

Citizens for the Old Town/Ontario  
Architectural conservancy  
Corktown Residents & Business  
Association  
Distillery Historic District  
Dixon Hall  
Enoch Turner Schoolhouse  
Foundation

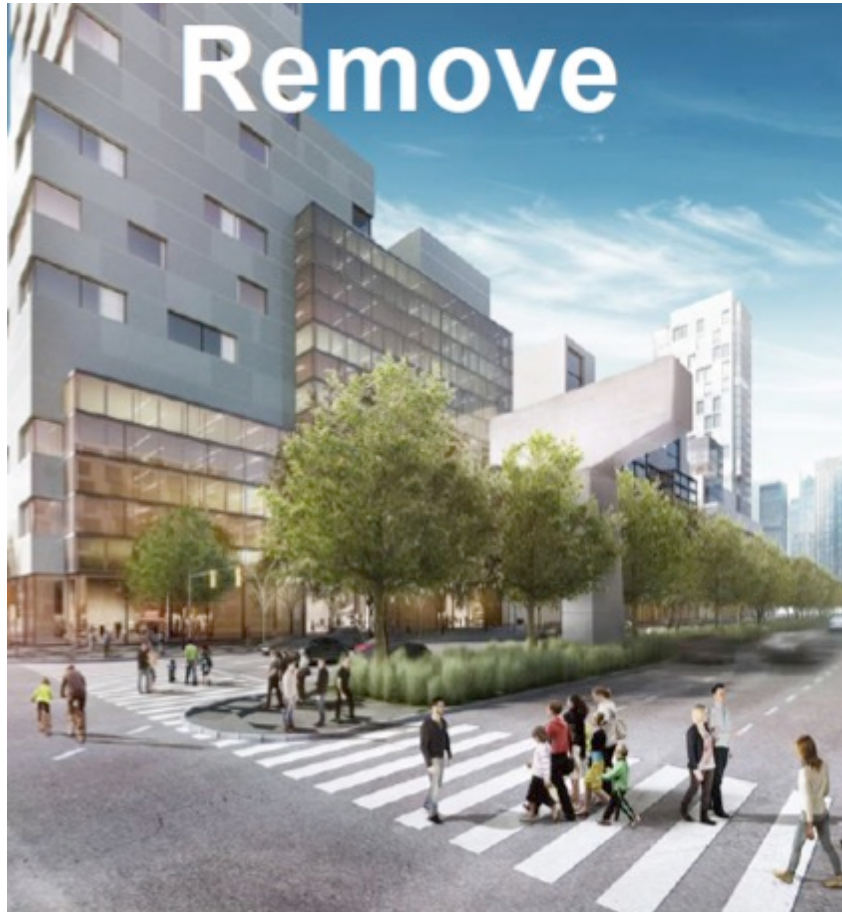


**West Don Lands Committee**

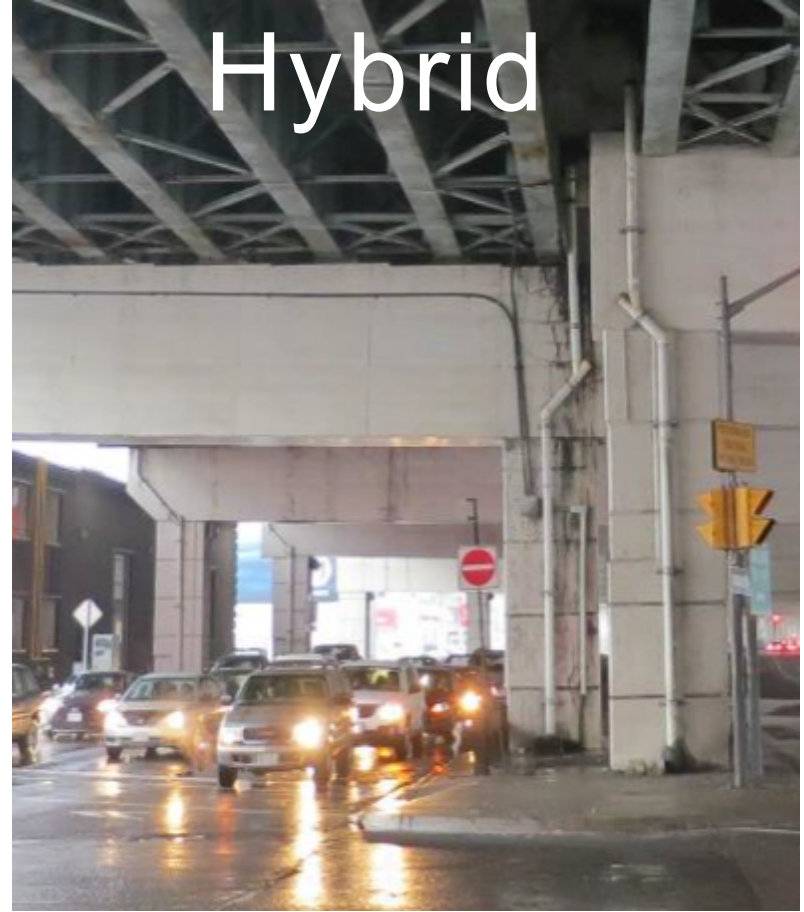
PW4.1.111



Friends of Corktown Common  
Goederham & Worts  
Neighbourhood Association  
Little Trinity Anglican Church  
St. Lawrence Market  
