

PARK LAWN LAKE SHORE



TRANSPORTATION MASTER PLAN

City of Toronto

Park Lawn / Lake Shore Area Transportation Master Plan

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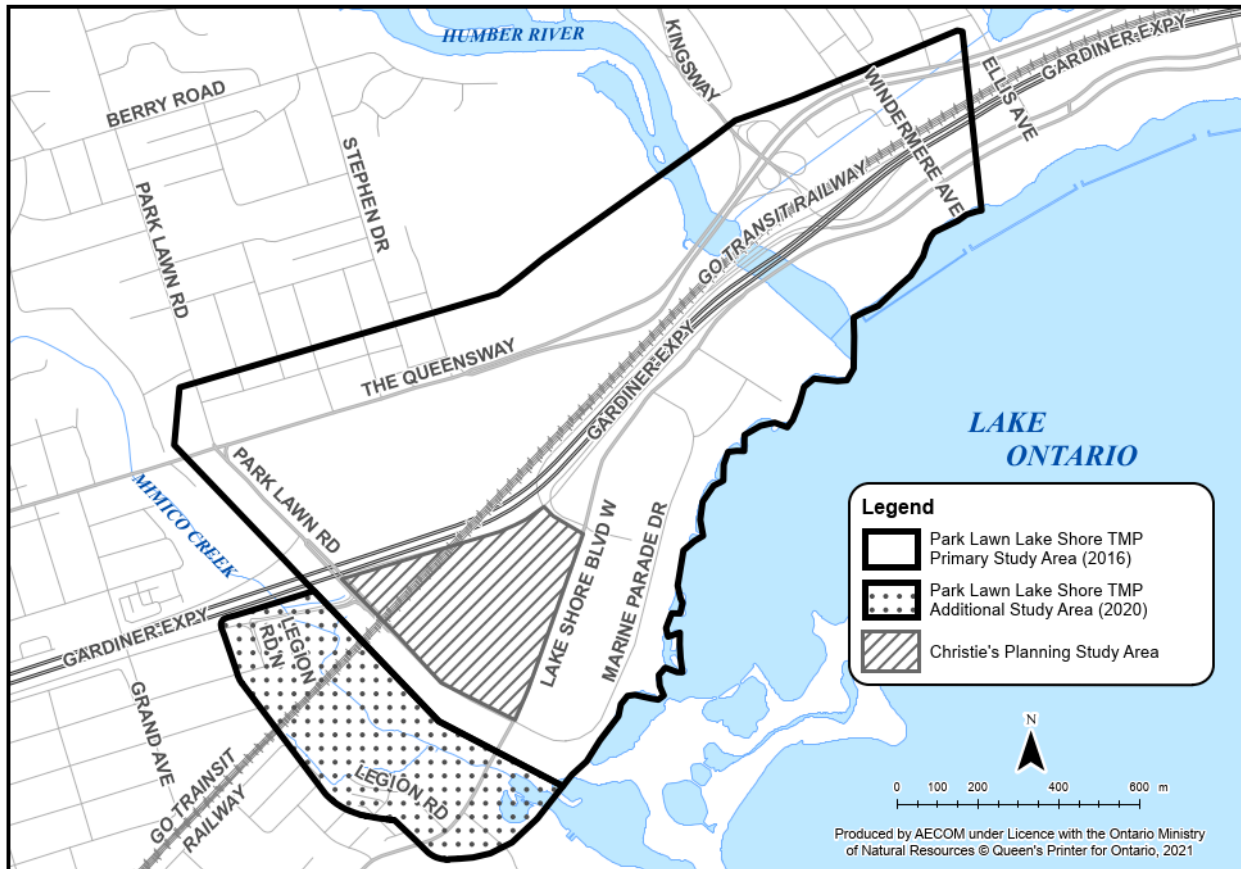
Executive Summary

Introduction

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 ES-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.

The TMP study was subsequently placed 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.

Exhibit ES-1: Project Study Area



In 2019, City Council authorized the TMP to move forward in an integrated way with the Christie's Planning Study.

