



LAKESHORE PLANNING COUNCIL CORP.

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July 9, 2016

Mr. Andy Byford
Chief Executive Officer
Toronto Transit Commission
Corporate Office
1900 Yonge Street
Toronto, Ontario, M4S 1Z2

Dear Mr. Byford:

Re: South Etobicoke – Mississauga and Sunnyside - Integrated Public Transit Plan

Please find attached a detailed report entitled “*South Etobicoke – Mississauga and Sunnyside - Integrated Public Transit Plan*” prepared by Paul Chomik, P.Eng., member of our organization since 1990, and long-time resident of New Toronto in South Etobicoke for many decades.

This report represents completion of the original draft provided two years ago. Its content, which concerns future public transit for South Etobicoke, is compiled in the best interests of both residents in South Etobicoke, the City of Toronto and Province of Ontario. Its goal is to obtain public transit appropriate for the area and prevent expenditure of valuable and limited public funding on ill-conceived, public transit projects.

The report covers the potential for the following components, along with maps, advantages and constraints for each, an operational overview, the rationale for the proposals, and conclusions. These are further supported by appendices with photographs of relevant sections of the rights-of-way for the various components:

- Humber Bay Transit Hub
- South Etobicoke – Mississauga Area Light Rail Transit (SEMALRT)

- Humber Bay GO Transit Station
- Sunnyside Streetcar Line (SSL)
- Revised Long Branch 507 Streetcar Route

We trust our elected representatives and public servants will responsibly take the time to review this document, seriously consider the advantages outlined, and endeavour to avoid poor and costly decisions for taxpayers, which often leave our residential neighbourhoods worse off in many important ways.

Members of the Lakeshore Planning Council support the proposals contained in this Report, which provide desired and efficient public transit outcomes for residents of Ward 6.

Yours truly,

(signed)

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

South Etobicoke – Mississauga and Sunnyside Integrated Public Transit Plan

May 2016

“There are intelligent, practical, and cost-effective ways to integrate multiple modes of public transit for moving people more efficiently in the Greater Toronto Area”

“When public servants fail to effectively perform their duties to serve the public interest – the public must take action.”

Paul Chomik, P.Eng.

The intent of this public transportation initiative is to facilitate a rational and significant overall upgrading to public transit in southern Etobicoke and Mississauga to Downtown Toronto, while providing for increased flexibility and route choices for transit riders, including a seamless integrated public transit service across municipal boundaries with reduced need for transfers along the base route.

This area transit plan proposes intelligent integration and future growth potential for the public transportation network in the southwestern Greater Toronto Area.

South Etobicoke – Mississauga and Sunnyside Integrated Public Transit Plan

May 2016

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Overview

The major components of this new transit proposal include:

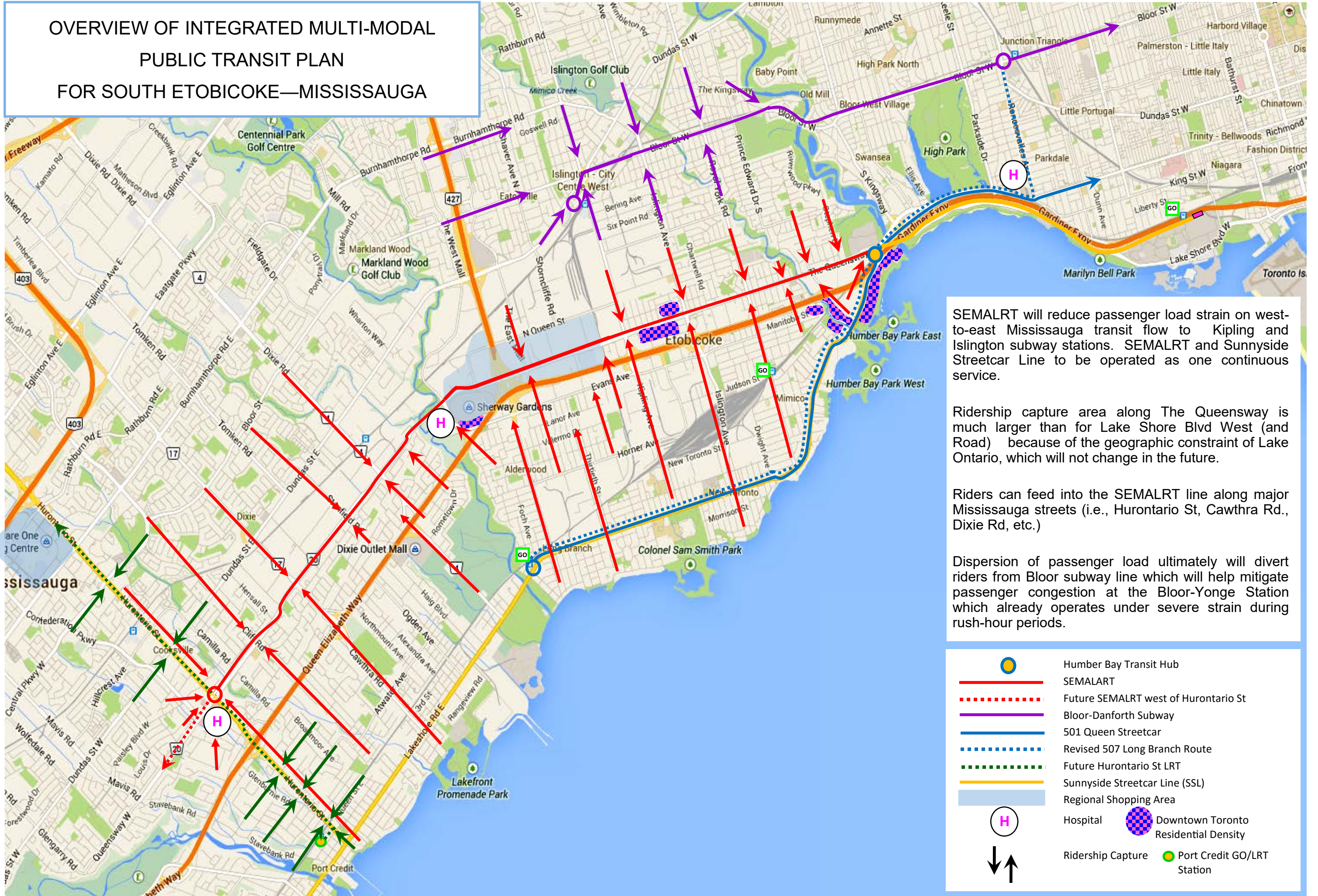
- 1) Retaining and enhancing the existing Humber Loop facility into an integrated multi-modal public transit hub for the area.
- 2) Introducing a new LRT route west from Humber Loop along The Queensway to Sherway Gardens (near Etobicoke Creek) - which is a major transportation corridor that is, and has traditionally been severely deficient in public transit.
- 3) Extension of the LRT route west into the City of Mississauga, Peel Region, along The Queensway to Hurontario Street - and beyond (in the future).
- 4) Re-introduction of streetcar service through Sunnyside to the Canadian National Exhibition grounds, which has been deficient in public transit service since the mid-1950s when construction of the F.G. Gardiner Expressway commenced. This route would be operated seamlessly along with the new LRT service on The Queensway as a single route, without a physical transfer.
- 5) Introduces a new GO Transit station adjacent to the existing Humber Loop location to serve the significantly increasing population density in the vicinity of Humber Bay's old "Motel Strip" area and along Park Lawn Road.
- 6) Implementing a revised 507 Long Branch route to Dundas West subway station to replace Route 501 streetcars which are routinely short-turned at Humber Loop (see appendix 2 for revised 507 Route proposal), while retaining the existing TTC Queen Street route 501 streetcar service along Lake Shore Blvd. West, west from the Humber Loop.

This proposal has been endorsed and supported by the Lakeshore Planning Council Corp. (LPCC) - a community-based non-profit group of local residents in The Lakeshore area of Etobicoke, who have been involved in local planning matters for over 25 years.

Project Components:

- 1) Humber Bay Transit Hub
- 2) South Etobicoke – Mississauga Area Light Rail Transit (SEMALRT)
- 3) Humber Bay GO Transit Station
- 4) Sunnyside Streetcar Line (SSL)
- 5) Revised Long Branch 507 Streetcar Route

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

1) Humber Bay Transit Hub

The premise of this component of the broader South Etobicoke transit plan is to renovate and improve the existing Humber Loop to create a significantly-upgraded, integrated, multi-modal public transportation interchange – rather than demolish it and construct another facility at a different location with substantially less functionality.

For some time, there has been an intended plan to move the Humber Loop to the foot of Park Lawn Road, and more recently, potentially to another location on Park Lawn Road.

Such a plan will do little, if anything to address deficiencies in local streetcar service in The Lakeshore area, and will likely cause further degrading of local transit service since there is intent by the City to require an unnecessary physical transfer between streetcar/LRT routes there. Unnecessary transfers are a common hindrance which acts as a deterrent to public transit users, as they are inconvenient and add considerable “lost time” to public transit trips.

Most significantly, moving the Humber Loop from its current location to Park Lawn Rd. will completely eliminate the potential to create the integrated public transit interchange which already exists at the Humber Loop location. Such a proposal is simply not possible to institute anywhere on Park Lawn Rd., and at the waterfront in particular, because the physical characteristics of those locations simply will not permit it - resulting in far less potential for effective transit utilization.

Re-allocating the funding to be spent on moving Humber Loop to the upgrading of the existing loop facility as a public transit hub is a significantly more intelligent use of taxpayers’ money and provide a far superior outcome in terms of enhancing public transit service.

