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June 2, 2016

**Delivered via e-mail ([clerk@toronto.ca](mailto:clerk@toronto.ca) & [uwatkis@toronto.ca](mailto:uwatkis@toronto.ca))**

Ulli S. Watkiss, City Clerk  
City Clerk's Office  
City Hall 13th floor, West Tower  
100 Queen Street West  
Toronto, ON M5H 2N2

**Copy to ([mtoft@toronto.ca](mailto:mtoft@toronto.ca)):**

Marilyn Toft  
Secretariat  
City Clerks  
12th floor, West Tower, City Hall  
100 Queen Street West  
Toronto, ON M5H 2N2

Dear Ms. Watkiss:

**Subject: Mimico-Judson Secondary Plan, As Amended**

At the May 11, 2016 Planning and Growth Management Committee (PGMC) meeting, a motion was carried to amend the Mimico-Judson Secondary Plan to permit 'Mixed Use' development on the south side of Judson Street, immediately adjacent to GO Transit's Willowbrook Rail Maintenance Facility. I am writing to express our opposition to the proposed amendment, and respectfully request that City Council consider our position when this matter is debated at its upcoming meeting on June 7, 2016.

Until it was proposed to be amended at the May 11, 2016 PGMC meeting, the Mimico-Judson Secondary Plan was the result of what we perceived to be a thoughtful and pragmatic process undertaken by City Planning to develop an appropriate planning framework for this area. Metrolinx staff have been involved with the Mimico-Judson Regeneration Area study since it was initiated in 2014 as the Mimico GO Station and the Willowbrook Rail Maintenance Facility are both located within the area boundaries. Metrolinx was consulted, provided input regarding our current and planned operations and discussed future directions for development with the project team, City staff and area residents. As set out in our previous letters (copies of which are enclosed herewith) to the City regarding this matter, we support the original recommendations relating to Metrolinx's interests that were established by the study.

It is our opinion that residential development, which is allowed under the 'Mixed Use' designation, would adversely affect Willowbrook's current rail yard (not a "coach yard" as characterized in some related discussions) and maintenance operations and limit future expansion anticipated under the Regional Express Rail (RER) program. The RER program will introduce two-way, all day electrified service on many of the GO rail corridors and is expected to double the size of the GO Transit fleet over the next 10 years. Increasing transit service in Toronto is a key priority for the City and Metrolinx and RER, in tandem with the City's SmartTrack program, will represent a fundamental shift in the delivery of transit service in

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the Greater Toronto and Hamilton Area. While we are beginning to understand the implications of what this program will mean from an infrastructure and facility standpoint, a number of uncertainties remain – including, for example, the full extent of the changes that will occur at Willowbrook. Consequently, it is important to ensure that land use planning for the surrounding area does not compromise Willowbrook's vital role in this context.

Both the Provincial Policy Statement and the Proposed Growth Plan for the Greater Golden Horseshoe, 2016 establish an overarching policy framework intended to provide guidance for decision-making in situations such as this, identifying the need to protect existing and planned transportation corridors and associated facilities, to ensure compatibility between these corridors and adjacent land uses, and, ultimately, to provide for safe and healthy communities. In its original form, the Mimico-Judson Secondary Plan presented an opportunity to further support these objectives, and established a planning framework that both protects Willowbrook and supports the greater public interest. Therefore, we disagree with and do not support introducing the proposed 'Mixed Use' designation for lands on the south side of Judson as this would conflict with these important policy directions.

We respectfully request that this letter be distributed to the Mayor and all members of Council prior to the Council meeting.

Yours truly,



Greg Percy  
Chief Operating Officer  
*Encls. - Letters*

- c. Leslie Woo, Chief Planning Officer  
Michael Wolczyk, Vice President, Corridor Infrastructure  
Anne Marie Aikins, Senior Manager, Media Relations  
Peter Milczyn, MPP ([pmilczyn.mpp.co@liberal.ola.org](mailto:pmilczyn.mpp.co@liberal.ola.org))

April 5, 2016

Councillor David Shiner, Chair – Planning and Growth Management  
c/o  
Secretariat Contact Nancy Martins  
10th floor, West Tower, City Hall  
100 Queen Street West  
Toronto, ON M5H 2N2

Dear Councillor Shiner:

