



Appendix A.3

Public Consultation Report, Phase 2, Stage 1 (Sept. 2020)

Park Lawn Lake Shore Transportation Master Plan **Phase 2 – Stage 1 Consultation Report**

September 16, 2020

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Overview

Project Summary

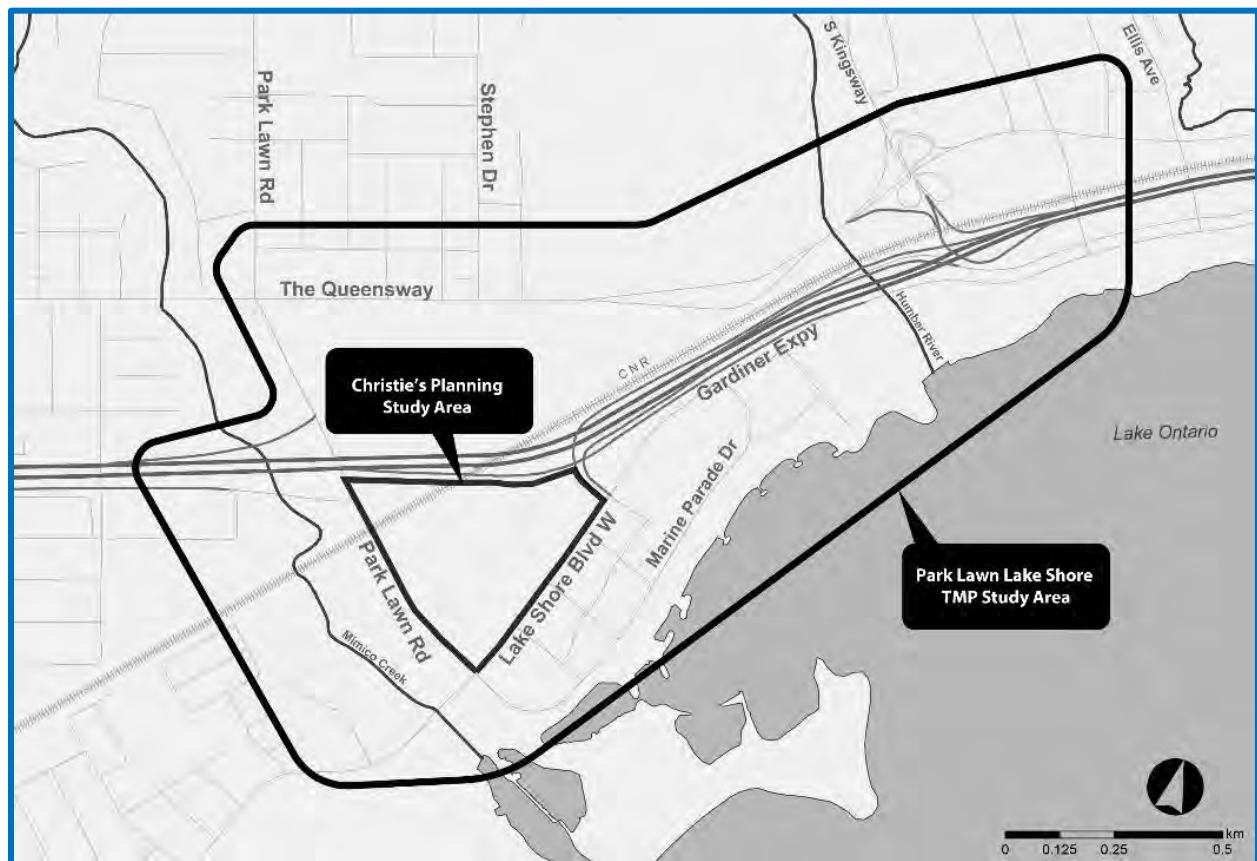
The Park Lawn Lake Shore Transportation Master Plan (TMP) provides the first step in a multi-year process to evaluate options to improve the area's transportation network, including:

- better access to street, transit and active transportation networks
- additional safe and convenient transportation connections across major physical barriers
- planning for future investment in public transit, pedestrian and cycling networks
- high-quality streetscape design

Consultation on the Christie's Planning Study is taking place simultaneously with the TMP, and is being coordinated to meet both project schedules where feasible. The TMP includes Phases 1 and 2 (Schedule B) of the Municipal Class Environmental Assessment (MCEA) process, an approved planning process under the Ontario Environmental Assessment (EA) Act.

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

This report summarizes consultation activities and feedback received during Phase 2 consultation on the TMP, taking place from February 3, 2020 – July 1, 2020.



Map of Study Area

Notification

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

- Project Website www.toronto.ca/parklawnlakeshore
- Print Advertisement (Etobicoke Guardian, and Bloor West Villager)
- Canada Post direct mail (35,000 addresses in study area)
- Email to project list (500 contact)
- Email to stakeholder list including residents associations, community groups, organizations, institutions and elected officials (69 contacts)

Due to the COVID-19 emergency response, the public event originally scheduled to take place on March 24, 2020 was cancelled, and cancellation notification was sent on March 16, 2020 to the project email list and stakeholder list and posted to the project website.

On June 3, 2020 the public information materials were posted to the project website with a comment deadline of July 1, 2020, and notification was sent via the project email list, stakeholder list, and City of Toronto social media accounts.

>>Appendix A: Public Event Notification: Notice & Newsletter

Activities

One Window Commenting

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

Stakeholder Meeting

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

- | | |
|--|---|
| 1. BA Group | 10. Lakeshore Affordable Housing Action Group |
| 2. Citizens Concerned About the Future of the Etobicoke Waterfront | 11. Mimico Lakeshore Community Network |
| 3. Cycle Toronto | 12. Mimico Resident's Association |
| 4. First Capital Realty | 13. New Toronto Lakeshore Village Residents Association |
| 5. Humber Bay Shore Condo Association | 14. New Toronto Seniors Centre |
| 6. Humber Bay Shores Residents and Ratepayers Association | 15. Ourland Community Centre |
| 7. Humber College | 16. South Etobicoke Transit Action Committee |
| 8. Member of Parliament, Etobicoke Lake Shore | 17. Swansea Area Ratepayers Association |
| 9. Lake Shore Planning Council | 18. Urban Strategies |
| | 19. Walk Toronto |

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

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

>>Appendix B: Stakeholder Meeting Materials: Presentations & Comment Forms

Public Information Materials

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

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

>>Appendix C: Public Information Materials

Online Comment Form

To provide additional feedback opportunity, an online comment form "survey" was available from June 3 – July 1, 2020, that received 96 responses. Participation was anonymous and results were reviewed for duplicate and invalid responses before being analyzed for this report.

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

1. Potential improvements that will be evaluated for Lake Shore Boulevard are listed below. Which of the potential improvements do you feel are most important?
2. Potential improvements that will be evaluated for Park Lawn Road and The Queensway are listed below. Which of the potential improvements do you feel are most important?
3. Do you support the potential improvements to Gardiner Expressway access?
4. Do you support the potential new East-West Street?
5. Do you have any comments on the proposed evaluation criteria?

>>Appendix D: Online Comment Form

Feedback Summary

Stakeholder Meeting

During the February 3, 2020 stakeholder meeting, participants expressed questions and comments regarding each of the potential improvements, summarized below:

Topic	Question and Comment Summary
General	<ul style="list-style-type: none">- Accommodate drop-off and pick-up activities in road network designs- Account for bypass traffic and population growth projections within and outside the study area and associated impacts on traffic modeling
Active Transit	<ul style="list-style-type: none">- Including cycling facilities in the transportation network
Gardiner Expressway	<ul style="list-style-type: none">- Pinch points from Gardiner Expressway on/off ramps impact traffic in the study area
Lake Shore Boulevard	<ul style="list-style-type: none">- Potential new travel lane near Palace Pier will increase traffic in the study area
New East-West street	<ul style="list-style-type: none">- Required for population growth- Should not be called a 'relief road'
New North-South street	<ul style="list-style-type: none">- It should not conflict with operations at the Ontario Food Terminal- This is an important connection
Park Lawn Road	<ul style="list-style-type: none">- Additional new intersections will increase safety for condo access for all modes of travel- Incorporate safety improvements for all road users at Park Lawn / Lake Shore intersection
Public Transit	<ul style="list-style-type: none">- Ensure new transit loop has 2-way travel to avoid backups- Questions regarding: GO Station financing by the developer; potential connections with the Ontario Line- Integrate a shuttle bus to the new GO Station- Integrate future GO Station with the Humber Loop- Use area underneath Gardiner Expressway as an alternate location for a transit loop, passenger pick up and drop off
The Queensway	<ul style="list-style-type: none">- Improve conditions for pedestrians and cyclists, make it a great east-west route for everyone- LRT should be included that connects to Mississauga

Stakeholder Comments

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

1. Cycle Toronto, Etobicoke South Cycling Committee
2. Fiera Properties
3. First Capital
4. Humber Bay Shores Condo Association
5. Humber Bay Shores Residents Association
6. LakeShore Planning Council
7. LAMP Community Health Centre
8. Mimico Lake Shore Community Network
9. Mystic Pointe Area Residents Association
10. New Toronto Residents Association
11. Ontario Food Terminal
12. Swansea Area Ratepayers Association
13. Walk Toronto

Topic	Comment Summary
General	<ul style="list-style-type: none">- Concern regarding: reduction in parking; over reliance on transit ridership in modeling; lack of transit ridership during COVID-19 and impact on projections and modeling; project scheduling and incorporation of TMP

	<p>recommendations into Secondary Plan; quality of process to determine and evaluate short-list of alternative solutions presented in June 3, 2020 public information materials, and requests for details on evaluation process</p> <ul style="list-style-type: none"> - Plans should prioritize active transportation, public transit and GO Station - Questions regarding: population projections in traffic modeling; advancement of Legion Road extension and transparency of project status from City - Requests for information on transportation network and project schedule - Requests for provision of car share, bike share, bike parking and bike storage and in plans - Requests to participate and receive updates on stakeholder consultation activities
Active Transit	<ul style="list-style-type: none"> - Close gaps in the cycling network - Complete/improve the South Mimico Creek Trail to enable cyclists to move off of Park Lawn Road - Designate sidewalk on Lake Shore bridge over Humber River as a multi-use trail and improve connection to Martin Goodman Trail - Improve active transportation conditions on Park Lawn Road - Install Dutch-style protected intersection at Park Lawn and Lake Shore - Queensway Improvements: Protect cyclists as South Kingsway interchange; Designate sidewalk on south side at the Ontario Food Terminal as a multi-use trail; Close the gap in the cycling network between Parkside Drive and Roncesvalles Avenue; reduce speed to 50 km/h - Remove all on-street parking on Marine Parade Drive - Support for inclusion of improved facilities for pedestrians and cyclists in road network and new streets wherever possible
Gardiner Expressway	<ul style="list-style-type: none"> - Concern regarding: impact of ramp changes adding to traffic congestion, through movements and local traffic conditions in study area - Existing on-ramp at Brookers Lane should be left as it is - Off ramps should not add to local gridlock - Request to evaluate reconfiguration of eastbound Gardiner off-ramp to split into two off ramps - one that connects directly to Lake Shore Boulevard west of Park Lawn Road, and another that connects to Park Lawn Road and could be 'local access only' - Rework the Islington and Kipling interchanges to allow for on/off ramps in all directions - Suggestions for improvements to Kipling and Islington exits from Gardiner to improve access to New Toronto and improve safe active transportation conditions - Support for: additional left-turn lanes to access Gardiner Expressway West from Park Lawn Road; connection of new east-west street to Gardiner access; additional turn lanes to access Gardiner westbound on ramp; operational improvements
Lake Shore Boulevard	<ul style="list-style-type: none"> - Addition of travel lane at Palace Pier does not account for merge points further east where reduction to 1 lane remains required - Concern regarding: impact of transit priority lane on vehicle traffic, additional turn lanes will be required if traffic lanes are reduced - Current allowance for eastbound U-turns at Windermere to get onto the Gardiner or access Lake Shore westbound are dangerous - Dedicated transit lanes should be on north or south side of street instead of centre lanes to enhance safety - Increase pedestrian safety improvements and accessibility - Questions regarding integration of Lake Shore Functional Planning Study into designs and associated property acquisitions

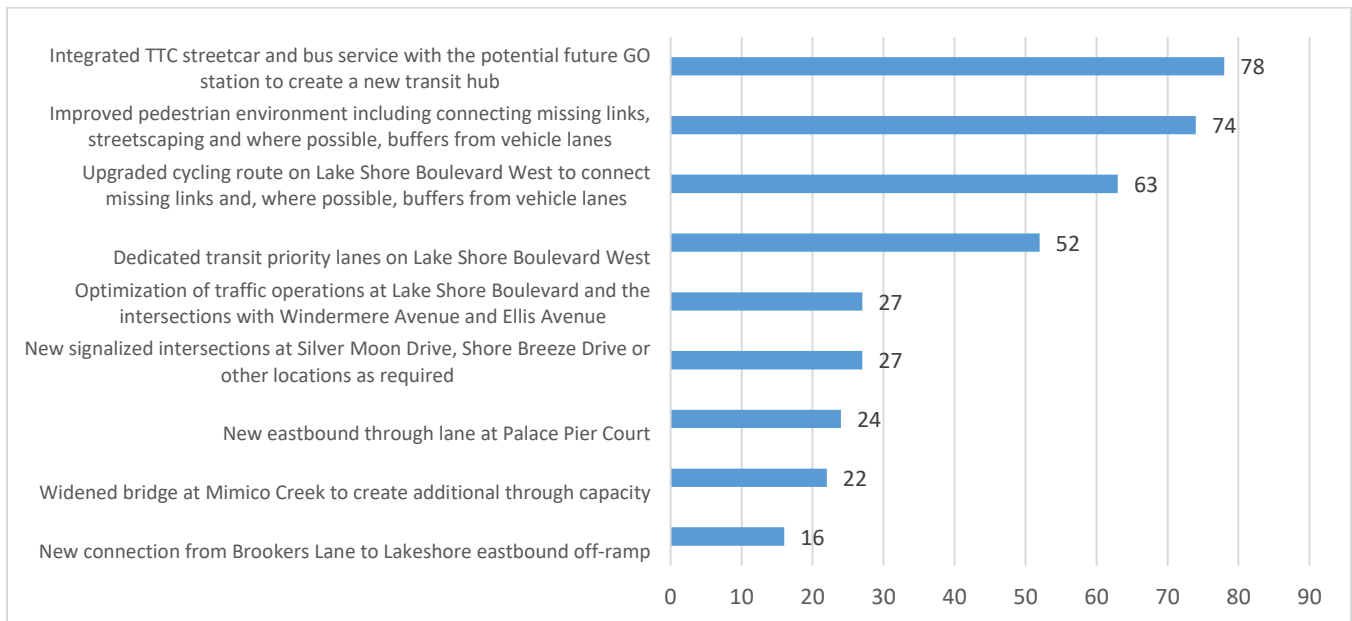
	<ul style="list-style-type: none"> - Requests for further clarity on changes to Brookers Lane intersection, and request to maintain greenspace at this location - Support for additional signalized intersections
New East-West street	<ul style="list-style-type: none"> - May increase traffic - Must accommodate accessibility and pedestrian safety - Should connect at Brooker's Lane and Lake Shore - Should not connect to Lake Shore - Support for new east-west connection
New North-South street	<ul style="list-style-type: none"> - Connection through existing Humber Loop is preferred location - Must accommodate accessibility and pedestrian safety and complete streets features - Should not impact operations of Ontario Food Terminal (OFT) or use any lands owned by OFT - Support for at least one new connection is needed, and multiple locations should be reviewed and considered
Park Lawn Road	<ul style="list-style-type: none"> - Allow all-way crossing for pedestrians (like Yonge/Dundas) at Lake Shore - Changes to turn lanes contradict information that new turning lanes recently implemented are improving conditions - Increase pedestrian safety improvements and accessibility - Support for new signalized intersections on Park Lawn Road to support safety of all road users and safety of residents exiting condos
Public Transit	<ul style="list-style-type: none"> - Concern regarding: backup of 501B and 504B streetcar using shared platform at service loop; future capacity of loop; population increases on ridership demand - Continue to increase public transit service for population growth, including express summer service to Gus Ryder Swimming Pool and CNE - Increase access to new GO Station; ensure safe access for pedestrians from west of Park Lawn via Mimico Creek - Increase bus service to subway stations - Integrate 501 and 504 streetcar routes and future Waterfront West LRT with streetcar loop at GO Station - Move Humber Loop to Royal York Road at Lake Shore Boulevard - Questions regarding: future plans for Waterfront West LRT and connections to Exhibition Loop and Colborne Lodge Drive; future life of existing Humber Loop; details on transit priority lanes and provision of transformational transit at Christie's site; impact of setbacks and crash walls on ridership safety; impact of new transit loop on existing routes - Reduce number of transfers at Humber Loop for 501 streetcar - Request for: new transit loop to be multi-level to serve more routes and eliminate backups; integration of public transit with Ontario Line Exhibition station and extension of Ontario Line to service study area; clarity on fare integration to adequately encourage ridership between GO and TTC; consideration of delivery trucks and ride sharing impeding streetcar movements; adequate service on routes connecting to new GO station; bi-directional operations at new transit loop with a multi-level station - Streetcars on Lake Shore west of Humber Loop are too large and impede traffic flow - Suggestions for location of new GO Station: east side of Christie's site to utilize space under the Gardiner Expressway and coordinate access to Brooker's Lane intersection - Support for GO Station on Christie's site and questions regarding completion timeline
The Queensway	<ul style="list-style-type: none"> - Increase pedestrian safety and accessibility - Install separated protected cycling facilities

	<ul style="list-style-type: none"> - Normalize intersection at Kingsway and Queensway to provide safe connections for pedestrians and cyclists in all directions - Route should become main through fare for downtown travel
Urban Design	<ul style="list-style-type: none"> - Increase green space in the study area

Online Comment Form

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

Question 1) Potential improvements that will be evaluated for Lake Shore Boulevard are listed below. Which of the potential improvements do you feel are most important?



Respondents were able to select up to 5 potential priority improvements for Lake Shore Boulevard West, and a total of 96 respondents completed the question. The majority selected four improvements as most important:

1. Integrated TTC streetcar and bus service with the potential future GO station to create a new transit hub
2. Improved pedestrian environment including connecting missing links, streetscaping and where possible, buffers from vehicle lanes
3. Upgraded cycling route on Lake Shore Boulevard West to connect missing links and, where possible, buffers from vehicle lanes
4. Dedicated transit priority lanes on Lake Shore Boulevard West were selected as most important by the highest numbers of respondents

Followed by similar levels of importance selected for additional improvements:

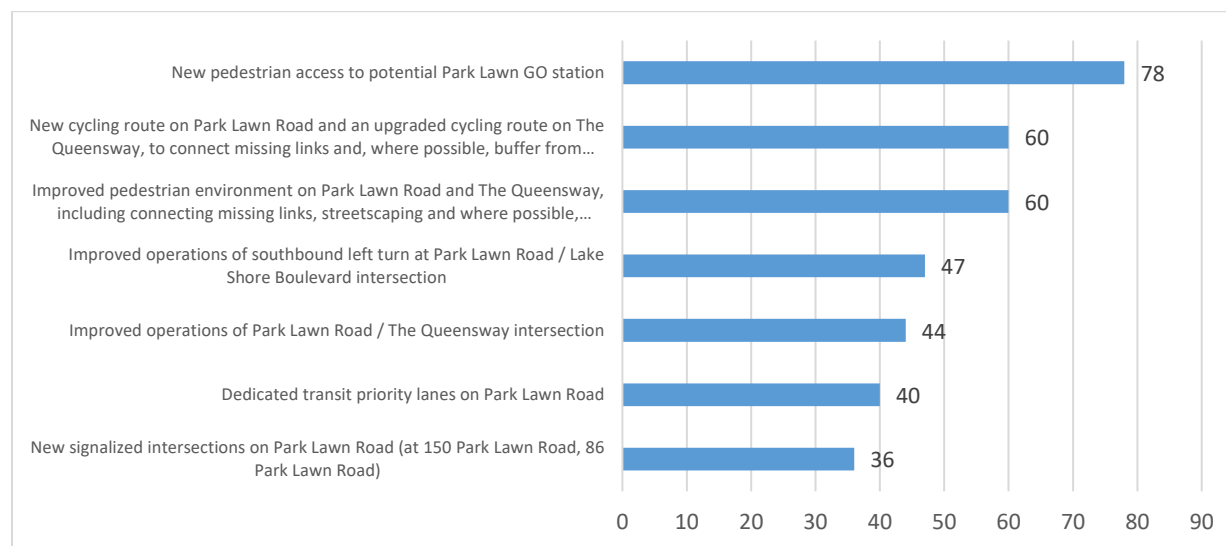
5. Optimization of traffic operations at Lake Shore Boulevard and the intersections with Windermere Avenue and Ellis Avenue
6. New signalized intersections at Silver Moon Drive, Shore Breeze Drive or other locations as required
7. New eastbound through lane at Palace Pier Court, Widened bridge at Mimico Creek to create additional through capacity

The new connection from Brookers Lane to Lakeshore eastbound off-ramp was selected by the fewest amount of respondents as a priority improvement.

Additional comments received to question 1 are summarized in the following chart:

Topic	Comment Summary
Active Transportation	<ul style="list-style-type: none"> - Add separated and protected bike lanes on Lake Shore to alleviate congestion on the Martin Goodman Trail - Improve connections, safety and missing links to the surrounding neighbourhood & amenities - Widen sidewalks
Public Transit	<ul style="list-style-type: none"> - Add more bus capacity - Create dedicated transit right-of-way - Make it easy and efficient to choose public transit - Remove all buses from Marine Parade Drive onto Lake Shore - Support for new GO station
Travel Operations	<ul style="list-style-type: none"> - Account for higher travel demand in summer and use of parks and trails - Create a dedicated U-turn lane from eastbound Lake Shore at Windemere to reduce cars accessing westbound Gardiner from Park Lawn - Improve: northbound left-turn options at Park Lawn, Ellis, and Windemere with priority signals for cyclists; signal timing at Legion Road-Gardiner off ramp intersection - Leave the Brookers Lane intersection as is
Urban Design	<ul style="list-style-type: none"> - Add more common elements and shared spaces that create a neighbourhood feel - Design the area like a new downtown not an auto-dominated suburban community
Vehicle Travel	<ul style="list-style-type: none"> - Add curb extensions to street corners to slow down vehicles - Prioritize space for vehicle travel - Widen Lake Shore to reduce eastbound bottleneck at Brookers Lane - Widening of Lake Shore will create unsafe conditions
Other	<ul style="list-style-type: none"> - Build Legion Road extension - Ensure area amenities can service new residents and development

2) Potential improvements that will be evaluated for Park Lawn Road and The Queensway are listed below. Which of the potential improvements do you feel are most important?



