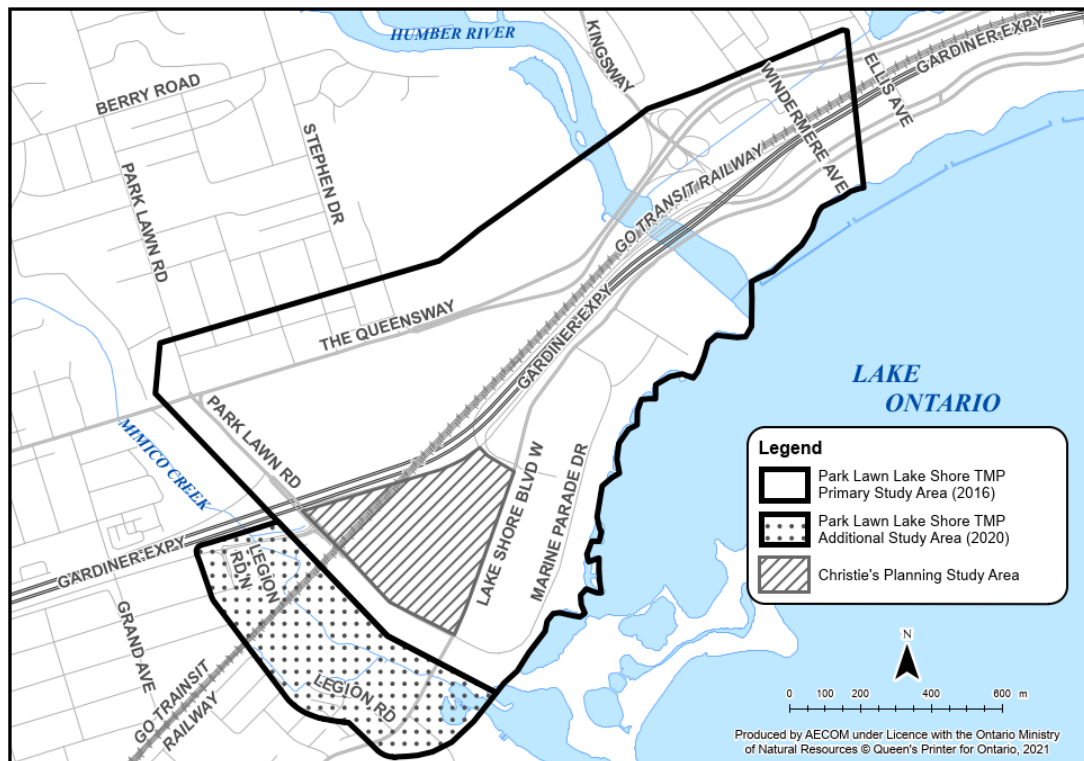


1. Introduction

The Park Lawn Road / Lake Shore Boulevard area has seen significant intensification and high-rise development over the past 20 years. However, during this same time period, the area's constrained and isolated transportation network has remained relatively unchanged, resulting in regular congestion during the weekday morning and afternoon peak periods, as well as during weekends. Currently, the study area exhibits a congested and discontinuous multi-modal transportation situation that does not meet the needs of the surrounding community. Pass through traffic further exacerbates the problem in the area. Additionally, the Gardiner Expressway serves as a key east-west thoroughfare connecting Etobicoke and points to the west with downtown Toronto but also serves as a barrier to north-south pedestrian, cyclist, and automobile traffic.

In 2013, the City of Toronto initiated a Transportation Master Plan (TMP) study for the Park Lawn Road and Lake Shore Boulevard West area to identify needed transportation network improvements and to further develop the Park Lawn / Lake Shore community. As illustrated in **Exhibit 1-1**, the initial Primary Study Area generally extended from The Queensway in the north, to Windermere Avenue in the east, Lake Ontario in the south, and Park Lawn Road in the west.

Exhibit 1-1: Project Study Area



The TMP was originally anticipated to be completed in April 2017, however, City Council put the project on hold, pending a final decision of the land use for the former Christie's Bakery site at the northeast corner of the intersection of Lake Shore Boulevard West and Park Lawn Road. In 2019, City Council authorized the TMP to move forward in an integrated way with the Christie's Planning Study.

As part of the re-initiation of the TMP, the original Primary Study Area was expanded to the west, as shown in **Exhibit 1-1**, to include a small area bounded by the F.G. Gardiner Expressway to the north, Lake Shore Boulevard West to the south, Legion Road to the west, and Park Lawn Road to the east. The purpose of the expanded study area was to assess the role of the Legion Road extension in the area street network as part of the TMP study and ultimately to address Environmental Assessment (EA) Addendum requirements for the Legion Road Extension Class EA (2009) as part of the current Park Lawn / Lake Shore Area TMP. A Schedule 'C' Municipal Class EA was completed in 2010 to review alternatives to provide an extension to Legion Road. Given the 10 year lapse of time from the filing of the 2010 Legion Road Environmental Study Report (ESR) to the commencement of construction, an EA Addendum to the ESR is required to review the planning and design process in the context of the current environmental setting in order to confirm that the project and the recommended mitigation are still valid. This TMP has been developed with the intent of addressing EA Addendum requirements for the Legion Road extension by re-evaluating the need and justification for the extension and to review the project in the current environmental setting to confirm impacts and mitigation.

The Park Lawn / Lake Shore TMP is a critical first step towards long-term transportation improvements in the Park Lawn Road / Lake Shore Boulevard area. It builds upon past studies, marking an important advancement in identifying permanent upgrades to the transportation network, including long-term solutions to keep this community moving, including:

- New connections and better access to roads, transit, and pathways
- Additional safe and convenient crossings of physical barriers
- Planning for investment in roads, public transit, pedestrian, and cycling networks
- High-quality streetscape design

This TMP develops a cohesive and integrated multi-modal transportation plan for the subject area that considers previously planned and approved (but unbuilt) infrastructure projects, development plans, infrastructure opportunities, and the needs of area

residents. It was co-ordinated with the redevelopment of the former Mr. Christie's bakery site and the proposed new Park Lawn GO Station. The TMP will be used as a guide to develop an urban environment where multiple forms of transportation are considered including buses, streetcars, cyclists, and pedestrians. Moreover, the study area's active transportation infrastructure along the waterfront provides a proven backbone for the development of a more complete and connected sustainable transportation network for pedestrians and cyclists.

The City's Transportation Services department took the lead on this undertaking with support from the City's Public Consultation Unit and other City departments.

1.1 Environmental Assessment Process

1.1.1 Overview

The purpose of the Ontario Environmental Assessment Act (OEAA) is to provide for *"...the betterment of the people of the whole or any part of Ontario by providing for the protection, conservation and wise management in Ontario of the environment."* The term "environment" is broadly defined and includes the built, natural, socio-economic and cultural environments. The Act applies to provincial ministries and agencies, municipalities and public bodies (e.g. Conservation Authorities and Metrolinx).

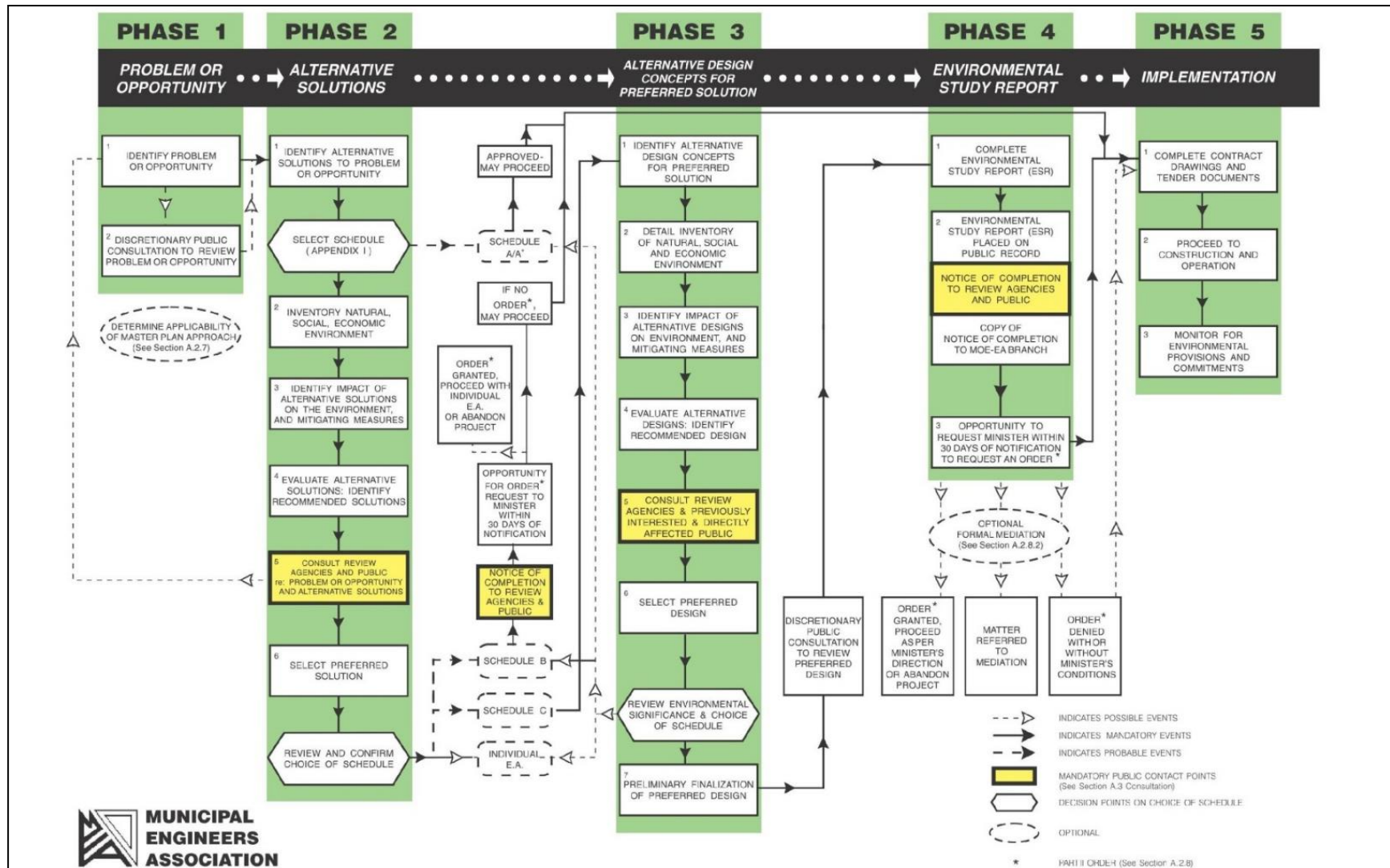
The Municipal Class EA is a planning process that has been approved under the OEAA for a class or group of undertakings. A Municipal Class EA follows an approved process designed to protect the environment and to ensure compliance with the OEAA. A municipality is required to complete a Municipal Class EA before infrastructure improvements as proposed can be undertaken. Projects that are identified in the Municipal Class EA can proceed to implementation without further approval under the Act provided that the approved Municipal Class EA planning process is followed.

The Municipal Class EA process generally involves the following five phases as summarized below and as illustrated in **Exhibit 1-2**:

- **Phase 1** – Identify the **problem(s) or opportunities** to be addressed and the need and justification.
- **Phase 2** – Identify **alternative solutions** to address the problem / opportunity; evaluate these based on their potential to impact the area environment and establish the Preferred Solution following consideration of public and agency input.



Exhibit 1-2: Municipal Class EA Planning and Design Process



Source: Municipal Class Environmental Assessment (Oct. 2000, as amended 2007, 2011 & 2015), Municipal Engineers Association

- **Phase 3** – Develop **alternative design concepts** to implement the Preferred Solution, evaluate the alternatives by considering potential environmental impacts and select the Preferred Design following the receipt of public and agency input.
- **Phase 4 – Documentation** of the Class EA process in an Environmental Study Report (ESR) followed by a 30-day public review period.
- **Phase 5 – Implementation** - complete contract drawings and documents, proceed to construction and operation, and monitor construction for adherence to environmental provisions and commitments.

This undertaking was completed in accordance with the Municipal Class Environmental Assessment (October 2000, as amended 2007, 2011 & 2015) Master Plan process.

1.1.2 MCEA Amendments March 2023

Since initiating this Master Plan a number of updates to the Municipal Class Environmental Assessment (MCEA) process were undertaken to reflect recent changes in legislation including the Environmental Assessment Act as a result of the More Homes, More Choice Act (Bill 108) in 2019 and the Covid-19 Economic Recovery Act (Bill 197) in 2020. The Ministry of the Environment, Conservation, and Parks subsequently released an amended MCEA document in March 2023.

Since this Master Plan was primarily complete before the MCEA process was amended in 2023 it was determined that transitioning to the updated process would not be feasible. Exhibit 1-2 reflects the 2015 MCEA process utilized for this Master Plan. The key principles of the Municipal Class EA process as illustrated in Exhibit 1-2 have not changed; however, the amended process does include changes to the MCEA Project Schedules.

1.1.3 MCEA Project Schedules and Classifications

The MCEA defines four types of Project Schedules (i.e., A, A+, B, or C). The applicable schedule determines the level of MCEA planning required. Individual municipal infrastructure projects are categorized into one of the following based on the works proposed, the potential for environmental impact, and anticipated costs:

- **Schedule A** projects are limited in scale, have minimal adverse environmental effects and include a number of municipal maintenance and operational activities. These projects are exempt from the EA Act and may proceed to implementation.

- **Schedule A +** projects are also exempt from the EA Act; however, the public is to be advised prior to project implementation.
- **Schedule B** projects have the potential for some adverse environmental effects. The municipality is required to undertake a screening process that satisfies Phases 1 and 2 of the MCEA process, as well as mandatory contact with directly affected public and relevant review agencies to ensure that they are aware of the project and that their concerns are addressed. If there are no outstanding concerns, then the municipality may proceed to implementation.
- **Schedule C** projects have the potential for significant environmental effects and must proceed under the full planning and documentation procedures specified in the MCEA document (i.e., Phases One through Four). Schedule 'C' projects require that an Environmental Study Report (ESR) be prepared and submitted for review by the public and review agencies. If there are no outstanding concerns, then the municipality may proceed to implementation.

Historically, projects classified as Schedule A and A+ were considered pre-approved; however, the passing of Bill 108 (More Homes, More Choice Act) in 2019 resulted in an amendment to the EA Act so that these low impact projects are now considered exempt from the Act. The amended 2023 MCEA document has removed reference to the Schedule A and A+ project classification. Projects formerly classified as Schedule A and A+ are now classified as Exempt and can proceed to implementation.

1.1.4 MCEA Master Planning Process

The MCEA Planning and Design Process recognizes that it is sometimes advisable to plan municipal infrastructure as part of an overall system rather than as a specific project, unlike a single roadway improvement project for a particular street.

As defined in the MCEA document, Master Plans are long range plans which integrate infrastructure requirements for existing and future land use with environmental assessment planning principles. The Master Plan approach is based on the following:

- The scope is broad and includes an analysis of the system to outline a framework for future infrastructure rather than focusing on a site-specific problem.
- The Master Plan recommends a set of works which are distributed geographically throughout the study area, some of which may be implemented over an extended period of time. Collectively, the proposed works are part of the larger infrastructure system.

As part of its 2013 report to the Public Works and Infrastructure Committee, Transportation Services determined that it was appropriate to follow the TMP process to study the ultimate needs and directions for transportation infrastructure in the Park Lawn / Lake Shore area. The TMP study provides a rational basis for recommending transportation projects to move forward, and identify what further planning, design and approvals are needed.

The intent of this Transportation Master Plan is to develop a Preferred Network to address the issues and challenges affecting the transportation infrastructure within the defined geographic area. The Preferred Network will be comprised of individual projects that can be completed at various stages. The individual projects that constitute the Preferred Network are categorized into the appropriate MCEA Project Schedule (i.e., A, A+, B or C) based on the works proposed which determines whether a project can proceed to implementation or if additional MCEA planning is required prior to construction.

Through a TMP Study a series of transportation projects, initiatives, and policies are recommended to support the study area. The Municipal Class Environmental Assessment process identifies several approaches to completing a Master Plan as follows:

- **Approach #1:** Involves preparation of the Master Plan document at the close of Phases 1 and 2. It is done at a broad level of assessment and therefore requires more detailed investigations at the project specific level in order to fulfill MCEA documentation requirements for Schedule B and C projects identified in the Master Plan. The Master Plan would become the basis for, and be used in support of, future investigations for the specific Schedule B and C projects identified. Schedule B projects would be required to file a Project File Report for public review. Schedule C projects would have to complete MCEA Phases 3 and 4 prior to filing an ESR for public review.
- **Approach #2:** Involves preparation of the Master Plan document at the close of Phases 1 and 2 where the level of investigation, consultation, and documentation are sufficient to fulfill the requirements of Schedule B projects. The final public notice for the Master Plan could become the Notice of Completion for the Schedule B projects. Any Schedule C projects would be required to complete MCEA Phases 3 and 4 prior to filing an Environmental Study Report for public review. The Master Plan would provide the basis for future investigations for the specific Schedule C projects identified within the document.

- **Approach #3:** Involves preparation of the Master Plan document at the close of Phase 4 and would document Phases 1 to 4 of the MCEA process for the Schedule B and C projects identified within the document. The final public notice for the Master Plan could become the Notice of Completion for the Schedule B and C projects identified within the document. The MCEA requirements for the Schedule B and C projects would be fulfilled at the Master Plan stage.
- **Approach #4:** This approach involves integration with the approvals under the Planning Act such as an Official Plan or an Official Plan Amendment where these can be completed simultaneously with Master Plans for water, wastewater, and transportation. The need and justification would be established at a very broad level.

This Master Plan was completed using Approach #2 with the intent of fulfilling Phases 1 and 2 of the MCEA Process and completing sufficient assessment, consultation, and documentation to fulfill MCEA requirements for any Schedule B projects identified within the Master Plan. Schedule C projects will be required to fulfill MCEA Phases 3 and 4 as part of a separate process and file an Environmental Study Report (ESR) for public review prior to advancing to detailed design and construction. Phases 3 and 4 of the MCEA process examine design alternatives for the recommended project and include additional public consultation to allow for input on the design alternatives, and development of the preferred design along with measures to address or mitigate impacts associated with specific projects.

Master Plan Approach #2 is highlighted in **Exhibit 1-3**. The problems and opportunities to be addressed are defined during Phase 1 of the TMP Study process. During Phase 2 a range of alternative solutions are developed and evaluated providing opportunities for public input. A Public Meeting is scheduled to present the Recommended Preferred Solutions. Following the receipt of public input, the Preferred Network is selected and/or refined. The Class EA process is then documented in a Transportation Master Plan and filed for a 30-day public review period. Upon completion of Phases 1 and 2 of the MCEA Process and Council adoption of the Staff Report recommendations, the final public notice for the TMP is issued. The Notice of Study Completion is issued to all stakeholders and those on the project mailing list and a copy of the Transportation Master Plan document is made available on the City's website for a 30-day review period. During the 30-day review period, a person can contact the City to resolve any outstanding concerns regarding the project.

In accordance with the Bill 197, COVID-19 Economic Recovery Act (2020), the Part II Order process is now available only for concerns related to Aboriginal or Treaty Rights. Other concerns are no longer filed with the Ministry. Instead, these are now sent to the proponent.

Exhibit 1-3: MCEA Master Plan Process (Phases 1 and 2)



A request may be made to the Ministry of the Environment, Conservation and Parks (MECP) for an order requiring a higher level of study (i.e., requiring an individual/comprehensive EA approval before being able to proceed), or that conditions be imposed (i.e., require further studies), only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered. The requests are to include the respondent's contact information and full name and should specify what kind of order is being requested (i.e., request for additional conditions or a request for an individual/comprehensive environmental assessment), indicate how an order may prevent, mitigate or remedy potential adverse impacts on Aboriginal and treaty rights, and include any supporting information to assist the ministry in efficiently initiating their review. The request should be sent in writing or by email to the following and be copied to the City TMP team member identified below:

- **Minister of the Environment, Conservation and Parks**

Ministry of Environment, Conservation and Parks
777 Bay Street, 5th Floor
Toronto ON M7A 2J3
minister.mecp@ontario.ca

- **Director, Environmental Assessment Branch**

Ministry of Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Floor
Toronto ON, M4V 1P5
EABDirector@ontario.ca

City TMP contact:

- **Mr. Ryan Lo**
Senior Public Consultation Co-ordinator
City of Toronto
Metro Hall, 19th Floor,
55 John Street, Toronto, ON M5V 3C6
Tel: 416-392-3358
Fax: 416-392-2974
TTY: 416-397-0831
E-mail: Ryan.Lo2@toronto.ca

2. Consultation

Effective public and stakeholder consultation is a critical component of any MCEA study. Throughout the Environmental Assessment process, consultation provides the opportunity for stakeholders to share project-specific information, provide study input and express concerns and desires. Recognizing that consultation is integral to the Municipal Class EA process, an extensive public consultation program was carried out as part of this TMP to provide information to stakeholders on all components of the study and to facilitate a full spectrum of community and agency input. For this study the City's Public Consultation Unit (PCU) lead all public, agency and Aboriginal consultation and engagement efforts, with the assistance of AECOM.



At the onset of the study, AECOM and the PCU developed a Consultation Plan to guide the study consultation process. All consultation materials are included in **Appendix A**. The Consultation Plan is included in **Appendix A.1**.

The goal of public consultation for the study was to notify, engage, and inform local residents, businesses, organizations, and stakeholders affected by the Transportation Master Plan and the Class Environmental Assessment process.

The underlying objectives created to meet this public consultation goal are outlined in the Consultation Plan. The following activities were carried out to achieve the consultation goals and objectives:

- Establishment and maintenance of a study mailing list, including agencies, stakeholders and members of the public who had expressed an interest in the study;
- Direct mailing of notices to those indicated on the study mailing list;
- Posting project milestones, updates and consultation reports on the City of Toronto's project website;
- Publication of public event notices within the Etobicoke South Guardian and the Bloor West Villager newspaper;

- Meetings with stakeholder groups; and
- Holding three Public Events to engage and obtain input from the public, review agencies and stakeholders.

In addition to the above, the engagement strategy also included the following:

Study Webpage

A dedicated study webpage was established through the City of Toronto website at www.toronto.ca/parklawnlakeshore on September 12, 2016, to provide information related to the study, including notices, background information, updates, and links to other relevant information. The project website included sections pertaining to Study Overview, Study Area, Frequently Asked Questions, and how to Get Involved. As part of the website, a project email list was launched for anyone to sign-up to receive updates and information about public consultation milestones.

Technical Group Meetings

Technical meetings were held with various groups throughout the TMP study process to discuss progress and gather input at key stages in the planning and decision-making process. The technical meetings comprised staff from different departments from the City of Toronto including: Transportation Planning; City Planning; Urban Design; Economic Development; Infrastructure Development; Cycling; and Parks, Forestry and Recreation, as well as staff from the Toronto Transit Commission (TTC), Toronto Hydro, Toronto and Region Conservation Authority (TRCA), and Metrolinx.

Several meetings were held with the technical group participants, including a project kick-off-meeting in May 2016 followed by numerous meetings throughout the study at key project milestones including in advance of public meetings / community workshops.

Aboriginal Consultation

The identification of Aboriginal communities and/or organizations to engage was established in accordance with the *City of Toronto Aboriginal Consultation Protocol for Environmental Assessments*.

Based on the above information, the following Aboriginal communities, groups and/or organizations were notified of the study and related events, and the list was updated regularly when needed:

- Mississauga of the Credit First Nation
- Alderville First Nation
- Beausoleil First Nation

- Chippewas of Georgina Island First Nation
- Chippewas of Rama First Nation
- Curve Lake First Nation
- Mississaugas of Scugog Island First Nation (MSIFN)
- Six Nations of the Grand First Nation
- Hiawatha First Nation
- Huron-Wendat First Nation

Community Groups, Stakeholder, and Agency Involvement

During this study, the City met with local resident groups and businesses in group discussions, and some individual meetings.

There are a high number of resident groups, businesses, and community organizations in the Park Lawn / Lake Shore area. Given staff capacity and available resources, group meetings and stakeholder workshops were held to convene various representatives. At the conclusion of the group meetings / stakeholder workshops a summary of the discussion was provided to attendees.

The consultation reports within **Appendix A** contain a comprehensive list of all invited resident and community groups, resident and ratepayer associations, non-profit organizations, local businesses and business improvement areas, councillors, provincial and federal members of parliament, and area property owners and businesses. Specific meetings also occurred with major area landowners such as the Ontario Food Terminal, Fiera Properties (owner of 125 The Queensway), and Lake Shore Development Inc. (co-owner of 2150 Lake Shore Road, the former Christie's Site. During the later stages of this TMP study, First Capital Realty entered a partnership with Pemberton Group, and their partnership is now known as Lake Shore Development Inc.).

2.1 Public Events

Public consultation was an important part of this Study. Due to the scale and complexity of transportation in the Park Lawn Lake Shore area, the City hosted three public events as summarized in **Exhibit 2-1**.

Exhibit 2-1: Public Event Schedule

Public Event	Timing	Purpose
Public Event 1	Nov. 24 and Dec. 3, 2016	A Community Workshop to introduce the study and identify issues and opportunities in the Study Area.
Public Event 2	June 2020	An online presentation to provide a project update and present existing conditions; the long list alternatives and associated evaluation; and the resulting short list alternatives and evaluation criteria.
Public Event 3	July 26 and Aug. 9 2021	An online presentation to review the short list alternatives and associated evaluation, and to present the Preliminary Preferred Network Alternative

The extensive consultation completed as part of this process was summarized in three separate Public Consultation Summary Reports documenting MCEA Phases 1 and 2 as follows:

- **Public Consultation Summary Report MCEA Phase 1** - Consultation from September to December 2016, including Community Workshop #1.
- **Public Consultation Summary Report MCEA Phase 2, Stage 1** – Consultation from February 3, 2020 – July 1, 2020.
- **Public Consultation Summary Report MCEA Phase 2, Stage 2** - Consultation from July 22 to August 15, 2021

The sections that follow provide a summary of the consultation completed during the TMP process. The following is summarized in the same format and for each summary period as that presented in the above noted Consultation Summary Reports. Copies of the Consultation Summary Reports and all notification, presentation, and feedback material are included in **Appendix A**.

2.2 MCEA Phase 1 Consultation

This section provides a summary of the consultation completed during MCEA Phase 1 that took place from September to December 2016. This information is taken from the Park Lawn Lake Shore TMP Public Consultation Report Phase 1 (Jan. 2017) as prepared by the City's Public Consultation Unit. A copy of the report and associated notification and feedback material is included in **Appendix A**.

2.2.1 Phase 1 Notification

A Notice of Commencement and invitation to Community Workshop 1 was issued the week of November 10, 2016 via the following:

- Advertisements published in Bloor West Villager and York Guardian community newspapers
- Flyer delivery to 25,563 residents and businesses in the study area
- Posting on the project website
- Email to local Businesses and Business Improvement Areas: ShoptheQueensway Business Improvement Area, Mimico by the Lake Business Improvement Area, Mimico Village Business Improvement Area, South Etobicoke Industrial Employers Association, Lake Shore Village Business Improvement Area, Ontario Food Terminal, Lake Shore Development Inc., Fiera Properties
- Email to local Resident and Ratepayer Associations: Humber Bay Shores Condo Association, Mimico Residents Association, Mystic Point Residents Association, Swansea Area Ratepayers Association, Lake Shore Planning Council, Mimico Lake Shore Community Network, Our Place Initiative, South Etobicoke Transit Action Committee, Ward 6 Community Action Team, Citizens Concerned about the Future of Etobicoke Waterfront, Etobicoke South Cycling Committee
- Email to local community groups and institutions: LAMP Community Health Centre, Lake Shore Arts, Storefront Humber Inc, Humber College Email, letter, and flyer sent to First Nations
- Email to all agencies and utility companies
- Notification sent to City Councillors in Wards 5, 6 and 13

2.2.2 Indigenous Consultation

The Notice of Commencement and invitation to Community Workshop 1 was sent to First Nations on the Public Consultation Unit's contact list via registered mail.

2.2.3 Agency Consultation

The Notice of Commencement and invitation to Community Workshop 1 was sent on December 2, 2016 to all relevant agencies and utilities to inform them of the project. A total of 5 agencies corresponded with the project team through this process, and all comments were received, recorded, and a response was provided to each comment.

2.2.4 Stakeholder Workshop

On October 5, 2016, local stakeholder organizations, including resident groups, community associations, non-profit organizations and Business Improvement Areas (BIA) in the Park Lawn Lake Shore area were invited to meet with the Project Team, learn about the Study, share information, and discuss potential transportation improvements in advance of public meetings.

2.2.5 Affected Properties

Improvements identified in the study potentially affect owners of large parcels of land. The City held individual meetings with potentially affected property owners on the following dates:

- Ontario Food Terminal, August 9, 2016
- Fiera Properties, October 11, 2016
- Lake Shore Development Inc., October 24, 2016

2.2.6 Presentation at LAMP Community Health Centre

The Project Team was invited to present at the LAMP Community Health Centre's Annual General Meeting on September 15, 2016 to introduce the Study and respond to comments and questions.

The meeting was held at Humber College from 7:00 p.m. to 8:30 p.m. and was attended by approximately 50 community members. Metrolinx also presented as part of the same panel. A total of 8 verbal questions were received at the event.

2.2.7 One Window Contact

Stakeholders and members of the public were invited to ask questions and submit comments via phone, email, fax, or written letter. A total of 38 communications were received via email and phone.

