

Park Lawn Lake Shore TMP - Stage 2

Park Lawn Lake Shore Transportation Master Plan - Stage 2 Comment Form

Page 1 - Overview

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

- new connections and better access to roads, transit, and pathways
- additional safe and convenient crossings of physical barriers
- planning for investment in public transit, pedestrian, and cycling networks
- high-quality streetscape design

We would like to learn more about what you think about the alternative solutions being considered.

The online comment form takes about 15 minutes to complete. **Comments will be accepted until July 1, 2020. Please only submit once.**

This is not a vote. Public and stakeholders' opinions, along with technical and policy considerations will be used to inform City staff recommendations and decisions made by City Council.

For more detailed information about this project, including background, recent presentation materials, and answers to common questions, please visit: www.toronto.ca/parklawnlakeshore

If you have any questions or difficulty completing this online comment form, please contact:

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Privacy Statement - Notice of Collection

The personal information on this form is collected under the City of Toronto Act, 2006, s. 136(c) and the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. Questions about this collection can be directed to the Manager, Public Consultation Unit, Tracy Manolakakis 416-392-2990

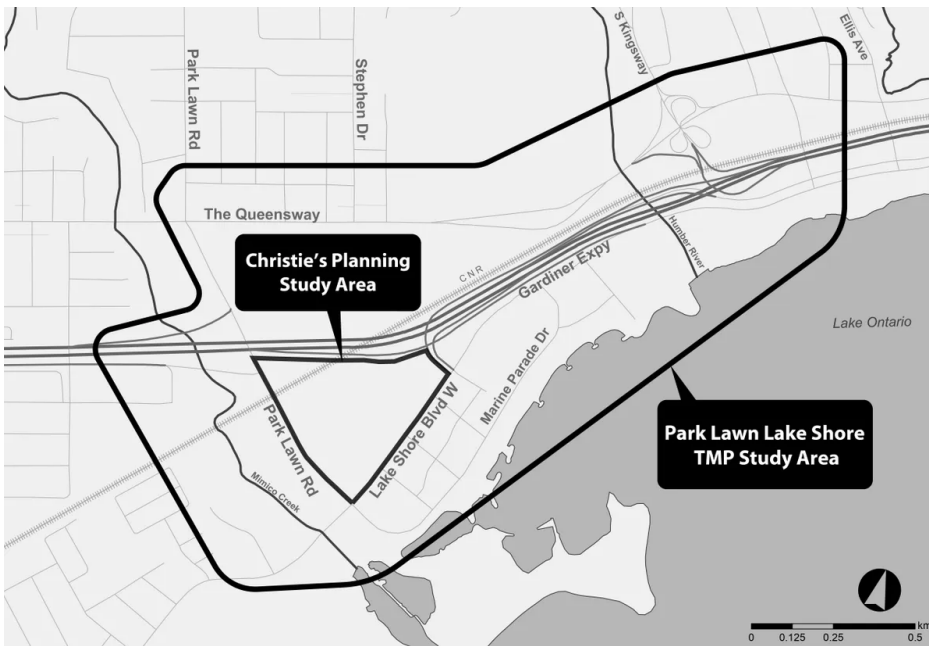
Page 2 - Problem & Opportunity

Problem & Opportunity

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 move through the study area.

Study Area

The TMP study area where 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.



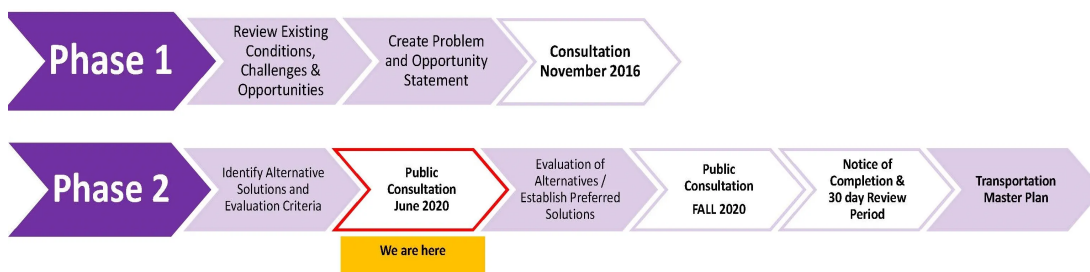
The Christie's Planning Study was launched in October 2019 with a goal of creating a comprehensive planning framework for the area. The study will result in a Secondary Plan and Zoning By-law for the site. Consultation on the Christie's Planning Study is taking place simultaneously with the TMP, and is being coordinated to meet both project schedules, expected to be complete in fall 2020.