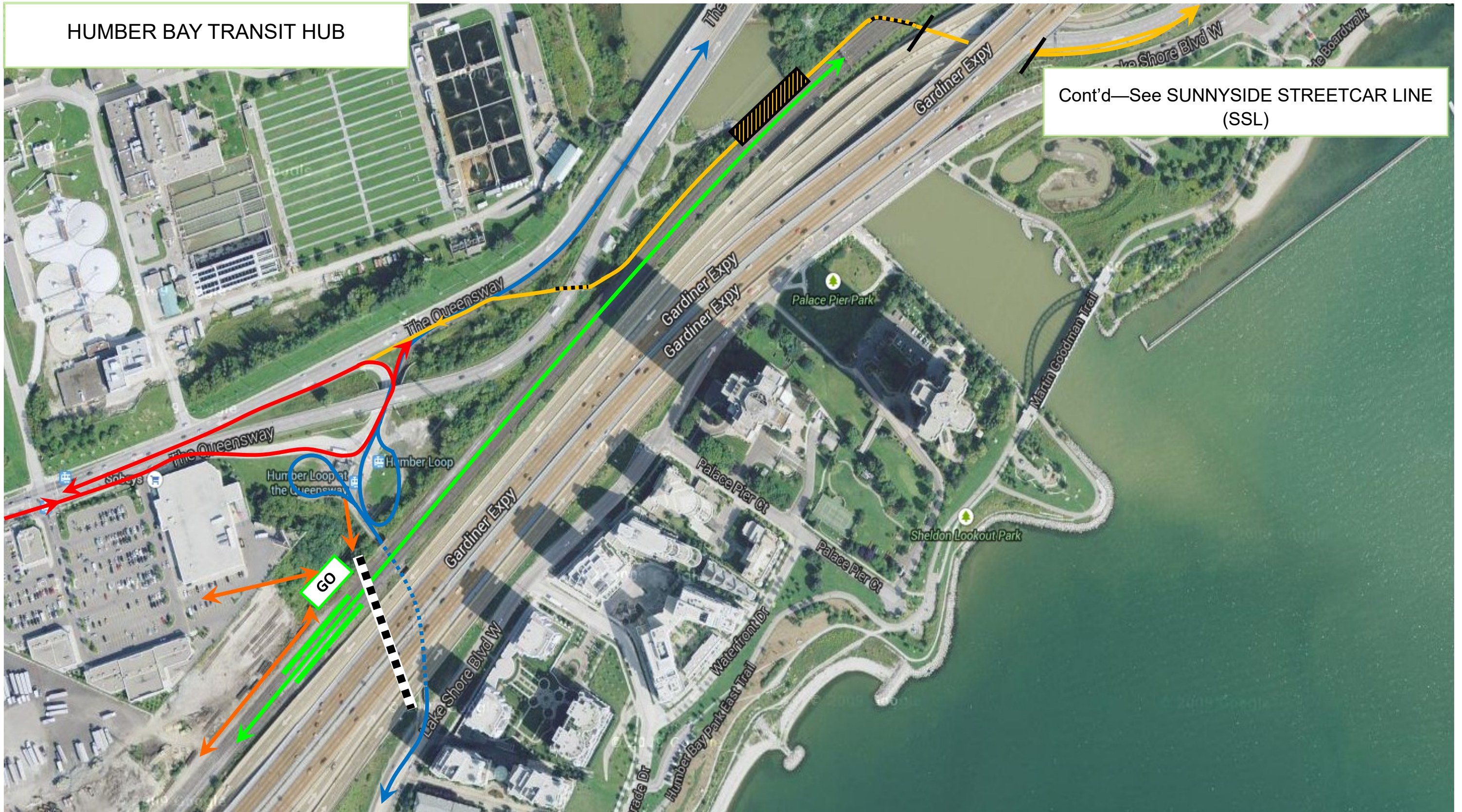
Retaining and enhancing the Humber Loop at its existing location as an area transit hub will allow it to concurrently service both streetcar and LRT lines between downtown Toronto and Mississauga. Adding a new GO Transit station provides an additional option for public transit – namely “rapid transit”. This arrangement constitutes a more efficient level of land usage for the footprint of the Loop area and will more efficiently utilize the existing private right-of-way along The Queensway east from Humber Loop, as well as on the GO Transit line by simply adding capacity to the existing infrastructure.

Streetcar service will continue to follow existing routes, whereas the LRT would serve the new SEMALRT route on The Queensway as well as the new Sunnyside Streetcar Line route along the waterfront through to the existing streetcar loop at Exhibition Place.

Heightened use of the transit hub at all hours of the day in conjunction with a modern surveillance installation will enhance the safety of transit users. In fact, the former snack bar at Humber Loop could effectively be converted into a security station. Including two security guards on watch during the overnight period can be accomplished for significantly less than the millions of dollars that moving the loop to Park Lawn Road would expend.

The massive scale of recent intensification of residential development and increased population density in the “Motel Strip” and the Park Lawn Road area requires upgrading of public transit service to serve new residents and to help reduce dependence on personal motor vehicles along local roads, and the adjacent F.G. Gardiner Expressway.

HUMBER BAY TRANSIT HUB



Cont'd—See SUNNYSIDE STREETCAR LINE (SSL)

- TTC SEMALRT connecting to Mississauga
- TTC 501/507 Streetcar Route, Street Level
- ⋯ TTC 501/507 Streetcar Route, Tunnel Portion
- TTC Sunnyside Streetcar Line, Street Level
- ⋯ TTC Sunnyside Streetcar Line, Tunnel Portion
- Bridge

- GO Transit Line
- GO GO Transit HUMBER BAY STATION
- GO Transit HUMBER BAY STATION Platforms (Westbound, Eastbound)
- Pedestrian Walkway Connections
- New Pedestrian Tunnel
- Bridge or Ground Level Section

The current Humber Loop location is only about a ten-minute walk for most residents in the Lake Shore Blvd. W. – Park Lawn Road area, and even less for the “Motel Strip” condo area on the waterfront. Instead of having masses of sedentary transit users loading onto public transit at a “stub-end” facility at Park Lawn Rd., the short walk to an enhanced Humber Loop should ultimately have beneficial health impacts to those making the walk on a regular basis. In any event, streetcar and bus service which currently exists at the doorstep of almost every residential development in the area will still be operating.

Complementing the new GO Transit station will be the construction of a new pedestrian access tunnel connecting Lake Shore Blvd. West to the transit hub, as well as the potential for a pathway from Park Lawn Road along the hydro right-of-way along the north side of the Canadian National Railways railway corridor. There is also potential for a pedestrian connection to the shopping mall west of the Humber Loop on The Queensway.

It is also proposed that the current streetcar access from Lake Shore Blvd. West along the private right-at-way under the F.G. Gardiner Expressway be *paved* so that access for replacement service using buses can be accommodated when necessary. This is not currently possible and results in operational stresses when streetcar service must be interrupted for maintenance due to this long-standing oversight.

There is also the potential for establishing a shuttle-bus service to Humber Loop from the Motel Strip/Park Lawn Rd. area as a dedicated feeder route for transporting passengers to the transit hub.

ADVANTAGES:

- a) Re-allocate monies assigned to move Humber Loop to Park Lawn Rd. for a significantly more effective application of taxpayers’ money and superior public transit infrastructure to maximize return for taxpayers’ dollar value.
- b) Provide enhanced choices for public transit users and flexibility over multiple routes with a multi-modal centralized interchange that has a small physical footprint.
- c) Install a new pedestrian access tunnel from Lake Shore Blvd. West to correct the failure to widen the TTC tunnel at the time of reconstruction in 1973.
- d) Provide a new pedestrian access path along north side of the railway lines over the hydro right-of-way from Park Lawn Road.

CONSTRAINTS:

- a) Eastbound GO Transit platform may be narrower than optimum, however, platform may need to be shifted westward to provide more clearance from F.G. Gardiner Expressway - or realignment of the northernmost railway track could provide the necessary clearance.
- b) No parking lot to be provided as the facility is designed to cater to the high density of local walk-in transit users (or potential shuttle bus service).

2) South Etobicoke – Mississauga Area Light Rail Transit (SEMALRT)

With respect to proper strategic planning of public transportation modes and their successful integration into the existing network of transit routes, the City of Toronto's "Transit City" plan (now Metrolinx, "The Big Move", Phase 2 – "The Next Wave") has promoted significant deficiencies in the proposed transit plan for "The Lakeshore" area in South Etobicoke (southwestern Toronto) through the Waterfront West LRT plan.

There is an intent to convert the existing streetcar line along Lake Shore Blvd. West in The Lakeshore to an LRT (Light Rail Transit). That is option "1B" in the Waterfront Transit Reset, which is being advanced further. The public has been repeatedly told by City and TTC personnel over the years that an LRT is necessary to "solve" the operational problems of the 501 Queen Street streetcar route which results in critically substandard service in the area. In addition, claims that motor vehicles impede transit service along Lake Shore Blvd. West are simply not credible, as observation routinely shows that it is actually streetcars which often impede vehicular traffic along the thoroughfare.

Any notion that an LRT service is the only option that will "solve" service problems in The Lakeshore area is completely without merit. Service problems have been manifested by the elimination of the Long Branch 507 route service and the consequent extension of the 501 Queen St route to The Lakeshore, which results in the short-turning of many streetcars at Humber Loop. Today's streetcar service in The Lakeshore suffers from operational and scheduling problems - not capacity, nor traffic restrictions. For many foreseeable decades (well past 2041), streetcar service can more than adequately serve the area if operational problems are properly rectified.