Neighbourhood BIA  
St. Lawrence Neighbourhood  
Association  
Task Force to Bring Back the  
Don



Deputation to PWIC May 13, 2015

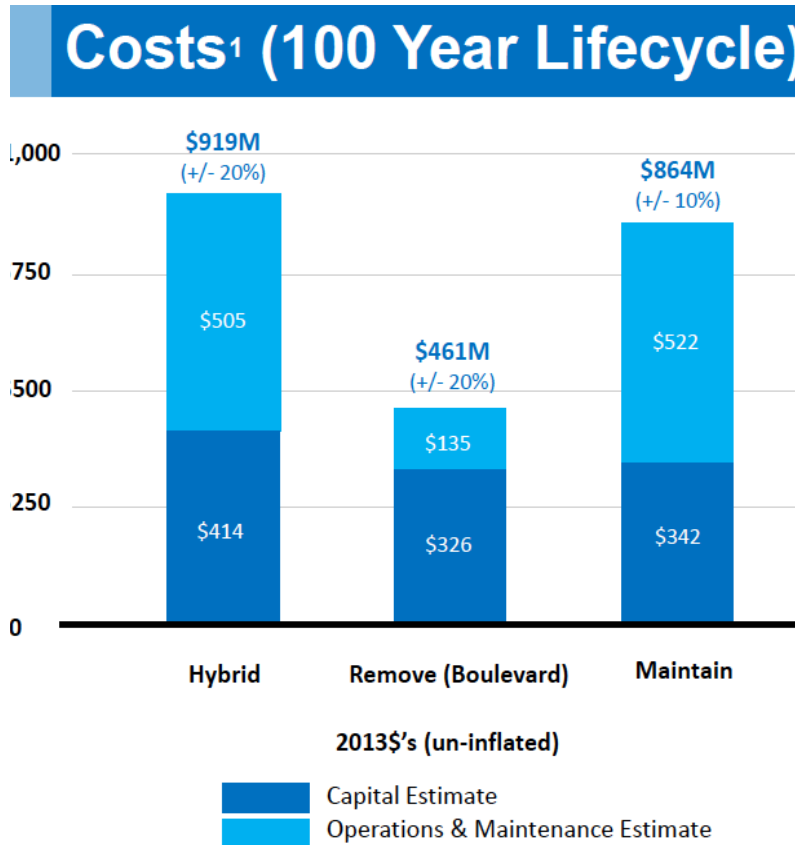


Cynthia Wilkey, Co-Chair

# Why the Remove Alternative is the Right Choice

- ✓ Lower cost & greater economic benefits
- ✓ Congestion impacts minimal > more fiscal room for transit improvements
- ✓ Public realm greatly enhanced
- ✓ Best fit with the EA Terms of Reference

