



Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and  
Integrated Urban Design Study - Round Four Consultation Report

This report was prepared by Lura Consulting, the independent facilitator and consultation specialist for the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) & Integrated Urban Design Study. If you have any questions or comments regarding this report, please contact:

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## 1. INTRODUCTION

### EA Purpose and Study Area

Waterfront Toronto and the City of Toronto are jointly carrying out the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study. The EA will determine the future of the Gardiner Expressway East and Lake Shore Boulevard East, from approximately Jarvis Street to approximately Leslie Street. The Study Area for the EA is shown below.

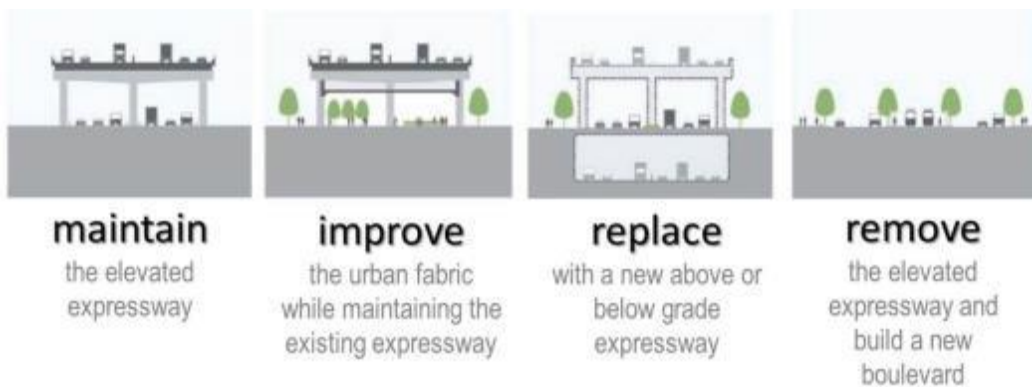


The project was initiated by Waterfront Toronto and the City of Toronto in early 2009 with the development of Terms of Reference, which were approved by the Ontario Ministry of the Environment in late 2009.

### The Alternatives

The approved Terms of Reference for the EA defined four groups of alternatives for consideration:

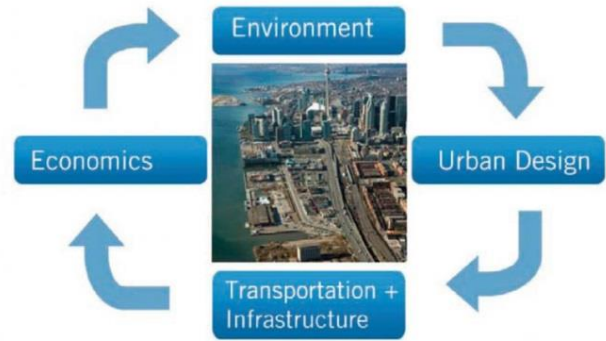
- **Maintain** the elevated expressway;
- **Improve** the urban fabric while maintaining the existing expressway;
- **Replace** with a new above-or-below grade expressway; and
- **Remove** the elevated expressway and build a new boulevard.



## Project Goals

Five goals are guiding the project:

- Goal #1: Revitalize the Waterfront
- Goal #2: Reconnect the City with the Lake
- Goal #3: Balance Modes of Travel
- Goal #4: Achieve Sustainability
- Goal #5: Create Value



## Evaluation Lenses and Criteria

Urban Design, Transportation & Infrastructure,

Environment and Economics are the four lenses for evaluating the alternatives in the EA. In addition, 16 criteria groups (and 60 related measures) have been identified under the four lenses to assist with the evaluation of alternatives.

## Current Phase of the EA

In the last phase of the EA, the evaluation of alternative solutions concluded that the remove option best met the evaluation criteria. At its meeting on March 4, 2014, the Public Works and Infrastructure Committee (PWIC) of the City of Toronto deferred selection of a preferred EA alternative and directed that the following additional work be completed:

1. Review the remove option under the EA process to mitigate concerns about traffic congestion.
2. Prepare an additional hybrid option that combines the maintain and replace components to preserve expressway linkage and functionality between the Gardiner Expressway and the Don Valley Parkway, and evaluate it against the EA criteria and the following:
  - Transportation functionality;
  - Impacts on key economic sectors;
  - Cost benefit;
  - Future land use considerations;
  - Public transit components;
  - Environmental impact; and
  - Neighbourhood growth and compatibility.

As directed by PWIC, the current phase of the EA is focused on evaluating the remove option (also referred to as the boulevard option) and the hybrid option, with the maintain option as the base case for comparison of alternatives. The evaluation is considering:

- Input from the public, stakeholders and PWIC deputations from March 4, 2014;
- New employment lands development opportunities (including the First Gulf proposal to develop an employment cluster at 21 Don Roadway at the base of the Don Valley Parkway);
- Additional studies on goods movement and economic competitiveness; and
- The approved EA Terms of Reference.



### Public Consultation During the EA

As outlined in the Terms of Reference, public consultation is an important component of the Gardiner East EA and Urban Design Study. The City of Toronto and Waterfront Toronto recognize the importance of engaging stakeholders and the public to provide opportunities for feedback throughout the EA, while ensuring consultation activities comply with Ontario's *Environmental Assessment Act*. The objectives of the consultation process are to:

1. Generate broad awareness of the project and opportunities for participation throughout the EA process.
2. Facilitate constructive input from consultation participants at key points in the EA process, well before decisions are made.
3. Provide ongoing opportunities for feedback and input, and for issues and concerns to be raised, discussed, and resolved to the extent possible.
4. Document input received through the consultation process and demonstrate the impact of consultation on decision-making.

To date, the EA has included four rounds of public consultation to ensure multiple opportunities for participation as part of an inclusive and transparent consultation process. Core components of the

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consultation program have included: five well-attended public meetings; online consultation via webcasts of the public meetings, social media and surveys on the consultation website; and meetings of the project's Stakeholder Advisory Committee, which includes representatives of over 40 community, business and transportation organizations.

Round 1 of consultation took place in May/June of 2013 and focused on ideas for the future of the Gardiner East and engaged over 1,000 participants through face-to-face and online engagement. Round 2 featured discussion and feedback on the four alternatives and draft evaluation criteria and engaged over 1,500 participants in October 2013. Round 3 of the consultation engaged over 1,300 participants in February 2014 in a discussion about the assessment of the alternatives. Summary reports on feedback received during Round 1 to 3 are available on the project website – [www.gardinereast.ca](http://www.gardinereast.ca).

Most recently, Round 4 of the consultation process occurred between April 13 and 24, 2015, presenting the results of additional work and updated evaluation of alternatives for discussion and feedback. The Stakeholder Advisory Committee met on April 13 to review and provide feedback on the public meeting materials. Two public meetings were hosted during this phase of consultations, the first on April 15 at the Toronto Reference Library, with over 220 participants and another 50+ watching the webcast and participating online. The second public meeting was held at Blessed Cardinal Newman High School in Scarborough on April 20, and was attended by over 75 participants. Hundreds of people also completed an online survey on the project website or weighed in via Twitter to provide their feedback on the updated evaluation of alternatives.

### Report Contents

This report provides a description of the consultation and engagement activities undertaken as part of Round 4 of the Gardiner East EA and Urban Design Study, as well as a summary of the feedback received from the consultation activities. Section 2 provides an overview of the consultation process, the various consultation approaches used to reach and engage different audiences, and the communication and promotional tactics used to encourage participation. An overview of the feedback received during Round 4 is included in Section 3. Communications and promotional materials as well as more detailed summaries from the consultation meetings and online feedback are included in the report appendices. Next steps in the EA and Urban Design Study process are outlined in Section 4.

## 2. ROUND 4 CONSULTATION PROCESS OVERVIEW

To fulfill the objectives of the consultation strategy in the approved Terms of Reference, a comprehensive approach targeting key stakeholders and the general public through a wide variety of communication, promotional and engagement tactics was adopted. A range of consultation activities was utilized to provide multiple opportunities for public participation as part of an inclusive and transparent consultation process.

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The purpose of Round 4 of the consultation process was to:

1. Present the results of the additional work and updated evaluation of alternatives; and
2. Receive feedback from the public and stakeholders.

### Communication and Promotional Tactics

#### Project Website

The project website ([www.gardinereast.ca](http://www.gardinereast.ca)) continued to serve as a portal for all information and engagement activities during Round 4 of the consultation process. The website includes a comprehensive overview of the study, relevant documents and resources, information about consultation events and opportunities to provide feedback, including an online survey. The project website also includes links to City of Toronto and Waterfront Toronto webpages which contain additional background information about the Gardiner East EA and Urban Design Study.

#### Social Media

Twitter and Facebook were used as promotional tactics during Round 4 of the consultation process to increase awareness about the Gardiner East EA and Urban Design Study and to encourage broad participation – both at the public meetings and online via the project website. The Twitter handle @GardinerEast and Facebook page facebook.com/GardinerEast were embedded in various communication materials and consultation resources to generate additional followers. Tweets and Facebook updates were used to advertise the public meetings and opportunities to participate online. They were also integrated during the two public meetings to provide real-time updates and to engage off-site participants. Participants were also encouraged to ask questions or share comments through either social media service. The project hashtag #gardinereast was also used on all tweets to promote and track discussion.

#### E-Promotion/Invitations/Media Relations

E-blasts, email invitations and media relations were used to promote stakeholder and public awareness of Round 4 consultation activities:

- An e-mail invitation was sent to over 6,600 subscribers (industries, professional organizations, community associations, transportation groups, numerous individuals, etc.) on Waterfront Toronto's extensive contact list database;
- Existing communications channels of the City of Toronto and Waterfront Toronto (websites, Councillor distribution lists, Waterfront Toronto e-newsletter) were used to provide details about the project and upcoming consultation opportunities;
- An e-blast was used to inform e-mail subscribers of the project's website about face-to-face and online opportunities to submit comments and feedback.
- A media briefing was hosted by the City of Toronto and Waterfront Toronto at City Hall on April 15 prior to the first public meeting, generating significant media coverage of the project, alternatives and consultation opportunities;



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- A Media Release regarding the public meetings and online engagement opportunities was issued by the City and Waterfront Toronto which, combined with the media briefing, resulted in substantial media coverage of the project.

### **Published Public Notices**

A formal notice was published in the Toronto Star (GTA section) on April 1, 2015 about the upcoming public meetings and opportunity to participate online. Public notices were also posted in the following community newspapers on April 2, 2015: Beach Mirror, Riverdale/East York Mirror, North York Mirror, City Centre Mirror, Etobicoke Guardian and Scarborough Mirror.

### **Facilitator's Office**

A “one-window” point of contact for the project, with dedicated phone, fax and email connections was used to facilitate communication with stakeholders and the public during Round 4. The “one-window” customer service centre provides basic information about the project in response to inquiries and will continue to serve as a focal point for receiving questions and comments and providing responses throughout the EA study. The contact details for the Facilitator’s Office are listed below:

**Facilitator's Office**  
**505 Consumers Road, Suite 1005**  
**Toronto, ON M2J 4V8**  
**P: 416-479-0662**  
**E: [info@gardinereast.ca](mailto:info@gardinereast.ca)**

Copies of the public notice and media release used to generate awareness of and promote participation in the Round 4 consultation process can be found in Appendix A.

### **Consultation Resources**

A number of resources were developed to facilitate participation throughout Round 4 of the consultation process. These resources were made available on the project website and at the two public meetings. An overview of each resource is provided below.

### **Discussion Guide**

A Discussion Guide was developed to summarize information about the current phase of the Gardiner East EA and Urban Design Study in one convenient package. The Discussion Guide contained key background information about the EA, including the project goals, evaluation lenses and current EA phase. It was intended to provide consultation participants with a user friendly tool to learn about the current status of the EA and provide feedback. The enclosed feedback form was designed to capture comments, concerns and advice to the project team regarding the updated evaluation of alternatives. The Discussion Guide was provided to participants at the two public meetings, and an online version was posted for comment on the project website.

### **Overview Presentation**

A presentation was developed by the project team to provide an overview of progress on the Gardiner East EA and Urban Design Study and present the results of the additional work and updated evaluation of alternatives. The presentation was delivered at the public meetings and made available on the project website shortly after the April 15 session.

### **Display Panels**

Forty panels were displayed at the public meetings to provide attendees with an overview of the project as well as more detail about the previous work completed, the alternatives and updated evaluation process.

Copies of the consultation resources described above are available on the project website – [www.gardinereast.ca](http://www.gardinereast.ca).

### **Backgrounders**

Concise backgrounders – one for each of the remove and hybrid alternatives – were prepared to illustrate the key features of each alternative. These backgrounders were distributed to public meeting participants and posted on the project website.

### **Consultation Activities**

The following consultation activities were implemented to ensure broad participation from key stakeholders and members of the public during Round 4 of the consultation process.

#### **Stakeholder Advisory Committee (SAC) Meeting**

During this phase of consultation, one meeting of the SAC – which is comprised of representatives of approximately 40 key interest groups and community associations – was held on April 13, 2015 at Metro Hall. The purpose of the meeting was: 1) to invite feedback on the overview presentation in preparation for the public meetings; and 2) to receive feedback on the additional work completed and the updated evaluation of alternatives. The meeting format consisted of a presentation followed by interactive discussion.

A summary of the Round 4 SAC meeting, along with a list of participating organizations on the SAC, can be found in Appendix B.

#### **Working Groups**

Two Working Groups were formed in Fall 2014 as part of the additional analysis directed by the Public Works and Infrastructure Committee. The Economic Competitiveness and Goods Movement Working Groups met in December 2014 and March 2015 to discuss the role of the Gardiner East in relation to economic competitiveness and movement of goods in the immediate study area and Downtown Toronto. The Economic Competitiveness Working Group included stakeholders from think tanks and industry associations, real estate owners and developers and employers. The Goods Movement Working Group consisted of stakeholders from industries and manufacturers, retail and courier and logistics companies.

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Summaries of the Working Group meetings are attached in Appendix E.

### Public Forums

Two public meetings were held on April 15 (downtown) and April 20 (Scarborough) to share the results of the current phase of the EA and obtain feedback on the updated evaluation of alternatives.

Approximately 220 attended the downtown meeting and over 75 participated at the Scarborough session. The meeting format was designed to encourage as much discussion as possible through a number of different methods:

- **Discussion Guide** – The Discussion Guide (described above) was distributed to participants to provide basic information about the project and encourage feedback. Participants were able to provide comments by completing a feedback form in the Discussion Guide and handing it in.
- **Open House Displays** – Panels were displayed at the meetings to provide attendees with an overview of the project as well as more detail about the alternatives, evaluation process and criteria.
- **Backgrounders** – A backgrounder on each of the two key alternatives – remove and hybrid – was provided to each public meeting participant.
- **Presentation** – An overview presentation was given by a panel of representatives from the City of Toronto, Waterfront Toronto, and Dillon Consulting focusing on the additional work completed and assessment of alternatives.
- **Questions of Clarification** – Following the presentation, participants were given the opportunity to ask questions of clarification regarding the material presented. Questions were also taken from individuals participating online or through social media at the downtown session.
- **Small Table Discussions** – Approximately half an hour was provided for small table discussions about the alternatives and evaluation process. At each table, a volunteer facilitator from the City of Toronto led discussions and recorded participant feedback. The comments collected during the small table discussions were reported back to the larger group at the end of the session.

Detailed summaries from the two public meetings can be found in Appendix C.

### Online Engagement

In parallel with the face-to-face consultation activities, online options were also available to facilitate broad participation. An overview of the tools used to encourage online participation is provided below:

- **Live Webcast** – The April 15 public meeting was broadcast live on the Internet through the project website to enable broad participation. A total of 75 individuals viewed the live webcast.
- **Recorded Webcast** – A video of the webcast is available on the project website as a record of the event, and to enable participation by individuals who could not attend in person.
- **Online Consultation** – The project website included a Participate Online page featuring an online survey designed to capture feedback on the assessment of alternatives. The online consultation tool was based on the feedback form in the Discussion Guide and allowed the participants to

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review the same information that was presented at the Public Forum and provide feedback on their own time.

- **Social Media** – Twitter and Facebook were used to complement face-to-face discussions during and after the public meetings. Tweets and Facebook posts were integrated during the April 15 meeting to provide real-time updates and to engage off-site participants. Participants were also encouraged to ask questions or share comments through either social media service. The project hashtag #gardinereast was used on all tweets to promote discussion.
- **Email** – A dedicated project email address – info@gardinereast.ca – provided stakeholders and the public with another channel to direct questions and submit feedback. Staff at the Facilitator’s Office ensured email communications were promptly addressed and recorded for reporting purposes.

Well over 8,000 people participated in this fourth phase of the consultation process between April 13 and 24, 2015. The following table summarizes the number of participants by consultation activity:

Consultation Activity	Number of Participants
Stakeholder Advisory Committee April 13, 2015	40 (invited) 18 (attended)
April 15 Public Forum	220
April 20 Public Forum	77
Live Webcast	75
Recorded Webcast	218
Online Participation Tool	86
Twitter	555 (136 new followers)
Facebook	112 (22 new likes)
Letters	3
Email	40
Phone	22
Website Visits	7,320 (unique visitors)
<b>Total</b>	<b>8,476</b>

### 3. SUMMARY OF PARTICIPANT FEEDBACK

The purpose of Round 4 of the consultation process was to obtain feedback on the results of additional work and updated evaluation of alternatives. Participants were asked the following questions to generate discussion and feedback:

***Public Works and Infrastructure Committee and Toronto City Council will soon consider what to do with the Gardiner East. Thinking about the results of the additional work and updated evaluation...***

- **What are the most important considerations in making this decision?**
- **What other advice do you have on making a decision that involves finding a balance among diverse priorities?**
- **Other comments?**

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Public Forum participants provided their feedback through facilitated small group discussions and/or by completing and submitting a comment form in the Discussion Guide, while online participants submitted comments through an electronic version of the Discussion Guide available on the project website. In total, 166 hardcopy and online feedback forms were completed and submitted by the April 24 deadline for comments. In addition, a number of comments were also submitted by email, voicemail or letter to the Facilitator's Office or members of the project team.

A summary of the feedback received through facilitated small group discussions, letters, email, voicemail, the webcast chat room, Twitter and Facebook is presented below. The summary provides a high-level synopsis of recurring comments, concerns and/or recommendations from consultation participants. Detailed summaries from in-person and online consultation activities are included in the report appendices.

### Key Considerations for Decision-Making

Several recurring themes emerged in the feedback and advice provided by participants about key considerations to guide decision-making and balance diverse priorities:

#### *Road Capacity and Travel Time*

A key consideration suggested by participants who expressed support for the hybrid alternative was to keep traffic moving by maintaining existing road capacity. These participants also stressed the importance of the Gardiner East as a connection between the east and west ends of the City and as an access point into the downtown core, noting that there are few alternate routes available. Feedback from participants who supported the remove alternative emphasized that the difference in projected travel times between the two alternatives is marginal and affects a relatively small percentage of commuters.

Advice from participants who support the hybrid option focused primarily on mitigating projected increases in travel time and preserving road capacity. They also suggested prioritizing an alternative with a flow through option, establishing time-based use restrictions for truck traffic and optimizing travel times under the hybrid alternative. Participants who supported the remove alternative stressed the importance of adopting a long-term vision and improving transportation options for all users (e.g., drivers, transit users, cyclists and pedestrians). Regardless of the alternative they supported, several participants also suggested prioritizing the development of strategies to minimize traffic and congestion (e.g., road tolls, congestion charges, coordinating traffic lights, implementing new technologies, etc.), the need to verify the projected travel times and modelling assumptions and the impacts of both alternatives to the local and regional transportation network.