Operational (scheduling) problems can be more easily solved and are considerably more cost-effective than re-building existing transit infrastructure to accommodate an LRT, along with its significant infrastructure costs and adverse physical and economic impacts on local communities. No justification for construction an LRT through The Lakeshore area to solve purely operational shortcomings is valid.

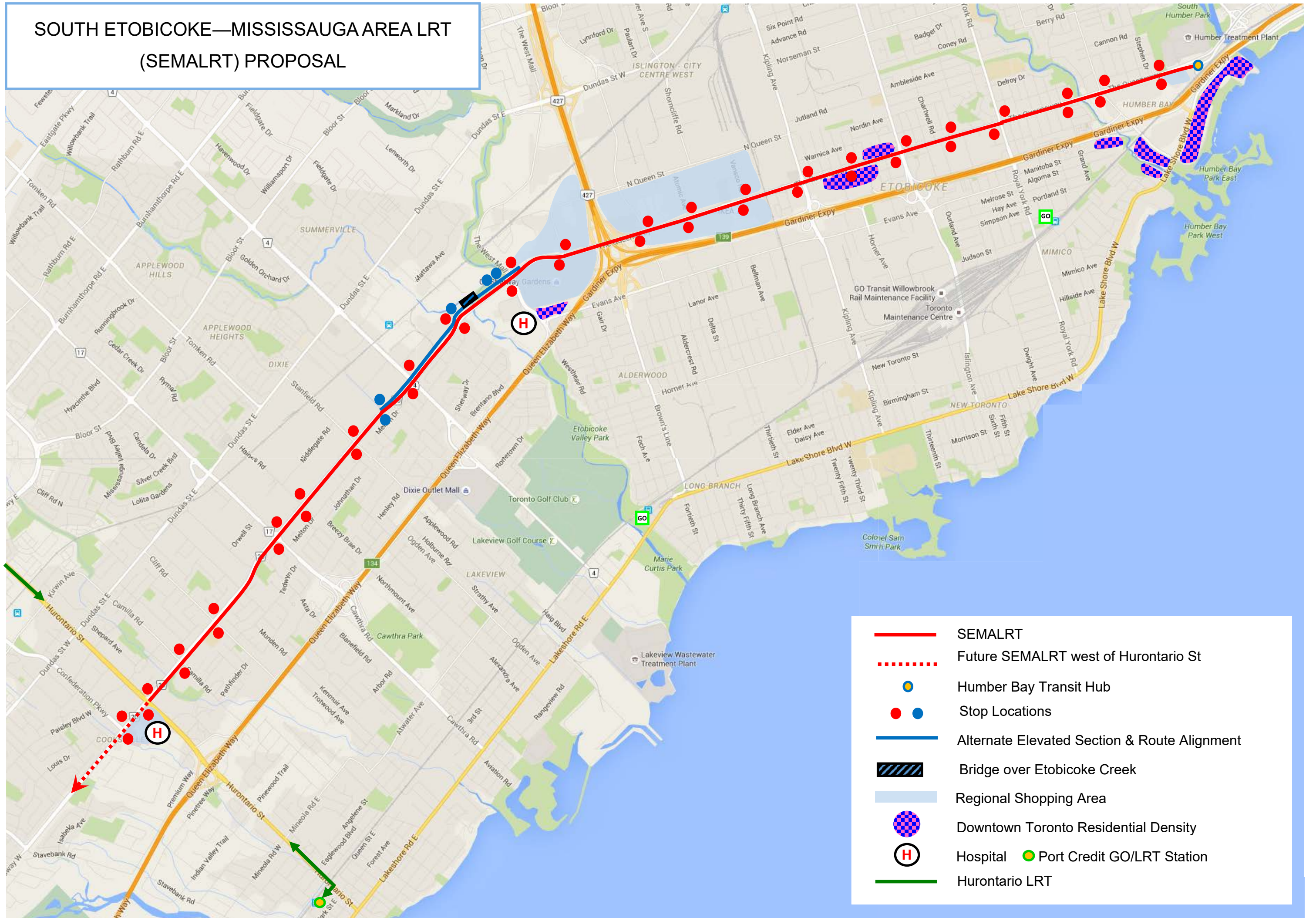
The SEMALRT/SSL concept is intended to introduce a seamless base mode of public transit across the borders of neighbouring municipalities, namely, the City of Toronto and Mississauga. This concept conforms with Policy 1.6.7.3 of the Provincial Policy Statement (2014) to institute such a seamless cross-boundary public transit service - which eliminates unnecessary physical transfers between transit services operated by different municipalities. This proposal also complies with goals contained in the City of Toronto's Official Plan.






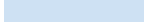




It is important to note the term "LRT" originally stood for "*Light Rapid Transit*" with the intent of moving large numbers of transit riders ("mass transit") rapidly over short-to-medium distances. However, that definition has now become "*Light Rail Transit*" – which essentially constitutes streetcars in a partially-segregated right-of-way with cross-street intersections at grade.

Light Rail Transit does not necessarily represent "*rapid*" transit. *Rapid transit* can only be achieved where there is a total and complete grade separation of the transit mode from all other surface transportation modes, such that there is no direct interference from the competing modes of transportation at grade along the transit route.

For these reasons, only Toronto's subway system constitutes "Rapid Transit", as well as GO Transit railway service routes where grade crossings are not present.

SOUTH ETOBICOKE—MISSISSAUGA AREA LRT (SEMALRT) PROPOSAL



-  SEMALRT
-  Future SEMALRT west of Hurontario St
-  Humber Bay Transit Hub
Stop Locations
-  Alternate Elevated Section & Route Alignment
-  Bridge over Etobicoke Creek
-  Regional Shopping Area
-  Downtown Toronto Residential Density
-  Hospital
-  Port Credit GO/LRT Station
-  Hurontario LRT

Any proposal for an LRT line over a community's main street such as Lake Shore Boulevard West constitutes mass transit only - and is not rapid transit, as there is no possibility of complete grade separation of the LRT from other surface modes of transportation. That clearly prevents optimizing transit vehicle operation and also severely compromises the effective use of roadways by motor vehicles which causes traffic congestion - notwithstanding the significant adverse impacts on local commercial businesses and the local economy, as well as the overall health of the community itself.

The promotion of an LRT along a "main street", specifically, the former King's Highway #2 through numerous local neighbourhoods, as "rapid transit" simply appears to be a public-relations exercise aimed at members of the affected communities in an attempt to influence public support for the proposal. There is no guarantee that such a plan could even be practical or work successfully, let alone be without severe detrimental impacts on existing communities.

The original Transit City plan, announced to the public on March 16, 2007, was based on a number of criteria.

Among those criteria were;

- "a) to introduce higher-order light-rail transit to areas of Toronto **not already serviced by surface rail transit**;
- b) to upgrade transit service to underserved areas of Toronto;"

As stated: "The **Plan** provides:"

- "c) highly-reliable and frequent service in road space reserved for transit customers, eliminating the delays caused by operation in mixed traffic;
- d) direct rapid transit links to areas that are currently far removed from rapid transit, including the north, west, and eastern areas of Toronto;
- e) connections or connection opportunities to the Greater Toronto regional transit network, including Mississauga ...;
- f) The **Plan** also provides the basis for the creation of a seamless Greater Toronto-wide network of rail and bus rapid transit services."

"At its meeting of March 21, 2007, the Commission endorsed the Toronto Transit City Light Rail Plan as the basis and priority for rapid transit expansion in the City of Toronto. That plan described a new rapid transit vision for the City of Toronto, entailing the implementation of seven new light rail lines which would bring fast, reliable, environmentally-sustainable light rail transit to parts of Toronto which do not have it now and, in so doing, would introduce a broad, interconnected network of rapid transit throughout Toronto."

Also, it is stated that, "... the corridors selected have been the subject of discussions at hundreds of public meetings during the Official Plan public consultation process."

Source: Toronto Transit Commission, Toronto Transit City – Light Rail Plan, March 12, 2007

Residents of south Etobicoke would undoubtedly question the claim that they were “consulted” at many public meetings prior to the unveiling of the “Transit City” Waterfront West LRT proposal in their area by the City of Toronto, on December 9th and 11th 2008. The community was for the first time “presented” with two pre-determined options to choose from for the LRT at those information sessions. No prior public consultation with The Lakeshore community appeared to have been held before that event – and certainly not the many numerous “public consultations” claimed.

It must be noted that existing streetcar service through The Lakeshore area, now via the Long Branch section of the 501 Queen Route, has existed continuously since the 1893-95 period when radial railway service was established in the area.

Recently, the former Long Branch 507 Route was re-instated with the 501 Queen Route terminating again at Humber Loop. A considerable number of complaints from riders have resulted due to the inconvenience of having to transfer at the loop for continuing every trip to downtown – even though transit users had to formerly do that for decades. Service reliability appears to have improved considerably in The Lakeshore as a result of this operational change.

This new, enhanced public transit proposal described herein far better addresses actual transit needs and current deficiencies for The Lakeshore area and greater South Etobicoke.

Most importantly, it was determined decades ago by thorough analysis that an LRT cannot be implemented through The Lakeshore area - as concluded in the Executive Summary for the **Waterfront West LRT (WWLRT) Environmental Assessment (EA), from August 1993.**

As stated in the Summary; **“Beyond Legion Road, the right-of-way is too narrow to provide a separate LRT line...”**. The EA also notes that transit service is only “very slow” *east of Roncesvalles Ave.*

The EA clearly concluded that it is not possible for an LRT to be built west of Legion Road because the right-of-way is far too narrow along a significant proportion of the route. That is reflected in Toronto Official Plan, Map 4, Higher Order Transit Corridors (see Appendix E).