# Cost & Economics



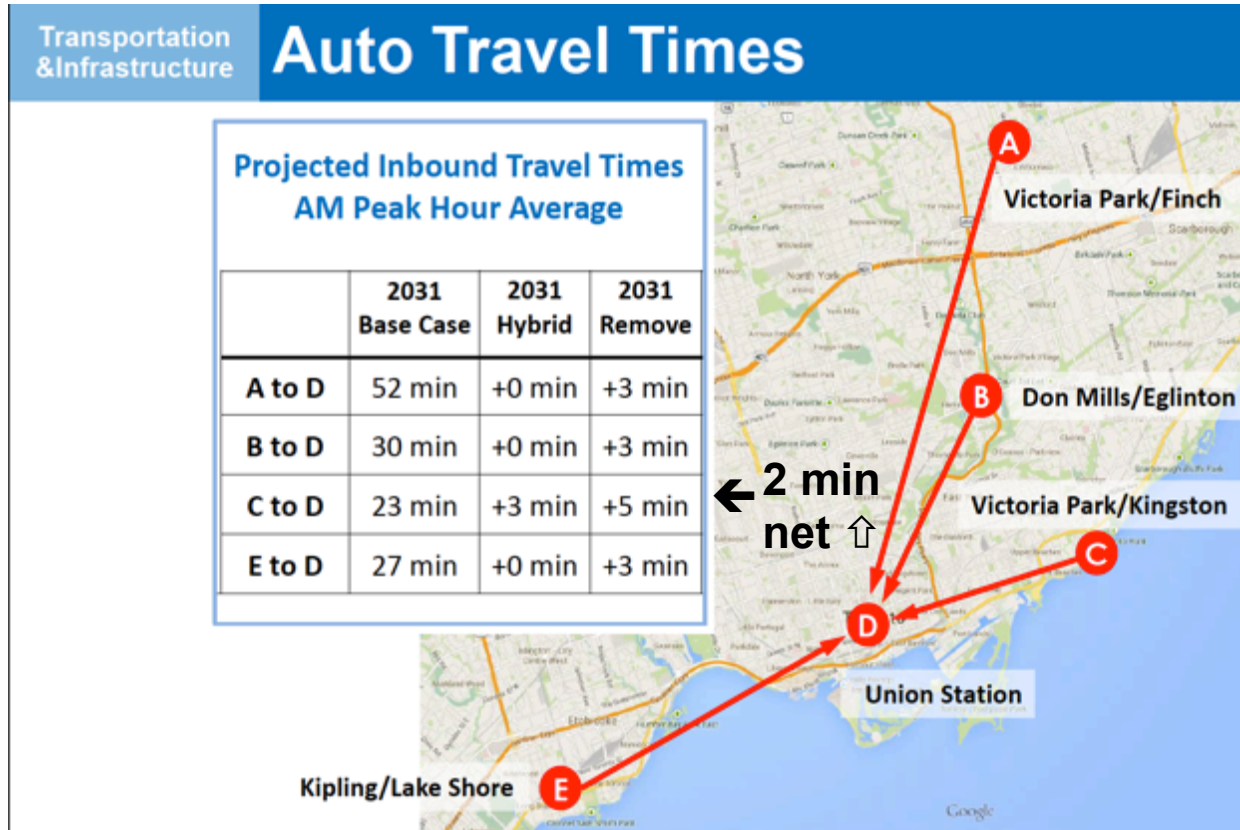
<sup>1</sup> All costs are high level order of magnitude prepared for comparative purposes only.

Remove:

- ~\$500million in lower costs
- \$136 million+ more revenue to the City in public land sales
- More job creation value

# 2 to 3 minutes

The predicted increase in travel time for Remove



CPCS, the EA “goods movement” consultants, referred to this impact as “marginal” (see Appendix B to the EA report) 4

