



Park Lawn / Lake Shore Transportation Master Plan (TMP) & Christie's Planning Study

Stakeholder Meeting

February 3, 2020

6:30 – 9:00 pm

Welcome

The Park Lawn Lake Shore Transportation Master Plan (TMP) is the first step in a multi-year process to evaluate solutions to create more transportation options in the area.

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 (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.

Moving forward the City is coordinating consultation on both projects.

Meeting Objectives

- ✓ Provide an update to stakeholders on the Park Lawn Lake Shore Transportation Master Plan and Christie's Planning Study
- ✓ Discuss potential options being considered
- ✓ Convene stakeholder organizations in advance of public meetings and generate feedback and suggestions from firsthand experience
- ✓ Coordinate consultation on the TMP and Planning Study

Agenda

Time	Activity
6:30	Welcome and Introductions
6:45	PRESENTATION 1: Christie's Planning Study Sarah Phipps, Project Manager
7:00	Q&A
7:10	ACTIVITY: Area priorities and phasing
7:30	BREAK
7:45	PRESENTATION 2: Park Lawn / Lake Shore Transportation Master Plan Hussain Tamimi, Project Manager
8:05	Q&A
8:15	DISCUSSION: potential improvements
8:45	Wrap Up & Next Steps
9:00	Meeting Adjourns

Roundtable Introductions

Name, Affiliation

Code of Conduct

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Speak one at a time	Monopolize the agenda
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Enter and leave the room quietly	
Set cell phones to silent	
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PARK LAWN LAKE SHORE



TRANSPORTATION MASTER PLAN



MORE
CONNECTIONS



SAFER
ACCESS



QUALITY
URBAN DESIGN

Stakeholder Workshop + Project Update



Presentation Outline

TMP Study Process

**Problem &
Opportunity
Statement**

**TMP Context /
Existing Conditions**

**What We Heard
(Phase 1)**

**Future Preliminary
Alternatives**

Next Steps



Christie's Site + Humber Bay Shores (2000)

TMP Study Process

A Transportation Master Plan (TMP) is a study that examines infrastructure needs within a geographic area and provides a framework for the implementation of projects over a period of time.

Phase 1 public consultation for the TMP launched in 2016, and the TMP was put on hold following Phase 1 until a final decision was reached on the land use of the [Christie's Site](#).

Consultations for the Christie's Planning Study and TMP are now being coordinated. Both studies are expected to be complete in 2020.



Christie's Site + Ontario Food Terminal (2020)

TMP Study Process

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

Larger infrastructure recommendations will require further study in Stage 2 by completing Phases 3 and 4 of the MCEA process.



High Park, Humber River, Lake Ontario (2020)

TMP Study Process

STAGE 1

Phase 1 Data Collection & Review

Review Challenges & Opportunities:
Active Transit/Public Transit/Roads

Create Problem and Opportunity
Statement

**Consultation
November 2016**

Phase 2 Alternative Solutions

Identify Alternative Solutions and
Evaluation Criteria

**Public Consultation
MARCH 2020**

Evaluation and Selection of
Preferred Alternative

**Public Input
SUMMER 2020**

**Notice of Completion &
30 day Review Period**

We are here

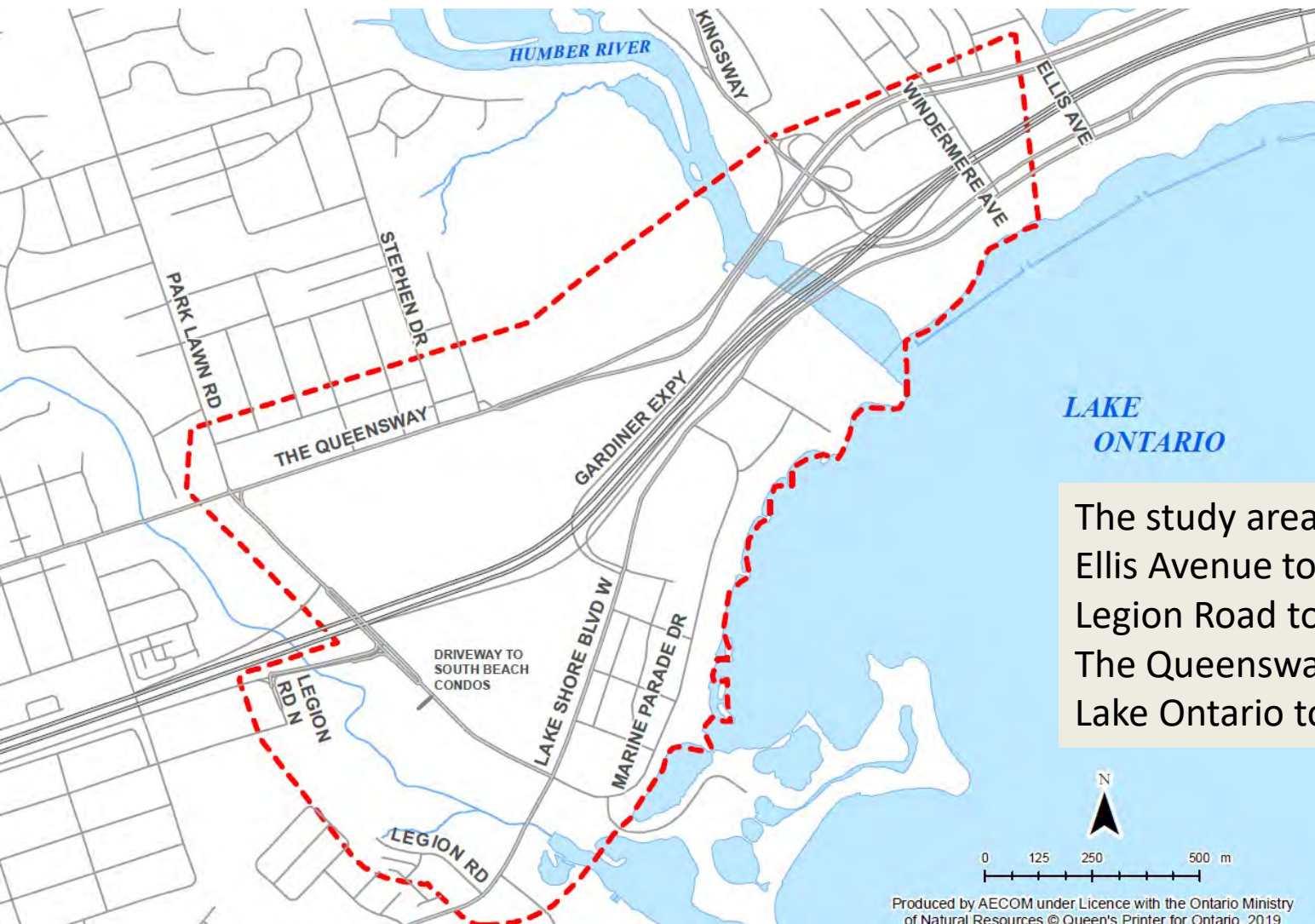
STAGE 2

Phase 3:
Alternative Design
Concepts for
Preferred Solutions

Phase 4:
Environmental
Study Report

Phase 5 :
Implementation

TMP Study Area



TMP Traffic Analysis Study Area



Study Area

Traffic Analysis
Study Area

Traffic Analysis includes:

- **Gardiner Expressway**, from Kipling Ave On/Off Ramps to Jameson Ave On/Off Ramps
- **Lake Shore Boulevard**, From Legion Road to Jameson Avenue
- **The Queensway**, From Royal York Road to Jameson Avenue

