built environment and natural heritage features:

1. The Gardiner Expressway and the Canadian National (CN) Rail Corridor bisect the Study Area east / west and provide access in and out of the City of Toronto and connections to other cities.
2. The Humber River and associated watershed in the eastern half of the Study Area historically acted as a boundary between the Township of Etobicoke and the Township of York.
3. Humber Wastewater Treatment Plant
4. Recent condominium development has replaced the former motel strip
5. Ontario Food Terminal
6. Recreation trails and parks such as the Martin Goodman Trail, Sir Casimir Gzowski Park, the Humber Bay Butterfly Habitat and Jean Augustine Park.
7. Mimico Creek
8. High Park
9. Lake Ontario



Existing Conditions: Public Transit

The Park Lawn/Lake Shore area is served by multiple surface transit routes, operating east-west into downtown and north-south to connect to the Line 2 Subway:

- Frequent service is provided on most routes during peak periods and 501 Queen streetcars operate on the Ten Minute Network
- Heavy demand on routes connecting to Line 2: 66 Prince Edward, 76 Royal York South
- Direct service to downtown is provided during peak periods by 508 Lake Shore streetcars and 145 Downtown-Humber Bay Express buses
- New 176 Mimico GO service provides peak hour connections from the Park Lawn/Lake Shore area to GO Transit Lakeshore West train service at Mimico GO Station

501 **Ten-Minute Network:** 10-minute or better service from 6am-1am Monday to Saturday; Operates frm 8am-1am on Sundays

30 **Regular Service:** Operates all day, every day, until 1am

119 **Limited Service:** Operates at limited times of day. Frequency of service varies by route. Some service does not operate during all periods.

905 **Express Network:** Express bus service, serving select stops. Frequency of service varies by route. Some service does not operate during all periods.

Streetcar Terminal Loop

Commuter Rail Station

Existing Conditions: Major Streets / Corridors

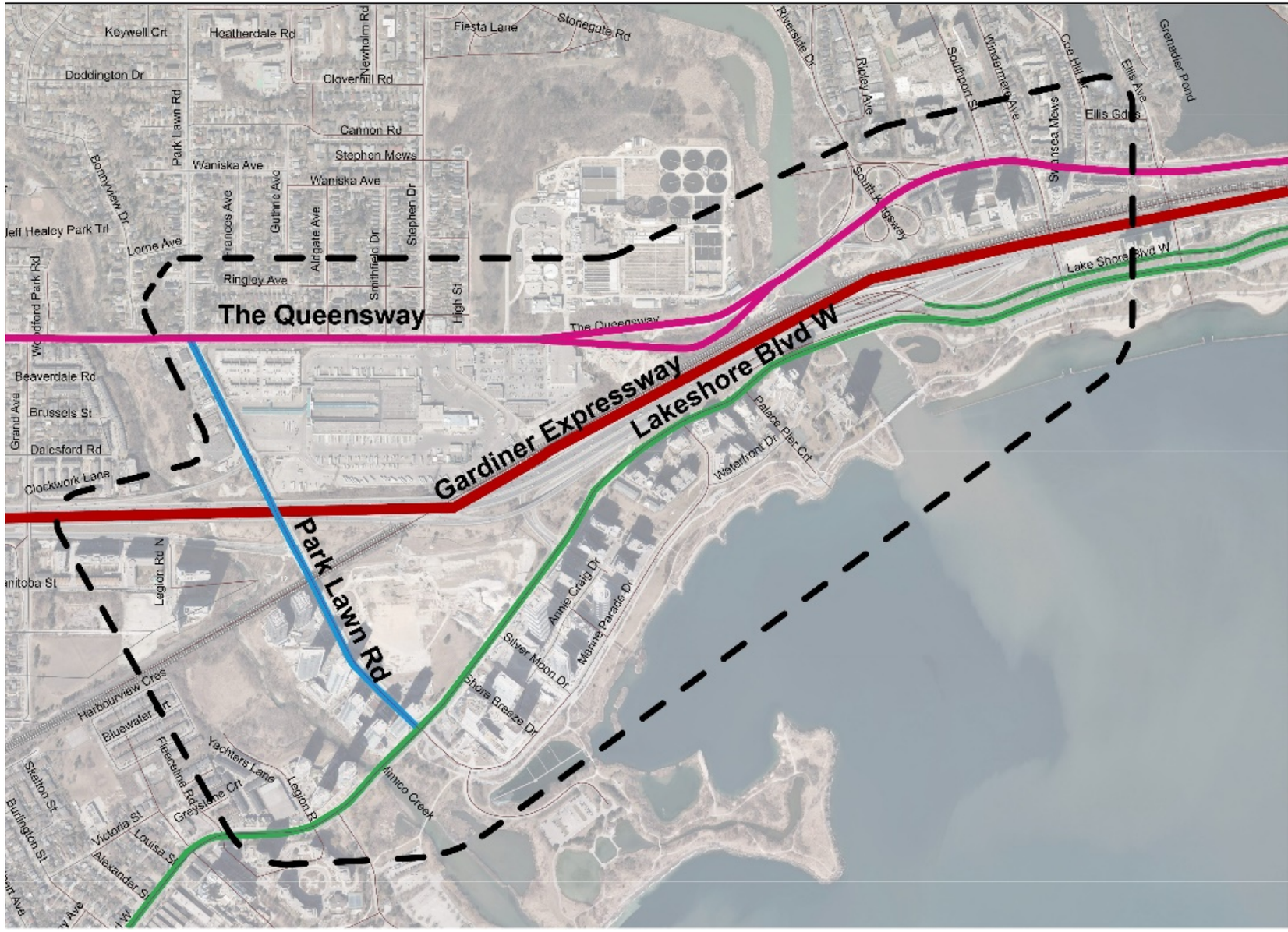
Lake Shore Boulevard West
- Speed Limit: 50 km/h
- 2 lanes in each direction + turning lanes (1 eastbound through lane east of Palace Pier)
- Streetcar in mixed traffic
- Mix of multi-use trail, bike lane and sidewalks