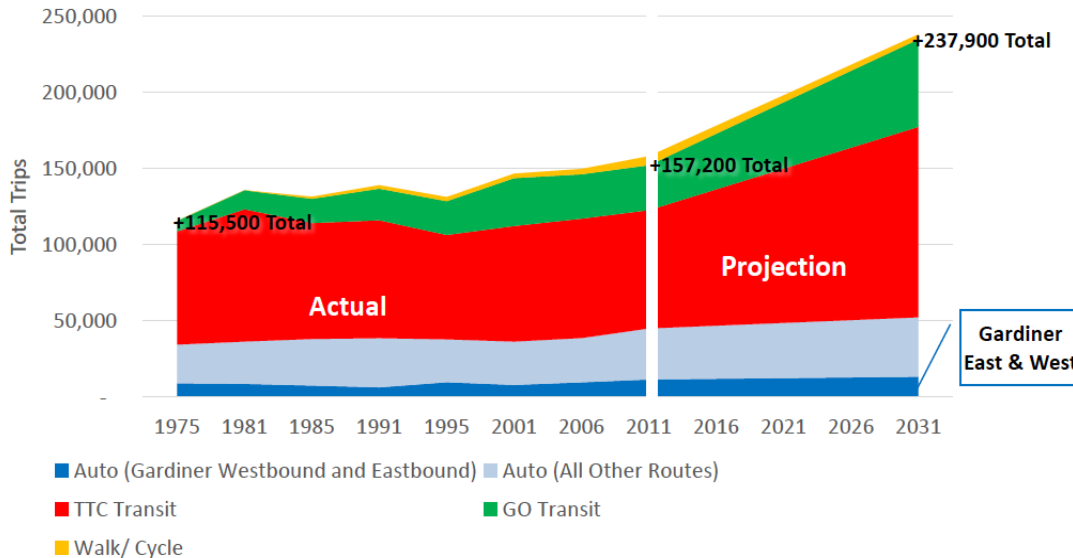
- Put in perspective, the 2-3 minute impact on travel time is less than the time you have given us to speak
- Interestingly, the CAA commissioned traffic modeling by U of T found that under “car friendly” traffic signal conditions, the Remove could potentially be faster for some trips than the fully elevated Gardiner ....
  - ➔ might switching between “car friendly” and “pedestrian friendly” signaling during peak and off-peak periods be an effective mitigation measure if the Gardiner is removed?

# Remove, not Hybrid can best address Congestion

## Transportation Demand Growth

2031 Study year

Morning Peak Hour Inbound to Downtown



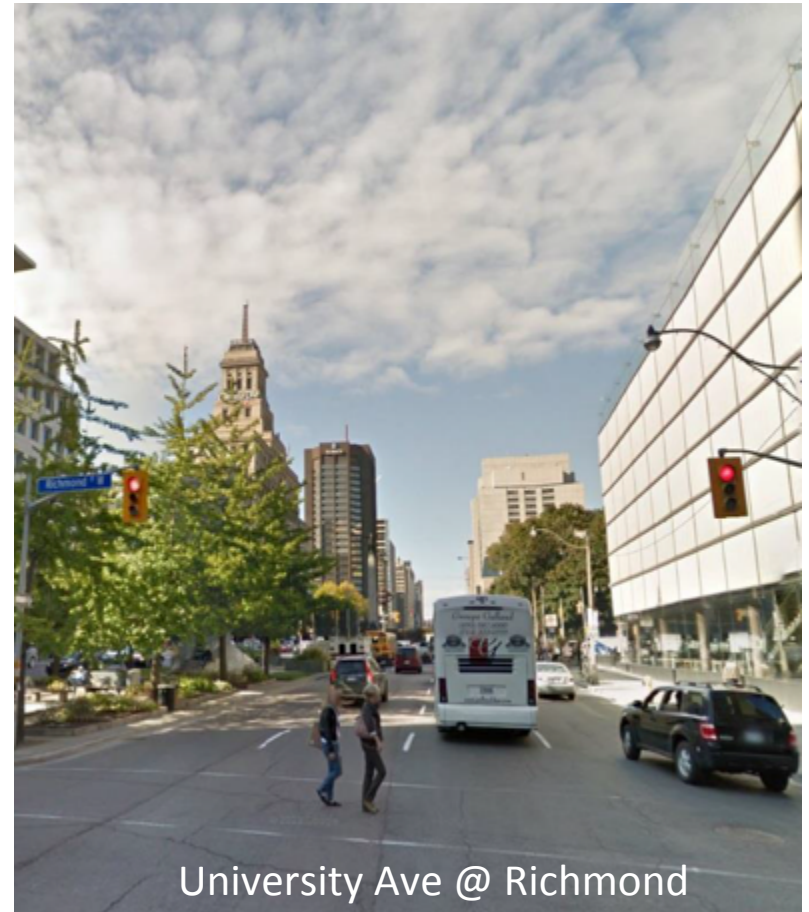
Source: AM Peak Hour Inbound to Downtown: 1) Transportation City Cordon Count (1975-2011); 2) Transportation Model EMME2 Forecast (2011-2031); 3) 2006 Transportation Tomorrow Survey (TTS) for Walk/Cycle Mode and Other Data;  
 Downtown: Defined as Bathurst to Don River and Waterfront to the rail corridor north of Bloor

