

Councillor Jaye Robinson  
Chair  
Public Works & Infrastructure Committee  
City of Toronto  
Toronto City Hall, 10<sup>th</sup> Floor, West Tower  
100 Queen Street West  
Toronto, Ontario M5H 2N2

12 May 2015  
10P10

Dear Councillor Robinson & Committee Members,

**RE: GARDINER EXPRESSWAY AND LAKE SHORE BOULEVARD EAST  
RECONFIGURATION ENVIRONMENTAL ASSESSMENT (EA) AND INTEGRATED  
URBAN DESIGN STUDY - UPDATED EVALUATION OF ALTERNATIVES  
To be considered at the May 13<sup>th</sup> meeting of the Public Works & Infrastructure  
Committee.**

We are planning consultants to Lafarge Canada Inc. ("Lafarge") who own and operate the existing Polson Street Cement Terminal at 54 Polson Street in the Port Lands. We offer the following comments for your consideration as you debate the recommendations of Staff regarding the future of the Gardiner Expressway east of Yonge Street, its connection to the Don Valley Parkway, and the impacts of either removing or re-constructing it upon the broader transportation network.

**Lafarge Has Been Encouraged By Efforts To Protect Lafarge's Operations In Situ As Part Of The Future Redevelopment Of The Port Lands**

Lafarge has been an active participant in the ongoing efforts of the City and Waterfront Toronto to plan the future flood-proofing and re-development of the Port Lands. Lafarge has been encouraged that both authorities now appear to recognize the importance of existing industries in the Port Lands and their role in the local economy. Important progress has been made as the need to accommodate Lafarge's Polson Street Cement Terminal in situ has been clearly acknowledged. As plans become ever more specific, concerns remain regarding exactly how Lafarge's operations will be protected. Lafarge looks forward to resolving these outstanding issues through the various ongoing Port Lands planning studies and environmental assessments.

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**Lafarge & The Polson Street Terminal Play A Critical Role In The GTA Construction Industry**

Lafarge has owned and operated the cement terminal located at 54 Polson Street since 1929 and is a major distributor of cement in the Toronto area. Business has continued to grow since distribution activity began in 1930. The Polson Street Cement Terminal has served the construction industry in the GTA for more than 80 years, providing a competitive product made possible by water transportation and the rapid truck delivery afforded by its central location and access to the regional highway network via the Don Valley Parkway and the Gardiner Expressway.

Lafarge has made significant capital investments in the Polson Street terminal to ensure a viable and efficient cement distribution and storage system, in keeping with the company's long-term plans for the facility. These have included renovations to the storage silos, upgrading many of the supporting mechanical systems, installing an upgraded compressor system, and roof repairs. The facility's electrical and computerized operating system has also been upgraded, and most recently, a LEED certified concrete lab testing facility has been built on the site to conduct product testing for all of Ontario.

Important progress has been made to accommodate Lafarge's operations long-term through the various Port Lands' planning and environmental assessment initiatives. But this progress would be eroded if the eastern Gardiner were removed as contemplated in the Staff Report to be presented at the May 13<sup>th</sup> Public Works & Infrastructure Committee.

**Removal Of The Eastern Gardiner Will Threaten Existing Industries Within The Port Lands, Making It Harder To Deliver Product And Receive Materials**

The Gardiner Expressway, and its connection to the Don Valley Parkway, is a vital piece of the broader transportation network that industry relies on to conduct its business. Industries like Lafarge need the access it provides to move their goods within the City and the broader region. We believe that any proposal that removes such a vital link, reduces road capacity, increases traffic congestion, and increases delivery times is not supportable and threatens the important industries the City has said it aims to protect in the Port Lands.

In their report to Council, City Staff have presented two options – ("Remove" or a "Hybrid" option that keeps the elevated Gardiner/DVP link with several design

improvements) – but have not recommended either. Instead they state that Council is faced with a choice between two priorities: traffic congestion or city building. We disagree with this characterization. We believe that a choice to remove such a critical link within the broader transportation network does not further a city building agenda. Rather, we fear it would create more problems than it solves. We encourage Council to consider the Hybrid option instead, which will allow the further development of the waterfront and the Port Lands, while helping to sustain the viability of existing industries like Lafarge’s Polson Street Cement Terminal that the City has said it wishes to protect.

Yours very truly,



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