

Park Lawn Lake Shore Transportation Master Plan (TMP)

Public Meeting #3

26 July 2021

9 Aug 2021



AGENDA



Welcome &
Introductions

5 min



WebEx
Instructions

5 min



Presentation:
TMP Update

20 min



Question &
Answer Period

90 min

LAND ACKNOWLEDGEMENT FOR TORONTO

We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.



This meeting is being recorded.

CODE OF CONDUCT

Be Patient:

Virtual meetings don't always run as smoothly as planned.

Be Brief:

Limit yourself to one question or comment when called on to speak.

Be Respectful:

The City of Toronto is an inclusive public organization. Discriminatory, prejudicial or hateful comments and questions will not be tolerated and you will be removed from the meeting.

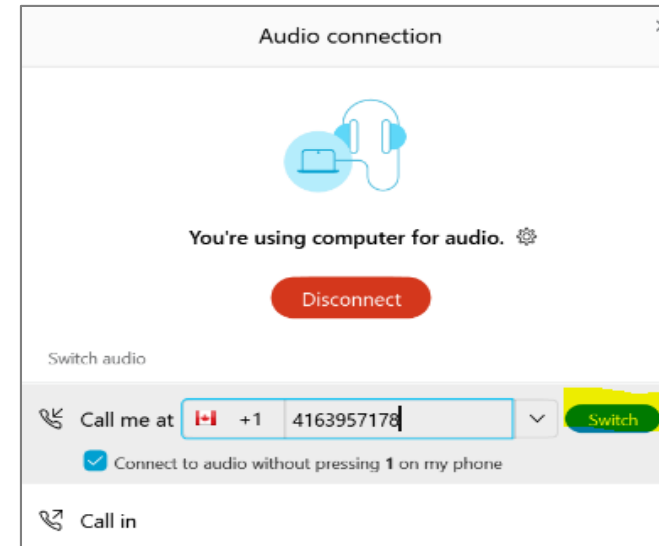
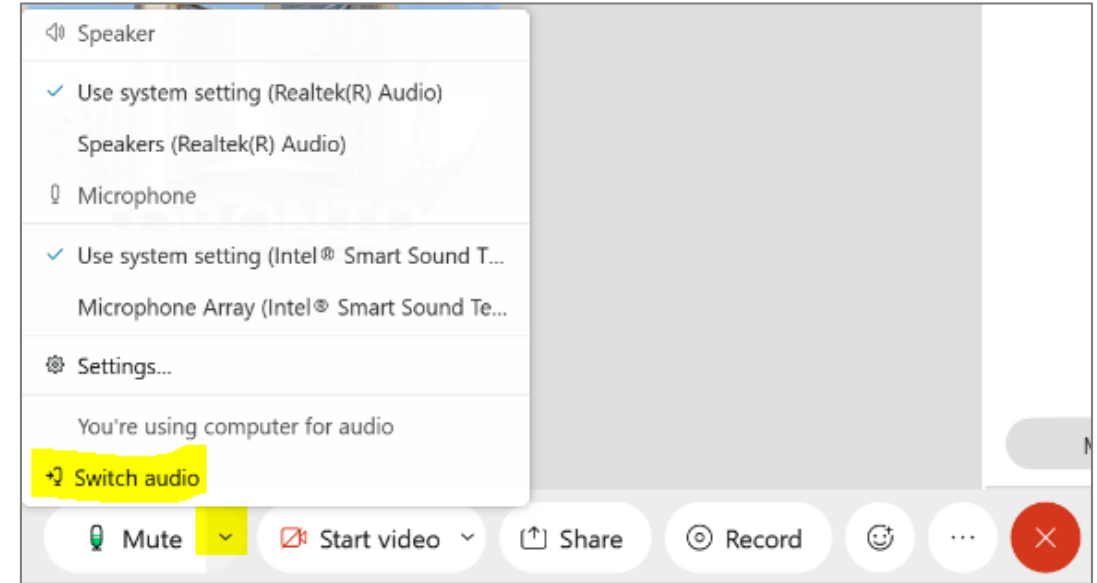


We want to hear from you – all questions are good questions!

WEBEX AUDIO TROUBLE?

Webex can call you!

1. Click **the arrow** beside your mute button
2. Click **“Switch audio”**
3. Use **“Call me”** function
 - Enter your phone #
 - Webex will call your phone
 - No long distance charges



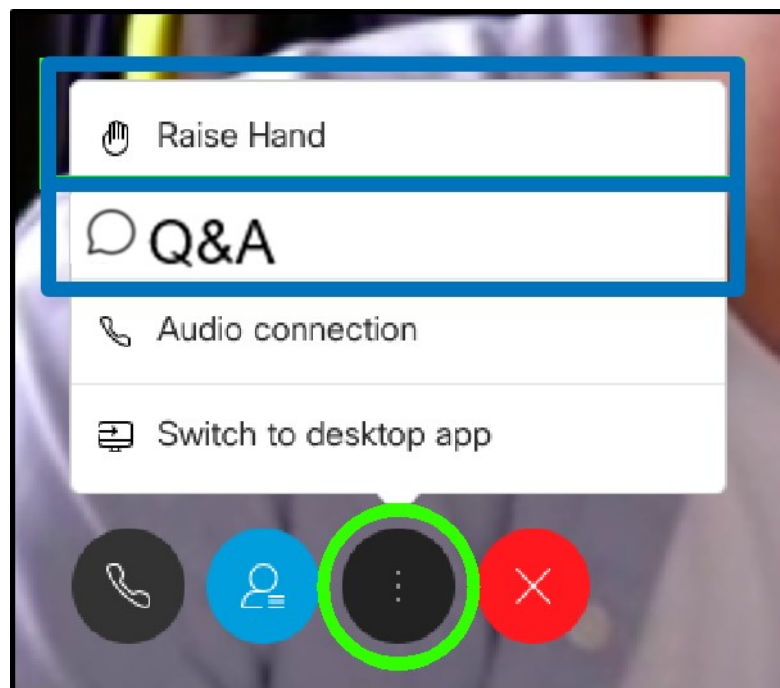
PARTICIPATING BY COMPUTER

Raise your hand or type your question



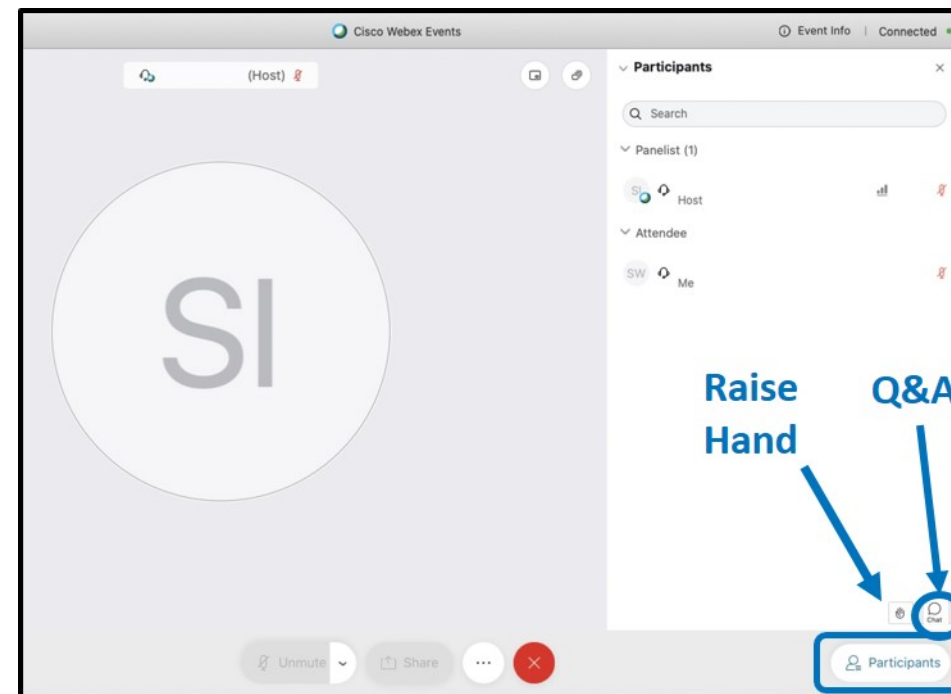
Via the internet browser

Click the “...” button at the bottom of the video window and select “Raise Hand” or “Q&A”.



Via the Webex App

Click the Participants button at the bottom of the video (the Participants panel will open to the right). Then click the “Raise Hand” or “Q&A” button at the bottom right.