Problem and Opportunity Statement

The Park Lawn Road and Lake Shore Boulevard West area has limited travel options to connect 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, and people who live, work, 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 roads, transit, and pathways

- Additional safe and convenient crossings of physical barriers
- Improve vehicle circulation
- Better manage traffic congestion
- Enable freight and goods movement

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

- Prioritize and integrate public transit
- Support transit oriented development
- Improve active transportation networks

High quality streetscape design

- Create safe, green and complete streets

TMP Context



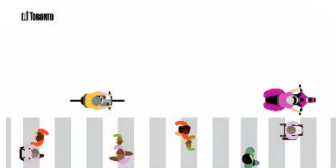
**Toronto
Official Plan**



**Christie's
Planning Study**



**Waterfront
Transit Reset**



Vision Zero



**Cycling
Network Plan**



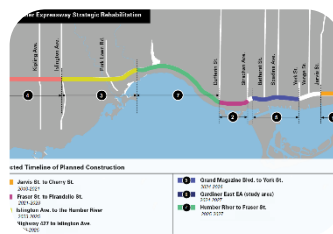
**Complete
Streets**



Green Streets



**Walking
Strategy**

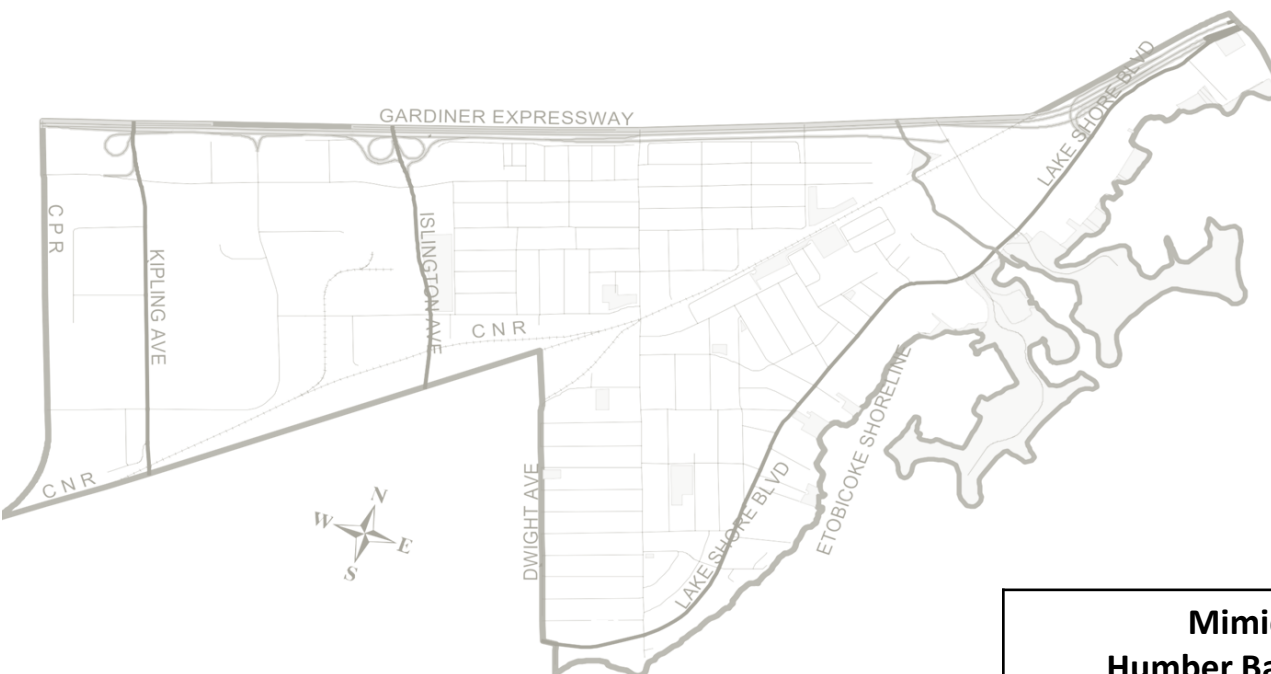


**Gardiner Expressway
Strategic Plan**

RELEVANT PAST PROJECTS

- Humber Bay Shores Precinct Plan
- Humber Bay Shores Traffic Impact Study
- Humber Bay Parks Project
- Humber Trail Improvements
- Legion Road Environmental Assessment
- Mimico 20/20 Revitalization Action Plan
- Mimico Judson Secondary Plan and Urban Design Guidelines
- Mimico Judson Regeneration Areas Study
- Mr. Christies Working Group
- Motel Strip Secondary Plan

Existing Conditions – Area Demographics



	Mimico / Humber Bay Shores	Toronto
Population	~35,000	~2.7 million
Population Growth (2011-2016)	+28%	+4.5%
Main Mode to Commute to Work	62% Driver 4% Passenger 28% Public Transit 3% Walk 3% Bicycle + Other	46% Driver 5% Passenger 37% Public Transit 9% Walk 4% Bicycle + Other

