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PW 7.2.3

September 18, 2015

1502-914 Yonge Street  
Toronto M4W 3C8

Ms. Dela Ting  
Secretariat  
10<sup>th</sup> floor, West Tower, City Hall  
Toronto M5H 2N2

Dear Ms. Ting, Re: Public Works 7.2 Gardiner Expressway Hybrid EA Alternative

I am writing on behalf of a group of concerned citizens including Robert Millward Associates, David Dennis Design, Joe Lobko and Brent Raymond of DTAH. We came together following Council's preferred Hybrid EA alternative solution endorsed at its meeting of June 10-12, 2015. Our goal was to develop an improved city building plan that would best satisfy the numerous objectives of diverse stakeholders and open up the waterfront to public access between Cherry Street and the Don River.

We have reviewed the three design concepts proposed for further analysis in the September 10, 2015 staff report from the Deputy City Manager, Cluster B, and are encouraged by the progress made to improve upon Council's preferred Hybrid EA alternative. We want to make three observations to inform further work and public consultation in the coming months.

First, we believe that Concept 3, attached, best addresses the EA Terms of Reference and study goals to: revitalize the waterfront, reconnect the city with the lake, balance modes of travel, achieve sustainability and create value. Concept 3 moves the Gardiner furthest to the north adjacent to the rail corridor and therefore opens up 13.5 acres of valuable waterfront land with continuous public access along the Keating Channel. This important move would enable the development of a complete mixed-use neighbourhood consistent with the city building objectives of the Keating Channel Precinct Plan. Concept 3 also addresses the goal of maintaining a continuous link between the Gardiner Expressway and the Don Valley Parkway in addition to the projected traffic demands.

Second, we are grateful that the Viaduct Concept developed by our group and contained in Appendix B of the September 10, 2015 report before your Committee, will continue to be reviewed by city staff to see if features of our Viaduct Concept can be further incorporated into the Hybrid alternative design concepts. The key features of the Viaduct Concept include building the Gardiner on an earth berm instead of building a new concrete elevated structure and daylighting the Lakeshore Boulevard. Putting the Gardiner on an earth berm achieves huge cost savings as there is no requirement to maintain an elevated concrete structure. It is also visually attractive as the height and width of the Gardiner would be substantially less on an

earth berm in comparison to an elevated structure since the corridor would not have to accommodate Lakeshore Boulevard underneath the elevated Gardiner. In addition, it would appear possible to construct the earth berm while the existing Gardiner remained in operation thereby saving years of disruptive construction time and extensive detours. Finally, the Viaduct Concept would be most consistent with the EA Terms of Reference.

Third, it is essential to understand that the Viaduct Concept illustrated in Appendix B of the staff report has since been modified in order to address the initial concerns to remove the Gardiner-DVP ramps that "fly over" the Metrolinx rail bridge. The updated Viaduct Concept is attached to this letter in both plan view and cross section view. The updated Viaduct Concept has six lanes and also embraces the tighter Gardiner-DVP ramp configuration illustrated in Concept 3.

The Viaduct Concept is a simple and powerful idea that is not new. It is very similar to the long established condition that exists in Sunnyside east of the Humber River in the vicinity of High Park which is attached. The Gardiner is located on an earth berm and Lakeshore Boulevard exists adjacent to the Gardiner in a day lighted condition. This long established condition represents a win-win-win situation for all stakeholders. It saves the huge ongoing costs of maintaining an elevated concrete structure, it facilitates city building objectives for the Keating Channel, opens up prime waterfront public access and addresses transportation concerns. We look forward to working with city staff to help achieve the benefits of the Viaduct Concept.

