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Planning and Housing Committee Members
10th floor, West Tower, City Hall
100 Queen Street West
Toronto, ON M5H 2N2

Re: Item 13.3.3 OPA 456 – Amendments to Official Plan Regarding LRT Service along Lakeshore Boulevard West.

Dear Councillor Bailão

We are writing to request the Planning and Housing Committee revise Map 4 of the proposed OPA 456 to show the Lakeshore West LRT line end at Park Lawn Road/Marine Parade Drive and to show only improved streetcar service from Park Lawn Road to the Long Branch Loop and remove the proposed designation of higher order transit. **(Attachment 1 – PHC 13.1 page 23)**

Our organization supports better transit for Long Branch. Designation of Lake Shore Boulevard from Park Lawn to the Long Branch Loop as an Enhanced Surface Transit line (as denoted in Map 5) makes a lot of sense. **(Attachment 1 – PHC 13.1 page 24)**

Residents of Long Branch, New Toronto and Mimico will only be encouraged to use transit when the service is faster and more reliable than it is now. This means more frequent streetcar service and, ideally, connections to other transit lines such as GO or other LRTs.

For example, when a GO station is introduced at Park Lawn, a seamless transfer system from TTC streetcars would encourage more ridership by significantly reducing transit times to downtown from current levels.

Better surface transit is needed to support the growth of Humber College's Lake Shore campus and the needs of its students both within Toronto and in Mississauga.

We have a number of issues with the proposed OPA 456 currently before the Committee:

- There is no funding or plan attached to this
- There has been no public consultation on impacted residents
- This amendment negatively impacts Council approved documents such as the Long Branch Neighbourhood Character Guidelines.

- The absence of a clear plan to implement a Lakeshore LRT line will encourage property speculation in Long Branch and neighbouring New Toronto.

Following public consultation, the **Waterfront Transit Reset study determined that an LRT right-of-way west of Park Lawn Road was neither feasible nor desirable (Attachment 2)**. That study was endorsed by City Council in January 2018. The right-of-way west of Park Lawn is too narrow to accommodate dedicated transit lines – especially through New Toronto, where the right-of way, at 26m. is at its narrowest. To include a dedicated transit line in Long Branch into the Official Plan without a plan for how to make it physically feasible, let alone economically feasible, is simply premature.

There was inadequate public consultation with stakeholders in Long Branch. (Attachment 3 – 5 year Official Plan Review Transportation Policies - Public and Stakeholder consultation summary report page 2, 4 and 7) Specifically, neither the Long Branch Neighbourhood Association nor the Long Branch Business Improvement area were invited to the public consultations held on May 14, 2019.

As a result, what we see are amendments to the Official Plan that we not only object to, but also on which we not consulted.

The designation as a "Higher Order Transit Corridor" brings with it a set of expectations and objectives under the Provincial Growth Plan. These objectives conflict dramatically with the existing zoning regulation in much of Mimico, New Toronto and Long Branch. In some residential areas the density targets would become more than triple what is existing and permitted under the bylaws.

The character of these residential areas is guided by the vision of the Official Plan and the precision of Bylaws. In Long Branch, it has been reinforced as recently as 2018 with the approval by City Council of the Long Branch Character Guidelines.

We have reached out to members of the Long Branch Business Improvement Area and they similarly oppose a dedicated transit line through Long Branch. With fewer stops, they would see a decline in foot traffic to their businesses. Were steps taken to widen the right-of-way along Lake Shore, it would most likely result in taking out on-street parking on one or both sides of Lake Shore and possibly require reducing sidewalks as well. Both of these would result in a reduction in traffic to their businesses.

Consideration for a dedicated transit line along Lake Shore West from Legion Road to the Long Branch loop should only be given after a more thorough review of the economics of doing so – especially in regards to physical infrastructure changes to the Lakeshore Boulevard streetscape to accommodate the additional rights-of-way for transit.