#### *Cost*

Cost was also highlighted as a key consideration by participants, particularly the need to consider the net costs (e.g., externalities and trade-offs) and lifecycle costs of each alternative. Participants who expressed support for the remove alternative generally feel that it is more cost-effective than the hybrid

alternative, while hybrid supporters emphasized the economic costs associated with the projected increases in travel times.

Advice from many participants regarding costs suggested prioritizing the most cost-effective alternative and investing the cost savings in other City priorities such as improvements to the public realm, public transit infrastructure and affordable housing. Participants also noted the need to prioritize strategies to reduce the cost to repair the Gardiner Expressway and clarify the projected costs of each alternative to better demonstrate the trade-offs between them.

### **Public Realm**

Participants, particularly those who support the remove alternative, consistently identified public realm improvements (e.g., increasing greenspace, high-quality urban design) and enhancing connections between the City and the waterfront as key considerations. The need to recognize that there are other barriers that impact access to the waterfront other than the Gardiner East (e.g., rail corridor, high-rise condominiums) was also cited as a key consideration by several participants.

Many participants suggested focusing on broader city building goals (high-quality urban design, protecting public assets and increasing and protecting access to the waterfront) as key considerations. A few participants also cautioned against overlooking opportunities to enhance the public realm under the hybrid option (e.g., parks, shops, public art, landscaping under the expressway).

### **Safety and Accessibility**

Several considerations were raised by participants regarding safety and accessibility, notably expanding safety considerations beyond sightline improvements to include: concerns about pedestrian crossings in the remove alternative (particularly for populations with mobility needs); higher congestion and traffic; potential conflicts between motorists, cyclists and pedestrians if there is no grade separation; and the current state of the Gardiner Expressway infrastructure.

Regardless of which alternative they supported, participants consistently stressed the need to prioritize safety and accessibility in decision-making, particularly the needs of vulnerable and lower income populations to ensure the needs of all citizens are being addressed.

### **Public Transit**

Public transit was also highlighted as a key consideration by many supporters of both alternatives to provide commuters with viable alternate transportation options. Many participants questioned the assumptions about public transit included in the overview of each alternative; they suggested adding a column with revised travel times if proposed transit improvements are *not* realized. A few participants who supported the remove alternative suggested waiting until improvements in public transit are realized before proceeding with implementation, while others suggested integrating public transit options in the overall development of the alternative. A few participants also brought to light that current public transit options do not support reverse commutes to neighbouring municipalities; many downtown residents also rely on the Gardiner East to meet their transportation needs.

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Public transit priorities identified by participants include: investing in public transit infrastructure (particularly in Scarborough) and improving transit service and travel times to make it a viable alternative to automobile uses.

### **Active Transportation**

Integrating the needs of cyclists and pedestrians in both alternatives was highlighted as another key consideration (e.g., adequate road space and infrastructure). A few comments also noted the need for more information about how cyclist and pedestrian infrastructure will be integrated in the remove alternative to address concerns about road capacity, travel times and safety.

Feedback from participants suggested prioritizing cyclist and pedestrian safety to ensure the needs of these commuters are met in either alternative.

### **Construction**

Feedback from a few participants noted that neither alternative included strategies to manage the impacts of construction during implementation (e.g., coordinating construction projects, phasing construction, expediting construction activities) and suggested incorporating the effects of construction activities as a key consideration in the decision-making process. Several participants also advised against focusing on short-term construction impacts and emphasized the importance of planning for the long-term.

### **Economic Development**

Comments about economic development pointed to considerations about potential negative impacts on businesses, particularly small businesses, as a result of projected increases in travel time in both alternatives, but primarily with the remove option. A few comments also suggested considering the boost to local economic competitiveness as a result of improvements to the public realm in the remove alternative.

### **Future Development**

Participants raised several considerations regarding future development including: the potential to free land for future development and to generate public revenues; impacts from future development on traffic and travel times in the study area, and; prioritizing public realm improvements through high-quality urban design. Several participants raised concerns about the inclusion of First Gulf's proposal in the EA process and stressed the need to balance private and public interests. Concerns were also expressed about selling off publicly owned land and the potential of future development, particularly high-rise condominiums, to obstruct views from the City to the waterfront.

Additional advice regarding future development emphasized prioritizing public realm improvements and focusing on long-term needs to support the development of sustainable and vibrant communities emerging near the waterfront (e.g., protect connections to the waterfront).

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Two key environmental considerations were brought forward by participants – restoring natural heritage features and functions in the study area as well as mitigating air and noise pollution caused by traffic and congestion.

### Other

Feedback from participants also raised the following additional key considerations:

- prioritize people over cars,
- learn from the experiences of other cities that have removed highway infrastructure, and
- focus on the alternative that integrates flexibility to adapt to long-term needs.

Additional advice to balance competing priorities also suggested:

- using the study goals to guide decision-making (transportation and infrastructure constitute only one of the study goals), and
- prioritizing the outcome that will produce the greatest benefit for the greatest number of people.

### Feedback on the Alternatives

#### Remove

Participants who indicated support for the remove alternative typically provided the following reasons:

- Contributes to broader city building goals.
- Improves the public realm for a variety of users.
- Presents the most cost-effective solution.
- Improves urban design in the study area.
- Reconnects the City to the waterfront.
- Frees land for future development.
- Integrates transit and active forms of transportation.
- Replaces outdated infrastructure.
- Increases traffic time marginally.

#### Hybrid

Participants who indicated support for the hybrid alternative generally provided the following reasons:

- Does not decrease road capacity.
- Does not significantly increase travel time or add to congestion.
- Maintains a continuous expressway connection between the east and west ends of the City and into the downtown core.
- Supports the movement of goods and transportation needs of local businesses.
- Enhances safety better than the remove alternative.

Concerns about projected increases in travel times, safety, impacts from construction, assumptions about public transit and the potential for future development were expressed by participants about both alternatives.



#### **4. NEXT STEPS**

The feedback received during Round 4 of the Gardiner Expressway / Lake Shore Boulevard East Reconfiguration Environmental Assessment and Integrated Urban Design Study will be used to inform the City of Toronto staff report to PWIC in May 2015, as well as the next phase of the EA and related consultation activities.

For more information please visit: [www.gardinereast.ca](http://www.gardinereast.ca).

**APPENDIX A –  
COMMUNICATION AND PROMOTIONAL MATERIALS**



WATERFRONToronto

# Help decide the future of the Gardiner Expressway East

We invite you to join us at two upcoming public meetings where you can comment on the current phase of the Environmental Assessment on the future of the Gardiner Expressway East.

## The Study

Waterfront Toronto and the City of Toronto are jointly carrying out the Gardiner Expressway / Lake Shore Boulevard Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study. The EA will determine the future of the Gardiner Expressway East and Lake Shore Boulevard East, from approximately Jarvis Street to approximately Leslie Street. The study area for the EA is displayed on the map below.

The four alternative solutions that have been considered to date are:

- **Maintain** the elevated expressway;
- **Improve** the urban fabric while maintaining the existing expressway;
- **Replace** with a new above-or-below grade expressway; and,
- **Remove** the elevated expressway and build a new boulevard.

In the last phase of the EA, the evaluation of the alternative solutions concluded that the remove option best met the evaluation criteria. Following direction from the Public Works and Infrastructure Committee of Toronto City Council, the upcoming public meeting will share the results of the following work:

1. Review the remove option under the EA process to mitigate concerns about traffic congestion.
2. Prepare an additional hybrid option that combines the maintain and replace components to preserve expressway linkage and functionality between the Gardiner Expressway and the Don Valley Parkway, and evaluates it against the EA criteria and the following:
  - Transportation functionality;
  - Impacts on key economic sectors;
  - Cost benefit;
  - Future land use considerations;
  - Public transit components;
  - Environmental impact; and
  - Neighbourhood growth and compatibility

## Get Involved

Interested persons are invited to participate through two upcoming public meetings, one of which will be webcast, and online opportunities. If you can't attend in person, you can participate and watch the meeting online – and at any time afterwards – at [www.gardinereast.ca](http://www.gardinereast.ca).

### Gardiner Expressway East Public Meeting (Downtown) Wednesday, April 15, 2015

6:30 p.m. – 9:00 p.m. at the Bram & Bluma Appel Salon, Toronto Reference Library

789 Yonge Street, Toronto (Bloor Street subway station)

Open house begins at 6:30 p.m.; presentations at 7:00 p.m.

**Please register at: <https://gardinereapublicmeetingdowntown-april15.eventbrite.ca>**

### Gardiner Expressway East Public Meeting (Scarborough) Monday, April 20, 2015

6:30 p.m. – 9:00 p.m. at the Blessed Cardinal Newman H.S. Cafeteria  
100 Brimley Rd S, Toronto

Open house begins at 6:30 p.m.; presentations at 7:00 p.m.

**\*PLEASE NOTE THIS MEETING WILL NOT BE WEBCAST\***

**Please register at: <https://gardinereapublicmeetingscarboroughapril20.eventbrite.ca>**

For more information or to be added to the project mailing list, contact [info@gardinereast.ca](mailto:info@gardinereast.ca), or call (416) 479-0662.

To learn about the project or contribute your insights and views please visit [www.gardinereast.ca](http://www.gardinereast.ca).



Note: Certain disciplines will conduct investigations at a city or regional level. These areas are not defined here.

Follow us on: Call **3-1-1**

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.



WATERFRONToronto

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The four alternative solutions that have been considered to date are:

- **Maintain** the elevated expressway;
- **Improve** the urban fabric while maintaining the existing expressway;
- **Replace** with a new above-or-below grade expressway; and,
- **Remove** the elevated expressway and build a new boulevard.

In the last phase of the EA, the evaluation of the alternative solutions concluded that the remove option best met the evaluation criteria. Following direction from the Public Works and Infrastructure Committee of Toronto City Council, the upcoming public meeting will share the results of the following work:

1. Review the remove option under the EA process to mitigate concerns about traffic congestion.
2. Prepare an additional hybrid option that combines the maintain and replace components to preserve expressway linkage and functionality between the Gardiner Expressway and the Don Valley Parkway, and evaluates it against the EA criteria and the following:
  - Transportation functionality;
  - Impacts on key economic sectors;
  - Cost benefit;
  - Future land use considerations;
  - Public transit components;
  - Environmental impact; and
  - Neighbourhood growth and compatibility

## Get Involved

Interested persons are invited to participate through two upcoming public meetings, one of which will be webcast, and online opportunities. If you can't attend in person, you can participate and watch the meeting online – and at any time afterwards – at [www.gardinereast.ca](http://www.gardinereast.ca).

### Gardiner Expressway East Public Meeting (Downtown) Wednesday, April 15, 2015

6:30 p.m. – 9:00 p.m. at the Bram & Bluma Appel Salon, Toronto Reference Library  
789 Yonge Street, Toronto (Bloor Street subway station)  
Open house begins at 6:30 p.m.; presentations at 7:00 p.m.

### Gardiner Expressway East Public Meeting (Scarborough) Monday, April 20, 2015

6:30 p.m. – 9:00 p.m. at the Blessed Cardinal Newman H.S. Cafeteria  
100 Brimley Rd S, Toronto  
Open house begins at 6:30 p.m.; presentations at 7:00 p.m.

**\*PLEASE NOTE THIS MEETING WILL NOT BE WEBCAST\***

**Please register at: <https://gardinereapublicmeetingdowntownapril15.eventbrite.ca>**

**Please register at: <https://gardinereapublicmeetingscarboroughapril20.eventbrite.ca>**

For more information or to be added to the project mailing list, contact [info@gardinereast.ca](mailto:info@gardinereast.ca), or call (416) 479-0662. To learn about the project or contribute your insights and views please visit [www.gardinereast.ca](http://www.gardinereast.ca).



Note: Certain disciplines will conduct investigations at a city or regional level. These areas are not defined here.

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Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

April 14, 2015

## **Technical Briefing for presentation of updated alternative options for Gardiner Expressway East Environmental Assessment**

The City of Toronto and Waterfront Toronto will present the results of the most recent phase of the Gardiner East Environmental Assessment (EA) to members of the media. Following direction from the Public Works and Infrastructure Committee in March, 2014, the EA project team will be presenting on two main issues:

- Mitigating congestion concerns for the recommended Remove option
- Evaluation of the Hybrid option.

**Date:** Wednesday, April 15, 2015

**Time:** 2 p.m.

**Location:** Toronto City Hall, Large Boardroom, 23<sup>rd</sup> Floor, 100 Queen Street West

Please note that this is a Technical Briefing and cameras will not be permitted inside the board room. Reporters will be invited to ask questions of the speakers immediately following the presentation at a separate location.

### **Speakers:**

John Livey, Deputy City Manager, City of Toronto

John Campbell, President and CEO, Waterfront Toronto

Chris Glaisek, VP, Planning and Design, Waterfront Toronto

Don McKinnon, EA Consulting Team Project Manager, Dillon Consulting

Two public meetings on the EA results will take place. The first will be held on Wednesday, April 15 from 6:30 to 9:30 p.m. at Toronto Reference Library, Bram and Bluma Appel Salon, 789 Yonge Street. The second will take place at Blessed Cardinal Newman High School, 100 Brimley Road South, on Monday April 20 from 6:30 p.m. to 9:30 p.m.

The Environmental Assessment is examining alternative solutions to determine the future of the Gardiner Expressway East and Lake Shore Boulevard East, from near Jarvis Street to near Leslie Street.

More information is available at <http://www.gardinereast.ca>, on twitter at @GardinerEast or on facebook at Facebook.com/GardinerEast.

Toronto is Canada's largest city, the fourth largest in North America, and home to a diverse population of about 2.8 million people. It is a global centre for business, finance, arts and culture and is consistently ranked one of the world's most livable cities. Toronto is proud to be the Host City for the 2015 Pan American and Parapan American Games. For information on non-emergency City services and programs, Toronto residents, businesses and visitors can visit <http://www.toronto.ca>, call 311, 24 hours a day, 7 days a week, or follow us @TorontoComms.

The Governments of Canada and Ontario and the City of Toronto created Waterfront Toronto to oversee and lead the renewal of Toronto's waterfront. Public accessibility, design excellence, sustainable development, economic development and fiscal sustainability are the key drivers of waterfront revitalization. Toronto's new waterfront communities will use technology to enhance quality of life and create economic opportunity for the citizens of Toronto, helping to keep the city competitive with major urban centres around the world for business, jobs and talent.

**Media contacts:**

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**APPENDIX B –  
STAKEHOLDER ADVISORY COMMITTEE MEETING SUMMARY**



**Future of the Gardiner East  
Stakeholder Advisory Committee  
Meeting 15-6**

**Monday, April 13, 2015 | 6:30 – 8:30 pm  
Metro Hall, 55 John Street, Room 308-309**

**Meeting Summary**

**1. Agenda Review, Opening Remarks and Introduction**

Ms. Liz Nield, CEO of Lura Consulting, began the sixth Stakeholder Advisory Committee (SAC) meeting by welcoming committee members and thanking them for attending the session. She introduced the facilitation team from Lura Consulting and led a round of introductions. Ms. Nield reviewed the meeting agenda and noted that the purpose of the meeting was to present the results of additional work requested by the Public Works and Infrastructure Committee (PWIC), the updated evaluation as well as next steps for the study.

Mr. John Livey, Deputy City Manager, also welcomed the committee members to the meeting and thanked them for their ongoing contributions to the project. In his remarks, Mr. Livey reminded SAC members that the project team was directed by the PWIC to complete additional work as well as study a hybrid option. He emphasized the importance of the SAC in helping the project team better understand community issues and stakeholder perspectives.

A copy of the meeting agenda is attached as Appendix A, while a list of attending SAC members can be found in Appendix B.

**2. SAC Member Briefing**

Chris Glaisek, Waterfront Toronto and Don McKinnon, Dillon Consulting presented a summary of the EA work completed to date, including the additional work directed by PWIC and updated evaluation of alternatives, covering the following topics and material:

- Gardiner East in Context
- Public Works and Infrastructure Committee (PWIC) Direction
- New Work Completed
- Alternatives Evaluation
- Next Steps



### 3. Facilitated Discussion

The following provides a summary of the key themes and ideas discussed by SAC members on the material presented. A more detailed account of the discussion can be found in Appendix C.

#### Presentation

- Include more images/renderings of the alternatives (particularly the hybrid) earlier in the presentation to better illustrate the proposed changes.
- Better illustrate the fact that travel time increases under all options including maintain.
- Explain the assumptions used in traffic modelling (e.g., travel times, mode shift, traffic volume).
- Provide more information about the viability and lifecycle costs of the hybrid alternative.

#### Environmental Assessment Process

- Clarify how the evaluation results are being weighted.
- Provide sufficient information and data to the PWIC and Council to support evidence-based decision-making.

#### Costs and Funding

- Consider reinvesting the money saved through the remove alternative in transit infrastructure.
- Develop a financing strategy for each alternative.

#### Remove Alternative

- A majority of SAC members at the meeting expressed support for the remove alternative, citing the following reasons:
  - Contributes to city building;
  - Reconnects the City to the waterfront;
  - Balances current and future needs;
  - Enhances safety by removing aging infrastructure;
  - Supports the development of new communities; and
  - Presents a cost-effective solution.

#### Hybrid Alternative

- A few SAC members expressed support for the hybrid alternative, citing the following reasons:
  - Maintains local and regional transportation routes; and
  - Encourages creativity in city building.

### 4. Next Steps

Next SAC meeting: To Be Determined.



## Future of the Gardiner Expressway/Lake Shore Boulevard East Reconfiguration EA and Integrated Urban Design Study

### Stakeholder Advisory Committee Meeting #6

Monday, April 13, 2015

6:30 pm – 8:30 pm

Metro Hall, 55 John Street, Room 308/309

### AGENDA

#### ***Meeting Purpose***

Present and discuss:

- Optimizing the Remove (boulevard) alternative
- Evaluation of the Hybrid option

#### **6:30 pm      Agenda Review, Opening Remarks and Introductions**

- Liz Nield, Lura Consulting, Facilitator
- John Livey, City of Toronto
- John Campbell, Waterfront Toronto

#### **6:40 pm      SAC Member Briefing: Project Update and Evaluation Results**

- Chris Glaisek, Waterfront Toronto
- Don McKinnon, Dillon Consulting

#### **7:20 pm      Discussion**

*Public Works and Infrastructure Committee and Toronto City Council will soon consider what to do with the Gardiner East. Thinking about the results of the additional work and updated evaluation...*

- What are the most important considerations in making this decision?
- What other advice do you have on making a decision that involves finding a balance among diverse priorities?

#### **8:25 pm      Summary/Closing**

#### **8:30 pm      Adjourn**

## Appendix B – List of Attendees

### SAC Meeting #6 List of Attendees

Beach Triangle Residents' Association  
Canadian Automobile Association – South Central Ontario  
CodeBlueTO  
Corktown Residents and Business Association  
Don Watershed Regeneration Council  
Gooderham & Worts Neighbourhood Association  
Purolator Courier Ltd.  
Toronto Centre for Transportation  
Toronto Financial District BIA  
Toronto Industry Network / Redpath Sugar  
Toronto Society of Architects  
Toronto Urban Renewal Network  
Transport Action Ontario  
Unionville Ratepayers Association  
Urban Land Institute  
Walk Toronto  
West Don Lands Committee

### List of SAC Members Unable to Attend

Canadian Courier and Logistics Association  
Canadian Urban Institute  
Civic Action  
Cycling Toronto  
Evergreen  
Federation of North Toronto Residents Association and People Plan Toronto  
Film Ontario  
Food and Consumer Products of Canada  
Greyhound  
Heritage Toronto  
Lake Shore Planning Council  
Leslieville BIA  
Ontario Professional Planners Institute - Urban Design Working Group  
Ontario Public Transit Association  
Ontario Trucking Association  
Professional Engineers Ontario - Working Group, East Toronto Chapter  
Retail Council of Canada  
Roger's Centre  
South Riverdale Community Health Centre  
St. Lawrence Neighbourhood Association  
Toronto Association of BIAs  
Toronto Board of Trade  
Toronto Community Foundation  
Toronto Environmental Alliance

## Appendix C – SAC Questions of Clarification, Feedback and Advice

A summary of the discussion is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**. Please note this is not a verbatim summary.