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- Investing \$500m in the Gardiner East to save 2-3 minutes will not help congestion
- The Gardiner is at peak capacity and has been for decades
- Investing \$500m saving with Remove in Transit – that can make a difference....



As these images show, the public realm advantages of Remove are striking



# Today's Hybrid is not what PWIC considered one year ago.



← Orange line is the First Gulf Hybrid - Moving to the railway berm freed up city owned property and the water's edge.

- Today's "Hybrid" maintains the Gardiner East exactly as it is now, with one devastating tweak...



# Logan off-on Ramps move to Cherry Street 4 lanes of connecting service roads are added (see the red & yellow lines)



The effects for the Keating Channel Precinct and Lower Don Lands development are profoundly negative

To support revitalization, a redesigned Cherry Street is to become a major Gateway linking the City to the Keating Channel Precinct and the Port Lands

## context: port lands precincts



This is Cherry @ Lakeshore now....



The Hybrid would add 2 ramps to this strategic Gateway~





# Without the Gardiner Cherry Street could look like this:



# Dramatic Loss of Value in the Keating Channel Precinct

**Hybrid:** adds ramps and service roads to this picture and destroys over \$100m of potential land sale revenues for the City

**Remove:** opens this city-owned land to development – and creates an important bridge between the city, the Port Lands and First Gulf's Unilever site.





Like this view of the Keating Promenade?

The hybrid replaces it with service roads to the Cherry Street ramps



Keating Promenade North side – looking west towards the Cherry Street Bridge

For MOECC approval, Council's selection must be consistent with approved Terms of Reference for the EA

### Study Goals of the Environmental Assessment:

- Revitalize the Waterfront
- Reconnect the City with the Lake
- Balance Modes of Travel
- Achieve Sustainability
- Create Value

**Remove:** closely fits the goals and evaluation criteria set out in the MOE approved Terms of Reference

**Hybrid:** a poor fit with the study goals, indistinguishable on almost every evaluation criterion from the previously rejected "Maintain" option

# Adapted from EA Team Alternative Solutions Evaluation - Interim Report - Addendum May 2015, Table 4

(\* with Global Competitiveness and Competitiveness of Downtown broken out in accordance with HR&A report )

	Study Lens/Criteria Group	Remove	Hybrid	
Transportation & Infrastructure	Automobiles	Least Preferred	Preferred	
	Transit	Equally Preferred		
	Pedestrians	Preferred	Least Preferred	
	Cycling	Equally Preferred		
	Movement of Goods	Least Preferred	Preferred	
	Safety	Preferred	Least Preferred	
	Construction Impacts	Least Preferred	Preferred	
	Urban Design	Planning	Preferred	Least Preferred
		Public Realm	Preferred	Least Preferred
		Built Form	Preferred	Least Preferred
Environment	Social and Health	Preferred	Least Preferred	
	Natural Environment	Preferred	Least Preferred	
	Cultural Resources	Least Preferred	Preferred	
	Global Competitiveness*	Equally Preferred		
Economics	Competitiveness of Downtown*	Least Preferred	Preferred	
	Local Economics	Preferred	Least Preferred	
	Direct Cost & Benefits	Preferred	Least Preferred	