Respondents were able to select up to 5 potential priority improvements, and a total of 90 respondents completed the question. The majority selected three improvements as most important:

1. New pedestrian access to potential Park Lawn GO station
2. New cycling route on Park Lawn Road and an upgraded cycling route on The Queensway, to connect missing links and, where possible, buffer from vehicle lanes
3. Improved pedestrian environment on Park Lawn Road and The Queensway, including connecting missing links, streetscaping and where possible, buffer from vehicle lanes

Followed by similar levels of importance selected for all other improvements listed:

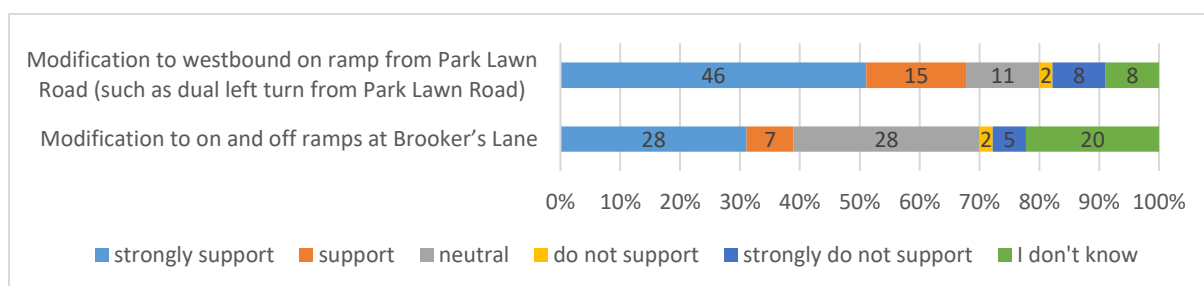
4. Improved operations of southbound left turn at Park Lawn Road / Lake Shore Boulevard intersection
5. Improved operations of Park Lawn Road / The Queensway intersection
6. Dedicated transit priority lanes on Park Lawn Road
7. New signalized intersections on Park Lawn Road (at 150 Park Lawn Road, 86 Park Lawn Road)

Additional comments received to question 2 are summarized in the following chart:

Topic	Comment Summary
Active Transportation	<ul style="list-style-type: none"> - Add separated protected cycling facilities to both streets - Extend Queensway bike lanes to Mississauga - Improve conditions for people walking - Improve trail along Mimico Creek to encourage active transportation off of Park Lawn Road - Prioritize active transportation over vehicle travel - Queensway/Park Lawn intersection is very dangerous for cyclists and a critical missing link
Public Transit	<ul style="list-style-type: none"> - Dedicated transit lanes will take space away from vehicles - Fast-track single payment system to incentivize use of GO - Improve transit priority at Park Lawn / Lake Shore intersection
Travel Operations	<ul style="list-style-type: none"> - Add a traffic signal at: 88 Park Lawn Road; 86 Park Lawn Road; 90 Park Lawn Road - Add exit at ESSO gas station for vehicles to travel north on Park Lawn

	<ul style="list-style-type: none"> - Create new westbound Gardiner exit ramp to Park Lawn Road - Don't add more traffic signals on Park Lawn Road - Enforce illegal stopping and parking in front of fast food outlets on Park Lawn - Improve access to westbound Gardiner onramp from Park Lawn northbound to remove traffic backup - Prohibit left turns on westbound Lake Shore to Marine Parade Drive - Remove access to Park Lawn from the Gardiner eastbound off ramp, all exiting traffic should use the new road through the Christie's development
Vehicle Travel	<ul style="list-style-type: none"> - Minimize access to Marine Parade Drive so it is not used as a through route
Other	<ul style="list-style-type: none"> - Add more amenities

3) Do you support the potential improvements to Gardiner Expressway access?



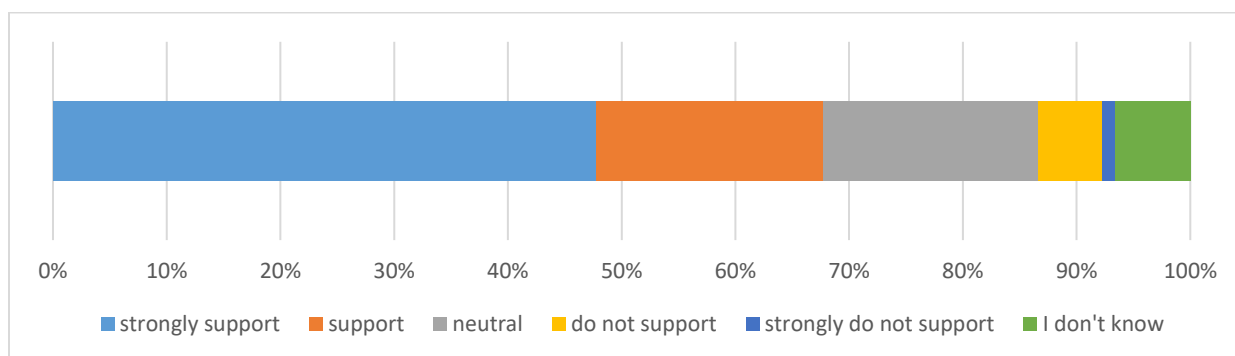
A total of 90 responses were received to question 3. A total of 61% of respondents support modification to westbound on ramp from Park Lawn Road, with an additional 12% neutral and 12% who do not support the improvement.

A total of 35% of respondents support modification to on and off ramps at Brooker's Lane, with an additional 28% neutral, 8% who do not support, and 22% who did not know.

Additional comments received to question 3 are summarized in the following chart:

Topic	Comment Summary
Active Transportation	<ul style="list-style-type: none"> - Double left turn to Gardiner expressway will be extremely dangerous for cyclists and pedestrians - Improve conditions for cyclists and pedestrians
Public Transit	<ul style="list-style-type: none"> - Improve public transit instead of highway
Travel Operations	<ul style="list-style-type: none"> - Add advanced green for vehicles on Park Lawn to access Gardiner - Relieving congestion at South Kingsway on-ramp is more important than changes to Brooker's Lane access - Westbound ramp from Park Lawn to Gardiner should be a ramp with no stoplight - Do not make any changes to ramps, leave everything as is
Vehicle Travel	<ul style="list-style-type: none"> - Do not prioritize car movement - Dual left turn to Gardiner will improve northbound Park Lawn traffic
Other	<ul style="list-style-type: none"> - More specific information required on alternatives - options promote use of the area as a through-fare instead of neighbourhood

4) Do you support the potential new East-West Street?

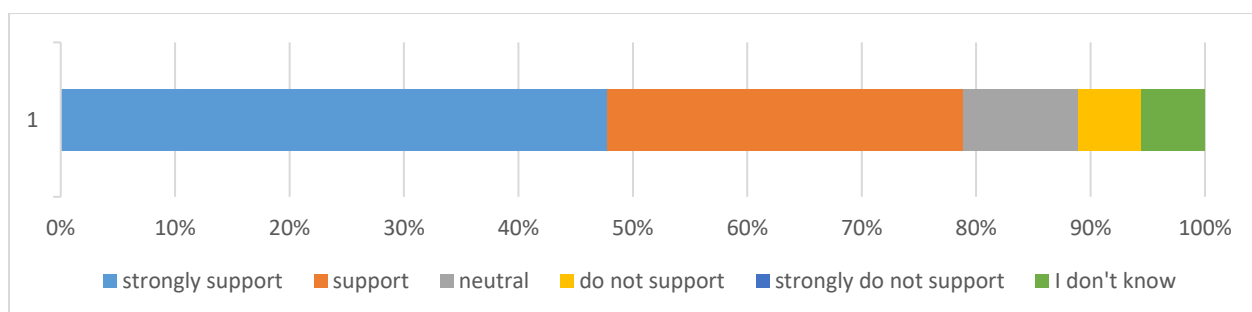


A total of 90 responses were received to question 4, with 68% of respondents who support a potential new east-west street, 19% neutral, 7% who do not support, and 7% who do not know.

Additional comments received to question 4 are summarized in the following chart:

Topic	Comment Summary
Active Transit	<ul style="list-style-type: none"> - Include separated cycling facilities - Support new route if Park Lawn/Lake Shore intersection is redesigned to prioritize cyclists and pedestrians
Public Transit	<ul style="list-style-type: none"> - New street makes sense in connection to new GO Station
Travel Operations	<ul style="list-style-type: none"> - New road should have neighbourhood feel, not be a through route - New road will add traffic to Park Lawn and increase congestion - Speed limit on new street should be 30 km/h and include traffic calming
Vehicle Travel	<ul style="list-style-type: none"> - New road will help alleviate congestion
Other	<ul style="list-style-type: none"> - TMP should not focus on vehicle movement - May impact Legion Road extension - May move problems from one location to another - Need more information on traffic impacts

5) Do you support the potential new North-South Street?



A total of 90 responses were received to question 5, with 79% of respondents who support a potential new north-south street, 10% neutral, 6% who do not support, and 6% who do not know.

Additional comments received to question 5 are summarized in the following chart:

Topic	Comment Summary
Active Transit	- Must have generous space for cyclists and pedestrians
Public Transit	- Will improve access to new GO Station
Travel Operations	- Could alleviate a lot of congestion - Extend to connect at Stephen Drive bike lanes - Must have signal at Queensway intersection
Vehicle Travel	- New street is preferable to new east west route to keep traffic moving - Very essential for health of overall road network to provide an alternative route and emergency access and avoid Liberty Village situation with few alternative routes
Other	- Should not impact Ontario Food Terminal

6. Do you have any comments on the proposed evaluation criteria?

A total of 25 responses were received to question 6 are summarized in the following chart:

Topic	Comment Summary
General	- Criteria is too general and academic - Would like to see how evaluation is weighted and prioritized
Healthy Communities	- Cyclists and pedestrians should be prioritized over road improvements and new roads - Focus on people who live in the area and their quality of life beyond commuting - Noise impacts should be evaluated
Social Equity	- Include equity lens in evaluation - Safety of vulnerable road users needs to be given higher priority
Mobility	- Criteria is overly focused on vehicle travel - Mobility is most important - Vehicle travel time savings should not be a priority
Natural Environment	- Construction of GO Station will negatively impact Mimico Creek

Public Comments

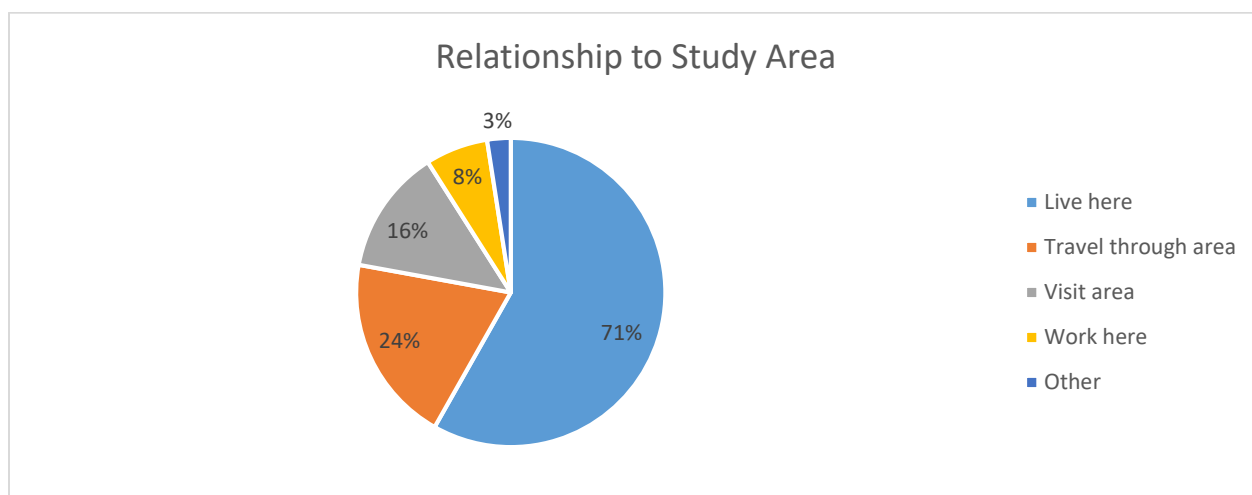
Comments received via email from members of the public are summarized below:

Topic	Comment Summary
General	- Comments on planning study and secondary plan, development, amenities, and population projections - Questions about public consultation activities and schedule - Requests to: expand parking in study area; complete extension of Legion Road; expand transportation improvements north of the study area; address speeding and safety on Ellis Avenue; optimize intersection operations of Windemere, Ellis Ave and South Kingsway
Active Transit	- Add pedestrian underpasses to cross the Gardiner - Connect Mimico Creek Trail to Humber Bay Park, and improve overall conditions on Mimico Creek Trail - Requests for increased Bike Share stations - Support for separated cycling facilities on all major & new streets
Gardiner Expressway	- Concern regarding safety and noise impacts of westbound Gardiner on-ramp for residents of Dalesford Road
Lake Shore Boulevard West	- Support for additional vehicle lane at Palace Pier

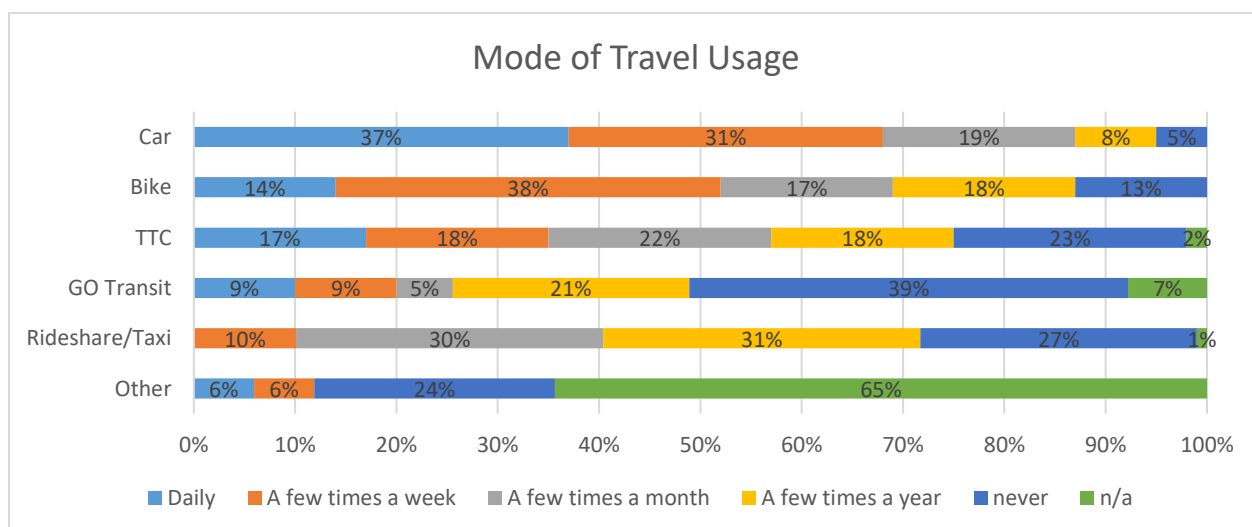
Park Lawn Road	- Requests for additional signalized intersections on Park Lawn Road for access to condos, and to improve northbound traffic operations
Public Transit	- Suggestion for location of new GO Station to be at Sobey's Plaza, or existing Humber Loop - Humber Loop should move underground - Request to: prioritize public transit; improve service on 66 bus routes
Urban Design	- Increase green space, lighting, accessible access to public transit - Improve neighbourhood character - Increase amenities, parks, schools and community centres

Demographics

A total of 87 respondents provided demographic information described below.



The majority of respondents live in the study area.



Travel by car is used most frequently by respondents with 68% daily/a few times a week, followed by travel by bike used by 52% of respondents daily/a few times a week, and TTC used by 35% of respondents daily/a few times a week.

Age and Gender of Respondents

AGE	
85+	0.0%
75-84	2.3%
65-74	9.2%
55-64	17.2%
45-54	8.0%
35-44	21.8%
25-34	36.8%
15-24	4.6%
<15	0.0%

GENDER	
Male	56%
Female	41%
Transgender	0%
Non binary	0%
Two-Spirit	0%
Other	1%
None of the Above	1%

The majority of respondents were between the ages of 25 – 64, with no responses provided from individuals over 85 or under 15 years of age. Males represented 56% of responses, and females represented 41% of responses.

Summary

Public Transit & Active Transit Priority

Feedback throughout all meetings and messages received, as well as the evaluation criteria indicated a strong preference for public transit and active transportation to be prioritized in the TMP. The new transit loop connection to the GO Station requires consideration for 2-way travel or dual lanes for streetcars to help manage congestion and keep people moving, and the City should continue to seek clarity on fare integration to encourage ridership between TTC and GO. Questions were also raised regarding additional transit capacity, and opportunity to connect and further extend the Ontario Line and future Exhibition Station.

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

Changes to major streets

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

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

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

Gardiner Expressway

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

Call **3•1•1**

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

Park Lawn Lake Shore Transportation Master Plan (TMP) & Christie's Planning Study

Notice of Public Event

The Park Lawn Lake Shore Transportation Master Plan (TMP) provides the first step in a process to evaluate options to improve the area's transportation network. The Christie's Planning Study will create a new comprehensive Secondary Plan and Zoning By-law for the site at 2150 Lake Shore Boulevard West. We invite you to learn more about both projects and the potential improvements being considered at an upcoming Public Event.



Tuesday, March 24, 2020.

Open House from 3:00 - 9:00 p.m.

Presentations at 4:00 and 7:00 p.m.



Trident Banquet Hall 145 Evans Avenue Suite 200

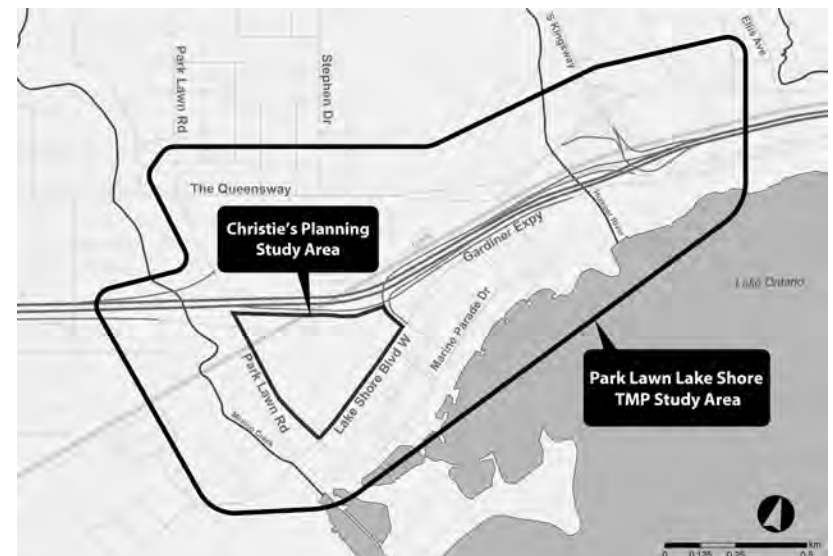
This venue is wheelchair accessible. Email one week in advance to arrange additional accommodations.

Park Lawn Lake Shore Transportation Master Plan (TMP)

The TMP follows Phases 1 and 2 of the Municipal Class Environmental Assessment process, which includes identifying the problem / opportunity, developing, evaluating and selecting a range of alternative solutions and outlining an implementation strategy. Potential transportation alternatives being considered include improvements to Lake Shore Boulevard, Park Lawn Road, The Queensway, public transit and active transportation connections, as well as new street connections within the study area.

Christie's Planning Study

The Study is consulting on a new vision for the site at 2150 Lake Shore Boulevard West focusing on built form, affordable housing, employment, community services, parks and open spaces, infrastructure and sustainability.



We would like to hear from you. To comment, or if you are unable to attend, contact:



Park Lawn Lake Shore TMP

Tel: 416-392-3358 TTY: 416-397-0831



Email: Robyn.Shyllit@toronto.ca

Website: toronto.ca/parklawnlakeshore

Robyn Shyllit

Senior Coordinator, Public Consultation Unit

City of Toronto Metro Hall, 19th Floor

55 John Street Toronto, ON M5V 3C6



Christie's Planning Study

Tel: 416-395-7059 TTY: 416-397-0831



Email: Kate.Goslett@toronto.ca

Website: toronto.ca/christies

Kate Goslett

Senior Planner, City Planning

City of Toronto Metro Hall, 22nd Floor

55 John Street Toronto, ON M5V 3C6

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.



Notice of Public Event

Park Lawn Lake Shore Transportation Master Plan & Christie's Planning Study

The Park Lawn Lake Shore Transportation Master Plan (TMP) provides the first step in a process to evaluate options to improve the area's transportation network. The Christie's Planning Study will create a new comprehensive Secondary Plan and Zoning By-law for the site at 2150 Lake Shore Boulevard West.

