



# Appendix A

## Public Consultation

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## **Appendix A.1**

### Consultation Plan

**PARK LAWN LAKE SHORE**  
**TRANSPORTATION MASTER PLAN**

# Park Lawn / Lake Shore Transportation Master Plan

## **Public Consultation Plan**

*Prepared by Robyn Shyllit  
Sr. Public Consultation Coordinator  
June 15, 2016*



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## Purpose of Study

The Park Lawn / Lake Shore Area Transportation Master Plan (TMP) Environmental Assessment Study will identify changes needed to improve transportation options for all users in the Park Lawn Road and Lake Shore Boulevard West area in the City of Toronto. The TMP will guide future infrastructure planning through a cohesive multi-modal transportation plan, bringing together previously planned and approved (but unbuilt) infrastructure projects, development plans, and the needs of the people who live, work, visit and pass through the area.

The TMP will follow Approach 2, and Phase 1 and 2 requirements of the Municipal Class EA process. Approach 2 involves the preparation of a Master Plan document at the conclusion of Phases 1 and 2, where the level of investigation, consultation and documentation are sufficient to fulfil requirements of Schedule B projects. The final public notice for the Master Plan could become the Notice of Completion for the Schedule B projects within it. Any Schedule C projects, however, will need to fulfill Phases 3 and 4 prior to filing an ESR for public review. The Master Plan would provide the bases for future investigations for the specific Schedule C projects identified within it.

## Study Background

The Park Lawn Road / Lake Shore Boulevard West area has experienced substantial growth over the past 10 years, with 3,000 new residential units, and an additional 9,000 proposed, approved, or under construction. During this growth there has been little change in the area's transportation system, creating considerable strain on the existing network.

The lack of comprehensive plans to guide transportation services and systems in the area is further challenged by the not yet implemented TTC Humber Loop relocation, widening of Lake Shore Boulevard West, and changes to surrounding development and employment lands.

As a result, the intersection of Park Lawn Road and Lake Shore Boulevard West experiences significant transportation pressures during peak periods, compounded by its function as a relief route for vehicles travelling on the Gardiner Expressway.

In November 2012, Toronto City Council directed Transportation Services to [report](#) to the Public Works and Infrastructure Committee in early 2013 on the scope, timing, costs, and implications of undertaking a comprehensive Transportation Master Plan for lands generally located in the Park Lawn Road and Lake Shore Boulevard West area.

The Park Lawn / Lake Shore Area Transportation Master Plan will identify and evaluate solutions to improve transportation options in the Park Lawn / Lake Shore area, including:

- ☐ transportation network solutions, new roads, pedestrian and cycling facilities, and connections for 90 Park Lawn Road (former Mr. Christie's site)
- ☐ 2 land-use alternatives for 90 Park Lawn Road based on concepts developed by Mr. Christie's Site Working Group
- ☐ solutions for a new GO Train station location, and its feasibility
- ☐ improvements to TTC service and relocation of the TTC Humber Bay Loop
- ☐ solutions to widen Lake Shore Boulevard West from 2-4 lanes, and providing additional eastbound capacity
- ☐ cycling routes and connections
- ☐ extension of Legion Road north across the rail corridor
- ☐ operational improvements for existing signalized intersections
- ☐ short-term infrastructure enhancements

The TMP will actively seek, respond to, and incorporate public input throughout the study process.

## Related Projects

### Active

- **Waterfront Reset**  
<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=ddc04da1b1663510VgnVCM10000071d60f89RCRD>
- **Humber Bay Parks Project**  
<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=248d20093e962510VgnVCM10000071d60f89RCRD&vgnnextchannel=df0519cb2c521510VgnVCM10000071d60f89RCRD>
- **Humber Bay Shores Park Trail Improvements**  
<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=dc827d1e41825410VgnVCM10000071d60f89RCRD>
- **Mimico-Judson Regeneration Areas Study**  
<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=b5c8edbc901e4410VgnVCM10000071d60f89RCRD&vgnnextchannel=82e352cc66061410VgnVCM10000071d60f89RCRD>

### Past

- **Bonar Creek Stormwater Management Facility and Legion Road Environmental Assessment** <http://www.toronto.ca/legdocs/mmis/2009/pw/bgrd/backgroundfile-24355.pdf>
- **Etobicoke York Community Council Motion EY9.37 "GO Transit Stop at Parklawn"**  
<http://www.toronto.ca/legdocs/mmis/2015/ey/bgrd/backgroundfile-84515.pdf>
- **Mimico 2020: A revitalization action plan**  
[https://www1.toronto.ca/city\\_of\\_toronto/city\\_planning/community\\_planning/files/pdf/mimico\\_rev\\_action\\_plan\\_proceedings\\_rep\\_sept09.pdf](https://www1.toronto.ca/city_of_toronto/city_planning/community_planning/files/pdf/mimico_rev_action_plan_proceedings_rep_sept09.pdf)
- **Mimico-by-the-Lake Secondary Plan**  
<http://www.toronto.ca/legdocs/mmis/2013/ey/bgrd/backgroundfile-57442.pdf>
- **Motel Strip Secondary Plan**  
[http://www1.toronto.ca/city\\_of\\_toronto/city\\_planning/urban\\_design/files/pdf/20motelstrip.pdf](http://www1.toronto.ca/city_of_toronto/city_planning/urban_design/files/pdf/20motelstrip.pdf)
- **Making Room for Jobs – Protecting an Employment Area in Etobicoke Lakeshore**  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.CC28.5>
- **Mr. Christie's Site Working Group**  
<http://www.toronto.ca/legdocs/mmis/2013/ed/bgrd/backgroundfile-63607.pdf>
- **Study the Mimico GO Train Station in the Vicinity of Park Lawn Road**  
<http://www.toronto.ca/legdocs/mmis/2013/pg/bgrd/backgroundfile-58065.pdf>

## Public Consultation Goals and Objectives

Throughout the Environmental Assessment process, consultation provides the opportunity for stakeholders to share project-specific information, provide study input and express concerns and desires.

Effective consultation ensures that the Project Team has the necessary information needed to make the best recommendations to address the problem/opportunity statement. The public and stakeholders gain trust in the City by being part of the project process, and benefit from having their input heard and considered by the Project Team.

**The goal of public consultation for the study is to notify, engage, and inform local residents, businesses, organizations, and stakeholders affected by the Transportation Master Plan and environmental assessment process.**

### Public Consultation Objectives

1. **Fulfill requirements** of Municipal Class Environmental Assessment planning process, Schedule B.
2. **Encourage involvement** through appropriate public consultation activities.

3. **Engage a representative sample** to inform planning and decision-making.
4. **Ensure opportunities to voice concerns**, questions and comments through a variety of methods, **and widely publish accessible answers**.
5. **Provide easy to understand information** (visuals and maps) and ask meaningful questions appropriate to receive public feedback.
6. **Report back** to the public and stakeholders on how their input affected the project plans, and how issues have been addressed.

## Study Area

The Study Area for the project includes a smaller immediate Study Area and the Extended Study Area. The Study Area includes all locations where construction of alternative solutions would take place. The Extended Study Area includes the broader communities that connect to each other, surround, and travel through the Study Area.



	Boundaries
Study Area	<ul style="list-style-type: none"> <li>• West – Park Lawn Rd</li> <li>• East – Windemere Avenue</li> <li>• North – The Queensway</li> <li>• South – Lake Ontario</li> </ul>
Secondary / Surrounding / Expanded / Adjacent / Catchment Study Area	<ul style="list-style-type: none"> <li>• West – Islington Avenue</li> <li>• East – Windemere Avenue</li> <li>• North – The Queensway</li> <li>• South – Lake Ontario</li> </ul>

# Stakeholders

An initial list of Stakeholder groups is described below.

- Additional contacts will be added through research and recommendations.
- Contact information for all stakeholders is maintained by the Public Consultation Unit in a detailed spreadsheet.
- All study notices will be issued to the Mississaugas of New Credit First Nation and all municipal, provincial, and federal agencies and utilities a minimum of two weeks in advance of PIC dates.

## Community Associations

1. South Etobicoke Transit Action Committee (SETAC)
2. Mimico Lakeshore Community Network
3. Lakeshore Planning Council
4. Ward 6 Community Action Team
5. Mimico Resident's Association
6. Humber Bay Shores Condo Association
7. Lakeshore Planning Council
8. Swansea Area Ratepayers Association
9. Citizens Concerned About the Future of the Etobicoke Waterfront (CCFEW)
10. Humber Bay Parks Community Resource Group

## Business

11. Ontario Food Terminal
12. CPPIB Park Lawn Canada Inc
13. South Etobicoke Industrial Employers Association (SEIEA)
14. Show the Queensway BIA
15. Mimico Village BIA
16. Mimico by the Lake BIA

## Local Non-Profits and Social Service Organizations

17. Our Place Initiative
18. Lakeshore Arts
19. Storefront Humber Inc
20. LAMP Community Health Centre

## Institutions

21. Humber College
22. Mimico Arena
23. Mimico Adult Centre
24. Ourland Community Centre
25. New Toronto Seniors Centre
26. Humber Bay Library
27. Mimico Centennial Library

## City-wide Groups

28. CycleTO
29. TTC Riders
30. CodeRedTO
31. Toronto Centre for Active Transportation
32. Walk Toronto
33. Toronto Women's City Alliance

## Agencies

34. GO
35. TTC
36. Metrolinx
37. Toronto Hydro
38. Toronto and York Region Labour Council
39. Invest Toronto
40. Build Toronto

## Government

41. Ontario Ministry of Agriculture, Food, and Rural Affairs (OMAFRA)
42. MPP Peter Milczyn - Etobicoke Lakeshore
43. Councillor Mark Grimes - Ward 6, Etobicoke Lake Shore
44. Councillor Justin Di Ciano - Ward 5, Etobicoke Lake Shore
45. Councillor Sarah Doucette - Ward 13, Parkdale High Park



## Potential Issues

The Public Consultation Unit will maintain a list of key issues and Project Team responses. To recognize the concerns and interests of stakeholders the Project Team will:

- Internally discuss and document potential issues based on insight and experience
- Meet with key stakeholders and solicit their input
- Analyze comments submitted, creating publically available Frequently Asked Questions that directly respond to common issues

Preliminary key issues identified in the study area are described below. As new information is gathered this list will be expanded to include additional project insights.

### A) STAKEHOLDER GROUPS

**There is a high level of interest from a range of stakeholders in the study area to be involved early in the project, as demonstrated in past City projects.** Learning from these experiences, project teams have benefitted from forming and meeting with small stakeholder advisory groups to identify and respond to issues, and build project support in advance of bringing information to public meetings. Information should be presented as 'draft for comment'.

### B) TRANSPORTATION ENHANCEMENTS

**The Waterfront Transit Reset project needs to be articulated in relation to the TMP,** to clearly explain overlap, timelines, and project process for transportation works related to new routes, GO stations, and TTC service.

In response to transportation issues, Ward 6 Councillor Grimes put forward a [motion](#) for **immediate short-term improvements to TTC service** during peak hours including: development of a dedicated transit-only lane in the eastbound lane of Lake Shore Boulevard for the 145 Humber/Downtown Express bus, and rerouting the 66 Prince Edward bus.

There is a local [petition](#) to **establish a new GO station** on the Lakeshore Line at Park Lawn, to serve Humber Bay Shores residents put forward by the Humber Bay Shores Condo Association, and a [second petition](#) by Councillor Grimes and Di Ciano. Metrolinx has used a standard [evaluation](#) process to [assess](#) the feasibility of this station location in comparison to the nearby Mimico Station that determined the station has: high market and development potential, medium policy alignment, affordability and ease of construction, and low connectivity for ridership, travel savings, and construction affordability.

### C) DEVELOPMENT

There is **frustration regarding intense residential growth** in the study area, the resulting traffic crisis, and lack of infrastructure serving the vertical community.

**Development interests on the Mr. Christie's sites** encompass several interests including conversion from employment to [residential](#) use. [The vision put forward by the Mr. Christie's Site Working Group](#) (2013) featured potential uses for employment, connections to the Ontario Food Terminal, a GO station, cycling facilities, road connections, institutional space, a commercial food incubator, and missing infrastructure and social services.

### D) URBAN DESIGN

**There is a lack of on-road urban design facilities for pedestrians and cyclists in the study area.** [Mimico 2020](#) references opportunity for "exemplary public spaces", and the "upgrade to quality and character of Lake Shore Boulevard so it functions more as a Main Street and less as a through travel route".

## Key Messages

Plain language information will be refined and developed in coordination with the Project Team throughout the study, and used in all stakeholder communications.

A separate document of Frequently Asked Questions (FAQ) will be developed by the Public Consultation Unit in collaboration with AECOM, the Project Manager, and TAC to elaborate on key messages related to the project. The FAQ will be posted to the project website, and further added to as needed.

## Public Consultation and Communication Activities

The TMP follows Approach 1 (Phases 1 and 2) of the Municipal Class Environmental Assessment process. The following ongoing consultation activities will be utilized, in addition to Activities outlined in the chart below:

- **Website:** [toronto.ca/parklawnlakeshore](http://toronto.ca/parklawnlakeshore) will include project summary, background, map, alternative solutions, FAQ, updates, notices, PIC details and materials, feedback opportunities, and contact information
- **One window:** single contact for sending comments via email, phone, and mail
- **Social Media:** information posted to GetInvolvedTO Twitter and Facebook pages
- **Project Mailing list :** contacts added from meeting Sign-In sheets and upon request to receive project updates and notices
- **Comment tracking and responding**

Public Consultation and Communication Activities		
Phase 1		
<i>In Phase 1 of the Municipal Class EA process, public consultation is discretionary.</i>		
Activity	Purpose	Details
<b>Councillor Briefings</b>	- Introduce study - Listen to priorities and concerns	Project Manager and PCU meet with Councillors for Wards: 5, 6, and 13
<b>Website</b>	- Introduce study, problem opportunity statement, study area, and FAQ	Will launch in conjunction with Notice of Commencement
<b>Stakeholder Advisory Group Meeting 1 - Walkshop</b>  September 2016	- identify issues and priorities in the study area early in project process - identify local assets with key stakeholders, and see them first hand - bring together key stakeholders and facilitate connections between groups and with the Project Team	The content for the walkshop/workshop will be developed in collaboration with members of the Project Team and TAC.
<b>Notice of Study Commencement / PIC 1 Notice</b>  October 2016	- provide information on: study overview, Master Plan, study area, initial site work, public consultation, and one window contact - invitation to first public meeting	Issue through community newspapers Etobicoke Guardian - South Mimico and Bloor West Villager. Post to project website. Send to agencies, aboriginal contacts, key stakeholders, and Councillors in study area.
<b>Newsletter 1</b>		Provide more in-depth background information and detail on project. Mail out via Canada Post to Extended Study Area. Post to project website, and email to stakeholders, agencies, and aboriginal contacts.
<b>PIC 1</b>  November 2016	- introduce study - explain EA/TMP process - describe relationship to other area projects (Waterfront Reset, Mimico 2020, Humber Bay Shores Master Plan) - explain areas of focus - seek feedback	Open House

<b>PIC 1 Report</b>	- Report on PIC 1	Complete within 1 month of close of comment period.
<b>Phase 2</b>		
<i>During Phase 2, there is a mandatory point of contact with review agencies and the public to solicit comments and input on preliminary recommended solution(s).</i>		
<b>Councillor Briefings</b>	- Explain alternatives - Present findings from walkshop, PIC 1, and information for PIC 2 - Listen to priorities and concerns	Project Manager and PCU meet with Councillors for Wards: 5, 6, and 13
<b>Stakeholder Advisory Group Meeting 2</b>  February 2017	- Follow up from walkshop - Explain project process and role of SAG - review results of PIC 1 - discuss alternatives - Discuss and understand issues in advance of PIC 2 - Introduce public consultation materials and potential meeting format	Invitation issued via email. <u>Meeting held 8 - 10 weeks in advance of PIC 1</u> , at venue in study area.  Meeting attended by the Consultants, Project Manager and PCU.
<b>Letters to affected property owners</b>	- Introduce Study - Include NOC + PIC 2 notice - Describe: alternatives + evaluation process, potential property impacts - Listen to concerns	Issue general letter to all owners of affected properties.  Hold meetings upon request attended by the Consultants, Project Manager (and PCU).
<b>PIC 2 Advertisement</b>	- Invitation to second public meeting - Describe alternative solution(s) - Include study map, public consultation, online comment, and one window contact information	Send at minimum 2 weeks in advance of PIC. Issue through Etobicoke South Guardian and Bloor West Villager and posted to project website. Sent to agencies, aboriginal contacts, and Councillors.
<b>Newsletter 2</b>	- Additional detail if space is available	Provide more in-depth background information and detail on project. Mail out via Canada Post to Extended Study Area. Post to project website, and email to stakeholders, agencies, and aboriginal contacts.
<b>PIC 2</b>  March 2017	- Review study process - Present alternative solutions - Present evaluation criteria - Ask for additional feedback - Respond to Concerns - Explain next steps	Presentation and Workshop format TBD.  All materials posted to project website in advance.  Online comment form created for website
<b>PIC 2 Report</b>	- Describe consultation activities and feedback received to date.	Prepared by PCU within 1 month of conclusion of comment period, posted to project website, and sent to all stakeholders.
<b>Councillor Briefings</b>	- Explain recommended alternatives - Present findings from PIC 2, SAG and information for PIC 3 - Listen to priorities and concerns	Project Manager and PCU meet with Councillors for Wards: 5, 6, and 13
<b>Meet with affected property owners</b>	- Explain recommended alternatives - Listen to feedback and concerns	Issue letter to all owners of affected properties.  Hold meetings upon request attended by the Consultants, Project Manager (and PCU).
<b>Stakeholder Advisory Group Meeting 3</b>  May 2017	- Follow up from last meeting - Explain recommended alternatives - Discuss and understand issues in advance of PIC - Introduce public consultation materials and potential meeting format	Invitation issued via email. <u>Meeting held 8 weeks in advance of PIC 1</u> , at venue in study area.  Meeting attended by the Consultants, Project Manager and PCU.
<b>PIC 3 Advertisement</b>	- Study process update - Explain recommended solutions - Include images and maps, contact	Send at minimum 2 weeks in advance of PIC.

	information, online commenting, and invitation to PIC 3	Issue through Etobicoke South Guardian and Bloor West Villager and posted to project website. Send to agencies, aboriginal contacts, and Councillors in Study Area.
<b>Newsletter 3</b>		Provide more in-depth information.  Mail out via Canada Post to Extended Study Area. Post to project website, and email to stakeholders, agencies, and aboriginal contacts.
<b>PIC 3</b> June 2017	<ul style="list-style-type: none"> <li>- Present results of the evaluation and recommended solutions</li> <li>- Listen and respond to feedback and concerns</li> <li>- Provide information on how to submit additional comments</li> <li>- Explain next steps</li> </ul>	<p>Open House and presentation format including Q&amp;A, and large maps used for feedback.</p> <p>All materials posted to project website in advance.</p> <p>Online comment form created for website</p>
<b>PIC 3 Report</b>	<ul style="list-style-type: none"> <li>- Describe consultation activities and feedback received to date.</li> </ul>	Prepared by PCU within 1 month of conclusion of comment period, posted to project website, and sent to all stakeholders.
<b>Phase 3</b>		
<i>A report will be prepared for presentation to Public Works &amp; Infrastructure Committee (PWIC) to adopt study recommendations and approval to proceed with a Notice of Study Completion.</i>		
<b>Stakeholder Advisory Group Meeting 4</b>	<ul style="list-style-type: none"> <li>- Describe results of process and next steps</li> <li>- Identify any outstanding concerns prior to filing EST to avoid unresolved issues.</li> </ul>	<p>Invitation sent via email to key stakeholder list . Meeting attended by the Consultants, Project Manager and PCU.</p> <p>Meet with group (or individual stakeholders upon request).</p>
<b>Letters to mailing list</b>	<ul style="list-style-type: none"> <li>- Letter to advise of staff report recommendations and opportunity to depute.</li> </ul>	Issued to email list, key stakeholders, agencies and aboriginal contacts, and affected properties, and Councillors.
<b>Notice of Study Completion</b>	<ul style="list-style-type: none"> <li>- Post EA Report to website</li> </ul>	Issue through Etobicoke South Guardian, Bloor West Villager and project website. Send to email list, agencies, affected properties, aboriginal contacts, and Councillors.

