

Media ReleaseJune 10th, 2015**MAMMOLITI'S VISION FOR THE GARDINER SHOULD BE REVISITED**

In 2010 I foresaw the need for a complete overhaul of the of the Gardiner, which included public transit, biking and walking paths and a link to the island. With Professors Ivan Saleff and Robert M. Wright of the University of Toronto Daniels Faculty of Design we were able to solidify a plan. Just over 5 years to the day I made my plan for the Gardiner public, City Council is debating how to proceed with a plan for only the Eastern portion. The reality is the full extent of the Gardiner will likely have to be dealt with in coming years and I have already presented a viable solution. My plan included a way to cover the cost via Vehicle Parks for commuters and time-specific tolling of portions of the roadway. Limiting the debate to the Eastern portion limits the opportunity for us to look at a way to maintain Toronto as a World Class City.

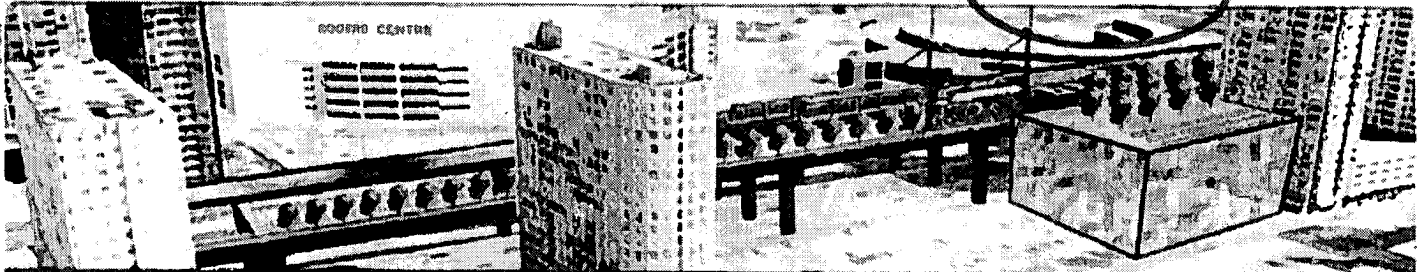
Councillor Giorgio Mammoliti Ward 7 – York West, Contact: Imorra@toronto.ca

Greater Toronto

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JUNE 9, 2010
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PLANS FOR THE GARDINER Giorgio Mammoliti would ban cars, GT3

VISION FOR THE GARDINER

Moses did it. But can Mammoliti?

Candidate announces \$1.3 billion plan to open up expressway, and limit motorists to 8-lane Lake Shore

TESS KALINOWSKI
TRANSPORTATION REPORTER

A \$1.3 billion plan to ban cars from the Gardiner and confine motorists to a wider, eight-lane Lake Shore Blvd. could be paid off in four years with revenue from road tolls, parking and a floating casino near Ontario Place, says Toronto Councillor Giorgio Mammoliti.

The mayoral candidate's vision — based on the work of University of Toronto architecture professors Ivan Saleff and Robert Wright — reimagines the Gardiner as a skyway, open down the middle to act as a six-kilometre skylight over Lake Shore.

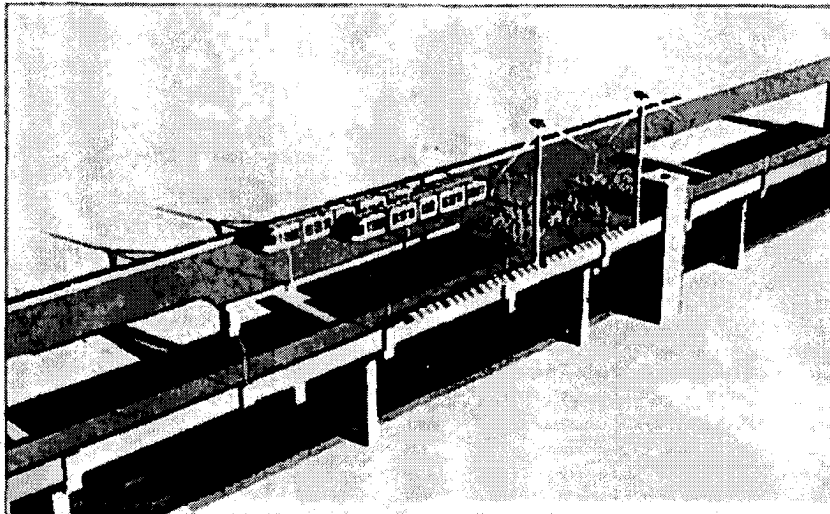
"The Gardiner would open just like Moses opened up the sea," said Mammoliti.

Inspired in part by New York's High Line elevated park, it would have trains down one side, with lanes for cyclists, pedestrians and skaters on the other, running through a series of 12 sky parks — green spaces equivalent in acreage to 15 Yonge-Dundas Squares — at a cost of \$84 million, including street connections.

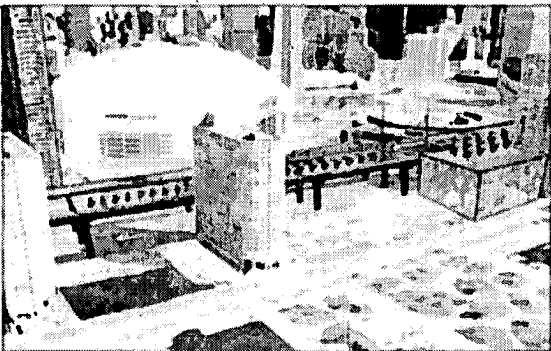
Mammoliti is proposing to raise between \$200 million and \$500 million annually from a casino, \$100 million from parking and \$75 million from road tolls.