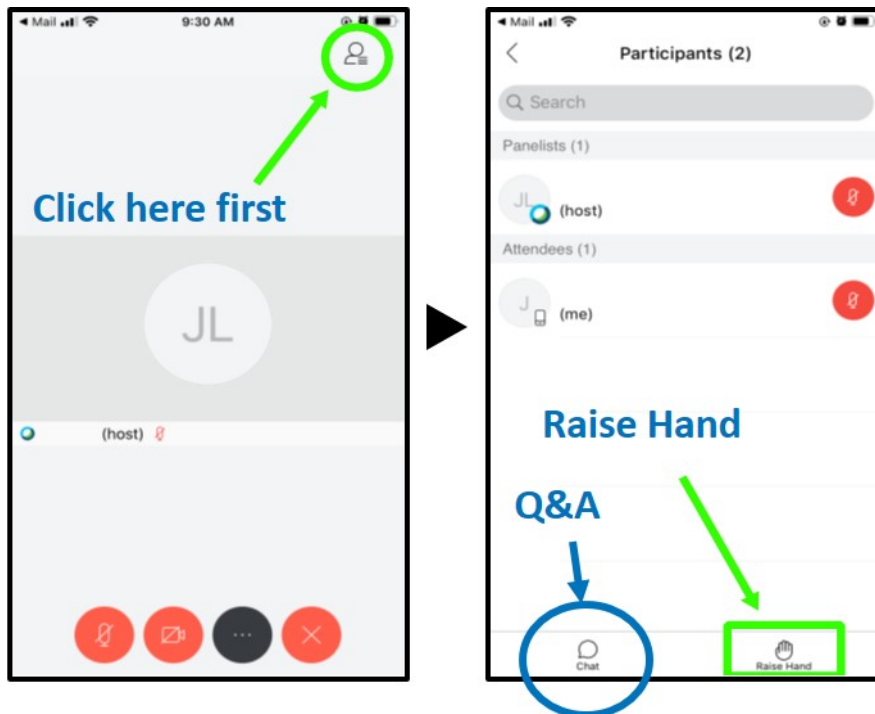
PARTICIPATING BY SMARTPHONE OR TABLET

Raise your hand or type your question



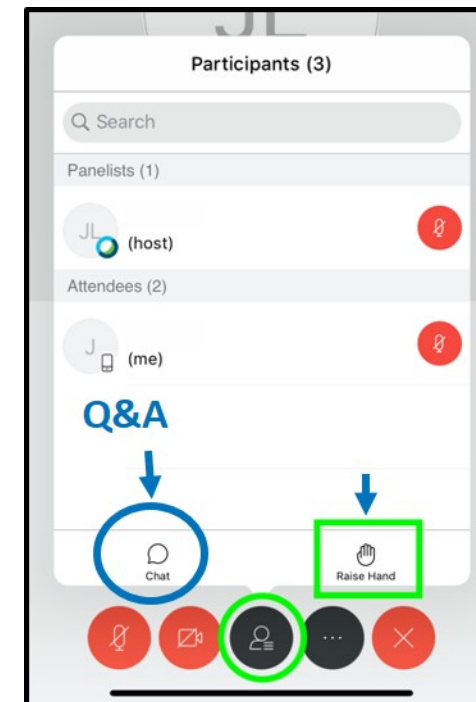
For smartphones

Click the Participants panel button at the top right corner of the screen. Then click “Raise Hand” or “Q&A” at the bottom right of the screen.



For tablets

Click the Participants panel button at the bottom of the screen. Then click the “Raise Hand” or “Q&A” button at the bottom right.



RAISING YOUR HAND BY PHONE



- To raise your hand virtually, **key in *3**.
- The Host will see a hand up beside the last four digits of your phone number
- During the Q&A period, the Host will unmute you and let you know that you can speak

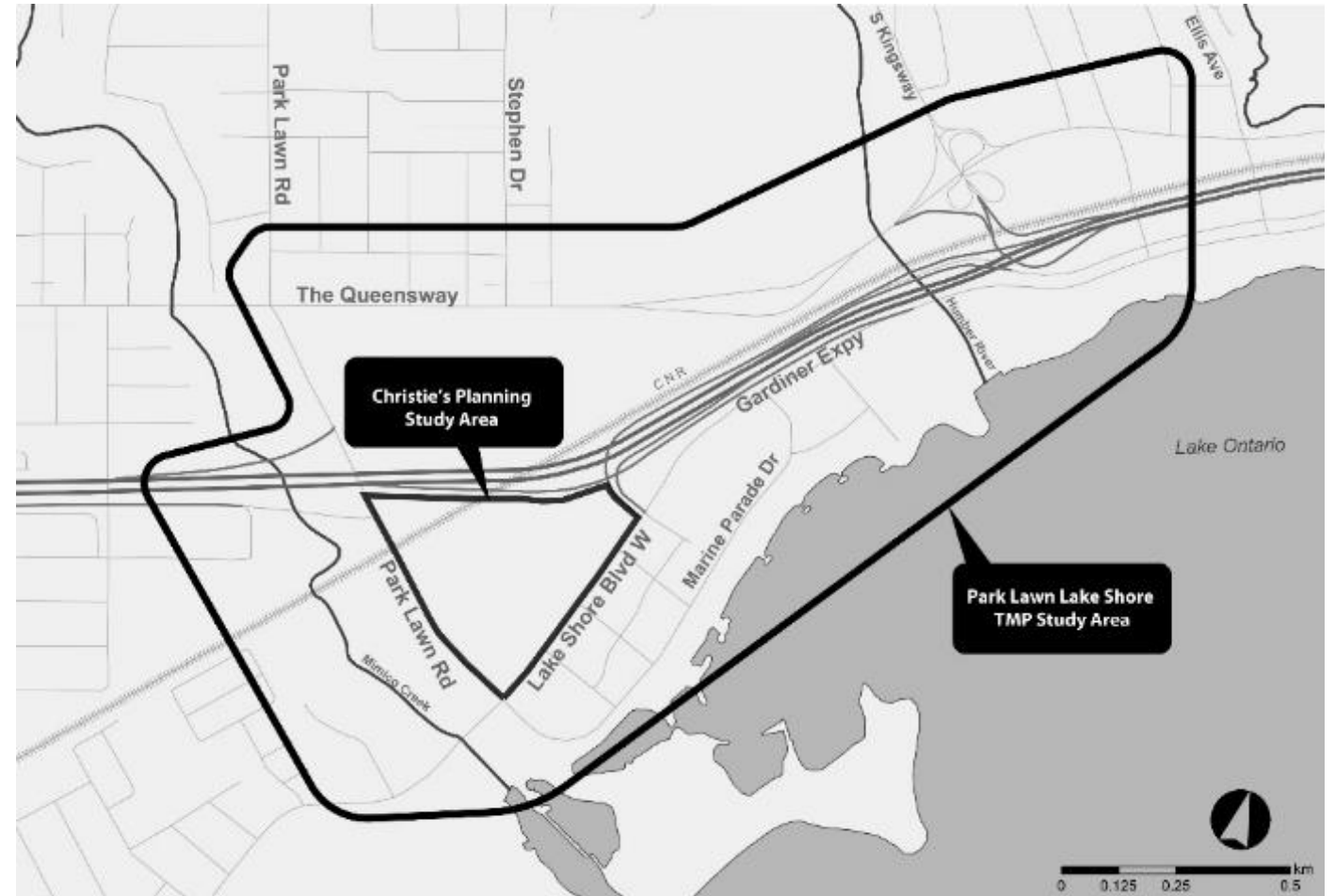
TMP OVERVIEW & RECAP

TMP OVERVIEW

The Park Lawn Lake Shore Transportation Master Plan (TMP) is examining a range of transportation infrastructure improvements to help address existing and future challenges.

The TMP study area boundaries are The Queensway (north), Lake Ontario (south), Legion Road (west), and Ellis Avenue (east).

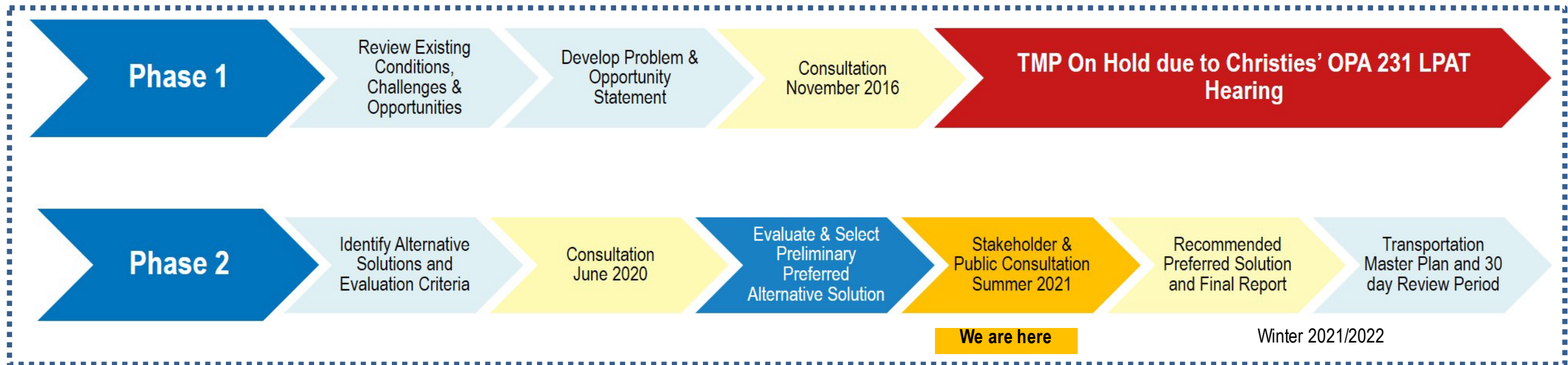
City staff are coordinating the TMP with the Christie's Planning Study and Park Lawn GO Station Transit Project Assessment Process (TPAP).



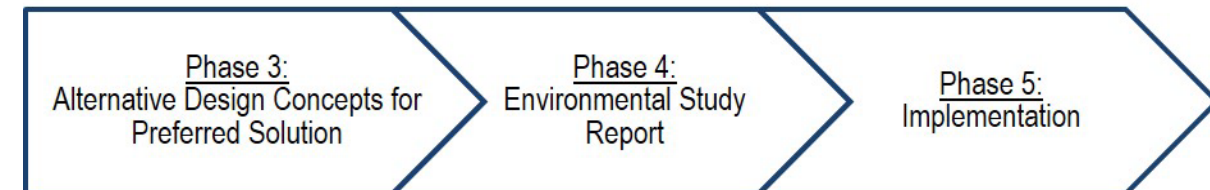
TMP STUDY PROCESS

The TMP is following 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 Phases 3 and 4 of the Municipal Class EA process at a later date.



