



Appendix A.4

Public Consultation Report, Phase 2, Stage 2 (March 2022)



Park Lawn Lake Shore Transportation Master Plan

Public Consultation Report

March 2022

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Overview

The Park Lawn Lake Shore Transportation Master Plan (TMP) is examining a range of transportation infrastructure improvements to help address existing and future challenges in the area bounded by The Queensway to the north, Lake Ontario to the south, Legion Road to the west, and Ellis Avenue to the east. The City is coordinating the TMP with the Christie's Planning Study, 2150 Lake Shore development application, and Park Lawn GO Station Transit Project Assessment Process (TPAP).

The TMP is following Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) process, an approved planning process under the Ontario Environmental Assessment (EA) Act:

- Phase 1: identify transportation problems and opportunities
- Phase 2: develop, evaluate and recommend alternatives to address the identified problems and opportunities

Potential improvements recommended in the TMP that have a high cost and environmental impact will require further study in Phases 3 and 4 of the Municipal Class EA process at a later date.

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

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

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

Notification and Consultation Activities

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

Notification

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

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

Consultation Activities

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

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

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

Additional Submission/Letters Received:

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

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

Feedback Summary

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

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

Stakeholders Advisory Group (SAG) Meeting

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

Stakeholder feedback received during and after the meetings included:

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

Additional Stakeholder Meetings

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

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

Virtual Public Meetings

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

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

- Feedback on Alternative 4B
 - Traffic/congestion
 - Park Lawn Road narrowed to two (2) lanes
 - Not enough to discourage Gardiner cut-through traffic
 - New traffic from Street A and New North-South Street
 - Too many traffic signals
 - Too many lanes on Street A
 - Detour to side streets to avoid Lake Shore
 - Increased traffic in nearby neighbourhoods
 - Property impacts
 - Sobeys Plaza due to New North-South Street
 - Private properties along Legion Road Extension
 - Additional
 - Long timelines to construct
 - High costs and funding
 - Duplicating bike lanes on streets with Waterfront Trails
 - Pedestrian/cyclist safety near drive thrus/stopped cars
 - Suggestions
 - Prefer 2-lane Lake Shore (Alternative #2)
 - Connection ramp from Street A to Gardiner ramps (Alternative #3)
 - Two (2) left turn lanes from Park Lawn to Gardiner westbound
 - TTC lay-by's on Lake Shore
 - Improve or new traffic signalling/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
 - Right turn ramp from Park Lawn to Gardiner WB
 - Pedestrian underpass at Park Lawn and Lake Shore
 - Increase TTC Service
 - Complete bike network around Royal York
 - Traffic restrictions in nearby neighbourhoods

Online Comment Form

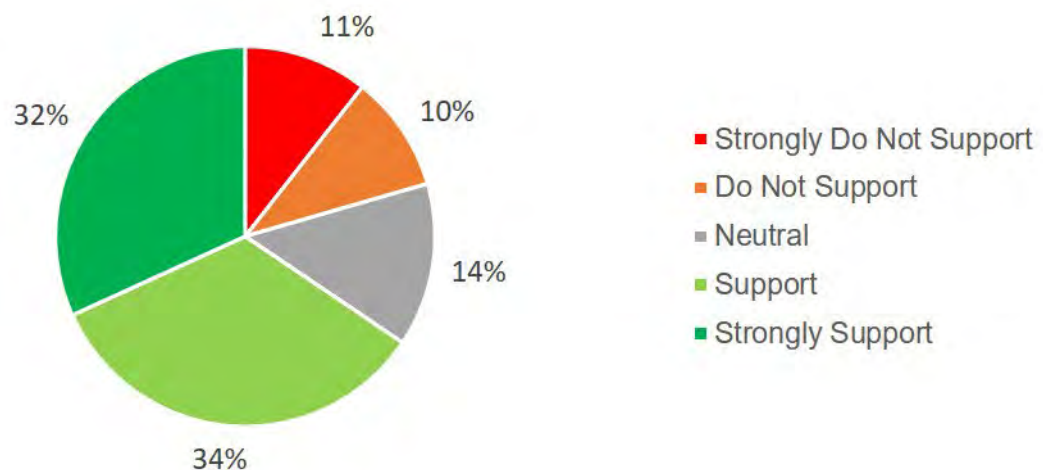
An online comment form was available from July 19 to August 15, which received 144 responses. Participation was anonymous and results were reviewed for completion (responses reached the end and answered questions), as well as duplicate and invalid responses (i.e. no responses) before being analyzed for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

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

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

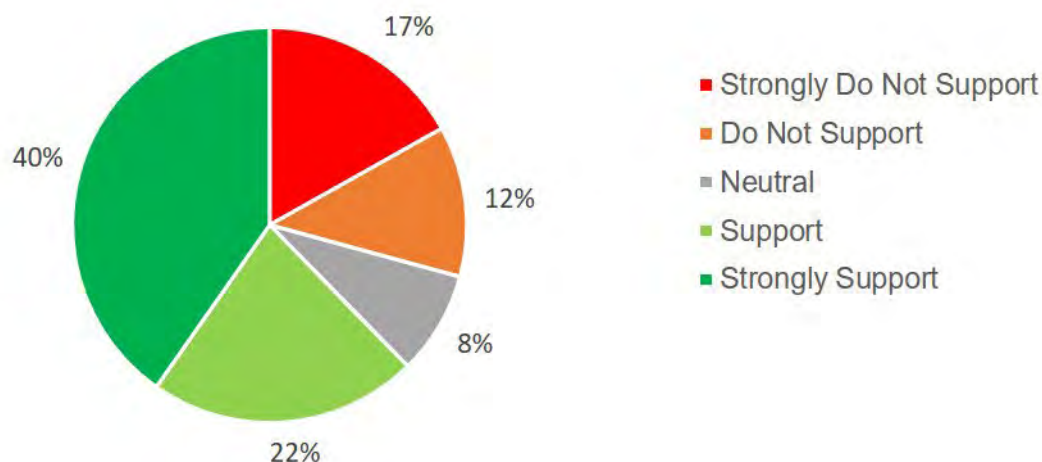
Q1. Do you support the evaluation of the network alternatives?

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



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

Over half the respondents indicated support.



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

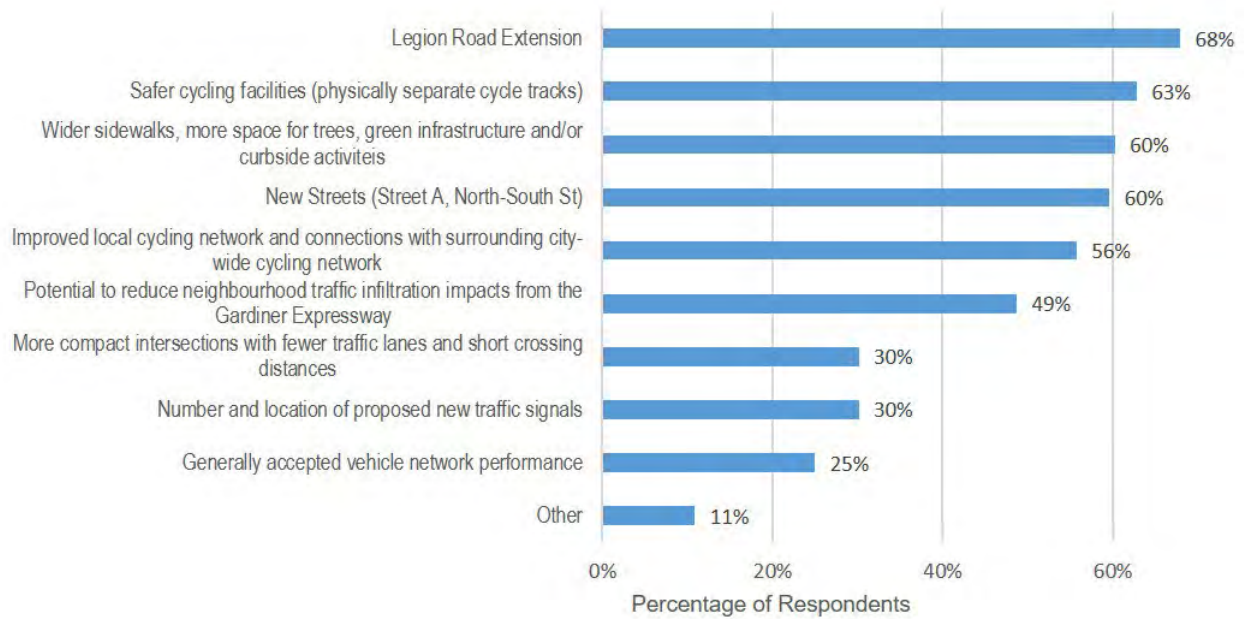
Responses indicated overall strongest support for: Legion Road Extension, New Streets, Safer Cycling facilities, improved cycling network connections, wider sidewalks.

Sixty percent of respondents indicated support for the new streets.

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

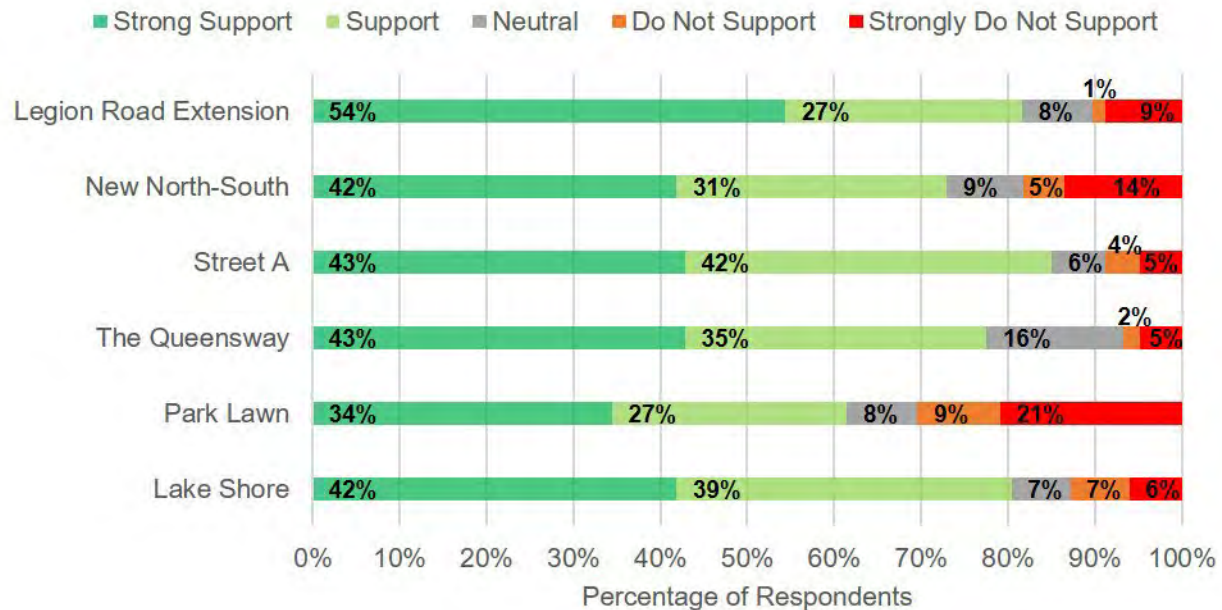
About half of the respondents indicated support for the potential of Network Alternative 4B to reduce neighbourhood traffic infiltration impacts.





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

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



Legion Road Extension

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

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

New North-South Street

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

Street A

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

The Queensway

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

Park Lawn Road:

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

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

Lake Shore Boulevard:

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

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

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

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

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

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

Network Alternatives

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

Cycling

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

Transit

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

- Transit plans & GO station does not encourage westbound trips

Streets & Intersections

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

Signage and Enforcement

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

Additional Planning Considerations

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

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

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

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

Indigenous Engagement

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

Agency & Utility Notification

Comments were received from the following agencies and utilities:

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

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

Next Steps

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

The community will be notified when:

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

Appendix A - Stakeholder Advisory Group – Invited Members

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

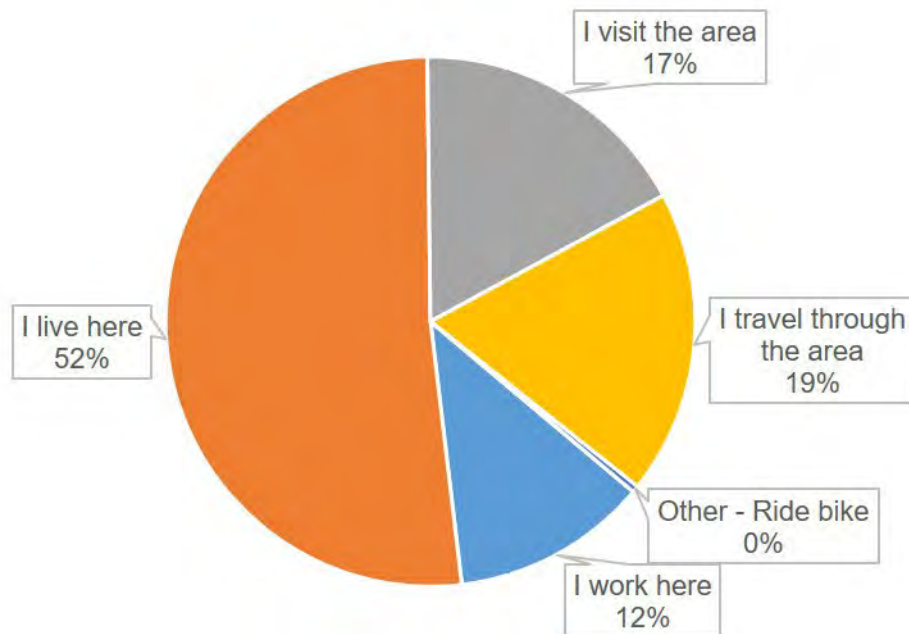
Appendix B: Online Comment Form – Demographic Information

A total of 87 respondents provided demographic information described below.

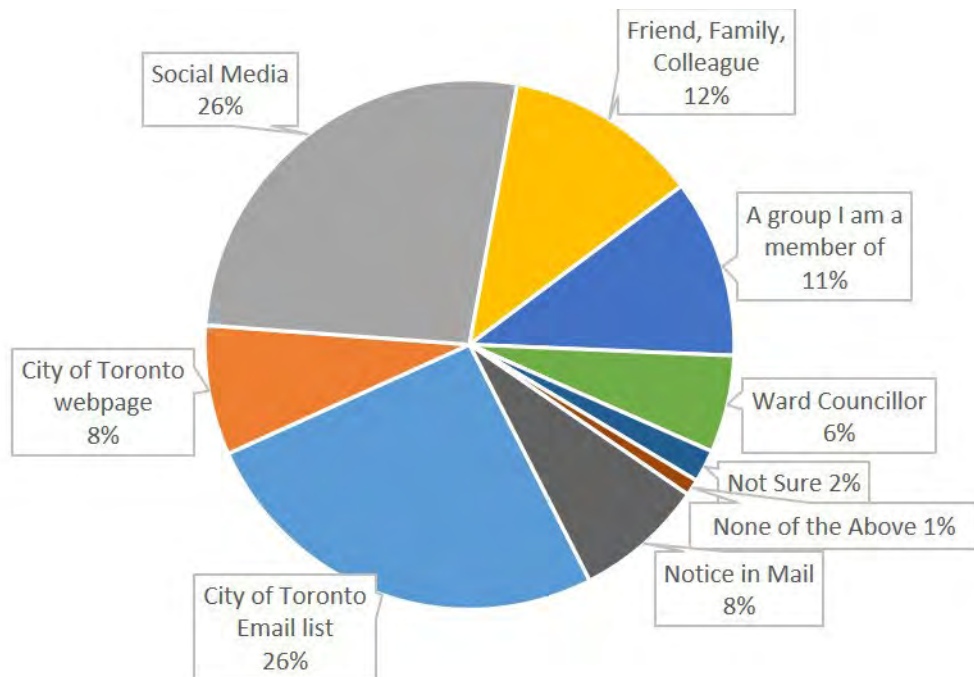
What are the first 3 digits of your postal code?



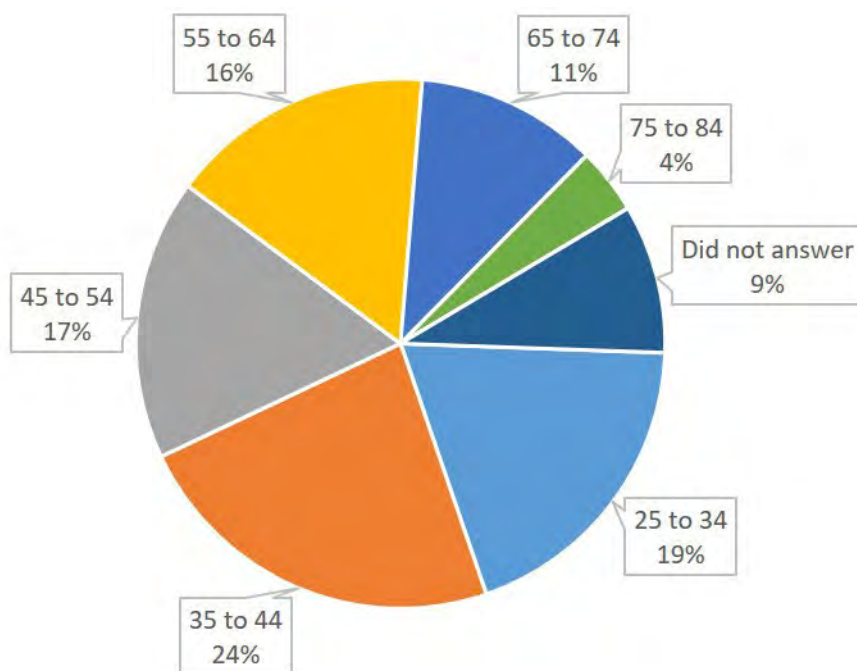
What is your relationship to the area? (check all that apply)



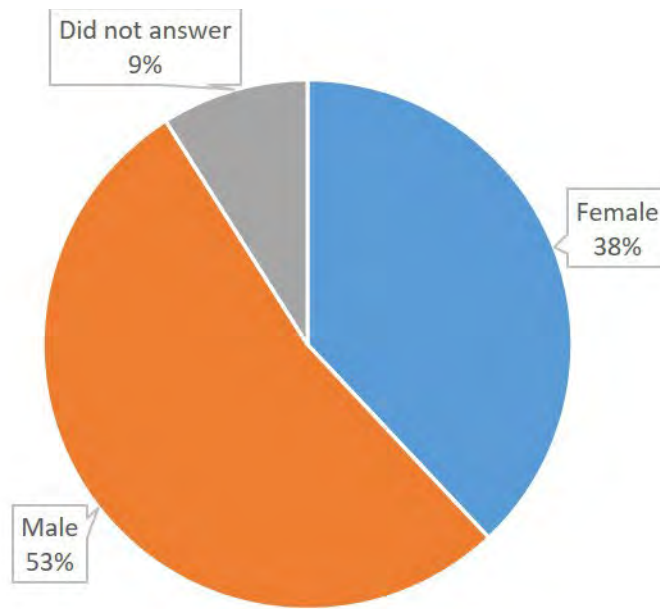
How did you hear about this survey?



