



# **Park Lawn Lake Shore Transportation Master Plan**

## **Public Consultation Report**

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**March 2022**

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## 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 in the area bounded by The Queensway to the north, Lake Ontario to the south, Legion Road to the west, and Ellis Avenue to the east. The City is coordinating the TMP with the Christie's Planning Study, 2150 Lake Shore development application, and Park Lawn GO Station Transit Project Assessment Process (TPAP).

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.

Previous rounds of stakeholder and public consultation were held in November 2016 and June 2020 and were focused on identifying key issues and opportunities, the problem/opportunity statement, long and short lists of potential infrastructure improvements, and preliminary evaluation criteria. Summary reports for previous rounds of engagement can be found on the project website.

This report summarizes consultation activities and feedback received from residents, businesses and other stakeholders during Phase 2 consultation, which took place from July 22 to August 15, 2021 and focused primarily on:

- Development of Network Alternatives;
- Evaluation of Network Alternatives; and
- Identification of a Preliminary Preferred Network Alternative.

## Notification and Consultation Activities

Due to COVID-19 pandemic, this round of consultation activities was adapted to ensure the health and safety of community members. In alignment with Provincial and City of Toronto recommendations, all engagement activities took place virtual, online and by telephone.

### Notification

A variety of methods were used to notify stakeholders and members of the public during the week of July 19 inviting them to participate in Phase 2 consultation:

- Project Website [www.toronto.ca/parklawnlakeshore](http://www.toronto.ca/parklawnlakeshore)
  - Public materials included the presentation and link to online comment form
  - Video recording of the July 26 Virtual Public Meeting was posted on August 6, 2021 (<https://www.youtube.com/watch?v=i7RBBJLJ7vw&t=16s>)
- Newspaper advertisement in Etobicoke Guardian (July 22 & 29)
- Notice mailed by Canada Post to over 30,000 addresses (Week of July 19)
- Email to project list (515 contacts)
- Email to stakeholder list including residents associations, community groups, organizations, institutions and elected officials (72 organizations)
- Notification to Indigenous Communities
- Notification to agencies and utilities

### Consultation Activities

Stakeholder representatives and members of the public were invited to share comments and ask questions via online virtual meetings, online comment form, phone, email, or written letter. Feedback was received through the following activities:

- Two Virtual Public Meetings with 106 participants held on July 26, from 4 to 6 p.m., and August 9, from 6 to 8 p.m.
- Stakeholder Advisory Group Virtual Meeting on June 24, 9 to 10:30 a.m.
- 144 completed online comment forms
- Ongoing co-ordination and working group meetings with 2150 Lake Shore property owners (eg, Christie's re-development site)
- Additional meetings with key area stakeholders:
  - June 23: Ontario Food Terminal
  - June 23: South Etobicoke Transit Action Committee
  - June 24: Sobeys/Fiera Food
  - July 19: Humber Bay Shores Condo Association
- Over 65 emails and telephone calls
- Comments and emails received from Christie's Study consultation (Spring 2021)

Twenty comments were received in early July 2021 before the public consultation period in conjunction with a staff report to City Council presenting the study alternatives. All comments were recorded and reviewed for consideration and response by the project team.

Additional Submission/Letters Received:

- Humber Bay Shore Condo Association (July 2, 2021)
- 125 The Queensway, Sobeys/Fiera Food (July 27, 2021)

This summary includes comments received before the August 15, 2021 deadline.

## Feedback Summary

A summary of what we heard from across all consultation efforts is highlighted below:

- Overall, stakeholder and public feedback supported the Preliminary Preferred Network Alternative 4B: Neighbourhood Main Streets with 4-lane Lake Shore, including new street connections, street improvements with safer cycling facilities and wider sidewalks with street trees, and reduced neighbourhood traffic impacts from the Gardiner Expressway.
- Stakeholder and public feedback generally supported the proposed improvements to major streets, however, some concerns were expressed about proposed changes to Park Lawn Road, specifically, reducing it from 4 traffic lanes to 2 traffic lanes.
- About half of the respondents to the online survey indicated support for the potential of Network Alternative 4B to reduce neighbourhood traffic infiltration impacts from the Gardiner Expressway.
- Stakeholder and public feedback generally supported the new North-South Street but raised concerns about the high capital cost, including property impacts and contributing to traffic on The Queensway and Lake Shore.
- Strong support for Street A and the Legion Road Extension.
- Significant support for cycling and pedestrian improvements throughout the study area.
- Stakeholders and the public also provided suggestions for additional operational transportation improvements that included signs, turning restrictions, and enforcement.

### Stakeholders Advisory Group (SAG) Meeting

The Stakeholder Advisory Group (SAG) virtual meeting was held on June 24, 2021. Over 62 groups or organizations were invited and about 30 stakeholders across 16 organizations attended with additional observers. The Public Consultation Unit facilitated the meeting, and a presentation was given by City staff, followed by a question and answer period.

