

January 2020

PH13.3 Attachment 6



DILLON
CONSULTING

Five-Year Official
Plan Review
TRANSPORTATION
POLICIES
PHASE 2 -PUBLIC &
STAKEHOLDER
CONSULTATION
SUMMARY REPORT



TORONTO

Phase 2 Executive Summary

In the fall of 2018, the City of Toronto (the City) retained Dillon Consulting Limited (Dillon) to design and deliver a consultation program to garner stakeholder and public feedback on draft amendments to the Official Plan (OP) Transportation Policies. The review and revision of existing transportation policies is part of the City's Five-Year Official Plan Review process, and as such, the consultation program was designed to solicit feedback city-wide. The Consultation program was broken into two phases and this report summarizes the engagement for **Phase 2**.

The consultation program was focused on four transportation policy topics: Transit, Cycling, Automated Vehicles and Shared Mobility, and Street Related Map and Schedules. Phase 2 Consultation began with a stakeholder workshop in April, 2019. Four public meetings (one in each district: North York, Etobicoke, Scarborough and Downtown) occurred in May, 2019. An additional stakeholder meeting was held in May, 2019 in an effort to reach out to advocates, organizations and academic researchers promoting accessibility and safety for vulnerable road and transit users, including the elderly, women, children, and people living with disabilities. A statutory public open house was held on November 26, 2019.

The stakeholder and public meetings followed the same general format: a presentation of the transportation policies under review, a summary of What We Heard from the Phase 1 consultation and proposed key policy changes. This was combined with breakout discussion tables to examine each of the four policy topics under review in more detail.

This report documents the feedback from Phase 2 on the revised draft transportation policies. Details of what was heard at each district public meeting, stakeholder meetings and written comments submitted through email are included in **Chapter 3.3**.

Generally, the feedback was quite similar to the feedback received in Phase 1. On Cycling policies, participants focused on safety and the education of road users to increase mode share. There was also discussion on matching cycling infrastructure to the type of road and vehicle traffic, volume and speed, which is included in the revised policies. Similar themes also emerged during the Transit policy discussion. Participants focused on accessibility and prioritization of transit projects to create a more complete network. On AV and Shared Mobility, there was discussion on data collection, privacy and curbside management.



**Public Meetings across
Toronto – over 65
participants**

**Stakeholder Meeting
with 40 participants**

**16 Emailed comments
received**

**17,746 impressions and
371 engagements on
Social Media**

There were; however, some new themes which emerged throughout the consultation of Phase 2:

- **Business Case Analysis for Transit needs to be defined.** Participants wanted to see more clarity on what the business case analysis includes for new transit projects and wanted to have the ability to add criteria such as access to housing, new immigrants and transportation equity.
- **Safety around Schools should be emphasized in the OP.** There was conversation that there should be more emphasis on safety around schools for all modes of transportation including cycling.
- **Balance land use with transportation policies.** Participants expressed a desire to see a stronger link between land use and transportation policies in order to better balance the transit demand patterns.
- **Map 4 needs more clarity and context.** It was expressed in most districts that the revised Map 4 needs more context and clarity. It was suggested that a list of approved projects support the map.
- **Policies are good. Concern is on Implementation.** There was recognition that the revised draft policies are pushing the city in the right direction, but there is concern around implementation of these policies and actually building more transit and cycling infrastructure.
- **E-Bikes and Scooters.** These need to be added to both the cycling policies or AV and shared mobility as they could impact roadways and cycling facilities, particularly with the rise of goods movement through these modes.

The conversation in Phase 2 was more focused and consistent in each of the districts than during Phase 1. There was general support on the policies and participants were happy with the opportunity to dive deeper into the policy areas.



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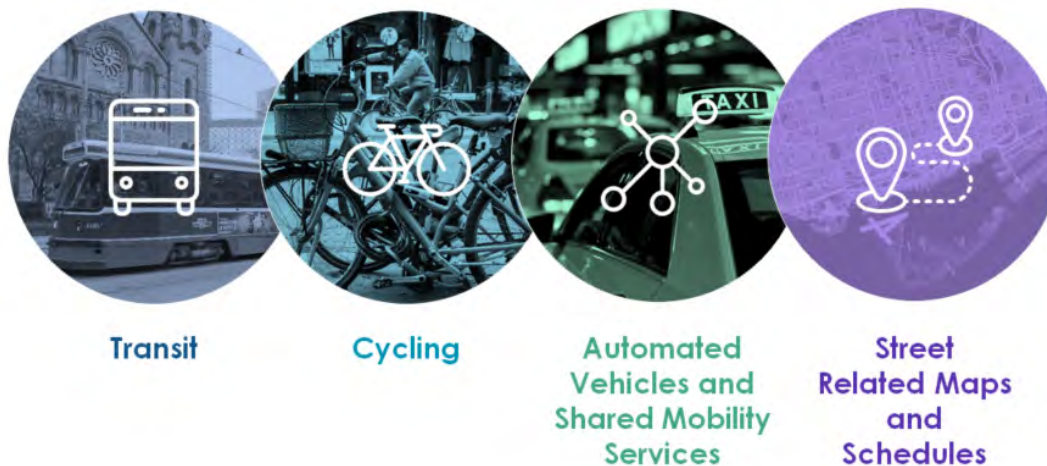


1.0 Introduction

In 2011, the City of Toronto (the City) began a five-year review of its Official Plan (OP), as required by Section 26(1) of the Ontario *Planning Act* in order to ensure that it is consistent with provincial interests and policy statements. For polices relating to Transportation, this began in 2013 with the launch of “*Feeling Congested?*” In 2014, some transportation policies were approved by Council, including: Integration with Land Use; Streets and “Complete Streets”; Active Transportation (excluding cycling); Auto, Transportation Demand Management and Parking; and Goods Movement. Following this, the City developed a Rapid Transit Evaluation Framework (2015), Ten Year Cycling Network Plan, Transit Network Plan, New Vehicle-for-Hire Bylaw and began to explore the impact of Automated Vehicles.

In July 2018, Planning and Growth Management confirmed policy direction and directed stakeholder and public engagement on the four remaining policy areas specific to Transportation in the OP. These include: Transit; Cycling; Automated Vehicles and Shared Mobility; and Streets and Related Maps and Schedules.

Figure 1: Transportation Policy Areas for Engagement



The City retained Dillon Consulting Limited (Dillon) to develop and execute a comprehensive engagement program for the four transportation policy areas. The engagement and communications program has occurred in two phases over the course of 12 months and has included three stakeholder meetings, eight public meetings (two in each community council district) and one statutory public meeting.

This report documents Phase 2 of the engagement program. It highlights the consultation process, communications and the key themes identified by the stakeholders and the public. For feedback received in Phase 1 of the project, please refer to the first consultation summary report.

2.0 Stakeholder Consultation

For the second phase of engagement on the revised transportation policies, there were multiple internal stakeholder engagement sessions including with City Planning, Toronto Transit Commission (TTC) and Transportation Services (April 18, 2019), TTC ACAT Service Planning Subcommittee (May 1, 2019), Toronto Planning Review Panel (May 30, 2019) and the Toronto Accessibility Advisory Committee (June 4, 2019).

In addition to the internal stakeholder engagement, there were two external stakeholder engagement sessions. The first session was held on the morning of April 11, 2019. This was scheduled prior to the Planning and Housing Committee motion to consult with more advocates, organizations and academic researchers promoting accessibility and safety for vulnerable road and transit users. Therefore, an additional engagement session was held on May 14, 2019 after a more thorough stakeholder list was developed.

Both meetings included a presentation by City staff and Dillon with an update on the OP review process, an overview of the feedback received from stakeholders, public and the Planning and Housing Committee and a summary of the revised draft transportation policies and maps/schedules. There was a discussion and Q&A on each of the four policy sections followed by an open discussion on the public consultation plan.

The following sections summarize the input received from stakeholders throughout the workshop.

Stakeholders Contacted to discuss the Transportation Policies (Meeting on April 18, 2019)

8-80 Cities	Ontario Chamber of Commerce	Toronto Region Board of Trade
Building Industry and Land Development Association (BILD)	Ontario Trucking Association	Toronto Transit Alliance
Canadian Automobile Association (CAA)	Pembina Institute Residential & Civil Construction Alliance of Ontario	Toronto Women's City Alliance
Civic Action	Sistering	Transport Action Ontario
CodeRedTO	The Atmospheric Fund (TAF)	TTCriders
Cycle Toronto	Toronto Association of Business Improvement Areas (TABIA)	University of Toronto Institute on Municipal Finance and Governance
Evergreen	Toronto Centre for Active Transportation	University of Toronto Transportation Research Institute
Federation of North Toronto Residents' Associations		Walk Toronto
Neptis Foundation		Wellesley Institute

2.1 Summary of What We Heard

Metro Hall – April 11, 2019

Number of Attendees: 6

Summary of What We Heard from Stakeholders:

Overall, the stakeholder group provided valuable input to the City team on the draft transportation policies. The discussion focused primarily on the transit and cycling policies and is summarized below. The group of stakeholders offered insight and feedback on the policies and provided great suggestions for the public consultation. The City will continue to engage with stakeholders and the public throughout this review process.

Cycling Policies:

The first set of draft policies presented were the cycling policies. The City gave a brief overview summarizing the key updates and the draft cycling policy documents were handed out to stakeholders. Dillon presented what we heard from the stakeholders and the public, and the City presented how the feedback was considered and the changes that have been made to the draft cycling policies.

Overall, stakeholders indicated a desire for a holistic and complete streets approach within the Official Plan. Stakeholders wanted to see goods movement and curbside management included in the planning for cycling.

Transit Policies:

The second set of transportation policies discussed were the draft transit network policies. Similar to the draft cycling policies, a short presentation was given by the City summarizing the key changes and the draft transit policy documents were handed out to stakeholders. Dillon presented what we heard from the stakeholders and the public, and the City responded by presenting how the feedback was considered and the changes that have been made to the draft transit policies. Stakeholder comments were focused around transit-oriented development, accessibility and commuter parking.

Automated Vehicles and Shared Mobility Policies:

The third policy area presented was the draft autonomous vehicles (AV) and shared mobility policies. The City provided a brief summary of the draft policies and the draft AV and shared mobility policy documents were handed out to stakeholders. Dillon presented what we heard from the stakeholders and the public, and the City presented how the feedback was considered and the changes made to the draft policies.

There were no comments from the stakeholders on this section.

Streets and Related Maps and Schedules:

The City provided an update to the stakeholders on the streets and related maps and schedules. The City also provided clarity around where these changes came from and that they were updating to the Official

Plan to match what already existed. Stakeholders noted there was a disconnect between how streets were built and the OP. Bayview Avenue was also a gap in the network and should be included on the Transit Priority Network.

Additional Stakeholders Contacted to discuss the Transportation Policies (Meeting on May 14, 2019)

8-80 Cities	COSTI	Scarborough Women's Centre
ACAT- TTC	Culture Link	Senior Pride Toronto
Afghan Women's Organization	David Hulchanski (UofT)	Sherbourne Health Centre
Alliance for Poverty Free Toronto	Fair Fare Coalition (TTC Riders)	Social Planning Toronto
Anna Kramer (UofT)	Gender, Diversity and Public Policy Initiative, Munk School	Springtide
ARCH Disability Law Centre	Maytree Foundation	Steven Farber (UofT)
Association of Community Organizations for Reform Now	METRAC	The 519
Atkinson Foundation	Native Canadian Centre of Toronto	Toronto Community Benefits Network
Black Coalition of AIDS Prevention	North York Harvest Food	Toronto Foundation
Canadian Centre for Policy Alternatives	Older Women's Network (Ontario)	Toronto HIV/AIDS Network
Canadian Council of Muslim Women	Ontario Council of Agencies Serving Immigrants (OCASI)	Toronto Pflag
Canadian Centre for Retired Persons	Ontario Federation of Indigenous Friendship Centres	Transportation Equity
Centre for Connected Communities	Parkdale Queen West Community Health Centre	United Way Toronto and York Region
Children's Aid Society of Toronto	Pride Toronto	Rotman Institute for Gender and the Economy
Civic Action	Progress Toronto	Urban Alliance on Race Relations
CNIB	Regent Park Women's Group	Wellesley Institute
Colour of Poverty – Colour of Change	Ryerson Diversity Institute	Women's Habitat
	Sarah Kaplan (UofT)	YMCA
	Scarborough Transit Action	YWCA Toronto

City Hall – May 14, 2019

Number of Attendees: 9

Summary of What We Heard from Stakeholders:

Overall, participants at the second stakeholder session were happy to see the direction that the City was taking with the revised draft policies. Participants noted areas such as transit prioritization but also suggested that the city needs to be doing more around schools and with children. Some of the conversation shifted to pedestrian mobility and safety of street crossings, which could be integrated throughout the policies. Participants were also looking for a feedback loop, i.e., how are we doing compared to what we said we would do in the last OP? They also found the policies to be confusing and suggested that some of the language could be laid out more clearly to reach a broader audience.

Cycling Policies:

On cycling policies, participants wanted to see matching of cycling facilities to the street type, size and vehicle speed. They also suggested that **state of good repair policies be integrated into the cycling policies**. Implementation and enforcement will be key issues moving forward; however, it was cautioned not to focus on enforcement as it may marginalize some populations.

Transit Policies:

Participants liked the prioritization of transit to move people as it is not only efficient and more environmentally friendly, **but more equitable**. It was suggested that some priority measures consider new affordable housing initiatives and locations of new immigrants.

Automated Vehicles and Shared Mobility Policies:

Participants were concerned about the increase of **data collection and surveillance with the introduction of AV's and technology**, and suggested that there be a policy added that speaks to privacy in the OP. Participants also asked if there is opportunity to add goods movement into the AV policy section.

3.0 Public Consultation

3.1 Public Meetings

Similar to the first round of public consultation, a public meeting was held in each of the four community council areas. The dates and locations of the public meetings were:

- **May 1, 2019** – North York Civic Centre 6:30 pm to 8:30 pm;
- **May 2, 2019** – Etobicoke Civic Centre 6:30 pm to 8:30 pm;
- **May 6, 2019** – Scarborough Civic Centre 6:30 pm to 8:30 pm; and
- **May 7, 2019** – Metro Hall 6:30 pm to 8:30 pm.

3.1.1 Format of Meetings

The meetings occurred in two main parts, a presentation followed by breakout discussions to enable participants to have deeper conversations on the draft policies. Each meeting began with a brief

presentation on the Transportation policies background, feedback received to date and how the policies had been changed from previous consultations. A copy of the meeting agenda is included in **Appendix A**. The presentation provided context and gave the participants a common understanding of the steps undertaken to get the policies to their draft state. A copy of the presentation is included in **Appendix B**.

Following the presentation, participants were invited to break out into policy discussions to review the draft policies in detail, provide their feedback on the draft policies and to have any questions addressed by City staff. There were four tables with one for each of the policy areas and participants could rotate to each table to discuss the draft policies. Participants were provided copies of the draft policies and encouraged to write comments down in the comment form or provide them by email to Michael Hain. Copies of the draft policies provided to the participants will also become available online at [Toronto.ca/opreview](https://toronto.ca/opreview).

3.1.2 Notifications and Communications

A public notice was created to advertise the public meetings (**Figure 2**). The notice was compliant with the Accessibility for Ontarians with Disabilities Act (AODA), and provided contact information if a member of the public required additional accommodations, such as wheelchair accessibility or translation services at any of the meetings.

TORONTO Building a great city – together

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.

OP Review: Transportation Policies

Public Consultation Meetings

Join us at a local meeting to learn about the City's proposed changes to the transportation policies of the Official Plan.

All meetings are from 6:30 p.m. to 8:30 p.m. Meetings will begin with a presentation followed by a walk-through of the draft policies with City staff.



 Wed., May 1, 2019 North York Civic Centre 5100 Yonge Street Committee Room 3		Thu., May 2, 2019 Etobicoke Civic Centre 399 The West Mall Council Chambers
 Mon., May 6, 2019 Scarborough Civic Centre 150 Borough Drive Committee Room 1		Tue., May 7, 2019 Metro Hall 55 John Street Room 310

Background

The City has undertaken a review of the Transportation policies in the Official Plan. This review has resulted in new draft policies to update the Official Plan under Section 26 of the Planning Act. The City is seeking feedback from the public on these draft policies related to transit, cycling, street-related maps and schedules, and emerging mobility technologies.

We would like to hear from you.

To comment, or if you are unable to attend, contact:

 Tel: 416-392-8698	Michael Hain Senior Planner
 Email: michael.hain@toronto.ca	City Hall, 21st Floor, East Tower
Visit: www.toronto.ca/opreview	100 Queen Street West, Toronto, ON M5H 2N2

Notification for the public meetings was published in multiple sources of print media, distributed to all stakeholders, all Councillors and the Mayor, and posted on social media through the City's Facebook and Twitter platforms. The timing of communications is listed below:

- The City's Official Plan Review [Website](#);
- Toronto Star (April 17, 2018);
- Novae Res Urbis (April 18, 2019);
- Mayor and All Councillors (April 23, 2019);
- Stakeholders (March 28, 2019);
- Parks, Forestry and Recreation Mailing List (April 16, 2019);
- Accessibility Advisory Panel for Transportation Services (April 26, 2019);
- Neighbouring Municipalities (April 18, 2019);
- Previous Public Meeting Attendees (April 19, 2019); and
- Social Media including Twitter and Facebook (various dates).

To further illustrate the online communication, the City posted regularly leading up to the public meetings in order to share information. The posts included links to the City's Official Plan Webpage, as well as general information on meeting locations and schedule changes as a result of weather. On Twitter the project received 17,746 impressions (showed up on a newsfeed) and 371 engagements (person clicked on tweet, hashtag, or user).

3.2 Summary of What We Heard

Information was collected at the public meetings primarily through the use of note taking during the facilitated table discussions. The information collected at each public meeting and is summarized below. It should be noted that in each meeting Streets and Related Maps and Schedules was discussed; however, there were no comments as this is primarily a book keeping exercise. Meeting notes are included in **Appendix C**. Written feedback is included in **Appendix D**.



North York Civic Centre – May 1, 2019

Number of Attendees: 9

Summary of What We Heard in North York:

For most of the participants who attended the public consultation meeting in North York, it was their first meeting for the OP Review of Transportation Policies. The conversation focused on the draft cycling and transit policies. Participants **emphasized safety in cycling policies and seeking more clarity on transit prioritization and implementation.**

Cycling

On the draft cycling policies, there was recognition that safety is important to get people cycling, particularly with women. It was suggested that there is a gender difference in cyclists and safety is a key priority to get women cycling. Safe infrastructure will get people cycling and there should be policies which indicate which infrastructure based on road speeds and volumes. The cycling network should include informal routes, as these are used a help grow the network and make connections. Participants were glad to see that crossing of the 401 was highlighted in the policies and that most of policies sound good; however, they are concerned with implementation.

Transit

On the draft transit policies, participants wanted to see clear direction for the evaluation and prioritization of transit projects. There was also discussion on including a definition to better define the business case analysis for transit projects.

The revised Map 4 was discussed at length. Participants were concerned that because Map 4 is a statutory map, that Council should understand what they are potentially approving. Michael Hain re-iterated that this map reflects plans and projects previously adopted or approved by City Council or the TTC Board and the Regional Transportation Plan developed by Metrolinx. Participants indicated that they would like to see a list of the current transit projects approved in the OP.

Automated Vehicles and Shared Mobility

Automated Vehicles and Shared Mobility policies were not discussed in detail at the North York Meeting, except a comment that e-bikes and scooters need to be addressed in the cycling policies.

Etobicoke Civic Centre – May 2, 2019

Number of Attendees: 6

Summary of What We Heard in Etobicoke:

Due to the turnout in Etobicoke, the meeting format was adjusted so that each policy area was discussed as a group. The group discussed at length how accessibility should be used within the OP policies. It was suggested that another word be used when referring to anything other than the AODA sense of the word, accessibility.

Cycling

On the draft cycling policies, the participants in Etobicoke said that parking on main roads is an issue. Roadways should be looked at as places to move people, regardless of the mode. It was also suggested that the cycling policies be linked to Vision Zero.

Transit

Participants reviewed the revised transit policies and offered suggestions. It was noted that Wheel-Trans should be added to the list of transit buses and there should be some reference that it should meet AODA requirements.

On Map 4, participants challenged the higher-order transit line running through New Toronto and Mimico (Waterfront LRT). It was noted that there have been two previous project specific consultations on this particular line and that they did not feel there was justification on why it is shown along Lakeshore. Participants also suggested that Map 4 needs more clarity, such as current status of funding. Participants emphasized that existing community context is crucial when implementing transit projects. Employment lands also need to be protected in order to rebalance transportation patterns.

Automated Vehicles and Shared Mobility

The discussion on Automated Vehicles and Shared Mobility was short but direct as participants wanted to level the playing field and want to see minimum standards for insurance, cameras and driver training.

Scarborough Civic Centre – May 6, 2019

Number of Attendees: 16

Summary of What We Heard in Scarborough:

The discussion during the Scarborough session was lively with participants offering feedback on the revised draft transportation policies. Participants wanted to see more clarification on larger transit projects such as Smart Track and how they integrate with the existing community. On AV policies, participants were concerned about the impacts of pick-up and drop-off activities.

Cycling

There was support for multi-modal transportation infrastructure such as cycling; however, participants recommended that cycling facilities not be located on main arterial roads but on parallel side streets to allow for better traffic flow.

Transit

Participants were encouraged by the revised transportation policies, especially the recognition of integrating transit into the community. While the broad policies are encouraging, participants also suggested that small improvements in local area transit could go a long way.

Participants sought clarity on Smart Track, including potential stations, train times and the ultimate vision. The concern is that there could be capacity and scheduling constraints.

There was a discussion on TTC services and how certain routes were identified. Participants asked about level of service standards for the TTC, and if the TTC takes into account proposed density in areas when developing new routes. It was noted that there needs to be a more equitable approach to service across the city and that better integration between service providers and their maps would help the user.

Automated Vehicles and Shared Mobility:

There was concern expressed about the impacts of pick-up and drop-off activities of shared mobility services along major roads. This impacts all traffic flow throughout the city as there are no good pick-up and drop-off areas designated for these drivers. Questions arose about what options developers have to include pick-up and drop-off areas in new developments. People would like to see policies that include requirements to include these areas. This could be a conversation made at the development application level.

Participants want more information on how the City determines the need for pick-up and drop-off facilities and the location of these facilities.

Participants want to know how increases in ride sharing will impact parking regulations. It was noted that not enough is known about how ride sharing is impacting the city today; people would like to know more about this based on the research that the City is currently doing.

There is interest in exploring the need for parking structures in the future as AVs become more common. Could existing parking structures in the city centre be repurposed? Participants would like to see the AV study that the City is doing to explore these questions.

Metro Hall – May 7, 2019

Number of Attendees: 19

Summary of What We Heard in Downtown:

The discussion in Toronto East York was similar to the first Phase of the engagement program with many participants encouraging further revisions to the cycling policies. There was a clear emphasis on increasing cycling safety through separated cycling infrastructure and education programming. On transit, participants wanted to see a better link between land use and transportation to balance the demand patterns. There was also a concern that universal accessibility could potentially exclude other users.