### Stakeholder Advisory Group

There is a high level of interest from a range of stakeholders in the Park Lawn / Lake Shore Transportation Master Plan area to be involved early in processes, as demonstrated in past City projects including the Humber Bay Parks Project, Mr. Christie's Site Working Group, and Etobicoke Waterfront Storm water Facilities.

Learning from these experiences, project teams have benefitted from establishing community advisory groups including representation from local residents groups, businesses, organizations, and relevant city-wide groups and agencies.

The Park Lawn Lake Shore TMP Stakeholder Advisory Group will:

- create a formal process to meet with and attend to all stakeholder groups
- identify key interests and resolve issues in advance of public meetings and filing the Notice of Completion
- develop community relationships
- build project support

The Project Team will further develop the meeting and participation structure for this group to best meet project needs and potential issues, following the proposed schedule below:

- SAG 1 – early fall 2016 – walkshop
- SAG 2 - held post PIC 1
- SAG 3 - held post PIC 2
- SAG 4 - held post PIC 3

Membership will be comprised of local key stakeholder organizations identified on page 4. Additionally space may be provided for individual residents and businesses. A terms of reference and application form will be created for the SAG.

## Reporting

Summary reports following all PIC's will be completed within 1 month of the conclusion of the comment period discussing:

- Description of consultation and notification activities
- Description of PIC events and materials
- Summary of public feedback and comments heard to date

All reports will be posted to the project website and sent to interested stakeholders on the project mailing list.

## Evaluation

To evaluate public consultation activities, regular meetings will be held with the Project Manager, Consultants and Public Consultation Unit to review activities and adjust future activities as needed. The success of public consultation will be measured using Objectives on Pages 3 and 4:

1. Did consultation fulfill requirements outlined in MCEA Schedule B?
2. Did consultation encourage involvement through appropriate activities?
3. Did consultation engage a representative sample to inform planning and decision-making?
4. Did consultation ensure opportunities to voice concerns, questions and comments through a variety of methods, and widely publish accessible answers?
5. Was information easy to understand and were meaningful questions asked of the public?
6. Did the Project Team report back to the public and stakeholders on how their input affected the project plans, and how issues have been addressed?

## Budget

Anticipated costs of consultation and communication activities include:

Item	Cost / Unit	Total
Print Advertising in Etobicoke South Guardian (full page x 6 insertions = (2) Notice of Commencement/PIC 1, (1) PIC 2, (1) PIC 3, (2) Notice of Completion)	\$1,828.75	\$10,972.50
Print Advertising in Bloor West Villager (full page x 6 insertions = (2) Notice of Commencement, (1) PIC 2, (1) PIC 3, (2) Notice of Completion)	\$5,191.65	\$31,149.90
Canada Post Delivery to Study Area = ~29,000 mail pieces (Newsletters to Study Area for PIC 1, PIC 2, PIC 3)	\$5,461	\$16,383
Newsletter Printing (black & white legal, for PIC 1, PIC 2, PIC 3)	\$1,155	\$3,465
Venue Bookings (3 PIC + 4 Stakeholder Group Meetings ) *excluding A/V	\$500	\$3,500
SAG notetaking	\$400	\$1,600
SAG food	\$300	\$1,200
	<b>Total</b>	<b>\$68,270.40</b>

## Roles and Responsibilities

A detailed Roles and Responsibilities document describes key tasks to be completed by AECOM, Transportation Services, and the Public Consultation Unit.

## Project Team

### AECOM

- Shari Harmsworth - Project Manager
- Nicholas Day – Senior Transportation Planner

### City of Toronto

- Edward Presta – Project Manager
- Robyn Shyllit – Senior Public Consultation Coordinator

### Technical Advisory Committee

- Richard Beck – Program Manager, Transportation Planning
- Samuel Baptiste – Transportation Planner
- David Brutto – Community Planner
- Bruce Clayton – Manager, Traffic Operations
- Jeffrey Dea – Manager, Infrastructure Planning
- Lori Ellis – Parks and Recreation
- Emilia Flora – Urban Design
- Mary-Ann George – TTC
- Irem Khan – Engineering Technologist
- Luigi Nicolucci – Manager, Traffic Planning Right of Way
- Sabrina Salatino – Community Planner, Etobicoke York District
- Nigel Tahair – Program Manager, Transportation Planning
- Garvin Tom – Senior Transportation Planner

### Metrolinx

- Elana Horowitz – Manager, Hub and Station Planning



## **Appendix A.2**

Public Consultation Report, Phase 1 (Jan. 2017)

**PARK LAWN LAKE SHORE**  
**TRANSPORTATION MASTER PLAN**

# PARK LAWN LAKE SHORE



## TRANSPORTATION MASTER PLAN

### Public Consultation Report – Phase 1

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January 2017

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Public Consultation Unit*





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## 1. Introduction

The Park Lawn Lake Shore Transportation Master Plan Study will provide the first step in a multi-year process to evaluate solutions that 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 streetscape design

The Study will follow Phases 1 and 2 of the [Municipal Class Environmental Assessment Act](#) (EA) regulated by the Province of Ontario described below:

- Phase 1: Identify the transportation problems and opportunities in the Park Lawn Lake Shore area
- Phase 2: Develop, evaluate and recommend alternatives to address the identified problems and opportunities.

Once completed, the TMP will recommend a series of transportation projects, initiatives and policies to support the Park Lawn Lake Shore Area. Depending on the scale of projects identified, some will require further study continuing additional phases in the Environmental Assessment.

**This report summarizes Phase 1 public consultation activities and feedback from September to December 2016, including Community Workshop #1.**

## 2. Notification

Public, stakeholder, and agency notification is an important component of the Park Lawn Lake Shore Transportation Master Plan to keep stakeholders informed about the Study and solicit their input. A project website ([www.toronto.ca/parklawnlakeshore](http://www.toronto.ca/parklawnlakeshore)) was developed in September 2016 including sections on the Study Overview, Study Area, Frequently Asked Questions, and how to Get Involved. As part of the website, a project email list was launched for anyone to sign-up to receive updates and information about public consultation milestones.

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

- Advertisements published in Bloor West Villager and York Guardian community newspapers
- Flyer delivery to 25,563 residents and businesses in the study area
- Posting on the project website
- Email to local Businesses and Business Improvement Areas: ShoptheQueensway Business Improvement Area, Mimico by the Lake Business Improvement Area, Mimico Village Business Improvement Area, South Etobicoke Industrial Employers Association, Lake Shore Village Business Improvement Area, Ontario Food Terminal, First Capital Realty, Fiera Properties

- Email to local Resident and Ratepayer Associations: Humber Bay Shores Condo Association, Mimico Residents Association, Mystic Point Residents Association, Swansea Area Ratepayers Association, Lake Shore Planning Council, Mimico Lake Shore Community Network, Our Place Initiative, South Etobicoke Transit Action Committee, Ward 6 Community Action Team, Citizens Concerned about the Future of Etobicoke Waterfront, Etobicoke South Cycling Committee
- Email to local community groups and institutions: LAMP Community Health Centre, Lake Shore Arts, Storefront Humber Inc, Humber College
- Email, letter, and flyer sent to First Nations
- Email to all agencies and utility companies
- Notification sent to City Councillors in Wards 5, 6 and 13

>> *Appendix A includes a record of all print notices. The time of the December 3 workshop was amended after the notice was first issued to account for local road closures, and was re-issued to local stakeholder groups and the project email list.*

### 3. Overview of Consultation Activities

This section describes consultation activities that took place during Phase 1 consultation.

#### 3.1 First Nations Community Consultation

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

#### 3.2 Agency Consultation

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

#### 3.3 Stakeholder Workshop

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

A report including a listing of invited organizations, summary of what was heard in this workshop, and a record of all presentation materials can be viewed on the Study website: [www.toronto.ca/parklawnlakeshore](http://www.toronto.ca/parklawnlakeshore) under the *Have Your Say* tab.

#### 3.4 Affected Properties

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

- Ontario Food Terminal, August 9, 2016
- Fiera Properties, October 11, 2016
- First Capital Realty, October 24, 2016

### 3.5 Presentation at LAMP Community Health Centre

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

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

### 3.6 One Window Contact

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

### 3.7 Community Workshop 1

Community Workshop 1 was held at the Assembly Hall at 1 Colonel Samuel Smith Park Drive on Thursday November 24, 2016 from 6:30 – 9pm, and on Saturday December 3, 2016 from 2 – 4:30pm. The same information was presented on both dates. The meeting format included a drop-in centre with display panels for the first 30 minutes, followed by a presentation, question and answer period, and facilitated table discussions.

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

The purpose of the Community Workshop was to:

1. Convene many community members and stakeholder organizations
2. Listen and receive information early in the study process
3. Generate a list of issues and suggestions from firsthand experience
4. Hold an interactive meeting
5. Introduce the project and areas of focus, the Environmental Assessment (EA) and Transportation Master Plan (TMP) process, plus related area projects

The display panels and presentation included the following information:

1. Workshop purpose
2. Event Agenda
3. Discussion Questions
4. Code of Conduct
5. Study Area
6. Related Area Studies
7. Study Process
8. What was heard at Stakeholder Workshop 1
9. Problem Opportunity Statement
10. Existing Traffic Conditions
11. Existing Travel Characteristics
12. Existing TTC Routes
13. Park Lawn Go Station overview

14. Study Elements
15. Potential Road Network Improvements
16. Potential Waterfront Transit Reset alignment
17. Potential Transit Only Lane
18. Potential Transit Loop Locations
19. Accomplishments and Committed Projects
20. Study Timeline and Next Steps
21. Public Consultation Goals
22. Workshop Outline
23. Contact Information

Copies of the display material, online comment form, and the presentation were made available on the project website [www.toronto.ca/parklawnlakeshore](http://www.toronto.ca/parklawnlakeshore) in advance of the meeting date.

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

*>> Appendix B includes a record of the workshop materials, including panels, presentation, and comment form used in the workshops.*

## 4. Feedback Summary

### 4.1 First Nations

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

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

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

### 4.2 Agencies

Agency comments included responses from: Metrolinx, Toronto Region and Conservation Authority, Toronto Fire Services, Enbridge Gas, Ministry of Natural Resources and Forestry, Ministry of Environment and Climate Change, and Infrastructure Ontario. The Project Team received, recorded, and responded to all correspondence.

### 4.3 Stakeholder Workshop

A report summarizing what was heard in the stakeholder workshop can be viewed on the Study website: [www.toronto.ca/parklawnlakeshore](http://www.toronto.ca/parklawnlakeshore) under the *Have Your Say* tab. Information gathered through the stakeholder workshop was used to inform the challenges and ideas for improvements presented at Community Workshop 1.

### 4.4 Affected Properties

Land owners at the Ontario Food Terminal, Fiera Properties, and First Capital Realty shared comments and questions related to:

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

### 4.5 LAMP Annual General Meeting

A total of 8 questions and comments were received at LAMP Community Health Centre's Annual General Meeting as summarized below:

- Questions regarding:
  - Other City policies
  - City transportation planning

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

#### 4.6 One Window Contact.

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

- Suggestions about:
  - reducing traffic on the Gardiner Expressway
  - modifications to on and off ramps to access the Gardiner Expressway
  - roadway changes at Palace Pier
  - roadway changes at Brookers Lane
  - changes to turning lanes
  - streetcar routing and right-of-way suggestions
  - relocation of the Humber Loop
  - improving public transit through Express Buses, routing changes, adding a GO Station, and changes to the 501 streetcar route
  - continuous cycling routes
  - roadway improvements outside of the Study Area
- Questions about:
  - public consultation events and information
  - information and meeting requests
  - boundaries of the Study Area
  - coordination with the Waterfront Reset Study
- Concerns about:
  - population density and ongoing residential development
  - safety for pedestrians accessing the Humber Loop
  - Metrolinx not including Park Lawn GO Station in its 10 year plan
  - the study timeline
  - traffic in the Study Area
  - public transit service
  - public transit accessibility

## 4.7 Community Workshop 1

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

### 4.7.1 Facilitated Table Conversations

The main themes that emerged during discussions recorded by table facilitators at the community workshops held on November 24 and December 3, 2016 are described below. Table discussions focused on four questions, with all participants encouraged to share ideas. Participants could also submit written feedback via written or online comment form, summarized in Section 4.7.2

*>> Appendix C includes a record of all comments drawn on table maps during facilitated table conversations at the workshop events.*

#### **Question 1: What do you like about transportation in the study area? Is there anything you think works well and should be maintained?**

During table discussions, participants described the following transportation facilities that they like, think work well, or should be maintained in the Study Area.

- Active Transit
  - access to trails, parks, and Lake Ontario for pedestrians and cyclists
- Road Network
  - access to Gardiner Expressway and highway system
  - the Legion Road extension
  - access to Mississauga
  - improvements to support vehicle flow: new turning lanes, reopening of the Gardiner, and signal timing
- Public transit
  - variety of options available: bus to Subway, streetcar to downtown, or GO Transit
  - good off-peak options
  - 66 Bus route, and direct access to Old Mill Station
  - Mimico GO Station access
  - 501 streetcar to get downtown, with good frequency with 10 minute service
- Other
  - Access to Pearson International Airport
  - the Ontario Food Terminal

#### **Question 2: What transportation related barriers and challenges do you experience within the study area?**

During table discussions, participants described the following transportation barriers and challenges they experience in the Study Area.

- Public Transit
  - General
    - Service is inconsistent and unreliable
    - Too far to walk to Humber Loop
    - Too far to access Mimico GO Station
    - Poor access to Subway
    - Too long to travel downtown



- Humber Loop
  - Unsafe with poor accessibility
  - Difficult to access from south using informal walkway that is not wide enough for users to pass each other or use mobility devices, and is not well maintained or well lit
- Bus Routes and Streetcar Service
  - Bus service is impacted by vehicle congestion and delayed when there are collisions on major routes
  - Bus service is infrequent
  - Short-turn streetcars add travel time and pose challenges for seniors and people with mobility issues to disembark and board
  - Long travel-time to downtown during peak hours
  - Express bus is too expensive
- Road Network
  - General
    - Lack of alternative routes available
    - Road speeds are too high
    - Signals are not well timed
    - Congestion impacts travel time to downtown
  - Queensway
    - Locations of congestion
  - Marine Parade Drive
    - Dangerous left-turns from Marine Parade Drive onto Lake Shore Blvd West
    - High number of developments causing congestion on Marine Parade Drive
  - Lake Shore Boulevard West
    - Traffic bottleneck where Lake Shore Blvd narrows to one lane at Humber Bridge
    - Pinchpoint at Palace Pier
    - Congestion at location of streetcar platform on Westside of Park Lawn
    - Signal timing issues
  - Park Lawn Road
    - Pedestrian safety concerns at Queensway, Ontario Food Terminal exits, Tim Hortons/Starbucks entry, and Lake Shore
    - Advanced green lights need to be longer, and extend turning banks
    - Speed of cars turning right when travelling south at Lake Shore
  - Gardiner Expressway
    - Traffic backs up frequently
    - Difficult to travel westbound from Park Lawn
  - Sobey's Plaza
    - Difficult to access
- Active Transportation
  - Cyclists travel too fast on Martin Goodman Trail and Humber Bridge posing safety issues for pedestrians
  - Cycling facilities are discontinuous
  - Sidewalks are poorly maintained and discontinuous
  - lack of maintenance under bridges
  - Inadequate lighting on walkways and under bridges poses safety concerns
  - Jay-walking poses safety concerns, due to lack of traffic signals for pedestrian crossing
- Heavy Vehicles
  - Line up at Tim Hortons on Park Lawn blocks road access, and causes safety concerns
  - High volume of trucks travelling to the Ontario Food Terminal blocks roadway

- General Feedback
  - The TMP Study is taking place too late after development has already taken place
  - Some road users reported travelling west to avoid traffic on more direct routes to downtown
  - Comments that the Study Area should be expanded further west
  - Concerns regarding road tolls creating more traffic moving vehicles off the Gardiner Expressway and onto local roads
  - Concerns regarding flow through and non-local traffic using roads in the Study Area to avoid traffic on the Gardiner Expressway and/or Lake Shore Blvd West
  - Requests to prohibit new development and density in the Study Area
  - Comments regarding TTC fares and posting of TTC schedules
  - Concern regarding cost of improvements of Legion Road extension

### **Question 3: If you could make a few big changes in the study area what would they be?**

During the table discussions, participants described the following changes they would like to make in the Study Area.

- Intersection and Road Network Improvements
  - Marine Parade Drive
    - Add crosswalks to north and south side of Waterfront Drive at Marine Parade Drive, and widen sidewalks on southside
    - Add an advanced green light to travel eastbound on Lake Shore Boulevard West, at Marine Parade Drive
    - Make Marine Parade Drive one-way westbound
    - Add roads connecting Marine Parade Drive to Lake Shore
  - Lake Shore Boulevard West
    - Maintain 2 lanes on Lake Shore through study area
    - Add separate turning lanes to access condos
    - Add signage for vehicles accessing condos not to block roadways or intersections
    - Lake Shore eastbound at Brooker's Lane should be 2 lanes
    - Add no left-turn restrictions to Lake Shore Blvd
    - Add lay-by parking to Lake Shore Blvd for business deliveries
    - Add traffic information signage to Lake Shore
    - Add lights to cross Marine Parade Drive
    - Add connection from South Kingsway to Lake Shore
  - General
    - Limit increases to travel lanes
    - Add reflectors to roadway for vehicles to stay in their lane
  - Park Lawn Road
    - Close Park Lawn southbound between 7am-9am
  - Gardiner Expressway
    - Merge lanes onto the Gardiner should start further west
    - Add exit ramp to Park Lawn
    - Create an off-ramp from the collector lanes to join the Lake Shore
    - Add a double left-turn lane from Park Lawn to the Gardiner
    - Add Gardiner off-ramp at Park Lawn Rd
  - The Queensway
    - Add space to left-turn lane to the Queensway at Park Lawn

- Add more connections north and south between the Queensway and Lake Shore
- Other
  - Add a new bridge over rail line at Grand Avenue for north/south access
- Active Transportation
  - Create complete streets that are safe for all road users
  - Improve access to Humber Loop, add lighting, and security cameras
  - Protect access to Lake Ontario for everyone, and improve accessibility
  - Add physically separated cycling facilities, and create more separation for cyclists from pedestrians
  - Create high and low speed cycling trails
  - Improve sidewalk along Lake Shore Boulevard West
  - Move high-speed cyclists to Lake Shore
  - Add more lighting to all roads to increase pedestrian safety
  - Better designate cycling paths on the Humber Bridge
  - Improve signage and markings
  - Create a pedestrian walkway to Mimico GO Station from Park Lawn and Lake Shore
- Public Transit
  - Improve transit service overall, and increase frequency
  - Allow buses to access Humber Loop through streetcar tunnel to increase service frequency
  - Add a new GO Station to service increased population
  - Improve pedestrian connections and sidewalk access to Humber Loop including a wider pathway, lighting, and better accessibility
  - Extend 76 Royal York Bus south to service Humber Bay Shores
  - Make 145 bus a regular route to downtown
  - Reduce short-turns on 501 route
  - Make transit more affordable
  - Add more bus routes to connect subway stations
  - Add/modify bus route to connect to Jane Station so that users can access elevators (no elevators at Old Mill Station)
  - Add an LRT along the Lake Shore, with express stops to Exhibition and Union
  - Add dedicated transit lanes along the Lake Shore
  - Add more direct/express routes to downtown
  - Add more buses to Park Lawn
  - Add streetcar service west of Humber Loop to travel to Sherway Gardens
  - Double the frequency of streetcars during rush hour
  - Add shuttle/express routes to Mimico GO Station
  - Add ferry route to downtown
- Location of Humber Loop and Transit Hub
  - Keep existing location, improve existing facilities, and integrate with GO Transit
  - Add parking to Humber Loop
  - Relocate to Christie's site and integrate with GO Transit
  - Relocate to Legion Road and integrate with GO Transit
- Additional Comments
  - Restrict incoming traffic from vehicles travelling through the area
  - Improve pavement markings for all modes of travel
  - Add water taxi service to downtown

#### **Question 4: How do you want to see transportation improvements prioritized?**

During the table discussions, participant responses strongly expressed that a first priority should be on improvements to public transit including locating a GO Station in the Study Area, improving TTC access and service frequency, express service, and transit priority lanes.