"We've got to stop with asking people to cover the woes and the costs of Toronto with property taxes," said Mammoliti, who drew only 3 per cent support in an April poll by the *Toronto Star*.

Mammoliti said he would negotiate a casino deal with the province even though Queen's Park put a moratorium on new commercial



Illustrations above and below show various aspects of the Gardiner Expressway, including a skytrain and series of elevated parks, as envisioned in Councillor Giorgio Mammoliti's \$1.3 billion plan for Toronto's waterfront.



"The Gardiner would open just like Moses opened up the sea," said Mammoliti in unveiling his plan on Tuesday.

and charity casinos in 2005.

"What we're going to say to the province is: We want to do this on our own. We don't want to be coming to you every year and asking you for \$500 million," he said.

Although seven out of 10 people polled rejected the idea of \$5 tolls on the Gardiner and Don Valley Parkway, Mammoliti said he's convinced drivers would celebrate his plan to collecting tolls on the Lake



Shore and Front St. extension during rush hour. "None of them would mind paying \$2 if it is going to something meaningful," he said. Motorists would have the option of parking in two giant 10,000-spot

lots at the CNE and the foot of the DVP for a \$15 fee that would include a day pass for transit.

Mammoliti put the cost of a skytrain at \$300 million. But he was vague on the technology he is proposing, saying only that it would not be light rail transit.

"We need to get people to the airport quickly and an LRT just doesn't do that. It's a true new concept, a clean concept that talks about getting us quickly to where we need to go," he said.

It costs Toronto about \$8 million a year on average to maintain the Gardiner. But this year's extensive work doubled that to about \$15 million, according to the city.

It was estimated that a 2008 proposal to tear down the Gardiner east of Jarvis St. and replace it with an eight-lane road would cost about \$300 million.

In a second phase, something Mammoliti envisions in his second term as mayor, the Toronto Islands would become home to a convention centre and hotel and there would be a transit link to the island airport.

"The island belongs to the whole city," he said. "We need to drive tourism to the city of Toronto, and you can't do it with a mediocre waterfront."

The skyway parks would be placed at each of the major intersections along the Gardiner, according to Wright, who said he and Saleff have been working on waterfront plans for years.

"In the debates about the Gardiner, the Lake Shore has actually been the largest barrier for pedestrians," Wright said.

He envisions the skyway parks — accessible from ground level via elevators — as fingers that connect one side to the other, possibly linking the skyway to Union Station.

Asked if Lake Shore Blvd. could actually be widened by two lanes, Wright said it would be possible if on-ramps were removed.

Waterfront Vision

Documents and Graphics Prepared by:

Professor Ivan Saleff Adjunct Faculty Daniels Faculty of Architecture, Landscape and Design,
Ivan Saleff Architects

Professor Robert M. Wright, Daniels Faculty of Architecture, Landscape and Design, IZ Design.

*Commissioned by: Giorgio Mammoliti: Councilor, Head of Affordable Housing, City of Toronto and
Mayoralty Candidate.*

Civic identity, amenity and access: A vision for all the citizens of Toronto.

Overview:

- A) **Gardiner Expressway Transformation.** No automobiles on the Gardiner ever again.
- B) **Union Station to Pearson International Airport** rapid transit connection with strategic intermediate stations.
- C) **Revenue Generation** provides economic sustainability.

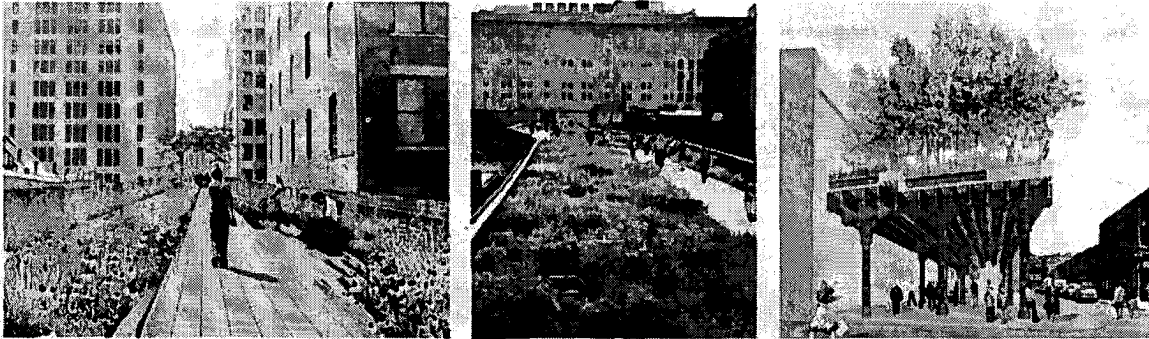
A) Gardiner Expressway Transformation:

Stage 1: Lake Shore Boulevard & Front Street Extension

1. **Lake Shore Boulevard** is to be widened to 8 lanes below Gardiner Skyway accommodating vehicular traffic, public transit, cyclists and pedestrians. Lake Shore Boulevard becomes **commercially active Grand Street** per earlier studies.
2. **Front Street Extension** proceeds per earlier studies from Bathurst Street to Dufferin Street and reverts to **one way traffic** accommodating rush hour traffic.
3. Lake Shore Boulevard and Front Street Extension become **revenue generating toll roads** between certain hours.
4. **Commuter Vehicle Parks** commence construction.