Park Lawn Road
- Speed Limit: 50 km/h
- 2 lanes in each direction + turning lanes
- On-street sharrows for cycling
- Sidewalks on both sides

The Queensway
- Speed Limit: 50-60 km/h
- 2 Lanes in each direction + turning lanes
- Streetcar in dedicated lane east of Humber Loop
- Bike lanes from east of Ellis Ave to approx. 200m east of High St
- Sidewalks on one or both sides

The Gardiner Expressway is a major freeway corridor through the study area.
- Speed Limit: 100 km/h
- West of Kingsway: 4 through lanes in each direction
- East of Kingsway: 3 through lanes in each direction

Access points:
- Park Lawn Road: eastbound off-ramp and westbound on-ramp
- Brookers Lane: westbound off-ramp and eastbound on-ramp
- South Kingsway: westbound off-ramp and eastbound on-ramp



Existing Conditions: Cycling Network

The existing cycling network within the study area consists of a network of multi-use trails, bike lanes, and on-street shared cycling connections.

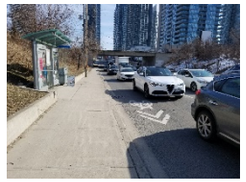
The area includes two major and well-connected recreational trails (the Martin Goodman and Humber River trails), however, east-west and north-south commuter cycling networks are disconnected and in some cases, not adequately comfortable for all ages and abilities. Sidewalk cycling is commonly observed in the study area.

The **Cycling Network Plan** long term vision proposes new routes and upgrades to routes in the TMP study area including Park Lawn Rd, Lake Shore Blvd. W., and The Queensway.