At that time, the original Primary Study Area was also expanded to the west to assess the role of the Legion Road Extension in the area street network as part of the current TMP study and ultimately to address Environmental Assessment (EA) addendum requirements for the Legion Road Extension Municipal Class EA (2010).

Since the 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 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 confirm impacts and mitigation.

Municipal Class EA Master Planning Process

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

The MCEA planning and design process recognizes that it is sometimes advisable to plan municipal infrastructure as part of an overall system or as a Master Plan rather than as a specific project, such as a single roadway improvement project for a particular street.

The MCEA process identifies several approaches to completing a Master Plan. 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.

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, and thus the 2015 MCEA process was retained for concluding this Master Plan.

Project Consultation

Recognizing that consultation is an integral part 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) coordinated all public, agency and Aboriginal consultation and engagement efforts, with the assistance of AECOM. A Consultation Plan was prepared at the onset of the study to guide the consultation process.

As part of this study the city hosted three public events as follows:

- **Public Event 1** (November 24 and December 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 August 9, 2021) - An online presentation to review the short list alternatives and associated evaluation and to present the Preliminary Preferred Network Alternative.

In addition to the above the following consultation activities were also undertaken:

- Establish and maintain a **study mailing list** that included agencies, stakeholders and members of the public who had expressed an interest in the study;
- Meetings with **community and stakeholder groups** at key milestones;
- Development of a **Technical Advisory Committee (TAC)** to discuss progress and gather input at key stages in the planning and decision-making

process. The TAC was comprised of various City departments (i.e. Transportation Planning, City Planning, Urban Design, Economic Development, Infrastructure Development, Cycling, and Parks, Forestry and Recreation), as well as the Toronto Transit Commission, Toronto Hydro, Toronto and Region Conservation Authority, and Metrolinx.

- Meetings with impacted **property owners**.
- Engagement with **Aboriginal communities**, groups and/or organizations.
- Posting of project milestones, updates and consultation reports on the City of Toronto's **project website**;

Notification in advance of Public Events included a published notice in local newspapers, direct mailing of notices to the mailing list, flyer delivery to residents and businesses in the study area, posting on the project website, and a notification to local City Councillors. An email was also issued to local Businesses and Business Improvement Areas, to local Resident and Ratepayer Associations, local community groups and institutions as well as to all agencies and utility companies.

All feedback received was documented and used to inform the Class EA process and in evaluating the alternatives and ultimately in the selection of the Preferred Solution.

Phase 1 – Problem and Opportunity Statement

The Park Lawn Road and Lake Shore Boulevard West area has limited options to connect to surrounding areas. In combination with significant growth, increased demands are placed on the transportation network. An integrated approach is required to meet the existing and future needs for all modes of travel for people who live and work, and travel through the study area.

To address current transportation problems and meet future needs of the Park Lawn Lake Shore area, there are opportunities for:

- New connections and better access to street, transit, and active transportation networks:
 - Additional safe and convenient connections across physical barriers
 - Improved vehicle circulation
 - Better management of traffic congestion
 - Improved freight and goods movement

- High quality streetscape design:
 - Safe, green, and complete streets
 - Comfortable and accessible infrastructure for all ages and abilities
- Planning for investment in public transit, pedestrian, and cycling networks:
 - Prioritize and integrate public transit
 - Support transit-oriented development
 - Improve walking and cycling networks

Phase 2 – Evaluation of Alternative Solutions

Existing conditions within the study area were established through the completion of several specialist studies to inventory the technical, natural, cultural, and socio-economic environment. This included a review of area land use, natural heritage features (terrestrial & aquatic), wildlife and wildlife habitat including Species at Risk, designated areas (i.e. Provincially Significant Wetlands, Environmentally Significant Areas, Regulated Areas, Areas of Natural and Scientific Interest), areas of potential contamination as well as a review of cultural heritage and archaeological resources. An assessment of the technical aspects was also completed including a review of existing and planned transportation infrastructure, as well as a review of the existing and planned active transportation network for the area. This information assisted in defining the problem and in the development of the Problem and Opportunity Statement, as well as development of potential solutions.

