

Clause embodied in Report No. 9 of the Planning and Transportation Committee, which was before the Council of the City of Toronto at its meeting held on October 2, 3 and 4, 2001.

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Preliminary Proposal to Expand the Don Valley Parkway

(City Council on October 2, 3 and 4, 2001, deferred consideration of this Clause to the next regular meeting of City Council scheduled to be held on November 6, 2001.)

(City Council on July 24, 25 and 26, 2001, deferred consideration of this Clause to the next regular meeting of City Council scheduled to be held on October 2, 2001.)

(Clause No. 2 of Report No. 8 of The Planning and Transportation Committee)

The Planning and Transportation Committee recommends that no further action be taken with respect to the proposal to widen the Don Valley Parkway as it will further damage the Don Valley ecosystem and is totally inconsistent with City of Toronto policies respecting the reduction of car dependencies as contained in the existing Official Plans of the former municipalities and the emerging new Official Plan for the City of Toronto.

The Planning and Transportation Committee submits the following report (May 31, 2001) from the Commissioner of Urban Development Services:

Purpose:

This report is in response to a request to the Commissioner of Urban Development Services to comment, in the context of the Official Plan, on a preliminary proposal to expand the Don Valley Parkway by adding four centre toll lanes.

Financial Implications and Impact Statement:

This report has no financial implications.

Recommendation:

That Council receive for information the preliminary proposal to expand the Don Valley Parkway by adding four centre toll lanes.

Background:

In March, 2001 Councillor Paul Sutherland (Ward 33) released a preliminary proposal for a "self-funding Don Valley Parkway Expansion". The proposal expands the capacity of the Don Valley Parkway (DVP) by adding two centre express lanes in each direction for toll-paying

vehicles and express buses. It is estimated that the toll revenues could more than cover the project's capital, operating and maintenance costs. The addition of the four new toll lanes would require a general widening of the DVP and south of Eglinton Avenue, where the right-of-way is narrower, it may prove necessary to reduce the six existing free lanes to four. (Item 14(a) attached includes a schematic diagram of the cross-profiles of the widened DVP north and south of Eglinton Avenue.) Access to the express toll lanes would be restricted to three points: Highway 401, Bloor Street and downtown. As noted in the background document "...the proposal is in its preliminary stages and requires additional study of its technical, environmental and economic merits".

Copies of the DVP Expansion proposal have been sent to the Transportation Committee of the Greater Toronto Services Board (GTSB) and the Chair of the City's Works Committee and both referred the matter on to the City's Planning and Transportation Committee for consideration in the context of the development of the City's new Official Plan.

Comments:

The major roads serving the downtown have operated at capacity since the mid-1960's during peak periods and the DVP is no exception. With a design capacity of around 1,600 vehicles per hour per lane, the following cordon count numbers for a point just south of Highway 401 show the heavy peak hour use of the DVP in each direction:

Peak-Hour Auto Driver and Passenger Volumes on the DVP south of Highway 401

	Southbound A.M. Peak Hour	Southbound P.M. Peak Hour	Northbound A.M. Peak Hour	Northbound P.M. Peak Hour
1987	4,940	7,680	5,250	6,860
1989	N/A	5,810	5,270	6,230
1991	6,340	6,640	6,500	5,660
1993	5,920	5,800	5,420	7,100
1995	6,030	6,550	6,970	6,650
1998	5,410	6,480	6,350	6,140

Interestingly, the numbers reveal that the heaviest morning peak hour flows on the DVP (just south of Highway 401) tend to be in the northbound direction and in the southbound direction in the afternoon peak. This suggests that the heaviest peak hour flows are caused by people in cars travelling out of the City in the morning and returning in the evening.

The expansion of the DVP from a six to ten lane expressway would represent a major reversal of the long-standing Official Plan policies of both the former City and Metro Councils not to increase the capacity of the downtown road system to service growing commuter demands. These policies have proven an effective means of limiting the growth in downtown peak-period traffic and encouraging other alternative modes of travel. These policies are being carried over into the formulation of the City's new Official Plan.

The report "Reducing Car Dependence: Transportation Options for the City of Toronto" was recently released in March, 2001 as an Official Plan background document. As the title suggests, the report places the emphasis on improved transit services and does not contemplate any major road expansions beyond those already approved by Council such as the widening of Steeles Avenue east and the Front Street West extension. Widening the DVP would not be consistent with the general policy objective of reducing car dependence.

