



May 13, 2015

DEPUTATION FOR ITEM PW4.1 - Gardiner Expressway and Lake Shore Boulevard East Reconfiguration Environment Assessment (EA) and Integrated Urban Design Study

Thank you Chair and Members of Committee:

My name is Andrew Judge and I am the Manager of Logistics at Redpath Sugar, headquartered at 95 Queen's Quay East. While Redpath is a part of a broader coalition that supports the transport of goods and people in the GTA, I am here representing Redpath Sugar directly, as changes to the Gardiner Expressway and the surrounding road network impact our operations directly and profoundly.

Redpath Sugar is the largest sugar refinery in Canada processing over 500,000 tons per year and has been operating at Queens Quay since 1959. Our operations, which directly employs more than 300 employees, mostly unionized, is strategically positioned on this property due to its proximity to the St. Lawrence Seaway. Redpath dramatically reduces the amount of trucks on the roadways using this international shipping channel; however, our refined sugar needs to be transported from our facility to our customers who make up Toronto's much vaunted Food and Beverage Cluster. The Food & Beverage Cluster is the largest manufacturing employment sector in the City of Toronto with over 50,000 employees.

As a key part of the food and beverage cluster, we rely on adequate transportation infrastructure to deliver sugar shipments across the GTA and beyond, in a timely and cost efficient way. Truck shipment delays can cause a disruption to the supply chain and ramifications to our customer's operations as well.

The staff report before us, and many other reports produced by various governments, recognizes the need to facilitate goods movement throughout the GTA, both for the benefit of consumers and to keep the economy moving. Six billion dollars' worth of goods move throughout the GTA annually and that number continues to grow. Why would the City of Toronto consider causing further challenges to overall goods movement?

The Gardiner Expressway, with a direct connection to the DVP, is also a critical route for commuters, commercial vehicles, emergency vehicles, and regional travellers. Based on recent modelling by the University of Toronto, without adding any other transit infrastructure, the vast majority of these vehicles will continue to travel along the east - west waterfront corridors, especially Lake Shore and Queen's Quay, creating significant traffic congestion on the major trucking routes that Redpath relies on.

The increase in congestion impacts our ability to efficiently deliver close to 100 sugar shipments per day, 2,200 per month, and 26,000 per year. We are already challenged by the ever increasing residential uses, as well as the security requirements each truck encounters upon entering and exiting our facility. To add thousands of additional vehicles, further exasperates the existing conditions.

In addition, the U of T modelling shows that there will not be a significant modal shift to public transit for commuters with the removal of the Gardiner. There is general skepticism about what may actually be built in the short to medium term. We believe that transit infrastructure must not only be identified but already in place before any changes to one of the city's most important transportation corridors takes place.

It is important to underscore that Redpath continues to be supportive of additional public transit infrastructure, as we were with the previously discussed Queen's Quay East LRT. In that case, we had many productive discussions with the TTC, City Staff, Waterfront Toronto, and Council regarding what mitigation measures were required to ensure ongoing operations to vital industries, like ours.

We believe in striking a balance of public transit, motor vehicles, pedestrians, and cyclists that can be serviced by the appropriate infrastructure throughout Toronto's neighbourhoods and the GTA.

We do not believe that the removal option achieves that balance, nor does it allow for the employment, residential, and tourism growth we all know is coming to Toronto, especially East of Yonge St and the Port Lands.

Further, we do not support reducing access to jobs and opportunities within Downtown Toronto. Any solution should improve, not reduce the capacity to bring people in and out of one of Toronto's most dense employment areas.

In conclusion, Redpath supports the Hybrid option.

Thank you for your time and I invite any questions you may have.