Page 3 - Process

Study Process

The first stage 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.



Potential improvements recommended in the TMP that have a high cost and environmental impact will require further study in Stage 2 and completion of Phases 3 and 4 of the Municipal Class EA process at a later date.

Page 4 - Alternative overview

Alternative Solutions Overview

A long-list of potential transportation 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 the viable options short-listed in the Alternative Solutions listed below.

1) Improvements to Arterial Roads

A. Lake Shore Boulevard

B. Park Lawn Road & The Queensway

2) Highway Access Changes

- 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. New East/west street
- B. New North/south street



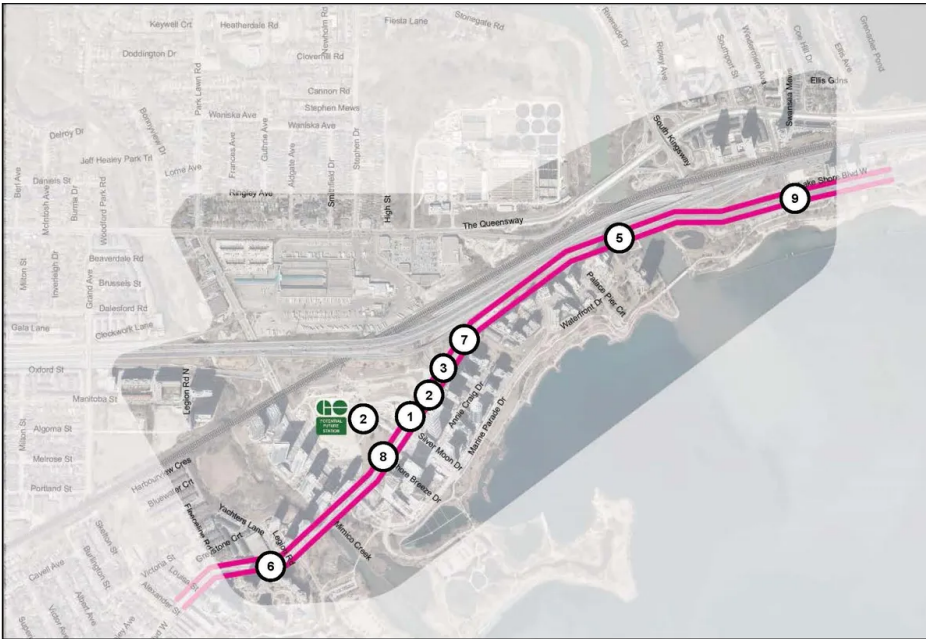
Public and stakeholders' opinions, along with technical and policy considerations will be used to inform City staff recommendations and decisions made by City Council.

Page 5 - Lake Shore Boulevard

Alternative Solution 1A: Lake Shore Boulevard Improvements

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



*** 1. Potential improvements that will be evaluated for Lake Shore Boulevard are listed below. Which of the potential improvements do you feel are most important? (Choose 5)**

- | | |
|---|---|
| <ul style="list-style-type: none"> <input type="checkbox"/> 1. Dedicated transit priority lanes on Lake Shore Boulevard West <input type="checkbox"/> 3. Improved pedestrian environment including connecting missing links, streetscaping and where possible, buffers from vehicle lanes <input type="checkbox"/> 5. New eastbound through lane at Palace Pier Court <input type="checkbox"/> 7. New connection from Brookers Lane to Lakeshore eastbound off-ramp <input type="checkbox"/> 9. Optimization of traffic operations at Lake Shore Boulevard and the intersections with Windermere Avenue and Ellis Avenue | <ul style="list-style-type: none"> <input type="checkbox"/> 2. Integrated TTC streetcar and bus service with the potential future GO station to create a new transit hub <input type="checkbox"/> 4. Upgraded cycling route on Lake Shore Boulevard West to connect missing links and, where possible, buffers from vehicle lanes <input type="checkbox"/> 6. Widened bridge at Mimico Creek to create additional through capacity <input type="checkbox"/> 8. New signalized intersections at Silver Moon Drive, Shore Breeze Drive or other locations as required |
|---|---|

Additional options (question 1)

➤ Min. selections required: 1

➤ Max. selections allowed: 5

2. Additional Comments & Ideas

Page 6 - Park Lawn Road & The Queensway

Alternative Solution 1B: Park Lawn Road & The Queensway Improvements

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.