Cycling

There needs to be more focus on educating users of the system in order to increase safety. There is confusion and concern about the interaction of cyclists and pedestrians, particularly on the new paths near the St. Lawrence Market. There should be more clarity on multi-use pathways, and this could also include the use of scooters. It was noted that “road” users may potentially exclude users on pathways or laneways. On cycling safety, there was discussion on “sharrows” and confusion when motorists were allowed to park in these areas. Separated cycling infrastructure was encouraged by the group.

It was suggested that the city potentially hire someone to moderate new paths and help people in the summer to provide more education around where to go.

Transit

On transit policies, participants spoke about the link between transportation and land use. There needs to be a balance of residential with employment areas in order to better utilize the transit system. Participants also noted the lack of first and last mile service and indicated that this could be strengthened through these policies. There also needs to be clarity on the business case analysis, and have that methodology better outlined.

Automated Vehicles and Shared Mobility

It was noted that car share will increase the efficiency of parking spaces. However, there is a fear that prioritization of Automated Vehicles will further exclude pedestrians, potentially making pedestrians only cross at 90 degree angles and only walking on sidewalks.

3.3 Written Feedback

The public as well as stakeholders were encouraged throughout the project to provide any additional comments directly to the City Project Manager, Michael Hain. Key themes were captured in the stakeholder and public consultation summaries. However, specific policy changes and edits were included and are in **Appendix D**. Sensitive information, such as names and addresses have been redacted for privacy. Members of the public could also provide feedback at the event through a comment response form (**Appendix E**). A summary of these comments is included as **Appendix F**.

4.0 Statutory Public Open House

As part of an OP review, the City is required by the Planning Act to advertise and host a statutory public open house to show the final changes to the policies prior to submission to City Council for approval.

The Statutory Public Open House was held on Tuesday, November 26, 2019 from 6:30 pm to 8:30 pm in Room 310 at Metro Hall. The session was an open house style format with several display boards outlining the project process, a summary of the feedback received from stakeholders and the public and how the transportation policies were changed. There was also a presentation, which was followed by a question and answer period. The presentation is included in **Appendix G**. The session was well attended with almost 30 participants staying for the full two hour session.



Overall Comments

On the transportation policies in general, participants covered several themes including provincial regulatory impacts, environmental considerations, health and mental health, mode share targets and project process.

Participants were concerned that Bill 108 would have a negative impact on the transportation policies due to provincial influence on transportation decisions.

Since the adoption of the last draft transportation policies document, the City declared a climate emergency. Participants challenged the City to add a climate lens to the transportation policies document. Diving deeper, they wanted to understand what the City is specifically doing in the plan to achieve environmental goals. Participants also suggested that the term Environmentally Responsible be defined in the plan.

On health and mental health, participants suggested to bring in new policies which related to these topics. Health considerations could also improve transportation safety.

Similar to previous engagements, participants mentioned that there should be clear targets in the transportation policies and that certain terms need to be linked to KPIs so that the City can measure success.

Transit

On the transit policies, participants wanted to better understand the link between policies and how transit is improved on the ground. There seems to be a disconnect between the policies presented and the operations.

Similar to the overall theme of environmental concerns, there were questions about how air quality was integrated into the transit policies. Specifically, this was asked in reference to underground air quality.

It was emphasized that there need to be measurable goals in the transit policies, in order to measure success for future years.

There were comments that detailed references to the Scarborough Subway Extension skews the text as other potential projects don't have the same focus within the Official Plan.

Cycling

There is a need to emphasize connectivity to other modes and address parking requirements of switching to other modes of transportation. There are different types of bicycles which have different parking requirements. Participants suggested that the City should address this within the policies.

There was a discussion on emphasizing space efficient vehicles and how the policies address who gets to use the spaces and how we design streets to respond to changing needs.



Automated Vehicles and Shared Mobility

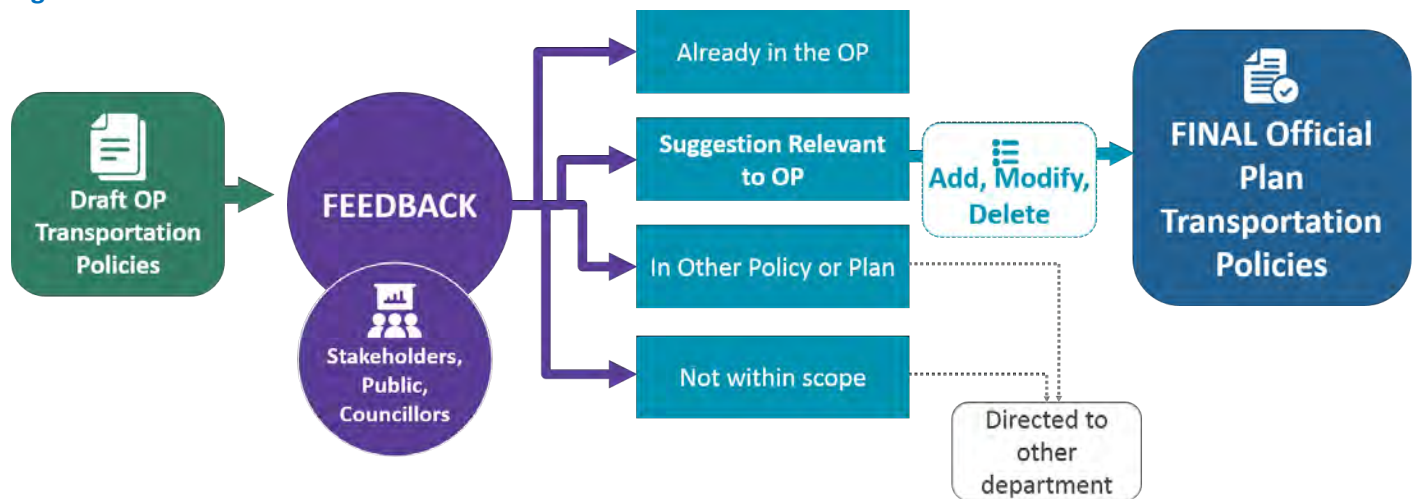
On the policy area of Automated Vehicles and Shared Mobility, there was a conversation on why automated vehicles and shared mobility are grouped together as they don't seem to be as related once you start to look at the types of transportation in each group. Within the Official Plan, they are both considered emerging transportation technologies.

There is a need for the policies to consider the potential of dispatch hubs and vehicle drop-off. Participants seemed eager to dive into the details surrounding automated vehicles (AV), which would be covered in future consultation with the AV strategy.

5.0 Conclusion

Over the course of 12 months, the City held consultation activities across the city on the draft transportation policies relating to Transit, Cycling, Automated Vehicles and Shared Mobility, and Streets and Related Maps and Schedules. Feedback was collected from public and stakeholder discussions, and also provided in emails to the City. The information collected was used to revise the transportation policies. Feedback received was evaluated based on its relevance to the OP. **Figure 2** below outlines the process of reviewing feedback. Dillon Consulting would like to thank all those who attended engagement events and provided feedback throughout the process.

Figure 2: How feedback is considered in the Official Plan



Appendix A

Public Meeting Agenda



Official Plan Review: Transportation Policies



Meeting Agenda

6:15 – 6:30 pm

Arrival and Sign-in

6:30 – 7:00 pm

Presentation and Overview

- Opening Remarks
- Overview of the session
- Summary of Round 1 Feedback
- Committee Direction
- Policy Overview
- Next Steps

7:00 – 8:20 pm

Breakout Policy Walkthrough Tables

8:20 – 8:30 pm

Event Wrap-up



Appendix B

Public Meetings – Presentation



Official Plan Review

Draft Transportation Policies

May 2019





Outline

- Welcome and Introductions
- Purpose of Meeting
 - Summary of Round 1 Feedback
 - Committee Direction
 - Policy Overview
- Next Steps
- Breakout *Policy Walkthrough* Tables

Why are we here?

Five Year Official Plan Review

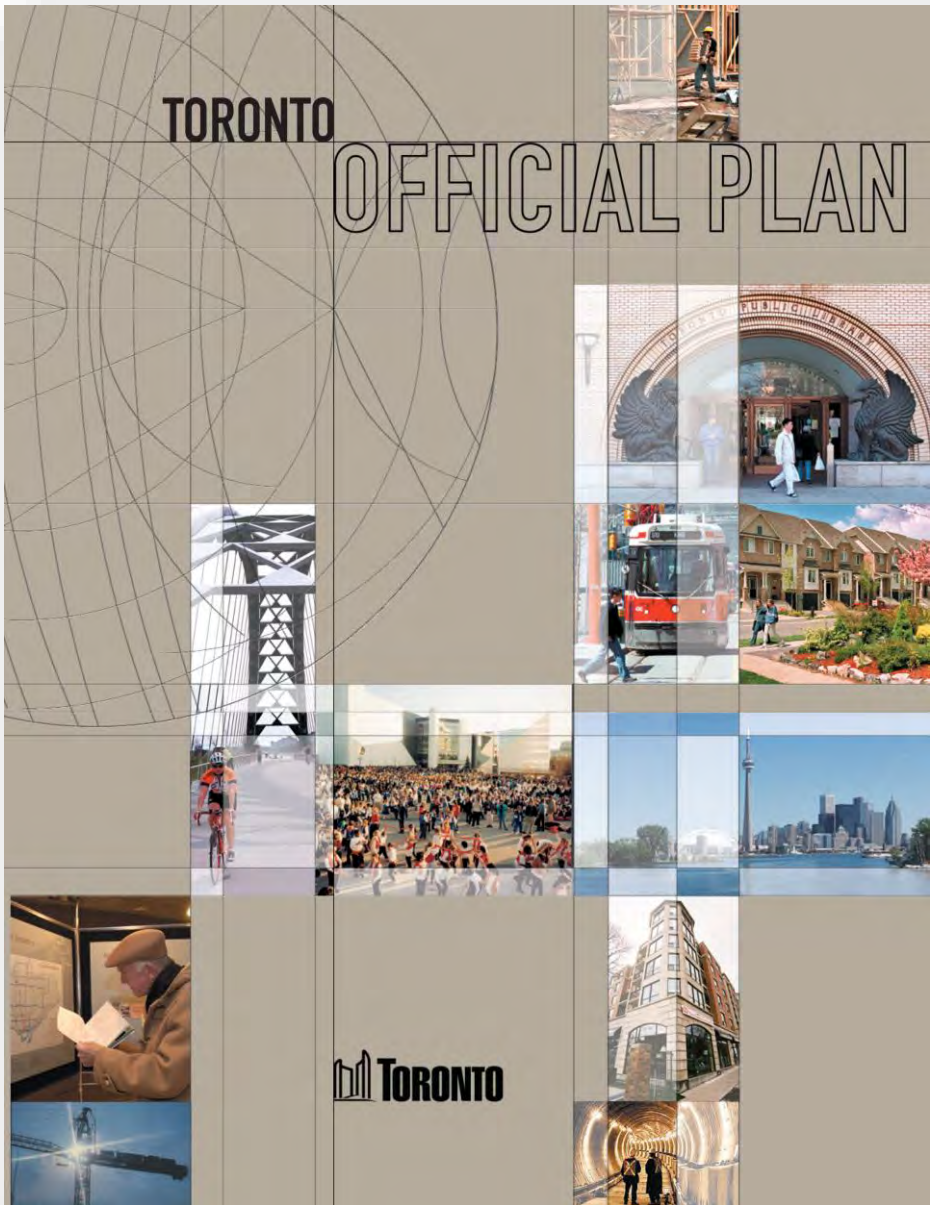
- Draft Transportation Policies
- Phase two consultation

Share feedback and refine draft policies



TORONTO

OFFICIAL PLAN



CHAPTER TWO

- the regional transit system;
 - j) improves the competitive position of the Toronto regional economy internationally and creates and sustains well-paid, stable, safe and fulfilling employment opportunities for all individuals; and
 - k) protects, enhances and restores the region's system of green spaces and natural heritage features, the natural ecosystem and the natural corridors that connect these features and protect the region's prime agricultural land.
2. Toronto will consult with adjacent municipalities when making decisions regarding matters of mutual interest such as shared transportation corridors and cross-boundary service provision.
 3. Toronto is forecast to accommodate 3.19 million residents and 1.66 million jobs by the year 2031.



Provide housing choice across the region

The Three Lenses – A New Approach to Planning

The process of managing growth and change will be different in different parts of the City because some areas will have a greater capacity to accommodate growth. The scale of change will vary depending on the existing conditions of land use, infrastructure needs and opportunities for realizing reurbanization goals.

We can view Toronto's future through three different "lenses".

- Almost three-quarters of the City's land area is taken up by our residential neighbourhoods, watercourses and parks. These areas can expect little physical change.
- There are parts of the City which are ripe for major growth such as the Centres, the Port Lands and far sites. Their unique situations in local plans.
- Other parts of the City present opportunities for a more gradual process of incremental change as the City's main shopping streets and certain institutional lands.

2.2 STRUCTURING GROWTH IN THE CITY: INTEGRATING LAND USE AND TRANSPORTATION

In keeping with the vision for a more liveable Greater Toronto Area, future growth within Toronto will be steered to areas which are well served by transit, the existing road network and which have a number of properties with redevelopment potential. Generally, the growth areas are locations where good transit access can be provided along bus and streetcar routes and at rapid transit stations. Areas that can best accommodate this growth are shown on Map 2: Downtown, including the Central Waterfront, the Centres, the Avenues and the Employment Areas. A vibrant mix of residential and employment growth is seen for the Downtown and the Centres. The mixed use Avenues will emphasize residential growth, while the Employment Areas will focus on job intensification.

On the other hand, the approach to managing change in Toronto's neighbourhoods and green space system, emphasizes maintenance and enhancement of assets.

The growth areas are knitted together by the City's transportation network, the viability of which is crucial to supporting the growing travel needs of residents and workers over the next 30 years. The key elements of the City's transportation network are:

- subway, LRT, streetcar and bus lines;
- the GO Transit rail network;
- expressways and major streets;
- railway corridors and railway yards;
- the city-wide bikeway network;
- a system of sidewalks, pathways and trails; and



CHAPTER TWO

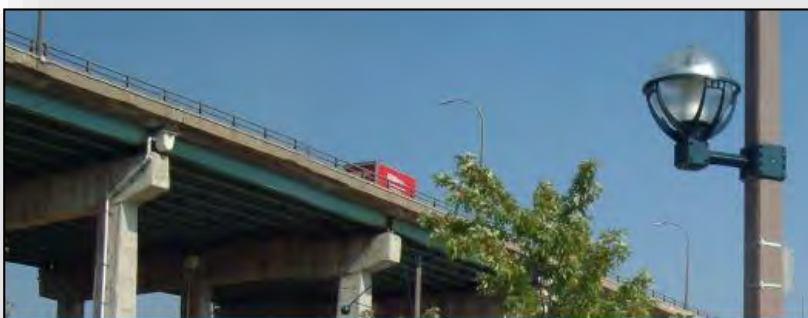


More people by giving streetcars and buses priority on City roads

- i) protect neighbourhoods, green spaces and natural heritage features and functions from the effects of nearby development.
3. The City's transportation network will be maintained and developed to support the growth management objectives of this Plan by:
 - a) protecting and developing the network of rights-of-way shown on Map 3 and Schedules 1 and 2 by:
 - i) acquiring over time the additional property needed to achieve the designated width. The conveyance of land for widening may be required for nominal consideration from abutting property owners as a condition of subdivision, severance, minor variance, condominium or site plan approvals;
 - ii) extending and altering the widths of pavement, sidewalk and other facilities as necessary within the designated rights-of-way; and
 - iii) giving high priority to preventative and restorative maintenance and rehabilitation of the road (pavement and sidewalk) network;
 - b) acquiring lands beyond the right-of-way widths shown on Map 3 and Schedule 1 to accommodate necessary features such as embankments, grade separations, additional pavement or sidewalk widths at intersections, transit facilities or to provide for necessary improvements in safety, universal accessibility or visibility in certain locations. The conveyance of land for such widening may be required for nominal consideration from abutting property owners as a condition of subdivision, severance, minor variance, condominium or site plan approvals;
 - c) acquiring over time lands to ensure that public lanes serving residential lands or parks and open space will be at least 5 metres wide and public lanes serving commercial, mixed commercial-residential, institutional or industrial lands on at least one side will be at least 4 metres wide. The conveyance of land to widen the lane to the standard width may be required for a nominal consideration from abutting property owners as a condition of subdivision, severance, minor variance, condominium or site plan approvals;
 - d) assigning first priority for investment in transit to maintaining the existing system in a state of good repair to provide continued safe and comfortable service;
 - e) supporting the implementation of measures for the long-term protection of 400-series highways and those major roads that play a vital role in the City's freight distribution system;
 - f) ensuring that streets are not closed to public use and stay within the public realm where they provide present and future access for vehicles, pedestrians and bicycles, space for utilities and services, building address, view corridors and sight lines;
 - g) ensuring that laneways are not closed to public use and stay within the public realm where they provide present and future access and servicing to adjacent developments[1];
 - h) ensuring that new streets will be provided in consideration of surrounding land uses and will contribute to the development of a connected network which provides direct and clearly understood travel routes for all transportation modes and

What does the Official Plan do?

- The OP sets out the **high-level, long term vision** for the city.
- Does not describe the steps to achieve the vision or how policies are implemented.
- The OP is written as an **integrated document**.
- You need to read the entire document to capture all of the transportation policies.



STREETSCAPE MANUAL ONLINE

TRAINING SESSION 1: Background



Avenues & Mid-Rise Buildings Study



Brook Mellroy Planning + Urban Design/Pace Architects
with
E.P.A. Architects
Quadrangle Architects Limited
Urban Marketing Collaborative
May 2010



PLANNING FOR CHILDREN IN NEW VERTICAL COMMUNITIES



PORT LANDS + SOUTH OF EASTERN TRANSPORTATION + SERVICING

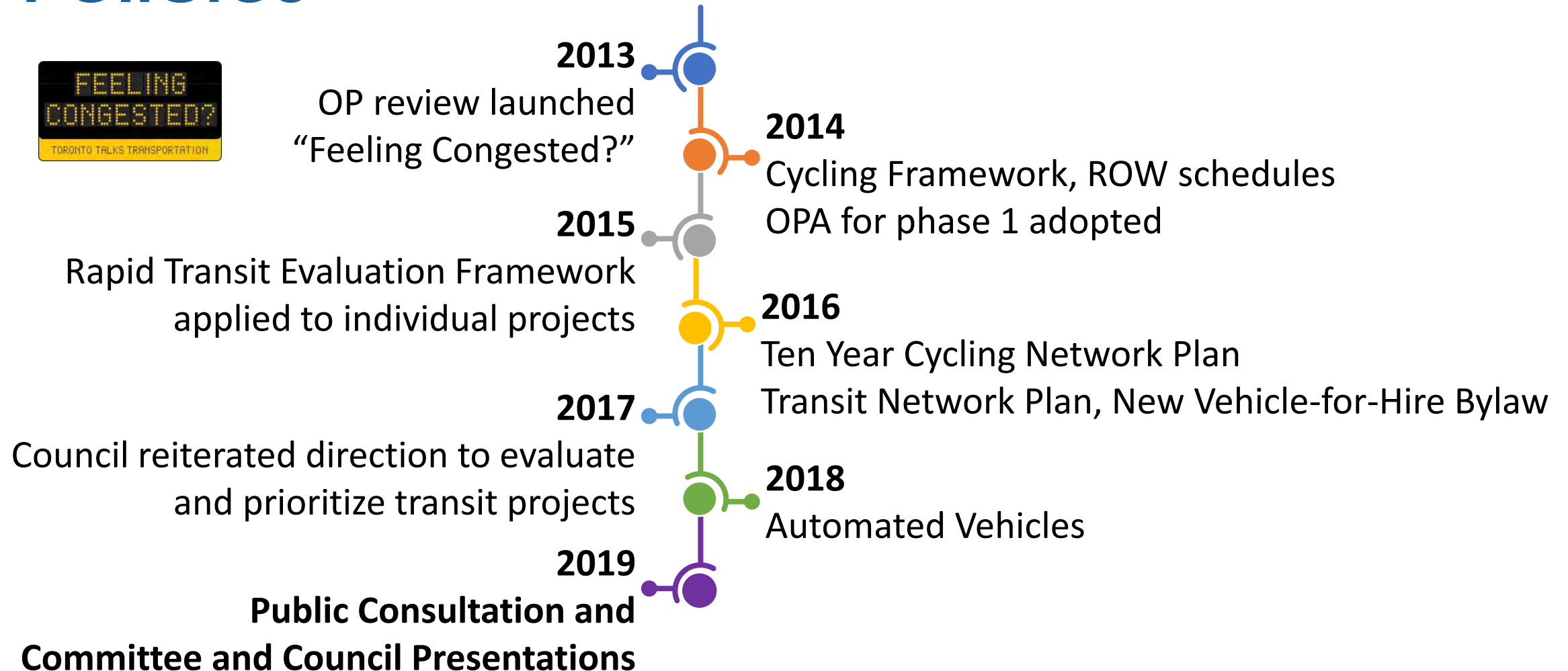
MASTER PLAN ENVIRONMENTAL ASSESSMENT

King Street Transit Pilot



The King Street Transit Pilot was launched in November 2017. The final report is expected to be presented to the Executive Committee in March 2019. Until this time, the various components of the Pilot will remain in place.

Council Directions on Transportation Policies



Key Objectives of Transportation Policies

**Maintain
existing network**

The Official Plan and Transportation

- Many of the **transportation policies** are in Sections 2.2 and 2.4.
- Supports **Complete Streets** (Section 3.1.1).
- Directs how the transportation system should be **maintained and developed** (Policy 2.2(3)).
- Encourages **transit-oriented** development. (Policy 2.1(1)(a)).
- Enables **parking requirements** to be set (Policy 2.4(7)).

Approved OP Transportation Policies

August 2014:
Some OP Transportation
Policies approved by
Council

- Integration with Land Use
- Streets and “Complete Streets”
- Active Transportation (focused on supporting the pedestrian environment)
- Auto, Transportation Demand Management and Parking
- Goods Movement

Some of the feedback received in February related to these policies.