ALIGNED POLICIES & INITIATIVES

Toronto Official Plan



Green Streets



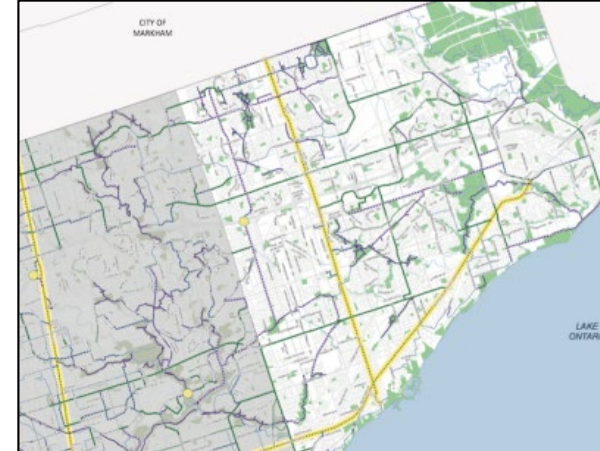
Waterfront Transit Reset



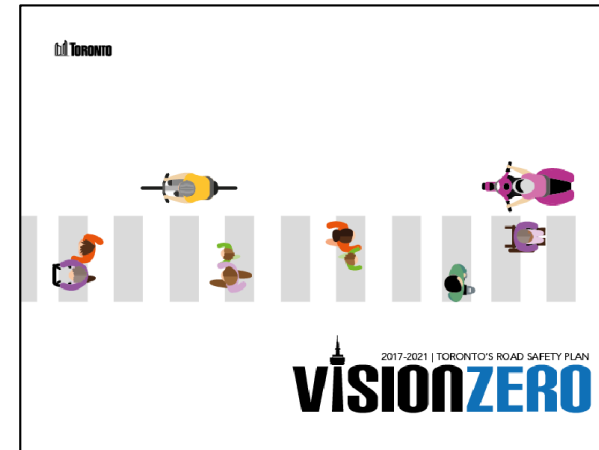
Congestion Management Plan



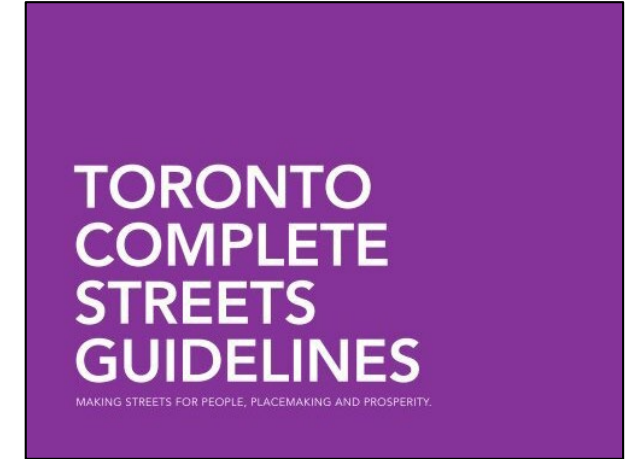
Cycling Network Plan



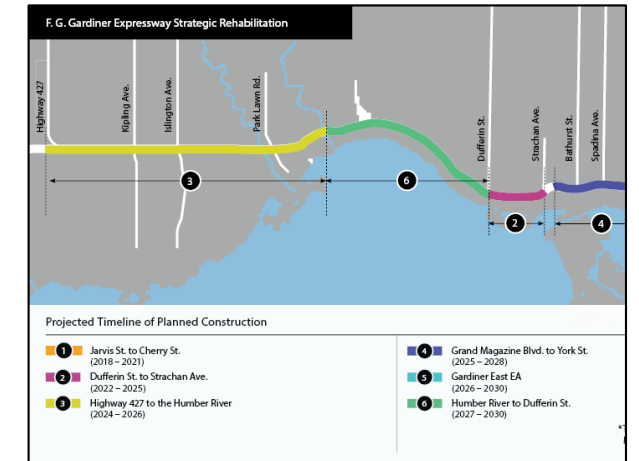
Vision Zero



Complete Streets



Gardiner Rehabilitation Strategy



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 STATEMENT

The TMP Study 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, 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



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

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



High quality streetscape design

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

RECAP OF EXISTING TRANSPORTATION CHALLENGES

- Significant past and future growth changes to area transportation infrastructure
- Lack of higher-order transit and streetcar transit priority
- Limited street network connectivity
- Disconnected walking and cycling networks
- Auto-oriented street design, with uninviting pedestrian and cyclist environments
- Auto traffic congestion, especially “cut-through” traffic to and from Gardiner Expressway

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

Existing Vehicle Traffic Volumes

- 97% of vehicles “bypass” the study area
- Of these vehicles, 40 to 49% are travelling via the Gardiner Expressway, depending on direction and time of day

WHAT ARE WE PLANNING FOR IN THE FUTURE?

POPULATION & JOBS	EXISTING (2011)	FUTURE (2041)
Population (Modelling Study Area)	39.2k	71.2k
Jobs (Modelling Study Area)	17.9k	24.9k
Population (TMP Study Area)	4.5k	28.5k
Jobs (TMP Study Area)	2.8k	6.5k

TRAVEL MODE SHARE	EXISTING (2011)	FUTURE (2041)
Travel Mode Share by Car	57%	33%
Travel Mode Share by Transit	35%	52%
Travel Mode Share by Walking/Cycling	8%	15%

WHAT WE HEARD: Phases 1 & 2

Phase 1 consultation took place in 2016 and focused on **understanding the transportation challenges and opportunities** in the area. Consultation on Phase 2 in June 2020 focused on **potential improvements to major streets, screening the long list of potential alternatives into a short list, and review of preliminary evaluation criteria.**

Activities included public events, stakeholder meetings, participation at community meetings, online survey, and participation in meetings organized through the Christie's Planning Study. A detailed summary of Phase 1 and 2 consultation activities and feedback received. can be found on the project website.

Public Transit & Active Transportation

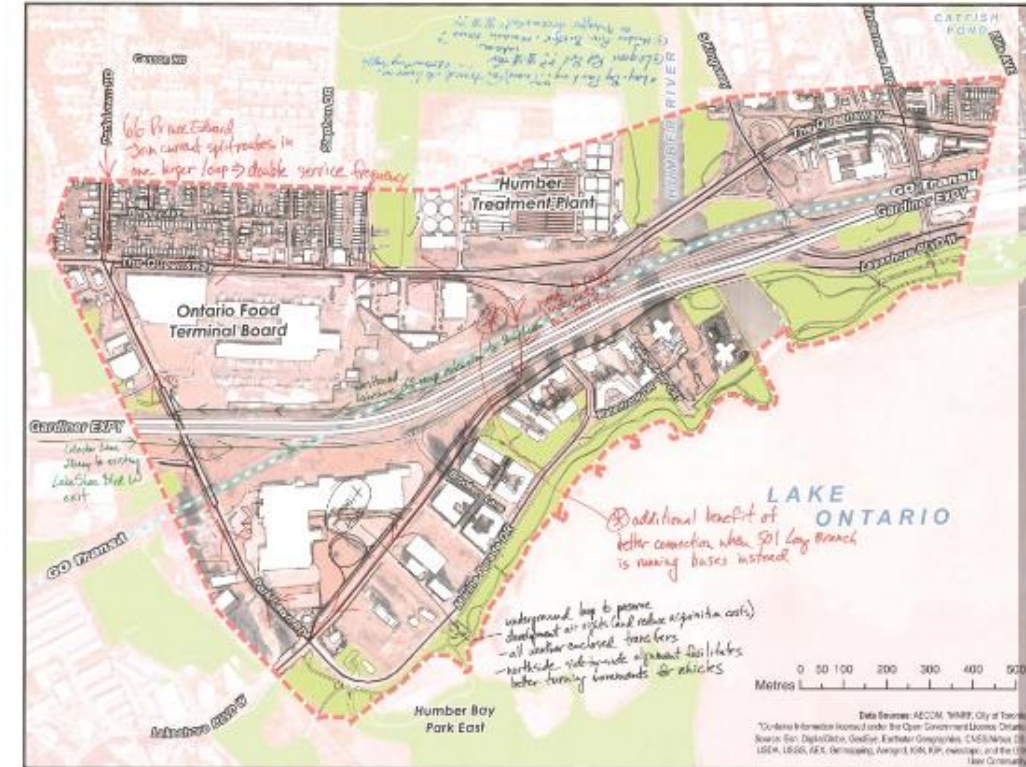
- Strong preference for public transit and active transportation improvements
- Connect new transit loop to future GO Station
- Improve safety for pedestrians and install protected separating cycling facilities on all major streets

Changes to Major Streets

- General support for improvements suggested on major streets
- Add new signalized intersections to improve safety on Park Lawn Road
- Improve signal timing and intersection designs along Lake Shore Boulevard
- Support for new east-west street to create alternate travel routes and improve connectivity
- Support and concerns for new north-south street, potential impact on the Ontario Food Terminal, and relationship to the Legion Road extension
- Urban design and streetscaping must promote a neighbourhood feel and increase green space on all routes

Gardiner Expressway

- Support for increased access to reduce traffic backups
- Concern that increased access conflicts with safety and active transportation priority