*** 3. Potential improvements that will be evaluated for Park Lawn Road and The Queensway are listed below. Which of the potential improvements do you feel are most important? (Choose 5)**

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

Additional options (question 3)

- Min. selections required: 1
- Max. selections allowed: 5

4. Additional Comments & Ideas

Page 7 - Gardiner Expressway

Alternative Solution 2: Gardiner Expressway Access Improvements

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



*** 5. Do you support the potential improvements to Gardiner Expressway access?**

	1 Strongly Do Not Support	2 Do Not Support	3 Neutral	4 Support	5 Strongly Support	I don't know
Modification to westbound on ramp from Park Lawn Road (such as dual left turn from Park Lawn Road)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Modification to on and off ramps at Brooker's Lane	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

6. Additional Comments & Ideas

Page 8 - New East West Street

Alternative Solution 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
- mitigates 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



*** 7. Do you support the potential new East-West Street?**

1 Strongly Do Not Support	2 Do Not Support	3 Neutral	4 Support	5 Strongly Support	I don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

8. Comments

Page 9 - New North South Street

Alternative Solution 3B: New North South Street

Alternative Solution 3B includes a new north south street. Various alignments will be considered. 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.



*** 9. Do you support the potential new North-South Street?**

1 Strongly Do Not Support	2 Do Not Support	3 Neutral	4 Support	5 Strongly Support	I don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

10. Comments

Page 10 - Evaluation Criteria

Evaluation of Alternatives

As a next step, detailed evaluation criteria will be applied to each of the Alternative Solutions to identify the preferred TMP approach. Public and stakeholders' opinions, along with the detailed evaluation, will be used to inform City staff recommendations and decisions made by City Council.

Proposed Criteria

Policy Framework: Does the alternative deliver existing City policies and guidelines?

- 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

- Provision of continuous and comfortable walking and cycling routes

health and safety? Does it promote an active lifestyle for all ages and abilities?

- Potential to incorporate streetscape amenities and landscape elements
- Promotion of transportation choice
- Supports accessible network for all ages and abilities
- Connects 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

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
- Accommodates future transit infrastructure
- Accommodates additional rail track and station
- Kilometres of new/improved pedestrian routes and connections
- Kilometres 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

11. Do you have any comments on the proposed evaluation criteria?

Page 11 - Demographics (Optional)

About You (Optional)

The City of Toronto collects demographic information to understand which populations are being reached. This information can help compare results and understand potential impacts to different people. All questions are anonymous and optional.

12. My relationship to the Study area

- ☐ I live here
 ☐ I work here
- ☐ I visit the area (friends/family, businesses, services, recreation)
 ☐ I travel through the area
- ☐ Other, please specify

- ☐ None of the above

13. How I travel most within the study area

	1 Daily	2 A few times a week	3 A few times a month	4 A few times a year	5 Never	N/A
Walk	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Car	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rideshare/taxi	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
TTC	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
GO Transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other, please specify	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="text"/>						

14. What is the first half of your postal code?

15. How did you hear about this survey?

- ☐ City of Toronto email list
 ☐ City of Toronto website
- ☐ Social media
 ☐ Friend/family/colleague
- ☐ A group I am a part of
 ☐ Ward Councillor
- ☐ Not Sure
 ☐ Other, please specify

- ☐ None of the above

16. What is your age?

- ☐ Under 15 years
 ☐ 15-24 years
- ☐ 25-34 years
 ☐ 35-44 years
- ☐ 45-54 years
 ☐ 55-64 years
- ☐ 65-74 years
 ☐ 75-84 years

☐ 85-94 years

☐ 95 years and older

17. What is your gender?

☐ Male

☐ Trans

☐ Two-spirit (applicable only to those who identify as 'Indigenous')

☐ None of the above

☐ Female

☐ Non-binary

☐ Other

Thank you for providing feedback!

Additional comments can be submitted using the contact information below by July 1, 2020

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More information & email update sign-up: www.toronto.ca/parklawnlakeshore