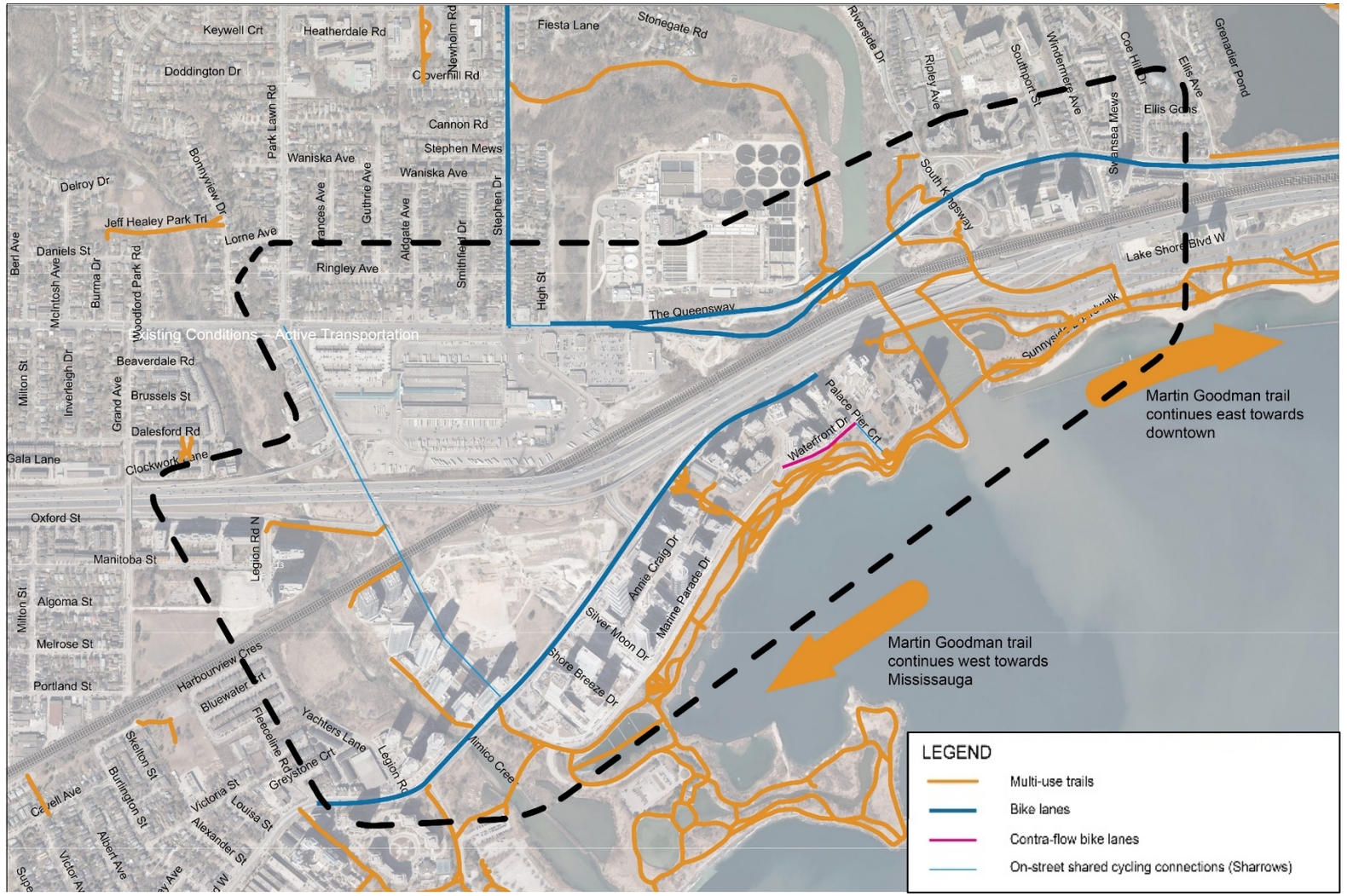
For more information on the Cycling Network Plan, visit www.toronto.ca/cyclingnetwork

Good east-west trail recreational connections on Martin Goodman Trail and north-south along the Humber River Trail

Gaps in the on-street cycling network on Lake Shore Blvd and The Queensway



Limited and substandard on-street north-south cycling connections (Park Lawn Road arterial sharrows)