Four Policy Areas of Focus



Transit



Cycling

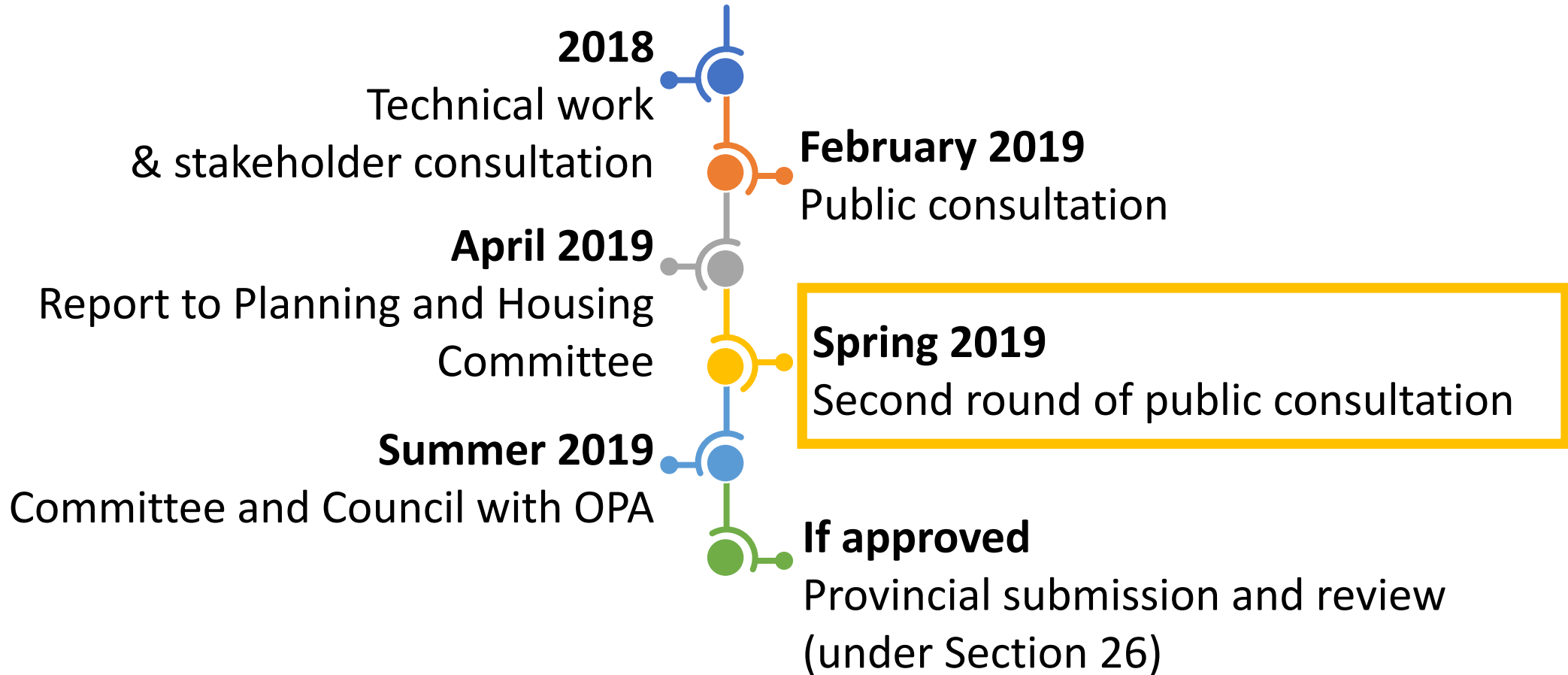


**Automated
Vehicles and
Shared
Mobility
Services**



**Street
Related
Map and
Schedules**

Timeline



Overall Themes from Round 1 Meetings

- Progressive or **future-forward** policy
- A **connected** and **integrated** system
- **Safety** and **Accessibility**
- Specific **targets** for cycling
- **Clarity** around transit implementation
- **Plan for impacts** of automated vehicles and shared mobility
- **Context sensitive**

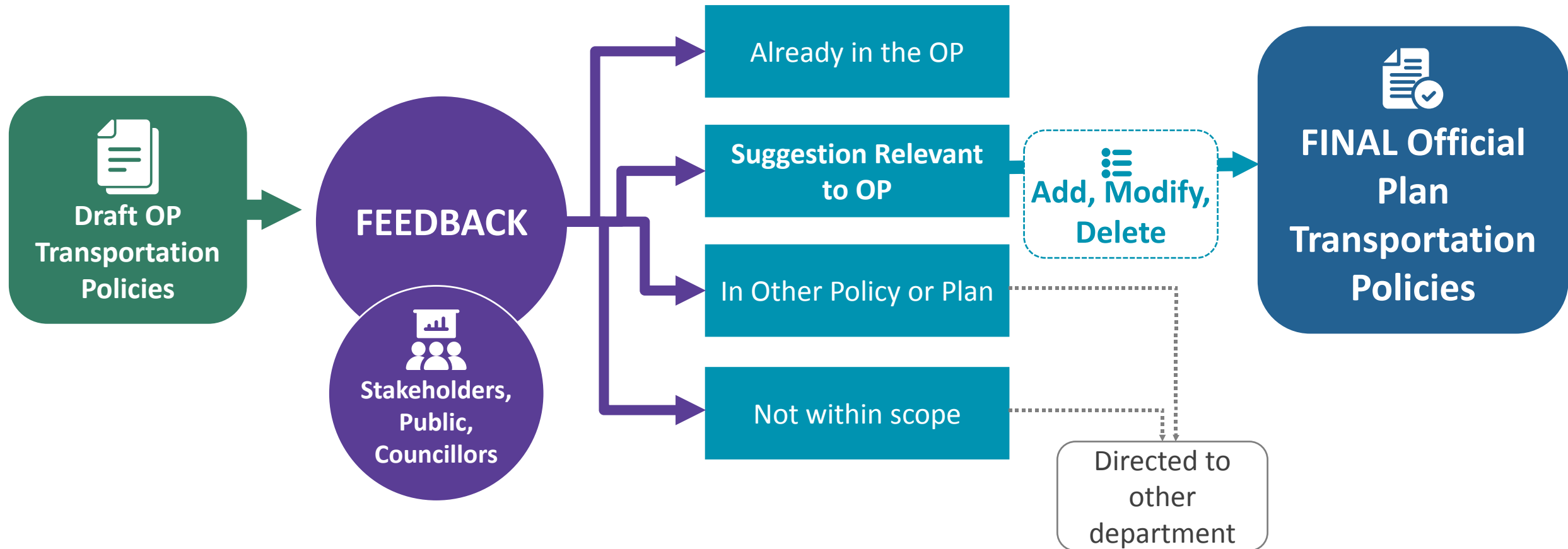


Planning and Housing Committee

- Report went to Planning and Housing Committee on April 4, 2019
- Staff directed to hold more **consultation** on the draft Official Plan policy changes
- Include more **advocates, organizations and academic researchers** promoting accessibility and safety especially for women and vulnerable road and transit users
- Staff will be consulting with specific groups in May



How Feedback is Considered





Cycling



Policy Area: Cycling

Focus of Policy Area Review:

- Provide **greater direction to Ten Year Cycling Network Plan.**
- Update introductory text to provide **better context to support cycling** in city.
- Support **improvements in convenience and overall network attractiveness** (draw diverse users).
- Strengthen policies to **improve safety.**



Policy Area: Cycling

Changes since the last public meetings include:

- Support for goods movement by bicycle.
- Recognition of continuous cycling routes and connections.
- Clarity that safety is all road users' responsibility.



Transit



Policy Area: Transit

Focus of Policy Area Review:

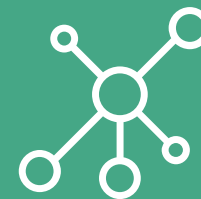
- Strengthen language around **state of good repair and transit priority** measures.
- Incorporate the **Comprehensive Transit Plan**.
- Call for **improved network connectivity and level of transit service**.
- Address **public realm issues around higher-order transit**.



Policy Area: Transit

Changes since the last public meetings include:

- Consistency in the language.
- Refined policies for the public realm.
- A definition of space-efficient transportation modes.
- Clarity regarding accessibility.



Automated
Vehicles and
Shared Mobility
Services

Policy Area: Automated Vehicles and Shared Mobility Services



Focus of Policy Area Review:

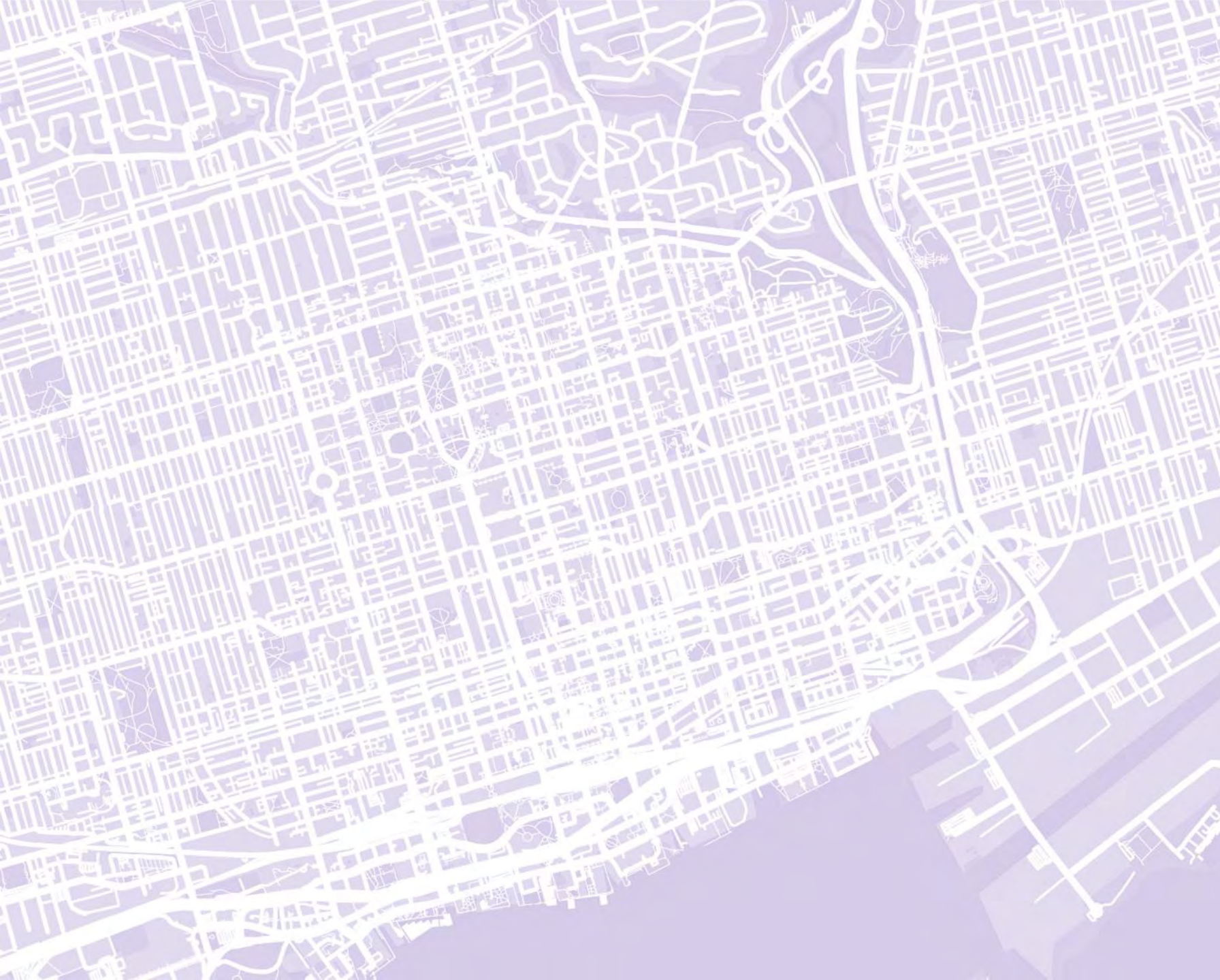
- Currently only one OP policy related to **technology**.
- Introductory text provides **better context**.
- Policy needs to be **adaptable and flexible** to address potential impacts and protect the public good.

Policy Area: Automated Vehicles and Shared Mobility Services



Changes since the last public meetings include:

- Simplifying pick-up/drop-off, loading and parking activity on-site policies.



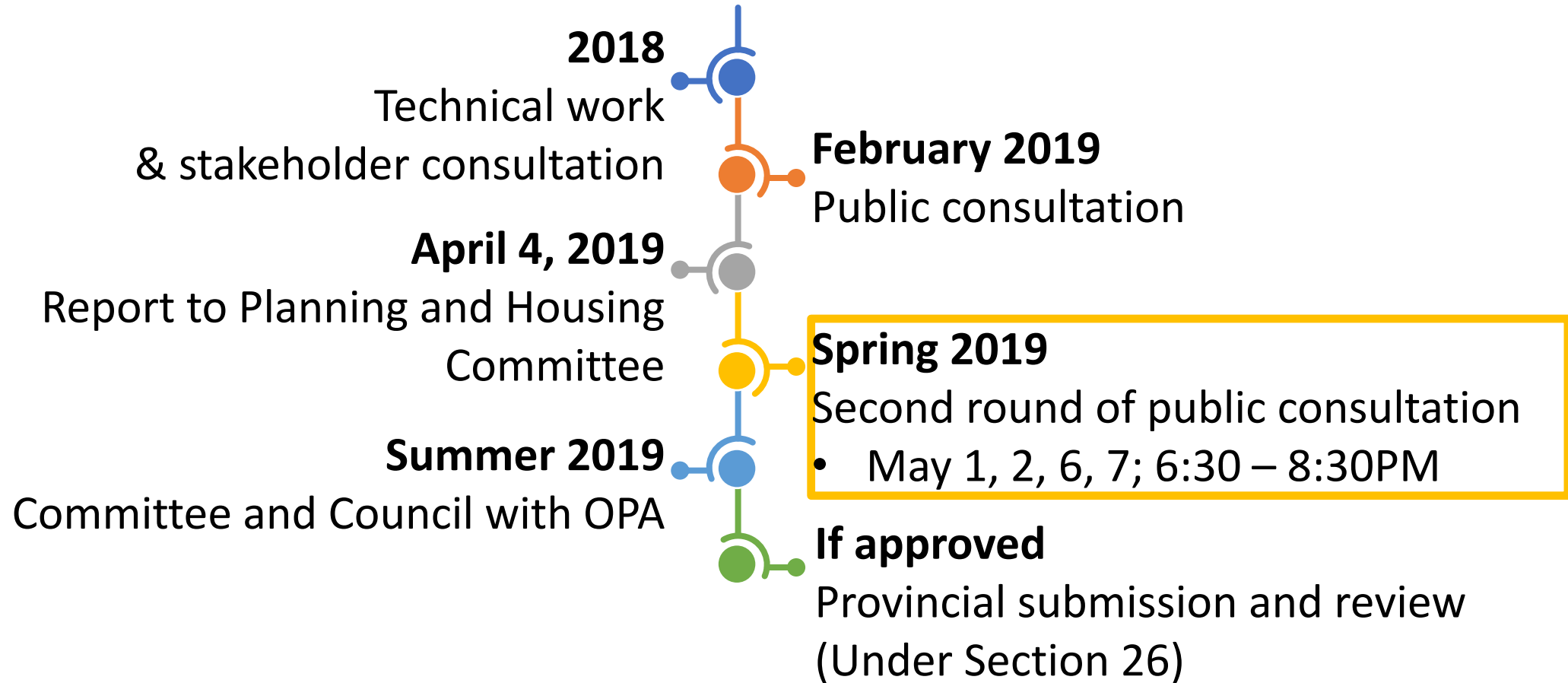
Street
Related Map
and
Schedules



Street Related Maps and Schedules

- Changes included **additions, modifications, and deletions**
- The changes proposed are to update the OP to **what already exists or existing directions from Council**
- Draft changes to the maps and schedules were in **table format** within the report to Planning and Housing Committee
- Changes are **minimal**, and there are no major or city-wide changes

Next Steps



Policy Walkthrough – Tables

- Visit the different **discussion tables**.
- Staff will walk through the **policies** and **what we heard**.
- Opportunity to **ask questions** and have a **discussion**.
- Fill out a **comment form** as you go.

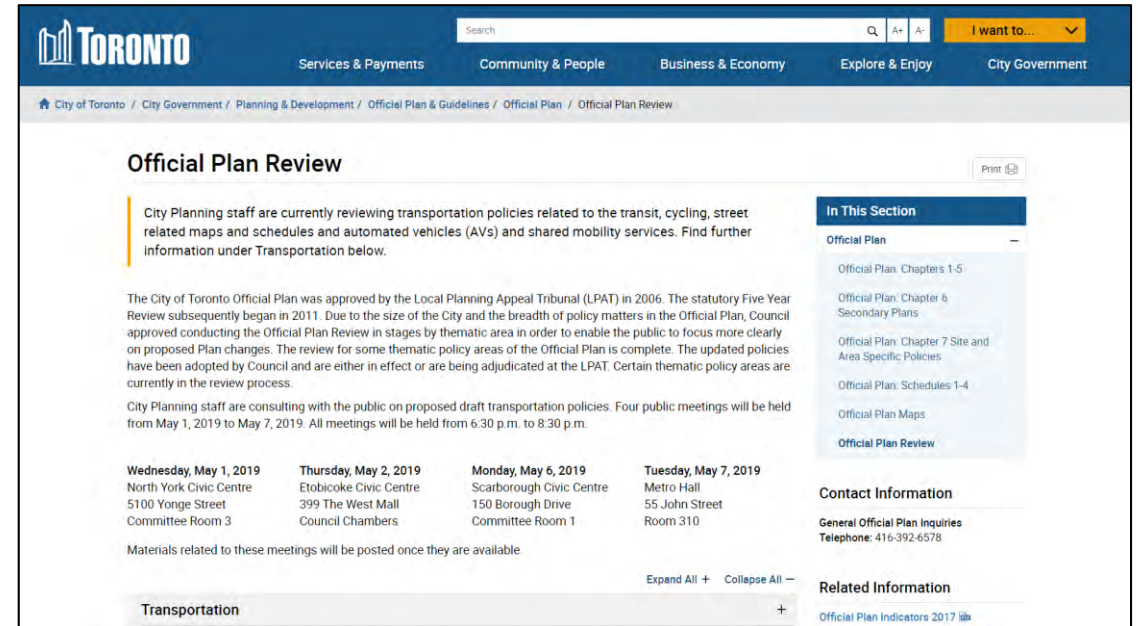
Contact Us

@ EMAIL to: Michael.Hain@toronto.ca

 416-392-8698

 @ CityPlanTO

 www.toronto.ca/opreview



The screenshot shows the City of Toronto website page for 'Official Plan Review'. The page features a blue header with the City of Toronto logo and navigation links. The main content area includes a search bar, a breadcrumb trail, and a section titled 'Official Plan Review'. The text describes the current review process for transportation policies related to transit, cycling, street maps, and automated vehicles. It also provides information about the City of Toronto Official Plan's history and the current review process. A table lists four public meetings scheduled for May 1, 2, 6, and 7, 2019, with their respective locations. The page also includes a 'Print' button, a 'Contact Information' section, and a 'Related Information' section.

Wednesday, May 1, 2019	Thursday, May 2, 2019	Monday, May 6, 2019	Tuesday, May 7, 2019
North York Civic Centre 5100 Yonge Street Committee Room 3	Etobicoke Civic Centre 399 The West Mall Council Chambers	Scarborough Civic Centre 150 Borough Drive Committee Room 1	Metro Hall 55 John Street Room 310

Thank You for Attending!

Appendix C

Public Meetings Notes



Draft Transportation Policies – Public Meetings

Meeting Notes directly from Facilitators Notes

North York Civic Centre – May 1, 2019, 6:30 pm to 8:30 pm

ATTENDANCE: APPROXIMATELY 9 people

Transit Policies:

- OP needs clear criteria for prioritization of transit projects
- Success of express buses should be a testament to using buses to move people
- What can do at the OP level to influence the decisions?
- How do we evaluate the success of new transit corridors?
- City Council and Mayor are responsible for public transit – this should be outlined
- Not enough money for public transit
- Need to rationalize funding decisions
 - Need to have this in the OP
- Business case analysis
 - City needs to outline the definition of business case analysis
 - SCC – case not using business
 - DRL, SCSC, Eglinton East, Smart track all examples of the business case
- Our street network is too spread out to have efficient transit
- Why were two projects missing from Map 4?
- There is no list of transit projects
- How does Council understand this map?

Map 4

- Bus priority
 - Vision spells out the prioritization
- Bottlenecks in the system

- Have to measure
- City needs to widen some streets to allow for bus transit
- Need North – South Access in Scarborough
- Defining the problem prior to the solution
 - Answer: 5 year service plan
- Latent demand
- Scarborough centre – separated
 - Potential solution could be a dedicated mini-bus local solution
- Potential incentive for parking when people car pool
- The city needs to do more with community buses instead of wheel trans
- Council needs to understand what they are approving in Map 4

Feedback on the consultation:

- Colour on stakeholder report is difficult and costly to print

Cycling Policies:

- There is a gender difference in how cyclists experience roads and women have different priorities –safety is key priority to get women cycling
- Should have policies around type of infrastructure based on road speeds, volume
- Safe infrastructure makes people feel comfortable and more people would cycle
- Access to bathrooms more important to women – often riding with kids
- The 5 kilometre radius which makes cycling a possibility is further than people think, only 8 kilometres to downtown from North York
- Cycling map does not show unofficial pathways – lots of unofficial pathways for non-motorized vehicles and they should be included in cycling map
- Cycling network plan should consider informal routes
- Comment - Province is changing the rules for e-bikes and scooters

- Is there something in the Official Plan about connecting to other municipalities?
Cyclists don't know about boundaries when they are riding
- All of the policies in the Official Plan sound great but the devil is in the implementation
- Crossing the 401 is a problem for cyclists – glad to see it addressed in the plan
- Opportunity to turn sidewalks into multi-use paths in certain areas where sidewalks are less frequently used
- Expand the Roncesvalles/Sherbourne infrastructure model to other areas with bus routes
- Bike lanes are sometimes too narrow and they can feel unsafe, should be larger than the width of handle bars
- Well-lit routes are very important for women, helps with safety
- Most people have bikes that sit in a garage because people feel unsafe
- There is language in the policies about new areas – could be misinterpreted to mean post-amalgamation areas such as Scarborough or North York
- Need dedicated bike lanes in North York, they are all downtown

Etobicoke Civic Centre – May 2, 2019, 6:30 pm to 8:30 pm

ATTENDANCE: APPROXIMATELY 6 people

Transit policies:

- Potential to add wheel trans to the list of transit buses
- Add in that it should meet AODA requirements
- Are the words in policy 6, pg 6 going to be defined?

Map 4

- LRT line through new Toronto to Mimico doesn't fit the area
- LRT along lakeshore – the average person is given a feeling that LR tis going through the lakeshore

- No need for lakeshore LRT
- Runs parallel to the Go Station
- Had two consultations, - both were clear
- No justification on why the LRT is on lakeshore
- As a citizen, Map 4 needs to have more clarity
- Map 4 current status – current wish list
- Development at Scarborough town center – reevaluate the property/ whole project
- Recognize existing community context

Cycling policies:

- Cycling and parking on main roads is an issue.
 - Roadways should be looked at as places to move people – regardless of the mode
- Connection to vision zero?

AV and Shared Mobility policies:

- Insurances , cameras, driver training
 - Level playing field

Additional comments:

- Employment lands need to be protected in order to rebalance transportation patterns

Scarborough Civic Centre – May 6, 2019, 6:30 pm to 8:30 pm

ATTENDANCE: APPROXIMATELY 16 people

Transit policies:

- Higher Order
 - I like what I see – especially how it integrates into the community
 - What happens to development happening right now?

- How can the policy influence decisions now?
 - A) Won't impact decisions, it is a reflection of what we are wanting to achieve. It gives more weight and tools to the planners
- Can we use this draft policy document to push our councilors
 - Yes
- Smart track – it is important to me, but what is the ultimate vision of smart track?
 - Addition of station in the city of Toronto
 - 6, 7 minutes during peak period
 - Potential of 20 trains per hour
- There was conversation about capacity and scheduling constraints
- TTC buses in congestion – is someone looking to improve the existing system?
 - A – yes
- Scarborough feels like a drive –thru community
 - Transit is a long way away in Scarborough
- Small measures that we can do right away
- Focus on small improvements in local areas
- Numbers need to be readdressed on Sheppard “stubway”

Map 4

- Map 4 sucks
- Nobody looking at transit from a big picture in Scarborough
- Users are looking for an owner
- 5 b) – acquiring land/ R-O-W widths – happy to see this in the policy
- Would like to see truly express bus services
 - Example – STC busiest bus terminal in city
 - Direct bus 401 – Fairview
 - Express STC – downtown Adelaide
 - Express bus service downtown
- Understand the demand patterns
- Can the TTC use the 401?