Once the problem and opportunities were clearly defined a long list of 30 Alternative Solutions were developed. The City presented the screening of the long list of 30 Alternative Solutions at the June 2020 online Public Information Update that led to selection of a Short List of Alternatives considered for additional review and evaluation. Following the online presentation, the City revisited and refined the Short List of Alternative Solutions and the associated evaluation criteria based on public input and recent updates (e.g. Christie’s Planning Study) to develop the Final Transportation Network Alternatives that included the following:

- Alternative 1: Future Do Nothing
- Alternative 2: Additional Traffic Capacity
- Alternative 3: Additional Traffic Capacity with Modified Gardiner Ramps and New Lake Shore Boulevard West Ramp



- Alternative 4A: Neighbourhood Main Streets with a Two-lane Lake Shore Boulevard West
- Alternative 4B: Neighbourhood Main Streets with a Four-lane Lake Shore Boulevard West
- Alternative 4C: Neighbourhood Main Streets with a Four-lane Lake Shore Boulevard West and No Legion Road Extension

A preliminary evaluation summary was presented at PIC #3 in July/August 2021 as illustrated in **Exhibit ES-2** and was later updated following the PIC and the receipt of input.

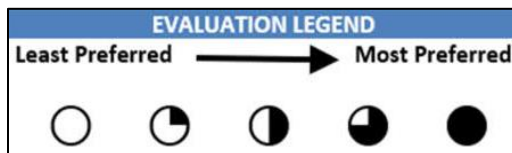


Exhibit ES-2: Evaluation Summary

PRELIMINARY EVALUATION SUMMARY

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

Alternative 4B is the preliminary preferred network alternative.



Following the July/August 2021 public engagement, a number of additional refinements to the area network and the Preliminary Preferred Alternative Solution were also considered as follows:

- **Street A – Two Versus Four Lanes:** The potential to make Street A two versus four lanes was reviewed. The benefits and disbenefits for the ultimate provision of two versus four lanes along Street A will be reviewed and confirmed in the forthcoming Schedule C Municipal Class Environmental Assessment to be completed for Street A.
- **Humber Bay Shore Area One-way Streets:** The potential to convert one or more of the Humber Bay Shores area corridors south of Lake Shore Boulevard West (i.e., Marine Parade Drive, Shore Breeze Drive, Silver Moon Drive, The Marginal Boulevard, and Brookers Lane) into one-way streets was considered; however, it was determined that further analysis is required to review the potential to use a one-way network of north-south streets to help improve traffic calming and minimize cut-through traffic infiltration through the neighbourhood.
- **Widening Eastbound Lake Shore Boulevard West Across Humber River:** The City completed a high-level feasibility geometric design and engineering review for select potential alternative transportation solutions that included the potential for widening the southernmost bridge crossing of the Humber River. The assessment concluded that the addition of one or two new traffic and / or transit lanes could be accommodated, and that the key challenge would be typical planning/design related issues associated with such a large span structure.
- **Widening Lake Shore Boulevard West Lane at Palace Pier:** As part of the aforementioned geometric feasibility assessment, the potential to provide additional lanes or a dedicated bikeway for Lake Shore Boulevard West at Palace Pier was also considered. Based on the existing conditions and a review of area plans, it was determined that it was not feasible to provide additional vehicular travel lanes or a widening for a dedicated bikeway given the resulting significant impacts to the Palace Pier lands and structure as well as the significant construction required and expense that would be incurred.