Existing Conditions: Walking Network

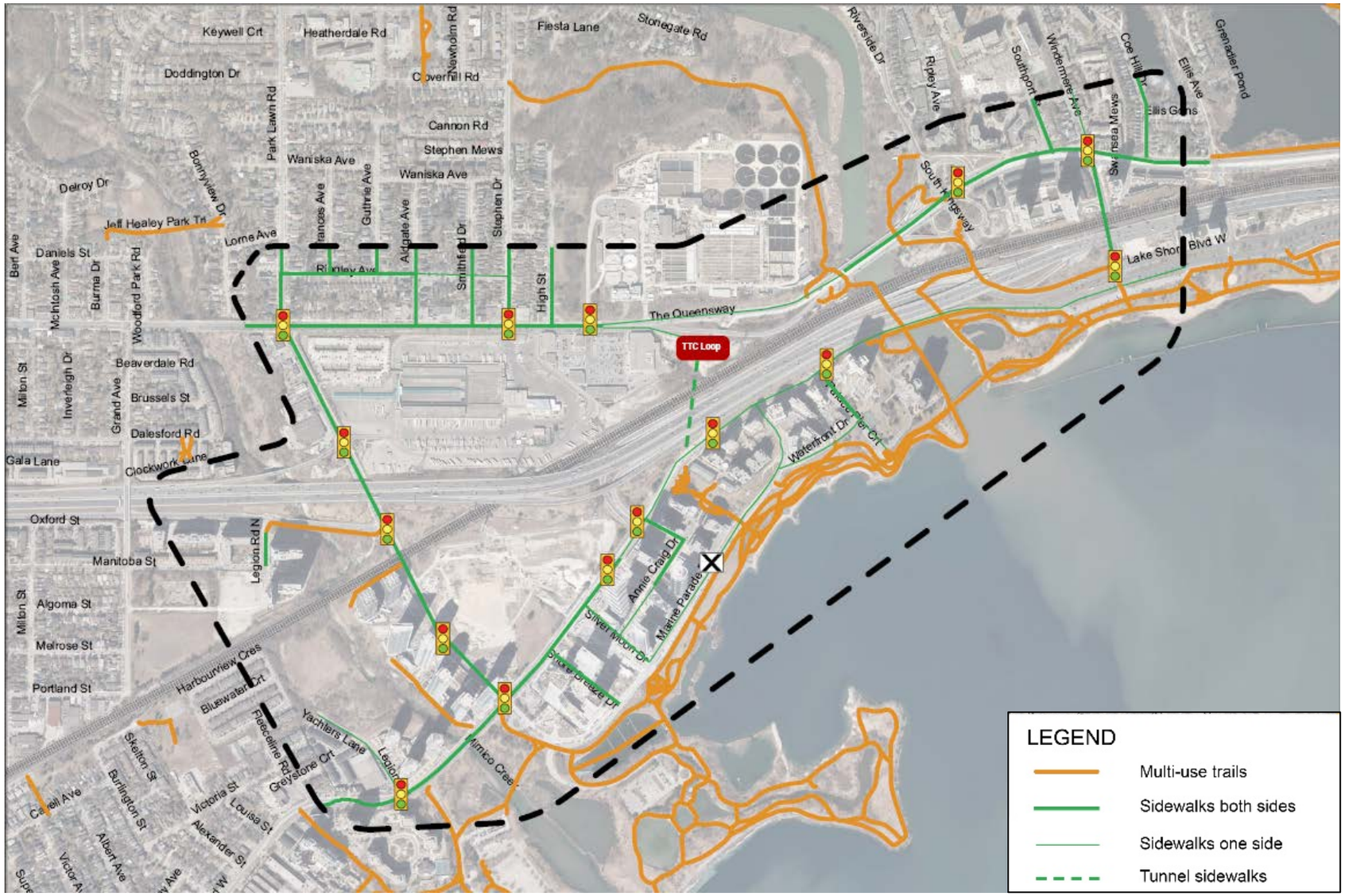
Sidewalks are provided on one or both sides of most streets within the study area. In some cases sidewalks are limited to only one side of the street (e.g. On The Queensway between the Humber Loop and the Humber River bridge, and Lake Shore Boulevard West between just west of Brookers Lane and South Kingsway).

The most comfortable pedestrian environments are found on the Martin Goodman Trail and Humber River Trail networks, as well as through the Humber Bay Shores community and local streets.

The least comfortable pedestrian environments are found on certain segments of arterial roads (Park Lawn Rd., Lake Shore Blvd and The Queensway) where narrow sidewalks are located directly next to high motor vehicle volumes and speeds, and crossing distances at intersections are long.

Pedestrian sidewalks located directly next to high speed/high volume traffic lanes due to lack of furniture/buffer zone

Long pedestrian crossing distances at intersections



Existing Conditions: Heritage & Natural Features

Natural Heritage

Natural heritage features of the study area are:

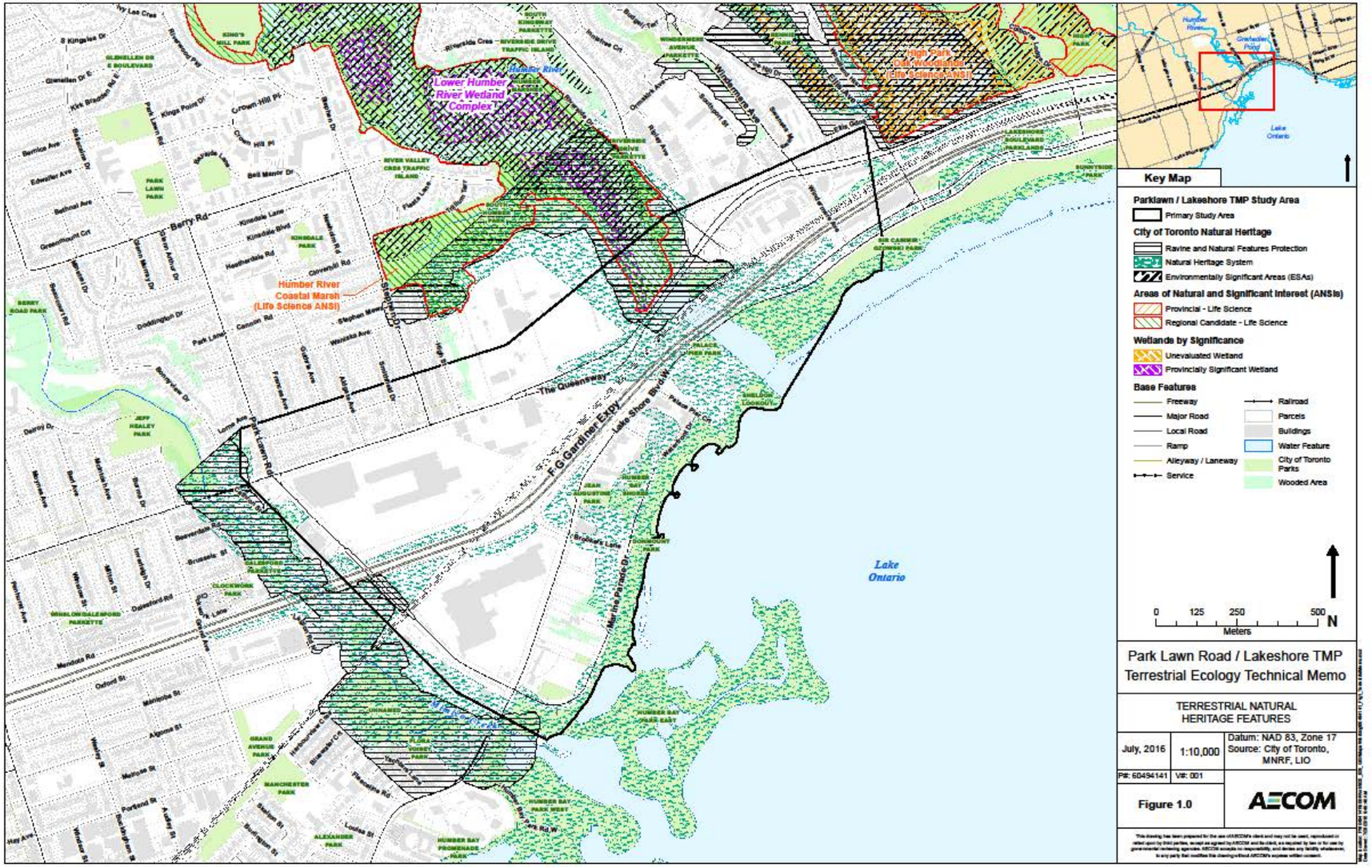
- Portions of the Provincially Significant Lower Humber River Wetland Complex, and the City of Toronto's Natural Heritage and Ravine System.
- Low terrestrial habitat sensitivity (exception of natural vegetation in Mimico Creek and the Humber River Valley)
- Low aquatic habitat sensitivity (exception of the migratory value of the Lower Humber River)

Cultural Heritage

The Study Area features 20 built heritage resources, including bridges, monuments and scenic views. There are two designated heritage properties and four listed heritage properties in the Study Area.

QEW Monument

Humber River Bridge



Legion Road Extension

The proposed **Legion Road Extension** is part of the Bonar Creek/Legion Road (BCLR) project.

Key components of this project include:

1. Extension of Legion Road North and Legion Road South to provide one lane of traffic in each direction (north-south) and pedestrian and cycling connections, between Lakeshore Boulevard and Manitoba Street.
2. An underpass of the Legion Road extension below the rail corridor
3. A stormwater pond and sewer connection to improve storm water quality entering Mimico Creek

- This environmental assessment for this project was approved by the Ministry of Environment in 2010
- The Project is currently in the early stages of detailed design. The project team is coordinating with Metrolinx to confirm design parameters and potential construction methods for the grade separation.
- In parallel, the traffic impact of this road connection is being studied within the Park Lawn Lake Shore TMP to ensure that the connection is meeting project objectives in the current and future conditions.