2.2.8 Community Workshop 1

Community Workshop 1 was held at the Assembly Hall at 1 Colonel Samuel Smith Park Drive on Thursday November 24, 2016 from 6:30 p.m. to 9:00 p.m., and on Saturday December 3, 2016 from 2:00 p.m. – 4:30 p.m. The same information was presented on both dates. The meeting format included a drop-in centre with display panels for the first

30 minutes, followed by a presentation, question and answer period, and facilitated table discussions.

During the table discussions, participants sat at round tables with up to eight guests, and one facilitator from the City of Toronto or the City's consultant AECOM. The facilitators guided participants through discussion questions to receive feedback from everyone.

Community Workshop 1 was attended by approximately 130 participants total, including 80 on November 24, 2016, and 50 on December 3, 2016. Various opportunities were provided to comment through conversations with staff, a question and answer period, facilitated table discussions, comment form, and via one window contact throughout the duration of the comment period that concluded on December 9, 2016.

2.2.9 Summary of Phase 1 Feedback

This section summarizes the feedback received during the Phase 1 public consultation activities from September to December 2016, including Community Workshop #1. This information is taken from the Park Lawn Lake Shore TMP Public Consultation Report Phase 1 (January 2017) as prepared by the City's Public Consultation Unit. A copy of the report and associated notification and feedback material is included in **Appendix A**.

Aboriginal Consultation

A response was received from the Hiawatha First Nation on January 3, 2017 noting that the Study has little, if any, impact on Hiawatha First Nation's traditional territory and/or rights and requesting that the City contact the Hiawatha First Nation if archaeological artifacts are found.

A response was received from Curve Lake First Nation on January 10, 2017 noting that the Curve Lake First Nation Council is not currently aware of any issues that would cause concern with respect to Traditional, Aboriginal and Treaty Rights, and requesting that the City contact the First Nation if archaeological artifacts are found.

A response was received from Mississauga's of the New Credit First Nation (MNCFN) on January 12, 2017 noting that the study has low level concern, and to keep the First Nation informed of any changes. Additionally, MNCFN expressed interest in First Nations history, stories and artwork being included in the streetscape design.

Agencies

Agency comments included responses from: Metrolinx, Toronto Region and Conservation Authority, Toronto Fire Services, Enbridge Gas, Ministry of Natural

Resources and Forestry, Ministry of Environment and Climate Change, and Infrastructure Ontario. The Project Team received, recorded, and responded to all correspondence.

Stakeholder Workshop

For a summary of comments received during the stakeholder workshop, please refer to the Public Consultation Summary Report Phase 1 included in **Appendix A**. Information gathered through the stakeholder workshop was used to inform the challenges and ideas for improvements presented at Community Workshop 1.

Affected Properties

Landowners at the Ontario Food Terminal, Fiera Properties, and Lake Shore Development Inc. shared comments and questions related to:

- requests to be informed throughout the study process
- traffic modelling and future land use
- redevelopment potential
- potential property and operational impacts
- suggestions for transportation improvements

LAMP Annual General Meeting

A total of eight questions and comments were received at LAMP Community Health Centre's Annual General Meeting that focused on the following:

- Other City policies
- City transportation planning
- Subway routes to downtown
- How to alleviate traffic in the Study Area
- Future location of the Humber Loop
- Timeline for improvements
- Funding for transportation infrastructure improvements
- Metrolinx's 10-year plan for new station locations
- Population increases and residential development

One Window Contact

A total of 38 comments and questions were received via email and phone summarized below:

Suggestions about:

- reducing traffic on the Gardiner Expressway
- modifications to on and off ramps to access the Gardiner Expressway
- roadway changes at Palace Pier
- roadway changes at Brookers Lane
- changes to turning lanes
- streetcar routing and right-of-way suggestions
- relocation of the Humber Loop improving public transit through Express Buses, routing changes, adding a GO Station, and changes to the 501 streetcar route continuous cycling routes roadway improvements outside of the Study Area

Questions about:

- public consultation events and information
- information and meeting requests
- boundaries of the Study Area
- coordination with the Waterfront Reset Study

Concerns about:

- population density and ongoing residential development
- safety for pedestrians accessing the Humber Loop
- Metrolinx not including Park Lawn GO Station in its 10 year plan
- the study timeline
- traffic in the Study Area
- public transit service
- public transit accessibility

Community Workshop 1

Feedback was received through Community Workshop 1 via facilitated table conversations at in-person workshop events, and responses to a comment form.

Facilitated Table Conversations

Table discussions focused on four questions, with all participants encouraged to share ideas. The four questions consisted of the following:

- Question 1: What do you like about transportation in the study area? Is there anything you think works well and should be maintained?
- Question 2: What transportation related barriers and challenges do you experience within the study area?
- Question 3: If you could make a few big changes in the study area what would they be?
- Question 4: How do you want to see transportation improvements prioritized?

For details on the main themes that emerged during discussions recorded by table facilitators at the community workshops held on November 24 and December 3, 2016 please refer to Public Consultation Summary Phase 1 in **Appendix A**.

Comment Forms

Participants could also submit feedback via a written or online comment form that was available from November 21 – December 9, 2016. A total of 415 comments were received. For a summary of key comments please refer to the Public Consultation Summary Phase 1 in **Appendix A**.

2.3 MCEA Phase 2 Consultation - Stage 1

This section provides a summary of the consultation completed during MCEA Phase 2 that took place from February 3, 2020 to July 1, 2020. This information is summarized from the Park Lawn Lake Shore TMP Phase 2-Stage 1 Public Consultation Report (September 2020) as prepared by the City's Public Consultation Unit. A copy of the report and associated notification and feedback material is included in **Appendix A**.

2.3.1 Notification

A variety of methods were used to notify stakeholders and members of the public the week of March 12, 2020, about Phase 2 consultation:

- Project Website www.toronto.ca/parklawnlakeshore
- Print Advertisement (Etobicoke Guardian, and Bloor West Villager)
- Canada Post direct mail (35,000 addresses in study area)

- Email to project list (500 contact)
- Email to stakeholder list including residents associations, community groups, organizations, institutions and elected officials (69 contacts)

Due to the COVID-19 emergency response, the public event originally scheduled to take place on March 24, 2020 was cancelled, and cancellation notification was sent on March 16, 2020 to the project email list and stakeholder list and posted to the project website. On June 3, 2020 the public information materials were posted to the project website with a comment deadline of July 1, 2020, and notification was sent via the project email list, stakeholder list, and City of Toronto social media accounts.

2.3.2 One Window Contact

Stakeholder representatives and members of the public were invited to share comments and ask questions via phone, email, or written letter. A total of 46 comment submissions were received between February and July 2020. All comments were recorded and reviewed for consideration and response by the project team.

2.3.3 Stakeholder Meeting

A stakeholder meeting was held on February 3, 2020 from 6:30 to 9:00 p.m. at the Assembly Hall, 1 Colonel Samuel Smith Park Drive, Etobicoke, ON M8V 4B6. More than 60 stakeholders were invited to attend. Representatives from 19 local organizations participated in-person and are listed below:

- BA Group
- Citizens Concerned About the Future of the Etobicoke Waterfront
- Cycle Toronto
- Lake Shore Development Inc.
- Humber Bay Shore Condo Association
- Humber Bay Shores Residents and Ratepayers Association
- Humber College
- Member of Parliament, Etobicoke Lake Shore
- Lake Shore Planning Council
- Lakeshore Affordable Housing Action Group
- Mimico Lakeshore Community Network
- Mimico Resident's Association
- New Toronto Lakeshore Village Residents Association

- New Toronto Seniors Centre
- Ourland Community Centre
- South Etobicoke Transit Action Committee
- Swansea Area Ratepayers Association
- Urban Strategies
- Walk Toronto

The meeting was facilitated by Robyn Shyllit, Senior Coordinator in the Public Consultation Unit, and featured presentations on the Christie's Planning Study by Sarah Phipps, Project Manager Strategic Initiatives, and a presentation on the Park Lawn Lake Shore TMP from Hussain Tamimi, Project Manager. Opportunities for questions and feedback and facilitated table discussions followed the presentations.

Participants were provided with comment forms to record feedback during the meeting, or send in submissions afterwards, and a notetaker recorded minutes.

2.3.4 Public Information Materials

The public event scheduled to take place on March 24 from 3:00 – 9:00 p.m. at the Trident Banquet Hall located (145 Evans Ave #200, Etobicoke, ON M8Z 5X8) was cancelled due to COVID-19.

The materials prepared for the public event, including the display panels/presentation slides and comment form were posted to the project website on June 3, 2020, and hard copy materials were made available upon request.

2.3.5 Online Comment Form

To provide additional feedback opportunity, an online comment form "survey" was available from June 3 – July 1, 2020, that received 96 responses.

The comment form included background information on the TMP and asked the 5 questions listed below. The questions provided opportunity for multi-choice or multi-select responses, in addition to open ended comment boxes, and optional demographic questions.

- Potential improvements that will be evaluated for Lake Shore Boulevard are listed below. Which of the potential improvements do you feel are most important?

- 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?
- Do you support the potential improvements to Gardiner Expressway access?
- Do you support the potential new East-West Street?
- Do you have any comments on the proposed evaluation criteria?

2.3.6 Summary of Phase 2, Stage 1 Feedback

A total of 13 comment submissions were received via email from stakeholder organizations listed below:

- Cycle Toronto, Etobicoke South Cycling Committee
- Fiera Properties
- First Capital
- Humber Bay Shores Condo Association
- Humber Bay Shores Residents Association
- LakeShore Planning Council
- LAMP Community Health Centre
- Mimico Lake Shore Community Network
- Mystic Pointe Area Residents Association
- New Toronto Residents Association
- Ontario Food Terminal
- Swansea Area Ratepayers Association
- Walk Toronto

Below is a summary of the feedback received. For additional details including demographic information please refer to the Phase 2-Stage 1 Public Consultation Summary Report in **Appendix A**.

Public Transit and Active Transit Priority

Feedback throughout all meetings and messages received, as well as the evaluation criteria indicated a strong preference for public transit and active transportation to be prioritized in the TMP. The new transit loop connection to the GO Station requires

consideration for 2-way travel or dual lanes for streetcars to help manage congestion and keep people moving, and the City should continue to seek clarity on fare integration to encourage ridership between TTC and GO. Questions were also raised regarding additional transit capacity, and opportunity to connect and further extend the Ontario Line and future Exhibition Station.

Safety improvements for pedestrians and installation of protected separate bikeways are generally supported on all major streets, as well as improved conditions along the Mimico Creek Trail.

Changes to Major Streets

Feedback generally supported the alternative improvements suggested on Park Lawn Road, The Queensway and Lake Shore Boulevard West. On Park Lawn Road, there is a strong desire for additional signalized intersections to improve safety and access to existing condos. On Lake Shore Boulevard, additional intersection and operational improvements on the east side of the study area were suggested at Ellis Avenue, Windermere Avenue and South Kingsway.

The new east-west street received support to create alternate travel routes and improve connectivity throughout the study area. Though also receiving support, some questions and concerns were raised about the viability of a new north-south street, its impact on the Ontario Food Terminal, and relationship to the Legion Road extension. The Legion Road extension requires further exploration of its impacts to the TMP and issues regarding construction.

Urban design and streetscaping must be considered in the TMP to promote a neighbourhood feel and increase green space and common areas. Conditions on Marine Parade Drive could be improved through elimination or reductions in on-street parking, moving buses to Lake Shore Boulevard West and installation of signals to improve pedestrian safety.

Gardiner Expressway

Feedback on changes to Gardiner Expressway access was mixed, with some respondents supporting changes to on/off ramps to improve access and reduce traffic backups on Park Lawn Road or suggesting additional options for evaluation. Others felt that changes to highway access should not be a priority and expressed concerns around impacts on congestion and through traffic movements on local residents. Additionally, safety and noise impacts of changes to the on/off ramps were raised in

conflict with a priority on safety and improved conditions for active transportation on Park Lawn Road and Lake Shore Boulevard West.

2.4 MCEA Phase 2 Consultation – Stage 2

This section provides a summary of consultation activities and feedback received from residents, businesses, and other stakeholders during Phase 2 – Stage 2 consultation, which took place from July 22 to August 15, 2021 and focused primarily on the development of network alternatives, the evaluation of network alternatives, and the identification of a Preliminary Preferred Network Alternative.

This information is taken from the Park Lawn Lake Shore TMP Public Consultation Report Phase 2, Stage 2 (March 2022) as prepared by the City's Public Consultation Unit. A copy of the report and associated notification and feedback material is included in **Appendix A**.

2.4.1 Notification

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.

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
 - 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

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 4:00 to 6:00 p.m., and August 9, from 6:00 to 8:00 p.m.
- Stakeholder Advisory Group Virtual Meeting on June 24, 9:00 to 10:30 a.m.
- 144 completed online comment forms
- Ongoing co-ordination and working group meetings with 2150 Lake Shore property owners (e.g., 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.

2.4.2 Summary of Phase 2, Stage 2 Feedback

Aboriginal Consultation

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 and Utility

Comments were received from the following agencies and utilities:

- Infrastructure Ontario (IO) - identified potential properties owned by various government and agencies are within the study area.
- Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) - requested cultural heritage and cultural heritage landscape screening assessment.
- Telecon
- Teraspan Networks
- Toronto & Region Conservation Authority - requested a copy of the 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 - indicated further proponent self-assessment processes for further impacts related to various Federal Acts.
- Hydro One - identified potential facilities that may be affected by the TMP and requested further engagement.

Stakeholder 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.

Key stakeholder feedback received during and after the meetings focused on the following:

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 and 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 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 (Fiera Properties) 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-throughs/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/turning 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 (Fiera Properties)
- 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. 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. For additional details including demographic information please refer to **Appendix A**.

3. Planning Context

3.1 Policy and Background Materials Review

This Section presents a summary of the key regulatory documents for the Province, the City of Toronto, and Metrolinx considered in the development of this TMP. **Exhibit 3-1** highlights the extensive list of policy and other relevant documents reviewed as part of this study as well as other local area policies and projects that have influenced the development of this TMP.

Exhibit 3-1: Relevant Policy and Guidelines

Document Name
Provincial Policies and Plans
Provincial Policy Statement (2014, as amended 2020)
A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2006, as amended 2016, 2020)
2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area (2018)
Accessibility for Ontarians with Disabilities Act, 2005.
Considering Climate Change in the Environmental Assessment Process (MECP, 2017)
Transit-Oriented Communities Act (2020)
Metrolinx Studies
Station Access Strategy (2009)
Mobility Hub Guidelines (2011)
GO Transit Rail Parking and Station Access Plan (2013)
Metrolinx – Adjacent Development Guidelines (2013)
City of Toronto Policies, Strategies, Plans
Waterfront Transit Reset
Cycling Network Plan
Toronto Complete Streets Guidelines
Toronto Green Streets Technical Guidelines
Congestion Management Plan 2016-2020
Vision Zero Safety Plan
Gardiner Expressway Rehabilitation Strategy
Transform TO Climate Action Strategy
Pedestrian Charter
Humber Bay Shores Urban Design Guidelines Update and Public Realm Plan (2008)
Toronto Walking Strategy (2009)

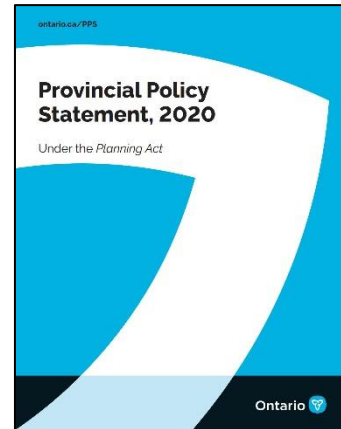
Document Name
Western Waterfront Master Plan (2000 and Amended in 2009)
Motel Strip Secondary Plan (1992 and Updated in 2010)
Humber Bay Shores Precinct Plan (2010)
Mimico by the Lake Secondary Plan (2013)
Official Plan Amendment (OPA) 231 (Ongoing)
TTC Five-Year Corporate Plan (2013)
2014-2018 Congestion Management Plan (2013)
City of Toronto Official Plan (a consolidation of the Official Plan policies in effect as of April 2021 (Chapters 1-5, Schedules 1-4 and Maps) and June 2015 (Chapters 6 and 7)) and “Feeling Congested?” Official Plan Transportation Review (2014)
Capital Works Program
City of Toronto – Ten Year Cycling Network Plan Update (2019)
Complete Streets Guidelines for Toronto
Waterfront West Light Rail Transit (LRT) Environmental Assessment Study (1993 and Amended in 2003)
Commuter Ferry Service Feasibility Study
Legion Road Extension Class Environmental Study (1997 and Updated in 2010)
Mimico 20/20 Land Use Study – Transportation (2012)
Mimico Revitalization Action Plan
Mimico Judson Secondary Plan and Urban Design Guidelines
Southeast Etobicoke Residential Travel Survey Bulletin (2012)
The City’s Planning and Growth Management Committee’s Direction to Study Possible Relocation of the Mimico GO Train Station to the Vicinity of Park Lawn Road (2013)
Working Group Results for the Mr. Christie’s Site at 2150 Lake Shore Boulevard West and 23 Park Lawn Road (2013)
Humber Bay Shores Mixed-Use Developments Updated Traffic Impact Study (2014)
Humber Bay Shores Traffic Impact Study
Humber Bay Shores Parks Project
Humber Bay Shores Trail Improvements
Waterfront Transit “Reset” – Phase 1: Network Vision (2016)

Several of the key notable documents referenced above are highlighted in the following sections.

3.1.1 Provincial Policies and Plans

3.1.1.1 Provincial Policy Statement (2020)

A new Provincial Policy Statement (PPS) as released by the Ministry of Municipal Affairs and Housing came into effect on May 1, 2020 replacing the earlier 2014 version. The Provincial Policy Statement (PPS) is issued under Section 3 of the *Planning Act* and provides policy direction related to land use planning and development in Ontario. The set of policies outlined in the PPS are generally intended to address the following:



- Building Strong Communities;
- Wise Use and Management of Resources; and
- Protecting Public Health and Safety.

The PPS policies regarding infrastructure and public service facilities focus on a municipality's responsibility to:

- ensure that necessary infrastructure and public service facilities are available to meet current and future needs;
- optimize existing infrastructure and public service facilities to avoid premature development of new infrastructure and public service facilities; and
- locate infrastructure and public service facilities in a strategic manner in order to meet the needs of emergency management services.

With respect to transportation in particular, the PPS also contains a series of policies that direct municipalities to:

- promote a land use pattern that minimizes the length and number of vehicle trips and supports the development of viable alternative transportation modes;
- integrate transportation and land use considerations through all stages of the planning process;
- use existing and planned infrastructure (including transportation infrastructure) efficiently; and
- provide a transportation system that is safe, energy efficient, facilitates the movement of goods and people, and has sufficient capacity for projected needs.

With respect to transportation and infrastructure corridors, the PPS directs municipalities to:

- plan and protect corridors and rights-of-way for transportation, transit, and infrastructure facilities to meet current and projected needs; and
- consider the environmental impacts when planning for corridors and rights-of-way for significant transportation infrastructure facilities.

The PPS also requires the promotion of active transportation and transit-supportive development and provides for connectivity among transportation modes. In addition, the recognition of community design as an element of a healthy community is also required by the PPS.

3.1.1.2 A Place to Grow - Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan is a strategic Provincial vision for long-term growth in the Greater Golden Horseshoe (GGH) and surrounding areas. The Growth Plan guides municipalities to direct greater growth within the current built-up area and in specific urban growth areas, optimize the use of existing and new infrastructure to support the growth, and to co-ordinate infrastructure planning, land use planning, and infrastructure investment within the large urban region. The Growth Plan mirrors policies found in the PPS with respect to transportation corridors.



At the time that this project was initiated the 2017 version of the *Growth Plan for the Greater Golden Horseshoe* was in effect; however, the Plan was subsequently amended with the new document coming into effect on August 28, 2020. Among the amendments were updates to population and employment forecasts, a shift in the planning horizon from 2041 to 2051, and other policies to be more consistent with the Provincial Policy Statement (2020).

Some of the transportation-related policies included in the Growth Plan aim to promote transit-supportive densities and multi-modal use, identify and support a transportation network that links urban growth centres, design major transit station areas to provide access from various transportation modes to the transit facility, and plan for intensification corridors. As per the latest Growth Plan the closest urban growth centres in proximity to the Park Lawn / Lake Shore TMP Study Area is Etobicoke Centre, located in the Bloor-Dundas Area. The second closest is Downtown Toronto.

The focus of the Growth Plan is to provide “complete communities” that are well-designed, offer a range of transportation choices, accommodate people at all stages of life, and comprise an appropriate mix of land uses while providing easy access to stores and services to meet daily needs.

Many policies in the Growth Plan deal with planning for transportation infrastructure, with an emphasis on encouraging municipalities to plan for transportation systems that are adequate for the level of anticipated growth, offer multi-modal access to destinations, provide safety for users, and are interconnected and planned for in a co-ordinated manner. Municipalities are required to integrate pedestrian and bicycle networks into transportation planning as part of the Growth Plan.

Key policies relevant to the current undertaking include the provision of infrastructure to support growth (Policy 3.2); planning for new or expanded infrastructure in an integrated manner (Policy 3.2.1); co-ordinating transportation system planning, land use planning, and transportation investment (Policy 3.2.2.1); providing multimodal access and goods movement (Policy 3.2.2.2); offering a balance of transportation choices and improved connectivity, being sustainable and reducing greenhouse gas emissions (Policy 3.2.2.2); making public transit the first priority for transportation infrastructure planning and ensuring that active transportation networks are comprehensive and integrated into transportation planning (Policy 3.2.3); ensuring the long-term viability of major goods movement facilities and corridors (Policy 3.2.4); environmental considerations (Policy 3.2.5) and taking a complete streets approach (Policy 3.2.2.3).

3.1.1.3 Metrolinx Regional Transportation Plan

In 2008 Metrolinx developed a long-term Regional Transportation Plan (RTP) called The Big Move that established the vision, goals and objectives intended to guide future transportation planning in and outside the Greater Toronto and Hamilton Area (GTHA) building upon other provincial policy documents, such as the Growth Plan.

The 2008 Big Move established a transportation network to guide future investment in transportation infrastructure. The Big Move featured the strategies, priority action and supporting policies needed to achieve this vision. Priorities included the construction of a fast, frequent, and expanded regional rapid transit network, providing a system of connected mobility hubs and completing walking and cycling networks with bike-sharing programs. One of the key policy directions supported the creation of a system of interconnected Mobility Hubs (including Gateway Hubs and



Anchor Hubs), major transit station areas that provide connectivity between regional rapid transit services and the seamless transfer to other modes of transportation (i.e., walking, cycling, etc.).

As part of the 25-year plan for the Regional rapid transit and highway network, The Big Move also identified an Express Rail service along the current Lakeshore West rail corridor as well as a rapid transit corridor mainly along Lake Shore Boulevard West between Port Credit in City of Mississauga and Union Station in Downtown Toronto, connecting waterfront west communities in between. The identified rapid transit corridor along Lake Shore Boulevard West is an extended version of the City's Waterfront West LRT initiative.

At the onset of this TMP the 2008 RTP was in effect; however, in accordance with the Metrolinx Act (2006), the Regional Transportation Plan must be reviewed every ten years allowing Metrolinx to assess the progress made and to consider future opportunities and challenges for the region's transportation system over the long-term. On March 8, 2018, the 2041 Regional Transportation Plan (2041 RTP) for the Greater Toronto and Hamilton Area (GTHA) was adopted by Metrolinx as the successor to the 2008 RTP, The Big Move.

The Big Move (2008) established the framework for today's massive investment in rapid transit infrastructure and the 2041 RTP continues to build on the vision of the earlier plan. The 2041 RTP creates a framework for developing an integrated, multi-modal regional transportation system that will serve the needs of residents, businesses and institutions. It supports Ontario's Growth Plan for the Greater Golden Horseshoe, which sets out a broad vision for where and how the region will grow and identifies transportation planning policies for the GTHA.

The vision for the region as documented in the 2041 RTP is to provide the GTHA with a *"...sustainable transportation system that is aligned with land use and supports healthy and complete communities. The system will provide safe, convenient and reliable connections, and support a high quality of life, a prosperous and competitive economy, and a protected environment."*

The 2041 RTP proposes fast, frequent and reliable transit; integrated fares and services to allow seamless movement across the region; communities, transit stations and Mobility Hubs designed to support transit use and active transportation; integrated mobility systems that use emerging transportation technologies and business models; parking demand strategies to encourage car-sharing and other modes of travel;

optimizing the use of roads and highways to support transit and goods movement; and incorporating sustainability and universal access in transit planning.

3.1.1.4 Accessibility for Ontarians with Disabilities Act, 2005

The Accessibility for Ontarians with Disabilities Act (AODA) was enacted by the Provincial government in 2005 to help make Ontario accessible to people with disabilities and is Ontario's roadmap to becoming accessible by 2025. The Act lays the framework for the development of province-wide mandatory standards on accessibility in all areas of daily life. It includes accessibility standards regarding customer service, information and communications, employment, transportation, and the built environment. The AODA applies to all aspects of this project, including the interactions between the study team and the public, this report, and the recommended infrastructure improvements.

Accessibility of the built environment is an important issue in Toronto. Ensuring that public transportation infrastructure can be used by everyone supports inclusion and the social and economic participation of all residents and visitors. In December 2012 the Province of Ontario proclaimed the Design of Public Spaces Standards, under Part IV.1 of Ontario Regulation 191/11 on the built environment. The Standard makes mandatory a number of guidelines in the existing 2004 City of Toronto Accessibility Design Guidelines and modifies others. The regulation is law as of January 2013 and governs the provision of public infrastructure including sidewalks, walkways, stairs, curb ramps, tactile walking surfaces, pedestrian signals and parking spaces. The standard required that by January 1, 2016 the City of Toronto comply for all newly constructed or redeveloped infrastructures.

With respect to the Park Lawn Lake Shore Area TMP, conceptual and functional designs for new or upgraded infrastructure (e.g., sidewalks) that are developed as part of this project will be AODA compliant (where applicable). In future design stages occurring after the completion of this TMP Study, all new or upgraded infrastructure components (e.g., pedestrian signals / push buttons, signage, etc.) that will be implemented by the City of Toronto will comply with AODA standards.

3.1.1.5 Considering Climate Change in the EA Process (MECP, 2017)

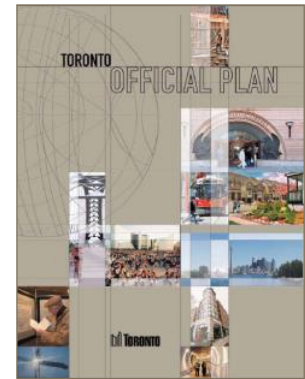
In 2017 the MECP issued a document entitled "Considering Climate Change in the Environmental Assessment Process" that provides direction regarding the MECP expectations for the consideration of climate change as part of the environmental assessment process. This Guide forms part of the Environmental Assessment program's Guides and Codes of Practice. In addition, further direction regarding climate

change is provided via two City of Toronto documents that include the Transform TO Net Zero Strategy, 2021 and the Toronto Resilience Strategy (included for discussion in S. 3.1.1.1). Together these documents outline a strategy to address climate change. This Master Plan process considers the potential impact on climate change and the potential for climate change to impact the project in accordance with Provincial and Municipal requirements.

3.1.1 City of Toronto Policies, Strategies, and Plans

3.1.1.1 City of Toronto Official Plan

The City of Toronto Official Plan (2006, amended 2014, 2021) sets out the vision for where and how Toronto will grow. The Official Plan (OP) outlines policies that support the link between land use and transportation planning with the objective of creating an effective strategy for accommodating the City's future growth in travel demands. The OP aims to reduce auto-dependency by making transit, cycling, and walking more attractive alternatives to private automobile use.



The Official Plan is intended to ensure that the City of Toronto evolves, improves, and realises its full potential in areas such as transit, land use development, and the environment. It is grounded in four broad city-building principles: (1) Diversity & Opportunity; (2) Beauty; (3) Connectivity; and (4) Leadership & Stewardship.

The City's Official Plan includes policies that:

- Emphasize using available road space more efficiently to move people instead of vehicles and consider methods to reduce vehicle travel demand
- Encourage designs which promote walking and cycling
- Incorporate a "Complete Streets" approach for new and existing City streets that balances the needs of various users and uses within the right-of-way
- Encourage active forms of transportation
- Support the implementation of transportation demand management (TDM) measures that will reduce auto dependency and rush hour congestion
- Recognize the importance of the link between transportation and land use planning

Key Official Plan policies applicable to the TMP include the following:

- Build a more liveable urban region by working with neighbouring municipalities, the Province of Ontario and Metrolinx to address mutual challenges and to implement the Provincial framework for dealing with growth across the GTA (OP Policy 2.1 (1b)(1d)(1e)(1j)).
- Structure growth in the city by integrating and co-ordinating transportation planning with land use planning by developing and expanding City transit and other transportation infrastructure to support the growth objectives and increasing accessibility throughout the City. (OP Policy 2.2 (1b) & (1c)).
- Direct growth to Centres, Avenues, Employment Areas and the Downtown so as to use municipal land, infrastructure and services efficiently; improve air quality, be energy efficient and reduce greenhouse gas emissions; improve surface and groundwater quality; and protect green spaces and natural heritage features. (OP Policy 2.2 (2))
- Maintain the City's transportation network and develop it to support the growth management objectives of the City's OP by acquiring additional property as needed to achieve the designated width; acquiring lands to accommodate grade separations, additional pavement or sidewalk widths at intersections, transit facilities or to provide for necessary improvements in safety and universal accessibility; ensuring that new streets are provided in consideration of surrounding land uses and contribute to the development of a connected network providing for all transportation modes; implementing transit services in exclusive rights-of-way in certain corridors; supporting the increased use of existing rail corridors within the City; increasing transit priority throughout the City by giving buses and streetcars priority at signalized intersections and by introducing other priority measures including reserved or dedicated lanes for buses and streetcars; and limiting or removing on-street parking (OP Policy 2.2 (3)).
- Re-urbanize Avenues through streetscape improvements including green infrastructure; transportation improvements such as transit priority measures, improved connections to rapid transit stations, new streets, new or improved laneways, and shared off-street parking facilities to meet the parking requirements of nearby developments, bikeways and walkways (OP Policy 2.2.3).
- Support business and employment growth by enhancing Employment Areas and addressing the absence of key physical infrastructure and amenities for

workers including poor accessibility; establishing a connected network of public streets for use by trucks, automobiles, transit, bicycles and pedestrians; creating comfortable streets, sidewalks, parks and open spaces for workers; and landscaped streetscapes to promote pedestrian/transit use while supporting the efficient movement of goods (OP Policy 2.2.4).