Conversations on second priority were shared between improved vehicle movement and road network, and improvements for active transportation such as sidewalks and bikes lanes. In some cases, second priority was also supportive of public transit.

The third priority recorded in table discussions focused on safety improvements such as separated bike lanes, improved accessibility for pedestrians, and traffic calming measures.

#### 4.7.2 Comment Forms

The comment form was available from November 21 – December 9, 2016. Respondents could submit comments online or hand written. They were not required to answer all questions. A total of 415 comments were received, as summarized below.

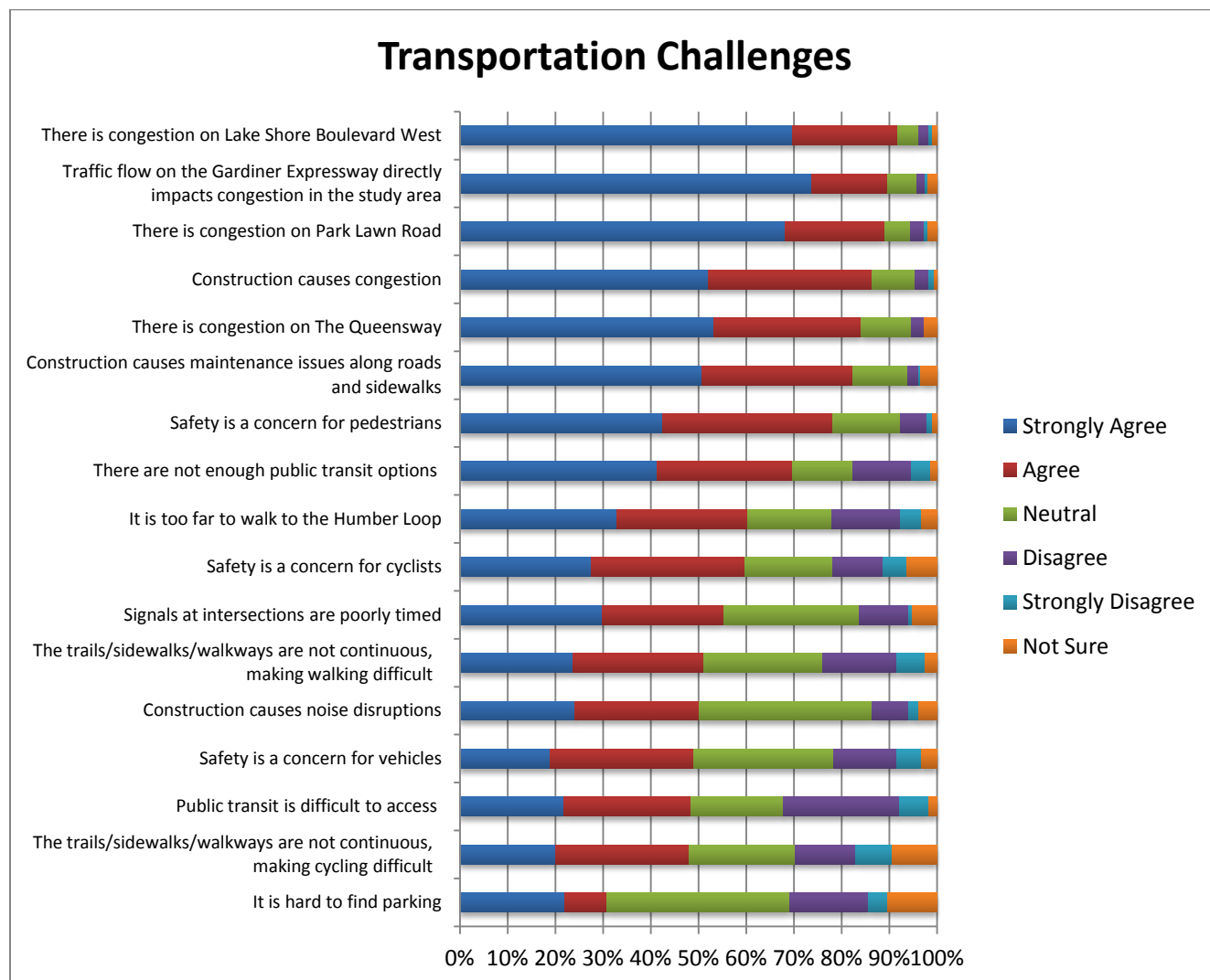
##### **Question 1: What do you like about transportation in the study area? Is there anything you think works well and should be maintained?**

The following comments summarize the 362 responses about what transportation facilities respondents like, think work well, or should be maintained in the study area:

- General
  - Good transportation options for cars, bikes, public transit and walking
  - Access to nearby shopping
  - Do not like anything, transportation is insufficient
- Active Transportation
  - Cycling routes
  - Access to Lake Ontario, trails, and natural parks
  - Bridge over Humber River
  - Traffic light at streetcar tunnel allows pedestrians to cross
- Public Transit
  - Variety of TTC routes available (145 Express bus, 501 Queen streetcar, 80 Queensway bus, 77 Runnymede bus, 66 Prince Edward bus)
  - Access to Mimico GO Station
  - Dedicated streetcar right-of-way on the Queensway
  - Humber Loop location should be maintained as a transit hub
- Road Network
  - Access to Gardiner Expressway on/off ramps
  - Widening of the north side of the intersection at Park Lawn and Lake Shore
  - Traffic light at Palace Pier and Lake Shore Blvd West
  - Double left-turn lanes at Park Lawn
  - Right-turn lanes at Park Lawn

## Question 2: What transportation-related barriers and challenges do you experience within the study area?

A total of 410 responses were received to Question 2. Respondents used a scale to indicate agreement with transportation related barriers and challenges identified in each of the following statements, as indicated in the table below:



70% to 92% of respondents strongly agreed or agreed with the following challenges experienced:

- 1) 92% - There is congestion on Lake Shore Boulevard West
- 2) 90% - Traffic flow on the Gardiner Expressway directly impacts congestion in the study area
- 3) 90% - There is congestion on Park Lawn Road
- 4) 86% - Construction causes congestion
- 5) 84% - There is congestion on The Queensway
- 6) 82% - Construction causes maintenance issues along roads and sidewalks
- 7) 78% - Safety is a concern for pedestrians
- 8) 70% - There are not enough public transit options

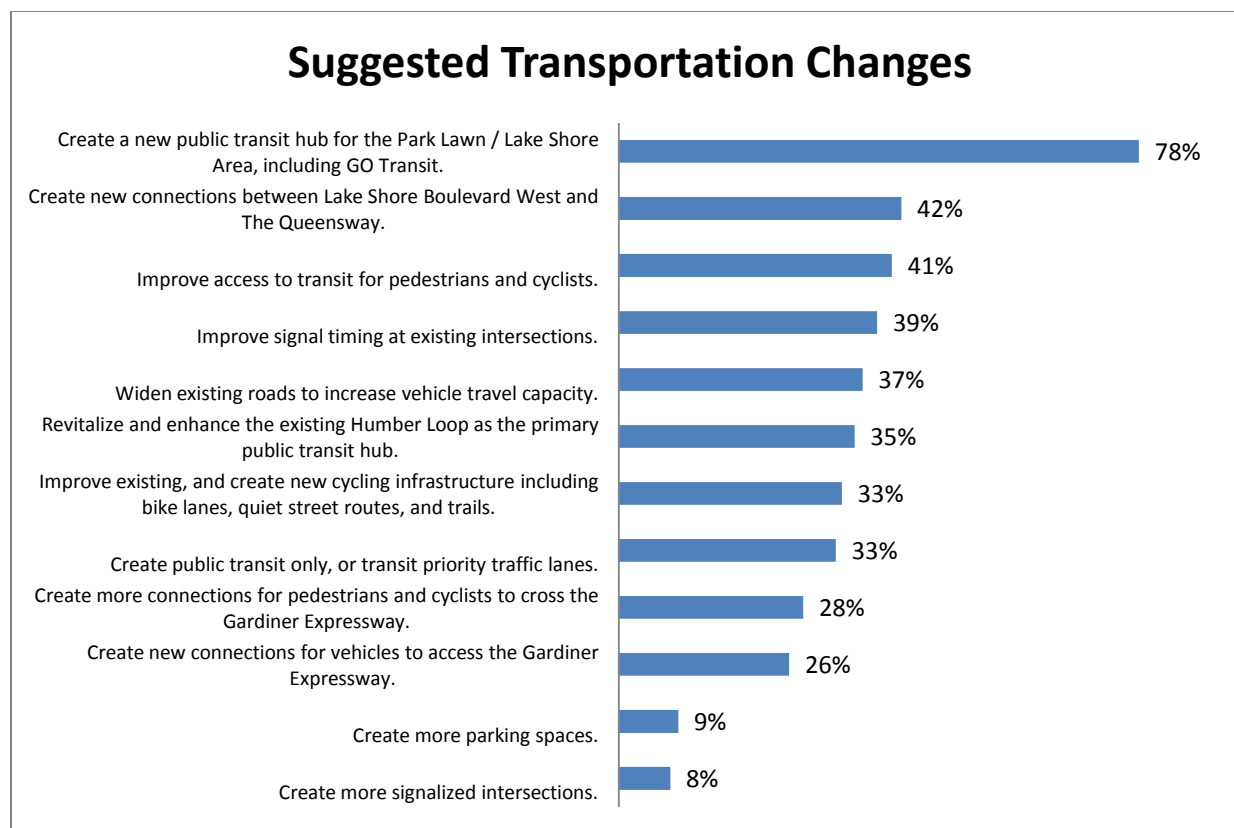
48% to 60% of respondents strongly agreed or agreed with the following challenges experienced:

- 9) 60% - It is too far to walk to the Humber Loop
- 10) 60% - Safety is a concern for cyclists
- 11) 55% - Signals at intersections are poorly timed
- 12) 51% - The trails/sidewalks/walkways are not continuous, making walking difficult
- 13) 50% - Construction causes noise disruptions
- 14) 49% - Safety is a concern for vehicles
- 15) 48% - Public transit is difficult to access
- 16) 48% - The trails/sidewalks/walkways are not continuous, making cycling difficult

28% of respondents strongly agreed or agreed that it is hard to find parking in the study area.

### Question 3: If you could make a few big changes in the study area, what would they be?

A total of 415 responses were received to question 3. Respondents were asked to select the top 5 changes they would like to make in the study area, and were also given a choice to select an "other" change. The top 5 changes respondents selected are described in the table below in order of percent who indicated they would like to make each change:



The top 5 changes respondents selected are listed below in order of percent who indicated they would like to make this change:

- 1) 78% - Create a new public transit hub for the Park Lawn / Lake Shore Area, including GO Transit.
- 2) 42% - Create new connections between Lake Shore Boulevard West and The Queensway.
- 3) 41% - Improve access to transit for pedestrians and cyclists.
- 4) 39% - Improve signal timing at existing intersections.
- 5) 37% - Widen existing roads to increase vehicle travel capacity.

The remaining changes respondents selected are listed below in order of percent who indicated they would like to make this change:

- 6) 35% - Revitalize and enhance the existing Humber Loop as the primary public transit hub.
- 7) 33% - Improve existing, and create new cycling infrastructure including bike lanes, quiet street routes, and trails.
- 8) 33% - Create public transit only, or transit priority traffic lanes.
- 9) 28% - Create more connections for pedestrians and cyclists to cross the Gardiner Expressway.
- 10) 26% - Create new connections for vehicles to access the Gardiner Expressway.
- 11) 9% - Create more parking spaces.
- 12) 8% - Create more signalized intersections.

Respondents were given the option to select an “other” change for the study area, summarized under the categories of feedback provided below:

- Restrictions
  - Restrict access to/from the Gardiner Expressway from Park Lawn
  - Restrict non-local vehicles and through traffic from using Marine Parade Drive
  - Restrict eastbound left-turns onto Lake Shore for vehicles exiting properties at the northwest corner of Park Lawn and Lake Shore
  - Restrict left-turns for vehicles exiting the Sobey's plaza
  - Close Gardiner Expressway on/off ramps during morning and evening rush hours
  - Remove and restrict parking where it causes congestion
  - Make Marine Parade Drive one-way westbound
- Road Network
  - Increase time for left-turn signals
  - Increase left-turn bank to Queensway from Park Lawn to hold 8 cars
  - Widen Lake Shore Blvd from 1 lane to 2 lanes where it cross the Humber River
  - Add entrances and exits to Sobey's plaza and Ontario Food Terminal
  - Stop left turns from the Sobey's plaza during rush hours, increase signal times for turning vehicles exiting, and add pedestrian island on Queensway for safer crossing
  - Add right-turn only, and left-turn only movements on the Lake Shore to minimize cars crossing multiple lanes
  - Widen Palace Pier to 3 lanes
  - Reduce the number of traffic signals along the Lake Shore between Park Lawn and Ellis Avenue
  - Add turning and traffic flow arrows to roadway and major intersections
  - Install a traffic light at the Tim Horton's plaza on Park Lawn
  - Add HOV lanes



- Public Transit
  - Fix traffic signal for pedestrians to cross Lake Shore to access Humber Loop to eliminate red lights when no streetcars are turning
  - Increase service on all routes
  - Increase 145 Express bus service during off-peak times and on weekends
  - Increase service on the 66 Prince Edward Bus and reverse travel direction through Marine Parade Drive
  - Eliminate split in 501 streetcar route
  - Create a water ferry route to downtown
  - Remove streetcars
- Active Transportation
  - Add safety islands in the middle of wide roads for pedestrians
  - Create a continuous walkway on both sides of the Queensway, west of Windemere
  - Improve sidewalks along the Lake Shore
  - Add more signage for cyclists using the Waterfront Trail to slow down and share space with pedestrians
  - Add bike-share facilities
  - Increase crossing times for pedestrians
  - Improve access to Lake Ontario for pedestrians travelling south across the Queensway
  - Encourage people to use more active transit options
- Urban Design
  - Add more bus shelters for pedestrians to use during inclement weather
  - Beautify the area
- Other
  - Stop all new development and limit density increases
  - Add car share programs
  - Add handicapped parking spaces

#### **Question 4: How do you want to see transportation improvements prioritized?**

A total of 382 responses were received to Question 4. Respondents were asked to rank prioritization of transit improvements from one to five, with one being highest priority and five being lowest priority, and were also given the option to select an "other" priority.

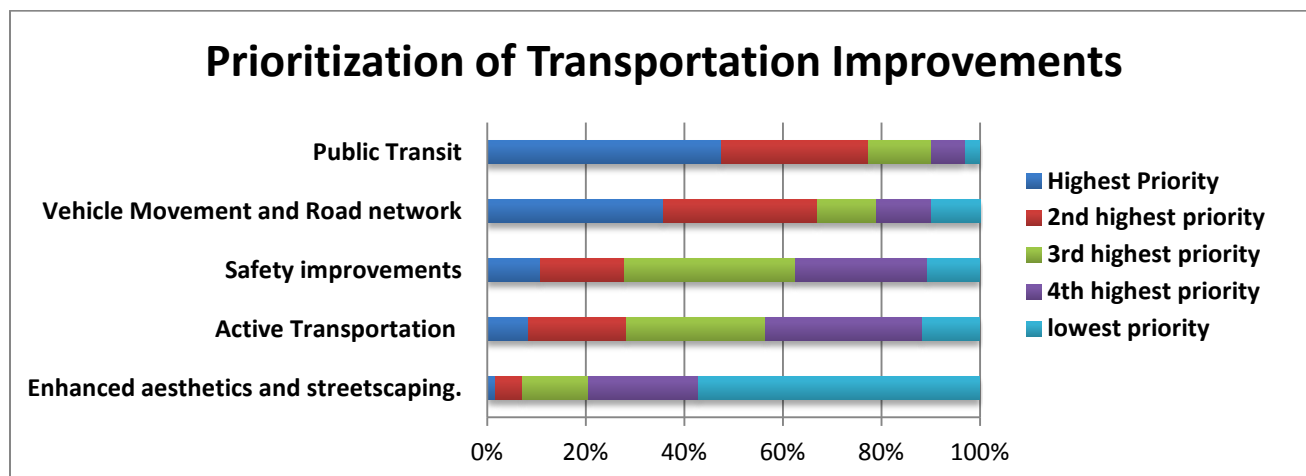
Public transit received top prioritization from respondents, with highest priority selected by 47.6% of respondents, and 29.8% who ranked it as a second priority.

Vehicle movement was prioritized second, with highest priority selected by 35.8% of respondents, and 31.3% who ranked it as a second priority.

Safety Improvements and Active Transportation received similar cumulative prioritizations, with highest priority for Safety Improvements selected by 10.9% of respondents and 16.9% who ranked it as a second priority, and highest priority for Active Transportation Improvements selected by 8.5% of respondents and 19.8% who ranked it as a second priority.

Enhanced Aesthetics received the lowest prioritization, ranked as lowest priority by 57% of respondents.

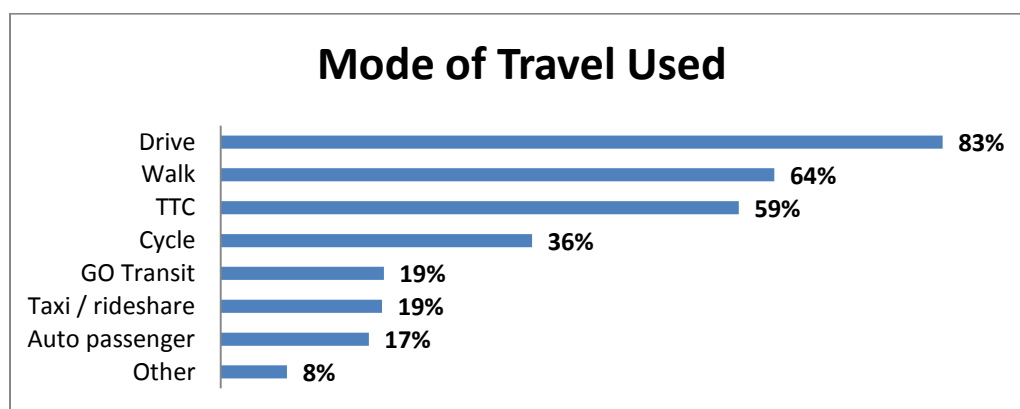
The table below summarizes how respondents prioritized improvements.



Other priorities listed by respondents are included in the changes suggested in Question 3.

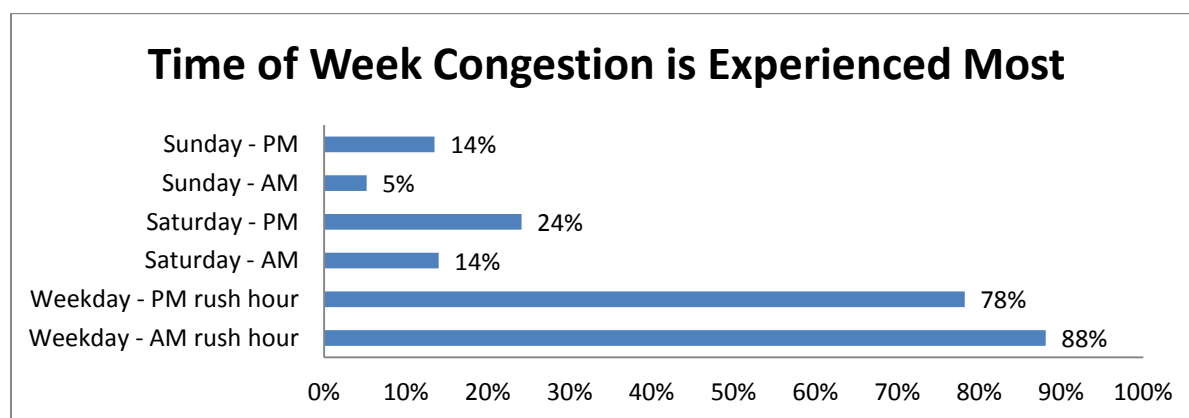
#### Question 5: How do you typically travel in the study area?