**Q. I don't quite understand the hybrid option. Could you explain it again?**

**A.** The hybrid option largely maintains the existing Gardiner Expressway as it is today with the same configuration and number of lanes. The major change is the removal of the Logan Avenue on/off ramps, which would be replaced with a new six-lane at-grade boulevard and the creation of new on/off ramps and a new access road east of Cherry Street in the Keating Channel Precinct.

**C.** It would be helpful to include more visuals at this point in the presentation to better illustrate the proposed changes (e.g., ramp connections) and differences between the alternatives.

**Q. Is there a traffic light at the connection near the mouth of the Don River?**

**A.** This is where the Don Roadway would connect to Lake Shore Boulevard at a signalized intersection. It is an existing signal. Some changes would be made to the intersection to improve its existing function (e.g., adding a left turn lane).

**Q. In the remove alternative can you explain how people will be able to continue westbound on Lake Shore Boulevard?**

**A.** In the remove alternative, you would continue driving westbound on Lake Shore Boulevard by driving around the on/off ramps to the Gardiner Expressway. If your destination is the Gardiner Expressway, you would access it via the ramps approaching Jarvis Street.

**Q. [Referring to Auto Travel Times] Why is there an increase in travel time from E to D (Kipling/Lake Shore to Union Station) in the remove alternative?**

**A.** With this alternative there will be greater attraction to travel across the south end of the City to new developments in the east end (e.g., Port Lands). Some cars may choose to exit earlier, even though their destination is further east.

**C.** The travel time for that scenario is worse in the remove alternative than it is the hybrid alternative.

**A.** We may find under the hybrid alternative, even if the Gardiner remains, that some people will exit the new Cherry Street ramp to the Port Lands. Some people may also choose to exit earlier and use Lake Shore Boulevard as an alternate to the Gardiner Expressway.

**Q. [Referring to Auto Travel Times] It may be helpful to split out where the increase in travel time is coming from in C to D (Victoria Park/Kingston to Union Station). For example two minutes from the removal of the Logan Avenue on/off ramps and three minutes from traveling from the Don River to Jarvis Street.**

**A.** Several factors are being reflected in the model. The removal of the lower ramps is the biggest change with the hybrid alternative; however there are also other changes that contribute to the increase in travel time.

**A.** The increase in travel time is not just from the removal of the Logan Avenue ramps, it's now the fact that you are traveling on an arterial in the remove alternative. The increase in travel time is not isolated to only that section.

**C.** When I look at the chart I see increases in travel time in each of the origin destination pairs under the remove alternative. C to D in particular includes the removal of the Logan Avenue ramps which explains the additional two minutes under the remove alternative.

**A.** The difference between the two alternatives from C to D is the difference in travel time from the Don River to Jarvis Street. The hybrid alternative maintains the option of using the Cherry Street ramps to access the Gardiner Expressway to get to Jarvis Street, while under the remove alternative, vehicles coming from Victoria Park Avenue need to pass through an at-grade boulevard.

**Q. It would be helpful to clarify your assumptions about traffic levels. Are you making assumptions about the proportion of people using different modes of transportation or alternate routes? My feeling is that there has been a cultural change and regardless of which alternative is selected less people will choose to drive downtown.**

**A.** The graph presented earlier illustrates that the increase in downtown commuters has been absorbed primarily by transit. The volume of commuters on the Gardiner Expressway has flat lined; it has been the same for the last 20 years. The expectation is this will not change. There will not be a decrease in the demand for automobile use in Toronto; the limiting factor is available road capacity. For the most part, 95 percent of new commuter demand is going to be accommodated through transit.

**Q. [Referring to Auto Travel Times] Have you done any analysis to determine what travel times would be from each of the origin points to the First Gulf site comparing the hybrid and remove options?**

**A.** The City does not have a formal development application from First Gulf. There is still some uncertainty about the demand to travel to and from the site. The volumes we have assumed are for 25,000 jobs at the First Gulf site.

**Q.** Why then is the hybrid alternative even being considered?

**A.** There is a general understanding about what is being proposed at that site. First Gulf does recognize that the majority of workers would use transit to access the site; automobiles would not be the dominant means of transportation.

**Q. Is the increase in travel time due to decreased levels of service or congestion?**

**A.** Level of service is a description of the resulting outcome of the volume moving through a roadway. The Remove option reflects the removal of some amount of road capacity and the conversion of elevated freeway lanes to an at-grade boulevard. It's a combination of the change in the concept that is slowing traffic down.

**C.** There must be a way to present this information to help people understand that travel times will increase regardless of the alternative.

**A.** Even if we did nothing travel times in the City will increase as a result of growth.

**Q. What is the modal shift projection with respect to cyclists?**

**A.** We have assumed a higher mode split for pedestrians and cyclists. They currently account for 5,900 out of 157,000 commuters during peak hour.

**C.** Perhaps you could provide those at the public meeting.

**Q. Why is there no change in the percentage uptake by cars in those accessing downtown in the base case from 2012 to 2031?**

**A.** The reason is that the roads are at capacity. There may be an increase on other routes, but the Gardiner Expressway is at capacity. It is important to note that these travel times are an average of all the various routes that commuters use between the origin and destination of their trip.

**C. The lenses that I would like to see applied to this decision are city building, cost and sustainability. We also need some perspective on what we're talking about. This is not a transportation study. Given the fact that we're talking about half a billion to maintain the status quo (i.e., the hybrid alternative),**

**from my perspective nothing presented suggests that the hybrid can be a better city builder than the remove alternative.**

**C. I fully concur with the previous conclusions. From what I understand, the hybrid scheme loops around taking a wider turn to reach down from the Don Valley Parkway (DVP). After that does it touch down on Cherry Street to become a boulevard or is it elevated the entire way?**

**A.** It's elevated the entire way. The original vision for the hybrid alternative was to remove the existing connection from the Gardiner Expressway to the DVP and put it tight against the rail line, however that was not feasible. The alignment we need to follow is essentially the existing alignment of the Gardiner Expressway; it was designed that way for a reason. For the most part, the hybrid alternative maintains the existing DVP/Gardiner infrastructure.

**C.** The Toronto Society of Architects does value the potential of the remove alternative to support city building in that area (e.g., reconnecting the city to the waterfront).

**Q. I also concur with the previous comments. I have some concerns about the presentation and the evaluation of alternatives. The hybrid option interferes with the city building and urban design aspirations of the Keating Channel, West Don Lands and East Bayfront areas. Adding more infrastructure via the Cherry Street ramps is inconsistent with the Michael Van Valkenburg plan to activate the Keating Channel and connect it to the communities being developed around it. There has not been an appropriate articulation of the negative impacts of the hybrid alternative on the urban design work that has been done in the area. None of the benefits of the remove alternative (i.e., removing the infrastructure barrier to the waterfront) are apparent in the hybrid alternative. The presentation doesn't answer those negative impacts.**

**A.** The removal of the eastbound Lake Shore Boulevard lanes would create an opportunity for a public promenade on north side of the Keating Channel. I do appreciate your comments about the impact of new ramps that would create a barrier. There will be an opportunity for a new pedestrian crossing at Munition Street.

**C.** But there would not be an opportunity for cafes along the promenade if the elevated Gardiner Expressway remains. Also, in terms of the longer travel times presented, we're talking about three to five minutes. That should be quantified as a minimal extension of travel time.

**C. I also agree with previous comments. We may be underestimating the way the future is going to be different than the present. The Gardiner Expressway was built to service an industrial area. Sixty years later it has lived out its lifespan. What are the estimates of the lifespan of the hybrid alternative? I can't imagine that the travel patterns and options of the future will be the same as the ones we are planning for. Why saddle our grandchildren with the debt to pay for infrastructure they likely will not use? Spend more time presenting the viability of the hybrid option. A more sensitive evaluation of the different modes of transportation is also needed. Also, public feedback provided at the deputations to PWIC expressed concerns about the quality of development in the East Bayfront. The potential ramps north of the Keating Channel would extend the blight.**

**C. My concern with the hybrid alternative is that it maintains the existing structure that is falling apart. How much can be done to really extend the life of the elevated expressway. I really don't like the idea of the extra ramps; they would become even more of a barrier between the City and the Port Lands. My preference is the remove alternative for safety and aesthetics purposes.**

**C. It's important to consider the regional context of the Gardiner Expressway. It forms a ring road linking up the 400 series highway, which is an asset in the City. I'm having trouble imagining cafes in**

**the remove alternative along a boulevard with four lanes in each direction, especially when you consider Lake Shore Boulevard east of the Don River. It's not welcoming; you don't see too many pedestrians and cyclists. In general, the remove alternative would have a negative impact on the region from a transportation standpoint.**

**Q. We haven't seen a lot of the Jarvis Street connection in the remove alternative. Is it similar to the connection presented in the hybrid alternative?**

**A.** It's a little different because of the conditions on lower Yonge Street. There is a possibility of using Harbour Street. The actual configuration (e.g., corridors, ramps, signals, etc.) would be explored in the design phase of the preferred alternative.

**C.** In a perfect world we would have made different investments in transit that would have enabled more choices from a transportation perspective. It is important not to impact access between the downtown core and the region. There has been some interesting work and award winning work completed in the context of the Gardiner Expressway (e.g., Underpass Park and Fort York Visitors Centre). We need to push ourselves when looking at the hybrid option to think more creatively.

**C. My concern is about the environmental assessment (EA) process and how the results are weighted. The previous phase of the EA presented the results of the evaluation. At the moment it looks as if there is no recommendation of a preferred alternative.**

**A.** The information that will be presented to the public will be in a similar format to what we presented previously. The intent is to present the results of the additional work directed by the PWIC and obtain feedback to inform the recommended alternative. Weighting is an important factor, but it is not a technical exercise.

**C.** My point is that someone is going to do the weighting. I don't want to leave it to Council.

**C. It is important to present strong evidence to support whichever recommendation you make. The biggest objection to the remove alternative will likely come from the transportation sector even though the travel times have improved. I am supportive of the remove alternative. If that is also what you plan to recommend make sure you have the evidence to support it.**

**C. First Gulf lobbied Council with its own proposal which is why the hybrid alternative is being considered. This process has become a waste of time for taxpayers and the City. It is important to consider the results of a study completed by Hemson Consulting which indicates that it is unlikely that this area will evolve into the mixed-use commercial development First Gulf is proposing. It would be unfortunate to maintain the Gardiner Expressway because one developer is proposing to build office towers but may end up building big box stores.**

**Q. You mentioned only a minority of the commuters that use the Gardiner Expressway use it as a through route. The way that information is presented is confusing and should be clarified.**

**A.** What you said is accurate. How important is it to maintain that connection for 20 percent of traffic – that's a big question. I can't answer it alone. It's something we'd like feedback on. There would be a reduction of the 20 percent under the remove alternative as people would opt for other routes. The importance of that link and the number of users needs to be considered.

**Q.** The staff report to the PWIC did include a recommendation for the remove alternative. What I've seen tonight seems to reinforce that recommendation. Has anything about your recommendation changed?

**A.** We will be including the same level of analysis in the report to ensure Council receives good information. We are still looking for feedback to help us with us with the recommendation.

**A.** In a sense we have to look at two time periods in terms of impact – construction and long-term. We need to balance the short-term construction impacts with long-term benefits. All of the alternatives include a period of construction (i.e., delays, lane closures, detours, etc.) which need to be carefully considered.

**C.** Drop the 2012 base case numbers in the chart about travel times (i.e., find a better way to show that travel time increases under all cases including maintain).

**C** I am not impressed with the hybrid alternative which is really the maintain alternative plus the removal of the Logan Avenue on/off ramps. It does not contribute to city building. There is also the fact that it needs to be paid for; the money could be better spent elsewhere. There is a need for a financing strategy.

**C.** I prefer the hybrid alternative because there is less impact on traffic. If the expressway is already at capacity, removing it will displace current traffic onto side streets. The remove option will also slow down traffic on the DVP and lead to more infiltration on side streets.

**C.** Two criteria that need to be considered more are cost and city building. There isn't really a ring road – you can only approach the City from three sides. The origin destination study results indicate the connection is immaterial. People will travel downtown whether the expressway is there or not. Also, consider the money saved through the remove alternative or gained through development should be reinvested in transit.

**C.** I agree with previous points that were made. There is no doubt that the impact on commercial activity is a point of concern. Car traffic is also a problem. By 2031 there is going to have to be something else to reduce the amount of cars that travel downtown (e.g. congestion tax). The legacy we would be losing by going with the hybrid option is incredible.



## Appendix D – Additional Comments from SAC Members

### **West Don Lands Committee:**

As I think you could tell, I was very disappointed in the technical presentation at tonight's SAC meeting. I do not think that in its present form it is suitable for a public meeting that aims at high quality information. In the past, the EA has provided high quality, detailed reporting of the study results and a thoughtful and credible assessment of the alternatives. Tonight's presentation strayed far from that standard.

The explanation of the hybrid option was confusing and incomplete, crucial information such as the approximate location and design of the proposed ramps at Cherry Street and associated service roads was missing, the information comparing the Hybrid option and the Remove option seemed to be very unbalanced, to the detriment of the Remove option. The factors that had led city staff to support to the Remove option as the preferred alternative in the past were not in evidence and not applied in any rigorous way to the Hybrid option. The negative urban design impacts on the Central Waterfront of the Hybrid option were ignored, even though an impetus for the EA in the first place was to look at options for ameliorating effects of the Gardiner between Jarvis and the Don River. (What has happened to that priority?) The significant improvement in the transportation effects of the Remove option were treated as insignificant, as compared to the neutral effect of the Hybrid design. In the end, the impression is left that the EA and the City have abandoned the rigorous work that led to the Remove option being put forward as the preferred option in favour of what is essentially the Do Nothing option, with a tweak that addressed the concerns of First Gulf, but worsens the urban design conditions along the Keating Channel. How can this be explained in light of the evaluation criteria that had been established for the EA up to this point????

I hope I am wrong about the direction that this is going. I hope that what we see on Wednesday night will have a higher level of quality and integrity. I am happy to discuss this in more detail, if that is helpful.

---

### **Code Blue TO:**

There was a lot of information packed into the stakeholders meeting on the Gardiner East EA on April 13. As a result there was not enough time for detailed examination of the presentation and its implications.

The presentation:

1. The focus of the presentation is traffic capacity, which largely understates the other significant aims of the EA. Council direction regarding further study of goods movement and economic effects does not change the underlying goals and should not be given more prominence in the presentation. Many people at public meetings will be seeing this information for the first time and need to know more than travel times. The EA is not only comparing the Hybrid and Remove options. All of the options should be listed using the original evaluation

chart. This will help put the Hybrid option in context, a context that would show that it is very similar to the Maintain Option. Comparing the Hybrid to Remove options only in regards to traffic and economic impact is not the goal of the EA.

2. In regards to capacity numbers, what people really want to know is if the change were to happen right now what would the effect on travel times be? 2031 is 16 years off and a very abstract concept for most. There is also no mention of the potential of capacity limiting measures such as limiting truck access during peak hours or congestion road pricing. Some perspective on the significance of peak hour commuters travelling along this route would be useful - an LRT or perhaps SmartTrack implementation would easily carry more passengers than the existing roadways.

3. Most of the material shows the alternatives in a birds eye or map view. This understates the effect that the elevated highway has at ground level. Vague indications about additional ramping in the Hybrid option doesn't begin to describe how that will interact with the waterfront and surrounding potential development.

4. While Net Present Value (NPV) has a place in analysis, it should be listed in the appendix, not the presentation. Actual dollars are what the public and politicians will have to deal with over the coming decades.

Analysis of the options:

The Hybrid option can be summarized as "half the benefits for twice the cost". It may help the First Gulf site but that comes at the expense of the Keating Channel and the waterfront from Jarvis to the Don River.

It is our position that the recommended option should be the best choice for cost, sustainability, and city-building.

We urge your team to re-recommend the Remove/Boulevard option. It carries a significantly lower price tag, will require a lower level of ongoing maintenance, opens up the waterfront to the city, connects the East Bayfront through the Keating Channel, Port Lands, and First Gulf site while adding to the tax base and generating revenues to pay for the project.

The choice comes down to all of these very real benefits for the city versus a few minutes of travel time during rush hour for a very small group of commuters.

**APPENDIX C –  
PUBLIC FORUM MEETING SUMMARIES**

**Future of the Gardiner Expressway / Lake Shore Boulevard East  
Environmental Assessment (EA) and Integrated Urban Design Study**

**Public Forum #4 –  
April 15, 2015 (Downtown) Meeting Summary**

**INTRODUCTION**

**Meeting Purpose:**

On April 15, 2015 the City of Toronto and Waterfront Toronto co-hosted the first of two public meetings as part of the fourth round of consultations of the Gardiner Expressway / Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study. The meeting was held at the Bram and Bluma Appel Salon at the Toronto Reference Library and was also webcast online via the project website ([www.gardinereast.ca](http://www.gardinereast.ca)). The purpose of the public forum was to present the results of additional work directed by the Public Works and Infrastructure Committee (PWIC) of Toronto City Council as well as the updated evaluation of alternatives.

Following a panel presentation by the co-hosts and team of consultants, participants had the opportunity to ask questions and engage in small group discussions and share their feedback, concerns and advice to the project team.

**Attendance:** 220 people attended the public forum, while roughly 50 people viewed the live webcast

**Local Politicians in Attendance:** Councillor Paula Fletcher and Councillor Jaye Robinson

**# of Table Workbooks Submitted:** 28

**# of Individual Workbooks Submitted:** 30

**HIGHLIGHTS OF PARTICIPANT FEEDBACK**

**Question and Answer Period:**

The discussion captured during the question and answer period following the panel presentation is summarized below. Questions are noted with a “Q”, comments with “C” and answers with “A”.

**Q: The only thing that disconnects the City from the waterfront is Lake Shore Boulevard and you are proposing to increase the width of the boulevard. Why not move the traffic from Lake Shore Boulevard onto the Gardiner Expressway and reclaim all the land for public use?**

**A:** Lake Shore Boulevard provides vehicle access into the downtown core. Only 20% of the traffic is through traffic.

**Q: Does the cost associated with each option include the revenues from lands accrued to the City?**

**A:** No, the cost associated with each concept does not reflect revenues from public land sales, or other economic benefits.

**Q: This is a regulatory Environmental Assessment with an approved Terms of Reference which set out five project goals. During the last Public Forum there was a matrix that summarized the evaluation of all the options in relation to those five evaluation criteria. Will we be seeing that chart used for these two options before this goes to the Public Works and Infrastructure Committee (PWIC) on May 13, 2015?**

**A:** The project goals are very important and have helped inform the development of the two alternatives. We will be evaluating the options using the same tools and criteria. I am not sure that we will be using that exact table. Now that we only have two options to compare, it is a bit easier to illustrate. With regards to timing, the consultant report will go to the City and they will prepare a staff report. Both the city staff report and consultant report will be made public at PWIC on May 13, 2015.

**Q: Will the hybrid option accommodate access to Unilever site (21 Don Roadway) from the north?**

**A:** The hybrid alternative will not provide access to the Unilever site (21 Don Roadway) any differently than the remove alternative does.

**A.** The extension of Broadview Avenue will come south under the rail corridor through the Unilever site to the Port Lands. This north south configuration would be augmented by connections from other local collector streets, provided that the Logan Avenue ramps are removed.

