



PW 29.2.8

March 4, 2014

Chair & Members
Public Works & Infrastructure Committee
City of Toronto

Dear Mr. Chair and Members of the Public Works and Infrastructure Committee,

Our City has a great story to tell: where once people and businesses were electing to move to the suburbs to live and work, they are now returning to our downtown core at a pace that outstrips any other location in the country. The urbanization of Toronto is a positive trend that will continue. Torontonians are choosing to live in closer proximity to their place of work, amenities and transit, and their employers are following suit in order to attract the best and brightest of the labour force.

These trends represent a turning point for our city. As our downtown core continues to grow, we must make decisions about how to design Toronto to best accommodate the projected nine million people and the additional 100 million square feet of office space we expect to locate here. These employers and citizens are highly mobile and Toronto is competing globally to keep them located in our jurisdiction. The choices we make with respect to infrastructure and urban planning weigh heavily on Toronto's ability to compete.

As you consider the options for the Gardiner Expressway East as part of the Environmental Assessment (EA), I would ask you to remember that the decision you make with respect to this project will have an effect that reaches beyond the immediate study area. Indeed, this decision can have significant benefits for the City, the province and the country at large.

First Gulf Corporation is proposing the development of Toronto's own Canary Wharf in the form of a new employment district, immediately east of the Don Valley Parkway, which would include the former Unilever site at 21 Don Roadway. This 60-acre employment district has already been recognized in the recently adopted comprehensive amendment to the City's Official Plan employment policies (OPA 231).

The new employment district, which sits within Toronto's waterfront, represents an unprecedented economic stimulus in the history of the City. According to a new economic impact study undertaken by Price Waterhouse Coopers, the district will deliver:

- 88,400 person years of employment during construction and 118,500 person years of employment annually following completion of construction;
- \$7.8 billion in total GDP impacts during construction, with an additional annual GDP impact of \$1.9 billion; and,
- \$1.35 billion to \$1.45 billion in direct tax revenue to the federal, provincial and municipal levels of government during construction, with as much as \$1.55 billion annually in direct incremental tax revenue once the development is completed.

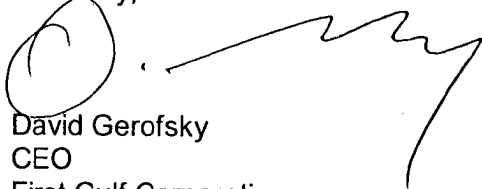
We believe these significant economic and public benefits should be considered as part of your decision on the Gardiner EA. Until recently, it appeared that either the status-quo ("Maintain") or "Remove" were the only options members of Council would be prepared to consider. However, we believe there is another option – **Maintain Plus** – which could be considered under the Terms of Reference for the EA and could present an ideal solution by:

- **Maintaining** the existing elevated expressway between Jarvis and Cherry; and,
- **Replacing** the elevated expressway from Cherry to the Don Valley Parkway with a new elevated expressway following a more direct route to the DVP.

The **Maintain Plus** option will maintain travel times and provide a more direct path to the DVP. We are attaching two diagrams for your consideration: the first which shows the current road configuration and the second shows the **Maintain Plus** configuration.

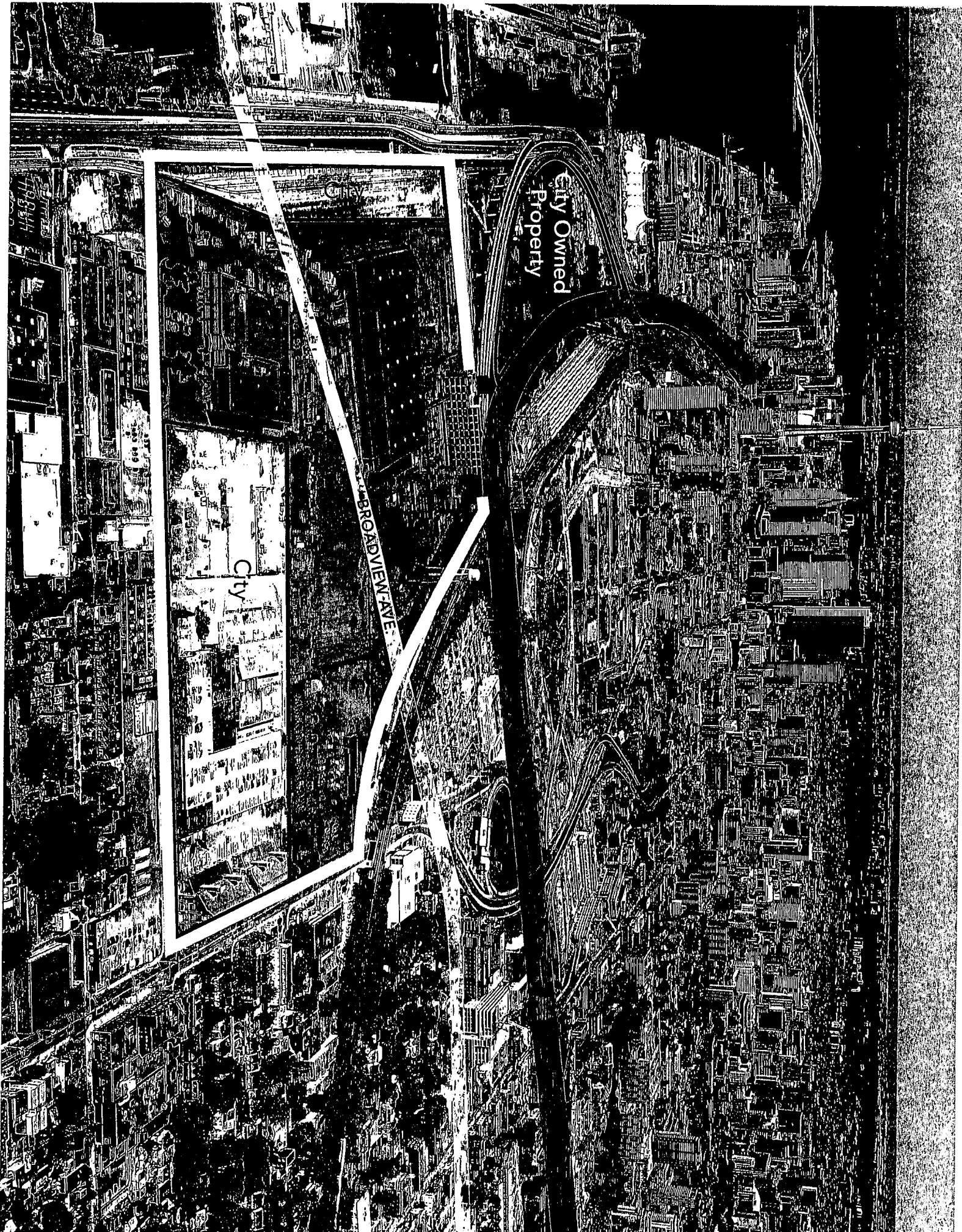
We ask you to direct staff to undertake further study of **Maintain Plus** in the interest of allowing Toronto to benefit from the jobs, economic development and improved public transit that will be generated by the new employment district and improved connections to the City's Keating Lands and the Port Lands.