Final Preferred TMP Network Solution

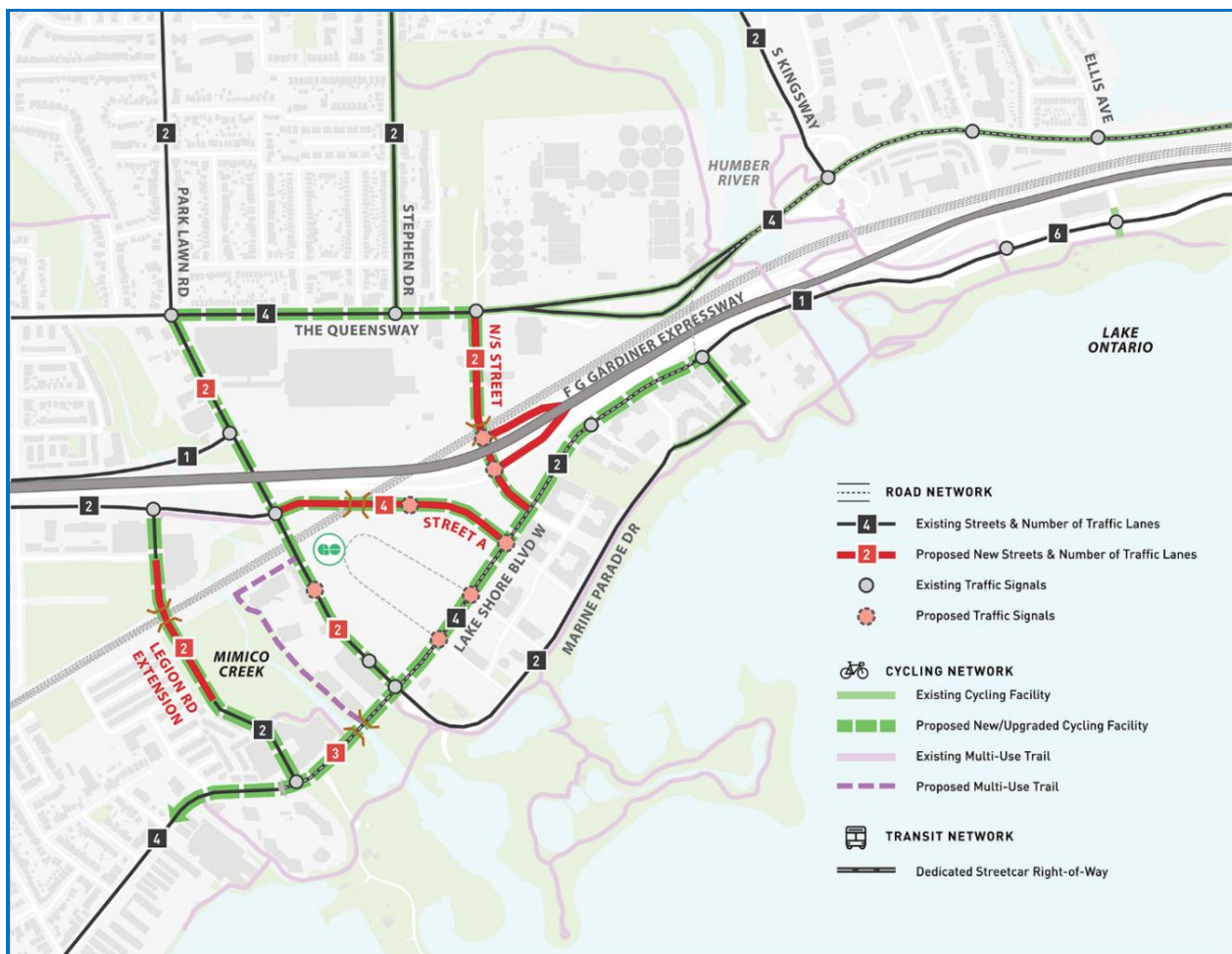
The Final Preferred TMP Network as illustrated in **Exhibit ES-3**, is generally consistent with the Preliminary Preferred Alternative Solution that was identified prior to the Public Information Event in July/August 2021 and consists of the following:

- Provides a connected, multi-modal transportation network for all transportation users in the study area;



- Responds to concerns about area street network connectivity by ultimately providing three new street connections (Legion Road Extension, Street A, and New North-South Street) that improve travel connectivity, circulation, and help overcome the Gardiner Expressway/rail corridor physical barriers;
- Provides excellent walking and cycling connectivity with improved safety for people walking and cycling;
- Supports the long-term build out of the Christie's site;
- Improves community access to higher-order transit and improves streetcar priority; and
- Helps reduce neighbourhood traffic impacts of the Gardiner Expressway.