DEVELOPING & EVALUATING NETWORK ALTERNATIVES

WHAT HAVE WE BEEN DOING SINCE JUNE 2020

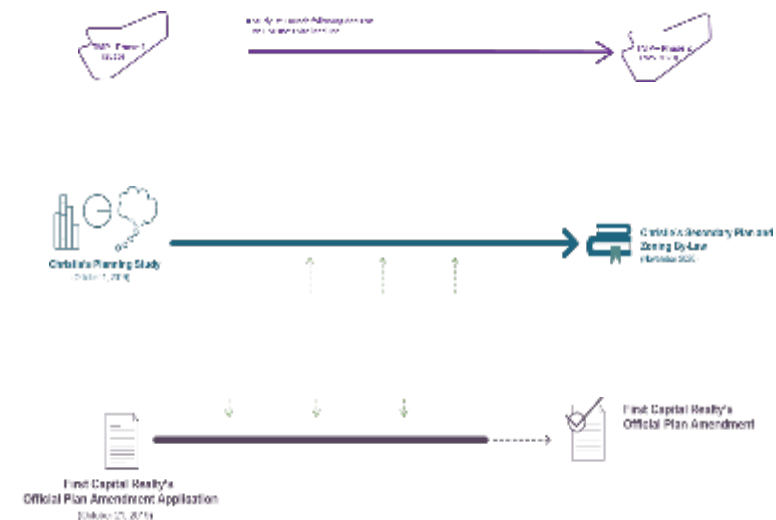
REFINING AND BUNDLING SHORT-LISTED IMPROVEMENTS INTO NETWORK ALTERNATIVES



DETAILED TRANSPORTATION MICRO-SIMULATION MODELLING, INCLUDING TESTING FOR LEGION ROAD



COORDINATING WITH CHRISTIE'S PLANNING STUDY, DEVELOPMENT APPLICATION, & GO TRANSIT STATION



NETWORK ALTERNATIVE CONSTANTS

AREA GROWTH, CHRISTIE'S REDEVELOPMENT, INTERNAL STREETS & STREETCAR LOOP



PARK LAWN GO STATION



LAKE SHORE BLVD WEST



- Dedicated streetcar ROW
- Upgraded uni-directional cycle tracks
- Sidewalk and public realm improvements

THE QUEENSWAY



- Maintain 4 traffic lanes
- Uni-directional cycle tracks
- Sidewalk and public realm improvements

NETWORK ALTERNATIVE VARIABLES

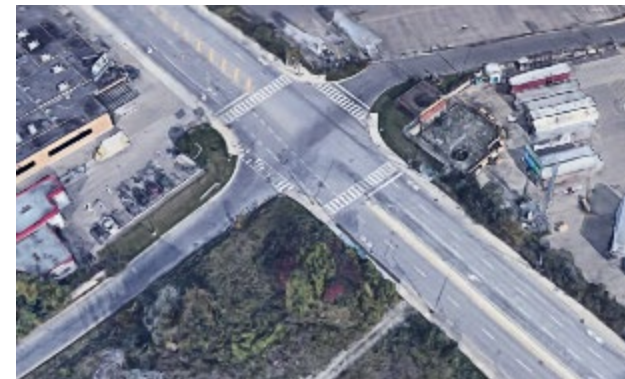
STREET CONNECTIONS



NUMBER OF TRAFFIC AND TURNING LANES



CONNECTIONS TO THE GARDINER EXPRESSWAY



PUBLIC REALM SPACE & TYPE OF CYCLING FACILITY



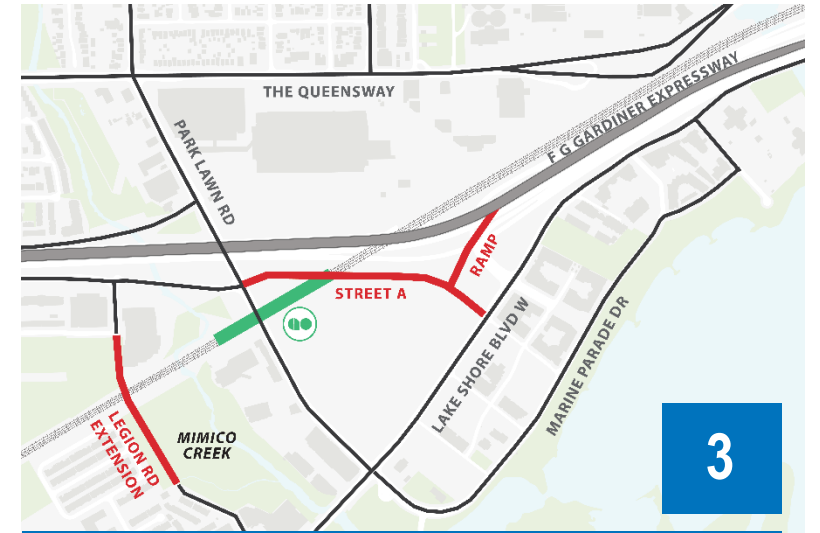
NETWORK ALTERNATIVES



Future Do Nothing



Additional Traffic Capacity



Additional Traffic Capacity, Modified Gardiner Ramps, New Lake Shore Ramp



Neighbourhood Main Streets










Neighbourhood Main Streets with 4-Lane Lake Shore



Neighbourhood Main Streets with 4-Lane Lake Shore and without Legion Road

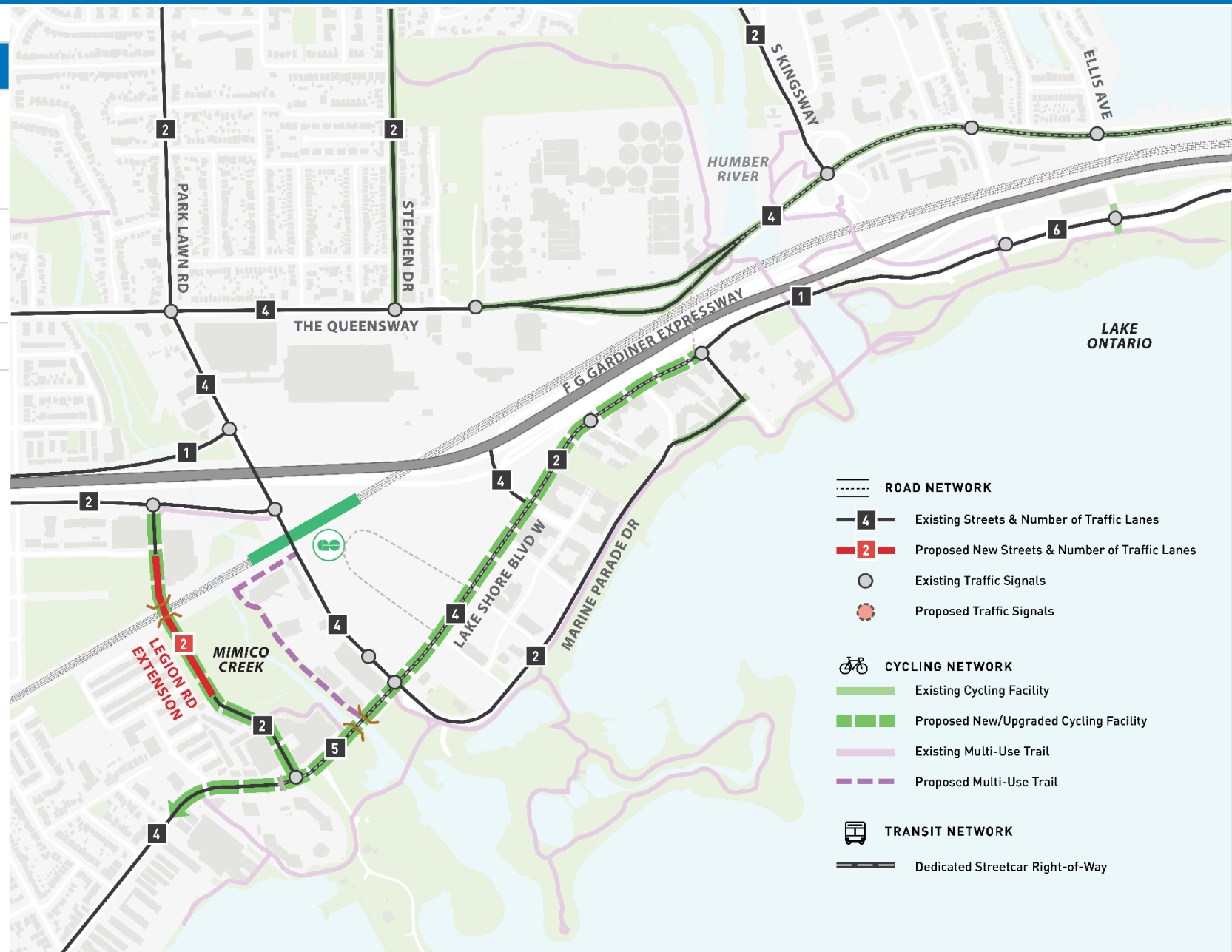
EVALUATION CRITERIA

Each network alternative has been evaluated based on the following criteria.