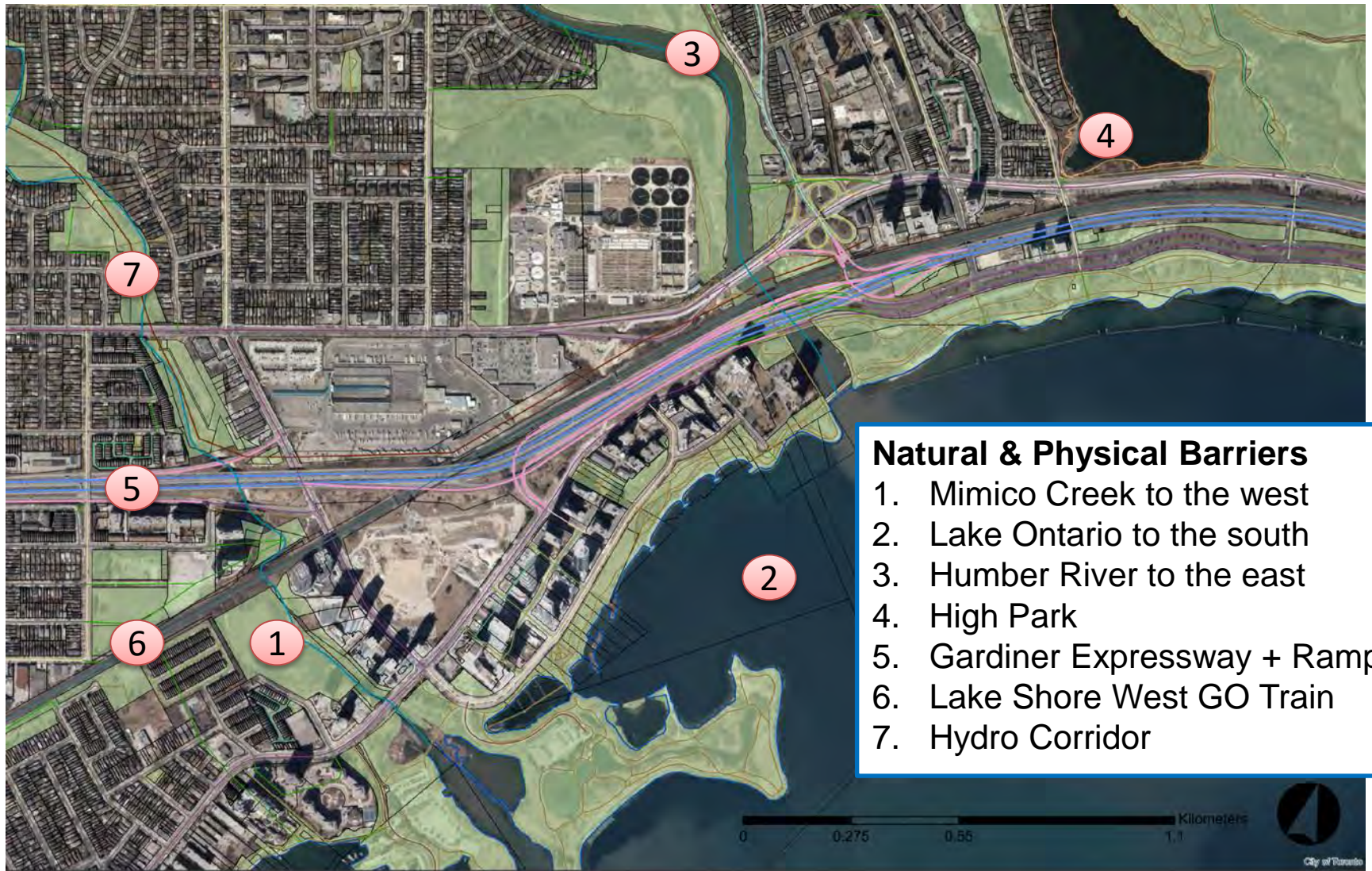
Existing Conditions – Travel Demand



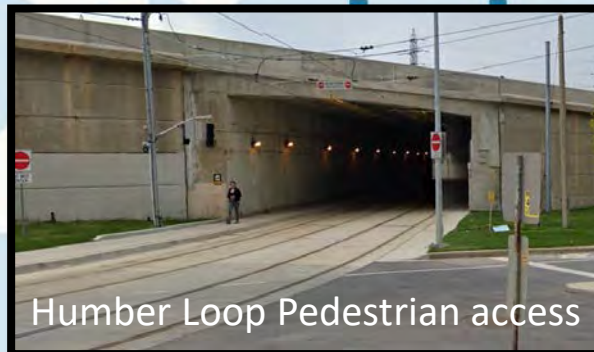
97% of Vehicles in the Study Area is pass-by traffic

Direction	Morning Hour	Afternoon Hour
Eastbound	10,433 Vehicles	9,374 Vehicles
Westbound	7,643 Vehicles	9,399 Vehicles
Total	18,076 Vehicles	18,873 Vehicles

Existing Conditions – Barriers



Existing Conditions – Public Transit



- Good service for surface transit (Streetcars and Buses)
- Express TTC connections to Downtown via King Street during peak periods.
- Strong bus demand to connect to Bloor Line (North-South) with Old Mill Station
- Poor Connection to Lake Shore West GO Line. Bus 176 provides new relief.
- Poor pedestrian connections to / from Humber Loop

Existing Conditions – Major Arterials



1. Lake Shore Boulevard West

- Major Arterial
- 4 Lanes + Turning Lanes
- 1 Lane east of Palace Pier
- Streetcar in mixed traffic
- Speed Limit 50 km/h
- Eastbound On Ramp and Lake Shore Off-Ramp

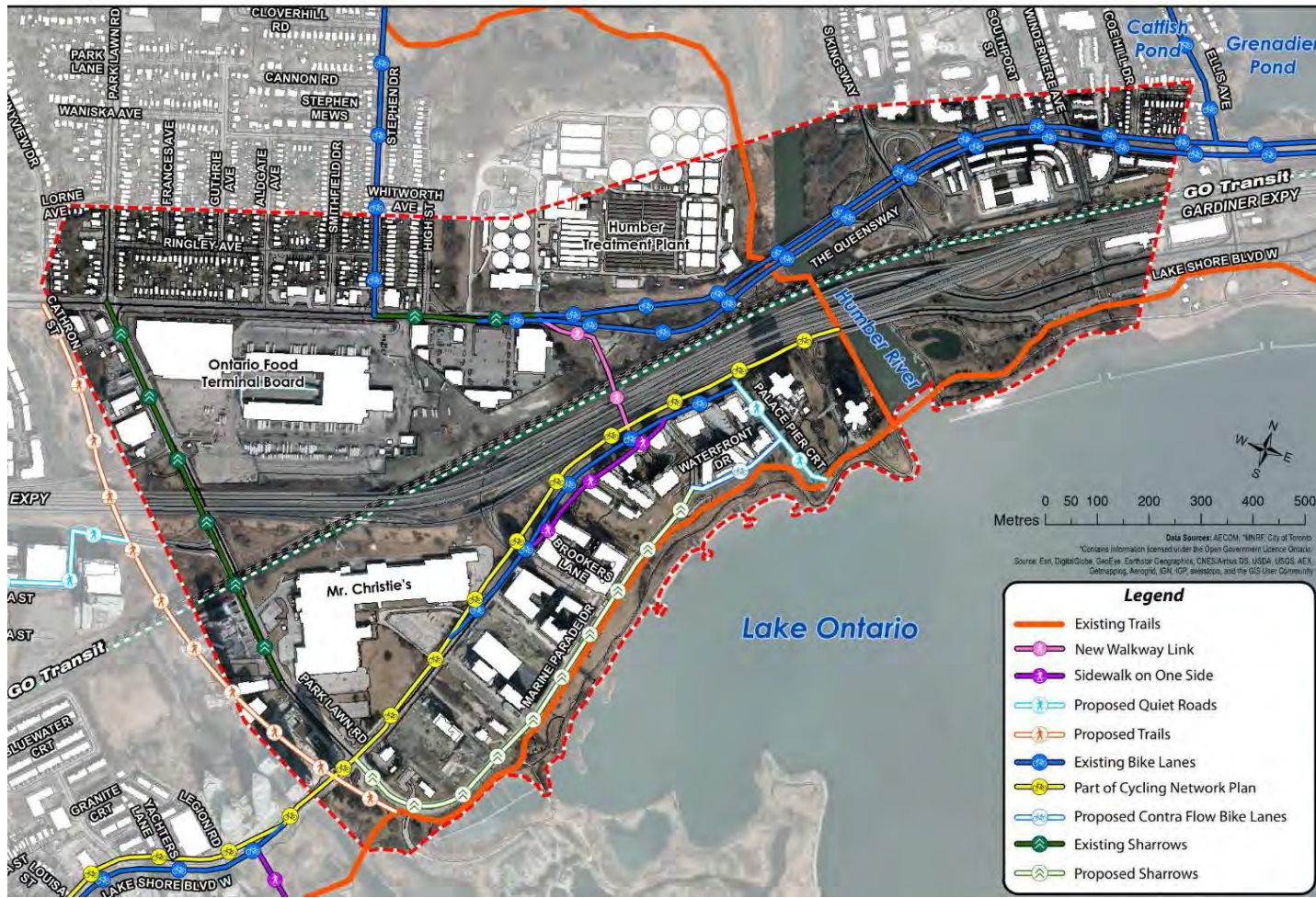
2. Park Lawn Road

- Major Arterial (Queensway to Lake Shore)
- 4 Lanes + Turning Lanes
- Speed Limit 50 km/h
- Park Lawn Off Ramp and Westbound On-Ramp

3. The Queensway

- Major Arterial
- 4 Lanes + Turning Lanes
- Speed Limit 60 km/h
- Major interchange with Kingsway / Gardiner
- Streetcar in exclusive ROW at Humber Loop

Existing Conditions – Active Modes



- Good connections on **Martin Goodman Trail** and **Humber River**
- Limited connections on **Lake Shore Boulevard West**
- Limited **north-south** connections
- Fragmented network for walking and cycling.
- Poor pedestrian connections to / from Humber Loop