**Q: This is outside the study area, but where will the new boulevard in the Remove option end? Where will vehicles travel beyond Carlaw Avenue? Will they be forced onto Kingston Road?**

**A:** The on/off ramps will connect with the existing Lake Shore Boulevard as it is today, eventually tying into Woodbine Avenue and Kingston Road.

**C.** That is a lot of traffic to dump onto Kingston Road, which is essentially four lanes during peak times and two lanes during off-peak times. There's already a lot of congestion.

**Q: You mentioned that the remove option is safe because it improves sightlines. What are the impacts to safety when you take 20% of traffic from the Gardiner Expressway and relocate it to Lake Shore Boulevard? Did you consider this?**

**A:** We need to appreciate the nature of the infrastructure we have now. There are some existing safety concerns with both the Gardiner Expressway and Lake Shore Boulevard. There are trade-offs.

**A.** The intersection of Lower Jarvis Street and Lake Shore Boulevard is the most dangerous intersection in Toronto with the highest rate of accidents. We can't make it any worse.

**Q: Are there going to be big speed differences between the Gardiner Expressway and Lake Shore Boulevard with the remove option? What traffic control measures will be put in place to slow vehicles once they exit the Gardiner Expressway onto Lake Shore Boulevard?**

**A:** The remove option will include four intersections with signal lights. The road will be signed appropriately to indicate the speed limit, similarly to other at-grade roadways in the City.

**Q: Did you consider long-term adaptability of the options? Which option could be easily modified in the future (i.e., 50 years from now)?**

**A:** Yes. We are planning for the long-term with both options. Either option will fulfill the needs from the perspective of traffic and city-building.

**Q: Can you clarify the 20%? Is that number specific to rush hour?**

**A:** Roughly 20% of traffic volume in either direction does not exit the Gardiner – the vehicles are travelling through the City. The 20% number is based on Bluetooth data that is longer than peak hour.

**C:** I would be interested to know about the total number.

**Q: Is there a difference in the carbon footprint between the two options?**

**A:** We did undertake air quality monitoring associated with greenhouse gas emissions. The results will depend on the volume of traffic. Previously there was a substantial difference between the projected traffic volumes, but with optimization of the removal option, there are now very similar traffic volumes.

**Q: Why does the commute time from the west increase under the remove option? There is no change west of Union Station.**

**A:** With the Gardiner Expressway ending, it essentially forces traffic off the expressway and onto off ramps which may result in queueing. There is potential for queueing along the ramps or along the Queen Elizabeth Way. We may see people choosing to exit the expressway earlier by using the ramps west of the downtown core and then continuing east along Lake Shore Boulevard to avoid this.

**Q: Are there designated areas for public use (such as parkland) in both options?**

**A:** With the remove option there is very good potential for new public realm space, such as small parkettes and boulevards. Both options provide similar potential for new public realm space on the east side of the Don River.

### **Feedback from Small Tables and Individual Comment Forms**

Participants worked in small groups to discuss the results of the additional work and updated evaluation of alternatives based on the discussion questions below. The summary of participant feedback reflects the table report backs as well as the written comments obtained at the public meeting (through table and individual workbooks). A detailed summary of feedback is included in the appendix.

***a) What are the most important considerations in making this decision?***

#### Road Capacity and Travel Time

- The impacts on congestion and travel time.

- Reduce congestion to improve the public realm.
- Improve traffic flow and continuity.
- Consider that people's travel choices will adjust according to the type of infrastructure (e.g., once you have a boulevard instead of an expressway, people's travel choices will change, which will in turn change traffic patterns – it's difficult to predict).
- Be careful about reducing traffic capacity, unless transit is improved to compensate for the loss of capacity.
- Coordinate traffic lights.
- The capacity of the whole system is being reduced.
- Concern about impact on travel time; you cut the additional travel time in half from the last meeting (it is now 3 minutes, not 5-10 minutes). Are these numbers reliable?
- Can the remove option really absorb the capacity of the Gardiner Expressway?

### Cost

- Important considerations include cost, sustainability and resilience.
- City-building should be done in the most cost-effective way.
- Cost should include everything (e.g., development opportunities that would be lost with the hybrid option, lost productivity).
- Life cycle cost of the alternatives.
- Fiscal focus - look at opportunities and loss of opportunities.
- What is the opportunity cost of paying for each alternative? The remove option frees up money that could be used for other purposes (e.g., affordable housing).

### Public Realm and Space

- Look at beautifying the area and improving quality of life.
- Increase the public realm.
- Consider impacts on surrounding neighbourhoods.
- Prioritize the public realm; it is critical to downtown residents.
- Greenspace - intensification in Toronto requires more greenspace.
- Improve connections to the waterfront.

### Safety and Accessibility

- Prioritize safety.
- Remove on/off ramps to improve safety.
- Pedestrian connections - ensure gradual ramps for accessibility and uninterrupted access to the waterfront.
- Expand safety considerations beyond simply improving sightlines.
- Toronto drivers don't have a lot of experience driving on 8-lane roads - this will create safety concerns (e.g., increase in the number of accidents).

### Public Transit

- Prioritize public transit.
- Ensure proposed transit projects are realized (e.g., Smart Track, Relief line).

- The assumption that proposed transit plans will be approved is concerning - what happens if they aren't built?

#### Active Transportation

- Protected bike lanes and better pedestrian routes.
- Provide infrastructure for cyclists and pedestrians.
- Consideration of different modes of transport.

#### Construction

- Reduce construction time and impacts that will arise from the construction of either option.
- Plan for the long-term; short-term construction considerations are short-sighted.

#### Goods Movement

- Impacts on the movement of goods.

#### Economic Development

- Economic potential (revenue generated from the two options) – clarify what is included in the extra development potential number that was presented.
- Impacts on businesses due to increases in travel time.

#### Future Development

- Ensure mixed-use development.
- Connection to the Unilever site – the remove option would be better.
- Impact of increased development under the remove option on traffic and travel time – has this been considered?

#### Other

- Consideration of different users (i.e., non-automobile users).
- Emphasis of the five project goals.
- Consider how the Gardiner can be taken down progressively (this is just the start).
- Aesthetics – concrete infrastructure is not visually appealing.
- Emergency planning – the remove alternative expands emergency exit options.

#### ***b) What other advice do you have on making a decision that involves finding a balance among diverse priorities***

#### Road Capacity and Travel Time

- Explain how other streets will be impacted by traffic flow in the study area.
- Alleviate concerns about the data presented regarding travel times and congestion.
- Consider the use of tolls to reduce auto use.
- Think beyond travel times (i.e., long-term vision).
- Maintain traffic capacity.
- Consider impacts to local and regional transportation connections in both options.



- Create incentives to encourage carpooling.

### Cost

- Consider the amount of money required for the hybrid alternative (i.e., how this money can be used for other uses such as transit or improving accessibility).
- Clarify costs to increase transparency.
- Consider commissioning an economic cost-benefit analysis.

### Public Transit

- Invest funding in public transit to make it more reliable and faster.

### Long-Term Considerations

- Consider the evolution of the commute; design something that supports long-term needs.
- Consider the impact of driverless cars.
- Consider the best design for flexibility in the future.
- Pursue an integrated approach that considers impacts beyond the study area.

### Best Practices

- Consider the experience of other cities which removed highways, anticipating an increase in traffic congestion, but in reality traffic congestion decreased (i.e., New York, Portland, Seoul and Milwaukee, Moscow).

### Study Goals

- Balance the competing priorities; the emphasis has been on cars and this needs to be addressed.
- Assess the impacts of each alternative from a macro-scale perspective.
- Do not let a developer impact the goals of the study.

### Consultation Process

- Do not rush this process – this is the first time we are seeing any analysis of the hybrid; not enough information was presented and yet the project team will report to the Public Works and Infrastructure Committee on May 13, 2015.
- Reconsider the inclusion of the First Gulf proposal in the study; concerns were expressed about meeting the needs of one development proposal over the feedback provided by the public throughout the EA process.
- Consult with representatives of pedestrian and cyclists stakeholder groups.
- Notify the public of consultation events through councillor email lists.
- Ensure the information presented and the decision-making process are transparent.

### Evaluation Criteria

- Clarify the selection criteria - weighting in favour of improvements to the waterfront, public realm and development opportunities, not vehicular movement.

## Other

- Prioritize people; businesses will follow.
- The remove option will open up space for habitat restoration.
- Reserve funding for the development of parks.
- Consider opportunities to reduce greenhouse gases.

## **Feedback on the Alternatives**

### Remove Alternative

- Participants who indicated support for the remove alternative provided the following reasons:
  - Contributes to broader city building goals.
  - Improves the public realm for a variety of users (e.g., businesses, pedestrians).
  - Presents the most cost-effective solution.
  - Improves connections to the waterfront.
  - Frees land for future development.
  - Integrates transit and active forms of transportation.
  - The hybrid option looks similar to the existing Gardiner configuration; in 50 years the current problem could be repeated.

### Hybrid Alternative

- Participants who indicated support for the hybrid alternative provided the following reasons:
  - Supports the movement of goods.
  - Supports local economic development.
  - Does not decrease road capacity.
  - Does not increase travel time or add to congestion.
  - Better than remove from the perspective of safety.

Concerns about safety, travel times, construction impacts and public transit assumptions were expressed about both alternatives.

**Appendix**  
**Record of Group Feedback**  
**Public Forum #4 (April 15, 2015) – Discussion Guide Questions**

*Public Works and Infrastructure Committee and Toronto City Council will soon consider what to do with the Gardiner East. Thinking about the results of the additional work and updated evaluation....*

**What are the most important considerations in making this decision?**

- \*Most important\* Life cycle cost
- Public realm quality
- Economic impact on movement of goods and services
- Safety
- Accessibility for cycling
- Economic development
  - Local development & community building
- Lands freed up can be developed pedestrian / cycle friendly
- Lands (Gardiner & railway corridor) limited redevelopment potential, city space as ‘one’
- City pays for cost of removal
- Commute time is much smaller
- So few people using, why are we worried about 3%?
- Opportunity for community development remove benefits keeping area all the way to Yonge to allow for development
- Economic value of lands would pay for this project
- Future lands, movements of goods and services
- Economic impact
- ? 80% of tracks using Gardiner – need to know more long term effects and broader effects beyond immediate impacts (beyond 4 year election term), including waterfront
- Solve the needs of tomorrow
  - By the time it is built it will be out of date
- Cost of vehicle transportation & city building cost
- Balance between commuters & local residents (pedestrians, cyclists)
- Cost of getting downtown, hybrid costs a lot more money which could be used elsewhere
- Attractiveness of the downtown & the waterfront. Businesses are not only about tracks, liveability is important, desirability will improve tourism & be an economic generator
- The economic land development value should be included in the overall cost to provide an “all in cost” i.e. the \$991 million for hybrid should be increased by the \$150 million of less developmental opportunity, lost value in the Keating channel - \$1 billion
- Ramp impact on development potential in the Keating neighbourhood area

- Open up waterfront for people
- Safety/pedestrian access
- Transit
- Like to see more people for removal option
- Expensive
- Look at getting people out of cars and onto transit
- Public return deserves more consideration
- Tearing down Gardiner should mean an increase in public transit funding
- 3 liked the removal option – cost?
- 2 live in area
- Question about construction time because it is a big consideration b/w options: how accurate?
- Consultant’s report should be available sooner; so details can be digested & questions asked
- Cost benefit not present for hybrid
- Removal has huge improvements, safety, traffic, community
- Savings should be put into perspective (saving amount is needed over time)
- Judging the dollar amount (savings in 10 years) is difficult & makes a lot of assumptions
- Land that is freed up for development may be contaminated or take a long time for redevelopment
- Artistic rendition of hybrid shows a very optimistic face, may sway opinion
- More emphasis on public health & air quality & noise impact of living & working next to highway, re: removal – does traffic optimization affect the aspect
- Study did not seem to provide any health impact information
- Cost financing
- Phasing of construction
- Distribution of traffic
- How public transit is to be incorporated in each alternative
- What is to be done with the central section of the Gardiner
- Local quality of life
- Total traffic needs to be included – non-peak
- Address the extension of Island Airport & the traffic it will generate
- Flooding on the DVP
- Keep & maintain existing structure
- Reports should show all criteria, maintain existing set up
- Spend less time commuting, improve speed
- Best cost value & prospective development
- Hybrid allows for better movement
- Removal, cost effective, visually appealing

- No “people farming” development to be mixed use with more businesses and less condos
- 2 vs 1 on removal option
- Removal offers less overpass, better and safer
- Beautification of area, quality of life
- Limit construction
- Total removal of Gardiner East
- Are we planning for yesterday or for tomorrow?
- All of these options include assumptions
- Cost of construction?
- Sustainability is important
- Increase public realm
- Removal
- Make area resourceful for all of Toronto
- Impact on neighbourhoods
- Prioritizing public transit
- If hybrid – leave existing structure to support highway traffic
- Waterfront spending a lot on public realm improvements so it is important to maintain this vision (prefer remove option)
- Remove option is much more attractive; grade-level boulevard
- Reducing construction time and impact is important to the decision
- Ensure design allows for flexibility to make physical changes over time
- Fiscal focus – opportunities / lost opportunities
- Different users / modes
- Emphasize project goals
- Table consensus is to remove
- Decision will be political
- Traffic will be impacted, hybrid will increase traffic
- Quality of life is important, removal will benefit this
- Mayor supports hybrid
- Should be a city wide argument
- Focus is on current modes of travel
- Generational shift, young people drive less
- Young people will be attracted to the area if it is more transit friendly
- Financial argument is important
- Value of the 12 acres from a tax basis
- With hybrid, less taxes will be maintained
- Like removal option
- Revenues are important

- Hybrid will likely improve what is being built there
- Hybrid was a delay tactic
- Pedestrians to maintain crossover access to lakeshore
- Focus on uninterrupted pedestrian access
- Sightlines to the lake, accessibility for all
- Should be focus on modes of travel (not just auto)
- Minimize congestion from auto traffic (increase “stop-free” traffic, remove intersections)
- Walkability, cycle traffic, transit local & regional
- 8 lane boulevard maintains the separation/division that currently exists (ensure options that connect the city to the lake)
- Traffic speeds, implement transit
- Residential, growing density
- What is the bigger picture for the growth of the area?
- Obsolete solution (transit, no more roads)
- Building neighbourhoods, not roads (create solutions)
- Clarity on true LRTs (Broadview, Queens Quay)
- Timing of LRT construction as it relates to other construction
- If removal option, keep lanes narrow for safety to ensure slower speeds
- New lakeshore needs to be designed for all modes of transit
- Opening up the waterfront
  - Improving connections to the lake
  - Pedestrian safety, traffic concerns
  - Public realm – quality of the waterfront and Lake Shore Blvd
- Cost – operation and immediate costs
- Sustainability
  - Of the chosen option over the long term
  - Travel times
  - Quality of public realm
  - Maintenance of roadway & public realm in the long term
- Direction of land development around the study area
  - Encouraging mixed use development & quality of the pedestrian realm
- The removal option appears to be the best option
- Benefit impacts to the existing developments sites adjacent to the solution alignments
- Minimize isolating developable lands between rail and roadway alignments
- Pedestrian and cyclist movement impact should be a part of the analysis selection criteria
- Need the planning solution to evaluate how the Gardiner can be taken down progressively and future transit options be part of the selected solution in the future

- Need to monetize improving the waterfront edge promenade & development in selecting a criterial weighting system
- Construction costs should not just be considered but should also display how incoming development value offsets the costs
- Benefit to great gulf lands
- Removal option; safety criteria for proximity to tracks
- Can ramp be built over CN railway land to free up more land for the development of parks
- Very focused criteria and solutions, reduce traffic volume along roadway, should present opportunities for waterfront development, should show a weighing system
- Slowing traffic down
- Need to focus on transit, get commuters out of cars
- Removal option is better aesthetically
- Hybrid – no difference, future maintenance will be an issue again
- Needs simulation or analysis on impact of pedestrian movement (walking, biking)
- Overall net cost-benefit focused on construction rather than the value of potential development
- Need to show public boulevard with amenity potential
- Need sufficient pedestrian & cyclist buffer from car traffic
- Travel time
- Retain Don Roadway
- Attractiveness
- Cost revenue
- Reliability of traffic, impact
- Jarvis/LSB existing intersection, safety, noise impacts
- Minimize time impact
- Parking on LSB?
- Pedestrian connectivity, public realm, bike lanes
- Traffic studies & commuters
- Staggered traffic times should be considered
- New development will result in more outgoing traffic later in the evening
- What will the transit layout look like?
- Public realm is the most important, impacting 20% of residents
- Traffic flow continuity between two options, more improvement on continuity
- In terms of city building, transportation and costs, removal is the best decision but there are trade offs
- Not removing it would be lost opportunities for redevelopment
- There is more opportunities in Keating Channel to what the waterfront is doing

- It is a low probability that it will only be 3 minutes increased time in traffic. The population will have increased so that is very misleading.
- In New York City and San Francisco they removed elevated roadways and traffic was not increased, people found different ways and alternatives
- The concern is there may not be sufficient alternatives, maybe Kingston Rd and Lake Shore  
In terms of big picture thinking and a 10 year picture it is better to remove the Gardiner to take advantage of the opportunity and create a public realm
- Consider the number of people who commute downtown using transit rather than the Gardiner
- What impact will the Great Gulf development have on the through traffic on the Gardiner
- Consider looking at HOV lanes for commercial vehicles on removal option
- Need to consider the savings between removal and hybrid and what those savings could be used for (transit)
- What transit plans will be in place for either option
- Freeing public land for public realm
- Construction time between the alternatives
- Effect on connection to the waterfront for more retail, residential
- Pedestrian safety
- 20% of the traffic exiting the Gardiner
- Credibility of traffic modeling doesn't add up during construction and before with additional lanes adding up (2 on Gardiner, 3 on Lakeshore)
- Traffic timing for pedestrian counts on at-grade lake in highly intensified area
- Removal plan eliminates intimidation & fear of pedestrian crossing under the Gardiner
- Increased volume of pedestrians from intensification of residents at waterfront, including vehicles
- If sightlines were the only factor considered for pedestrian safety the study was biased
- Greater development for Toronto waterfront opportunities
- When will the TTC relief line be built? How will this impact travel time & number of cars?
- What kind of development will be considered?
- If retail or condos are implemented traffic will increase
- Consider the volume of traffic compared to the trees in the area, there's bound to be damage from the high volumes of salt and soil on the road
- Need hybrid to get traffic into the city
- All analysis is done on current traffic flow, future should be considered
- Other modes of traffic should be considered, less traffic in the future, less young people buying cars
- Could add bike lanes
- To have a continuous waterfront accessible to walkers and bikes



- Transportation is cost effective
- How do the plans change if transit isn't built up ideally?
- Local traffic joining within the space
- Development – max out traffic, bottlenecks onto highways
- Safety – rerouting
- Pedestrian & cyclist access – both options restrict access to waterfront
- Value waterfront use – public spaces
- Pay per use tolls
- Long term transportation viability, study in envelope? Accidents? Commute times? Economic productivity
- Billion costs to commuters, impacts
- Cope with reversal of flow, costs/opportunities
- Cost/benefit analysis of economist point of view
- Transition of flow, speed, safety
- Emergency planning, escape options, public realms
- HOV lanes haven't worked
- Willing to pay tolls, will pay for convenience
- Construction times
- Burial option as Boston/Moscow made workable solutions out of it
- Real numbers for travel
- Plan for multiple generations
- Gardiner is cutting off waterfront, world-class city should have access to waterfront
- Removal beneficial to open up more land for development
- Considering the short term construction is short-sighted
- Why not curve over the waterfront?
- Hybrid – replacing broken highway with similar option
- Removal is much more attractive for businesses and pedestrians
- Shouldn't be building city to accommodate cars, we should be encouraging cycling, public transport
- Unilever is only one proposal, more potential for development elsewhere
- Sacrificing the public realm for goods and services is a mistake
- Richmond Street East – what will the impact be? What about bike lanes?
- Accommodating pedestrians & cyclists is very important, bike lanes create wider sidewalks and less congestion
- High densities to take into consideration, need to build new public realm that takes people into consideration
- "Projected inbound travel time' chart unclear
  - It seems like traffic is being affected at all times
  - Should add 25%

