



July 5, 2021

To: Committee Members

Infrastructure and Environment Committee

Re: The Interim Report TMP Parklawn Lakeshore

Madam Chair and Councillors:

First, I would like to congratulate Dave Hunter and his team on presenting this interim report which proposes some impressive and creative solutions to The Parklawn – Lake Shore Transportation Master Plan. However, the devil is in the details and there is still much work to be done.

LPAT'S Gift

Committee is also reminded that this report comes to you today because our Provincial Appeal Tribunal (LPAT) added a codicil to its approval of the Christie Transit Development: that it could only proceed in conjunction with the TMP. In short, this TMP is particularly critical to not only the Christie development, but to improving the congestion in Humber Bay Shores and also to providing an alternative traffic flow out of The Mimico Triangle.

A Question of Safety and Integrity

The latter also demonstrates what can happen when transportation is not fully

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addressed. After previous suggestions that the bottleneck on Royal York Rd at Judson was dangerous to cyclists and pedestrians alike and needed major widening of the Mimico GO underpass were relegated to a band aid solution, a cyclist was killed by a right turning truck the very day that the “solution” of traffic lights was installed.

Although the TMP Interim Report does not include the Mimico Triangle, it shows the foresight of earlier planners in including Legion Rd. and the greater benefits resulting from it.

Christie is a complex development where the applicant has requested, and received, approvals to alter not only the Official Plan but also the Secondary Plan. Although Toronto is trying to accommodate a rapidly expanding population, we cannot skip any steps to achieving a development worthy of the Toronto stamp of approval.

I invite any interested parties to visit what will be another City within a City at Parklawn and Lake Shore in Etobicoke. I will gladly give you a personal tour. Even though you will see the many towers in Humber Bay Shores, some estimates say it is only half occupied and yet the traffic jams create road rage daily. The same is true of the developments on the NW corner of Parklawn and Lake Shore Blvd. W.

Changing Demographics

The TMP Interim Report also begins to address a Toronto which can be enjoyed by all. By the time the Christie development nears completion nearly one quarter of our population will be seniors. As a result, the report has started to address what happens as aging affects mobility by citing specifics such as sidewalk widening and acknowledging the need for “drop off” zones for not only Wheels Trans but also ordinary vehicles within the complex and at the GO station.

We are already seeing many more electric devices on our streets. They range from wheelchairs to electric scooters and open a whole new world to a population with mobility issues. Through this kind of massive change in our demographics, we must look in a new way at transportation – in much the same

way as we continue to look at the use of bicycles.

The Details

But we still need more details, and I would ask that members of the committee support a motion which would bring the current Parking Review under the TMP umbrella. At the moment, there has been no discussion between the two studies. It is important to view both under the TMP to ensure that full mobility for the challenged be viewed together.

The Christie Development envisions a community where everyone walks and cycles. This is an admirable and exciting vision. Unfortunately, with an aging demographic, it is a fantasy. How far can the average 75-year-old walk?

We also still need more time for the three transportation segments to collaborate: the TTC and Wheel Trans, Metrolinx and TMP (work trucks and personal transport) as part of achieving NetZero. All these elements will affect the final TMP.

Fantasy vs. Reality

There is also a disconnect between the current burst of building highways in the GTA and the aspirations of not including parking in new developments. We are still working with 10-year-old data for the most part and even then, see conflicting statistics between the desire to reduce the numbers vehicles with the fact that they are increasing, not stabilizing nor reducing in numbers.

These forecasts are consistent locally, provincially, nationally and internationally. The new growth in vehicles will be different, of course, with Electric Vehicles (EVs) replacing internal combustion engines. Nonetheless, there will be more – many more.

So, we are bringing more vehicles into Toronto on new and expanded highways. What are we going to do with them when they get here??

They need loading zones to make deliveries and access to underground areas to make building repairs or to recharge their batteries.

Take The Time Necessary

I will close by reminding all interested parties that the City is regularly blamed for delaying development when it is **not** responsible. When an applicant for new development wants to change the Official Plan and then create a new Secondary Plan all with totally new zoning, that is not a city issue.

That responsibility falls squarely on the Province who regularly overrules our decisions through LPAT, or worse, through an MZO.

Such applicants should also expect that when a development's requested changes affect infrastructure, it should expect the consequences, including increased infrastructure costs, as well as extended timelines needed to provide for the expanded requirements.

We don't want to see any more Maserati's floating as we did in a luxury condo on King St. not too long ago.

Recognizing Costs as well as Timelines

The City has spent \$millions creating The Official Plan and robust Secondary Plans, only to have to spend more \$millions to accommodate applicant revisions. These are tax-payer monies which the City can hardly afford.

Don't misunderstand. We bought into building up instead of creating urban sprawl by building out. We did it in order to save our wetlands and green belts. We support the concept and the increased density resulting from this principal, but only if the resulting housing benefits all – no short cuts allowed.

The Parklawn-Lakeshore Transportation Master Plan can assist in achieving these objectives given the time and support to do the job.

Thank you.

Starr Smith

Chair, Mimico Estates Tenants' Association