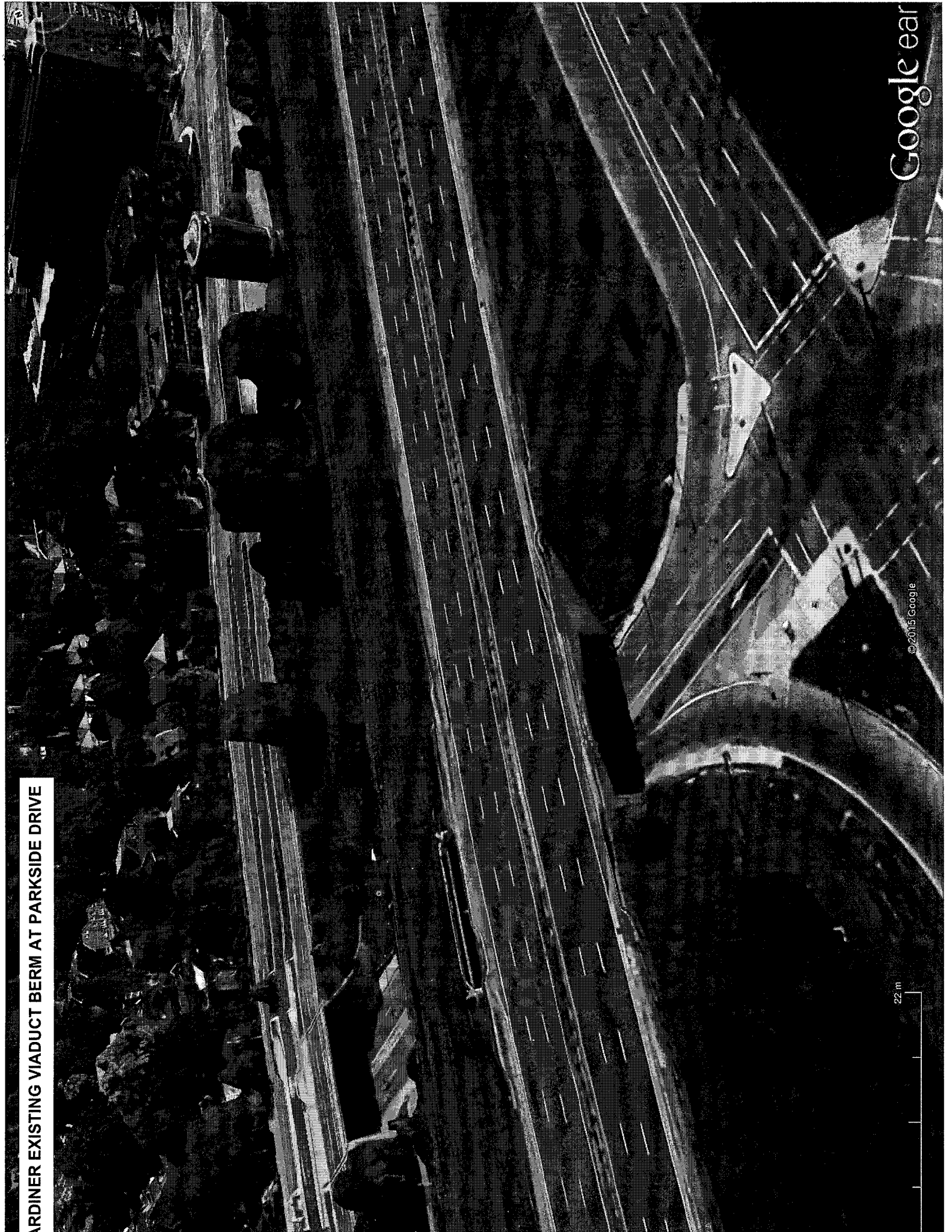
Yours truly,



Paul Bedford

On behalf of Robert Millward Associates, David Dennis Design, Joe Lobko and Brent Raymond  
DTAH

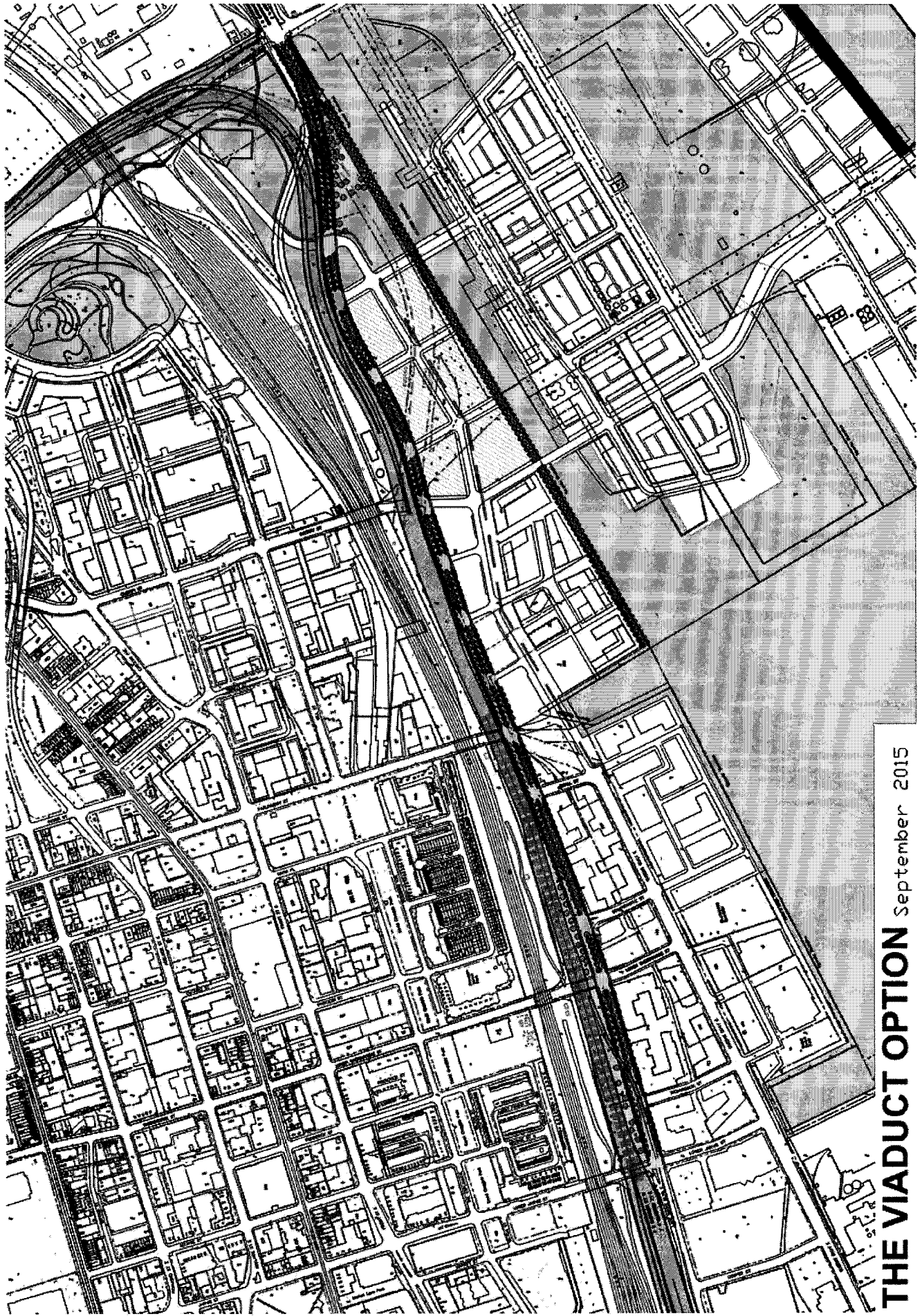
ARDINER EXISTING VIADUCT BERM AT PARKSIDE DRIVE



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**THE VIADUCT OPTION** September 2015