- Connection to the site, access southbound, remove option would be better
- Traffic infiltration
- Public realm, overhead structure
- City building, access to Unilever site
- Have to look at macro scale
- Effects on pedestrians and cyclists, removal would benefit them
- Build around people, not cars
- Interconnect east and west neighbourhoods of the Don River
- Highway ramps cutting through the area would result in psychological barrier between neighbourhoods, poor aesthetics
- Increase in travel time affects businesses
- Concrete structure not visually appealing
- Needs to be based around people
- Include more non-auto access
- Increase demand for non-auto infrastructure
- Preference for removal because of cost & impact on commuters
- Taking down the Gardiner will allow room for commercial development
- Concerned about cost per benefit – 5000 people at 3 minute, is hybrid 3 times the cost?
- Pedestrians, commercial development will follow
- Greenspace, reduce the jungle, must be primary
- Extra cost is not worth it, go with lower cost for now
- Don't put the future generation in a bad position
- Transportation technology (like monorails) is not considered now? It has not been well connected
- I was not aware of the three meetings, should do a better job informing the public
- Communication should come from councillors.
- The total number of people that move within the corridor – capacity, the number of people we can move per hour
- Productivity loss / greenhouse gas emissions, idling
- Overall traffic impact downtown
- Look outside the scope of the study area
- The system has many “cogs,” can't just look at one aspect
- Generating more public space downtown with connections to the waterfront
- Price per “body” inverted, can money be better used elsewhere?
- What are the assumptions behind alternatives?
- Maintain traffic capacity
- Consider intensification in the downtown & east end, causing increased demand for transportation
- Need to accommodate more office development in the suburbs

- Need to accommodate adequate transportation to downtown businesses
- Cost saving can be put into transit alternatives
- Cost of lost time must be factored
- Public realm, pedestrian areas
- Safety
- Integrating the waterfront back into the city

**What other advice do you have on making a decision that involves finding a balance among diverse priorities?**

- Living with piece of infrastructure built city has changed. Need to build for future of Toronto, not the past
- \*Most important decision being made for Toronto's future\*
- What is the transit?
- \*Transit essential / waterfront transit – key
- People moving into area will not be commuting into Scarborough
- Live, work, play environment on waterfront
- Add park space
- Long term leases of public lands
- Remove the option leaves more flexibility in the future
  - Hybrid is the same problem repeated
- Health impacts of traffic congestion
- \*We are being rushed to make a decision. April 24<sup>th</sup> for comments. First time hearing the hybrid April 15<sup>th</sup>, less than a month it goes to committee. We have not seen the evaluation.
- Needs an honest and thorough evaluation that considers that these options and maintains them
- Where is North York in this public consultation?
- Facilitating car movement doesn't reduce congestion
- Council needs to recognize that we are at/near the point where we need to reduce the traffic volumes into the core (tolls, taxes, etc.)
  - Changes the priorities
- Need to think about what is best for the whole city, not just the local ward and educate/inform public on merits of the options.
- Tear down has tremendous benefits
- Where are transit alternatives in all of this?
- Requires a wider range of approach including transit
- In 100 years cars may be gone, be bold
- Concerned developers are driving the agenda
- Have a look at what's happening in Europe

- Looks like we have development first, people second, should be the other way around  
Extension of island airport – factor in addition, traffic affected
- Anticipating high growth in downtown, everything is being compressed from districts to neighbourhoods, how do we keep the cities vibrant?
- The city is a financial district
- Think 50 – 60 years for a vibrant city
- Future will be different, less reliance on cars
- In favour of removal:
  - Environmental
  - Socio-economic
  - Quality of life – trees, greenery, open space
- Current Gardiner is ugly, change needs to keep aesthetics in mind
- Safety, current Gardiner image
- Different modes of transport (pedestrian, cycling, cars, transit)
- Transit (buses, street car, light rail)
- Green space, over densification, illustration shows very little green space
- Closely monitor future development to avoid a row of condos like on Queens Quay
- Government should come up with long term funding
- Exclude the developers
- Population in 15 years?
- Analyse infrastructure policy
- Encourage public transit
- Population needs an access to the lake
- Impact on future generations in financial cost & quality of life
- Objective has to be removal of physical barriers to the waterfront, boulevard ideas are excellent
- How does this decision fit in with or impact overall plan for portion of Gardiner to be maintained
- It is important to make a decision and implement change before development is discussed
- A longer term vision is important
- A less expensive option for removal is a bonus
- Evolution of commute / travel
- Generational breakdown – build for the future
- As much emphasis on the majority of the city, so far council bias for car driving, minority is palpable
- What other city building projects will suffer from this priority? Why the overemphasis / bias on subsidizing drivers?
- Context – for accessibility, bikes, transit, housing

- Impact on project goals of all the options (provide that to the public)
- Ensure a decision that benefits the city's residents
- Careful when selling off the cities aspects (trees, nature, public space)
- Make a choice based on the completion of both the transit connections of downtown and the highway system
- Maintain a bigger picture view
- People, goods and services
- Inviting spaces is key
- Ensure waterfront is preserved and improved upon
- Waterfront planning process, access to the lake
- Ensuring a parallel transit plan to mitigate congestion
- Acknowledge that many of the users of the Gardiner & study area do not necessarily come to public meetings
- Accessibility issues of transit use for handicapped users should be considered
- Give some thought to the regional road & transit network, think beyond the study area, how will the configuration connect to the remainder of the city
- Shift away from the car-centric approach
- Shift away from planning around the developers needs
- Overall consensus is for removal
- Cost evaluation criteria should be clearly broken down to be more transparent how they add up and are compared
- Weighting for selection criteria items should be clarified, more weight should be given to the improvement of waterfront traffic and development opportunities, should be focused on traffic movement
- Need to resume solutions for reducing traffic overtime through tolls
- The actual design of the street especially the public boulevards will be very important in creating value & make the waterfront the city's best asset
- Weighted selection criteria
- Benefits should be broken down for clarity of comparison
- Transit funding opportunities – make it a part of solution & factor in cost evaluations
- Focus on waterfront and public realm
- Local community safety for pedestrians & cyclists
- Considerations of lay-bys for delivery
- People working remotely – businesses, manufacturing relocated outside Toronto to the suburbs
- Money for cheaper options to be used for improved public transit
- Consider the future, commuters, the changing downtown density
- Changing technology, self-driving cars?

- Public transit downtown will better allow transportation throughout the city, commuting may not be a future issue
- Improve public realm
- Consider the waterfront
- Traffic patterns need to be reviewed
- Make a decision, stop delaying , 2024 is the earliest this will get complete, stop changing the plan
- More people will drive with more roads, less will drive with less roads
- Choices are based on infrastructure
- To create a better public transit system to get people off of roads
- The money that would be spent on the hybrid option should be spent on public transit
- Money from developments can be used for public transit and removal
- May be difficult to find a balance between commute times and cost
- Consider how much public realm will actually be created vs condos
- 100 year footer of cost = fear mongering (TTC projects are not compared like that)
- Not representing costs if using normal costs
- Weighted report
- Required spending by the city each year should account for current costs
- Sampling residents exiting the Gardiner gives flawed times
- Setting up consultation at Bloor & Yonge is not accurate when most drivers will not step in the core; they drive from one end to the other
- If pedestrians and public transit are increasing & downtown vehicles are flat lining, how does opening 8 lanes of at-grade traffic help benefit pedestrian & public transit?
- Tolls – for users
- Environmental benefits glossed over
- Reserve parks – develop more parks, improve quality of life
- Tolls – for users
- Environmental benefits glossed over
- Reserve parks – develop more parks, improve quality of life
- Leave provision to add to later
- Pay for tolls
- Create opportunities for great public realm
- 10 year plan to continue on same path
- Look at Moscow and Russia as a precedent for effective cost solutions
- Think beyond travel times, see beyond 3-5 minutes of travel times, think long term vision
- People may change commute patterns if public realm changes
- There needs to be a shared space between pedestrians, cyclists and cars, a balance

- Consultation with pedestrian and cyclist – there doesn't seem to have been any consultation with non-auto
- Business impacts to increase travel time
- Adhesively look at macro-scale impacts
- Consider long term (50 year plus), consider next steps, can these options be modified to include a monorail?
- Which design has the most flexibility for future improvements, installations (monorail)
- The design must be integrated, consider the impacts beyond the study area
- Consider technology and make room for adjustments if needed
- Keep the waterfront vibrant
- Limit pollution, needs to be tested by experts
- Make this project a part of the carbon reduction objectives
- Will businesses fail?
- Why spend extra money?
- What are the impacts to all Torontonians? Not just in the EA.
- Walkability southwards
- Spending money on facilitating an outdated mode of transit when we are moving towards transit, not cars
- Money better spent on transit and making it more reliable and efficient
- Finding a socio-economic balance
- Why should we pay to facilitate drive through from Ajax to Mississauga or Mississauga to Scarborough
- Facilitating traffic will induce additional traffic
- Major improvement to transit needed to replace lost capacity
- Need to move away from car use in central city, could prompt transit development
- Effect on accessibility to retail and businesses
- "Evaporation" will occur but what is the impact?
- Lack of transit facilities favour people who use cars, council must provide alternatives

#### **Other comments?**

- Take it down, think long term
- Do no more harm to the Keating Channel District
- Be bold
- Be more forward thinking
- Take a wider range approach to planning
- Automated vehicles will make for a more efficient system
- 5 citizens at the table, 2 left early
- 4 elderly (60+)
- All first time participants There are too many overhead ramps

- Causes safety issues
- Lighting
- Dust & quality of air
- Emissions from cars on the Gardiner
- Concerns about truck traffic diversions if the removal option is implemented, where will the trucks divert to? How will this impact the congestion on surrounding railways?
- For removal – create a transit line that would go in at the same time to relieve congestion pressure
- Bus transit to support retail, residential
- Images need to be more representative for different times throughout the day
- Transit plans should be integrated with transportation infrastructure
- More overlaid images should be provided
- Split between hybrid and remove, depending on whether you live in the city or commute
- Traffic needs to be studied in all directions at all times of day
- Focus on revitalizing the waterfront
- Reconsider routing the Gardiner along the rail yards on the basis that the tide turn would be no different than what exists on the Gardiner/DVP exit
- The exit from the Gardiner to the Lakeshore can be difficult because of the existing DVP
- It would be expensive to build the expressway over water
- Trucks/speeds, how to make it up the ramps
- Give incentives for carpooling
- Think long term
- Economic viability of the area is huge
- Area is not industrial anymore
- Environmental impacts = hybrid is still a highway, removal is more of an opportunity for birds and other wildlife
- Long term adaptability is important
- On/off peak times the Gardiner is very unused, not worth covering and obstructing green spaces because of a few minutes of traffic
- alternatives – to one choice and now the developer is driving another choice
- Why is the Gardiner cut into 3 sections? But not as a whole
- Any alternatives (over the tracks, causeway)
- EA should give at working papers, they have boiled the ocean down so assumptions no longer available
- Information / decision hasn't been transparent enough
- Economic impact for local business
- Who is going to be able to live downtown, affordability & transit time
- Social divisions resulting from travel frustrations



- Using the car to get people downtown is no longer the answer
- Bi-directional bike lanes
- Hybrid option is a political gesture preserving a regional traffic flow
- Would like more info on construction times for this project
- Ensure no bottle neck where DVP and lakeshore connect

**Record of Individual Feedback**  
**Public Forum #4 (April 15, 2015) – Discussion Guide Questions**

*Public Works and Infrastructure Committee and Toronto City Council will soon consider what to do with the Gardiner East. Thinking about the results of the additional work and updated evaluation....*

**What are the most important considerations in making this decision?**

- Travel time
- Safety
- Different travel modes
- Connecting the waterfront to the rest of the city
- Lifecycle costs
- Long term transportation changes such as driverless vehicles & their impacts on cost and congestion
- It is projected that 50% of vehicles will be driverless in 2040
- Long term flexibility
- Choices given to people
- Experiences from other cities
- Local experience
- Induced demand
- Sensitivity of transit building
- Active transportation opportunities
- Replace option
- Preliminary analysis
- Design ideas
- Economic impact of loss, not regional impact
- Access & movement to Lakeshore
- Short term construction – hybrid
- Calming traffic
- Less pollution
- Opening the waterfront to the city, removing barriers
- Bringing housing & jobs downtown
- Turning the waterfront into a clean, green neighbourhood
- Costs to the city now and in the future
- Amount of money available to the city through development
- Creating an attractive, accessible and seamless waterfront promenade
- Creating attractive boulevard for future businesses, pedestrians and communities (condos, apartments, etc.)
- Concerns over increased traffic on Richmond St E, impact with removal option
- Allowing pedestrians a crossover access to the south of the Lakeshore & vice versa so they can connect to the lake lands

- Minimizing congestion of east & west traffic by increasing uninterrupted drives across Lakeshore
- Moving goods north to lakelands area / into city downtown
- Moving bike lanes south using Bailey bridges
- Public transit using the Bailey Bridges
- Residential densities will be increased if new buildings increased
- Encroaching on possible parkland
- Consider the generational change, decrease in cars
- Inner-city highways are old technology (but the transit must be in place)
- Concentrate on quality of life, city building
- Why only measure auto/vehicular traffic?
- Keeping up with progressive cities – global race for economic development
- Remove: highest potential and lowest 100 year cost cycle, best option in both regards
- Envisioning the long term future
- The removal option best fits the revitalization of the waterfront / Port Land's downtown
- Reducing pollution
- Making the city livable
- Aesthetics
- Creating a dynamic waterfront
- Transit
- The capacity of people that can be moved within the corridor
- The provision of space for the Lakeshore LRT & funding Queens Quay E LRT
- The goals are not met
- No proposal seems to revitalize the waterfront for the residences
- Nor goal 2, 4 & 5
- All goals are valid
- Open up the waterfront to development
- Connect city to waterfront
- Discourage vehicles from entering downtown
- Travel time isn't particularly important
- Cost
- Congestion – hybrid option is best
- Safety – introducing the 20% transitive traffic down to ground level with pedestrians & cyclists is an option
- Hybrid option is safer than removal
- Creating a barrier-free waterfront – 8 lane grade level road much more of a barrier than the current Gardiner or hybrid, hybrid is the best option
- The public transit demand additional space
- Financing of project – I would prefer the city own the land that it plans to sell to generate a non-tax source of revenue to fund this project and the Bayfront LRT similar to the transit network in Hong Kong (create additional sources of revenue)
- How do you draw quality local businesses to give jobs to those who live in the area

- Opening up the waterfront
- Creating an aesthetic public realm
- Sustainability, long-term of chosen option
- Pedestrian safety, cyclist safety, traffic safety
- Immediate and long term costs
- Transit support at local/regional level for the solution
- Also safety in terms of lighting/feeling of security for pedestrians
- Quality of life for the greatest number of people
- Cost, sustainability, public realm
- Safety
- Open up waterfront
- Mixed uses
- Traffic & pedestrian safety
- Toronto will grow with more traffic – we need a highway to get in and out of Toronto, not just at Rush hour but for sports games and concerts etc.
- Tourists as well as businesses need access, congestion just as bad on weekends
- How to get people across, lots of traffic, traffic safety
- More access to the lake
- Cost
- Safety
- Developers pushing the agenda/direction of the city, not desirable
- Why do we not see a wholistic plan? This is car focused, should be people focused
- How does transit fit in?
- Using the most reliable cost projective for the two projects
- 100 year time frame is too long and can be misleading
- Full Keating Channel is what? 20-30 years?
- More costs today for land that will sit empty for years
- Cities are moving to a pedestrian – cyclist centric model
- Maintaining the Gardiner is a retrograde decision
- The existing environment around the Gardiner is hideous, should be improved
- Future living space freed by removal
- Cost
- Quality of life for the majority, not just auto users
- Quality of environment
- Benefit in the future
- Remind the fiscal conservatives that they should mind the cost factor
- Uninterrupted pedestrian connections (gradual ramps, full accessibility)
- Expand on the LRT predicament before council makes a decision
- If the removal option is pursued, the 8 lane boulevard should have narrow lanes to slow traffic, keep it safe
- Parisian boulevard (France Avenue)
- Don't forget University Ave volume, greater than Gardiner east of Jarvis

- Segregate local access and thru way on the boulevard
- Increase connection to the lake
- Free up public realm
- Do nothing to reduce current vehicular flows, anticipate future traffic
- Remove physical barriers from waterfront
- Go with most predictable option in terms of cost, schedule, impact
- Take personal responsibility (planners) what are the consequences for the wrong advice?

