

Gardiner Environmental Assessment



Do Nothing and maintain the elevated expressway

The EA Act requires the consideration of the 'Do Nothing' alternative which serves as a base to compare against the other alternatives. The 'Do Nothing' alternative maintains the status quo, including the potential for significant maintenance costs of the elevated Gardiner Expressway deck and piers/support structure. Based on City estimates, these costs are expected to total \$500 million, and do not include any architectural or urban design enhancements.

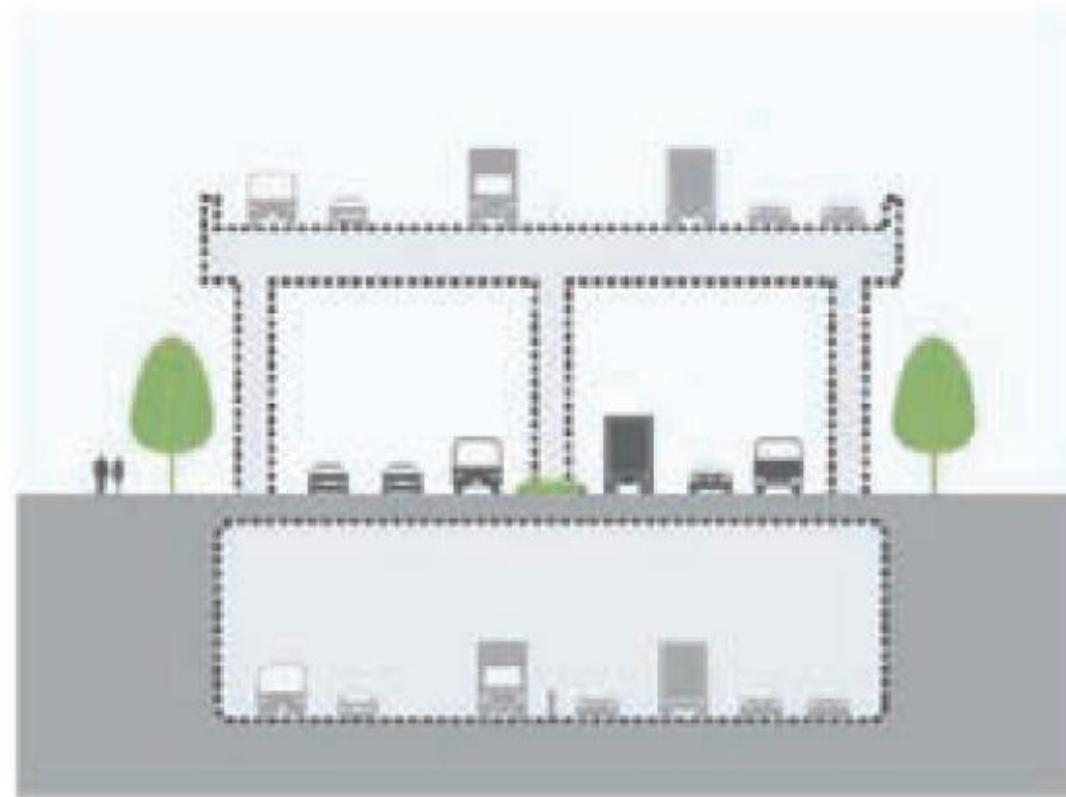


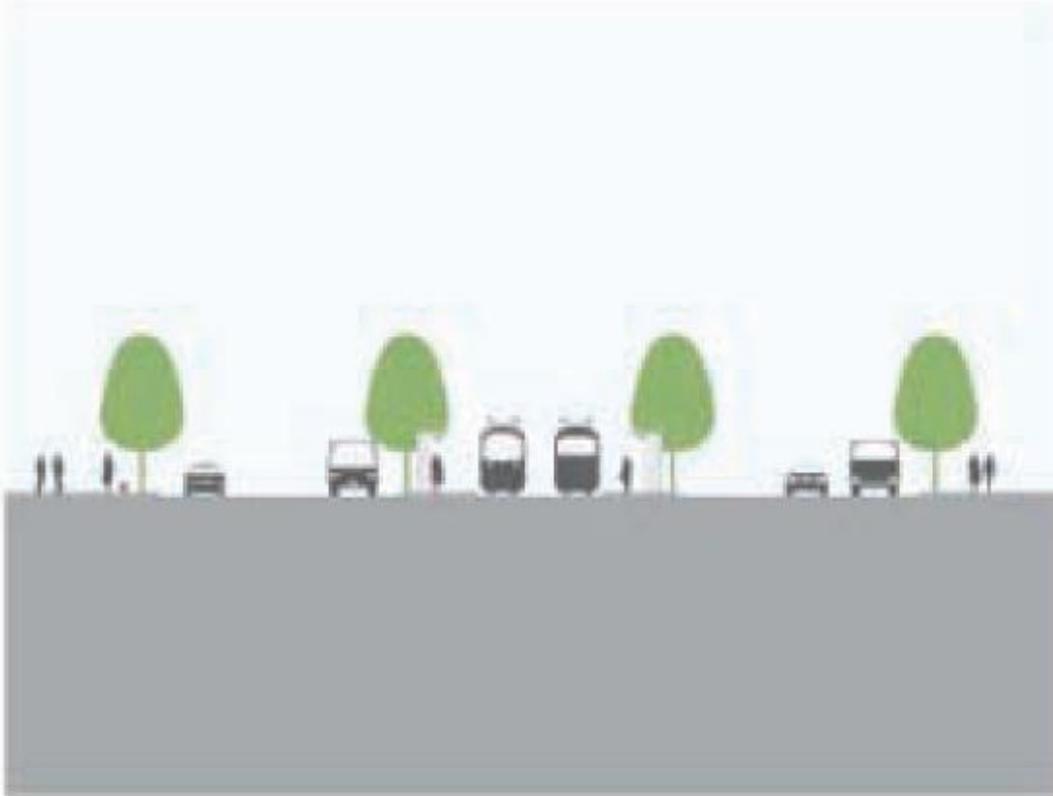
Improve the urban fabric while maintaining the existing expressway

The second option is the “Improve” alternative, in which the elevated expressway function would be retained, but modifications to its configuration, as well as to Lake Shore Boulevard underneath, would be made as well. These could include initiatives such as: the addition of an architecturally significant “wrapper” around the structure or suspended from its underside, re-cladding or relocation of the structural piers/ supports to improve pedestrian, vehicular, and possibly transit flow on Lake Shore Boulevard, “greening” the Gardiner Expressway; and relocation or elimination of one or more on- and off-ramps to remove physical barriers to north-south crossings.

The third option is the “Replace” alternative, in which the existing elevated expressway structure would be eliminated, but the expressway function would be retained through construction of either an at-grade, limited access expressway, buried in a tunnel, or reconstructed above ground (e.g. proposal for a new elevated expressway above the rail corridor).

Replace with a new above or below grade expressway





Remove the elevated expressway and build a new boulevard

The fourth option is the “Remove” alternative, in which the elevated expressway function would be eliminated and replaced with a lower-capacity, lower-speed facility. Waterfront Toronto has publicly recommended this alternative, but as a co-proponent with the City, owner of the roadway, it is committed to conducting a fair and unbiased evaluation of all the options. This alternative would involve removing the elevated structure and reconfiguring Lakeshore Boulevard into a “grand street”.