Existing Conditions - Summary

Natural and
Physical Barriers

Transit
Improvements
Required

Heavy pass-by
traffic volumes

Fragmented
Walking and
Cycling Network

What Did We Hear ? Feedback from Phase 1

PUBLIC TRANSIT

- Support for a Park Lawn GO Station while maintaining Mimico GO Station
- Create a new streetcar line 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

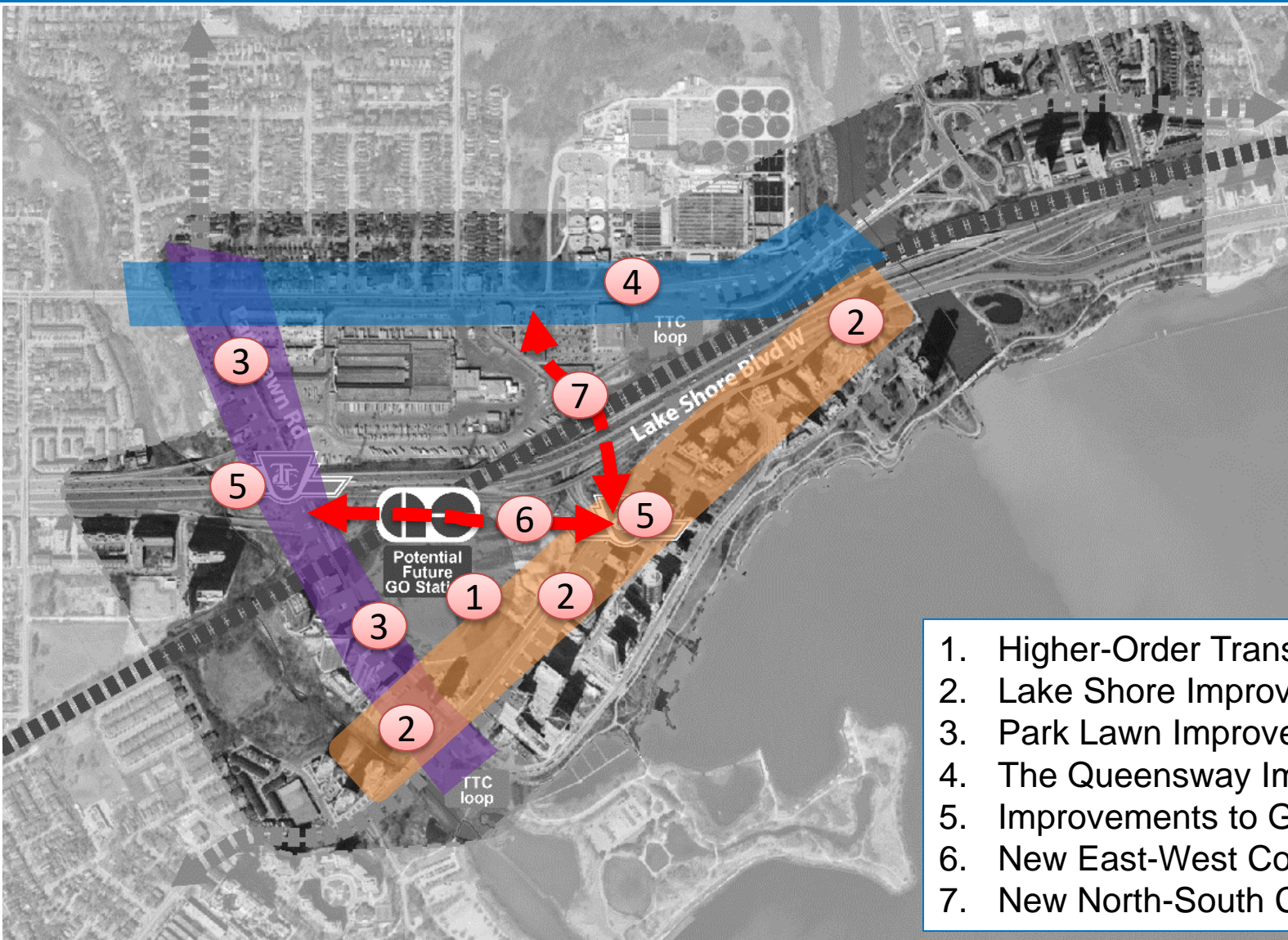
ROAD NETWORK

- Create new connections across the Gardiner Expressway and reduce 'choke points' 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

- Concern related to: potential construction timing and impacts; safety concerns for those currently using the roadways; development impacts; parking impacts

Potential Network Improvements



1. Higher-Order Transit Improvements
2. Lake Shore Improvements
3. Park Lawn Improvements
4. The Queensway Improvements
5. Improvements to Gardiner Ramps
6. New East-West Connections
7. New North-South Connections