- Connections/ joint services need to be advertised
- Integrate maps and services
- STC – Fairview
- 6 lane routes North South Scarborough
- Level of service standards with TTC
 - Travel time & speed
 - Reach
 - Interchanges
- Furthest quadrants seem to be lowest levels of service
- Need to look at more equitable service across the city
- Density
- Does the TTC take proposed density into consideration?
 - More responsive b/c of service levels
- If you can improve service time, you can contribute greatly to the economy
- TTC is way underfunded
- Low income areas need transit to improve equity
- Commuter parking
 - As people get older they can't cycle or walk, but they need to use transit
- Question on finch station – conversation on commuter parking
- Why are we just focusing on STC? – there are other areas which need to be looked at – let's make it a transit network
- SCC – part of the deal is Ec. Dev. – inferior transit solutions – no economic development
- Before amalgamation
 - 18 ec dev officers, 3 remaining for Scarborough afterwards
 - Used to track employment, have annual reporting, now very little

Metro Hall – May 7, 2019, 6:30 pm to 8:30 pm

ATTENDANCE: APPROXIMATELY 19 people

- Question of clarification on approval authority – by the ministry

Transit policies:

- Concern with universal accessibility as we could potentially exclude others
- Problem with Transportation system, balance of residential above retail (Yonge corridor)
- Movement of people from residential to downtown
- Link to suburbs – no where do I see significant commercial hubs
- Link between transportation and land use
 - A) interaction – high density & high order transit
 - Employment spread out
 - Sufficient commercial to support the sustainability of the line/ access to jobs
- Underutilizing transit
 - A) 5. B) pg 15
- 160 transit stations that the city will need to plan for
- High Park – east side of high park connected, problem is that people have to drive around it due to lack of transit connections
- First and last mile services
 - Obvious lack of first and last mile service
 - Convenient and affordable
- Network well integrated
 - Is there somewhere where value for money, is the methodology outlined?
 - Property value uplift considered a benefit for new lines – wants to challenge that
- Why does the City not use the Major Transit Station Area (MTSA) term in the Official Plan?

Cycling policies:

- St. Lawrence market – new paths near the lake – confusion of where the cycling lanes are and where pedestrians are supposed to be
 - Including people who use scooters

- Increase awareness and education
- Clarity on multi-use paths – discussion on new guidelines
- Potentially hire people to moderate new paths – in the summer and provide education
- Western beaches
 - Made sure cyclists and pedestrians were kept separate
 - Commuters very focused on getting from point A to Point B.
 - Improving safety between users
 - We need to check the assumption that pedestrians only get hit by cars.
- Education of all road users
- C) iii) pg 18
 - When you say “Road” users you potentially exclude pathways, laneways etc.
- Safety
 - Sharrows
 - Confusion when parking is allowed in sharrow areas
 - Safety concern
- Physically separated is desirable
- Humber river bridge – 3 feet of ice
 - Need a motherhood statement on all weather conditions
 - “endeavor to ensure”
- Having a staff report means that it will disappear
- How often does the OP get reviewed?
- Develop a comprehensive network plan to respond to the “user”
- Object to that as how it responds to how we function as a society
- Happy to see goods movement by bike in Official Plan
- For e-bikes and scooters we don’t need to reinvent the wheel, just look at Europe model where they just look at weight and speed of vehicle
- Is there a cycling plan for the City?
- Happy to see safety at top of page 18 but wants to see lower speed limits beyond downtown and protected bike lanes

- Would like to see speed limits lowered across the city
- Paint on ground is not adequate and would like to see design options with just paint removed from list of options
- Complete streets should be by default and have design features built in to all streets
- Use street trees as barrier for bike lanes, like Queens Quay
- How does the city determine which street gets which treatment? i.e dedicated vs. sharrows
- Importance of context for choosing treatment
- When you build it, they come – i.e. put bike lanes in areas of the city where people don't currently bike
- Our aging population wants to stay active and get out on bikes
- Is the cycling plan for all active transportation modes?
- Desire for special bike signals at crossings when driving
- Drivers feel more comfortable when driving with bike lanes
- Danforth is a good place for bike lanes, lots of parking on side streets and Green P lots
- State of good repair is a big problem for cyclists and maintenance should be prioritized for streets with bike lanes
- City should dedicate some roads are higher priority for maintenance and snow removal - move bike lanes to King Street and prioritize maintenance
- It should be in the policies for office buildings to include showers
- How does the City encourage retrofitting buildings? Bicycle parking? The language is too soft
- To encourage cycling beyond the downtown, employment/office/commercial areas also should be required to have showers
- Would the implementation of bike lanes limit or reduce development?
- Does the city prioritize bike lanes in growth areas/centres?
- TO Core was great because it prioritized cycling, walking and transit – Official Plan should too
- Default for the City should be prioritizing active transportation

- Refine the language – “along the 400 series highway” sounds like cyclists are on the highway
- Is there any language around the different purposes for cycling?
- Road cyclists train on some trails like the Martin Goodman but it comes down to cyclist behaviour
- There is a safety issue around some cyclists going at different speeds and a range of abilities
- Official Plan should require developers to create new connections and through space or cycling lanes as part of their developments
- Going into parking lots can be dangerous – Bay/Adelaide office should be used as model, has a lane for cyclists
- Not having a shower at the office is a barrier to cycling
- Does the City of Toronto double check developers submitted transportation studies?
- Developers are considering the larger community context more now – the socially responsible developers anyway
- Developers need to consider the character of the neighbourhood with the policy “healthy neighbourhoods 320”

AV and Shared Mobility policies:

- Shared mobility has increased traffic
- Drivers for shared mobility services are focused on GPS and it is dangerous
- More enforcement is needed and more regulation
- Parking areas and where they should not stop should be coded into their GPS system
- Car share increases the efficiency of parking spaces
- Fear that AVs will make pedestrian not prioritized or made to only walk on sidewalks & 90 degree angles

Appendix D

Written Feedback Received



Written Feedback on Transportation Policies

The following feedback was received by email and has not been edited, except to remove personal information.

SUBMISSION 1

I am but one citizen, who is not an expert in public transit nor comprehends the full transit requirements of the City of Toronto. I'm sure I'm not alone at being frustrated with the planning process of public transit and the failed examples of public transit works such as the Sheppard subway, the wasted line 1, line 2 connection at Spadina station and Line 3 (Scarborough Rapid Transit -SRT). It was my hope that revisions to the Transportation Policies of the Official Plan could let citizens like me, participate in developing a Master Transit Plan for the City. It seemed to me, that city government should be able to provide citizens a strategic plan for public transit to ensure citizens that the future plan will produce improvements.

This was the wording to invite the public for input.

"This [Official Plan] review has resulted in new proposed draft [transportation] policies to update the Official Plan under Section 26 of the Planning Act about which the City is seeking feedback and input from the public."

This is a sample of what the final text looks like.

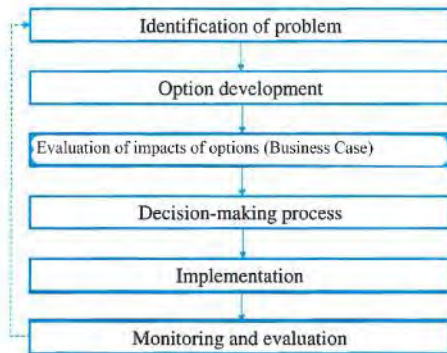
"The City will develop and implement a comprehensive transit network plan to achieve the advantages of a resilient, fully integrated, comprehensive transportation system and deliver safe, universally accessible, seamlessly connected, convenient, frequent, reliable, fast affordable and comfortable transit service to all parts of the city. The comprehensive transit network will comprise higher-order transit routes serving the principal corridors of demand integrated with a grid-network of high quality bus and streetcar routes and be supported by seamless connections to the active transportation network. "

The public meetings could not affect the spirit of the Official Plan. The exercise was to produce a legal document that conforms to prescribed norms and withstands legal challenge.

I feel there is a need for the City to strive for a Master Transit Plan to repel the vagaries of successions of City Councils and Mayors. I feel the City lacks a process to define and update a strategic Master Transit Plan. Fundamental to developing a Master Plan is a report of demand flows overlaid with the actual transit system. The bottlenecks of the existing transit system and underserved regions would be identified. There should be a "big picture" process to develop a Master Transit Plan and the public should provide input.

Arup provided the standard project develop scheme.

Where does the business case fit in the overall process?



Identification of problems - Identify the bottlenecks of the existing transit system and underserved regions.

Option Development - Generate potential solutions, options

Evaluations of Impacts of options -Weigh economic and intangible benefits

Decision making process

Implementation

Monitoring process - The City's stage gate process is not as well defined as private enterprise project management practices which define project milestones for management review and action.

For me, public transit should focus on the customer, the user of public transit. The Official Plan should describe how its objectives to serve users of public transit will improve the quality of life for citizens. This should be the spirit of the Official Plan, that the City is doing its best to provide and improve public transit.

Section 1 - Need for a strategic plan

The Official Plan should stress the need for a strategic plan, a plan that starts with the big picture of what public transit should look like.

There are major faults with the current transit structure.

The most noticeable fault is the cross structure of subway Lines 1 and 2.

The strategic answer is to build a grid structure of rapid transit which provides redundancy.

The proposed Official Plan re-enforces the cross network with the Line 2 extension and provision for a Line 1 extension.

There is a feeling that:

- Line 1 is overcrowded.
- -The intersections at Yonge/Bloor and St. George are threatening.
- -Breakdowns on Line 1 or Line 2 are extremely disruptive with no alternative lines to provide relief.
- -Parts of Scarborough and Etobicoke are far away from any subway service. The bus routes connecting these remote areas to subways are long and the buses get clustered because of traffic congestion.

Two design blunders mistreat users of public transit. The Sheppard subway and Line 3 (Scarborough Rapid Transit -SRT) increase a passenger's time in transit because they are contrived constructions. They add needless time to a passenger's route. Their routes are so short that they are not a transit benefit. The subway is so deep and the distance from bus platform to SRT platform or subway platform to SRT platform is so great that passengers lose precious time, making the transfers. There is added time lost while waiting time for the subway and SRT. The SRT is notorious for frozen switches in winter. These blunders are totally inconsiderate to passenger time in transit and have deprived millions of passengers of precious time

If public transit focussed on the customer, transit designs would focus on total passenger time in transit and avoid heartless designs. For example, the proposed Sheppard LRT should not stop at Don Mills but continue to the Yonge Street subway. This would give LRT riders a contiguous ride on the LRT. This is a better design than the time wasted making a transfer at Don Mills from LRT to subway.

A strategic view would question why the City would build the Finch West LRT to stop mid-city at Yonge St. A strategic plan would extend the Finch West LRT across the city through Finch East. Similarly, why does the Sheppard East LRT/subway system stop mid-city at Yonge St?

Map 04 as presented in the Official Plan, lacks any strategic theme. The disjoint projects will not provide a comprehensive transit solution. The public has no input into the content of Map 04 nor means to criticize the methodology used in producing Map 04. My impression is that Map 04 is an exercise in obfuscation to conceal the lack of a strategic plan. It does not represent the City of Toronto's Transit aspiration.

Section 2 - Need for Standard Operating Practices

I fault the Official Plan for not requiring Standard Operating Practices for Transit Projects. The Mayor and Council are at the top of the ownership chain for Public Transit. The supporting management structure and decision processes should be defined so matters are presented in an orderly and timely manner for decisions by the Mayor and Council. Part of the process is specified in the Arup slide on project management included above.

What is proper due diligence at the conceptual stage of a project? The definition of Business Case Analysis must assess the value for money including ridership, travel time saving and

reliability, travel cost savings and crowding relief. The stage gate process should define milestones where the owners (the Mayor and Council) are informed of the progress or lack of progress of a project being implemented so the Mayor and Council can decide on corrective actions.

A prime example is the Eglinton East LRT (EELRT). Initially it had the appearance of a surface LRT. But failures at the conceptual design stage ballooned project costs to over \$2 billion. Connecting the EELRT to the Crosstown LRT requires expensive construction costs because the route must cross over the Line 2 subway extension. The longer Crosstown LRT trains required a tunnel at Kingston Road and Morningside. A proper review process at conceptual design would have called for alternative design proposals. Returning to a standalone EELRT surface route terminating at Kennedy station eliminates the expensive crossover tunnels and using short trains would eliminate the tunnel at Kingston Road and Morningside resulting in a far cheaper plan that could be delivered earlier.

Projects that blend transit benefits with economic benefits should not advance unless both benefits are confirmed. If the economic benefit fails, then the transit design was needlessly disadvantaged because the economic element forced an inferior transit option. The Line 2 extension (aka Scarborough Subway Extension -SSE) is a public transit project which relied on the promise of economic development for the Scarborough Town Centre (STC) to justify it. Opposition had very valid arguments that it was a flawed transit project. The location for economic benefit lacked proper road access and adequate parking. There has been little prospect that economic development will materialize yet the flawed transit project remains the legacy.

A process reviewing the Line 2 subway extension (SSE) plan may question the necessity of such deep boring techniques for the subway. Are there modern cut and cover techniques that are less disruptive to local residents? Are there alternative tunneling techniques in sand and clay conditions at shallower depths? There is no management nor public review to vet these issues.

Section 3 - City Hall is the owner of Public Transit, not the TTC From above, citizens feel that:

- Line 1 (Yonge) is overcrowded.
- -The intersections at Yonge/Bloor and St. George are threatening.
- -Breakdowns on Line 1 or Line 2 are extremely disruptive with no alternative lines to provide relief.
- -Parts of Scarborough and Etobicoke are far away from any subway service. The bus routes connecting these remote areas to subways are long and the buses get clustered because of traffic congestion.

Yet the institution of City Hall, the government administrative departments, has no focus to solve these problems. The Planning Department has not released to the public, strategic studies on these issues. The Toronto Transit Commission (TTC) has silos of expertise but does not focus on the citizen as the customer. All subway tunnels are dug so deep that transfer times are

needlessly extended. Transfers from the Sheppard subway to buses, from Line 3 to the subway or buses are very time consuming. The plans for the Line 2 extension placed the subway so deep that it was claimed a Lawrence East subway station was not feasible. Cut and cover constructions are cheaper. The TTC subway designs are suspect but never challenged.

Professor Murtaza Haider of Ryerson University said “The public transit infrastructure investment is a taxpayer subsidy to politicians’ political ambitions because there’s no rationale for it most of the time. What gets built and what should have been built are completely two different things.”

I believe City Hall, the government administrative departments, should propose what should be built. The division of planning duties between the City Planning Department and the TTC narrows the perspective of the problem for both institutions and prevents a comprehensive strategic view. Fundamentally, City Hall fails to provide leadership in developing the big picture view and defining the needed infrastructure for Public Transit. The Official Plan does not address roles but professionally developed options are needed in the spirit of improving Public Transit.

When it comes to public input, the presentations and discussions must use plain language. It is difficult enough, to talk concepts but adding bureaucratic vernacular detracts from the goal of communication. I submit that the Official Plan is such a bureaucratic exercise, so removed from the citizen aspirations, that it doesn’t advance Public Transit.

The Official Plan should recognize that City Hall needs an organization and supporting processes to address serious strategic Public Transit matters.

There is such a pall of hopelessness and dissatisfaction with Public Transit planning. The City should not be beholden to the Line 1 line 2 configuration and increased riders on already the overcrowded Line 1 (Yonge). The selection of transit projects should be conducted with due diligence based on evidence. Citizens need a plan that focuses on improving their quality of life not feeding the bureaucrat’s reporting requirements or politicians’ ambitions.

SUBMISSION 2

Our current transit problems, overcrowding, Yonge/bloor, need for more transit Liberty Village, Humber Bay, Scarborough are due to failures of past City Councils to approve projects that are needed now.

I have been tracking City Planning’s draft policy changes to Transportation Policy of the Official Plan. I feel Councillors need to execute greater due diligence in reviewing Map 4, higher order transit network, because they are accountable for how well the transit network will function until the next revision to the Official Plan.

Councillors do not share my concerns or my sense of their duties. I enclose 6 recommendations to address my concerns. If any of the recommendations merit further consideration they may amend Map 4, during this revision period.

Could you inform me if you will not pursue any of the recommendations or list the ones to be added. Thank-you.

- 1) I recommend that Council instruct Staff to evaluate the merits of the proposed Map4, higher order transit network. There are far too many unfunded projects for a realistic outcome.
- 2) In light of their evaluation, Council should instruct staff propose a comprehensive, long term, higher order transit network. I would like to propose four projects to Map 4, higher order transit network.
- 3) Proposed Project 1 Crosstown Finch LRT

I don't know whether Metrolinx will build the Finch West LRT and the Sheppard East LRT. Instead of those two projects, I strongly suggest building a Finch Crosstown LRT. It provides a east/west crosstown rapid transit route across north Toronto.

Finch holds the top 3 busiest bus routes in the TTC network.

The Sheppard East LRT is a disjoint transit system. A rider from the east transfers onto the Sheppard East LRT. He will have to make a long tedious transfer to the Sheppard Subway at Don Mills. It's a ten minute ride to the terminus at Yonge. To catch the Finch West LRT he then has to take the Yonge subway for one stop. The alternative is a contiguous ride on the Finch crosstown LRT.

- 4) Proposed Project 2 Upgraded Richmond Hill GO Line.

Instead of extending the Yonge subway to Richmond Hill an alternative is to improve service to the Richmond Hill GO line. There is flood risk in the southern section of the Richmond Hill GO Transit line through the Don River valley.

There is need for a proper passenger track.

The Richmond Hill GO Transit line does not have a continuous double-tracked alignment. The area north of the Don Mills comprises a single "main line" which only permits southbound movements during weekday mornings, and northbound movements during weekday afternoons. Northern sections of the route must often accommodate CN freight movements and on occasion even long-distant passenger train movements when other routes to the north are unexpectedly blocked. South of Eglinton and into North Rosedale, single-track operation is predominant. The Don Valley Parkway limits the railway bridge over the Parkway to a single track.

- 5) Proposed Project 3 SmartTrack Reset

SmartTrack Reset would be a proposed subway service with 4.5 minute headways, on a dedicated GO track.

The train would be composed of cars (DMU or EMU) that would run on the GO tracks but would be of subway style, 5-6 doors per side, raised station platform level with the car floor, uni-level not bi-level and subway performance (acceleration and deceleration).

The track has to be dedicated because it would use a modern signal system, incompatible with standard railroad trains. The raised platforms would be incompatible with current bi-level GO cars. The line consists of the repurposed UPX line in the west, new construction over the SRT line in the Stouffville corridor (the third GO track remains to service RER GO and to honour grandfathered railroad right of way and will require shuttle buses during construction though diversion to Kennedy and Warden Stations for many routes is possible), two tracks of the Lakeshore line from Scarborough Junction to Eastern Avenue and new construction along King Street to connect to the UPX line. The King construction is budget driven, ideally underground, next choice would be elevated and possibly surface, though if surface, would require 4 tracks to address congestion, eliminating vehicles on King.

The fundamental driver of this idea is to provide an independent rapid transit route that serves downtown, feeds the suburbs and gives Scarborough a north/south rapid transit backbone. The major reason for the King Street route is a relief for the complicated Union Station re-design. It serves as a crosstown rapid transit line serving high density Liberty Village. The Yonge and Bloor lines are independent of SmartTrack Reset, unlike the Scarborough Subway Extension which is dependent.

Side notes, I first thought this route should use TTC subway equipment running on the Metrolinx tracks. TTC gauge differs from standard rail gauge. Secondly, railroad companies have grandfathered rights to run their trains on the tracks, so the standard railroad block signal system must be maintained and are incompatible with a subway signal system. A stand-alone track would use modern signalization independent of the railroad system. When running 4.5 minute headways, station dwell time must be minimized requiring different rolling stock. There are many engineering challenges, double grade- separated junction at Scarborough Junction, turn at King to UPX, transition from Lakeshore corridor to King St and the possible need for a fifth track in the Lakeshore East corridor (Scarborough Junction to Eastern Avenue). However, much of the route is Metrolinx owned real estate and surface, meaning less costly station costs. A subway like service collects streams of bus loads of passengers as opposed to RER service which batches a train load of passengers who arrive in dribs and drabs by car.

6) Proposed Project 4 Don Mills Road LRT

I propose to construct a LRT line from the Carlaw SmartTrack Reset station to the Pape subway station, through Overlea to Don Mills Road and up Don Mills Road to Finch.

This is the same route as the DRL subway, except it is LRT and surface from Overlea to Finch. It has to same goals to provide rapid transit access to the high density areas of Overlea and Flemingdon Park and suburban Don Mills.

I offer the following map in the absence of any Master Plan yet to be proposed by professionals. Note that Toronto is responsible for the Waterfront West LRT and the Don Mills Road LRT while Metrolinx undertakes SmartTrack Reset, Richmond Hill GO and the Finch Crosstown LRT. This plan addresses transit weaknesses and no consideration was made for economic development - the political criteria for transit projects.



Problems identified so far.

- 1 It has been identified that LRT's cannot navigate the turn at Overlea Blvd and Don Mills Road.
- 2 The connections to the Waterfront West LRT and Don Mills LRT from the SmartTrack Reset are inconvenient for passengers who have to connect to the Yonge subway. The transfer to SmartTrack Reset for a couple of stations is a serious annoyance. A major cost for both LRT's, is to locate a terminal that connects to the Yonge line.

To mitigate the annoyance, a shuttle train might be introduced between Liberty Village and Carlaw on the SmartTrack Reset. It would be introduced on the line just after a regular train departs the station, and the train is announced as a short turn train that travels solely from Liberty Village to Carlaw and back. The stations would have tracks to shunt the short turn train.

A second aside, the current \$3.35 billion Scarborough Subway Extension is eliminated, it is a weak transit solution but was chosen to stimulate economic development. It is unlikely that economic development will occur, for after 4 years, a second developer has not been found. The fundamental problem is that the location does not have network of roads nor space for parking. In these times, an economic development zone must provide fluid car access and parking. The \$6.5 billion Downtown Relief Line project has never stated ridership. I appeal to the children's story, "The Emperor Has No Clothes" to remind anyone that a subway from the Queen subway station to the the Pape subway station is not a relief line solution.

SUBMISSION 3

Please find attached my comments regarding the Official Plan Review.

Thank you.

Official Plan Review – Transportation Policies meeting

May 2, 2019

Transit

1) Map 4, Higher-Order Transit Corridors, City of Toronto Official Plan

- a) The current version of Map 4 shows the higher-order corridor ending in the vicinity of Park Lawn Road. (Appendix 1.)

The new *draft version now shows the corridor extending through to Mississauga.*
(Appendix 2.)

The current version of Map 4 (Appendix 1.) must be retained as is to conform to the Waterfront West LRT (WWLRT) Environmental Assessment (EA) which conclusively determined in 1993 that no LRT right-of-way can be possibly constructed west of Legion Road.