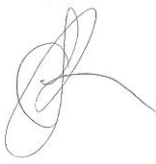
At this time, the residents feel there is no justification for an LRT for the following reasons:

- Commuters from Mississauga will not increase ridership on the Lake Shore surface routes because they can board a GO train at long Branch station and be at Union Station in 12-15 minutes.
- An LRT would not provide the same frequency of service as streetcars because larger vehicles would have to run less frequently to ensure best occupancy of the vehicles.

- Transit times from Long Branch to downtown would still be limited by capacity on the Queen or King streetcar lines.
- A prerequisite for building dedicated transit lines along Lake Shore would be widening the right-of-way between Legion Road and Royal York in Mimico, between Royal York and Twenty Third in New Toronto and between Twenty Third and Thirtieth Street in Long Branch. This would involve removal of parking lanes, removal of some sidewalks. We do not believe a budget exists for this.

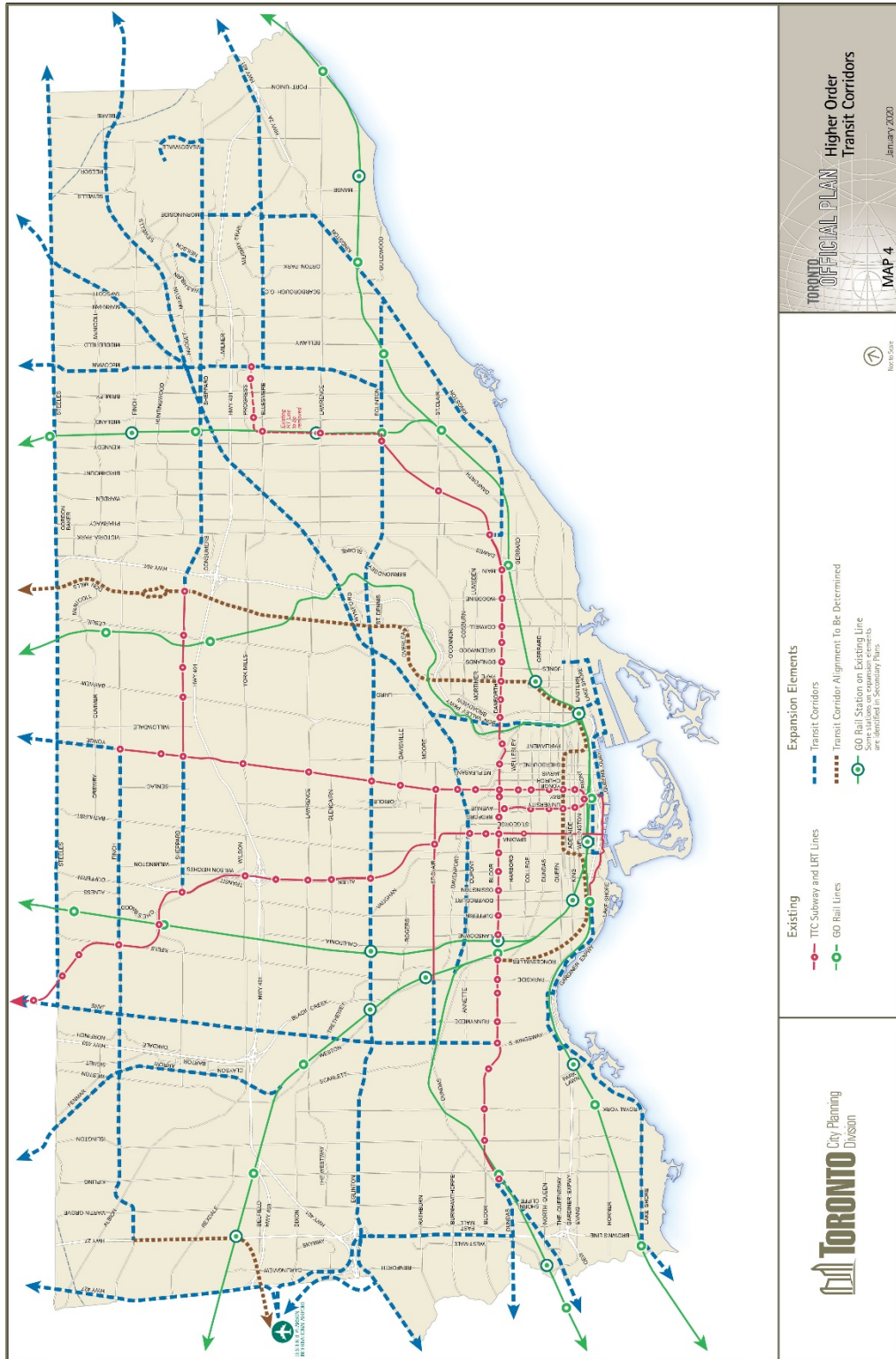
We contend that this change to Map 4 is premature as City studies and plans do not support this. This change must be corrected before this amendment becomes part of Toronto's Official Plan. We fully support recommendations for improved surface transit service between the Long Branch and Humber Loops and reflecting this designation in the Official Plan. We also believe implementing this improvement is possible without this amendment.

