

Backgrounder

Gardiner Expressway East / Lake Shore Boulevard Reconfiguration Environmental Assessment and Integrated Urban Design Study (EA)

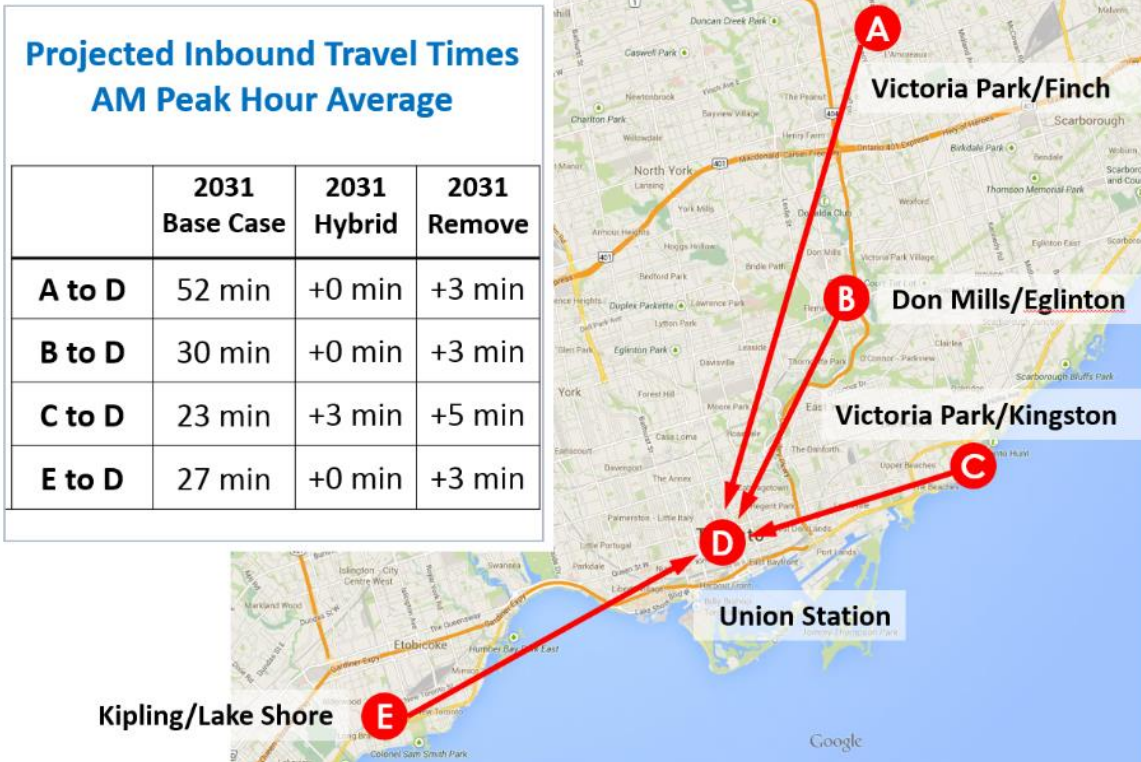
Remove Alternative

- This alternative calls for the removal of the current elevated Gardiner Expressway structure east of approximately Jarvis Street and the creation of a new ground-level, eight-lane, landscaped Lake Shore Boulevard with the creation of new public realm spaces.
- New elevated on/off ramps would be constructed between the Don Valley Parkway and the redesigned Lake Shore Boulevard that would create a continuous connection between the two roads, eliminating the need to pass through a traffic signal in making the transition from/to the DVP and the new Lakeshore Boulevard.
- In addition, on/off ramps west of Jarvis Street would be built to connect traffic on Lake Shore Boulevard to the remaining section of the elevated Gardiner.
- East of Cherry St., Lake Shore Boulevard would be realigned further north to be consistent with the [Keating Precinct Plan](#). This new alignment of Lake Shore Boulevard is similar to the Hybrid alternative.
- Six years of road work would include construction of new DVP Ramps, the demolition of the Gardiner, and the re-build of Lakeshore Boulevard into an 8-lane ground level roadway.



It is expected that road traffic would need to be detoured for approximately 3-4 years during this construction period.

- Following recent traffic optimization efforts, the former 10-minute increase in travel times over the future baseline year has been reduced to a three-to-five minute increase in travel times for the representative origin-destination pairs. These times apply to the 2031 study year, for traffic travelling to the downtown core in the AM peak period – the busiest time of the day. For the Remove alternative, during the AM peak hour, travel times for 75% of all vehicles in the transportation study area would essentially be unchanged. 25% of vehicles are anticipated to experience more than a 2-minute increase in travel time.
- All alternatives considered, including the Maintain alternative, are expected to experience approximately five additional minutes of travel time in the 2031 study year as compared to 2012 travel times, due to growth in traffic volumes.
- Travel times in this study are based on the following assumptions for the 2031 study year:
 - All alternatives require new transit to support planned development in study area; transportation modeling assumes same new transit for all alternatives
 - Full build out of the waterfront, including the Port Lands by 2031.



- It is anticipated that this option would create potential residential and commercial development along 85 per cent of the north and south side of the street, including ground-level retail shops.
- Both the Hybrid and Remove alternatives would allow for the development of the First Gulf site and other employment lands east of the Don River and in the Port Lands.
- Both alternatives would be compatible with the proposed [Don River naturalization and flood protection proposal](#), which is a prerequisite for the above development
- The estimated 100-year lifecycle cost is \$240 million (Net Present Value) or \$461 million (\$2013). Both costs are subject to a +/- 20 per cent variability and are high-level estimates for comparative purposes only.
- However, approximately \$100-\$150 million in revenue could be generated from public land sales and development opportunities west of the Don River in the North Keating precinct.

For more information about Gardiner East EA, visit www.gardinereast.ca.