In addition, the recent approval of new condominiums in the former Town of Mimico further constrains any possibility of an LRT being implemented, as the City of Toronto Planning Dept. has allowed new buildings to built right up to the front property line (as per new City of Toronto mid-rise development standards) - instead of being set back in proportion to height as done previously.

Also, it must be noted that while the City of Toronto designates the width of the right-of-way through The Lakeshore communities, the true width can be physically narrower than what is stated by the City. That constitutes an unidentified constraint that further establishes an LRT is not possible in the area.

Design requirements for an LRT note that, “a typical cross-section at signalized intersections would consist of a 3-metre-wide left-turn lane in each direction, two 3.5-metre LRT lanes, and four 3.5-metre lanes for general traffic, for a total width of 27 metres” – **whereas the road width is typically only 19.0 metres through Mimico and 19.5 m through New Toronto.**

(Toronto Transit Commission report, November 3, 2007, Transit City Light Rail Plan – Evaluation and Comparison of Routes)

These requirements do not acknowledge the critical necessity for mainstreet parking to support local commercial businesses. An additional road allowance would be vital for on-street parking.

It is also stated; “If the municipal right-of-way is 36 metres, which is common on arterial roads, this leaves three metres on either side of the road for pedestrian space and roadside facilities such as utility poles.”, meaning that is where sidewalks would be included.

Finally, that report 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 or only a single traffic lane in each direction.”

Clearly, with the roadway being considerably narrower than required at only about 19 metres, the only feasible option to possibly implement an LRT in The Lakeshore is for it to be built underground in a tunnel. It must also be noted the Eglinton Crosstown LRT is being tunneled underground where Eglinton Avenue is as wide as, or wider than Lake Shore Blvd. West is in The Lakeshore.

Maintaining the functionality of the main street as it currently exists is imperative to ensuring that numerous local commercial retail establishments are able to survive. Storefront parking is critical to the survival of small businesses - as a significant proportion of their customer sales come from the quick stops that are routinely made in front of those stores.

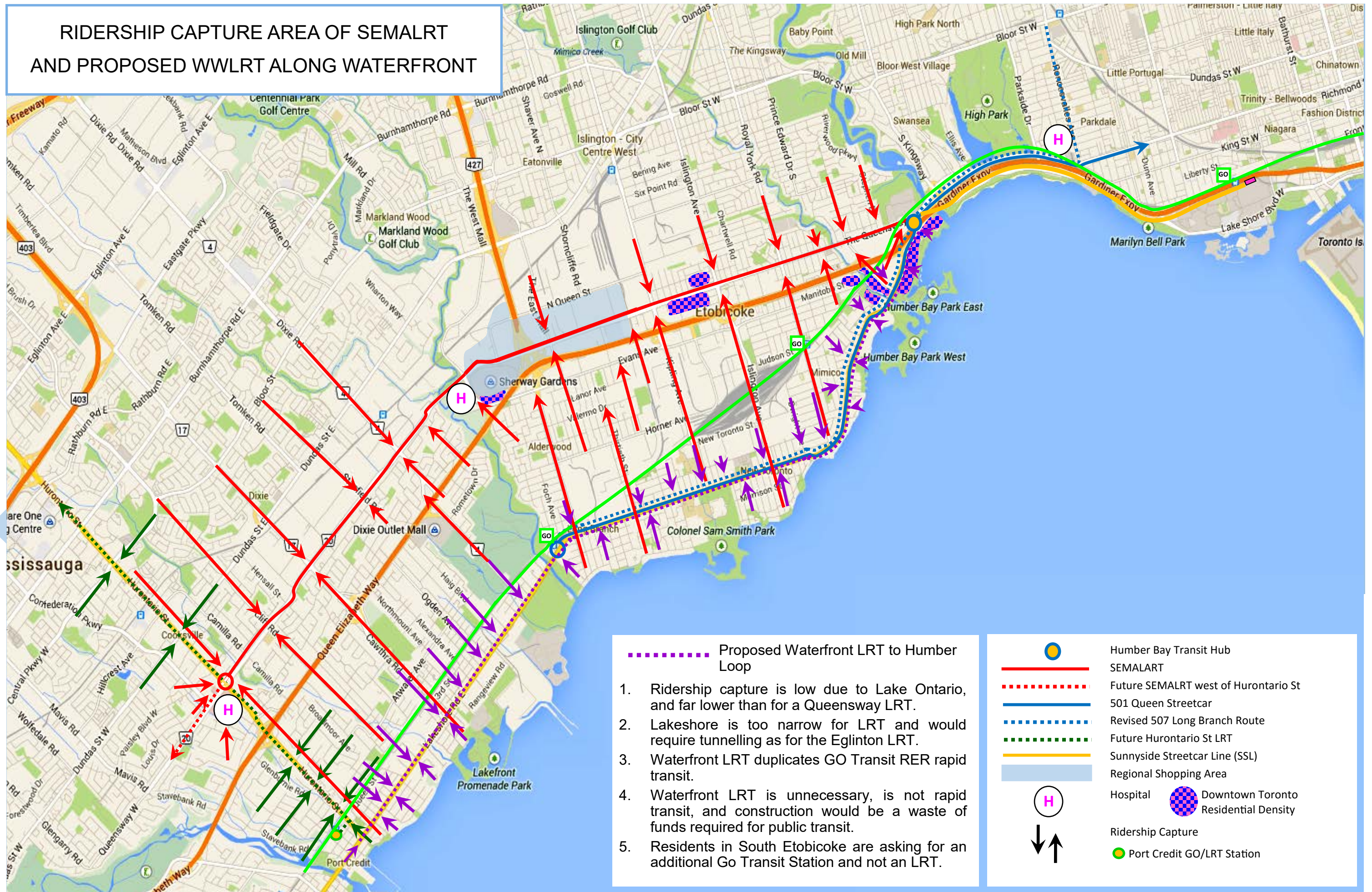
Removal of mainstreet parking would decimate the majority of those businesses - and would have far-reaching negative impacts on local communities as well. Destroying the main street by demolishing the multitude of street-front commercial buildings through the area would result in severe and unacceptable negative consequences as well, as it would eliminate the capability for local residents to shop within walking distance – and ultimately require those residents to travel much longer distances on our roadways to complete the same errands. That situation critically contradicts the concept of “complete communities” or “The New Urbanism”, where residents of modern communities are supposed to do more within walking distance locally in an effort to reduce congestion and stresses on transportation infrastructure.

There also appears to be a complete failure in the proposed Lakeshore section of the WWLRT plan to recognize that a very limited ridership capture area exists far into the future due to the proximity of Lake Ontario to southern Etobicoke and Mississauga. Since Lake Ontario will not be moving from its present location, there is no logical or practical method available to potentially increase the physical capture area for ridership density – unless significant lakefilling and construction of residential developments in Lake Ontario are being contemplated. There is little likelihood that any such plan would ever be considered to be in the public’s best interest.

The lack of transit rider “trip generators”, which are substantially fewer than for any other proposed LRT, is also identified in the Transit City route evaluation report. The main ridership demand is anticipated to be along the eastern section of the WWLRT – and not along the western section and Mississauga. This results in the fewest number of riders, “new riders” and cost per new rider, and the fewest number of diverted automobile trips of any LRT proposal.

Finally, LRTs are to be implemented to facilitate short-to-medium distance trips – and not for long-distance commuting which would be in direct competition with the plan to institute frequent and electrified GO Transit rail service. The WWLRT would essentially duplicate the upgraded GO Transit rail service along the Mississauga and Etobicoke waterfront - and would squander valuable transit infrastructure funding which could be used far more effectively elsewhere.

RIDERSHIP CAPTURE AREA OF SEMALRT AND PROPOSED WWLRT ALONG WATERFRONT



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
	Port Credit GO/LRT Station
	Ridership Capture

Despite the apparent failure to consider the obvious shortcomings of the intent to build an LRT through The Lakeshore area on a *minor arterial road*, as decisively determined decades ago by the 1993 WWLRT EA that it is not possible, failing to consider the much more suitable route along The Queensway (a major arterial road) is a glaring oversight that is totally unacceptable.

Re-locating the proposed Waterfront West LRT to The Queensway through to Mississauga will provide for a significantly greater ridership capture area, as well as introducing Light Rail Transit to an area that has been deficient in public transit for a considerable length of time – despite the prevalence of a notably wider right-of-way (typically 33 metres) than Lakeshore Blvd. West has. The Queensway appears as a large blank area devoid of public transit on the map, Appendix E.

The Queensway route is also currently experiencing significant large-scale retail intensification west of Kipling Ave. (e.g. Sherway Gardens area, North Queen St.), and increasing high-density residential development along much of its length in Etobicoke. Also, there are three public hospitals are located along The Queensway route once it is extended to Hurontario Street in Mississauga (St. Josephs Heath Centre, and the former Queensway General Hospital and the Mississauga Hospital which are both part of Trillium Healthcare).

Another major consideration impacting the cost to the public of building an LRT are constraints presented by a narrow right-of-way. The Queensway's right-of-way is far wider than Lake Shore Blvd. West along most of its length. As a result, project construction costs will be notably lower overall due to fewer physical constraints impacting and interfering with the construction phase. In addition, The Queensway also provides a substantially lower exposure of small residential and retail properties to the street which would suffer disruption through (and after) the construction period, compared to that for Lake Shore Blvd. West in South Etobicoke. The Queensway is typically wider than Hurontario St., where an LRT is to be built from the Port Credit GO Station to Brampton. No LRT can be built on Lakeshore Rd. through Port Credit.

