



Transforming the Gardiner/Lake Shore Corridor

June 12, 2008

Background – Chronology

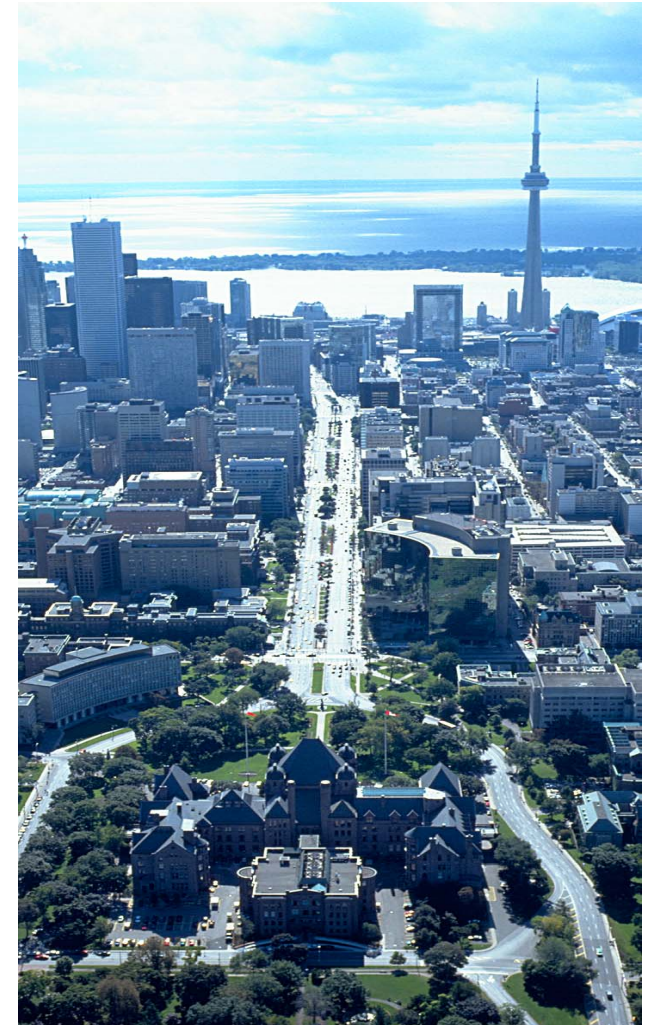
- 2000 – Waterfront Revitalization Task Force Report
- 2001 – Central Waterfront Secondary Plan
- 2002 – TWRC Development Plan & Business Strategy
- 2003 – City Council Directive
- 2004 – WT Technical Study on Gardiner/Lake Shore
- 2008 – Partial Takedown Recommendation





Recommendation – Incremental Approach

- Initiate an Individual Environmental Assessment for the partial takedown of the Gardiner at Jarvis to the DVP