A total of 406 responses were received to Question 5. 83% of respondents identified that they typically travel via driving in the study area, followed by 64% who walk, and 59% who use the TTC, as illustrated in the graph below:



#### Question 6: When do you experience traffic congestion the most in the study area?

A total of 400 responses were received to Question 6. 88% of respondents indicated that the most congestion is experienced during the weekday morning rush hour, followed by 78% who indicated the most congestion is experienced during the weekday evening rush hour. On the weekend, Saturday afternoon was indicated to have highest congestion in the study area, selected by 24% of respondents.

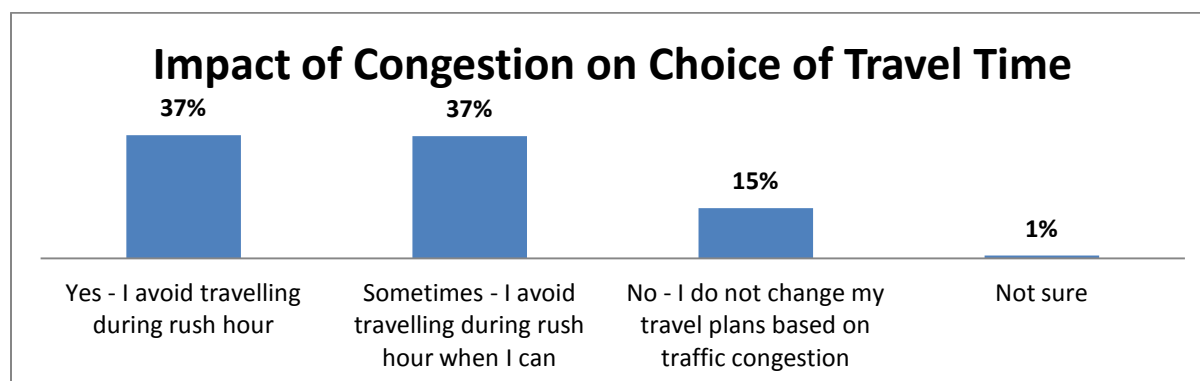


Respondents provided additional feedback on when congestion is experienced as summarized below:

- During construction on the Gardiner Expressway
- During marathons, races, parades, or other special events causing road closures
- When there is an accident on the Gardiner Expressway
- When there is an event at the BMO Field
- During the summer months

#### Question 7: Does traffic congestion impact when you travel in the study area?

37% of respondents indicated that traffic congestion impacts when they travel in the study area, or that they avoid travelling during rush hour when they can. 15% of respondents indicated that they do not change travel plans based on congestion.



#### Question 8: Additional Feedback

Respondents were able to provide additional comments at the end of the comment form. Key themes from these comments included strong support for improvements to public transit service and active transportation facilities, suggestions about locations of road network improvements and changes to turning lanes, and comments about where safety improvements could be made.

Respondents expressed concerns regarding the Transportation Master Plan study timeline, boundaries of the study area, impacts of continued residential development, potential impacts of road tolls, and how public comments will be used to inform the study.

Comments outside the scope of the Transportation Plan included requests to restrict future residential development, and expressed what amenities are needed in the area such as schools, community centres, libraries, and child care.

## **5.0 Next Steps**

The Project Team will develop alternative solutions and evaluation criteria based on consideration of data collection, related area projects, technical study requirements and comments received via public and stakeholder feedback. The alternative solutions and evaluation criteria will be presented at the next phase of public events that will take place in 2017.

## **Appendix A**

### Print Notices

Call **3•1•1**

The City of Toronto holds public consultations as one way to engage residents in the life of their city. Toronto thrives on your great ideas and actions. We invite you to get involved.

## Park Lawn / Lake Shore Area Transportation Master Plan

### Municipal Class Environmental Assessment Notice of Commencement and Public Event #1

The City of Toronto is initiating a Transportation Master Plan Study to identify transportation improvements needed to support all road users and the further improvement of the Park Lawn / Lake Shore community. We invite you to learn more and participate in workshop discussions at an upcoming Public Event.

**This first round of public events is being offered on two dates with the same content and information presented at each.** Attendance is limited by venue capacity. You do not need to attend both events. **Please RSVP online:** [toronto.ca/parklawnlakeshore](http://toronto.ca/parklawnlakeshore)

**Date:** Thursday, November 24, 2016

**Time:** 6:30 to 9 p.m.

\*presentation and workshop table discussions at 7 p.m.

**Date:** Saturday, December 3, 2016

**Time:** 9:30 a.m. to 12 p.m.

\*presentation and workshop table discussions at 10 a.m.

**Location:** Assembly Hall

1 Colonel Samuel Smith Park Dr.

(Kipling Avenue and Lake Shore Blvd. West) 

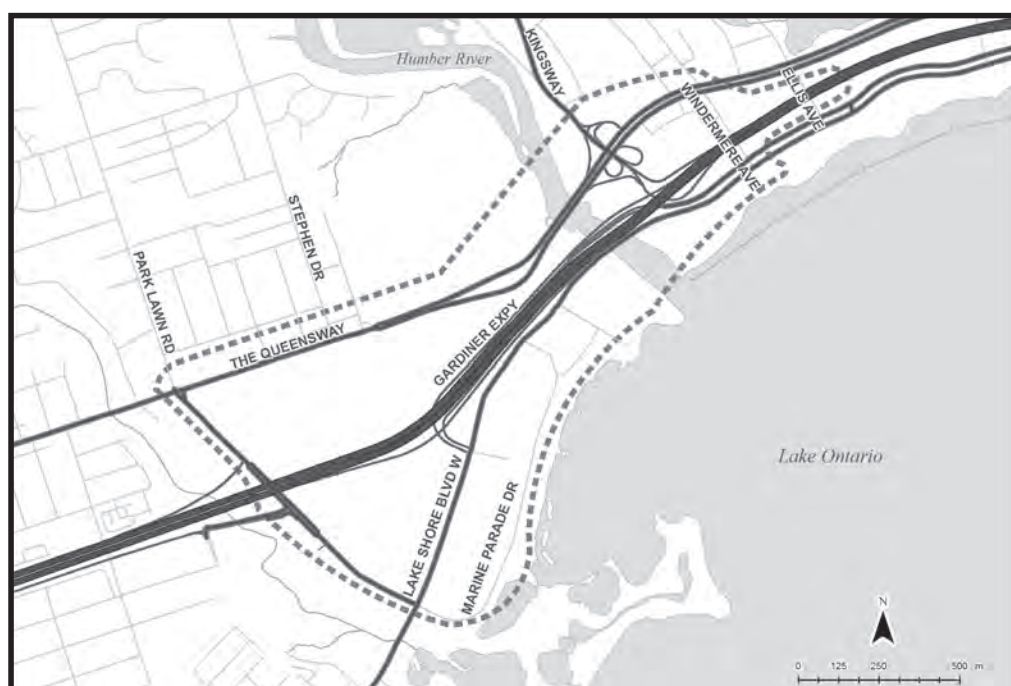
This venue is wheelchair accessible. Please contact the City one-week in advance of events to arrange for additional accommodations.

#### Background

The Park Lawn / Lake Shore Area Transportation Master Plan Study is a critical first step in a multi-year process towards long-term transportation improvements in the Park Lawn / Lake Shore area. It will build upon past studies and advance the required municipal planning process towards permanent upgrades to keep this community moving.

The Study will evaluate solutions 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 streetscape design



#### The Study Process

The Study will follow Phases 1 and 2 under the Municipal Class Environmental Assessment (EA) process, which is an approved process under the Environmental Assessment Act.

- Phase 1: Identify the transportation problems and opportunities
- Phase 2: Develop, evaluate and recommend alternatives to address the identified problems and opportunities.

Once completed, the Study will recommend a series of transportation projects, initiatives and policies to support the Park Lawn / Lake Shore Area. Some of the projects will require completion of additional phases in the EA process including opportunities for public consultation.

#### We want to hear from you

Public consultation is an important part of this Study. We welcome your feedback via in-person participation at public events, or by phone, mail, fax, and email. For more information please contact:

**Robyn Shyllit**

Senior Public Consultation Coordinator

City of Toronto, Metro Hall, 19th Fl., 55 John St., Toronto, ON M5V 3C6

Tel: 416-392-3358

Fax: 416-392-2974

TTY: 416-397-0831

Email: [rshyllit@toronto.ca](mailto:rshyllit@toronto.ca)

Visit: [toronto.ca/parklawnlakeshore](http://toronto.ca/parklawnlakeshore)

Issue Date: November 10, 2016

## PARK LAWN LAKE SHORE



### TRANSPORTATION MASTER PLAN

The City of Toronto is initiating a Transportation Master Plan (TMP) Study to identify transportation improvements needed to support all road users and the further development of the Park Lawn / Lake Shore community.

#### What solutions are being studied?

- ✓ 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 streetscape design



Map of Study Area

## Community Workshops

You are invited to attend a Community Workshop to learn more about this Study, meet with City staff, and discuss ideas in person. **The same information will be presented at each workshop.**

**Please RSVP to confirm you attendance: [www.toronto.ca/parklawnlakeshore](http://www.toronto.ca/parklawnlakeshore)**  
Attendance is limited by venue capacity. You do not need to attend both events.

**Thursday November 24, 2016**  
**6:30 – 9:00 p.m.**

\*presentation and table  
discussions start at 7:00 p.m.

**Saturday December 3, 2016**  
**2:00 – 4:30 p.m.**

\*presentation and table  
discussions start at 2:30 p.m.

### LOCATION

**Assembly Hall**

**1 Colonel Samuel Smith Park Drive**

**(southeast corner of Kipling Avenue and Lake Shore Blvd West)**



This venue is wheelchair accessible. Please contact the City one-week in advance of events to arrange for additional accommodations.



**Background**

Over the past 20 years population and development in the Park Lawn Road and Lake Shore Boulevard West area has grown significantly, resulting in increased traffic congestion and limited options to connect to surrounding areas. During this time, the area's transportation network has remained relatively unchanged, and improvements are needed to meet the needs of pedestrians, cyclists, transit users, vehicles, and development both now and in the future.

To keep this community moving, the Park Lawn / Lake Shore Area Transportation Master Plan Study (Study) is a critical first step in a multi-year process towards long-term transportation improvements. The TMP will build upon past studies, moving towards much needed upgrades.

**What is a Transportation Master Plan (TMP) Study?**

A TMP examines infrastructure needs within a geographic area, recommends improvements, and provides a framework for the implementation of those recommended improvements over a period of time.

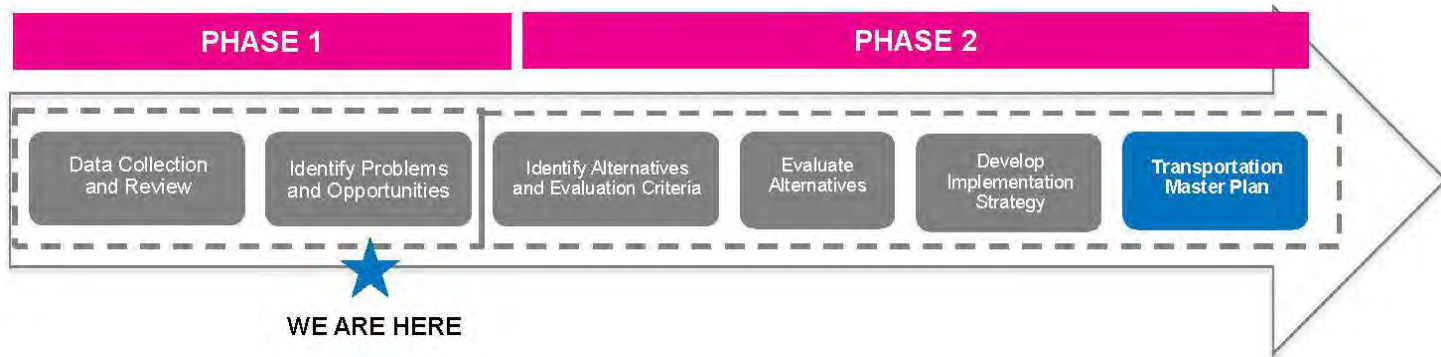
The Park Lawn / Lake Shore Area TMP Study will follow Phases 1 and 2 under the Municipal Class Environmental Assessment (EA) process, which is an approved process under the Environmental Assessment Act:

- Phase 1: Identify the transportation problems and opportunities
- Phase 2: Develop, evaluate and recommend alternatives to address the identified problems and opportunities.

The Ontario EA Act regulates the planning and decision-making process so that potential environmental effects are considered before infrastructure construction projects begin.

Once complete, the TMP will recommend a series of transportation projects, initiatives and policies to support the Park Lawn / Lake Shore Area. Some recommended projects will require completion of additional phases in the EA process, including opportunities for public consultation.

Stages of the Study are described in the graphic below:



**We would like to hear from you:**

Public participation is an important part of this study. We welcome your feedback via in-person participation at public events, or by phone, fax, mail and email.

**Please provide comments by Friday, December 9, 2016, using the contact information below.**

**Please RSVP to public events by visiting the project website.  
For more information, contact:**

**Robyn Shyllit**  
Senior Public Consultation Coordinator, City of Toronto  
Metro Hall, 19th Floor, 55 John Street  
Toronto, ON M5V 3C6

E-mail: [rshyllit@toronto.ca](mailto:rshyllit@toronto.ca)  
Tel: 416-392-3358  
Fax: 416-392-2974  
TTY:416-338-0889

**[www.toronto.ca/parklawnlakeshore](http://www.toronto.ca/parklawnlakeshore)**

*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.*



## **Appendix B**

### Workshop Materials

# PARK LAWN LAKE SHORE



## TRANSPORTATION MASTER PLAN



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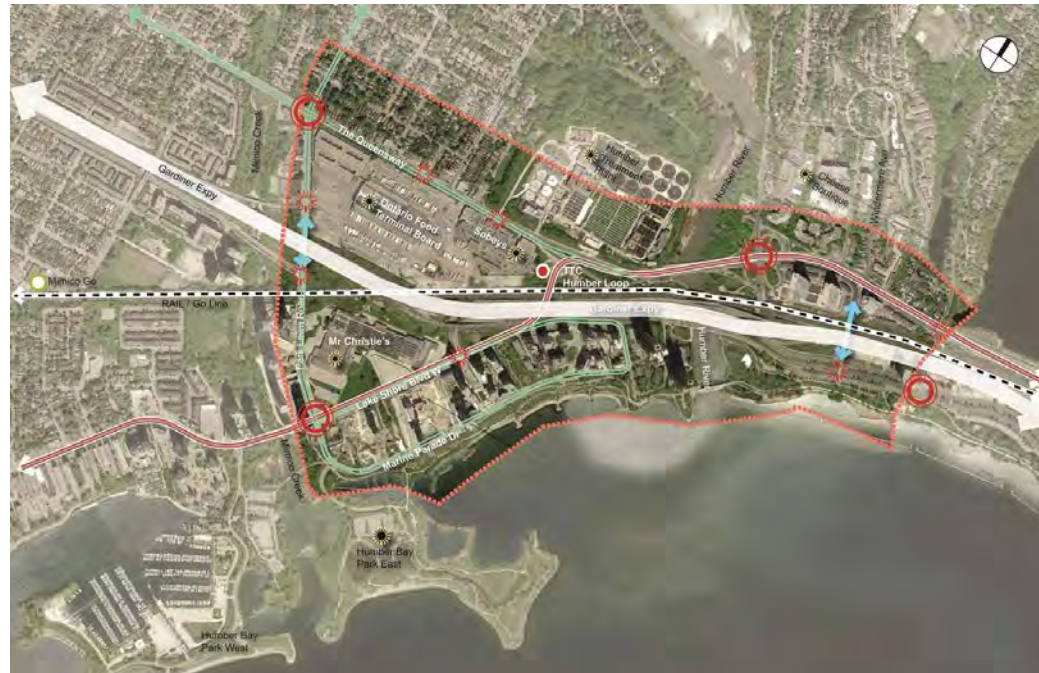


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STREETSCAPE  
DESIGN

## Public Event 1

## Community Workshops

Nov. 24 &  
Dec. 3, 2016



# Welcome

## Workshop Purpose

**We're looking to you for ideas and insights to help guide future transportation infrastructure planning in the Park Lawn Lake Shore area. The City is carrying out a Transportation Master Plan (TMP) and is seeking your feedback on how to improve area transportation conditions.**

### Goals

1. Convene many community members and stakeholder organizations
2. Listen and receive information early in the study process
3. Generate list of issues and suggestions from firsthand experience
4. Hold an interactive meeting
5. Introduce the project and areas of focus, the Environmental Assessment (EA) and TMP process, plus related area projects and connections to the TMP, including the consultation process



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DESIGN

# Study Area

## Study Purpose

The City's study will identify changes needed to improve transportation options for all users. It will **guide** future infrastructure planning through a cohesive multi-modal transportation plan, bringing together:

- previously planned and approved infrastructure projects;
- approved, unbuilt development; and
- the needs of the people who live, work, visit and pass through the area.



### Primary Study Area Limits (as shown in above map):

- Park Lawn Road, The Queensway, Windermere Avenue, and Lake Ontario

### Secondary Study Area Limits (not shown in above map):

- For the traffic modelling assessment, a broader study area is being reviewed including development areas west of Park Lawn Road



# TMP Study Process

- Transportation Master Plans are an approved Provincial process to address infrastructure planning projects under the Environmental Assessment Act
- It creates a framework for planning a range of infrastructure projects that may be implemented over a period of time
- Public stakeholder consultation is a key component
- Larger infrastructure recommendations will require further study by completing Phases 3 and 4 of the Environmental Assessment process

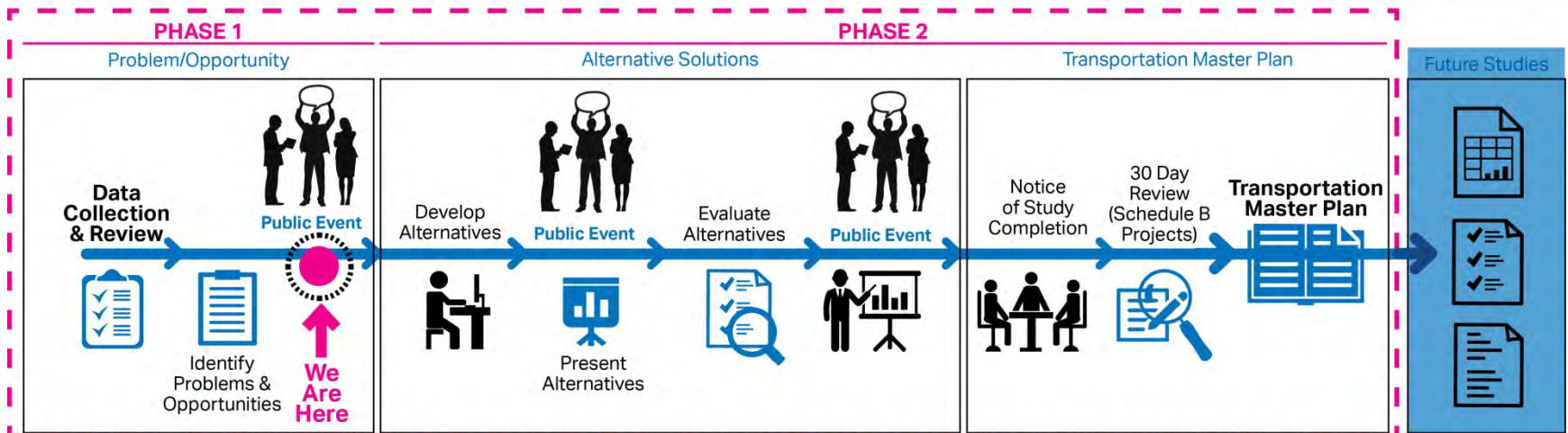
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DESIGN