Stakeholder feedback received during and after the meetings included:

- Traffic:
  - 4B will not alleviate traffic in the community
  - New roads will increase traffic
  - Street A will create bottleneck
  - Congestion on Park Lawn turning onto Gardiner westbound ramps, including turning space for large trucks
- Connections:
  - Support integration with current and future transportation connections
  - Extend cycle tracks past Palace Pier on Lake Shore
- Alternatives:
  - Alternative 4B helps people get in and out of Humber Bay
  - Support alternative #3 with traffic restrictions at Street A and Lake Shore
  - Combine Alternatives 3 and 4B
- Modelling & analysis:
  - Questions raised on the modelling of specific streets
  - Emphasize transit network alternatives or variables in analysis
- Other:
  - Cost of grade separations
  - Bi-directional cycling on Legion Road is dangerous and challenging

### Additional Stakeholder Meetings

Additional meetings were also held with specific area stakeholders and property owners. Ongoing discussions with these representatives will continue through and after the completion of the TMP study. Key points of feedback included:

- Traffic congestion and reducing the number of lanes on Park Lawn
- Property impacts of Legion Road Extension on existing townhouses
- Property impacts of New North-South Street
- Right-of-way (ROW) width of new North-South Street through 125 The Queensway property
- Additional Gardiner Expressway fly-over ramp connections at Park Lawn
- TMP timing

### Virtual Public Meetings

Two virtual Public Meetings were held to present the network alternatives and study recommendations. Meetings were scheduled on July 26 from 4:00 to 6:00 p.m. and August 9 from 6:00 to 8:00 p.m. Participants could join by phone, computer, tablet or smartphone. About 58 participants attended the virtual public meeting on July 26 and 48 attended the meeting on August 9.

Approximately 1.5 hours of each meeting was dedicated to answer attendees' questions. Participants shared similar feedback and questions at both events and key discussion topics are summarized below.

- Feedback on Alternative 4B
  - Traffic/congestion
    - Park Lawn Road narrowed to two (2) lanes
    - Not enough to discourage Gardiner cut-through traffic
    - New traffic from Street A and New North-South Street
    - Too many traffic signals
    - Too many lanes on Street A
    - Detour to side streets to avoid Lake Shore
    - Increased traffic in nearby neighbourhoods
  - Property impacts
    - Sobeys Plaza due to New North-South Street
    - Private properties along Legion Road Extension
  - Additional
    - Long timelines to construct
    - High costs and funding
    - Duplicating bike lanes on streets with Waterfront Trails
    - Pedestrian/cyclist safety near drive thrus/stopped cars
  - Suggestions
    - Prefer 2-lane Lake Shore (Alternative #2)
    - Connection ramp from Street A to Gardiner ramps (Alternative #3)
    - Two (2) left turn lanes from Park Lawn to Gardiner westbound
    - TTC lay-by's on Lake Shore
    - Improve or new traffic signalling/timing restrictions
    - Keep 4 lanes on Park Lawn north of Street A
    - Keep 2 lanes on Park Lawn northbound
    - TTC Humber loop improvements instead of New North-South Street
- TMP implementation/phasing
  - Coordinate with Waterfront Transit Reset
  - Climate change and urgency to construct
  - Construct Street A and Gardiner ramps simultaneously
  - Construct "quick wins"
  - Address merging traffic on Lake Shore at Humber first
- Other comments
  - Noise and enforcement

- Detailed plans for pedestrian and cyclist amenities including Vision Zero, Complete Streets, protected intersections
- Alternative vehicles such as electric scooters
- Traffic from Ontario Food Terminal and Christie construction (and when occupied)
- Suggestions:
  - Connect GO Station and Sobeys
  - Right turn ramp from Park Lawn to Gardiner WB
  - Pedestrian underpass at Park Lawn and Lake Shore
  - Increase TTC Service
  - Complete bike network around Royal York
  - Traffic restrictions in nearby neighbourhoods

### Online Comment Form

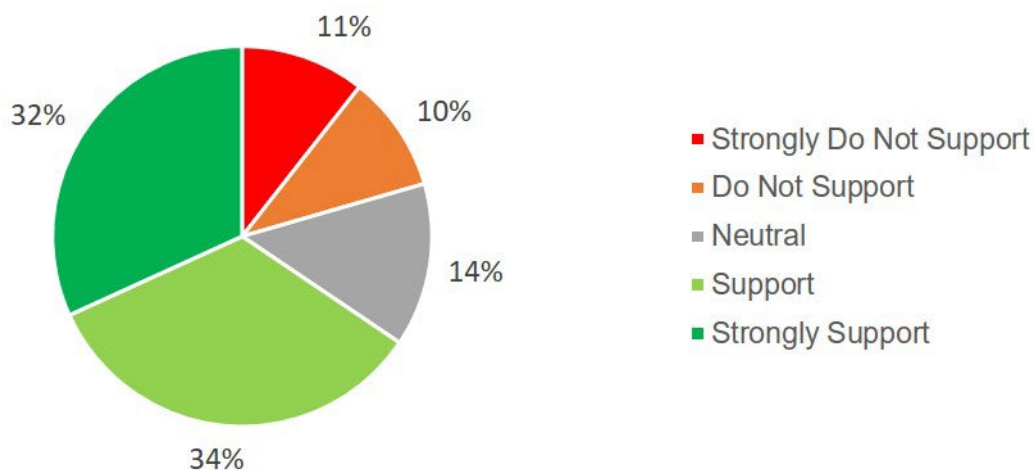
An online comment form was available from July 19 to August 15, which received 144 responses. Participation was anonymous and results were reviewed for completion (responses reached the end and answered questions), as well as duplicate and invalid responses (i.e. no responses) before being analyzed for this report.