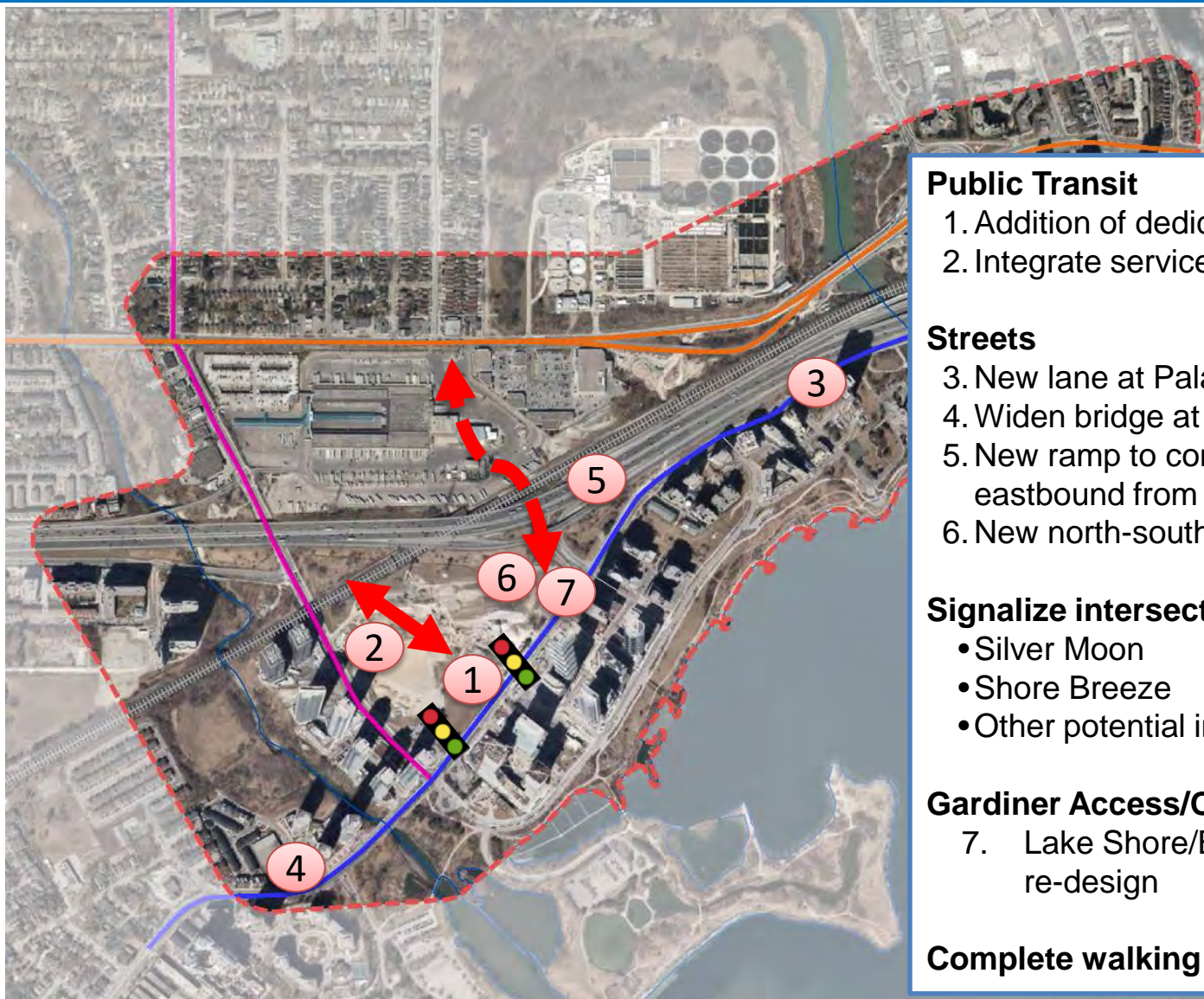
Public Transit Network Improvements



Public Transit Improvements could include:

1. Transit priority on **Lake Shore Boulevard West** (within the existing right-of-way OR addition of lanes)
2. Transit priority on **Park Lawn Road** (within the existing right-of-way OR addition of lanes)
3. **Integration** of future Park Lawn GO Station with TTC services, to create a transit hub (e.g. Streetcar Loop from Lake Shore Boulevard West to Park Lawn GO)
4. Improve pedestrian **access to Humber Loop**

Lake Shore Boulevard West Improvements



Public Transit

1. Addition of dedicated transit priority lanes
2. Integrate service with potential GO station

Streets

3. New lane at Palace Pier
4. Widen bridge at Mimico Creek
5. New ramp to connect to Lake Shore eastbound from Brooker's Lane
6. New north-south connection (To Queensway)

Signalize intersections

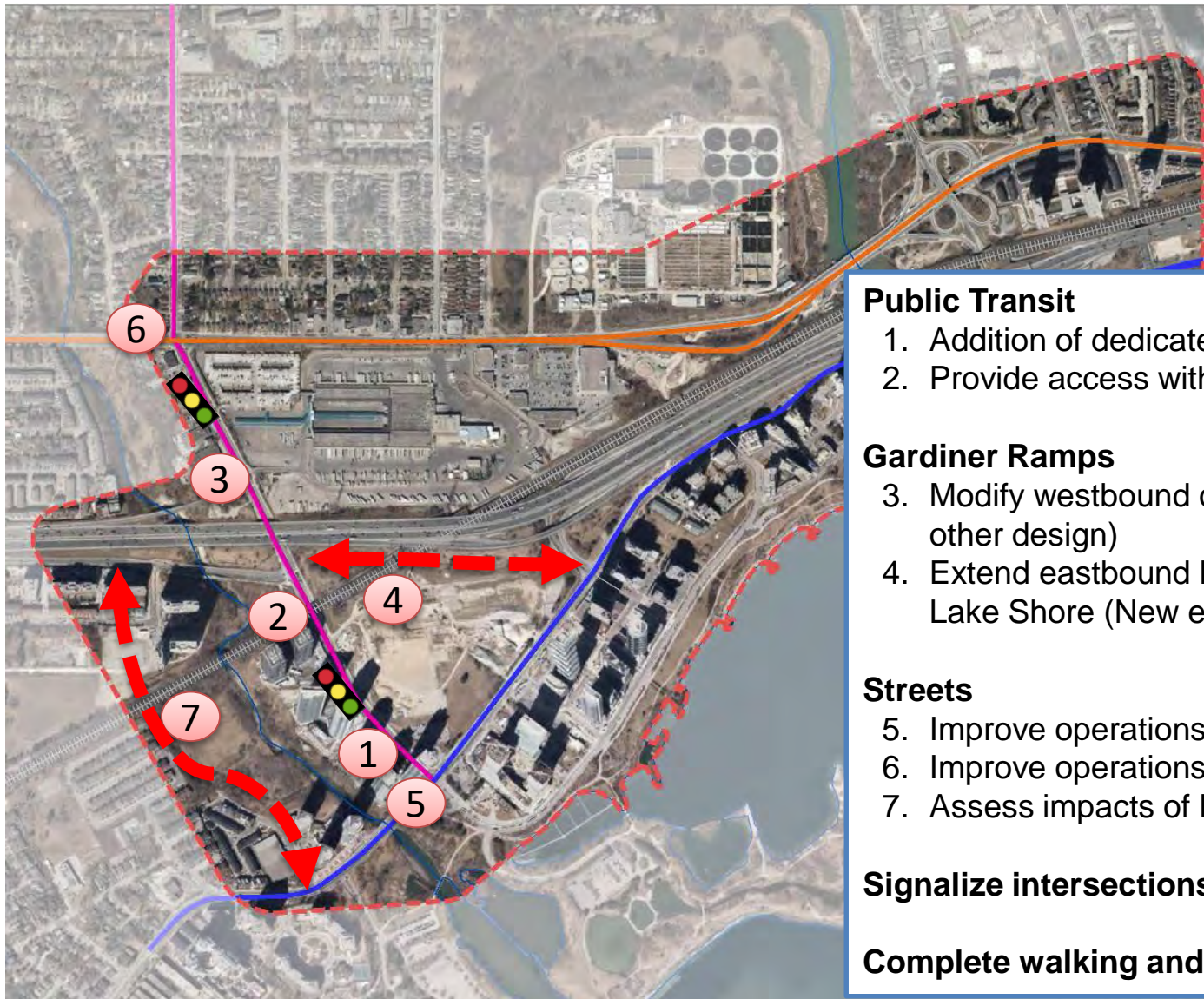
- Silver Moon
- Shore Breeze
- Other potential intersections

Gardiner Access/Off ramps

7. Lake Shore/Brooker's Lane interchange re-design

Complete walking and cycling network

Park Lawn Road Improvements



Public Transit

1. Addition of dedicated transit priority lanes
2. Provide access with potential GO station

Gardiner Ramps

3. Modify westbound on ramp (i.e: dual left turn or other design)
4. Extend eastbound Park Lawn off ramp to connect Lake Shore (New east-west street)