**What other advice do you have on making a decision that involves finding a balance among diverse priorities?**

- Do not be too concerned with the numbers of people/cars coming to/from the DVP & Gardiner
- A boulevard provides the greatest and most dynamic benefits
- Increase sustainability (congestion entices people to alternate modes)
- Increase economic benefit (greater property tax for contribution to city)
- Open waterfront up for development & public recreation access
- The time savings associated with maintaining an elevated highway are negligible in the grand scheme compared to the long term maintenance costs of an elevated highway
- Focus on the future not the past
- This is a threshold moment akin to the Spadina Expressway debate
- Plan for the future not the past
- Look to the future, it's no longer about cars, it's about a livable city
- Even 10 minutes extra is not much when most cars will be self-driving in 20 – 30 years
- Be bold!
- No more planning for 100 years, this isn't futuristic
- Stop being driven by developers
- Keep the waterfront for the people
- Shift the car centric approach to a more sustainable approach that accounts for more transit & cycle tracks that are separated from pedestrian walkways
- Need parallel transit plan with money saved from maintenance costs for the Gardiner
- Make sure that vulnerable citizens are accounted for – accessibility, disabilities
- Don't cater to developers
- Encourage mixed-use development around the study area to reduce travel times for new businesses
- Understand/acknowledge that many viewpoints (of the most vulnerable) are not always represented at public consultations, need to prioritize those equity issues over the louder voices of developers and truck lobbies
- Consider policy changes to address certain concerns (e.g. Changing rules around truck delivery times, reduce truck traffic at rush hour)
- Consider ensuring that the construction and maintenance budget is reinvested into transit

- Help push stalled traffic into lay-bys and provide incentives to operate/provide service streets
- The pragmatic approach would be to maintain or adopt the hybrid option
- The removal option is not practical or desirable
- Presenting costs including the 100 year generating cost is inaccurate, does not present costs in a fair light, not normal
- More sufficient transit alternatives to maintain human capacity downtown
- Consider local needs first
- Reconsider the route of the connection to the Don Valley
- Although the routing by the rail yards was eliminated because of the right turn this is no more efficient to the right turn now
- These options are counter-intuitive in where the remove option increases the capacity for cars and the hybrid option reduces capacity
- The change from few on/off ramps to many level signalled intersections allows the pickup and dispersion of many cars
- The removal option will cost less and open up more land for sale at a presumed higher value, this money saved put towards public transit will have a greater impact reducing traffic congestion than building a raised road
- The more we spend facilitating car capacity, the less we will gain
- Cars will never be efficient as the city grows, don't pander to them
- We need money for transit, not highways
- Move people, not cars
- Status quo by maintaining a structure would be a mistake looking back 20 – 30 years
- Large scale issue; climate change, carbon emissions, air pollution, urban livability
- Do not allow commuters to do the decision making
- Look into health studies, poor air quality near highways
- Have a multifunctional movement of pedestrian transit
- Erecting Bailey Bridges across the 3 major north/south intersections & creating an uninterrupted east/west traffic flow across that section
- Introduce more landscaping & trees along east/west
- Include bike lanes in pedestrian crossings
- Keep Lakeshore to 6 lanes
- Amalgamate environmental assessment into study
- Encourage people to look beyond travel times and see the bigger picture
- People that live in and are directly impacted by the area in question should have a greater say than commuters
- + 3 minutes shouldn't outweigh the broader benefits of removal
- Costs of maintaining and how long will it take before concrete begins falling?
- In this city "balance" quickly turns into granting priority to cars, it should mean encouraging pedestrians with transit and cycling
- It is time to give priority to transit, cycling and walking, this will create a sustainable city
- Public lands leases of public

- Transit
- Health impacts of transit congestion

### Other comments?

- The consultations are very helpful
- Removal option – more space for development, meaning more people to access downtown more park and open space
- How can boulevard be “animated” when full of traffic
- Parking necessary to promote shop areas
- Please consider building separated bike lanes regardless of selected option
- Please be mindful to implement safe street design, 8 lanes is a lot for pedestrians and cyclists to deal with
- Consider speed limit, it should be no higher than 40km as it goes through 1.4km
- It seems clear that the removal option is the best one
- The hybrid option means spending hundreds of millions more to save 6000 people three minutes of travel time
- It would have been nice to see more discussion of a vision for the future, instead of focussing on current use patterns
- Removal is the best and only financially responsible option
- Safety – the only concern presented was sight lines. The fact that there was no mention of impact of significantly increased traffic volumes at ground level mixing with pedestrians and cyclists suggests some lack of thoroughness on the issue
- The presentation appears to be biased to the removal option
- The congestion delays of 3 minutes are not credible
- The city should not cater to commuters
- How is the hybrid solution significantly different from the maintain and improve options? If it is not significantly different why is it significantly different?
- Extra development potential removes the need for trips, people can live closer to work
- Weak consideration for safety has opened steady criticism
- Real estate downtown is vulnerable
- Implement tolls throughout the downtown, road space should be devoted to valuable uses, good movement and transit
- Disbelief expressed on travel time findings – consider calibrating model using Gardiner construction conditions
- The choice of P.I.C. venue is heavily slanted towards non-users of the Gardiner Expressway. Really most users would find Bloor & Yonge on Wednesday the most inconvenient. I live in the Bloor – Danforth area & commute to the west mall. Public transit takes too long and does not improve my travel. Judging by the westbound traffic in the morning rush hour and eastbound in the evening, I am far from alone.
- Your private companies construct large buildings with the expressway at the bottom of the building (rail yards and railway line should be the route that is used)
- The Gardiner is the gateway into the city, it has to look good
- Do not block access to the lakeshore

- The city should reconsider the burial option as Boston & Moscow made workable solutions out of it, find out how they work and cost out solutions
- Use Bank of Canada for capital project financing at low cost
- Base federal/provincial/city program on that financing solution
- If the affected drivers are those outside the City of Toronto, and this is about regional traffic flow into the city, than the money should come from the province of Ontario
- If the hybrid option is meant to bypass the city, why build that far so few people can physically pass through
- Remove and hybrid are titles that don't describe the results, it is really building a boulevard or bypass
- Include the "signature bridge" into the boulevard option
- Has there been a study of the person/hour capacity of boulevard vs hybrid options?
- Why do fiscal conservatives want to spend so much money?
- Don't invest in outdated technologies
- Let regional taxes pay for hybrid if it is a must
- Car entry in the city should be limited
- Keep up the good work/consultation
- These two proposals presented are very thoughtful, great progress has been made
- The retain option should not be considered – urban thinking is moving away from maintaining costly & old infrastructure such as the Gardiner
- Unilever site – nice to see the tall leadership on redevelopment – will they fund the construction of the Gardiner?
- The focus should be on transit rather highways
- Take down the section of the Gardiner: "The loss of the Gardiner & putting the traffic on the Lakeshore will increase the drive time by 30 – 45/50 minutes"
- Why is this?
- This would be due to stop lights at intersections
- Get rid of intersections by closing them to north/south traffic between 7am and 7pm weekdays while constructing north/south bridges
- Erect Bailey Bridges running north/south over the Lakeshore at the majority intersections and build for heavy transport use
- Why does First Gulf prefer hybrid?
- Maintenance and costs of ramp in water
- Removing creates more attractive and open Don River Mouth for recreational boaters, kayakers etc.
- To address concerns of boulevard being a barricade to pedestrians, city could consider putting pedestrian ramps and bridges over boulevard so lights/timing could be timed for traffic
- Hybrid alternative link should connect to Lake Shore to free more land
- More open space for Don River mouth better for water birds, more open space, more attractive
- Falling concrete will be an issue in the future



- Removal is the best option
- Other cities have taken down elevated expressways, it's Toronto's turn
- Development opportunities are important, the remove option significantly improves the public realm – very important

**Future of the Gardiner Expressway / Lake Shore Boulevard East  
Environmental Assessment (EA) and Integrated Urban Design Study**

**Public Forum #4 –  
April 20, 2015 (Scarborough) Meeting Summary**

**INTRODUCTION**

**Meeting Purpose:**

On April 20, 2015 the City of Toronto and Waterfront Toronto co-hosted the second of two public meetings as part of the fourth round of consultations of the Gardiner Expressway / Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study. The meeting was held at Blessed Cardinal Newman High School in Scarborough. The purpose of the public forum was to present the results of additional work directed by the Public Works and Infrastructure Committee (PWIC) of Toronto City Council as well as the updated evaluation of alternatives.

Following a panel presentation by the co-hosts and team of consultants, participants had the opportunity to ask questions and engage in small group discussions and share their feedback, concerns and advice to the project team.

**Attendance: 77**

**Local Politicians in Attendance:** Councillor Jaye Robinson

**# of Table Workbooks Submitted:** 13

**# of Individual Workbooks Submitted:** 9

**HIGHLIGHTS OF PARTICIPANT FEEDBACK**

**Question and Answer Period:**

The discussion captured during the question and answer period following the panel presentation is summarized below. Questions are noted with a “Q”, comments with “C” and answers with “A”.

**Q. Will Lake Shore Boulevard have the capacity to absorb the volume of traffic that currently uses the Gardiner Expressway?**

**A.** Compared to the hybrid alternative there is a reduction in road capacity with the removal of the Gardiner Expressway east of Jarvis Street. The change in road capacity is reflected through the increase in travel time.

**Q. Why are you coming up with different solutions for the east and west parts of the Gardiner Expressway?**

**A.** This scope of this project does not include the west end of the Gardiner Expressway. Our study area is from approximately Jarvis Street east to approximately Leslie Street.

**Q. How do both options address access to the Unilever site? Can you explain the term “free turn”?**

**A.** First Gulf is in the process of developing a master plan – we do not have specific details about how the site will be laid out. The removal of the Logan Avenue ramps will provide better access to Lake Shore Boulevard and the land adjacent to Lake Shore Boulevard. The removal of the ramps will also facilitate the realignment and extension of Broadview Avenue to support an LRT. The realignment and extension is being analyzed under a separate study, however both studies are being coordinated to facilitate access to the First Gulf site. Free turns are turns that take place outside the intersection.

**Q. To clarify, while staff have recommended the remove and hybrid alternatives, Councillors and members of the public can still choose from either the maintain or improve alternatives? There has been a bias toward the remove and hybrid alternatives in the presentation. The maintain and improve alternatives could still be chosen by Council, correct?**

**A.** Yes, as indicated earlier in the presentation, the maintain alternative is the base alternative for comparison purposes.

**Q. Both alternatives presented this evening include a revamped Lake Shore Boulevard. Urban Design is important for integrating the city we live in. Lake Shore Boulevard at Carlaw Avenue is not exactly a vibrant urban boulevard.**

**A.** It is certainly our expectation to redesign Lake Shore Boulevard east of Don Roadway. This will be supported by other developments happening in the Port Lands.

**Q. Is the hybrid option essentially the rehabilitation of the existing Gardiner Expressway?**

**A.** Yes, the hybrid alternative includes the rehabilitation program that is currently proposed in the maintain alternative.

**Q.** Does this involve rebuilding the ramps from east bound to north bound? If not, there’s no reason for the ramp to be elevated.

**A.** The hybrid options maintains the existing Lake Shore Boulevard-DVP ramps.

**Q. Can you please explain the difference between the terms “public realm” and “public lands”?**

**A.** The public realm refers to public open space that would remain under public ownership whereas public land refers to publicly owned land that would be freed up within the corridor and potentially be available for redevelopment.

**Q. The project travel times are based on a timeline to 2031, which is only 15 years from now. The proposed project would take at least that long to complete. What was the rationale for using that horizon?**

**A.** The year 2031 is the horizon year that current planning is expected to fully build out. It could be later. We’ve assumed a worst case scenario in terms of the projected travel times. We also need to appreciate that new transit and development will be happening in parallel.

**Q. What will happen to the railway yard near the Don Valley Parkway? Does the cost of Lake Shore Boulevard include the whole build out?**

**A.** If the railway land is no longer needed for railway purposes there is an opportunity for it to be redeveloped. Yes, the full costs of creating the new boulevard are included in the cost estimates.

**Q. What discount rate did you use in your calculation of net present value?**

**A.** 4 percent.

**Q. What level of statistical confidence do you have in your travel time projections?**

**A.** We used the best modelling technology available to us, however modelling does not allow for statistical confidence to be assigned.

**Feedback from Small Tables and Individual Comment Forms**

Participants worked in small groups to discuss the results of the additional work and updated evaluation of alternatives based on the discussion questions below. The summary of participant feedback reflects the table report backs as well as the written comments obtained at the public meeting (through table and individual workbooks). A detailed summary of feedback is included in the appendix.

***a) What are the most important considerations in making this decision?***

Road Capacity and Travel Time

- Focus on moving cars; prioritize the movement of traffic.
- Ensure traffic moves more efficiently.
- Do not ignore the need to address the flow of north south traffic.
- Consider the impacts of removing four lanes of traffic (e.g., congestion and gridlock); you are essentially funneling 8,000 cars onto a road with the capacity for 4,000.
- Provide data for 24 hour traffic counts; the 3-5 minute increase projected for the remove alternative is questionable.
- Consider that additional traffic signals required through the remove alternative will exacerbate current congestion.
- Maintain road capacity; we are concerned about traffic times and doubt the reduction in road capacity will be sufficient to meet future needs.
- Do not break the current connection between the Gardiner Expressway, Lake Shore Boulevard and the Don Valley Parkway.
- Prioritize road space for motorists on Lake Shore Boulevard East.
- Consider the lack of alternative routes available to east end residents.
- Describe how speeding will be addressed in the remove alternative.
- Consider that the difference in projected travel times between the two alternatives is marginal.

Cost

- Include the economic cost of congestion in the cost estimates for each alternative.

- Consider that the \$400 million cost to maintain the Gardiner Expressway is not a lot of money over a hundred years.
- The remove alternative is more cost-effective.
- Consider developing a long-term strategy for operating costs (e.g., road tolls).
- Life cycle costs are not always reliable.
- Land value projections appear to be too high.

#### Public Realm and Space

- Protect the public realm and connection between the city and the lake from new development.
- Ensure public lands are accessible and can be enjoyed over the long-term.
- Prioritize the public realm.

#### Safety and Accessibility

- Maintain the elevated expressway; it is safer for cyclists and pedestrians if the transportation modes are separated.
- Consider the impact of higher congestion and traffic; safety is about more than pedestrian crossings.
- Address pedestrian concerns about crossing an eight-lane boulevard.

#### Active Transportation

- Prioritize road space for cyclists on Lake Shore Boulevard East.
- Provide more information about how pedestrians and cyclists will be accommodated in the remove alternative.

#### Economic Development

- Reduce traffic and congestion to support businesses and commuters.

#### Future Development

- Encourage mixed-use development to better integrate the City.

#### Environment

- Maintain the ecology of the Don River.
- Consider the environmental impacts of increases in travel time and congestion.

#### Other

- Consider present and future needs.
- Use funds acquired through the First Gulf development to pay for the hybrid option.
- Why did a private developer have so much influence on the development of municipal infrastructure?
- Construct the new expressway over the rail corridor.

***b) What other advice do you have on making a decision that involves finding a balance among diverse priorities?***

Road Capacity and Travel Time

- Prioritize an alternative with a flow through option, particularly for east end residents trying to access the west end of the city.
- Restrict major commuter roads to cars only during peak hours (i.e., no trucks).
- Verify the projected travel times and modelling assumptions.
- Explore opportunities to improve traffic flow under the hybrid option.
- Develop strategies to minimize traffic and congestion (e.g., road tolls, congestion charges).
- Consider a 10-lane boulevard.

Cost

- Find a way to reduce the cost to repair the Gardiner Expressway.
- Prioritize funding to improve public transit.
- Allocate the money saved through the remove option for improvements elsewhere (e.g., public realm, transit).

Public Realm and Space

- Create irreversible legislation to protect public land in perpetuity.
- Optimize public transit service.
- Prioritize the public realm over road capacity and travel times.
- Encourage high quality urban design in the public realm regardless of the alternative.

Safety

- Prioritize safety in decision-making.

Active Transportation

- Include pedestrian walkways to improve public spaces and safety.

Public Transit

- Consider the transportation needs of the city.
- Align the alternatives with transit plans.
- Increase public transit options in Scarborough.
- Prioritize the development of public transit.

Construction

- Minimize the disruption caused by construction.
- Coordinate other construction projects to minimize further disruption and congestion.
- Phase construction activities to reduce the disruption.

### Future Development

- Ensure future development is controlled to protect connections to the waterfront.

### Other

- Do not delay making a decision.
- Balance public and private interests (i.e., First Gulf should not influence the decision-making).
- Consider the travel needs of current and future residents in the areas impacted by the study.
- Extend the study area to include the northern portion of the Don Valley Parkway.
- Prioritize certain projects instead of attempting to do them all.
- Encourage private sector options for telecommuting.
- Consider each alternative equally.
- Prioritize the needs of people, not cars.
- Poll residents across the City to avoid a politicized outcome.
- People will adapt regardless of the preferred alternative.
- Consider the long-term benefits to the whole City.

### **Feedback on the Alternatives**

#### Hybrid Alternative

- Participants who indicated support for the hybrid alternative provided the following reasons:
  - Does not decrease road capacity.
  - Does not increase travel time or add to congestion.
  - Maintains a continuous expressway connection.

#### Remove Alternative

- Participants who indicated support for the remove alternative provided the following reasons:
  - Contributes to broader city building goals.
  - Improves the public realm for a variety of users (e.g., businesses, pedestrians).
  - Presents the most cost-effective solution.

Concerns about safety, travel times, construction impacts, public transit assumptions and the impact of future development were expressed about both alternatives.

**Appendix**  
**Record of Group Feedback**  
**Public Forum #4 (April 20, 2015) – Discussion Guide Questions**

*Public Works and Infrastructure Committee and Toronto City Council will soon consider what to do with the Gardiner East. Thinking about the results of the additional work and updated evaluation....*

**What are the most important considerations in making this decision?**

- Awareness of gridlock & trying to minimize traffic (& its cost) to people & businesses – having a flow thru is important
- The need of future residents who will live & work in these future development areas & how their travel needs have been considered
- Strategy for long term operating costs & the potential for tolls to finance
- Lean on economic rationale for removal, important because cheaper frees up dollars for elsewhere (transit)
- Removal is more sustainable – less cars, greenspace, lifestyle
- Removal = 6 – 10 minutes, encourages transit
- Open air will engage pedestrians to walk
- Hybrid is more expensive and leaves more land unusable
- First gulf shouldn't be causing urgency
- Removal creates a connection between downtown and Don River, green space
- Willing to put up with longer commutes for the benefits of removal
- Hybrid leaves traffic infrastructure mess, not elegant through a design perspective
- Scarborough & Etobicoke transit – getting them over here
- Time & discount – accuracy
- More aesthetically pleasing urban fabric
- People will adapt regardless of option
- Emphasis on public realm
- Required more information to make a decision
- Save cost to use on public realm (removal option)
- Removal option will open waterfront to the public
- Hybrid will increase the traffic speed
- Traffic will slow in the removal option
- Environment – what are the opportunities for parkland for people who enjoy walking, nature, public realm
- Central Park & Chicago waterfront – precedents
- Clarification about how the 3 – 5 minute trips were calculated
- Was a 10 lane alternate considered?
- Was the analysis in the am peak? What about pm peak hours?
- Real cost to maintain hybrid vs removal – presentation doesn't seem to be accurate
- Who is responsible for inaccurate numbers?
- Travel times seem inaccurate



- Lanes will be decreased from 6 to 4, is this a 3 minute difference?
- Will connection to the lake be maintained or will it be blocked by new developments?
- Improved connection between the lake and city should be a priority
- Reduction of appearance of expressways running through the city
- Future development opportunities (controlled for design)
- Cost, economic benefits
- Traffic time estimate seems too optimistic
- Increased capacity
- Cost analysis
  - Include cost of 3 – 5 minute delay
  - Economic cost of delay should be included in the cost estimate
  - Bottom line cost now or in the future
  - Project over-run
  - Re. subway extension overrun costs and timeline
- Accuracy of land value projection – too high
- Removal is cheaper in the longer frame
- Health and safety – pedestrian accidents if traffic is at grade
- Congestion mitigation strategies
- Travel times – competitiveness
- 24 hour traffic counts – truck traffic isn't just peak
- On ramp going east are you counting people getting onto Gardiner going east?
- Will city coordinate lights along westbound? For removal
- Another calculation offered 8 – 10 minutes
- Environment – idling times and pollution associated with construction Consider land we develop, funds to pay hybrid
- What is impact of removal, how will tourism be affected
- 4 at table for hybrid, one is undecided
- Cycling and pedestrian safety for crossing
- Events / unforeseen occurrences / traffic flow budget – improve public transit – good use of funds
- Functionality
- Hybrid option – more in favour of car travel, new boulevard has too many lanes, slow down coming off DVP
- Safety with pedestrians
- Time – questioning of stats provided
- Taking away a major artery into cities
- Boulevard will cause additional accidents?
- Functionality, give residents something they can use
- Budget, could we use the difference in cost & invest in other issues
- 6 people divided on whether budget is important
- 4 vs 2 in favour of hybrid, concerned with travel times, stats
- Safety on the roadway

- Public space enhancements
  - Access to waterfront
  - Maximum availability / capacity of waterfront for people
- “Capital” construction costs
  - Life cycle costs not as reliable
  - Make sure we make good choices in spending the money
  - Not necessarily wise to spend all the money on maintenance
- Decision should consider “now” as well as the “future” – bigger policy issues like climate change
- Concern that this is not properly incorporated into the project
- Think long and short term
- Traffic and congestion
- Statistics are hard to believe
- There will be backups all the way to Bloor
- Not a free flowing system
- The number of cars is projected to increase
- Construction congestion
- Make traffic move efficiently around study area
- Do not ignore north/south traffic through DVP
- Travel time, increased traffic
- Cost for a small area
- Environmental concern – Don River, construction, preserve the area
- Length of time
- Mitigating commercial traffic during construction
- Restricting flow
- Other projects coordination projects
- What is the design speed for the removal
- Rail concerns?
- Projections of time concerns
- Cycling on the east lakeshore – why?
- Infrastructure concerns
- Capacity of traffic concerns for the remove option
- Safety concerns for walker across the 8 lane boulevard
- Keep traffic moving
- Traffic congestion
- Can’t remove 6 lanes of traffic

**What other advice do you have on making a decision that involves finding a balance among diverse priorities?**

- Narrow the priorities
  - Getting people moving around the city
  - Getting goods moving around the city
- Put a price on congestion