- Expand the Green Space System by creating linkages between existing parks and open spaces including acquiring lands from private development which can be connected to the System for the extension of recreational trails; minimizing physical and visual barriers between the City and Lake Ontario; protect, improve and where possible extend the Martin Goodman/Waterfront Trail as a continuous waterfront route for cyclists, pedestrians and people with disabilities; and protect, restore and enhance existing habitat (OP Policy 2.3.2).
- Encourage active forms of transportation by integrating pedestrian and cycling infrastructure in the design of all streets, neighbourhoods, major destinations, transit facilities and mobility hubs throughout the City and ensuring safe, universally accessible, and convenient pedestrian conditions; maximizing connections within the street network; prioritizing the inclusion of sidewalks, dedicated crossings where warranted and adequate sidewalk width in the design of all streets; reducing barriers by providing grade-separated crossings of controlled access highways and rail lines where warranted; implementing pedestrian priorities and Complete Streets; developing a transportation system that is inclusive of the needs of people with disabilities and seniors; promoting an inter-modal connection conveniently integrated with the rest of the urban transportation system. (OP Policy 2.4).
- Incorporate a Complete Streets approach to develop a street network that balances the needs and priorities of users and uses within the right-of-way; design sidewalks and boulevards to provide safe, attractive, and comfortable spaces for users of all ages and abilities by providing well designed and co-ordinated tree planting, landscaping, amenity spaces, setbacks, green infrastructure, pedestrian-scale lighting, street furnishings and decorative paving as part of street improvements; and providing unobstructed, direct and continuous paths of travel in all seasons with an appropriate width to serve existing and anticipated pedestrian volumes. (OP Policy 3.1.1).
- Build new neighbourhoods using a comprehensive planning framework that provides adequate space for tree planting; interconnected streets and pedestrian routes with good access to transit and good connections to surrounding streets and open spaces. (OP Policy 3.3 (1), (2), & (3)).

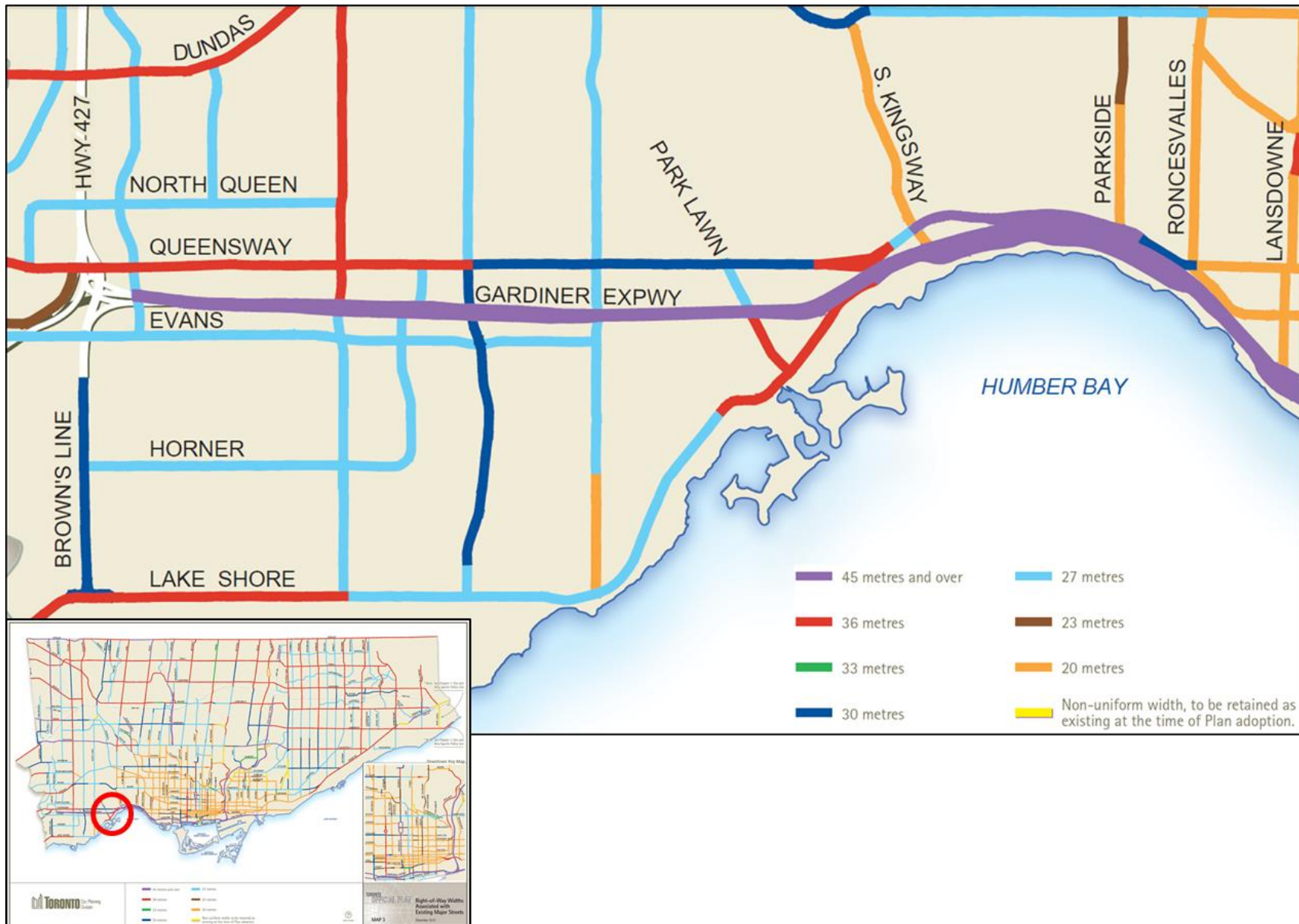
- Provide a balanced growth of jobs and housing across the City to maintain a complete community that reduces the need for long distance commuting, eases regional road congestion; and increases travel by transit, walking and cycling. (OP Policy 3.5.1(3)).

Official Plan direction specific to the current undertaking is summarized as follows:

- The City's Official Plan protects the integrity of the City's transportation network and provides for its planned expansion through the designation of transit corridors. As per the 2006 OP, Lake Shore Boulevard West within the Park Lawn / Lake Shore TMP Primary Study Area was identified as both a transit priority segment and a higher order transit corridor.
- The City's Official Plan designates right-of-way widths for roadways within and outside of the Park Lawn / Lake Shore TMP Primary Study Area as illustrated in **Exhibit 3-2**.
- Lake Shore Boulevard West between Long Branch GO station and Brookers Lane and a section of The Queensway between Park Lawn Road and Kipling Avenue are designated as "Avenues" within the City's Official Plan, with the "Avenue" designation for both frontages where increased urbanization is anticipated. The City's policies aim to improve transportation in and around these "Avenues" and may include transit priority measures; improved connections to rapid transit stations; new streets, bikeways, and walkways with anticipated transit-supportive development densities; maximum parking restrictions; and restrictions on auto-oriented retail and services. It should be noted that based on Map 2 (dated July 2015) of the amended OP, the "Avenue" designation was removed from the north frontage of Lake Shore Boulevard West between Park Lawn Road and Brookers Lane.

To ensure that the City's Official Plan conforms with the most recent Growth Plan (2019) City Council approved a work plan (Item PH14.4) for the Growth Plan Conformity and Municipal Comprehensive Review of the Toronto Official Plan on June 29, 2020. The update to the City's Official Plan presents an opportunity to address a number of growth related challenges (i.e., housing affordability, climate change, mobility, public health etc.).

Exhibit 3-2: Designated Right-Of-Way City of Toronto Official Plan (2006, amended 2014, 2021)



3.1.1.2 City of Toronto Congestion Management Plan

In 2016, City Council approved a four-year Congestion Management Plan. The Plan is part of the city-wide mobility strategy that establishes a framework for transportation related initiatives including the Curbside Management Strategy and the Freight and Goods Movement Strategy. The Plan considers strategies to reduce the impacts of congestion on the City's road network that include optimizing the existing transportation system so that it is more efficient, making the road network safer to reduce critical injuries, reducing the impacts of congestion on the environment, distributing reliable traffic information to the public, and responding quickly to traffic incidents. An updated Congestion Management Plan is planned for the 2021-2025 period.

3.1.1.3 Waterfront Transit Reset

In November 2015, the City (asset owner), in partnership with the TTC (asset operator) and Waterfront Toronto (tri-government lead for waterfront revitalization comprising the federal government, the provincial government, and the City), initiated a multi-phase Waterfront Transit "Reset" study to establish a vision and plan for a comprehensive waterfront transit network. The Waterfront Transit Reset is part of the City's rapid transit network expansion program exploring transit improvements from the Long Branch GO Station and the Mississauga border in the west, to Woodbine Avenue in the east, and south of the Queensway/Queen Street corridor to Lake Ontario.

The integrated network solution for waterfront transit is being co-ordinated with other major transit initiatives that include Smart Track, Relief Line, Scarborough Transit Planning, and the Metrolinx Regional Express Rail (RER) expansion program.

The City, in partnership with the TTC and Waterfront Toronto, completed the Waterfront Transit "Reset" study in 2018 and on January 31, 2018, City Council endorsed the Waterfront Transit Network Plan. Since completion of the plan, individual projects in the network are in various stages of planning, design and environmental approval.

3.1.1.4 Cycling Network Plan

Toronto's Cycling Network Plan serves as a comprehensive work plan, outlining the City's planned investments in cycling infrastructure over 2019 to 2021 and beyond. It is frequently reviewed and updated by the City to reflect current needs and priorities. It is primarily based on broad goals that consist of connecting gaps in the cycling network, expanding the cycling network into new parts of the City, and improving the quality of existing cycling network routes.

3.1.1.5 Toronto Complete Streets Guidelines

Complete Streets are streets that are designed to be safe for all users: people who walk, bicycle, take transit or drive, and people of varying ages and levels of ability. They also consider other uses like sidewalk cafés, street furniture, street trees, utilities, and stormwater management. The Toronto Complete Streets Guidelines has been considered in the development of this TMP.

3.1.1.6 Green Streets Technical Guidelines

Green Streets is a new approach to increase the functionality of City streets to help manage stormwater (rain and melted snow), improve air quality, increase biodiversity and enhance and beautify the public realm. A Green Street incorporates green infrastructure which includes elements such as street trees, green walls and low impact stormwater management infrastructure.

3.1.1.7 Toronto Walking Strategy

The Toronto Walking Strategy was adopted by City Council in 2009 to make Toronto a great walking city that includes policy, infrastructure, and programming to create a rich culture of walking in Toronto. The strategy proposes to build a physical and cultural environment that supports and encourages walking by providing a high-quality walking environment that is seamlessly integrated with public transit, cycling and other sustainable modes of travel.

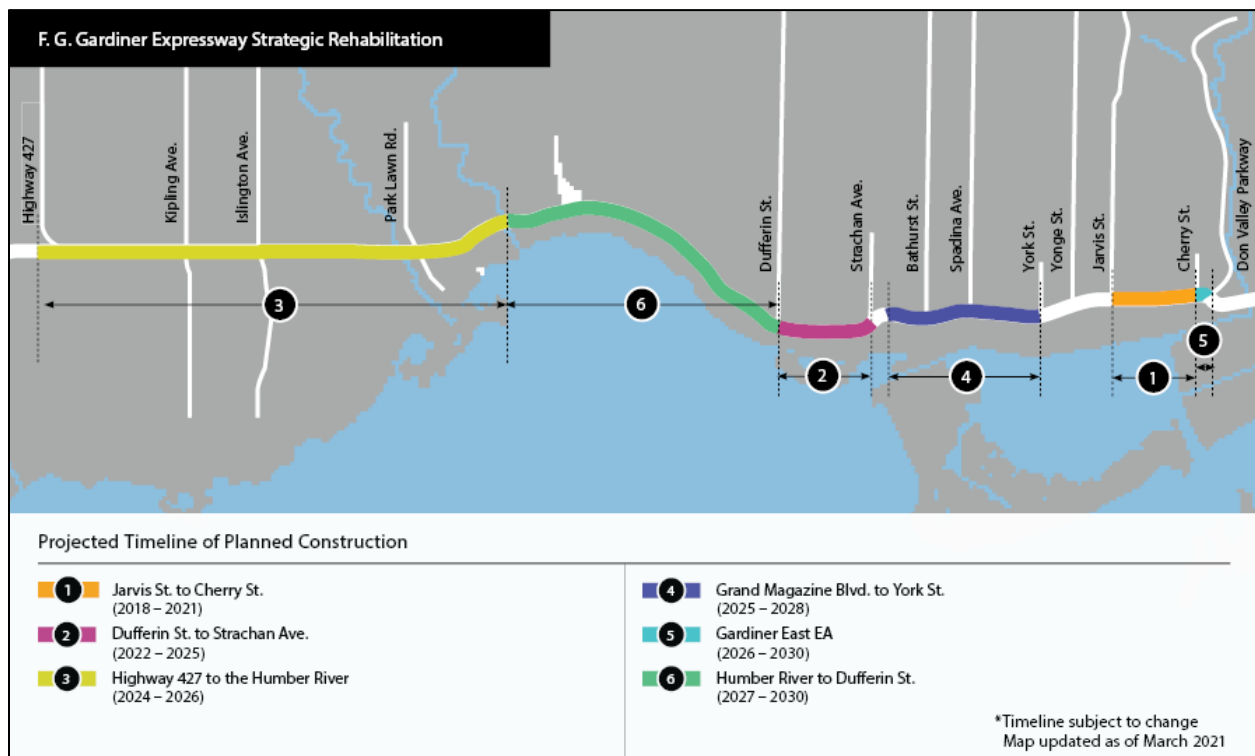
3.1.1.8 Vision Zero

The Vision Zero Road Safety Plan is a comprehensive five-year (2017-2021) action plan focused on eliminating traffic-related fatalities and serious injuries on Toronto's streets, using a data-driven and targeted approach, focusing on the locations where improvements are most needed. The Plan addresses safety for the most vulnerable users of the transportation system including pedestrians, school children, older adults, and cyclists.

3.1.1.9 Gardiner Expressway Rehabilitation Strategy

The City of Toronto developed the *F.G. Gardiner Expressway Strategic Rehabilitation Plan* to rehabilitate and maintain the Expressway in a safe and operable condition, now and in the future. The plan establishes the immediate and long-term rehabilitation needs of the expressway. The Gardiner Expressway East work will realign the expressway from Jarvis Street to approximately Logan Avenue and help transform the area to improve transportation corridors and provide more efficient public transit and new public facilities. **Exhibit 3-3** illustrates the City's planned construction and projected timelines for projects associated with the Gardiner Expressway Strategic Rehabilitation Plan.

Exhibit 3-3: F.G. Gardiner Expressway Strategic Rehabilitation



3.1.1.10 Legion Road Extension Municipal Class Environmental Assessment Study

A Schedule 'C' Municipal Class Environmental Assessment Study was completed in 2010 to evaluate options for the extension of Legion Road, northerly from its northern limit at the Park Lawn Road exit ramp from the eastbound F.G. Gardiner Expressway to satisfy transportation needs of the area, improve traffic safety, and improve the efficiency of the road network throughout the area. The EA study developed alignment options for the extension while taking into consideration a planned stormwater facility being investigated by Toronto Water for Bonar Creek and the Mimico Creek watershed which would be situated immediately to the east of the extension. The EA study included the identification and evaluation of a reasonable range of alternatives in consultation with the public and review agencies. The resulting Recommended Design was to extend Legion Road northerly from its current limits at the Park Lawn Road exit ramp from the eastbound F. G. Gardiner Expressway using a single portal tunnel under the rail corridor and connecting with Legion Road in the vicinity of Manitoba Street.

As indicated earlier, the period of time from the filing of the 2010 Legion Road Environmental Study Report (ESR) to the commencement of construction has exceeded ten years and therefore an addendum to the ESR is required to review the planning and design process in the current environmental setting to confirm that the project and the

recommended mitigation are still valid. This TMP has been completed with the intent of addressing Addendum requirements for the Legion Road extension by considering the need and justification for the extension, and to review the project in the current environmental setting to confirm impacts and mitigation. **Environmental concerns will be revisited again during detailed design. Appropriate mitigation will be recommended and any necessary permitting/approvals will be obtained in advance of construction.**

The detailed design for the Legion Road extension and Bonar Creek stormwater facility is currently underway.

3.1.1.11 TransformTO Net Zero Strategy

The Transform TO Net Zero Strategy was adopted by Toronto City Council on December 15, 2021 and outlines a pathway to achieve net zero emissions in Toronto by 2040. It includes a set of long-term, low-carbon goals and strategies to reduce local greenhouse gas emissions to improve health, grow the economy, and improve social equity. It was developed in response to the City Council's 2019 Climate Emergency Declaration and includes accelerated climate actions that will assist the City in reaching net zero by 2040, building on the City's initial TransformTO climate strategy, updated technical modelling, international best practices, and the results of public consultations held between 2018 and 2021. The Strategy includes actions to reduce community-wide emissions in key areas such as buildings, energy, transportation, sustainable consumption and waste, natural systems and equitable decision making.

3.1.1.12 ResilientTO

The Toronto's Resilience Strategy identifies a vision, goals, and actions to help Toronto survive, adapt and thrive in the face of any challenge, particularly climate change and growing inequities.

3.2 Park Lawn Lake Shore Area Notable Development Applications

This section provides a summary of the notable active development applications that were also considered as part of this TMP.

3.2.1 Christie's Planning Study

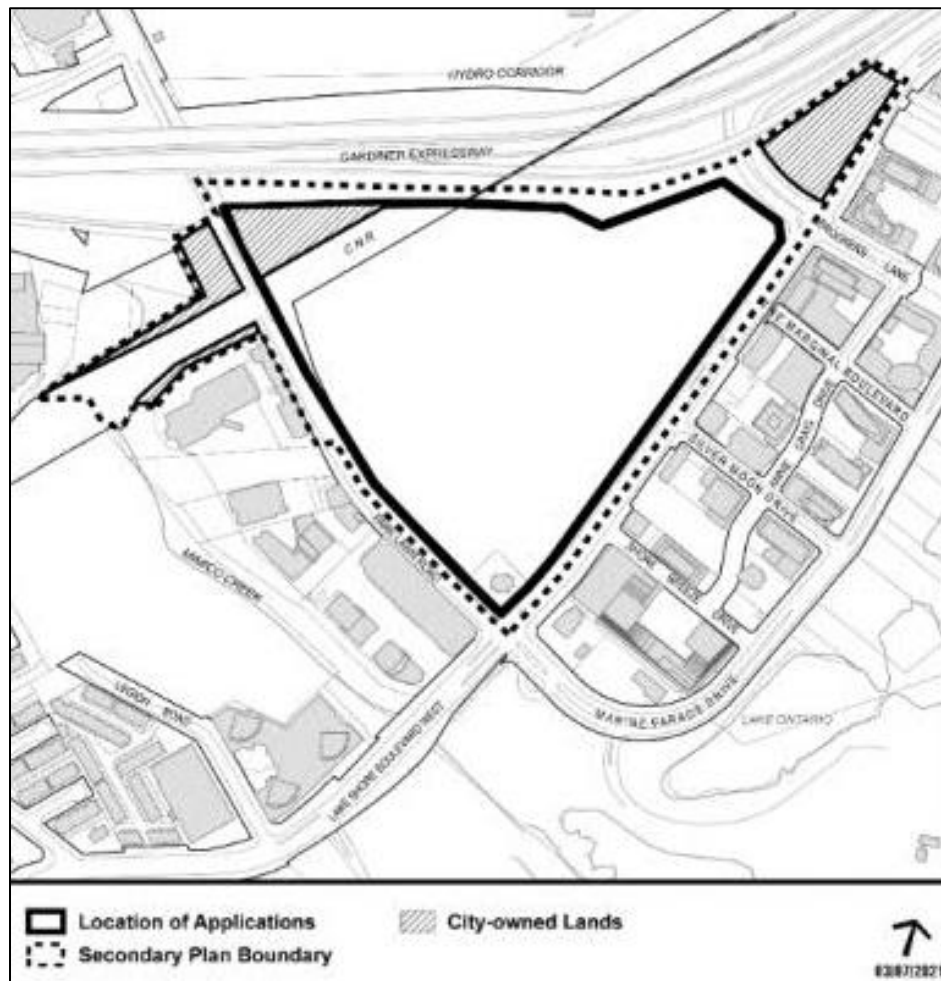
The City initiated the Christie's Planning Study in September 2019 following the settlement of OPA 231 with Lake Shore Development Inc. (formerly First Capital Realty) resulting in the development of a Secondary Plan, Zoning By-law, and Urban Design and Streetscape Guidelines for the subject area.

The subject lands were owned and represented by First Capital Realty, however, during the later stages of this TMP study, First Capital Realty entered a partnership with Pemberton Group, and their partnership is known as Lake Shore Development Inc..

The Christie's Planning Study was initiated to establish a comprehensive planning framework for the Christie's area and set out the long-term vision for a complete community centred on transit investment, job creation and community services and facilities that will meet the needs of existing and future residents and workers.

The Christie's Planning Study includes the former site of the Mr. Christie factory that is generally bounded by Park Lawn Road, Lake Shore Boulevard West and the Gardiner Expressway as illustrated in **Exhibit 3-4**. The lands are currently vacant, except for the existing water tower and a stand-alone BMO bank located at the intersection of Lake Shore Boulevard West and Park Lawn Road.

Exhibit 3-4: Christie's Planning Study Area



Source: City Staff Report Christie's Planning Study, April 8, 2021

Extensive consultation with the public and local stakeholders was completed as part of that process in addition to co-ordination of the study with the submission of Lake Shore Development Inc.'s OPA and Draft Plan of Subdivision for their development proposal. Lake Shore Development Inc. owns 11.1 hectares of the study area and is finalizing an Official Plan Amendment (OPA) application to facilitate their development proposal for their portion of the study area.

The former Mr. Christie's factory site (municipally known as 2150 and 2194 Lake Shore Boulevard West and 23 Park Lawn Road) which form a significant portion of the Christie's Planning Study Area, are also subject to development applications under the Planning Act for amendments to the Official Plan and Zoning By-law, and approval of a Plan of Subdivision. These applications made by Lake Shore Development Inc. continue to be reviewed by the City.

The Christie's Planning Study has also been co-ordinated with the development of this TMP. The Christie's Planning Study is centred around a new Park Lawn GO Station and the integrated Transit Hub that will be created by building the new streetcar loop that will come into the site from Lake Shore Boulevard West and connect with the proposed new GO Station. The Park Lawn GO Station and the dedicated TTC streetcar connection will provide additional transit capacity to service future travel demand to and from the Plan Area providing a much needed and attractive public transit option for the existing and new residents and workers in the area. The GO Station will be secured as part of the first phase of development on the Christie's site.

A new east-west street (Street A) is proposed along the northeastern edge of the site that connects Park Lawn Road under the rail corridor to Lake Shore Boulevard West. Street A helps improve connectivity, access, and circulation in the surrounding area and provides an additional travel route between Park Lawn Road and Lake Shore Boulevard West for people driving, walking, or cycling. There will also be a direct passenger entrance to the Park Lawn GO Station from Street A near Park Lawn Road.

3.2.2 125 The Queensway (Fiera Properties)

The lands located at 125 The Queensway (just east of the Ontario Food Terminal) comprise a variety of commercial retail and restaurant uses, anchored by a Sobeys supermarket. The owner of the lands (Fiera Properties) has submitted an application to the City for a change in use at the site.

3.2.3 Park Lawn GO Station

Metrolinx released the Initial Business Case for the Park Lawn GO Station in April 2020. Both the Christie's Planning Study and the TMP have been co-ordinated with the Transit Project Assessment Process (TPAP) study for the proposed new Park Lawn GO Station. The TPAP is being led by Lake Shore Development Inc. (owner of the Christie's site) on behalf of Metrolinx as part of their Transit Oriented Communities strategy. Lake Shore Development Inc. is responsible not only for the process of the station design, but also for the construction of the station which would then be turned over to Metrolinx for operation. Work on the station design is ongoing and public consultation will follow as part of their TPAP process.

4. Existing Environment

This section provides a summary of the existing conditions within the initial 2016 primary study area, as well as the 2020 expanded study area west of Park Lawn Road associated with the Legion Road extension. Updates to existing studies were completed as appropriate to address any data gaps and to include the area comprising the Legion Road extension. This updated review of existing conditions will assist in addressing addendum requirements for the Legion Road Class EA (2010) by confirming the environmental setting, potential for impact, and applicable mitigation.

4.1 Land Use and Planned Growth

The Project Study Area is located within a developed, urbanized environment that consists of mixed use, apartment neighbourhood, natural, parks, employment, and utility corridor areas. Lands to north of the Gardiner Expressway and south of The Queensway are generally designated Employment Areas in the City's Official Plan. A notable and significant employment use in this area is the Ontario Food Terminal, which is designated Core Employment Areas, and is identified as a provincially significant employment zone in the *Province's A Place to Grow: Growth Plan for the Greater Golden Horseshoe Plan (Growth Plan 2019)*. It is the largest wholesale fruit and produce distribution centre in Canada and plays an important role in the agri-food network. It relies on truck access to and from regional roads like the Gardiner Expressway to support its operation.

A large commercial plaza (Fiera Properties) is located to the east of the Ontario Food Terminal. The lands are designated General Employment Areas. An employment conversion request for this site was submitted to the City by the land owners as part of the City's Municipal Comprehensive Review.

Another notable development within the study area is the former Mr. Christie factory site bounded by the Gardiner Expressway to the north; Lake Shore Boulevard West to the east and southeast; and Park Lawn Road to the west and southwest. The lands are currently vacant, except for an existing water tower and a bank located at the intersection of Lake Shore Boulevard West and Park Lawn Road. In October 2019 Christie's Planning Study Area was initiated to create a comprehensive planning framework for the area resulting in a Secondary Plan and Zoning By-law for the site.

A municipal servicing facility, the Humber Wastewater Treatment Plant, is situated north of The Queensway on the west side of the Humber River.

Lands at the north end of the study limits on the north side of The Queensway are designated Mixed Use Areas and primarily consist of existing low-rise residential and commercial uses. Additional residential areas within the area of study include the lands west of Park Lawn Road south of the rail corridor, generally known as the Park Lawn Block and the Humber Bay Shores area south of Lake Shore Boulevard West formerly known as the Motel Strip. Both areas have largely been built out with high-density residential condominiums with retail ground floor uses. Another high-density residential area is located south of the Gardiner Expressway and north of the rail corridor to the west of Park Lawn Road. This area has been developing over the last 20 years on former industrial lands. The redevelopment of these lands is nearing completion with the final phase of high-density residential development of what is referred to as the 'Mystic Pointe' site currently in construction. A condo and townhouse development is also located in the northeast portion of the study area, north of the Gardiner Expressway/Rail Corridor.

South of the rail corridor, lands are designated Mixed Use Areas with Parks and Open Space Areas along the waterfront (Parks) and west of and including Mimico Creek (Natural Areas). Natural areas within the study limits are associated with the riparian corridors of Mimico Creek and the Humber River Valley. Natural areas within the study limits are associated with Bonar Creek, Mimico Creek and the Humber River Valley.

A large portion of the study area is also occupied by transportation infrastructure that includes municipal roadways, the Gardiner Expressway, The Queensway, multi-use trails, transit, and rail infrastructure. The GO Lakeshore West rail corridor and the Gardiner Expressway bisect the Park Lawn Lake Shore Primary Study Area.

The above described land use typology for the study area set the context for applicable development growth within each of these land uses. Based on this land use information and the City's growth plans, population and employment forecasts for the study area have been developed and coded into a city-wide transportation model. This includes a specific population and employment data set for the area bounded by The Queensway to the north, Humber River to the east, Lake Ontario to the south, and Mimico Creek to the west. The base year and forecast population and employment numbers are summarized below:

- 2011:
 - Population: 4,367
 - Employment: 2,632

- 2041:
 - Population: 28,500
 - Employment: 6,500

4.2 Natural Heritage Assessment

On behalf of the City of Toronto, AECOM completed a desktop review of the existing natural environment conditions (i.e., terrestrial and aquatic) within the 2016 primary study area through a review of secondary source information and agency consultation and documented the results in the Natural Environment Technical Memo (AECOM, 2016). When the TMP was restarted in 2020, AECOM revisited the previously submitted 2016 Technical Memo to update it to include the additional area of study west of Park Lawn Road (i.e. Legion Road extension), address any data gap areas, and to also update the Species at Risk (SAR) records for the entire study area given the time lapse since 2016.

To address aquatic and terrestrial data gaps in the expanded study area west of Park Lawn Road a review was made of more recent studies completed for the subject area as part of alternate City Projects. This included the Terrestrial Existing Conditions Memorandum (AECOM, 2019) and Aquatic Existing Conditions Memorandum (AECOM, 2019) completed for the *Bonar Creek Stormwater Management Facility, Legion Road Extension and Metrolinx Grade Separation Class EA*. The TRCA and City of Toronto open data portals were also reviewed to obtain any relevant natural heritage information. The Natural Environment Technical Memo was subsequently updated with the findings of the 2020 desktop review which can be reviewed in its entirety in

Appendix B.