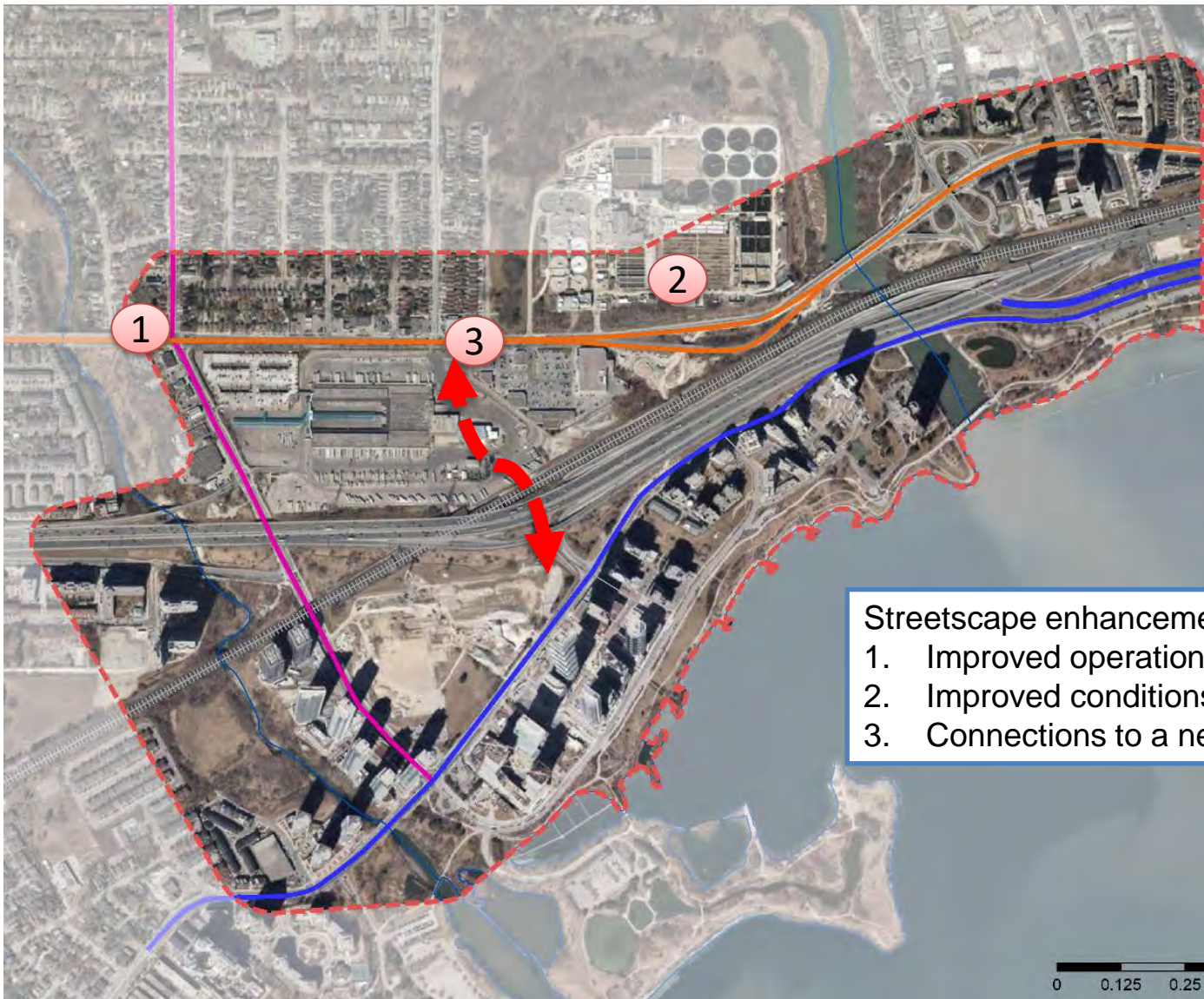
Streets

5. Improve operations of Park Lawn / Lake Shore
6. Improve operations of Park Lawn / Queensway
7. Assess impacts of Legion Road Extension

Signalize intersections

Complete walking and cycling networks

The Queensway Improvements



Streetscape enhancements could include:

1. Improved operations for Park Lawn / Queensway
2. Improved conditions for pedestrians and cyclists
3. Connections to a new north/south street

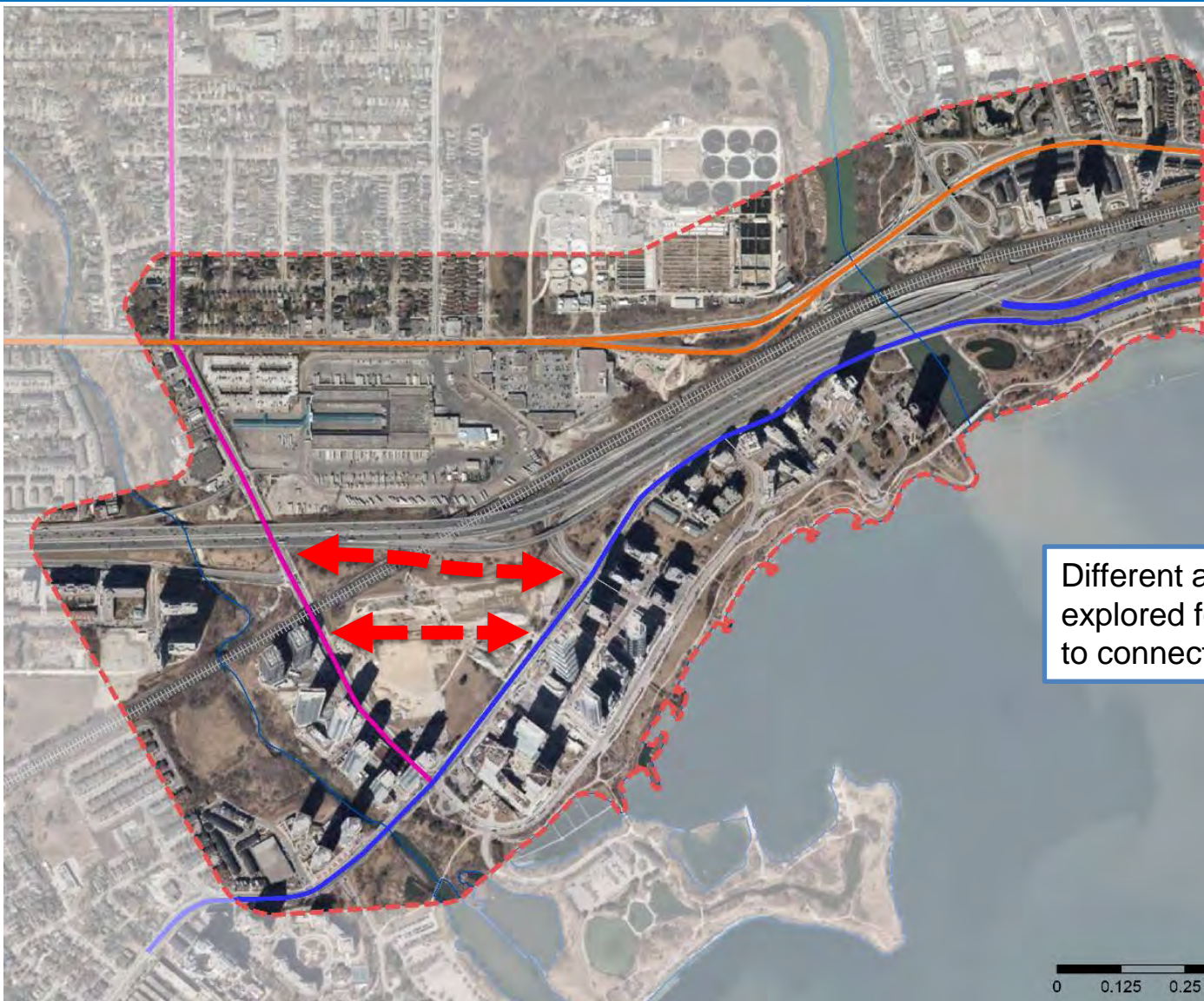
Gardiner Expressway Improvements



Operational Improvements:

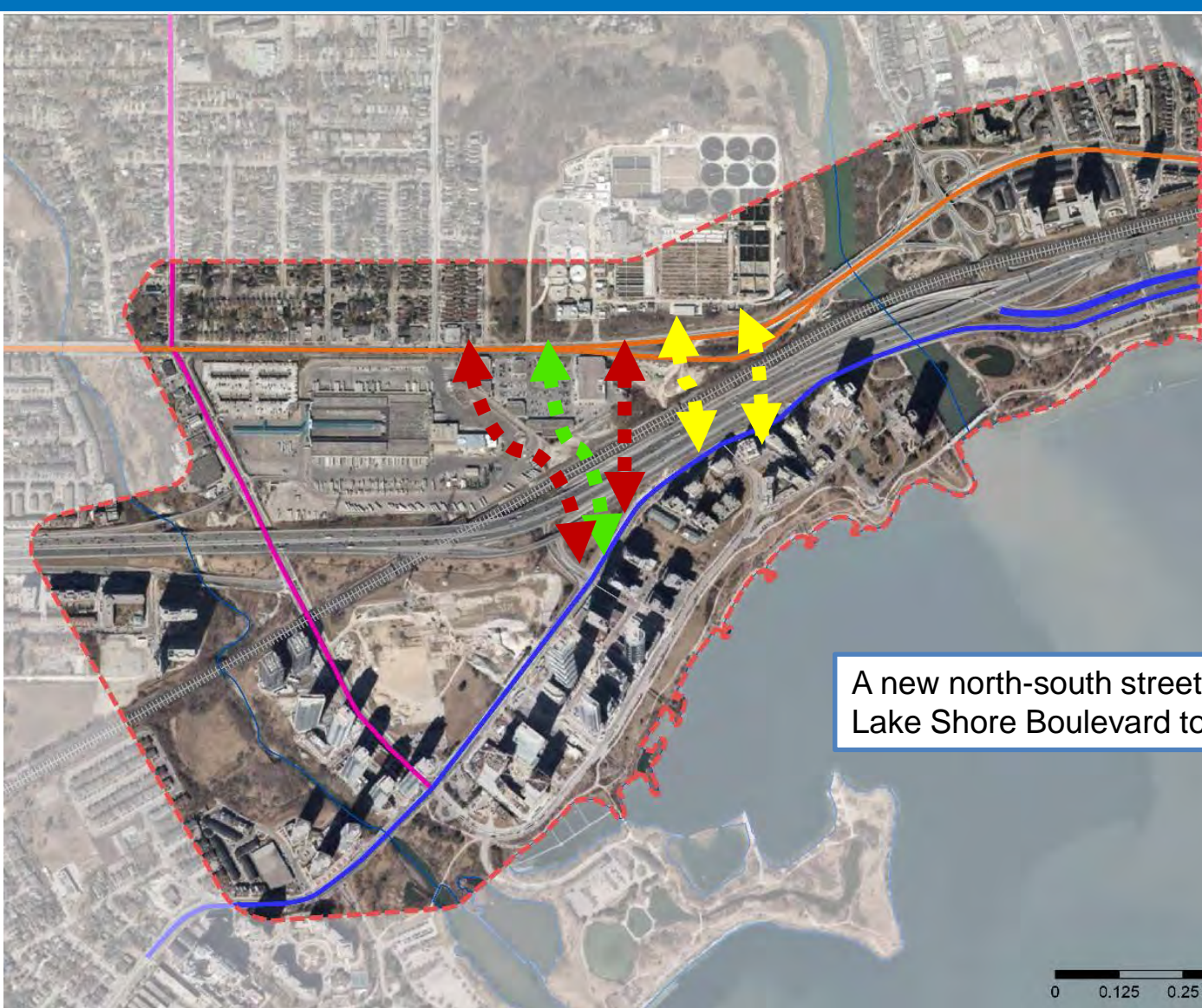
1. Park Lawn Off Ramp (Eastbound)
2. Gardiner On-Ramp (Westbound)
3. Brooker's Lane Interchange
4. Kingsway Interchange
5. New east-west connections

New East-West Street Connections



Different alternatives will be explored for a new east-west street to connect through the Christie's site

New North-South Connections



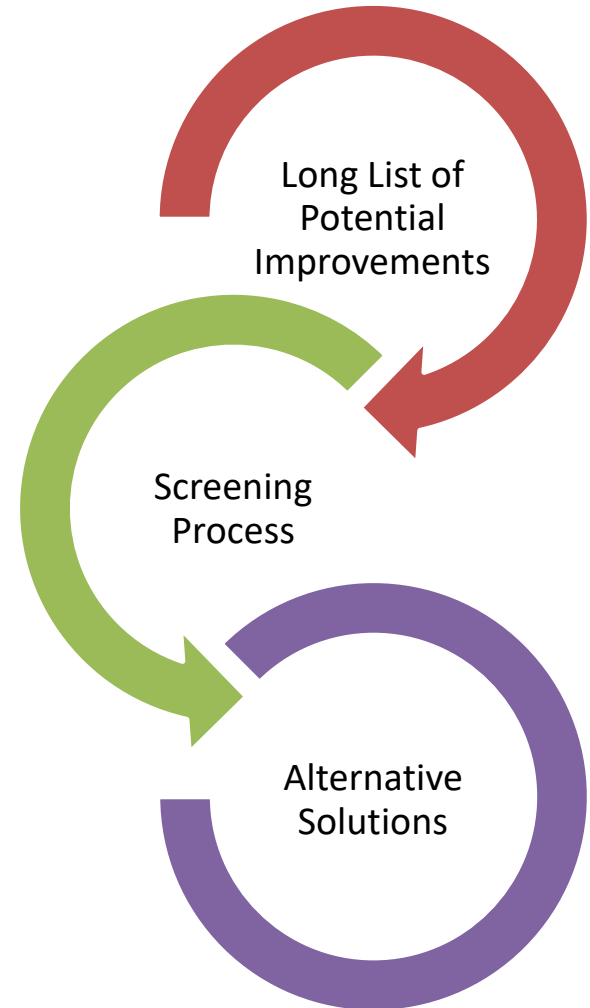
A new north-south street could connect Lake Shore Boulevard to The Queensway.

Alternative Solutions Screening Process

Long-list of Potential Improvements

The long-list of potential improvements accounts for:

- ✓ Problem and Opportunity Statement
- ✓ Feedback received in Phase 1 consultation
- ✓ Projected future land use – population and employment growth
- ✓ Technical assessment of existing conditions & do nothing scenario
- ✓ Potential to increase travel by transit, walking and cycling

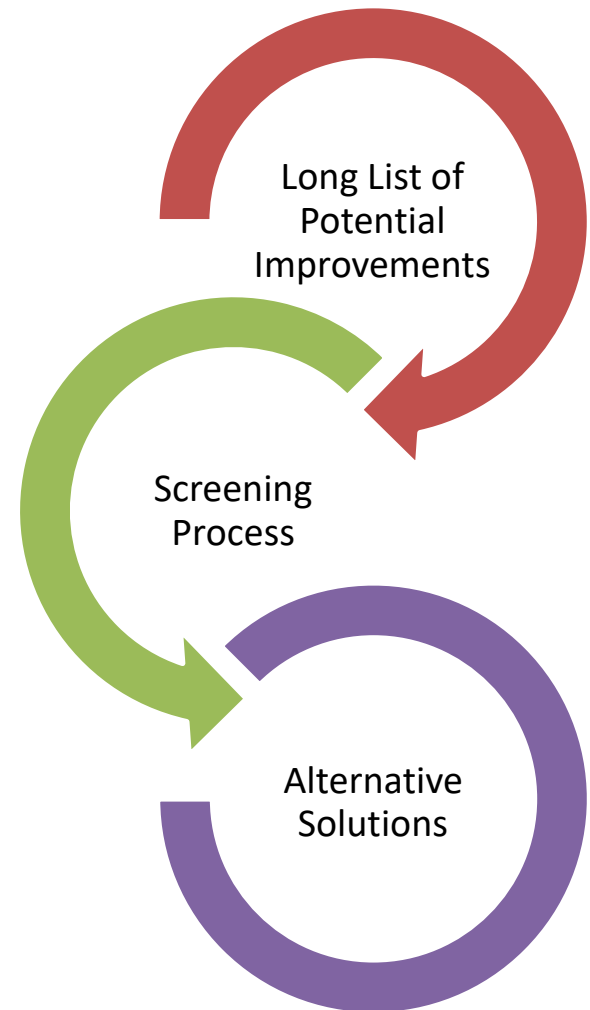


Screening Criteria

Alternative Solutions

All potential improvements are considered against screening criteria to determine what can be included in a short-list of Alternative Solutions that combine viable improvements for all modes of travel.

