

MINUTES of a Special Meeting of the Board of Directors of the Toronto Waterfront Revitalization Corporation held at 20 Bay Street, Suite 1310, Toronto, Ontario on Thursday, February 20, 2014 at 12:00 noon local time.

PRESENT: Mark Wilson, Chair
Jack Cockwell
Joe Pantalone
Janet Graham
David Johnson
Gary Wright
Kevin Garland (by teleconference)
Sue Dabarno (by teleconference)

ABSENT: Michael Copeland
Sheldon Levy
Ross McGregor
Councillor Jaye Robinson

The following additional persons were in attendance throughout the meeting, unless otherwise indicated: John Campbell, President and Chief Executive Officer; Chad McCleave, Chief Financial Officer; David Kusturin, Chief Operating Officer; Chris Glaisek, Vice President Planning & Design; Meg Davis, Vice President Development; Ian Beverley, General Counsel; Andrew Hilton, Director Communications and Marketing.

The Chair, Mark Wilson, took the chair and Ian Beverley acted as secretary of the meeting.

With notice of the meeting having been sent to all Directors in accordance with the Corporation's By-laws and a quorum of Directors being present in person and by teleconference, the Chair declared the meeting duly constituted for the transaction of business.

The Chair noted that the meeting was a special meeting of the Board called to discuss the conclusions of the Gardiner Expressway East & Lake Shore Boulevard Reconfiguration Environmental Assessment and Urban Design Study (the "EA") and invited Mr. Glaisek to provide a presentation and Management's recommendations.

1. Gardiner Expressway East & Lake Shore Boulevard Reconfiguration Environmental Assessment and Urban Design Study (the "EA")

Mr. Glaisek began by noting that both the City and Waterfront Toronto were Co-Proponents of the EA and that, by the terms of reference of the EA, the area included in the study was the eastern portion of the Gardiner Expressway, from approximately Jarvis Street to Logan Avenue and the connection with the Don Valley Parkway. Mr. Glaisek reviewed the goals of the EA (Revitalize the Waterfront; Reconnect the City with the Lake; Balance Modes of Travel; Achieve Sustainability; and Create Value) and the options (Remove; Maintain; Improve;

and Replace) which were evaluated against these goals. The EA also reviewed case studies of other cities in the United States that undertook similar studies. The evaluation of the four options considered impact on Transportation & Infrastructure (auto travel times, turning restrictions, safety, construction duration, cycling, pedestrian crossings and transportation capacity) based on the computer transportation model which takes into account anticipated population and commuter growth; Environment (social & health, natural environment, cultural resources); Urban Design (consistency with Official Plan, View Corridors, Rail Corridor, Neighborhood Plans, Public Realm & Streetscape and Street Fronts); and Economics (100 year lifecycle costs, public land sale revenues, local economics, economic competitiveness & downtown highways). The result of the evaluation identified the “Remove” option as the preferred alternative.

In light of the evaluation, Management recommended support and endorsement of the analysis and for the “Remove” option as the alternative that best meets the evaluation criteria and the Corporation’s waterfront revitalization objectives.

A robust discussion ensued and **ON MOTION** duly made, seconded and carried, it was **RESOLVED** that:

- a. The Board supports and endorses the conclusions of the Gardiner Expressway & Lake Shore Boulevard Reconfiguration Environmental Assessment & Urban Design Study (the “Gardiner East EA”) and the identification of the “Remove” option as the preferred alternative;
- b. The Board supports Management’s recommendation that the “Remove” option is also the alternative that best supports and enhances the revitalization of the Toronto waterfront, consistent with the statutory objects of the Corporation; and
- c. The Board directs Management to contribute to a fact-based public debate on the issue and to continue to work with the City, as Co-Proponent, to finalize the Gardiner East EA based on the “Remove” option.

David Johnson voted against the motion.

2. Adjournment of the Public Session

There being no further business other than matters to be considered in-camera, **ON MOTION** duly made, seconded and carried, it was **RESOLVED** that in accordance with Section 190 of the *City of Toronto Act*, in-camera matters were now to be considered. The Chair indicated to members of the public present that it was now in order for them to depart from the meeting. Members of public then left the meeting. The meeting then adjourned at 1:45 p.m. local time, to be momentarily reconvened as an in-camera meeting.

Following discussion in the closed session, **ON MOTION** duly made, seconded and carried, it was **RESOLVED** that a Nominating Committee be struck, composed of Mark Wilson, as Chair, Sue Dabarno, Kevin Garland and Joe Pantalone.

3. Termination of the Meeting

There being no further business, **ON MOTION**, duly made, seconded and carried, it was **RESOLVED** that the meeting be terminated at 2:00 p.m. local time.

Chairman

Secretary of the Meeting