Conclusions:

The widening of the DVP would be a major reversal of existing Official Plan policies and contrary to the emerging planning policy directions of the City's new Official Plan.

Contact:

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The Planning and Transportation Committee also submits the following communication (May 4, 2001) from Councillor Disero:

I am forwarding the attached communication from Councillor Paul Sutherland, which was addressed to me, as Chair of the Works Committee.

As this issue comes within the jurisdiction of the Planning and Transportation Committee, I am referring it to you, for consideration in the context of the Official Plan.

(Communication dated April 20, 2001, from
Councillor Sutherland, addressed to the Chair, Works Committee)

I am requesting you as Chair of the Works Committee to direct staff to report on a proposal to expand the Don Valley Parkway. The proposal would include maintaining up to three existing lanes in either direction while adding two new centre toll lanes each way. Funding would be by private firm(s) with a portion of the tolls returned to the City for transit initiatives.

Please call me if you require any clarification or further information on this proposal.

The Planning and Transportation Committee also submits the following transmittal letter (June 15, 2001) from the Acting City Clerk, North Community Council:

The North Community Council on June 13, 2001 referred the following Resolution submitted by Councillor Sutherland, Ward 33 – Don Valley East to the Planning and Transportation Committee:

Moved by: Councillor Paul Sutherland

Seconded by: Councillor Peter Li Preti

“WHEREAS congestion on our North York City streets and highways is at the point of complete gridlock; and

WHEREAS it is expected that more than 7.5 million people are destined to live in the Greater Toronto Area by 2030; and

WHEREAS the City Planning Department is preparing an Official Plan that will increase the population in Toronto by almost 50% or 1 million people; and

WHEREAS the plan relies almost exclusively on utilizing public transit only to accommodate these new residents; and

WHEREAS at the rate of the Sheppard line subway expansion, it will take approximately 100 years to build the public transit network required, presuming there are tax dollars and the political will to do; and

WHEREAS the Don Valley Parkway is the only north/south public highway entering and exiting Toronto; and

WHEREAS the Don Valley Parkway has as many cars going north and south at peak morning and afternoon periods;

THEREFORE BE IT RESOLVED that North Community Council request the Transportation and Planning Committee to accept the proposal from the Ontario Road Development Corporation to explore, at its cost, the feasibility of constructing additional tolled lanes on the Don Valley Parkway, while maintaining the existing public non-tolled lanes, and that the following be included in the study:

- (1) a full costing analysis of the road widening;
- (2) that the road widening be paid for and constructed with no tax dollars;
- (3) that a formula be prepared and an estimate provided on expected new revenue to the City;
- (4) that the new resources be dedicated to City transportation and environmental projects;
- (5) that the report detail the potential reduction of smog emissions from moving vehicles on the new tolled lanes compared to the smog emissions produced by idling vehicles;
- (6) that the report detail the feasibility of using new asphalt materials that can reduce noise pollution by as much as 50% from current levels;
- (7) that the report provide details on new ice eliminating materials available that would decrease most or all of the salt and oil entering the Don River;

- (8) that the report indicate methods of using a transponder toll system that would allow for pollution-free or alternative fuel vehicles to travel the toll lanes at reduced rates;
- (9) that an estimate of daily use of the bus expressway by GO and TTC be provided, including the number of estimated new transit riders; and
- (10) that the consortium be requested to work with City Transportation and Planning staff and report back to the Planning & Transportation Committee as soon as possible”.

The following persons appeared before the Planning and Transportation Committee in connection with the foregoing matter:

- Rob Wanless, Vice President, Transportation and Planning, Marshall Macklin Monaghan (Ontario Road Development Consortium);
- Richard Grant, Consultant, Miller Paving (Ontario Road Development Consortium);
- Penina Cooper-Smith;
- David Leinster, Ontario Association of Landscape Architects;
- Janice Palmer, Don Watershed Regeneration Council;
- Natalie Litwin, Transport 2000 Ontario;
- Joel Ornoy, Federation of Ontario Naturalists;
- Peg Lush, Feet on the Street;
- Derek Chadbourne, Bikeshare;
- Wayne Scott, Toronto Pedestrian Committee;
- Andy Manahan, Universal Workers Union, Local 183;
- Gord Perks, Toronto Environmental Alliance;
- Lela Gary, Air Pollution Coalition of Ontario;
- Michael Canzi
- Faye Lyons, Canadian Automobile Association;
- Hamish Wilson;
- Laurie Ward;
- William Brown;
- Elyse Allan, President and CEO, Toronto Board of Trade;
- Fred Luk, President, Filet of Sole Restaurant Group;
- Dalton Shipway; and
- George Soulis, President, Muirhead Area Ratepayers Association (Ward 33).

