



Barristers & Solicitors

Bay Adelaide Centre
333 Bay Street, Suite 3400
Toronto, Ontario M5H 2S7

Telephone: 416.979.2211
Facsimile: 416.979.1234
goodmans.ca

Direct Line: 416.597.5160
iandres@goodmans.ca

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Via Email

City of Toronto
Infrastructure and Environment Committee
Toronto City Hall, Floor 10, West Tower
100 Queen Street West
Toronto, ON M5H 2N2

Attention: Committee Administrator

Dear Sirs/Mesdames:

**Re: Yorkdale Transportation Master Plan (TMP) Study – Item IE31.10
Infrastructure and Environment Committee Meeting – July 7, 2022**

We are legal counsel to Stephenson’s Rental Services Inc. (“**Stephenson’s**”), the tenant and long-time occupant of the property known municipally as 278 Bridgeland Avenue (the “**Subject Property**”). Over the past year, we have been actively engaged with City staff in respect of the Yorkdale TMP and the potential impacts it may have on the Subject Property.

We have now had a chance to review the staff report dated June 23, 2022 and the final Yorkdale TMP which is being recommended for City Council endorsement. While Stephenson’s is generally supportive of redevelopment and City-building initiatives, it remains very concerned with one aspect of the proposed TMP, being the preferred road infrastructure improvement 1A which involves the extension of existing Caledonia Road north across Highway 401 to connect to Wilson Avenue. The alignment shown for this road extension proceeds directly through the Subject Property and would therefore require the City to expropriate the entire Subject Property and to demolish and displace Stephenson’s existing business.

Stephenson’s has served the local construction industry and carried on its business at the Subject Property for over 30 years. The location is unique and critical to the success of Stephenson’s business as it is a large site within an employment area that functions as a gateway to both the downtown market and the broader GTA. In order to remain competitive, Stephenson’s must be able to deliver its equipment on demand and on time, and the Subject Property allows it to realize these operational imperatives that could not easily be replicated if the business was forced to

relocate. In that respect, Stephenson's interests stand apart from those of the property owner and must be carefully considered before any decisions are made to proceed with the road extension.

In addition to the impacts on the Subject Property and Stephenson's business, the proposed road extension appears to suffer from other technical challenges arising from the curvature at the north and south ends of the extension and the longer tunnel or bridge span that would result across the highway corridor. The proposed alignment would appear to add significant expense to the project which could be avoided with a straight line north-south alignment which would intersect with Wilson Avenue and Bridgeland Avenue further to the west.

We also note that the Caledonia Road extension is projected to cost over \$250 million in 2022 dollars, after factoring in the anticipated capital and property acquisition costs, not to mention the significant disruptions that would be required to build a new highway crossing of this magnitude. Clearly this project requires extensive investigation involving numerous stakeholders (including the provincial government) before any decisions are made.

It is our understanding that the Yorkdale TMP has merely identified the shortcomings of the existing transportation network and potential opportunities for improvement, and that Class C projects such as the proposed Caledonia Road extension are somewhat conceptual at this point, with a more robust constraint analysis to occur in subsequent study phases. However, our concern is that by endorsing a TMP which shows the road extension proceeding directly through the Subject Property, this alignment will become the default presumption or outcome.

Accordingly, we respectfully request that the proposed Caledonia Road extension alignment be reconsidered before being endorsed by City Council. Notwithstanding this request, if Council decides to endorse the Yorkdale TMP in its current form, we request that City staff continue to work with Stephenson's as they progress through the detailed design phases of the environmental assessment process to ensure that other alternative alignments are given careful consideration and to ensure the overall impacts are minimized as much as possible.

Yours truly,

Goodmans LLP



Ian Andres

IDA/

cc: Karim Nensi, Stephenson's Rental Services
Rob Wilson, Stephenson's Rental Services