

6. Problem and Opportunity Statement

The following Problem and Opportunity statement and as illustrated in the exhibit on the following page, was presented at the first Public Event / Community Workshop held on November 24 and December 3, 2016, and again at the Public Information Update in June 2020 as well as at Public Meeting #3 on July 26, 2021 and August 9, 2021. The Problem and Opportunity statement succinctly describes the existing and future problems and opportunities to be addressed by this study as follows:

The Park Lawn Road and Lake Shore Boulevard West area has limited 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 for people who live and 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 street, transit, and active transportation networks:
 - Additional safe and convenient connections across physical barriers
 - Improved vehicle circulation
 - Better management of traffic congestion
 - Improved freight and goods movement
- High quality streetscape design:
 - Safe, green, and complete streets
 - Comfortable and accessible infrastructure for all ages and abilities
- Planning for investment in public transit, pedestrian, and cycling networks:
 - Prioritize and integrate public transit
 - Support transit-oriented development
 - Improve walking and cycling networks

Exhibit 6-1: Problem and 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

Source: Park Lawn Lake Shore Transportation Plan Public Meeting #3 (July/August 2021)

7. Development of Alternative Solutions

7.1 Long List of Alternative Solutions

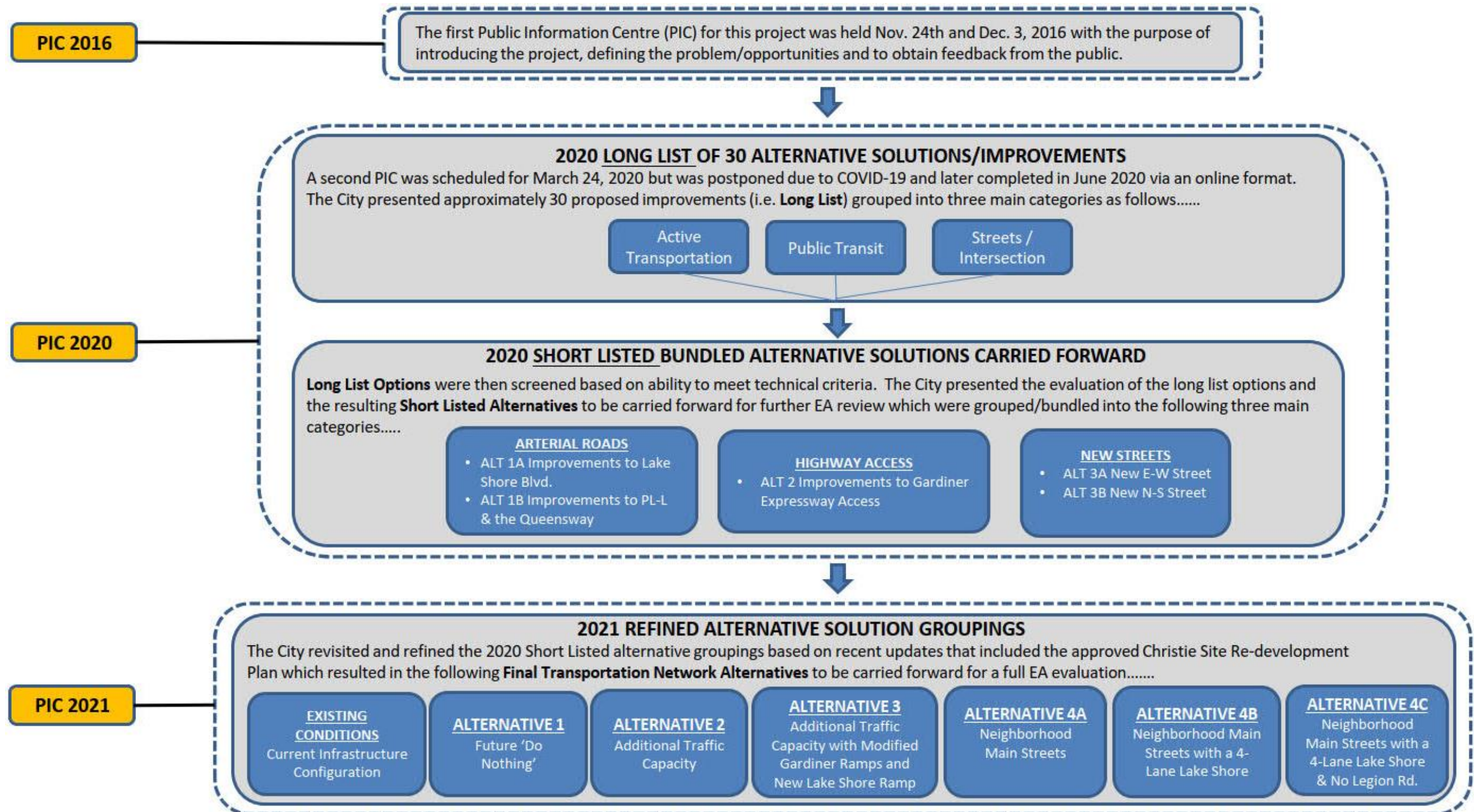
Once the problem and opportunities were clearly defined, a long list of Alternative Solutions was developed to address the deficiencies affecting area drivers, cyclists, pedestrians, and transit users. The long list of alternative solutions consisted of logical suites of individual network improvements that incrementally build on one another as follows:

1. Do nothing
2. TDM strategies
3. Traffic signal timing optimization / new signals
4. Enhanced active transportation infrastructure
5. Enhanced transit service and / or infrastructure (i.e., transit hub)
6. Road network improvements:
 - a) New connection to and from the Gardiner Expressway
 - b) New connection to and from Lake Shore Boulevard West
 - c) New connection across the Gardiner Expressway
 - d) New connections through the former Mr. Christie's site
 - e) Combinations of Alternatives a, b, c and d

7.2 Refinement of Alternative Solutions

Exhibit 7-1 provides an overall summary of the evaluation process that was completed to establish a Short List of Alternative Solutions. The 30 Long List of Alternatives went through a screening process that would lead to selection of a Short List of Alternatives considered for additional review and evaluation. The City presented the screening of the long list options at the June 2020 Public Information Update. Following the June 2020 online presentation, the City revisited and refined the Short List of Alternative Solutions and the associated evaluation criteria based on recent updates (such as the Christie's Planning Study) to develop the Final Transportation Network Alternatives. These were then carried forward for a further, more detailed evaluation and ultimately leading to selection of the final Preferred Alternative Solution.

Exhibit 7-1: Summary of Overall Evaluation Process



8. Long List of Alternative Solutions

The Long List of Alternative Solutions to address the identified Problem / Opportunities were presented to the public at the Public Information Update session in June 2020. This online presentation replaced the originally scheduled Public Open House planned for March 24, 2020 that was postponed due to COVID-19. The Long List of Alternative Solutions and associated evaluation as presented in June 2020 are illustrated in **Exhibit 8-1**.

The Long List of Alternative Solutions were developed in consideration of existing and future land use (i.e., population and employment growth), review of existing and future transportation conditions, as well as consideration of feedback received during the first round of public consultation. The Long List was grouped into three main categories that included Active Transportation, Public Transit, and Streets / Intersections.

A screening-level qualitative assessment of the Long List of Alternative Solutions was subsequently completed based on alignment with the Problem and Opportunity Statement, City and Provincial policy (i.e., Official Plan, Secondary Plan, city-wide policies), as well as geometric and technical feasibility (high-level) and cost (that is, economical, cost-benefits, order of magnitude costs). This screening was used to identify an initial short list of alternatives that would be carried forward for a full EA evaluation using more detailed criteria considered relevant to this undertaking.

A summary of the Long List screening process completed for the alternatives identified in each category (i.e., Active Transportation, Public Transit and Streets/Intersections) is further detailed in the sections that follow. A table summarizing the high-level screening review is included in **Appendix I**.

8.1 Active Transportation

As illustrated in **Exhibit 8-1**, two solutions were proposed to address deficiencies affecting active transportation. This included Complete Street designs with cycling and pedestrian infrastructure; and / or the construction of a dedicated pedestrian bridge connecting Lake Shore Boulevard West to The Queensway near the Ontario Food Terminal (OFT; 165 The Queensway) and the Sobeys Plaza (Fiera Properties, 125 The Queensway).

The latter was screened out due to potential impacts to the OFT, Sobeys Plaza (Fiera Properties) and Hydro One utility corridor, and was deemed not economically viable in view of other identified potential network connection solutions.

Exhibit 8-1: Long List Alternatives and Screening

Category	Transportation Improvement	Problem / Opportunity	Policy Context	Technical	Economic	Recommendation
Active Transportation Potential Improvements						
Active Transportation	Create complete streets in TMP Study area with cycling and pedestrian infrastructure	✓	✓	✓	O	✓
	Pedestrian bridge (North-South) Connecting Lake Shore to Queensway near Food Terminal and Sobeys	✓	X	O	X	X
Public Transit Potential Improvements						
Public Transit	Proposed Park Lawn GO Station	✓	✓	✓	✓	✓
	Integrate TTC streetcar and bus service with potential future GO station to create a new transit hub	✓	✓	O	O	✓
	Dedicated transit lane on Lake Shore Blvd W (from the existing Humber Loop to Legion Road)	✓	✓	✓	✓	✓
	Provide new pedestrian access to potential Park Lawn GO station	✓	✓	O	O	✓
	Dedicated transit priority lanes on Park Lawn Road	✓	✓	O	O	✓
	Ferry Service to downtown Toronto	✓	X	X	X	X
Transportation Network Potential Improvements						
Streets and Intersections	Extend eastbound Park Lawn off-ramp to connect to Lake Shore West GO Transit Corridor	✓	✓	O	O	✓
	Reconfigure Lake Shore off-ramp (westbound)	✓	O	O	O	✓
	Reconfigure South Kingsway / Queensway / Gardiner interchange	✓	X	X	X	X
	New South Kingsway connection to Lake Shore Boulevard (Westbound)	✓	X	X	✓	X
	Modification to westbound on ramp from Park Lawn (e.g. dual left turn from Park Lawn)	✓	O	O	✓	X
	New North-South grade separation (Lake Shore – Queensway) near Food Terminal / Sobeys	✓	O	✓	X	X
	New North-South grade separation (Palace Pier Ct – Queensway)	✓	✓	X	O	X
	New North-South road via streetcar tunnel	✓	✓	X	O	X
	Reduce Lake Shore Blvd to 1 through lane (each direction)	✓	✓	O	✓	✓
	Reduce Park Lawn Road to 1 through lane (each direction)	✓	–	O	✓	✓
	Reduce left turn lane at Park Lawn / Lake Shore (1-lane)	✓	–	O	✓	✓
	New eastbound through lane at Palace Pier Court	✓	–	O	✓	✓
	Additional lane on Lake Shore (West of Park Lawn)	✓	✓	O	O	✓
	Improve operations of Park Lawn/The Queensway intersection: eastbound through, westbound left and northbound right lanes	✓	–	O	✓	✓
	Improve operations of southbound left turn at Park Lawn/Lake Shore intersection	✓	–	O	✓	✓
	New signalized intersections on Lake Shore Blvd W, Park Lawn Road and The Queensway	✓	✓	O	✓	✓
	New connection from Brookers Lane to Lake Shore eastbound off-ramp	✓	✓	O	O	✓