The comment form included background information on the TMP and asked 10 questions. The questions provided opportunity for multi-choice or multi-select responses, in addition to open ended comments, and optional demographic questions at the completion of the form. Appendix B presents the demographic information of people who completed the online comment form.

Responses received to each question in the online comment form are described in this section.

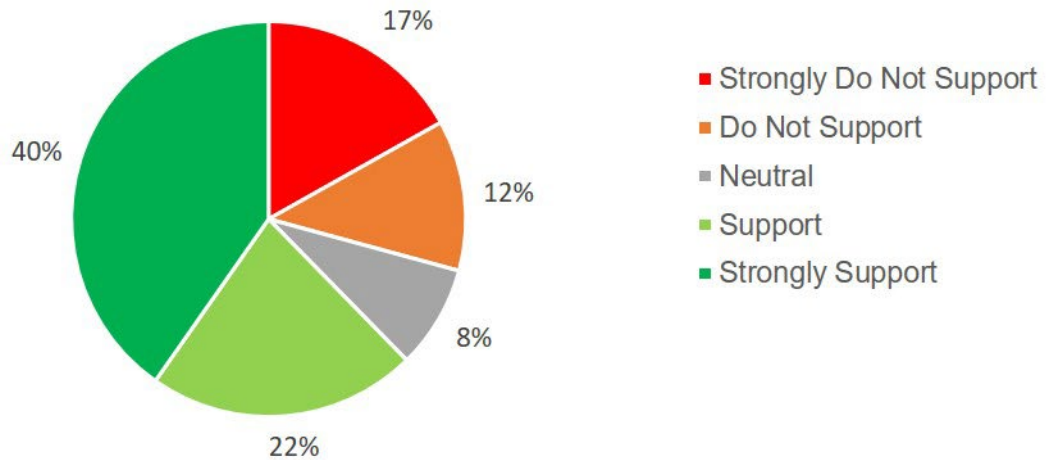
### Q1. Do you support the evaluation of the network alternatives?

Over half the respondents indicated their support for the evaluation summary of the network alternatives.



## Q2. Do you support the Preliminary Preferred Network Alternative 4B Neighbourhood Main Streets with 4-lane Lake Shore?

Over half the respondents indicated support.



## Q3. What do you like about the Preliminary Preferred Network Alternative 4B Main Streets with 4-lane Lake Shore?

Responses indicated overall strongest support for: Legion Road Extension, New Streets, Safer Cycling facilities, improved cycling network connections, wider sidewalks.

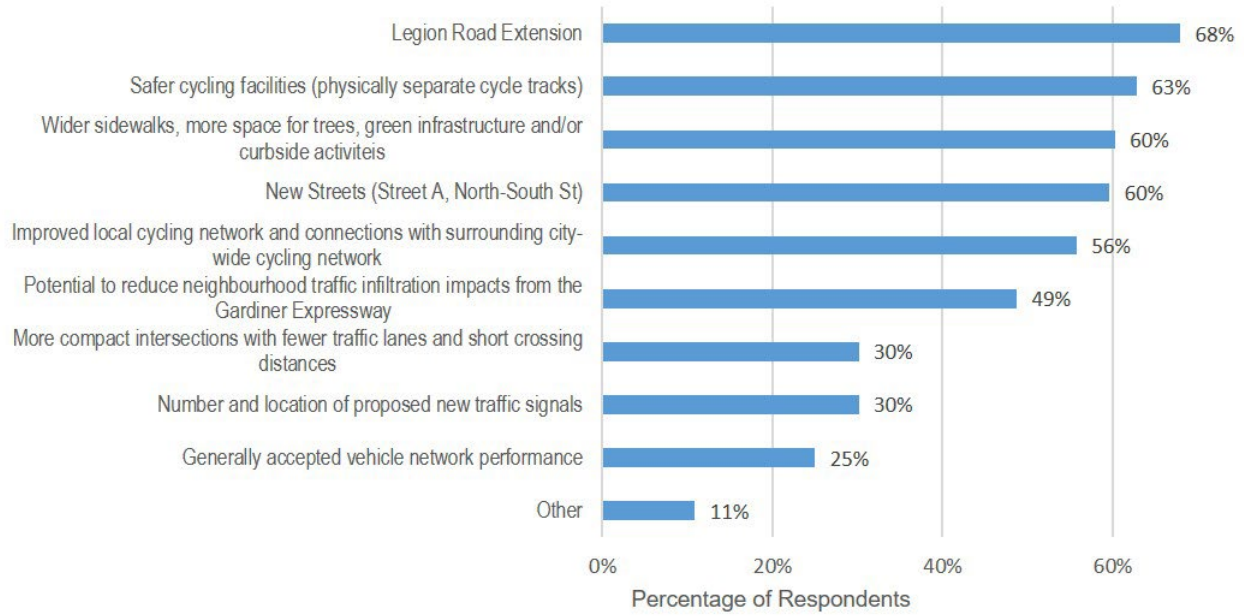
Sixty percent of respondents indicated support for the new streets.