Exhibit ES-3: TMP Preferred Network



Note: Additional analysis has been done that indicates Street A could be two traffic lanes instead of four traffic lanes. This will be further studied in a future Schedule C Environmental Assessment for Street A

Implementation Plan

The infrastructure improvements associated with the Preferred Solution can be implemented individually or advanced together as a group. **Exhibit ES-4** identifies the estimated project costs, applicable MCEA Project Schedule and anticipated timing for implementation of each of the improvements that make up the Preferred TMP Solution. It is noted that the Total Cost Estimate in the table is the total estimated construction cost and does not reflect cost sharing or delivery of required infrastructure through the development approval process

The proposed bikeway improvements planned for The Queensway constitute a Schedule A+ project and can therefore proceed to implementation without further MCEA process aside from completing public consultation. The remaining projects that make up the Preferred Network Solution including the new Street A, the Legion Road extension, the new North-South Street and improvements to both Park Lawn Road and Lake Shore Boulevard West all constitute MCEA Schedule C projects.

Schedule C projects normally require completion of the full MCEA process, Phases 1 to 4 with implementation in Phase 5. However, given that this Master Plan process followed Master Plan Approach #2 with the intent of fulfilling MCEA requirements for Phases 1 and 2, the Schedule C projects will only need to complete Phases 3 and 4 of the process and file an Environmental Study Report (ESR) prior to implementation.

A separate MCEA, Schedule C, that completed Phases 3 and 4 of the MCEA process was previously undertaken by the City for the Legion Road extension. However, given that there was a 10-year time lapse from the filing of the 2010 Legion Road Environmental Study Report (ESR) to the commencement of construction, an addendum to the ESR was required to review the planning and design process in the context of the current environmental setting and to confirm that the project and the recommended mitigation are still valid. This TMP serves as the required addendum and Class EA requirements associated with the Legion Road extension are considered addressed and it can therefore proceed to detailed design and construction.

Street A is proposed to be designed and constructed by the Owner of the Christie's site and partially funded by the City. Further work is required to co-ordinate provision of streetcar infrastructure within the Christie's site with streetcar infrastructure proposed along Lake Shore Boulevard West, as part of review of the broader City-wide transit network prioritization of the Waterfront LRT initiative. Other infrastructure improvements may be incrementally achieved through the development approval process.



Exhibit ES-4: Preliminary Preferred TMP Solution Implementation and Phasing

Project	Work Proposed	Total Cost Estimate (\$Millions)	MCEA Project Schedule	Near Term (1-10 years)	Medium Term (10-20 Years)	Long Term (20+ years)
The Queensway	<ul style="list-style-type: none"> Continuous bikeways 	TBD	Schedule A+	●	-	-
Street A	<ul style="list-style-type: none"> 2-4 traffic lanes with wider sidewalks and uni-directional cycle tracks New grade separation underpass under rail line 	\$182-197M	Schedule C	●	-	-
Legion Road Extension	<ul style="list-style-type: none"> 2 traffic lanes, bi-directional cycle tracks, sidewalks, tree plantings New grade separation underpass under rail line 	\$35M	Schedule C	●	-	-
Park Lawn Road	<ul style="list-style-type: none"> 2 traffic lanes with wider sidewalks, uni-directional cycle tracks, curbside space (lay-bay, parking/loading), and tree plantings Modifications to Gardiner ramp intersections. 	\$11M	Schedule C	-	● South of Street A	● North of Street A
Lake Shore Boulevard West	<ul style="list-style-type: none"> Dedicated transit right-of-way (Humber Loop to Legion Road) 3 to 4 traffic lanes, uni-directional cycle tracks, wider sidewalks, trees plantings Potential Mimico Creek bridge structure widening 	\$42M	Schedule C	-	●	-
New North-South Street	<ul style="list-style-type: none"> 2 traffic lanes, uni-directional cycle tracks, sidewalks, tree plantings New grade separation under rail line and Gardiner Expressway corridor Modifications to Gardiner ramps. 	\$121M	Schedule C	-	-	●



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