**Subject: Mimico-Judson Regeneration Area Study and draft Secondary Plan –  
April 6, 2016 Statutory Public Meeting**

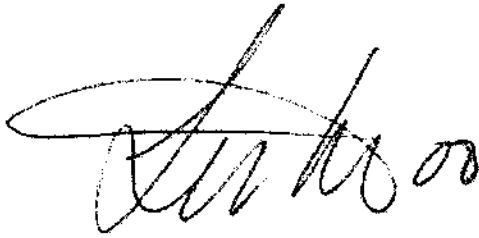
I am writing to follow-up on the letters (attached) sent to you on November 9<sup>th</sup> and to City of Toronto staff (Kerri Voumvakis and Neil Cresswell) on August 8, 2015 regarding the Mimico Judson Regeneration Area Study and draft Secondary Plan.

To reiterate, Metrolinx supports the Regeneration Area Study, as well as the (October 28, 2015) staff Directions Report and Draft Secondary Plan, which protects for the GO Transit Willowbrook Maintenance Facility's ongoing operations and future expansion to serve the Regional Express Rail program and the City's Smart Track objectives. Metrolinx does not support residential land use on the south side of Judson Street, given the immediate proximity to this facility, which is a critical component of the Metrolinx rail transportation network.

While Metrolinx has some broad concerns about the proposed Greenway and accompanying Urban Design Guidelines, we will continue discussions with City staff in terms of their specific application to the Metrolinx lands.

We thank the City for engaging Metrolinx to date and we look forward to continuing the dialogue on this important matter.

Sincerely,

A handwritten signature in black ink, appearing to read 'Leslie Woo', with a large, sweeping loop at the beginning.

Leslie Woo  
Chief Planning Officer

- c. Mike Wolczyk, Vice President, Corridor Infrastructure, Metrolinx  
Andre Lalonde, Director, Rail Operations, Rail Services, Metrolinx  
Leon Stambolich, Director, Corridor Infrastructure – Lakeshore West, Metrolinx  
Kerri Voumvakis, Director, Strategic Initiatives, Policy, and Analysis, City of  
Toronto  
Neil Cresswell, Director, Community Planning, Etobicoke York District, City of  
Toronto

- encl. November 9, 2015 letter to Councillor Shiner  
August 11, 2015 letter to Kerri Voumvakis and Neil Cresswell



November 9<sup>th</sup>, 2015

Councillor David Shiner, Chair - Planning Growth Management  
c/o  
Secretariat Contact Nancy Martins  
10th floor, West Tower, City Hall  
100 Queen Street West  
Toronto, ON M5H 2N2

Dear Councillor Shiner:

**Subject: Mimico-Judson Regeneration Area Study – Directions Report**

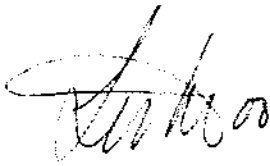
I am writing to follow-up on the letter (attached) sent to City of Toronto staff (Kerri Voumakis and Neil Cresswell) on August 8, 2015 regarding the Mimico Judson Regeneration Area Study.

To reiterate, Metrolinx supports the Regeneration Area Study, as well as the (October 28, 2015) staff Directions Report and Draft Secondary Plan, which protects for the GO Transit Willowbrook Maintenance Facility's ongoing operations and future expansion. Maintaining an *Employment Areas* land-use designation on the lands west of Royal York and south of Judson (Block "D") is an important aspect of meeting the plan's objectives. As noted in the attached letter, we would have concerns should residential development on the south side of Judson Street be considered. This could affect Willowbrook's current operations and would limit future expansion of the Regional Express Rail program to increase service to Toronto and the rest of GTHA.

In our August 8, 2015 letter, we also indicated that that we would support the integration of a linear green space west of Royal York Road, along the south side of Judson Street, to act as a community resource as well as a buffer between residential and employment. However, the draft Secondary Plan proposes a Mimico-Judson Greenway that continues from Judson Street eastward across Royal York Road, on a bike and pedestrian bridge near the rail bridge, onto Mimico GO station lands. We will continue to engage in discussions with City staff to determine if it is feasible to accommodate a bridge and the Greenway on Metrolinx lands east of Royal York Road.