Low support was indicated for the network performance (related to traffic modelling and analysis), compact intersections with fewer lanes and shorter crossing distances, as well as the number and location of proposed new traffic signals.

About half of the respondents indicated support for the potential of Network Alternative 4B to reduce neighbourhood traffic infiltration impacts.

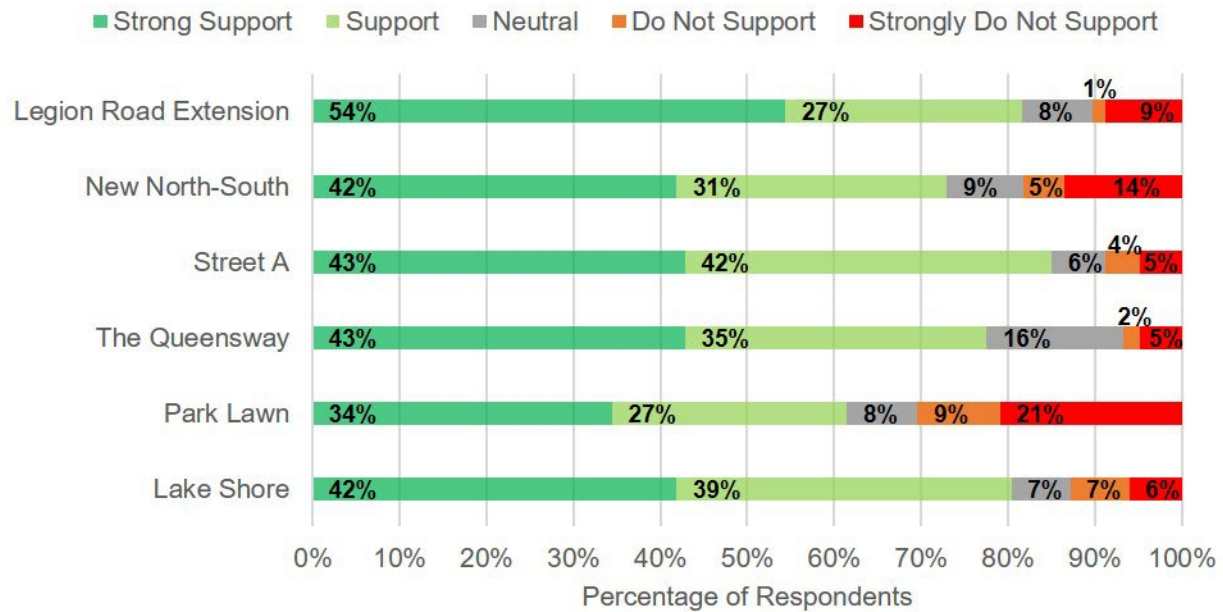






**Q4. Do you support the key elements described for Lake Shore Boulevard West, Park Lawn Road, The Queensway, Street A, New North-South Street and Legion Road Extension?**

Overall positive support was received for each street's proposal.



**Legion Road Extension**

- Too close to homes (public safety)
- Construct this extension first or only
- Will be used as a short-cut to Lake Shore
- Will reduce green, naturalized area and animal habitats
- Won't reduce traffic on Park Lawn
- Improve traffic on Park Lawn

- Increase congestion on Lake Shore eastbound
- Increase congestion on Grand Avenue residents (access)
- Improve neighbourhood connection with Mystic Point and Grand Avenue neighbourhoods
- Inappropriate solution, use of funds, outdated assessment
- Suggestion to construct as bike and pedestrians facilities only

### **New North-South Street**

- Too close to Stephen Drive
- Increases congestion to the plaza (including parking lot), The Queensway neighbourhoods
- Creates traffic challenges with the Sobey's parking lot (enter/egress)
- Will be cut-through for Gardiner westbound traffic (a short-cut)
- Will not relieve congestion on Park Lawn
- Suggestions:
  - Shift road further east of plaza
  - Connect with Street A instead of Lake Shore
  - Improve TTC Humber loop instead with pedestrian and cycling facilities