The Planning and Transportation Committee also had before it the following communications which were forwarded to all Members of Council with the agenda of the Planning and Transportation Committee for its meeting on July 3, 2001, and copies thereof are on file in the office of the City Clerk, City Hall:

- (May 7, 2001) from the Acting Executive Director, Greater Toronto Services Board advising that the Transportation Committee of the Greater Toronto Services Board considered correspondence (March 29, 2001) from Councillor Sutherland, and:

- (1) directed that this correspondence be referred to the City of Toronto with a request that it report back to the GTSB on the status of Councillor Sutherland's proposal vis-à-vis the City of Toronto's transportation plan; and
 - (2) forwarded this material to the City of Toronto Commissioner of Urban Development Services and to the GO Board for comment;
- (May 30, 2001) from Joel Ornoy requesting that the Committee invest in better public transit options rather than widening our roadways;
 - (June 1, 2001) from Councillor Sutherland submitting the following material:
 - correspondence from Tony Dionisio, Universal Workers Union Local 183;
 - correspondence from Kerrie MacPherson and Elyse Allan, The Toronto Board of Trade; and
 - report, entitled "Strategic Development Partnership - Parkway Transportation Express Corridor;
 - (May 31, 2001) from John P. Wilson, Chair, Task Force to Bring Back the Don, opposing any plan to add traffic lanes to the Don Valley Parkway;
 - (June 20, 2001) from Mark Wilson, Chair, Don Watershed Regeneration Council, opposing the expansion of the Don Valley Parkway;
 - (June 23, 2001) from Neil Vosburgh, President, Imago Restaurants Inc., supporting a study to further explore the proposal by the Ontario Road Development Corporation for a strategic Development Partnership with the City of Toronto;
 - (June 27, 2001) from Shirley Reichberg, Artshouse Communications Inc., supporting a study to further explore the proposal by the Ontario Road Development Corporation for a strategic Development Partnership with the City of Toronto;
 - (June 27, 2001) from Kathy Stranks, Executive Assistant, Chair & CAO, Toronto and Region Conservation Authority, advising that a staff report would be brought back to the Watershed Management Advisory Board regarding this proposal, and requesting that the City of Toronto be advised that this proposal is being discussed in advance of the adoption of, and in conflict with, the City of Toronto's draft Official Plan, and that this proposal requires coordination with the GTSB and the Transportation and Works Committee of affected Municipalities;
 - (June 27, 2001) from William O.S. Ballard, The Next Investment (TNI), supporting a study to further explore the proposal by the Ontario Road Development Corporation for a strategic Development Partnership with the City of Toronto; and
 - (July 2001) from Mark Veilleux, Sales Representative, Retail Investment, CB Richard Ellis, supporting a study to further explore the proposal by the Ontario Road Development Corporation for a strategic Development Partnership with the City of Toronto.

