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May 12, 2015

Councillor Robinson  
Public Works and Infrastructure Committee  
Toronto City Hall, Suite A12  
Toronto, ON, M5H 2N2

Dear Councillor Robinson,

**RE: TORONTO MUST MAINTAIN TRANSIT CAPACITY, MITIGATE PRODUCTIVITY LOSS**  
PW4.1 Gardiner Expressway And Lake Shore Boulevard East Environmental Assessment (EA)  
and Integrated Urban Design Study – Updated Evaluation Of Alternatives

The Toronto Financial District BIA would like to thank City staff and Waterfront Toronto for their work on the Gardiner Expressway and Lake Shore Boulevard East Reconfiguration EA and for this opportunity to provide our input.

Of the preferred Gardiner East EA alternatives being considered in the May 6, 2015 report, **the City must implement the hybrid alternative to maintain accessibility to Toronto's central business district and ensure economic productivity is not negatively impacted.**

The Toronto Region Board of Trade's Scorecard on Prosperity 2015 shows that Toronto has low productivity in comparison with other world cities mainly due to underinvestment in transit infrastructure. The C.D. Howe Institute has stated that the cost of congestion in the Greater Toronto and Hamilton Area is already \$11 billion annually.

According to the University of Toronto's Centre for Intelligent Transportation Systems report commissioned by our organization along with the Gardiner Industry Coalition, the remove option will:

1. Add up to 10 minutes to an eastbound Gardiner commute, even in ideal conditions;
2. Block 1600 vehicles outside the downtown network, mainly backing up onto the DVP; and
3. Add a productivity cost of \$37 million per year due to increased congestion delays.

While there are opportunities to make an at-grade road more efficient for vehicular movements, the research shows that it cannot be accomplished without significantly compromising the pedestrian environment.

Toronto cannot afford increased transit congestion and productivity losses. It must be stressed that preferred EA assumes significant investments in new transit to offset a reduced vehicular capacity into the downtown. None of these assumed transit projects are currently funded or prioritized for construction; this includes the Relief Line Subway, Broadview Extension and LRT and Waterfront East LRT.

**Our position is that for any reconfiguration of the Gardiner Expressway, vehicular capacity in and out of the Financial District and downtown core must be maintained or improved in the absence of new investments in transit infrastructure.** The staff preferred hybrid option is the only preferred option that supports this while still providing for significant opportunities for new development and public realm improvements. We encourage the hybrid alternative to be further refined during the alternative design phase of the EA to identify additional opportunities for waterfront investment and to reduce maintenance costs.

Our Policy and Advocacy Manager Evan Weinberg will be making a deputation at the Public Works and Infrastructure Committee on May 13<sup>th</sup>, 2015. Should you have any questions, please contact him at [eweinberg@torontofinancialdistrict.com](mailto:eweinberg@torontofinancialdistrict.com).

Thank you for your consideration.

Best regards,



Grant Humes  
Executive Director

cc: Councillor Holyday  
Councillor Lee  
Councillor McMahon  
Councillor Moeser  
Councillor Perruzza  
John Livey, Deputy City Manager