It is particularly important to note that there are also considerably fewer intersections along The Queensway in Mississauga and for the greater part of South Etobicoke, with distances between intersections which are much greater than along the Lake Shore Blvd. West route through the various Lakeshore neighbourhoods of Mimico, New Toronto and Long Branch.

These physical parameters of The Queensway are particularly well-suited to accommodate the characteristics of the new, significantly longer streetcar and LRT trainsets which will be replacing Toronto's existing streetcar fleet (new trainsets are almost an entire city block long in The Lakeshore area).

It must also be noted that removal of transit stops through The Lakeshore area under the Waterfront West LRT proposal, necessary to accommodate the new longer trainsets, has been previously stated and is to be implemented in conjunction with less frequent service due to the higher passenger capacity and fewer number of transit vehicles available to serve the route. That is expected to result in a permanently less-convenient, lower-level of local public transit service - with no overall shortening of trip time. That reality will be due to the longer walking distances to transit stops, which offsets any potentially faster transit time.

The main physical constraint of the hydro corridor along The Queensway between Etobicoke Creek and Dixie Road may be overcome by using low-level bridge spans supported by longitudinal piers, set along the north side of The Queensway. That option would return to grade west of Dixie Road. It is still possible for the LRT to be implemented within the current roadway configuration by using two of the current traffic lanes.

ADVANTAGES:

- a) Re-allocate monies for implementing the proposed LRT through The Lakeshore area (WWLRT, which cannot be built) for a significantly more effective application of taxpayers' money and superior public transit infrastructure on The Queensway.
- b) Provides light rail transit along a corridor significantly deficient in public transit service and no history of rail transit service, despite increasing commercial retail density and rapidly rising population due to extensive residential intensification taking place.
- c) Substantially greater ridership capture area than WWLRT could ever provide along the Lake Shore Blvd. West route through The Lakeshore area and Mississauga because of insurmountable physical limitations due to the proximity of Lake Ontario.
- d) Lower construction costs and far lower adverse impacts to existing street uses along The Queensway compared to the significantly more-constrained Lake Shore Blvd. West route (noting the 1993 WWLRT Environmental Assessment determination that an LRT cannot be built through The Lakeshore area).
- e) Reduction in passenger load for western Bloor-Danforth Subway Line due to interception of transit users by SEMALRT.
- f) No-transfer public transit service from central Mississauga to Downtown Toronto along base transit route.
- g) With introduction of Mississauga LRT up Hurontario Street, LRT could be operated as a continuous loop between Mississauga and eastern terminus of the LRT (every 2nd or 3rd trainset, for example).
- h) The SEMALRT concept is intended to introduce a seamless base mode of public transit across the borders of neighbouring municipalities, namely the City of Toronto (South Etobicoke) and Mississauga. This concept conforms with Policy 1.6.7.3 of the Provincial Policy Statement (2014) to institute such seamless cross-boundary public transit service - which eliminates unnecessary physical transfers between transit services operated by different municipalities. This proposal also complies with goals in the City of Toronto's Official Plan.

It must be noted that unnecessary transfers are an impediment to transit users, making it inconvenient, and contributes to "lost time" which accumulates when using public transit.

CONSTRAINTS:

- a) A short section of The Queensway east of Islington Avenue is almost as narrow as Lake Shore Blvd. West in The Lakeshore area.
- b) The hydro towers along The Queensway in Mississauga consume road allowance. Replacement is an option that could provide additional space to accommodate the SEMALRT.

3) Humber Bay GO Transit Station

The introduction of a new GO Transit station at the existing Humber Loop site is targeted to serve the new, densely-populated conglomeration of condominiums in the old “Motel Strip” area in southeastern Etobicoke. This new station would provide local transit riders the option of an alternate, faster route to downtown Toronto than streetcar or LRT service can provide – and will be within easy walking distance of about 40,000 residents when build-out in the area is complete.

The station would be built in a linear orientation along the railway embankment.

In recent years, there has been some talk of locating a new GO Transit station at Park Lawn Road. That location is simply too close a distance to the Mimico GO Station to be feasible, in addition to the most important fact that an integrated multi-modal public transit hub cannot be implemented anywhere on Park Lawn Road.

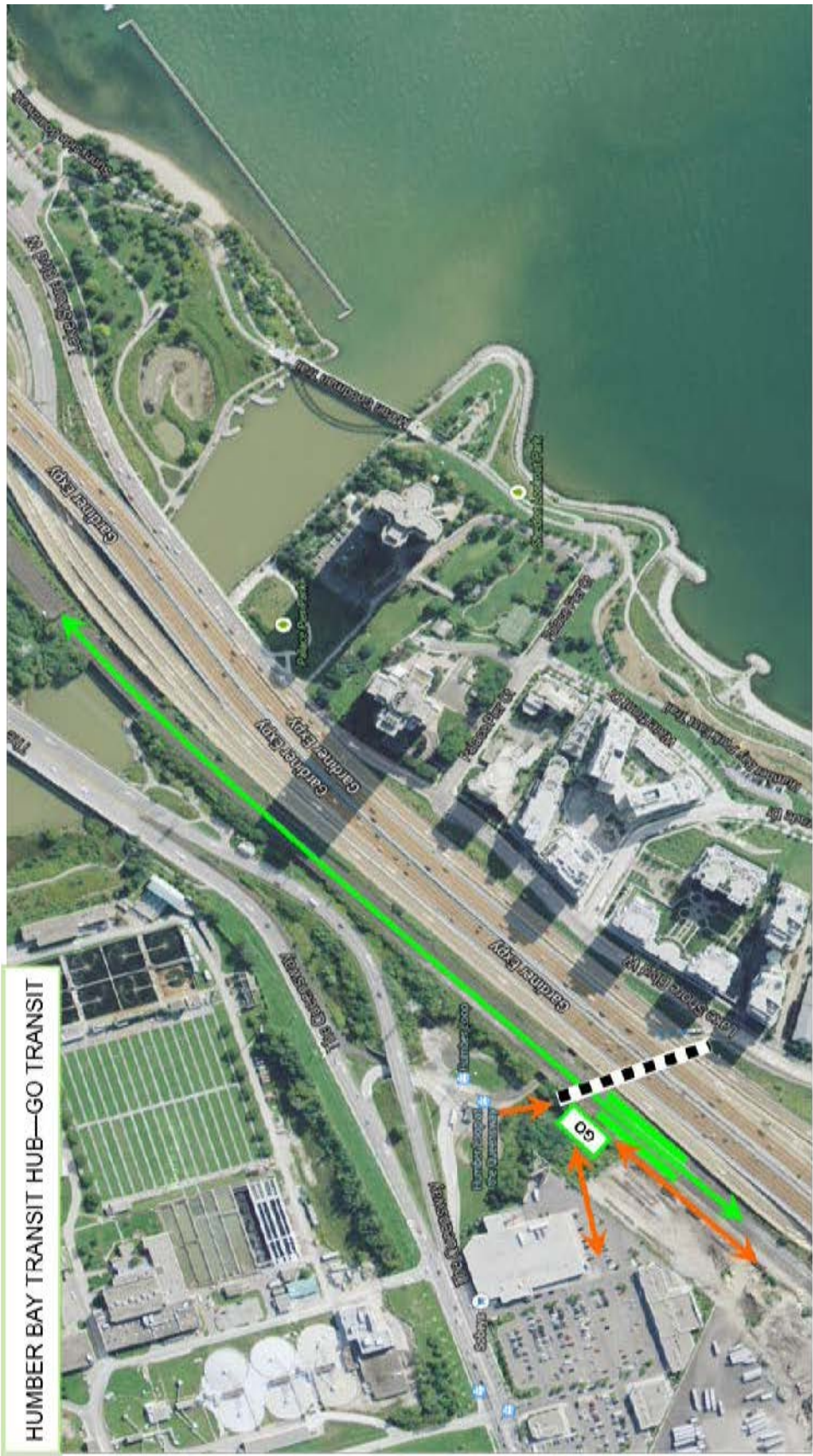
However, as can be seen on *Toronto Official Plan, Map 4, Higher Order Transit Corridors*, the Humber Bay Transit Hub location corresponds to the distance between Toronto Union Station and a new GO Transit station to be located in the West Donlands area, as well as being a similar distance between the Kipling Avenue and Hwy. 27 stops along GO Transit’s Georgetown line. Therefore, there is no reason why a new station at the Humber Loop location cannot be successfully implemented without impacting the long-established Mimico GO Station.

ADVANTAGES:

- a) Establish a much-needed GO Transit station in the Motel Strip/Park Lawn Road area which will serve about 40,000 residents within a short walking distance once build-out is complete.
- b) Provides for the creation of an integrated multi-modal public transit hub, which simply cannot be implemented anywhere on Park Lawn Road.
- c) The location is feasible as the distance from Mimico GO Station to the proposed Humber Bay GO Station is about the same as from Toronto Union Station to the new GO station in the West Donlands area.
- d) A comprehensive, professional heritage mural installation commemorating “The History of Humber Bay” can be painted on the walls of the new station.

CONSTRAINTS:

- a) Close clearance of the eastbound passenger platform may require moving the platform westward to provide a greater distance from the westbound Lake Shore Blvd. West off-ramp from the F.G. Gardiner Expressway. As a more practical alternative, realignment of the northernmost railway track could provide the necessary clearance needed for the platforms.
- b) The station will need to be built in a linear configuration along the railway embankment due to close clearance presented by one existing hydro tower.