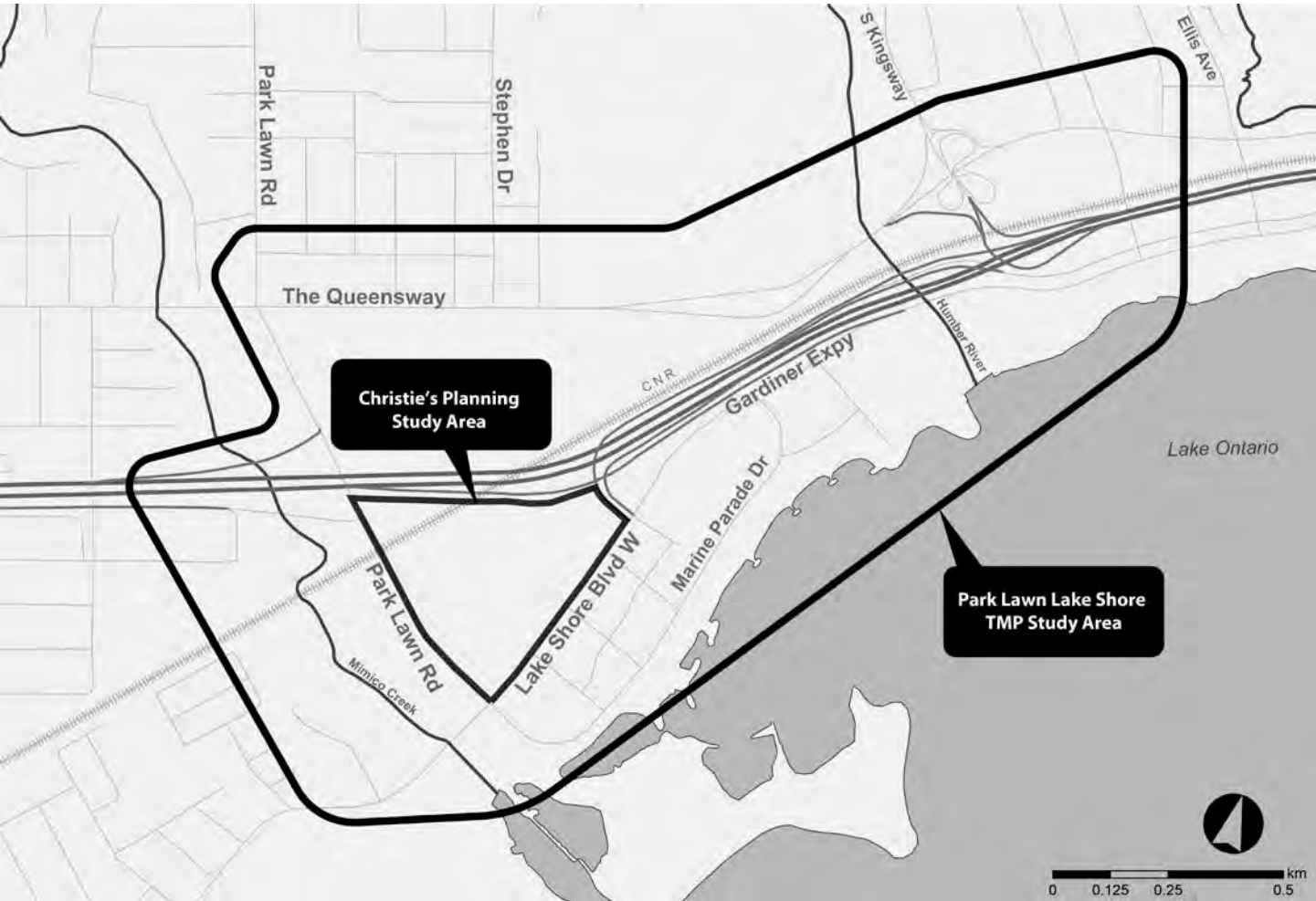
We invite you to learn more about both projects and the potential improvements being considered at an upcoming Public Event.

Park Lawn Lake Shore TMP

- Better access to street, transit, and active transportation networks
- Additional safe and convenient transportation connections across major physical barriers
- Planning for future investment in public transit, pedestrian, and cycling networks
- High quality streetscape design

Christie's Planning Study

- Built Form and Land Use
- Community Services and Facilities
- Infrastructure, Energy & the Environment
- Mobility
- Parks and Open Spaces



Public Event

Tuesday, March 24, 2020.
Open House from 3:00 - 9:00 p.m.
Presentations at 4:00 and 7:00 p.m.

Trident Banquet Hall
145 Evans Avenue
Suite 200



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

More Information

Public consultation is being coordinated for both the Park Lawn Lake Shore TMP and Christie's Planning Study. Both projects are expected to be completed by fall 2020.

Park Lawn Lake Shore Transportation Master Plan (TMP)

The Park Lawn Road and Lake Shore Boulevard West area has grown significantly over the past 20 years. During this time, the area's transportation network has remained relatively unchanged. Limited options to connect to destinations has resulted in increased traffic congestion. With additional growth anticipated in the future, transportation improvements will be needed to support better travel options for walking, cycling, taking transit and driving.

The TMP follows Schedule B (Phases 1 and 2) under the Municipal Class Environmental Assessment (EA) process to ensure the planning and decision-making process of major infrastructure projects considers a broad range of potential impacts and environmental effects before the construction of infrastructure projects begin.

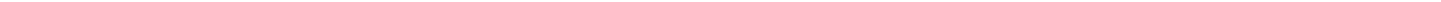
- Phase 1: Review Existing Conditions and identify the transportation problems and opportunities
- Phase 2: Develop, evaluate and recommend alternatives to address the identified problems and opportunities.

Once complete, the TMP will recommend a series of transportation projects, initiatives and policies to support the Park Lawn / Lake Shore area. Recommended projects may require additional phases in the EA process, which would include further opportunities for public consultation.

Christie's Planning Study

The [Christie's Planning Study](#) will guide the future development of the former Mr. Christie's factory site at 2150 Lake Shore Boulevard West by creating a vision for a new complete community centred on transit investment and integration.

This work will result in a Secondary Plan and site-specific Zoning By-law which will guide future development on the site focusing on built form, affordable housing, employment, community services, parks and open spaces, infrastructure and sustainability. The Study is also consulting on and considering a master plan vision for the lands that has been advanced by the owner, First Capital Realty.



We would like to hear from you:

We welcome your feedback via in-person participation at the public event, phone, mail and email.
Please provide comments by April 3, 2020 using the contact information below:

<p>Park Lawn Lake Shore TMP Tel: 416-392-3358 TTY: 416-397-0831 Email: Robyn.Shyllit@toronto.ca Website: toronto.ca/parklawnlakeshore</p> <p>Robyn Shyllit Senior Coordinator, Public Consultation Unit City of Toronto Metro Hall, 19th Floor 55 John Street Toronto, ON. M5V 3C6</p>	<p>Christie's Planning Study Tel: 416-395-7059 TTY: 416-397-0831 Email: Kate.Goslett@toronto.ca Website: toronto.ca/christies</p> <p>Kate Goslett Senior Planner, City Planning City of Toronto Metro Hall, 22nd Floor 55 John Street Toronto, ON. M5V 3C6</p>
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March 24, 2020

City of Toronto response to COVID-19

The City of Toronto announced on March 13 that many City services and programs, as well as facilities, will be closed as of 12:01 a.m. March 14 until April 6, 2020 based on the recommendation from Toronto's Medical Officer of Health, Dr. Eileen de Villa, to help slow the rate of COVID-19 infection in Toronto and protect vulnerable populations including seniors, people with compromised immune systems, and individuals experiencing homelessness. The full public message can be found here: <https://www.toronto.ca/home/media-room/news-releases-media-advisories/>

The public event that was scheduled to take place March 24, 2020 for the Park Lawn Lake Shore Transportation Master Plan and Christie's Planning Study will be rescheduled.

More information on the COVID-19 situation in Toronto and the City's response is available at <https://www.toronto.ca/coronavirus/>.

We regret any inconvenience this may cause. Thank you for your patience and understanding as we work to maintain the health and safety of both the public and our staff during this rapidly evolving situation.

Sincerely,

--

Robyn Shyllit
Senior Coordinator, Public Consultation Unit
Robyn.Shyllit@toronto.ca
416-392-3358

City of Toronto
Metro Hall, 55 John Street. 19th Floor.
Toronto, ON. M5V 3C6



Park Lawn / Lake Shore Transportation Master Plan (TMP) & Christie's Planning Study

Stakeholder Meeting

February 3, 2020

6:30 – 9:00 pm

Welcome

The Park Lawn Lake Shore Transportation Master Plan (TMP) is the first step in a multi-year process to evaluate solutions to create more transportation options in the area.

The TMP was put on hold until a final decision was reached on the land use of the Christie's Site.

The Christie's Planning Study (Planning Study) was launched in October 2019 with a goal of creating a comprehensive planning framework for the area. The study will result in a Secondary Plan and Zoning By-law for the site.

Moving forward the City is coordinating consultation on both projects.

Meeting Objectives

- ✓ Provide an update to stakeholders on the Park Lawn Lake Shore Transportation Master Plan and Christie's Planning Study
- ✓ Discuss potential options being considered
- ✓ Convene stakeholder organizations in advance of public meetings and generate feedback and suggestions from firsthand experience
- ✓ Coordinate consultation on the TMP and Planning Study

Agenda

Time	Activity
6:30	Welcome and Introductions
6:45	PRESENTATION 1: Christie's Planning Study Sarah Phipps, Project Manager
7:00	Q&A
7:10	ACTIVITY: Area priorities and phasing
7:30	BREAK
7:45	PRESENTATION 2: Park Lawn / Lake Shore Transportation Master Plan Hussain Tamimi, Project Manager
8:05	Q&A
8:15	DISCUSSION: potential improvements
8:45	Wrap Up & Next Steps
9:00	Meeting Adjourns

Roundtable Introductions

Name, Affiliation

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.

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Stick to the agenda	Dominate the discussion
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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	

PARK LAWN LAKE SHORE



TRANSPORTATION MASTER PLAN



MORE
CONNECTIONS



SAFER
ACCESS



QUALITY
URBAN DESIGN

Stakeholder Workshop + Project Update



Presentation Outline

TMP Study Process

**Problem &
Opportunity
Statement**

**TMP Context /
Existing Conditions**

**What We Heard
(Phase 1)**

**Future Preliminary
Alternatives**

Next Steps



Christie's Site + Humber Bay Shores (2000)

TMP Study Process

A Transportation Master Plan (TMP) is a study that examines infrastructure needs within a geographic area and provides a framework for the implementation of projects over a period of time.

Phase 1 public consultation for the TMP launched in 2016, and the TMP was put on hold following Phase 1 until a final decision was reached on the land use of the [Christie's Site](#).

Consultations for the Christie's Planning Study and TMP are now being coordinated. Both studies are expected to be complete in 2020.



Christie's Site + Ontario Food Terminal (2020)

TMP Study Process

Stage 1 of the TMP includes Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) process, an approved planning process under the Environmental Assessment (EA) Act.

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

Larger infrastructure recommendations will require further study in Stage 2 by completing Phases 3 and 4 of the MCEA process.



High Park, Humber River, Lake Ontario (2020)

TMP Study Process

STAGE 1

Phase 1 Data Collection & Review

Review Challenges & Opportunities:
Active Transit/Public Transit/Roads

Create Problem and Opportunity
Statement

**Consultation
November 2016**

Phase 2 Alternative Solutions

Identify Alternative Solutions and
Evaluation Criteria

**Public Consultation
MARCH 2020**

Evaluation and Selection of
Preferred Alternative

**Public Input
SUMMER 2020**

**Notice of Completion &
30 day Review Period**

We are here

STAGE 2

Phase 3:
Alternative Design
Concepts for
Preferred Solutions

Phase 4:
Environmental
Study Report

Phase 5 :
Implementation

TMP Study Area



The study area is between:
Ellis Avenue to the East,
Legion Road to the west,
The Queensway to the North,
Lake Ontario to the South.

TMP Traffic Analysis Study Area



Study Area

Traffic Analysis
Study Area

Traffic Analysis includes:

- **Gardiner Expressway**, from Kipling Ave On/Off Ramps to Jameson Ave On/Off Ramps
- **Lake Shore Boulevard**, From Legion Road to Jameson Avenue
- **The Queensway**, From Royal York Road to Jameson Avenue

Problem and Opportunity Statement

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

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

New connections and better access to roads, transit, and pathways

- Additional safe and convenient crossings of physical barriers
- Improve vehicle circulation
- Better manage traffic congestion
- Enable freight and goods movement

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

- Prioritize and integrate public transit
- Support transit oriented development
- Improve active transportation networks

High quality streetscape design

- Create safe, green and complete streets

TMP Context



**Toronto
Official Plan**



**Christie's
Planning Study**



**Waterfront
Transit Reset**



Vision Zero



**Cycling
Network Plan**



**Complete
Streets**



Green Streets



**Walking
Strategy**

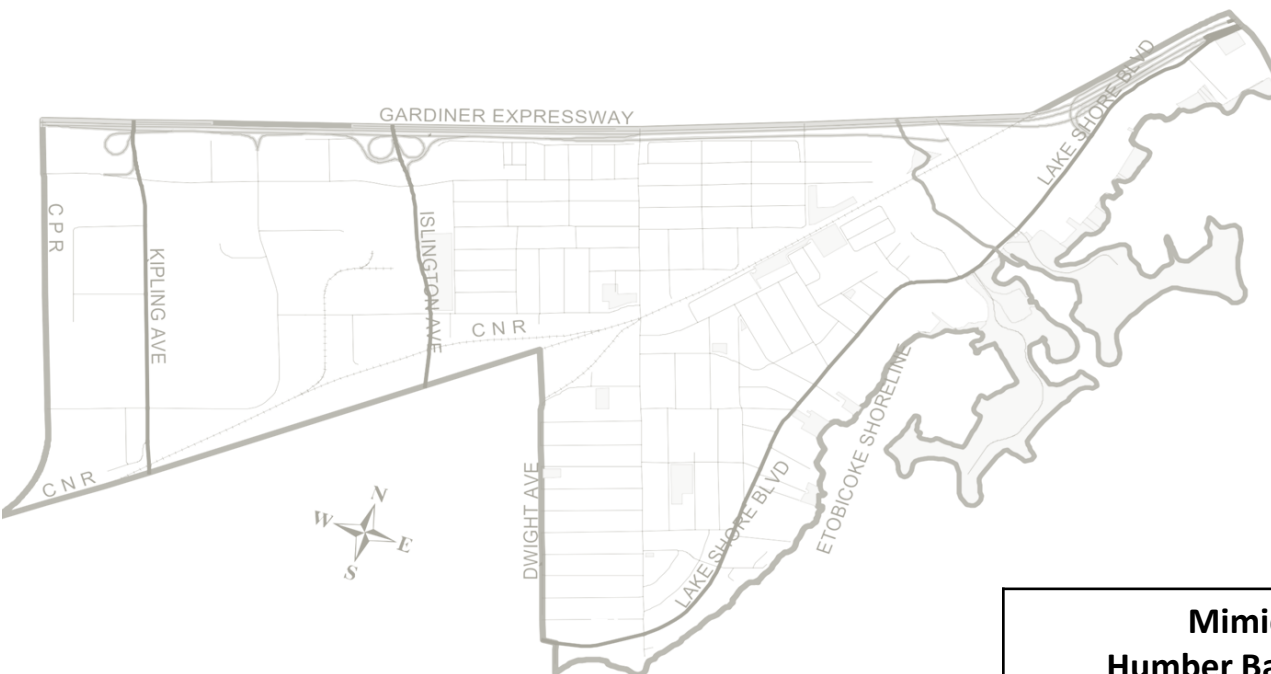


**Gardiner Expressway
Strategic Plan**

RELEVANT PAST PROJECTS

- Humber Bay Shores Precinct Plan
- Humber Bay Shores Traffic Impact Study
- Humber Bay Parks Project
- Humber Trail Improvements
- Legion Road Environmental Assessment
- Mimico 20/20 Revitalization Action Plan
- Mimico Judson Secondary Plan and Urban Design Guidelines
- Mimico Judson Regeneration Areas Study
- Mr. Christies Working Group
- Motel Strip Secondary Plan

Existing Conditions – Area Demographics



	Mimico / Humber Bay Shores	Toronto
Population	~35,000	~2.7 million
Population Growth (2011-2016)	+28%	+4.5%
Main Mode to Commute to Work	62% Driver 4% Passenger 28% Public Transit 3% Walk 3% Bicycle + Other	46% Driver 5% Passenger 37% Public Transit 9% Walk 4% Bicycle + Other

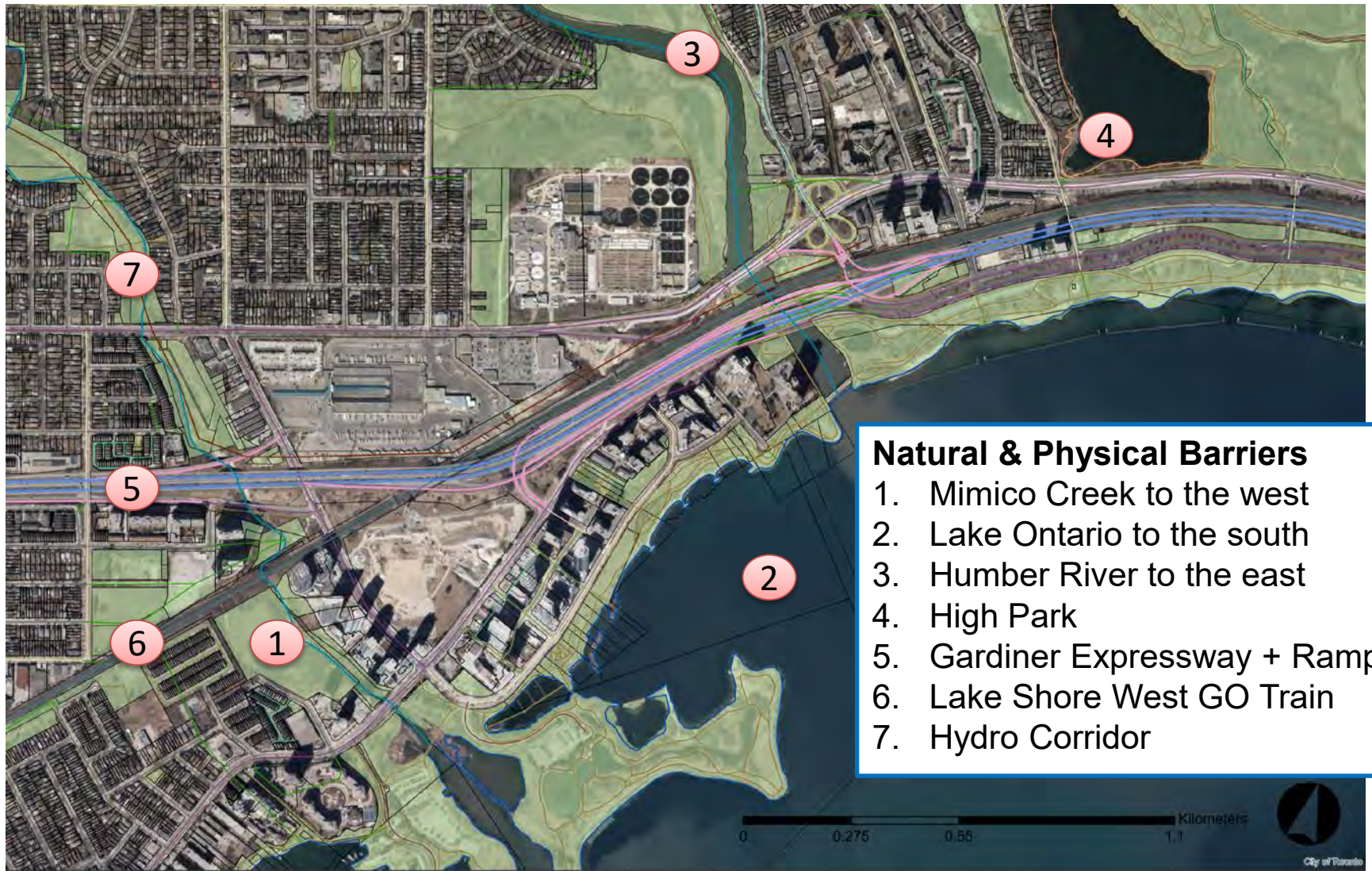
Existing Conditions – Travel Demand



97% of Vehicles in the Study Area is pass-by traffic

Direction	Morning Hour	Afternoon Hour
Eastbound	10,433 Vehicles	9,374 Vehicles
Westbound	7,643 Vehicles	9,399 Vehicles
Total	18,076 Vehicles	18,873 Vehicles

Existing Conditions – Barriers



Existing Conditions – Public Transit



- Good service for surface transit (Streetcars and Buses)
- Express TTC connections to Downtown via King Street during peak periods.
- Strong bus demand to connect to Bloor Line (North-South) with Old Mill Station
- Poor Connection to Lake Shore West GO Line. Bus 176 provides new relief.
- Poor pedestrian connections to / from Humber Loop

Existing Conditions – Major Arterials



1. Lake Shore Boulevard West

- Major Arterial
- 4 Lanes + Turning Lanes
- 1 Lane east of Palace Pier
- Streetcar in mixed traffic
- Speed Limit 50 km/h
- Eastbound On Ramp and Lake Shore Off-Ramp

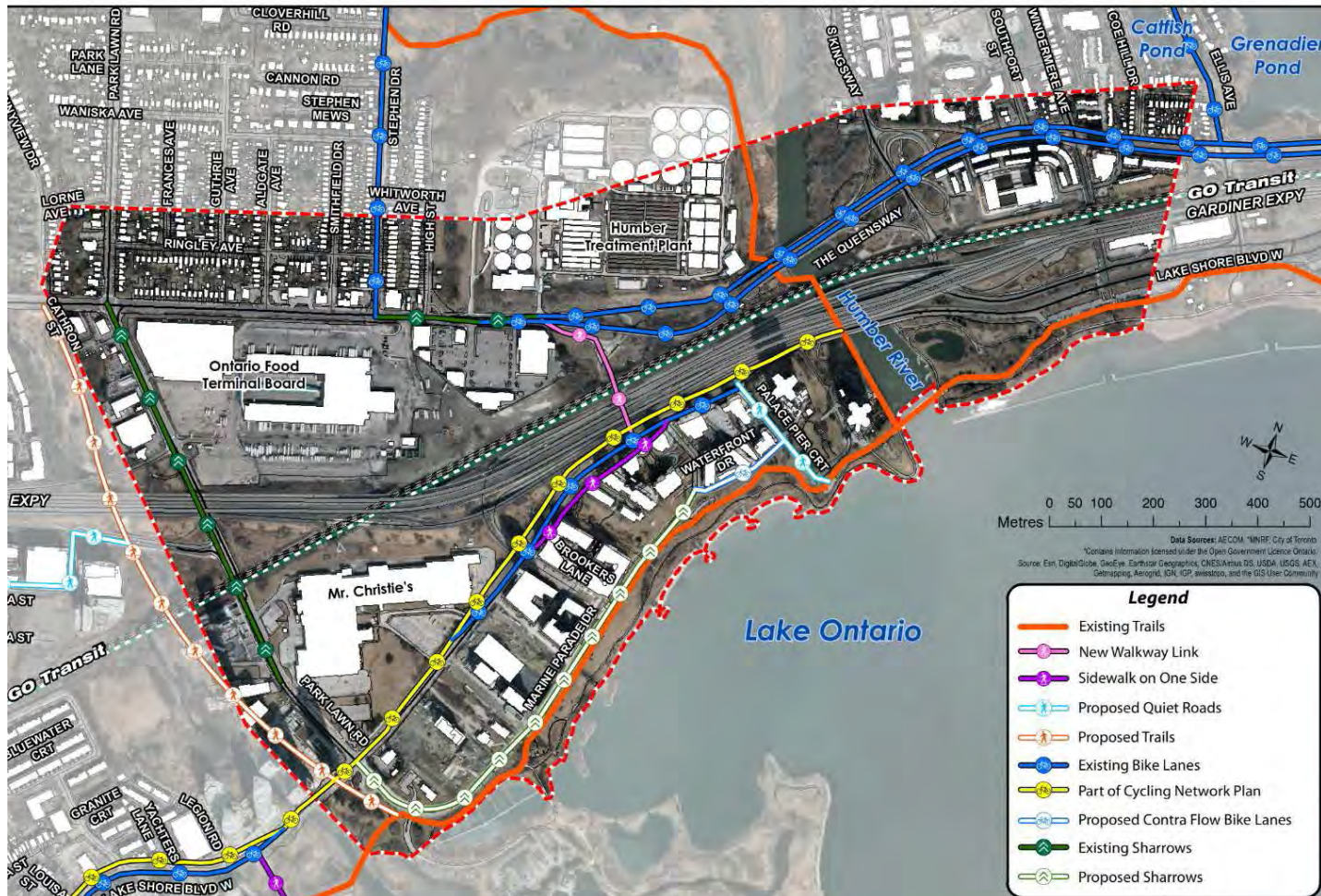
2. Park Lawn Road

- Major Arterial (Queensway to Lake Shore)
- 4 Lanes + Turning Lanes
- Speed Limit 50 km/h
- Park Lawn Off Ramp and Westbound On-Ramp