- City wide transportation needs should be considered
- Budget concerns
  - Find a way to reduce the future repair costs
- Transit
  - Cars, TTC, walkers, optimize the transit
- Prioritize projects instead of everything occurring at once
- Better private sector options regarding telecommunication
- Safety concerns with the GE on the ground
- Improving these options based on other cities
- Speed concerns with the removal option
- Revisit time calculations to ensure accuracy
- A list of working assumptions that led to these time calculations
- More visibility on the “maintain” option
- Looking at Toronto as a whole instead of the local traffic
- Half ‘n half for hybrid and removal
- Removal will increase and contribute to traffic problems
- Removal enhances the public realm
- Put road tolls on the 400 series highway
- Improve transit
- Are we designing for individuals or cars? It should be people
- Public realm, ensure green spaces are present
- Mixed use development, helps integrate cities
- Align choices with transit plan
- Link city east and west
- Preference in terms of future development
- Mixed use / residential / work
- What is the % increase over the last 20 years
- Don’t have alternate routes
- What other capital projects have been forecasted on 100 year cycle?
- You’ll never make everyone happy
- Lowest cost options
- Safety as a main criteria
- City council may be biased – there should be a city-wide referendum to see what everybody wants to do
- Users of facilities should have a greater say
- Tax people in the GTA
- New York City example – people who work downtown pay taxes
- Balance between public interest and private interests must be continually monitored
- Public realm must be protected (what’s good for First Gulf may not be good for citizens)
- Maintenance cost projected may not include money diverted in the past from proper maintenance
- Simplify road system, (fewer ramps, not more)

- Strengthen the grid as defining character of Toronto's street pattern
- Things may change over time – fuel, car costs, car alternatives
- What about a bike trail
- Public realm
- Focus on transit times and public transit
- If detours are required add additional buses to routes
- Parking for transit infrastructure
- Public realm space important over expressway facilitation of goods delivery
- You can't please everyone
- Over the long term people will adapt to whatever option is chosen
- Least amount of construction disruption
- Vehicular access from the east end is important

#### **Other comments?**

- Make a decision now
- Do not delay
- Whole project is political & biased
- Transit will not fix congestion
- Must include all travel modes
- Too much speculation in presentation in terms of numbers, following ideology
- Why a private developer? Too much leverage & influence over infrastructure construction, option is twice as expensive
- Land value of hybrid option is ignored
- Consider replace option with new infrastructure and technology, include cost
- Transit, always consider
- Cheapest option should be highly considered, the city doesn't have a lot of money
- Consider removal option with more than four lanes each way
- Restrict use of major commuter roads during rush hour – limit to cars; forbid trucks (all three alternatives)
- Work on construction planning & staging to reduce disruption and construction time
- Don't let developers drive the process
- Need active street frontage
- Foresee less reliance on the car in future in the suburbs
- Cycling paths
- Intensification of attractions downtown should be a draw for suburban residents to enjoy downtown (festivals, concerts)
- Removal option – Lakeshore East Blvd – west – DVP is not properly designed for future intensification of residential density
- LRT on Queens Quay not extended easterly to relieve Bloor subway?

**Record of Individual Feedback**  
**Public Forum #4 (April 20, 2015) – Discussion Guide Questions**

*Public Works and Infrastructure Committee and Toronto City Council will soon consider what to do with the Gardiner East. Thinking about the results of the additional work and updated evaluation....*

**What are the most important considerations in making this decision?**

- Traffic congestion
- Improved connection between the city and the lake
- Urban design and improved environmental conditions
- Reduction of appearance in having expressways running through the heart of the city
- Controlled future development opportunities
- Cost
- Efficient flow of traffic, commuters and trucks
- Reduction in or minimize gridlock
- Only the hybrid or do nothing alternatives can satisfy traffic stability
- Long term benefit/gain to the whole city of Toronto
- Traffic flow will need to improve, not get worse (as it would get with the removal option)
- Cost, the city is under immense financial pressures due to previous poor spending decisions and a failure to make use of taxation tools available too it – all investments must be scrutinized for maximum value
- Urban design – we need a modern city with access to the waterfront to all residents
- Economics – we need to unlock development for the waterfront area
- Transportation infrastructure – we need to maintain automobile access to the downtown, but minimizing travel times is not a necessary component to this
- Traffic times don't account for special events
- Consider time of travel, functionality, cost (not a major factor)
- Special events / accidents make us question travel time estimations
- Transit development (transit first)
- Public space enhancement
- Operations and maintenance costs vs construction costs should be considered (be careful in spending O & M vs construction)
- Effect on traffic times
- Political feasibility – the removal option seems to be the less politically feasible
- I am worried that supporting the removal of the Gardiner will be poorly received by the public, it's a result we will default to the "maintain" option, which really would just be a lost opportunity
- Urban design must be the forefront of whatever happens with the eastern Gardiner
- The current structure is a barrier for non-drivers
- Must ensure that the new Lake Shore boulevard is included in the removal option and the hybrid option includes an attractive street, not dominated by developments and traffic speeds

- The existing Lake Shore Blvd is not an attractive urban space
- Development of the First Gulf lands and Port lands must contain provision for affordable housing, in addition to the expected offices and condos

**What other advice do you have on making a decision that involves finding a balance among diverse priorities?**

- We should look to the numbers – if 50% of travel into the city is using the TTC and 20% use GO, do we really need to be maintaining this section of the Gardiner?
- I would encourage the study leads to not assuming that private autos are a more important means of accessing the city core
- You aren't going to please everyone
- The best option would be one that balances political feasibility and traffic impact and just do it already
- Limit or remove intersection crossings if travel times have a greater importance (or central busway line with signal priority)
- Other road capacities such as Richmond ramp or Bayview access
- Transit first development into Unilever site
- Economic consideration of economic centres (central downtown, south core, Port Lands/Unilever)
- Thru traffic east & west is 20% of traffic
- Public realm and livability are important, mixed use is vital
- I don't think 3 – 5 minutes of travel time on 3% of trips into the downtown should be prioritized above TCHC repairs and new investments in mass transit
- This forum (including the central reference library) is excellent in making us stakeholders feel that we can take ownership
- Transfer responsibility for this study to a city department focused on roads and traffic, not parks and beaches; the Gardiner is a critical component of the transportation network in this city
- Extend the study area away up the parkway and away out to the rouge, so that all people affected by this nonsense will have a say
- Come up with more realistic figures for travel time projections
- Simplification of road system (fewer ramps not more)
- Strengthen grid as a defining character of Toronto's street pattern
- Guarantees that choice will protect the public realm in perpetuity (no new wall of high-rises cutting off the lake)
- Don't depend on the developers to add or remove to the city
- Do tax revenues from developers offset the added infrastructure costs?
- How much "active street frontage" has been created on the portion of Lake Shore east of Carlaw where the Gardiner was removed?

**Other comments?**

- Remove 6 lane Gardiner with 8 Lane Boulevard?
- What about the existing 6 lanes on Lake Shore under the Gardiner?

- Too many commuters will be affected in removal
- The difference in travel time between the removal and hybrid options (if correct) is marginal and meaningless
- The only meaningful advantage of the hybrid option is the shorter construction/disruption period, this advantage although important, seems to completely offset the many advantages of the removal option, in particular, the results for the city in terms of the connection to the lake, urban design, development potential and cost
- Work on construction planning & staging to reduce disruption and length of construction
- Is there room for transit on the boulevard? (street car, LRT)
- Restrict use of route during rush hour to cars & small vans, no large trucks (for all options)
- If Toronto wants to become a world class city, it needs to have another hub on the east side to add to the downtown, Yonge & Sheppard, High Park
- The Unilever site can be that hub, with a multi-use, multi-purpose focus on the east side
- I think construction time is a very small factor, we need to swallow inconveniences like this to make progress
- This was a poor choice of venue for the meeting; for one thing it was up a set of stairs. If Cardinal Newman has an elevator then it would be acceptable, but for a city sponsored public meeting to take place in a place that is not disability accessible is always unacceptable. In addition, the seating was poor
- Having this meeting in a more accessible place like the Scarborough City Centre or another school with a better auditorium and larger screens would be preferable
- Although truck traffic is affected by the removal option, it is still a preferable option
- We need to think beyond car movement and more about the public realm and livable city building
- New developments should include affordable housing, not just offices and condos
- This should not be free cash for developers
- Public transit, pedestrians and cyclists should be the ultimate priority for the public realm
- People shouldn't be driving downtown anyways

**APPENDIX D –  
ONLINE AND ADDITIONAL FEEDBACK SUMMARY**



# Future of the Gardiner Expressway / Lake Shore Boulevard East Environmental Assessment (EA) and Integrated Urban Design Study

## Consultation Round 4 – Online and Additional Feedback Summary

**# of Online Workbooks Submitted: 86**

**# of Emails Submitted: 40**

**# of Voicemails Received: 22**

**# of Letters Received: 3**

**# of Tweets: 100+**

**# of Facebook posts Submitted: 1**

### **Summary of Participant Feedback**

The summary of participant feedback reflects the comments submitted during Round 4 of the consultation process via the online discussion guide, emails, voicemails, Twitter and Facebook.

#### ***a) What are the most important considerations in making this decision?***

##### Road Capacity and Travel Time

- Maintain the Gardiner Expressway to connect the east and west ends of the City.
- Maintain the highway connections between the Gardiner Expressway and Don Valley Parkway (DVP).
- Consider extending the Gardiner Expressway eastbound; there is a need for more capacity not less.
- Consider the lack of alternate routes and road capacity to access the downtown core as well as east and west ends of the City.
- Focus on reducing congestion and traffic; they result in millions of dollars in lost productivity.
- Consider the long-term transportation needs of the whole City and surrounding region.
- Consider that projected travel times may not be accurate and fluctuate according to actual conditions (e.g., weather, time of day, cultural and sporting events, etc.).
- Mitigate the impact on commute times in both alternatives.
- Consider that the delays projected by the remove option are negligible and affect a relatively small percentage of commuters.
- Explore strategies to optimize travel times (e.g., traffic sensors, flyovers, free turn lanes, reducing on-street parking on streetcar routes).
- Consider introducing road tolls or congestion charges to manage traffic into the downtown core.
- Consider that the signalized intersections in the remove alternative will slow traffic and increase travel times.
- Prioritize the movement of traffic and maintain road capacity.

##### Cost

- Consider the return on investment to the City.

- Consider the long-term costs of each alternative (e.g., maintenance).
- Consider the net costs of each alternative, including the benefits of future development and improvements to the public realm improvements.
- Include the opportunity cost of revenue from lost development in the projections.
- Provide life cycle cost estimates for the maintain option over 20 years; estimating a 100-year cycle is unusual and unfair.

### Public Realm and Space

- Consider the opportunity to improve connections between the City and the waterfront (particularly public transit, cycling and pedestrian connections).
- Consider the potential to improve the public realm by removing the Gardiner Expressway.
- Create a liveable environment for residents in areas adjacent to the Gardiner Expressway where traffic is displaced.
- Consider that there are other barriers that impact access to the waterfront other than the Gardiner Expressway (e.g., rail corridor, high-rise condominiums).
- Prioritize high quality urban design.

### Safety and Accessibility

- Consider net improvements to safety and accessibility in the area.
- Address the needs of the elderly and disabled to facilitate safe crossings of the proposed boulevard.
- Consider the need to remove the elevated expressway; it is past its projected life cycle and unsafe.

### Public Transit

- Enhance public transit service and routes to provide commuters with viable alternate transportation options.
- Prioritize public transit vehicles on City streets (e.g., right of way).
- Integrate public transit options in the development of the remove alternative.
- Consider waiting until improvements in public transit are realized before implementing the remove option.
- Consider that current public transit options do not support reverse commutes to the suburbs; many Torontonians also rely on the Gardiner Expressway.

### Active Transportation

- Ensure both options meet the needs of pedestrians.
- Consider integrating bike lanes with a covered roof of solar panels in the remove alternative.
- Provide a vision to encourage more active transportation.
- Replace the Gardiner Expressway with a recreational trail.

### Goods Movement

- Maintain access to the downtown core for businesses and the movement of goods.
- Consider time restrictions for the delivery of goods in the downtown core.

### Economic Development

- Recognize the need for an efficient supply of public infrastructure for businesses and residents.
- Consider the benefits to local economic competitiveness in the remove alternative.

### Future Development

- Prioritize public realm improvements to support the development of new communities near the waterfront (e.g., East Bay Front, Villiers Island).
- Focus on long-term needs to support the development of a sustainable and vibrant community.
- Consider the potential for future development in both alternatives.
- Reconsider selling public assets such as land for future development; they should remain publicly owned.

### Environment

- Mitigate air and noise pollution from traffic and congestion.
- Restore natural heritage assets within the study area.
- Ensure strategies to mitigate weather related impacts on the remove alternative (e.g., flooding).

### Other

- Prioritize people over cars.
- Learn from the experiences of other cities that have removed highway infrastructure (e.g., San Francisco, Seoul, New York).
- Learn from cities that have beautified highway infrastructure (e.g., London, Singapore).
- Tear down and replace the entire Gardiner Expressway in the form of a tunnel and build a boulevard above.
- Improve the DVP exit to Richmond Street to divert traffic.
- Consider replacing the connection between the Gardiner Expressway and DVP as a tunnel.
- Integrate transfers between different modes of transportation to improve commuting experience.
- Consider maintaining the Gardiner Expressway and covering it to provide additional greenspace.
- Clarify how the hybrid option provides access to the First Gulf property.
- Consider replacing the Gardiner Expressway with a bridge over the lake.
- Consider the long-term health of the people of Toronto.
- Improve the network of roads in the study area (e.g., redesign the Gardiner Expressway and East Bayfront/West Don Lands street grid, daylight Lake Shore Boulevard, include multi-modal options).
- Consider reducing speed limits on all roadways by 10 km/h.
- Consider the construction impacts of either option on residents living east of the Don River and in south Scarborough.

***b) What other advice do you have on making a decision that involves finding a balance among diverse priorities?***

**Road Capacity and Travel Time**

- Maintain the elevated expressway.
- Maintain connections between the Gardiner Expressway to local and regional transportation infrastructure.
- Replace car-only infrastructure with complete streets.
- Improve transportation options for all users (e.g., drivers, transit users, cyclists and pedestrians) to address congestion.
- Mitigate the impact on commute times.
- Plan to accommodate future growth, regardless of the alternative.
- Build a multi-level road way with the potential for future expansion.
- Consider long-term transportation needs (e.g., changes in travel patterns, mode shift, population growth, compact development, new technology).
- Consider the addition of express lanes on the Gardiner Expressway.
- Keep traffic moving.
- Consider flyovers at north-south routes that cross Lake Shore Boulevard (i.e., Cherry Street, Parliament Street and Lower Sherbourne Street) to keep traffic flowing.
- Consider the remove alternative only if Lake Shore Boulevard is upgraded to an expressway.

**Cost**

- Clarify net costs by including projected benefits to demonstrate trade-offs between the alternatives.
- Consider each alternative against existing City priorities.
- Invest the cost savings from the remove alternative in other City priorities (e.g., public transit, affordable housing, and parkland).
- Prioritize the development of cost-effective infrastructure.

**Public Realm and Space**

- Prioritize city building.
- Consider opportunities to enhance the public realm in the hybrid option (e.g., parks, shops, public art, landscaping under the expressway).
- Focus on making the waterfront accessible.
- Do not duplicate University Avenue; ensure the development of a complete street if the remove alternative is preferred.
- Protect connections to the waterfront from future development (e.g., high-rise condominiums).
- Prioritize connections to new and emerging waterfront communities (e.g., Villiers Island, East Bayfront).

**Safety and Accessibility**

- Prioritize the needs of vulnerable and lower income populations to ensure all needs are being addressed.

- Consider accessible overpasses to provide safe crossing options across the boulevard for pedestrians and cyclists (e.g., flyovers).

#### Public Transit

- Improve travel times for commuters that use public transit.
- Invest the cost savings from the remove alternative to improve public transit service.
- Consider the impacts on traffic and travel time if proposed public transit improvements are not realized.

#### Active Transportation

- Prioritize pedestrian and cyclist safety.

#### Goods Movement

- Consider the impact of increased travel times on local businesses, particularly small businesses, and the movement of goods (e.g., lost productivity, bankruptcy, etc.).

#### Construction

- Explore options to reduce the length and impact of constructing both alternatives.
- Clarify how construction impacts from either option will be managed.

#### Future Development

- Balance public and private interests.
- Prioritize the development of mixed used neighbourhoods to reduce commuting.

#### Other

- Use the study goals to guide decision-making; transportation and infrastructure is only one factor.
- Build a transportation system that serves people.
- Prioritize the outcome that will produce the greatest benefit for the greatest number of people.
- Develop a comprehensive transportation strategy.
- Consider issuing a ranked weighting questionnaire on project priorities to the public to get a more measurable evaluation of the options.
- Consider a referendum to let residents vote on the preferred alternative.
- Consider presenting to the Public Works and Infrastructure Committee at a later date to allow sufficient time to thoughtfully prepare the supporting reports.
- Consider the short-term and long-term impacts of each option (e.g., implementation and operation).
- Consider uploading the administration of the Gardiner Expressway, DVP and Allen Road to the province.
- Provide property tax estimates for land freed for development through the remove option.

## Feedback on the Alternatives

### Remove Alternative

- Participants who indicated support for the remove alternative provided the following reasons:
  - Contributes to broader city building goals.
  - Improves the public realm for a variety of users.
  - Presents the most cost-effective solution.
  - Improves urban design in the study area.
  - Reconnects the City to the waterfront.
  - Replaces outdated infrastructure.
  - Increases traffic time marginally.

### Hybrid Alternative

- Participants who indicated support for the hybrid alternative provided the following reasons:
  - Does not decrease road capacity.
  - Does not increase travel time or add to congestion.
  - Maintains a continuous expressway connection.
  - Supports the movement of goods and local businesses.

Concerns about safety, travel times, construction impacts, public transit assumptions and the impact of future development were expressed about both alternatives.

**APPENDIX E –  
Economic Competitiveness and  
Goods Movement Working Group Meeting Summaries**



**Gardiner Expressway Environmental Assessment  
Economic Competitiveness Working Group**

**Meeting #1 – Think Tanks and Industry Associations  
Meeting #2 – Real Estate Owners and Developers  
Meeting #3 – Employers**

**Thursday, December 11, 2014  
Waterfront Toronto, 20 Bay Street, Suite 1310, Toronto, ON**

**A. Working Group Summary**

On December 11, 2014, Waterfront Toronto and the City of Toronto hosted three working group sessions to further study the impact of the Gardiner Expressway and Lake Shore Boulevard Reconfiguration Environmental Assessment and potential impacts on the economic competitiveness of the immediate study area and Downtown Toronto.

The three sessions aimed to gather a broad range of perspectives and included the following working groups:

1. Think Tanks and Industry Associations;
2. Real Estate Owners and Developers;
3. Employers.

The selected organizations were chosen as Working Group members in order to provide feedback on the economic implications of the various alternatives being considered for the Gardiner East and Lake Shore Boulevard. Their understanding of the downtown area and the potential impact of this project were highlighted and will help the project team shape a better-defined vision for reconnecting downtown to the waterfront.

This document summarizes the facilitated discussion, Q&A, feedback and advice offered in the three separate working group sessions. Please see the ensuing Sections 1-3 for a more detailed summary of the meetings.



## B. Summary of Key Themes, Ideas & Advice

The following table summarizes the key themes, ideas and advice that were discussed by Working Group members across the three different groups. A copy of the agenda (including the list of discussion questions) is included in Appendix A. A list of attendees is provided in Appendix B.

