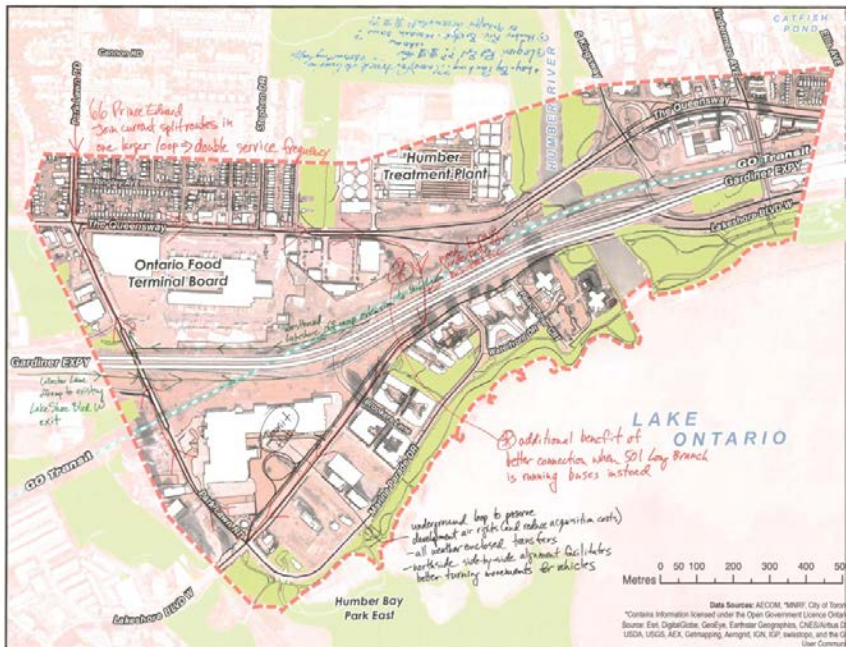


PARK LAWN LAKE SHORE



TRANSPORTATION MASTER PLAN

Stakeholder Workshop Report



November 2016

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



Contents

1. Introduction..... 3

2. Event Overview 3

3. Participation and Notification 4

4. Summary of Comments 4

1. Introduction

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

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

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

The purpose of the Workshop was to:

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

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

2. Event Overview

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

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

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

3. Participation and Notification

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

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

The following organizations were invited to participate:

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

4. Summary of Comments

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

1. Gardiner Expressway

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

2. Transit Hub and Humber Loop

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

3. Public Transit

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

4. Active Transportation

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

5. Christie's Site

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

6. Development

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

7. Traffic movement

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

8. General concerns and questions

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