



EX16.1.107

PETER MILCZYN, MPP

EX16.17.3

Etobicoke-Lakeshore

July 7, 2016

Mayor John Tory and Members of Council
City of Toronto
100 Queen St. W.
Toronto, ON M5H 2N2

Dear Mayor Tory and Councillors:

**RE: EX 16.1 Developing Toronto's Transit Network &
EX 16.17 Waterfront Transit Network Vision – Phase 1**

I have reviewed both reports and I am in support of the general direction and specifics of the plans, the actions to be undertaken, and the prioritization of projects. However I do wish to bring to Council's attention that one key element of improved public transit, mobility, and economic development in south east Etobicoke is given insufficient attention in these reports. The potential for a new Parklawn GO Station is not given any weight in the staff recommendations.

The Humber Bay Shores community and surrounding areas are recognized as one of the most poorly served areas in the City of Toronto for "rapid" transit. As numerous additional projects and City plans are approved for the area the congestion and lack of mobility already experienced will only become worse.

The proposed Waterfront LRT, which has been studied since the 1980's, would be an important incremental improvement to the current Lakeshore 501 streetcar service, and provide increased connectivity to various local neighbourhoods. I support this initiative.

However it will not on its own provide "rapid" transit from south-east Etobicoke to Union Station and other evolving key employment districts in the South Core or Portlands. It may provide 45-65 minute commute times to those destinations. Also it will not support significant new employment in Etobicoke on sites such as the Christie lands.

The City of Toronto and Metrolinx have been directed at various times to study the potential of a Parklawn GO station. At its June 28, 2016 Board Meeting Metrolinx adopted its staff recommendations for new stations along various corridors. The report stated that Metrolinx could not approve a new Parklawn GO station at this time but:

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“Metrolinx will continue to work with (Toronto) to improve the strategic, economic, financial, and operations cases for these locations and bring them forward for consideration. Additional factors for consideration will include land use in the area that supports transit- oriented development and optimizes provincial transit infrastructure...”

Metrolinx Board of Directors Report June 28, 2016 - Appendix 2, GO Regional Express Rail 10-Year Program: New Stations Analysis

The last window of opportunity to establish “rapid” transit (15 minute service to Union Station) from the densest district in south-east Etobicoke may be lost again for a generation or forever if concrete steps are not begun to plan for a new GO station at Parklawn in the coming months and years. The 27-acre Christie lands are a unique opportunity to establish a significant new employment node in the west end of Toronto, in an area where significant losses of employment lands continue to this day. This site has recently been purchased by a major developer, who does have a strong presence in office and commercial development, as well as residential projects. This company has been extremely supportive of the establishment of other new GO/Smarttrack stations such as Liberty Village.

A Waterfront LRT and a Parklawn GO Station are not mutually exclusive but are complementary to each other. The two could be linked together with TTC bus services in a new Mobility Hub at or near the Christie lands and support new employment. A Mobility Hub as a possible replacement for the current Humber Loop could also enhance TTC services. Metrolinx has stated that it requires greater clarity from the City on land use and transportation priorities for this area.

We have recently seen a number of new GO and GO/Smarttrack Stations announced. They all had the strong endorsement of Toronto City Council. For a Parklawn GO station to proceed it requires a similar level of proactive and focused support from City Council.

I recommend that Council consider the following further recommendations in item **EX 16.17 Waterfront Transit Network Vision – Phase 1**;

1. City Council endorses a Parklawn GO Station as part of an integrated rapid transit solution for Humber Bay Shores and adjacent communities.
2. City Council direct the Deputy City Manager, Cluster B, and Chief Planner & Executive Director, in partnership with the TTC, Metrolinx, and Waterfront Toronto to examine as part of the Phase 2 of the Waterfront Transit “Reset” alignment options that would integrate with and provide connectivity to a Parklawn GO station, the creation of a new Mobility Hub in the area between the Humber River and Parklawn Road, and would support new Employment uses on the Christie lands.

I am pleased to see the significant work that is being undertaken to improve public transit throughout the City of Toronto and for the communities in south Etobicoke. We are fortunate to have for the first time in many decades complete alignment and co-operation between all three orders of government on investment in the transit and mobility needs of our city and region.

We are not merely studying options but making choices and quickly moving forward on implementing new transit projects. That is why it is crucial that planning not be done on a piecemeal basis but that all of our transit networks be interconnected to the greatest degree possible. I urge you to not overlook or postpone such a solution in south-east Etobicoke.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Peter Milczyn", with a long horizontal flourish extending to the right.

Peter Milczyn, MPP
Etobicoke Lakeshore

cc. Hon. Steven Del Duca, Minister of Transportation
Mr. Bruce McCuaig, CEO, Metrolinx
James Maloney, MP
Councillor Mark Grimes