In Brampton, Ontario, the local community would not allow the Hurontario Street LRT to run through the centre of town along their main street for similar reasons.

The significantly constricted narrow road allowance is as wide as (or narrower than) Eglinton Avenue where the Crosstown LRT must be tunneled underground. That exact same situation on Eglinton Avenue applies to Lake Shore Blvd. West through southern Etobicoke's Lakeshore area. Any potential LRT in The Lakeshore area will also need to be tunnelled underground as on Eglinton Ave.

- b) It is critical to the future transit system that ***The Queensway be protected along its length for a future higher-order transit corridor***, as the City of Toronto is currently planning significant residential intensification along that road in addition to the intensification that has already occurred or is underway (the City of Toronto is

planning for massive residential intensification in the Sherway Gardens area, with around 15,000 new residents). The Queensway must be protected for future higher-order transit use, as it is significantly wider than Lake Shore Blvd. West along most of its length and can easily accommodate an LRT Streetcar system. Minimal public transit is planned for the area by the City of Toronto.

The recommendation above would have been included in the Waterfront Transit Reset Report, except that The Queensway was not included within the boundaries of the study area.

- c) According to the “Public & Stakeholder Consultation Summary Report”, March 2019, “It was questioned why some of the lines on the map have specific notation of LRT or BRT and others do not (e.g. “T” just says Sheppard West Corridor). **Michael noted that the map shows the lines that have been approved with the type of higher order transit where it has been determined.**”

That means an LRT Streetcar (in a segregated right-of-way) for Lake Shore Blvd. West through The Lakeshore area of Etobicoke has already been approved by the City – despite the fact it does not comply with the 1993 WWLRT EA which was approved by the Ontario government in 1995.

It is totally unacceptable that such an LRT is considered to be a “done deal” along a route where it cannot be physically implemented.

- d) The draft Map 4 also shows a GO Transit station located at Park Lawn Road. The GO station should be located at the existing Humber Loop, instead, for the following reasons;
- A GO Transit station with full-length platforms can fit between Humber Loop and the QEW/Gardiner Expressway.
 - Metrolinx conducted a thorough study and concluded that the station would have excessive costs due to required reconstruction of the QEW/Gardiner Expressway, impact on a sensitive waterway, the need for two new bridges to be built, the fact that Park Lawn Road is too close to the Mimico station and does not meet minimum separation distance between stations, etc.
 - A Park Lawn Road location would exclude residents in the eastern third of the “Motel Strip’ area from being within walking distance of the GO station – whereas a Humber Loop location includes all residents along the strip and Park Lawn Road area within walking distance.
 - A newer review of the Park Lawn Road location proposes a station with only 1/2 length platforms that cannot accommodate normal length GO trains.

- Residents from the Windemere area east of the Humber River state they will take the streetcar to Humber Loop for a GO train – but will not go to Park Lawn Road.

Mystic Point area residents state they will not use a Park Lawn Road station, but will continue to use the Mimico GO station.

2) Official Plan Review – Transportation Policies

The ‘review’ of transportation policies currently underway is to ensure public input is utilized to formulate and modify policies in the Official Plan.

That means the Official Plan is under review and open for modifications so that its content can be changed in accordance with public input.

Where public taxpayers provide detailed direction the revised Official Plan is to reflect the necessary changes, such as requiring Map 4 to reflect the conclusion of the WWLRT EA from 1993. Such established policies (e.g. EA) cannot simply be ignored or overridden.

3) Proposed LRT through The Lakeshore Area of Etobicoke

Through reviewing numerous City reports over the years, an LRT Streetcar system in a separate right-of-way through The Lakeshore area will have far lower ridership than any other proposed Toronto LRT route, as well as the highest per-passenger cost, etc.

The Lakeshore area of Etobicoke has limited population and potential population growth due to the proximity of Lake Ontario. Lake Ontario is not moving elsewhere anytime soon.

There is no justification for the high costs of implementing an LRT through the area based on the limited ridership growth potential.

It would be a colossal waste of taxpayers’ money for an inferior LRT Streetcar service which would (poorly) attempt to duplicate the existing rapid transit service that has operated locally since 1967. The proposed LRT route through The Lakeshore area would be located directly adjacent to, or in close proximity to GO Transit’s rapid-transit service.

It is important to note GO Transit can move passengers to downtown Toronto in 1/3 to 1/4 the time that an LRT could.

It appears the intent of the Official Plan Review regarding Transportation is to attempt to implement a dedicated right-of-way on Lake Shore Blvd. West in southern Etobicoke – see pg. 6, item 7a) and pg. 7, item 8a) iii and vi, and item 8b) i. (Appendix 3)

It is also important to note LRT Streetcar systems achieve their operating speed from long distances between transit stops - or by typically removing 1/3 to 1/2 of existing transit stops.

That only increases inconvenience to transit riders and results in little to no improvement in overall transit trip time because of the increased time it takes to initially get to or from a transit stop.

If it takes an additional 10 minutes to get to or from an LRT stop, and the overall transit ride is only reduced by 10 or 15 minutes, how can the costs to taxpayers be justified for such a marginal (or no) improvement in overall trip time? Many people will just opt to drive instead of putting up with the additional inconvenience.

Despite the claims on pg. 9 (Appendix 4), higher-order transit in separate rights-of-way actually physically-divides local communities, reduces convenience of moving in the neighbourhood, impedes access for pedestrians (especially senior citizens and limited-mobility people), creates vehicle congestion and additional air pollutants due to unnecessarily forcing vehicles to travel longer distances in convoluted patterns, and interferes with the economic viability and servicing of main street retail stores in the neighbourhood.

Also, the 'Transportation Tomorrow' survey establishes that the majority of public transit trips are local in nature. That has been reflected in The Lakeshore area with the TTC's route 507 streetcar which operated for the better part of a century between Humber Loop and Long Branch Loop. After the failure of amalgamating the 507 route into the Queen Street 501 route, resulting in heightened substandard service, the 507 streetcar route has more recently been separated again to function along its traditional local route.

Such adverse impacts that reduce the livability and viability of local neighbourhoods is totally unacceptable.

3) City of Toronto Rights of Way Map Showing Street Widths (Appendix 5)

This map is too generalized, and must show the true curb-to-curb road widths so that proper planning can be accomplished, based on true road widths that are measured and not simply estimated.

4) Public Realm Issues around Higher-Order Transit

At the public meeting the emphasis was on issues that occur during construction of transit stations (Eglinton Crosstown LRT used as an example). Public realm issues also apply and occur along the length of operating routes at grade level, as those conditions affect more people continuously after construction is completed.

That consideration must be highlighted and given high weighting when any at-grade service is being planned.

5) Retaining On-street Parking Critical for Neighbourhood Main Street Retail It is imperative that on-street parking be protected at whatever the cost necessary.

There is currently lobbying for an LRT through The Lakeshore area (which was curtailed by the 1993 EA and to be cancelled, but is now being shown on draft official transit maps) that will result in significant adverse impacts on local retail shopping and small business viability.

The loss of economic viability of small retailers will actually destabilize the community – which is also contrary to ‘strong neighbourhood’ planning policies and attempts to increase livability of local communities.

No doubt the same people who want the parking removed for short-sighted reasons will ultimately be the same people complaining when local shopping disappears.

One only has to look at what the St. Clair Avenue west LRT Streetcar plan did to the local community to see the resultant impacts on a local community.

6) City of Toronto’s Failure to Protect Employment Lands and its Consequences

The City of Toronto has consistently failed to protect employment lands for employment uses for over two decades in the southern half of Etobicoke.

That has a direct impact on Toronto’s transportation system.

Failure to intelligently conduct urban planning ultimately and unnecessarily forces local residents into longer-distance commuting. That causes additional increasing stresses on transportation infrastructure and public transit which already cannot keep pace with an exploding city population that appears to be out-of-control.

The City of Toronto continues to compound and accelerate that failure in planning by re-designating employment lands for high-density residential intensification, resulting in a considerable loss in livability of neighbourhoods as well as additional adverse impacts on local communities that did not previously exist. A prime example of what happens is the old ‘Motel Strip’ and Park Lawn Road area, where the City has allowed tens of thousands of new residents – but no jobs to balance the community. Upon full build-out, that area will easily have over 40,000 residents with only a minimal, token, number of low-paying jobs. Such a failure is totally unacceptable, as it is done at taxpayers’ expense.

The currently-planned population of over 40,000 does not even take into account current efforts to convert the former Christie’s Bakery employment lands (22 acres) to a Mixed-Use designation, and to also convert Employment Lands along Legion Rd. to

Mixed Use. Apparently, such negotiations are currently being carried out by Ward 3 Councillor, Mark Grimes, behind the scenes without any public involvement.

The additional ultra-high density developments will likely result in an overall population approaching closer to 50,000 (or more) for the former 'Motel Strip'-Park Lawn Road area – with only a few 'token' minimum-wage retail jobs at ground level.

Ultimately that situation will continue to force residents into traveling even farther distances to wherever employment is located.

In other locations, it appears the City of Toronto often utilizes land use re-designations to 'mixed-use' or 'regeneration' to circumvent protection policies for employment lands as well as for green space.

The fact is Toronto should actually be planning for more local employment to comply with the policies of the Growth Plan for the Greater Golden Horseshoe (GP for GGH) requiring the building of 'complete communities', which are repeatedly emphasized in the Growth Plan.

If Toronto does not follow through on addressing the critically failing job expansion in the near term, the same situation will occur that is happening in Vancouver, British Columbia, where it is expected that city will run out of employment land in less than 4 years. What will happen to livability, economic viability, etc. when that happens?

The recent urban planning concept of 'The New Urbanism' conforms to building 'complete communities' where people can conduct most of their daily lives within their local community.

In fact, such 'visionary' urban planning existed in the 19th Century, as the Town of New Toronto was planned and designed in 1890 as a self-contained 'complete community' with all the components necessary for living within the local neighbourhood – that is; the original industrial lands for employment, which then created the base demand for commercial main-street retail, which in turn provided the necessities to support the creation of local residential areas at least 20 years after the original inception of the local manufacturing jobs.

That was all achieved in a land area of about one square mile, and created a great and successful community to live in.

In addition, throughout most of the 20th Century, typically about 33 to 40% of residents in New Toronto simply walked to work. That alone created an 'environmentally-friendly' community long before any such notion became commonplace.

It is also important to note that local workers provide a stable customer base to local main street retails, thus helping to enhance viability of local retail stores. Simply put, loss of local employment hurts local commercial businesses.

The continuing failure of the City of Toronto to conduct urban planning in accordance with, and complying with the mandated requirements of the Growth Plan for the Greater Golden Horseshoe, along with the same failure of the OMB/LPAT tribunal - needs to be confronted by taxpayers because of the complete failure of public servants to serve the public interest, therefore resulting in little to no value for taxpayers' money spent.

The time is long overdue for a complete overhaul of the planning regime so that the City of Toronto to be forced to comply with the legal planning requirements mandated in the Growth Plan for the Greater Golden Horseshoe, as the City's own Official Plan is required by law to implement the planning policies set by the Growth Plan.

Continuing failure to do so will ultimately result in a large city with a much lower quality of life – which will be irreversible once the point of no return is passed. That will be quite a historical legacy for the City of Toronto.

7) City of Toronto Failure to Intelligently 'Plan' in Accordance with the 'Growth Plan'

For decades now, the City of Toronto has allowed excessive, ultra-high density residential development – apparently without any thought to the cumulative consequences such 'urban planning' will create.

As a result, not only is a significantly greater population 'intensified' in very small areas, but the number of personal motor vehicles also increase at an accelerating rate. In addition, high concentrations of people overwhelm public transit and transportation infrastructure, which simply cannot keep up with the accelerated demands on them.

It was reported a few years ago that motor vehicle numbers in Toronto are increasing at almost 3 times the rate that used to be typical. And yet, local air quality problems are typically blamed on all manner of irrelevant hypothetical causes, such as man-made 'global warming' or 'climate change'.

One only needs to look at the growing number of motor vehicles associated with ultra-high density developments to see where the problem lies.

There is no doubt whatsoever that stagnant air due to large buildings interfering with natural airflow and heating of artificial building surfaces, coupled with air emissions from traffic congestion, are responsible for the "urban heat-island effect" – which artificially elevates temperature and also contributes to reduced air quality. Neither effect is related to the hypothesis of global warming'. However, they do have a direct and detrimental impact on quality of life in large urban areas.

As the problems of ultra-high density intensification are compounded, liveability and quality of life in Toronto will continue to decline. Dense population which is pigeonholed

into cramped 'people warehouses', with no connection to the local community or even neighbours within a residential tower, does not demonstrate a viable quality of life. That situation is further magnified by the total lack of open greenspace in proportion to population because it is far too often considered to be just an obstacle to maximizing profits. Quality of life issues never appear to be seriously considered.

Despite the problems that have manifested over time of Toronto's growth, it appears that City of Toronto staff and other public servants are totally incapable of figuring out what the cause of current problems regarding traffic congestion and inadequate public transit originates from.

The fundamental fact is that the City of Toronto's failure to conduct urban planning in a controlled manner that complies with mandated provincial planning requirements and policies is ultimately responsible for numerous problems lowering the quality of life, such as; accelerating concentration of residents resulting in an accelerating concentration of motor vehicles in smaller areas creating frequent gridlock (e.g. the old 'Motel Strip' and Park Lawn Road area), unnecessarily forcing more residents into longer-distance commuting to get to work, jamming sidewalks with too many people to the point where it is difficult to walk in some areas (e.g. Yonge St. – Eglinton Ave. area, Downtown), severely insufficient parkland and greenspace in proportion to the ultra-high density residential intensification, excessive runoff causing surface flooding due to lack of greenspace where development is, inadequate public transit that is jam-packed with riders who are like sardines packed in a can, poorer air quality at ground level, etc., etc.

It is no wonder taxpayers have little confidence in governments - at all levels.

Failure of Ontario's Planning System

Like the City of Toronto, LPAT often fails to uphold planning laws and policies mandated by the government of Ontario to support good planning for 'complete communities,' while protecting Employment Lands and the public interest.

Property developers typically 'depend' on the OMB (now LPAT) to accommodate their plans – always at the expense of taxpayers and local communities.

Typically, LPAT (OMB) is told many dubious 'stories' by lawyers and planners who are described as being 'unbiased' - when they clearly are not, since they are hired by the developers to represent their private interests at LPAT hearings at the expense of the public's interests.

The fundamental role and responsibility of LPAT (OMB) is to ensure and enforce full compliance with the requirements and planning policies of legislation mandated under the Planning Act. Failure to uphold those minimum standards required for proper urban planning is totally unacceptable. It should be noted that approved plans which do not

legally comply with mandated requirements and policies cannot have legal force under our laws.

Poor decisions at this level also adversely impact transportation functionality and utilization.

8) **Local Bicycle Issues**

Lobbying is being done by cyclists who want on-street parking removed in The Lakeshore area.

However, cyclists were taken into account long ago and accommodated in the New Toronto area, as Birmingham Street (which is the next street north of Lake Shore Blvd. West) was reconstructed decades ago by removing traffic lanes which were replaced with exclusive bicycle lanes.

In addition, the Waterfront Trail also passes through New Toronto, Mimico and Long Branch.

Therefore, there are currently two alternate bicycle routes already existing through New Toronto, which are meant to avoid conflicts between cyclists and parked vehicles on the main thoroughfare.

Now bicycling advocates are lobbying *for a third bicycle route*. Really? Two bicycle routes are not enough when many other areas of the City have none?

SUBMISSION 4

Please find attached a PDF copy of the comment provided to you yesterday by [REDACTED].

Could you please include in your report that I and the Lakeshore Planning Council Corp. fully support all the comments provided by [REDACTED] concerning the OPA Transportation Review.

I particularly note Staff's suggestion that while this is the 5-year required public review of the OP Transportation policies, that Staff and Council are not prepared to actually review or change what has already been "decided" in the past, is an untenable position.

Thank you.

SUBMISSION 5

I was keen to participate in defining the spirit of a manifesto on public transit.

I was unprepared for the process that subjugates the spirit into lawful text that conforms to prescribed norms and withstands legal challenge. I have great difficulty comprehending the final text.

"The City will develop and implement a comprehensive transit network plan to achieve the advantages of a resilient, fully integrated, comprehensive transportation system and deliver

safe, universally accessible, seamlessly connected, convenient, frequent, reliable, fast affordable and comfortable transit service to all parts of the city. The comprehensive transit network will comprise higher-order transit routes serving the principal corridors of demand integrated with a grid-network of high quality bus and streetcar routes and be supported by seamless connections to the active transportation network, “

I am unfamiliar with the dog-whistle words so I failed to get the message and see how my interventions were unsuited. I believe you should have opened every meeting by reading this text to let participants know what they're getting into and give them a chance to leave.

PS

Our mission is to enhance citizens' mobility, accessibility, and economic well-being through the development and management of public transport services that are comprehensive, affordable, efficient, reliable, safe, and environmentally sound.

To provide a reliable, efficient and integrated bus, streetcar and subway network that draws its high standards of customer care from our rich traditions of safety, service and courtesy

SUBMISSION 6

Here is the feedback I mentioned.

I hope that this letter will not cause you heart failure from surprise but I would like not to complain about one of your staff, I would like to compliment him. I just attended a meeting chaired by Michael Hain and was impressed by how politic the fellow is. If I were not too old to learn, I would approach him for lessons.

SUBMISSION 7

Seems all the community concerns expressed at the February 13th Official Plan review presentation have been ignored.

This important May 6th meeting regarding changes to the OP has not been advertised to the public as requested (Scarborough Mirror).

The fact that you only reserved one small committee room at the Scarborough Civic Centre speaks for itself.

It seems that Toronto City Planning is trying to remove the approved Sheppard Subway Corridor from Toronto's Official Plan by stealth.

Where are the promised map boards showing this existing corridor that you are removing without informing the general public ?

The provincial government has recently introduced legislation to upload all subway new construction and also complete the loop from Don Mills to the STC.

City Planning has no right to undermine the Scarborough politicians (municipally and provincially) that were elected on their support of this Sheppard subway extension to STC.

Once removed from the OP these reserved lands will be rezoned and sold off. Effectively sabotaging the provinces plans,

Thousands of residents of Village Green Square purchased their condos on the promise of the subway station built in this corridor. (see maps)

Have these adversely affected residents been informed?

According to the 1994 EA this is still the most likely alignment for the provincially announced Sheppard Subway loop to the STC.

Please take the required action to remedy this situation.

This email will also be sent to the affected Scarborough councillors and MPPs

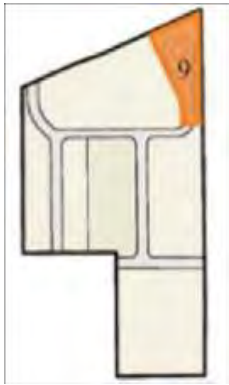
Page 8.

“The second line which has not been included in the draft amended map is the one which runs between approximately Sheppard/Kennedy and Scarborough Centre.”



Current Official Plan reserves land for Sheppard Subway station within Village Green Square

METROGATE AGINCOURT REDEVELOPMENT



Proposed TTC terminal and pedestrian walkway

4.8 MULTI-MODAL TRANSIT TERMINAL (BLOCK 9)

4.8.1 Block 9 will be dedicated to the City of Toronto for the purposes of developing a TTC and GO bus terminal, integrated with a future subway station and relocated GO station that are planned for this location.



4.8.2 The transit station should be designed with regard to the two railways, Highland Creek and pedestrian access through the underpass. The historic train bridge should be protected from destruction.

4.8.3 Block 9 will incorporate a continuous public pathway or sidewalk. This pedestrian connection is to remain publicly accessible at all times and should not be obstructed by areas where payment of fares is required for access.

4.8.4 The transit terminal shall remain a publicly accessible place, with space to be set aside for a potential public plaza.

4.8.5 The bus terminal will be designed to accommodate bus bays and a sheltered waiting area. Direct pedestrian access will be provided to the proposed subway station and GO station.

SUBMISSION 8

Pleasure to meet you today. Addenda to our bike network requests:

Create trail connections through golf courses--both municipal and private--that currently disrupt trails, e.g., Dentonia, Oakdale, Donalds, Islington, Scarborough, Toronto Hunt, etc.

Replace under-used sidewalks with multi-use trails, especially in Etobicoke and Scarborough.

Work with railway corporations to create additional crossings (at-grade or bridged) where there are few options, e.g., connect High Park Ave to the Stockyards, Grand Ave to Burlington St, Van Horne Ave to Alamosa Dr, Chemical Ct to Copperfield Rd, Bridgeport Dr to the Waterfront Trail, etc.

Build linear parks with multi-use trails on top of downtown rail corridors (once trains are electrified?)

Prioritize safe 401 crossings, including on- and off-ramps that terminate at normal intersections (90° angles, signal controls, etc.) Widen trails with high volumes, e.g., MGT, Humber, Don, Trinity-Bellwoods, etc.

SUBMISSION 9

I am writing this letter on behalf of the Leaside Property Owners' Association (LPOA), regarding our review of the transportation policies currently under review. Our letter is attached.

This letter follows our examination of transportation policies currently under review as part of the Official Plan Review, namely: **Transit, Cycling, Automated Vehicles and Shared Mobility, and Street related Maps and Schedules.**

With reference to Street related Maps and Schedules, we request an amendment to Map 5 ("Enhanced Surface Transit Network") to add Bayview Avenue as a "Transit Priority Segment".

We suggest that Bayview between Steeles Avenue and Moore Avenue, should be added.

This request arises out of the evident gap in N-S linkages east of Yonge Street, with no transit priority indicated until Don Mills Road. .

As you are aware, Bayview is undergoing extensive development pressure currently due to the Eglinton LRT, and numerous townhouse developments along Bayview north of Eglinton, as well as the Bayview Village redevelopment. There are also numerous schools, and the existing institutions which are expanding, such as Sunnybrook Hospital, the Bloorview McMillan Rehab Institute, the Lyndhurst Centre, the CNIB, etc., with much-used Bayview TTC routes connecting Steeles to Moore.

We would be pleased to discuss this with you further.

SUBMISSION 10

I am the old fart who sat next to you at the public meeting you ran Tuesday morning. These are my comments on the draft policy revisions dated 30 April. ---

14.a.i. Delete "contra-flow bike lanes". Contra-flow lanes are non-standard and confusing. Perceptual confusion is the primary cause of collisions with cars. Any local driver who frequently encounters a specific contra-flow lane will eventually get used to it, but contra-flow lanes are so unusual that the experience will not generalize. These may be occasionally be appropriate for short, local bypasses with little traffic, but they should not be encouraged by their incorporation within the official plan.

As I said, most collisions of bikes and cars are caused by perceptual confusion. It happens that I am writing a book on perception, and I spent this morning copy-editing a chapter with two pages that explain why our eyes get confused. These explain that we actually do NOT see most of what's in front of us, we interpolate most of what we see from experience. I've attached the excerpt.

14.a.i. Change "physically separated bike lanes" to "bike lanes separated physically (except when approaching an intersection)".

Cars turning right are required both by law and by common sense to turn from the right-most lane. Bicycles are vehicles moving at the speeds of cars, and bike lanes are vehicular lanes, so cars turning right must pull into into a bicycle lane. Barriers prevent this unless they stop well before the intersection. For reasons which beggar my imagination to discover, the City of Toronto has been built some bicycle lanes in just this dangerous way. That is the reason for the change.