As noted above, existing aquatic and terrestrial conditions within the study area were identified based on a review of available secondary source information and correspondence with the TRCA, Ontario Ministry of Northern Development, Mines, Natural Resources and Forestry (MNDNRF), Fisheries and Oceans Canada (DFO), and City of Toronto staff. In general, the study area is heavily urbanized and consists of a mix of buildings, waterfront residential condominiums and city parks. The majority of the vegetation consists of manicured lawns and planted vegetation. Natural vegetation is primarily associated with Mimico Creek, the Humber River and Lake Ontario shoreline which are present along the periphery of the study area, where a broad range of vegetation communities are noted to be present.

4.2.1 Designated Areas

There are several designated natural areas located within or in the vicinity of the overall study area that include one Provincially Significant Wetland (PSW) and three Environmentally Significant Areas (ESAs). The study area is also located within lands subject to the City of Toronto's Natural Heritage System and Ravine and Natural Features Protection By-law.

4.2.1.1 Provincially Significant Wetland

As illustrated in **1**, a portion of the Provincially Significant Lower Humber River Wetland Complex is located within the study area, along the west side of the Humber River and north of the Queensway. This Provincially Significant Wetland (PSW) consists of 15 wetlands, comprised of 84% swamps and 16% marsh with the open wetlands supporting habitat for waterfowl species (i.e., Mallard, Canada Goose, Gadwall, and Green-winged Teal).

The presence of large dead trees in this PSW provide habitat for bird species that nest in tree cavities (i.e., Red-headed Woodpecker, Hooded Merganser, Eastern Screech-Owl, American Kestrel, Wood Duck, and Hairy Woodpecker). The area is also an important stopover area for migrating songbirds and is located approximately 7 km from the *West End of Lake Ontario Important Bird Area*.

This PSW provides habitat for reptiles that include the Blanding's Turtle, Northern Map Turtle and Midland Painted Turtles. Amphibians breeding in this area include the American Toad, Northern Leopard Frogs and Spotted Salamanders.

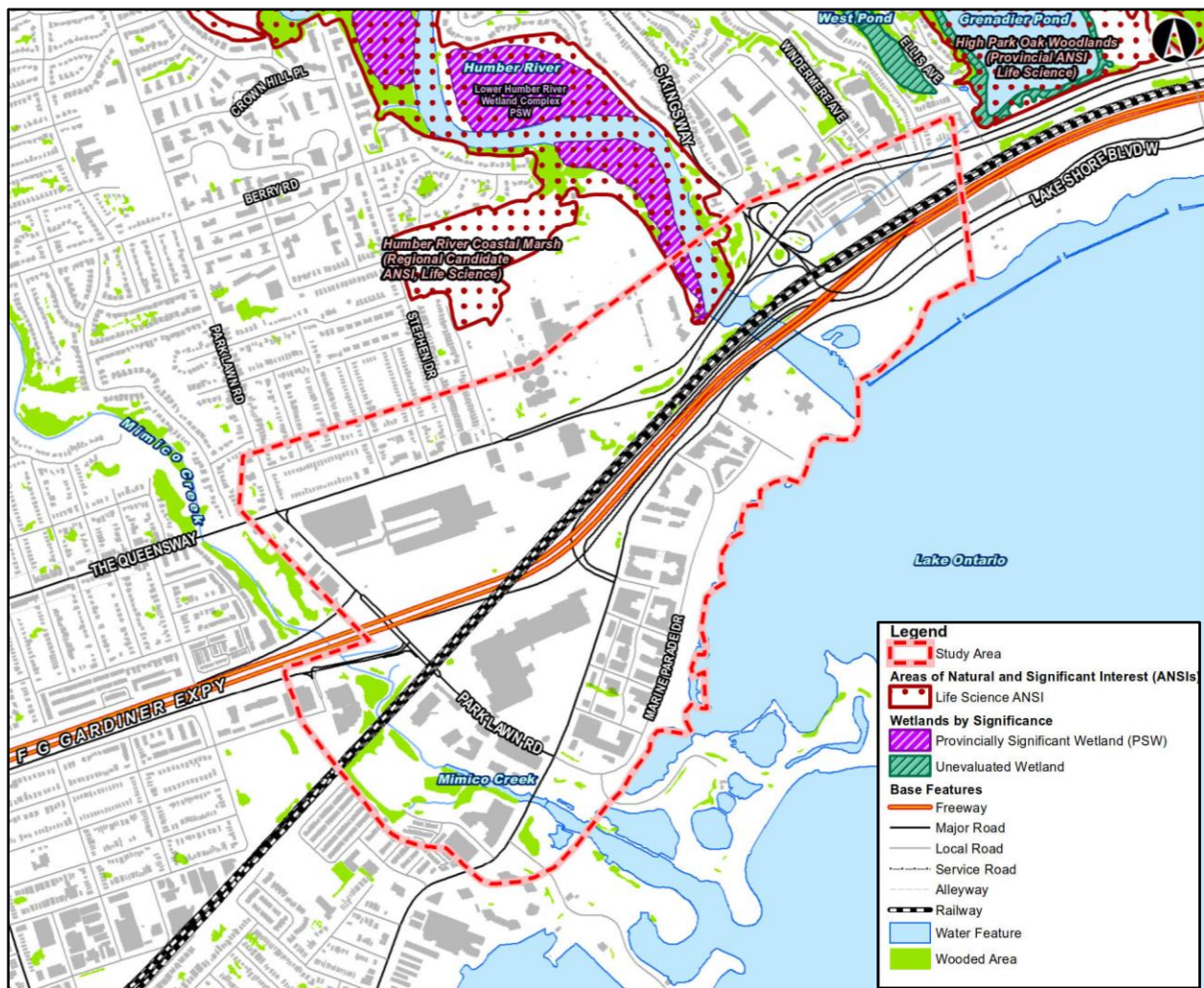
No development may occur within the boundaries of the PSW but if construction is proposed within 120 m of the PSW, an Environmental Impact Study (EIS) will be required to demonstrate that no negative effects will occur to the PSW through implementation of various mitigation measures.

There were no other PSWs, locally significant wetlands (LSWs) or unevaluated wetlands located within the Study Area or in the vicinity.

4.2.1.2 Areas of Natural and Scientific Interest

There were no provincial Areas of Natural and Scientific Interest (ANSI) within the area of study; however, there is one Regional Candidate Life Science ANSI identified as the Humber River Coastal Marsh located along the Humber River as illustrated in **Exhibit 4-1**.

Exhibit 4-1: Existing Natural Heritage Features



4.2.1.3 Environmentally Significant Areas

Environmentally Significant Areas (ESA) are designated by the City of Toronto and form portions of the City's Natural Heritage System. As summarized in **Exhibit 4-2** and as illustrated in **Exhibit 4-3**, there are four existing ESAs within 120 m of the study limits that include High Park, Humber Valley, Rennie Park and the Sassafras ESA. These areas consist of natural heritage features that are particularly significant (locally and/or regionally) which require additional protection to conserve their important ecological qualities and functions. Any work within 120 m of these ESAs may require further consultation with the City of Toronto and TRCA to determine the need for additional studies and / or appropriate mitigation.

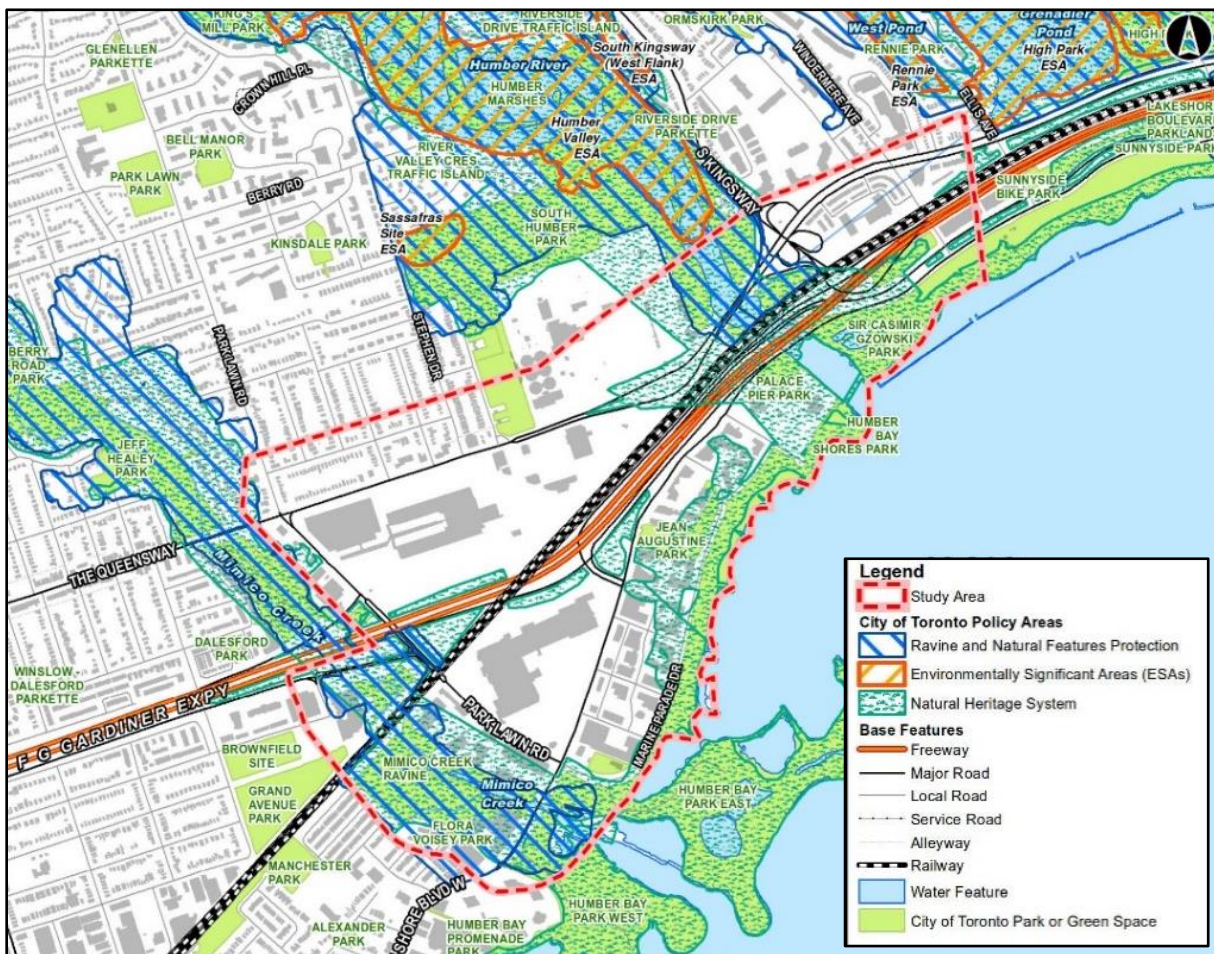
Exhibit 4-2: Environmentally Sensitive Areas within Study Area

ESA Name	Characteristics, Rare Species and Communities, and Significant Ecological Function ¹	Area (ha) ¹	Distance from Overall Study Area Boundaries (approximate)
High Park	This Environmentally Significant Area consists of black oak savannah and prairies, mature forests, ponds, aquatic and shallow marshes. There were 105 significant flora species, six significant vegetation communities and ten significant fauna species.	83.3	44 m
Humber Valley	This Environmentally Significant Area consists of cattail marshes, graminoid meadows and bottomland forests in the valley bottom, and deciduous forests on the slopes. Portions of the Provincially Significant Lower Humber River Wetland Complex are part of this Environmentally Significant Area. There were 53 significant flora species, six significant vegetation communities and 15 significant fauna species. This Environmentally Significant Area supports areas of waterfowl aggregations, important amphibian breeding habitat and acts as an important land linkage between the lake and the river corridor that facilitates wildlife movement.	43.5	11 m
Rennie Park	This Environmentally Significant Area consists of an east and west facing slope ravine just west of High Park supporting deciduous forest, old field and lowland forest following a small creek and including a pond. There were eight significant flora species, two significant vegetation communities and one significant fauna species found here. This site also provided 2.7 ha of open water storage as well as providing amphibian breeding habitat.	6.8	54 m
Sassafras Site	This Environmentally Significant Area contains black oak savannah remnants which are dominated by Black Oak (<i>Quercus velutina</i>) with large patches of Sassafras (<i>Sassafras albidum</i>) in the shrub layer. The ground cover was dominated by Little Bluestem (<i>Schizachyrium scoparium</i>). There were nine significant flora species and two significant vegetation communities.	1.5	353 m

Notes: 1. Descriptions of Environmentally Significant Area characteristics, rare species and communities, significant ecological function and calculated areas were taken from Appendix 2 of the Environmentally Significant Areas in the City of Toronto (North-South Environmental Inc. et al., 2012).

Source: PL-LS TMP Natural Environment Technical Memo Update, AECOM, April 12, 2021

Exhibit 4-3: Municipal Policy Areas



Source: PL-LS TMP Natural Environment Technical Memo Update, AECOM, April 12, 2021

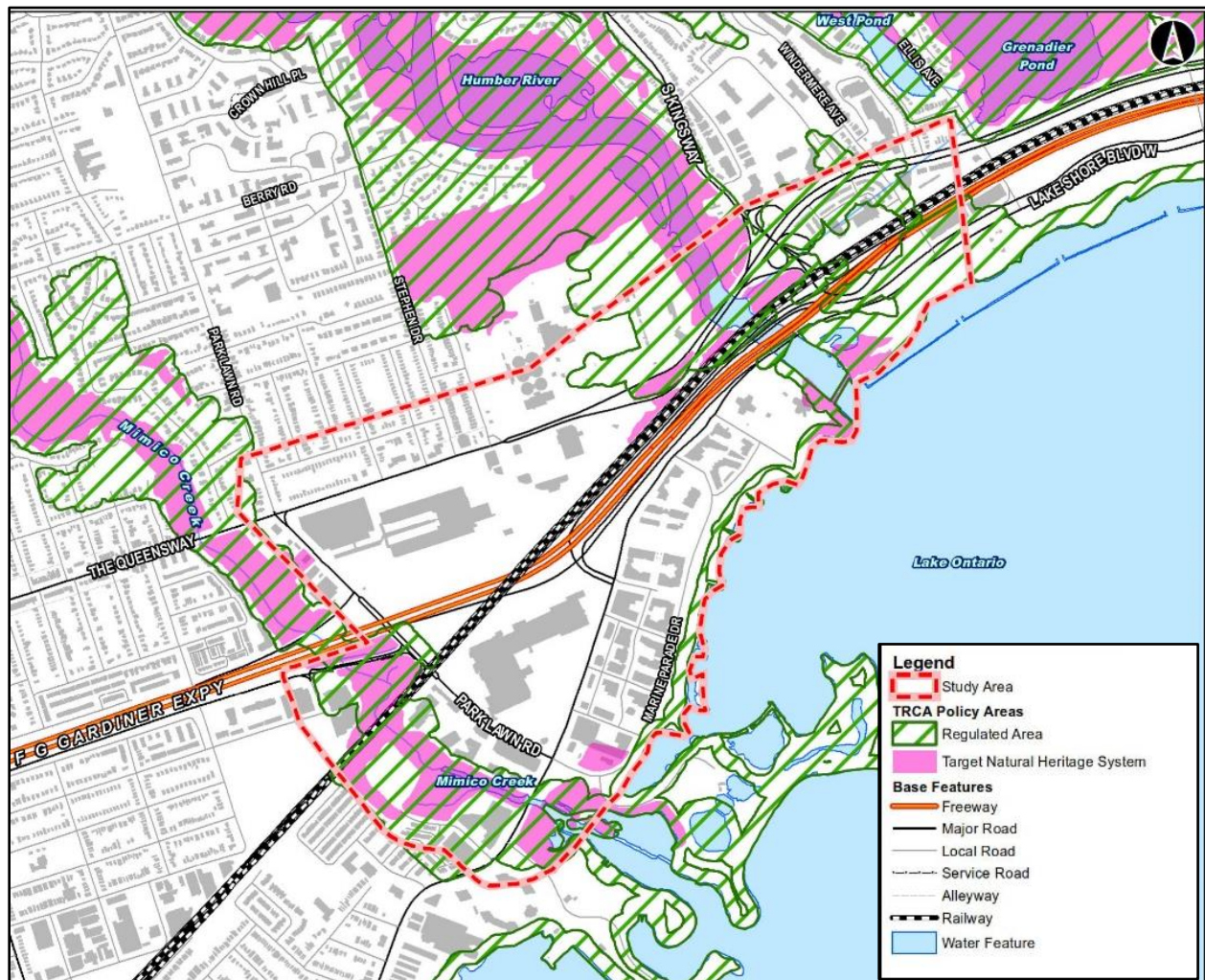
4.2.1.4 Ravine and Natural Features Protection By-law

The Ravine and Natural Feature Protection (RNFP) By-law is enforced by the City of Toronto and protects natural features that are vulnerable to degradation due to the removal of trees, changes in grade or lack of management. Ravine and natural features within the city provide many ecological benefits and functions, including wildlife corridors, preventing soil erosion, reducing storm flows and improving water quality of lakes and streams. As illustrated **Exhibit 4-3**, riparian areas along the Humber River, Bonar Creek and Mimico Creek are designated as ravine and natural features that receive protection under this By-law. Any work proposed within an RNFP area will require consultation with the City of Toronto RNFP division and may require a permit to address potential impacts (i.e., injure/destroy healthy trees of any size, place or dump fill, alterations to grade, etc.).

4.2.1.5 Toronto and Region Conservation Authority

As shown in **Exhibit 4-4**, portions of the study area associated with the Humber River, Bonar Creek, Mimico Creek and the Lake Ontario Shoreline are located within an area regulated by the Toronto and Region Conservation Authority (TRCA). Any work proposed within these areas will require consultation with the TRCA and a potential permit under O. Reg. 166/06.

Exhibit 4-4: TRCA Policy Areas



Source: PL-LS TMP Natural Environment Technical Memo Update, AECOM, April 12, 2021

4.2.2 Existing Natural Heritage Features

Additional details regarding the existing natural heritage features present within the study area are provided in the following sections.

4.2.2.1 Vegetation

The Project Study Area is located within the Lake Erie – Lake Ontario Ecoregion 7E in a heavily urbanized area that consists of industrial buildings, waterfront residential condominiums and city parks. Vegetation communities present within the study area were identified through a review of Ecological Land Classification (ELC) data provided by the TRCA, field investigations and aerial interpretation. The majority of vegetation in the study area was found to consist of cultural meadows, thickets and woodlands which have been either planted or disturbed by anthropogenic activities. These vegetation communities generally consist of primarily non-native and invasive species. More natural areas with higher quality vegetation communities are found within the riparian corridors of Bonar Creek, Mimico Creek, the Humber River Valley and the Lake Ontario shoreline.

4.2.2.2 Wildlife

Based on information collected from the Atlas of Breeding Birds of Ontario (OBBA) 2001-2005 Database (BSC et al., 2006), approximately 111 bird species may be present within the area, five species of which are designated as Threatened and protected under the Endangered Species Act (ESA) and five species of which are designated as Special Concern.

Forested ravines, city parks and open spaces that make up the City of Toronto's Natural Heritage System provide important habitats for mammals. The forested ravines, such as those along the Humber River, act as wildlife corridors and allow for the movement of mammals between different areas to seek food, shelter and mates. The Lake Ontario shorelines also provide important habitats.

According to the Atlas of the Mammals of Ontario (Dobbyn, 1994), Bat Conservation International (BCI, 2016), and fauna records provided by TRCA on July 4, 2016, there are records of 29 mammal species that occur or have been known to occur in or within the study area, the majority of which are common and widespread throughout Ontario (i.e., coyotes, raccoons, skunks, foxes, rabbits, squirrels, deer etc.) However, of these species there were several species of bats known to occur within the study area that are designated as Endangered and are protected under the ESA. These include the Little Brown Myotis, Eastern Small-footed Myotis, Northern Long-eared Myotis and Tri-coloured Bat. Acoustic surveys completed as part of an alternate City project (i.e., Bonar Stormwater Management Facility Condition Assessment) confirmed the presence of four common bat species not listed at risk under the ESA or SARA, but no bats considered a Species at Risk (SAR). The surveys involved the placement of six acoustic monitoring stations installed at locations west of Parklawn Road. Additional details

regarding that study can be found in the *Bonar Creek Stormwater Management Facility, Legion Road Extension and Metrolinx Grade Separation – Terrestrial Existing Conditions Memorandum (AECOM, 2019b)* available under separate cover.

4.2.2.3 Herpetofauna

Wetland communities associated with the Humber River valley system as well as the lakeshore of Lake Ontario provide important amphibian and reptile habitats. There are records of twenty (20) amphibian species known to occur within the study area or in proximity. The majority of these species are common and tolerant to urban disturbances with the exception of Blanding's Turtle, which is designated as Threatened, as well as Northern Map Turtle and Snapping Turtle which are designated as Special Concern under the ESA. In addition, the Milksnake has a provincial S-Rank of S3 and is considered a Species of Conservation Concern (SOCC).

4.2.2.4 Species at Risk

Although the majority of the flora and fauna identified through the background review are common, tolerant of disturbances and widespread throughout Ontario, a total of seven species at risk (SAR) and eight SOCC were identified as having the potential to occur within the study area based on available suitable habitat.

A habitat assessment of each Endangered and Threatened species as well as Species of Conservation Concern (SOCC) was completed to better determine candidate species that are more likely to be present within the subject Study Area. This involved a screening of the preferred habitat of each SAR/SOCC against the existing habitat to determine the potential for that species to be present.

A total of 37 SAR were identified through the background search. The probability of these species occurring within the area of study is summarized as follows:

- **Low Probability:** Based on available suitable habitat 21 SAR were considered to have a low probability of occurring within the area of study. These included the American White Pelican, Bank Swallow, Bobolink, Cerulean Warbler, Eastern Meadowlark, Eastern Whip-poor-will, Golden Eagle, King Rail, Loggerhead Strike, Prothonotary Warbler, Kiyi, Lake Sturgeon, Spotted Gar, American Badger, Gray Fox, Eastern Pond Mussel, American Ginseng, Bashful Clubrush, Blue Ash, Cucumber Tree, and the Eastern prickly Pear Cactus.
- **Medium Probability:** Based on available suitable habitat 14 SAR were considered to have a moderate probability of occurring within the area of

study. These included the Chimney Swift, Least Bittern, Piping Plover, Yellow Breasted Chat, American Eel, Redside Dace, Pugnose Minnow, Little Brown Myotis, Eastern Small Footed Myotis, Northern Long-eared Myotis, Tri-coloured Bat, Butternut Tree, Blanding's Turtle, and Spiny Softshell.

- **High Probability:** Based on available suitable habitat two SAR (i.e., Barn Swallow and Dense-blasting Star) were considered to have a high probability of occurring within the area of study.

A total of 27 SOCC were identified through a background search. The habitat assessment concluded the following:

- **Low Probability:** Based on available suitable habitat five SOCC have a low probability of occurring within the study area. These include the Canada Warbler, Olive-sided Flycatcher, Short-eared Owl, Bridle Shiner, and the Old-field Toadblax.
- **Medium Probability:** Based on available suitable habitat 18 SOCC were found to have a medium probability of occurring within the study area. These include the Bald Eagle, Canvasback, Common Nighthawk, Eastern Wood-Pewee, Grasshopper Sparrow, Great Egret, Horned Grebe, Purple Martin, Re-headed Woodpecker, Wood Thrush, Black Dash, Hackberry Emperor, Lilypad Clubtail, Yellow-banded Bumblebee, Silver Lamprey, Eastern Musk Turtle, Northern Map Turtle, and Snapping Turtle.
- **High Probability:** Based on available suitable habitat four SOCC have a high probability of occurring within the study area. This includes the Black-crowned Night Herons, Peregrine Falcon, Monarch butterfly, and Swamp Rose-mallow.

During the detailed design phase once the potential for impact has been confirmed additional consultation with the MECP and potential targeted surveys may be required to determine appropriate mitigation and avoidance measures as well as any permitting requirements.

4.2.2.5 Significant Wildlife Habitats

The Significant Wildlife Habitat Criteria Schedules for Ecoregion 7E (MNRF, 2015) was used to identify the presence of significant wildlife habitats (SWH) within the Primary Study Area based on the background review. The interior of the Study Area primarily consists of residential and industrial buildings, paved roads and manicured grass lawns with minimal natural vegetation that does not support high functioning habitat for wildlife. However, natural areas associated with the Mimico Creek, Humber River and Lake

Ontario Shoreline located on the periphery of the Study Area may support SWH, including the following:

- Confirmed and Candidate Bat Maternity Colonies
- Candidate Landbird Migratory Stopover Area
- Candidate Turtle Overwintering Areas
- Candidate Turtle Nesting Areas
- Candidate Amphibian Woodland / Wetland Breeding Habitats
- Candidate Amphibian Movement corridors
- Candidate habitat for a number of SOCC with a medium to high likelihood of being present with the study area

The Humber Bay Park, Humber Marshes, Provincially Significant Lower Humber River Wetland Complex are all known to support migratory birds and provide important stopover locations in the City. In addition, the Humber River, Lake Ontario and sections of Mimico Creek are considered candidate turtle overwintering areas and the sandy and gravel banks of these watercourses and waterbodies may also be used as turtle nesting areas.

The Provincially Significant Lower Humber River Wetland Complex likely supports significant amphibian breeding populations and acts as an amphibian movement corridor. Generally, forested ravines, city parks and open spaces that make up the City's Natural Heritage System provide important land linkages that facilitate wildlife movement across the urbanized landscape (MNRF, 2000). The most significant wildlife movement corridor in the area of study is the Humber River Valley which supports the movement of migrant birds, mammals, amphibians, reptiles and insects.

Field investigations conducted by AECOM within the Bonar Creek Study Area as part of the *Bonar Creek Stormwater Management Facility, Legion Road Extension and Metrolinx Grade Separation Class EA* identified Fresh-moist Willow Lowland Forest (FOD7-3) and Dry-fresh Poplar Deciduous Forest (FOD3-1) as assumed significant bat maternity habitat (assessed by acoustic monitoring (AECOM, 2019b)). During these field investigations three SOCC were also observed including Black-crowned Night Heron, Monarch and Peregrine Falcon.

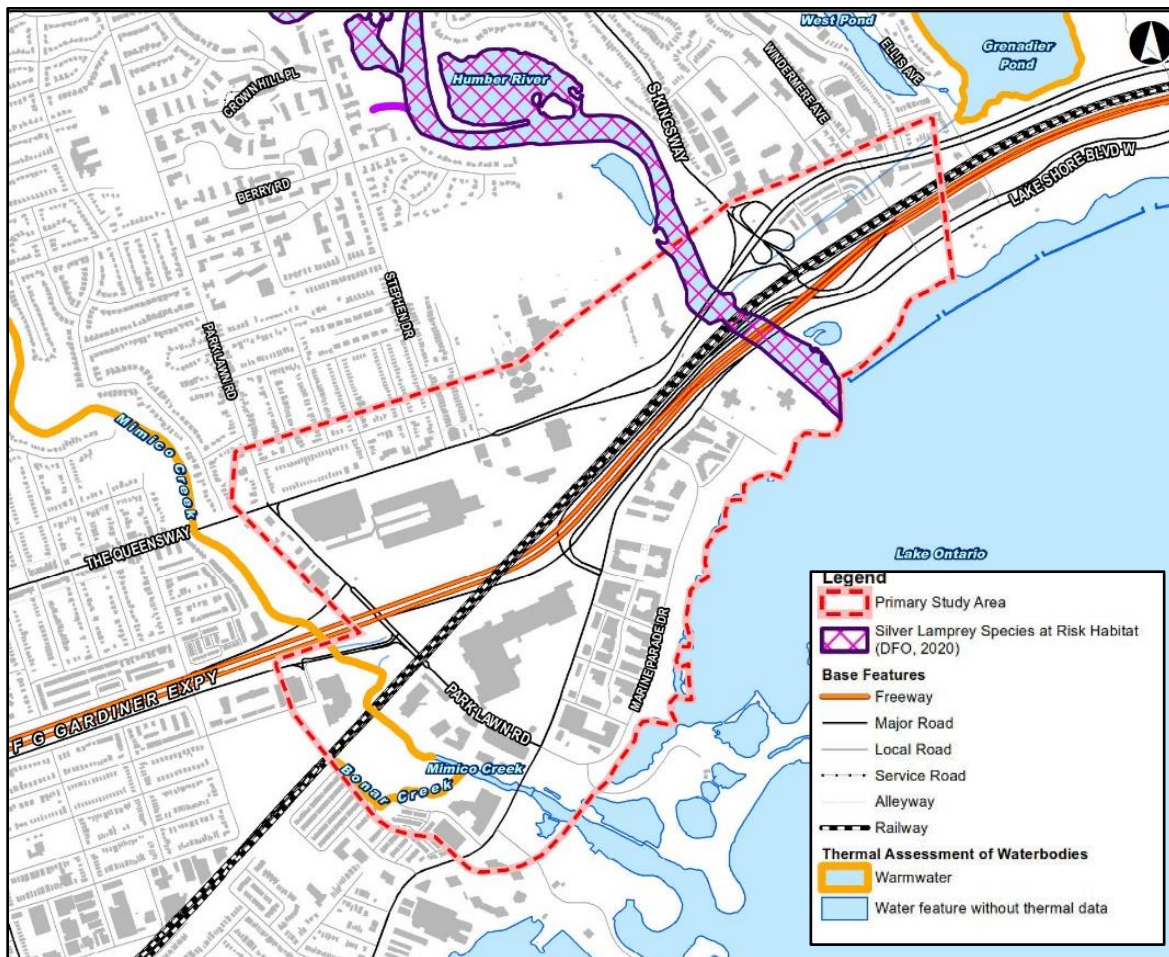
The forested riparian banks of Mimico Creek are considered to provide suitable roosting and foraging habitat for Black-crowned Night Heron and the cultural meadow habitat observed could provide suitable breeding and foraging habitat for the Monarch. Small patches of Common Milkweed were noted but no caterpillars were identified. The high-rise buildings observed within the study area may also provide suitable nesting habitat for Peregrine Falcon.

