



Safe streets  
Healthy city  
Vibrant voice

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April 19, 2023  
General Government Committee  
Toronto City Hall  
100 Queen Street West  
Toronto, ON M5H 2N2

**Re: GG3.20 Ontario Place Redevelopment - Declaration of Surplus**

Dear Chair Pasternak and members of the General Government Committee,

Since 2009, Cycle Toronto has been helping the City and its residents reimagine their views and perceptions of the public realm and discover the affordability, practicality and enjoyment of getting around by bike. During the various COVID-19 lockdowns, residents took to our public parks and nature trails for sports, recreation, and community. Due to the success of Bike Share Toronto and the popular ActiveTO closure to vehicular traffic along Lake Shore Blvd W, the Martin Goodman Trail, Trillium Park and Ontario Place have become popular destinations that attract thousands of people of all ages and abilities seeking to enjoy our waterfront safely and without noise and traffic pollution.

Cycle Toronto, along with hundreds of other civil society organizations and concerned citizens, attended the public consultation on Saturday April 15th to learn more about the proposed development. The majority of people expressed concerns about the development. **Until the Province produces a plan that better serves people of all ages, abilities and incomes, the city of Toronto should refrain from transferring the land ownership to the province.** We thus urge you to not declare a surplus of the City-owned parcels of land and water located at Ontario Place.

As outlined in TE4.36 - Ontario Place - Official Plan Amendment and Zoning By-law Amendment - Status Report, there remain significant concerns which have not been addressed by the province. We would like to highlight the following:

1. **The overall approach to mobility in the proposal does not prioritize active modes of transportation** - The proposed five level underwater parking garage and surface parking that will accommodate 2,700 motor vehicles is counter to provincial and municipal land use planning approaches that seek to optimize transit infrastructure and to encourage active modes of transportation.
  - a. The location of Ontario Place is in close proximity to almost 6,000 existing parking spaces at Exhibition Place, as well as several connections to public

- transportation, such as GO train and TTC streetcar service, as well as the site of a future Ontario Line station.
- b. The proposed bicycle parking facility for 680 bikes will not meet the multi-modal shift needed to ease traffic congestion of people entering and exiting the Ontario Place site and the Martin Goodman Trail.
  - c. The development plan should seek to improve TTC streetcar service and expand the Martin Goodman Trail, as well as reimagine the Lake Shore Blvd W to become a Complete Street as part of the long-term Western Waterfront Master Plan, which will reduce car use and improve the safety of people in the corridor.
  - d. The design of the major intersections on the site requires urgent consideration to minimize conflicts between people walking, rolling, biking and driving. Safety concerns will increase if the current intersections and the 6-lane arterial Lake Shore W isn't reconfigured to reduce the high volumes of speeding traffic on the Lake Shore and increase of vehicular traffic turning into and out of the site.
  - e. Until Lake Shore W becomes a Complete Street with the reduction of vehicle traffic lanes to provide dedicated space for people riding, wheeling and cycling at different speeds, the corridor will remain unsafe to people outside of cars seeking access to the lakeshore.
2. **People want to enjoy the waterfront and the beauty of the lake** - The proposed building (65,000 square metre) is a large inwardly oriented structure that leaves an insufficient amount of public space which will lead to a congested pedestrian experience.
  3. The proposed path width of six metres will likely not accommodate the large volumes of people that will visit the area, and if the design of the public park space isn't reconfigured, there may be conflicts and safety issues between the different users traveling at different speeds (such as people on foot, in wheelchairs, strollers or bikes).
  4. The cost of entry to the proposed wellness building will be cost prohibitive and a barrier to many - having access to free, open green space should be the sole focus of the Ontario Place development.

Bringing Ontario Place, and the public realm it represents, back to life in a sustainable and equitable manner is a once in a lifetime opportunity to build a natural heritage landscape that is better integrated and connected to the Western Waterfront, Exhibition Place and the surrounding city. Reimagining Lake Shore W through traffic calming measures and the implementation of a Complete Street should be part of the considerations and planning for the Ontario Place development. This will ensure its future success and safety for those visiting and enjoying everything the western waterfront has to offer.

Ontario Place is a much loved public treasure that should prioritize recreational, social and sporting options to those seeking access to safe public space for the growing number of people walking, jogging, biking, e-biking, and using other micro mobility devices.

Thank you for your consideration on this important issue.

Sincerely,



Alison Stewart  
Interim Co-Executive Director, Advocacy and Public Policy  
Cycle Toronto

*Cycle Toronto is a member-supported non-profit organization that works to make Toronto a safe, healthy, and vibrant cycling city for all.*