3. The Queensway

- Major Arterial
- 4 Lanes + Turning Lanes
- Speed Limit 60 km/h
- Major interchange with Kingsway / Gardiner
- Streetcar in exclusive ROW at Humber Loop

Existing Conditions – Active Modes



- Good connections on **Martin Goodman Trail** and **Humber River**
- Limited connections on **Lake Shore Boulevard West**
- Limited **north-south** connections
- Fragmented network for walking and cycling.
- Poor pedestrian connections to / from Humber Loop

Existing Conditions - Summary

Natural and
Physical Barriers

Transit
Improvements
Required

Heavy pass-by
traffic volumes

Fragmented
Walking and
Cycling Network

What Did We Hear ? Feedback from Phase 1

PUBLIC TRANSIT

- Support for a Park Lawn GO Station 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
- Enhance cycling and walking network through existing and future infrastructure

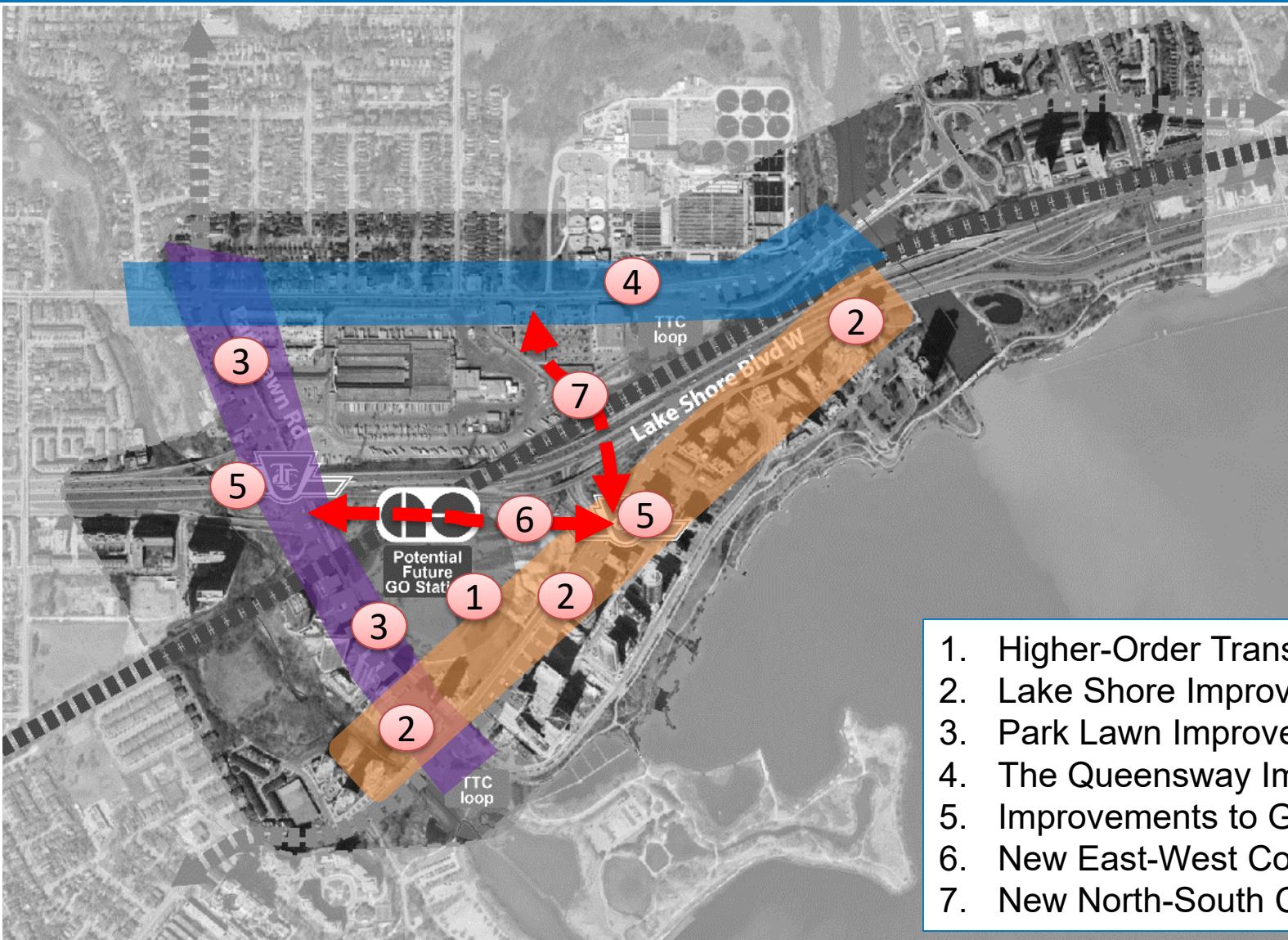
ROAD NETWORK

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

OTHER COMMENTS

- Concern related to: potential construction timing and impacts; safety concerns for those currently using the roadways; development impacts; parking impacts

Potential Network Improvements



1. Higher-Order Transit Improvements
2. Lake Shore Improvements
3. Park Lawn Improvements
4. The Queensway Improvements
5. Improvements to Gardiner Ramps
6. New East-West Connections
7. New North-South Connections

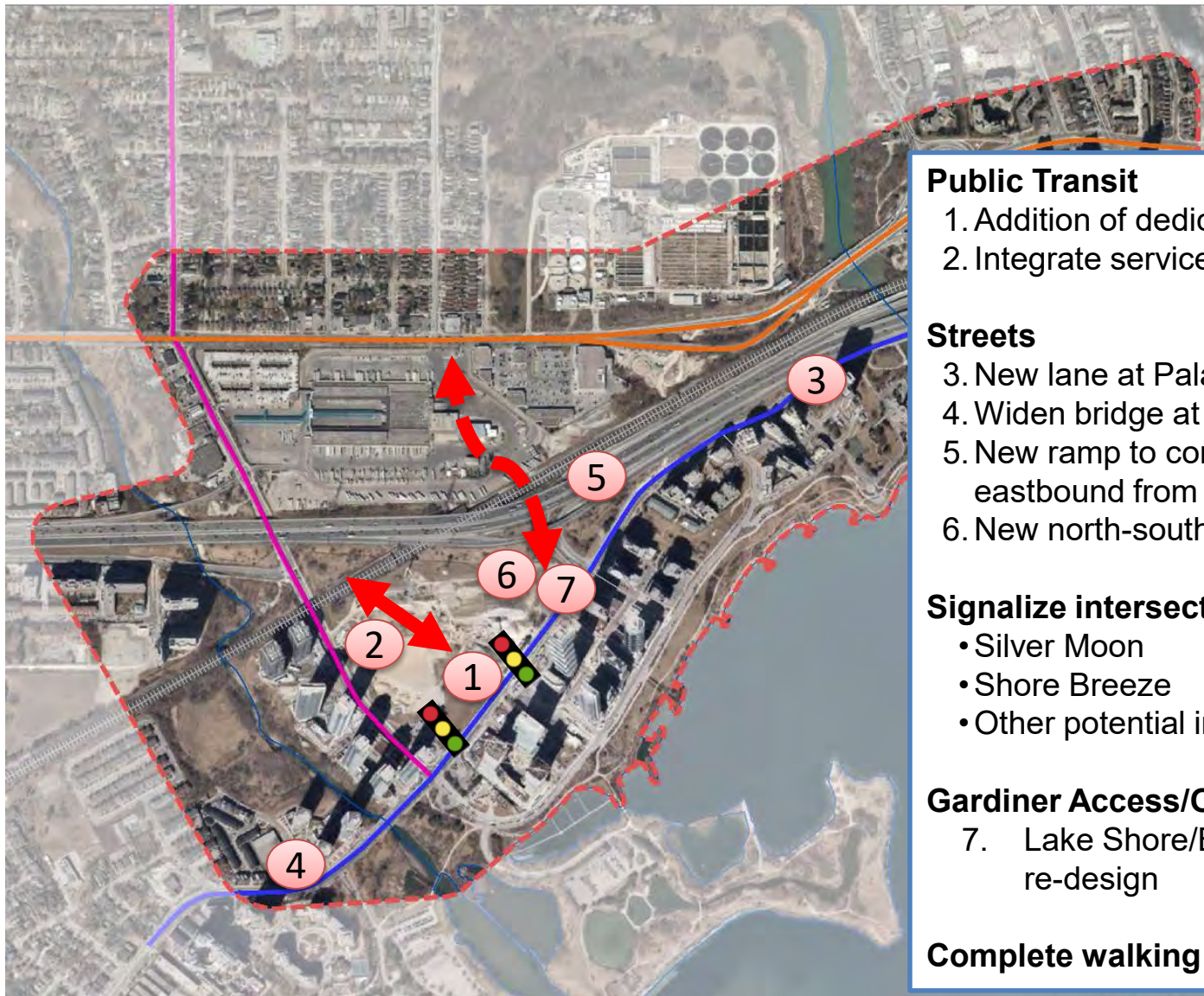
Public Transit Network Improvements



Public Transit Improvements could include:

1. Transit priority on **Lake Shore Boulevard West** (within the existing right-of-way OR addition of lanes)
2. Transit priority on **Park Lawn Road** (within the existing right-of-way OR addition of lanes)
3. **Integration** of future Park Lawn GO Station with TTC services, to create a transit hub (e.g. Streetcar Loop from Lake Shore Boulevard West to Park Lawn GO)
4. Improve pedestrian **access to Humber Loop**

Lake Shore Boulevard West Improvements



Public Transit

1. Addition of dedicated transit priority lanes
2. Integrate service with potential GO station

Streets

3. New lane at Palace Pier
4. Widen bridge at Mimico Creek
5. New ramp to connect to Lake Shore eastbound from Brooker's Lane
6. New north-south connection (To Queensway)

Signalize intersections

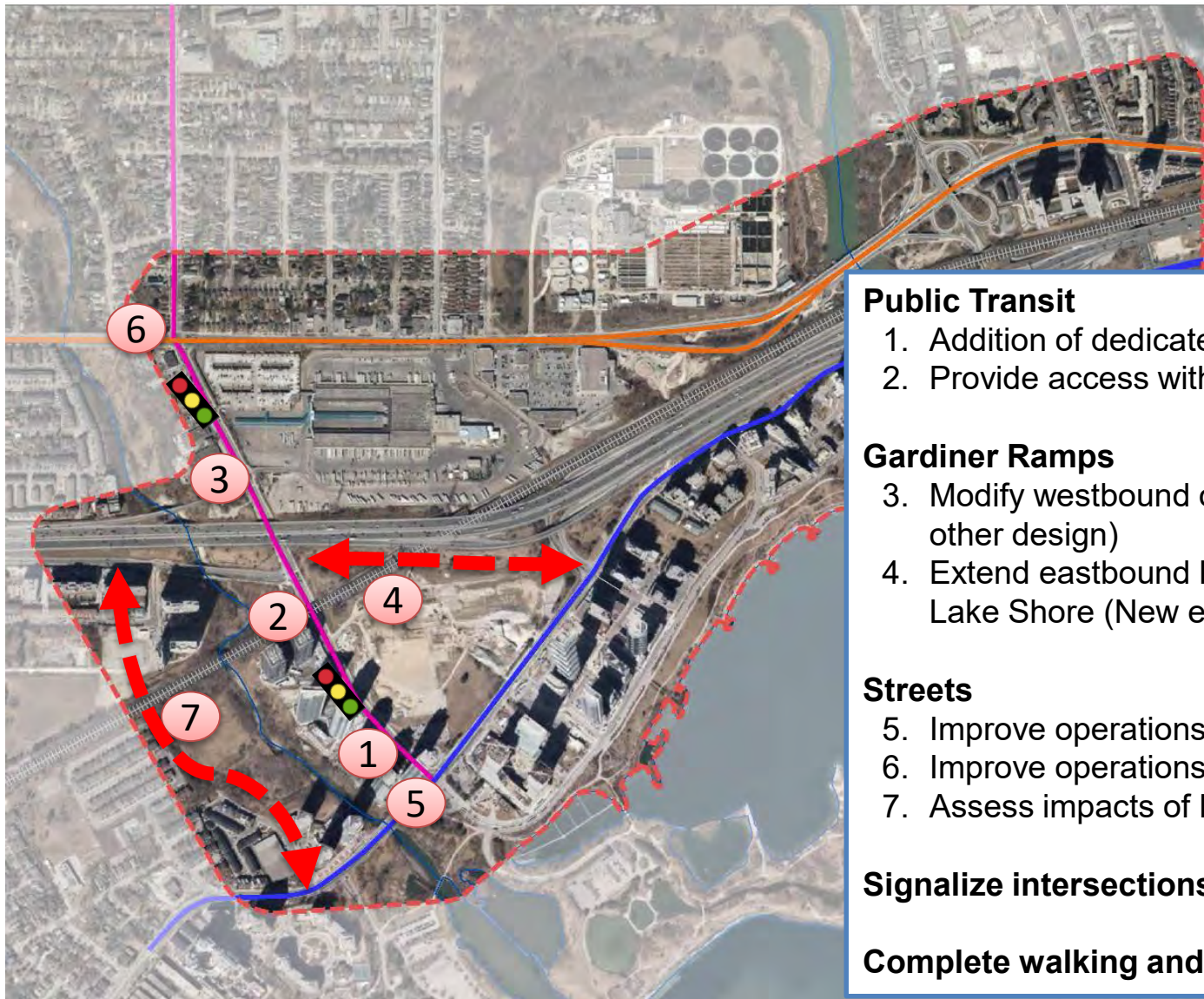
- Silver Moon
- Shore Breeze
- Other potential intersections

Gardiner Access/Off ramps

7. Lake Shore/Brooker's Lane interchange re-design

Complete walking and cycling network

Park Lawn Road Improvements



Public Transit

1. Addition of dedicated transit priority lanes
2. Provide access with potential GO station

Gardiner Ramps

3. Modify westbound on ramp (i.e: dual left turn or other design)
4. Extend eastbound Park Lawn off ramp to connect Lake Shore (New east-west street)

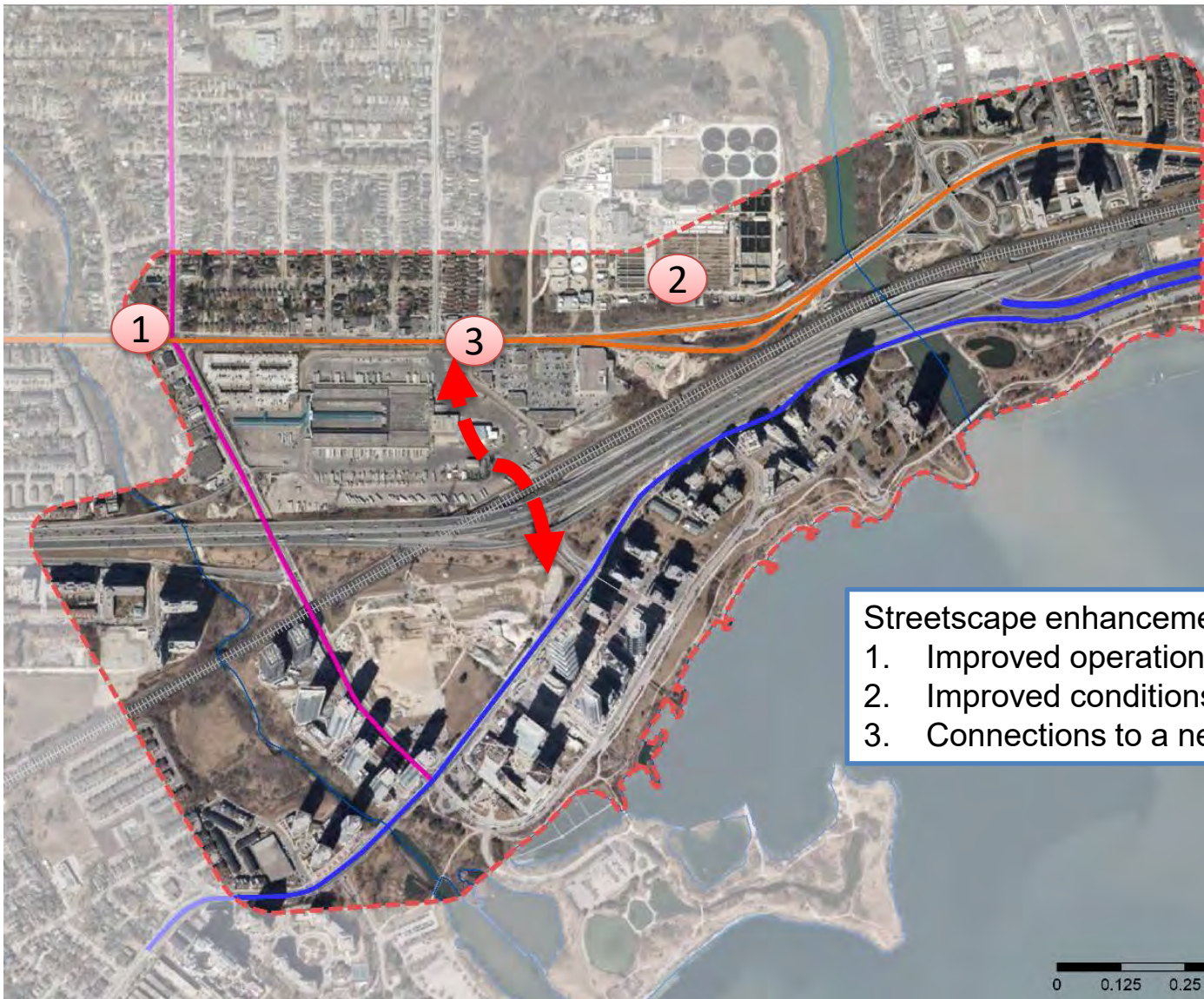
Streets

5. Improve operations of Park Lawn / Lake Shore
6. Improve operations of Park Lawn / Queensway
7. Assess impacts of Legion Road Extension

Signalize intersections

Complete walking and cycling networks

The Queensway Improvements



Streetscape enhancements could include:

1. Improved operations for Park Lawn / Queensway
2. Improved conditions for pedestrians and cyclists
3. Connections to a new north/south street

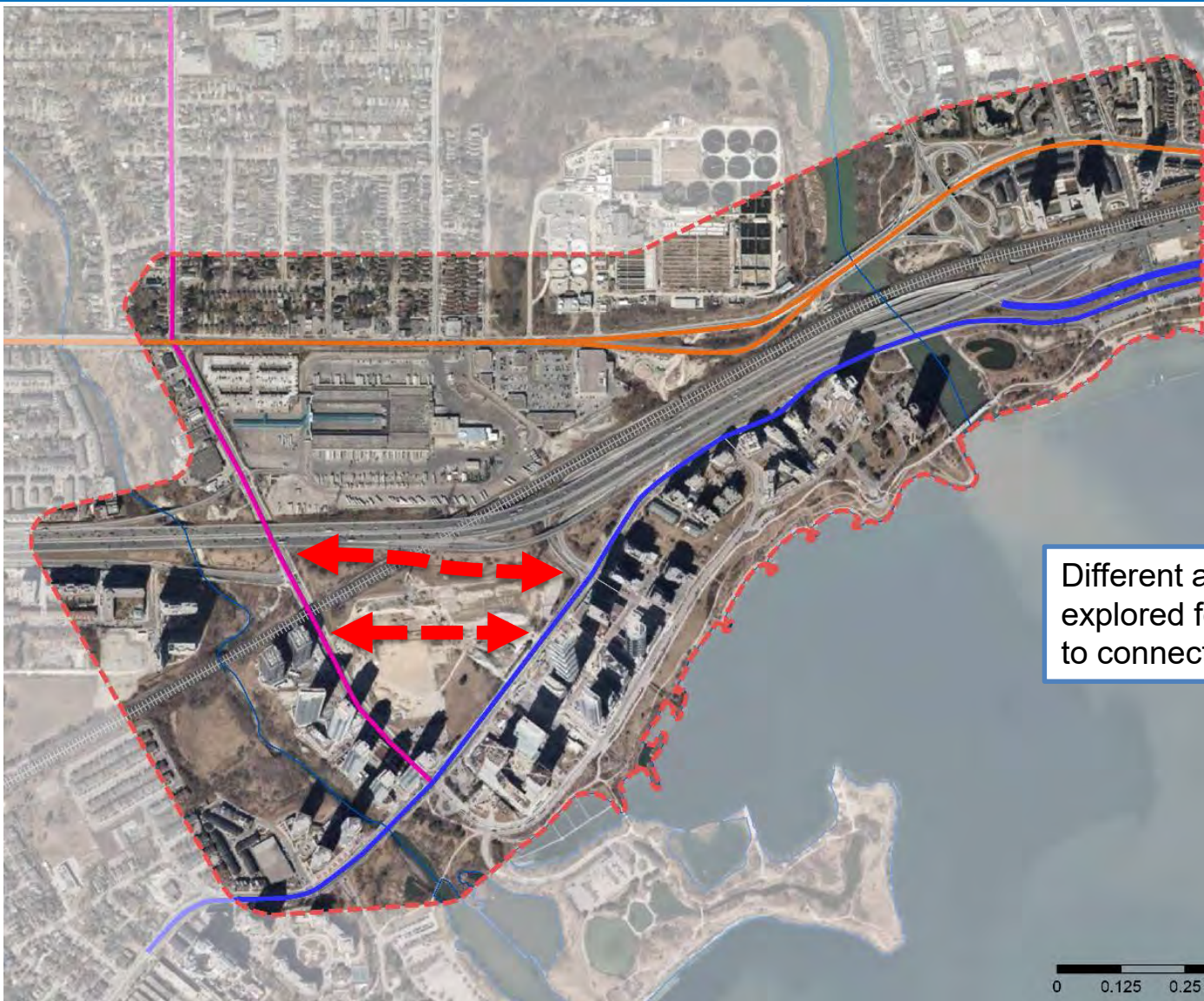
Gardiner Expressway Improvements



Operational Improvements:

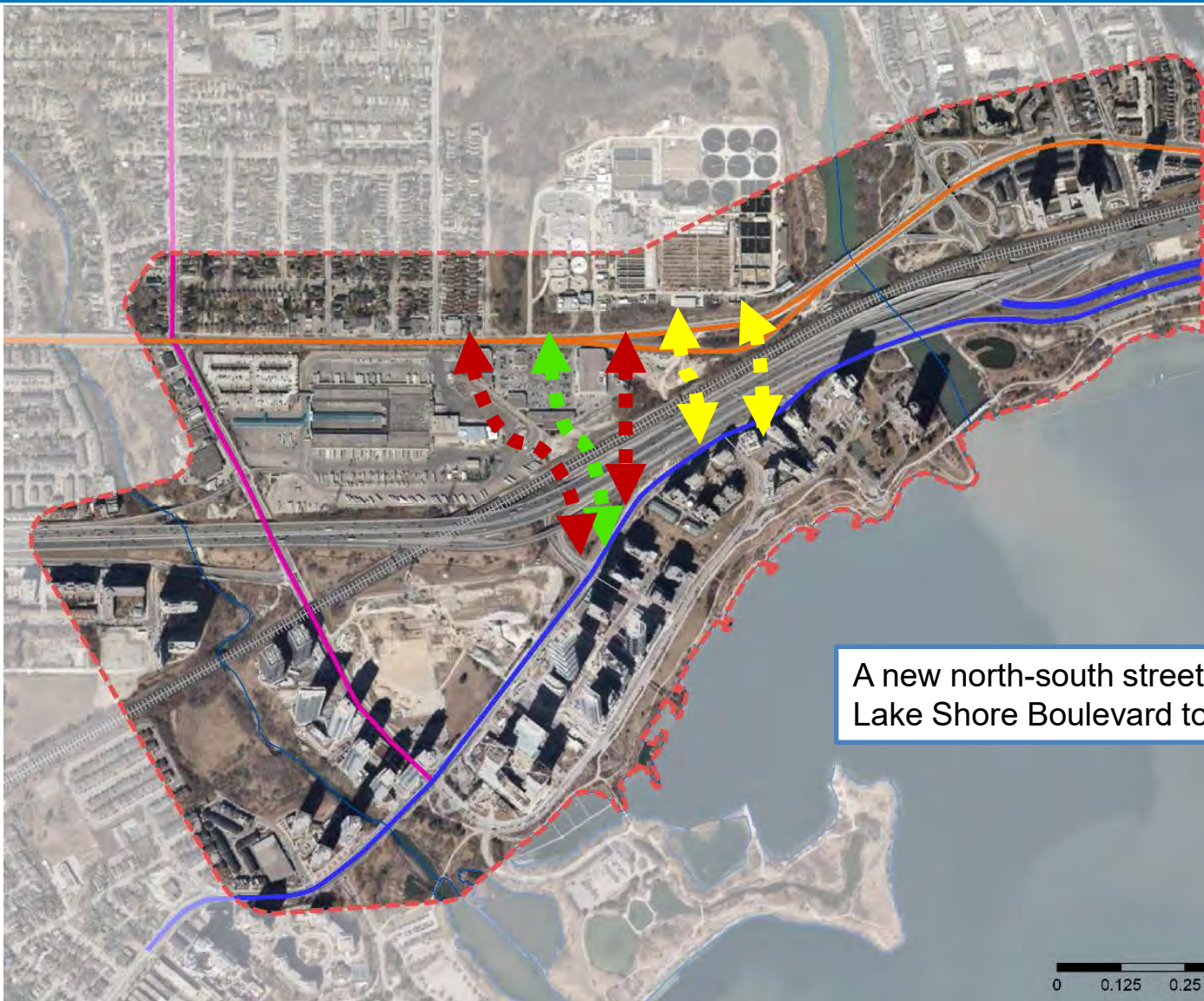
1. Park Lawn Off Ramp (Eastbound)
2. Gardiner On-Ramp (Westbound)
3. Brooker's Lane Interchange
4. Kingsway Interchange
5. New east-west connections

New East-West Street Connections



Different alternatives will be explored for a new east-west street to connect through the Christie's site

New North-South Connections



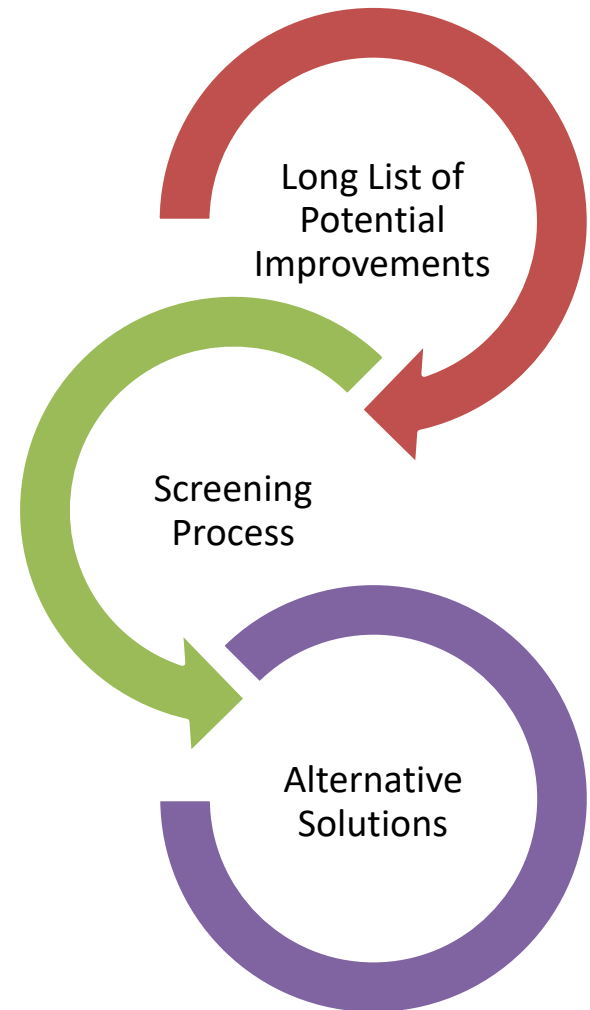
A new north-south street could connect Lake Shore Boulevard to The Queensway.

Alternative Solutions Screening Process

Long-list of Potential Improvements

The long-list of potential improvements accounts for:

- ✓ Problem and Opportunity Statement
- ✓ Feedback received in Phase 1 consultation
- ✓ Projected future land use – population and employment growth
- ✓ Technical assessment of existing conditions & do nothing scenario
- ✓ Potential to increase travel by transit, walking and cycling

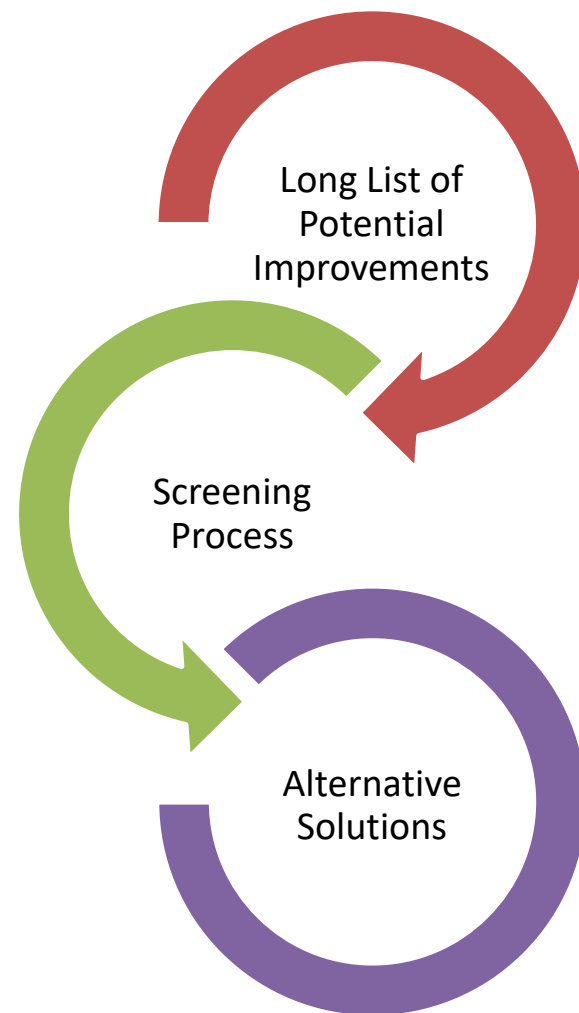


Screening Criteria

Alternative Solutions

All potential improvements are considered against screening criteria to determine what can be included in a short-list of Alternative Solutions that combine viable improvements for all modes of travel.

Screening Criteria	
Policy Direction	<ul style="list-style-type: none">• Official Plan• Secondary Plan (Christie's Study)• Vision Zero• Complete Streets• Cycling Network Plan• Gardiner Strategic Plan• Waterfront Transit Reset
Problem Opportunity Statement	<ul style="list-style-type: none">• New connections and better access to roads, transit, and pathways• Planning for investment in public transit, pedestrian, and cycling networks• High quality streetscape design
Construction Technical Feasibility	<ul style="list-style-type: none">• Geometric assessment• Engineering feasibility
Cost / Benefits	Low, Mid or High Cost Potential Benefits



Draft Alternative Solutions

Potential Improvements		1	2	3	4
Do Nothing	X				
Public Transit Improvements		X	X	X	X
Improve existing roads: Lake Shore Boulevard, Park Lawn Road, The Queensway, and/or Gardiner Expressway		X	X	X	X
GO Station on Christie's Site			X	X	X
New East-West Connection(s)				X	X
New North-South Connection(s)					X

Improvements that meet the screening criteria will be organized into potential alternative solutions and presented at the public meeting with opportunity to comment on each. For example:

1. improve existing infrastructure
2. improve existing infrastructure + GO Station on Christie's Site
3. improve existing infrastructure + GO Station on Christie's Site + new East-West Street
4. improve existing infrastructure + GO Station on Christie's Site + new East-West Street + new North-South Street

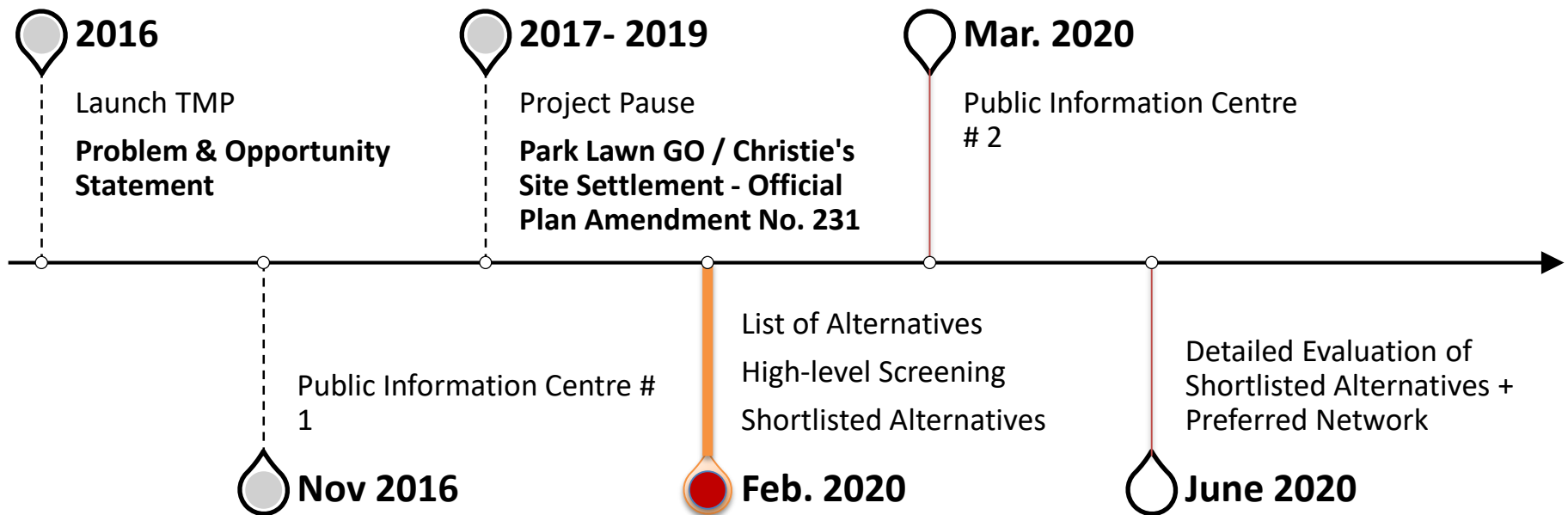
The Do Nothing alternative shows no change to the current conditions and is used for comparison purposes.

Draft Evaluation Criteria

The evaluation criteria will be applied to each of the alternative solutions to identify the preferred TMP approach. The public meeting will include presentation of the detailed evaluation criteria and provide opportunity to comment.

Criteria	Proposed Indicators
Natural Environment	<ul style="list-style-type: none"> a) Potential to impact wildlife/habitat areas b) Potential to impact groundwater c) Potential to impact air quality d) Potential to create noise impacts
Technical (including Transportation)	<ul style="list-style-type: none"> a) Complies with City Transportation Policies b) Potential to maximize roadway capacity (network performance) c) Potential to maximize traffic safety (pedestrian, cyclist and motor vehicle) d) Potential to accommodate existing and future transit infrastructure e) Complies with Accessibility Design Guidelines f) Potential to impact existing utility, water, stormwater and sewer infrastructure
Economic	<ul style="list-style-type: none"> a) Order of Magnitude construction costs (including streetscaping/landscaping) b) Impacts to property and property acquisition costs c) Ability to support community accessibility d) Ability to support goods movement e) Ability to support new business frontage and access opportunities
Cultural / Social Environment	<ul style="list-style-type: none"> a) Potential to incorporate pedestrian and cyclist amenities b) Potential to provide a well connected pedestrian/cyclist network c) Potential to incorporate streetscape and landscape elements d) Potential to impact listed cultural heritage features e) Potential to impact archaeological resources f) Potential to impact or support improved social equity

Next Steps



Questions

Workshop Discussion

Question	Potential Network Improvements
1. What do you think of the options being presented? 2. Is anything missing? 3. What are the concerns?	Transit Improvements
	Lake Shore Boulevard Improvements
	Park Lawn Road Improvements
	The Queensway Improvements
	Gardiner Expressway Improvements
	New East-West Connections
	New North-South Connections

- Full room discussion
- About 5 minutes/Potential network improvement
- Please follow the code of conduct
- Fill in your comment form and return at the end of the meeting OR by February 10.

Have Your Say

Comment deadline: Feb 10, 2020

Public Event: March 2020

Park Lawn Lake Shore TMP

www.toronto.ca/parklawnlakeshore

Project Contact:

Robyn Shyllit
Senior Coordinator,
Public Consultation Unit

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Christie's Planning Study

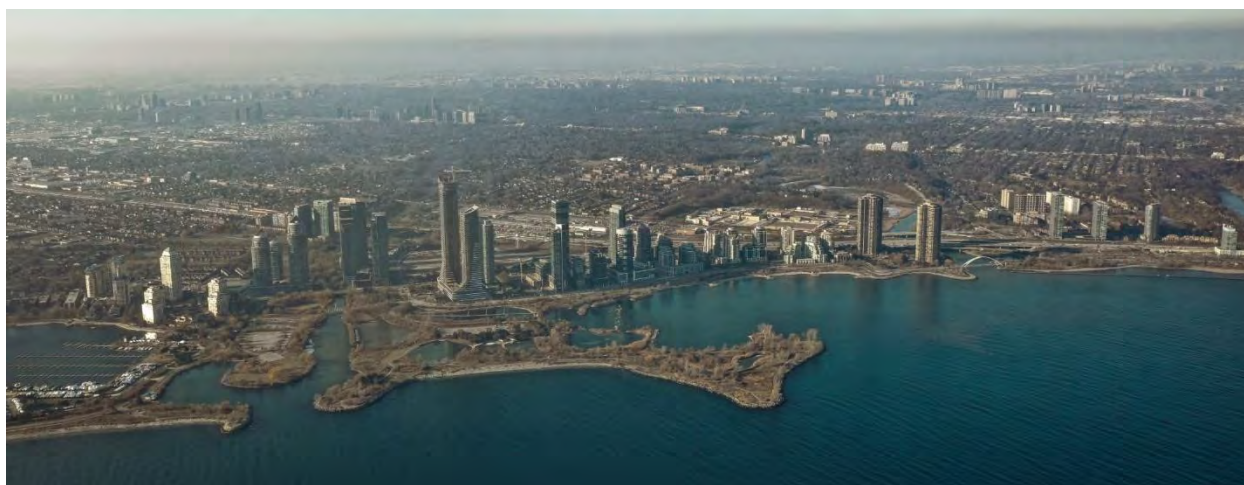
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Strategic Initiatives, Policy & Analysis

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Park Lawn / Lake Shore Transportation Master Plan (TMP) & Christie's Planning Study

Stakeholder Meeting | February 3, 2020 | 6:30 – 9:00 pm

Time	Activity
6:30	Welcome and Introductions
6:45	PRESENTATION 1: Christie's Planning Study Sarah Phipps, Project Manager
7:00	Q&A
7:10	ACTIVITY: Area priorities and phasing
7:30	BREAK
7:45	PRESENTATION 2: Park Lawn / Lake Shore Transportation Master Plan Hussain Tamimi, Project Manager
8:05	Q&A
8:15	DISCUSSION: potential improvements
8:45	Wrap Up & Next Steps
9:00	Meeting Adjourns

Comment deadline: Feb 10, 2020

Public Event: March 2020

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- ✓ Participate in the discussion
- ✓ Respect differing opinions
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- ✓ Back up your facts
- ✓ Set cell phones to silent
- ✓ Take private discussions outside

Don'ts

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- × Dominate the discussion
- × Swear, yell, name call, interrupt or cut people off
- × Make personal attacks
- × Make derogatory comments based on gender, race, ethnicity, religion, age, sexual orientation or disability

Potential Improvements	Comments What do you think of the options being presented? Is anything missing? What are the concerns?
Gardiner Expressway	
New East-West Connections	
New North-South Connections	

Additional Comments:

Comment deadline: Feb 10, 2020
www.toronto.ca/parklawnlakeshore

Park Lawn Lake Shore Transportation Master Plan

Stakeholder Meeting | February 3, 2020

COMMENT FORM

Potential Improvements	Comments What do you think of the options being presented? Is anything missing? What are the concerns?
Public Transit	
Lake Shore Boulevard	
Park Lawn Road	
The Queensway	



Park Lawn Lake Shore Transportation Master Plan (TMP)

Public Information Update
June 2020

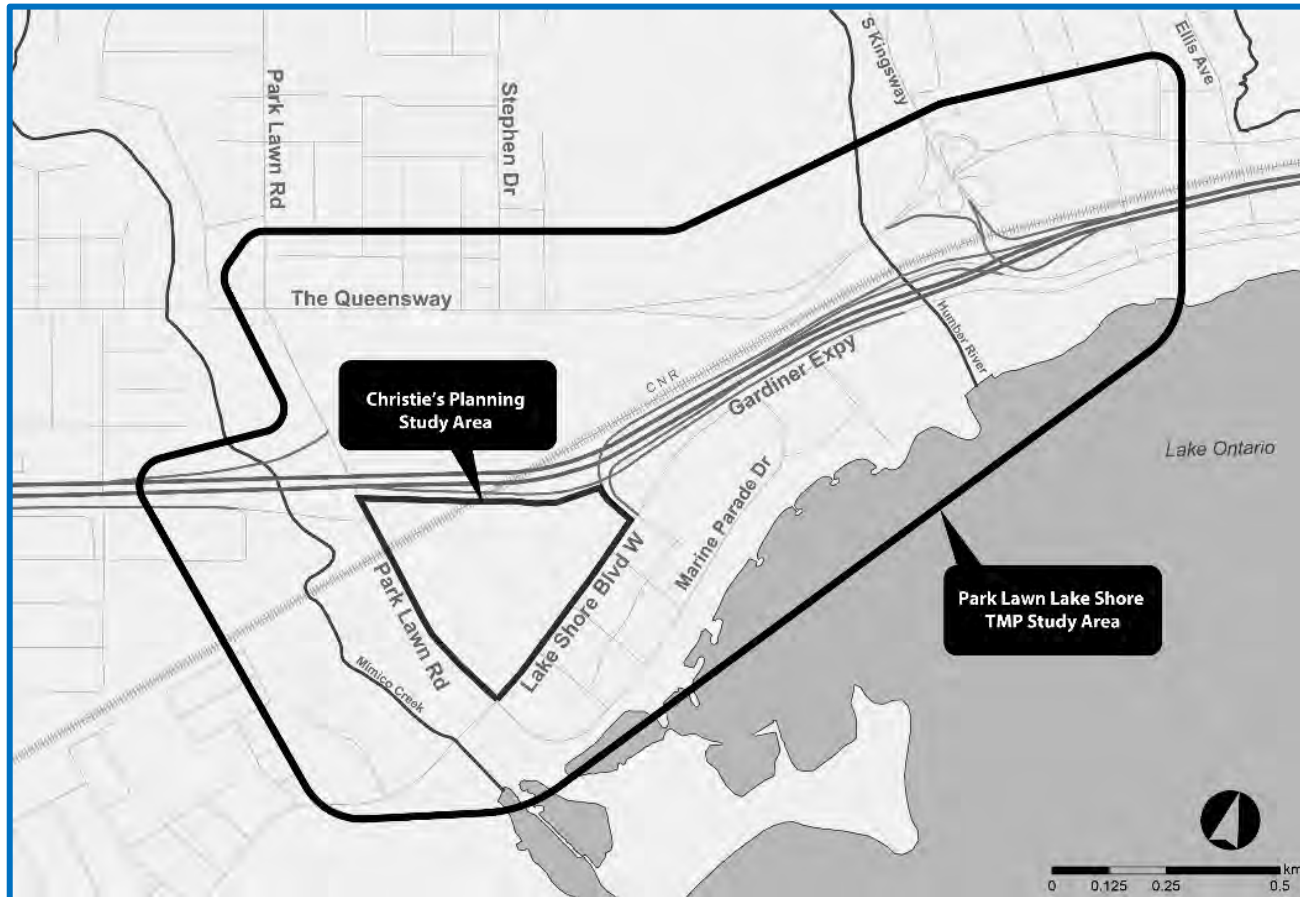
This document includes all information that was planned to be presented at the Public Open House originally scheduled to take place on March 24, 2020, that was postponed due to COVID-19.