ICON	THEMATIC AREA	EVALUATION CRITERIA
	POLICY FRAMEWORKS	<ul style="list-style-type: none"> • City of Toronto: Official Plan, mobility policies, guidelines, climate change, resiliency • Provincial Policies: Growth Plan
	SAFE & HEALTHY COMMUNITIES	<ul style="list-style-type: none"> • Safe & Active, Green & Vibrant Streets • Neighbourhood Connectivity & Choice
	MOBILITY	<ul style="list-style-type: none"> • Multi Modal: Auto Traffic, Transit, Walking, & Cycling • Gardiner Traffic Infiltration
	NATURAL ENVIRONMENT	<ul style="list-style-type: none"> • Environmentally Sensitive Features • Stormwater & Groundwater Quality • Air Quality
	CULTURAL ENVIRONMENT	<ul style="list-style-type: none"> • Archaeological & Indigenous Communities Rights • Built and Cultural Heritage
	SOCIAL EQUITY	<ul style="list-style-type: none"> • Affordability • Access to Opportunity & Daily Life
	ECONOMIC & FINANCIAL CONSIDERATIONS	<ul style="list-style-type: none"> • Engineering Feasibility & Constructability • Construction & Operating Costs & Noise • Property Impacts & Business Impacts • Goods Movement & Delivery

ALTERNATIVE 1 – Future Do Nothing

STREET	KEY ELEMENT
Lake Shore Blvd West	<ul style="list-style-type: none"> Existing conditions
Park Lawn Road	<ul style="list-style-type: none"> Existing conditions 4 traffic lanes Existing bicycle sharrows (in mixed traffic)
The Queensway	<ul style="list-style-type: none"> 4 traffic lanes
Legion Road Extension	<ul style="list-style-type: none"> 2 traffic lanes Bi-directional cycle tracks



ALTERNATIVE 1 – Future Do Nothing

ADVANTAGES

- One new street connection that improves connectivity, circulation, and helps overcome Gardiner Expressway/rail corridor physical barriers
- Lowest capital cost with one new grade separation
- Shortest-term implementation timeline and least challenging constructability
- Least property to secure
- Potential to impact one Built Heritage Resource (CN Rail bridge over Mimico Creek)
- Lowest impacts on Mimico Creek ravine system

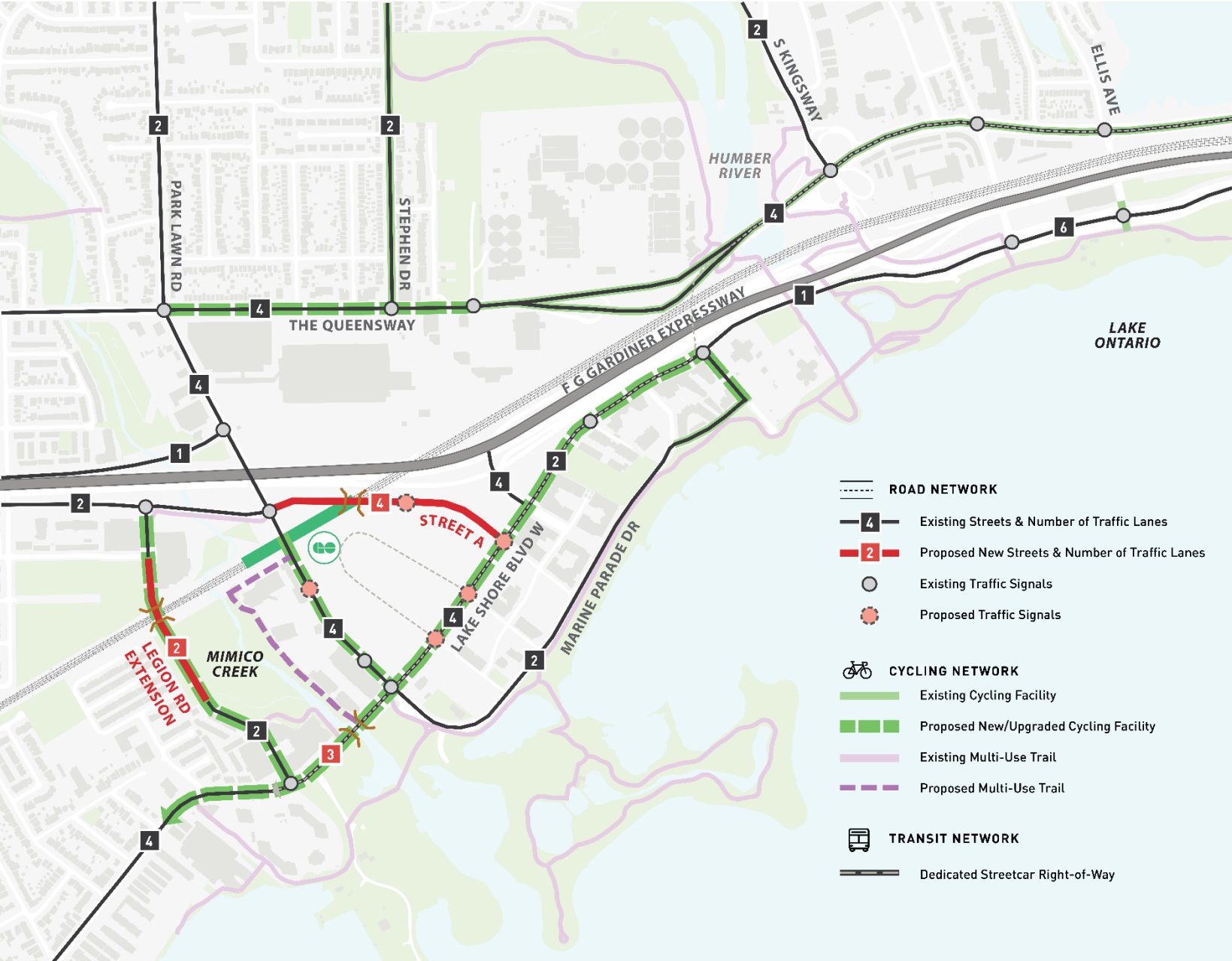
DISADVANTAGES

- **Does not address the problems and opportunities as largely maintains “status quo”**
- Requires Christie’s redevelopment to solely rely on Park Lawn and Lake Shore for traffic access
- Limited space for active transportation and public realm improvements on Park Lawn Road or Lake Shore
- Limited cycling network connectivity
- Maintains existing access to/from Gardiner Expressway with potential for cut-through traffic
- Maintains large intersections that reduce pedestrian and cyclist safety
- Low ability to improve access for all ages, abilities and means

Alternative is screened out as it does not address basic problems and opportunities

ALTERNATIVE 2 – Additional Traffic Capacity

STREET	KEY ELEMENT
Lake Shore Blvd West	<ul style="list-style-type: none"> • Dedicated streetcar ROW • 4 traffic lanes • Uni-directional cycle tracks
Park Lawn Road	<ul style="list-style-type: none"> • 4+ traffic lanes, dual left turn lanes at Gardiner on/off ramps and at Lake Shore • Bi-directional cycle tracks on east side, between Lake Shore and rail line
The Queensway	<ul style="list-style-type: none"> • 4 traffic lanes • Uni-directional cycle tracks
Street A	<ul style="list-style-type: none"> • 4 traffic lanes • Sidewalk on south side only
Legion Road Extension	<ul style="list-style-type: none"> • 2 traffic lanes • Bi-directional cycle tracks



ALTERNATIVE 2 – Additional Traffic Capacity

ADVANTAGES

- **Two new street connections** that improve connectivity, circulation, and help overcome Gardiner Expressway/rail corridor physical barriers
- **Medium-term implementation timeline** and less challenging from a constructability perspective
- Moderate property to secure
- Moderate ability to improve access for all ages, abilities and means

DISADVANTAGES

- **Limited space for active transportation and public realm improvements** on Park Lawn Road
- **Limited cycling network connectivity**
- Increases traffic access to/from Gardiner Expressway which may **encourage cut-through traffic**
- Larger intersections and dual left turn lanes **reduce pedestrian and cyclist safety**
- **High capital cost** with two new grade separations and potential Mimico Creek bridge widening
- **Moderate** natural impacts (Mimico Creek ravine system and Natural Heritage System lands) **and potential to impact six heritage resources (bridges/structures)**