# 2014 EA Team Evaluations:

## Preliminary Evaluation Results

Study Lens/ Criteria Group Summary		MAINTAIN	IMPROVE	REPLACE	REMOVE
TRANSPORTATION & INFRASTRUCTURE	Automobiles	Preferred	Moderately Preferred	Least Preferred	Least Preferred
	Transit	Preferred	Preferred	Preferred	Preferred
	Pedestrians	Least Preferred	Moderately Preferred	Preferred	Preferred
	Cycling	Least Preferred	Moderately Preferred	Preferred	Preferred
	Movement of Goods	Preferred	Preferred	Least Preferred	Least Preferred
	Safety	Least Preferred	Moderately Preferred	Preferred	Preferred
	Constructability	Preferred	Preferred	Least Preferred	Moderately Preferred
URBAN DESIGN	Planning	Least Preferred	Least Preferred	Least Preferred	Preferred
	Public Realm	Least Preferred	Least Preferred	Least Preferred	Preferred
	Built Form	Least Preferred	Least Preferred	Least Preferred	Preferred
ENVIRONMENT	Social & Health	Least Preferred	Moderately Preferred	Least Preferred	Preferred
	Natural Environment	Least Preferred	Least Preferred	Least Preferred	Preferred
	Cultural Resources	Preferred	Preferred	Least Preferred	Moderately Preferred
ECONOMICS	Regional Economics	Moderately Preferred	Moderately Preferred	Least Preferred	Moderately Preferred
	Local Economics	Least Preferred	Least Preferred	Least Preferred	Preferred
	Direct Cost and Benefit	Moderately Preferred	Moderately Preferred	Least Preferred	Preferred

Preferred	Moderately Preferred	Least Preferred
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# Cost/Benefit Favours Remove

- The concern with the Remove alternative is an extra 2-3 minute commute time for drivers to downtown
- That marginal effect is outweighed by benefits like these:
  - \$500m that can be used to fight congestion through transit growth or traffic management
  - At least \$137 million in development revenues
  - Vastly improved Public Realm
  - Safer intersections for cars and pedestrians
  - Strong connections to the Port Lands, East Bayfront and First Gulf site

The Remove alternative is the right alternative





# Appendices

## View Corridors



Lake Shore Blvd @ Parliament St

Road Segments (along Lake Shore)	Collisions 2007-2011
Yonge to Jarvis	86
Jarvis to Sherbourne	128
Don Rd to Carlaw	82

Intersections (along Lake Shore)	Collisions 2007-2011
Jarvis	278
Sherbourne	92
Don Rd	149
Carlaw	161

- The intersections of LSB/ Jarvis; LSB/ Sherbourne and LSB/Don Roadway are among the top 20% in the city of intersections on major urban arterial roads in terms of number of collisions between 2007 and 2011.



Maintain	Improve	Replace	Remove
Less Preferred	Moderate Preferred	Preferred	Preferred



# Turning Restrictions

- Currently about 10 turning restrictions in the corridor
- Improve alternative will reduce the number of restricted turns to between 3 and 6
- Replace and Remove will have no or limited turning restrictions thus improving local access to/ from the downtown core

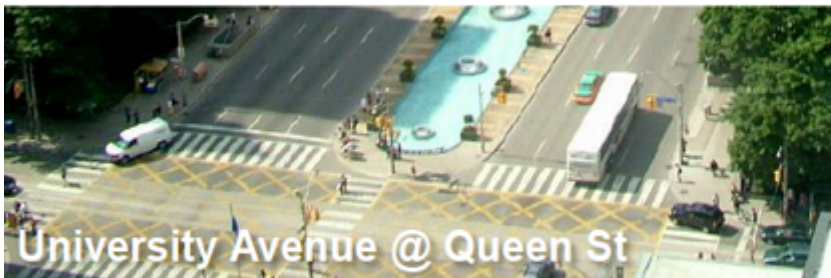


Maintain	Improve	Replace	Remove
Less Preferred	Moderate Preferred	Preferred	

# Pedestrian Crossings

## Crossing Distances

Maintain	Improve	Replace	Remove
35-45.4m	35-42.4m	22.5m	38m



- Existing crossing are interrupted by free-turn lanes
- Improve eliminates most free-turn lanes and regularizes intersections
- Remove has a shorter crosswalk walking distance than University Ave (46m)
- Crossing distances vary widely amongst all the options, while the majority of pedestrians can cross the corridor in one stage in all four alternatives

Maintain	Improve	Replace	Remove
Less Preferred	Moderate Preferred	Preferred	Preferred 34



# Planning – Keating Channel



# Planning – Keating Channel