Theme	Description
Access to public transit in general (not just in relation to the Gardiner EA) is seen as a key concern for improving the appeal of Downtown.	<ul style="list-style-type: none"> <li>• Building owners indicated that main concern for their tenants/employees is that there is accessibility to Union Station (in particular), the PATH system and the Gardiner.</li> <li>• Employers pointed out that a majority of their employees use either GO Transit or TTC to get to work.</li> <li>• Changing demographics and the preference of younger workers to live downtown means that transit options should adjust to this shift.</li> </ul>
Potential decreased productivity and economic impacts of Gardiner construction alternatives.	<ul style="list-style-type: none"> <li>• Traffic is already bad Downtown and Gardiner construction will only make it worse.</li> <li>• The “disruption time” of Gardiner construction would likely lead to increased traffic congestion, negatively impacting productivity and therefore economic competitiveness.</li> </ul>
Downtown Toronto is not the only area impacted by this project.	<ul style="list-style-type: none"> <li>• The Gardiner study impacts not only businesses/employees downtown, but those outside of the downtown core/GTA as well.</li> <li>• Access/connectivity to Downtown is seen as important, but high rent costs also play a part. Some businesses are moving just outside of core as a result.</li> </ul>
Waterfront access related to Downtown’s appeal.	<ul style="list-style-type: none"> <li>• Waterfront access is seen as important (especially for employers who are moving down to the South Core).</li> <li>• However, importance of Union Station as mass transit hub is still seen as more crucial.</li> </ul>
Potential for Waterfront in the form of commercial development as well as real estate/development.	<ul style="list-style-type: none"> <li>• Waterfront and Port Lands present a great opportunity in many ways.</li> <li>• More mixed-use buildings should be considered.</li> <li>• Connectivity to the Downtown/South Core business areas is very important.</li> <li>• Major competition right now are growing business areas in Mississauga, Brampton, Markham and Scarborough.</li> </ul>

## C. Next Steps

Mr. Springer and Mr. Kintala thanked WG members and the project team for attending and adjourned the meeting. Mr. Medeiros indicated that future discussions on the Gardiner EA and related economic competitiveness issues will take place in early 2015.

Next WG meeting: Thursday, March 26, 2015.



**Gardiner Expressway EA  
Economic Competitiveness Stakeholder Meetings**

December 11, 2014

Location: Waterfront Toronto - 20 Bay Street, Suite 1310, Toronto, ON

**PURPOSE STATEMENT**

The purpose of these stakeholder meetings is to understand the role of the Gardiner Expressway and Lake Shore Boulevard in the economic competitiveness of the City of Toronto within the context of the global economy.

**AGENDA**

Item	Lead
Meeting Start and Introductions	HR+A
Project Introduction	WT & HR+A
Context on Economic Competitiveness	HR+A
Q&A	HR+A
Conclude Meeting	WT

**QUESTIONS – MEETING #1 (Think Tanks and Industry Associations)**

- What do you attribute the success of Downtown Toronto to?
- What are the main threats to Toronto’s economic competitiveness? Downtown Toronto?
- Who is Downtown’s competition? Toronto’s competition?
- How important is waterfront access to further strengthen Downtown’s appeal?
- Are there any infrastructure investments that Toronto should make to further strengthen the economic appeal of Downtown?
- What weaknesses does Downtown Toronto currently have? Which of these should it address in the short term?
- How has the growth in Toronto affected your organization or industry?
- How will the planned intensification of Downtown Toronto and the waterfront affect your organization or industry?

**QUESTIONS – MEETING #2 (Real Estate Owners and Developers)**

- Please describe your holdings and projects in downtown Toronto.

- How important is Downtown infrastructure to attracting office tenants? Retail tenants? Households? How do you see that changing over the next 5 years and beyond?
- How has the growth in Toronto affected your organization or industry?
- How will the planned intensification of Downtown Toronto and the waterfront affect your organization or industry?
- What submarkets pose competition to Downtown Toronto and the waterfront? What makes them competitive?
- How important is waterfront access to your property?
- What weaknesses does Downtown Toronto currently have? Which of these should it address in the short term?

### **QUESTIONS – MEETING #3 (Employers)**

- Please describe your business presence in downtown Toronto.
- Why did you choose to locate in Downtown? Why not in the broader GTA?
- Where do your employees live? How do they get to work? Have you collected data that could answer these questions? How is that changing or how do you expect that to change over the next 5 years and beyond?
- How has the growth in Toronto affected your organization or industry?
- How will the planned intensification of Downtown Toronto and the waterfront affect your organization or industry?
- How important is waterfront and amenity access to you and your employees?
- What can the City do to improve the appeal of Downtown to your employees and other businesses?
- What weaknesses does Downtown Toronto currently have? Which of these should it address in the short term?

## Appendix B – List of Attendees

### Working Group Meeting List of Attendees

#### **Think Tanks and Industry Associations**

Civic Action  
Martin Prosperity Institute  
Ryerson University (Ryerson City Building Institute)  
Toronto Financial District BIA  
Toronto Region Board of Trade  
Urban Land Institute

#### **Real Estate Owners and Developers**

Brookfield Properties  
Build Toronto  
Cadillac Fairview  
Cadillac Fairview  
Colliers International  
First Gulf  
GWL Realty Advisors  
Menkes Developments Ltd.  
Oxford Properties  
RealPAC

#### **Employers**

CBC  
National Bank of Canada  
Royal Bank of Canada  
SunLife



## **Gardiner Expressway East Environmental Assessment Economic Competitiveness Working Group – Stakeholder Update**

**Monday, March 30, 2015  
Waterfront Toronto, 20 Bay Street, Suite 1310, Toronto, ON**

### **1. Meeting Purpose**

On March 30, 2015, Waterfront Toronto and the City of Toronto hosted an update meeting for the Gardiner EA Economic Competitiveness working group. The purpose of the session was to present draft findings from the economic evaluation of the EA alternatives, and solicit feedback from stakeholders.

Previously on December 11, 2014, Waterfront Toronto and the City hosted three working group sessions to discuss potential impacts on the economic competitiveness of the immediate study area and Downtown Toronto. The three sessions aimed to gather a broad range of perspectives and included the following working groups:

4. Think Tanks and Industry Associations;
5. Real Estate Owners and Developers; and
6. Employers.

The March 30th stakeholder update combined the three working groups into one larger meeting to present and discuss the draft economic evaluation findings.

The meeting agenda is attached as Appendix A and a list of participants is included in Appendix B.

### **2. Presentation Summary**

Mr. Antonio Medeiros of Waterfront Toronto began the meeting by thanking participants for attending the stakeholder update as well as the December working group sessions. He then introduced the project team, including Kumar Kintala of HR&A Advisors and Don McKinnon of Dillon Consulting.

Mr. McKinnon began the presentation by reiterating that the EA Study Area includes the area between approximately Jarvis Street to Leslie Street to the east. He discussed the Public Works and Infrastructure Committee referral decision and that the City of Toronto had been directed to work with Waterfront Toronto and community stakeholders to review and further investigate the recommended option ("Remove" alternative) under the EA process to mitigate congestion concerns. He added that the project team was directed to prepare an additional option (the "hybrid" alternative) that combines the maintain and replace components to preserve expressway linkage and functionality between the Gardiner Expressway and Don Valley Parkway. The hybrid alternative was to be evaluated against the EA criteria in addition to: transportation functionality, impacts on key economic sectors, cost benefit, future land use considerations, public transit components, environmental impacts, and neighbourhood growth and compatibility.

Mr. Kumar Kintala of HR&A Advisors then followed, with a summary of the additional economic evaluation that was carried out for the remove and hybrid alternatives. The evaluation considered three criteria groups: Regional Economics, Local Economics and Fiscal Net Benefits. This was underpinned by a series of analyses, including: Case Studies, Stakeholder Consultation, Site Selection Research, and Cost-Benefit Analysis.

With respect to Regional Economics, it was found that for both alternatives, those who drive downtown during peak periods would likely face slightly longer travel times than now. In addition, some residents who drive to/from Toronto's entertainment venues (e.g., Air Canada Centre, Rogers Centre, Harbourfront Centre) may encounter longer travel times with the remove (boulevard) alternative, especially during peak periods.

The Local Economics criteria group focused on business activity in the study area. Under the remove (boulevard) alternative, removal of the elevated expressway may result in net additional jobs along the corridor from Yonge to Carlaw. It was found that both alternatives would support commercial development east of the Don River.

Next steps were then discussed, including continued stakeholder engagement and the upcoming public meetings in Toronto and Scarborough on April 15 and 20, respectively. The floor was then opened up to meeting attendees for questions and comments.

### 3. Facilitated Discussion

The following provides a summary of the key comments, questions, ideas and advice raised by working group members following the presentations.

- **Comment:** From a policy perspective, the road network must provide for essential network use, including goods movement. In general, the transportation aspect of the study must come across stronger, and must consider the entire network perspective. The study should also consider comparable changes in downtown in other, similar-sized cities (e.g., Chicago, Vancouver, San Francisco) and consider the investment in transit infrastructure those cities have experienced.
- **Comment:** The analysis would benefit from showing the net growth and fiscal net benefits of the alternatives. The cost-benefit analysis of the alternatives is also very important, and it is tougher to give detailed feedback without this information.
- **Comment:** The live-work relationship was the most important factor for the workforces of surveyed employees in the Downtown area, as well as access to transit options such as Union Station (in particular), the Gardiner and the PATH system. The analysis also needs to build in more sensitivity to transit availability, in addition to land-use growth downtown.
- **Question:** The presented analysis only refers to the remove and hybrid alternatives; are the other options (in particular, maintain) no longer being taken into consideration?  
**Answer:** The purpose of this meeting is to show further analysis of the hybrid option in comparison to the impacts of the remove alternative, in response to Committee direction.
- **Question:** How is transit sensitivity being taken into account in this analysis?  
**Answer:** Transit options are taken into account in the City plans as they relate to the alternatives

for the Gardiner Expressway. The difference in transit trips between the alternatives, however, is not the single determining or most important factor. Transit also depends on the land-use projections and plans for the study area; the overall network changes will depend more on land-use changes.

- **Comment:** The transit and connectivity portion of the analysis should also consider the impacts of economic competitiveness and retaining jobs in downtown versus growing business areas in Mississauga, Vaughan, Brampton, Markham and Scarborough. Ultimately, the Gardiner study impacts not only businesses/employees downtown, but those outside of the downtown core/GTA as well.
- **Question:** Are new forms of transit – including the Union-Pearson Express, expanded GO transit and TTC connections, tunnel to Billy Bishop airport – also being accounted for in relation to congestion and traffic downtown?  
**Answer:** Some of these new forms of transit have been included in the modelling. Another factor to consider is that the population-to-employee-living-downtown ratio has changed in recent years, and we now see a younger generation of employees living downtown/closer to work, indicating a good work/life balance. This also has an impact on traffic and congestion patterns, particularly during peak periods.



**Gardiner Expressway EA**

Economic Competitiveness Working Group Stakeholder Update

Monday March 30, 2015

Time: 11:00am – 1:00 pm

Location: Waterfront Toronto, Boardroom 18, 20 Bay Street, Suite 1310, Toronto, ON

**PURPOSE STATEMENT**

The overall purpose of these stakeholder meetings is to understand the role of the Gardiner Expressway and Lake Shore Boulevard in the economic competitiveness of the City of Toronto.

The purpose of today’s meeting is to present draft findings from the economic evaluation of the alternatives for the Gardiner Expressway and Lake Shore Boulevard, and solicit feedback from stakeholders.

**AGENDA**

<b>Item</b>	<b>Lead</b>
Agenda Review and Introductions	Tony Medeiros, Waterfront Toronto
Recap and Review of Evaluation Findings	Kumar Kintala, HR&A Advisors
Discussion of Findings with Stakeholders	All
Next Steps and Conclude Meeting	Tony Medeiros



## Appendix B – List of Attendees

### Working Group Meeting List of Attendees

Brookfield Properties  
Build Toronto  
Cadillac Fairview  
City of Toronto  
First Gulf  
Martin Prosperity Institute  
Oxford Properties  
REALpac  
Royal Bank of Canada  
Ryerson City Building Institute | Ryerson University  
Toronto Financial District BIA  
Toronto Region Board of Trade



## **Gardiner Expressway East Environmental Assessment Goods Movement Working Group – Stakeholder Update**

**Monday, March 30, 2015  
Waterfront Toronto, 20 Bay Street, Suite 1310, Toronto, ON**

### **4. Meeting Purpose**

On March 30, 2015, Waterfront Toronto and the City of Toronto hosted an update meeting for the Gardiner EA Goods Movement working group. The purpose of the March 30 session was to present draft findings from the consultations and goods movement analysis, and to solicit feedback from stakeholders.

The meeting agenda is attached as Appendix A and a list of participants is included in Appendix B.

### **5. Presentation Summary**

Mr. Antonio Medeiros of Waterfront Toronto began the meeting by thanking participants for attending the stakeholder update as well as for participating in the prior goods movement consultations carried last December. Mr. Medeiros introduced the project team, including Robert Graham and Peter Harrison of CPCS and Don McKinnon of Dillon Consulting.

Mr. McKinnon began the presentation by reiterating that the EA Study Area includes the area between approximately Jarvis Street to Leslie Street to the east. He discussed the Public Works and Infrastructure Committee referral decision and that the City of Toronto had been directed to work with Waterfront Toronto and community stakeholders to review and further investigate the recommended option ("Remove" alternative) under the EA process to mitigate congestion concerns. He added that the project team was directed to prepare an additional option (the "hybrid" alternative) that combines the maintain and replace components to preserve expressway linkage and functionality between the Gardiner Expressway and Don Valley Parkway. The hybrid alternative was to be evaluated against the EA criteria in addition to: transportation functionality, impacts on key economic sectors, cost benefit, future land use considerations, public transit components, environmental impacts, and neighbourhood growth and compatibility.

Robert Graham of CPCS noted that his firm had carried out an analysis of goods movement as part of the EA. Mr. Graham provided a summary of goods movement in the study area, including comparisons of the study area to other major highways/corridors in the GTA with respect to peak hour and daily truck traffic, truck trip ends and origins, as well as share of total traffic by time (i.e., what share of overall traffic in the study area was attributed to trucks by time of day). He noted that small- and medium-sized commercial vehicles make up a much larger share of the total goods movement traffic downtown. Also, in a sample of truck GPS data, only approximately 20% of the trucks travelling on the Gardiner between Bathurst and the DVP travelled through without stopping, indicating that the majority of truck trips

captured in the sample were using the Gardiner to access (enter or leave) the downtown area, not travel through it.

Mr. Graham then summarized the stakeholder consultations that had been carried out with goods movement stakeholders in the study area, including three main groups: industrial and manufacturing, retail, and courier and logistics. Of the 19 stakeholders that participated in consultations, 17 indicated they would prefer to maintain the elevated expressway, while only 2 indicated they would support the remove alternative. With respect to the remove alternative, common concerns identified by the stakeholders included: road capacity, travel time, reliability, alternate routes, impact of construction, safety, and long term investment.

Travel time, reliability and cost were identified as the key concerns and the table below summarizes how these were prioritized by the different goods movement stakeholder groups.

	Travel Time	Reliability	Cost
Industrial and Manufacturing	Secondary Priority	Secondary Priority	Top Priority
Retail	Secondary Priority	Top Priority	Secondary Priority
Courier and Logistics	Top Priority	Top Priority	Secondary Priority

Legend

	Top Priority
	Secondary Priority

The evaluation of impacts was discussed for travel time, reliability and cost under the hybrid and remove alternatives.

City of Toronto staff noted that traffic incidents are much more impactful (leading to longer delays) on the Gardiner as opposed to Lake Shore Boulevard. The EA team modelled how the two alternatives (remove and hybrid) would respond to an incident that makes one lane unavailable for use. Analysis indicates a change in overall travel speeds would be -0.5 km/h on Lake Shore Boulevard versus -4.5 km/h on the Gardiner due to an incident under the hybrid alternative. Under the remove alternative, an incident would lead to an expected -2 km/h change on Lake Shore.

Next steps were then discussed, including continued stakeholder engagement and the upcoming public meetings in Toronto and Scarborough on April 15 and 20, respectively. The floor was then opened up to meeting attendees for questions and comments.

## 6. Facilitated Discussion

The following provides a summary of the key comments, questions, ideas and advice raised by working group members following the presentations.

- **Question:** For the sample of truck GPS data, was this based on a yearly average or a specific month?  
**Answer:** The GPS data was based on October 2014 data, in order to analyze data from a month with the highest expected traffic volume.
- **Question:** For the analysis showing that the remove alternative would see an average increase of vehicle travel time of an additional 2 to 3 minutes per trip over hybrid, it is hard to believe

this number is so low. Whenever there is a closure/incident on the Gardiner, the impact is much heavier on Lake Shore Boulevard.

**Answer:** For the modelling, we use standard conditions under AM peak period and look towards future scenarios by building in assumptions about people's behavior and adaptation. For example, there would be expected changes in mode of transportation, off-peak vs. on-peak travel, telecommuting, etc. The modelling results do not show a sudden change (due to a traffic incident, for example). Rather they are an average and take into account people adjusting their behavior and approach over time under the different alternatives.

- **Question:** Does the modelling take secondary impacts into account (i.e., impacts on local traffic and businesses near the study area)?  
**Answer:** Yes, the modelling is comprehensive and includes a number of scenarios that take into account potential impacts on local traffic, parking, businesses, property values, etc. The modelling also includes peak-hour modelling scenarios based on expected changes in the network, though the focus is on the study area/corridor.
- **Question:** For the truck traffic study, what kind of vehicle was used (car, tractor trailer, etc.)?  
**Answer:** An average vehicle type was used in order to take into account the different vehicle types that use the Gardiner Expressway.
- **Question:** How long is the study area for the presented analysis?  
**Answer:** The area studied is approximately 1.8 km from Jarvis Street to Cherry Street.
- **Question:** How long is the demolition/construction expected to be under the different alternatives?  
**Answer:** The City's rehabilitation program for the Gardiner East is 6 years. With respect to the construction timelines for the remove and hybrid options, overall implementation is expected to be around 6 years for both alternatives, although the remove alternative has a more complicated construction aspect to it – longer detours will be needed.



### **Gardiner Expressway EA**

Goods Movement Working Group Stakeholder Update

Monday March 30, 2015

Time: 9:00am – 11:00 am

Location: Waterfront Toronto, Boardroom 18, 20 Bay Street, Suite 1310, Toronto, ON

### **PURPOSE STATEMENT**

Waterfront Toronto and the City of Toronto have engaged Dillon Consulting, who have retained CPCS, a strategy consulting firm specializing in the transportation sector, to study the implications of the Remove Alternative on the movement of goods, and in particular:

- To provide a better understanding of the nature of goods movement in the study area;
- To provide a framework for assessment of the consequences (both positive and negative) of the implementation of the Remove Alternative for goods movement in the Greater Toronto Area; and
- To provide high level recommendations for mitigating the negative impacts of constraints on affected goods movement companies in the corridor based on work already undertaken in the Environmental Assessment.

CPCS has held consultations with goods movement stakeholders and carried out an analysis of the movement of goods in the GE/LSB corridor in order to support the overall Environmental Assessment.

The purpose of today's meeting is to present draft findings from the analysis, and solicit feedback from stakeholders.

### **AGENDA**

<b>Item</b>	<b>Lead</b>
Agenda Review and Introductions	Tony Medeiros, Waterfront Toronto
Recap and Review of Evaluation Findings	Robert Graham, CPCS
Discussion of Findings with Stakeholders	All
Next Steps and Conclude Meeting	Tony Medeiros

## Appendix B – List of Attendees

### Working Group Meeting List of Attendees

Canada Post  
City of Toronto  
Ports Toronto  
Redpath Sugar  
Siltech Corporation  
St. Lawrence Market BIA  
Toronto Industry Network  
University of Toronto