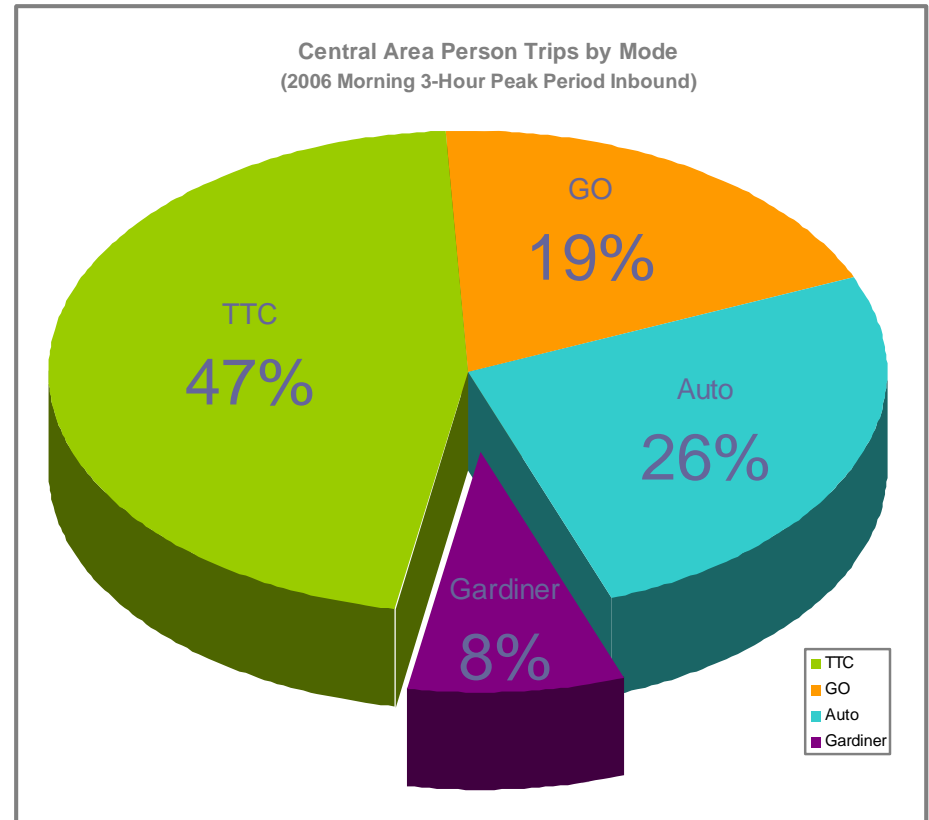


Background - Role of the Gardiner

Central Area Person Trips By Mode

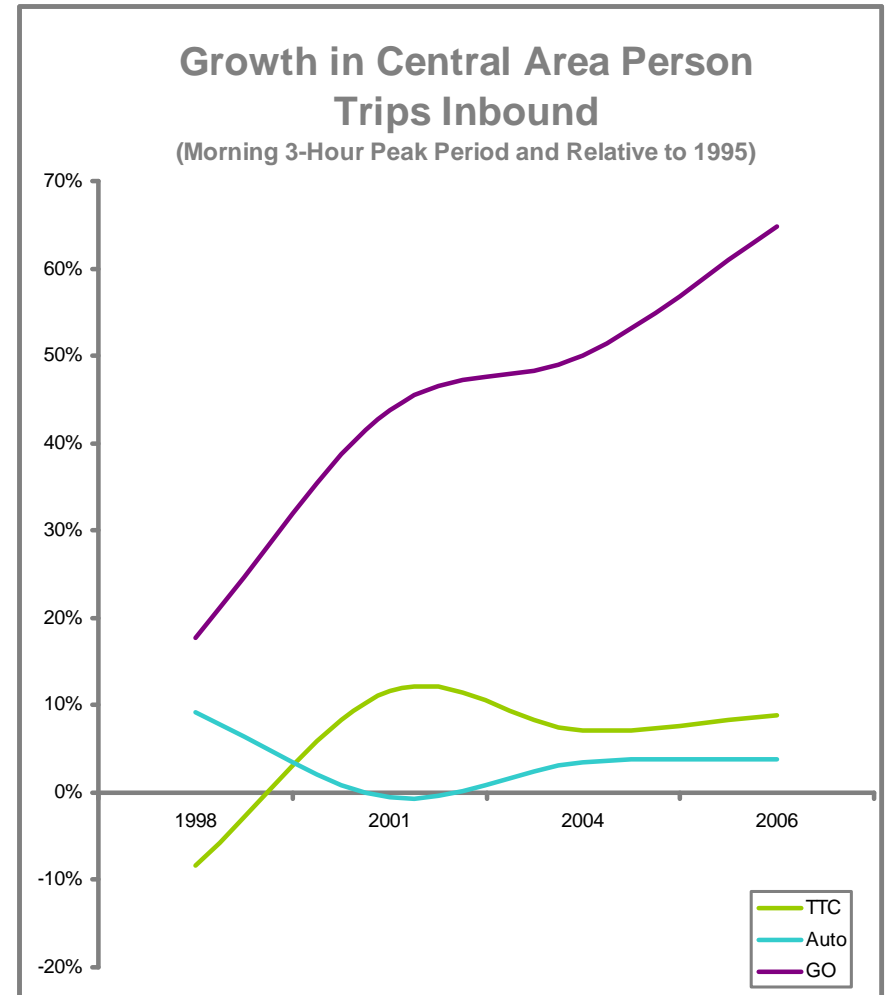
- The amount of travel accommodated by the Gardiner is a fraction of commuter trips, and this is decreasing over time

The Gardiner is not the solution to Toronto's transportation future



Background - Role of the Gardiner

Growth in person trips inbound to the Central Area has been predominantly on GO Transit





Waterfront Toronto's Framework for Gardiner Analysis

Key Issues:

1. Creating a Beautiful City
2. Recognizing Transit Key to Future Growth
3. Maximizing Benefits of Waterfront Revitalization



I. Creating a Beautiful City



- Structure is outdated/at capacity in the 70's
- Barrier between city and waterfront

I. Creating a Beautiful City



Improving Gardiner/Lake Shore Corridor

- Bold move - vision for the city we want
- Unprecedented opportunity to improve connection to waterfront
- Reflects value Waterfront Toronto places on creating quality of place