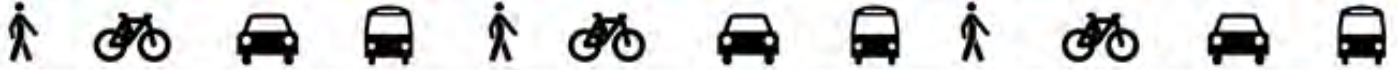
What is your age?



What is your gender?



PARK LAWN LAKE SHORE



TRANSPORTATION MASTER PLAN

Issued: July 19, 2021

UPCOMING VIRTUAL PUBLIC MEETING

The City of Toronto is continuing to advance the Park Lawn Lake Shore Transportation Master Plan (TMP) Study to identify transportation improvements for all modes to support the continued development of the Park Lawn / Lake Shore community. We invite you to the third Public Meeting to learn more about the TMP and share your feedback on work completed to date.



Presentation video will be available after July 26 at:
toronto.ca/parklawnlakeshore



Virtual Public Meeting
Mon Jul 26, 2021, 4pm-6pm
Mon Aug 9, 2021, 6pm-8pm



Provide your feedback by email or phone by
Sunday August 15, 2021.

Each meeting session will include the same presentation followed by a question and answer period.



Join by computer, phone or tablet:

Register at toronto.ca/parklawnlakeshore



Join by phone (audio only): Dial **416-915-6530**

- July 26 Access Code: 177 465 6456
- August 9 Access Code: 177 053 7356

Phone line will open 5 minutes before the start of the meeting.

If you have a specific accessibility need or require accommodation, please contact us:

416-392-1932 parklawn@toronto.ca

OVERVIEW

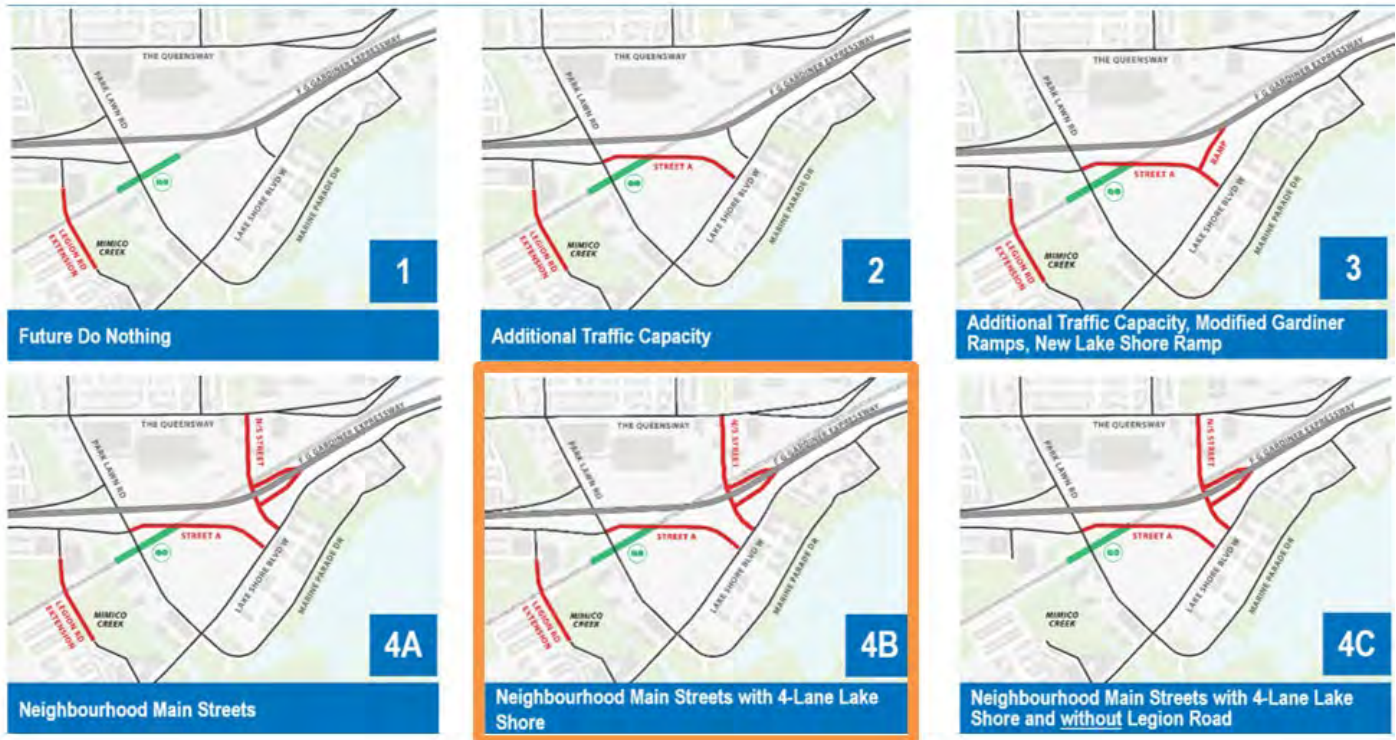
The Park Lawn Lake Shore TMP study area is bound by The Queensway to the north, Lake Ontario to the south, Legion Road to the west, and Ellis Avenue to the east. The TMP is examining a range of transportation infrastructure improvements to help address existing and future challenges in this area, including:

- Enhance access to local and area-wide streets and street networks for all users;
- Provide safe and convenient transportation connections across major physical barriers for vulnerable users;
- Plan for future investment in public transit, pedestrian, and cycling networks; and

- Incorporate Complete Streets and Vision Zero principles for proposed street improvements through high-quality streetscape design, inclusive of improvements to the pedestrian realm.

PRELIMINARY PREFERRED NETWORK

Transportation Network Alternatives were developed by reviewing, refining, bundling, and evaluating short-listed solutions previously brought out for stakeholder and public engagement in June 2020.



The Transportation Network Alternatives were comprehensively evaluated using an evidence-based approach to identify a Preliminary Preferred Network, and have been informed by stakeholder and public input and feedback received to date from local residents and businesses.

The Preliminary Preferred Network is: Network Alternative 4B: Neighbourhood Main Streets with 4-Lane Lake Shore.

Network Alternative 4B provides the area transportation improvements needed to address existing and future issues using a comprehensive evaluation approach.

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

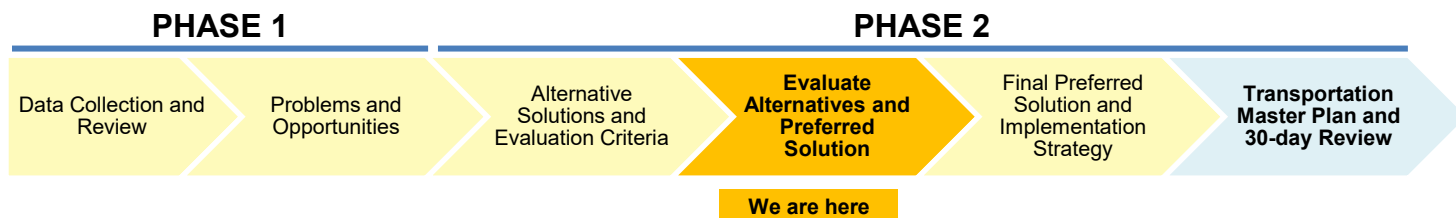
PRELIMINARY PREFERRED NETWORK **ALTERNATIVE 4B: Neighbourhood Main Streets with 4-Lane Lake Shore**



TRANSPORTATION MASTER PLAN PROCESS

The TMP completes Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) process, an approved planning process under the Ontario Environmental Assessment (EA) Act:

- Phase 1: identify transportation problems and opportunities
- Phase 2: develop, evaluate and recommend alternatives to address the identified problems and opportunities



TMPs typically establish a long-term transportation vision and recommend a series of transportation projects and initiatives aimed at improving mobility and connectivity over time within an area. Depending on the scale of projects identified, some (Schedule C projects) will require further study and completion of Phases 3 and 4 of the EA process, which would include further opportunities for public consultation.

NEXT STEPS

- Review public consultation feedback and refine the Preferred Network
- Develop high-level cost estimates and a phasing and implementation plan
- Report to Infrastructure and Environment Committee and City Council (anticipated in Fall 2021) with final TMP recommendations.
- Issue TMP final study report, Notice of Completion and 30-day public review period in Q1 2022

WE WOULD LIKE TO HEAR FROM YOU!

Please submit your feedback and complete the [online survey](#) by August 15, 2021:

Kate Kusiak
Public Consultation Unit, City of Toronto
parklawn@toronto.ca
416-392-1932

toronto.ca/parklawnlakeshore

Call **3•1•1**

The City of Toronto holds public consultations as one way to engage residents in the life of their city. We invite you to get involved.

Park Lawn Lake Shore Transportation Master Plan (TMP)

Notice of Public Event

The City of Toronto is continuing to advance the Park Lawn Lake Shore Transportation Master Plan (TMP) Study to identify transportation improvements for all modes to support the continued development of the Park Lawn / Lake Shore community. We invite you to the third Public Meeting to learn more about the TMP and share your feedback on work completed to date.



Monday, July 26, 2021. 4:00 p.m. to 6:00 p.m.
45 minute Presentation, followed by Question & Answer



Monday, August 9, 2021. 6:00 p.m. to 8:00 p.m.
45 minute Presentation, followed by Question & Answer



Presentation video will be available after July 26
toronto.ca/parklawnlakeshore



Join by computer, phone or tablet:
Register at toronto.ca/parklawnlakeshore



Join by phone (audio only): Dial 416-915-6530
July 26 Access Code: 177 465 6456
August 9 Access Code: 177 053 7356



Provide your comments by email, phone or online survey by August 15, 2021.

The Park Lawn Lake Shore TMP examines a range of transportation infrastructure improvements to help address existing and future challenges in the area. The TMP is following Phases 1 and 2 of the Municipal Class Environmental Assessment process, which include identifying problems and opportunities, developing and evaluating alternatives, and recommending a preferred network alternative with stakeholder and public engagement.

The Preliminary Preferred Network is "Network Alternative 4B: Neighbourhood Main Streets with 4-Lane Lake Shore" which:

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

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.



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To comment or if you are unable to attend, contact:
Kate Kusiak, Public Consultation, City of Toronto



Email: parklawn@toronto.ca



Tel: 416-392-1932

Visit: toronto.ca/parklawnlakeshore
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Toronto, ON M5V 3C6**

Park Lawn Lake Shore Transportation Master Plan (TMP)

Public Meeting #3

26 July 2021

9 Aug 2021



AGENDA



Welcome &
Introductions

5 min



WebEx
Instructions

5 min



Presentation:
TMP Update

20 min



Question &
Answer Period

90 min

LAND ACKNOWLEDGEMENT FOR TORONTO

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



This meeting is being recorded.

CODE OF CONDUCT

Be Patient:

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

Be Brief:

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

Be Respectful:

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

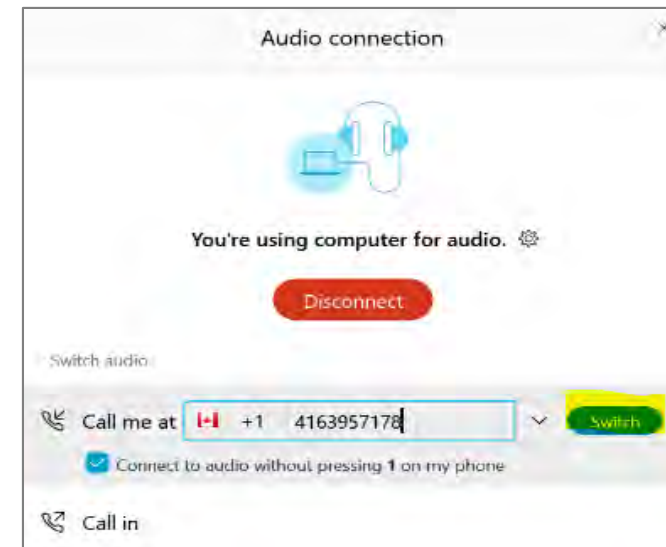
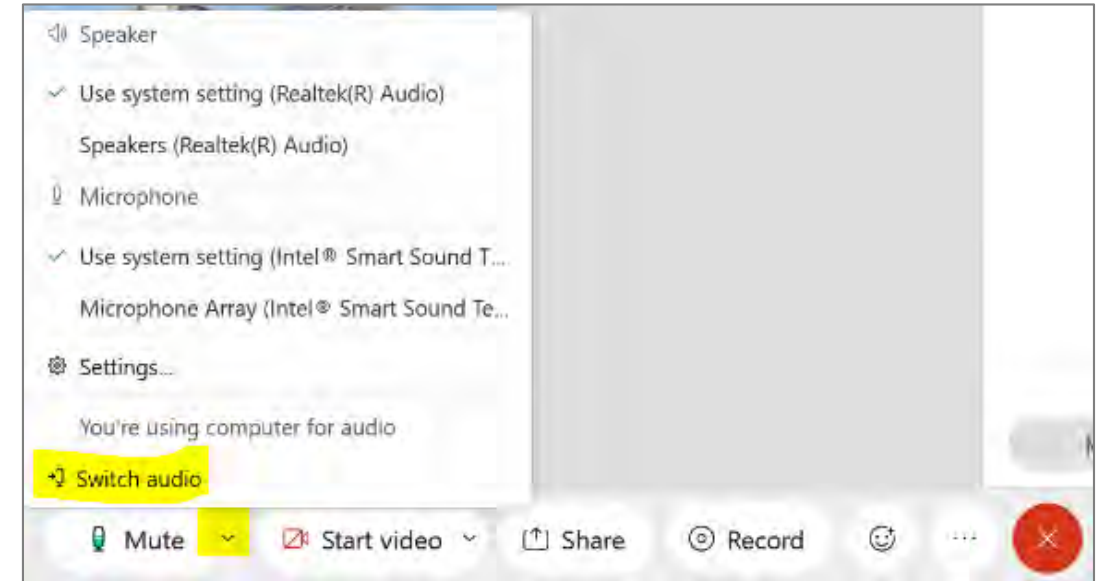


We want to hear from you – all questions are good questions!

WEBEX AUDIO TROUBLE?

Webex can call you!

