

**West Don Lands Committee**


Citizens for the Old Town/Ontario  
 Architectural Conservancy  
 Corktown Residents & Business  
 Association  
 Distillery Historic District  
 Dixon Hall  
 Enoch Turner Schoolhouse  
 Foundation

✓

Friends of Corktown Common  
 Gooderham & Worts  
 Neighbourhood Association  
 Little Trinity Anglican Church  
 St. Lawrence Market  
 Neighbourhood BIA  
 St. Lawrence Neighbourhood  
 Association  
 Task Force to Bring Back the  
 Don

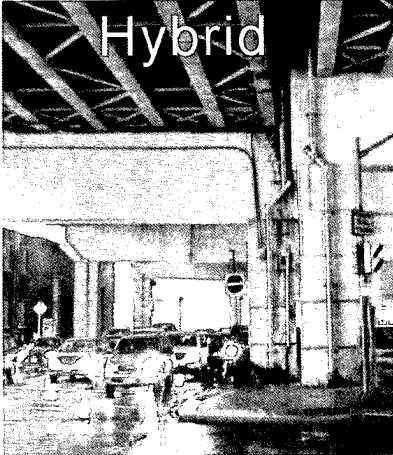
✗

**Remove**



Deputation to PWIC May 13, 2015

**Hybrid**



Cynthia Wilkey, Co-Chair

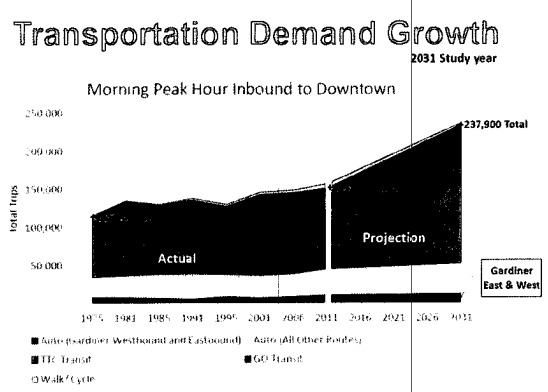
## Why the Remove Alternative is the Right Choice

- ✓ Lower cost & greater economic benefits
- ✓ Congestion impacts minimal > more fiscal room for transit improvements
- ✓ Public realm greatly enhanced
- ✓ Best fit with the EA Terms of Reference

- Put in perspective, the 2-3 minute impact on travel time is less than the time you have given us to speak
- Interestingly, the CAA commissioned traffic modeling by U of T found that under “car friendly” traffic signal conditions, the Remove could potentially be faster for some trips than the fully elevated Gardiner ....
  - ➔ might switching between “car friendly” and “pedestrian friendly” signaling during peak and off-peak periods be an effective mitigation measure if the Gardiner is removed?

5

## Remove, not Hybrid can best address Congestion



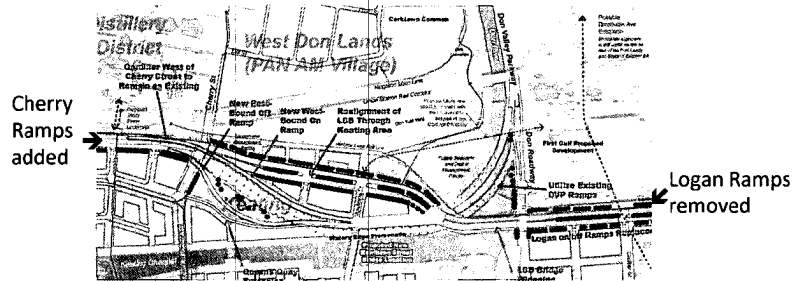
- Investing \$500m in the Gardiner East to save 2-3 minutes will not help congestion
- The Gardiner is at peak capacity and has been for decades
- Investing \$500m saving with Remove in Transit – that can make a difference....

Source: AM Peak Hour, inbound to Downtown Transportation City, Greater Golden Region, 2014. 2017 Transportation Model. Estimated for year 2016-2031. 2031 Transportation Model. 2017 AM Peak Hour, inbound to Downtown Transportation City, Greater Golden Region, 2014. 2017 Transportation Model. Estimated for year 2016-2031. 2031 Transportation Model. 2017 AM Peak Hour, inbound to Downtown Transportation City, Greater Golden Region, 2014. 2017 Transportation Model. Estimated for year 2016-2031. 2031 Transportation Model.

From Gardiner EA PIC #4 Presentation Apr 2015

6

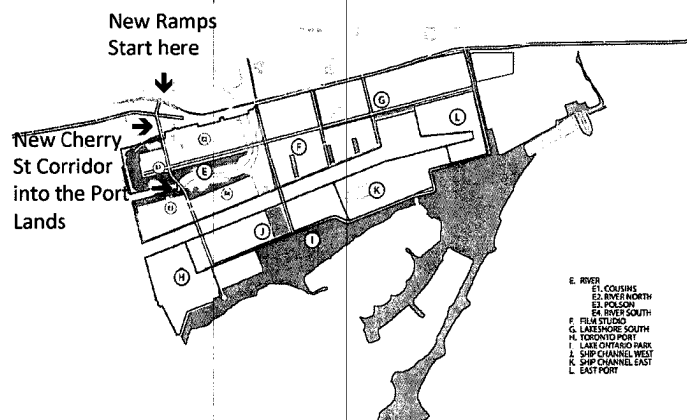
Logan off-on Ramps move to Cherry Street  
 4 lanes of connecting service roads are added  
 (see the red & yellow lines)



The effects for the Keating Channel Precinct and Lower Don Lands development are profoundly negative

To support revitalization, a redesigned Cherry Street is to become a major Gateway linking the City to the Keating Channel Precinct and the Port Lands

**context: port lands precincts**



### **Dramatic Loss of Value in the Keating Channel Precinct**

Hybrid: adds ramps and service roads to this picture and destroys over \$100m of potential land sale revenues for the City

Remove: opens this city-owned land to development – and creates an important bridge between the city, the Port Lands and First Gulf's Unilever site.



13

Like this view of the Keating Promenade?  
The hybrid replaces it with service roads to the Cherry Street ramps



Keating Promenade North side – looking west towards the Cherry Street Bridge

14

**2014 EA Team Evaluations:**  
**Preliminary Evaluation Results**

	Study Lens/ Criteria Group Summary	MAINTAIN	IMPROVE	REPLACE	REMOVE
TRANSPORTATION & INFRASTRUCTURE	Automobiles				
	Transit				
	Pedestrians				
	Cycling				
	Movement of Goods				
	Safety				
	Constructability				
URBAN DESIGN	Planning				
	Public Realm				
	Built Form				
ENVIRONMENT	Social & Health				
	Natural Environment				
	Cultural Resources				
ECONOMICS	Regional Economics				
	Local Economics				
	Direct Cost and Benefit				

Preferred   Moderately Preferred   Least Preferred

17

From Gardiner EA PIC #3 Presentation Feb 2014

- ### Cost/Benefit Favours Remove
- The concern with the Remove alternative is an extra 2-3 minute commute time for drivers to downtown
  - That marginal effect is outweighed by benefits like these:
    - \$500m that can be used to fight congestion through transit growth or traffic management
    - At least \$137 million in development revenues
    - Vastly improved Public Realm
    - Safer intersections for cars and pedestrians
    - Strong connections to the Port Lands, East Bayfront and First Gulf site
- The Remove alternative is the right alternative**
- 18