If you'd like to be added to the mailing list for the Legion Road Extension, please contact:

Kate Kusiak
Senior Coordinator, Public Consultation Unit
E: Kate.Kusiak@Toronto.ca
T: 416.392.1932

Metro Hall
55 John Street,
19th Floor
Toronto, Ontario
M5V 3C6

Potential Improvements – Long List

A long-list of potential improvements was developed and evaluated through consideration of the Problem and Opportunity Statement, feedback received in Phase 1 consultation, projected future land use (population and employment growth), and technical assessment of existing conditions.

Potential improvements were then considered against screening criteria to determine viable options that can be short-listed in Alternative Solutions.

Screening Criteria

- ✓ Alignment with Problem & Opportunity Statement
- ✓ Alignment with Policy Context (Official Plan, Secondary Plan, city-wide policies.)
- ✓ Geometric and Technical Feasibility (High-Level)
- ✓ Economical, Cost-Benefits, order of magnitude costs

Category	Transportation Improvement	Problem / Opportunit	Policy Context	Technical	Economic	Recommendation
Active Transportation	Create complete streets in TMP Study area with cycling and pedestrian infrastructure	✓	✓	✓	o	✓
	Pedestrian bridge (North-South) Connecting Lake Shore to Queensway near Food Terminal and Sobeys	✓	X	o	X	X
Public Transit	Proposed Park Lawn GO Station	✓	✓	✓	✓	✓
	Integrate TTC streetcar and bus service with potential future GO station to create a new transit hub	✓	✓	o	o	✓
	Dedicated transit lane on Lake Shore Blvd W (from the existing Humber Loop to Legion Road)	✓	✓	✓	✓	✓
	Provide new pedestrian access to potential Park Lawn GO station	✓	✓	o	o	✓
	Dedicated transit priority lanes on Park Lawn Road	✓	✓	o	o	✓
	Ferry Service to downtown Toronto	✓	X	X	X	X

✓ Pass

o Further Analysis Required in Detailed Evaluation

X Fail

- Not applicable

Potential Improvements – Long List (continued)

Category	Transportation Improvement	Problem / Opportunit	Policy Context	Technical	Economic	Recommendation
Streets & Intersections	Extend eastbound Park Lawn off-ramp to connect to Lake Shore Blvd via a grade separation across the Lake Shore West GO Transit Corridor	✓	✓	o	o	✓
	Reconfigure Lake Shore off-ramp (westbound)	✓	o	o	o	✓
	Reconfigure South Kingsway / Queensway / Gardiner interchange	✓	x	x	x	x
	New South Kingsway connection to Lake Shore Boulevard (Westbound)	✓	x	x	✓	x
	Modification to westbound on ramp from Park Lawn (e.g. dual left turn from Park Lawn)	✓	o	o	✓	x
	New North-South grade separation (Lake Shore – Queensway) near Food Terminal / Sobeys	✓	o	✓	x	x
	New North-South road - grade separation (Palace Pier Ct – Queensway)	✓	✓	x	o	x
	New North-South road via streetcar tunnel	✓	✓	x	o	x
	Reduce Lake Shore Blvd to 1 through lane (each direction)	✓	✓	o	✓	✓
	Reduce Park Lawn to 1 through lane (each direction)	✓	-	o	✓	✓
	Reduce left turn lane at Park Lawn / Lake Shore (1-lane)	✓	-	o	✓	✓
	New eastbound through lane at Palace Pier Court	✓	-	o	✓	✓
	Additional lane on Lake Shore (West of Park Lawn)	✓	✓	o	o	✓
	Improve operations of Park Lawn/The Queensway intersection, including eastbound through lane, westbound left and northbound right	✓	-	o	✓	✓
	Improve operations of southbound left turn at Park Lawn/Lake Shore intersection	✓	-	o	✓	✓
	New signalized intersections on Lake Shore Blvd, Park Lawn Road and The Queensway	✓	✓	o	✓	✓
	New connection from Brookers Lane to Lake Shore eastbound off-ramp	✓	✓	o	o	✓

✓ Pass

o Further Analysis Required in Detailed Evaluation

X Fail

- Not applicable

Alternative Solutions Short List Summary

Alternative Solutions are being proposed for further evaluation of improvements to arterial roads, highway access, and new streets.