### **Street A**

- Does not mitigate from Gardiner by-pass or cut-through traffic
- Increase congestion northbound with existing congestion on Park Lawn turning onto Gardiner westbound ramps
- Reduce congestion from Park Lawn
- 4 lanes are inconsistent with the 2-lane proposals for other streets
- Suggestions:
  - Connect with North-South Street
  - Create U-turn from or a new connection to Gardiner eastbound ramps

### **The Queensway**

- Increase congestion/traffic flows at Stephen Drive with busy pedestrians and plaza traffic

### **Park Lawn Road:**

Comments about Park Lawn Road were focused on the traffic impacts of reducing the street to 2 lanes of traffic and include:

- Increase congestion to Gardiner and block Gardiner eastbound off-ramp (heavy trucks, Food Terminal, drive-thru, condos, Christie)
- Impact TTC service (until GO and Ontario Line completed)
- Impact access to Gardiner westbound for neighbourhood west of Mimico Creek
- Increase congestion to neighbourhoods north of The Queensway
- Supports and integrates with neighbourhood character north of The Queensway
- Will increase commutes
- Suggestions:
  - One lane southbound ok; keep two lanes northbound (at least under Gardiner/rail)
  - Keep 4 lanes north of Street A with double left-turn lanes at Gardiner westbound
  - Bi-directional cycle track on east side to reduce conflicts and create space for another left-turn lane onto Gardiner westbound

### **Lake Shore Boulevard:**

- Bottleneck further east will continue (where it reduces to 1 lane before Humber River)
- Too many streets and condos require more signalized intersections
- Bike lanes are not needed when there is a Waterfront trail
- Bike lanes will be good alternate Waterfront trail is busy
- Will create congestion at North-South Street and Street A
- Suggestions:

- Support Alternative 4A (2 lane Lake Shore)
- Facilitate access to Gardiner westbound with optimized timing for double left-turns/U-turns at Windermere
- The dedicated Streetcar Track/Right-of-Way proposed on Lake Shore Boulevard West received the following comments:
  - Will be a barrier for pedestrians, cyclist and motorists
  - Extend it to the station planned at Exhibition Place

A few comments also indicated changes to new streets without identifying them:

- Gardiner westbound ramp impacts
- Reduce traffic on Park Lawn
- Will add capacity for emergency access
- Will increase traffic on Lake Shore

**Q5. Do you have any additional comments? Is there anything you think is missing or should change about the Preliminary Preferred Network Alternative 4B Neighbourhood Main Streets with 4-lane Lake Shore?**

Comments received in this question were combined with emails and phone calls with residents during the consultation period.

**Network Alternatives**

- Alternative 4 and/or North-South Street is poor use of funds
- Support adding more lanes to Lake Shore to reduce congestion than just 4 lanes
- Prefer Alternative 3 with North-South Street and modified Gardiner ramps
- Do not support Alternative 3 – precludes connection to The Queensway; replaces Gardiner ramps at Brookers Lane
- Access to Gardiner WB from Park Lawn northbound with right exit ramp is needed
- Build a road to join the Sobeys plaza to the GO station
- Provide more capacity and access direct from Gardiner to Lake Shore across the Humber

**Cycling**

- Build bike lanes and sidewalks into the properties along Park Lawn
- Trails provide safety on Park Lawn and reduce short vehicle trips
- Extend bike lane on The Queensway to Grand Avenue and access to Royal York via Manitoba or Algoma
- No bike lane on Park Lawn north of The Queensway
- Support protected bike lanes and path along Mimico Creek
- Extend path on west side of Mimico Creek to waterfront trail, Jeff Healy Park, Bonnyview Drive, Humber Bay
- Complete cycling network at Royal York, Lake Shore, Queensway and multi-use trail from Humber to Oculus Pavilion
- Cycle tracks to connect with trail at Palace Pier Court
- Improvements to the network near Ellis and Windermere were excluded and also has significant growth
- Connect cycling into Marine Parade Drive as there are high volumes on the waterfront trail with too many conflicts between pedestrians and cyclists

**Transit**

- Extend The Queensway streetcar to Park Lawn
- Provide schedule at each TTC stop
- TTC stop and bike facility coordination to reduce conflicts with a lay-by for buses and moving the stop from Marine Parade to Lake Shore

- Transit plans & GO station does not encourage westbound trips

### **Streets & Intersections**

- Consider using roundabouts, protected intersections, diamond intersections
- 30 and 90 Park Lawn need pedestrian crosswalks
- Incorporate Complete Streets and Vision Zero principles
- Adjust signal at Gardiner eastbound ramp and Legion Road to deter cut-through
- Add more signalized intersections along Legion Road to further deter traffic to Lake Shore
- Prioritize implementation of Legion Road and North-South Street for options to cross Gardiner/rail
- Signalized intersections should be adjusted to better support actual pedestrian flows
- Restrict right-turns on red lights at Park Lawn and Lake Shore
- Congestion at Humber Bay Library and connection to Jeff Healy Park
- Additional roads help with emergency access
- Too many controlled intersections, will add congestion, unsafe driver behaviour
- Lake Shore bottleneck will not be improved
- Adding new streets doesn't discourage drivers
- Need street parking, ie. on Marine Parade Drive