2. Sustainable Modes will Accommodate Future Growth

- Growth in travel demand will be met through expanded public transit and other sustainable modes
- Underlying assumption of all options Waterfront Toronto has analyzed
- Consistent with the transportation objectives:
 - City of Toronto Official Plan
 - Central Waterfront Secondary Plan
 - Province's Greenbelt and Growth Strategies
 - 2020 Metrolinx Regional Transit Initiatives
 - Transit City





2. Sustainable Modes will Accommodate Future Growth

- GO Transit and TTC will have the biggest impacts on reducing reliance on the Gardiner, east of Jarvis
- \$17.7 billion provincial transit service expansion underway
- Metrolinx Regional Transit Initiatives will improve inter-municipal transit use





2. Sustainable Modes will Accommodate Future Growth

GO Transit rail service improvements include:

- Lakeshore East: third track
- Union Station improvements
- Lakeshore West: third track
- Projects scheduled to be complete by 2009-2014
- Electrification of the Lakeshore line at a later stage





2. Sustainable Modes will Accommodate Future Growth

Waterfront transit expansion includes:

- Planning based on transit as primary mode
- Union Station Platform Expansion
- Queens Quay LRT Expansion
- West Don Lands New LRT Service





3. Maximizing Benefits of Revitalization

- Reconnects City to Lake; removes barrier; improves north/south connections
- Improves quality of place in new East Bayfront, West Don Lands and Port Lands communities
- Capacity – removes Gardiner where traffic utilization volumes lowest