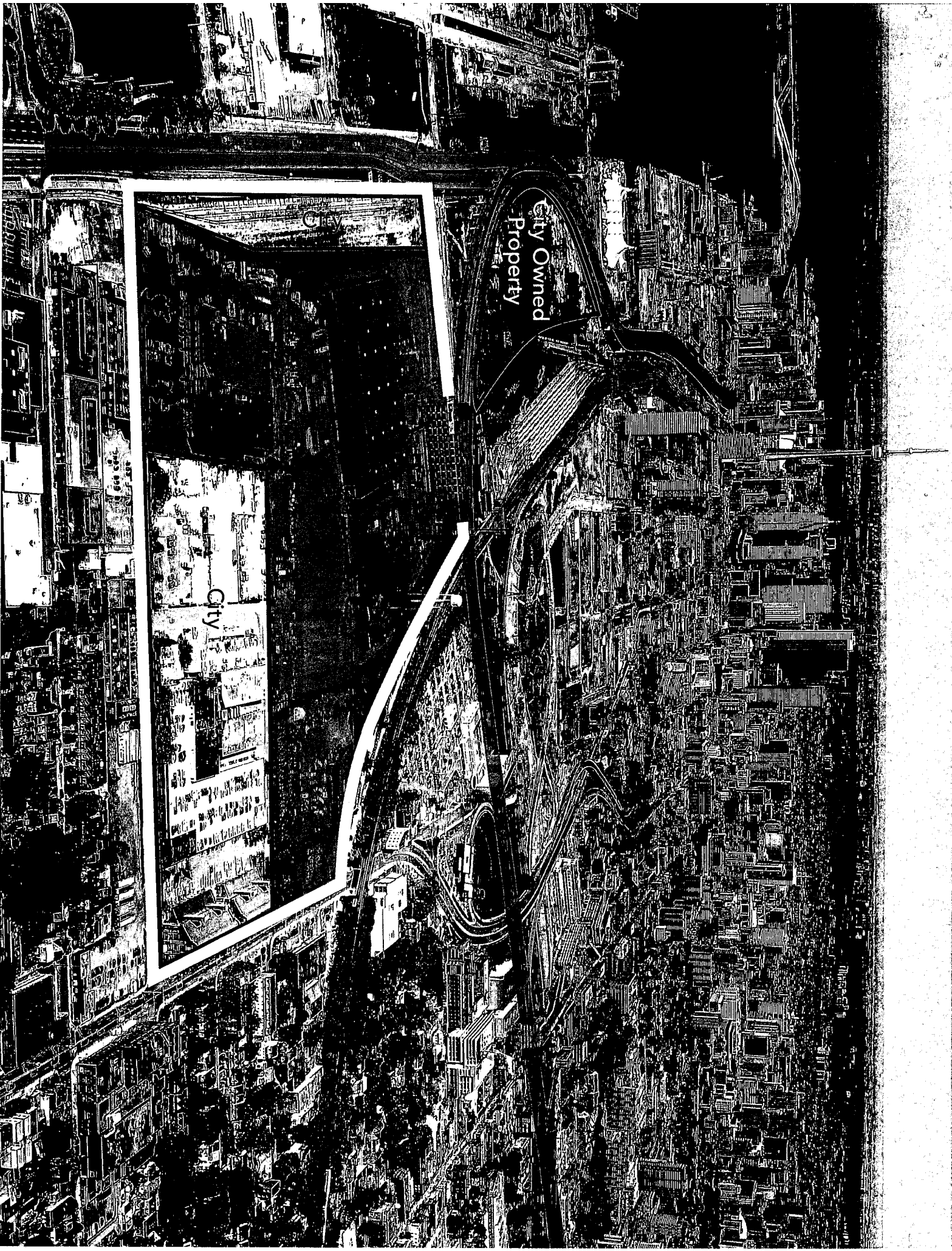
Sincerely,

A handwritten signature in black ink, appearing to read 'David Gerofsky', with a large circular flourish on the left side and a long, sweeping line extending to the right.

David Gerofsky
CEO
First Gulf Corporation

Cc: Joe Pennachetti
John Livey
John Campbell





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