## STAGE 1

## STAGE 2



# What Did We Hear ?

## Summary of Comments from Oct. 5 Stakeholder Workshop

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

### ROAD NETWORK

- New turning lanes at Park Lawn and Lake Shore are working well
- Change property access points to improve safety
- Create a new link across the Gardiner Expressway
- Improve access to the Gardiner Expressway, through revisions to the existing on- and off-ramps, and/or by providing new connections
- Improve access to the Ontario Food Terminal
- Widen Lake Shore Boulevard over the Humber River; reduce 'choke points' across the Humber River
- Create layby areas for trucks (for loading / unloading)
- Restrict Park Lawn Road to local traffic only
- Improve synchronization of traffic lights

### TRANSIT

- Concern expressed regarding provision of parking and public transit to meet projected usage for the Christie's Site
- Support for a new GO Station to service the study area while maintaining Mimico GO Station
- Create a new streetcar line on the Queensway
- Suggestions for revisions to existing bus routes and access to the Humber Loop
- Improve service frequency; create an integrated fare structure
- Look at micro-transit options and express routes to improve local service
- Suggestions for new LRT route alignments
- Consider other locations for a new transit hub or transit loop

### ACTIVE TRANSPORTATION

- Improve connections to the Humber Loop for pedestrians and cyclists
- Create a continuous east-west bike lane along Lake Shore Boulevard
- Create separated paths for cycling to reduce congestion on trails and pathways

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### Other comments received were related to:

- Timeline for improvements
- Past and future development decisions / continued population growth
- Land use scenarios for the former Mr. Christie's Site
- Potential loss of green space
- loss of business due to construction or dedicated Light Rail Transit (LRT), or dedicated right-of-way restrictions
- Legion Road extension and its efficacy
- Data that will inform this Study
- Cost comparisons of various solutions

**Note: A detailed summary of the input received is provided on the resource table and on the study website.**

# Problem and Opportunity Statement

**The Park Lawn Road and Lake Shore Boulevard West area has limited options to connect to surrounding areas. In combination with significant growth, increased demands are placed on the transportation network.**

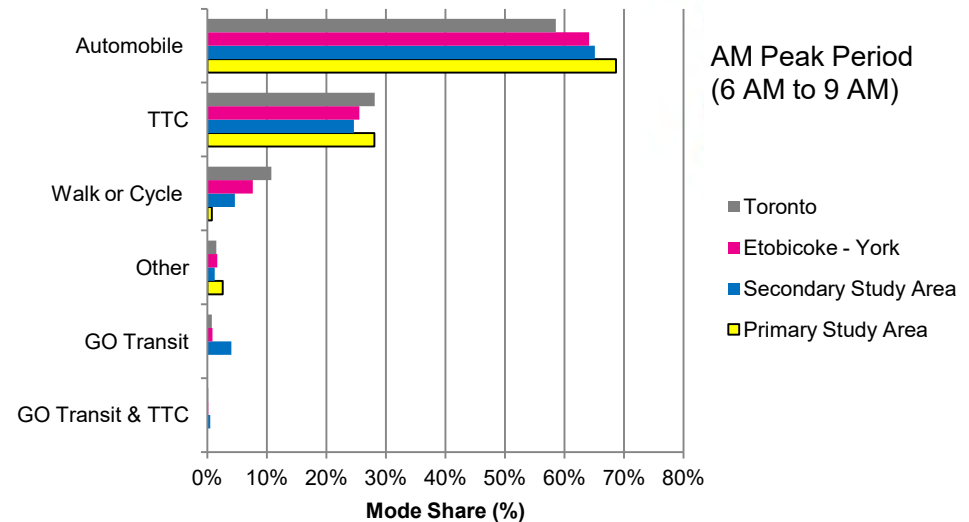
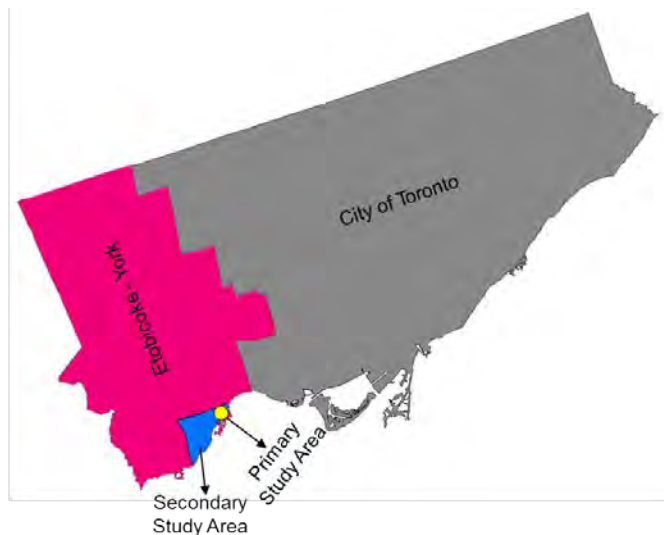
An integrated approach is required to meet the existing and future needs of a diverse range of users by providing:

- 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; and
- High quality streetscape design

# Existing Conditions – Travel Characteristics

## Transportation Tomorrow Survey (TTS) 2011

- The TTS is a household travel survey conducted in the Greater Toronto Area and Hamilton (GTAH) every 5 years;

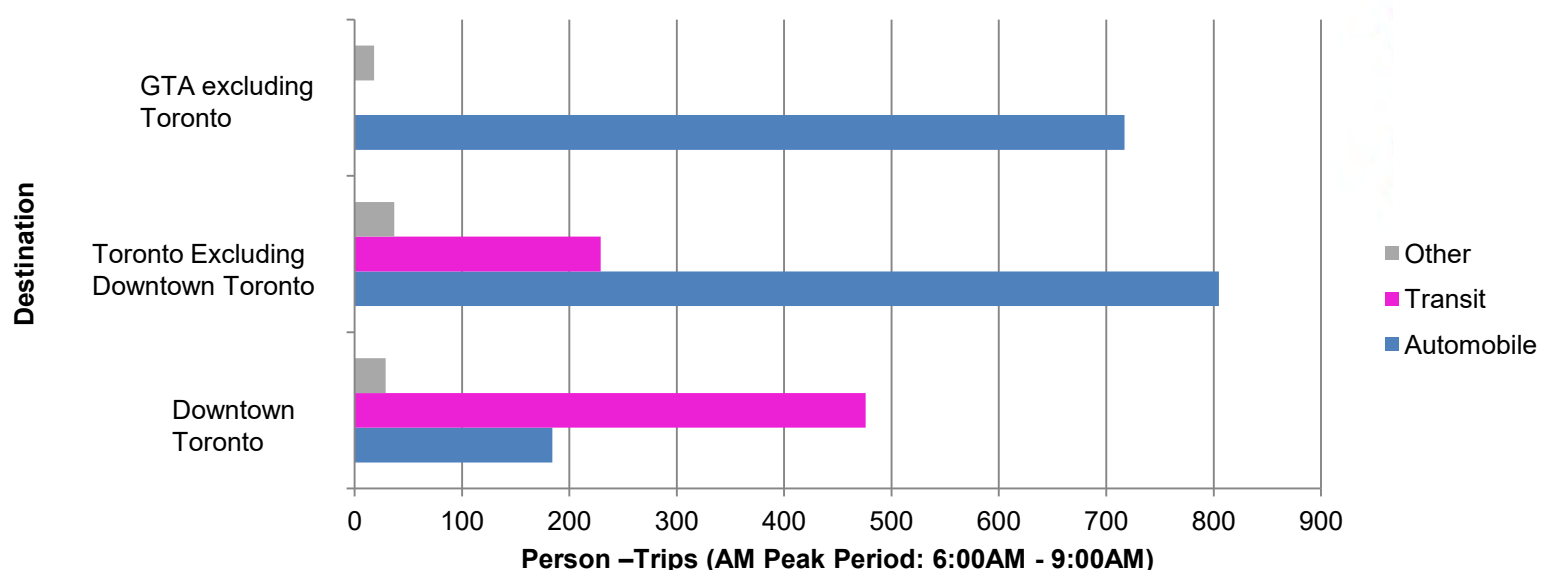


- The automobile is the dominant mode of travel from the Primary and Secondary Study Areas (69% and 65%) to other locations; slightly higher than Etobicoke-York District (64%) and City of Toronto (59%).
- The percentage of people per “Zone” that uses GO Transit is relatively higher for the Secondary Study Area (4%) in comparison to the other zones (0%, 1% and 1%).
- A lower percentage of people (1%) choose to walk or cycle from the Primary Study Area than from the other zones (5%, 8%, and 11%).



# Existing Conditions – Travel Characteristics

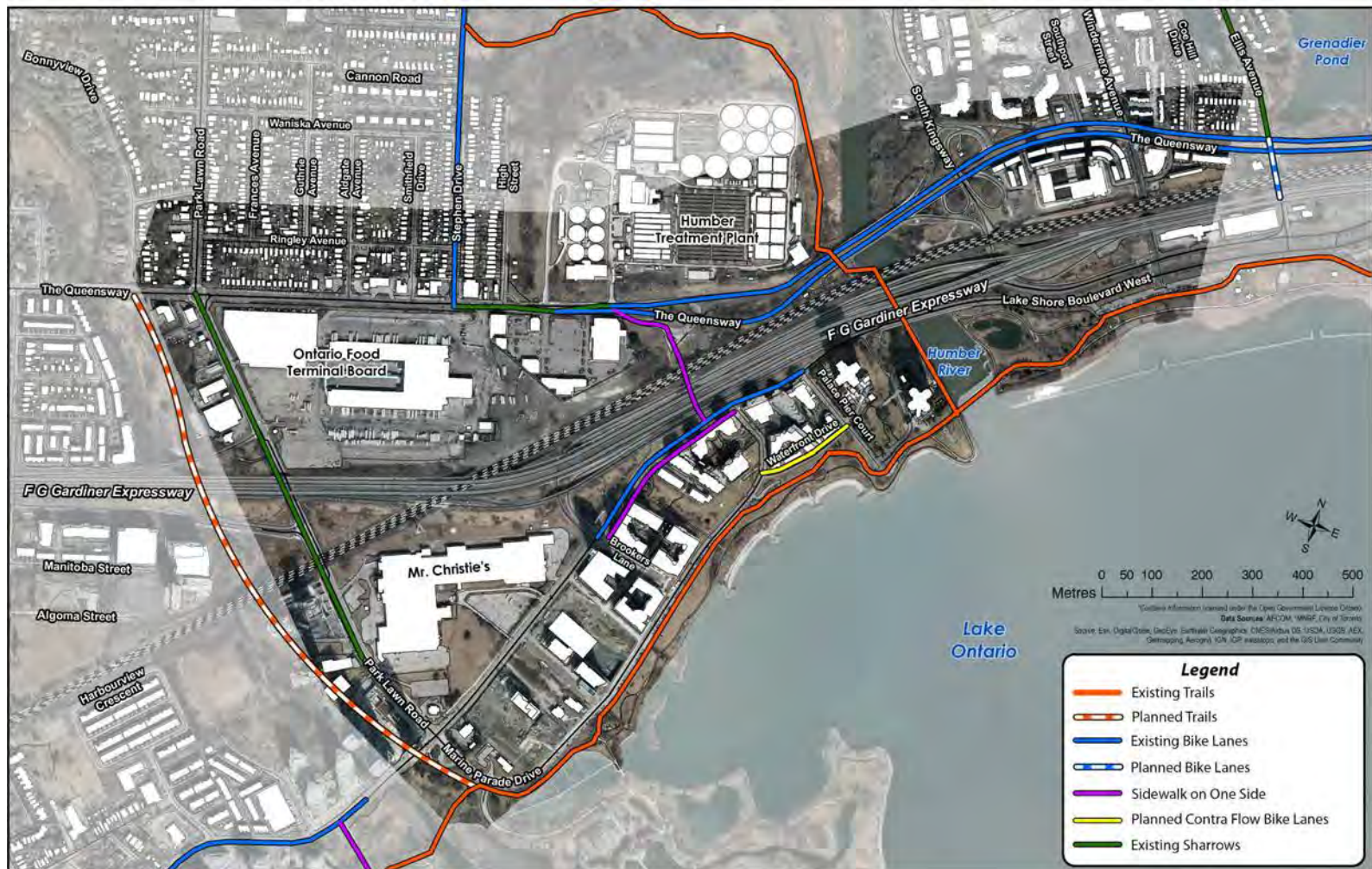
## TTS 2011 – Person-Trips Starting in the Primary Study Area and Ending in the Downtown, the City of Toronto, and the rest of the GTA



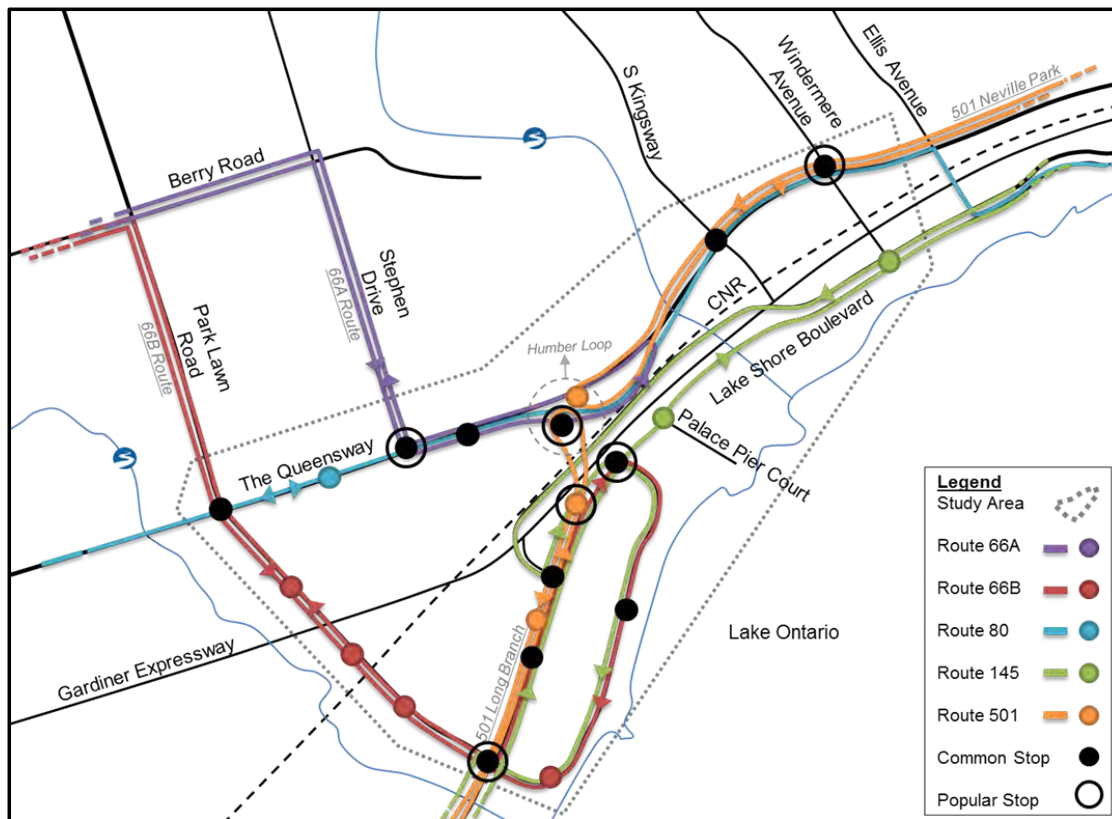
- The majority of all person-trips (71%) that start in the Primary Study Area stay within the City of Toronto and approximately one quarter (27%) end in Downtown Toronto.
- The majority of person-trips (69%) that start in the Primary Study Area and end in Downtown Toronto are made using transit services.
- Unlike person-trips to Downtown Toronto, the majority of person-trips (84%) made to other parts of the City and GTA as a whole are made using automobiles.

# Existing Conditions – Active Transportation

This map identified trails and cycling infrastructure that are present within the study area, as well as studies and projects that are planned and approved as per the City's Cycling Network Plan.



# Existing Conditions – TTC Routes/Ridership



“Popular Stops” have more than 40 boarding and alighting passengers every peak period

Within Primary Study Area:

- Bus route #66B has the highest hourly ridership in the PM peak period
- Bus route #145 is an express service providing eastbound service only in the AM peak period and westbound service only in the PM peak period.
- Bus route #80 has higher ridership in the westbound direction in the AM peak period and a higher ridership in the eastbound direction in the PM peak period
- Bus route #66A has higher ridership travelling southbound (i.e., towards Humber Loop) in the AM peak period
- Bus route #66B has higher ridership travelling northbound in the AM peak period
- Streetcar route #501 is formed of two service loops, the Neville Park Loop (east) service, and the Long Branch GO Station (west) service, that meet at the Humber Loop

# Park Lawn GO Station



**METROLINX**

An agency of the Government of Ontario

## Metrolinx Recommendations:

- Metrolinx prepared an Initial Business Case for Park Lawn GO Station – however the station was not recommended as part of the 10-year RER Station Plan due to a physically constrained site, construction challenges and potentially negative impacts on GO operations.
- Metrolinx Board (June 28, 2016) approved 6 new SmartTrack stations on the Stouffville/Lakeshore East and Kitchener GO Corridors, and 2 new Regional Express Rail (RER) Stations on the Barrie GO Corridor in the City of Toronto.
- Metrolinx Board recommended advising City of Toronto that Metrolinx will continue to collaborate to improve the strategic, economic, financial and operations cases for Park Lawn and bring it forward for future consideration.

**GO  
RER**

will reduce travel times and give people more ways to get where they want to go with:



Trains  
every  
**15**  
Minutes



Service  
in **both**  
Directions



More  
**all-day**  
Service



Faster  
**electric**  
trains



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DESIGN**



# Waterfront Transit “Reset”

The Waterfront Transit “Reset” is a partnership between the City, TTC, and Waterfront Toronto to improve transit across a large portion of the City’s waterfront:

- A Phase 1 study was completed earlier this year;
- Council direction was received in July 2016 to proceed to a Phase 2 study, where:
  - Recommended alignment alternatives from Phase 1 will be further evaluated/refined, and;
  - The objective is to establish a preferred network solution.
- Results of Phase 2 will be reported to Council in Q2 2017.

We are working closely to coordinate the TMP with this study, sharing key findings and opportunities to ensure a compatible transportation solution.

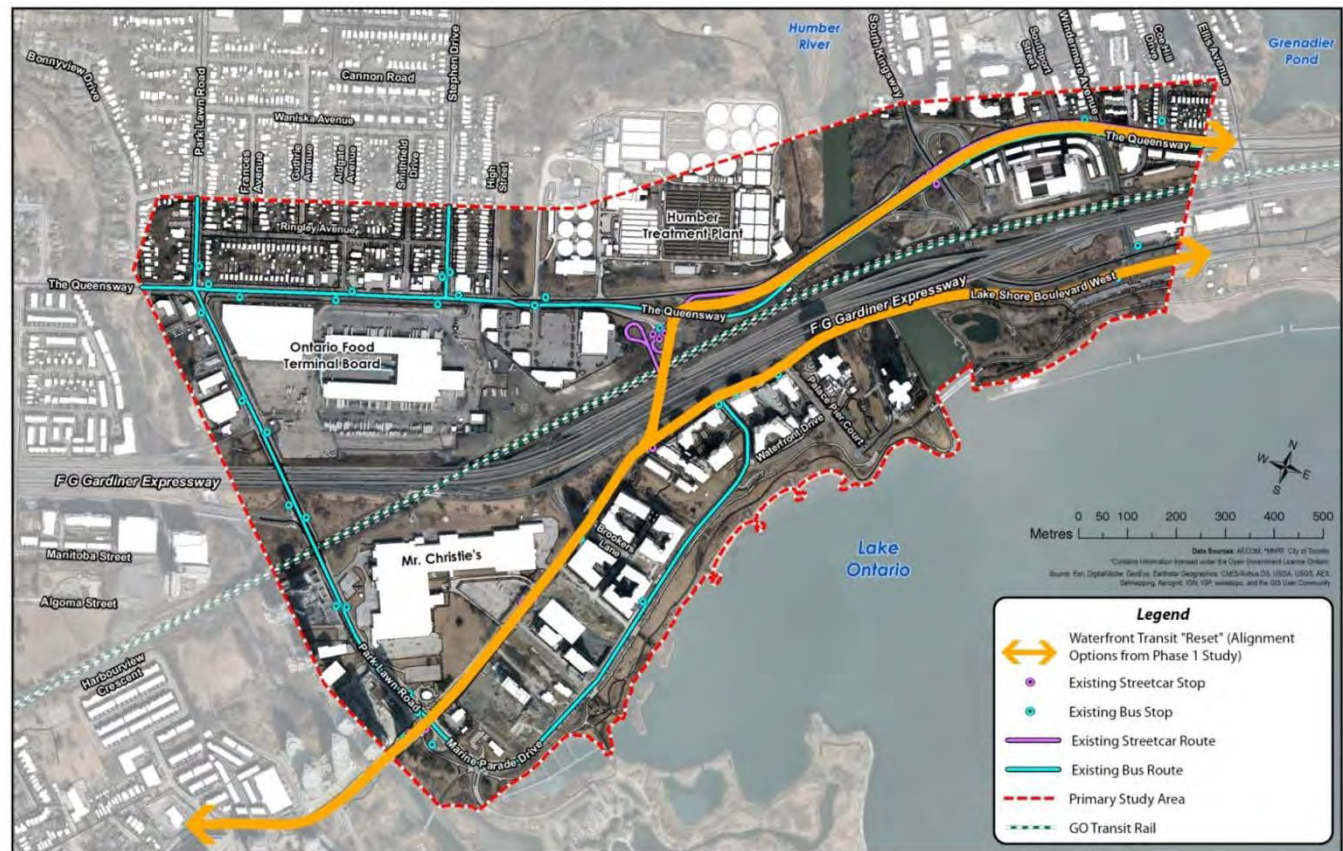
Conceptual Plan: Concepts and Screening Results for Waterfront Transit ‘Reset’ Phase 1



# Waterfront Transit “Reset” – Light Rail Transit

This map identifies the potential alignments through the study area determined at the conclusion of the Phase 1 Waterfront Transit “Reset” Study.