Legend: ✓ = Pass
O = Further Analysis Required in Detailed Evaluation
X = Fail
– = Not Applicable

Adapted from: PIC June 2020

8.2 Public Transit

As illustrated in **Exhibit 8-1**, several improvements were proposed to address issues affecting public transit that included: a proposed Park Lawn Go Station; integration of the TTC streetcar and bus service with a potential future GO station to create a new transit hub; creation of dedicated transit lanes on Lake Shore Boulevard West (from the existing Humber Loop to Legion Road); the provision of a new pedestrian access to the potential Park Lawn Go Station; creation of dedicated transit priority lanes on Park Lawn Road; and a Ferry Service to downtown Toronto. All but the Ferry Service to downtown Toronto were carried forward for further review.

The Ferry Service was screened out given that it was not consistent with current City policy, due to potential natural heritage impacts along the Lake Ontario shoreline, and was not technically nor economically feasible to address the TMP problem and opportunity statement.

8.3 Streets / Intersections

As illustrated in **Exhibit 8-1**, there were 17 improvements proposed to address traffic related deficiencies affecting streets/intersections that consisted of the following key components:

- **Modify Existing Gardiner On/Off-ramps:** Alternatives included an extension of the eastbound Park Lawn Road off-ramp to Lake Shore Boulevard West via a new road connection and grade-separation under the rail corridor; modification of the westbound on-ramp from Park Lawn Road (i.e., provide northbound double left turn lanes from Park Lawn Road); and reconfiguration of the on/off-ramps to Lake Shore Boulevard West.
- **Interchange Reconfiguration:** This alternative proposed a reconfiguration of the South Kingsway / The Queensway / Gardiner interchange.

These potential interchange improvements were subsequently screened out from further study due to a number of factors, such as it would not be consistent with either the Gardiner West EA nor the Reconfiguration of the South Kingsway and The Queensway Interchange EA, could have significant impacts on traffic operations along the Gardiner, The Queensway, South Kingsway and Lakeshore Boulevard West; and also due to significant costs and impacts during construction.

- **Additional or Remove Existing Through Lane(s):** Alternatives included a reduction in the number of through lanes to one through lane in each direction along Lake Shore Boulevard West and / or Park Lawn Road. The creation of an additional eastbound through lane along Lake Shore Boulevard West beyond Palace Pier Court was also considered; as well as an additional westbound lane on Lake Shore Boulevard west of Park Lawn Road.
- **Modify Intersection Configuration/Operations:** These alternatives included converting the northbound right turn channel to a turn lane at the Park Lawn Road / The Queensway intersection and/or optimize signal timing; removal of one of the southbound double left turn lanes at the Park Lawn Road / Lake Shore Boulevard West intersection and/or optimize signal timing; as well as new signalized intersections on Lake Shore Boulevard West, Park Lawn Road, and/or The Queensway.
- **New Street Connections:** A number of new connections were proposed including a new north-south road with grade separation (bridge or tunnel) connecting Lake Shore Boulevard West and The Queensway in the vicinity of the OFT and Sobeys Plaza (Fiera Properties) lands, or in the vicinity of the TTC Humber Loop/Marine Parade Drive (east)/Palace Pier Court. A new north-south road via the existing streetcar tunnel was also proposed; a new connection from Brookers Lane to the Lake Shore Boulevard West eastbound off-ramp; as well as a new South Kingsway connection to westbound Lake Shore Boulevard West.

While some areas for a new north-south road with grade separation (bridge or tunnel) connecting Lake Shore Boulevard West and The Queensway were carried, some others were not, specifically:

- A new north-south road connection directly through the OFT lands was screened out in order to avoid deleterious impacts to OFT's ability to operate or expand its operations in the future, and also since the OFT is designated as a Provincially Significant Employment Zone.
- New north-south road connections in the vicinity of the TTC Humber Loop/Marine Parade Drive (east)/Palace Pier Court were screened out since the existing topography and grading precludes a direction intersection connection to Lake Shore Boulevard West, unless Lake Shore Boulevard West was regraded and lowered in elevation. This would have significant impacts to existing intersections and entrances in this area, and also have significant construction complexity and costs.