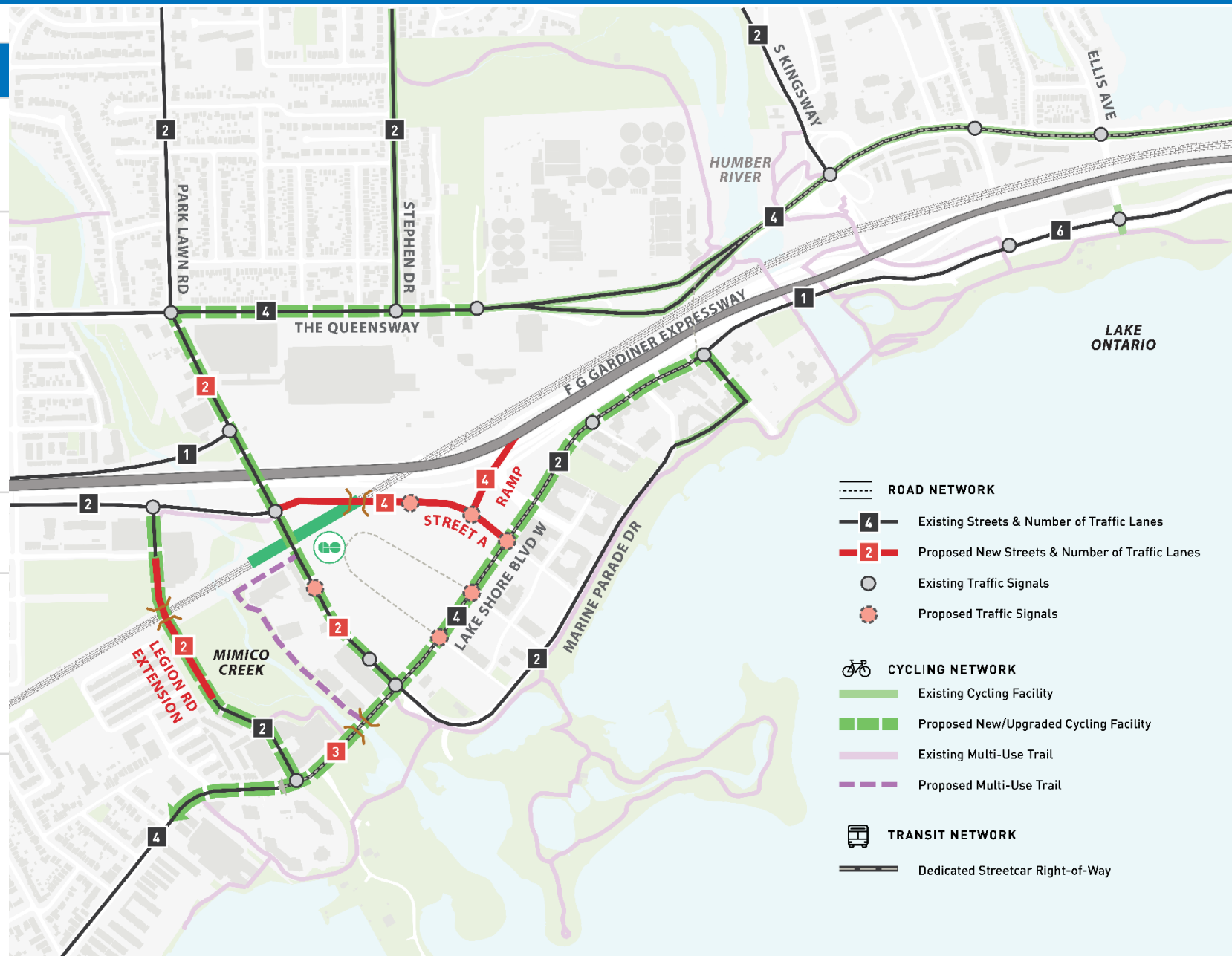
Overall traffic modelling network performance:

AM Peak Hour: Ranked 5th

PM Peak Hour: Ranked 2nd

ALTERNATIVE 3 – Additional Traffic Capacity with Modified Gardiner Ramps and New Lake Shore Ramp

STREET	KEY ELEMENT
Lake Shore Blvd West	<ul style="list-style-type: none"> Dedicated streetcar ROW 4 traffic lanes Uni-directional cycle tracks
Park Lawn Road	<ul style="list-style-type: none"> 2 traffic lanes, single left turn lanes at Gardiner on/off ramps and at Lake Shore Uni-directional cycle tracks, between Lake Shore and The Queensway More space for wider sidewalks, street trees, dedicated curbside spaces, TTC bus lay-by at GO Station
The Queensway	<ul style="list-style-type: none"> 4 traffic lanes Uni-directional cycle tracks
Street A	<ul style="list-style-type: none"> 4 traffic lanes Sidewalk on south side only Modified Brookers Lane / Gardiner Ramps New EB on-ramp to Lake Shore
Legion Road Extension	<ul style="list-style-type: none"> 2 traffic lanes Bi-directional cycle tracks



ALTERNATIVE 3 – Additional Traffic Capacity with Modified Gardiner Ramps and New Lake Shore Ramp

ADVANTAGES

- **More space for active transportation and public realm improvements** on Park Lawn Road
- Two new street connections that improve connectivity, circulation, and help overcome Gardiner Expressway/rail corridor physical barriers
- Moderate property to secure
- Moderate ability to improve access for all ages, abilities and means

DISADVANTAGES

- Limited cycling network connectivity
- Increases traffic access to/from Gardiner Expressway and EB Lake Shore with modified ramps and new ramp on Street A **with potential to encourage cut-through traffic**
- **Modified Gardiner ramps and new Lake Shore ramp on Street A preclude additional future north-south street connecting Lake Shore and The Queensway.**
- **Higher capital cost than Alternative 2** with **two** new grade separations, **modified Brookers Lane/Gardiner ramps, new EB Lake Shore on-ramp**, and potential Mimico Creek bridge widening
- **Longer-term implementation timeline** and **more challenging constructability**
- High natural impacts (Mimico Creek ravine system and Natural Heritage System lands) and potential to impact six heritage resources (bridges/structures)

Overall traffic modelling network performance:

AM Peak Hour: Ranked 2nd

PM Peak Hour: Ranked 1st

ALTERNATIVE 4A – Neighbourhood Main Streets

STREET	KEY ELEMENT
Lake Shore Blvd West	<ul style="list-style-type: none"> Dedicated streetcar ROW 2 traffic lanes Uni-directional cycle tracks More space for wide sidewalks, street trees, dedicated curbside uses
Park Lawn Road	<ul style="list-style-type: none"> 2 traffic lanes, single left turn lane at Gardiner ramps and at Lake Shore Uni-directional cycle tracks More space for wider sidewalks, street trees, dedicated curbside spaces, TTC bus lay-by at GO Station
The Queensway	<ul style="list-style-type: none"> 4 traffic lanes Uni-directional cycle tracks
Street A	<ul style="list-style-type: none"> 4 traffic lanes Sidewalk on both sides Uni-directional cycle tracks Dedicated curbside spaces
Legion Road Extension	<ul style="list-style-type: none"> 2 traffic lanes Bi-directional cycle tracks
North-South Street	<ul style="list-style-type: none"> 2 traffic lanes Uni-directional cycle tracks Modified Brookers Lane / Gardiner Ramps



ALTERNATIVE 4A – Neighbourhood Main Streets

ADVANTAGES

- **More space for active transportation and public realm improvements** on Park Lawn Road and ability to **minimize the right-of-way width of Lake Shore**
- **Excellent cycling network connectivity**
- **Three new street connections** that improve connectivity and help overcome Gardiner Expressway/rail corridor physical barriers
- Reduces traffic access to/from Gardiner Expressway **with potential to discourage cut-through traffic**
- Most compact intersections and no intersections with dual left turn lanes **improve pedestrian and cyclist safety**
- **Maintains existing Mimico Creek bridge** width

DISADVANTAGES

- **Very high capital cost** with three new grade separations and modified Brookers Lane/Gardiner ramps
- **Longest implementation timeline** and **most challenging constructability**
- **Significant property to secure**
- **Most number of congested intersections**
- High natural impacts (Mimico Creek ravine system Natural Heritage System lands) and potential to impact **seven heritage resources** (six bridges, and Ontario Food Terminal site)

Overall traffic modelling network performance:

AM Peak Hour: Ranked 4th

PM Peak Hour: Ranked 5th

ALTERNATIVE 4B – Neighbourhood Main Streets with a 4-Lane Lake Shore

STREET	KEY ELEMENT
Lake Shore Blvd West	<ul style="list-style-type: none"> Dedicated streetcar ROW 4 traffic lanes Uni-directional cycle tracks
Park Lawn Road	<ul style="list-style-type: none"> 2 traffic lanes, single left turn lanes at Gardiner ramps and at Lake Shore Uni-directional cycle track More space for wider sidewalks, street trees, dedicated curbside spaces, TTC bus lay-by at GO Station
The Queensway	<ul style="list-style-type: none"> 4 traffic lanes Uni-directional cycle tracks
Street A	<ul style="list-style-type: none"> 4 traffic lanes Sidewalks on both sides Uni-directional cycle tracks Dedicated curbside spaces
Legion Road Extension	<ul style="list-style-type: none"> 2 traffic lanes Bi-directional cycle tracks
North-South Street	<ul style="list-style-type: none"> 2 traffic lanes Uni-directional cycle tracks Modified Brookers Lane / Gardiner Ramps



ALTERNATIVE 4B – Neighbourhood Main Streets with a 4-Lane Lake Shore

ADVANTAGES

- More space for active transportation and public realm improvements on Park Lawn Road
- Excellent cycling network connectivity
- Three new street connections that improve connectivity, circulation, and help overcome Gardiner Expressway/rail corridor physical barriers
- Reduces traffic access to/from Gardiner Expressway with potential to discourage cut-through traffic
- More compact intersections and no intersections with dual left turn lanes improve pedestrian and cyclist safety

DISADVANTAGES

- **Highest capital cost** with three new grade separations, modified Brookers Lane/Gardiner ramps, and potential Mimico Creek bridge widening
- Longest implementation timeline and challenging from a constructability perspective
- Significant property to secure: new streets and on Lake Shore Blvd West
- High natural impacts (Mimico Creek ravine system Natural Heritage System lands) and potential to impact seven heritage resources (six bridges, and Ontario Food Terminal site)