### **Signage and Enforcement**

- More signs to alert drivers to pedestrians
- Bigger, better signs around Park Lawn, at Lake Shore, Queensway, Berry to access Bloor  
Reduce speeds, enforcement
- Enforcement of No-parking on Park Lawn is required

### **Additional Planning Considerations**

- Plan is not visionary for a changing future of less commuting, more autonomous vehicles; should be reimagined from an innovation perspective rooted in human experience and new definition of mobility
- Too focused on car with widening Mimico Bridge and new roads and expanding capacity to access Gardiner; plan should discourage automobile use and focus on transit
- Preserve the view from Brookers Lane ramps to the Lake
- Implement "quick wins" due to long TMP, GO station, Christie timeline horizons
- Lost opportunity for TMP to build upon success of ActiveTO (closing Lake Shore to increase modal shift and reduce traffic)
- Plan makes sense for growing population
- Doesn't consider neighbourhoods and additional development/growth north of The Queensway and challenges turning onto The Queensway
- Quantification of impacts are needed, i.e. How many cars/residents? Weekend traffic in the summer?

The following comments were also provided and relate to broader community interests or extend beyond the study area:

- Cycling
  - Invest in cycling and walking as much as transit and roads
  - Off-road paths are safer for families
  - Bike lanes need physical barriers
  - More policy/enforcement on roads to protect cyclists
  - Bike lanes impact congestion, driving times, deliveries
  - Transit, cycling, pedestrian improvements are not realistic option for families with multiple destinations
- Transit and active transportation
  - Add LRT/Streetcar to Ontario Line Exhibition stop and further west

- Mimico Creek bridge as an underpass or tunnel to connect Christie site to Humber Bay Park East
- Impacts of growth on TTC services and changes as GO station is built and TTC charging stations
- Humber loop should be moved to where people live as it is dangerous for passengers at night
- Waterfront Transit Reset should be updated to include LRT or streetcar ROW to Ontario Line Exhibition stop and extension west into South Etobicoke
- Streetcars are not viable solutions for transit due to maintenance and intrusive operations
- Need a subway station
- Development
  - Christie and other condo plans will increase congestion locally and on Gardiner
- Community
  - More parks, playgrounds, schools
  - "Rest areas" for aging population
  - Fire and other emergency facilities to support growth
- Gardiner
  - Gardiner needs a distinct focus or study
  - From Bathurst to Lake Shore the Gardiner W entrance to CNE is closed and with construction at Lake Shore/Windermere traffic congestion adds 20 minutes to reach 2111 Lake Shore
- Other:
  - Noise reduction or quiet zones

### Indigenous Engagement

Responses were received from Alderville First Nation, Hiawatha First Nation, and Mississaugas of the Credit First Nation. Alderville First Nation noted that the TMP is within the treaty territory of the Mississaugas of the Credit First Nation and Hiawatha First Nation noted they do not have questions or concerns. The Mississaugas of the Credit First Nation indicated they have no comments on the TMP and requested to be notified when archaeological and environmental studies would be undertaken for implementation and for any cultural heritage opportunities.

### Agency & Utility Notification

Comments were received from the following agencies and utilities:

- Infrastructure Ontario (IO)
  - IO identified potential properties owned by various government and agencies are within the study area.
- Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI)
  - MHSTCI requested cultural heritage and cultural heritage landscape screening assessment.
- Telecon
- Teraspan
- Toronto & Region Conservation Authority
  - TRCA requested to receive draft final report and identified a number of questions related to the Legion Road Extension detail design process that will be managed separately from the TMP.
- Transport Canada
  - Transport Canada indicated further proponent self-assessment processes for further impacts related to various Federal Acts.
- Hydro One
  - Hydro One identified potential facilities that may be affected by the TMP and requested further engagement.

The City will continue to meet with affected utilities through to and after the completion of the TMP.

## Next Steps

The feedback received during this round of public consultation on the TMP will be used to inform and refine the Preliminary Preferred Network Alternative. A staff report will identify the final recommended network alternative and be presented to the Infrastructure and Environment Committee and City Council. If approved by City Council, a Transportation Master Plan final study report will be made available for a 30-day public comment period.

The community will be notified when:

- the staff report is presented to Infrastructure & Environment Committee of City Council (email only); and
- at the start of the 30-day public comment period (email and newspaper notice).