We thank the City for engaging Metrolinx to date and we look forward to continuing the dialogue on this important matter.

Sincerely,

A handwritten signature in black ink, appearing to read 'Leslie Woo', with a stylized flourish at the end.

Leslie Woo  
Chief Planning Officer

- c. Mike Wolczyk, Vice President, Corridor Infrastructure, Metrolinx  
Andre Lalonde, Director, Rail Operations, Rail Services, Metrolinx  
Leon Stambolich, Director, Corridor Infrastructure – Lakeshore West, Metrolinx  
Kerry Vomakis, Director, Strategic Initiatives, Policy, and Analysis, City of  
Toronto  
Neil Kresswell, Director, Community Planning, Etobicoke York District, City of  
Toronto

encl. August 8, 2015 letter to Kerri Voumakis and Neil Cresswell

August 8<sup>th</sup>, 2015

Keri Voumakis  
Director, Strategic Initiatives, Policy, and Analysis  
Toronto City Planning  
Metro Hall  
22nd fl., 55 John St  
Toronto, ON · M5V 3C6

Neil Cresswell  
Director, Community Planning, Etobicoke York District  
Toronto City Planning  
3rd fl., 2 Civic Centre Ct.  
Etobicoke, ON M9C 5A3

Dear Kerri and Neil:

**Subject: Mimico-Judson Regeneration Area**

Thank you for including Metrolinx in on-going discussions in support of the Mimico-Judson Regeneration Area Study. Through a number of meetings with the City and their consultants, as well as discussions with community stakeholders, Metrolinx staff have provided informal feedback regarding future directions for development around Mimico GO Station as well as on Judson Street, in the vicinity of the GO Transit Willowbrook rail facility. I am writing today to formally state our position on these matters. Metrolinx supports the recommendations in the City staff's final report that relate to GO Transit operations.

In general, Metrolinx supports and encourages municipalities to plan for higher density, mixed-use development around our GO Transit stations to maximize the benefits associated with our investment in transit infrastructure and service, as per the objectives of the Metrolinx Mobility Hub Guidelines (2011). Likewise, the City's Mimico-Judson Regeneration Area Study Final Report identifies higher densities and a walkable network of streets north of Mimico GO Station. We therefore agree that this is an appropriate approach for development for the area east of Royal York Road. Plans should integrate well with our current station improvement plans, so as to enhance pedestrian access to the station.

With respect to development west of Royal York, our interests are focused on protecting for Willowbrook's on-going operations and future expansion, as this is a critical facility within the context of GO Rail activities and our Regional Express Rail (RER) expansion.

Likewise, the City's Regeneration Area Study report "recommends retaining an Employment Areas designation in the narrow Judson lands with a relatively low-scaled employment built form, reflecting the physical constraints of both parcel size and immediate proximity to the Willowbrook Yard." We strongly concur with this recommendation and would have serious concerns should residential development on the south side of Judson Street be considered. Residential development is not advisable due to the potential incompatibility with year round transportation maintenance and operations facilities. Adjacent residential development could affect Willowbrook's current operations and would limit future expansion of the RER program.

The GO Transit Five Year Strategy (2012-2017) projects rail ridership to grow from 43 million today to nearly 53 million by 2017, and this growth in ridership and service will demand a larger rail equipment fleet. The fleet is projected to grow from 590 to 913 coaches and from 65 locomotives to 87 locomotives assembled into 72 train consists (up from 52). With RER, in the next ten years, these expanded fleet numbers will double and Willowbrook will transition from partial day to 24-hour operations. As such, expansion must be protected for at Willowbrook.

As such, Metrolinx staff have indicated, though the Regeneration Area Study project meetings, that we would support the integration of a linear green space along the south side of Judson Street. The space would act as both a community resource as well as a buffer between residential and employment uses.

Thank you for engaging Metrolinx to date and we look forward to continuing the dialogue on this important matter.

Sincerely,

A handwritten signature in black ink, appearing to read 'Leslie Woo', with a stylized, flowing script.

Leslie Woo  
Chief Planning Officer

- c. Andre Lalonde, Director, Rail Fleet & Facilities  
Mike Wolczyk, Vice President, Corridor Infrastructure  
Leon Stambolich, Director, Corridor Infrastructure – Lakeshore West