



Backgrounder

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

As part of the Gardiner Expressway East Environmental Assessment, several options for the area have been previously reviewed, but were not identified for further study by Public Works and Infrastructure Committee during 2014 deliberations. These include Improve and Replace. Maintain remains the base case.

Option: Maintain

- This option would see the City maintain the existing elevated expressway, east of Jarvis Street, in its current form.
- The city would move forward with the rehabilitation of the eastern deck of the Gardiner expressway, currently scheduled for 2020-2025.
- As per the Keating Precinct Plan, Lake Shore Boulevard, east of Cherry Street, is to be realigned to the north, out from under the Gardiner Expressway.
- Turn restrictions on Lake Shore Boulevard would remain the same.
- To rehabilitate the Gardiner Expressway deck, six years of lane closures would be required on the Gardiner Expressway, under conventional construction methods. Two travel lanes of the expressway would be closed at any one time.
- Travel times on the expressway would be impacted less than with other EA options studied. A five-minute increase in travel time above today's condition would be anticipated when travelling from the eastern part of the city to the downtown core during the a.m. peak travel period in 2031 (the horizon year for the EA study).
- No additional public realm improvements, health benefits or opportunity for development would occur as a result of this option beyond those planned as part of the Keating Precinct.

- The estimated 100-year lifecycle cost is \$291 million (Net Present Value) or \$864 million (2013\$). Costs are subject to a +/- 10 per cent variability and are high-level estimates for comparative purposes only.

Option: Improve

- This option calls for maintaining and improving the existing elevated expressway, east of Jarvis Street, while reducing the deck to four lanes from the existing six.
- Lake Shore Boulevard is realigned as part of the Keating Precinct Plan. In addition, there would be some intersection improvements and an eastbound lane of traffic on Lake Shore Boulevard, east of Jarvis Street, is removed. Lake Shore Boulevard is relocated directly below the Gardiner Expressway.
- To rehabilitate the Gardiner Expressway deck, approximately six years of lane closures would be required on the Gardiner Expressway and Lake Shore Boulevard. Two travel lanes on the expressway would be closed at any one time.
- Some closures would also take place on Lake Shore Boulevard during the construction period.
- Safety would be enhanced with a reduction of turning restrictions and resulting conflicts between vehicles, pedestrians and cyclists.
- Moderate impacts to vehicle travel times would occur on the corridor. A five-to ten minute increase in travel times above the future 2031 base condition under Maintain would be anticipated during the a.m. peak travel period.
- Some additional public realm improvements would be made along Lake Shore Boulevard, above those planned in the Keating Precinct, including the creation of a new east-west walking and cycling trail.
- Very limited development opportunities.
- The 100-year lifecycle cost estimate is \$360 million (Net Present Value) or \$865 million (2013\$). Costs are subject to a +/- 20 per cent variability and are high-level estimates for comparative purposes only.

Option: Replace

- This option calls for the creation of a new, modern, elevated four-lane expressway, from Jarvis Street to the Don River, built to today's highway standards.
- A new, single column structure would be built. It would be approximately five metres higher than the structure currently in place.
- Under the proposed new expressway, Lake Shore Boulevard would become a four-lane road directly beneath the elevated Gardiner Expressway. It would also be aligned as per the Keating Precinct Plan.
- The new expressway would offer improved safety features since it would be built according to today's highway standards.
- Costs would be higher due to the cost of building a new structure.
- During the construction period, traffic would be impacted significantly as a new structure was built. The Gardiner/Lake Shore corridor would be closed for eight years.
- This option would result in up to 10-minute increases in travel times during the a.m. peak travel period above the 2031 condition under Maintain. This would be anticipated for the traffic travelling in the eastern part of the city to the downtown core.
- The area below the expressway would be opened up to provide for more green space including parks and other public realm opportunities such as a cycling trail.
- The areas to the north and south of the new expressway would also offer more light and air due to the design of the expressway structure.
- Increased development opportunities along Lake Shore Boulevard above those planned in the Keating Precinct would be available as a result of the corridor becoming more attractive.
- The 100-year lifecycle cost estimate is \$700 million (Net Present Value) or \$1,390 million (2013\$). Costs are higher due to the cost of building a new structure. Costs are also subject to a +/- 20 per cent variability and are high-level estimates for comparative purposes only.
- However, potential revenue generated from public land sales and development opportunities may offset these costs.

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