- A new north-south road via the existing streetcar tunnel was screened out since the existing portal has inadequate width to accommodate a new street.
- Similar to the above summary regarding modifying the South Kingsway / The Queensway / Gardiner interchange, a new South Kingsway connection to westbound Lake Shore Boulevard West was screened out from further study due to a number of factors, such as it would not be consistent with either the Gardiner West EA nor the Reconfiguration of the South Kingsway and The Queensway Interchange EA, could have significant impacts on traffic operations along the Gardiner, The Queensway, South Kingsway and Lakeshore Boulevard West; and also due to significant costs and impacts during construction.

While numerous options were found to be inconsistent with planning policy, or had significant technical and/or economic impacts, 12 remaining options were deemed feasible from a general perspective in the streets/intersection category and were carried forward for further review.

9. Short List of Alternative Solutions

The screening of the Long List of Alternative Solutions resulted in an initial Short List of Alternative Solutions to be carried forward for further EA review. The short-listed alternative solutions were grouped/bundled into the following three main categories:

Improvements to Major Streets

- Alternative 1A: Improvements to Lake Shore Boulevard West
- Alternative 1B: Improvements to Park Lawn Road and The Queensway

Highway Access Modifications

- Alternative 2: Improvements to Gardiner Expressway Access

New Streets

- Alternative 3A: New East-west Street
- Alternative 3B: New North-south Street

The following sections provide additional details pertaining to the above noted short-listed alternatives included in each of the three main categories (i.e., Arterial Roads, Highway Access, and New Streets).

9.1 Major Street Improvements

The short-listed alternatives considered to provide improvements to arterial roads consisted of Alternative 1A (Improvements to Lake Shore Boulevard West) and Alternative 1B (Improvements to Park Lawn Road and The Queensway).

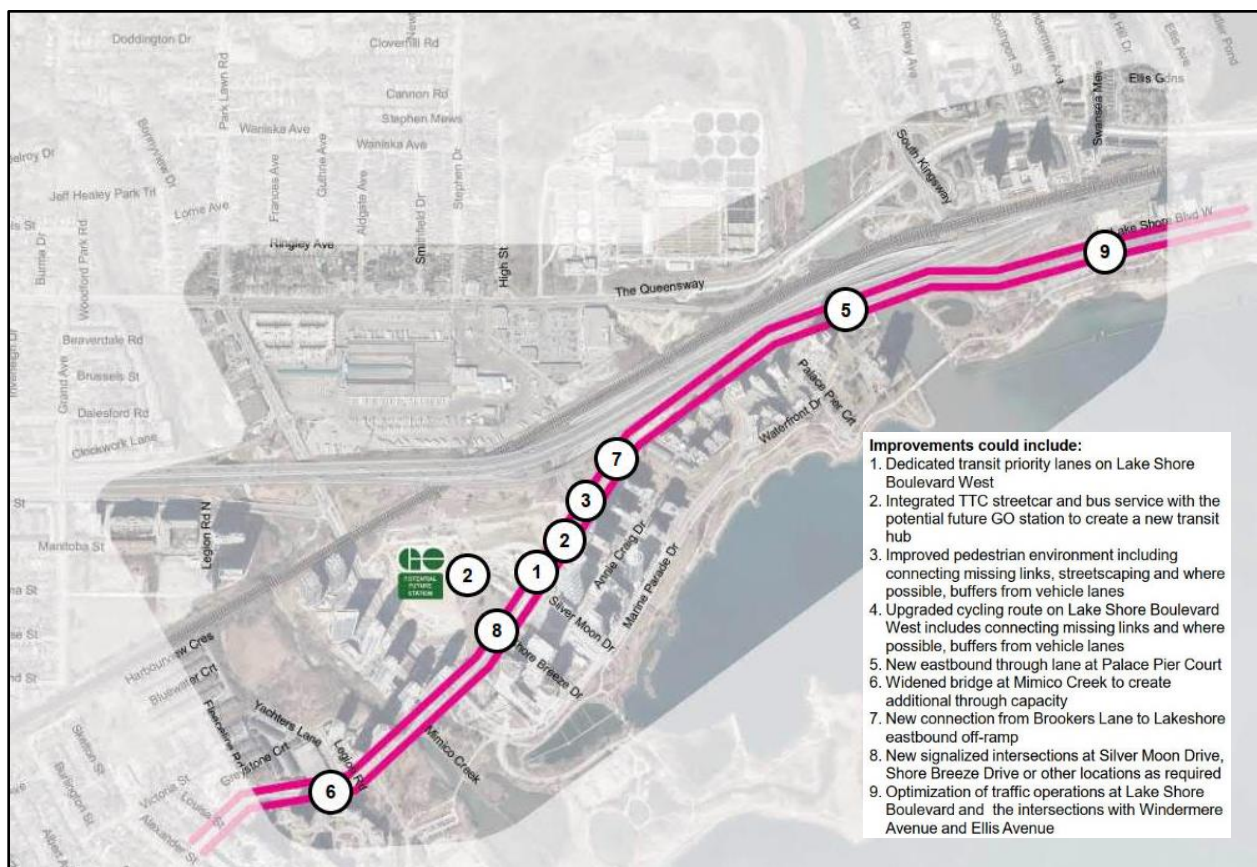
9.1.1 Alternative 1A - Improvements to Lake Shore Boulevard West