1) **Arterial Roads**
   - A. Lake Shore Boulevard
   - B. Park Lawn Road
   - C. The Queensway

2) **Highway Access**
   - A. Modification to Gardiner Expressway westbound on ramp from Park Lawn Road
   - B. Modification to Gardiner Expressway on and off ramps at Brooker's Lane

3) **New Streets**
   - A. East/west street
   - B. North/south street

**New East-West Connection(s) are contingent on the Christie's Site Development*

1A – Improvements to Lake Shore Blvd

Alternative Solution 1A includes transportation improvements along Lake Shore Boulevard West. This solution:

- aligns with policy in Toronto's Official Plan to create an "Avenue"
- provides transit-priority
- supports a Complete Streets approach by building off of the existing the streetcar network and improving operations for all modes of transportation

Improvements could include:

1. Dedicated transit priority lanes on Lake Shore Boulevard West
2. Integrated TTC streetcar and bus service with the potential future GO station to create a new transit hub
3. Improved pedestrian environment including connecting missing links, streetscaping and where possible, buffers from vehicle lanes
4. Upgraded cycling route on Lake Shore Boulevard West includes connecting missing links and where possible, buffers from vehicle lanes
5. New eastbound through lane at Palace Pier Court
6. Widened bridge at Mimico Creek to create additional through capacity
7. New connection from Brookers Lane to Lakeshore eastbound off-ramp
8. New signalized intersections at Silver Moon Drive, Shore Breeze Drive or other locations as required
9. Optimization of traffic operations at Lake Shore Boulevard and the intersections with Windermere Avenue and Ellis Avenue

1B. Improvements to Park Lawn Road & The Queensway

Alternative Solution 1B includes improvements to Park Lawn Road and The Queensway.

This solution :

- provides critical links to the potential new Park Lawn GO Station
- improves operations for all modes of transportation along both Park Lawn Road and The Queensway.

Improvements could include:

1. Dedicated transit priority lanes on Park Lawn Road
2. New pedestrian access to potential Park Lawn GO station
3. Improved pedestrian environment including connecting missing links, streetscaping and where possible, buffers from vehicle lanes
4. New cycling route on Park Lawn Road and upgraded cycling route on The Queensway includes connecting missing links and where possible, buffers from vehicle lanes
5. Improved operations of southbound left turn at Park Lawn Road / Lake Shore Boulevard intersection
6. Improved operations of Park Lawn Road / The Queensway intersection
7. New signalized intersections on Park Lawn Road (at 150 Park Lawn Road, 86 Park Lawn Road)

2. Improvements to Gardiner Expressway Access

Alternative Solution 2 includes improvements to Gardiner Expressway access.

This solution:

- reduces bypass motor vehicle traffic spill over from the Gardiner Expressway into the study area road network
- improves traffic circulation and impacts to vulnerable road users at Gardiner Expressway interchanges.

Improvements could include:

1. Modification to westbound on ramp from Park Lawn Road (such as dual left turn from Park Lawn Road)
2. Modification to on and off ramps at Brooker's Lane

Gardiner Expressway , Lake Shore Boulevard, The Queensway and South Kingsway interchange in relation to natural boundaries in the study area

3A. New East - West Street

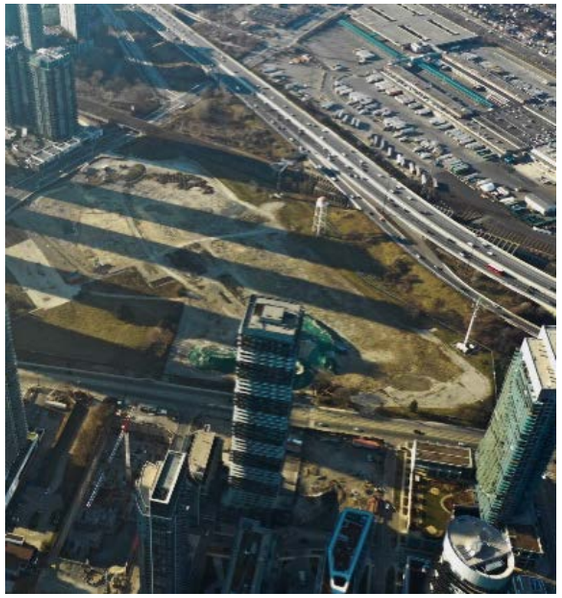
Alternative Solution 3A includes a new east west street.

