



7 September 2012

His Worship Rob Ford  
Mayor of Toronto  
City of Toronto  
City Hall, 100 Queen Street West  
Toronto, ON M5H 2N2

John Campbell  
President and Chief Executive Officer  
Waterfront Toronto  
20 Bay Street, Suite 1310  
Toronto, ON M5J 2N8

**Re: PORT LANDS REDEVELOPMENT**

Dear Messrs Ford and Campbell:

In light of the upcoming Executive Council meeting and subsequent meetings of the full Toronto City Council, I am writing on behalf of Lafarge Canada regarding Waterfront Toronto's Port Lands Redevelopment Plan presented to the most recent Land User Advisory Committee and at the public consultation meeting held in August. We have carefully reviewed the recently released Plan and have serious questions and concerns.

Lafarge has called the Port of Toronto home for more than 80 years, and we believe we are an important part of the City's industrial heritage. The specific recognition of Lafarge's Polson Street Cement Terminal in the most recent iteration of the redevelopment Plan is particularly welcome given this has not always been the case when plans have been presented by Waterfront Toronto.

In our view, a revised plan that allows our Terminal to remain operational indefinitely is an essential requirement over the current plan. As a landowner and long-time industrial steward at the Port, Lafarge intends to remain at our current location and any redevelopment must reflect this. Our view is the recently released Plan does not achieve this and many questions still remain unaddressed.

**A Critical Role in Toronto**

Lafarge and our Polson Street Terminal play a critical role in the construction industry in the Greater Toronto Area (GTA). Lafarge is the largest producer of cement and concrete in Canada. Our products are used in residential, commercial, and public works construction across the GTA, including many projects in downtown Toronto.

Lafarge has owned the cement terminal located at 54 Polson Street since 1929 and we are a major distributor of cement in the Toronto area. We began distribution activity at our current site in 1930, and have served the construction industry in the GTA for more than 80 years, made possible by water transportation because of our terminal's central location and accessibility. The benefits to government are significant, including the wharfage fees we pay yearly to the Toronto Harbor Commission and the taxes we pay to the City of Toronto.

## **Our Terminal, the Environment, and the Economy**

The customer demand to supply our products remains strong: last year, we transported approximately 400,000 tonnes of cement through our Polson Street facility. A key factor to remember is that for economic prosperity and environmental sustainability, it is essential that cement supply is sourced close to cement demand. The reason for this is simple: Torontonians consume large quantities of cement. To reduce the environmental impact of cement, we must minimize the movement of our product. Every kilometer reduced reduces the impact on infrastructure, the emissions of CO<sub>2</sub> and the overall costs to the environment and the economy.

Based on our 2011 numbers, if we were not able to ship by boat our product to the terminal at Polson Street, we would have to transport our product using approximately 40,000 heavy trucks travelling through the City of Toronto and across the GTA. Even if our Polson facility were not operational, we would still be required to meet our customer demands, and this heavy truck traffic would remain. Our Polson Street terminal facility allows us to have close-to-market supply, and by shipping by boat, we are able to reduce the environmental impact of our logistics chain.

In order to serve Toronto's infrastructure development needs and the demand for building materials in an economically feasible way, it is integral to maintain our Terminal facility at its existing location.

## **How does the new Waterfront Toronto Plan affect our operations?**

The future of our Terminal and the impact upon it from the proposed redevelopment Plan remains unclear. When the plans for the Port Lands were initially conceived by Waterfront Toronto back in 2001, there was no acknowledgement of our land ownership and use of the Port. We are encouraged by the incremental changes that have been made to the proposed Don River mouth design, but as long-term landowners, we believe further amendments are required. Specifically:

### *Water Access*

Water access is crucial to the Terminal's operation. We understand that the southern dockwall would be maintained as long as Lafarge needs it. However, further details are required to confirm that Lafarge's boats will be able to continue to operate within the revised Polson Slip / Don River Mouth. More study is required to clarify how the proposed first phase of development will affect the ability our ships to safely dock at the terminal. Further study is also required to confirm that Lafarge's ships will be able to safely operate within the modified slip once the Don River is re-directed.

### *Road Access*

Truck access is as critical to the Polson Cement Terminal as water access. At a larger scale, the revised road network must maintain safe access into and out of the Port Lands for the type and volume of truck traffic that we rely upon. Any redevelopment plan must preserve, and preferably improve, safe access to and from our Terminal, and minimize truck / pedestrian conflicts as much as possible.

### *Reserving Lands for “Transformational Uses”*

The most recent plans suggest that a “Catalyst Site” be reserved within Polson Quay for potential “Transformational Uses”. No information is offered regarding how much land should be reserved and where, what these uses might be, and how they may impact on Lafarge’s operations. This uncertainty, and the fact that any such use will likely be very close (perhaps even adjacent) to our Terminal is a significant concern.

### *Land Use Compatibility*

Having acknowledged the existence of Lafarge at its current location, any Plan must ensure that development is compatible with our ongoing operations. We appealed the original redevelopment Plans on the grounds that they did not contain clear and explicit provisions for the continued operation of our facilities. These concerns remain. Lafarge is committed to working with the City and Waterfront Toronto to ensure that any new Plans include recognition of our ongoing operations for the long-term as we have no intention of closing our Terminal.

### **Next Steps**

The recently presented plan forms the basis of a report to be considered at the September 10 meeting of the Executive Committee, with the aim of the new plan being endorsed by City Council later this fall. We ask that careful consideration be given to refining the redevelopment Plan so that the needs of existing land users are taken into consideration for the benefit of all Torontonians.

Yours truly,



Gurinder S. Girm  
Vice President and General Manager – Cement  
Lafarge Canada Inc. (Eastern Canada)

CC. Members, Toronto City Council