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



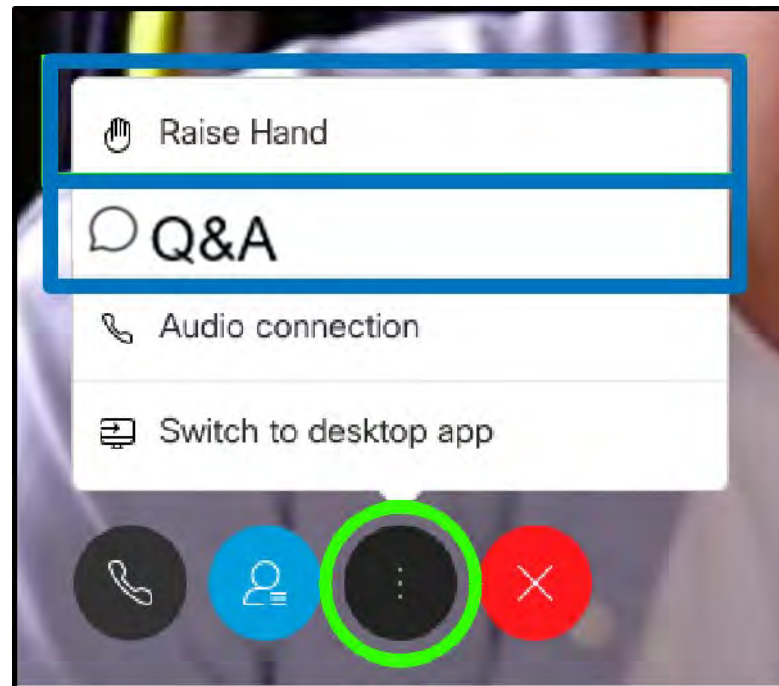
PARTICIPATING BY COMPUTER

**Raise your
hand or
type your
question**



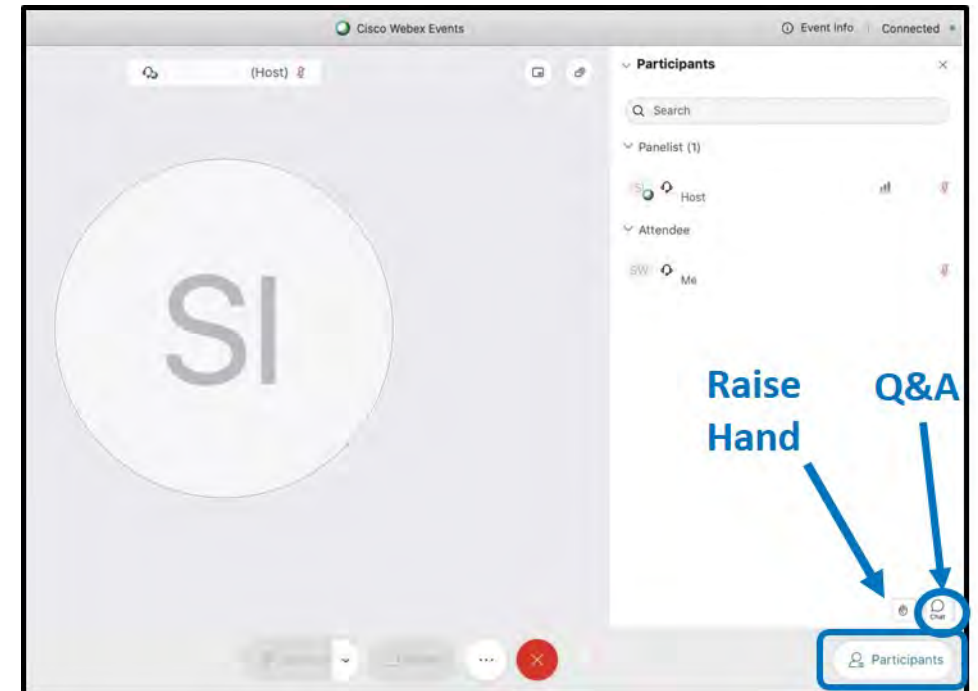
Via the internet browser

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



Via the Webex App

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



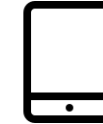
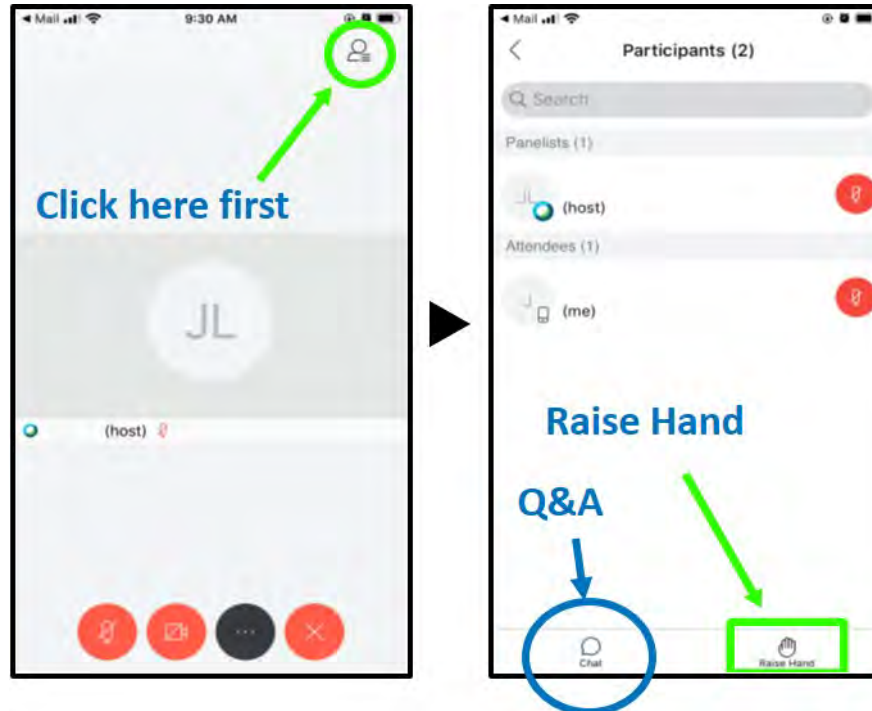
PARTICIPATING BY SMARTPHONE OR TABLET

**Raise your
hand or
type your
question**



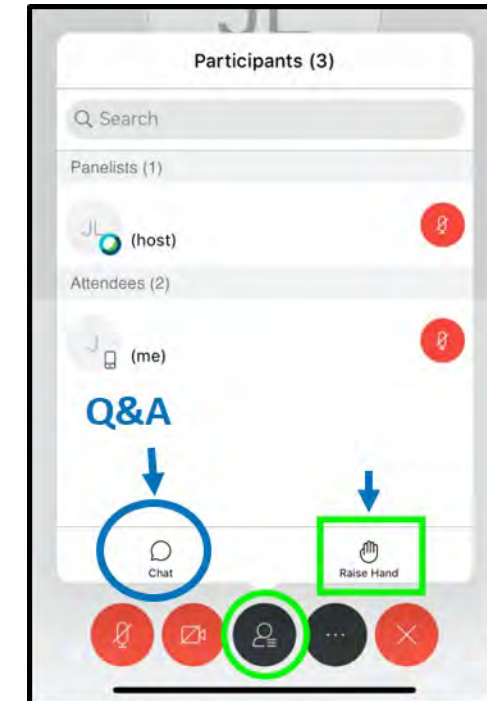
For smartphones

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



For tablets

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



RAISING YOUR HAND BY PHONE



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

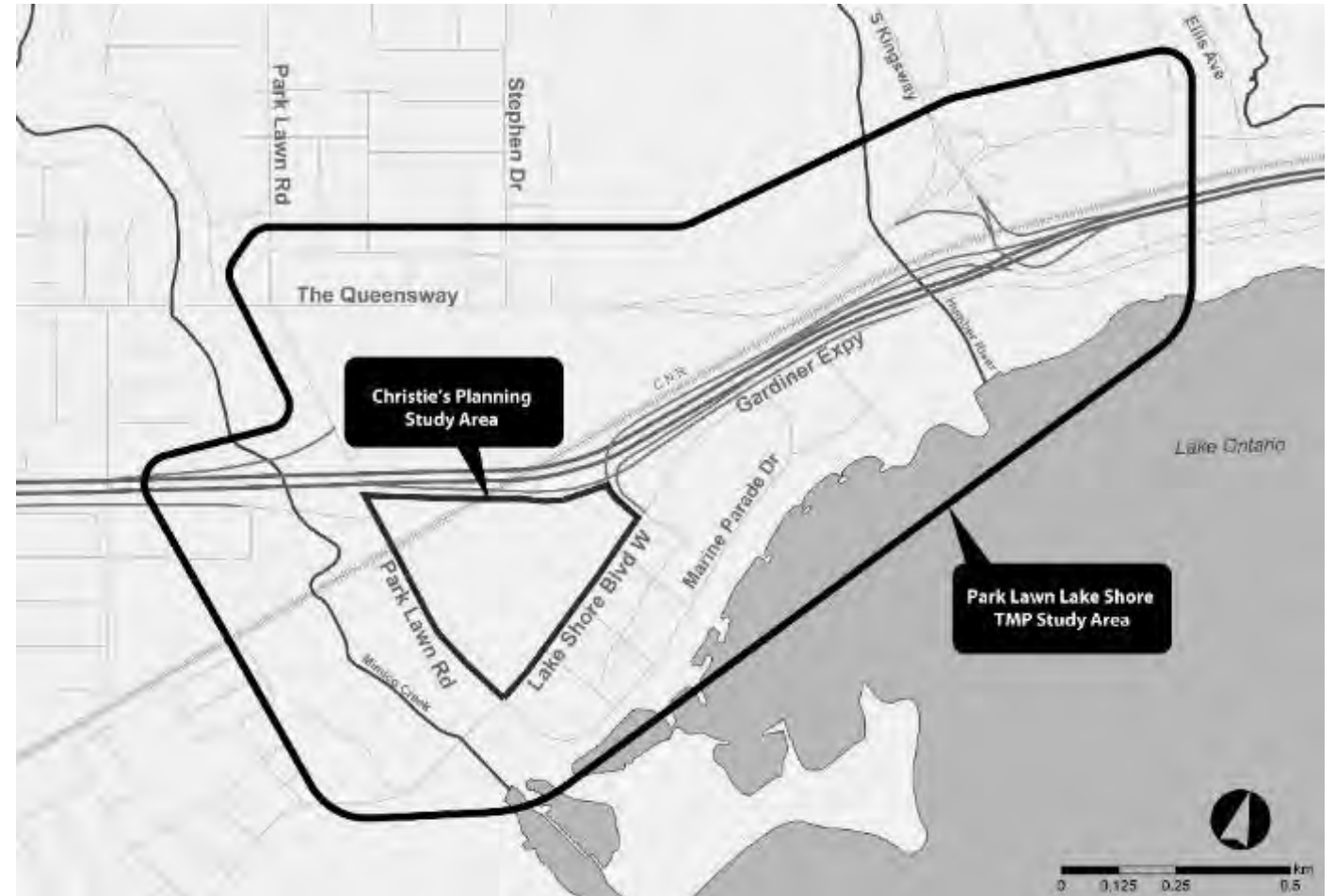
TMP OVERVIEW & RECAP

TMP OVERVIEW

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

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

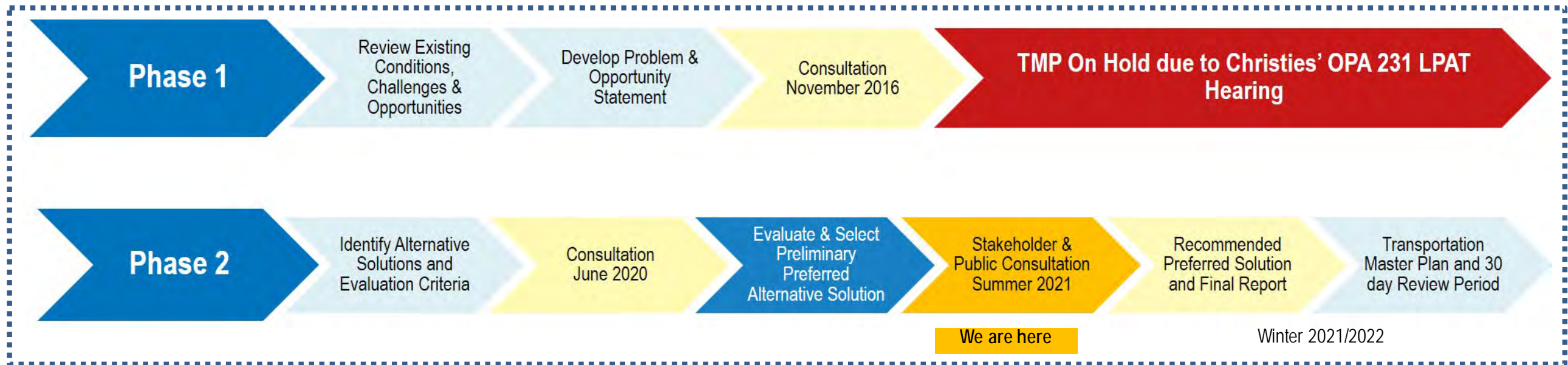
City staff are coordinating the TMP with the Christie's Planning Study and Park Lawn GO Station Transit Project Assessment Process (TPAP).



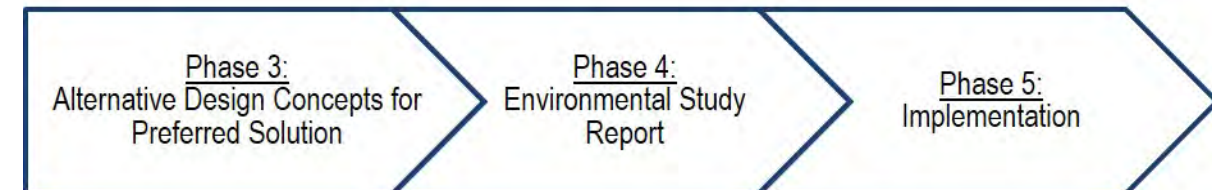
TMP STUDY PROCESS

The TMP is following Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) process, an approved planning process under the Ontario Environmental Assessment (EA) Act:

- Phase 1: identify transportation problems and opportunities
- Phase 2: develop, evaluate and recommend alternatives to address the identified problems and opportunities



Potential improvements recommended in the TMP that have a high cost and environmental impact will require further study in Phases 3 and 4 of the Municipal Class EA process at a later date.



ALIGNED POLICIES & INITIATIVES

Toronto Official Plan



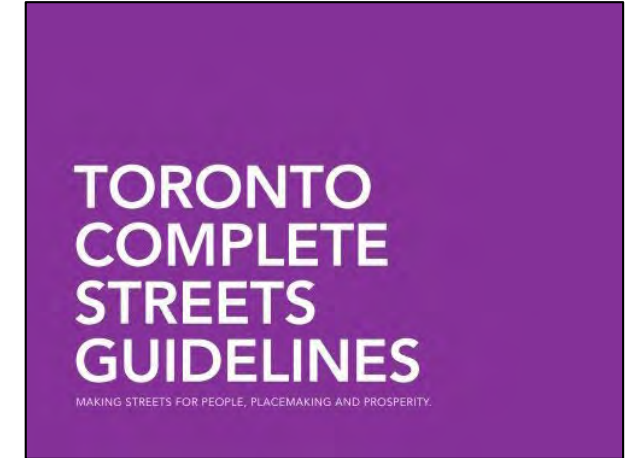
Waterfront Transit Reset



Cycling Network Plan



Complete Streets



Green Streets



Congestion Management Plan



Vision Zero



Gardiner Rehabilitation Strategy



Other local area policies and projects that have influenced the TMP include:

- Humber Bay Shores Precinct Plan
- Humber Bay Shores Traffic Impact Study
- Humber Bay Parks Project
- Humber Trail Improvements

- Mimico 20/20 Revitalization Action Plan
- Mimico Judson Secondary Plan and Urban Design Guidelines

PROBLEM & OPPORTUNITY STATEMENT

The TMP Study Area has limited transportation network connections to surrounding areas. In combination with significant growth, increased demands are placed on the transportation network. An integrated approach is required to meet the existing and future needs for all modes of travel for people who live and work in, and travel through the study area.

To address current transportation problems and meet future needs, there are opportunities for:



New connections and better access to street, transit and active transportation networks

- Additional safe and convenient connections across physical barriers
- Improved vehicle circulation
- Better management of traffic congestion
- Improved freight and goods movement



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

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



High quality streetscape design

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

RECAP OF EXISTING TRANSPORTATION CHALLENGES

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

Direction	Morning Peak Hour (2019)	Afternoon Peak Hour (2019)
Eastbound	10,433 vehicles	9,374 vehicles
% on Gardiner	49%	47%
Westbound	7,643 Vehicles	9,399 Vehicles
% on Gardiner	30%	40%
Total	18,076 Vehicles	18,873 Vehicles

Existing Vehicle Traffic Volumes

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

WHAT ARE WE PLANNING FOR IN THE FUTURE?

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

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

WHAT WE HEARD: Phases 1 & 2

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

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

Public Transit & Active Transportation

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

Changes to Major Streets

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

Gardiner Expressway

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



DEVELOPING & EVALUATING NETWORK ALTERNATIVES

WHAT HAVE WE BEEN DOING SINCE JUNE 2020

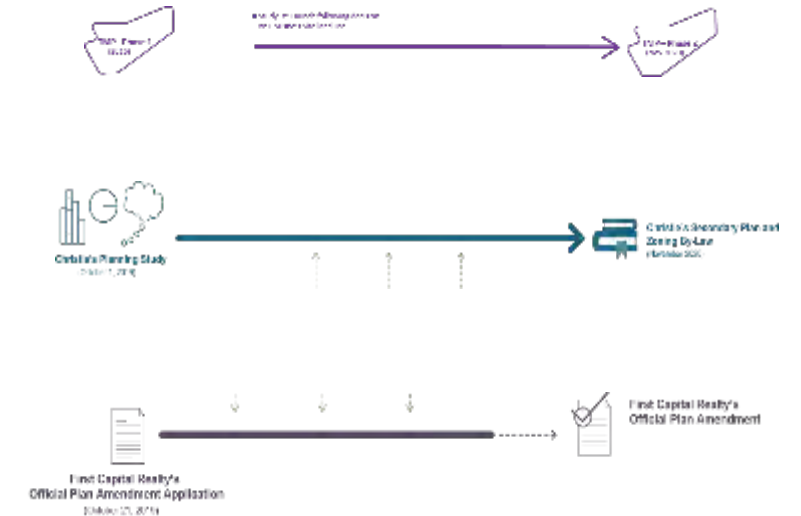
REFINING AND BUNDLING SHORT-LISTED IMPROVEMENTS INTO NETWORK ALTERNATIVES



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



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



NETWORK ALTERNATIVE CONSTANTS

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



PARK LAWN GO STATION



LAKE SHORE BLVD WEST



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

THE QUEENSWAY



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

NETWORK ALTERNATIVE VARIABLES

STREET CONNECTIONS



NUMBER OF TRAFFIC AND TURNING LANES



CONNECTIONS TO THE GARDINER EXPRESSWAY



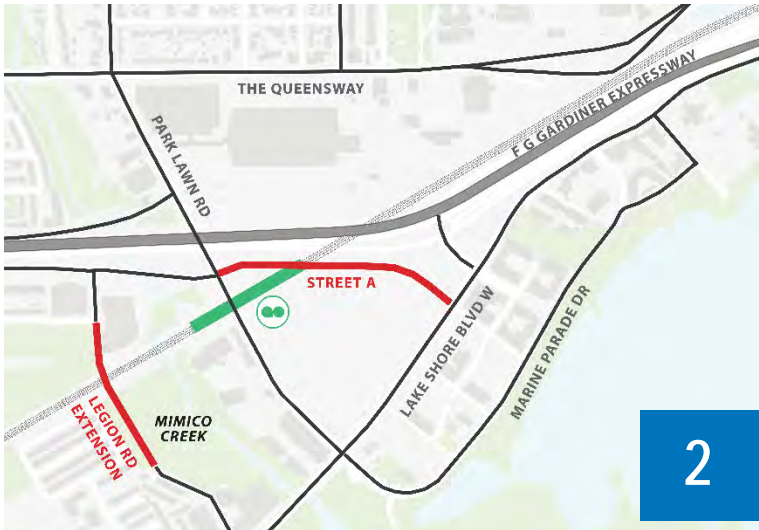
PUBLIC REALM SPACE & TYPE OF CYCLING FACILITY



NETWORK ALTERNATIVES



Future Do Nothing



Additional Traffic Capacity



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



Neighbourhood Main Streets










Neighbourhood Main Streets with 4-Lane Lake Shore



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

EVALUATION CRITERIA

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

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

ALTERNATIVE 1 – Future Do Nothing

STREET	KEY ELEMENT
Lake Shore Blvd West	<ul style="list-style-type: none">Existing conditions
Park Lawn Road	<ul style="list-style-type: none">Existing conditions4 traffic lanesExisting bicycle sharrows (in mixed traffic)
The Queensway	<ul style="list-style-type: none">4 traffic lanes
Legion Road Extension	<ul style="list-style-type: none">2 traffic lanesBi-directional cycle tracks