Alternative 1A as illustrated in **Exhibit 9-1** proposed a number of potential transportation improvements to Lake Shore Boulevard West including the following:

1. Dedicated transit priority lanes on Lake Shore Boulevard West
2. Integrated TTC streetcar and bus service with the potential future GO station to create a new transit hub
3. Improved pedestrian environment including connecting missing links, streetscaping and where possible, buffers from vehicle lanes

4. Upgraded cycling route on Lake Shore Boulevard West includes connecting missing links and where possible, buffers from vehicle lanes
5. New eastbound through lane at Palace Pier Court
6. Widened bridge at Mimico Creek to create additional through capacity
7. New connection from Brookers Lane to Lake Shore Boulevard West eastbound off-ramp
8. New signalized intersections at Silver Moon Drive, Shore Breeze Drive or other locations as required
9. Optimization of traffic operations at Lake Shore Boulevard West and the intersections with Windermere Avenue and Ellis Avenue.

Exhibit 9-1: Short-Listed Alternative 1A (June 2020)



Source: Public Information Update June 2020 Presentation, Slide 20

This solution was in alignment with the City's Official Plan policy to create an "Avenue" along Lake Shore Boulevard West. It also provided transit priority and supports a

Complete Streets approach by building off the existing streetcar network and improving operations for all modes of transportation.

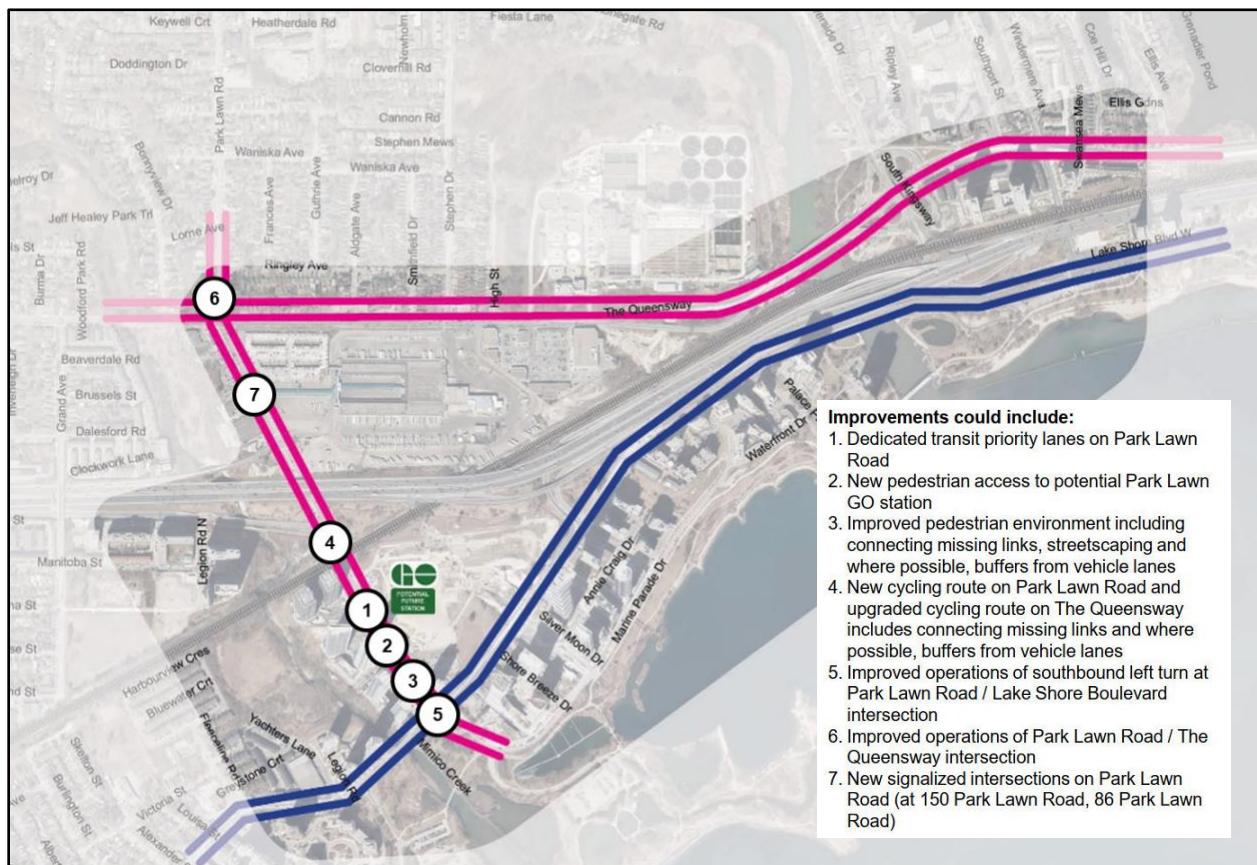
9.1.2 Alternative 1B - Improvements to Park Lawn Road and The Queensway

Alternative 1B as illustrated in **Exhibit 9-2** proposed potential improvements to Park Lawn Road and The Queensway that included the following:

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

Alternative 1B was identified as providing critical links to the potential new Park Lawn GO Station and improved operations for all modes of transportation along both Park Lawn Road and The Queensway.