Background & Study Area

The Park Lawn Lake Shore Transportation Master Plan (TMP) is the first step in a multi-year process to evaluate options to improve the area's transportation network. Following the TMP launch in 2016, the TMP was put on hold until a final decision was reached on the land use of the Christie's Site.

The Christie's Planning Study was launched in October 2019 with a goal of creating a comprehensive planning framework for the area. The study will result in a Secondary Plan and Zoning By-law for the site.



The **Park Lawn Lake Shore TMP Study Area** within which potential improvements are being considered is bound by: Ellis Avenue to the east, Legion Road to the west, The Queensway to the north, Lake Ontario to the south.

The traffic analysis for this study spans a broader area, and includes:

- Gardiner Expressway, from Kipling Avenue on/off Ramps to Jameson Avenue on/off Ramps
- Lake Shore Boulevard, from Legion Road to Jameson Avenue
- The Queensway, from Royal York Road to Jameson Avenue

The Christie's Planning Study Area sits on the former Mr. Christie factory site, and is bound by the Gardiner Expressway to the north; Lake Shore Boulevard West to the east and southeast; and Park Lawn Road to the west and southwest. The lands are vacant, except for the existing water tower and a bank located at the intersection of Lake Shore Boulevard West and Park Lawn Road.

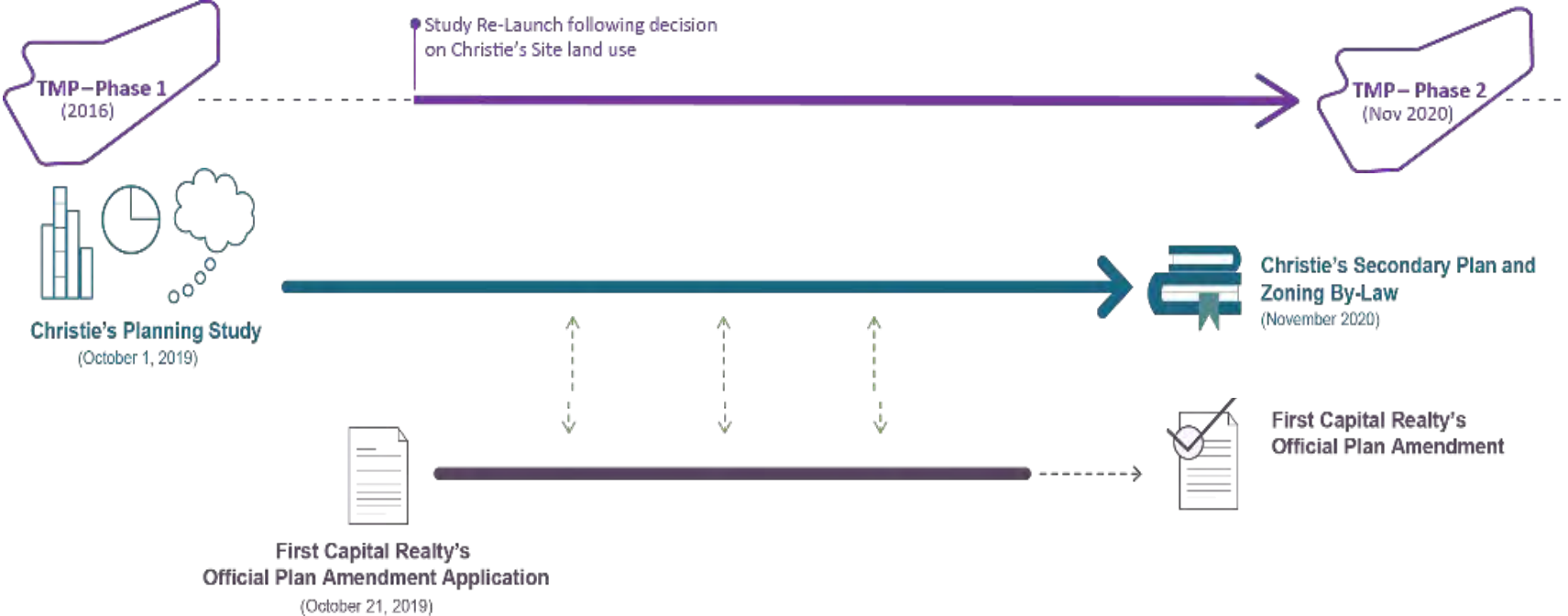
First Capital Realty owns 11.1 hectares of the study area and submitted an Official Plan Amendment application in October, 2019 that outlines the owner's master plan vision for the site.

Study Process

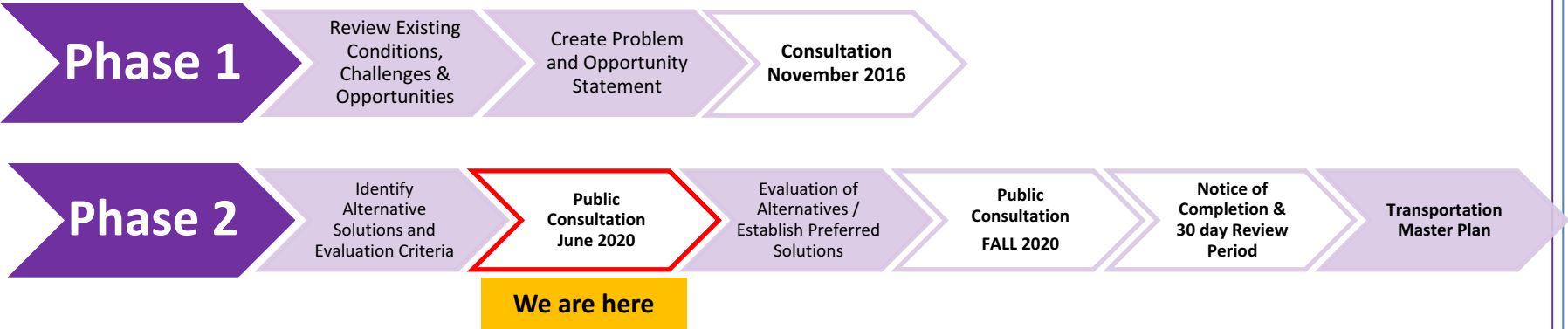
Consultation on the Christie's Planning Study is taking place simultaneously with the TMP, and is being coordinated to meet both project schedules, expected to be complete in fall 2020.

Stage 1 of the TMP includes Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) process, an approved planning process under the Ontario Environmental Assessment (EA) Act.

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

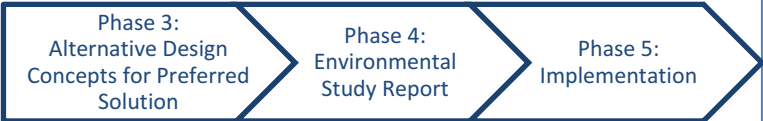


STAGE 1

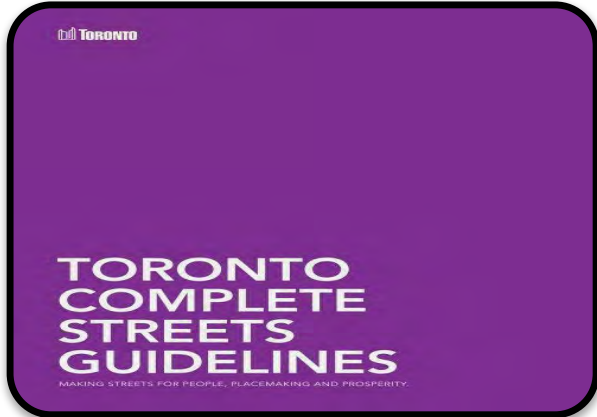
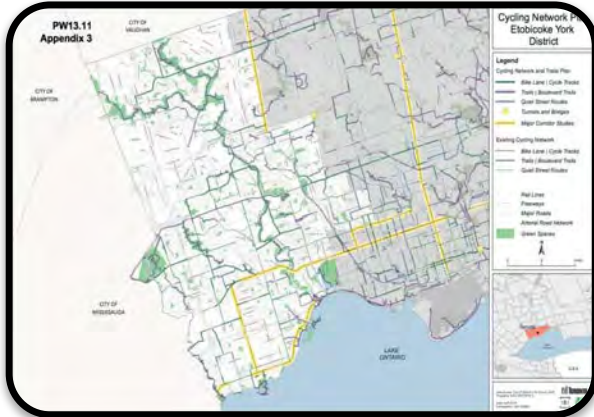
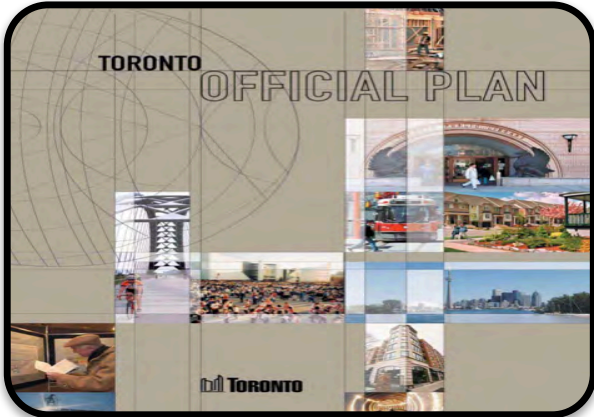


STAGE 2

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



Aligned Policies & Initiatives



Toronto Official Plan

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

Waterfront Transit Reset

The Waterfront Transit Reset is part of the City's rapid transit network expansion program exploring transit improvements from the Long Branch GO Station and the Mississauga border in the west, to Woodbine Avenue in the east, and south of the Queensway/Queen Street corridor to Lake Ontario.

Cycling Network Plan

Toronto's Cycling Network Plan serves as a comprehensive work plan, outlining the City's planned investments in cycling infrastructure over 2019 to 2021 and beyond. It is primarily based on broad goals of: Connect gaps in the cycling network, Grow the cycling network, and Renew existing cycling routes.

Complete Streets

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

Aligned Policies & Initiatives (continued)



Green Streets

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

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



Walking Strategy

The Toronto Walking Strategy was adopted to make Toronto a great walking city including policy, infrastructure, and programming to create a rich culture of walking in Toronto.



Vision Zero

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

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



Gardiner Expressway Rehabilitation Strategy

The City of Toronto developed the F.G. Gardiner Expressway Strategic Rehabilitation Plan in order to rehabilitate and keep the entire Expressway in a safe and operable condition, now and in the future. With the effects of age, heavy usage, weather and salt, this is critical work that needs to be done.

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



The **Legion Road Extension EA** was completed in 2009. The Detailed Design Study for Legion Road Extension and Bonar Creek is currently underway. See Legion Road Panel for more information.

Problem & Opportunity

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

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

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

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

High quality streetscape design

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

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

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



What we heard: Phase 1

Consultation for Phase 1 took place in 2016 and included public events, stakeholder meetings, an online survey, and other opportunities for questions and comments. A complete summary of Phase 1 consultation activities can be found on the project website.

PUBLIC TRANSIT

- Support for a Park Lawn GO Station while maintaining Mimico GO Station
- Create new streetcar / 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

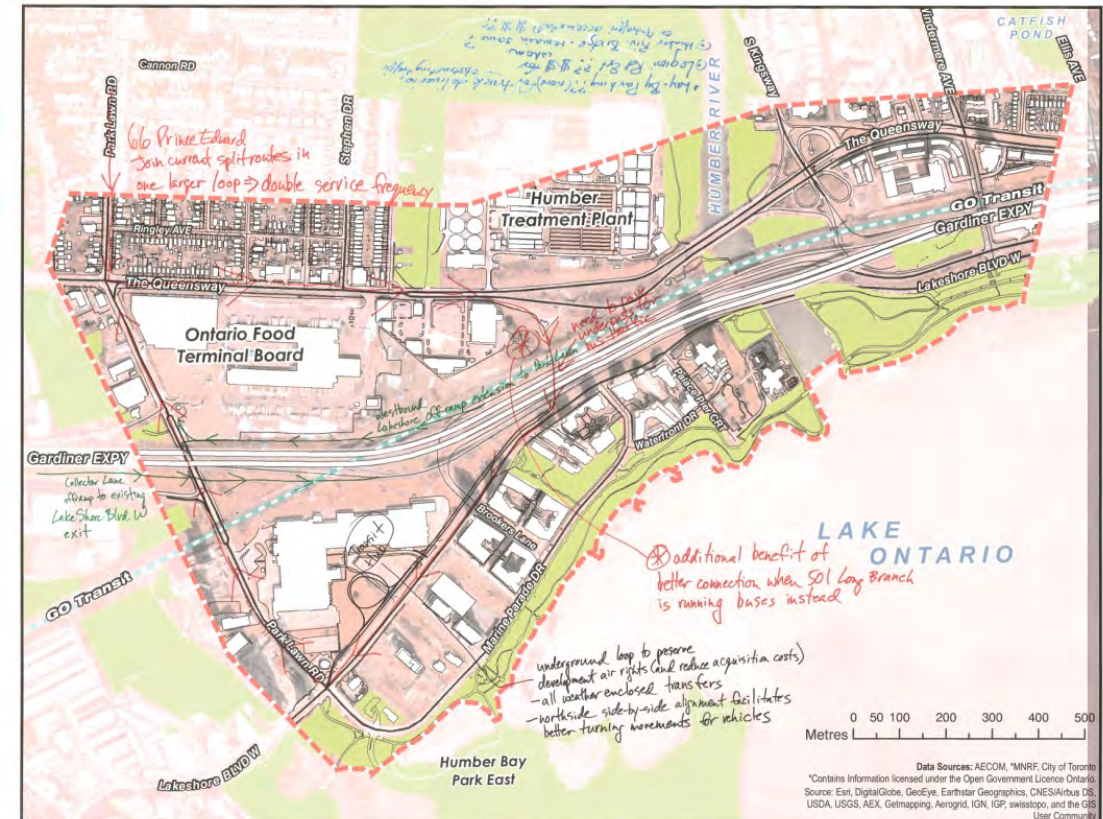
- Create a continuous east-west bike lane along Lake Shore Boulevard West
- Create separate cycle paths to reduce congestion on trails and pathways
- Enhance cycling and walking network through existing and future infrastructure

ROAD NETWORK

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

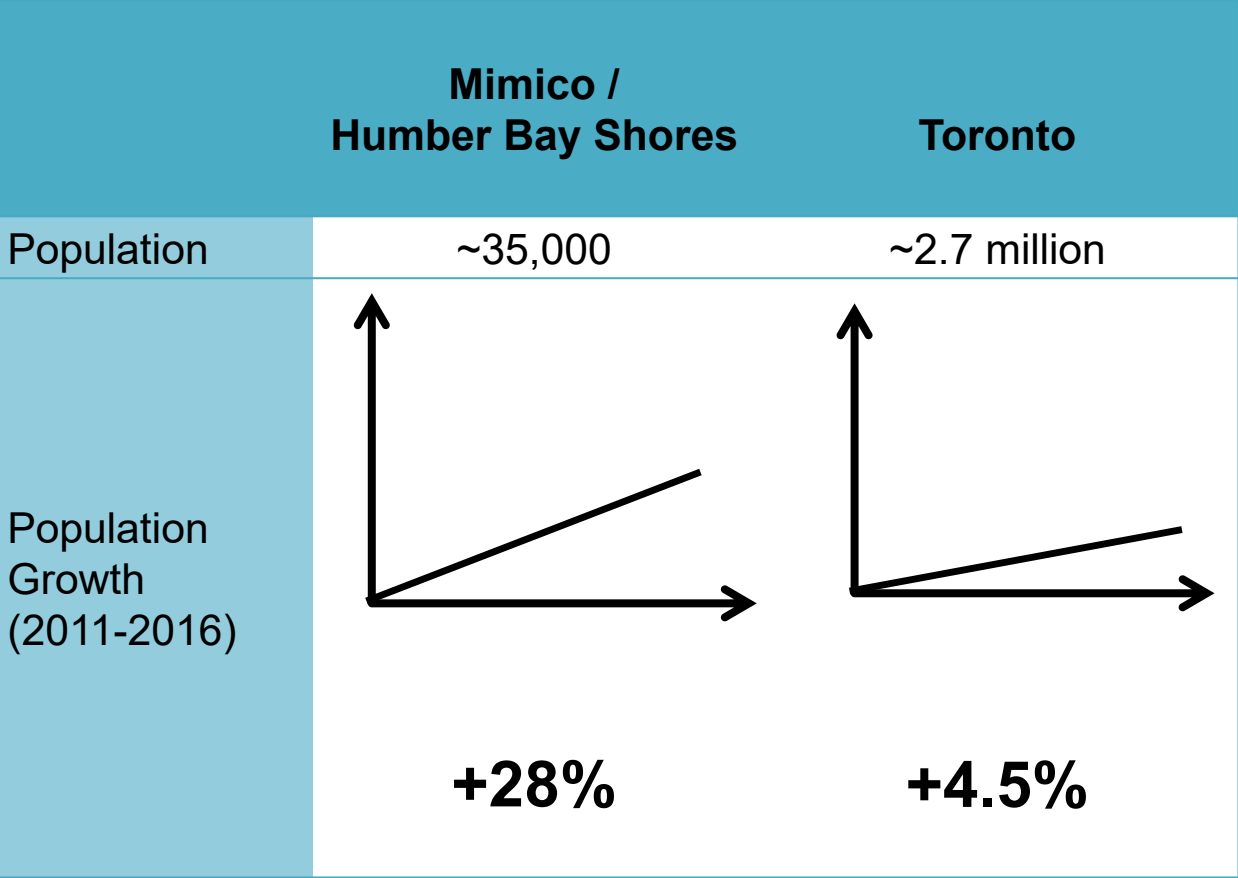
OTHER COMMENTS

- Concerns related to:
 - potential construction timing and impacts
 - safety concerns for those currently using the road network
 - development impacts
 - parking impacts



Population & Growth

The area's population growth rate significantly exceeds the City average



Vehicle Traffic Volumes

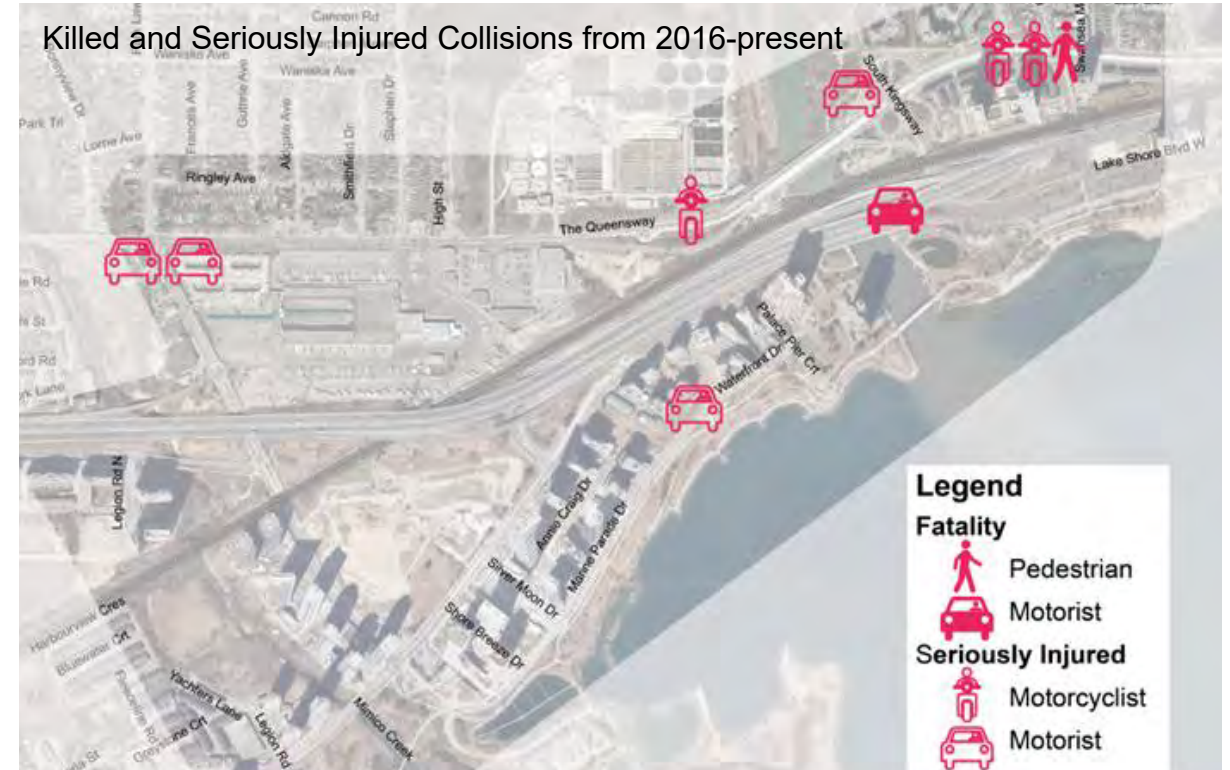
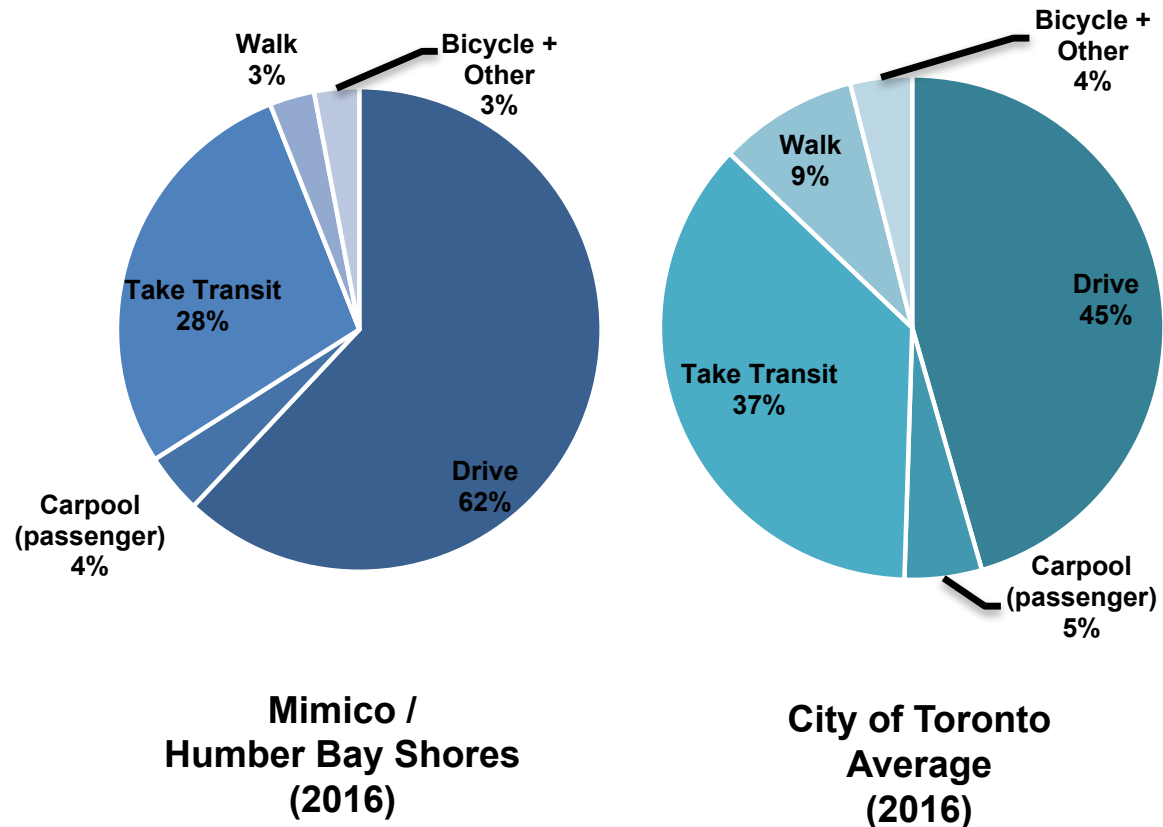
- 97% of vehicles bypass the study area
- Off these vehicles, 30-49% are travelling via the Gardiner Expressway, depending on direction and time of day

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

Mode of Travel

Limited connections to higher order public transit and active transportation contribute to a high auto-dependence in Mimico / Humber Bay Shores.

