



LAKESHORE PLANNING COUNCIL CORP.

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July, 8, 2016

TO: Members of Toronto City Council  
 Meeting: July 12, 2016

Re: EX 16.17 - Waterfront Transit Network Vision - Phase 1

We refer to the Staff Report dated June 20, 2016, concerning the above, and in particular, any proposed LRT for the Waterfront segment from **Long Branch to the Humber Loop**. This area is currently served by two GO Stations, streetcar service and bus service.

We would like to point out several issues which are not correctly, or fully identified in the Staff Report. We are providing more detailed background material contained in “South Etobicoke – Mississauga and Sunnyside Public Transit Plan”.

1. The Waterfront Transit “Reset” starts with transit planning from only 1995-onwards, and does not consider the Waterfront West LRT (WWLRT) Environmental Assessment (EA) completed in 1993.
2. WWLRT EA concluded “Beyond Legion Road, the right-of-way is too narrow to provide a separate LRT line...”. That is reflected in Toronto Official Plan, Map 4, Higher Order Transit Corridors.
3. The Toronto Transit Commission report, November 3, 2007, Transit City Light Rail Plan – Evaluation and Comparison of Routes states the following:
  - **Minimum road allowance curb-to-curb for an LRT in separate right-of-way is 27-metres (not including sidewalks, etc.)**
  - Former Towns of Mimico and New Toronto only about **19.0 metres and 19.5 metres curb-to-curb**.
  - The report also states; “where the right-of-way is less than 30 metres, the trade-offs become much more difficult – with design options including an underground LRT ...” noting the 30 metres does not include sidewalks.
  - Widening streets for LRT in constrained R.O.W. and within restricted dimensions will also result in **NO (zero) street trees** in many cases, contrary to the City's Official Plan Policy for having a green city and reforesting the urban

environment. There will be no space for boulevard patios and vibrant streets. St. Clair Ave., which is often wider than Lake Shore, ONCE had many large trees. The majority now gone due to botched implementation details and space constraints. Lake Shore residents and businesses will not tolerate anything close to the St. Clair Ave. solution.

- Ridership for The Lakeshore LRT clearly identified as having the **fewest number of trip generators and new riders** compared to all other potential LRT proposals.
- That is due to severe constraint posed by Lake Ontario limiting future employment and population – unless the City intends to fill Lake Ontario to build new housing and for employment.

4. Yet, Transit Reset still recommends moving forward with Section 1, Option 1B - LRT along Lake Shore Blvd. West to Long Branch. City Staff also actively promote an LRT to local residents – instead of listening to and respecting what residents want.

We must also note complete failure of City of Toronto to plan, for example, OPA 197 Mimico Waterfront Secondary Plan's **failure to include any economic development and employment** – resulting in major population density intensification requiring virtually all residents being required to travel longer distances to work.

City staff seem to be incapable of figuring out why traffic congestion so prevalent – even with plans such as OPA197 which does not reflect the “New Urbanism” concept where people live and work locally (like the Seaton Village plan in Pickering, where 0.5 jobs per resident is the standard for the community). The Lakeshore used to have 0.6 job per resident.

5. LRTs are to be implemented to facilitate short-to-medium distance trips – and not for long distance commuting, such as from Long Branch to downtown Toronto and further.
6. A long-distance LRT along Toronto's and Mississauga's western waterfront would be in **direct competition** with the plan to institute frequent and electrified GO Transit rail service (rapid transit) under the Regional Express Rail transit plan.
7. The WWLRT would essentially try to **duplicate** the upgraded GO Transit service (Regional Express Rail) rapid transit along both Mississauga's and Etobicoke's waterfront - which would **squander valuable transit infrastructure funding** which could be used far more effectively elsewhere.
8. An **LRT along The Queensway** through southern Etobicoke and Mississauga will have a significantly greater ridership capture area than a waterfront LRT could ever possibly have.
9. The Queensway is typically wider than Lake Shore Blvd West, Hurontario St., and where an LRT from Port Credit GO Station to Brampton is being built.
10. Note that no LRT can be built on Lakeshore Road through Port Credit for the same reasons as for The Lakeshore area.

A prevalent and serious problem exists where City Staff and City Council disregard input from residents, to the detriment of our neighbourhoods and City, both physically and financially. As our elected representatives, your responsibility is to listen and take direction from the community as to what the problems are and potential solutions. Community residents are the “experts” concerning their communities. City Staff now call “public consultation” meetings, “information” meetings, where there is no public consultation, but simply City Staff informing residents what they intend to do. This is unacceptable and cannot be allowed to continue.