Sincerely

A handwritten signature in black ink, appearing to read 'Christine Mercado', with a stylized, cursive script.

Christine Mercado
Chair
Long Branch Neighbourhood Association

Figure 1: Map 4 Higher-Order Transit Corridors



Existing

- TTC Subway and URT Lines
- GO Rail Lines

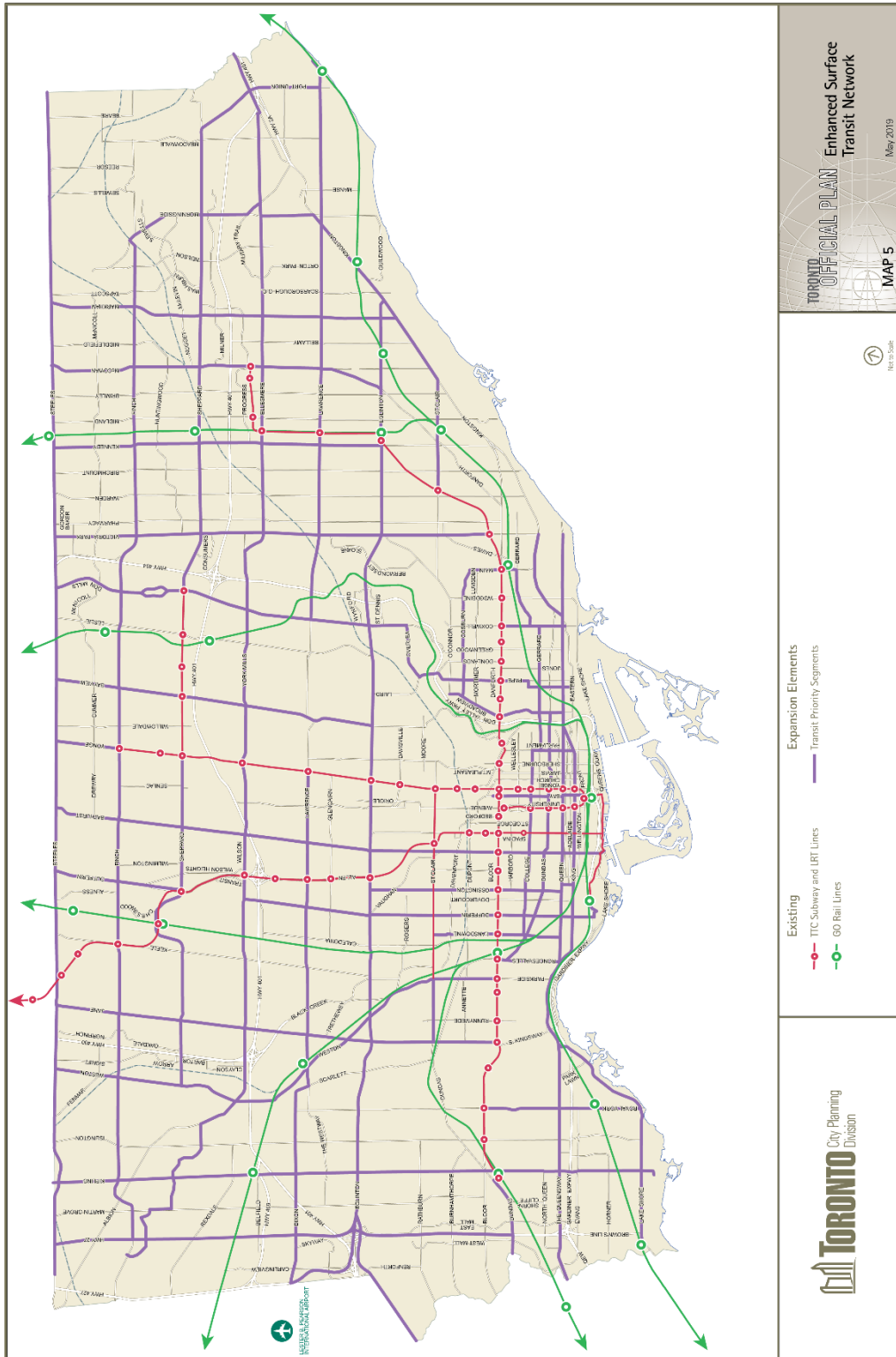
Expansion Elements

- Transit Corridors
- Transit Corridor Alignment To Be Determined
- GO Rail Station on Existing Line
- GO Rail Station on Expansion Element

GO Rail Stations on Expansion Elements are Identified in Secondary Plans