How do people typically commute?



Collisions

- Similar to other parts of the City, collisions that resulted in people being killed or seriously injured (KSIs) occurred mainly on fast-moving arterial roads.
- Of the nine KSIs within the study area between 2016-present, more than 70% of collisions occurred on The Queensway.
- Two of the nine KSIs were fatal, including a motorist on the Gardiner/ S. Kingsway, and a pedestrian at The Queensway/ Windermere.
- Motorists and motorcyclists make up the majority of collisions resulting in serious injuries in the study area

Existing Conditions: Natural & Physical Barriers

The Study Area is dominated by several large built environment and natural heritage features:

1. The Gardiner Expressway and the Canadian National (CN) Rail Corridor bisect the Study Area east / west and provide access in and out of the City of Toronto and connections to other cities.
2. The Humber River and associated watershed in the eastern half of the Study Area historically acted as a boundary between the Township of Etobicoke and the Township of York.
3. Humber Wastewater Treatment Plant
4. Recent condominium development has replaced the former motel strip
5. Ontario Food Terminal
6. Recreation trails and parks such as the Martin Goodman Trail, Sir Casimir Gzowski Park, the Humber Bay Butterfly Habitat and Jean Augustine Park.
7. Mimico Creek
8. High Park
9. Lake Ontario



Existing Conditions: Public Transit



The Park Lawn/Lake Shore area is served by multiple surface transit routes, operating east-west into downtown and north-south to connect to the Line 2 Subway:

- Frequent service is provided on most routes during peak periods and 501 Queen streetcars operate on the Ten Minute Network
- Heavy demand on routes connecting to Line 2: 66 Prince Edward, 76 Royal York South
- Direct service to downtown is provided during peak periods by 508 Lake Shore streetcars and 145 Downtown-Humber Bay Express buses
- New 176 Mimico GO service provides peak hour connections from the Park Lawn/Lake Shore area to GO Transit Lakeshore West train service at Mimico GO Station

	Ten-Minute Network: 10-minute or better service from 6am-1am Monday to Saturday; Operates from 8am-1am on Sundays		Streetcar Terminal Loop
	Regular Service: Operates all day, every day, until 1am		Commuter Rail Station
	Limited Service: Operates at limited times of day. Frequency of service varies by route. Some service does not operate during all periods.		
	Express Network: Express bus service, serving select stops. Frequency of service varies by route. Some service does not operate during all periods.		

Existing Conditions: Major Streets / Corridors

Lake Shore Boulevard West

- Speed Limit: 50 km/h
- 2 lanes in each direction + turning lanes (1 eastbound through lane east of Palace Pier)
- Streetcar in mixed traffic
- Mix of multi-use trail, bike lane and sidewalks

Park Lawn Road

- Speed Limit: 50 km/h
- 2 lanes in each direction + turning lanes
- On-street sharrows for cycling
- Sidewalks on both sides

The Queensway

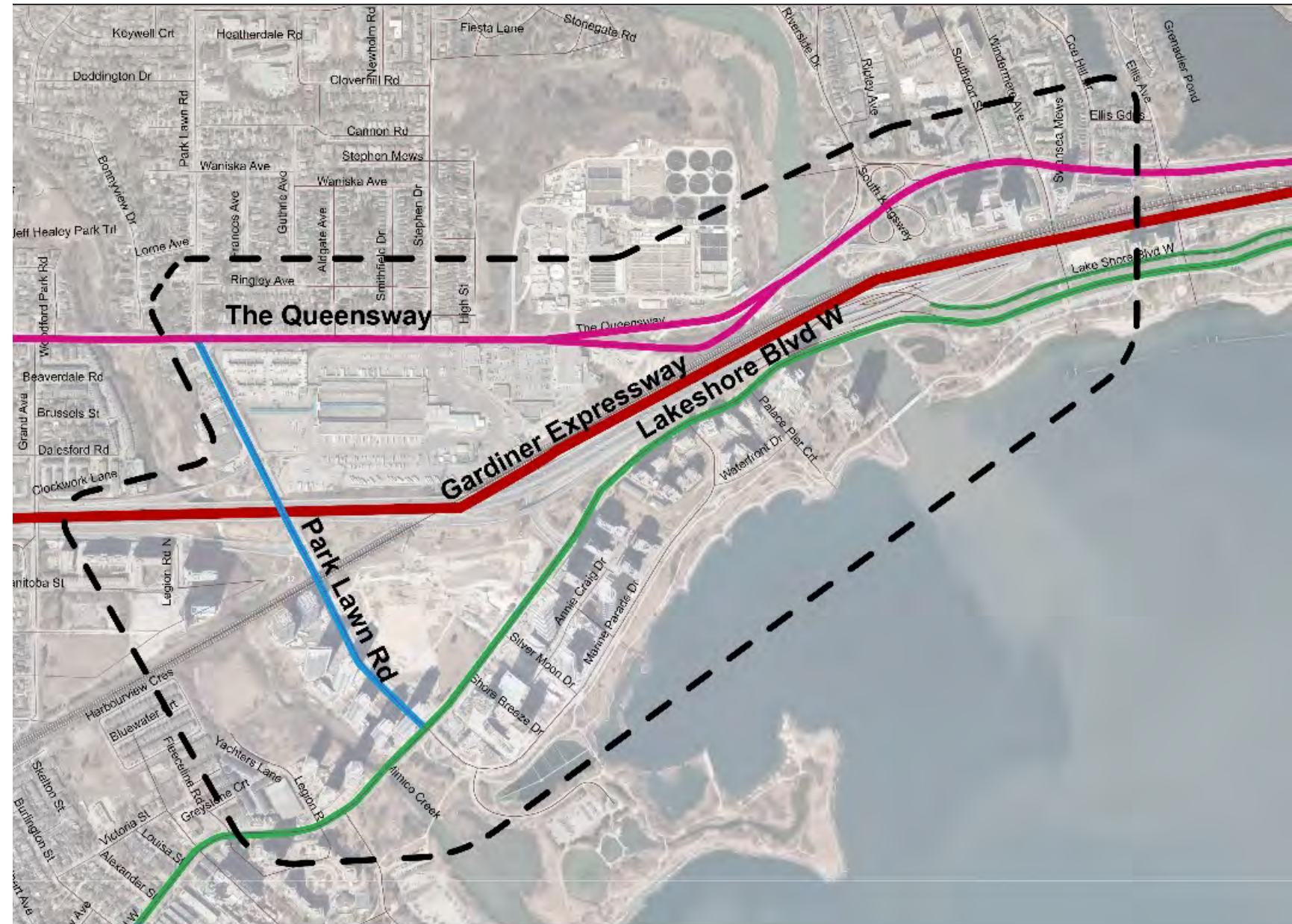
- Speed Limit: 50-60 km/h
- 2 Lanes in each direction + turning lanes
- Streetcar in dedicated lane east of Humber Loop
- Bike lanes from east of Ellis Ave to approx. 200m east of High St
- Sidewalks on one or both sides

The Gardiner Expressway

- is a major freeway corridor through the study area.
- Speed Limit: 100 km/h
 - West of Kingsway: 4 through lanes in each direction
 - East of Kingsway: 3 through lanes in each direction

Access points:

- Park Lawn Road: eastbound off-ramp and westbound on-ramp
- Brookers Lane: westbound off-ramp and eastbound on-ramp
- South Kingsway: westbound off-ramp and eastbound on-ramp



Existing Conditions: Cycling Network

The existing cycling network within the study area consists of a network of multi-use trails, bike lanes, and on-street shared cycling connections.

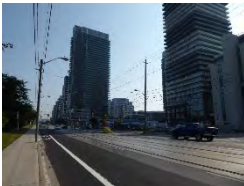
The area includes two major and well-connected recreational trails (the Martin Goodman and Humber River trails), however, east-west and north-south commuter cycling networks are disconnected and in some cases, not adequately comfortable for all ages and abilities. Sidewalk cycling is commonly observed in the study area.

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

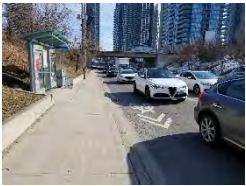
For more information on the Cycling Network Plan, visit www.toronto.ca/cyclingnetwork



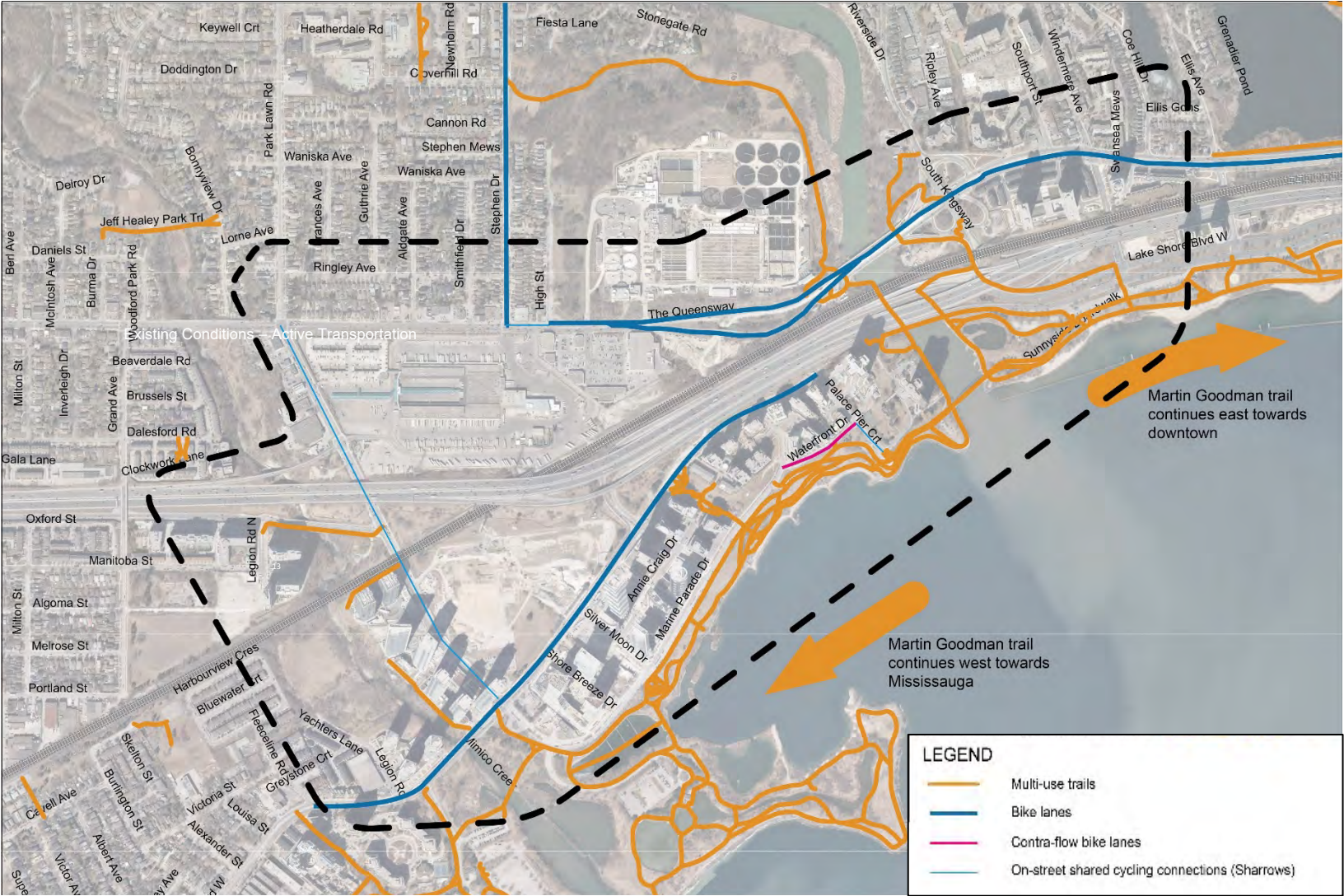
Good east-west trail recreational connections on Martin Goodman Trail and north-south along the Humber River Trail



Gaps in the on-street cycling network on Lake Shore Blvd and The Queensway



Limited and substandard on-street north-south cycling connections (Park Lawn Road arterial sharrows)



Existing Conditions: Walking Network

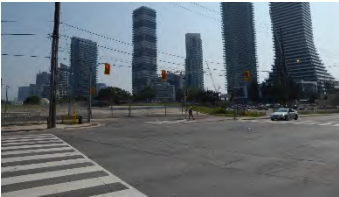
Sidewalks are provided on one or both sides of most streets within the study area. In some cases sidewalks are limited to only one side of the street (e.g. On The Queensway between the Humber Loop and the Humber River bridge, and Lake Shore Boulevard West between just west of Brookers Lane and South Kingsway).

The most comfortable pedestrian environments are found on the Martin Goodman Trail and Humber River Trail networks, as well as through the Humber Bay Shores community and local streets.

The least comfortable pedestrian environments are found on certain segments of arterial roads (Park Lawn Rd., Lake Shore Blvd and The Queensway) where narrow sidewalks are located directly next to high motor vehicle volumes and speeds, and crossing distances at intersections are long.



Pedestrian sidewalks located directly next to high speed/high volume traffic lanes due to lack of furniture/buffer zone



Long pedestrian crossing distances at intersections



Existing Conditions: Heritage & Natural Features

Natural Heritage

Natural heritage features of the study area are:

- Portions of the Provincially Significant Lower Humber River Wetland Complex, and the City of Toronto's Natural Heritage and Ravine System.
- Low terrestrial habitat sensitivity (exception of natural vegetation in Mimico Creek and the Humber River Valley)
- Low aquatic habitat sensitivity (exception of the migratory value of the Lower Humber River)

Cultural Heritage

The Study Area features 20 built heritage resources, including bridges, monuments and scenic views. There are two designated heritage properties and four listed heritage properties in the Study Area.



QEW Monument



Humber River Bridge



Legion Road Extension

The proposed **Legion Road Extension** is part of the Bonar Creek/Legion Road (BCLR) project.

Key components of this project include:

1. Extension of Legion Road North and Legion Road South to provide one lane of traffic in each direction (north-south) and pedestrian and cycling connections, between Lakeshore Boulevard and Manitoba Street.
2. An underpass of the Legion Road extension below the rail corridor
3. A stormwater pond and sewer connection to improve storm water quality entering Mimico Creek



- This environmental assessment for this project was approved by the Ministry of Environment in 2010
- The Project is currently in the early stages of detailed design. The project team is coordinating with Metrolinx to confirm design parameters and potential construction methods for the grade separation.
- In parallel, the traffic impact of this road connection is being studied within the Park Lawn Lake Shore TMP to ensure that the connection is meeting project objectives in the current and future conditions.

If you'd like to be added to the mailing list for the Legion Road Extension, please contact:

Kate Kusiak
Senior Coordinator, Public Consultation Unit
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T: 416.392.1932

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19th Floor
Toronto, Ontario
M5V 3C6

Potential Improvements – Long List

A long-list of potential improvements was developed and evaluated through consideration of the Problem and Opportunity Statement, feedback received in Phase 1 consultation, projected future land use (population and employment growth), and technical assessment of existing conditions.

Potential improvements were then considered against screening criteria to determine viable options that can be short-listed in Alternative Solutions.

Screening Criteria

- ✓ Alignment with Problem & Opportunity Statement
- ✓ Alignment with Policy Context (Official Plan, Secondary Plan, city-wide policies.)
- ✓ Geometric and Technical Feasibility (High-Level)
- ✓ Economical, Cost-Benefits, order of magnitude costs

Category	Transportation Improvement	Problem / Opportunity	Policy Context	Technical	Economic	Recommendation
Active Transportation	Create complete streets in TMP Study area with cycling and pedestrian infrastructure	✓	✓	✓	O	✓
	Pedestrian bridge (North-South) Connecting Lake Shore to Queensway near Food Terminal and Sobeys	✓	X	O	X	X

Public Transit	Proposed Park Lawn GO Station	✓	✓	✓	✓	✓
	Integrate TTC streetcar and bus service with potential future GO station to create a new transit hub	✓	✓	O	O	✓
	Dedicated transit lane on Lake Shore Blvd W (from the existing Humber Loop to Legion Road)	✓	✓	✓	✓	✓
	Provide new pedestrian access to potential Park Lawn GO station	✓	✓	O	O	✓
	Dedicated transit priority lanes on Park Lawn Road	✓	✓	O	O	✓
	Ferry Service to downtown Toronto	✓	X	X	X	X

- ✓ Pass
- O Further Analysis Required in Detailed Evaluation
- X Fail
- Not applicable

Potential Improvements – Long List (continued)

Category	Transportation Improvement	Problem / Opportunity	Policy Context	Technical	Economic	Recommendation
Streets & Intersections	Extend eastbound Park Lawn off-ramp to connect to Lake Shore Blvd via a grade separation across the Lake Shore West GO Transit Corridor	✓	✓	O	O	✓
	Reconfigure Lake Shore off-ramp (westbound)	✓	O	O	O	✓
	Reconfigure South Kingsway / Queensway / Gardiner interchange	✓	X	X	X	X
	New South Kingsway connection to Lake Shore Boulevard (Westbound)	✓	X	X	✓	X
	Modification to westbound on ramp from Park Lawn (e.g. dual left turn from Park Lawn)	✓	O	O	✓	X
	New North-South grade separation (Lake Shore – Queensway) near Food Terminal / Sobeys	✓	O	✓	X	X
	New North-South road - grade separation (Palace Pier Ct – Queensway)	✓	✓	X	O	X
	New North-South road via streetcar tunnel	✓	✓	X	O	X
	Reduce Lake Shore Blvd to 1 through lane (each direction)	✓	✓	O	✓	✓
	Reduce Park Lawn to 1 through lane (each direction)	✓	-	O	✓	✓
	Reduce left turn lane at Park Lawn / Lake Shore (1-lane)	✓	-	O	✓	✓
	New eastbound through lane at Palace Pier Court	✓	-	O	✓	✓
	Additional lane on Lake Shore (West of Park Lawn)	✓	✓	O	O	✓
	Improve operations of Park Lawn/The Queensway intersection, including eastbound through lane, westbound left and northbound right	✓	-	O	✓	✓
	Improve operations of southbound left turn at Park Lawn/Lake Shore intersection	✓	-	O	✓	✓
	New signalized intersections on Lake Shore Blvd, Park Lawn Road and The Queensway	✓	✓	O	✓	✓
	New connection from Brookers Lane to Lake Shore eastbound off-ramp	✓	✓	O	O	✓

- ✓ Pass
- O Further Analysis Required in Detailed Evaluation
- X Fail
- Not applicable

Alternative Solutions Short List Summary

Alternative Solutions are being proposed for further evaluation of improvements to arterial roads, highway access, and new streets.