Exhibit 9-2: Short Listed Alternative 1B (June 2020)



Source: Public Information Update June 2020 Presentation, Slide 21

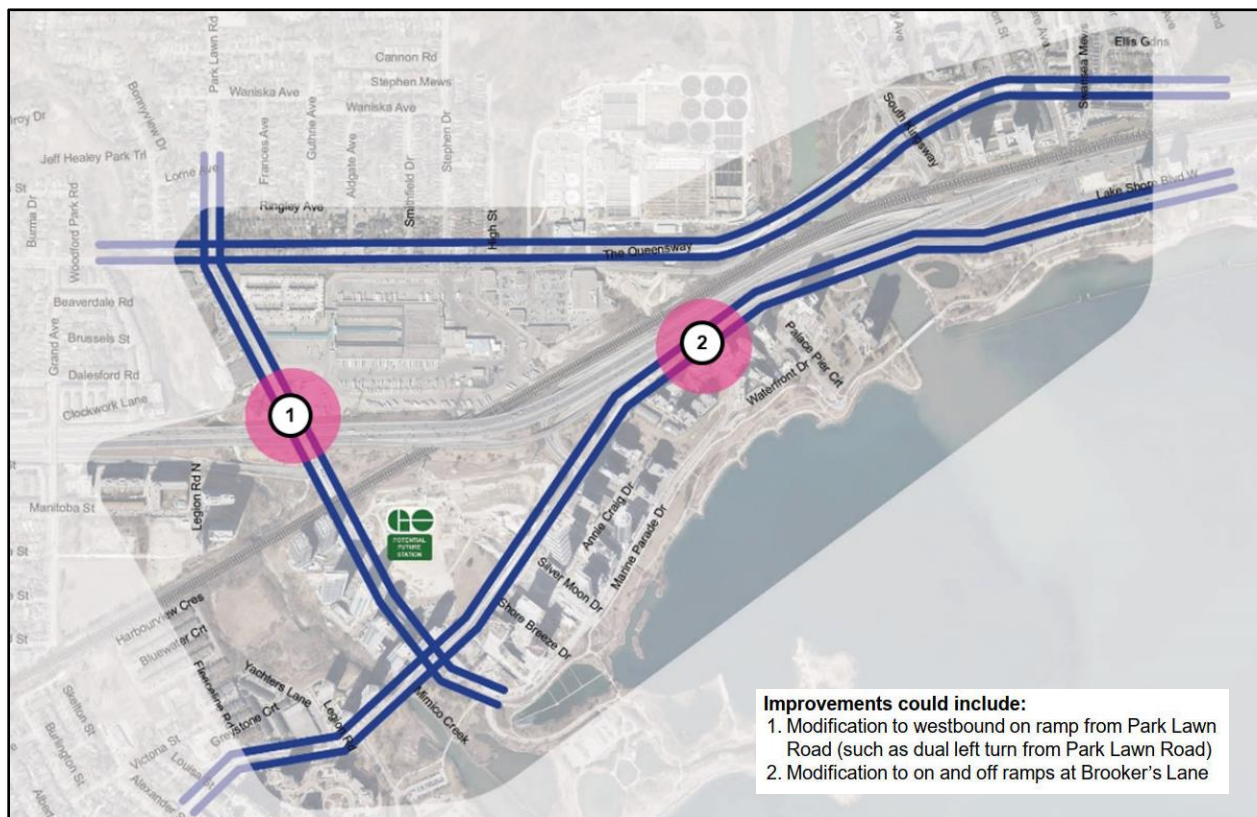
9.2 Highway Access Improvements

The only short-listed alternative presented in the Highway Access category proposed improvements to the Gardiner Expressway access as further detailed below.

9.2.1 Alternative 2 - Improvements to Gardiner Expressway Access

Alternative 2 as illustrated in **Exhibit 9-3** proposed a potential modification of the westbound on-ramp from Park Lawn Road (such as a dual left turn from Park Lawn Road) and / or a modification of the on- and off-ramps at Brookers Lane.

Exhibit 9-3: Short Listed Alternative 2 (June 2020)



Source: Public Information Update June 2020 Presentation, Slide 22

The improvements associated with Alternative 2 would assist in reducing the bypass motor vehicle traffic spill over from the Gardiner Expressway into the study area road network, and also improve traffic circulation and reduce impacts to vulnerable road users at the Gardiner Expressway interchanges.

