



BACKGROUND

- In 2004, the Toronto Waterfront Revitalization Corporation, now called Waterfront Toronto, commissioned two reports about the impact of taking down the elevated Gardiner Expressway.
- The first report *Microsimulation of the Toronto Waterfront Revitalization Plan* was prepared by the Intelligent Transportation Systems Centre at the University of Toronto. The report contains the results of computer modelling of traffic patterns for three possible options for the Gardiner - Replacement; Transformation; and Great Street. The report did not recommend an option.
- A second report *Constructability, Structural Engineering Feasibility and Cost Study for the Gardiner Expressway/Lake Shore Boulevard Options* (December, 2004) included four options and cost estimates.
- City Council did not select an option and requested more financial and design information.
- In the fall of 2006, after further modeling and analysis, Waterfront Toronto presented four options to the City for review. Waterfront Toronto recommended that the Great Street model (now called the “Waterfront Boulevard”), from Spadina Avenue to the Don River, be approved.
- In 2007, the City’s due diligence suggested higher net cost estimates for a total take-down. It also saw possibilities for revitalizing the waterfront’s Gardiner Expressway corridor in its least-traveled section (from Jarvis Street to the Don River) in tandem with Waterfront Toronto’s redevelopment of East Bayfront, the West Don Lands and the Lower Don Lands.
- In 2008, further to discussions between the City of Toronto and Waterfront Toronto, Waterfront Toronto recommended that an incremental approach be taken to creating a “Waterfront Boulevard”. The Waterfront Toronto Board agreed to consider this matter in June.
- If approved by the Waterfront Toronto Board of Directors, this option will be recommended to City Council for consideration at its July meeting.
- An Environmental Assessment will be required before any action is taken along the Gardiner Expressway.
- Over several years, the cost for this incremental approach is estimated at approximately \$300 million.

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