4) Sunnyside Streetcar Line (SSL)

The re-introduction of a streetcar line from Humber Loop along Sunnyside's waterfront to connect with the existing TTC route at the Canadian National Exhibition (C.N.E.) streetcar loop will provide another viable option for transit riders to travel to Downtown Toronto. Re-establishing this streetcar line, which was removed in the 1950s when the F.G. Gardiner Expressway began to be built, will again provide continuous public transportation access along Toronto's western waterfront area.

There is currently a plan in place to move the eastbound lanes of Lake Shore Blvd. West in Sunnyside northerly, so that the traffic lanes are closer together. This plan is to result in a wider depth of waterfront parkland.

However, the current configuration of Lake Shore Blvd. West through Sunnyside with a wide median along most of its length is ready-made for re-installing a streetcar line through the area. Re-allocation of funding planned to move the traffic lanes, instead, to building the rail transit line constitutes a considerably more intelligent use of taxpayers' money, and will provide a superior result.

This transit route will also provide a significantly faster travel time to Downtown compared to Queen St. or King St., as there are few intersections along the route with much greater distances between stops.

These longer distances between stops are also far more compatible and well-suited to accommodate the physical characteristics of the new, significantly longer streetcar/LRT trainsets which will be replacing Toronto's existing streetcars.

In addition, there are few physical constraints existing along this route that will impact construction, as no individual residences are present, and commercial buildings are set back from the boulevard - unlike along long sections of Lake Shore Blvd. West in The Lakeshore area. As a result, construction costs will be lower and disruption to buildings and occupants will be minimized.

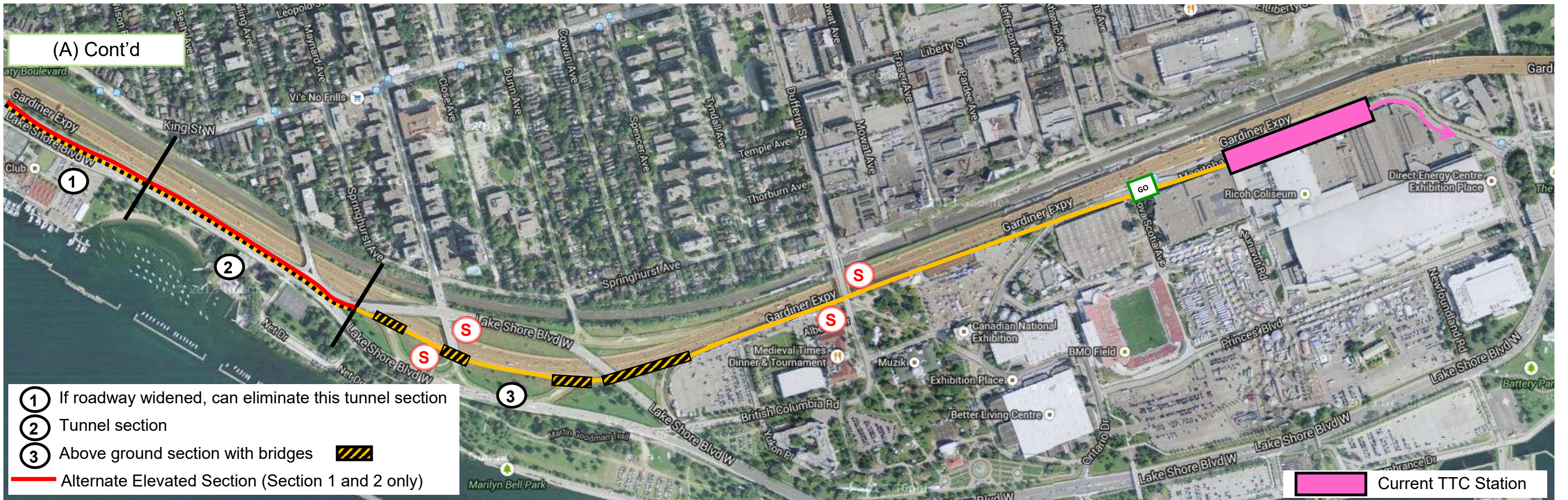
The section of the route approaching the western end of the Canadian National Exhibition grounds may require tunneling for a short distance, however, that can be accomplished by using the cut-and-cover method instead of tunnel boring which will reduce construction costs.

Because of the presence of few buildings along this route, it is also possible to widen Lake Shore Blvd. West up to the hill where the Royal Canadian Legion building is - which will shorten the length of the tunnel portion which may be needed. A series of four short bridge spans can be used to connect the top of the hill at Jameson Ave. with the northwestern corner of the C.N.E. grounds.

An alternative option is to use an elevated section of low-rise bridge spans supported with longitudinal piers, from east of the Palais Royale to the top of the hill at Jameson Ave.



SUNNYSIDE STREETCAR LINE (SSL)



ADVANTAGES:

- a) Re-establish public rail transit along the western Toronto waterfront, which was lost when the F.G. Gardiner Expressway was built. This area is currently deficient in public transit, and has been since the 1950s.
- b) The existing boulevard along much of this section of the waterfront is ready-to-go in terms of constructing a transit rail line in the median between the eastbound and westbound lanes of Lake Shore Blvd. West.
- c) The long distances between intersections are well-suited to the new Toronto streetcar/LRT trainsets which are significantly longer than current ones in use.
- d) It may be possible to re-use the old bridge abutments from the original railway line that remain on both banks of the Humber River.

CONSTRAINTS:

- a) Close clearance of the route on the east side of the Humber River in proximity of the Humber River road bridges will require re-grading of the westbound Lake Shore Blvd. West and Gardiner Expressway ramps. A grade-level crossing with synchronized traffic signals could easily be implemented to control access to the central boulevard east of the Humber River
- b) Alternately, if the access ramps are re-graded lower, there should be enough clearance for a bridge span to be fitted between the main road ridges and the westbound access ramps to the Gardiner Expressway and Lake Shore Blvd. West.
- c) It may be possible to separate the eastbound and westbound track routes, utilizing the old Queen St. underpass on the west side of the Humber River and a rail bridge over the river between vehicular traffic bridges for eastbound streetcars, while using the route described in (a) or (b) for westbound streetcars.
- d) Some tunneling may be necessary for the proposed route to access the western section of the Canadian National Exhibition grounds so it can be connected at the existing CNE TTC station. A series of four short bridge spans can be used to connect the line at the tunnel portal at the top of the hill at Jameson Ave. with the northwestern corner of the C.N.E. grounds. This would result in the tidiest route installation.

An alternative option is an elevated section from east of the Palais Royale to the top of the hill at Jameson Ave. This could follow either the centerline of Lake Shore Blvd. West or follow the northern edge of the roadway adjacent to the Gardiner Expressway.

5) Revised Long Branch 507 Streetcar Route

Because of unreliable, substandard service in The Lakeshore area since the 507 Long Branch route was terminated and replaced with an extension of the 501 Queen route, the restoration of a revised 507 Long Branch service between Long Branch Loop and the Dundas West Subway Station will help to address service deficiencies in local public transit.

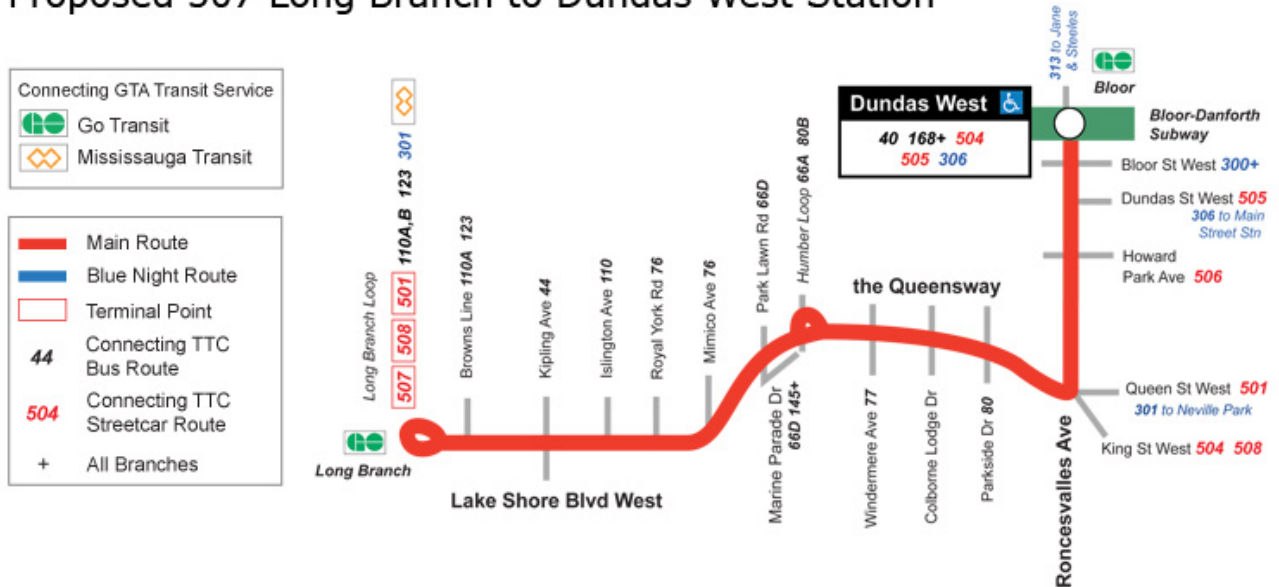
This revised route is supported and promoted over the years by the Lakeshore Planning Council (Corp.), which was established in The Lakeshore area over 25 years ago.