- Lake Shore Boulevard is the only potential alignment west of the Humber Loop.
- East of the Humber River Loop, two alternative alignments will be evaluated:
  1. Using the existing Queensway streetcar loop, and
  2. A new alignment on Lake Shore Boulevard West.
- The preferred network solution will be recommended in Phase 2 of that Study.





# TTC – Potential Transit Loop Locations

Several locations are currently being assessed for a future potential transit loop, including the existing Humber Loop location, the former Mr. Christie Site, and the bus loop that currently exists at the intersection of Park Lawn Road and Lake Shore Boulevard West. Other locations may also be considered.

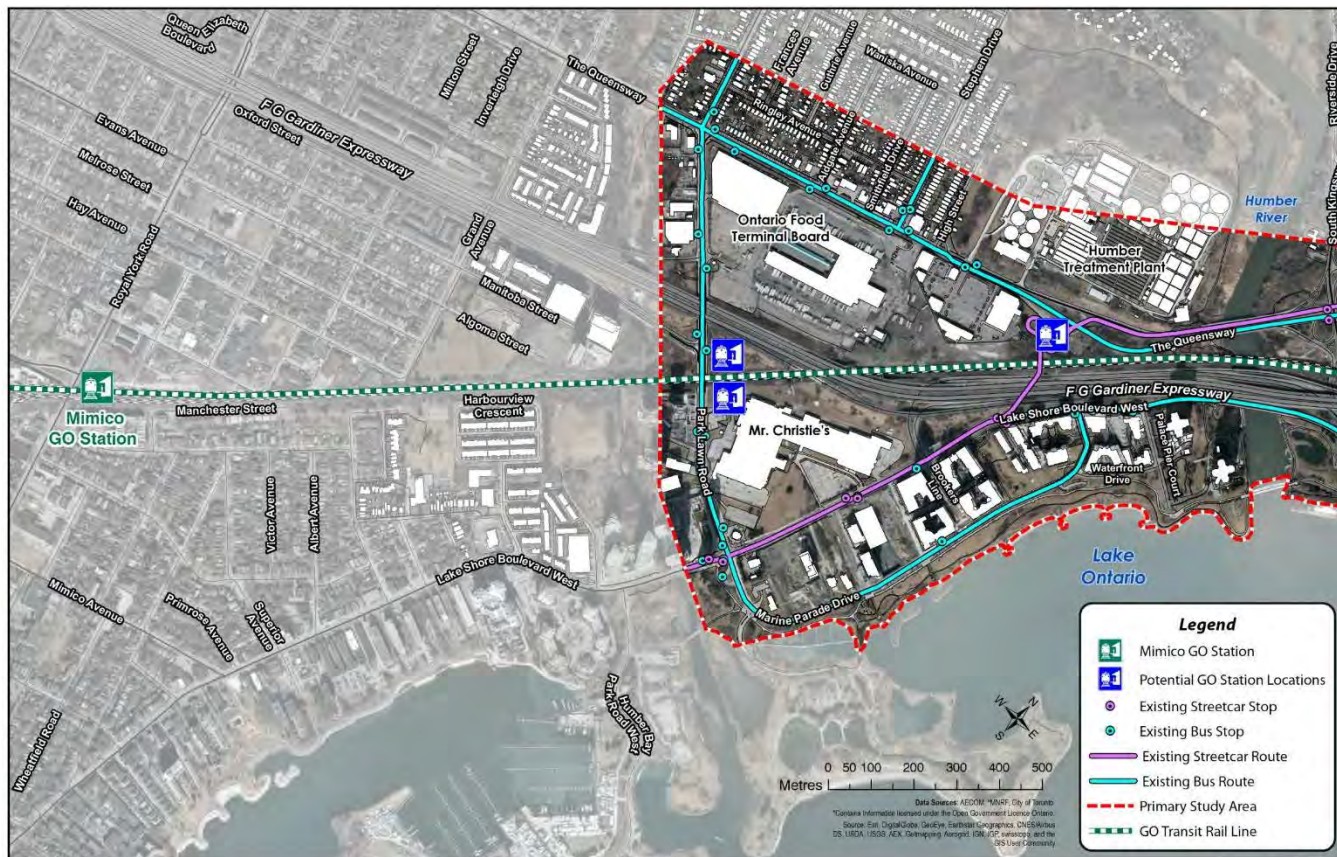




# Potential GO Station Locations

The alternative locations that this TMP will study include:

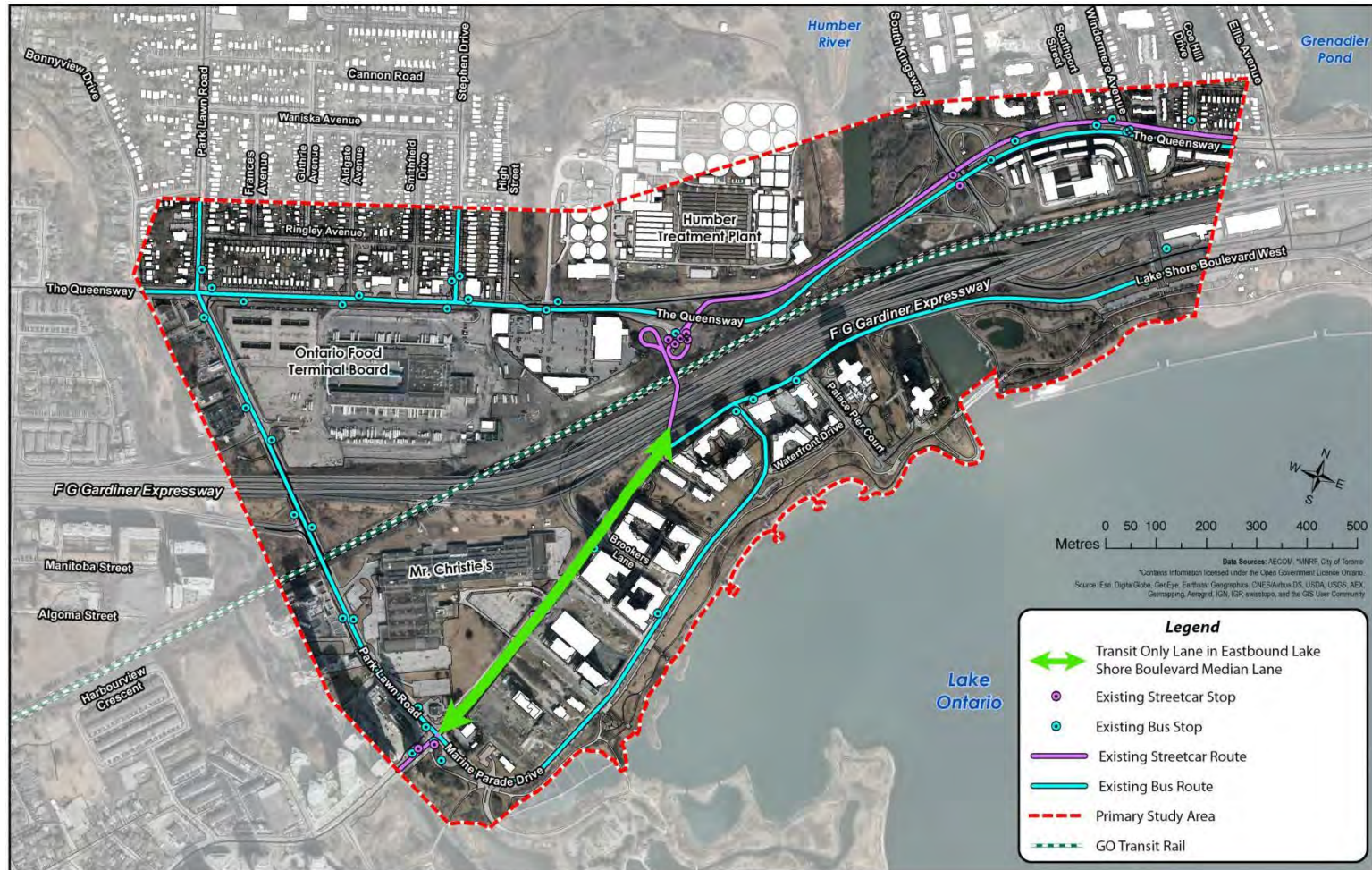
- at the south east corner of the Metrolinx GO line and Park Lawn Road,
- opposite the Park Lawn Road eastbound off ramp, on the north side of the Metrolinx GO line,
- at the existing TTC Humber Loop location, and
- other locations may also be considered.





# Transit Only Lane on Lake Shore Boulevard

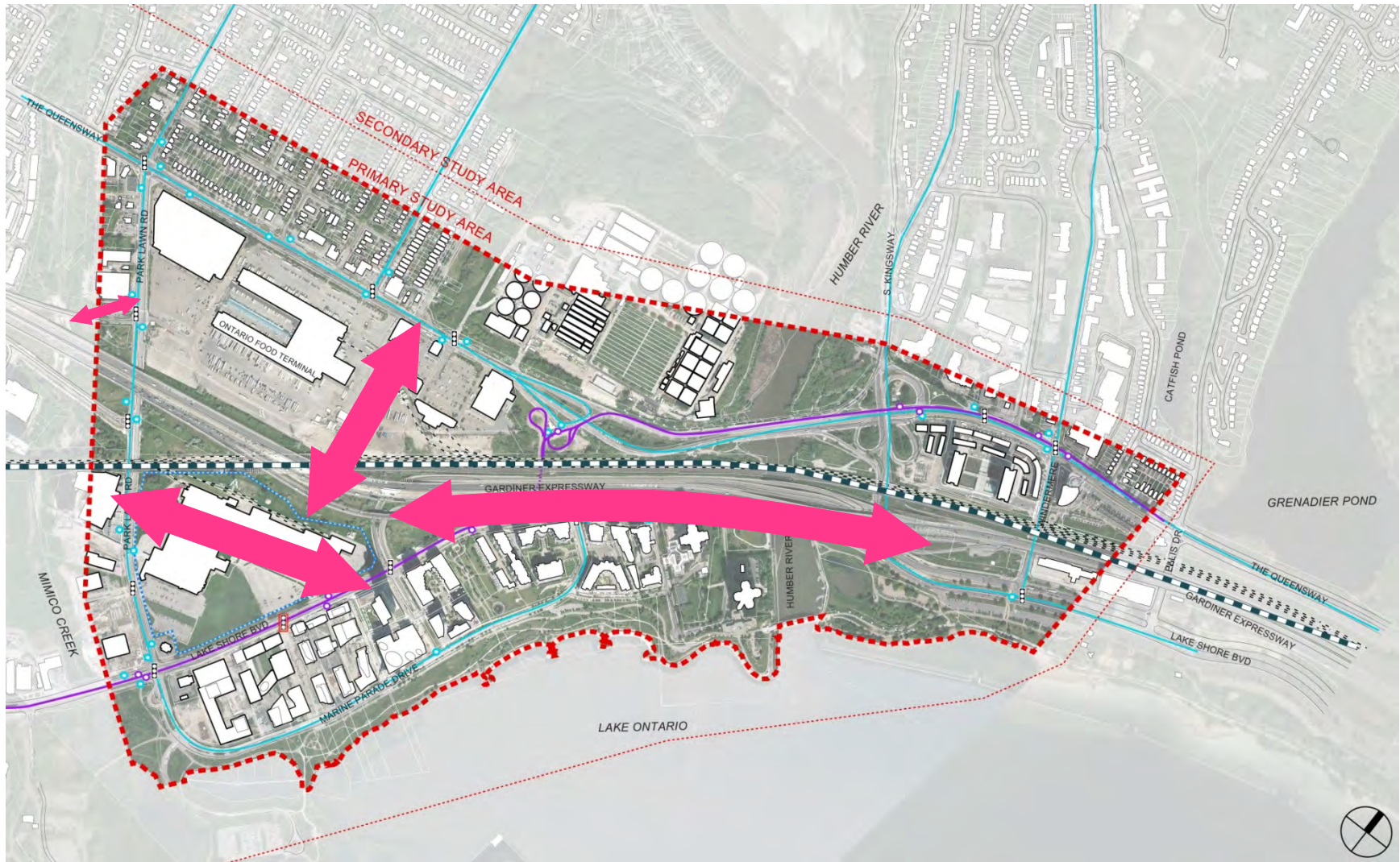
Potential transit improvements in the area could include the introduction of a morning peak-period, transit only lane (e.g. physically protected with barrier curbs) in the eastbound direction on Lake Shore Boulevard, between Park Lawn Road and the Humber Loop. Other transit improvements will be considered as part of the TMP and Waterfront Reset studies.





# Potential Road Network Improvements

Potential new road network connections and opportunities to reduce congestion are being reviewed as part of this study.



# Study Timelines & Next Steps

STEP 1 – 2016	STEP 2 – 2017	STEP 3 – 2017/2018
Communications and Planning	Stakeholder Meetings	Stakeholder Meetings
Stakeholder Meetings	Public Event 2	Notice of Study Completion
Public Event 1	Public Event 3	30 Day Review Period



- **Review and consider comments received at and following Public Event #1**
- **Develop alternative solutions and evaluation criteria**
- **Hold Public Event #2 to present the alternative solutions**
- **Evaluate alternatives**
- **Present recommendations at Public Event #3**
- **Notice of Study Completion**
- **30 Day Review Period**

# How can you continue to Participate?

## We'll Keep You Posted!

Please sign up for the project email list to receive updates. You can also check the website [www.toronto.ca/parklawnlakeshore](http://www.toronto.ca/parklawnlakeshore) to see the most recent information.

## Comment Box

Please complete a comment sheet and place it in the box provided **or** submit written comments via email, mail and/or fax to the following study team member:

### **Robyn Shyllit**

Sr. Public Consultation Coordinator  
Public Consultation Unit  
City of Toronto – Metro Hall  
55 John Street, 19<sup>th</sup> Floor,  
Toronto, Ontario M5V 3C6

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# THANK YOU !



# PARK LAWN LAKE SHORE



## TRANSPORTATION MASTER PLAN



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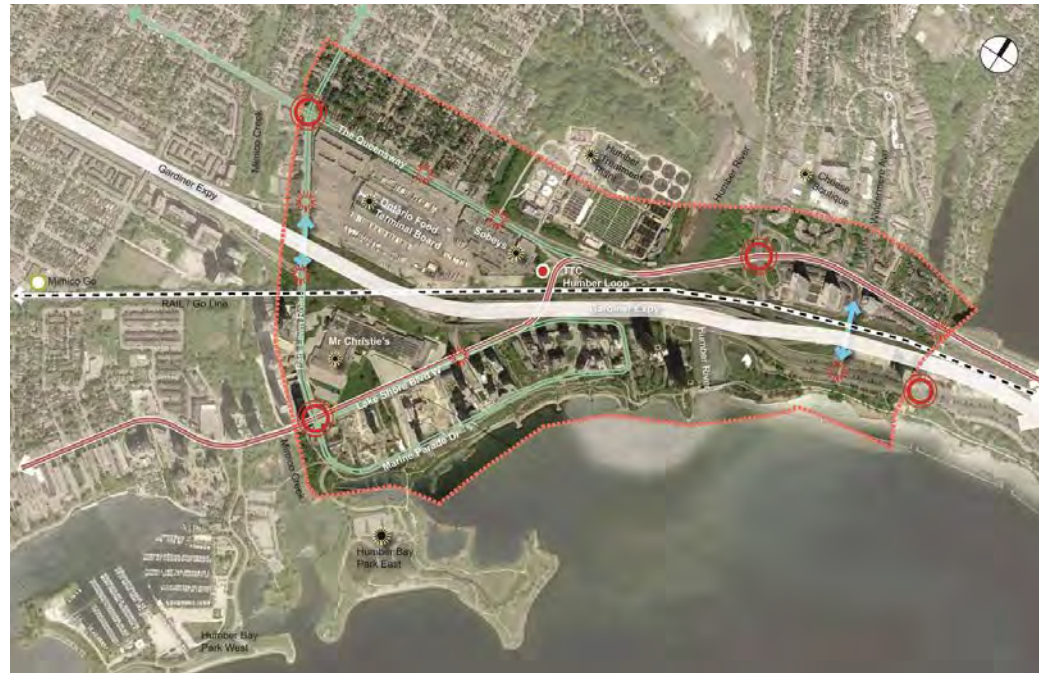


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STREETSCAPE  
DESIGN

## Public Event 1

## Community Workshops

Nov. 24 &  
Dec. 3, 2016



# Welcome

## Workshop Purpose

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# Agenda – November 24

- 6:30 – Registration / Open House
- 7:00 – Introduction and Code of Conduct
- 7:10 – Presentation
- 7:25 – Q&A
- 7:40 – Workshop Description
- 7:45 – Table Discussions
- 8:30 – Report Back
- 8:55 – Wrap Up and Next Steps
- 9:00 – Meeting Adjourns



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# Agenda – December 3

- 2:00 – Registration / Open House
- 2:30 – Introduction and Code of Conduct
- 2:40 – Presentation
- 2:55 – Q&A
- 3:10 – Workshop Description
- 3:15 – Table Discussions
- 4:00 – Report Back
- 4:25 – Wrap Up and Next Steps
- 4:30 – Meeting Adjourns



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# Workshop Questions

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



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# Code of Conduct

DO	DO NOT
Stick to the agenda	Dominate the discussion
Participate in the discussion	Swear, yell, name call, or use the word 'liar'
Respect differing opinions	Interrupt or cut people off
Be courteous	Make personal attacks
Listen to others	Make derogatory comments based on gender, race, ethnicity, religion, age, sexual orientation or disability
Speak one at a time	Monopolize the agenda
Back up your facts	
Enter and leave the room quietly	
Set cell phones to silent	
Take private discussions outside	



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# Code of Conduct

We welcome and encourage your participation. To ensure that everyone has the opportunity to participate fairly, please respect the Code of Conduct.

All individuals conducting business and attending meetings with the City of Toronto are expected to comply with the [Human Rights and Harassment Policy](#). No form of discrimination or harassment is tolerated, ignored or condoned.