1) Arterial Roads

- A. Lake Shore Boulevard
- B. Park Lawn Road
- C. The Queensway

2) Highway Access

- A. Modification to Gardiner Expressway westbound on ramp from Park Lawn Road
- B. Modification to Gardiner Expressway on and off ramps at Brooker's Lane

3) New Streets

- A. East/west street
- B. North/south street

**New East-West Connection(s) are contingent on the Christie's Site Development*



1A – Improvements to Lake Shore Blvd

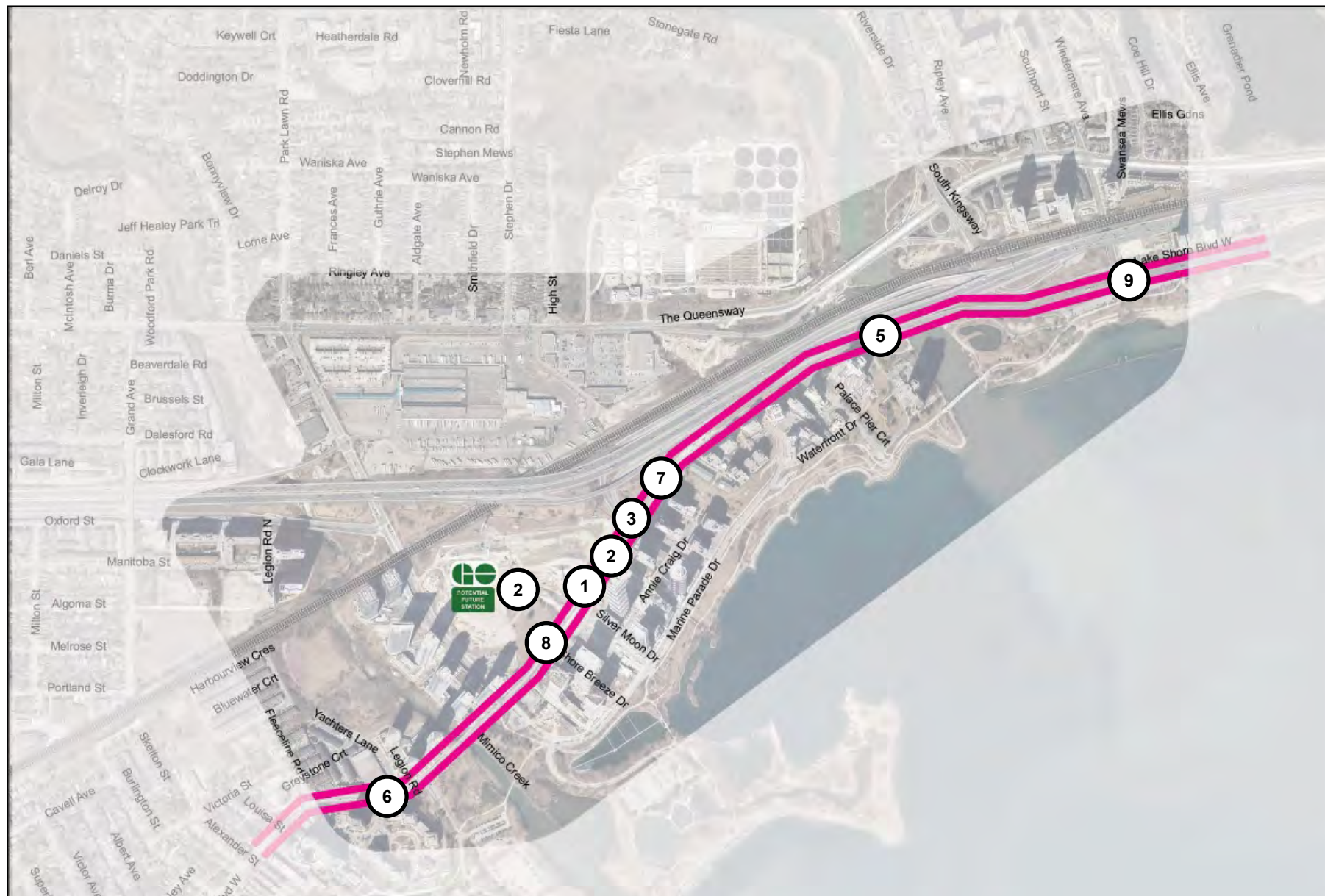
Alternative Solution 1A includes transportation improvements along Lake Shore Boulevard West.

This solution:

- aligns with policy in Toronto's Official Plan to create an "Avenue"
- provides transit-priority
- supports a Complete Streets approach by building off of the existing the streetcar network and improving operations for all modes of transportation

Improvements could include:

1. Dedicated transit priority lanes on Lake Shore Boulevard West
2. Integrated TTC streetcar and bus service with the potential future GO station to create a new transit hub
3. Improved pedestrian environment including connecting missing links, streetscaping and where possible, buffers from vehicle lanes
4. Upgraded cycling route on Lake Shore Boulevard West includes connecting missing links and where possible, buffers from vehicle lanes
5. New eastbound through lane at Palace Pier Court
6. Widened bridge at Mimico Creek to create additional through capacity
7. New connection from Brookers Lane to Lakeshore eastbound off-ramp
8. New signalized intersections at Silver Moon Drive, Shore Breeze Drive or other locations as required
9. Optimization of traffic operations at Lake Shore Boulevard and the intersections with Windermere Avenue and Ellis Avenue



1B. Improvements to Park Lawn Road & The Queensway

Alternative Solution 1B includes improvements to Park Lawn Road and The Queensway.

This solution :

- provides critical links to the potential new Park Lawn GO Station
- improves operations for all modes of transportation along both Park Lawn Road and The Queensway.

Improvements could include:

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



2. Improvements to Gardiner Expressway Access

Alternative Solution 2 includes improvements to Gardiner Expressway access.

This solution:

- reduces bypass motor vehicle traffic spill over from the Gardiner Expressway into the study area road network
- improves traffic circulation and impacts to vulnerable road users at Gardiner Expressway interchanges.

Improvements could include:

1. Modification to westbound on ramp from Park Lawn Road (such as dual left turn from Park Lawn Road)
2. Modification to on and off ramps at Brooker's Lane



Gardiner Expressway , Lake Shore Boulevard, The Queensway and South Kingsway interchange in relation to natural boundaries in the study area



3A. New East - West Street

Alternative Solution 3A includes a new east west street.

This solution:

- improves local east-west connectivity within the study area
- supports all modes of transportation
- supports shorter and more convenient trip distances
- mitigate traffic congestion in the study area

Improvements could include:

1. A new east-west street providing a new connection from Park Lawn Road to Lake Shore Boulevard West for all transportation modes
2. Extension of eastbound Park Lawn Road off-ramp to connect to Lake Shore Boulevard West via a grade separation across the Rail Corridor



Potential opportunities for new connections via the Christie's Site



3B. New North - South Street

Alternative Solution 3B includes a new north south street.

This solution could provide an alternative to Park Lawn Road to connect the north and south parts of the study area.

Improvements could include:

1. A new north-south street providing a new connection from Lake Shore Boulevard to The Queensway for all transportation modes.



Constrained environment for new north-south connections



Evaluation of Alternative Solutions

As a next step, detailed evaluation criteria will be applied to each of the Alternative Solutions to identify the preferred TMP approach.

Category	Proposed Criteria
Policy Framework Does the alternative deliver existing City policies and guidelines?	Conformity with policies and city-wide guidelines including: <ul style="list-style-type: none">• Official Plan Policies• Complete Streets Guidelines• Cycling Network Plan• Vision Zero Road Safety Plan• Transform TO Climate Action Strategy• Directions/Findings from the concurrent Secondary Plan (Christie's Planning Study)
Healthy Communities Does the alternative optimize the community's health and safety? Does it promote an active lifestyle for all ages and abilities?	<ul style="list-style-type: none">• Provision of continuous and comfortable walking and cycling routes• Potential to incorporate streetscape amenities and landscape elements• Promotion of transportation choice• Supports accessible network for all ages and abilities• Connectivity to key destinations• Minimizes the impacts of traffic travelling through the neighbourhood• Minimizes greenhouse gas emissions (air quality)
Social Equity Does the alternative improve transportation access for all people living in the study area?	<ul style="list-style-type: none">• Provision of safe and reliable access to high quality, efficient transit, walking and cycling routes• Access to existing and future employment areas

Category	Proposed Criteria
Mobility Does the alternative deliver on key technical transportation indicators?	<ul style="list-style-type: none">• Improves mobility and manages congestion (travel time and average speed for all modes)• Number of people moved by all modes• Improvement of road safety for all road users particularly vulnerable road users• Accommodation of future transit infrastructure• Accommodation of additional rail track and station• KM of new/improved pedestrian routes and connections• KM of new/improved cycling routes and connections• Impact on intersection operations
Economic How feasible is the alternative to implement given constraints such as construction and maintenance costs, and what are the economic benefits?	<ul style="list-style-type: none">• Order of magnitude construction costs, including potential impacts to utilities• Lifecycle / Operations and maintenance costs of new infrastructure• Property impacts• Ability to support community movement (cost of congestion)• Ability to support goods movement• Ability to support new business frontage
Natural Environment Does the alternative negatively impact the natural environment?	<ul style="list-style-type: none">• Impact to wildlife/habitat areas including species of concern and at-risk• Impact to groundwater quality or quantity /stormwater management• Potential to create noise impacts• Impacts to vegetation including species of concern

We would like to hear from you.

**Please provide comments via online survey, email or phone by
July 1, 2020.**

www.toronto.ca/parklawnlakeshore

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Park Lawn Lake Shore TMP - Stage 2

Park Lawn Lake Shore Transportation Master Plan - Stage 2 Comment Form

Page 1 - Overview

The Park Lawn Lake Shore Transportation Master Plan (TMP) provides the first step in a multi-year process to evaluate solutions to create more transportation options in the 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

We would like to learn more about what you think about the alternative solutions being considered.

The online comment form takes about 15 minutes to complete. **Comments will be accepted until July 1, 2020. Please only submit once.**

This is not a vote. Public and stakeholders' opinions, along with technical and policy considerations will be used to inform City staff recommendations and decisions made by City Council.

For more detailed information about this project, including background, recent presentation materials, and answers to common questions, please visit: www.toronto.ca/parklawnlakeshore

If you have any questions or difficulty completing this online comment form, please contact:

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Privacy Statement - Notice of Collection

The personal information on this form is collected under the City of Toronto Act, 2006, s. 136(c) and 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. Questions about this collection can be directed to the Manager, Public Consultation Unit, Tracy Manolakakis 416-392-2990

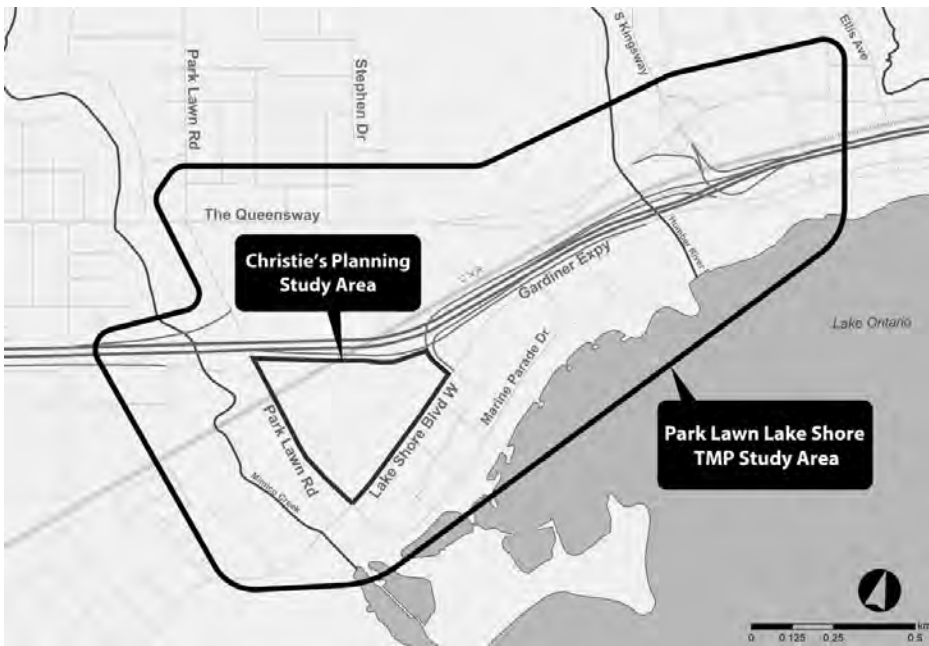
Page 2 - Problem & Opportunity

Problem & Opportunity

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

Study Area

The TMP study area where potential improvements are being considered is bound by: Ellis Avenue to the East, Legion Road to the west, The Queensway to the North, Lake Ontario to the South.



The Christie's Planning Study was launched in October 2019 with a goal of creating a comprehensive planning framework for the area. The study will result in a Secondary Plan and Zoning By-law for the site. Consultation on the Christie's Planning Study is taking place simultaneously with the TMP, and is being coordinated to meet both project schedules, expected to be complete in fall 2020.

Page 3 - Process

Study Process

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

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



Potential improvements recommended in the TMP that have a high cost and environmental impact will require further study in Stage 2 and completion of Phases 3 and 4 of the Municipal Class EA process at a later date.

Page 4 - Alternative overview

Alternative Solutions Overview

A long-list of potential transportation improvements was developed and evaluated through consideration of the Problem and Opportunity Statement, feedback received in Phase 1 consultation, projected future land use (population and employment growth), and technical assessment of existing conditions. Potential improvements were then considered against screening criteria to determine the viable options short-listed in the Alternative Solutions listed below.

1) Improvements to Arterial Roads

A. Lake Shore Boulevard

B. Park Lawn Road & The Queensway

2) Highway Access Changes

- A. Modification to Gardiner Expressway westbound on ramp from Park Lawn Road
- B. Modification to Gardiner Expressway on and off ramps at Brooker's Lane

3) New Streets

- A. New East/west street
- B. New North/south street



Public and stakeholders' opinions, along with technical and policy considerations will be used to inform City staff recommendations and decisions made by City Council.

Page 5 - Lake Shore Boulevard

Alternative Solution 1A: Lake Shore Boulevard Improvements

Alternative Solution 1A includes transportation improvements along Lake Shore Boulevard West. This solution:

- aligns with policy in Toronto's Official Plan to create an "Avenue"
- provides transit-priority
- supports a Complete Streets approach by building off of the existing the streetcar network and improving operations for all modes of transportation



*** 1. Potential improvements that will be evaluated for Lake Shore Boulevard are listed below. Which of the potential improvements do you feel are most important? (Choose 5)**

- | | |
|---|---|
| <ul style="list-style-type: none"> <input type="checkbox"/> 1. Dedicated transit priority lanes on Lake Shore Boulevard West <input type="checkbox"/> 3. Improved pedestrian environment including connecting missing links, streetscaping and where possible, buffers from vehicle lanes <input type="checkbox"/> 5. New eastbound through lane at Palace Pier Court <input type="checkbox"/> 7. New connection from Brookers Lane to Lakeshore eastbound off-ramp <input type="checkbox"/> 9. Optimization of traffic operations at Lake Shore Boulevard and the intersections with Windermere Avenue and Ellis Avenue | <ul style="list-style-type: none"> <input type="checkbox"/> 2. Integrated TTC streetcar and bus service with the potential future GO station to create a new transit hub <input type="checkbox"/> 4. Upgraded cycling route on Lake Shore Boulevard West to connect missing links and, where possible, buffers from vehicle lanes <input type="checkbox"/> 6. Widened bridge at Mimico Creek to create additional through capacity <input type="checkbox"/> 8. New signalized intersections at Silver Moon Drive, Shore Breeze Drive or other locations as required |
|---|---|

Additional options (question 1)

➤ Min. selections required: 1

➤ Max. selections allowed: 5

2. Additional Comments & Ideas

Page 6 - Park Lawn Road & The Queensway

Alternative Solution 1B: Park Lawn Road & The Queensway Improvements

Alternative Solution 1B includes improvements to Park Lawn Road and The Queensway. This solution :

- provides critical links to the potential new Park Lawn GO Station
- improves operations for all modes of transportation along both Park Lawn Road and The Queensway.



*** 3. Potential improvements that will be evaluated for Park Lawn Road and The Queensway are listed below. Which of the potential improvements do you feel are most important? (Choose 5)**

- | | |
|--|---|
| <input type="checkbox"/> 1. Dedicated transit priority lanes on Park Lawn Road | <input type="checkbox"/> 2. New pedestrian access to potential Park Lawn GO station |
| <input type="checkbox"/> 3. Improved pedestrian environment on Park Lawn Road and The Queensway, including connecting missing links, streetscaping and where possible, buffer from vehicle lanes | <input type="checkbox"/> 4. New cycling route on Park Lawn Road and an upgraded cycling route on The Queensway, to connect missing links and, where possible, buffer from vehicle lanes |
| <input type="checkbox"/> 5. Improved operations of southbound left turn at Park Lawn Road / Lake Shore Boulevard intersection | <input type="checkbox"/> 6. Improved operations of Park Lawn Road / The Queensway intersection |
| <input type="checkbox"/> 7. New signalized intersections on Park Lawn Road (at 150 Park Lawn Road, 86 Park Lawn Road) | |

Additional options (question 3)

> Min. selections required: 1

> Max. selections allowed: 5

4. Additional Comments & Ideas

Page 7 - Gardiner Expressway

Alternative Solution 2: Gardiner Expressway Access Improvements

Alternative Solution 2 includes improvements to Gardiner Expressway access. This solution:

- reduces bypass motor vehicle traffic spill over from the Gardiner Expressway into the study area road network
- improves traffic circulation and impacts to vulnerable road users at Gardiner Expressway interchanges

Improvements could include:

1. Modification to westbound on ramp from Park Lawn Road (such as dual left turn from Park Lawn Road)
2. Modification to on and off ramps at Brooker's Lane



*** 5. Do you support the potential improvements to Gardiner Expressway access?**

	1 Strongly Do Not Support	2 Do Not Support	3 Neutral	4 Support	5 Strongly Support	I don't know
Modification to westbound on ramp from Park Lawn Road (such as dual left turn from Park Lawn Road)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Modification to on and off ramps at Brooker's Lane	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

6. Additional Comments & Ideas

Page 8 - New East West Street

Alternative Solution 3A: New East West Street

Alternative Solution 3A includes a new east west street. This solution:

- improves local east-west connectivity within the study area
- supports all modes of transportation
- supports shorter and more convenient trip distances
- mitigates traffic congestion in the study area

Improvements could include:

1. A new east-west street providing a new connection from Park Lawn Road to Lake Shore Boulevard West for all transportation modes
2. Extension of eastbound Park Lawn Road off-ramp to connect to Lake Shore Boulevard West via a grade separation across the Rail Corridor



*** 7. Do you support the potential new East-West Street?**

1 Strongly Do Not Support	2 Do Not Support	3 Neutral	4 Support	5 Strongly Support	I don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

8. Comments

Page 9 - New North South Street

Alternative Solution 3B: New North South Street

Alternative Solution 3B includes a new north south street. Various alignments will be considered. This solution could provide an alternative to Park Lawn Road to connect the north and south parts of the study area. Improvements could include:

1. A new north-south street providing a new connection from Lake Shore Boulevard to The Queensway for all transportation modes.



*** 9. Do you support the potential new North-South Street?**

1 Strongly Do Not Support	2 Do Not Support	3 Neutral	4 Support	5 Strongly Support	I don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

10. Comments

Page 10 - Evaluation Criteria

Evaluation of Alternatives

As a next step, detailed evaluation criteria will be applied to each of the Alternative Solutions to identify the preferred TMP approach. Public and stakeholders' opinions, along with the detailed evaluation, will be used to inform City staff recommendations and decisions made by City Council.

Proposed Criteria

Policy Framework: Does the alternative deliver existing City policies and guidelines?

- Official Plan Policies
- Complete Streets Guidelines
- Cycling Network Plan
- Vision Zero Road Safety Plan
- Transform TO Climate Action Strategy
- Directions/Findings from the concurrent Secondary Plan (Christie's Planning Study)

Healthy Communities: Does the alternative optimize the community's

- Provision of continuous and comfortable walking and cycling routes

health and safety? Does it promote an active lifestyle for all ages and abilities?

- Potential to incorporate streetscape amenities and landscape elements
- Promotion of transportation choice
- Supports accessible network for all ages and abilities
- Connects to key destinations
- Minimizes the impacts of traffic travelling through the neighbourhood
- Minimizes greenhouse gas emissions (air quality)

Social Equity: Does the alternative improve transportation access for all people living in the study area?

- Provision of safe and reliable access to high quality, efficient transit, walking and cycling routes
- Access to existing and future employment areas

Mobility: Does the alternative deliver on key technical transportation indicators?

- Improves mobility and manages congestion (travel time and average speed for all modes)
- Number of people moved by all modes
- Improvement of road safety for all road users particularly vulnerable road users
- Accommodates future transit infrastructure
- Accommodates additional rail track and station
- Kilometres of new/improved pedestrian routes and connections
- Kilometres of new/improved cycling routes and connections
- Impact on intersection operations

Economic: How feasible is the alternative to implement given constraints such as construction and maintenance costs, and what are the economic benefits?

- Order of magnitude construction costs, including potential impacts to utilities
- Lifecycle / Operations and maintenance costs of new infrastructure
- Property impacts
- Ability to support community movement (cost of congestion)
- Ability to support goods movement
- Ability to support new business frontage

Natural Environment: Does the alternative negatively impact the natural environment?

- Impact to wildlife/habitat areas including species of concern and at-risk
- Impact to groundwater quality or quantity /stormwater management
- Potential to create noise impacts
- Impacts to vegetation including species of concern

11. Do you have any comments on the proposed evaluation criteria?

Page 11 - Demographics (Optional)

About You (Optional)

The City of Toronto collects demographic information to understand which populations are being reached. This information can help compare results and understand potential impacts to different people. All questions are anonymous and optional.

12. My relationship to the Study area

- ☐ I live here
 ☐ I work here
- ☐ I visit the area (friends/family, businesses, services, recreation)
 ☐ I travel through the area
- ☐ Other, please specify

- ☐ None of the above

13. How I travel most within the study area

	1 Daily	2 A few times a week	3 A few times a month	4 A few times a year	5 Never	N/A
Walk	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Car	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rideshare/taxi	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
TTC	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
GO Transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other, please specify	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="text"/>						

14. What is the first half of your postal code?

15. How did you hear about this survey?

- ☐ City of Toronto email list
 ☐ City of Toronto website
- ☐ Social media
 ☐ Friend/family/colleague
- ☐ A group I am a part of
 ☐ Ward Councillor
- ☐ Not Sure
 ☐ Other, please specify

- ☐ None of the above

16. What is your age?

- ☐ Under 15 years
 ☐ 15-24 years
- ☐ 25-34 years
 ☐ 35-44 years
- ☐ 45-54 years
 ☐ 55-64 years
- ☐ 65-74 years
 ☐ 75-84 years

☐ 85-94 years

☐ 95 years and older

17. What is your gender?

☐ Male

☐ Trans

☐ Two-spirit (applicable only to those who identify as 'Indigenous')

☐ None of the above

☐ Female

☐ Non-binary

☐ Other

Thank you for providing feedback!

Additional comments can be submitted using the contact information below by July 1, 2020

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More information & email update sign-up: www.toronto.ca/parklawnlakeshore