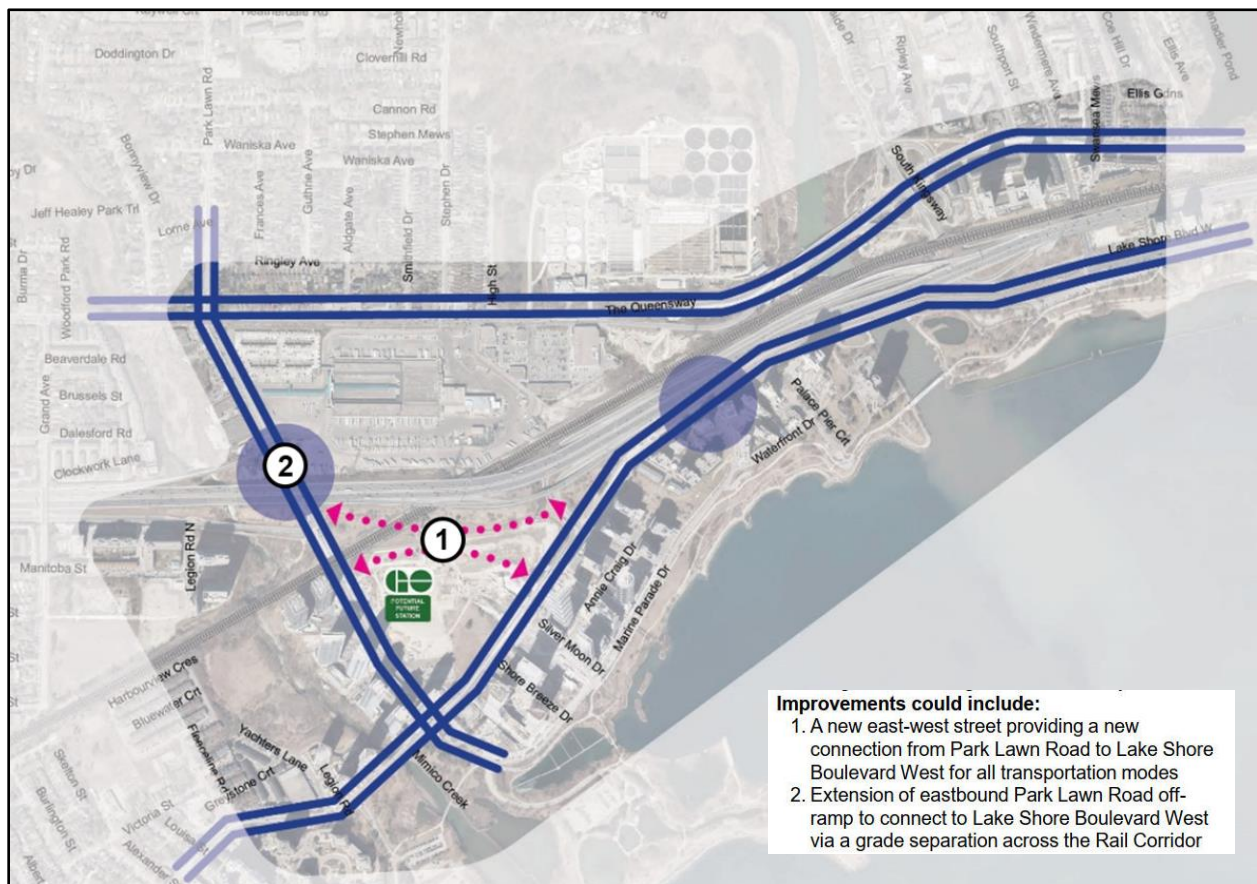
9.3 New Street Improvements

The short-listed alternatives presented in the New Streets category consisted of Alternatives 3A (New East-West Street) and Alternative 3B (New North-South Street).

9.3.1 Alternative 3A – New East-West Street

Alternative 3A, as illustrated in **Exhibit 9-4**, proposed a new east-west street providing a new connection from Park Lawn Road to Lake Shore Boulevard West for all transportation modes as well as an extension of the eastbound Park Lawn Road off-ramp to connect to Lake Shore Boulevard West via a grade separation across the rail corridor.

Exhibit 9-4: Short Listed Alternative 3A (June 2020)