**In the event of non-compliance with the Human Rights and Harassment Policy, you may be asked to leave the meeting immediately.**



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# Study Area

## Study Purpose

This study will identify changes needed to improve transportation options for all users. It will **guide** future infrastructure planning through a cohesive multi-modal transportation plan, bringing together:

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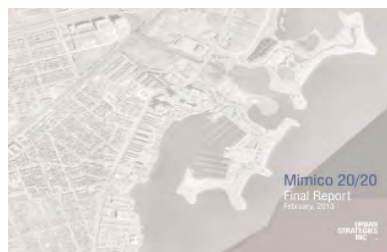
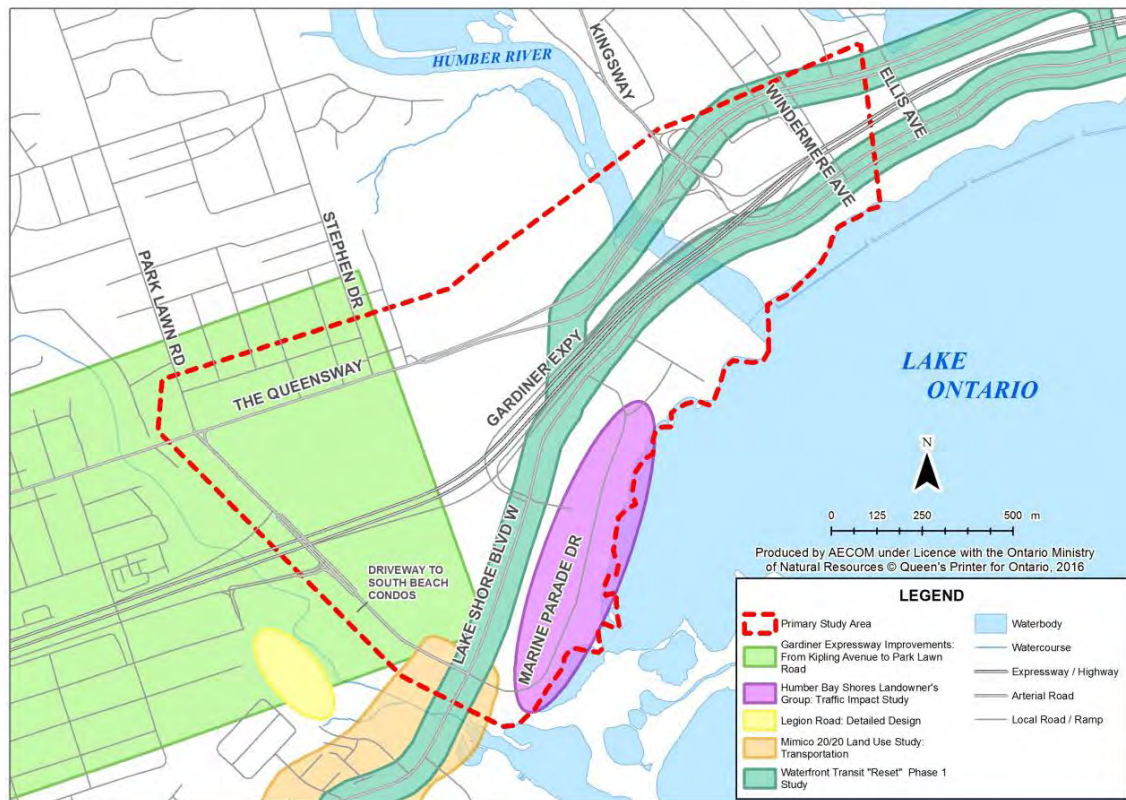
# Area Studies that Influence this TMP



Gardiner Expressway Improvements from Kipling to Park Lawn EA



Legion Road Extension EA



Mimico 20/20 Final Report



Road Toll Report



Humber Bay Shores Mixed-Use Developments Updated TIS



Waterfront Transit Reset Phase 1 Network Vision



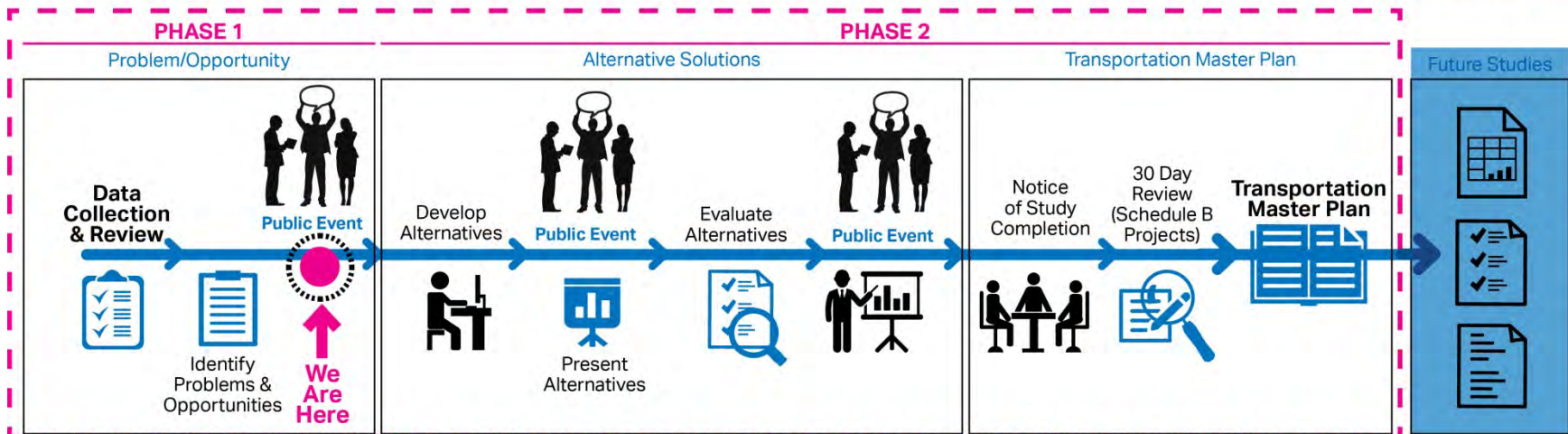
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## STAGE 1

## STAGE 2



# What Did We Hear ?

## Summary of Comments from Oct. 5 Stakeholder Workshop

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

### ROAD NETWORK

- Improve access to the Gardiner Expressway, Ontario Food Terminal, and other properties
- Create new connections across the Gardiner Expressway and reduce 'choke points' across the Humber River
- New turning lanes at Park Lawn and Lake Shore are working well; signal synchronization needs improvement

### TRANSIT

- Support for a new GO Station to service the study area while maintaining Mimico GO Station
- Create a new streetcar line LRT routes; optimize/add bus routes
- Consider other locations for a new transit hub / transit loop, or improve existing Humber Loop (i.e., access for cyclists and pedestrians)
- Improve service frequency; create an integrated fare structure

### ACTIVE TRANSPORTATION

- Create a continuous east-west bike lane along Lake Shore Boulevard West
- Create separate cycle paths to reduce congestion on trails and pathways

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### OTHER COMMENTS:

- Concern related to potential construction timing and impacts
- Development concerns
- Parking

Note: A detailed summary of the input received is provided on the resource table and on the study website.

# Problem and Opportunity Statement

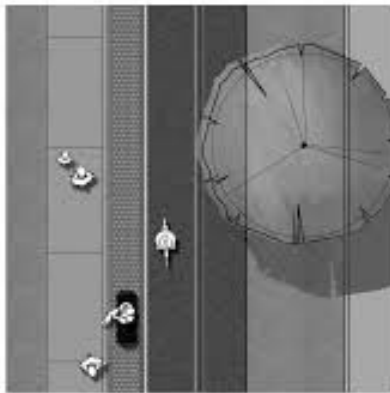
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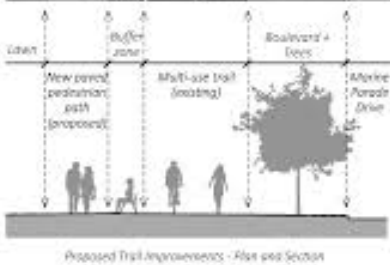
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- Additional safe and convenient crossings of physical barriers;
- Planning for investment in public transit, pedestrian, and cycling networks; and
- High quality streetscape design.



# Study Elements



Source: Google - Cardiff UK - City Centre



Proposed Trail Improvements - Aisles and Section



Source: Google - Vancouver - Dunsmuir Bike Lanes

- Pedestrians
- Cyclists
- Transit
- Passenger Vehicles and Trucks
- Streetscape Design
- Specialist Studies, including:
  - Natural Environment
  - Cultural Heritage
  - Archaeological Assessment



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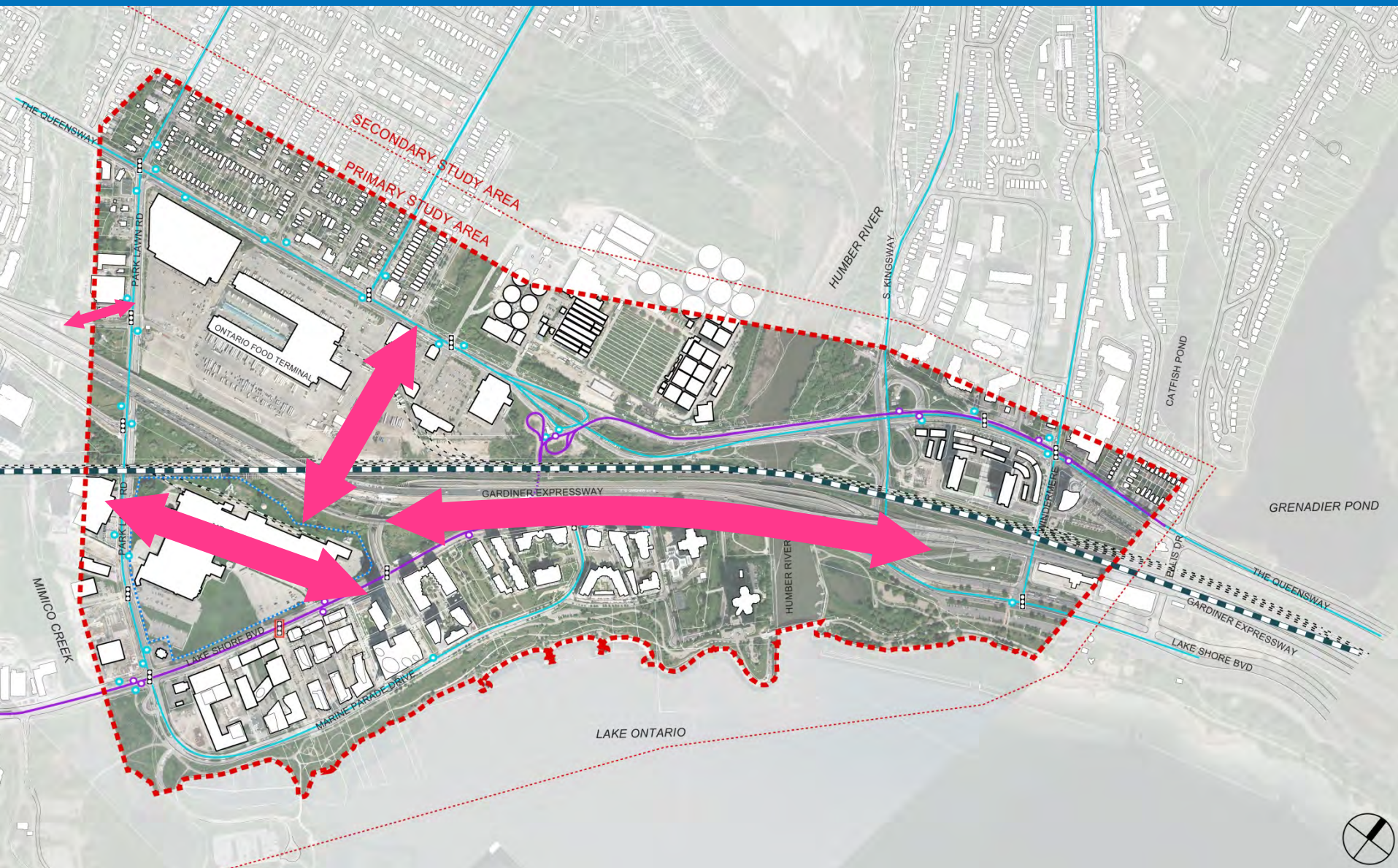
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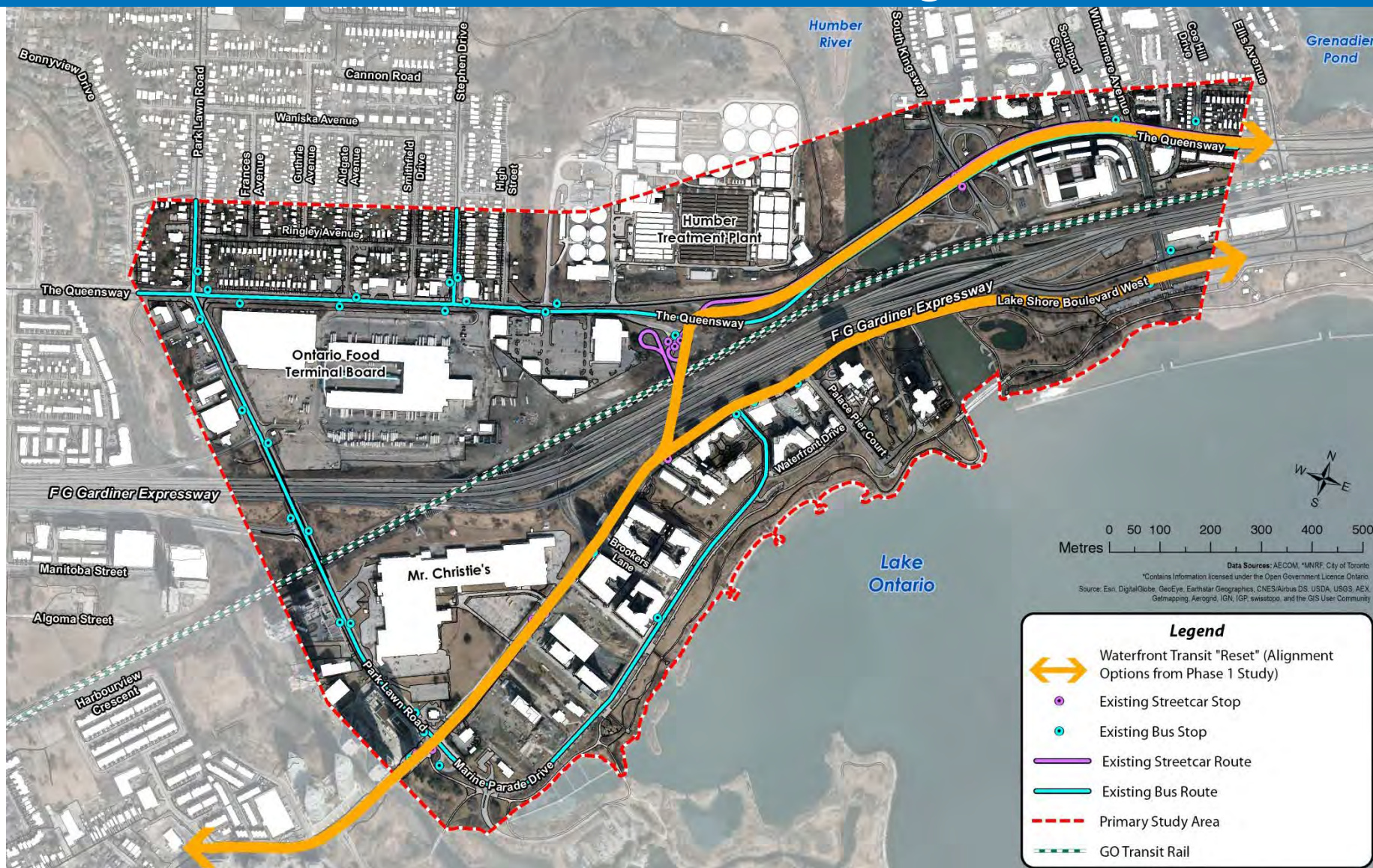