ALTERNATIVE 1 – Future Do Nothing

ADVANTAGES

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

DISADVANTAGES

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

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

ALTERNATIVE 2 – Additional Traffic Capacity

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



ALTERNATIVE 2 – Additional Traffic Capacity

ADVANTAGES

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

DISADVANTAGES

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

Overall traffic modelling network performance:

AM Peak Hour: Ranked 5th

PM Peak Hour: Ranked 2nd

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

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



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

ADVANTAGES

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

Overall traffic modelling network performance:

AM Peak Hour: Ranked 2nd

PM Peak Hour: Ranked 1st

DISADVANTAGES

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

ALTERNATIVE 4A – Neighbourhood Main Streets

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



ALTERNATIVE 4A – Neighbourhood Main Streets

ADVANTAGES

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

DISADVANTAGES

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

Overall traffic modelling network performance:

AM Peak Hour: Ranked 4th

PM Peak Hour: Ranked 5th

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

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



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

ADVANTAGES

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

DISADVANTAGES

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

Overall traffic modelling network performance:

AM Peak Hour: Ranked 1st

PM Peak Hour: Ranked 3rd

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

STREET	KEY ELEMENT
Lake Shore Blvd West	<ul style="list-style-type: none">Dedicated streetcar ROW4 traffic lanesUni-directional cycle tracks
Park Lawn Road	<ul style="list-style-type: none">2 traffic lanes, single left turn lanes at Gardiner ramps and at Lake ShoreUni-directional cycle trackMore space for wider sidewalks, street trees, dedicated curbside spaces, TTC bus lay-by at GO Station
The Queensway	<ul style="list-style-type: none">4 traffic lanesUni-directional cycle tracks
Street A	<ul style="list-style-type: none">4 traffic lanesSidewalks on both sidesUni-directional cycle tracksDedicated curbside spaces
Legion Road Extension	<ul style="list-style-type: none">Removed
North-South Street	<ul style="list-style-type: none">2 traffic lanesUni-directional cycle tracksModified Brookers Lane / Gardiner Ramps



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

ADVANTAGES

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

DISADVANTAGES

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

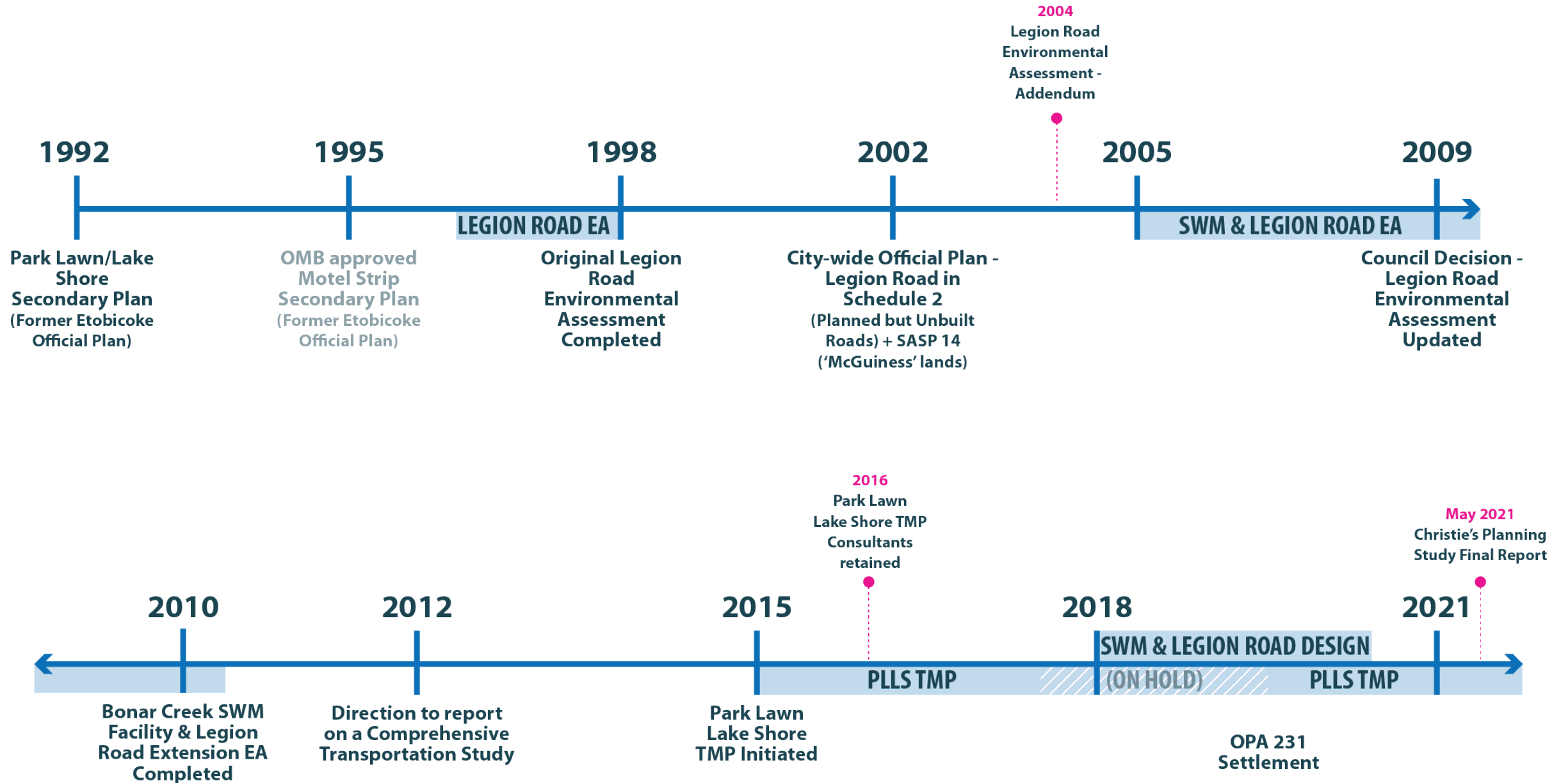
Overall traffic modelling network performance:

AM Peak Hour: Ranked 3rd

PM Peak Hour: Ranked 4th

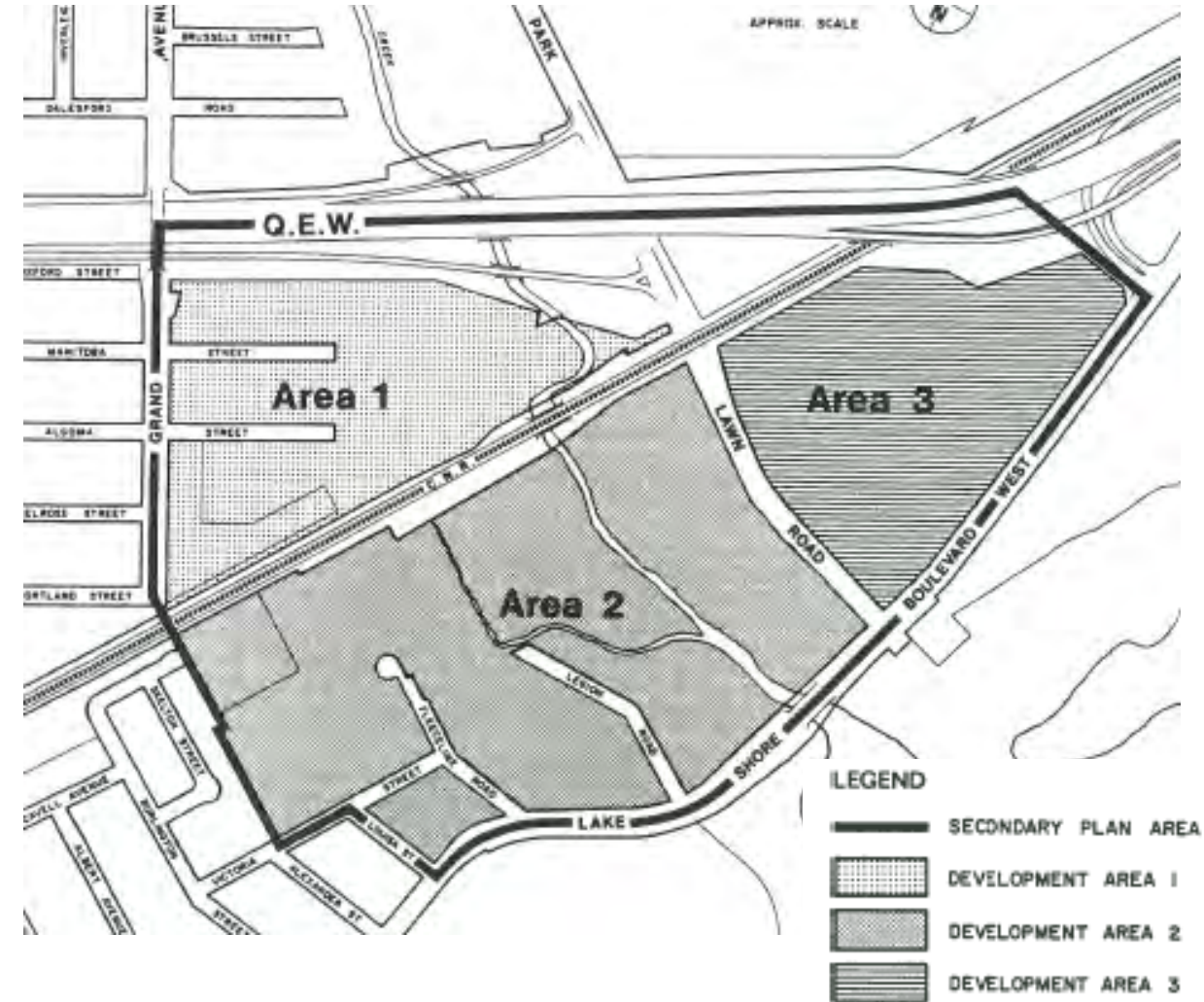
LEGION ROAD EXTENSION

LEGION ROAD EXTENSION – HISTORY AND CHRONOLOGY



LEGION ROAD EXTENSION – ORIGINAL RATIONALE

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



LEGION ROAD EXTENSION

BENEFITS

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









































CHALLENGES/KEY ISSUES

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

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

PRELIMINARY PREFERRED NETWORK

PRELIMINARY EVALUATION SUMMARY

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

Alternative 4B is the preliminary preferred network alternative.

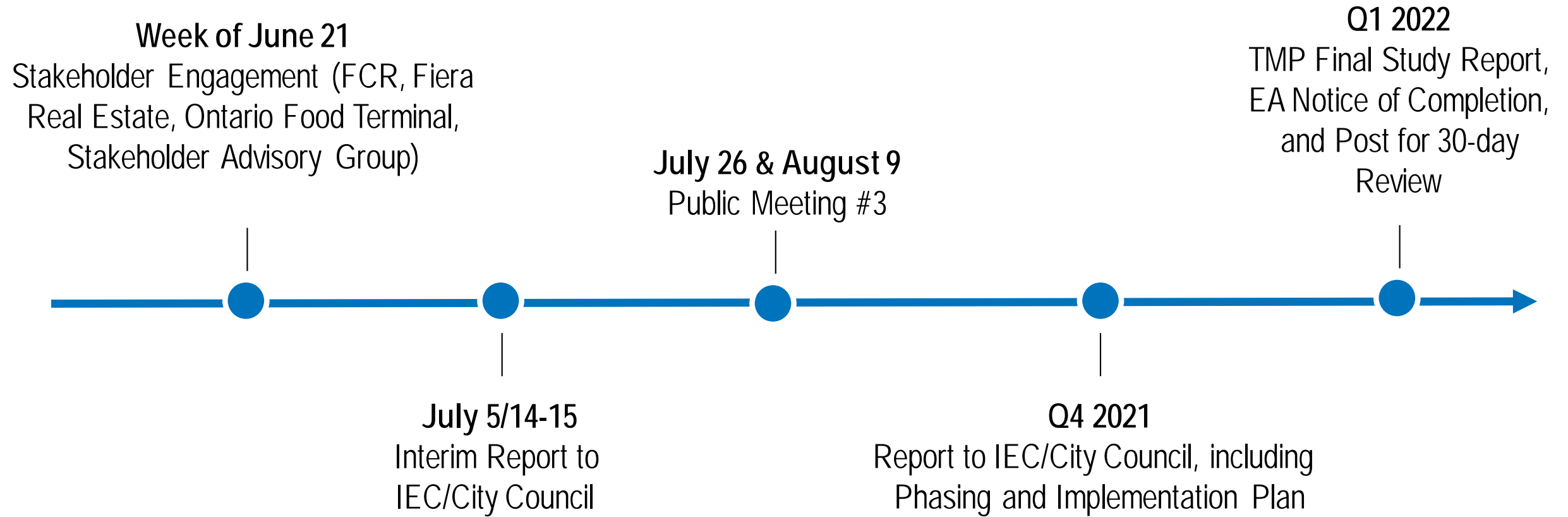
PRELIMINARY PREFERRED NETWORK: ALTERNATIVE 4B

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



NEXT STEPS

COMPLETING THE TMP – ANTICIPATED TIMING



HAVE YOUR SAY

We would like to hear from you.

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

www.toronto.ca/parklawnlakeshore

Kate Kusiak
Senior Coordinator, Public Consultation Unit

parklawn@toronto.ca

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55 John Street Toronto, ON. M5V 3C6

Appendix C: Stakeholder Meeting Minutes

- Oct. 6, 2020 – Humber Bay Shores Condo Association (HBSCA) Update Meeting
- June 23, 2021 – South Etobicoke Transit Action Committee (SETAC) Meeting
- June 23, 2021 – Ontario Food Terminal (OFT) Meeting
- June 24, 2021 – Sobeys/Fiera Meeting
- July 19, 2021 - Humber Bay Shores Condo Association (HBSCA) Update Meeting
- Notice of Public Event July 26, 2021, and August 9, 2021
- Etobicoke Guardian July 22, 2021, newspaper ad
- Nov. 2, 2021 – Hydro One Meeting #1
- Nov. 3, 2021 – Ontario Food Terminal Meeting
- Nov. 16, 2021 – Hydro One Meeting #2
- March 24, 2022 – Ontario Food Terminal Meeting
- March 30, 2022 – HBSCA Meeting
- April 20, 2022 – Ontario Food Terminal Meeting

Humber Bay Shores Condo Association Update Park Lawn Lake Shore Transportation Master Plan

October 6, 2020. 11:00 a.m. Webex

Attendees:

- Councillor Grimes Office: Councillor Grimes, Aaron Prance, Rebecca Guida
- City Staff: Dave Hunter, Robyn Shyllit, Sarah Phipps, Bruce Clayton
- HBSCA – Jim Reekie, Tom Arkay,

Topic	Comment	Response
Lake Shore bike lanes	Will bike lanes be installed on Lake Shore? Why can't the bike lanes from Mimico First Street, be extended all the way from Park Lawn to get to Humber River?	<ul style="list-style-type: none"> - Lakeshore includes bike lanes, separated preferred, need to determine what type of facility can fit into ROW design - Extension to Mimico is outside of study area for TMP, however we can take this back to the Cycling Team for consideration to see if it can fit into the rolling 3-year plan build out
Relief Road	On the Christie's site, it only appears that there are 2 entrances and exits, if 6000+ units are built there, they will tie up traffic on Park Lawn and Lake Shore, and it needs more entrances and exits. It will dump traffic at Brookers Lane. Relief Road should not connect back to Lakeshore, it should connect to Gardiner Ramps on Lakeshore extension or Gardiner directly.	<ul style="list-style-type: none"> - TMP will not fix traffic congestion in City, it will provide more connections and access. - The City does not think the relief road should connect to the Gardiner, because it will add more traffic to study area - Access from Relief Road into the Christie's site does exist, but difficult to see in existing maps - Developer has proposed two intersections on major streets for relief road connections, current proposal shows multiple signalized intersections, and opportunities for protected pedestrian crossings to GO Station - There are plans for signals on Park Lawn at Relief Road, and another set of lights south of rail tracks

**Park Lawn Lake Shore TMP
Stakeholder Meeting with Ontario Food Terminal
Wednesday, June 23, 2021, 2:00-3:00 PM**

Staff:

Kate Kusiak (PCU), Host
David Hunter (Transportation), Project Manager, Presenter
Cassidy Ritz (Transportation)
Robyn Shyllit (PCU), Q&A
Ryan Lo (PCU), Notetaking

Participants:

Bruce Nicholas, Ontario Food Terminal
Gianfranco Leo, Ontario Food Terminal

Agenda and Discussion

The discussion captured is summarized below. Questions are noted with a "Q", comments with "C", answers with "A", and action items with "Action." Answers were provided by David Hunter and Cassidy Ritz.

1. Welcome & Introductions by Kate Kusiak

2. Presentation by David Hunter

Q: Would there be only 1 lane each way on Park Lawn?

A: In alternative 1 (Do Nothing), the 2 lanes each way would be maintained. In alternative 2, there would be additional turn lanes. In Alternatives 3 and 4, 1 lane will be removed each way on Park Lawn.

C: There will be congestion on Park Lawn if lanes are taken away.

A: Traffic modelling is done to understand the volume on Park Lawn, and how the future Street A will accommodate the volume.

C: Traffic is increasing on Prince Edward Dr. Traffic is there whether we like it or not.

Q: What is the impact of the new north-south street going up to The Queensway? Can we extend Grand Ave to make that north-south connection across the rail line?

A: Legion Rd has been the solution being contemplated. It is not physically possible to connect Grand Ave. But even then, Legion Rd is not meant to be a major north-south connection to The Queensway.