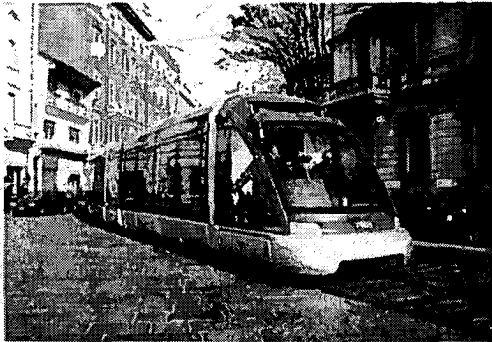
Stage 2: Gardiner Skyway

1. Upon completion of Stage 1 the existing Gardiner Expressway is transformed into the **Gardiner Skyway** accommodating parks, pedestrian promenades, bike lanes, recreation, transit, tourism and revenue generation. Gardiner Skyway provides **civic identity, amenity and access** while utilizing existing resources.

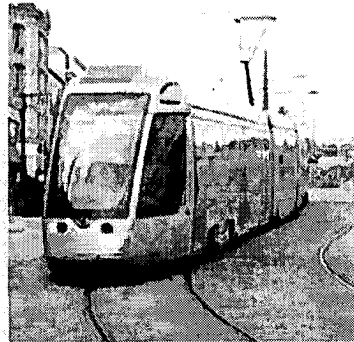


*NYC High Line
Design by Field Operations and Diller Scofidio +*

2. **Gardiner Skyway** consists of a series of elevated barrier-free parks connected by 6 kilometers of elevated transit and promenades for pedestrians and cyclists from **Cherry Street** westward to **Liberty Village**.



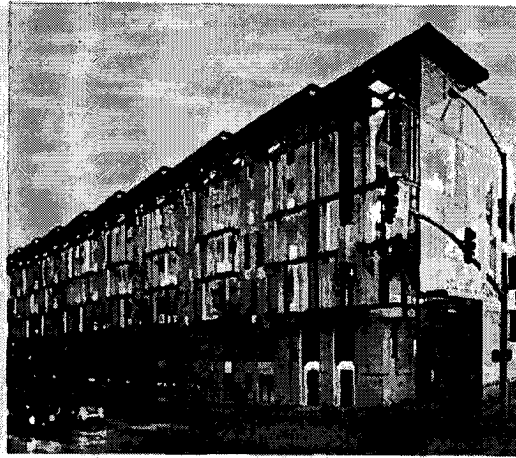
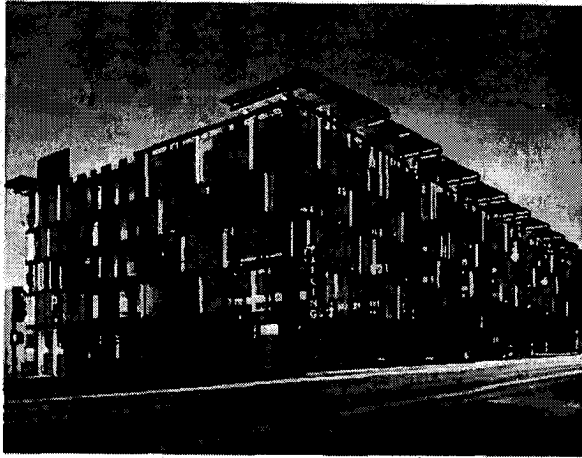
Eurotram, Milan, Italy



New Tram, Firenze, Italy

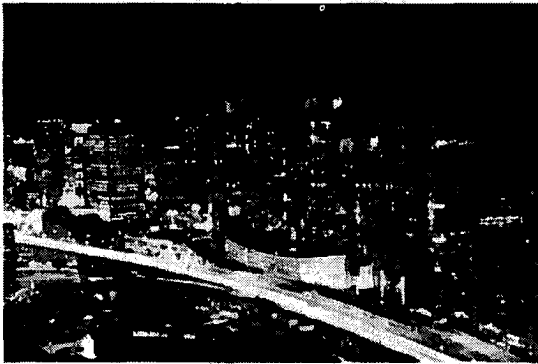
3. **No automobiles** on the Gardiner ever again. Access for emergency vehicles only. Police utilize bicycles and electric
4. **Sky Parks** connect to existing and future transit nodes.
5. **Sky Parks** are capable of **spanning over the railway to directly engage civic amenities** such as the Distillery District, St. Lawrence Market, Union Station and Liberty Village while also engaging the Air Canada Centre, Rogers Centre and CNE.
6. **12 new Sky Parks = 18 acres of open space = 15 Dundas Squares.**
7. Existing center lanes of expressway removed between Sky Parks directing daylight to an expanded **Lake Shore Boulevard** below.

8. Revenue generating 10,000 space vehicle parks anchors the Gardiner Skyway at either end. One at the CNE and the other built over the eastern railway tracks. Architecturally relevant aesthetic acts as a gateway to Gardiner Skyway.



photos by John Edward Linden from Archnewsnow.
Moore Ruble Yudell's Santa Monica Civic Center parking garage

9. Vehicle Parks provide commuters with daily transit pass for TTC and Sky Train included in cost of parking while reducing urban traffic by at least 10%.
10. Vehicle Parks provide electric small car and bicycle rentals along with other commercial opportunities to stimulate local economies and enhance Skyway experience.