If development is proposed within 120 m of these SWH features, specific mitigation measures to avoid or minimize negative effects on these features as result of the development will be required.

4.2.3 Aquatic Features

As illustrated in **Exhibit 4-5**, there are several watercourses within the study area that include the Humber River, Mimico Creek, and Bonar Creek. The overall sensitivity of the aquatic habitat within the eastern portion of the study area is considered to be high given the migratory value of the Lower Humber River and possibility of American Eel, Pugnose minnow, Bridle shiner and Redside Dace habitat. Mimico Creek and its confluence to Bonar Creek likely provide forage, rearing and refuge habitat for a variety of warm/cool water species.

Exhibit 4-5: Existing Aquatic Features



Source: PL-LS TMP Natural Environment Technical Memo Update, AECOM, April 12, 2021

Additional details pertaining to the watercourses present are further detailed below.

4.2.3.1 Lower Humber River

The study area is located within the Humber River watershed and is traversed by the southernmost section of the Lower Humber River. The Humber River headwaters originate on the Niagara Escarpment and the Oak Ridges Moraine and flow down the Humber River into Lake Ontario. The Humber River is a designated Canadian Heritage River due to its rich history in the area (TRCA, 2016).

A site visit was completed of the Humber River on July 27, 2016 from the confluence at Lake Ontario to the Provincially Significant Wetland located approximately 250 m upstream of The Queensway overpass.

At the confluence with Lake Ontario, the shoreline consists of armour stone, large boulders, and concrete walls. Residential condominiums and a paved pedestrian walkway are located immediately west of the pedestrian bridge, at Lake Ontario on the left bank looking upstream. Break-walls (shoreline protection) made of large armour stone are present immediately upstream of the pedestrian bridge at the confluence with Lake Ontario. Vegetation is present between the asphalt path and residential area along the left bank looking upstream. The hardened shoreline along the Humber River continues under the Lake Shore Boulevard Bridge, the Gardiner Expressway Bridge and the Metrolinx rail bridge. These structures consist of an approximately 50 m span with the columns/piers supporting the structure(s) located below the highwater mark.

Immediately upstream of The Queensway Bridge (approximately 40 m north of the rail bridge), the shoreline is more naturalized with the wetted width approximately 30-40 m and large mature trees (Willow, Maple, Ash) present on the east bank. During the site visit unidentified Young of Year (YOY) fish were observed near the Lower Humber River Wetland Complex upstream of The Queensway Bridge. While algae was prevalent no other instream vegetation was observed. The substrate was a combination of sand and gravel with cobble and boulders.

Given the connection of the Humber River to Lake Ontario, it acts as a valuable migratory route for various species, including migratory salmonids. The study area is highly urbanized and does not appear to provide much suitable habitat for fish due to the hardening of the shorelines and lack of near shore cover. The most suitable habitat was located at the most upstream section of the Humber River near the wetland complex, given that the banks were naturalized and seemed to provide more cover for fish habitat, while the overhanging vegetation provides shade.

According to information provided by the MNRF in July and August 2016, this river has a resident warm water fish community, as well as a migratory cold-water community coming in from Lake Ontario. In addition, the MNRF noted that 50 fish species were recorded in the Lower Humber River PSW between 1975 and 2004. While the majority of the fish species are common; the Pugnose Minnow and Bridle Shiner are designated as Threatened and Special Concern under the ESA, respectively. The Pugnose Minnow is also designated as Threatened under the SARA.

4.2.3.2 Mimico Creek

AECOM completed field investigations of Bonar Creek and its confluence with Mimico Creek on June 15, 2018 as a part of the separate *Bonar Creek Stormwater Management Facility Condition Assessment* initiated by the City of Toronto. The full assessment can be read in its entirety in the *Bonar Creek Stormwater Management Facility, Legion Road Extension and Metrolinx Grade Separation – Aquatic Existing Conditions Memorandum (AECOM, 2019)* available under separate cover.

Mimico Creek at its confluence with Bonar Creek is identified as a permanent flowing system with a mean wetted width of approximately 11 m. It is likely that Mimico Creek provides spawning and rearing habitat for a variety of warmwater forage fish. No habitat classified as critical by the Species at Risk Act (SARA) was observed and no aquatic SAR were identified. Fish records obtained for Mimico creek indicate a warm/cool water forage fish community with generally non-limiting habitat requirements.

4.2.3.3 Bonar Creek

Bonar Creek at its confluence with Mimico Creek is identified as a permanent slow flowing system with a mean wetted width varying from 0.3 m to 5 m and an average water depth of 0.02 m to 0.7 m. Substrates were comprised predominately of silt and detritus. Young of year (YOY) Cyprinids were observed within Bonar Creek at its confluence with Mimico Creek. Multiple barriers to fish passage were identified further upstream, limiting access for fish to the upper most reaches of Bonar Creek.

The fish habitat of Bonar Creek provides foraging, rearing and refuge for a variety of warm/cool forage fish, most importantly at the confluence of Mimico Creek and Bonar Creek. Habitat conditions of Bonar Creek were generally non-limiting throughout. No habitat within the assessed reaches of Bonar Creek are classified as critical by the SARA and no aquatic SAR were identified.

4.2.4 Aquatic SAR

Exhibit 4-6 lists the aquatic SAR with the potential to be present within the study area as summarized from DFO and MNRF SAR records; however, the Upper Great Lakes Kiyi is now considered Extinct.

Exhibit 4-6: Potential Aquatic SAR in Study Area

Common Name	Scientific Name	S-Rank ¹	ESA Status ²	SARA Status ³	Source	Location
American Eel	<i>Anguilla rostrata</i>	S1S2	THR	THR	DFO, 2016	Humber River
Bridle Shiner	<i>Notropis bifrenatus</i>	S2	SC	SC	MNRF, 1996	Lower Humber River Wetland Complex
Kiyi	<i>Coregonus kiyi orientalis</i>	SX	No Status-Extinct	No Status-Extinct	DFO, 2011	Lake Ontario
Lake Sturgeon-Upper Great Lakes and St. Lawrence	<i>Acipenser fulvescens</i>	S2	END	SC	MNRF, 2017	Lake Ontario
Pugnose Minnow	<i>Opsopoeodus emiliae</i>	S2	THR	THR	MNRF, 1996	Lower Humber River Wetland Complex
Redside Dace	<i>Clinostomus elongatus</i>	S1	END	END	DFO, 2016	Humber River
Silver Lamprey	<i>Ichthyomyzon unicuspis</i>	S3	SC	SC	DFO, 2016	Humber River
Spotted Gar	<i>Lepisosteus oculatus</i>	S1	END	END	DFO, 2015	Lake Ontario

Source: PL-LS TMP Natural Environment Technical Memo Update, AECOM, April 12, 2021

The overall sensitivity of the aquatic habitat within the eastern portion of the Overall Study Area is considered to be high, given the migratory value of the Lower Humber River and possibility of American Eel, Bridle Shiner Pugnose Minnow and Redside Dace habitat.

4.3 Cultural Heritage

Heritage conservation is a priority consideration in the development of the City. The City's Heritage Preservation Services department advises the Toronto Preservation Board and City Council on matters relating to the Ontario Heritage Act by identifying buildings, structures, places and districts of cultural heritage value or interest; reviewing and advising on development proposals which affect heritage resources; monitoring the maintenance of heritage sites; developing heritage policies; administering financial assistance programs and providing educational services. As such, the City maintains an inventory of 'listed' and 'designated' properties that are to be protected as part of the City's historic resources.

"Listed" properties are recognized based on a number of criteria, including architecture, history, and neighbourhood context. These types of properties are identified as having heritage attributes that the City would like to see preserved. "Designated" properties within the inventory are under Part IV of the *Ontario Heritage Act* or are located within a Heritage Conservation District designated under Part V of the *Ontario Heritage Act* and are also identified by a by-law number.

The potential for Cultural Heritage resources and landscapes to be present within the study area was reviewed and documented in two separate reports. The review of the primary study area was completed in 2017 and documented in a Cultural Heritage and Cultural Heritage Landscape Screening Assessment Report (CHSA, AECOM 2017). As part of the 2020 restart of the TMP, an additional assessment was completed for the expanded study area and documented in a separate CHSA report finalized in April 2021.

As documented in the 2017 CHSA, the City has identified four Listed properties and two Designated properties under the Ontario Heritage Act, Part IV within in the overall Study Area. As illustrated in **Exhibit 4-7** these include the following:

Designated

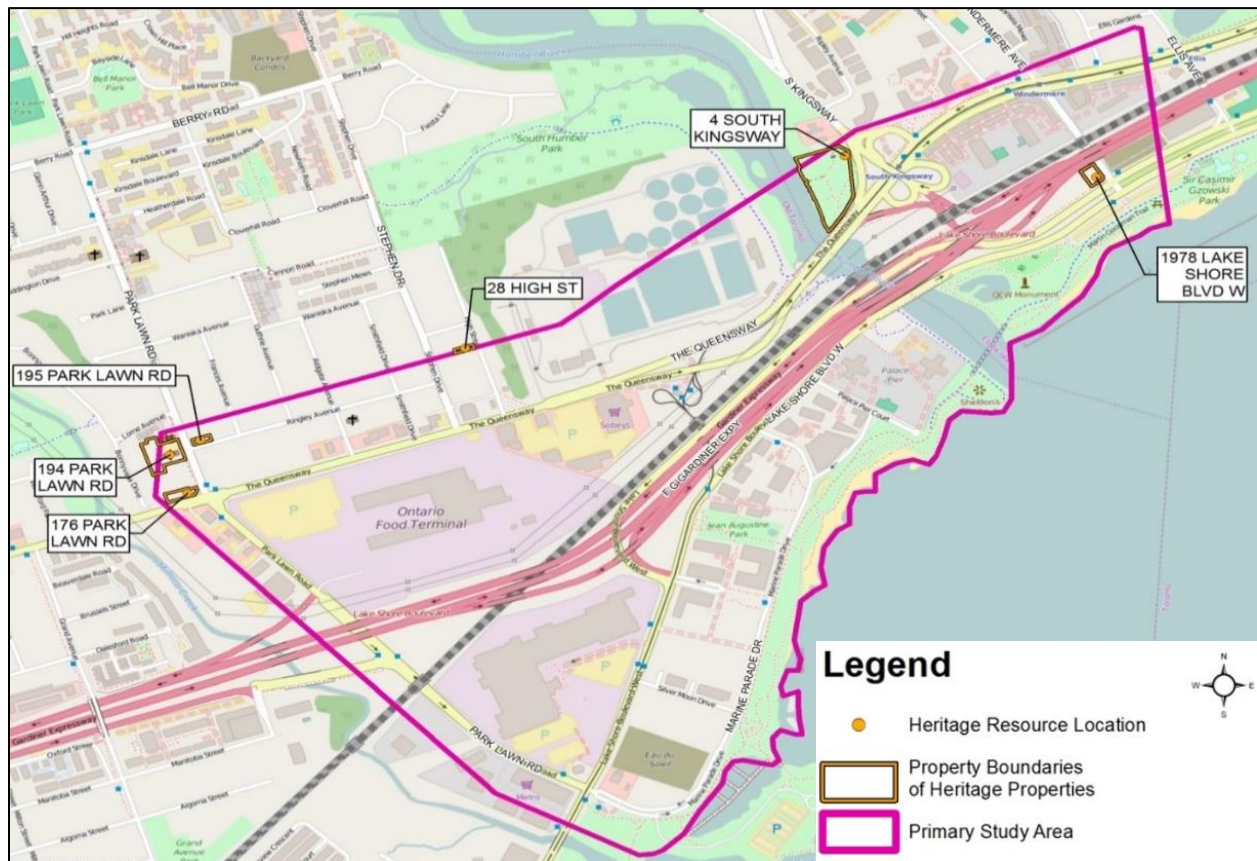
- 1978 Lake Shore Boulevard West, Former Joy Oil Gas Station
- 4 South Kingsway, Fort Toronto

Listed

- 176 Park Lawn Road
- 194 Park Lawn Road, St. James Church
- 195 Park Lawn Road, Church
- 28 High Street, Humber Bay Public School

For the 2020 additional study area, a review of the City of Toronto's Heritage Register and consultation with the City of Toronto Heritage Preservation Services confirmed that there are no designated heritage properties within the area west of Park Lawn Road. Consultation with the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) also confirmed that there are no designated properties and no provincial heritage properties within or adjacent to the 2020 expanded study area.

Exhibit 4-7: City Heritage Register - Property Location Plan



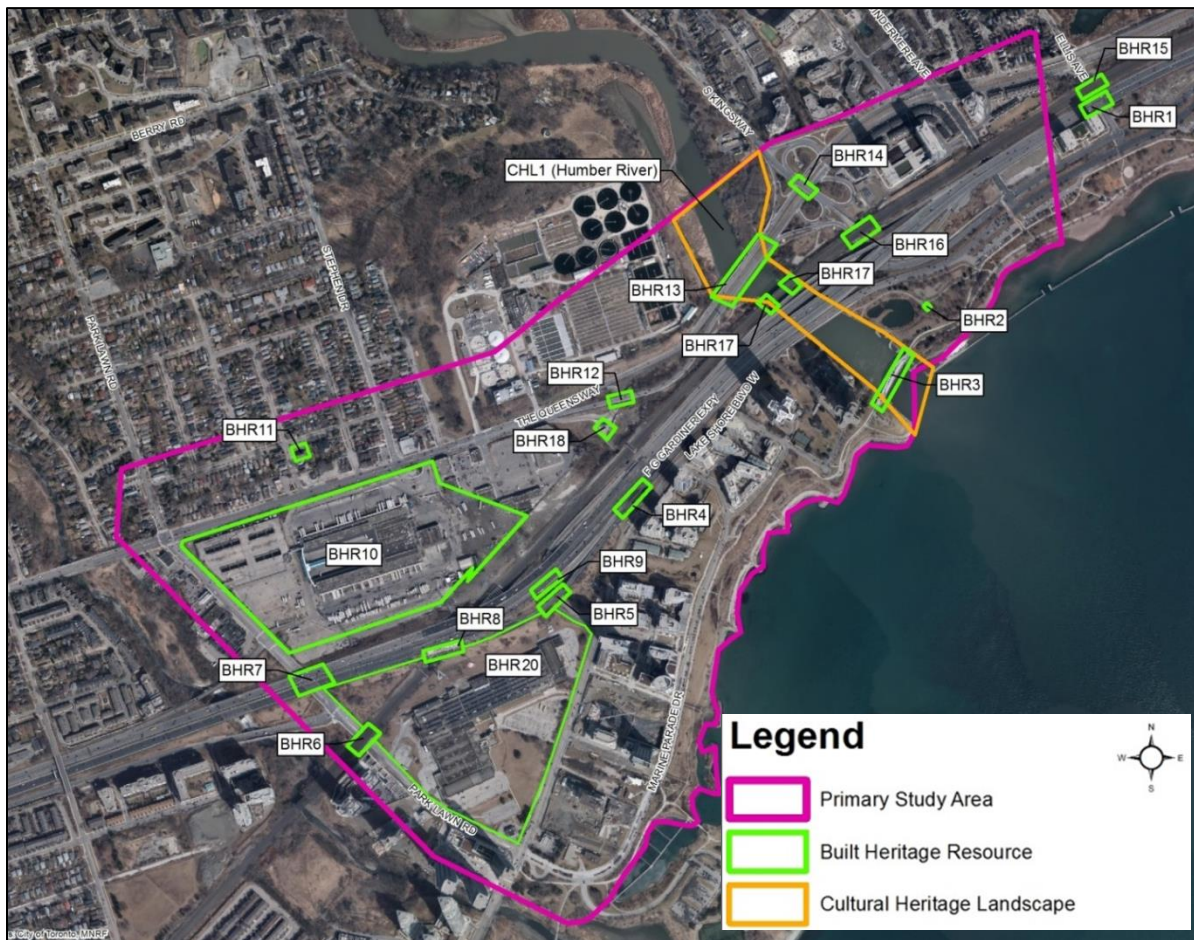
Source: Cultural Heritage and Cultural Heritage Landscape Screening Report, AECOM Jan. 2017

4.3.1 Cultural Heritage Screening Assessment

As illustrated in **Exhibit 4-8**, the 2017 CHSA identified twenty additional properties that have the potential for heritage value or significance, including fourteen bridges, four structures, one expressway and one monument. The 2021 CHSA identified the presence of three additional potential built heritage resources and one cultural heritage landscape within the 2020 Additional Study Area as identified in **Exhibit 4-9**.

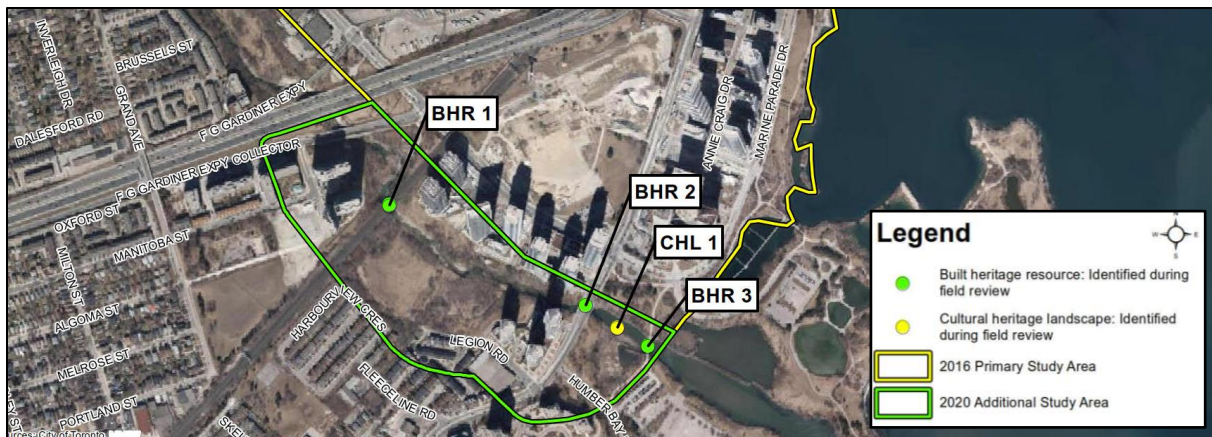
Exhibit 4-10 provides a summary of these resources. For additional details please refer to the 2017 and 2021 CHSA reports included in **Appendix C**.

Exhibit 4-8: Cultural Heritage Resource Location Plan (CHSA, 2017)



Source: Cultural Heritage and Cultural Heritage Landscape Screening Report, AECOM Jan. 2017

Exhibit 4-9: Cultural Heritage Resource Location Plan (CHSA, 2021)



Source: Cultural Heritage and Cultural Heritage Landscape Screening Report, AECOM Jan. 2021

Exhibit 4-10: Potential Cultural Heritage Resources (CHSA 2021)

Cultural Heritage Screening Assessment	Identifier	Identified Heritage Resource
CHSA 2017	BHR1	QEW Bridge at Windermere Avenue
CHSA 2017	BHR2	QEW Monument
CHSA 2017	BHR3	Humber River Bridge
CHSA 2017	BHR4	Gardiner Expressway over TTC line
CHSA 2017	BHR5	Expressway ramp over Gardiner Lake Shore Blvd. ramp
CHSA 2017	BHR6	CN Rail over Park Lawn Road
CHSA 2017	BHR7	Gardiner Expressway over Park Lawn Road
CHSA 2017	BHR8	Gardiner Expressway over Park CN Rail
CHSA 2017	BHR9	Expressway eastbound over Gardiner Lake Shore ramp
CHSA 2017	BHR10	Ontario Food Terminal
CHSA 2017	BHR11	11 Aldgate Avenue, Church of the Transfiguration
CHSA 2017	BHR12	Queensway bridge over TTC Line
CHSA 2017	BHR13	Queensway bridge over Humber River
CHSA 2017	BHR14	South Kingsway over the Queensway
CHSA 2017	BHR15	CN Rail Bridge at Windermere
CHSA 2017	BHR16	South Kingsway Rail Bridge
CHSA 2017	BHR17	CN Rail Bridge abutment
CHSA 2017	BHR18	Humber Loop building
CHSA 2017	BHR19	Gardiner Expressway
CHSA 2017	BHR20	Former Mr. Christie Bakery Property
CHSA 2017	CHL1	Humber River
CHSA 2020	BHR1	CN Rail Corridor Bridge over Mimico Creek
CHSA 2020	BHR2	Lake Shore Boulevard West Bridge over Mimico Creek
CHSA 2020	BHR3	Mimico Creek Pedestrian Bridge
CHSA 2020	CHL1	Mimico Creek

Source: Cultural Heritage and Cultural Heritage Landscape Screening Report, AECOM 2017 & 2021)

4.4 Archaeological Assessment

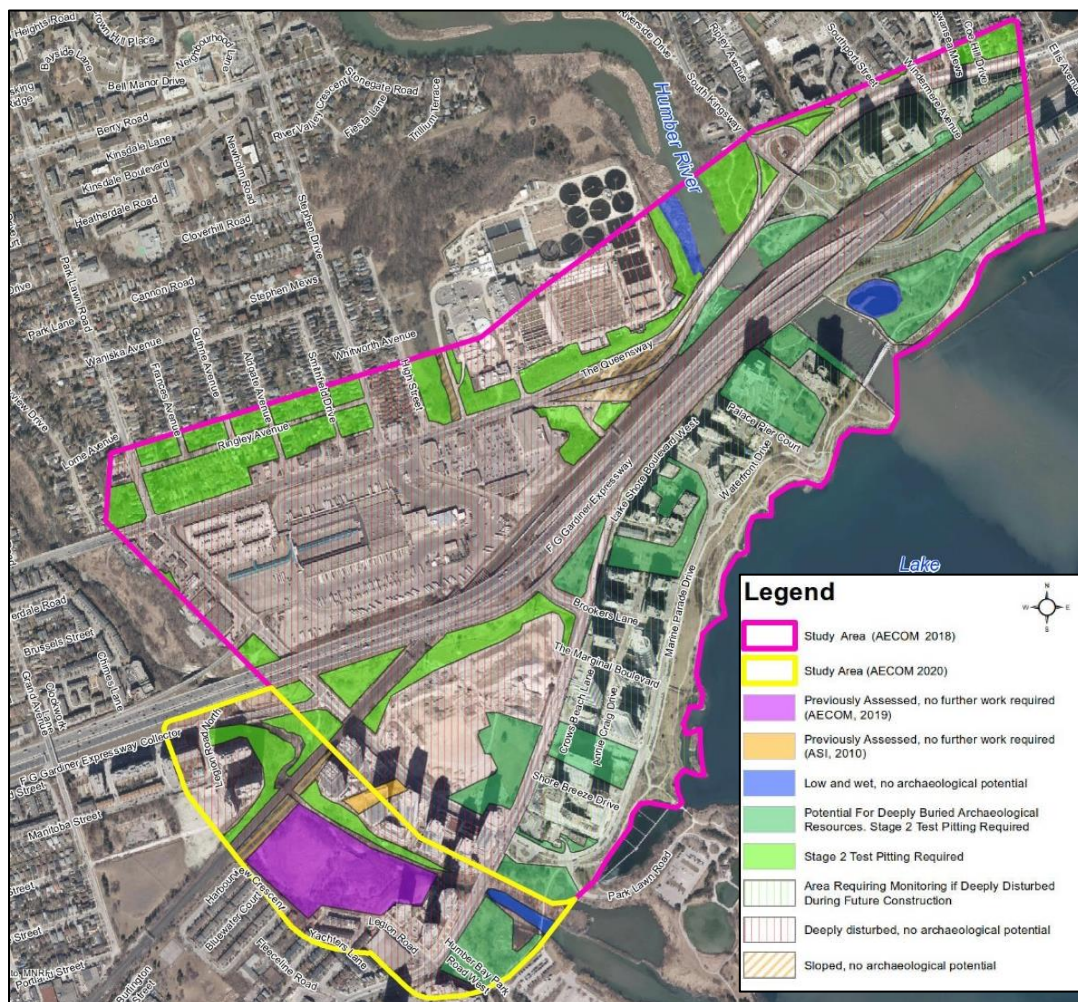
A Stage 1 Archaeological Assessment (AA) was completed for the primary study area in 2017 and the expanded study area in 2021 to identify any areas that may have the potential to contain archaeological resources. As part of the Stage 1 assessment, a desktop review of available geography, history, previous archaeological field work, and the City of Toronto's Archaeological Potential dataset was completed. The 2016 St. 1 AA Report was submitted to the MHSTCI and accepted into their registry on March 6, 2018. Given that the 2016 report was finalized and accepted by the MHSTCI the 2021 assessment for the expanded study area was documented in a separate report and submitted to the MHSTCI in 2021.

The Stage 1 assessments concluded that the majority of the lands within the area of study have been previously disturbed by commercial and residential development, as

well as by road and highway construction. However, some areas were identified as having the potential for the recovery of both historic Euro-Canadian and pre-contact archaeological resources given the proximity to previously identified archaeological sites, distance to potable water, soil texture/drainage and areas of relatively early Euro-Canadian settlement. A portion of the study area is also within the original shoreline of Lake Ontario and the Humber River and these areas have the potential to contain deeply buried, intact archaeological resources on floodplains and beneath land alterations.

Based on the above, further review in the form of a Stage 2 assessment or monitoring is recommended for select portions of the study area that are to be impacted by the works proposed as illustrated in **Exhibit 4-11**.

Exhibit 4-11: Stage 1 Archaeological Assessment Results



Source: Park Lawn – Lake Shore TMP Stage 1 Archaeological Assessment Report, AECOM 2017 & 2021

Areas shaded in light green will require a Stage 2 assessment using the test pit survey method at 5 m intervals in accordance with the *2011 Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011)*. Locations shaded dark green will also require Stage 2 test pitting; however, should test pitting by hand not reach the subsoil the survey methodology will need to adhere to *Section 2.1.7, Standard 3 or Guideline 2* for survey in deeply buried conditions. For areas where there is potential for deeply buried archaeological resource to be present, but test pitting is not possible due to land alterations, these areas identified as green cross hatching must be monitored during any ground altering disturbance in accordance with *Standard 4*. Areas shaded purple, orange, and in red line hatching have been previously assessed and require no further archaeological assessment. Likewise, low and wet areas (shaded blue) and sloped areas (orange line hatching) have no archaeological potential and will not require further assessment.

A copy of the both Stage 1 AA Reports are included in **Appendix D**.

4.5 Limited Phase One Environmental Site Assessment

A Limited Phase One Environmental Site Assessment (ESA) was completed as part of this TMP study to identify areas having the potential for soil and/or groundwater contamination and to inform the evaluation of Alternative Solutions being considered.

The assessment completed for the Primary Study Area was documented in a Limited Phase 1 Environmental Site Assessment (AECOM, 2017) with the additional lands associated with the expanded study area reviewed in 2020 and documented in a separate Limited Phase 1 ESA Report (AECOM, 2021). For the latter the area of study focused only on the lands that have the potential to be affected by the alternatives under consideration as opposed to the full 2020 additional study area. As such, the 2021 ESA focused on the lands directly adjacent to Lake Shore Boulevard West including the proposed area of bridge/roadway expansion along Lakeshore Boulevard West, from Yachters Lane to Park Lawn Road. A copy of both reports can be found in **Appendix E**.

As part of this assessment a review was made of available historical information for the study area, including the Environmental Risk Information Services Ltd. (ERIS) database as well as historical city directories, Fire Insurance Plans, and aerial photographs available from the Toronto Archives. In addition, a 'windshield survey' was carried out on August 2, 2016 for the Primary Study Area and again on December 10, 2020 to address the additional lands. The purpose of the 'windshield survey' was to review

existing conditions and identify any visual evidence of potential subsurface contamination from publicly accessible places.

The overall study area generally comprises a mix of land uses, including designated open space, medium- to high-density residential, retail and commercial/industrial land uses. A large portion of the study area is also occupied by transportation infrastructure, including roadways, multi-use trails, transit, and rail infrastructure. One yellow gas transmission pipeline post was identified on Lake Shore Boulevard West.

Based on the findings of the two Limited Phase One ESAs the primary properties of concern within the study area consist of active /or former automotive sales and/or service facilities, manufacturing, gasoline service stations, historical landfill sites, infilling and an on-site dry-cleaning operation. Additionally, since the existing shoreline of Lake Ontario was filled in as part of the historical creation of recreational waterfront properties the quality of the fill material is not known.

Given the historic heavy industrial and soil and waste management activities in the overall study area, the potential for subsurface soil and groundwater impacts within area roadways and associated interchanges, as well as the lands to the south of Lake Shore Boulevard West is present. For additional details pertaining to the locations of concern, please refer to the 2017 and 2021 Limited Phase I ESA Reports included in **Appendix E**.

Should roadway modifications encroach onto properties or areas where the potential for environmental concern has been identified, a Phase One and/or Two Environmental Site Assessment is recommended prior to construction activities to confirm the presence or absence of on-site soil and/or groundwater contamination.

4.6 Noise

Noise sensitive land uses generally consist of residential areas, hospitals, nursing homes, educational facilities, day care centres, and hotels/motels.