C: The food terminal does not need another access. We need every inch of our property. Don't take any of our land.

Q: What purpose does the north-south road serve? It's a dead end. Traffic on Queensway is bumper-to-bumper, it is difficult to go westbound from the food terminal.

A: From a network perspective, the Park Lawn intersections would improve because of the new connections.

C: Most truck traffic comes from the west, off the Gardiner onto Park Lawn northbound, then they turn right onto The Queensway. The internal driveway on the northeast edge is for trucks to line up away from The Queensway.

C: Tractor trailer activity would be dangerous if mixed with pedestrians in the plaza.

**Park Lawn Lake Shore TMP
Stakeholder Meeting with South Etobicoke Transit Action Committee (SETAC)
Wednesday, June 23, 2021, 1:00-2:00 PM**

Staff:

Kate Kusiak (PCU), Host
David Hunter (Transportation), Project Manager, Presenter
Robyn Shyllit (PCU), Q&A
Ryan Lo (PCU), Notetaking

Participants:

David Meurer, Co-Chair of SETAC
Michael Olivier, Co-Chair of SETAC
Les Veszlenyi, Member of SETAC

Agenda and Discussion

The discussion captured is summarized below. Questions are noted with a "Q", comments with "C", answers with "A", and action items with "Action." Answers were provided by David Hunter.

1. Welcome & Introductions by Kate Kusiak

2. Presentation by David Hunter

Q: In alternative 4B, Street A brings traffic back to Lake Shore Blvd. Since we know 97% traffic is bypass traffic, wouldn't this new street create a new bottleneck?

A: Part of the objectives for alternatives 4A, 4B and 4C is to discourage the through-traffic bypassing the Gardiner. In alternative 3, by creating a new ramp, it would create a more attractive alternative for bypass traffic that has nothing to do with the local area.

Q: We don't want bypass traffic coming into the local area at all. Can there be a combination between alternatives 3 and 4?

A: We are trying to discourage the bypassing behaviour as much as we can. By building the direct ramp connection, it would help encourage that behaviour. It would create essentially an extension of Gardiner.

C: There are other options. The collector lane Park Lawn off-ramp can be signed as local traffic only during peak hours. The City can also use licensing technology like the 407 and ticketing. It is more cost-effective than building new infrastructure.

Q: The network alternative variables listed are missing the transit variable, where are the transit network alternatives? The commute time in the Christie's loop would cancel out the time saved in the dedicated transit right-of-way. The connection to the future Ontario Line station at Exhibition should also be considered.

A: Agreed. Transit is a constant, not a variable in the study. The new GO station is not the only factor being considered. We need to see how to implement these priorities in the Phasing and Implementation Plan. The big moves include new street connections.

C: But they are only streets.

A: The new streets can accommodate TTC bus connections.

Q: Looking at the BA Consulting's materials (consultant representing First Capital), the study area has been expanded to include Legion Rd. Is their study area bigger than the City's study area?

A: The City's study area was expanded to Legion Rd earlier where we would see infrastructure improvements. The BA Consulting area that was referred to might be the traffic modelling area.

Q: Street A will be used to bypass congestion on Park Lawn. Is there data on how much traffic will be bypassing?

A: Traffic model will be looking at volume of bypass traffic, more so in the eastbound direction going onto Lake Shore or back onto Gardiner. Street A would have more traffic when it is connected the Gardiner Expressway in Alternative 3 than not in other alternatives.

Q: By keeping Park Lawn as 2 lanes each way and reducing Lake Shore 1 lane each way, how would that impact the transit right-of-way?

A: In alternative 4A, the 2 lanes on Lake Shore do not affect the transit right-of-way, but there would be additional space for other things like public realm improvements. The model actually shows that there would be marginal improvements to transit.

Q: Could you explain why the north-south street and ramp are exclusive?

Action: Unanswered question. Require follow-up.

Q: Would another option be Legion Rd for ped and cycling traffic only?

Action: Unanswered question. Require follow-up.

Q: Transit is not as effective as it could be. The 501 streetcar experiences congestion at intersections today, would they get signal priority?

A: In all alternatives, transit would get signal priority, especially eastbound. But we need to think about the transition between mixed traffic and dedicated right-of-way. The TMP doesn't dive deep into the operational aspect but we will look into signal priority.

Q: Did they take into account the transfer fare discount (between GO and TTC)?

Action: Unanswered question. Require follow-up.

Q: Are school buses considered?

A: School bus loading is anticipated on the south side of Street A. Alternative 4B accounts for more right-of-way width.

Q: Is it necessary to maintain the Humber loop?

A: TTC needs to keep the Humber loop to provide operational flexibility. The Christie's loop road is additional.

Q: The Christie's loop road is planned for phase 3 of the development. Could it be sooner?

A: The TMP has limited influence on the Christie's site planning process. David will bring this back to the development group.

**Park Lawn Lake Shore TMP
Stakeholder Meeting with Sobeys/Fiera
Thursday, June 24, 2021, 1:00-2:00 PM**

Staff/Panelists:

Kate Kusiak (PCU), Host
David Hunter (Transportation), Project Manager, Presenter
Cassidy Ritz (Transportation)
Ryan Lo (PCU), Notetaking
Kasra Khajavi (Transportation)
Gerry Rogalski (Official Plan)
Sabrina Salatino (Community Planning)
Wai Ming Lo (Transportation)
Luigi Nicolucci (Transportation)

Participants:

Albert Tansley
Kathy Black
John Mende
Eldon Theodore
James Schofield (WSP – Queensway)
Brendan Quinn (WSP – Queensway)

Agenda and Discussion

The discussion captured is summarized below. Questions are noted with a "Q", comments with "C", answers with "A", and action items with "Action." Answers were provided by David Hunter and Cassidy Ritz unless otherwise noted.

1. Welcome & Introductions by Kate Kusiak

2. Presentation by David Hunter

Q: The preliminary plans of the conversion application at 125 The Queensway include an internal street network, which should be compatible with the north-south street proposed in alternatives 4A, 4B, and 4C. Has the City looked at the right-of-way width?

A: The concept plan has been looked at and the right-of-way width was noted. This project has not progressed to 10% design stage yet so the project team does not have the exact right-of-way width. The ballpark estimate of the width would be 23-26 m. It is still too early in the process but the project team would like to have further conversations with the applicant.

C: Right now the applicant's team is planning for 18.5 to 20 m.

Q: Is the new north-south street going over or under the rail corridor?

A: It is going under both the rail corridor and the Gardiner Expressway. It is technically challenging but this option is the most technically feasible compared to other options. There is more work to do to understand the grade separation. The project team also needs to work with the Ontario Food Terminal to determine the alignment.

C: It would be good to know the grade separation and sloping sooner rather than later. Timing of implementation is important to know.

A: Street A is the top priority because of cost-sharing agreements with the developer of the Christie's site but the next priority has not yet been decided.

C: A high-level transportation assessment has been done for the conversion request.

A (Luigi N.): The high-level assessment is sufficient at the moment but once the uses and scale are confirmed, there needs to be a more detailed assessment.

Q: What is the timeline of the watermain work upgrade?

Action: We will need to get timing from The Queensway team.

Q: What is the timing of the Environmental Assessment and construction?

A: There is no firm timeline yet. Preliminary cost schedules required, which should be available later this year.

Q: What will be presented to the public? Will all the alternatives be shown or only the preferred alternative?

A: The City will show all the alternatives that were presented to the stakeholders, but will indicate 4B as the preliminary preferred option.

C: We would be interested in seeing the preliminary work done on the vertical profile of the north-south street.

A: The project team needs to first receive Council direction regarding all the proposed streets. The team will check in with stakeholders again later this year, and there is a need to further discuss the north-south street alignment with the food terminal.

Action: Set up a check-in for later this year.

Q: *[missed the question due to audio issue]*

A: Alternatives 4A and 4B would not necessarily generate more traffic but we need to make sure the food terminal is operational.

Q: The current tenants will remain in place for the next 5-7 years. If the north-south street advances before the conversion request goes through, how can we accommodate that situation?

A: The new north-south street will not be constructed within the next 5-7 years. The City will ensure to consider the existing tenants if it does advance ahead of the conversion request process.

Minutes of Meeting

Date of Meeting	July 19, 2021	Start Time	10:00 am	11:00 am
Project Name	Park Lawn Lake Shore TMP			
Location	Webex			
Attendees	City Staff: David Hunter, Robyn Shyllit, Bruce Clayton HBSCA: Jim Reekie Councillors Office: Kim Edgar			
Distribution	Participants			
Minutes Prepared By	Robyn Shyllit, Kate Kusiak			

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

Item	Description	Action By
1.	Introductions	
1.1	All parties introduced themselves and their role.	Info
1.2	Key topics identified in HBSCA Letter (dated July 2, 2021): <ol style="list-style-type: none"> 1. Street A would replicate Marine Parade Drive (MPD) experience and would place more traffic on Lake Shore Boulevard West (LSBW) especially on the narrow west side of the Humber 2. Alternative #4B would increase traffic on LSBW 3. HBSCA can support Alternative #3 with traffic restrictions from Street A onto LSBW as it is less of a burden than 4B 4. Street A to LSBW would create another bottleneck similar to Park Lawn/LSBW/Brookers. The neighbourhood needs a way to get back onto the Gardiner Expressway East. 	Info
2.	Question & Answer	
2.1	The TMP is intending to: <ol style="list-style-type: none"> A. Create a grid network of streets for traffic and other users to choose many routes and modes to travel to and from various destinations B. Create improvements to prioritize transit, cycling and walking over the longer term C. Discourage Gardiner traffic from cutting through this neighbourhood. Alternatives 4A-B-C are trying to transform Park Lawn and other streets into a neighbourhood-oriented street by proposing other modes of travel such as cycling, walking and dedicated transit. The Christie site will be	Info

Item	Description	Action By
	built out in phases, and the TMP will also include an phasing plan. Over time the area will see a gradual shift in travel modes.	
2.2	New suggestions from HSCA: <ol style="list-style-type: none"> 5. Close MPD in morning 7-10am eastbound 6. Shore Breeze one-way south to MPD 7. Silver Moon one-way north to LSBW 8. Improvements to Marginal Boulevard and Brookers Lane 9. Restrict/No Parking on all/any north-south streets located south of LSBW 10. Restrict/No Parking on Annie Craig or Laneway north of Annie Craig 	Info
2.3	Staff Reply to #5: Close MPD in mornings <ul style="list-style-type: none"> • Currently no right turn from LSBW to MPD from 7-9am Mon to Friday and a change would require City Council approval. • Signage would not be effective to stop ALL traffic from Park Lawn onto MPD would need to be throughout the day. • Significant traffic and safety concerns include the posted speeds would not permit traffic to safely react, and all the traffic would be forced to the next local road. 	Info
2.4	Staff reply to #6: Shore Breeze one-way south <ul style="list-style-type: none"> • This street is still under developer's jurisdiction and not yet in the public right-of-way. Once they are conveyed to the City, staff can review this request and look for support from the community. 	Info
2.5	Staff reply to #7: Silver Moon one-way north <ul style="list-style-type: none"> • See reply above 	Info
2.6	Staff reply to #8: Marginal Blvd and Brookers Lane improvements <ul style="list-style-type: none"> • Staff can review potential improvements to Brookers Lane during the detail design stage when the ramps and LSBW improvements move ahead. Suggestions to change Marginal Lane will be shared with staff for future consideration. 	Info
2.7	Staff reply to #9: Parking restriction streets south of LSBW <ul style="list-style-type: none"> • Parking restrictions on LSBW will be reviewed with the next stage of design for LSBW and may require further community consultation to implement and change the City bylaw. 	Info

Item	Description	Action By
2.8	Staff reply to #10: Parking restriction on Annie Craig & lane to north <ul style="list-style-type: none"> Parking restrictions on Annie Craig or laneway north of Annie Craig may be considered by Councillor request to begin the community consultation to implement the change and City bylaw. 	Info
3.	Next Meeting	
3.1	TBD	Kate

Park Lawn Lake Shore Transportation Master Plan Stakeholder meeting with Humber Bay Shores Condo Association

Date: July 19, 2021 at 10 a.m.

Attendees: David Hunter (TMP lead), Bruce Clayton (City staff), Robyn Shyllit (City staff), Jim Reekie (HBSCA), Kim Edgar (Councillors Office)

Key Topics and Concerns from HBSCA (Letter dated July 2, 2021):

1. Street A would replicate Marine Parade Drive experience and would place more traffic on Lake Shore Boulevard West (LSBW), especially on the narrow west side of the Humber
2. Alternative 4B would increase traffic on LSBW
3. HBSCA can support Alternative 3 with traffic restrictions from Street A onto LSBW as it is less of a burden than 4B.
4. Street A to LSBW would create another bottleneck similar to Park Lawn/LSBW/Brookers. The neighbourhood needs a way to **get traffic back onto the Gardiner Expressway east.**

Staff Response to #1 - 4:

The TMP is intending to:

- A. Create a grid network of streets for traffic and other users to choose many routes and modes to travel to and from various destinations
- B. Create improvements to prioritize transit, cycling and walking over the longer term
- C. Discourage Gardiner traffic from cutting through this neighbourhood.

Alternatives 4A-B-C are trying to transform Park Lawn and other streets into a neighbourhood-oriented street by proposing other modes of travel such as cycling, walking and dedicated transit. The Christie site will be built out in phases, and the TMP will also include an phasing plan. Over time the area will see a gradual shift in travel modes.

New Suggestions from HBSCA #5 to 10:

Additional Suggestions for traffic changes:

5. Close Marine Parade Drive in morning (7-10am) eastbound
6. Shore Breeze one-way south to Marine Parade Drive
7. Silver Moon one-way north to LSBW
8. Improvements to Marginal Boulevard and Brookers Lane
9. Restrict/No parking on all/any north-south streets, located south of LSBW
10. Restrict/No parking on Annie Craig or Laneway north of Annie Craig

Staff Responses to #5 to 10:

5. Currently no right turn from LCBW to MPD from 7-9am Mon to Friday and a change would require City Council approval. Signage would not be effective to stop ALL traffic from Park Lawn onto MPD would need to be throughout the day. Significant traffic and

safety concerns include the posted speeds would not permit traffic to safely react, and all the traffic would be forced to the next local road.

6. This street is still under developer's jurisdiction and not yet in the public right-of-way. Once they are conveyed to the City, staff can review this request and look for support from the community.
7. Silver Moon – see reply for b)
8. Staff can review potential improvements to Brookers Lane during the detail design stage when the ramps and LSBW improvements move ahead. Suggestions to change Marginal Lane will be shared with staff for future consideration.
9. Parking restrictions on LSBW will be reviewed with the next stage of design for LSBW and may require further community consultation to implement and change the City bylaw.
10. Parking restrictions on Annie Craig or laneway north of Annie Craig may be considered by Councillor request to begin the community consultation to implement the change and City bylaw.

Call **3-1-1**

The City of Toronto holds public consultations as one way to engage residents in the life of their city. We invite you to get involved.

Park Lawn Lake Shore Transportation Master Plan (TMP)

Notice of Public Event

The City of Toronto is continuing to advance the Park Lawn Lake Shore Transportation Master Plan (TMP) Study to identify transportation improvements for all modes to support the continued development of the Park Lawn / Lake Shore community. We invite you to the third Public Meeting to learn more about the TMP and share your feedback on work completed to date.



Monday, July 26, 2021. 4:00 p.m. to 6:00 p.m.
45 minute Presentation, followed by Question & Answer



Monday, August 9, 2021. 6:00 p.m. to 8:00 p.m.
45 minute Presentation, followed by Question & Answer



Presentation video will be available after July 26
toronto.ca/parklawnlakeshore



Join by computer, phone or tablet:
Register at toronto.ca/parklawnlakeshore



Join by phone (audio only): Dial 416-915-6530
July 26 Access Code: 177 465 6456
August 9 Access Code: 177 053 7356



Provide your comments by email, phone or online survey by August 15, 2021.

The Park Lawn Lake Shore TMP examines a range of transportation infrastructure improvements to help address existing and future challenges in the area. The TMP is following Phases 1 and 2 of the Municipal Class Environmental Assessment process, which include identifying problems and opportunities, developing and evaluating alternatives, and recommending a preferred network alternative with stakeholder and public engagement.

The Preliminary Preferred Network is "Network Alternative 4B: Neighbourhood Main Streets with 4-Lane Lake Shore" which:

- Provides a connected, multi-modal transportation network that accommodates all transportation users, and prioritizes transit use, walking, and cycling
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- Improves community access to higher-order transit and improves streetcar priority
- Helps reduce neighbourhood traffic infiltration impacts from the Gardiner Expressway

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.



We would like to hear from you.

To comment or if you are unable to attend, contact:
Kate Kusiak, Public Consultation, City of Toronto



Email: parklawn@toronto.ca



Tel: 416-392-1932

Visit: toronto.ca/parklawnlakeshore
Metro Hall, 55 John Street, 19th Floor,
Toronto, ON M5V 3C6

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To comment or if you are unable to attend, contact:
Kate Kusiak, Public Consultation, City of Toronto



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Minutes of Meeting

Date of Meeting	November 2, 2021	Time	10:00am – 11:00am	Project Number	60494141
Project Name	City of Toronto Park Lawn Lake Shore Transportation Master Plan (TMP)				
Location	Microsoft Teams Teleconference				
Regarding	Hydro One Meeting				
Attendees	Matey Matev	Hydro One – Sr. Network Management Officer			
	Brent Currie	Hydro One – Network Management Officer			
	Cassidy Ritz	City of Toronto – Manager, Major Projects			
	Dave Hunter	City of Toronto – Project Manager			
	Wai Ming Lo	City of Toronto – Project Coordinator			
	Kevin Phillips	AECOM – Sr. Project Manager			
	Andrea Potter	AECOM – Sr. Environmental Planner			
Distribution	Attendees				
Minutes Prepared By	Andrea Potter and Kevin Phillips				

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

1. Transportation Master Plan (TMP) Overview	Action
<p>Following introductions K. Phillips (AECOM) provided an overview of the City's Park Lawn / Lake Shore TMP study and current status highlighting the following:</p> <ul style="list-style-type: none"> Study was initiated in 2016 and is examining a range of transportation infrastructure improvements to help address existing and future challenges affecting the Park Lawn – Lake Shore study area. TMP is following the Municipal Class Environmental Assessment (MCEA) process Phases 1 & 2 and will identify the transportation problems/opportunities as well as develop, evaluate, and recommend alternatives to address the issues. TMP area of study includes The Queensway (north), Lake Ontario (south), Legion Rd. (west), and Ellis Avenue (east). TMP being coordinated with Christie Site Planning Study and the Park Lawn GO Station Transit Project Assessment Process (TPAP). Christie's Site is a significant development proposal within the TMP area of study proposing a mixed use development, including the new GO station. 	
2. TMP Preliminary Preferred Alternative Solution	Action
<ul style="list-style-type: none"> Following consideration of a number of alternatives and extensive consultation, including 3 Public Information Centres, the City identified Transportation Network Alternative 4B as the Preliminary Preferred Alternative Solution for the Park Lawn Lake Shore TMP at the most recent PIC in July/August 2021. 	