# Potential Road Network Improvements



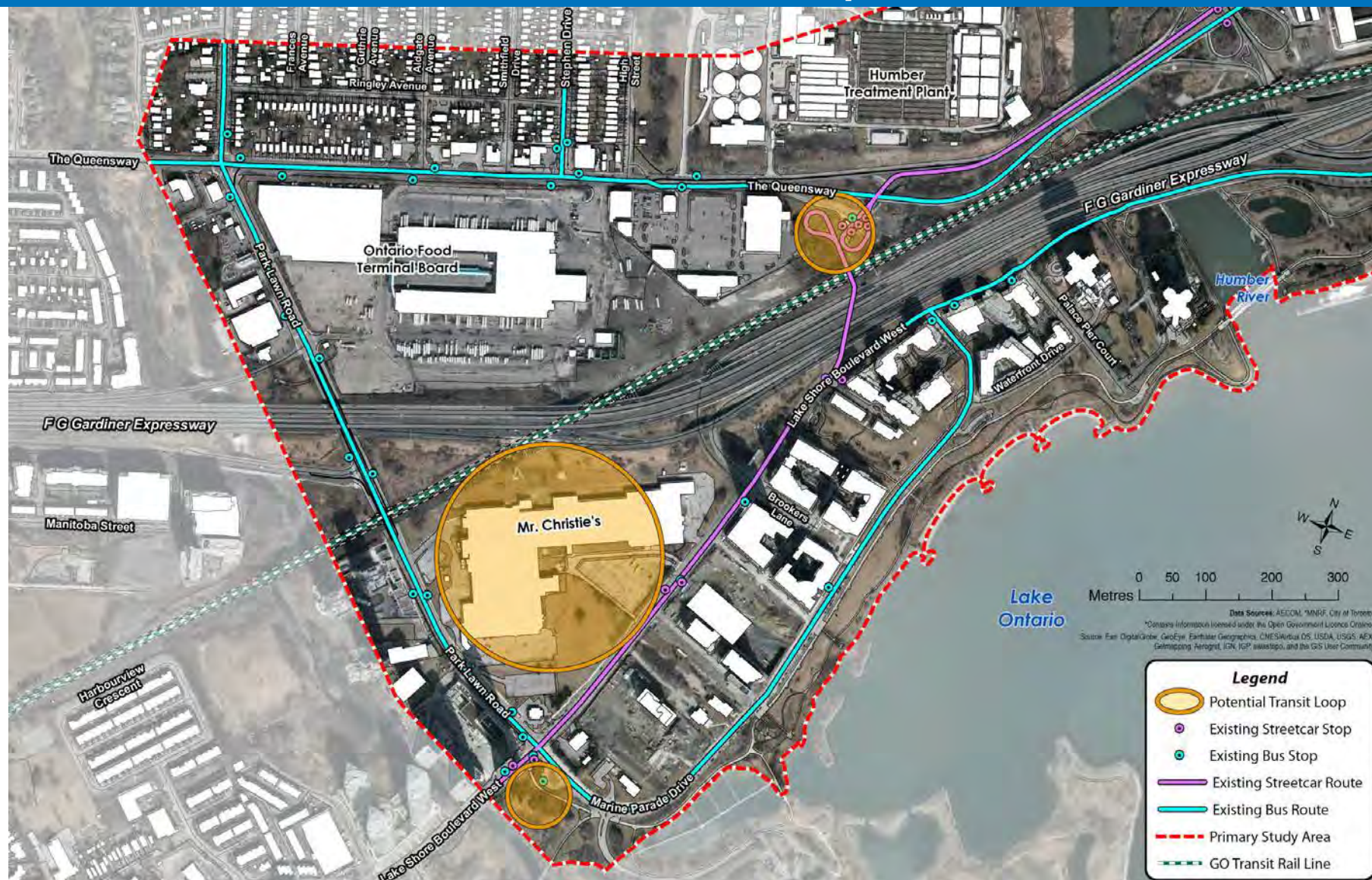


# Waterfront Transit “Reset” – Light Rail Transit



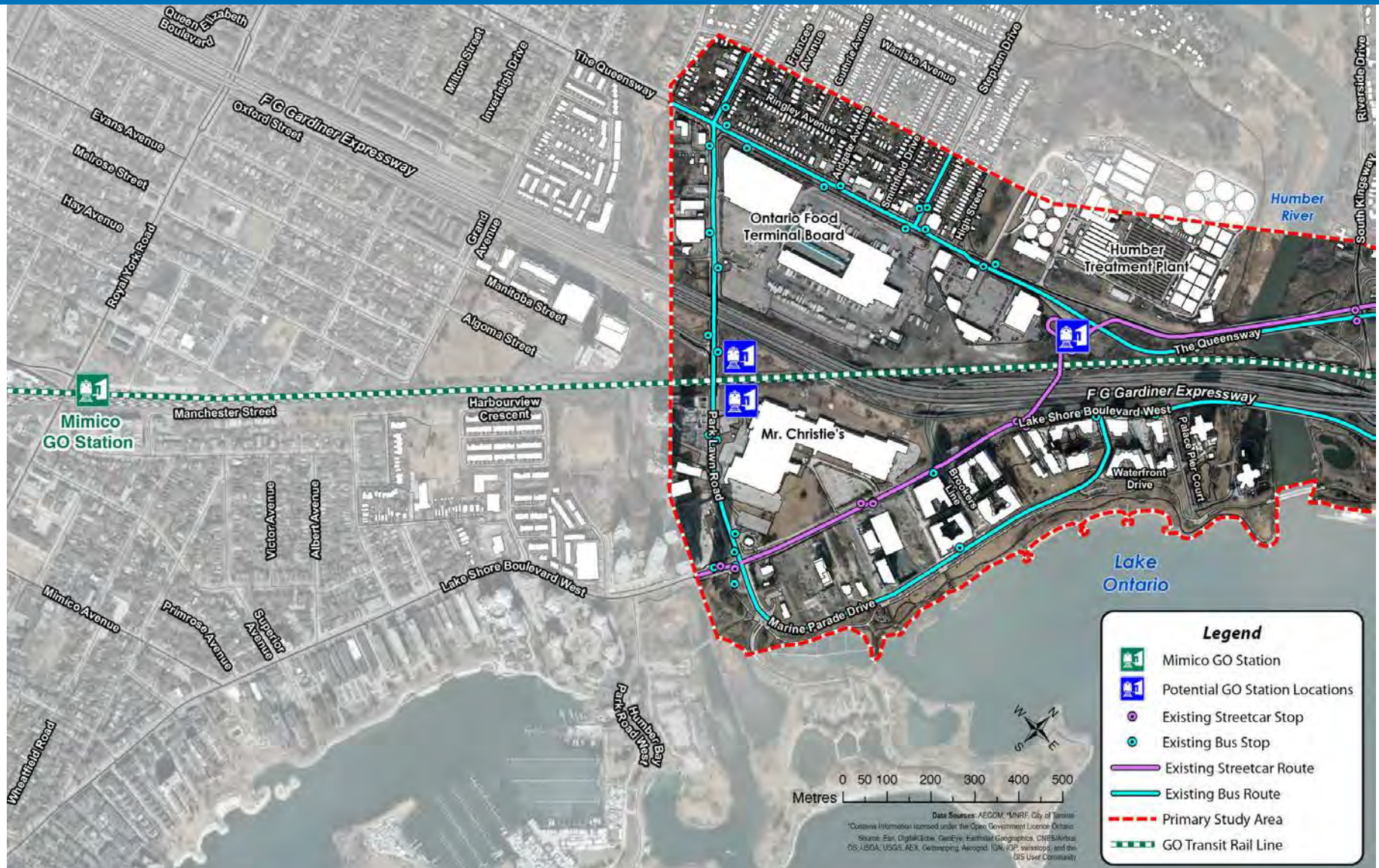


# TTC – Potential Transit Loop Locations



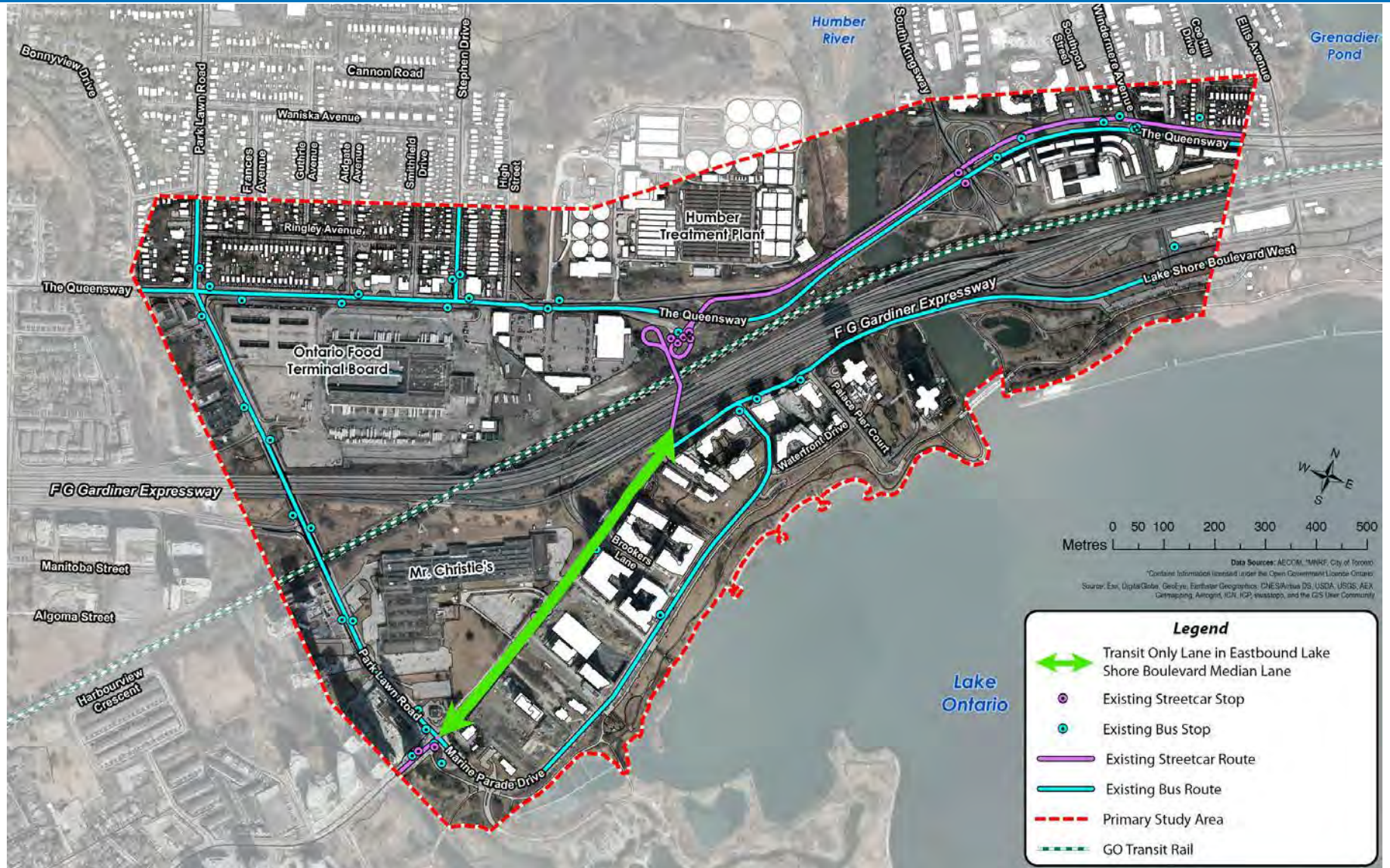


# Potential GO Station Locations





# Transit Only Lane on Lake Shore Boulevard





# Accomplishments & Committed Projects

This map identifies projects completed within the last 10 years, as well as committed projects that are approved for implementation. The projects include:

1. Improvements to intersection geometry

2. Restricted right-turn

3. Signals at three locations

4. Transit only lane

5. Legion Road extension

6. Multi-use trail

7. Ellis Avenue bike lane

8. Contra flow bike lane

9. Humber Bay Shore trail improvements



Data Sources: ACCOM, "NINE" City of Toronto  
"Contains information licensed under the Open Government License (OGL)  
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

# Study Timelines & Next Steps

STEP 1 – 2016	STEP 2 – 2017	STEP 3 – 2017/2018
Communications and Planning	Stakeholder Meetings	Stakeholder Meetings
Stakeholder Meetings	Public Event 2	Notice of Study Completion
Public Event 1	Public Event 3	30 Day Review Period



- **Review and consider comments received at and following Public Event #1**
- **Develop alternative solutions and evaluation criteria**
- **Hold Public Event #2 to present the alternative solutions**
- **Evaluate alternatives**
- **Present recommendations at Public Event #3**
- **Notice of Study Completion**
- **30 Day Review Period**



# Public Consultation

## Goals

- Ensure appropriate and accessible opportunities to voice concerns, ask questions, and raise comments
- Undertake a transparent consultation process
- Engage local stakeholder groups to inform planning and decision-making
- Fulfill requirements of Municipal Class Environmental Assessment process (Phase 1 and 2)



MORE  
CONNECTIONS



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STREETSCAPE  
DESIGN



# Q & A

- Questions & Clarifications...



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STREETSCAPE  
DESIGN

# Today's Workshop

- Tables of 8 +1 facilitator per group
- Discuss 4 Topics
- **Draw on the maps AND fill in your comment book**
- Report back: group facilitator/selected presenter to give summary of group discussion (~1 minute/table)
- Raise red card if you need an expert or extra materials



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CONNECTIONS



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STREETSCAPE  
DESIGN

# Today's Workshop

70 minutes	Discussion Question
<b>7:45</b> 20 minutes	<ol style="list-style-type: none"> <li>1. What do you like about transportation in the study area? Is there anything you think works well and should be maintained?</li> <li>2. What transportation-related barriers and challenges do you experience within the study area?</li> </ol>
<b>8:05</b> 20 minutes	<ol style="list-style-type: none"> <li>3. If you could make a few big changes in the study area, what would they be?</li> <li>4. How do you want to see transportation improvements prioritized?</li> </ol>
<b>8:25</b> 5 minutes	Review ideas
<b>8:30</b> 25 minutes	Report Back
<b>9:00</b>	Workshop Adjourns



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STREETSCAPE  
DESIGN

# How can you continue to Participate?

## We'll Keep You Posted!

Please sign up for the project email list to receive updates. You can also check the website [www.toronto.ca/parklawnlakeshore](http://www.toronto.ca/parklawnlakeshore) to see the most recent information.

## Comment Box

Please complete a comment sheet and place it in the box provided **or** submit written comments via email, mail and/or fax to the following study team member:

### **Robyn Shyllit**

Sr. Public Consultation Coordinator  
Public Consultation Unit  
City of Toronto – Metro Hall  
55 John Street, 19<sup>th</sup> Floor,  
Toronto, Ontario M5V 3C6

T: 416.392.3358

Fax: 416-392-2974

TTY: 416-397-0831

E: [rshyllit@toronto.ca](mailto:rshyllit@toronto.ca)



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# THANK YOU !

# PARK LAWN LAKE SHORE



## TRANSPORTATION MASTER PLAN

Community Workshop 1  
November 24 and December 3, 2016

## Comment Form

---

### 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 roads, public transit, pedestrian, and cycling networks
- ✓ High quality streetscape design

---

### Instructions

Please respond to this comment form to describe your transportation challenges, priorities and interests in the Study Area.

Space is provided at the end to write additional comments.

This comment form is also available on the project website  
[www.toronto.ca/parklawnlakeshore](http://www.toronto.ca/parklawnlakeshore) and can be submitted electronically.

---



## STUDY AREA

The Study Area for the Park Lawn Lake Share Master Plan is focused in the area between Ellis Avenue, Park Lawn Road, The Queensway, and Lake Ontario, and accounts for movement through this area.



1. What do you like about transportation in the study area?  
Is there anything you think works well and should be maintained?

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## 2. What transportation-related barriers and challenges do you experience within the study area?

Read each of the statements below and indicate your level of agreement by placing an 'x' in the box that best represents your opinion.

	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	NOT SURE
The trails/sidewalks/walkways are not continuous, making <u>walking</u> difficult						
The trails/sidewalks/walkways are not continuous, making <u>cycling</u> difficult						
Safety is a concern for pedestrians						
Safety is a concern for cyclists						
Safety is a concern for vehicles						
It is too far to walk to the Humber Loop						
Public transit is difficult to access						
There are not enough public transit options						
Signals at intersections are poorly timed						
There is congestion on Park Lawn Road						
There is congestion on Lake Shore Boulevard West						
There is congestion on The Queensway						
Traffic flow on the Gardiner Expressway directly impacts congestion in the study area						
It is hard to find parking						
Construction causes noise disruptions						
Construction causes congestion						
Construction causes maintenance issues along roads and sidewalks						

**3. If you could make a few big changes in the study area, what would they be?**

*Select your **top 5** choices by marking an "x" in the box beside only 5 of the options below.*

Active Transportation (Walking and Cycling)	
	Create more connections for pedestrians and cyclists to cross the Gardiner Expressway.
	Improve access to transit for pedestrians and cyclists.
	Improve existing, and create new cycling infrastructure including bike lanes, quiet street routes, and trails.
Public Transportation	
	Create a new transit hub for the Park Lawn / Lake Shore Area, including GO Transit.
	Revitalize and enhance the existing Humber Loop as the primary transit hub.
	Create transit only, or transit priority traffic lanes.
Vehicle Movement and Road Network	
	Improve signal timing at existing intersections.
	Create more signalized intersections.
	Widen existing roads to increase vehicle travel capacity.
	Create new connections for vehicles to access the Gardiner Expressway.
	Create new connections between Lake Shore Boulevard West and The Queensway.
	Create more parking spaces.
Other	

**4. How do you want to see transportation improvements prioritized?**

*Please rank each of your priorities from 1 to 5, use each number once.*

*1 = top priority, 2 = 2<sup>nd</sup> priority, 3 = 3<sup>rd</sup> priority, 4 = 4<sup>th</sup> priority, 5 = lowest priority*

	<b>Active Transportation</b> to improve walking and cycling accessibility and connections.
	<b>Public Transit</b> to improve service and accessibility.
	<b>Vehicle Movement and Road network</b> to improve vehicle traffic flow.
	<b>Safety improvements</b> for pedestrians, cyclists, and motorists.
	<b>Enhanced aesthetics</b> and streetscaping.
	<b>Other</b> (please specify):

## ABOUT YOU

**5. How do you typically travel in the study area? (select all that apply)**

- ☐ Walk
- ☐ Cycle
- ☐ Drive
- ☐ TTC
- ☐ GO Transit
- ☐ Taxi / rideshare
- ☐ Auto passenger
- ☐ Other (please specify): \_\_\_\_\_

**6. When do you experience traffic congestion the most in the study area? (select all that apply)**

- ☐ Weekday – AM rush hour
- ☐ Weekday – PM rush hour
- ☐ Saturday – AM
- ☐ Saturday – PM
- ☐ Sunday – AM
- ☐ Sunday – PM
- ☐ Other (please specify): \_\_\_\_\_

**7. Does traffic congestion impact when you travel in the study area? (choose one)**

- ☐ Yes - I avoid travelling during rush hour
- ☐ Sometimes - I avoid travelling during rush hour when I can
- ☐ No - I do not change my travel plans based on traffic congestion
- ☐ Not sure
- ☐ Other (please specify): \_\_\_\_\_

## Additional Comments

**8. Are there any other comments or suggestions you would like to share?**

---

---

---

---

---

---

## ABOUT THE PUBLIC EVENT

### How did you hear about today's event?

☐ Flyer in the mail      ☐ Project Website      ☐ From a local organization  
☐ Walk-by      ☐ My Councillor      ☐ Other: \_\_\_\_\_

### What did you think of today's event? What worked? What could be improved?

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---

## CONTACT INFORMATION (OPTIONAL)

Name: \_\_\_\_\_

Email: \_\_\_\_\_ Phone: \_\_\_\_\_

*Contact information will be used to contact you about this Study. 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.*

## Thank you for your participation!

Please submit your comment form at the registration table or send in your comments by December 9, 2016 using one of the following options:

Online form: [www.toronto.ca/parklawnlakeshore](http://www.toronto.ca/parklawnlakeshore)

Email: [rshyllit@toronto.ca](mailto:rshyllit@toronto.ca)

Phone: 416-392-3358

"Park Lawn Lake Shore TMP"

c/o R. Shyllit

City of Toronto, Metro Hall, 19th Floor

55 John Street

Toronto, ON M5V 3C6

## **Appendix C**

### Map Comments





Data Sources: AECOM, \*MNR, City of Toronto

\*Contains information licensed under the Open Government Licence Ontario.  
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS,  
USDA, USGS, AEI, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS  
User Community





Cannon RD

Park Lawn RD

Stephen DR

Ringley AVE

The Queensway

Ontario Food  
Terminal Board

Gardiner EXPY

GO Transit

Marine Parade Dr

Humber Bay  
Park East

HUMBER RIVER

SKIRTSWAY

The Queensway

GO Transit  
Gardiner EXPY

Lakeshore BLVD W

LAKE  
ONTARIO



0 50 100 200 300 400 500  
Metres

Data Sources: AECOM, \*MNRF, City of Toronto  
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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS  
USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GL  
User Community



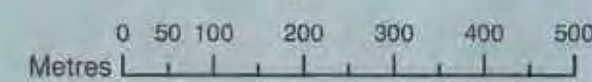


Data Sources: AECOM, \*MNRF, City of Toronto  
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User Community





LAKE  
ONTARIO



Data Sources: AECOM, \*MNRF, City of Toronto  
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User Community





What are the plans...  
for the...  
land?

Humber Bay Park East



Data Sources: AECOM, \*MNRF, City of Toronto  
\*Contains information licensed under the Open Government Licence Ontario.  
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS,  
USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS  
User Community





LAKE  
ONTARIO



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USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS  
User Community





Cannon RD  
Park Lawn RD  
Stephen DR  
Ringley AVE  
The Queensway  
Gardiner EXPY  
Lakeshore BLVD W  
Marine Parade DR  
Park Lawn RD  
Lakeshore BLVD W  
Humber Bay Park East

DISCONNECT BETWEEN  
SUNSEA  
&  
WEST OF HUMBER

QUALITY OF SERVICE  
(FOR TTC)

GO TRANSIT

MULTIMODAL HUB  
- CHOICE OF TRANSIT

allow bus through  
streetcar tunnel &  
merge 2 increase  
reg. to subway

Line loss  
on Lake  
Shore

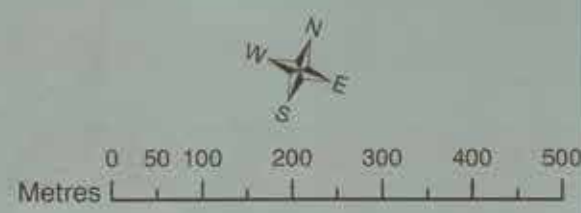
access from  
Queensway  
to Lake  
Shore in this  
area to reduce  
congestion.

does not work

Walk way to  
Mimco station  
from Park Lawn  
& Lakeshore.

Better lighting  
@ Park Lawn &  
Lakeshore  
Lanes for left-turn lanes

LAKE  
ONTARIO



Data Sources: AECOM, \*MNR, City of Toronto  
\*Contains Information licensed under the Open Government Licence Ontario.  
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS,  
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User Community





Cannon RD

Park Lawn RD

Stephen DR

Ringley AVE

The Queensway

Ontario Food  
Terminal Board

Humber  
Treatment Plant

HUMBER RIVER

S Kingsway

Undermere AVE

CATFISH POND  
Elliott AVE

The Queensway

GO Transit  
Gardiner EXPY

Lakeshore BLVD W

Humber  
Loop

Waterfront

LAKE  
ONTARIO

Gardiner EXPY

GO Transit

Brookers Lane

Marine Parade DR

Park Lawn RD

Humber Bay  
Park East

Improve  
Traffic in  
the morning  
LAKESHORE &  
PARKLAWN  
RUSH HOUR DELAY

IMPROVE  
TRAFFIC IN THE  
MORNING  
LAKESHORE &  
PARKLAWN  
RUSH HOUR DELAY

GO STATION  
HERE PLEASE

IMPROVE  
TRAFFIC IN THE  
MORNING  
LAKESHORE &  
PARKLAWN  
RUSH HOUR DELAY

FOR ONE LANE  
ON LAKESHORE BLVD  
EXPANDED AT  
PARKLAWN  
(PLEASE NOTE)

Try to open more  
parking space  
nearby



0 50 100 200 300 400 500  
Metres

Data Sources: AECOM, TMNRE, City of Toronto  
\*Contains Information licensed under the Open Government Licence Ontario  
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS,  
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User Community