The Ontario Ministry of Transportation (MTO) Environmental Guide for Noise (Oct. 2006) identifies the following as Noise Sensitive Area (NSAs) provided that it is associated with an Outdoor Living Area (OLA):

- Private homes (such as single family residences and townhouses).
- Multiple unit buildings, such as apartments with OLAs for use by all occupants.
- Hospitals and nursing homes, where there are OLAs for use by patients.

An OLA is defined as an area at ground level, adjacent to an NSA that accommodates outdoor living activities which may be situated on any side of the NSA.

Noise sensitive areas found within the subject study area generally include the existing low-rise residential lands located on the north side of The Queensway and the existing condo and townhouse development area further to the east, north of the Gardiner Expressway and rail corridor. Other areas include the condo/townhouse developments located west of Park Lawn Road south of the rail corridor (i.e., Park Lawn Block), the Humber Bay Shores area south of Lake Shore Boulevard West formerly known as the Motel Strip, and the residential area located south of the Gardiner Expressway and north of the rail corridor to the west of Park Lawn Road (i.e., 'Mystic Pointe' site).

As noted, the subject study area is an urbanized and developed environment with a significant amount of existing transportation infrastructure that includes municipal corridors, the Gardiner Expressway, The Queensway, multi-use trails, transit, and rail infrastructure. The GO Lakeshore West rail corridor and the Gardiner Expressway bisect the study area.

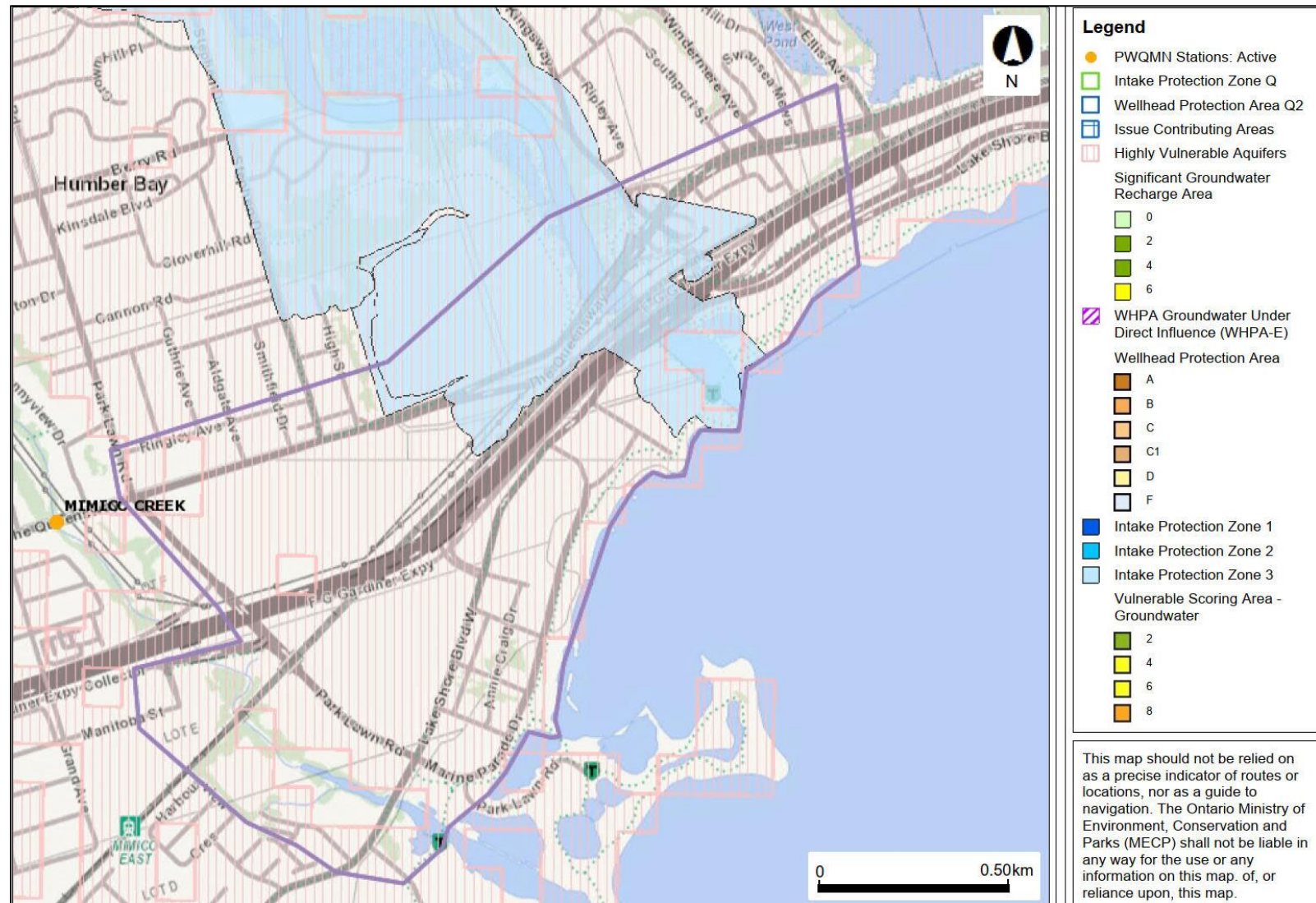
4.7 Groundwater

The Clean Water Act (2006) was enacted to protect drinking water at the source and to safeguard human health and the environment. The Act provides for the protection of municipal drinking water supplies through the development of a watershed-based source protection plan. The source protection plans identify vulnerable areas within each municipality that include Wellhead Protection Areas, Intake Protection Zones, Highly Vulnerable Aquifers, Significant Groundwater Recharge Areas, and Issue Contributing Areas. Source protection plans provide policies to address risks to municipal drinking water sources within these vulnerable areas.

The City of Toronto is located within the Toronto and Region Source Protection Area and is part of the Credit Valley-Toronto and Region-Central Lake Ontario (CTC) Source Protection Region and is subject to the CTC Source Protection Plan.

The MECP's *Source Protection Information Atlas* was consulted to determine the existence of any source protection vulnerable areas in proximity to the project. The results are illustrated in **Exhibit 4-12**.

Exhibit 4-12: Source Water Protection for Study Area



Source: MECP Source Protection Information Atlas, 2022

A **Highly Vulnerable Aquifer (HVA)** was identified throughout the study area. Generally, an HVA will consist of granular materials (e.g., sand and/or gravel) or fractured rock that is highly permeable and is near the ground's surface making it particularly vulnerable to contamination. HVAs have a groundwater vulnerability score of 6 and exist in a large area of the CTC Source Protection Region. Threat activities can be moderate or low but not significant in these areas.

An **Intake Protection Zone 3** was also identified in proximity to the Humber River. Intake Protection Zones refer to the area of land and water surrounding a municipal surface water intake. River and lake intakes can be contaminated when pollutants spill into the water or on nearby land and travel to the intake. The size of each zone is developed based on how many hours it takes water to flow to the intake. Intake protection zones are primarily drawn for emergency response purposes.

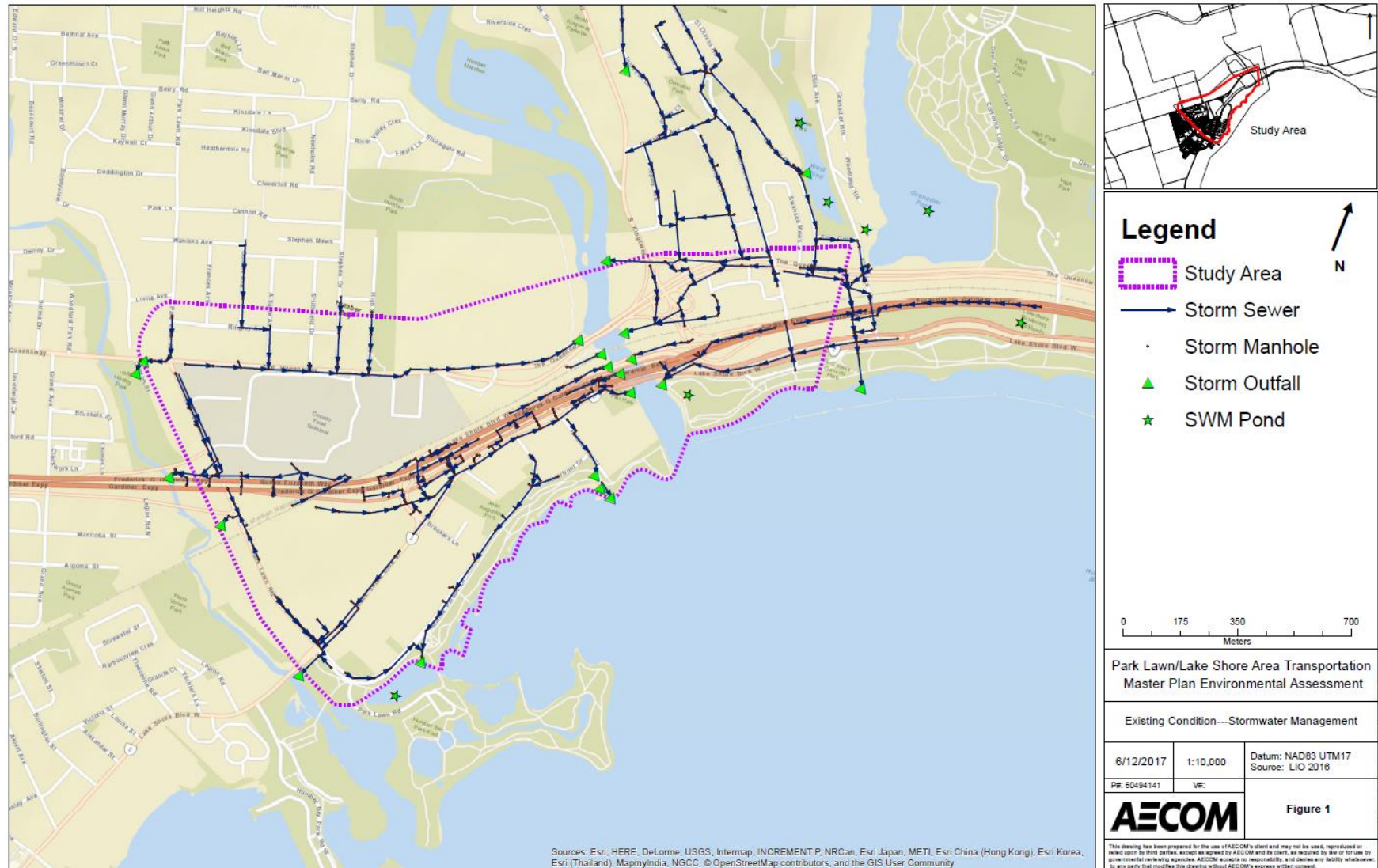
There are no Wellhead Protection Areas, Issue Contributing Area, Significant Groundwater Recharge areas identified for the subject study area.

4.8 Stormwater Management

Currently, storm sewers along the street and roads collect the storm runoff within the study area and beyond, and direct it to various outfalls at Mimico Creek, Humber River, or Lake Ontario. The storm runoff from the majority of the study area is released untreated. There are two stormwater treatment facilities within the study area: a wet pond at Humber Bay which receives the runoff from the Motel strip (area between Marine Parade Drive and Lake Shore Boulevard West) and a wetland at Ellis Avenue and Colborne Lodge Drive, which receive runoff from areas outside the study area.

The existing storm sewers, outfalls and SWM ponds within and in the vicinity of the study area are shown in **Exhibit 4-13**.

Exhibit 4-13: Stormwater Management Existing Conditions



4.9 Topographic Survey

A topographic survey was conducted at the outset of the study to assist with the preparation of a base plan. The survey included all public lands south of the Gardiner Expressway south pavement edge between Park Lawn Road and Windermere Avenue as far south as Lake Shore Boulevard West. Data was collected within the right-of-way (ROW) on Park Lawn Road from The Queensway to Lake Shore Boulevard West, on Lake Shore Boulevard West from Park Lawn Road to Windermere Avenue, along the GO Line between Park Lawn Road and the Gardiner Expressway as well as the triangle of land between Park Lawn Road, the Gardiner Expressway and the Lake Shore West GO line, as well as the former Mr. Christie's site. A legal survey was not conducted.

During the reinitialization of the study in early 2020, the City subsequently provided additional topographic base plan information for the study area to update and complement the prior obtained topographic information.

4.10 Utilities

According to the record documents obtained and field investigations the project area contains subsurface utilities. Underground utilities within the project area include:

- Hydro One and Toronto Hydro,
- Bell, Rogers and MTS Allstream telecommunications,
- Enbridge gas mains,
- Municipal watermains,
- Municipal sanitary and storm sewers.

Available utility information was sourced from ARUP Group in their preparation of support materials for the 2150 Lake Shore development application. This information is provided in **Appendix F**.

5. Existing and Planned Multi-modal Transportation System

5.1 Active Transportation

5.1.1 Existing Infrastructure

Within the area of study there are existing active transportation facilities that provide for cycling and walking as further detailed below.

5.1.1.1 Sidewalks

The City of Toronto's sidewalk inventory, updated during spring 2015, uses city centreline data as its base network and aerial photography to determine the presence of sidewalks within the City boundaries. The sidewalk inventory, shown in **Exhibit 5-1**, illustrates the presence of sidewalks on both sides of the street within the Primary Study Area along:

- Park Lawn Road between Lake Shore Boulevard West and The Queensway;
- The Queensway between Park Lawn Road and approximately 130 metres east of High Street and between Humber River and Windermere Avenue,
- Windermere Avenue between The Queensway and Lake Shore Boulevard,
- Marine Parade Drive generally between Street B and Lake Shore Boulevard intersection to the east; and
- Palace Pier Court between Lake Shore Boulevard West and Waterfront Drive

Sidewalks are also present on one side of the streets along:

- The Queensway between 130 m east of High Street and Humber River;
- Lake Shore Boulevard West between Marine Parade Drive and Windermere Avenue; and
- Waterfront Drive between Marine Parade Drive and Palace Pier Court.

It should also be noted that the presence of partial sidewalks and trails were also observed and shown in **Exhibit 5-1**.

Exhibit 5-1: City of Toronto – Sidewalk Inventory



Source: City of Toronto Sidewalk Inventory GIS portal <https://www.toronto.ca/services-payments/streets-parking-transportation/sidewalk-tours-wayfinding/toronto-sidewalk-inventory/>

The most comfortable pedestrian environments are found on the Martin Goodman Trail and Humber River Trail networks, as well as through the Humber Bay Shores community and local streets. The least comfortable pedestrian environments are found on certain segments of arterial roads (Park Lawn Road, Lake Shore Boulevard West and The Queensway) where narrow sidewalks are located directly next to high motor vehicle volumes and speeds and crossing distances at intersections are long.

The Gardiner Expressway and the railway corridor, running in a generally east-west alignment through the Primary Study Area, act as barriers dividing the northern section and southern section of the Primary Study Area. The only existing north-south pedestrian facilities connecting the two sections are sidewalks located on Park Lawn Road on the western limit of the Primary Study Area, and sidewalks on Windermere Avenue at the eastern limit of the Primary Study Area about 2 kilometres away from the western limit. Note that the Humber River Recreational Trail along the eastern and western sides of Humber River also provides an indirect / curvilinear north-south connection between Lake Shore Boulevard West and The Queensway. In addition, pedestrians use an inhospitable narrow walkway within the streetcar tunnel under the rail corridor and Gardiner Expressway to walk between the streetcar Humber Loop and areas south of the Gardiner Expressway. The walkway is separated from the streetcar travelled portion of the tunnel with a railing which makes the effective width of the walkway even narrower.

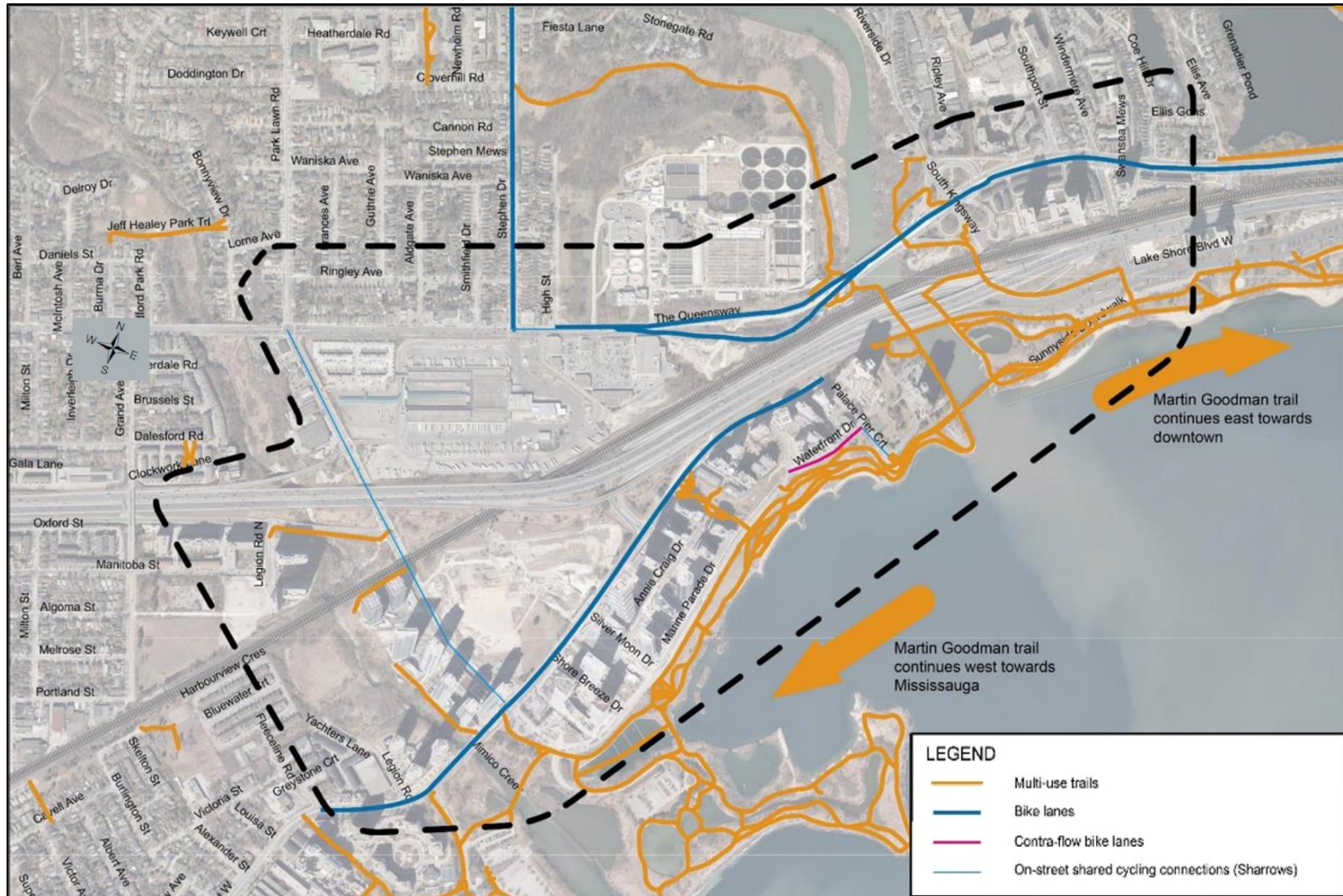
5.1.1.2 Cycling

The existing cycling network within the study area consists of a network of multi-use trails, bike lanes, and on-street shared cycling connections. The area includes two major and well-connected recreational trails (the Martin Goodman and Humber River trails), however, east-west, and north-south commuter cycling networks are disconnected and, in some cases, not adequately comfortable for all ages and abilities. Sidewalk cycling is commonly observed in the study area.

The **Cycling Network Plan** long term vision proposes new routes and upgrades to routes in the TMP study area including Park Lawn Road, Lake Shore Boulevard West, and The Queensway.

Exhibit 5-2 illustrates the existing bikeways within and in proximity to the study area. Of note, these cycling facilities include a multi-use trail almost parallel and on the south side of Marine Parade Drive, sharrows on both sides of Park Lawn Road between Lake Shore Boulevard West and The Queensway, on the section of The Queensway between the Sobeys driveway and the Humber Loop exit, and on-road bike lanes on both sides of the eastern section of The Queensway between the Humber Loop exit and Windermere Avenue.

Exhibit 5-2: Active Transportation within the Primary Study Area

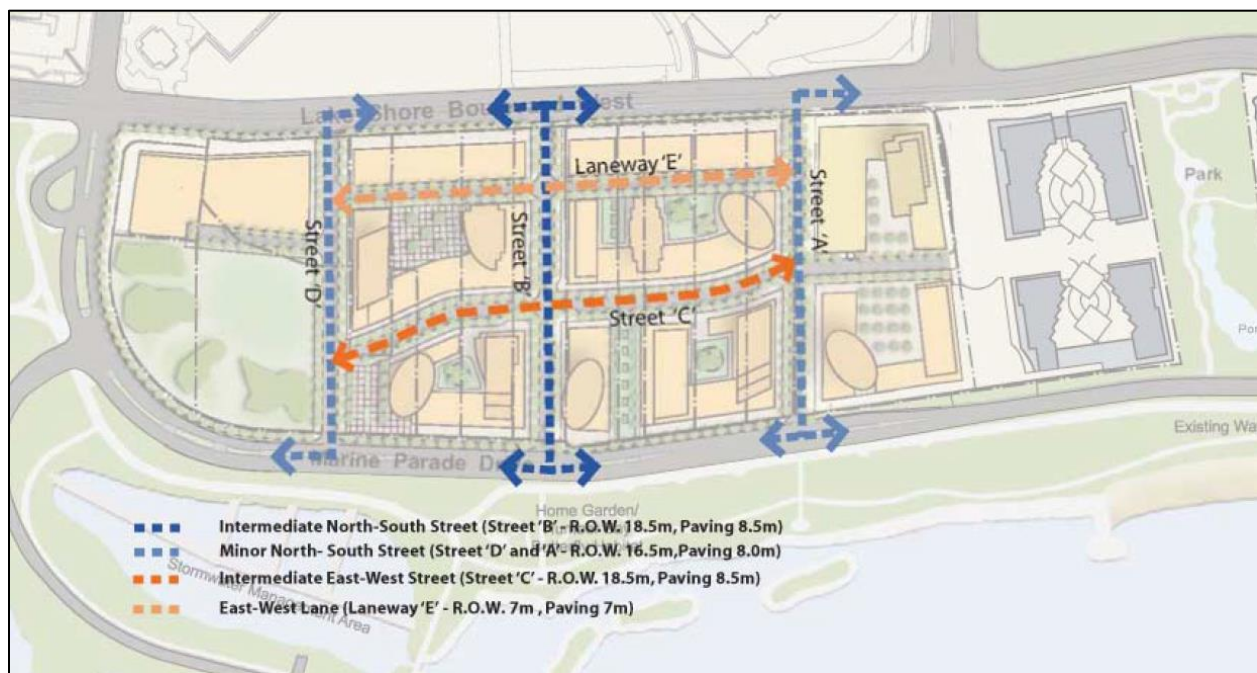


5.1.2 Planned Infrastructure

5.1.2.1 Sidewalks and Streetscape

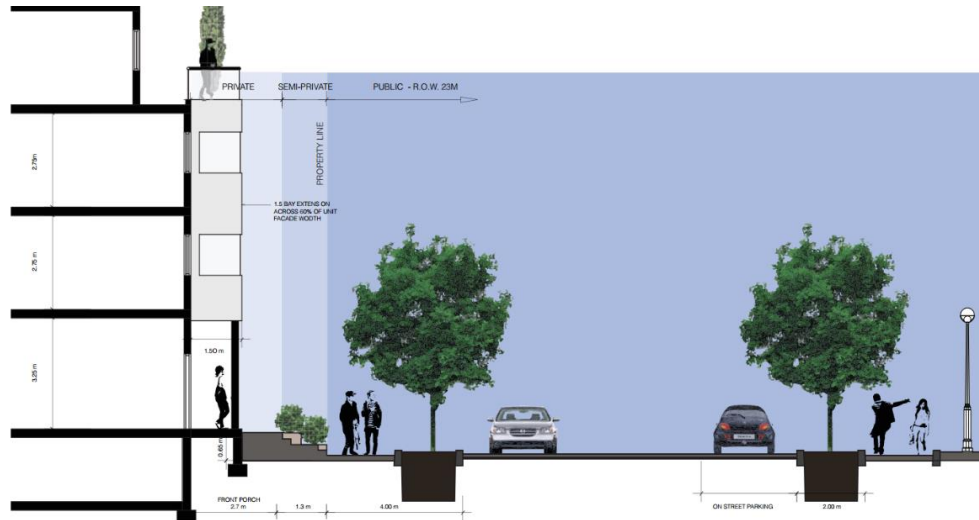
The Humber Bay Shores Urban Design Guidelines and Public Realm Plan outlines the City's guidance for enhanced streetscape elements, suggested ROW widths, and cross-sections throughout the Humber Bay Shores study area bounded by Lake Shore Boulevard West to the north, Park Lawn Road to the west, Windermere Avenue to the east, and Lake Ontario to the south. **Exhibit 5-3** shows the proposed road network in the Humber Bay Shores Area. The document provides specific guidance for the envisioned streetscape and ROW for the following roadways:

Exhibit 5-3: Proposed Road Network – Humber Bay Shores Area



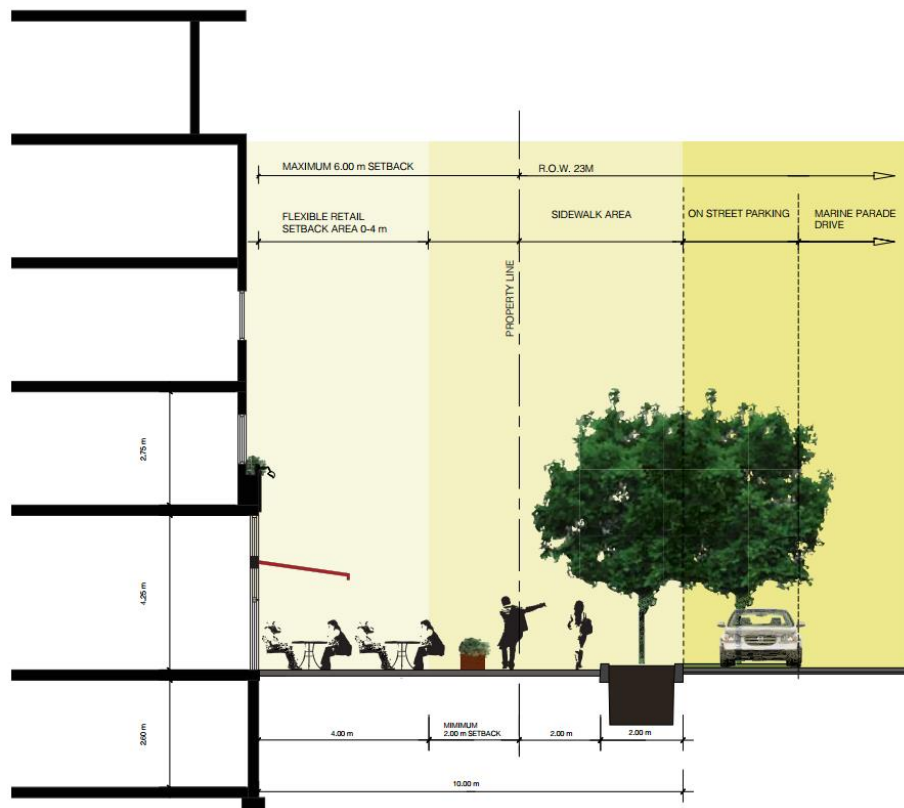
- **Marine Parade Drive (west of Brookers Lane):** Consistent with the existing streetscape conditions in the eastern section of Marine Parade Drive (i.e., east of Brookers Lane) adjacent to the build-out development area, for the western section of Marine Parade Drive (i.e., west of Brookers Lane), the planned streetscape for the parts abutting the under-construction / planned residential and commercial buildings are shown in **Exhibit 5-4** and **Exhibit 5-5**. The streetscape elements to be included are wide sidewalks, street trees, and on-street parking areas.

Exhibit 5-4: Marine Parade Drive – Residential Buildings Planned Streetscape



Preferred Section for Residential Buildings along Marine Parade Drive.

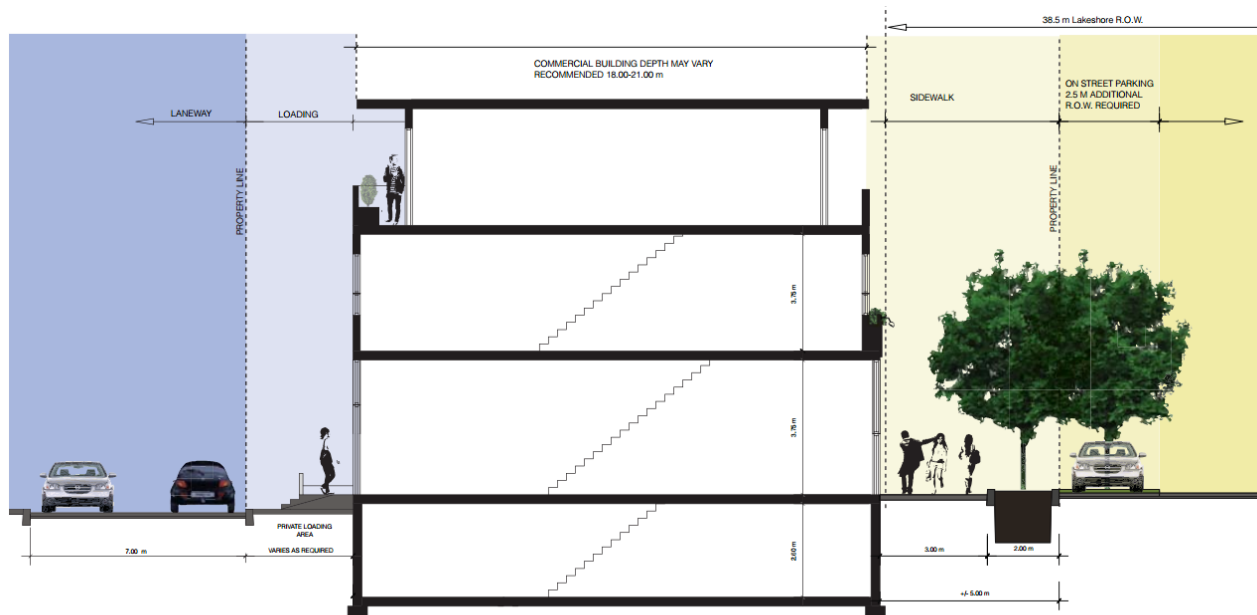
Exhibit 5-5: Marine Parade Drive – Commercial Buildings Planned Streetscape



Preferred Section for Commercial Buildings along Marine Parade Drive.