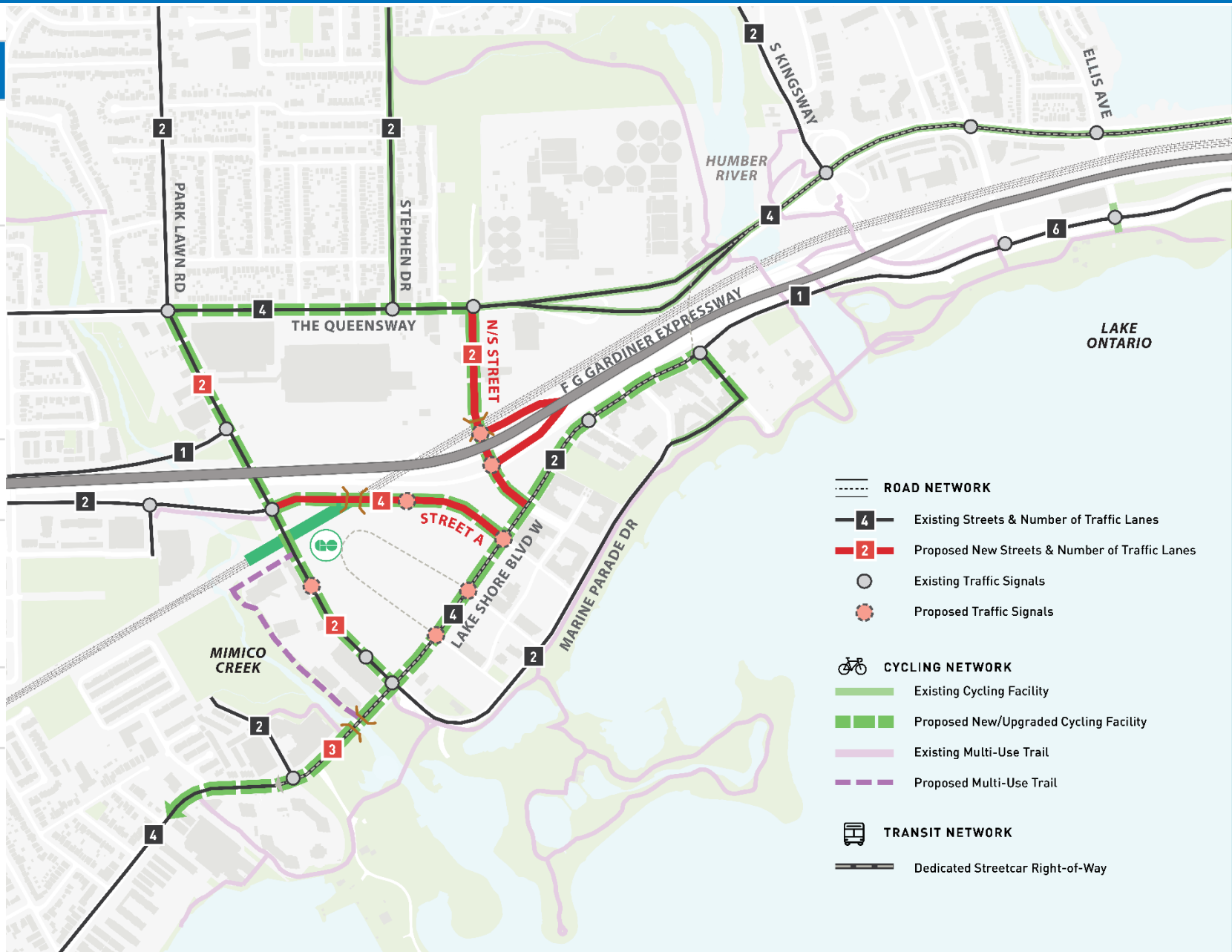
Overall traffic modelling network performance:

AM Peak Hour: Ranked 1st

PM Peak Hour: Ranked 3rd

ALTERNATIVE 4C – Neighbourhood Main Streets with a 4-Lane Lake Shore and no Legion Road

STREET	KEY ELEMENT
Lake Shore Blvd West	<ul style="list-style-type: none"> Dedicated streetcar ROW 4 traffic lanes Uni-directional cycle tracks
Park Lawn Road	<ul style="list-style-type: none"> 2 traffic lanes, single left turn lanes at Gardiner ramps and at Lake Shore Uni-directional cycle track More space for wider sidewalks, street trees, dedicated curbside spaces, TTC bus lay-by at GO Station
The Queensway	<ul style="list-style-type: none"> 4 traffic lanes Uni-directional cycle tracks
Street A	<ul style="list-style-type: none"> 4 traffic lanes Sidewalks on both sides Uni-directional cycle tracks Dedicated curbside spaces
Legion Road Extension	<ul style="list-style-type: none"> Removed
North-South Street	<ul style="list-style-type: none"> 2 traffic lanes Uni-directional cycle tracks Modified Brookers Lane / Gardiner Ramps



ALTERNATIVE 4C – Neighbourhood Main Streets with a 4-Lane Lake Shore and no Legion Road

ADVANTAGES

- More space for active transportation and public realm improvements on Park Lawn Road
- Excellent cycling network connectivity
- **Two new street connections** that improve connectivity, circulation, and help overcome Gardiner Expressway/rail corridor physical barriers
- Reduces traffic access to/from Gardiner Expressway, discourages potential cut-through traffic
- More compact intersections and no intersections with dual left turn lanes improve pedestrian and cyclist safety

DISADVANTAGES

- **High capital cost with two new grade separations**, modified Brookers Lane/Gardiner ramps, and potential Mimico Creek bridge widening
- **Long** implementation timeline and challenging from a constructability perspective
- Significant property to secure: new streets and on Lake Shore Blvd West
- High natural impacts (Mimico Creek ravine system Natural Heritage System lands) and potential to impact seven heritage resources (six bridges, and Ontario Food Terminal site)

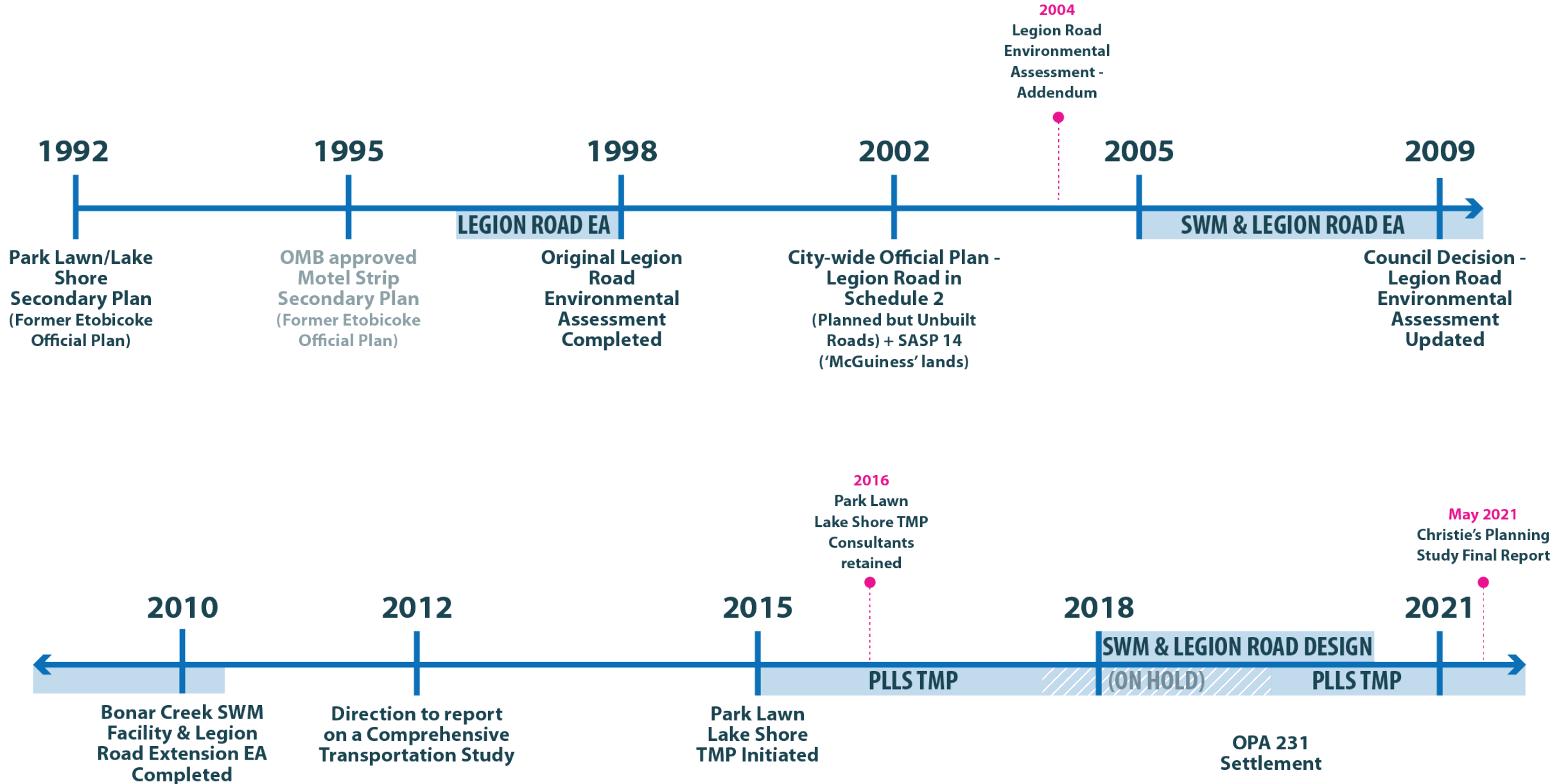
Overall traffic modelling network performance:

AM Peak Hour: Ranked 3rd

PM Peak Hour: Ranked 4th

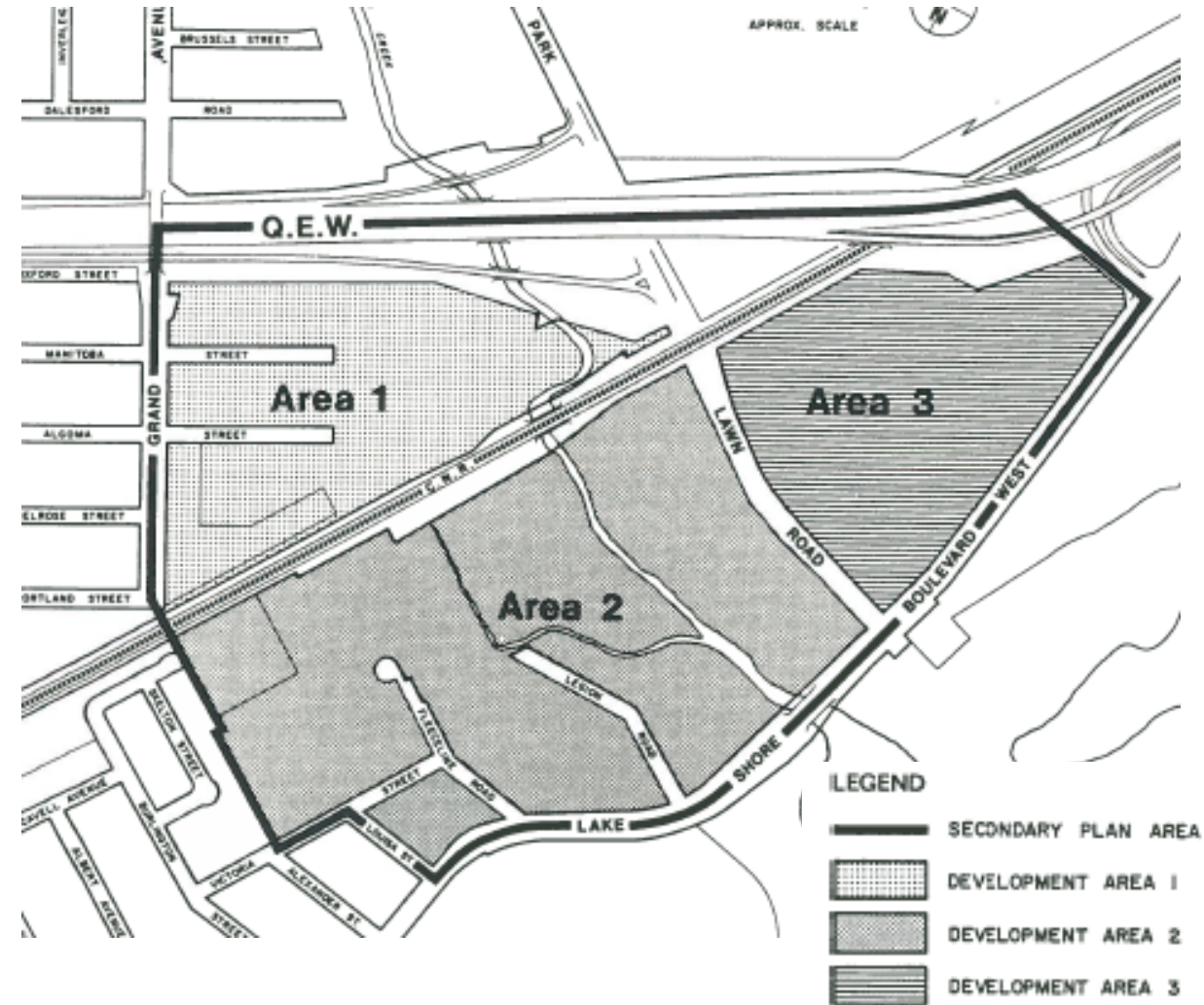
LEGION ROAD EXTENSION

LEGION ROAD EXTENSION – HISTORY AND CHRONOLOGY



LEGION ROAD EXTENSION – ORIGINAL RATIONALE

- Identified as a required piece of transportation infrastructure in Park Lawn/Lake Shore Secondary Plan (1992) [pre-amalgamation]
- Extending Legion Road was preferred over adding more traffic lanes on surrounding arterial streets (eg, Royal York Road, Park Lawn Road)
- Original reasons for the Extension:
 - Support intensification west of Park Lawn Road, referred to as Area 1 and Area 2
 - Contribute to the creation of a grid of streets for local traffic in the Secondary Plan area
 - Reduce man-made and natural barriers by providing a multi-modal connection to areas south of the rail corridor
 - Better connect to the waterfront, and to the north via Grand Avenue and Park Lawn Road from a new parallel street adjacent to the Park Lawn off-ramp
 - Provide access to individual sites.



LEGION ROAD EXTENSION

BENEFITS

- **Helps overcome rail corridor physical barrier** between neighbourhoods – provides a new connection across the rail corridor (**currently 1.5km+ to next nearest rail crossings east and west of Park Lawn**)
- Provides some new traffic capacity in the area and **alleviates issues at key intersections** (Park Lawn/LSBW)
- Improves **local street network connectivity and circulation** for all modes, including goods movement
- Improves **access to neighbourhood destinations** in the larger community, including Grand Avenue Park, shopping and retail on Royal York Road and The Queensway

CHALLENGES / KEY ISSUES

- **High cost** and particularly in combination with costs associated with **Street A (estimated at \$182-197M)**
- Constructability of **both Street A and Legion Road grade separation in similar time horizons** to be determined taking into consideration rail corridor operations
- Other new streets identified **provide greater transportation benefits** (Street A, North-South Street)

The Legion Road Extension is included in the Preliminary Preferred Network Alternative 4B with implementation timing to be determined as part of final TMP report and preparation of a Phasing and Implementation Plan

PRELIMINARY PREFERRED NETWORK

PRELIMINARY EVALUATION SUMMARY

EVALUATION CRITERIA	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4A	ALTERNATIVE 4B	ALTERNATIVE 4C
POLICY FRAMEWORK	SCREENED OUT					
SAFE & HEALTHY COMMUNITIES	SCREENED OUT					
MOBILITY	SCREENED OUT					
NATURAL ENVIRONMENT	SCREENED OUT					
CULTURAL ENVIRONMENT	SCREENED OUT					
SOCIAL EQUITY	SCREENED OUT					
ECONOMIC & FINANCIAL CONSIDERATIONS	SCREENED OUT					
OVERALL	SCREENED OUT					

Alternative 4B is the preliminary preferred network alternative.

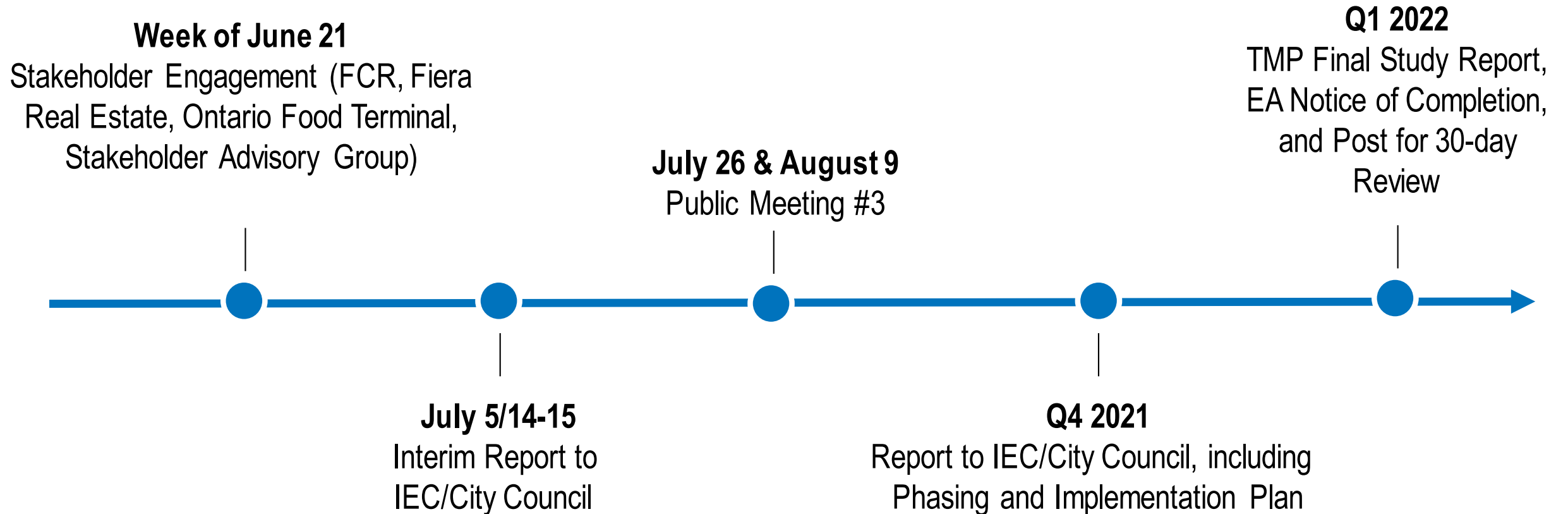
PRELIMINARY PREFERRED NETWORK: ALTERNATIVE 4B

- ✓ Provides a connected, multi-modal transportation network for all transportation users, and prioritizes transit use, walking, and cycling
- ✓ Provides three new street connections (Street A, Legion Road Extension, New North-South Street) that improve travel connectivity, circulation, and help overcome Gardiner Expressway/rail corridor physical barriers
- ✓ Provides more space for active transportation and public realm improvements on Park Lawn Road
- ✓ Provides excellent walking and cycling connectivity and more compact intersections with fewer traffic lanes to improve pedestrian and cyclist safety.
- ✓ Supports long-term build out of the Christie's site
- ✓ Improves community access to higher-order transit and improves streetcar priority
- ✓ Helps reduce neighbourhood traffic infiltration impacts from the Gardiner Expressway



NEXT STEPS

COMPLETING THE TMP – ANTICIPATED TIMING



HAVE YOUR SAY

We would like to hear from you.

Please provide comments via online comment form, email or phone by August 15, 2021.

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