11. Gardiner Skyway creates urban and waterfront synergy.

B) Union Station to Pearson International Airport transit link:

1. Rapid Transit connection constructed from Union Station to Pearson International Airport.
2. Strategic Intermediate stations such as Emery Village with associated vehicle parks and public transit connections stimulate local economies and development while reducing vehicular traffic.
3. Access to both the airport and downtown core are dramatically increased.

C) Revenue Generation:

-
1. Revenue generating **Casino Boat** activates Ontario Place.
 2. Public/private partnerships produce **revenue generation sustainability**.
 3. Newly constructed **Front Street Extension** and widened **Lake Shore Boulevard** produce toll revenues to offset construction costs and support Gardiner Skyway agenda.
 4. Revenue generating **vehicle parks** continue to fund municipal visions into the future while providing commuters with responsible alternatives and reducing downtown traffic.

Revenue Estimates:

Casino revenue 200M (OLGC - net 2 billion a year casino surcharges for 10 existing casinos.....200M\$/casino)

Parking revenue - 20,000 cars @ 15\$ ea (transit day pass included) x 260 working days = 78M\$ + weekends and events = +/- 100M\$/year
(add \$ from short term parking)

Toll road revenues - (200,000 - 20,000) x 80% = 144,000 x 2\$ = \$288,000/day
288,000 x 260 working days = 75M\$/year
+ weekends and events