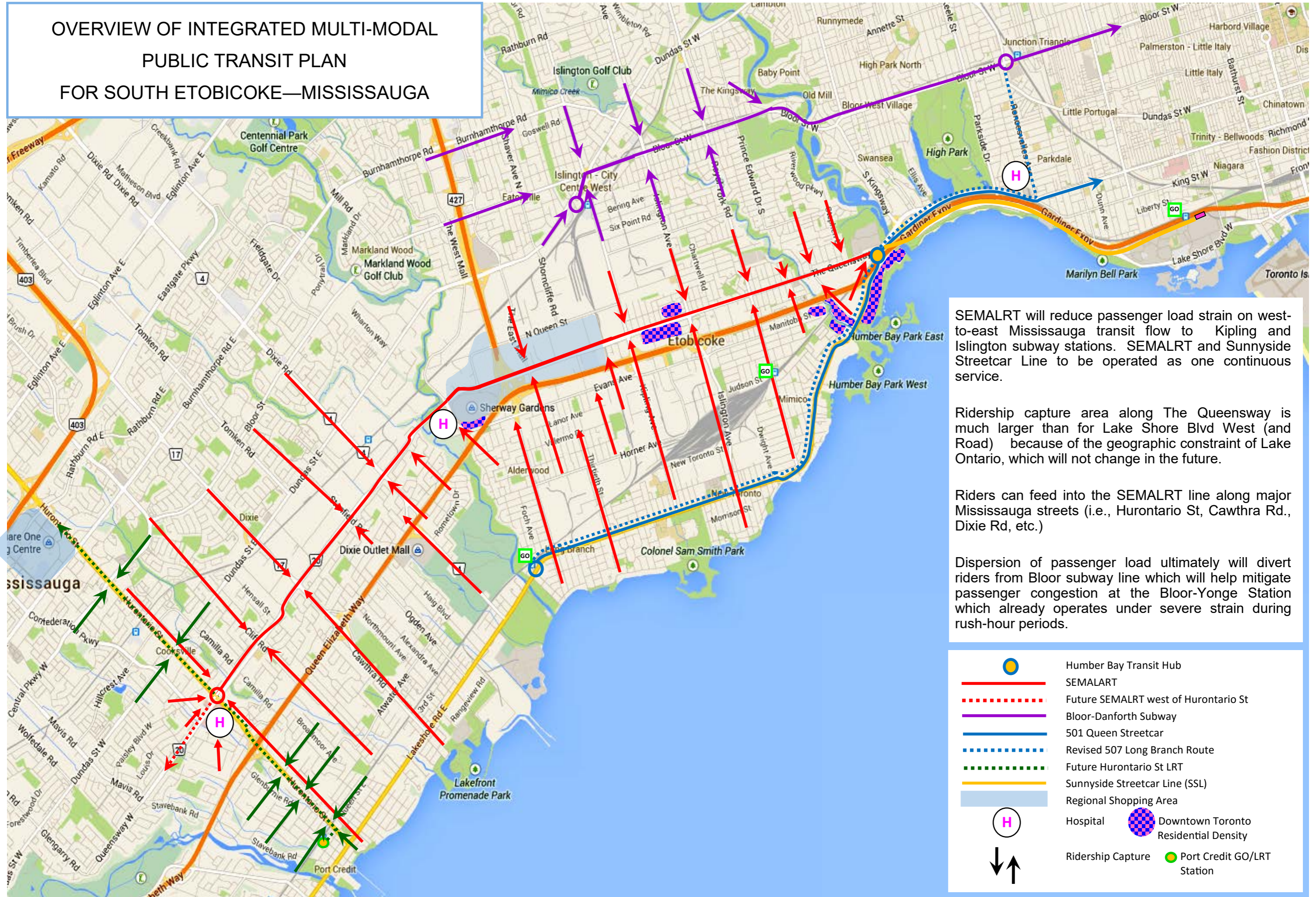
Yours truly,

(signed)

Timothy Dobson, OALA, ISA, Landscape Architect & Arborist  
Chairman  
LAKESHORE PLANNING COUNCIL CORP.

Attachment: 3 Maps – Proposed “The Queensway LRT”

# OVERVIEW OF INTEGRATED MULTI-MODAL PUBLIC TRANSIT PLAN FOR SOUTH ETOBICOKE—MISSISSAUGA



SEMALRT will reduce passenger load strain on west-to-east Mississauga transit flow to Kipling and Islington subway stations. SEMALRT and Sunnyside Streetcar Line to be operated as one continuous service.