This solution:

- improves local east-west connectivity within the study area
- supports all modes of transportation
- supports shorter and more convenient trip distances
- mitigate traffic congestion in the study area

Improvements could include:

1. A new east-west street providing a new connection from Park Lawn Road to Lake Shore Boulevard West for all transportation modes
2. Extension of eastbound Park Lawn Road off-ramp to connect to Lake Shore Boulevard West via a grade separation across the Rail Corridor



Potential opportunities for new connections via the Christie's Site

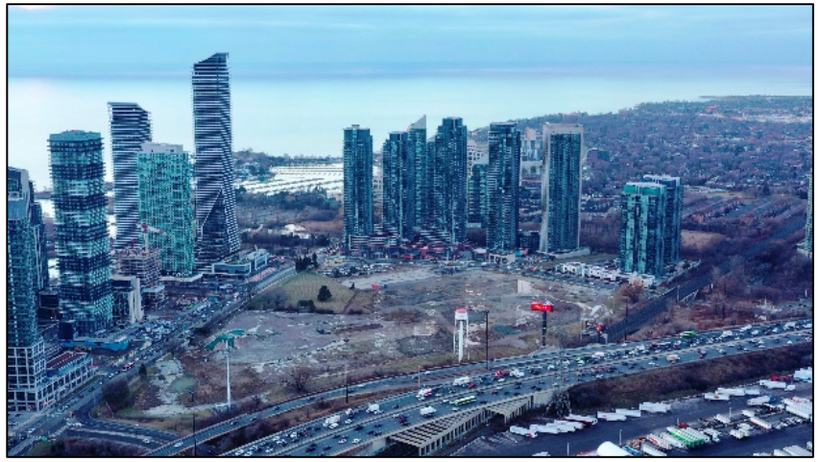
3B. New North - South Street

Alternative Solution 3B includes a new north south street.

This solution could provide an alternative to Park Lawn Road to connect the north and south parts of the study area.

Improvements could include:

1. A new north-south street providing a new connection from Lake Shore Boulevard to The Queensway for all transportation modes.



Constrained environment for new north-south connections

Evaluation of Alternative Solutions

As a next step, detailed evaluation criteria will be applied to each of the Alternative Solutions to identify the preferred TMP approach.

Category	Proposed Criteria
Policy Framework Does the alternative deliver existing City policies and guidelines?	Conformity with policies and city-wide guidelines including: • Official Plan Policies • Complete Streets Guidelines • Cycling Network Plan • Vision Zero Road Safety Plan • Transform TO Climate Action Strategy • Directions/Findings from the concurrent Secondary Plan (Christie's Planning Study)
Healthy Communities Does the alternative optimize the community's health and safety? Does it promote an active lifestyle for all ages and abilities?	• Provision of continuous and comfortable walking and cycling routes • Potential to incorporate streetscape amenities and landscape elements • Promotion of transportation choice • Supports accessible network for all ages and abilities • Connectivity to key destinations • Minimizes the impacts of traffic travelling through the neighbourhood • Minimizes greenhouse gas emissions (air quality)
Social Equity Does the alternative improve transportation access for all people living in the study area?	• Provision of safe and reliable access to high quality, efficient transit, walking and cycling routes • Access to existing and future employment areas

Category	Proposed Criteria
Mobility Does the alternative deliver on key technical transportation indicators?	• Improves mobility and manages congestion (travel time and average speed for all modes) • Number of people moved by all modes • Improvement of road safety for all road users particularly vulnerable road users • Accommodation of future transit infrastructure • Accommodation of additional rail track and station • KM of new/improved pedestrian routes and connections • KM of new/improved cycling routes and connections • Impact on intersection operations
Economic How feasible is the alternative to implement given constraints such as construction and maintenance costs, and what are the economic benefits?	• Order of magnitude construction costs, including potential impacts to utilities • Lifecycle / Operations and maintenance costs of new infrastructure • Property impacts • Ability to support community movement (cost of congestion) • Ability to support goods movement • Ability to support new business frontage
Natural Environment Does the alternative negatively impact the natural environment?	• Impact to wildlife/habitat areas including species of concern and at-risk • Impact to groundwater quality or quantity /stormwater management • Potential to create noise impacts • Impacts to vegetation including species of concern

Have Your Say

We would like to hear from you.
Please provide comments via online survey, email or phone by July 1, 2020.

www.toronto.ca/parklawnlakeshore

Robyn Shyllit
Senior Coordinator, Public Consultation Unit

Robyn.Shyllit@toronto.ca
416-392-3358

City of Toronto Metro Hall, 19th Floor
55 John Street Toronto, ON. M5V 3C6