Screening Criteria	
Policy Direction	<ul style="list-style-type: none">• Official Plan• Secondary Plan (Christie's Study)• Vision Zero• Complete Streets• Cycling Network Plan• Gardiner Strategic Plan• Waterfront Transit Reset
Problem Opportunity Statement	<ul style="list-style-type: none">• New connections and better access to roads, transit, and pathways• Planning for investment in public transit, pedestrian, and cycling networks• High quality streetscape design
Construction Technical Feasibility	<ul style="list-style-type: none">• Geometric assessment• Engineering feasibility
Cost / Benefits	Low, Mid or High Cost Potential Benefits



Draft Alternative Solutions

Potential Improvements		1	2	3	4
Do Nothing	X				
Public Transit Improvements		X	X	X	X
Improve existing roads: Lake Shore Boulevard, Park Lawn Road, The Queensway, and/or Gardiner Expressway		X	X	X	X
GO Station on Christie's Site			X	X	X
New East-West Connection(s)				X	X
New North-South Connection(s)					X

Improvements that meet the screening criteria will be organized into potential alternative solutions and presented at the public meeting with opportunity to comment on each. For example:

1. improve existing infrastructure
2. improve existing infrastructure + GO Station on Christie's Site
3. improve existing infrastructure + GO Station on Christie's Site + new East-West Street
4. improve existing infrastructure + GO Station on Christie's Site + new East-West Street + new North-South Street

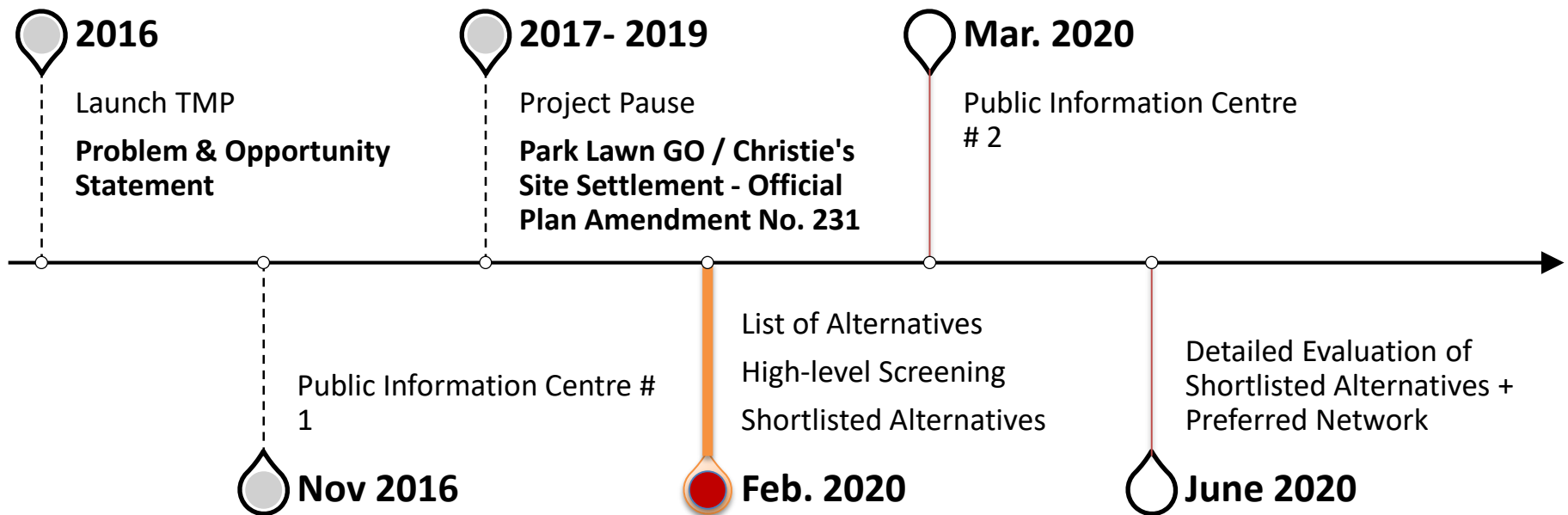
The Do Nothing alternative shows no change to the current conditions and is used for comparison purposes.

Draft Evaluation Criteria

The evaluation criteria will be applied to each of the alternative solutions to identify the preferred TMP approach. The public meeting will include presentation of the detailed evaluation criteria and provide opportunity to comment.

Criteria	Proposed Indicators
Natural Environment	<ul style="list-style-type: none"> a) Potential to impact wildlife/habitat areas b) Potential to impact groundwater c) Potential to impact air quality d) Potential to create noise impacts
Technical (including Transportation)	<ul style="list-style-type: none"> a) Complies with City Transportation Policies b) Potential to maximize roadway capacity (network performance) c) Potential to maximize traffic safety (pedestrian, cyclist and motor vehicle) d) Potential to accommodate existing and future transit infrastructure e) Complies with Accessibility Design Guidelines f) Potential to impact existing utility, water, stormwater and sewer infrastructure
Economic	<ul style="list-style-type: none"> a) Order of Magnitude construction costs (including streetscaping/landscaping) b) Impacts to property and property acquisition costs c) Ability to support community accessibility d) Ability to support goods movement e) Ability to support new business frontage and access opportunities
Cultural / Social Environment	<ul style="list-style-type: none"> a) Potential to incorporate pedestrian and cyclist amenities b) Potential to provide a well connected pedestrian/cyclist network c) Potential to incorporate streetscape and landscape elements d) Potential to impact listed cultural heritage features e) Potential to impact archaeological resources f) Potential to impact or support improved social equity

Next Steps



Questions

Workshop Discussion

Question	Potential Network Improvements
1. What do you think of the options being presented? 2. Is anything missing? 3. What are the concerns?	Transit Improvements
	Lake Shore Boulevard Improvements
	Park Lawn Road Improvements
	The Queensway Improvements
	Gardiner Expressway Improvements
	New East-West Connections
	New North-South Connections

- Full room discussion
- About 5 minutes/Potential network improvement
- Please follow the code of conduct
- Fill in your comment form and return at the end of the meeting OR by February 10.

Have Your Say

Comment deadline: Feb 10, 2020

Public Event: March 2020

Park Lawn Lake Shore TMP

www.toronto.ca/parklawnlakeshore

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Christie's Planning Study

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Potential Improvements	Comments What do you think of the options being presented? Is anything missing? What are the concerns?
Gardiner Expressway	
New East-West Connections	
New North-South Connections	

Additional Comments:

Comment deadline: Feb 10, 2020
www.toronto.ca/parklawnlakeshore

Park Lawn Lake Shore Transportation Master Plan

Stakeholder Meeting | February 3, 2020
COMMENT FORM

Potential Improvements	Comments What do you think of the options being presented? Is anything missing? What are the concerns?
Public Transit	
Lake Shore Boulevard	
Park Lawn Road	
The Queensway	