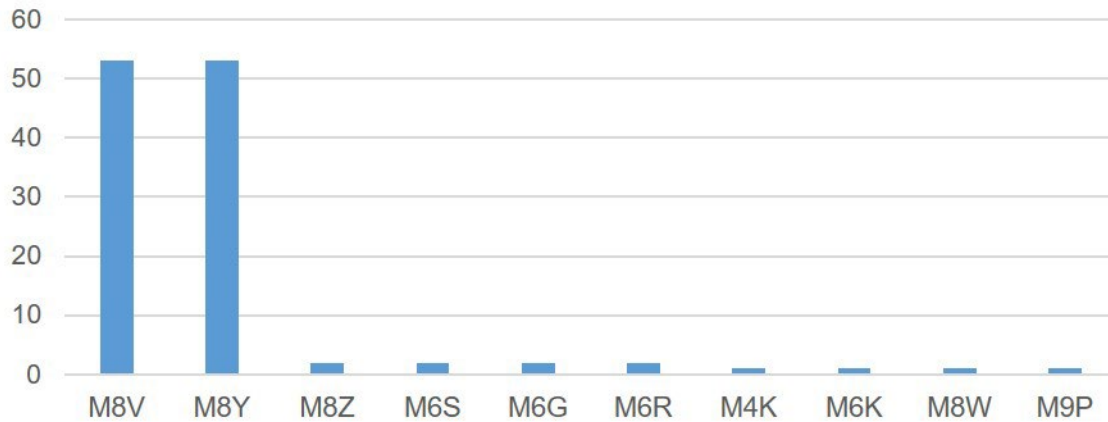
## Appendix A - Stakeholder Advisory Group – Invited Members

- Aboriginal Eco Tours
- Bishop Allen Academy
- Christ Church St. James Anglican Church
- Citizens Concerned About the Future of the Etobicoke Waterfront
- Cycle Toronto
- Daily Bread Food Bank
- École élémentaire catholique Sainte-Marguerite-d'Youville
- Erudite Private School
- Étienne Brûlé Junior School
- Etobicoke Historical Society
- Etobicoke Lake Shore Community Network (Mimico Lakeshore Community Network)
- Etobicoke School of the Arts
- Friends of Humberview Park
- George R Gauld Junior School
- High Park Nature Centre
- Holy Angels Catholic School
- Humber Bay Shore Condo Association
- Humber Bay Shores Residents and Ratepayers Association
- Humber College - F Building
- Humbervale Park Baptist Church
- Kingsway Park Ratepayers Inc.
- Lakeshore Affordable Housing Action Group
- Lakeshore Arts
- Lakeshore Planning Council
- Lakeshore Village BIA
- Lamp Community Health Center
- Long Branch Community Association
- Mimico Estates Tenants Association
- Mimico Adult Centre
- Mimico by the Lake BIA
- Mimico Residents Assoc.
- Mimico Village BIA
- MP - Etobicoke Lakeshore
- MPP - Etobicoke Lakeshore
- MPP - Etobicoke Lakeshore
- MPP - Etobicoke Lakeshore
- Mystic Pointe and Area Residents Association
- New Toronto Lakeshore Village Residents Association
- New Toronto Seniors Centre
- Norseman Junior Middle School
- Our Lady of Sorrows Church
- Our Place Initiative
- Ourland Community Centre
- Palace Pier
- Park Lawn Baptist Church
- Park Lawn Junior Middle School
- Park Lawn Lake Shore Improvement Association
- Royal York Road United Church
- SEIEA - South Etobicoke Industrial Employers Association
- ShoptheQueensway.com BIA
- South Etobicoke Transit Action Committee (SETAC)
- South Etobicoke Revitalization Plan committee.
- St Marks Catholic School
- St. Louis Catholic Elementary School
- Stonegate Community Health Centre
- Storefront Humber Inc., Social Services
- Sunnylea Stonegate Residents Association
- Sunnylea Junior School
- Swansea Area Ratepayers Association
- Swansea Memorial Library
- Swansea Town Hall
- Toronto Centre for Active Transportation
- Toronto Public Library - Humber Bay Library & Mimico Centennial Library
- TTC Advisory Committee on Accessible Transit
- Walk Toronto

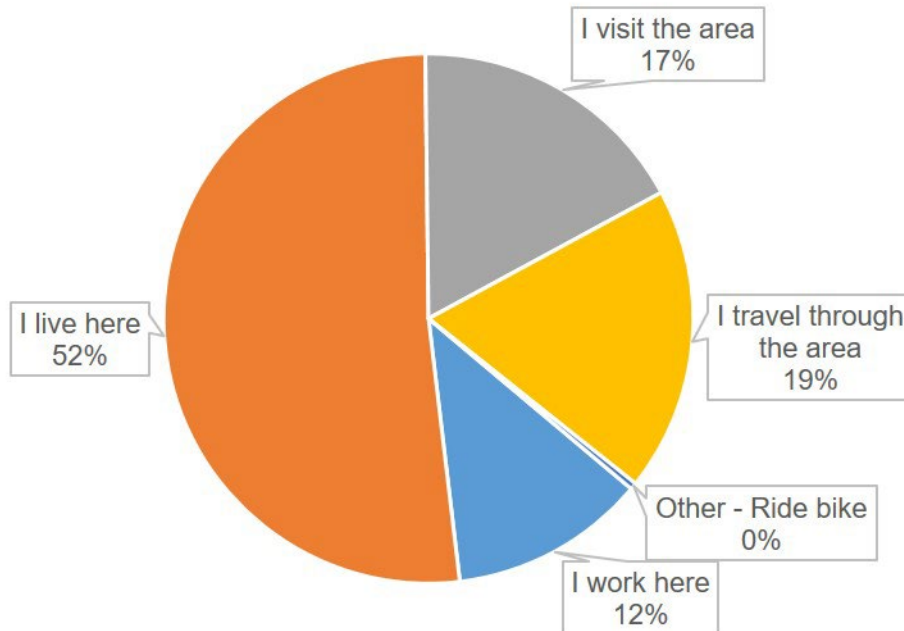
## Appendix B: Online Comment Form – Demographic Information

A total of 87 respondents provided demographic information described below.