The Revised 507 service is intended to replace 501 Route vehicles which never arrive in The Lakeshore area because they are routinely short-turned at the Humber Loop. By scheduling 501 short-turns at set intervals and replacing those turns with Revised 507 runs, more reliable service for The Lakeshore should be the result. In addition, severe gaps in service which occur at all times of the day will also be reduced, and will help offset the lower level of service that will result from using the new high-capacity trainsets that will soon be in service.

Revised 507 Route service is not intended to simply replace 501 Route service west of the Humber Loop - as some have incorrectly stated in the past.

Therefore, 501 and revised 507 Route service would complement each other and be run concurrently through The Lakeshore area.

Proposed 507 Long Branch to Dundas West Station



Operational Overview

The ultimate benefit of implementing the SEMALRT/Sunnyside Streetcar Line and a new Humber Bay Transit Hub GO Transit station will be to reduce operational stresses on the TTC's Bloor West subway line. GO service would provide rapid transit to Downtown Toronto.

By capturing riders from western Etobicoke and eastern Mississauga, the SEMALRT and Sunnyside Streetcar Line will divert some passenger load to lower downtown Toronto. One-trip access to lower downtown from Mississauga will be possible with this service. In addition, the new GO Transit station will similarly accommodate new transit users from the "Motel Strip" - Park Lawn Rd. area of Etobicoke.

Operationally, this will translate into reduced stress at the Yonge-Bloor subway station, which for some years now, has even required TTC staff to act as passenger loaders due to severe congestion at the station during peak rush hour periods (similar to those used in Japan to cram transit riders onto transit vehicles). This is due to the continuous increase in passenger load over time as ever-increasing numbers of public transit users are funneled to the Yonge Subway line.

Adding a revised Long Branch 507 route from Long Branch Loop will transfer some passenger load from the Queen St. streetcar route through the Dundas West subway station to routes that originate there.

The segment of the TTC's private right-of-way between Humber Loop and St. Joseph's Hospital being used concurrently for the different public transit services, also will allow for continuous transfer between those services offered along that corridor. Up to Roncesvalles Avenue, a variety of route options will exist if passengers wish to transfer. That will provide for greater flexibility for passengers for travel towards the downtown area of the city.

It is also expected that the ridership capture area of the SEMALRT will help to reduce crowding on north-south feeder routes to the subway system, as some passenger load can be expected to be reversed along those routes between the Bloor Subway line and The Queensway in addition to intercepting northbound passenger load from all areas along Lake Ontario.

The new LRT service along The Queensway out to Mississauga would provide enhanced public transit service along a corridor that includes three hospitals, and two regional shopping areas (Square One would be included once the Hurontario Street LRT operation commences).

The existing street pattern along The Queensway, and Lake Shore Blvd. West through Sunnyside, much more effectively reflects the longer stop-to-stop distances that an LRT service is expected to provide. It will also more easily facilitate the operation of new LRT trainsets which are considerably longer than current streetcars (new train sets are almost an entire city block long). In addition, those routes will result in significantly less adverse impact to present street uses because far fewer small businesses and residences exist on those streets.

It is also possible for the SEMALRT/Sunnyside Streetcar Line to be operated in conjunction with the future Hurontario Street LRT in Mississauga as a continuous loop, at least for some trainsets at set intervals. This will provide no-transfer service for longer distances for some transit riders. It will help to avoid unnecessary transfers between routes, which act as a deterrent to transit riders because of the inconvenience such transfers create, as well as the additional "lost time" that is added to each transit rider's trip.

Rationale

- 1) The current Humber Loop has existed at its current location for many decades. Since it is a long-established piece of public transit infrastructure, it is most logical to upgrade it at its current location because of the potential to add a new GO Transit station as well as new TTC routes. Such potential for a fully-integrated multi-modal public transit hub simply does not exist elsewhere in the area.

It makes no sense whatsoever to spend an excessive amount taxpayers' money to move the Loop to a location which has no potential to become an integrated transit hub which will enhance the travel options and flexibility available to public transit riders.

- 2) Existing streetcar service through The Lakeshore area via the Long Branch section of the 501 route (and old 507 Route) has existed continuously since the 1893-95 period, when radial railway service was initiated in the area.

Transit City was intended to implement and construct LRT routes to areas where surface rail transit does not already exist.

Today's streetcar service in The Lakeshore suffers from operational and scheduling problems – not capacity, nor traffic restrictions. For many foreseeable decades, past 2041, streetcar service can more than adequately serve the area if operational problems are properly rectified.

No justification for construction an LRT through The Lakeshore area to solve purely operational shortcomings is valid.

- 3) The Environmental Assessment for the Waterfront West LRT (WWLRT) through The Lakeshore area ultimately concluded in 1993 that an LRT cannot be built west of Legion Road because the road allowance is far too narrow to permit its construction (also, see Appendix E.; Toronto Official Plan, Map 4, Higher Order Transit Corridors).

The WWLRT EA also concluded that trying to build an LRT along Lake Shore Blvd. West would produce significant negative impacts along the local main street - that is, substantial sections of the existing main street built form would need to be demolished to widen the road sufficiently to accommodate an LRT. Destroying the main street through multiple neighbourhoods would result in significant adverse impacts to their viability and stability of those local neighbourhoods, and is also not in the best interest of taxpayers, local communities – or the public interest. An LRT would need to be built underground.

The EA also clearly identifies that service is “very slow” only east of Roncesvalles Ave.

The recent approval of the *Eleven Superior* condo development in Mimico, which has been built up to the front property line on Lake Shore Blvd. West, ensures that an insufficient road allowance for an LRT will be entrenched along that route. Many more such developments are expected to follow now since that precedent has been set for development in The Lakeshore and other areas of Toronto.

In comparison, the Eglinton Crosstown LRT is being tunneled underground where Eglinton Avenue is as wide as or wider than Lake Shore Blvd. West is in The Lakeshore.

- 4) Constructing an LRT along The Queensway is the only rational east-west route available in South Etobicoke. The Queensway has a significantly wider road allowance (33m approx. or greater) compared to Lake Shore Blvd. West (mostly listed as 27m, but with physically-narrower true widths in some areas, particularly in Mimico and New Toronto where it is 19.0 - 19.5 metres curb-to-curb). Therefore, The Queensway can much more easily accommodate higher-order public transit such as an LRT as it can currently handle a far higher volume of vehicular traffic than Lake Shore Blvd. West can. There are far fewer intersections, as well as far fewer businesses and residences that would be affected by construction and transit operations.

Failure to seriously consider The Queensway, which is a major arterial road, for higher-order transit would be a glaring shortfall in necessary public transit infrastructure.

Because Toronto's subway system is being extended along Dundas St. West to the East Mall, where a new subway station will be located, SEMALRT will provide significantly upgraded service to the Sherway Gardens regional shopping area.

Significant intensification with residential developments replacing commercial/industrial space along The Queensway, in addition to increased retail intensification of the regional retail shopping area west of Kipling Ave., requires substantial upgrading of public transit into the future so that dependence on personal motor vehicles can be reduced. The adjacent F. G. Gardiner Expressway already often operates at a standstill for long periods of time on a daily basis.

Current public transit service along The Queensway is totally inadequate - and even more so given the substantial intensification that has already occurred in the interim.

- 5) Westward from the intersection of The Queensway and The West Mall, The Queensway continues into south Mississauga along a corridor which includes a hydro right-of way.

This corridor extends to past Hurontario Street (Hwy. 10), where a north-south Mississauga LRT project will be implemented.

The effective ridership capture area is considerably greater along The Queensway than along Lake Shore Road in Mississauga (and South Etobicoke) can ever be.

A significantly more efficient and effective use of The Queensway corridor can be realized while minimizing disruption of private landowners in the vicinity of the proposed SEMALRT route. The significantly-wider corridor would also incur reduced construction costs. In addition, potential replacement of the old steel lattice-type hydro towers with underground cables or pole-type towers will free up more space for transit infrastructure.

Ultimately, a seamless LRT service route without transfers from Mississauga to downtown Toronto can be provided to public transit users. The convenience of such a service would be expected to attract a higher level of ridership, as will the upgraded public transit service across The Queensway corridor.

The hydro corridor running northwest from the site of the former Lakeview Generating Station on the waterfront may also potentially accommodate a transit vehicle storage yard.

- 6) Re-introduction of a streetcar line along the Sunnyside waterfront would re-establish public transit service in an area that previously had such service decades ago.

The current configuration of Lake Shore Blvd. West through Sunnyside provides a ready-to-go right-of-way to construct a streetcar (LRT) line. Re-allocation of funding for re-aligning Lake Shore Blvd. West to the construction of a rail transit line through the area is a significantly better application of taxpayers` money.

While there will be the need to regrade the area on the east bank of the Humber River, there appears to be enough room to accommodate a rail transit line through that (most constrained) area of the route without major disruption to the westbound roadway approaches to the Humber River bridges.

If necessary, there is the potential to erect a rail transit bridge from the east bank of the Humber River over the roadway to the median of Lake Shore Blvd. West.

Where some tunneling may be required west of the C.N.E. grounds, it can be accomplished using the cut-and-cover method rather than tunneling with a boring machine. That will result in a considerable savings in construction costs. Four short bridge spans can be installed to connect the east end of the tunnel to the C.N.E. grounds. An alternative could be an elevated route section instead of tunneling.