Annual Subtotal.....375 Million \$

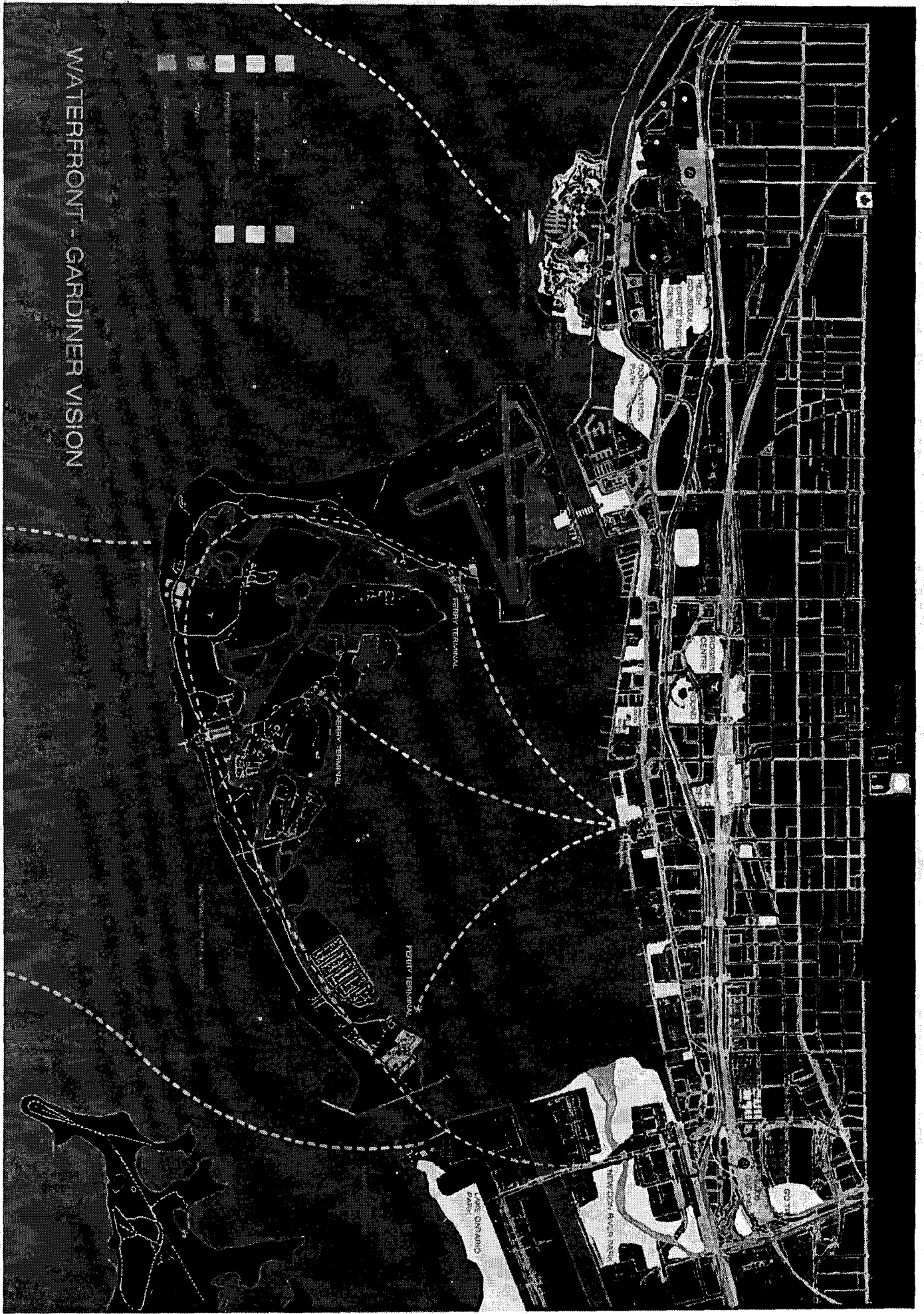
4yr subtotal.....1.5 Billion \$

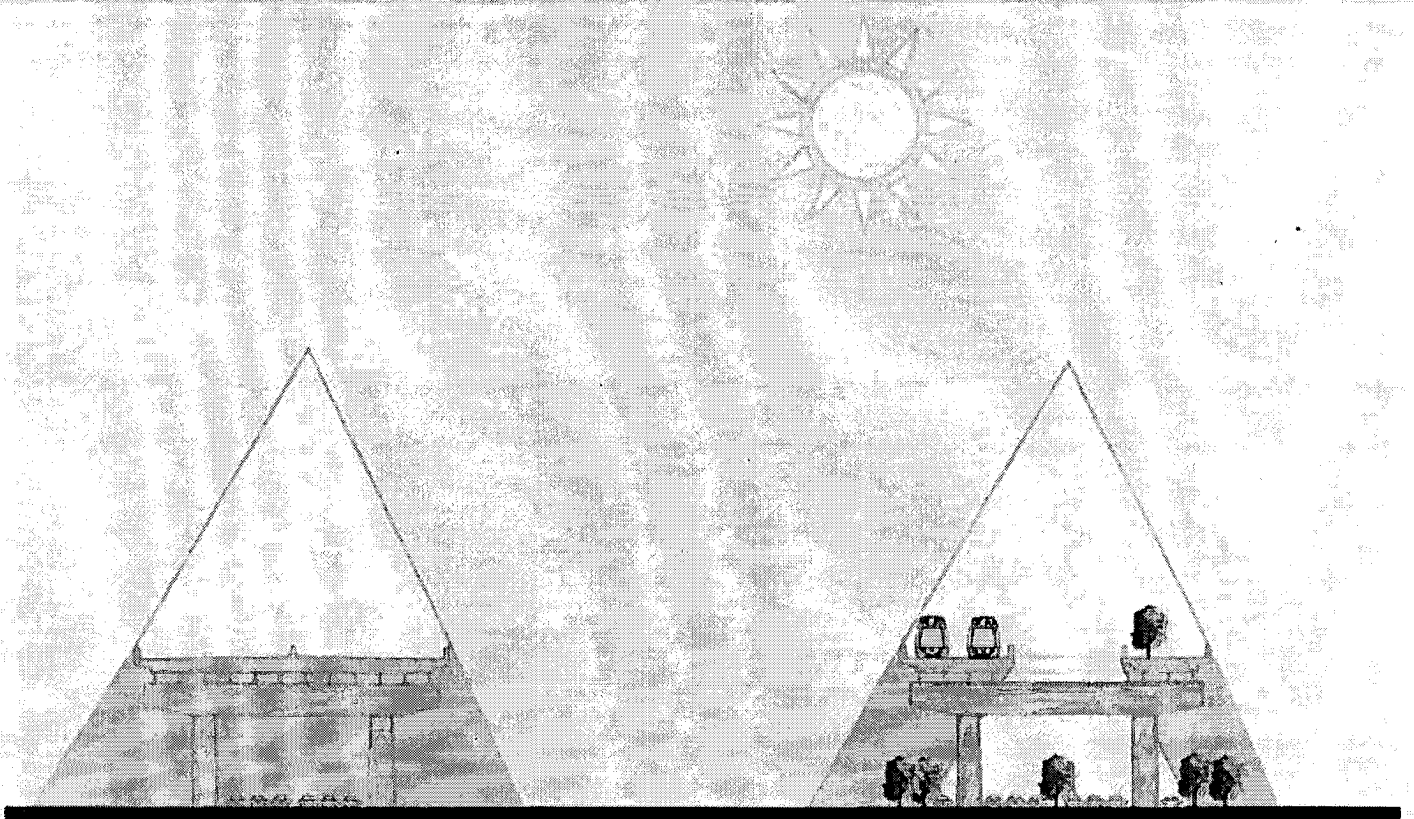
D) Cost & Budget Estimates

1. Widening of **Lake Shore Boulevard & Gardiner Skyway.....437 Million\$**
 2. Construction of **Front Street Extension.....240 Million\$**
 3. **Gardiner Sky Parks** (12 parks & street connections).....**84 Million\$**
 4. **Sky Train.....300 Million\$**
 5. **Vehicle Parks.....300 Million\$**
-
- Subtotal.....1.3 Billion\$***

*Pearson Transit Link funded by private debt & equity (2003 cost @ 200Million\$)