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1:50,000

Figure 2: Map 5 Enhanced Surface Transit Network



Waterfront Transit Reset Study Plan



January 2020

PH13.3 Attachment 6



DILLON
CONSULTING

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



TORONTO

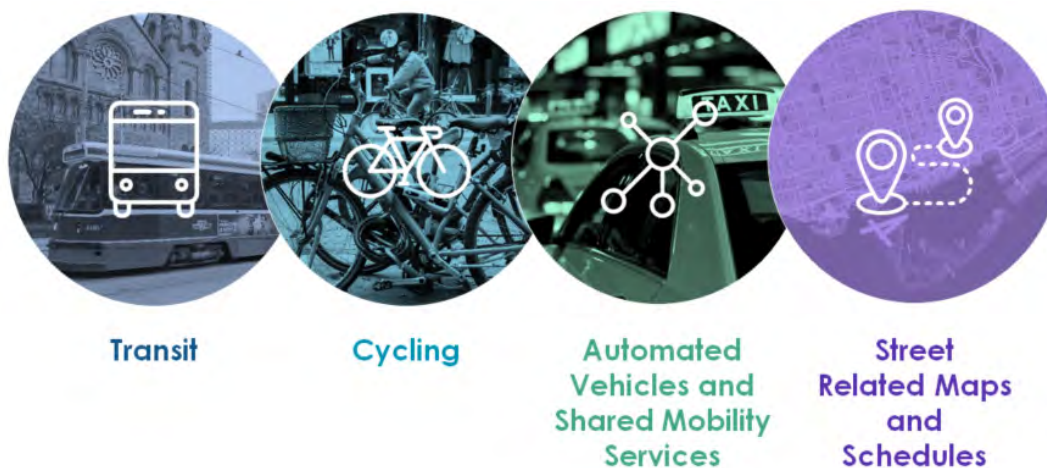


1.0 Introduction

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.

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






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 Visit: www.toronto.ca/opreview	City Hall, 21st Floor, East Tower 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.**