Note that no amount of signage and propaganda will make this safe, if for no other reason than vehicles have blind spots and bicycles in mirrors are invisible at night without front headlights. This approach does work in the Netherlands, but there drivers and bicycles travel at half the speeds they do here, every bicycle has a headlamp powered by a generator, trucks are shorter (so that bicycles loom larger in the mirror as they approach) most drivers get around some of the time by bicycle, and drivers have learned different rules of the road. (In the Netherlands all traffic coming from the right always has the right-of-way unless a sign specifies otherwise.)

15.e Delete the final "and"

15.f Change final "." to ", and"

Add new point 1.5.g.: "timing traffic lights to permit pedestrians to complete the crossing of a street."

Note that by the hospitals on University Avenue, the timing is outrageous. I don't know the accessibility act well enough to be certain by I suspect that the City is open to a lawsuit about them. In practice an ordinary person can just make it across the street at one go, so in practise the signs telling you not to try are directed at the infirm and elderly. In practise if not in pretence, the timing is a form of gratuitous discrimination against old people who are freezing out-of-doors in favour of younger people who are warm inside cars.

I hope that you can do something with these.

SUBMISSION 11

Seems all the community concerns expressed at the February 13th Official Plan review presentation have been ignored.

This important May 6th meeting regarding changes to the OP has not been advertised to the public as requested (Scarborough Mirror).

The fact that you only reserved one small committee room at the Scarborough Civic Centre speaks for itself.

It seems that Toronto City Planning is trying to remove the approved Sheppard Subway Corridor from Toronto's Official Plan by stealth.

Where are the promised map boards showing this existing corridor that you are removing without informing the general public?

The provincial government has recently introduced legislation to upload all subway new construction and also complete the loop from Don Mills to the STC.

City Planning has no right to undermine the Scarborough politicians (municipally and provincially) that were elected on their support of this Sheppard subway extension to STC.

Once removed from the OP these reserved lands will be rezoned and sold off. Effectively sabotaging the provinces plans,

Thousands of residents of Village Green Square purchased their condos on the promise of the subway station built in this corridor (see maps).

Have these adversely affected residents been informed?

According to the 1994 EA this is still the most likely alignment for the provincially announced Sheppard Subway loop to the STC.

Please take the required action to remedy this situation.

This email will also be sent to the affected Scarborough councilors and MPPs.

SUBMISSION 12

Thank-you. No corrections but additions.

- 1) I would like to stress when using the word accessibility that it pertains only for the use to those disabled. Any other use of accessibility is offense to the disabled and does not meet provincial and federal use of the word. Please use another word for planning purposes that is not regarding disabled.
- 2) Car sharing should follow the same rules as taxi's: insurance, inside cameras and training. Limit licences to car sharing would reduce amount of cars.
- 3) No bike lane barriers at subway or bus stops. Reduce the use of barriers for bike lanes rather use painted markers on roads. No sidewalk bike lanes or bike lanes on sidewalks.

Bike lanes be stop and walk at subway stations so that there are no barriers for disabled or wheel trans users.

SUBMISSION 13

It was agreed at the Etobicoke consult that we, the public would receive an e-mail of the comments from the public. Can I also have a link to the draft of the earlier consult that I was shown before the meeting as I could not find it online that had the comments from the public.

SUBMISSION 14

Instead of urban accessibility
convenient access easy access
convenient connection

SUBMISSION 15

Thank you for taking the time to speak with me this afternoon. As we discussed please raise our concerns at your Tuesday meeting with Councillor Colle and Al Rezoski, you can also reach out to Michael Hain on the Marlee ave. " right of way concern " , for further clarification.

In order to reflect the ACTUAL and achievable right of way **which is 20 meters NOT the 27** meters shown on the map, Councillor Colle would have to pass a motion to change the designation of Marlee avenue as a 20 meter right of way from Eglinton to Lawrence.

Secondly as we have suggested a current traffic study is required for Marlee avenue from Eglinton to Lawrence before any further development takes place. In the last 3 years we have had no fewer that 8 traffic accidents. The 2013 traffic study (attached) shows some serious issues which have only increased exponentially.

SUBMISSION 16

Thank you, Michael, for kindly/generously sharing ideas and opinions with three elderly ladies at Scarborough Civic Centre on Monday evening.

SUBMISSION 17

Hi Michael:

Here are my comments on the redline version of the OPA changes presented tonight.

Page 1

2.1.1 a)

“Accessible” : As you said this has two different meanings depending on context, one for AODA and one for the question of access to transit service. I’m not sure how you keep these separate, but it’s really important that the two not be confused. This probably deserves a sidebar of its own. You may want to try another term such as “reachable” or ‘available” to describe the concept of transit of quality X being within distance Y (or time Z) of a population.

Note, BTW, that the reachability index for an area will not be the same for all populations because those who have accessibility problems move more slowly and have access to fewer transport options. Therefore if you were plotting a “heat map” of how reachable transit was, it would not be the same for each group as I am sure people on ACAT would tell you.

2.2

“Frequent” service is not defined.

The paragraph “Access is the ability ...” is quite good.

The paragraph “The growth areas ...” makes no mention of students (of all ages) who are an important transit submarket and who have very different travel needs that are often ignored. It would be useful to have overlay maps of academic centres, not just population and job centres, in the plan.

Page 2

... the GO Transit rail and bus network ... [GO operates buses too, don’t forget]

... potential use of hydro corridors ... [the constraints imposed on use of these lands should be recognized ... they are not just open space]

... prime candidates for bus and streetcar priority measures ... [there should be a map reference here]

Page 3

Sidebar for Higher-Order Transit: You need to clarify that light rail could be a streetcar in its own right-of-way as on Eglinton or Finch. Some people also use “light rail” to refer to the SRT technology, and it is likely that something in that family will be proposed for the Ontario Line. See also page 6.

Page 4

Policies 1. a) ... again there should be a reference to academic demand

2. Growth will be directed ...

So what happens everywhere else? There is a latent demand for more transit especially for non core-oriented trips, and this represents a market for shifting people out of cars. It is not enough to just build more subways to downtown.

There is future demand related to growth, but there is existing demand related to the existing built form. Plans that focus on nodes could miss the more diffuse demand in areas that did not develop on that model.

Page 6

The first paragraph is vague. If land is near any of the corridors on Map 4, many of which will never be built beyond local bus service, does this trigger the need for development at a transit-oriented scale? Does drawing a line on a map automatically upzone everything around it even if the line may not materialize for decades? This also overlaps with the concept of zones of influence around rapid transit stations and how the density within them would be allocated and controlled. I believe that Planning is already working on this in the context of provincial legislation that expanded these zones, but left how to manage them up to the municipalities.

Near the bottom of the page, there is a reference to “higher order bus and streetcar services”. This is where we get into the debate about when a streetcar becomes LRT.

Page 7

Re the Frequent Rapid Transit Network: Does this have any bearing on Toronto, and if so is this only at the margins as a connecting service? Even in the 905 it’s a bit of a joke because the service levels proposed can only barely be described as “Frequent”. There is a parallel here to all of the BRT construction in York on which they run so little service. We must be careful not to confuse infrastructure with useful service. Don’t know exactly how you incorporate this sort of thing in the OP.

Page 8

Right at the top the proposed text assigns top spending priority to SOGR. Council will violate this before the ink is dry. This is a very important policy which will almost certainly be ignored, sadly.

Point 5 on this page talks about acquiring property and widening streets, laneways and pathways. There should be a map, and in particular a map of the changes from the existing OP, with particular emphasis on where lands are not now in public hands (as opposed to publicly owned but not used for the intended purpose).

Note that Map 3 is not included in the package we received.

Page 9

Top of the page: What does “long-term protection” of 400-series highways mean? Protecting for widening? Against encroachment? What?

Point 7. b)

“Value for money” is a vague term depending on what it is that one values. Metrolinx has a bogus mechanism for calculating the “benefit” of projects based on imputed future savings to transit riders and others. If the city is going to use this term, it needs to define what it means.

Page 10

... increased use of rail corridors for enhanced local and inter-regional transit ...

Although Metrolinx is now headed down this path, it is not clear how much capacity is actually going to be available for the purpose.

... provide ... where appropriate, well-lit waiting space

Where is there a waiting space that should not be well-lit?

Pages 10-11

The section on Service Foundations for Growth talks a lot about water management, but this is never tied back to road and transit design (and parking) which should be the topic of the Transportation section. It feels as if this has been dropped in totally out of context.

Page 12

At the bottom, there is the term “equitable pricing and financing”. What exactly does this mean? Equitable for whom and on what basis? How can the OP dictate a policy if the terms are not defined? [That is a rhetorical question as the OP is a political document.]

Page 15

The question of health came up for one of the people at the meeting. The point midway down the page does not really address this. However, a form of accessibility or rather the lack of it was explained by her in the context of stress and panic in crowds. If the transit system is designed to run packed, this will limit access by people who cannot tolerate this condition. This is an obvious problem for the physically disabled, but the issue reaches beyond them.

I thought your palming her off by mentioning the health reference was a tad cavalier.

Page 16

The reference to integration of underground higher-order transit stations into development should at least include the concept of “working with partners” where the station is not a City project.

At the bottom, point 8 about requirements for transit supportive density ties back to my earlier point about whether this applies to any line on any map, or to projects that have reached a point of commitment.

Page 20

At the top, our friends “accessible” and “equitable” make another appearance.

Point 17 e) is muddled by the “where appropriate” text that does not explain just what would or would not be “appropriate”. Also, why only in single stage crossings? There are double stage crossings that can be challenging, and if roads are redesigned to provide refuge points, the number of two stage crossings will grow.

Point 21 is intriguing because it provides that businesses “will” make provision, not that at some vague future date when they might or might not get around to it. Does this only apply to new builds, or to existing?

Point 22 is similar in the requirement for provision of off-street facilities. Does this only apply to new builds? Note that this is only “encouraged” rather than mandated.

Page 21

At the top there is a list of facilities for intermodal connections at terminals, but cycling facilities (both for storage and for hire) are not mentioned. Also why only terminals?

General

You made a comment about how only the text in gray constituted the legal OP. If there are significant policies, or interpretive direction, in the sidebars, these need to be incorporated in the core text, not be treated as decoration.

Scarborough Secondary Plan

This should be a separate amending document.

Cheers

[SUBMISSION 18](#)

Hello Everyone,

I am writing again in order to have these community concerns on record.

Attached are photos from Tuesday, August 20-Friday, August 23, 2019 at the sidewalk. This sidewalk is the only one that provides a crosswalk that allows for east-west access across Spadina to Bremner/Fort York. There is no crosswalk on the south-east/west to cross Spadina.

With the development at Block 22, pedestrians and active transportation users are bearing the brunt of what can only be seen as a "messy, inconsiderate and hazardous" worksite and hoarding that is not AODA accessible, and designed in a way that is not safe to traverse, especially at nights. Since, that sidewalk has the only crosswalk across Spadina, the encroachment and narrowing created no room on the corner to the crosswalk and pedestrians are now spilling out onto the street when there is a high volume of pedestrians in the area.

The streetcar stop for the 510 is located in the middle of Spadina at Bremner/Fort York Blvd, and to deprive residents of this multi-residential high density vertical neighbourhood of a safe pedestrian crossing is irresponsible, and a failure to put into practice everything that is ascribed to in vision zero.

This situation will only get worst when there are large crowds converging on the neighbourhood for games; when the schools/community centre open; and when the season changes and Winter arrives.

I am not certain whose idea this was to deprive pedestrians of a safe intersection at the only crosswalk to get across Spadina at Bremner/Fort York. This matter has been raised numerous times and the lack of action to add the other crosswalk on the south west-east corner at Spadina Bremner/Fort York (along with a scrambled crossing similar to Yonge-Dundas)

I would like to meet during the week of August 26 or September 3 at the site and do a walk-about as this is the least that can be done to be proactive, and engineer a quick and safe solution to what can be seen as an accident waiting to happen.

SUBMISSION 19

Hi Michael

It seems that the most likely and cost effective corridor for the Sheppard Subway Extension to STC will now be preserved in the current Official Plan.

To try and remove it now by stealth would be breaking provincial law. (Bill 107)

Prohibition, City of Toronto and its agencies (Bill 107)

(2) The City of Toronto and its agencies shall not design, develop, construct or work on, or cause design, development, construction or work on,

(a) a rapid transit project that is the sole responsibility of the Corporation; or

(b) a rapid transit project that is substantially similar and in close proximity to a rapid transit project that is the sole responsibility of the Corporation.

SUBMISSION 20

Hi Michael

The proposed changes to the Official Plan will have negative implications for the residents in Scarborough who desperately want the Sheppard Subway to be connected to the Scarborough Town Centre.

Your Tuesday November 26th Open House has been inconveniently scheduled for only two hours in one small room downtown.

These transportation changes are much too important to try and them slip by the public barely noticed.

Where exactly has this Open House been advertised ?

Only one room reserved, why are you expecting so few participants ?

Was the Scarborough Mirror used as community groups have requested so many time in the past ?

SUBMISSION 21

The TTC's 5-Year Service Plan was discussed at the December TTC Board Meeting. It was a comprehensive analysis of the TTC's surface route service. Big picture concerns like planning capacity requirements for the continuous population growth of the city, down to earth issues like addressing congestion challenges and the price tag. It was quite a feat to organize the disparate subjects into a coherent report.

The Board spent considerable time looking for low hanging fruit to improve public transit, like bus lanes. They were all searching for quick, cheap solutions.

It is my job, as a concerned citizen, to get you people out of denial!

Stop looking for a silver bullet and start doing the hard stuff -

get serious with Map 4 High-Order Transit and Map 5 Enhanced Transit Surface Network of the Official Plan!

It's coming up at February's Planning and Housing Committee and City Council.

You could spend some taxpayer money and get consultants to draft something up for you.

I doubt it will be ready for February.

No matter how hard the TTC works on service plans, the game changer is the strategic Official Plan. City Hall has never presented an Official Plan, that the citizens wanted so badly, that they would fight to the death with the Provincial Government over it. Will the Provincial Government's Plan be better or worse, than the City's? I'm conditioned to dislike everything the Province first offers but I'm not going to war for the City's either.

A little draft for a big picture Master Transit Plan

Definition of the problem:

- The Yonge Street subway is overcrowded
- The subway intersections at Yonge/Bloor and St. George are threatening
- Breakdowns on the Yonge St line or Bloor/Danforth line are extremely disruptive with no alternative lines to provide relief
- Parts of Scarborough and Etobicoke are far away from any subway service. The bus routes connecting these remote areas to subways are long and the buses get clustered because of traffic congestion
- transit designs fail to focus on total passenger time in transit with deep subway tunnels needlessly extending the time to make transfers.

These concerns have inspired the following 5 projects

- 1) Crosstown Finch LRT
- 2) Upgraded Richmond Hill GO Line
- 3) SmartTrack Reset
- 4) Don Mills Road LRT
- 5)The Waterfront West LRT

1) Crosstown Finch LRT

Build a Finch Crosstown LRT which serves both Finch West and Finch East. It provides a east/west crosstown rapid transit route across north Toronto.

Finch holds the top 3 busiest bus routes in the TTC network.

The King St. Pilot project proved the ceding priority to public transit over vehicular traffic is acceptable to the citizens. Finch East is narrow and will need to be widened, where possible but priority will be granted to public transit over vehicular traffic. This may mean pinch points on section of Finch East where it may need to be reduced to 2 lanes.

The Sheppard East LRT forces too many transfers because of the Sheppard subway. A rider from the east, boarding the Sheppard East LRT would have to make the annoying transfer to the Sheppard Subway at Don Mills. It's a ten minute ride to the Yonge station. To catch the Finch West LRT, he then has to take the Yonge subway for one stop and then wait again for the Finch West LRT. The alternative is a smooth, continuous ride on the Finch crosstown LRT.

2) Upgraded Richmond Hill GO Line

Instead of extending the Yonge subway to Richmond Hill, make the Richmond Hill GO line the principal rapid transit line to serve Vaughan and Markham. It involves improving the tracks (modifying the route, tunnel, double track and modern signaling system), changing the rolling stock EMU's and adding three stops in the city Finch, Eglinton and Bloor.

Issues:

i) The track has too many curves in the Don Valley. There is a decommissioned former CP line near the Brickworks that runs north, crosses Eglinton and can connect to the main northbound line.

So, just north of Bloor, elevate the current line to reach the elevation of the CP line and use it to connect to the northbound line, avoiding all the twists and turns of the current route along the river.

ii) The line is subject to flooding.

The current flooding is caused by storm water runoff from a pipe, north west of Bloor. The raised track from above addresses this problem. The Regional Flood threatening the tracks south of Bloor will not be addressed.

iii) Northern sections of the route must accommodate CN freight movements and long-distant passenger train movements.

Instead of building a tunnel to connect to the Yonge subway, we use that money to build a tunnel under the CN main rail line. The existing GO station locations provide the required support infrastructure such as road access, real estate for stations and parking.

The main city stations on the route will be at Finch, Eglinton, Bloor and Union Station. The Bloor station connection to the Castle Frank subway station, will be a challenge (funicular). It seems that Metrolinx is building a dedicated line for Richmond Hill in the Don Yards with a platform for it in Union Station. The route (at grade and tunnel) could be a dedicated line with no need to share with freight. There is an opportunity to install a modern, stand-alone signal system with 5 minute headways running EMU cars - a rapid transit solution.

One potential show stopper is "double tracking" and its cost. So much of this route is single track.

3) SmartTrack Reset

SmartTrack Reset would be a proposed subway service with 4.5 minute headways, on a dedicated GO track. The 2016 ridership study projected that at these headways projected all day ridership would be 307,900 with single TTC fare.

The train would be composed of cars (DMU or EMU) that would run on the GO tracks but would be of subway style, 5-6 doors per side, raised station platform level with the car floor, uni-level not bi-level and subway performance (acceleration and deceleration).

The track has to be dedicated because it would use a modern signal system, incompatible with standard railroad trains. The raised platforms would be incompatible with current bi-level GO cars and off-hour freight traffic. The line consists of the re-purposed UPX line in the west, new construction over the SRT line in the Stouffville corridor (the third GO track remains to service RER GO and to honour grandfathered railroad rights of way and will require shuttle buses during construction, though diversion to Kennedy and Warden Stations for current routes is

possible), two tracks of the Lakeshore line from Scarborough Junction to Eastern Avenue and new construction along King Street to connect to the UPX line. The King St. construction is budget driven, ideally underground, next choice would be elevated and possibly surface, though if surface, would require 4 tracks to address congestion, eliminating vehicles on King.

The fundamental driver of this idea is to provide an independent rapid transit route that serves downtown, feeds the suburbs and gives Scarborough a north/south rapid transit backbone. The major reason for the King Street route is a relief for the complicated Union Station re-design. It serves as a crosstown rapid transit line serving high density Liberty Village. The Yonge and Bloor lines are independent of SmartTrack Reset, unlike the Line 2 East Extension which is dependent.

Aside, I first thought this route should use TTC subway equipment running on the Metrolinx tracks. TTC gauge differs from standard rail gauge. Secondly, railroad companies have grandfathered rights to run their trains on the tracks, so the standard railroad block signal system must be maintained and are incompatible with a subway signal system. A stand-alone track would use modern signalization, independent of the railroad system. When running 4.5 minute headways, station dwell time must be minimized requiring different rolling stock. There are many engineering challenges, double grade- separated junction at Scarborough Junction, turn at King to UPX, transition from Lakeshore corridor to King St and the possible need for a fifth track in the Lakeshore East corridor (Scarborough Junction to Eastern Avenue). However, much of the route is Metrolinx owned real estate and surface, meaning less costly station costs. A subway like service collects streams of bus loads of passengers as opposed to RER service which batches a train load of passengers who arrive in dribs and drabs by car.

4) Don Mills Road LRT

Construct a LRT line from the Carlaw SmartTrack Reset station to the Pape subway station, through Overlea to Don Mills Road and up Don Mills Road to Finch.

This is the same route as the DRL North subway, except it is LRT and surface from Overlea to Finch. It has the same goals to provide rapid transit access to the high density areas of Overlea and Flemingdon Park and suburban Don Mills. The chosen DRL subway route was the most expensive and when converting to LRT will require a costly grade separated turn from Overlea to Don Mills Road. There are alternative route choices that are less costly.

5) Waterfront West LRT is a well defined project and is considered an element of this draft offering. Ms Mary-Anne George, a transit expert, has commented “With almost \$600m budgeted to Smart Track Stations, that money could be used instead to expand the streetcar loop at Union Station for waterfront transit.”

Here is a map showing the 5 projects. Formerly the City of Toronto was responsible for the Waterfront West LRT and the Don Mills Road LRT while Metrolinx undertook SmartTrack Reset

(6 stations paid for, by the City), Richmond Hill GO and the Finch Crosstown LRT. Fundamental to a Master Transit Plan is a report of demand flows overlaid with the actual transit system. The bottlenecks of the existing transit system and underserved regions would be identified. This plan addresses transit weaknesses and no consideration was made for economic development -the political criteria for transit projects.

Problems identified so far.

The passengers connecting from the Don Mills LRT to Yonge subway are greatly inconvenienced because they must transfer through SmartTrack. To locate a terminal that connects the Don Mills LRT to the Yonge line is a major cost. There doesn't appear to be an economically feasible solution for such a connection. The Waterfront West LRT faced the same challenge and uses a very expensive connection to the Yonge line. As noted above, one veteran transit expert recommends to expand the streetcar loop at Union Station for the waterfront transit, instead of the excessive expenditure.

The current \$5 billion Scarborough Subway Extension is eliminated. The \$11 billion Ontario Line concentrates too much spending on a small portion of the transit challenges of Toronto. The Don Mills Road LRT serves a large part of the Ontario Line route and the major cost is between the Carlaw station to Don Mills Road.

Summary

There is a feeling that:

- The Yonge Street subway is overcrowded
- The subway intersections at Yonge/Bloor and St. George are threatening
- Breakdowns on the Yonge St line or Bloor/Danforth line are extremely disruptive with no alternative lines to provide relief
- Parts of Scarborough and Etobicoke are far away from any subway service. The bus routes connecting these remote areas to subways are long and the buses get clustered because of traffic congestion

The Upgraded Richmond Hill GO is the alternative to the Yonge St. subway. It ties into the existing transit infrastructure of the regions north of the city. It offers redundancy for breakdowns on the Yonge St. subway.

The anticipated ridership on the SmartTrack Reset (307,900) must mean it draws riders from the two existing subway lines. The breath of the route shortens suburban bus routes. It also offers redundancy.

This is a little draft towards the big picture vision attempting to ensure that transit projects contribute to a comprehensive rapid transit network.

SUBMISSION 22

CORRA has reviewed the Notice of Meeting. The comments here reinforce those made earlier to the Proposed Official Plan Amendments to Public Realm and Built Form Policies.

It is CORRA's position that being available in this day and age is not adequately met when the digital form is not available on a website until the 5th of February for a meeting being held on the 12th of February, 2020.

Indicating a printed copy will be available starting the 22 January, 2020 requires physical attendance. Given the physical size of the City of Toronto, this is highly prejudicial to ordinary citizens living outside of the boundaries of the former City of Toronto.

The nature of the transportation official plan amendments are such that the complexity of the same and size warrants sufficient time to review the same without having to attend at City Hall.