WATERFRONT - GARDINER VISION



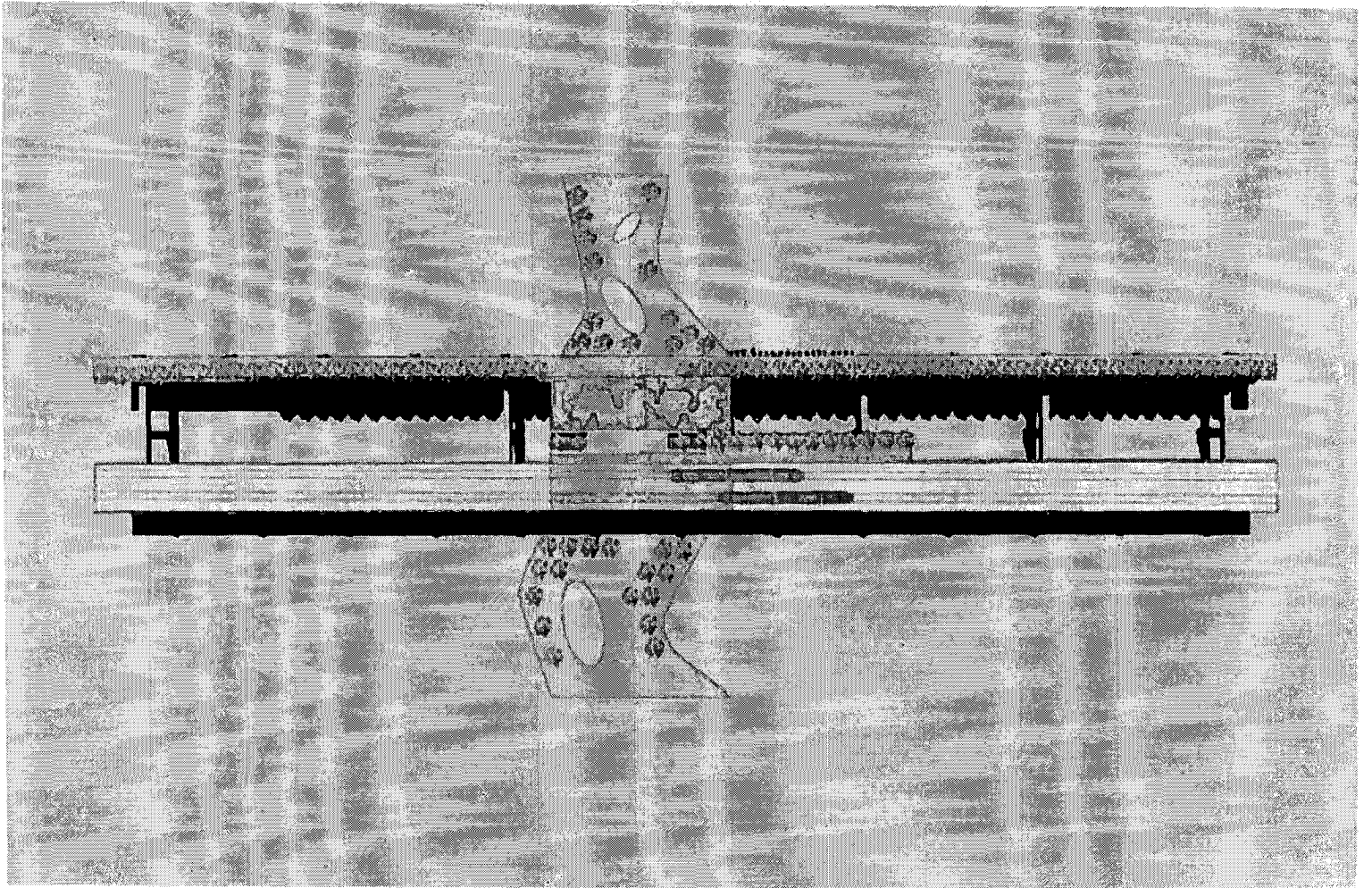


EXISTING

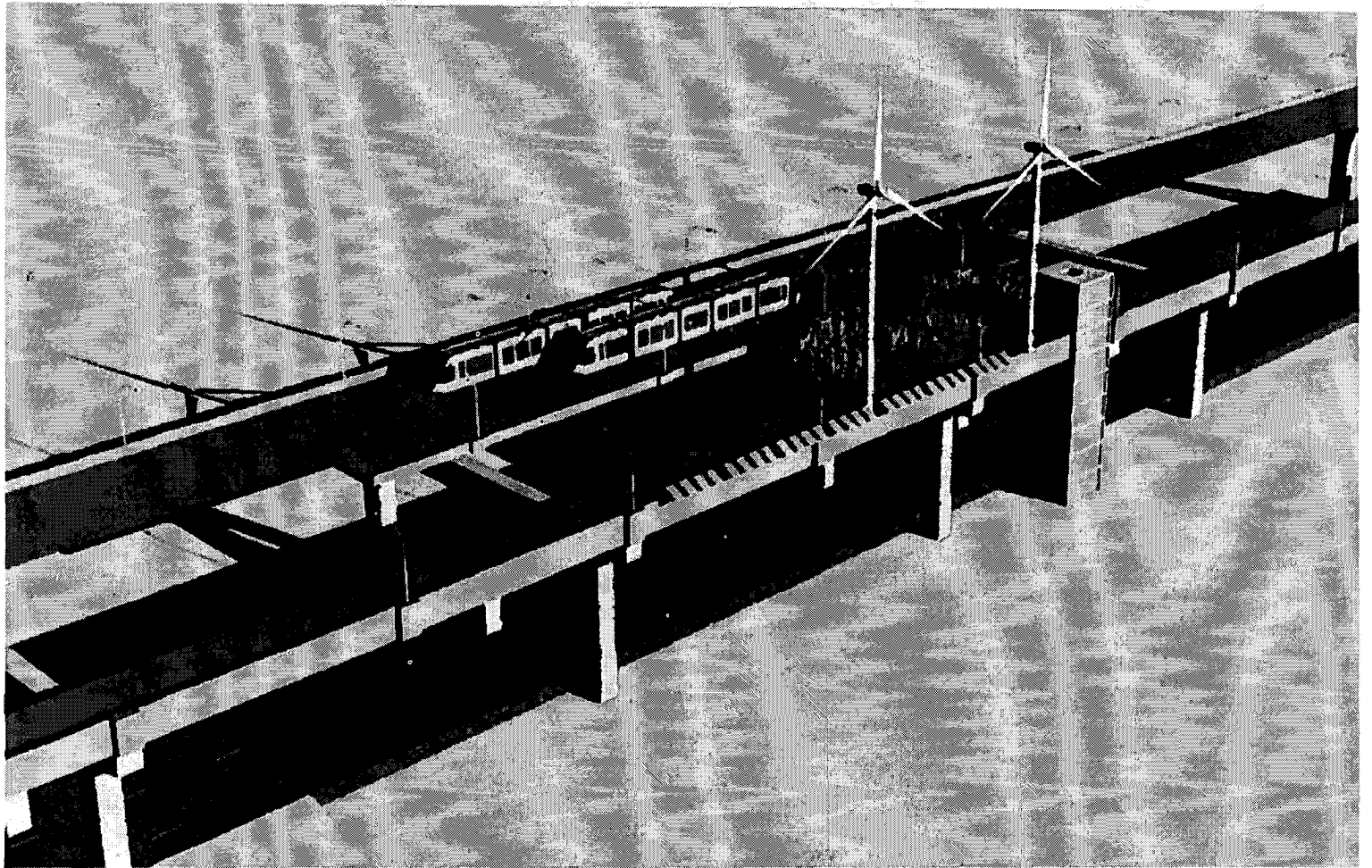
PROPOSED

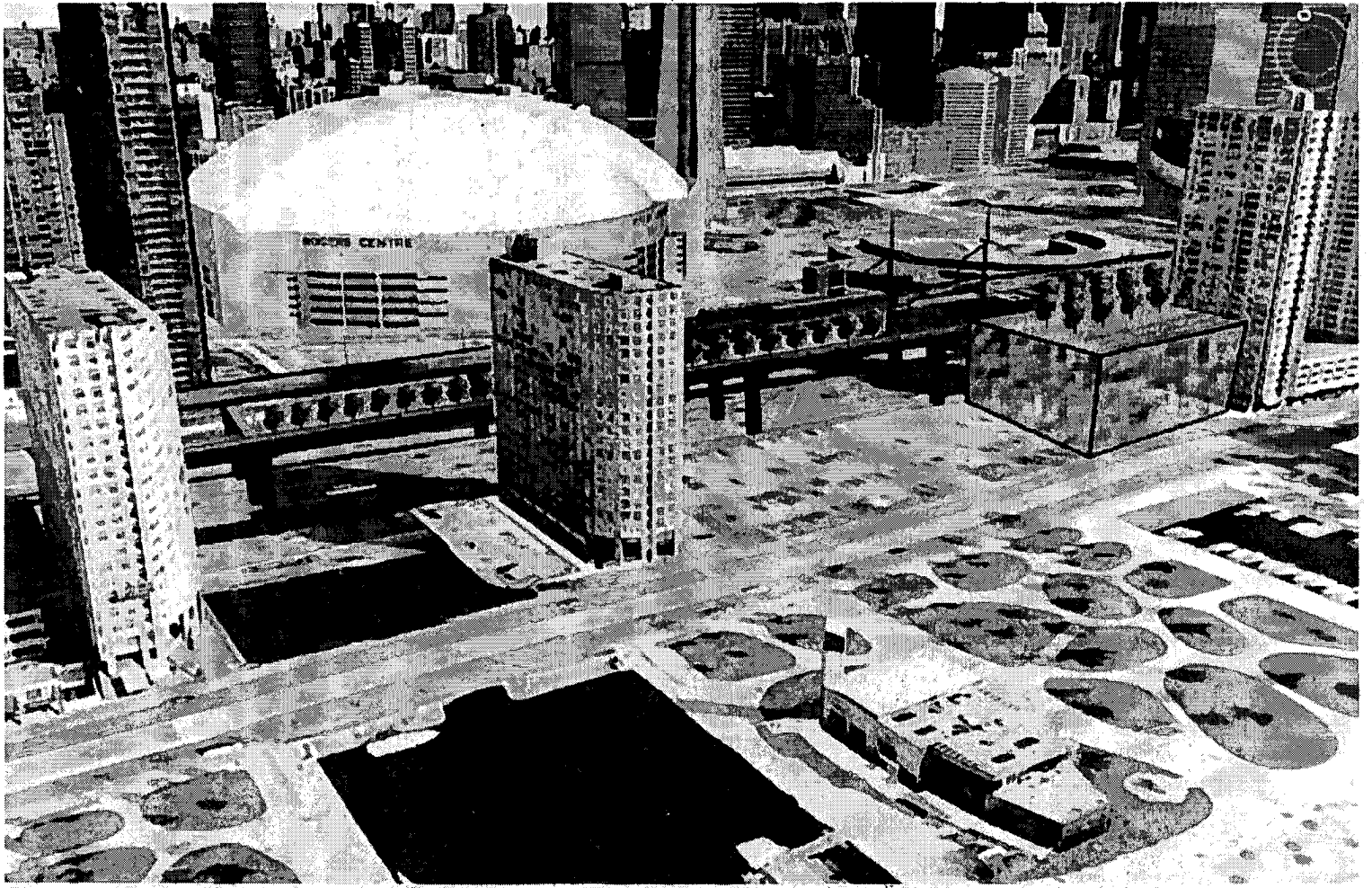
ELEVATION THROUGH THE GARDINER EXPRESSWAY, SHOWING CONDITIONS BEFORE AND THE CREATION OF THE PROPOSED "GARDINER SKYWAY"

NOTE: 98% OF EXISTING GARDINER REMOVED, NO CAR TRAFFIC, LIGHT RAIL TRANSIT AND A PEDESTRIAN AND CYCLIST "SKY PATH"









Mammoliti sees revived waterfront

Rapid transit plays 'major role,' candidate says

By MEGAN O'TOOLE

Mayoral candidate Giorgio Mammoliti is set to unveil a sweeping vision for the waterfront, one that would transform the Gardiner Expressway into a public green space and a rapid transit while widening a key segment of Lake Shore Boulevard to an eight-lane thoroughfare.