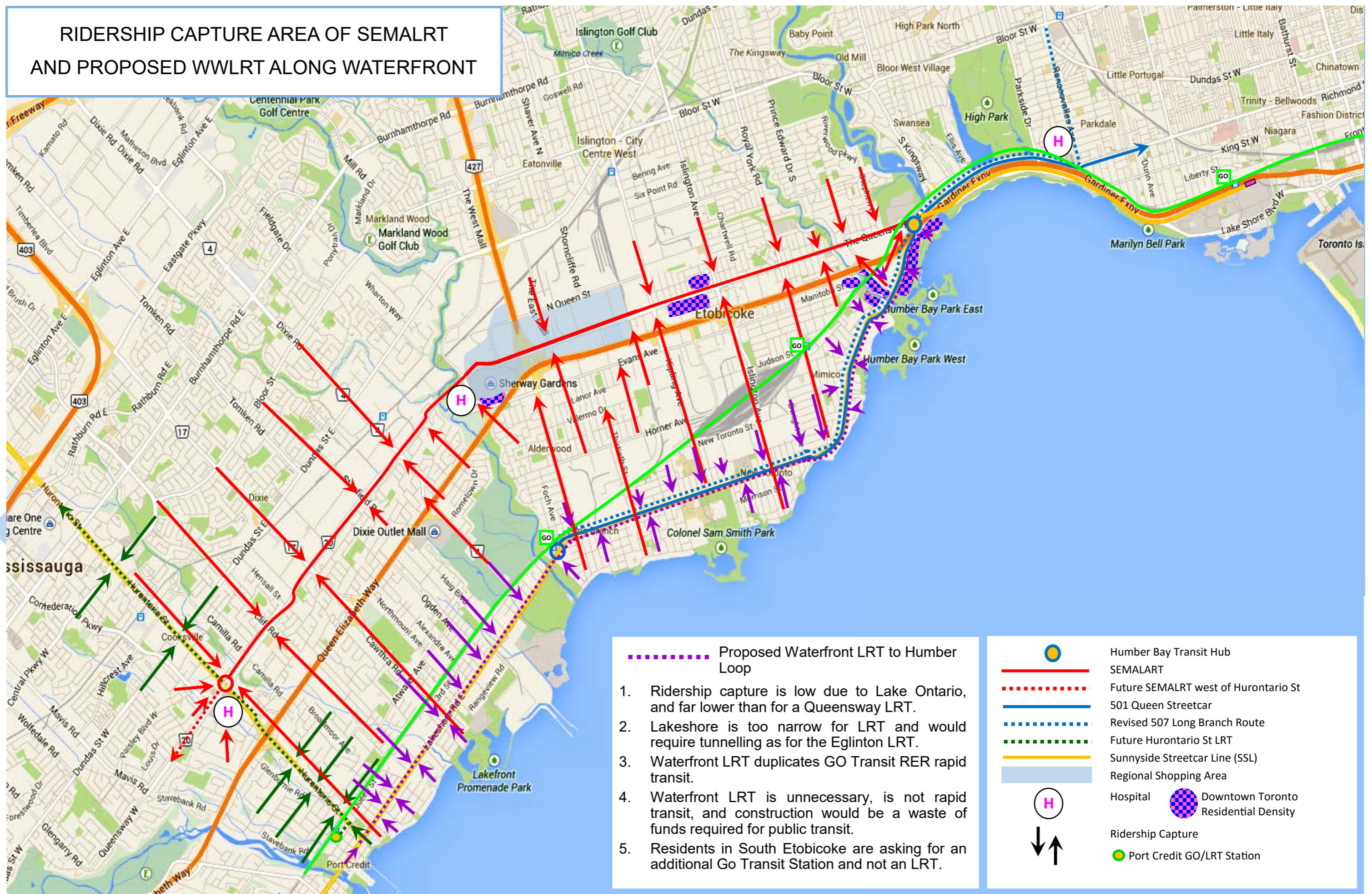
Ridership capture area along The Queensway is much larger than for Lake Shore Blvd West (and Road) because of the geographic constraint of Lake Ontario, which will not change in the future.

Riders can feed into the SEMALRT line along major Mississauga streets (i.e., Hurontario St, Cawthra Rd., Dixie Rd, etc.)

Dispersion of passenger load ultimately will divert riders from Bloor subway line which will help mitigate passenger congestion at the Bloor-Yonge Station which already operates under severe strain during rush-hour periods.

- Humber Bay Transit Hub
- SEMALRT
- Future SEMALRT west of Hurontario St
- Bloor-Danforth Subway
- 501 Queen Streetcar
- Revised 507 Long Branch Route
- Future Hurontario St LRT
- Sunnyside Streetcar Line (SSL)
- Regional Shopping Area
- Hospital
- Downtown Toronto Residential Density
- Ridership Capture
- Port Credit GO/LRT Station

# RIDERSHIP CAPTURE AREA OF SEMALRT AND PROPOSED WWLRT ALONG WATERFRONT



- Proposed Waterfront LRT to Humber Loop
- 1. Ridership capture is low due to Lake Ontario, and far lower than for a Queensway LRT.
- 2. Lakeshore is too narrow for LRT and would require tunnelling as for the Eglinton LRT.
- 3. Waterfront LRT duplicates GO Transit RER rapid transit.
- 4. Waterfront LRT is unnecessary, is not rapid transit, and construction would be a waste of funds required for public transit.
- 5. Residents in South Etobicoke are asking for an additional Go Transit Station and not an LRT.

	Humber Bay Transit Hub
	SEMALRT
	Future SEMALRT west of Hurontario St
	501 Queen Streetcar
	Revised 507 Long Branch Route
	Future Hurontario St LRT
	Sunnyside Streetcar Line (SSL)
	Regional Shopping Area
	Hospital
	Downtown Toronto Residential Density
	Ridership Capture
	Port Credit GO/LRT Station

# SOUTH ETOBICOKE—MISSISSAUGA AREA LRT (SEMALRT) PROPOSAL