- **Lake Shore Boulevard West:** Designated as a Major Arterial road with plans for a streetcar right-of-way and improved pedestrian facilities, as shown in **Exhibit 5-6**, Lake Shore Boulevard West is recommended to include on-street parking along with designated sidewalk and street trees.

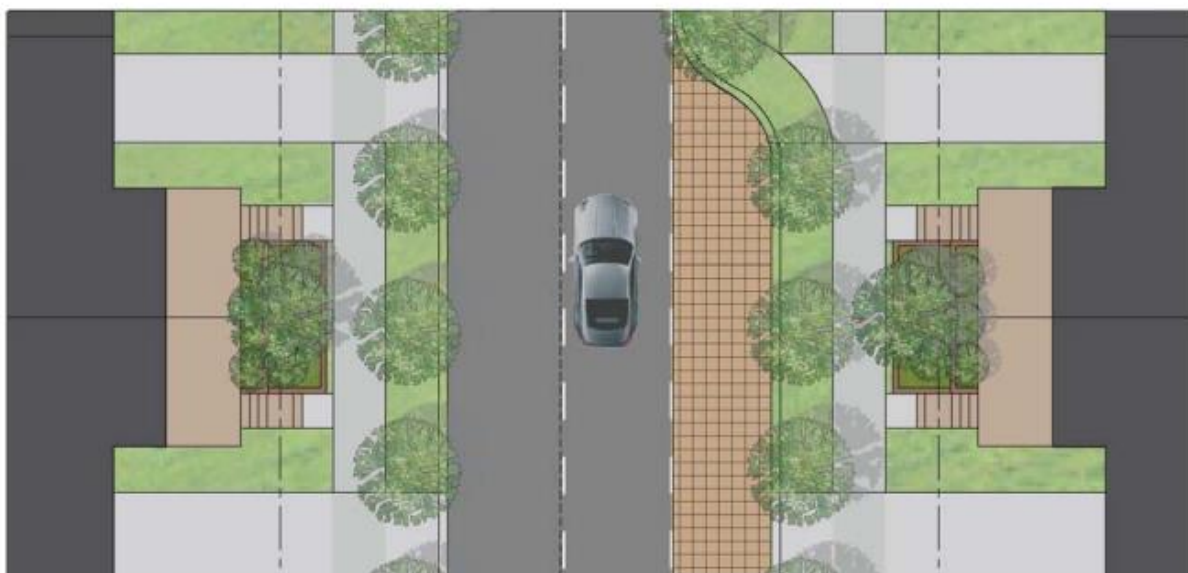
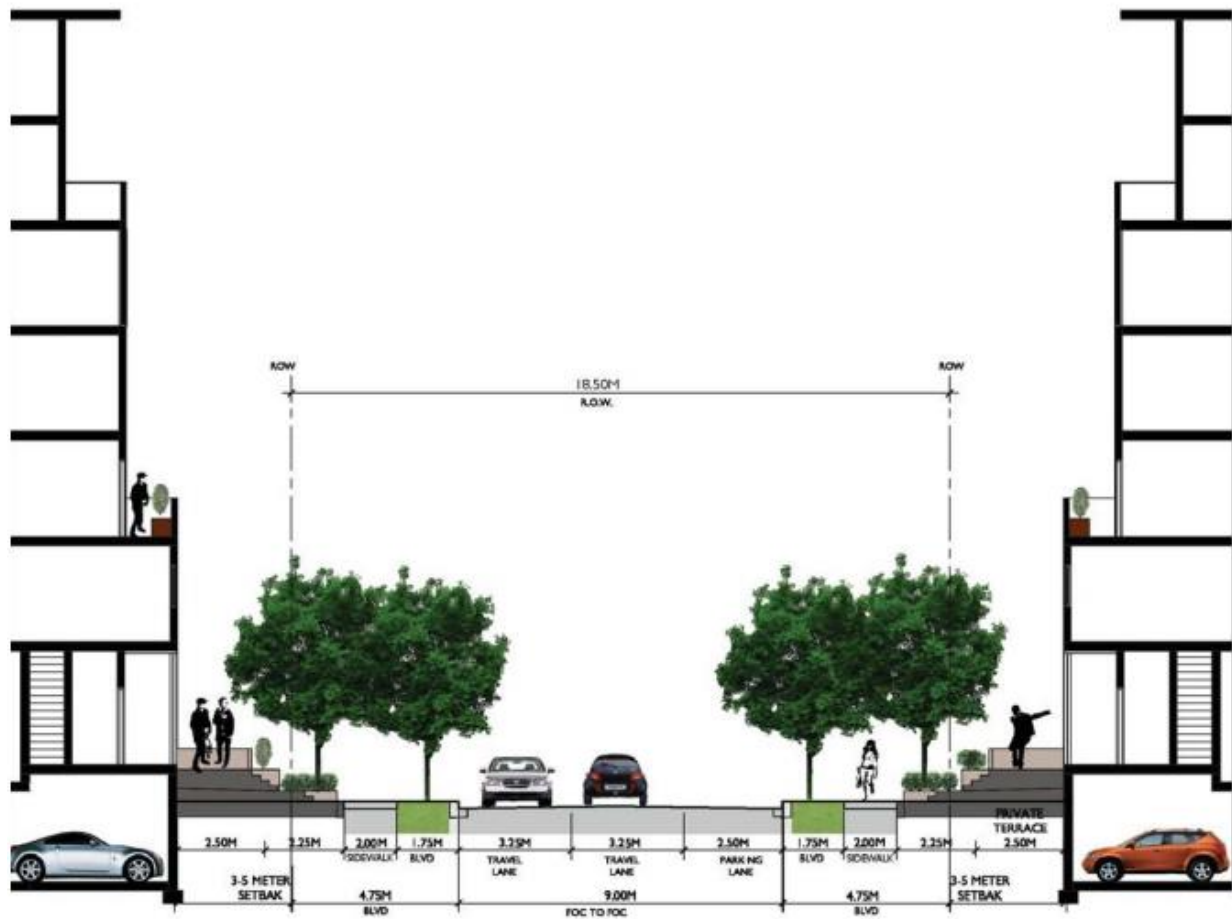
Exhibit 5-6: Lake Shore Boulevard – Commercial Building Planned Streetscape



Preferred Section for Commercial Buildings along Lake Shore Blvd. W. with on-street parking and a rear service lane.

- **Intermediate North-south Streets (i.e., Street “B”, also known as Silvermoon Drive):** Based on the recommendations of the previous studies, the Intermediate North-south Street, shown in **Exhibit 5-7**, is to have a signalized intersection at the Lake Shore Boulevard West intersection. The Urban Design Guidelines for the Humber Bay Shores Area recommended that Street “B” include on-street parking on one side of the street and allow full movement from / to Lake Shore Boulevard West. The streetscape is designed to include facilities such as sidewalk, street trees, and private building terraces.

Exhibit 5-7: Intermediate North-South Street “B” Planned Streetscape

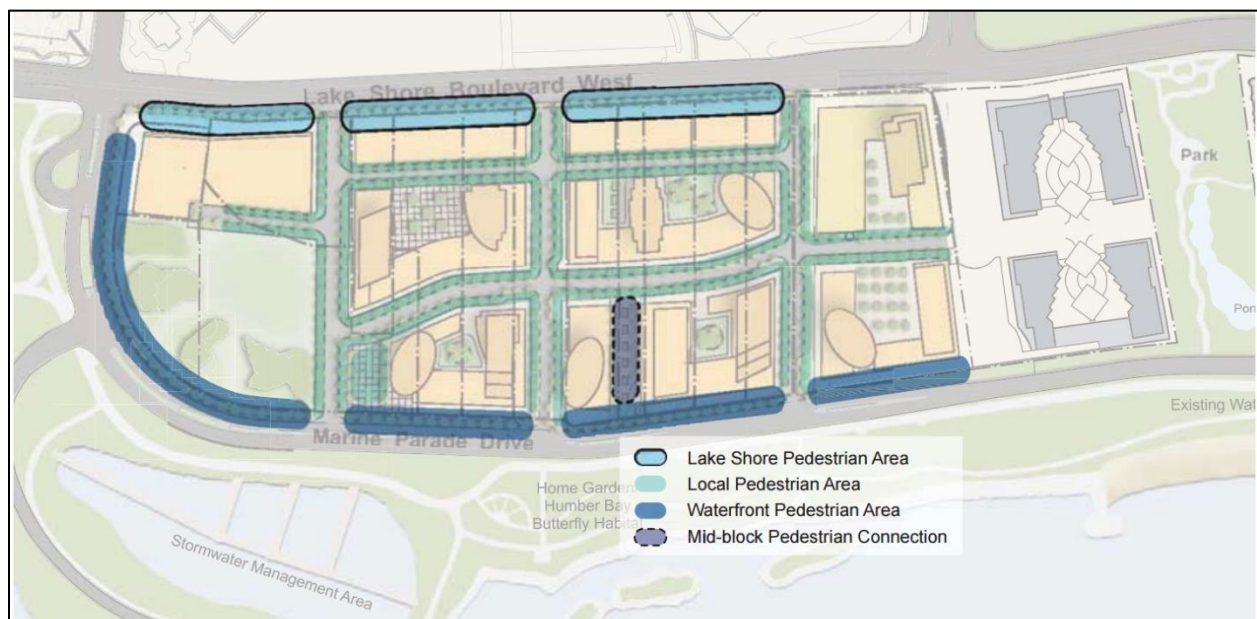


Intermediate North-South Street “B” has a right-of-way width of 18.5 metres and an asphalt width of 9 metres.

- **Minor North-South Streets (i.e., Street “A” and Street “D”, also known as Shore Breeze Drive and The Marginal Boulevard, respectively):** These two minor north-south streets were recommended to operate as right-in / right-out only from / onto Lake Shore Boulevard West. This limited movement operation was recommended to eliminate potential conflicts between turning vehicles and the planned street car service with dedicated right-of-way along Lake Shore Boulevard West. These two minor north-south roadways were recommended to include parallel on-street parking with similar streetscape as the Intermediate North-South streets.
- **Intermediate East-West Street (i.e., Street “C”, also known as Annie Craig Drive):** The east-west street is recommended as a connection between the existing Brookers Lane and Lake Shore Boulevard West and Marine Parade Drive. The street would include on-street parking and provide access and servicing entrances for developments to the south.
- **Minor East-West Lane (i.e., Crow’s Beach Lane):** The minor private east-west lane is recommended to perform like a public road and to service commercial uses along Lake Shore Boulevard West.

The overall recommended pedestrian circulation area within the Humber Bay Shores study area is shown in **Exhibit 5-8**.

Exhibit 5-8: Humber Bay Shore – Recommended Pedestrian Circulation Area



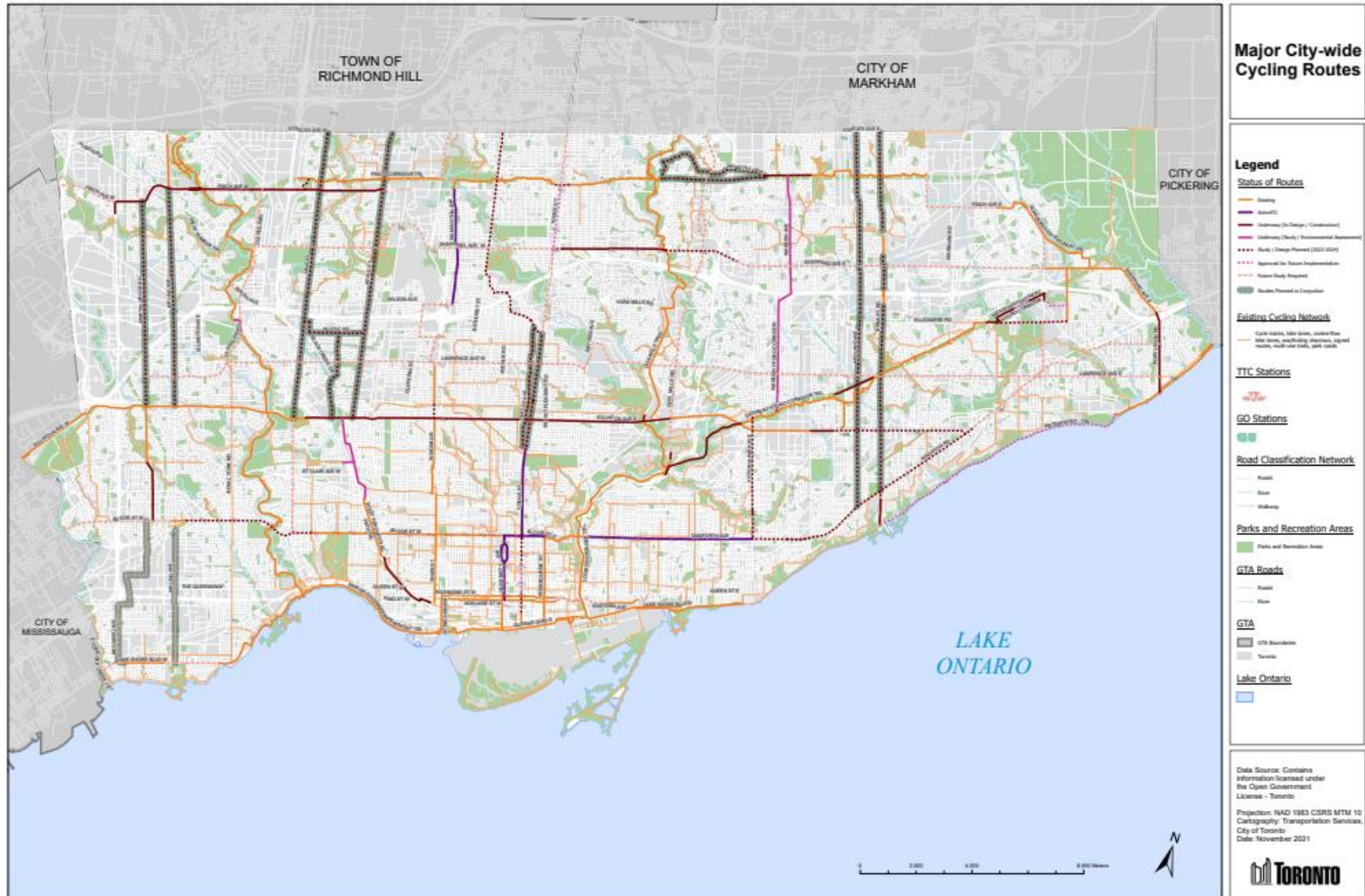
5.1.2.2 Cycling

In June 2016, the City Council approved a Cycling Network Plan to connect, grow and renew infrastructure for Toronto's cycling routes over the next ten years. The plan identified Lake Shore Boulevard West as part of Major Corridor Studies.

As noted in the City's *Ten Year Cycling Network Plan Staff Report* (May 3, 2016), there were eight corridors initially selected as Major Corridors within the City as part of the City's Ten-Year Cycling Network Plan. For the purpose of follow-up Major Corridor Studies, the eight corridors were divided into seventeen segments. These corridors performed well in cycling impact analysis and public consultation, but require a higher level of review to assess the feasibility of introducing cycling infrastructure in conjunction with traffic impacts, transit impacts, public realm improvement opportunities and commercial pressures such as loading and parking. On these major corridors, it is recognized that to achieve any cycling network link, a Major Corridor Study (similar in scope to an Environmental Assessment Study) would be needed to properly assess impacts and to consult with all affected stakeholders.

Exhibit 5-9 illustrates the City's major cycling routes that are existing, proposed, or require further study for implementation.

Exhibit 5-9: City of Toronto 2019 Major Cycling Network



Source: <https://www.toronto.ca/wp-content/uploads/2022/01/9419-Major-Citywide-Routes-Final.pdf>

As part of the City's Cycling Network Plan, the City recently published the 2022 – 2024 Near-Term Implementation Program, which proposes approximately 100 centreline km of new bikeways, as well as upgrades to existing routes and studies for future implementation. **Exhibit 5-10** illustrates the upgrading and provision of continuous bikeways that are proposed along The Queensway from west of Park Lawn Road through to the Humber River.

Exhibit 5-10: Excerpt of City of Toronto 2022-2024 Cycling Program Etobicoke York District Map



Source: City of Toronto 2022-2024 Near Term Implementation Program Etobicoke York District

5.2 Transit

5.2.1 Toronto Transit Commission (TTC) Services

The study area is serviced by two regular all-day (i.e., weekdays and weekend) TTC bus routes, #66 Prince Edward and #80 Queensway as well as two limited service routes (#176 and #508). There is also a Ten-minute Network route (#501) that services the study area. The noted TTC routes providing transit service in the study area are illustrated in the following **Exhibit 5-11**, which is an extract from the TTC overall route map.

Exhibit 5-11: Excerpt of City TTC System Map



Local service

- 501** Ten-Minute Network
10-minute or better service from 6 a.m. to 1 a.m. Monday to Saturday; operates from 8 a.m. to 1 a.m. on Sundays.
- 30** Regular service
Operates all day, every day, until 1 a.m.
- 119** Limited service
Operates at limited times of day. Frequency of service varies by route. Some service does not operate during all periods.

Network service

- 905** Express Network
Express bus service, serving select stops. Frequency of service varies by route. Some service does not operate during all periods.
- 404** Community Bus
Neighbourhood midday service, Monday to Friday, connecting seniors' residences with local points of interest. Flag down anywhere along route.
- 310** Blue Night Network
30-minute or better service, from approximately 1:30 a.m. to the start of subway service (approximately 6 a.m. on weekdays and Saturdays, 8 a.m. on Sundays).

Source: TTC System Map Nov. 2022

5.2.2 GO Transit Services

GO Transit currently operates train service along the Lakeshore West corridor, from Union Station in Toronto to West Harbour in Hamilton and Niagara Falls.

The Mimico GO Rail Station, located on the Lakeshore West GO Rail Line on the east side of Royal York Road and south of Newcastle Street is the closest existing GO Rail station to the Primary Study Area. The Station provides 330 commuter parking spaces situated north of the tracks. There is a station building located on the west end of the Station area and on the north side of the tracks. The station building is connected by a tunnel under the tracks to provide access to / from the area to the south of the tracks.

A new Park Lawn GO Station has been proposed to be developed by Lakeshore Developments Inc. in partnership with Metrolinx and located at the north end of the former Mr. Christie lands, municipally known as 2150 Lake Shore Boulevard West. The proposed GO Station is envisioned to be on both sides of the Lakeshore West rail corridor, and both sides of Park Lawn Road. The proposed GO Station is anticipated to evolve into a multi-modal transportation hub that would provide improved local and regional transit access and connectivity.

5.2.3 Planned Services

5.2.3.1 Rapid Transit Services

Waterfront West LRT (WWLRT) / Waterfront Transit “Reset”

The 1993 Waterfront West Light Rail Transit (WWLRT) EA was approved in 1995 to address transportation deficiencies along the Waterfront between Downtown Toronto and South Etobicoke.

The 11-km long Waterfront West LRT line connecting Union Station and the Long Branch GO Station was one of the seven light rail transit (LRT) lines included in the “Toronto Transit City – Light Rail Plan” introduced in 2007. Subsequently, a new Waterfront West LRT project was initiated, however relevant EA studies were cancelled in 2010 before a preferred option could be identified.

In January 2018, City Council directed staff to report back on next steps for the design and construction of a dedicated LRT right-of-way connecting Exhibition Loop to Dufferin Gate Loop as part of the Council-approved Waterfront Transit Network plan. The Exhibition Loop-Dufferin Loop Extension will allow for greater operational flexibility and the future westward expansion of the Waterfront West LRT towards Humber Bay Shores. The TTC had substantially completed preliminary design and engineering work

on the 30% design plans, however, the work on the LRT right-of-way design was paused to allow for better coordination with Metrolinx's evolving design for the combined Exhibition GO and Ontario Line Station. The TTC is in the early stages of restarting the project based on an updated understanding of plans for the Ontario Line and other surrounding projects.

Work is continuing on identified issues, including connections with the planned Metrolinx station infrastructure and the accommodation of surge crowds originating in Exhibition Place crossing the proposed LRT right-of-way. Other projects that are being considered include linkages to Ontario Place in conjunction with development plans for that site, Exhibition Place development plans, the Dufferin Street bridge replacement, the Dufferin Gate loop rehabilitation, and Liberty New Street.

The City of Toronto Official Plan (2006, amended 2014, 2021) identifies Lake Shore Boulevard West from west of Mimico Creek through to Exhibition Place as a planned Transit Corridor expansion element. The Official Plan also identifies the broader Lake Shore Boulevard West corridor from Long Branch GO station through to the Humber Loop, and easterly along The Queensway transit right-of-way through to downtown Toronto as a Transit Priority Segment expansion element.

Increased GO Rail Service on Lakeshore West Rail Corridor – Regional Express Rail (RER)

As part of the 25-year plan for the Regional rapid transit network, Metrolinx is currently working towards delivering the RER program across the seven GO Transit rail corridors including the Lakeshore West corridor, passing through the Primary Study Area, over the next 10 years. The vision for RER is to provide new 15-minute service in core areas and two-way, all-day service on weekdays, during the evening and on weekends with a mix of all-stop and limited-stop service on GO Transit's seven rail corridors.

The Mimico GO Station is included in the RER plan. Metrolinx plans to deliver planned improvements at Mimico GO Station that will bring the station up to current accessibility standards and deliver a better customer experience. This includes

- A new east tunnel with elevator and stair access to the platform level and a new west tunnel;
- Refurbished platforms; and
- New building entrances on the north and south sides of the rail corridor.

The upgrades will also include provisions for all-day, two-way rail service.

Further to the above Mimico GO station improvements via the RER program, through the Province's Transit Oriented Communities (TOC) program, Vandyk Properties has agreed to deliver and construct key improvements to the station. Those improvements include:

- 2 station access points;
- A new, fully accessible main station building;
- A new tunnel entrance building;
- 300 underground, dedicated GO parking spaces;
- 96 spaces for bicycle storage including secured and covered parking;
- An integrated transit plaza with pick-up and drop-off facilities; and
- Extension of the multi-use greenway path for pedestrians and cyclists to access the station.

The contemplated Park Lawn GO Station as identified in the City's Christie's Planning Study is not a component of Metrolinx's delivery of the RER program. However, the GO Station will be secured as part of the first phase of development on the Christie's site with the developers of the site. Lake Shore Development Inc. is responsible for the station design and approvals, and also for the construction of the station which would then be turned over to Metrolinx for operation. The environmental impact of the transit project was assessed and an Environmental Project Report (EPR) was prepared to document the findings, as well as proposed mitigation in accordance with the TPAP. The EPR was available for a 30-day public review period, starting December 17, 2021 and ending January 17, 2022. Subsequent to that public review, the project was subject to a 35-day Minister Review, and then a Statement of Completion issued in February 2022.

5.3 Roads

5.3.1 Existing Network

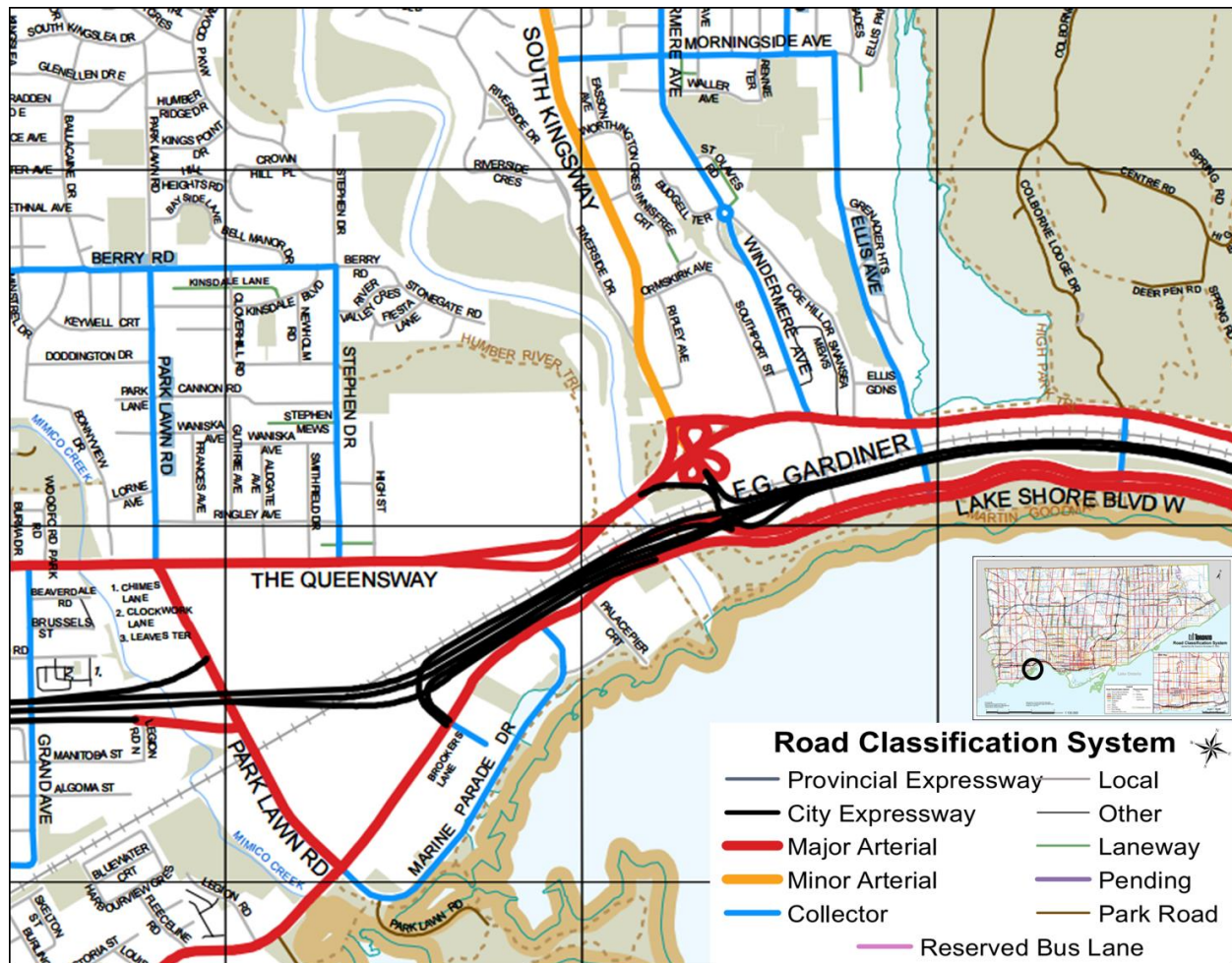
There are five main City streets, listed in **Exhibit 5-12**, in the Park Lawn / Lake Shore TMP Primary Study Area. **Exhibit 5-12** also presents the number of travel lanes for each of those streets.

Exhibit 5-12: Main City Streets within the Primary Study Area

Name	Number of Travel Lanes per Direction
Park Lawn Road	2
South Kingsway	1
Windermere Avenue	1
The Queensway	2
Lake Shore Boulevard West	2

The roadway classification for the Primary Study Area roadway network is shown in **Exhibit 5-13**.

Exhibit 5-13: City of Toronto – Road Classification



Park Lawn Road (Major Arterial) serves as the western boundary of the primary study area. It intersects with two major roads, namely The Queensway and Lake Shore Boulevard, and provides an eastbound off-ramp from and a westbound on-ramp to the Gardiner Expressway at its interchange.

South Kingsway (Minor Arterial) serves as a north-south corridor. It has major connections with The Queensway and the Gardiner Expressway. It provides full movement to / from The Queensway but limited movement to / from Gardiner Expressway; only an eastbound on-ramp to and a westbound off-ramp from the Gardiner Expressway. The South Kingsway connects to Bloor Street West at its north end. Windermere Avenue, which serves as a collector roadway, intersects with The

Queensway and Lake Shore Boulevard as well as Bloor Street West to the north. Unlike the South Kingsway, Park Lawn Road and Windermere Avenue both provide a direct connection between The Queensway and Lake Shore Boulevard West.

Lake Shore Boulevard West (Major Arterial) acts as a major connection between the Primary Study Area and Downtown Toronto to the east and City of Mississauga to the west. It also serves as a connection to the Humber Bay Shores new developments via Marine Parade Drive.

The Queensway (Major Arterial), similar to the Gardiner Expressway and Lake Shore Boulevard West, connects the City of Mississauga and the district of Etobicoke to Downtown Toronto.

5.3.2 Planned Network

5.3.2.1 Legion Road Extension

In 2010, the Legion Road Extension Municipal Class EA Study was approved by the City. The Class EA Study concluded that the preferred alternative is to “Extend Legion Road” and proposed the construction of a tunnel under the existing Lakeshore West Rail Corridor.

As identified in the City’s Official Plan, the extension of Legion Road, connecting Lake Shore Boulevard West and the eastbound Gardiner Expressway off-ramp to Park Lawn Road was proposed with the objective of providing a connection for the existing and planned developments in the area. The new road connection under the rail corridor will provide additional network connectivity in addition to Park Lawn Road for vehicle movements in the area, and also a connection for pedestrian and cycling movements between the two communities located on either side of the rail corridor.

