

May 12, 2015

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Public Works and Infrastructure Committee
10th floor, West Tower, City Hall
100 Queen Street West
Toronto, ON M5H 2N2

PW4.1.31

Dear Chair and Members of Public Works and Infrastructure Committee,

Re: PW4.1- Gardiner Expressway and Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Updated Evaluation of Alternatives

After years of discussing what to do with 2.4 kilometre segment of the Gardiner Expressway between Jarvis Street and Logan Avenue, we are in an exciting and important juncture in Toronto's history where a decision of how to address the eastern portion of the elevated highway must be made.

As you are aware, the Castlepoint Group is the largest private sector landowner on Toronto's waterfront. With its partners, it controls major land holdings in the East Bayfront, Keating Channel, Villiers Island and Film Studio Precincts. These holdings comprise 41 acres under private ownership and another 30 acres under long-term leases. For over 20 years, we have been actively engaged in the waterfront revitalization efforts.

On behalf of the Castlepoint Group, I am writing to express my continued support of the 'remove' option after careful review of the new 'hybrid' proposal that aims to preserve the elevated linkage between the Gardiner Expressway and the Don Valley Parkway. We strongly believe that hybrid option did not adequately explore the location of the ramps, appropriate design speeds and the short and long-term implications of missed land opportunities in the area. In particular, we believe that:

1. Following billions in waterfront investment to create vibrant new communities on the lake, it seems counter productive to invest in antiquated infrastructure that requires tens of millions of dollars per annum to maintain;
2. All the data presented on the 'leave up' option, including the Gardiner hybrid option, suggests potential saving of additional drive times of anywhere from 3 to 5 minutes over the 'takedown' option. However, this potential time savings would only be for those that would be travelling the Gardiner Expressway as a city by-pass and does not in any way solve the problem of upstream delays and congestion on the DVP north of the Bloor Viaduct through to the 401 and beyond;
3. The value created in new opportunities with the Gardiner remove option are in the billions of dollars and have not been properly explored or understood to date;
4. A higher off ramp speed was proposed for the hybrid option (70 km/h posted ramp design speed versus 50 km/h posted ramp design speed) from what is typically experienced by drivers elsewhere on the Gardiner Expressway and which results in more prime waterfront being used to house infrastructure to support the Gardiner.
5. Although the hybrid option will alter a portion of the Gardiner Expressway, it will create two new ramps (two lanes each) within the new waterfront community proposed on the north side of Keating Channel. These ramps will be relatively low to the ground and will significantly compromise

- connections to the lake and Toronto's aspirations for an animated and welcoming waterfront.
6. It has been clearly demonstrated by almost every study that the Gardiner remove option with a new Lake Shore Boulevard can handle the capacity in the approximately 2 kilometre stretch between Jarvis and the DVP.
 7. The remove option unlocks extremely valuable parcels of land. Many of these land parcels are under the City's control and the fiscal benefit to City taxpayers has been ignored.

The Castlepoint Group has been on the record for many years in support of removing the Gardiner Expressway east of Jarvis Street. Interestingly, this is consistent with the findings from the last phase of the Gardiner EA, which concluded that the remove option best met the evaluation criteria as compared to the other alternative solutions (maintain, improve, and replace). Although a new 'hybrid' option has recently been tabled, we do not believe that this option has been properly reviewed and evaluated, especially in light that this option was only first presented less than a month ago to the public. We believe that the hybrid proposal in its current form is detrimental to waterfront revitalization and should not be selected unless further study is completed.

The treatment of the Gardiner East is an important decision, which will impact the vision for and character of the waterfront for generations. We urge Public Works and Infrastructure Committee to select the Gardiner remove option.

Yours very truly,
Castlepoint Group



Alfredo Romano

CC: Mayor Tory, City of Toronto
John Livey, City of Toronto;
John Campbell, Waterfront Toronto;
Councillor McConnell, City of Toronto;
Elsa Fancello, Castlepoint Numa