### What are the first 3 digits of your postal code?

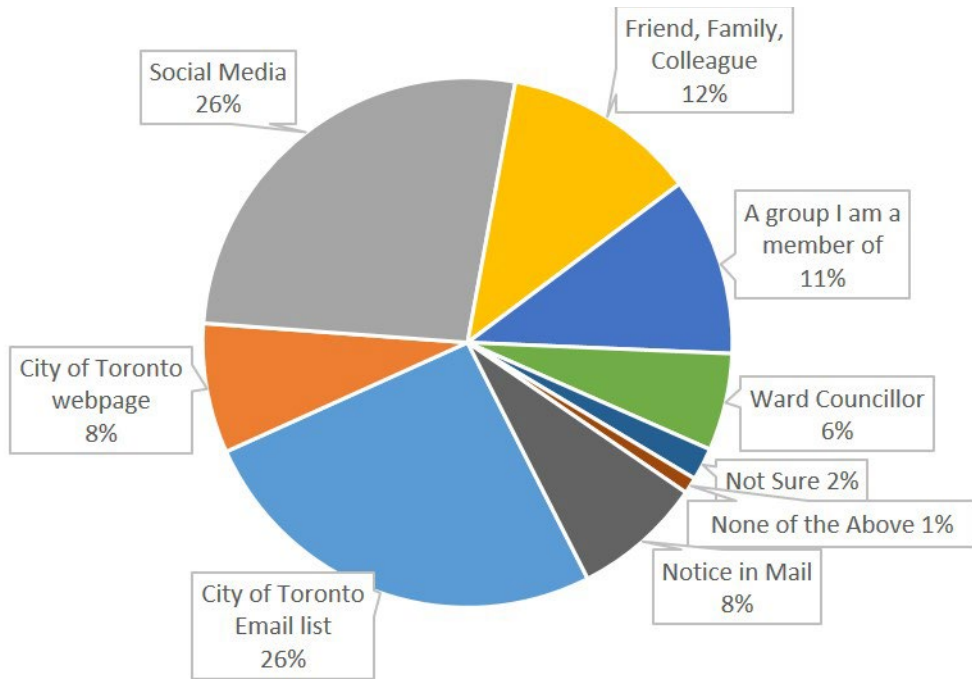


### What is your relationship to the area? (check all that apply)

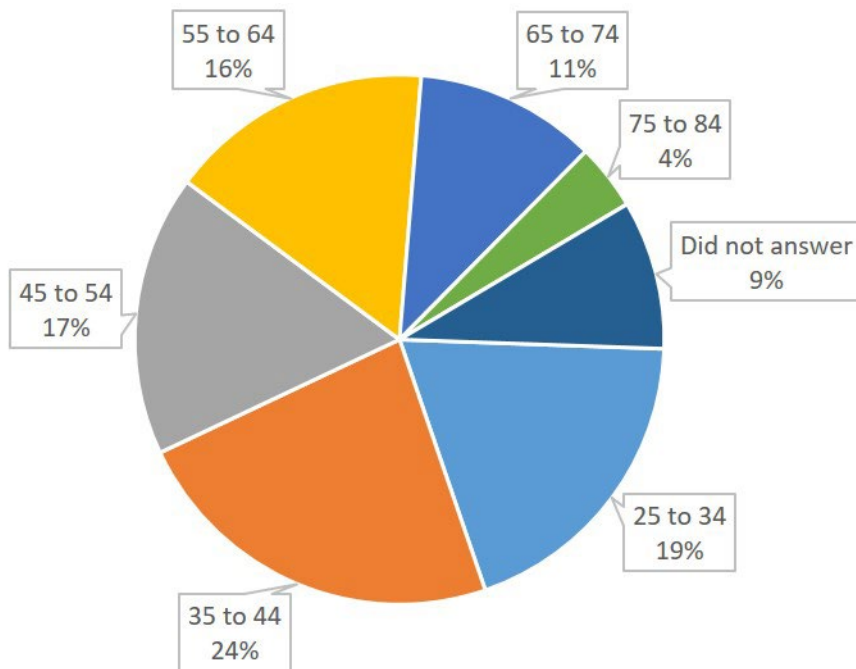




### How did you hear about this survey?



### What is your age?



**What is your gender?**