Given that the period of time from the filing of the 2010 Legion Road Environmental Study Report (ESR) to the commencement of construction exceeded 10 years, an addendum to the ESR is required to review the planning and design process in the current environmental setting to confirm that the project and the recommended mitigation are still valid. As part of this TMP the need and justification for a Legion Road extension was re-evaluated with the intent of addressing addendum requirements.

5.3.2.2 Class Environmental Assessment Gardiner Expressway Improvements between Kipling Avenue and Park Lawn Road

The EA provides a full range of alternative improvements to the two Gardiner Expressway interchanges at Kipling Avenue and Islington Avenue. The study concluded

that in terms of study area traffic conditions, the Gardiner Expressway is generally operating at capacity during the weekday peak periods with no substantial amount of traffic weaving between the Gardiner Expressway core and collector lanes, and between the collector lanes and interchange ramps.

The proposed alternative improvements for the section of Gardiner Expressway between the Park Lawn Road and Islington Avenue interchanges included the following:

- Removal of the existing eastbound Gardiner Expressway to northbound Islington Avenue loop ramp;
- Provision of a new westbound Gardiner Expressway to north/southbound Islington ramp in a “half-diamond” configuration with a new signalized intersection at Islington Avenue¹ as well as improvement of the existing eastbound Gardiner Expressway to southbound Islington Avenue ramp to provide for both north and southbound Islington Avenue movements controlled through a new signalized intersection;
- Replacement of the existing southbound Islington Avenue to westbound Gardiner Expressway free-flow ramp with a new direct ramp with a new signalized intersection on Islington Avenue in the northwest quadrant;
- Removal of the westbound Gardiner Expressway exit to St. Lawrence Avenue;
- Replacement of the existing Islington Avenue northbound to eastbound Gardiner Expressway free-flow ramp with a new northbound left-turn lane to the existing loop ramp in the southwest quadrant of the interchange; and
- Extension of the existing westbound on-ramp from Park Lawn Road to the new proposed “half-diamond” off-ramp at Islington Avenue;
- Extension of the existing second (i.e., outside) eastbound collector-to-core transfer lane from Royal York Road to the Lake Shore Boulevard exit east of Park Lawn Road (involving a minor widening of the eastbound Gardiner structure across Mimico Creek);
- Removal of the existing westbound Gardiner Expressway core-to-collector transfer lanes west of Islington Avenue.

1. Note that this improvement may relieve traffic congestion on a section of Lake Shore Boulevard West within the Park Lawn / Lake Shore Area (i.e., to the west of the Brookers Lane intersection) by providing an alternative access to westbound traffic on the Gardiner Expressway that is destined for the section of Islington Avenue south of Gardiner Expressway

5.4 Parking

On-street parking within the Primary Study Area is generally prohibited. The following is a summary of permitted on-street parking locations:

- Along Marine Parade Drive in the eastbound direction generally from approximately 130 m east of Humber Bay Park Road East to the easterly intersection of Marine Parade Drive at Lake Shore Boulevard West; and
- Along The Queensway in the westbound direction in boulevard lay-bys from Stephen Drive to west of Aldgate Avenue.

Although on-street parking is prohibited on both sides of the travelled portion of The Queensway, vehicles were observed during the site visit to park on the north side of The Queensway along a paved boulevard section between Park Lawn Road and Aldgate Avenue.

Off-street parking lots are also available within the Primary Study Area at a variety of waterfront locations:

- Sir Casimir Gzowski Park located south of Lake Shore Boulevard West towards the eastern boundary of the Primary Study Area;
- South of the Marine Parade Drive and Waterfront Drive intersection;
- Within Humber Bay Park East with access through Humber Bay Park Road East from Marine Parade Drive; and
- Within Humber Bay Park West with access through Humber Bay Park Road West from Lake shore Boulevard West.

Underground private parking areas are provided by most of the residential and commercial businesses located within the Primary Study Area.

Private off-street parking is governed by City by-laws (minimum parking standards), and any new development must provide adequate parking within the development site in accordance with prescribed rates (on a per unit / dwelling basis or per unit area basis depending on the type of use). On-street public parking is not subject to these by-laws, and is provided at the discretion of the City based on local needs and traffic operations.

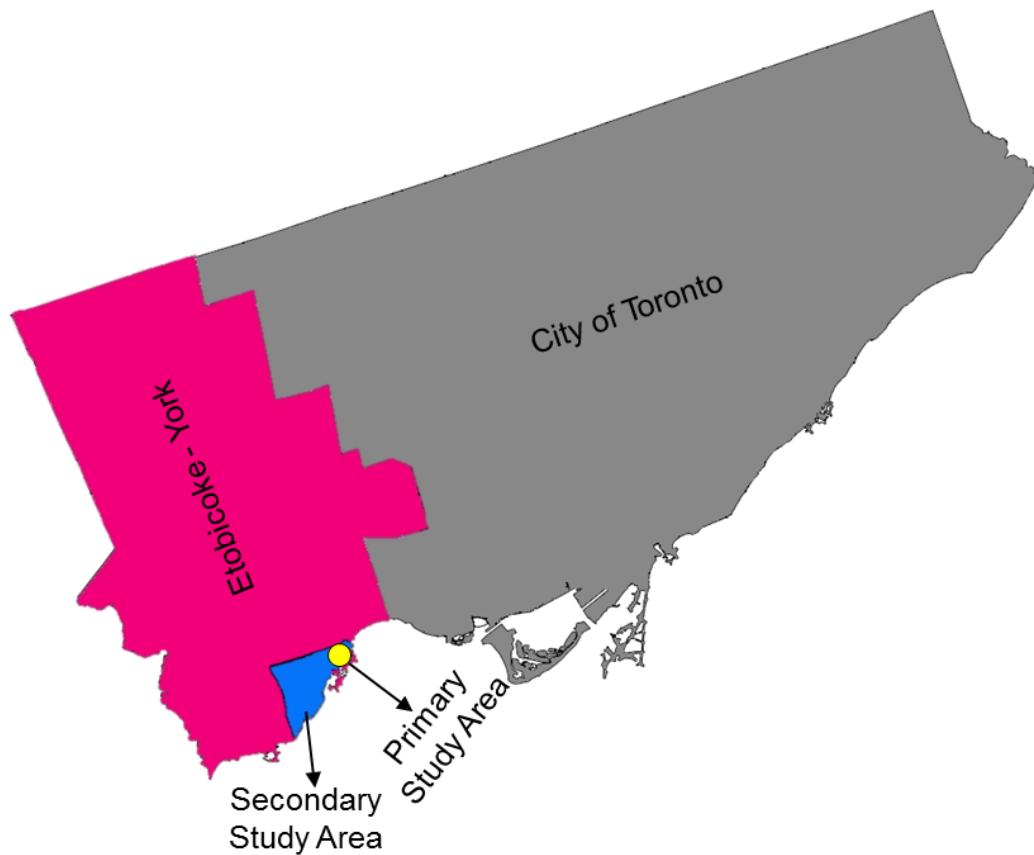
5.5 Existing Travel Patterns / Trends

5.5.1 Travel Choices (Mode Share)

The Transportation Tomorrow Survey (TTS) is a comprehensive GTHA-wide travel survey administered by the Data Management Group at the Department of Civil Engineering, University of Toronto. It consists of interviews of a random sample of households with a target of interviewing approximately 5% of all households throughout the GTHA and surrounding areas. The purpose of the survey is to collect information about travel and provide a database for long-range transportation planning. The survey is conducted every five years. The most recent completed and fully documented survey is 2016, however given the vastness of the survey study in terms of number of interviews, consolidating the data, survey data expansion, distilling the findings, and then preparing the study documentation, it often takes several years for the reporting to be available for review and interpretation. As such, the results of the TTS survey were not available to the project team when our base year traffic review reporting was prepared, nor available for our first round of TMP public meetings in November and December 2016 where our findings were presented. Our findings noted below are based on the available information at that time from the 2011 and 2006 TTS reports.

The Primary Study Area, Secondary Study Area, and Etobicoke-York District within City of Toronto boundaries are shown in **Exhibit 5-14**.

Exhibit 5-14: TTS Boundary Map



Note that in this sub-section, the term “trip” refers to a trip made by an individual person regardless of the mode of travel used, and it does not necessarily refer to a vehicle trip. Based on the 2006 and 2011 TTS data, **Exhibit 5-15** presents the share of the following travel modes during the AM Peak Period (that is, trips starting between 6:00 A.M. and 9:00 A.M.), separately for trips that started within the Primary Study Area, the Secondary Study Area, Etobicoke-York District, and City of Toronto as a whole:

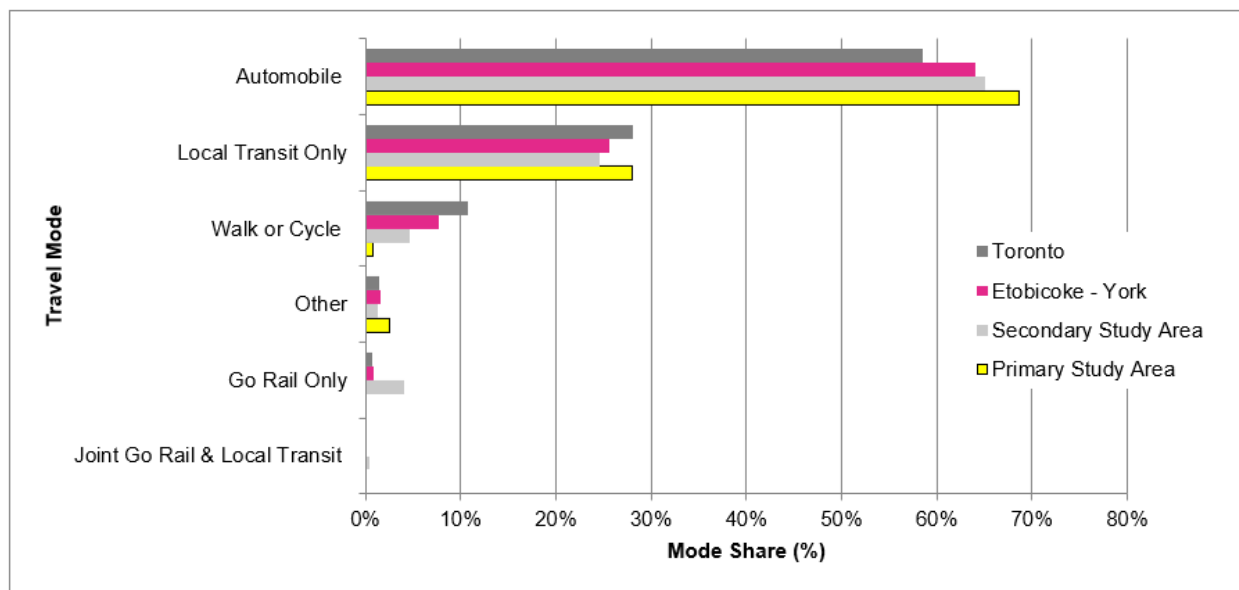
- Automobile (that is, auto driver and auto passengers);
- Local transit Only (that is, TTC, MiWay, YRT, etc.)
- GO Transit
- Joint GO Transit and local transit;
- Walk/cycle; and
- Other (school bus, motorcycle, and other modes not listed above)

Exhibit 5-15: AM Peak Period Mode Choices by Trip Start Location (2006 and 2011)

Travel Mode	Primary Study Area		Secondary Study Area		Etobicoke - York		Toronto	
	2006	2011	2006	2011	2006	2011	2006	2011
Automobile	75.9%	68.7%	68.2%	65.1%	66.0%	64.1%	60.3%	58.5%
TTC	16.4%	28.0%	21.1%	24.6%	23.3%	25.5%	26.8%	28.1%
Walk or Cycle	2.2%	0.8%	6.5%	4.6%	8.4%	7.6%	10.8%	10.8%
Other	4.4%	2.5%	1.6%	1.2%	1.7%	1.6%	1.2%	1.5%
GO Transit	-	-	1.8%	4.0%	0.5%	0.8%	0.6%	0.7%
GO Transit & TTC	1.1%	-	0.6%	0.5%	0.1%	0.1%	0.1%	0.1%

The same mode share information only for 2011 is presented in **Exhibit 5-16**.

Exhibit 5-16: AM Peak Period Mode Choices by Trip Start Location (2011)



The TTS data confirms that the automobile is the dominant mode of travel in the Primary and Secondary Study Areas, accounting for more than 65% of all trips. The rate of auto usage in both study areas is slightly higher compared to Etobicoke-York and the City of Toronto as a whole. However, the automobile mode share in the Primary and Secondary Study Areas has declined from 76% to 69% and from 68% to 65% between 2006 and 2011 respectively; whereas transit usage increased from 16% to 28% and 21% to 25%, respectively, during the same five-year period.

The TTS data also suggests that the share of GO Transit trips is higher in the Secondary Study Area compared to those in Etobicoke-York and the City of Toronto as a whole. This is likely due to the proximity of the area to the Mimico GO Station.

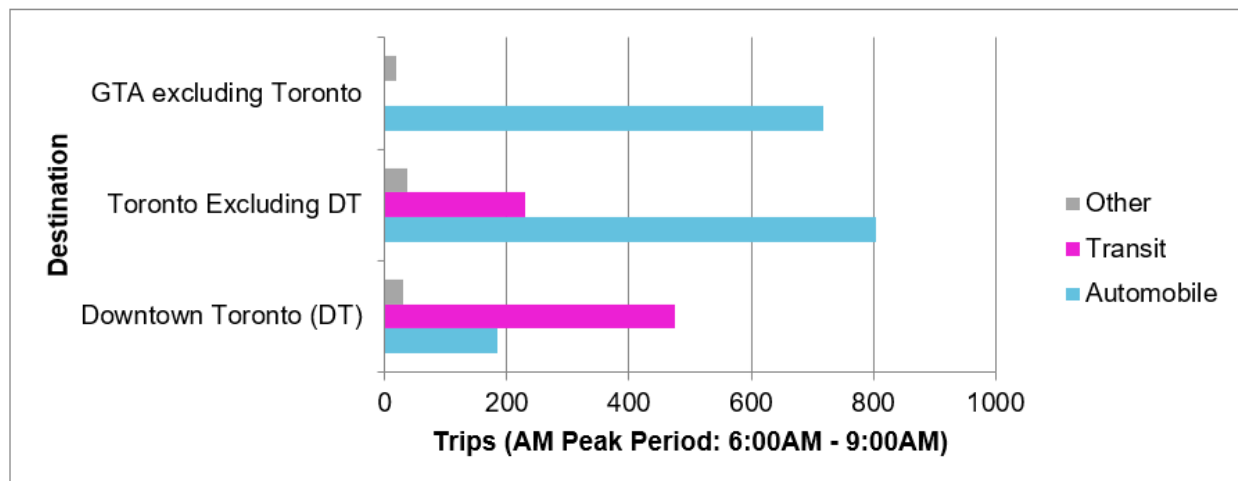
Finally, walking and cycling travel modes are less utilized modes of travel overall in the Primary (1%) and Secondary (5%) Study Areas than in Etobicoke-York District (8%) and the City of Toronto as a whole (11%). This could be attributed in part to the known insufficient number of north-south cycling and walking connections across the Gardiner Expressway and the GO Rail tracks within the Primary and Secondary Study Areas.

Based on a comparison of the Primary Study Area mode shares to those of the Secondary Study Area and the rest of Etobicoke-York District and the City of Toronto as a whole, there are opportunities to increase the attractiveness of walking and cycling trips. This increase could occur through the development of a more pedestrian and cyclist friendly transportation network and providing more convenient / accessible connections within the Study Area as well as connections to the adjacent areas.

Exhibit 5-17 illustrates the number of trips made by the two main modes of travel, namely automobile and transit (that is, Local Transit and / or GO Transit or combined) in 2011, that originated within the Primary Study Area in the AM peak period, for the following specific trip destinations of interest:

- Downtown Toronto
- City of Toronto excluding Downtown Toronto, and
- GTA excluding City of Toronto.

Exhibit 5-17: Person-Trips Starting in the Primary Study Area (TTS 2011)



It was noted that, during the AM peak period, the majority of all trips that start in the Primary Study Area stay within the City of Toronto (71%) and approximately one-quarter (27%) end in Downtown Toronto. The majority of trips that start in the Primary Study Area and end in Downtown Toronto are made by transit (69%), while the majority of trips made to other parts of the City and GTA as a whole are made by autos (84%). This is most likely attributed to the provision of relative accessible bus, streetcar, and rail service from the Primary Study Area to Downtown Toronto.

5.5.1.1 Travel Patterns (Origins and Destinations)

TTS data was also used to examine the origin-destination patterns of “auto” trips that start or end in the Primary Study Area in the AM and PM peak periods. **Exhibit 5-18** and **Exhibit 5-19** illustrate the distribution of the AM peak period auto trips that originated from the Primary Study Area and the PM peak period auto trips that were destined to the Primary Study Area, respectively.

Exhibit 5-18: 2011 AM Peak Period Auto Trips Originating from Primary Study Area

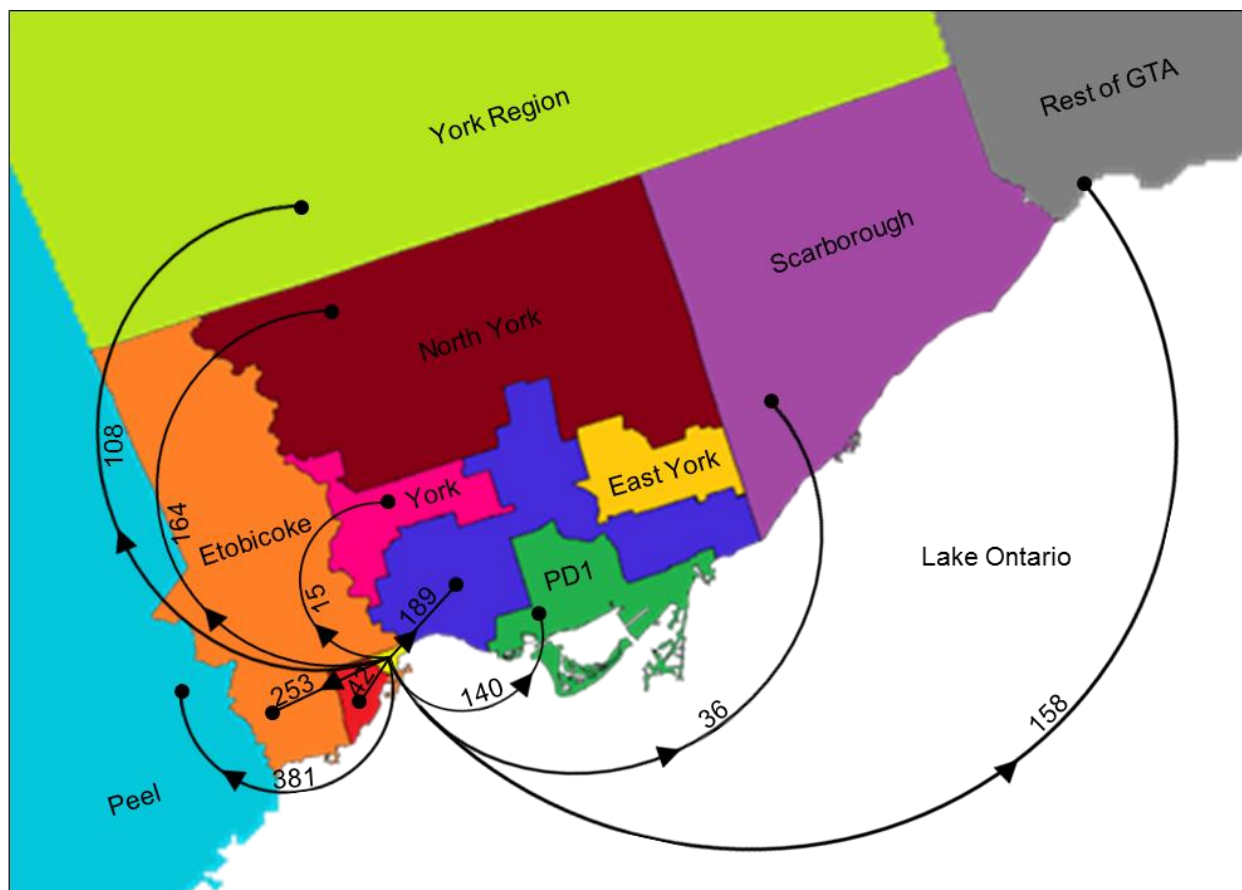
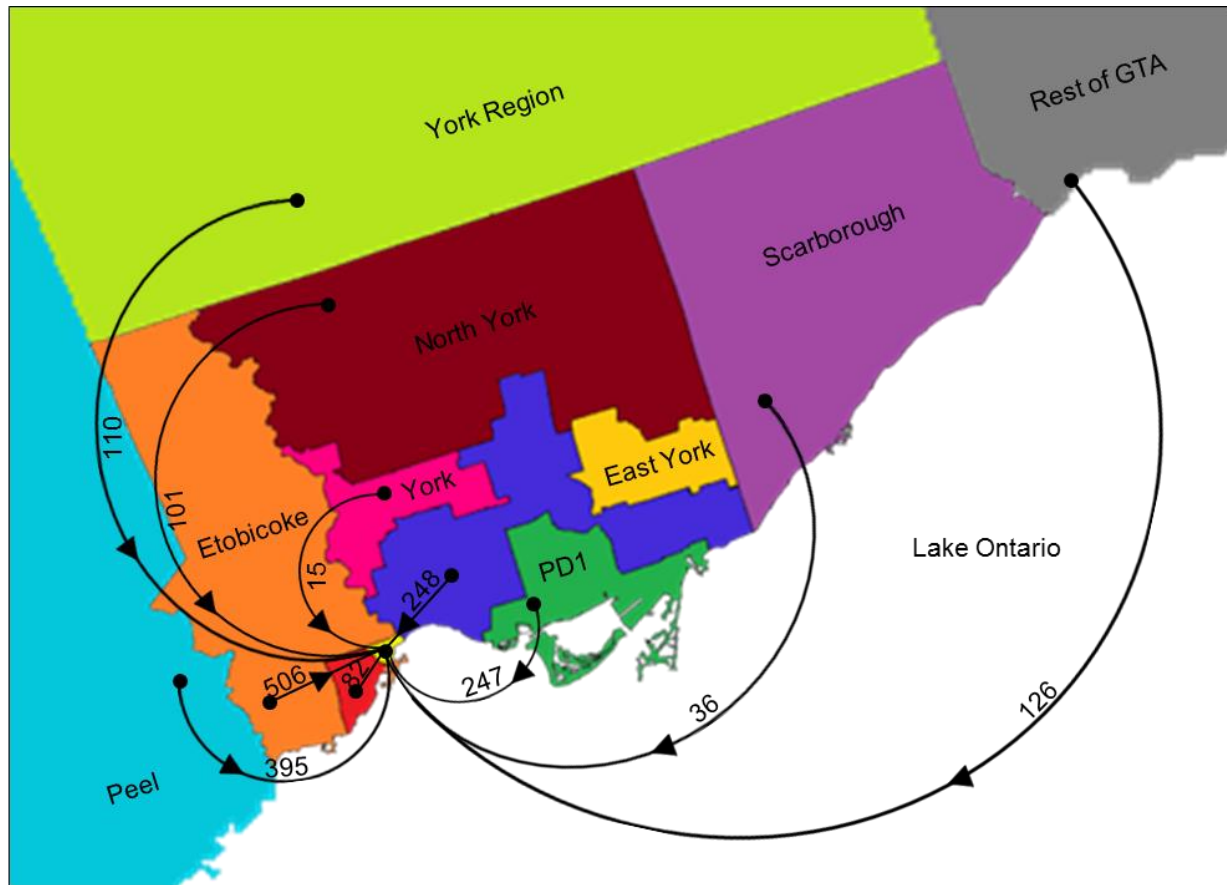


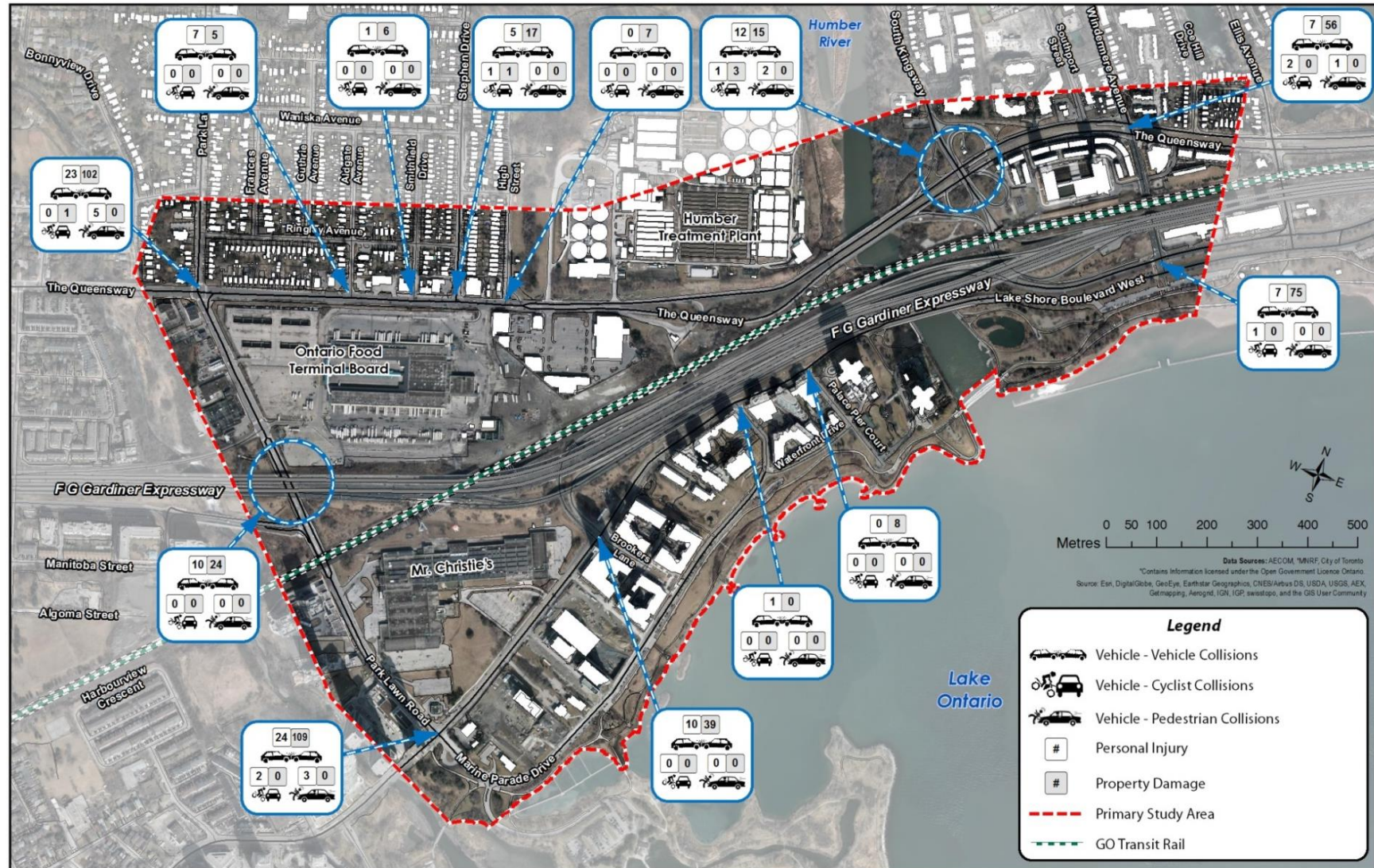
Exhibit 5-19: 2011 PM Peak Period Auto Trips Destined to Primary Study Area



5.6 Collision Assessment

A collision review was completed at the initiation of this TMP study in 2016. According to available data provided from the City of Toronto's Motor Vehicle Collision Database, in the five-year period from January 1, 2011, to December 31, 2015, a total of 566 collisions occurred at the intersections within the initial Primary Study Area. **Exhibit 5-20** displays the distribution of these collisions, categorized by collision type. The majority of the reported collisions were classified as "vehicle-vehicle" collisions and the vast majority of these collisions were reported to have occurred on "dry" road surface conditions with "Rear End" as their recorded initial impact type.

Exhibit 5-20: Collision Data



5.7 Traffic Operations Assessment

The existing conditions traffic operations assessment was completed at the initiation of this TMP study in 2016 using Synchro software. The following outlines the summary of the conclusions found in the detailed analysis memorandum (**Appendix G**).

The signal optimization exercise performed for the primary study area showed that significant improvements can be made to operations at several intersections through the adjustment of signal timings at the locations. The peak hour analyses revealed that the optimization of signal timings has the potential to improve the operations of 10 critical movements during the AM peak hour as well as 10 critical movements during the PM peak hour. In addition, the PM peak hour could see two intersections significantly improve from critical level-of-service conditions to overall acceptable levels of operation. The signal optimization study recommended that the following intersections be re-timed in order to improve operation to (or closer to) acceptable levels:

- Marine Parade Drive / Park Lawn Road & Lake Shore Boulevard West
(Revised in 2017 as per Lake Shore Boulevard Signal Co-ordination Study)
- Brookers Lane / Gardiner On-Off Ramps & Lake Shore Boulevard West
- Park Lawn Road & Gardiner Ramp South
- Park Lawn Road & The Queensway
- The Queensway & Stephen Drive
- Sobeys Entrance & The Queensway
- Lake Shore Boulevard West & Ellis Avenue
- Lake Shore Boulevard West & Windermere Avenue
- Ellis Avenue & The Queensway
- Windermere Avenue & The Queensway