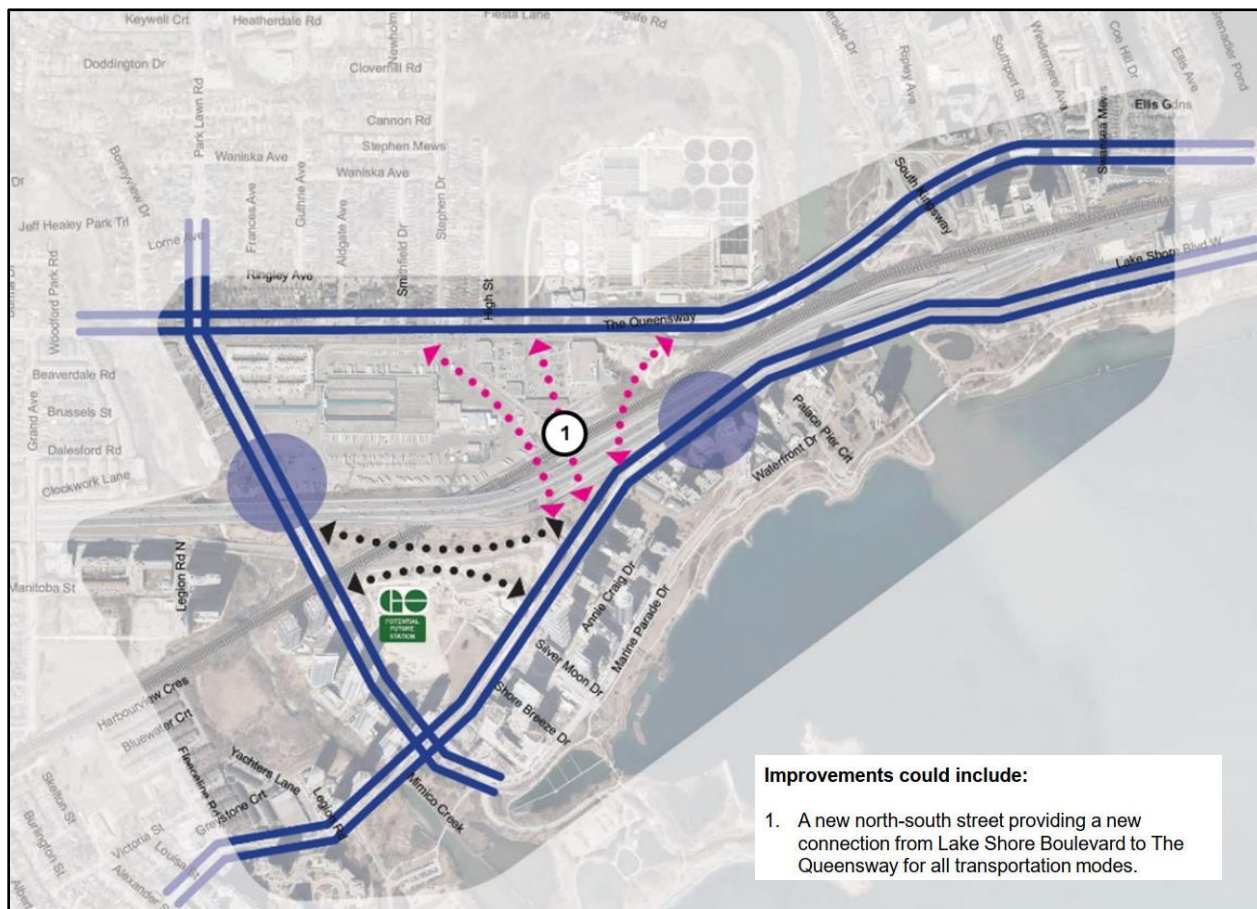
Source: Public Information Update June 2020 Presentation, Slide 23

The improvements associated with Alternative 3A would improve the local east-west connectivity within the study area, support all modes of transportation, support shorter and more convenient trip distances, and also mitigate traffic congestion in the study area.

9.3.2 Alternative 3B – New North-South Street

Alternative 3B, as illustrated in **Exhibit 9-5**, proposed a new north-south street providing a new connection from Lake Shore Boulevard West to The Queensway for all transportation modes.

Exhibit 9-5: Short Listed Alternative 3B (June 2020)



Source: Public Information Update June 2020 Presentation, Slide 24

The improvements associated with Alternative 3B would provide an alternative to Park Lawn Road to connect the north and south parts of the study area.

9.4 Short List Alternative Evaluation Criteria (June 2020)

The preliminary evaluation criteria developed to assess and compare the short-listed alternatives is illustrated in **Exhibit 9-6**. This criterion was presented for public review and comment at the June 2020 Public Information Update online presentation.

Exhibit 9-6: Short List Preliminary Evaluation Criteria (June 2020)

Category	Proposed Criteria
Policy Framework <ul style="list-style-type: none"> Does the alternative deliver existing City policies and guidelines? 	Conformity with policies and city-wide guidelines including: <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Does the alternative optimize the community's health and safety? Does it promote an active lifestyle for all ages and abilities? 	<ul style="list-style-type: none"> Provision of continuous and comfortable walking and cycling routes Potential to incorporate streetscape amenities and landscape elements Promotion of transportation choice Supports accessible network for all ages and abilities Connectivity to key destinations Minimizes the impacts of traffic travelling through the neighbourhood Minimizes greenhouse gas emissions (air quality)
Social Equity <ul style="list-style-type: none"> Does the alternative improve transportation access for all people living in the study area? 	<ul style="list-style-type: none"> Provision of safe and reliable access to high quality, efficient transit, walking and cycling routes Access to existing and future employment areas
Mobility <ul style="list-style-type: none"> Does the alternative deliver on key technical transportation indicators? 	<ul style="list-style-type: none"> Improves mobility and manages congestion (travel time and average speed for all modes) Number of people moved by all modes Improvement of road safety for all road users particularly vulnerable road users Accommodation of future transit infrastructure Accommodation of additional rail track and station KM of new/improved pedestrian routes and connections KM of new/improved cycling routes and connections Impact on intersection operations
Economic <ul style="list-style-type: none"> How feasible is the alternative to implement given constraints such as construction and maintenance costs, and what are the economic benefits? 	<ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Does the alternative negatively impact the natural environment? 	<ul style="list-style-type: none"> 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

Source: As presented at Public Information Update June 2020 Presentation, Slide 25