- (June 27, 2001) from Marlin A. Keranen, Vice President of Operations, Holiday Inn, supporting a study to further explore the proposal by the Ontario Road Development Corporation for a strategic Development Partnership with the City of Toronto;
- (June 29, 2001) from Ganesh Mohan, Owner/Chef, Solo Grill and Wine Restaurant, supporting a study to further explore the proposal by the Ontario Road Development Corporation for a strategic Development Partnership with the City of Toronto;
- (June 28, 2001) from Charles-Antoine Rouyer, Hygeia Healthy Communication Saine Inc., proposing that a fast rail service be put in place of the proposed four added lanes to the Don Valley Parkway;
- (June 28, 2001) from Jo-Anne Azzarello, Chair, Government Affairs & Planning, Toronto Entertainment District Association, supporting a study to further explore the proposal by the Ontario Road Development Corporation for a strategic Development Partnership with the City of Toronto;
- (June 28, 2001) from John Watts, Joe Badali's Ristorante Italiano & Bar, supporting a study to further explore the proposal by the Ontario Road Development Corporation for a strategic Development Partnership with the City of Toronto;
- (July, 2001) from Joanne Smale, C.E.O., Planet3 Communications Ltd., supporting a study to further explore the proposal by the Ontario Road Development Corporation for a strategic Development Partnership with the City of Toronto;
- (June 28, 2001) from Bud Purves, President, CN Tower, supporting a study to further explore the proposal by the Ontario Road Development Corporation for a strategic Development Partnership with the City of Toronto;
- (June 29, 2001) from Nick Majors, President, North York Chamber of Commerce, supporting the feasibility study;
- (June 28, 2001) from John Wellner, Director, Air Programme. Pollution Probe, opposing the proposal to add four new toll lanes to the Don Valley Parkway south of Highway 401;
- (June 29, 2001) from Joseph Pope supporting the proposal from the Ontario Road Development Corporation for a partnership with the City of Toronto to develop the Don Valley Parkway Express Corridor;
- (June 29, 2001) from Michael H. Keltz, Chartered Accountant, supporting the study to further explore the proposal by the Ontario Road Development Corporation for a strategic Development Partnership with the City of Toronto;
- (July, 2001) from HVM Queen West supporting a study to further explore the proposal by the Ontario Road Development Corporation for a strategic Development Partnership with the City of Toronto;

- (June 27, 2001) from James Cowan, Vice President & Director, Macquarie North America Ltd., Project and Structured Finance Group, forwarding comments regarding the possibilities of a tolled expansion of the DVP;
- (July 2, 2001) from Donna Henhoeffter, Partner/Event Consultant, boom-D A, supporting a study to further explore the proposal by the Ontario Road Development Corporation for a strategic Development Partnership with the City of Toronto;
- (June 29, 2001) from George Vandebek, President and Dorothy McCabe, Executive Director, Richmond Hill Chamber of Commerce, supporting undertaking the feasibility study;
- (undated) from William E. Brown opposed to the proposal to expand the Don Valley Parkway with four (4) toll lanes;
- (June 29, 2001) from David H. Bradley, President, Ontario Trucking Association, supportive of fully examining any proposal that will expand capacity and help relieve congestion on our crowded roads and highways;
- (June 29, 2001) from Gregor Beck, Director, Conservation and Science, Federation of Ontario Naturalists, opposing the widening of the Don Valley Parkway;
- (undated) from Janice Palmer, Don Watershed Regeneration Council, opposed to any proposal to expand the Don Valley Parkway;
- (July 3, 2001) from Natalie Litwin, Transport 2000 Ontario, opposed to the proposal to add four lanes to the Don Valley Parkway;
- (July 3, 2001) from Martin Abela opposed to the proposal to expand the number of lanes on the Don Valley Parkway;
- (July 3, 2001) from Hamish Wilson opposed to the proposal for the Don Valley Expansion;
- (July, 2001) from Gino Empry, A Division of Gino Empry Enterprises, supporting a study to further explore the proposal by the Ontario Road Development Corporation for a strategic Development Partnership with the City of Toronto; and
- (July, 2001) from Nicholby's Franchise Systems Inc., supporting a study to further explore the proposal by the Ontario Road Development Corporation for a strategic Development Partnership with the City of Toronto.

(City Council on July 24, 25 and 26, 2001, had before it, during consideration of the foregoing Clause, a communication (July 17, 2001) from the Acting City Clerk, forwarding a resolution from the Toronto Cycling Committee regarding the proposal to expand the Don Valley Parkway.)

(City Council also had before it, during consideration of the foregoing Clause, the following communications with respect to the preliminary proposal to expand the Don Valley Parkway:

- (a) (July 3, 2001) from Mr. Peter Cosentino, Director of Marketing, Toronto Blue Jays Baseball Club;
- (b) (July 23, 2001) from Mr. Hamish Wilson; and
- (c) (July 23, 2001) from Ms. Helen Hansen and Mr. Robert Hansen.)

(Having regard that City Council deferred consideration of this Clause to its next meeting scheduled to be held on October 2, 2001, the aforementioned communications will be resubmitted to Council.)

(City Council on October 2, 3 and 4, 2001, again had before it, during consideration of the foregoing Clause, a communication (July 17, 2001) from the Acting City Clerk, forwarding a resolution from the Toronto Cycling Committee regarding the proposal to expand the Don Valley Parkway.)

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