CORRA therefore requests that the material be made available on the City's website no later than the 22nd of January, 2020 and that notice of the posting be provided to the same persons who received the notice herein.

Thank you in advance for your consideration of the comments made in this letter.

SUBMISSION 23

Dear Ms. Watkiss,

We wish to question whether the City is complying with the Toronto Official Plan in regard to the notice given for Official Plan Amendments. The Official Plan states the following:

Chapter 5 Implementation – Making Things Happen

5.5 The Planning Process

“The application materials and related documents will be made available to the public in accordance with the requirements of the Planning Act and the provisions of this Plan”

Policies

1) Public Involvement

“A fair, open and accessible public process for amending, implementing and reviewing this Plan will be achieved by”...:

“iv. Ensuring that draft Official Plan amendments **are made available to the public for review at least twenty days prior to the statutory public meetings...**” (bolding added for emphasis)

The notice for the Public Realm and Built Form Policy (see attached) indicates:

- The date of the Special Public Meeting (Planning and Housing Committee – PHC) December 10, 2019 at 10 am

- A printed copy of the proposed Official Plan Amendment that will be considered by Planning and Housing Committee will be available at Metro Hall, 22nd Floor, 55 John Street, Toronto, Ontario, starting on November 20, 2019.
- A copy of City Planning's Final Report on the proposed Official Plan Amendment will be available on the City's website at www.toronto.ca/legdocs/agendas.html on December 3, 2019.

The notice for the Transportation Policies indicates:

- The date of the Special Public Meeting (Planning and Housing Committee – PHC) February 12, 2020 at 10 am
- A printed copy of the proposed Official Plan Amendment that will be considered by Planning and Housing Committee will be available at City Hall, 21st Floor, 100 Queen West, Toronto Ontario, starting on January 22, 2020.
- A copy of City Planning's Final Report on the proposed Official Plan Amendment will be available on the City's website at: www.toronto.ca/legdocs/agendas.html on February 5, 2020.

While in both cases the notice was provided well in advance of the Statutory Special Public Meeting, the notices indicate that the amendments will not be available until less than 7 days before the special meeting where they are to be discussed.

The City's standard practice appears to be to post the City Planning report (including OPA amendments) only seven days before the Special Meeting date, and to make available a printed paper copy of the OPA (but not the staff report) 21 days ahead. The City evidently views the latter procedure as its way of meeting its obligations under the OP to make proposed OPAs available 20 days before the statutory public meeting.

To be available means that bare notice is not sufficient. In this day and age when everything is digital, we feel that having a hard copy available for pick-up from a central point is insufficient and inadequate. Given the scope and detail of these amendments a minimum of 20 is necessary for any group to review, make decisions and get approval if necessary. This level of notice has been accepted as a minimum in the City's OP. The notice as implemented is deficient and does not comply with the Toronto Official Plan.

As such FoNTRA requests that you:

- (1) Change your OPA Notice procedures in order to conform to the Official Plan.
- (2) Make available the proposed OPAs on the City's web site:

Public Realm and Built Form Policy on November 20, 2019

Transportation Policies on January 22, 2020

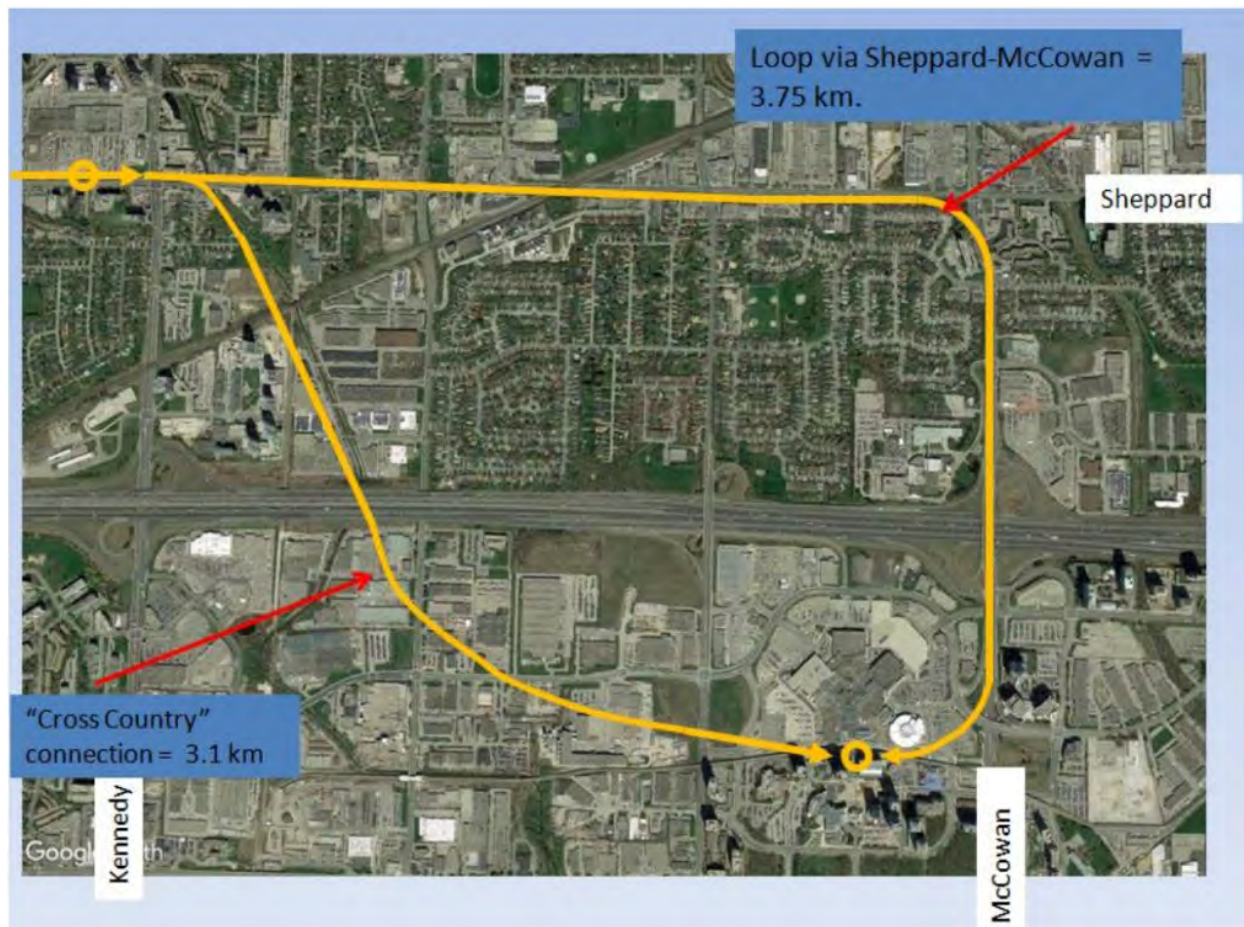
SUBMISSION 24

Way back in the 1980's when Metro Toronto was considering a subway along Sheppard Avenue to connect 'downtown' North York to 'downtown' Scarborough, people studied all sorts of routes for the subway.

Everyone agreed it would run due east under Sheppard from Yonge to Kennedy Road. The question was what route would it take from Kennedy to our Scarborough Centre.

It boiled down to two routes:

1. One continued due east under Sheppard to McCowan where it turned south to Scarborough Centre.
2. The other turned south-east from Kennedy and ran 'cross-country' diagonally into Scarborough centre.



End of the day the 'cross country' route was chosen as far preferable.

- Shorter = cheaper
- Shorter = faster trip between the two 'downtowns'
- Served more people

Metro Toronto agree and put it in their Official Plan.

Scarborough agreed and put it in their Official Plan.

The 'cross country' route remained in those Official Plans and has been in the new City of Toronto Official Plan since the cities were amalgamated in 1999.

In the 30 years since the 'cross country' route was selected practically nothing has changed to suggest the McCowan-Sheppard route is now a better choice.

- There is very little density near Sheppard McCowan
- There is very little potential for more density around Sheppard-McCowan
- There are no developers busy filing plans around Sheppard McCowan
- There is very little potential to redevelop significant densities anywhere along Sheppard from McCowan west to almost Kennedy Road.
- It will be very difficult/ expensive to ever turn the subway west from a station at McCowan-Sheppard

Over the same 30 years a lot has changed along the 'cross country' route to make it an even better choice:



- 2,600 units of very high density already built by Tridel along the 'cross country' route on Village Green Square;



- Another 1,600 units are under construction in the 'front yard' of the Delta Hotel



- Developers have assembled land and filed applications to totally redevelop all the lands on Cowdray Court for 2,300 more high density apartments;
- Plus another 950 units behind the Corporate Plaza office tower on Kennedy at Village Green Square.

The 'cross country' route places a station right on the doorstep of all this incredible high density development.

The west side of Scarborough Centre through which the 'cross country' route passes show signs of coming alive with major new developments:

- The owners of Scarborough Town Centre mall have just filed application for 1,372 new apartments on the east side of Brimley south of Progress;
- There are existing approvals in place for 1,700 units west of Brimley on Schick Court and 1,600 more on the south west corner of Brimley-Progress.

By using the Barcelona Technique to build the subway, it is more than feasible to 'rough in' a future station on the 'cross country' route near Brimley Road to serve all this development.

The 'cross country' route remains shorter and therefore less expensive and faster to build. It would provide a faster service between the 'downtowns' of North York and Scarborough.

But... but... but... City of Toronto Staff are now proposing to take the 'cross country' route out of the Toronto Official Plan.

We think that is premature to your government making a final decision on the route of the 'three stop' subway beyond the station in Scarborough Centre.

We wrote to Premier Ford in July of this year, copy attached, advocating that the Scarborough Subway be turned west to run under Progress Avenue across Brimley Road roughly where the Great Canadian Superstore is located.



Premier Ford was gracious in his reply, thanking us for our ideas and forwarding our letter to Minister Mulroney.

Until your government takes a final position on the route of the Scarborough Subway it is premature and presumptuous of the City to remove the cross country route from its Official Plan.

We ask you as our MPP to bring this to the attention of Minister Mulroney and the Minister of Municipal Affairs such that the City can be asked to defer any decision regarding the preferred route for the Scarborough Subway until your government has made a final decision.

SUBMISSION 24

Dear Michael Hain and Members of Transportation Planning,

Please find attached Cycle Toronto's suggested amendments to the Draft Official Plan Review Changes to the Cycling Framework.

We have both provided updated feedback and noted where feedback presented during the previous review process still holds. Proposed changes to language are denoted in green highlighted text.

We are enthusiastic about this review strengthening the existing framework and its goal of making cycling safer and more accessible for all throughout the city. To that end, we have a few changes we would like to suggest. The motivations behind our changes are outlined here.

1. Replacement of "designated cycling facility" with a more specific vision: we would like to see every resident within no more than 1 kilometre of a **protected** bike lane. Specifically, we would like to avoid having sharrows count as a "designated cycling facility."

Additionally, we recommend bringing policy 14(a) in line with the goals outlined in TransformTO so that the policy reads:

14 a) expanding the Cycling Network to meet the TransformTO goal of ensuring that 75% of all trips under 5 km are completed by walking or cycling by 2050 and expanding the Cycling Network to bring every part of the city within one kilometre of a protected cycling facility by:

2. As with direction in the Official Plan, ensuring that developers take cyclists into consideration from the outset of the application process will ensure that new developments contribute to the goals outlined in the Official Plan of creating a "comfortable and bicycle-friendly environment" (s. 14). To this end, we recommend strengthening the language in section 2.4 with regard to the development of Transportation Impact Studies (TIS):

New developments may be required to conduct a Transportation Impact Study (TIS) in accordance with the City's TIS Guidelines. The TIS will identify the demands and impacts of new development, and identify transportation improvements, a Travel Demand Management (TDM) strategy and/or other mitigating measures to accommodate travel generated by the development, and where relevant:

a) weigh all traffic needs, including active transportation such as cycling and walking, as well as transit and driving, against the broader objectives of this Plan;

b) make provision for future transportation improvements identified in this Plan; and

c) integrate development into the surrounding public access system of roads, walkways, bikeways and transit facilities.

d) Employ accurate volume of use modelling tools that projects future use of bikeways by all legal users, rather than basing designs on past usage.

We recommend revising the language in Transportation Impact Study to specifically require traffic counts of people driving, walking, and cycling. We would recommend revising the required contents to read as follows:

- a. Location plan of the subject property.
- b. Property description.
- c. Owner/Consultant contact.
- d. Transportation context for horizon year and time periods for analysis.
- e. Estimate of travel demand for people walking, cycling, and driving generated by different development scenarios.
- f. Evaluation of transportation impacts of site-generated traffic/transit demands on people walking, cycling, and driving.
- g. Identification of transportation system improvements required to mitigate adverse impacts.
- h. Assessments of vehicular and bicycle parking and access issues.
- i. Supporting data used in the analyses.

In addition, we would recommend bringing the Guidelines for the Preparation of Transportation Impact Studies in line with the suggested revisions above. Relatedly, Figure 1: Elements of a Typical Transportation Impact Study (TIS) indicates that a requirement is to “Evaluate transportation impacts of site-generated traffic/transit demand (Section 6)” and lists “Implications for pedestrians and cyclists”. We encourage the TIS to consider cyclists as traffic. We also note that the Guidelines are dated July 2003 and may be due for an update to conform with the policies proposed in this Official Plan Review process.

In our submission dated February 25, 2019, we also advocated for the following changes and continue to do so:

3. The broadening of the entire framework to include what we have termed “active transportation.” We believe that making bike lanes accessible to all means building lanes that can accommodate other forms of “micromobility” or “active transportation,” including larger cargo bikes, motorized wheelchairs, etc. This means that lanes will be wide enough to allow for different speeds and in-lane passing. Such a broadening of the vision of what “cycling” means many more people will be able to use and benefit from bike lanes, not just the narrower class of single-user cyclists.

s. 1. Given the health benefits of physical activity, active forms of transportation will be encouraged by integrating and giving full consideration to active transportation modes, including pedestrian and cycling infrastructure in the design of all streets, neighbourhoods, major destinations, transit facilities and mobility hubs throughout the City.

4. Ensuring designated cycling facilities (e.g. protected bike lanes) are considered by default as roads are resurfaced or reconstructed, as well as when new developments are designed and built; both within the public realm and within the street right-of-way.

5. The small addition of the word “commercial.” Active transportation is not just for recreational and personal use, but for commercial activity as well. We would like to see that reflected in the Official Plan.

14. Guidelines, programs and infrastructure will be developed and implemented to create a safe, comfortable and bicycle-friendly environment that encourages people of all ages, abilities and means to bicycle for everyday transportation, recreation, and commercial use, supports goods movement by bicycle and supports the growth objectives of this Plan[...]

Thank you for considering our comments; we look forward to the next round of consultations.

Appendix E

Comment Form



1. Questions/comments on the cycling policy area:

- Accelerate implementation of cycling infrastructure. Should have cross-jurisdictional planning. Can individually be turned into multi-use paths, where appropriate? "Better than nothing" bike lanes are not safe. "new parts" of the City vs. "all areas".
- Bike paths at are barriers to Wheel-transit users - should have dismount signs. No bike paths on sidewalks.
- Displacement of start parking for BIA - will it be relocated - many independent stores need mainly parking to survive - goes to sustainability of local commerce. Ensure safety of pedestrians.
- "Complete streets by default" should be adopted as a guiding principle for the design/redesign of major arterials. All street design or redesign should be based on this principle. It meets the City's commitment to the Vision Zero because it makes cycling safer by creating safe zones for cyclists.
- Is there a way to design for/define rules of individuals for multi-use trails (pedestrian/cyclists)? Differences between cycling purposes and skill levels. Is there a way to address behavior - on bikes, on foot and in vehicles?
- Prioritizing physically separated cycling infrastructure to provide protection for cyclist, pedestrians, and those whose mobility is challenged. Effective cross-city commuter-cyclist infrastructure can funnel fast-moving cyclists together and away from the more recreation focused cycling infrastructure.
- Safety for cyclists is paramount, this means lowering speed limited and building physically-separated bike lanes. Paint on the road doesn't protect cyclists. We need protected bike lanes that are separated from cars using planers, raised curbs or flexi-posts. Growing the cycling network is crucial too.

2. Questions/comments on the transit policy area:

- Should have a policy respecting connections to other Cities (People's trips don't pay attention to municipal boundaries). It's important to recognize what the public wants in the Official Plan. The appropriateness of the solutions in the policies and map should be measured against the want of the public, not the City's perceived problems/solutions. We should treat all transit design the way we design streetcar infrastructure.
- Include Wheel-transit in the Transportation system consists of (add Wheel Transit)

- Ensure commercial nodes not just people density. Also, increase commercial density along corridors.
- How does the Official Plan react to transit being uploaded to the province?
- Not sure why the extension of Line to Scarborough Center is recommended. Surely the more cost-effective option would be light rail or bus rapid transit using electric buses. The city also needs to implement some new revenue tools to fund transit. Ex. Commercial parking levy and motor vehicle registration fee.

3. Questions/comments on the Automated Vehicle/Shared Mobility policy area:

- If safety priority add camera in vehicle, proper full insurance, training for drivers. Limit number of PTC licensed as rideshare add to many vehicles to road which reduces efficiency.
- Rideshare services create pollution + create unsafe conditions for cyclists. They are often distracted by devices they are using for their work. Better enforcement of distracted driving laws must happen. Also - enforce drop off rules to keep them out of bike lanes.

4. Do you have anything further to add?

- The City should develop an interactive walkability map that shows all of the pedestrian connections across the city.
- Better online documents. Hard to find - too scattered online. Could not find public comments.
- Apart from a brief mention in 2.1, nothing speaks to Toronto's place in the larger urban area. In particular, the need for all the parts of the city's transportation system to connect with neighbours'. Also, its system doesn't just serve residents, because of the city's unique economic role.

Appendix F

Public Meeting Presentation



Official Plan Review

Draft Transportation Policies

November 2019





Outline

- Welcome and Introductions
- Purpose of Meeting
 - Summary of Round 1 Feedback
 - Committee Direction
 - Policy Overview
- Next Steps
- Breakout *Policy Walkthrough* Tables

Why are we here?

Five Year Official Plan Review

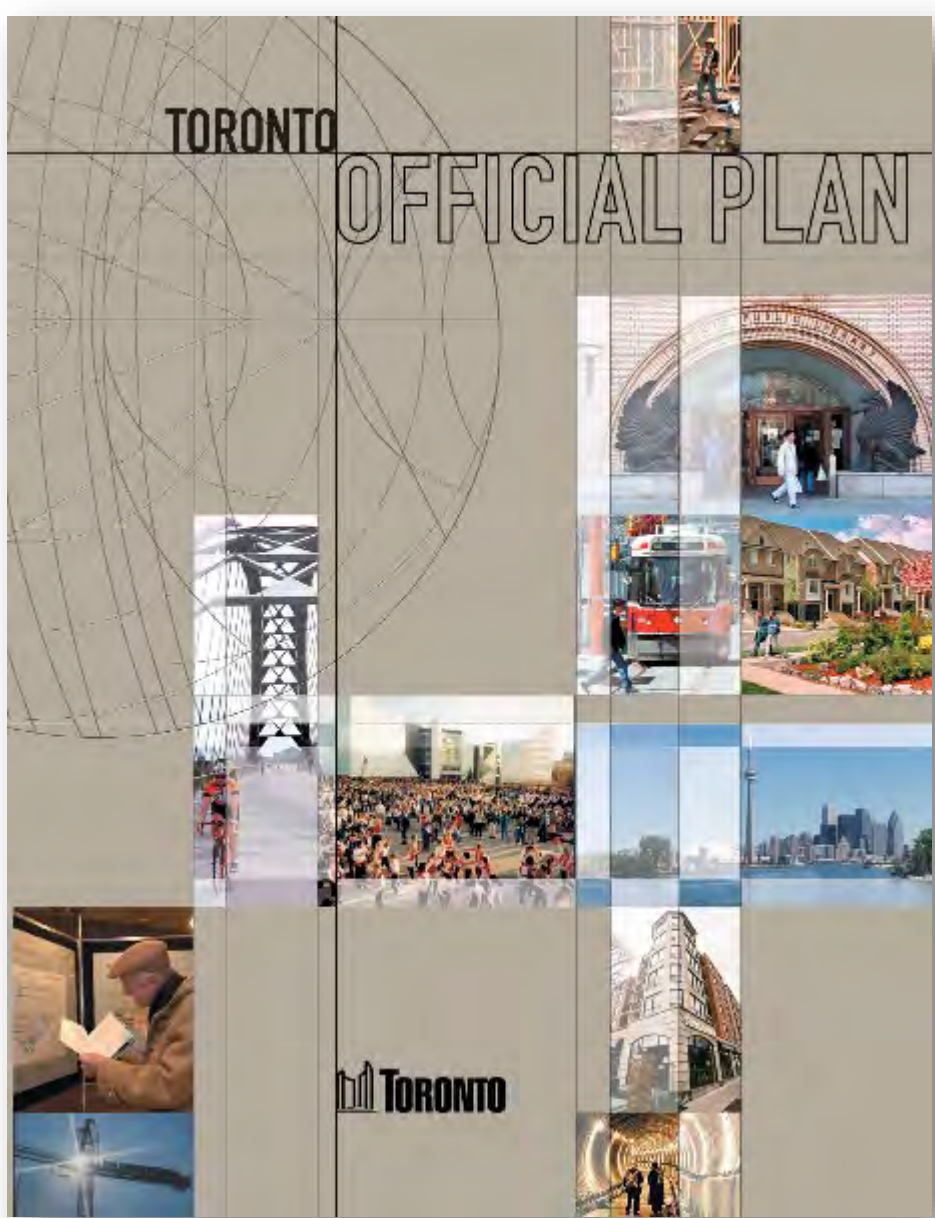
- Draft Transportation Policies
- Phase two consultation

Share feedback and refine draft policies



TORONTO

OFFICIAL PLAN



TORONTO

- The Council will also:
 - 1) improve the compact position of the Toronto region, including, in particular, with a view to the sustainable and affordable, safe and fulfilling employment opportunities and services available;
 - 2) promote, enhance and sustain the unique quality of open spaces and natural heritage features, the local food system and the culture, traditions and character of the region and protect the region's prime agricultural land;
 - 3) Toronto will control urban sprawl and take other measures regarding matters of mutual interest such as shared management of corridors and transportation infrastructure;
 - 4) Toronto is to take action to meet the 2014 targets outlined in the 2009 report published in 2011.



Photo showing roads across the region

The Three Lenses – A New Approach to Planning

The practice of managing growth and change will be different in different parts of the City because the area will have a different capacity to absorb change. It is a matter of how growth is managed and how it is managed in different parts of the City. The practice of managing growth and change will be different in different parts of the City because the area will have a different capacity to absorb change. It is a matter of how growth is managed and how it is managed in different parts of the City.

2.2 STRUCTURING GROWTH IN THE CITY: INTEGRATING LAND USE AND TRANSPORTATION

In keeping with the vision for a more livable Greater Toronto Area, future growth within Toronto will be steered to areas which are well served by transit, have a high transit network and which have the highest potential for development. Basically, the growth areas are corridors where good transit service can be provided along bus and streetcar routes and at rapid transit stations. Areas that can best accommodate this growth are shown in Map 2.0 Corridors, including the Central Waterfront, the Centre, the Avenue and the Employment Areas. A balance mix of residential and employment growth is seen for the Downtown and the Corridors. The next use Areas will emphasize residential growth, while the Employment Areas will focus on job intensification.