- Alt. 4B proposes a number of improvements that include a connected, multi-modal transportation network for all transportation users including transit, walking, and cycling as well as improved community access to higher-order transit and improved streetcar priority. Alt. 4B also supports the long-term build-out of the Christie's site and includes three new street connections that include an E-W route (Street A) through the Christie's Site, an extension of Legion Rd., and a new N-S Street as illustrated in the image below.



- The proposed N-S Street is the focus of today's discussion given the potential to impact existing Hydro One facilities located north of the railway corridor.
- D. Hunter (City) noted that as part of TMP process a number of alternatives were considered. One of the focal points being the need to find new connections over existing barriers (i.e. rail corridor, Gardiner Expressway etc.) given that the area is somewhat landlocked and constrained.
- Further, the team studied a variety of potential alignments for the N-S Street, further west and east, but the current alignment as presented is the only reasonably technically feasible alignment for the north-south corridor.

Proposed N-S Street Corridor

- The proposed N-S Street will connect Lake Shore Boulevard West with The Queensway and will need to cross both the Gardiner Expressway and the existing rail corridor.
- M. Matev (Hydro) questioned whether the City would re-use the existing Gardiner ramp tunnels at the subject location. K. Phillips (AECOM) indicated this was unlikely given that the N-S Street concept proposes a much deeper elevation profile to get under both the rail and Gardiner corridors.

3. Hydro One Corridor

Action

Impacts and Setback Requirements

- M. Matev (Hydro) noted that the affected hydro corridor is very important and carries 4 transmission lines which feed most of the west part of the City (basically everything west of Dufferin Street).

<ul style="list-style-type: none"> Given that the proposed roadway is lower and close to the hydro corridor, there will likely need to be some kind of retaining wall near the hydro tower. M. Matev (Hydro) advised that a 15 m clearance is required around each leg of the hydro tower for access/maintenance. B. Currie (Hydro) clarified that a minimum of 10 m offset below grade around the foundations of each tower will be needed. M. Matev (Hydro) advised that access to the towers will need to be maintained throughout construction. The current access to the existing Hydro facilities was discussed. ACTION: M. Matev (Hydro) to confirm the current access arrangement for the corridor (i.e. via 125 The Queensway or from the Ontario Food Terminal (OFT)) and advise the City / AECOM. C. Ritz (City) questioned if there is the potential to move the towers similar to an alternate City/Hydro project (i.e. Don Roadway). M. Matev (Hydro) advised that this could be explored further; however, a relocation would take considerable time and money, which will need to be paid for by the City of Toronto. D. Hunter (City) noted that if the towers had to be moved it would be good to know the process required and whether it is an option or not. K. Phillips (AECOM) questioned since it is an important transmission line is redundancy in place or would the new structure(s) need to be built first and then the infrastructure switched? M. Matev (Hydro) noted that normally they build the new structure and then make the switch. 	Hydro One
<p>Land Ownership of Hydro Corridor</p> <ul style="list-style-type: none"> M. Matev (Hydro) advised that Hydro does not own the subject corridor and that it is likely owned by the Province through the Bill 58 land easement process. K. Phillips (AECOM) noted that the Ontario Food Terminal (OFT) has storage within the subject corridor and questioned if the OFT has an agreement with hydro or the Province. ACTION: M. Matev (Hydro) to confirm ownership of the subject corridor and inform the City / AECOM. 	Hydro One
<p>4. Preliminary Review and Cost Estimate</p>	Action
<ul style="list-style-type: none"> D. Hunter (City) questioned whether a potential cost estimate could be gleaned from the alternate Don Roadway project that involved the relocation of existing Hydro facilities. M. Matev (Hydro) advised that the City proceed with caution if using a past project to estimate costs since it depends on the location and works proposed. The potential to provide a cost estimate using the 10% design was discussed, but M. Matev (Hydro) indicated that a 10% design would be too early in the process. As an alternative M. Matev (Hydro) suggested that Hydro One complete a "Preliminary Review" of the works proposed for the N-S corridor and the potential to impact existing Hydro One infrastructure. Through a "Preliminary Review" Hydro One could provide general feedback and flag any critical items and showstoppers. D. Hunter (City) noted the City timeline indicating the need to report to Council with a 10% design and associated costs and noted that if Hydro One could include a high-level cost estimate as part of their Preliminary Review that would be appreciated. 	

<ul style="list-style-type: none"> • C. Ritz (City) advised that a high-level benchmark estimate would be helpful, and the City could include caveats acknowledging that costs will change over time. • M. Matev (Hydro) noted that to address the City's request would involve two separate processes. The "Preliminary Review" is more of a technical review only, while the provision of a high-level cost estimate requires a separate "Preliminary Location Assessment" that can take several months to complete. • ACTION: City will forward the 10% design package to Hydro One to undertake a "Preliminary Review" to provide feedback on the proposal, and subsequently a Preliminary Location Assessment involving a high-level Class 5 cost estimate. • ACTION: To assist the City, Hydro One to provide a one-page outline of the process and drawing submission requirements. • B. Currie (Hydro) stressed that the City also give some thought as to ultimate infrastructure requirements and consideration of future needs so that the relocation of Hydro facilities is only a one time occurrence. 	<p>AECOM / City</p> <p>Hydro One</p>
<p>5. Future Points of Contact</p>	<p>Action</p>
<p>Hydro One Design Submissions</p> <ul style="list-style-type: none"> • For the design submissions as proposed, M. Matev (Hydro) advised that the Hydro One Real Estate team needs to be involved. Usually everything would go through that person and they would disseminate the information to the required Hydro team (i.e. Brent/Matev/etc.). However, Brent and Matev can be copied. • ACTION: M. Matev to inform the Real Estate representative of today's discussion and provide the contact information to the City / AECOM. • ACTION: The future submission for the Preliminary Review and the Preliminary Location Assessment is to be submitted to the Hydro One Real Estate division representative with a copy to Matev Matev and Brent Currie. <p>Class Environmental Assessment (EA) Notifications</p> <ul style="list-style-type: none"> • B. Currie clarified that for all EA related items, these will continue to be submitted to the Secondary Land Use email at secondarylanduse@hydroone.com 	<p>Hydro One</p> <p>AECOM / City</p>

Minutes of Meeting

Date of Meeting	November 3, 2021	Start Time	2:00 pm	3:00 pm
Project Name	The Queensway Complete Streets & Park Lawn Lake Shore TMP			
Location	Webex			
Attendees	Ontario Food Terminal: Bruce Nicholas, Gianfranco Leo, Gary Da Silva City Staff: Adam Popper, Cassidy Ritz, David Hunter, Ryan Lo, Joe Corigliano, Zeeshan Abdy, Kate Kusiak, Robyn Shyllit			
Distribution	Participants			
Minutes Prepared By	Kate Kusiak			

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Item	Description	Action By
1.	Introductions	
1.1	All parties introduced themselves and their role.	Info
2.	General Discussions	
2.1	Provide hard copies of the presentation to OFT	City
2.2	What We've Heard: <ul style="list-style-type: none"> the right turn curb from The Queensway into the OFT main gate was done around 2017 which allowed the trucks easily make the right into the OFT 	Info
2.3	Ongoing Area Initiatives: <ul style="list-style-type: none"> Park Lawn Lake Shore TMP will reach out later this year to schedule a meeting with OFT. Expect multiple meetings with OFT. PLLS TMP are preparing a phasing and implementation plan, 10% design and cost estimate; final TMP to City Council in Q1 2022 so the City can submit the EA to the province 	Info
2.4	Truck Movement Today: <ul style="list-style-type: none"> Further explanation of heavy traffic (red) on The Queensway (east of Park Lawn to Stephen) compared to the other segments/roads. The red line shows a cumulative impact of the number of vehicles coming from other streets onto The Queensway and includes data based on traffic queues. It doesn't show the capacity of the roadway or the congestion level. It is not intended to demonstrate problems, but to reveal design inputs and acknowledge the importance of The Queensway as an important roadway for trucks, buses and cars. 	Info

Item	Description	Action By
2.5	<p>Q: Are you planning to remove street parking?</p> <p>A: City is looking at two options: the current design maintains the street parking here or can be replaced with green space, café space, additional trees etc., based on stakeholder and public input.</p>	Info
2.6	<p>Q: Will the cycle track / sidewalk be raised or flushed with the road at the Entry Gate/Access into OFT?</p> <p>A: Both the cycle track and sidewalk will be flush with the road. The cycle track will be asphalt and the sidewalk will be concrete.</p>	Info
2.7	<p>Tractor Size: The length of long haul tractor trailers (some with cabs) are about 75 feet or 23 metres. This info will help the design team to review the turning radius (current radius is 15 metres). City follows The Road Engineering Design Guidelines for Curb Radii) The City uses them as well as local considerations to improve safety and accommodate existing uses including the vehicles accessing through the OFT gate.</p>	Adam
2.8	<p>Truck Apron: Similar to those found on roundabouts. Their purpose is to improve safety by reducing the speeding of passenger vehicles during a turn but still accommodate traffic (not a speed bump).</p> <ul style="list-style-type: none"> Truck pallets should not be disturbed if the wheels go over the apron as the angle is gentle and low-mounting and is designed to withstand and accommodate large trucks. 	Info
2.9	<p>Land required for the design at Park Lawn and Queensway: Will need to present this to the OFT Board of Directors. OFT currently agrees that this grassy area is not an essential part of the functions and operations of the terminal.</p> <ul style="list-style-type: none"> Purple area is the existing easement. Burgundy area is the City's current expectation for a private property impact (easement or land taking to be determined) Navy area is additional potential area that the City may also need as the designs are further refined over 2022 	Info
2.10	<p>OFT Signage & Revenue: Potential opportunity for OFT to install a sign near this corner to produce additional OFT revenue and may be a factor in further discussions with the City and acquisitions process & design considerations.</p>	Info
2.11	<p>Traffic Signalling: Signalling and timing is a concern on The Queensway as there is a line up to make left turns at Stephen or the Water Treatment Plant. City has also heard similar comments and traffic timing and signalling will be included in this project to help reduce bottle necks in traffic.</p>	Info

Item	Description	Action By
2.12	Follow Up: <ul style="list-style-type: none"> OFT BOD next meeting is December 1 but will try to get consensus before November 12 and contact City with any comments and feedback. 	OFT
3.	Next Meeting	
3.1	TBD – Q4 2021 regarding Park Lawn Lake Shore TMP, specifically New North-South Road	Kate

Minutes of Meeting

Date of Meeting	November 16, 2021	Time	10:00am – 10:45am	Project Number	60494141
Project Name	City of Toronto Park Lawn Lake Shore Transportation Master Plan (TMP)				
Location	Microsoft Teams Teleconference				
Regarding	Hydro One Meeting #2				
Attendees	Jim Oriotis	Hydro One – Sr. Real Estate Coordinator			
	Matey Matev	Hydro One – Sr. Network Management Officer			
	Brent Currie	Hydro One – Network Management Officer			
	Dave Hunter	City of Toronto – Sr. Project Manager			
	Cassidy Ritz	City of Toronto – Manager, Major Projects			
	Wai Ming Lo	City of Toronto – Assistant Planner			
	Kevin Phillips	AECOM – Sr. Project Manager			
	Andrea Potter	AECOM – Sr. Environmental Planner			
Distribution	Attendees				
Minutes Prepared By	Andrea Potter and Kevin Phillips				

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

1. Transportation Master Plan (TMP) Overview	Action
<p>Following introductions K. Phillips (AECOM) provided an overview of the City's Park Lawn / Lake Shore TMP study and current status highlighting the following:</p> <ul style="list-style-type: none"> • Study was initiated in 2016 and is examining a range of transportation infrastructure improvements to help address existing and future challenges affecting the Park Lawn – Lake Shore study area. • TMP is following the Municipal Class Environmental Assessment (MCEA) process Phases 1 & 2 and will identify the transportation problems/opportunities well as develop, evaluate, and recommend alternatives to address the issues. • TMP area of study includes The Queensway (north), Lake Ontario (south), Legion Rd. (west), and Ellis Avenue (east). • TMP being coordinated with Christie Site Planning Study and the Park Lawn GO Station Transit Project Assessment Process (TPAP). • Christie's Site is a significant development proposal within the TMP area of study proposing mixed use development with a GO station. • A TMP report is being prepared to document the Class EA process completed and will be available early next year. • ACTION: Hydro One requested that the City/AECOM forward a copy of the PowerPoint material presented during the meeting. 	AECOM

2. TMP Preliminary Preferred Alternative Solution	Action
<ul style="list-style-type: none"> Following consideration of several alternatives and extensive consultation, including 3 Public Information Centres, the City identified Transportation Network Alternative 4B as the Preliminary Preferred Alternative Solution for the Park Lawn Lake Shore TMP at the most recent PIC in July/August 2021. Alt. 4B proposes several improvements that include a connected, multi-modal transportation network for all transportation users including transit, walking, and cycling as well as improved community access to higher-order transit and improved streetcar priority. Alt. 4B also supports the long-term build out of the Christie's site and includes three new street connections that include an E-W route through the Christie's Site, an extension of Legion Rd. and a new N-S Street. A separate MCEA process was completed for the Legion Rd. extension. The focus of today's discussion is the proposed N-S street given its potential to impact the Hydro One corridor north of the Gardiner Expressway. 	
<p>Proposed N-S Street</p> <ul style="list-style-type: none"> The proposed N-S Street will connect Lake Shore Boulevard West with The Queensway and will need to cross the Gardiner Expressway, the existing rail corridor, and Hydro One corridor. Constraints affecting the proposed N-S Street include the Gardiner Expressway, the rail corridor, existing structures, and the two existing hydro towers to the north of the Gardiner Expressway. As part of TMP process the City studied a variety of other potential alignments for the north-south street, further west and east, but the current alignment as presented is the only reasonably technically feasible alignment for the north-south corridor. It was clarified that the subject N-S Street alignment is conceptual at this time. The draft conceptual profile was shown illustrating the proposed N-S street under the rail corridor and under the hydro corridor before connecting at grade further north. J. Oriotis (Hydro One) questioned at what location from a plan view perspective will we achieve grade? Is it beyond the hydro corridor? Will there be one big channel? K. Phillips (AECOM) noted that two approaches are being looked at that include: <ul style="list-style-type: none"> — A tunnel — An open cut with retaining walls and bridges A variety of alternative conceptual layout plans have been developed with varying impacts to the towers. B. Currie (Hydro One) noted that Hydro usually requests that an unencumbered, linear access be maintained along the corridor and at the hydro towers. J. Oriotis (Hydro One) noted that the proposed alignment appears to impact existing buildings north of the Hydro lands. K. Phillips (AECOM) acknowledged that the alignment shown would impact existing buildings in the Sobey's plaza (125 The Queensway) and that the City is still reviewing different conceptual alignments to minimize impacts. City also advised that property owners of 125 The Queensway have recently submitted a Conversion Request to the City to change the land use designation from Employment Uses. 	