- 7) The SEMALRT concept conforms with Policy 1.6.7.3 of the Provincial Policy Statement (2014) to institute such seamless cross-boundary public transit service - which eliminates unnecessary physical transfers between transit services operated by different municipalities. This proposal also complies with goals set out in the City of Toronto's Official Plan.

Unnecessary transfers are an impediment to transit users making transit use inconvenient, and contributes to "lost time" which accumulates when using public transit (making trips unnecessarily longer than need be).

- 8) Re-introduction of the 507 Long Branch route in a revised form that terminates at the Dundas West Subway Station, to replace 501 Queen streetcars that are frequently short-turned at Humber Loop will help to provide better service reliability. The former 507 route has recently been re-instated, and re-establishes more local service in The Lakeshore that was lost with the cancellation of route 507 service in the 1990s. By scheduling some Queen 501 short-turns at regular intervals and filling those gaps with Revised 507 service, more consistent and predictable transit service will result.

Conclusions

The current Humber Loop location provides the potential to be upgraded and enhanced into an integrated, multi-modal public-transit hub, by adding a GO Transit station and new Streetcar (LRT) services along major roadways in the vicinity that do not currently have rail transit service.

The failure of all levels of government to capitalize on the potential to re-develop the existing Humber Loop into an integrated multi-modal public-transit hub, and instead, implement a significantly inferior alternative at Park Lawn Road would have far-reaching negative consequences. The net result would be that areas to be potentially served with enhanced transit would contend with substandard service for generations to come.

There simply is no other location in the area that possesses the characteristics to provide the variety of integrated public-transit services that are only possible at the Humber Loop location. The superior level of transit services that can be achieved is unparalleled compared to what any location on Park Lawn Road can provide.

Failing to implement the integrated transit hub at the Humber Loop location is clearly not in the best interest of the public.

Of particular note, it was determined decades ago by thorough analysis that an LRT cannot be implemented through The Lakeshore area - as noted in the Executive Summary for the Waterfront West LRT (WWLRT) Environmental Assessment (EA) from August 1993. As stated; **“Beyond Legion Road, the right-of-way is too narrow to provide a separate LRT line...”**.

That EA decisively concluded that it is not possible for an LRT to be built west of Legion Road because the right-of-way is far too narrow along a significant proportion of the route. That is reflected in Toronto Official Plan, Map 4, Higher Order Transit Corridors (see Appendix E).

The WWLRT Environmental Assessment was approved in 1995 by the Provincial Government and the City of Toronto. **The EA also clearly determined that transit service is only “very slow” east of Roncesvalles Ave.**

Clearly, with the road allowance being considerably narrower than required at only about 19 metres instead of the minimum of 27 m, the EA notes that such physical constraints may be avoided by moving the LRT underground by implementing it in a tunnel. It must also be noted that the Eglinton Crosstown LRT is being tunneled underground where Eglinton Avenue is as wide as or wider than Lake Shore Blvd. West is in The Lakeshore.

It is crucial that maintaining the functionality of the street as it currently exists is imperative to the health of local neighbourhoods by ensuring that numerous local commercial retail establishments are able to survive. Storefront parking is critical to the survival of small businesses, as a significant proportion of business comes from the quick stops made by customers in front of those stores.

Removal of mainstreet parking would decimate the majority of those businesses - and would have far-reaching negative impacts on local communities as well. Also, destroying the main street by demolishing the multitude of street-front commercial buildings through the area would result in severe and unacceptable negative consequences as well. That would eliminate the capability for local residents to shop within walking distance – and ultimately require those residents to travel much longer distances on our roadways to complete the same errands.

That situation absolutely contradicts the concept of “complete communities” or “The New Urbanism” - where residents of modern communities are supposed to do more within walking distance locally in an effort to reduce congestion and stresses on transportation infrastructure.

Transit rider “trip generators”, which are substantially fewer than for any other proposed Toronto LRT, is also identified in the Transit City route evaluation report. The main ridership demand is anticipated to be along the eastern section of the WWLRT – and not along the western section and Mississauga. This results in the fewest number of riders and “new riders”, with the highest cost per new rider, and the fewest number of diverted automobile trips of any LRT proposal. That limited future ridership is a direct result of the insurmountable constraint of Lake Ontario.

LRTs are to be implemented to facilitate short-to-medium distance trips – and not for long distance commutes which would be in direct competition with the plan to institute frequent and electrified GO Transit rail service. The WWLRT would essentially try to duplicate the directly adjacent, upgraded GO Transit “rapid transit” service along Mississauga’s and Etobicoke’s waterfront - and would essentially squander funding for transit infrastructure which could be utilized far more effectively elsewhere.

Finally, in general, it is imperative that overall public transit planning for the future be forward-thinking instead of typically occurs - and must include foresight which accounts for the potential for future infrastructure upgrades. This will ultimately prevent requiring public transit infrastructure to be re-built, properly, a second time at taxpayers’ expense.

A prime example of completely failing to adequately plan for future integration of transit infrastructure is the failed Scarborough RT (Rapid Transit) system which was tacked onto the eastern end of the Bloor-Danforth Subway line. As a new transit system that was totally-incompatible with existing infrastructure, the Scarborough RT provided substandard transit service to Scarborough - while at the same time forcing transit riders to deal with a completely unnecessary physical transfer which could have been avoided by simply extending the existing subway system.

On the other hand, an example of forward-thinking in transit planning was the inclusion of subway infrastructure when the Bloor Street Viaduct was being built - decades before such transit would ever become a reality.

Today, the current construction of the Eglinton Crosstown LRT completely fails to include the provision to economically upgrade it to subway service in the future (according to personal conversation with City staff). Such a gross oversight is simply not acceptable, as a potential future conversion to subway of the underground portion (and potential replacement tunneling of the above-ground sections) can be much more economical due to economies of scale when using compatibility in design of the transit system and transit equipment used.

While the cost of construction may be slightly higher at the outset by accommodating potential upgrades, it will be much more cost-effective in the end - particularly when upgrading requires a duplication by re-construction of previous transit infrastructure instead of simple upgrading by conversion.

It is imperative that such foresight regarding transit planning matters be given paramount consideration.

Acknowledgements:

Thanks to Peggy Moulder of the Lakeshore Planning Council Corp. for preparing the drawings included in this proposal.

Thanks to Steve Munro, public transit advocate for Toronto, for the initial concept for re-instating the Long Branch 507 Route with a new terminus at Dundas West Subway Station.

Thanks to Anastasia Jakubasz for the idea for the additional pedestrian connection between Park Lawn Road and the Humber Loop along the old Hydro right-of-way next to the Canadian National Railways rail corridor.

Google maps are used for illustrative purposes only.

Note:

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No portion of the transportation plans described in this document, in whole or in part, in original form or modified in any way, may be implemented without written permission and due compensation to the designer/author for project design work presented herein.

Adoption of any of the following components of this proposal, in whole or in part, whether modified or not, and regardless if the names of such components are maintained, namely the SEMALRT, Humber Bay Transit Hub ("Transit Hub"), Sunnyside Streetcar Line (SSL), or Humber Bay GO Transit Station concepts, due compensation to Paul Chomik for design and development consultation services rendered in this proposal shall be paid by the financing authority (or, authorities) for any such projects.

Compensation as a consulting fee shall consist of payment comprising an amount that is 0.3% of gross project value for any part or any portion of this plan that is implemented in whole or in part, in original form or modified in any way, with payment to commence with the official authorization initiating the project. Payment shall be made to the author of the proposals contained herein by the designated body implementing and funding the transit plan in whole or in part as previously described. The public service at all levels of government accept these terms upon commencement of any portion of this transit proposal.

Appendix A

Humber Bay Transit Hub and future GO Transit Station location photos



1) Eastbound approach from The Queensway to Humber Loop (at right)



2) Humber Loop, TTC Route 507 loop, looking from The Queensway



3) Humber Loop from The Queensway, TTC Route 507 loop (GO Transit station to be located beyond)



4) Humber Loop looking south to future GO Transit station and pedestrian tunnel location



5) Humber Loop looking southwest to future GO Transit station/pedestrian tunnel location



6) Current pedestrian access from Lake Shore Blvd. West (former Motel Strip) to Humber Loop



7) SEMALRT westbound route at Humber Loop exit to The Queensway, looking west (platform area)



8) Sunnyside Streetcar Line route alignment looking east from Humber Loop area along TTC R-O-W

Appendix B

South Etobicoke – Mississauga LRT (SEMALRT) photos



1) Eastbound approach from The Queensway to Humber Loop (at right)



2) SEMALRT westbound route at Humber Loop exit to The Queensway, looking West (platform area)



3) The Queensway looking east, from east of Park Lawn Rd.



4) The Queensway, narrow road allowance, looking west from west of Park Lawn Rd.



5) The Queensway, narrow road allowance, looking west from west of Park Lawn Rd.



6) The Queensway, narrow road allowance, looking west from west of Royal York Rd.



7) The Queensway, looking west from east of Islington Ave.



8) The Queensway, looking west from west of Islington Ave.



9) The Queensway, looking west from west of Kipling Ave.



10) The Queensway, looking west from west of The West Mall, LRT stop location at right past road



11) The Queensway, looking west from west of The West Mall, LRT route at right



12) The Queensway, looking west from west of The West Mall, LRT route at right near Etobicoke Creek



13) The Queensway (now widened), looking west from east of Dixie Rd.



14) The Queensway, looking west from west of Dixie Rd.



15) The Queensway, looking west from east of Cawthra Rd.



16) The Queensway, looking east from east of Cawthra Rd.



17) The Queensway looking west from east of Hensall