On the other hand, the approach to managing change in Toronto's neighbourhoods and green space system, emphasizes maintenance and enhancement of assets.

The growth areas are limited together by the City's transportation network, the viability of which is crucial to supporting a long-term transit needs of residents and workers over the next 30 years. The key elements of the City's transportation network are:

- subway, LRT, streetcar and bus lines;
- the GO Transit rail network;
- expressways and major streets;
- a network of local streets;
- the city-wide bicycle network;
- a system of sidewalks, pathways and trails, and

Three different 'Lenses'

- Aerial view of the city showing the three different 'Lenses'.
- Aerial view of the city showing the three different 'Lenses'.
- Aerial view of the city showing the three different 'Lenses'.

There are parts of the City which are better served by transit and which are better served by transit.

Other parts of the City present opportunities for a more compact form of development.



Photo showing a streetcar at a transit station

- 1) Transit corridors, green spaces and public spaces
- 2) The City's transportation network and the City's transportation network
- 3) The City's transportation network and the City's transportation network

The City's transportation network and the City's transportation network. The City's transportation network and the City's transportation network.

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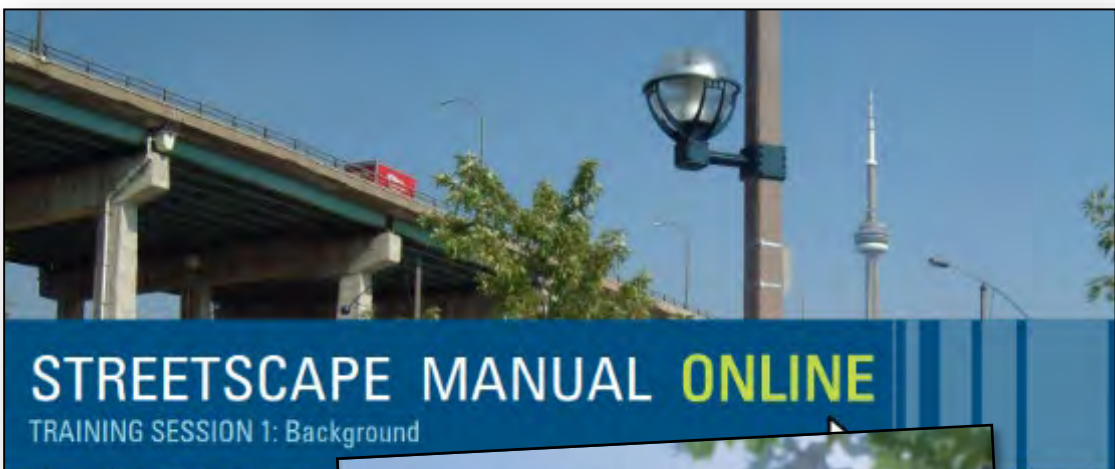
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What does the Official Plan do?

- The OP sets out the **high-level, long term vision** for the city.
- Does not describe the steps to achieve the vision or how policies are implemented.
- The OP is written as an **integrated document**.
- You need to read the entire document to capture all of the transportation policies.



STREETSCAPE MANUAL ONLINE

TRAINING SESSION 1: Background



Avenues & Mid-Rise Buildings Study

Brink McJoy Planning + Liban Design/Pace Architects
with
C.W.A. Architects
Gaukharji Architects Limited
Urban Networking Collaborative
May 2010



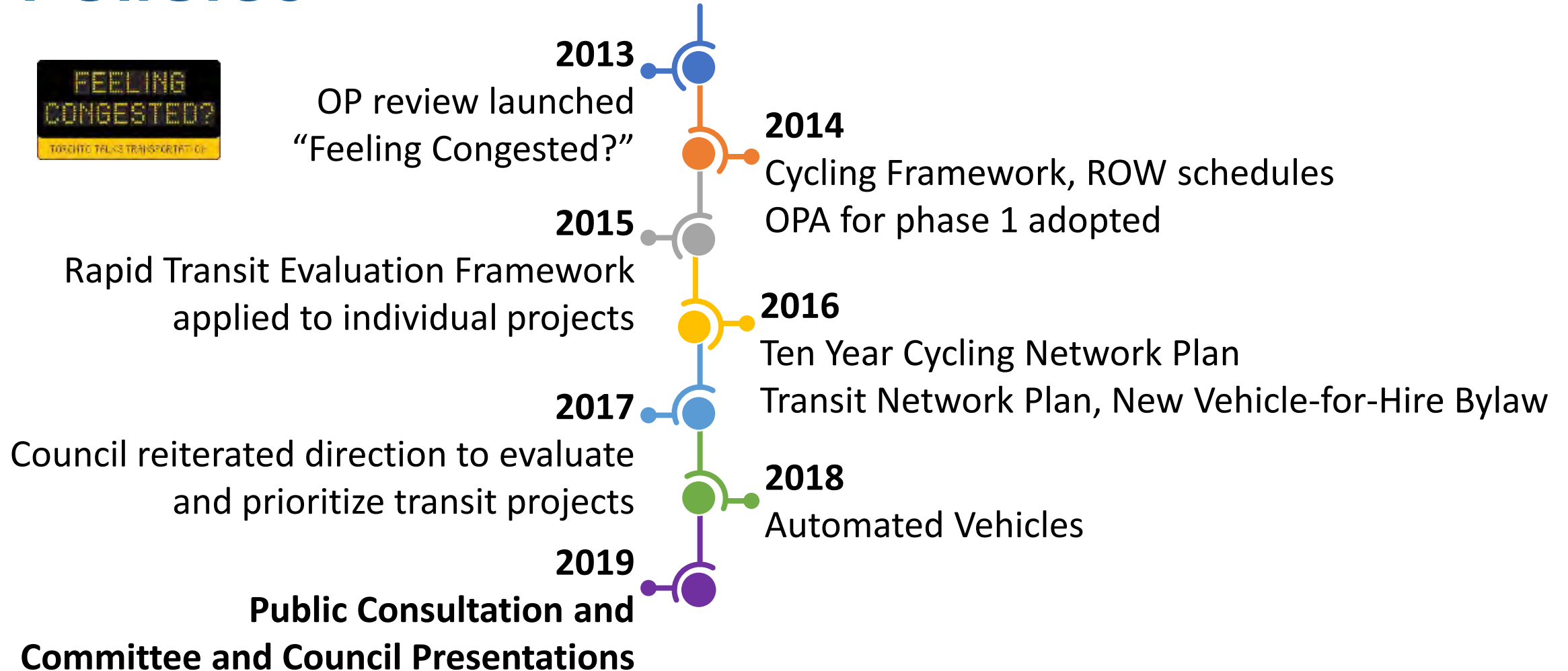
PORT LANDS + SOUTH OF EASTERN TRANSPORTATION + SERVICING MASTER PLAN ENVIRONMENTAL ASSESSMENT

King Street Transit Pilot

In partnership with

The King Street Transit Pilot was launched in November 2017. The final report is expected to be presented to the Executive Committee in March 2019. Until this time, the various components of the Pilot will remain in place.

Council Directions on Transportation Policies



Key Objectives of Transportation Policies

**Maintain
existing network**

**Improve existing
network**

**Expand new
networks**

The Official Plan and Transportation

- Many of the **transportation policies** are in Sections 2.2 and 2.4.
- Supports **Complete Streets** (Section 3.1.1).
- Directs how the transportation system should be **maintained and developed** (Policy 2.2(3)).
- Encourages **transit-oriented** development. (Policy 2.1(1)(a)).
- Enables **parking requirements** to be set (Policy 2.4(7)).

Approved OP Transportation Policies

August 2014:
Some OP Transportation
Policies **approved by**
Council

- Integration with Land Use
- Streets and “Complete Streets”
- Active Transportation (focused on supporting the pedestrian environment)
- Auto, Transportation Demand Management and Parking
- Goods Movement



Some of the feedback received in February related to these policies.

Four Policy Areas of Focus



Transit



Cycling

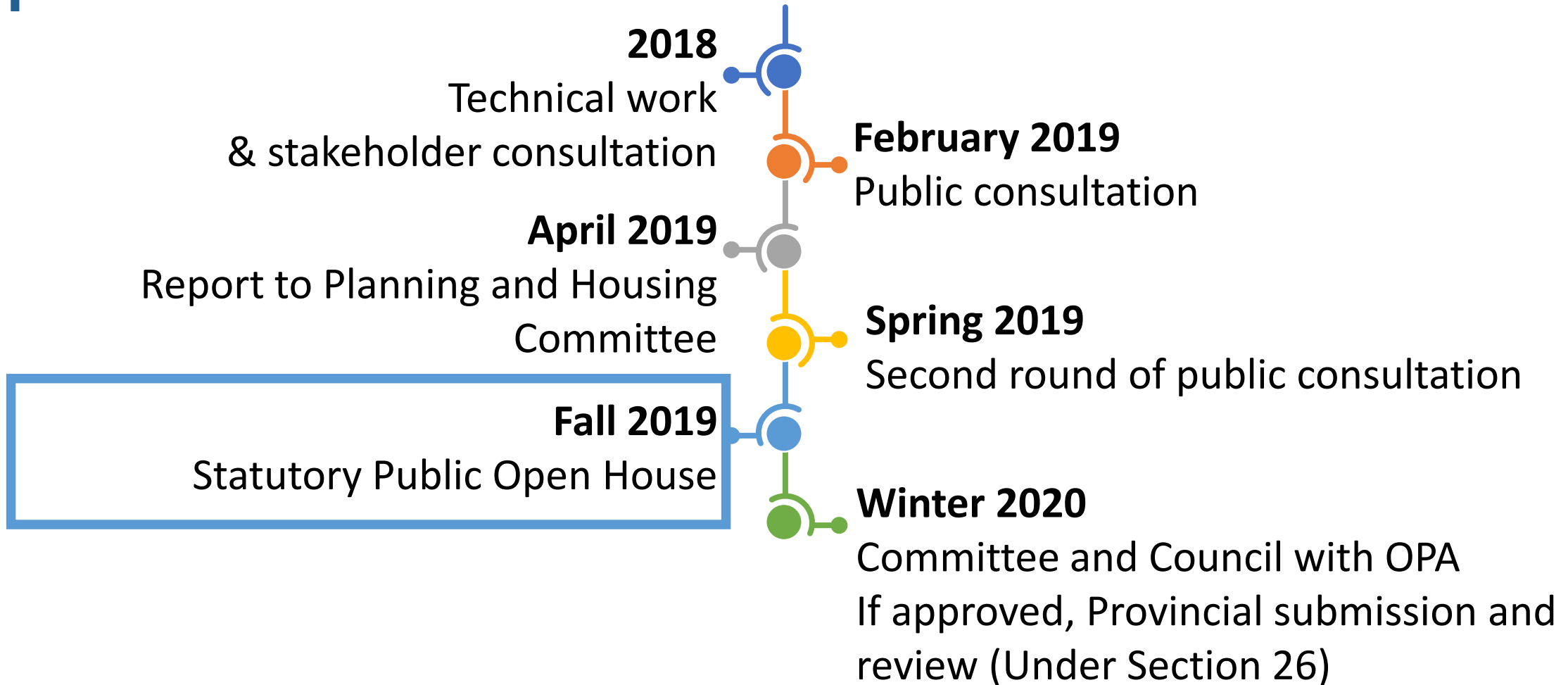


**Automated
Vehicles and
Shared
Mobility
Services**



**Street
Related
Map and
Schedules**

Timeline



Overall Themes from Round 1 Meetings

- Progressive or **future-forward** policy
- A **connected** and **integrated** system
- **Safety** and **Accessibility**
- Specific **targets** for cycling
- **Clarity** around transit implementation
- **Plan for impacts** of automated vehicles and shared mobility
- **Context sensitive**

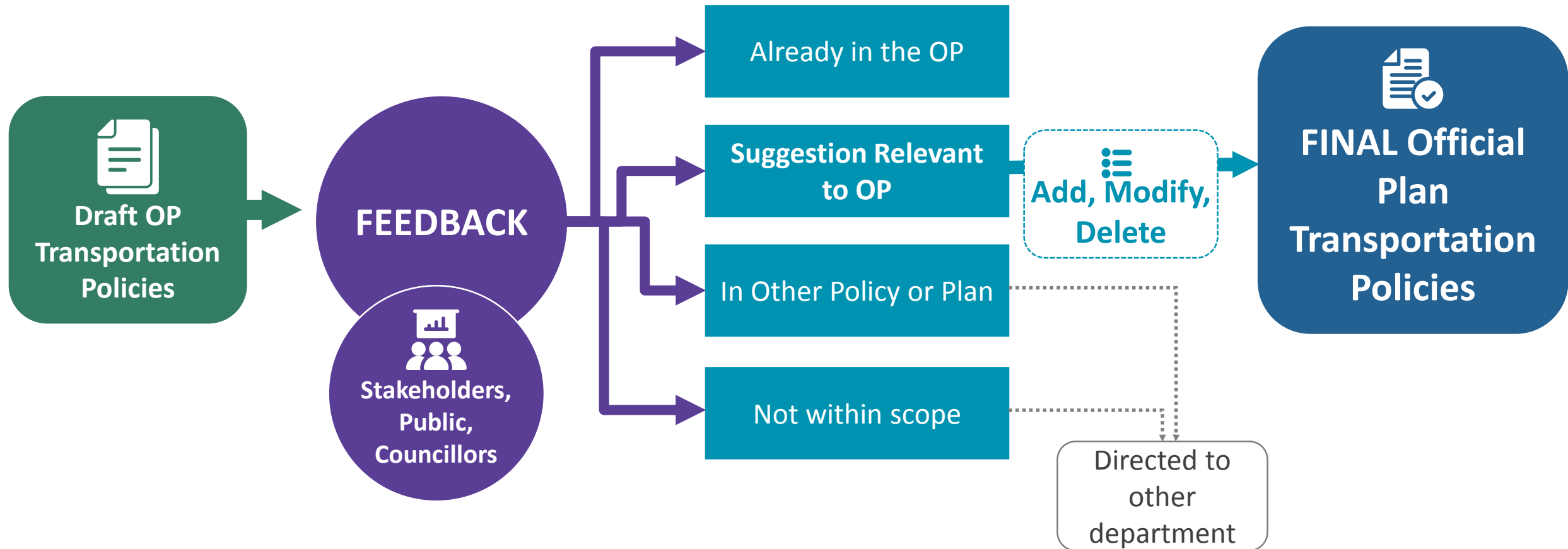


Planning and Housing Committee

- Report went to Planning and Housing Committee on April 4, 2019
- Staff directed to hold more **consultation** on the draft Official Plan policy changes
- Include more **advocates, organizations and academic researchers** promoting accessibility and safety especially for women and vulnerable road and transit users
- Staff will be consulting with specific groups in May



How Feedback is Considered





Cycling



Policy Area: Cycling

Focus of Policy Area Review:

- Provide **greater direction to the Cycling Network Plan**.
- Update introductory text to provide **better context to support cycling** in city.
- Support **improvements in convenience and overall network attractiveness** (draw diverse users).
- Strengthen policies to **improve safety**.



Policy Area: Cycling

Changes since the last public meetings include:

- Support for goods movement by bicycle.
- Recognition of continuous cycling routes and connections.
- Clarity that safety is all road users' responsibility.



Transit



Policy Area: Transit

Focus of Policy Area Review:

- Strengthen language around **state of good repair and transit priority** measures.
- Incorporate the **Comprehensive Transit Plan**.
- Call for **improved network connectivity and level of transit service**.
- Address **public realm issues around higher-order transit**.



Policy Area: Transit

Changes since the last public meetings include:

- Consistency in the language.
- Refined policies for the public realm.
- A definition of space-efficient transportation modes.
- Clarity regarding accessibility.



Automated
Vehicles and
Shared Mobility
Services

Policy Area: Automated Vehicles and Shared Mobility Services



Focus of Policy Area Review:

- Currently only one OP policy related to **technology**.
- Introductory text provides **better context**.
- Policy needs to be **adaptable and flexible** to address potential impacts and protect the public good.

Policy Area: Automated Vehicles and Shared Mobility Services



Changes since the last public meetings include:

- Simplifying pick-up/drop-off, loading and parking activity on-site policies.



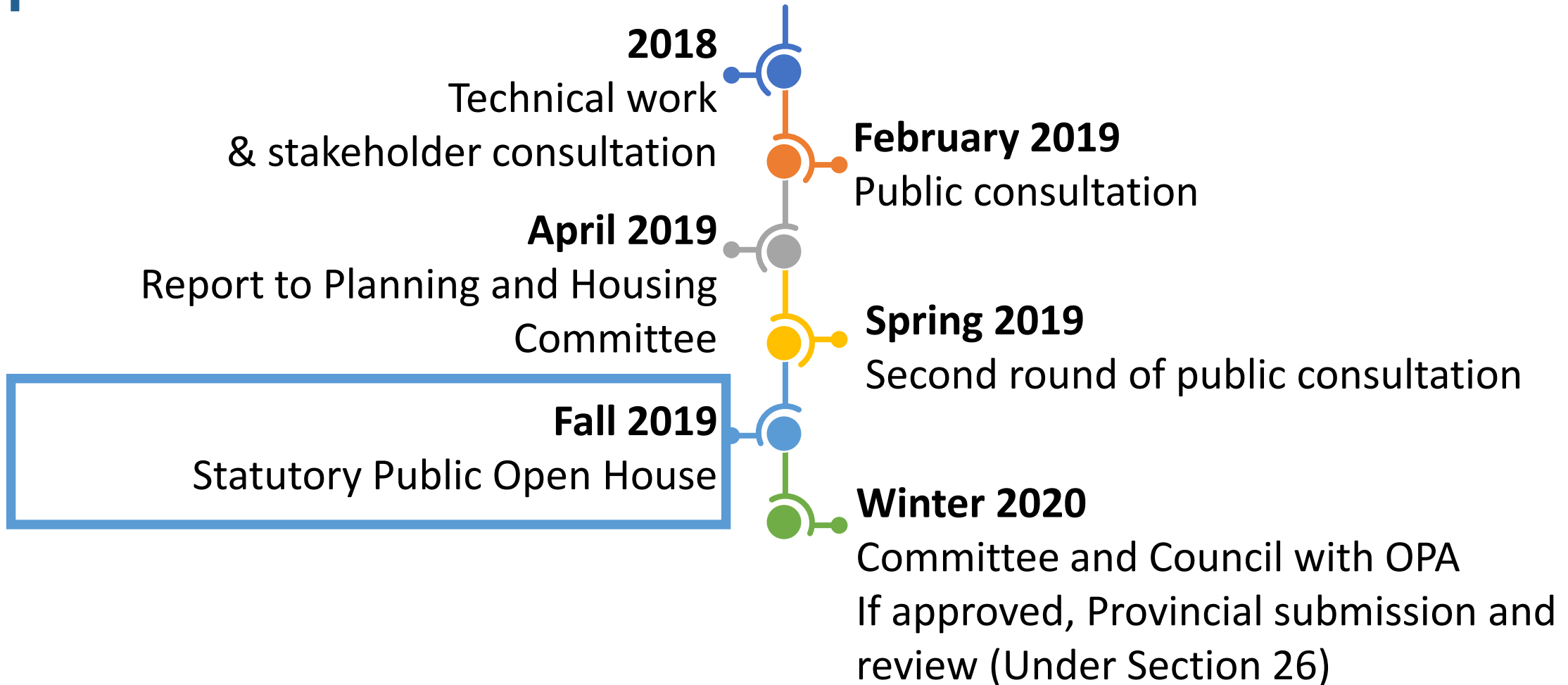
Street
Related Map
and
Schedules



Street Related Maps and Schedules

- Changes included **additions, modifications, and deletions**
- The changes proposed are to update the OP to **what already exists** or **existing directions from Council**
- Draft changes to the maps and schedules were in **table format** within the report to Planning and Housing Committee
- Changes are **minimal**, and there are no major or city-wide changes

Next Steps



Policy Walkthrough – Tables

- Visit the different **discussion tables**.
- Staff will walk through the **policies** and **what we heard**.
- Opportunity to **ask questions** and have a **discussion**.
- Fill out a **comment form** as you go.

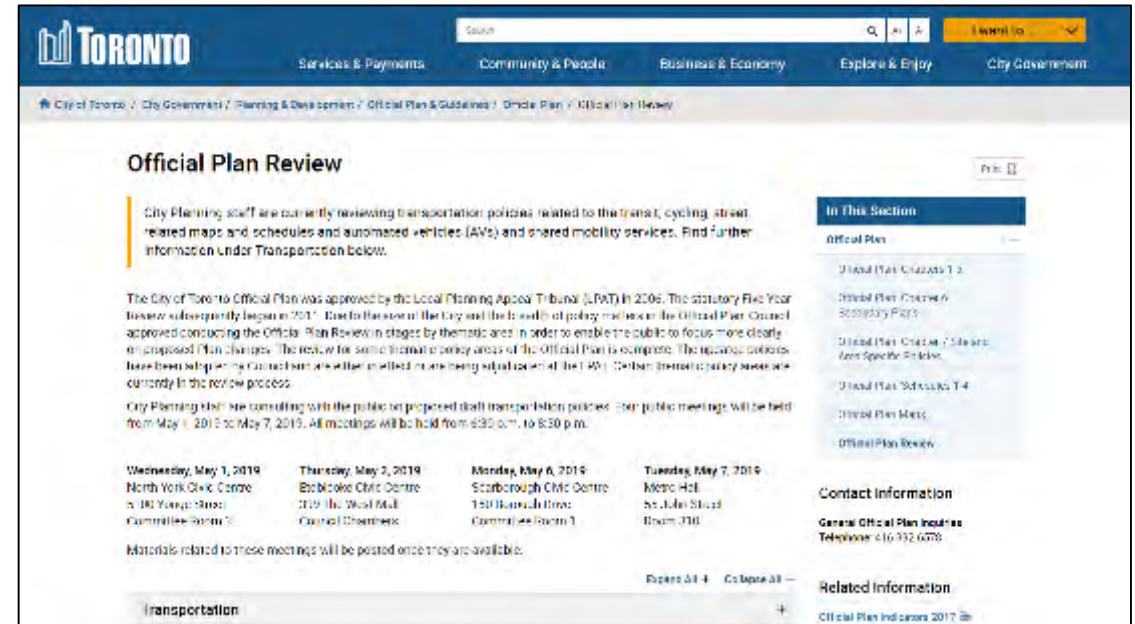
Contact Us

@ EMAIL to: Michael.Hain@toronto.ca

 416-392-8698

 @ CityPlanTO

 www.toronto.ca/opreview



The screenshot shows the City of Toronto website's 'Official Plan Review' page. The page features a navigation bar with the City of Toronto logo and various service links. The main content area is titled 'Official Plan Review' and includes an introductory paragraph about the review process. Below this, there is a section for 'In This Section' with a list of links to various documents and reports. A 'Contact Information' section provides details for public meetings on Wednesday, May 1, 2019; Thursday, May 2, 2019; Monday, May 6, 2019; and Tuesday, May 7, 2019. The page also includes a 'Related Information' section with a link to the 'Official Plan Indicators 2017' report.

Thank You for Attending!