<ul style="list-style-type: none"> It was clarified that the subject N-S alignment is considered a long-term project with further study and approvals required. 	
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3. OFT Use of Hydro One Corridor	Action
<p>OFT and Hydro One Agreement</p> <ul style="list-style-type: none"> OFT currently uses some of the hydro corridor for circulation and trailer storage. The City asked about the agreement between the OFT and Hydro One noting that the OFT advised previously that they are engaging with Hydro to use additional space. J. Oriotis (Hydro One) confirmed that the OFT has submitted a request to Hydro One to use the additional land in the Hydro One corridor to the east of the towers for additional parking and that the OFT has a plan that they have submitted to Hydro One for review. Hydro One was unable to disclose the details of the OFT plans or existing agreement. However, advised that generally speaking lease agreements are usually 5 years in length but in some instances they can be up to a 10 to 15 year commitment. D. Hunter (City) asked how the City could obtain more details pertaining to the Hydro One and OFT agreement noting that some additional documentation or written comments will be needed to provide to City Council. J. Oriotis (Hydro One) advised the City discuss further with the OFT since Hydro One cannot release any info without the consent of the OFT. ACTION: It was agreed that the City will consult further with the OFT and request a copy of the parking lot plan submitted to Hydro One. 	City
4. Hydro One Approval process	Action
<ul style="list-style-type: none"> J. Oriotis (Hydro One) noted that the subject lands are owned by the province and Hydro One owns the facilities on the lands. Infrastructure Ontario represents the province. Hydro One has a statutory right to use the lands which is within legislation. The primacy of use of those lands is for transmission and distribution of electricity. Once a City submission is made regarding the proposed N-S corridor, Hydro One will review from a technical perspective in terms of whether the proposal will impact their facilities, access, maintenance, etc. Once Hydro One signs off then it goes to Infrastructure Ontario who will make the final approval. J. Oriotis (Hydro One) noted that the current City proposal would lead to a: <ul style="list-style-type: none"> Public road sale, and/or An interference with an existing license or possible license extension with OFT. For a City submission to be complete Hydro One confirmed that the City should follow the process as identified by M. Matev & B. Currie at the Nov. 2, 2021 meeting and as detailed in the two documents provided by M. Matev via email Nov. 3, 2021 following the previous meeting. ACTION: City will review the submission requirements provided previously by Hydro One following the last meeting to ensure that the City makes a complete submission. 	City

Meeting Summary

Date of Meeting	March 24, 2022	Start Time	9:00 am	10:00 am
Project Name	Park Lawn Lake Shore TMP & New North-South Street			
Location	Webex			
Attendees	Ontario Food Terminal: Bruce Nicholas, Gianfranco Leo, Gary Da Silva City Staff: Cassidy Ritz, David Hunter, Ryan Lo, Kate Kusiak, Robyn Shyllit			
Distribution	Participants			
Minutes Prepared By	Kate Kusiak			

Item	Description	Action By
1.	Introductions	
1.1	All parties introduced themselves	Info
2.	General Discussions	
2.1	Provide hard copies of the presentation to OFT	City
2.2	Slide 21, North-South Street, Option 1 <ul style="list-style-type: none"> <u>OFT</u>: prefer to minimize additional entrance gates and remove driveway access into the Hydro One property from the North South Street <u>OFT</u>: may potentially stop using the entrance gate on The Queensway <u>City</u>: Elevation or depth of the tunnel is quite deep, the technical work needs to be done but we believe that the ramp from the OFT property to the Hydro One lands will be accessible and go over the tunnel and require further discuss with <u>City</u>: The ramp from OFT property to the Hydro One lands would be over the North-South Street underpass. <u>OFT</u>: Would store power machines and truck lifts on the Hydro One property and require buffer space from the Hydro One cables (ie. elongate the height of the towers) 	Info
2.3	Slide 22, North-South Street, Option 2 <ul style="list-style-type: none"> <u>OFT</u>: Would Option 2 take away the OFT entrance? <u>City</u>: The grey area indicates the underground section of the tunnel and the pink indicates the ground level. <u>City</u>: Tunnel construction methods still need to be determined. Do not anticipate as many impacts to the OFT site with this option. 	Info
2.4	Slide 23, North-South Street, Option 3 <ul style="list-style-type: none"> <u>City</u>: The tunnel portion is in grey and the alignment is shifted slightly to the east. The ground level would be on the TH property with retaining wall structures impacting the OFT property. 	Info

Item	Description	Action By
	<ul style="list-style-type: none"> • <u>City</u>: Noted the lower speeds proposed for North South Street would not be a safety issue for trucks travelling around the bends 	
2.5	<p>Notes:</p> <ul style="list-style-type: none"> • <u>OFT</u>: OFT facility is crucial infrastructure for City, appreciate the options that retain operational aspects of facility • <u>City</u>: These options will need further technical due diligence and feasibility analysis in Phases 3 and 4 of the future Environmental Assessment process. • <u>City</u>: The implementation timeline for the North-South Street is currently planned for 10-20 years. • <u>OFT</u>: Expressed concern regarding impacts of labour strikes on North-South Street if there is no centre (or left) lane for through traffic (labour strike often occurs in curb lane on The Queensway) that would impact truck access/egress at this OFT gate. OFT recommends an additional "centre" lane for through traffic. • <u>City</u>: Additional feature of North-South Street also includes reconfiguration of the Gardiner ramps to provide convenient access for staff/trucks from the east (avoid additional travel through busy Park Lawn ramps/intersection) • <u>City</u>: Options 4, 5, 6 were not considered viable due to a number of factors, including the safety concern of people not able to see through to the end of the tunnel due to their longer lengths and indirect route sight lines • <u>OFT</u>: Concerns with vehicles and pedestrian issues at the Park Lawn gate (ie. Insurance of pedestrian falls inside of OFT property). Gates are critical for OFT as the area changes. • <u>OFT</u>: Requires turning radii large enough to facilitate safe truck turning movements at the gates 	Info
3.	Next Steps	
3.1	<ul style="list-style-type: none"> • City to send today's presentation and large-scale PDF drawings of North-South Street Options 1, 2, 3 • City to schedule follow up meeting prior to Staff report at Infrastructure and Environment Committee Meeting (April 26) – ie. week of April 11 	City

Date: Wednesday, March 30, 2022

Meeting Type: Zoom

Start time: 7:00 pm **End Time:** 9:00 pm

Project Overview:

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

Meeting Objectives:

To share updates and receive feedback on the final preferred network, implementation and phasing of the TMP.

Meeting Overview:

The meeting was facilitated by Jim Reekie, President of the Humber Bay Shores Condominium Association (HBSCA). A presentation was provided by David Hunter, Senior Project Manager, Major Projects, Transportation Services on the TMP with opportunities for members of the HBSCA to ask questions and provide feedback.

Discussion

Following the presentation, there was an opportunity for comments and discussion. Below is a record of key points, concerns and follow up. The discussion captured is summarized below: **Q:** Question/ **A:** Answer/ **C:** Comment/ **Action:** Action items, along with the attendees initials.

Q: Where does the Queensway project go from?

A: From Burma Dr to Humber River.

Q: How is traffic going to be impacted by the Queensway project?

A: 4 lanes will be maintained, but there will be temporary impact during construction.

C: [Referring to the change from dual to single left turn lanes.] This will upset a lot of locals in the area who don't want to spend 20 minutes at the left turn. These left turn lanes are vital.

Q: Even if you decrease the modal share, with the new towers coming in, there will still be a lot of traffic volume.

A: Yes, there will still be a lot of traffic volume, but we are trying to keep Regional through traffic from outside of the neighbourhood on the Gardiner rather than getting off on Park Lawn.

C: People living in the new development west of our area will be going on Lake Shore.

A: The key takeaway is that we don't want to design the streets here to accommodate the regional demand. We are trying to find a middle ground where we're not accommodating too much or too little demand. We have included in the traffic modelling a large study area, including new development.

C: HBSCA is asking for more public transit. By giving the streetcar its own lane, people west of our community will have to learn how to get on public transit.

A: Yes, our modelling also includes the transit improvements.

Q: What is the timing [of implementation]? We're looking at 5 years in terms of development and we're looking at 25 years for the infrastructure. Do we have to accept all the new population within our lifetime without the infrastructure in place?

A: The Christie's development cannot proceed without the new GO station. We will coordinate the implementation of transportation infrastructure with development.

A: The Christie's site will likely take many more than 5 years to fully build out.

C: Yes, but development will begin in 5 years.

A: There are 6 phases of development. At each phase, they will submit traffic studies. There will be a lag but it will help.

C: One of the project criteria is to discourage Gardiner traffic infiltration. In 4B, with Street A, this will provide 2 alternatives for people to get off the Gardiner to go through Lake Shore. I'm not convinced that this scenario will help discourage the cut through traffic.

Q: I don't understand why people are getting off Gardiner to get to Lake Shore via Park Lawn, when there are existing ramps directly to Lake Shore.

A: Some people may see that the express lanes are congested and they choose get off at Park Lawn.

C: Staying on Gardiner is faster because Lake Shore is slow, so I don't understand why people are doing this.

A: The reason why people do this is not as important, but what is important is that the existing infrastructure encourages people to do this.

Q: What data go into the traffic modelling?

A: The traffic modelling is based on future population and employment projections, the City's larger regional travel model, travel time decision-making algorithms, and is one tool the City uses to estimate and simulate future traffic patterns and volumes..

Q: Does it recognize the traffic lights?

A: Yes, the microsimulation model does. This project isn't trying to solve regional transportation issues but tries to mitigate and discourage regional traffic impacts on this TMP area.

Q: What about signage [to discourage people from going through the neighbourhood]?

A: The practicality of enforcement is difficult. Also, people have visitors, and it would be difficult to keep them out.

A: The development at Christie's will be mixed-use, with office, retail, etc., so the travel patterns will also change over time.

Q: What if we change the signal timing at Legion Road, like have a longer red?

A: Metering is an interesting idea but stopping traffic is not our only objective.

Q: Aren't you just shuffling [traffic] chairs in Alternative 4B?

A: Some traffic will go up to The Queensway in this scenario.

Q: Has there been consideration for a partial north-south street?

A: We have not looked at this. We need to look at the feasibility as the need for tunneling make this technically challenging.

Q: Will the additional 2 left turns really going to dramatically decrease the traffic?

A: We are not only looking at discouraging traffic, but also trying to provide a more complete network, including more north-south connections.

Q: Has the City considered to extend Legion Road north to The Queensway?

A: No. Not feasible in terms of constructability or property impacts. But the Legion Road connection is important in overcoming the rail corridor barrier to connect to destinations like Grand Avenue Park and other neighbourhoods to the northwest.

Q: What is the modelling going to show for the time period before the north-south street is completed?

A: The TMP modelled the ultimate full build-out condition. As the development builds out, the developer is required to undertake traffic studies in each phase, to the satisfaction of the City, that will help us determine what transportation infrastructure is needed. The City has the ability to accelerate implementing different transportation projects, if needed.

Q: Why is Street A more expensive than north-south street?

A: The cost estimates are high level. Street A is crossing the rail corridor at an oblique angle. Street A has a more refined cost estimate now because we have more information. These costs will likely change in the future as more studies are conducted.

Q: For anyone living in the neighbourhood, would they be alive when a new street to The Queensway is built?

A: City building does take time. If there is a collective will to accelerate the project, the City has the ability to do that, it will just have financial implications.

Q: What is the current vision for Marine Parade Drive?

A: The intention is not to make Marine Parade Drive a one-way street.

Q: Was there a count of traffic on Kipling, Islington going into the neighbourhood?

A: No. There was a Gardiner EA done previously but additional studies need to be done to look at more modest improvements.

Q: Does the City have a tolerance in terms of time to travel a certain distance?

A: No.

C: It can take 10-15 minutes to get from Park Lawn and Lake Shore to Gardiner.

A: It is not realistic, practical, or effective to significantly increase traffic capacity to address the City's transportation challenges, but what the City can do is to encourage people to use other modes and better manage our existing traffic capacity.



Park Lawn Lake Shore Transportation Master Plan

Q: Is the only way to go westbound on Gardiner is via Park Lawn?

A: The future network will give people more choice about how they get to places.

Follow Up Required:

DH: Send Jim Reekie the presentation deck

Attendees

Humber Bay Shores Condominium Association

City of Toronto:

Cassidy Ritz, Manager, Major Projects, Transportation Services

David Hunter, Senior Project Manager, Major Projects, Transportation Services

Robyn Shyllit, Supervisor, Public Consultation Unit

Ryan Lo, Senior Coordinator, Public Consultation Unit

Aaron Prance, Councillor Mark Grimes

Date: Wednesday, April 20, 2022

Meeting Type: Webex

Start time: 9:00 am **End Time:** 9:30 am

Attendees

Bruce Nicholas, Ontario Food Terminal

Gianfranco Leo, Ontario Food Terminal

Cassidy Ritz, Manager, Major Projects, Transportation Services

David Hunter, Senior Project Manager, Major Projects, Transportation Services

Ryan Lo, Senior Coordinator, Public Consultation Unit

Project Overview

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

Meeting Objectives

To answer questions about the final preferred network and the TMP.

Meeting Overview

The meeting was facilitated by the Public Consultation Unit to provide representatives of the Ontario Food Terminal (OFT) to ask questions and provide feedback.

Discussion

There was an opportunity for comments and discussion. Below is a record of key points, concerns and follow up. The discussion captured is summarized below: **Q:** Question/ **A:** Answer/ **C:** Comment/ **Action:** Action items, along with the attendees initials.

Q: Are you proposing all the roadway options for the North-South Street? Or are you proposing one preferred option?

A: No, we don't have a preferred option. We believe the first three options are more viable, but more technical work needs to be conducted in a future Environmental Assessment (EA). The future EA will also get into more technical details, such as geotechnical studies, and explore other alignment options.

Q: Will the OFT be able to provide more feedback at that time?

A: Yes. This TMP only went through the first two phases of the EA process. The future EA will satisfy the requirements of phases 3-5 of the EA process and will require more consultation. The future EA also will not be starting immediately. It will be a long-term project. There will be an opportunity for the public, including the OFT, to provide feedback through a deputation or submitting a letter to the Infrastructure and Environment Committee meeting next Tuesday, April 26, 2022. The staff report is available now on the City's website, with an attachment that shows the three options in more detail and indicates that work needs to be done. After City Council has endorsed



Park Lawn Lake Shore Transportation Master Plan

the TMP, there will be a 30-day review period as well before the EA is finalized. We anticipate that will take place this fall.

Summary of Actions:

1. (RL): Send the staff report to the OFT

APPENDIX A: TRCA COMMENTS AND PROPONENT RESPONSES

CFN 55944

ITEM	TRCA COMMENTS (December 16, 2022)	PROPONENT/CONSULTANT RESPONSE (DATE)
	Comments on Draft TMP – December 16, 2022	City of Toronto Responses - June 8, 2023
1.	<p>It is recommended that the City confirm with MECP whether a specific Addendum to the 2009 Bonar Creek and Legion Road Extension Schedule C MCEA is required including an updated assessment of alternatives, or whether this TMP is an appropriate approach to fulfilling the Addendum requirements. As noted above, TRCA staff recommends that either the TMP or a specific ESR Addendum outside the TMP should review the planning and design process for the Legion Road Extension and Bonar Creek stormwater facility, with the appropriate technical analysis to ensure that the project and mitigation measures are still valid given the current site conditions and policy context. While certain hydraulic analysis and stormwater management modelling was undertaken during the 2009 EA, this information is now outdated and TRCA's modelling requirements have evolved. It is TRCA staff's understanding that options for the Legion Road Extension may need to be re-assessed in detail due to land use changes, environmental conditions and in particular the flooding conditions at this location. Currently the entire area is within the Regulatory Floodplain and TRCA staff have concerns that necessary detailed information and technical assessments to support the preferred option for the Legion Road Extension are not included in the current Draft TMP. It is also unclear how natural heritage impacts will be addressed based on updated site conditions. TRCA's The Living City Policies (2014) (Sections 7.4, 8.9, 8.12) state that proposed infrastructure should not exacerbate flood or erosion hazard risks and ensure intrusions into natural features are minimized, and any cut/fill operations should avoid not affect flood storage or demonstrate adverse hydraulic or fluvial impacts. Currently the feasibility and impacts of this Legion Road Extension and potential stormwater management pond have not been confirmed with updated conditions through an EA Addendum process.</p>	<p>The Park Lawn Lake Shore TMP serves as the required Addendum to the previous 2010 Schedule C EA and re-confirms the Preferred Alternative for the Legion Road Extension previously identified in the 2010 Schedule C EA.</p> <p>The TMP re-confirms the transportation need for the Legion Road Extension and does not propose changes to the Legion Road Extension that would result in additional impacts to the Mimico Creek floodplain.</p> <p>Further conversations with TRCA about the Bonar Creek SWM Pond will take place as part of the Legion Road Extension detailed design project, which is currently underway.</p>

ITEM	TRCA COMMENTS (December 16, 2022)	PROPONENT/CONSULTANT RESPONSE (DATE)
2.	<p>The City should clarify whether the Bonar Creek stormwater management facility is intended to be included as part of the TMP's function as an Addendum to the 2009 Bonar Creek and Legion Road Extension Schedule C MCEA, as the TMP states that the City is still completing due diligence and exploring alternative stormwater management options regarding this facility. If the Bonar Creek Stormwater Management Facility is excluded from the Addendum, please confirm how an EA process will proceed separately for this infrastructure. The presence of the stormwater management pond will impact the flood modeling and design for the Legion Road Extension, so it is unclear how the preferred alternative for the Legion Road Extension can be finalized and detailed design can proceed in the absence of decision-making regarding the stormwater pond.</p>	<p>The Bonar Creek SWM Pond is not part of the TMP scope. Further conversations about the Bonar Creek SWM Pond would take place as part of the Legion Road Extension detailed design project, which is currently underway.</p>
3.	<p>Please clarify the proposal for Lake Shore Boulevard West at the Humber River. The Draft TMP states that the bridge over the Humber River may be proposed to be widened in the future. Please clarify and provide further details regarding the proposal for the bridge structure as TRCA staff will have comments and may have potential concerns regarding a proposal to widen the bridge.</p>	<p>The Draft TMP identifies the potential to provide an improved pedestrian/cycling connection along the Lake Shore bridge over the Humber River, which is being further explored as part of the Gardiner Expressway rehabilitation project. It is not anticipated that this would involve modifications to the bridge structure, and it will be explored whether modifications to configuration of roadscape on the existing bridge deck could provide these pedestrian/cycling improvements.</p>
4.	<p>The Draft TMP states that a number of Schedule C MCEA processes will be undertaken to implement the proposed road improvement projects which make up the preferred network. Please note that TRCA is a recognized commenting agency under the Ontario Environmental Assessment Act and should be notified via Notice of Study Commencement when these Schedule C MCEA processes begin for all projects within TRCA Regulation Limits, as TRCA will have interests in these projects.</p>	<p>TRCA will be sent Notice of Commencement for future Schedule C projects, most notably, Street A</p>
5.	<p>Please clarify why the Legion Road Extension has not been included in the drawing J-1 DWG_PLLS_RoadsPlanCombined-2022-05-05 in Appendix J.</p>	<p>10% designs for the Legion Road Extension were not included in the TMP because the detailed design for Legion Road Extension had already started after completion of the previous Schedule C EA and is now approaching 30% design.</p>

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6.	The Natural Environment Technical Memo (Appendix B) notes that TRCA provided ELC mapping data in July of 2016, which consisted of 2004, 2010, and 2013 field investigations. Recent filed investigations have been completed by TRCA in 2019 to provide up-to-date field conditions. Please incorporate this updated ELC data into the memo and provide an update to Figure 5.	The most current available TRCA data and mapping was used at the time of analysis and reporting.
7.	Please provide impact assessments which evaluate how the works proposed under the TMP will affect the Natural Heritage System within the study area. TRCA staff highlight the Legion Road Extension and the potential Bonar Creek Stormwater Management Facility and proposed impacts to features within this project area including but not limited to impacts to Bonar Creek and associated wetlands and open beach communities, terrestrial-aquatic connectivity, and Significant Wildlife Habitat. Alternatives should be explored to ensure ecological impacts are eliminated and reduced to the extent possible.	The TMP is intended to reconfirm the transportation need and environmental setting for the Legion Road Extension, and is not recommending changes to the Legion Road Extension recommended in the previous 2010 EA that would impact the TRCA floodplain.
8.	Please note that TRCA staff are currently reviewing the ongoing Park Lawn GO Station Site Plan. Please ensure that the City of Toronto is coordinating with Metrolinx to ensure there is integration within each respective process where aspects of both projects overlap.	Noted.
9.	Please note that TRCA staff are currently reviewing a development application for 2256 Lake Shore Boulevard West. Please ensure that the designs for the proposed road network area coordinated with designs for any ongoing private development within the study area to ensure flood hazards are addressed in an integrated manner.	Noted.
10.	Section 5.3.2.2 of the TMP discusses a Class Environmental Assessment for Gardiner Expressway Improvements between Kipling Avenue and Park Lawn Road, including a minor widening of the eastbound Gardiner structure across Mimico Creek. Please note that a portion of the study area for this EA including Mimico Creek is within TRCA's Regulation Limits. Please provide an update on the status of this EA and confirm whether TRCA has been engaged during the EA process.	A separate discussion of the Gardiner Expressway Improvements can be arranged, but they are not part of this TMP.