The proposal would also extend Front Street beyond Bathurst to Dufferin, create a series of new parks along Lake Shore and bring a casino boat to the docks of Ontario Place.

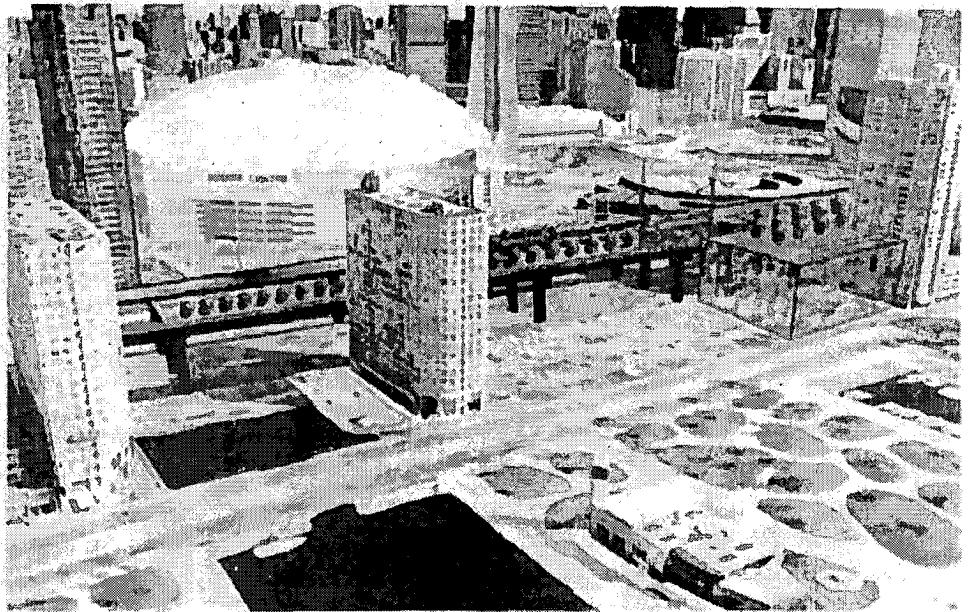
He will announce his plan next week, but advance documents obtained by the *National Post* show he would advocate paying for the \$1.5-billion transformation through a combination of road tolls, parking fees and revenue from the new casino.

"It turns this whole waterfront into a spectacular waterfront that creates its own civic identity," Mr. Mammoliti said yesterday, noting rapid transit plays a "major role" in the vision. "You'll see tourists coming and wanting to see our waterfront and speaking highly of it. We will be added to all of those magnificent waterfronts that everybody speaks of, like Chicago and Vancouver."

The waterfront plan, developed by a pair of architectural experts from the University of Toronto, will become a key plank in Mr. Mammoliti's platform, one he believes would start realizing profits within a single four-year term.



Giorgio Mammoliti



The waterfront plan is a key plank in the platform of Mammoliti's mayoral campaign.

From the casino, tolls and parking revenue, he forecasts an annual intake of \$375-million to city coffers, which over four years would equate to \$200-million more than the plan's cost.

A flat-rate, \$3 toll would be implemented on the newly expanded portion of Lake Shore (between the CNE and the Don Valley Parkway) and the Front Street extension during the morning and evening rush hours, Mr. Mammoliti said.

The plan would be rolled out in phases, so traffic would continue to flow on the Gardiner until workers completed the widening of Lake Shore.

The proposal also calls for the implementation of a rapid-transit link between Union Station and Pearson airport.

For years, the city has discussed concepts such as greening the Gardiner and extending Front Street, but Mr. Mammoliti says his plan "really brings everything together — the cars, the bikes, the pedestrians and more importantly the love for green space."

Robert Wright, one of the plan's architects at U of T, says he has been looking at waterfront issues for decades, and believes this plan successfully integrates the urban core with the lake's edge.

Although the plan advocates tearing down the middle section of the Gardiner to create parallel rapid-transit lines surrounded by pedestrian-friendly green space — a controversial concept to some commuters — it also calls for the creation of two massive, 10,000-space parking lots on the new "Gardiner skyway," where residents can pay \$15

for a parking space and an all-day transit pass.

The skyway transit lines would also link up with existing TTC lines, spurring an estimated 10% reduction in urban traffic.

"It consolidates the city with the waterfront," Mr. Wright said, noting the plan would create new development and investment opportunities within the city's core.

"It does not privilege motorists, cyclists or pedestrians. It provides something for everybody."

National Post
mactech@nationalpost.com



Mayoral candidate Giorgio Mammoliti unveils his plan yesterday for Toronto's waterfront. It includes taking all cars off the Gardiner in favour of rapid transit and a series of 18 sky parks along the way.

A Gardiner without cars?

Mammoliti unveils waterfront plan

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