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11.	Please note that as little geotechnical information is presented within this Draft TMP, TRCA staff have no geotechnical comments at this time. Please note that there are nearby valley slopes which may impact the proposed road alignment, especially on the western and northern sides. TRCA staff may have concerns with the proposed road alignment constructed on or near these slopes. Geotechnical comments will be provided at further design stages.	Noted.
12.	Please note that as little hydrogeological information is presented within this Draft TMP, TRCA staff have no hydrogeological comments at this time. However, hydrogeological comments may be provided at further design stages.	Noted.
13.	Please provide an update on the status of the detailed design and due diligence work currently underway for the Legion Road Extension and Bonar Creek Stormwater Management Facility, including expected completion timing.	Separate meetings between the City and TRCA are to be arranged as part of the Legion Road Extension detailed design project.
	Preferred Alternative 4B (Master Plan) - General Comments on PIC (provided September 2, 2021)	
14.	The current preferred option 4B identified a proposed multi-use trail on the east side of Mimico Creek. TRCA staff note that at this time there are no plans or timelines to construct this trail as there have been several issues encountered. There is a possibility that no trail within this area will be constructed. It is suggested that it be indicated within the forthcoming report that this trail may or may not be constructed and at this time is conceptual.	Noted. The multi-use trail network shown along Mimico Creek were based on information provided in discussion with TRCA at an earlier time. The trails shown are not explicitly identified in the TMP as specific projects to be advanced.
15.	TRCA staff note that the proposed Legion Road extension is within TRCA regulated area and the flood plain. Please be aware that there have been numerous discussions with TRCA staff regarding the Legion Road Extension and the nearby Bonar Creek Stormwater Management Facility. There are significant concerns with works in this area that will require extensive consultation and technical evaluations to demonstrate feasibility. Please revise the Draft TMP to provide further details regarding how these technical feasibility matters will be addressed and next steps. There remain outstanding items which must be addressed before TRCA can support works in this area. Additional discussions in relation to works proposed within this area will be required. It is suggested that a meeting be arranged to discuss	Separate meetings between the City and TRCA are to be arranged as part of the Legion Road Extension detailed design project.

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	the draft TMP and the proposed Legion Road Extension works in more detail to ensure there is an understanding of TRCA concerns.	
16.	<p>Please note that the 2009 Legion Road and Bonar Creek Class Environmental Assessment has now expired. TRCA staff understand that this TMP is intended to fulfill the requirements of an Addendum to the 2009 EA thus allowing these works to proceed to detailed design and implementation without the need for a specific ESR Addendum. To date it has not been demonstrated that sufficient technical feasibility assessments have been completed as part of this process to address this requirement. TRCA recommends that either through the TMP or a specific ESR Addendum, appropriate technical analysis should be undertaken to fulfill the lapse of time requirements for the ESR within the current environmental and policy context.</p>	<p>The Park Lawn Lake Shore TMP serves as the required Addendum to the previous 2010 Schedule C EA and re-confirms the Preferred Alternative for the Legion Road Extension previously identified in the 2010 Schedule C EA.</p> <p>The TMP re-confirms the transportation need for the Legion Road Extension and does not propose changes to the Legion Road Extension that would result in additional impacts to the Mimico Creek floodplain.</p>
17.	<p>Please clarify the proposal for Lake Shore Boulevard West at Mimico Creek. The Draft TMP states that the bridge over Mimico Creek may be proposed to be widened in the future. Please note that TRCA staff will have comments and may have potential concerns regarding a proposal to widen the bridge as part of the future Lake Shore Boulevard West Schedule C MCEA.</p> <ul style="list-style-type: none"> - Please also note that Enbridge Gas has been working with TRCA/City staff regarding relocating their infrastructure within the bridge structure and that coordination should be maintained with Enbridge with respect to any future proposals at that location. 	<p>The TMP proposes that the Mimico Creek bridge will likely need to be widened to accommodate additional dedicated streetcar ROW, cycle tracks, and wider sidewalks. The future Schedule C project for Lake Shore will study this in more detail and evaluate various bridge widening and construction options, and potential impacts, in consultation with TRCA. We are continuing to work with the TRCA on the gas main relocation work, as part of the Mimico Creek bridge planned rehabilitation work.</p>
	Legion Road Extension and Bonar Creek Stormwater Management Facility Comments	
18.	<p>As stated in Section 13.3.5 of the Draft TMP, the design exercise for the Legion Road Extension will include scenarios with and without the Bonar Creek Stormwater Management Facility. At this EA stage the project team should investigate/document the following to ensure that TRCA staff can support the design of Bonar Stormwater Management Facility. These studies are necessary to confirm the siting, maintenance requirements, and risks associated with the facility location.</p> <ul style="list-style-type: none"> a. Assess to what extent it is feasible to exclude the Stormwater Management Facility from the Mimico Creek floodplain (in terms of flood frequency). In the past TRCA has advised proponents to locate 	<p>Separate meetings between the City and TRCA are to be arranged as part of the Legion Road Extension detailed design project. The City (Toronto Water) will also coordinate with TRCA about the Bonar Creek SWM Facility in the future if that project is determined to proceed.</p>

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	<p>retrofit stormwater management facilities outside the 25-year floodline, however we understand this may not be feasible in this location.</p> <p>b. Complete a risk analysis to understand how frequently the Stormwater Management Facility will be flooded by Mimico Creek and/or high lake levels, and document how inundation will impact the operation and maintenance of the Stormwater Management Facility.</p> <p>c. Complete a fluvial geomorphic assessment, and design the Stormwater Management Facility to be set back from erosion hazards and/or designed to withstand erosive forces. Document how the flood risk will be managed from the perspective of public safety as well as the functionality of the stormwater management facility (i.e., how will issues like re-suspension of pollutants be managed?).</p>	

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19.	<p>The risk from riverine flooding to the road is different from the risk to the Stormwater Management Facility. Once the Legion Road Extension is built it will be relied on for safe access. This puts the public at risk when they are not aware and/or do not understand the flooding hazard on the road. Thus, at this EA Addendum stage the project team should investigate/document the impacts of different alternatives on the TRCA's regulatory floodplain and how the proposed works will impose flooding hazard risks to the public. As mentioned in previous comments, the Legion Road Extension and other proposed gradings located within the floodplain should be assessed through a detailed 2D hydraulic analysis to determine the impact of these proposed gradings on the floodplain and confirm the proposed access road will not impose any risks to public safety. As part of this 2D hydraulic analysis, the following assessment should be undertaken:</p> <ul style="list-style-type: none"> a. the feasibility of designing the road / right-of-way to prevent the floodplain from spilling onto the road. <p>Only if (a) above is not feasible, then the project team should:</p> <ul style="list-style-type: none"> b. Design the road/right-of-way to minimize the aerial extent, frequency, depth, and velocities associated with riverine flooding of the Legion Road Extension. c. Document the flood risk associated with the Legion Road Extension (extent, frequency, depth, and velocities) and document how the flood risk shall be managed. d. Provide documentation from the City taking responsibility and acceptance of the flood risk and maintenance implications. 	<p>Separate meetings between the City and TRCA are to be arranged as part of the Legion Road Extension detailed design project.</p>
20.	<p>Typically, TRCA does not support the placement of fill within the floodplain to facilitate development. However, in cases where it is needed, it must be kept to an absolute minimum. A cut and fill analysis according to TRCA's standards should be performed and provided to TRCA staff for review at this EA Addendum stage of the project.</p>	<p>Cut and fill analysis is not typically undertaken at a TMP-level of detail. Separate meetings between the City and TRCA are to be arranged as part of the Legion Road Extension detailed design project.</p>
21.	<p>At this EA Addendum stage, please provide a Stormwater Management Report or memorandum prepared and stamped by a qualified professional</p>	<p>A detailed Stormwater Management Report is not typically undertaken as part of a TMP (Approach #2). Separate meetings between the City and TRCA</p>

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	<p>engineer to demonstrate how TRCA Stormwater Management criteria have been satisfied, including but not limited to the following:</p> <ul style="list-style-type: none"> a. Water Quality b. Water Quantity c. Erosion Control d. Water Balance <p>TRCA's Stormwater Management Criteria (2012) can be found at the following link: https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2016/04/17183809/SWM-Criteria-2012.pdf</p>	<p>are to be arranged as part of the Legion Road Extension detailed design project.</p>



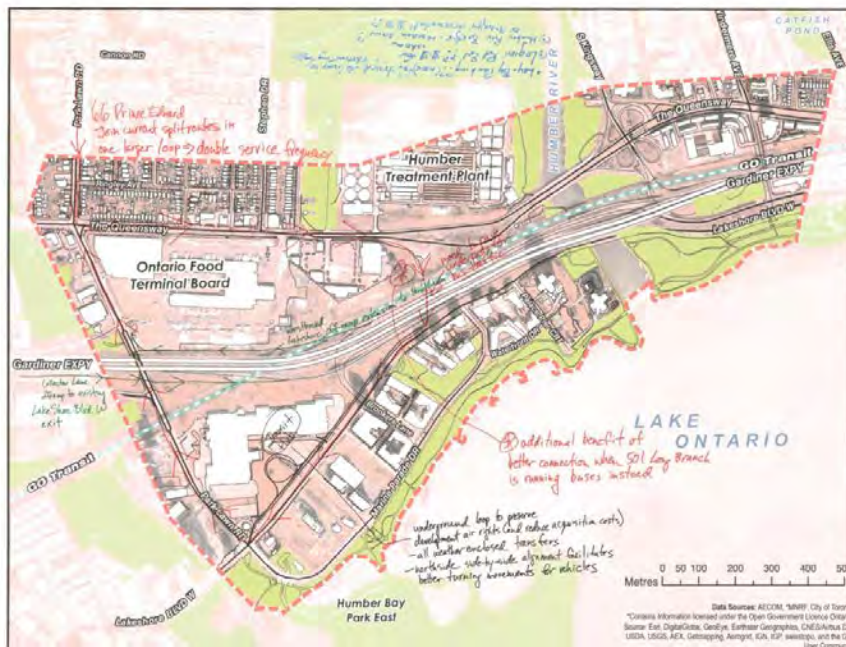
Appendix A.5
Stakeholder
Workshop Report

PARK LAWN LAKE SHORE



TRANSPORTATION MASTER PLAN

Stakeholder Workshop Report



November 2016

Prepared by Robyn Shyllit
Sr. Public Consultation Coordinator
Public Consultation Unit



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1. Introduction

The Park Lawn Lake Shore Transportation Master Plan will provide the first step in a multi-year process to evaluate solutions to create more transportation options in the Park Lawn Lake Shore area including:

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

On October 5, 2016, local stakeholder organizations, including residents groups, community associations, non-profit organizations and Business Improvement Areas were invited to participate in a Stakeholder Workshop.

The purpose of the Workshop was to:

- share information about the Study early in its process
- discuss existing conditions and potential transportation improvements
- share ideas with the Project Team in advance of large public meetings
- provide a sense of the broader community's needs and concerns

This report summarizes the feedback received from the October 5, 2016, Stakeholder Workshop.

2. Event Overview

The Stakeholder workshop was held at Humber College at 3199 Lake Shore Boulevard West on October 5, 2016 from 6:30 - 8:30 p.m.. The workshop format included a presentation from the Project Team, followed by questions and answers, and facilitated group discussion. The following discussion questions were used to facilitate the conversation and identify issues and opportunities related to transportation in the study area:

- 1. What does the City need to know about transportation in the Park Lawn Lake Shore area?**
- 2. What transportation improvements could be considered?**

The Workshop was attended by 18 participants who signed in. A notetaker recorded the group discussion. Participants were also invited to submit feedback via written comment form, by drawing on maps, or email.

3. Participation and Notification

Groups invited to attend the workshop represent local community groups, resident and ratepayer associations, non-profit organizations, and Business Improvement Areas (BIA) in the Park Lawn Lake Shore area and South Etobicoke.

Invitations to participate in the Workshop were sent via email. Groups who did not reply to initial email contact received follow up emails and phone calls. Observers were welcome to attend and listen to the workshop.

The following organizations were invited to participate:

1. CCFEW - Citizens Concerned About the Future of the Etobicoke Waterfront
2. Etobicoke South Cycling Committee
3. Humber Bay Shores Condo Association
4. Humber College
5. Lakeshore Arts
6. Lakeshore Planning Council
7. LAMP Community Health Centre
8. Mimico by the Lake BIA
9. Mimico Lakeshore Community Network
10. Mimico Residents' Association
11. Mimico Village / Lake Shore Village BIA
12. Mystic Pointe and Area Residents Association
13. Our Place Initiative
14. SEIEA - South Etobicoke Industrial Employers Association
15. SETAC – South Etobicoke Transit Action Committee
16. ShoptheQueensway.com BIA
17. Storefront Humber Inc
18. Swansea Area Ratepayers Association
19. Ward 6 Community Action Team

4. Summary of Comments

Comments were received during the Workshop via live note taking, drawing on large printed maps, and written submissions. The group discussion revolved around transportation challenges and opportunities in the following categories:

1. Gardiner Expressway

- Suggestions to improve access to on and off ramps
 - Add a connection to the Lake Shore off-ramp, east of Park lawn Road, from the collector lanes to reduce traffic on Park Lawn Road
 - Improve the left lane on-ramp access at Brookers Lane to reduce bottle necks
 - Create new north off ramp to access Park Lawn
 - Create new ramp that merges traffic west of Park Lawn onto the Gardiner
 - Use land adjacent to the rail corridor to carry westbound traffic on an extended off ramp to connect to Lake Shore Boulevard

2. Transit Hub and Humber Loop

- Existing Humber Loop is not easily accessed
- Improve connections to the Humber Loop for pedestrians and cyclists, and pave underpass
- Build a transit hub at the existing Humber Loop, that can be used by pedestrians, cyclists, and vehicle drop off with safe accessible connections across the Gardiner
- Suggestion to build a transit hub on the Christie's site
 - Build hub underground
- Add bike racks to Transit Hub location
- Relocate the Humber Loop to Park Lawn and Lake Shore, southwest corner, would create additional congestion from streetcar movement and turning delays
- Maintain green space and not use parkland to build new Transit Hub

3. Public Transit

- Support for a new GO stop to service area
- Residents would not want to lose Mimico GO Station for a new Park Lawn GO Station
- Suggestion to create a new streetcar line on the Queensway
- Pave the underpass to the Humber Loop so that it can be accessed by the Prince Edward Bus or other routes
- Extend the 76 Royal York bus route to Lake Shore and Mimico
- Join current split 66 Prince Edward Bus routes into one large loop and double service frequency
- Create an integrated fare structure to improve transfer between local and regional transit lines
- Look at micro-public transit options to move people to Transit Hub
- Start an express bus route to shuttle residents from Humber Bay Shores to the GO Station
- Concern regarding impact of dedicated transit lanes on local businesses
- Create new Light Rail Transit routes
 - separated along Queensway to Mississauga
 - West Waterfront

4. Active Transportation

- Improve connections to the Humber Loop for pedestrians and cyclists
- Create a continuous east-west bike lane along Lake Shore Boulevard
- Suggestions to ensure transportation options for pedestrians and cyclists are included in the Study
- Create separated paths for cycling to reduce congestion on trails and pathways
- Create new pedestrian access tunnels to Transit Hub across Gardiner joining to Brookers Lane, Marine Parade Drive, or Palace Pier

5. Christie's Site

- Questions regarding land use scenarios for this site and projected densities
- Questions regarding types of employment uses
- Concerns regarding possible residential development
- Questions regarding provision of parking and public transit to meet projected usage

6. Development

- Questions regarding past development decisions and population growth in the area
- Suggestions to stop all new development until impacts of population growth are assessed

7. Traffic movement

- Change exit of 2200 Lake Shore Blvd travelling to Park Lawn Rd to improve safety.
- Create an underpass from Brookers Lane to connect north across the Gardiner Expressway
- New turning lanes at Park Lawn and Lake Shore are working well
- Widen Lake Shore Boulevard over the Humber River
- Create dedicated access to the Ontario Food Terminal from the Gardiner Expressway
- Create layby areas for trucks
- Restrict Park Lawn Road to local traffic only
- Reduce 'choke points' across the Humber River
- Improve synchronization of traffic lights

8. General concerns and questions

- Concerns regarding:
 - loss of green space
 - loss of business due to construction or dedicated Light Rail Transit, or dedicated right-of-way restrictions
 - new residential development and continued population growth
 - timeline to see improvement
 - Legion Road extension and its efficacy
- Questions regarding:
 - public transit and linkages to Waterfront Reset Study
 - traffic counts and data that will inform the Study
 - cost comparisons of various solutions
 - projected use of Mimico GO Station