3. Maximizing Benefits of Revitalization

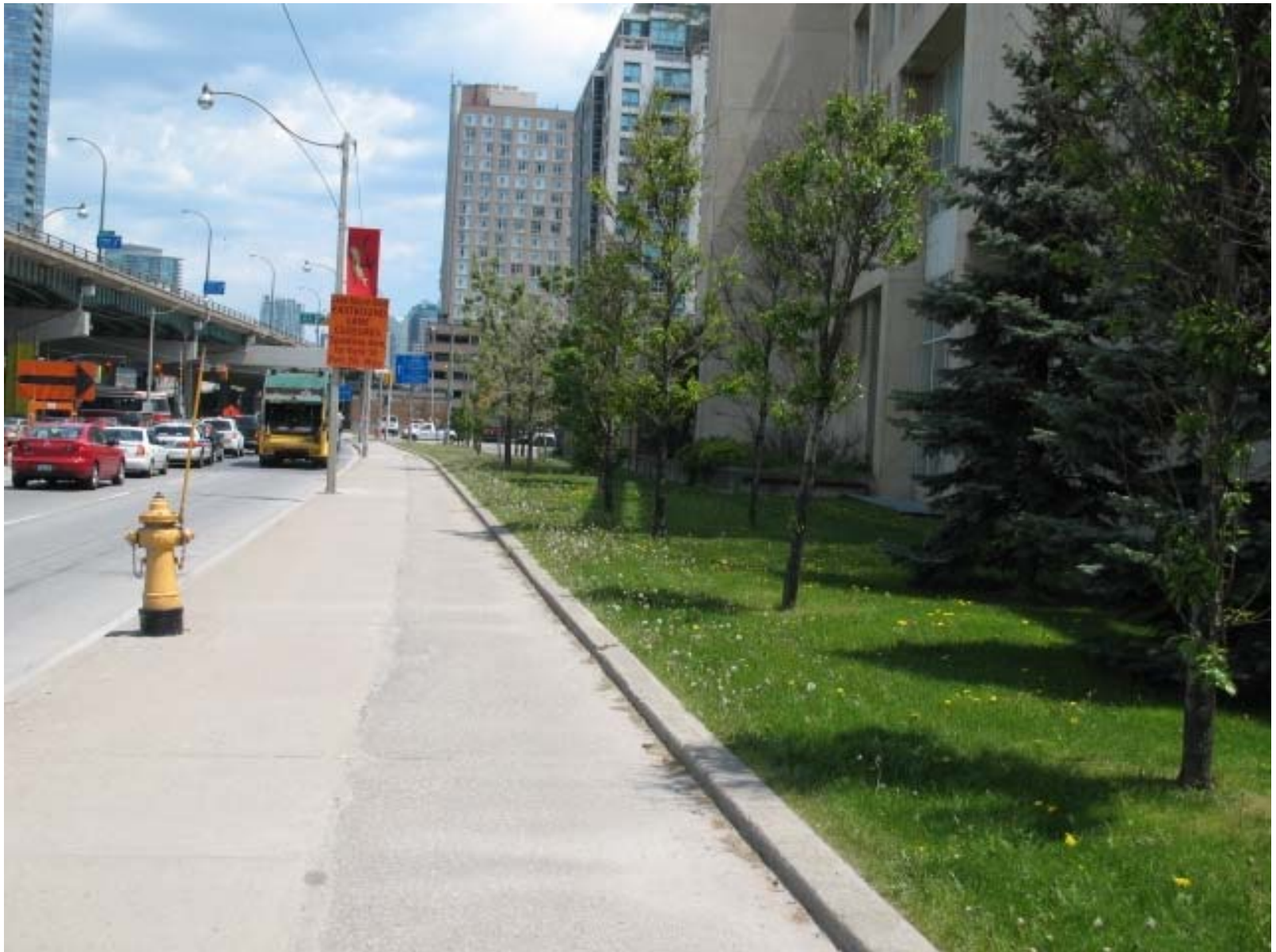


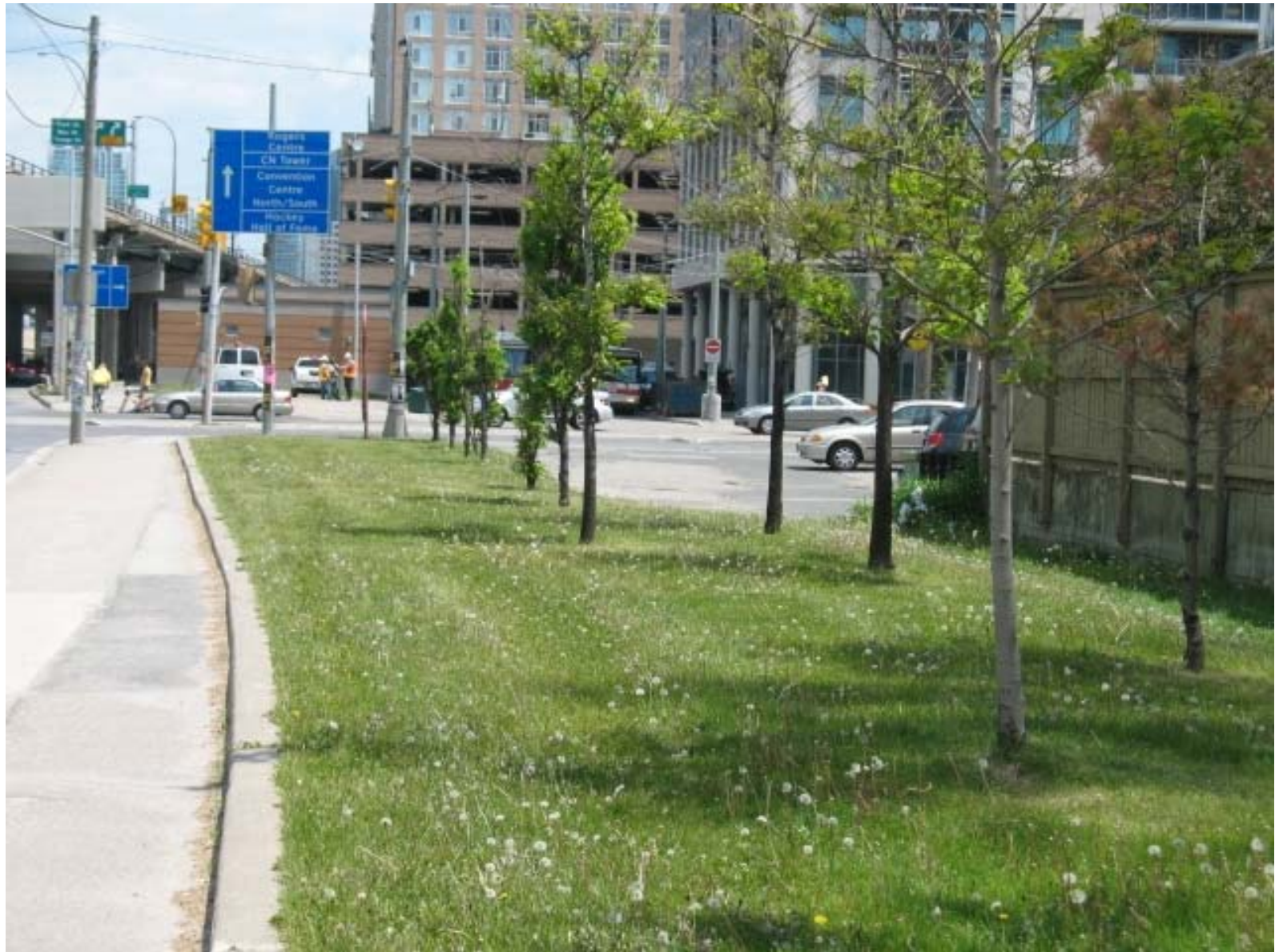
3. Maximizing Benefits of Revitalization



Development with Gardiner in Place





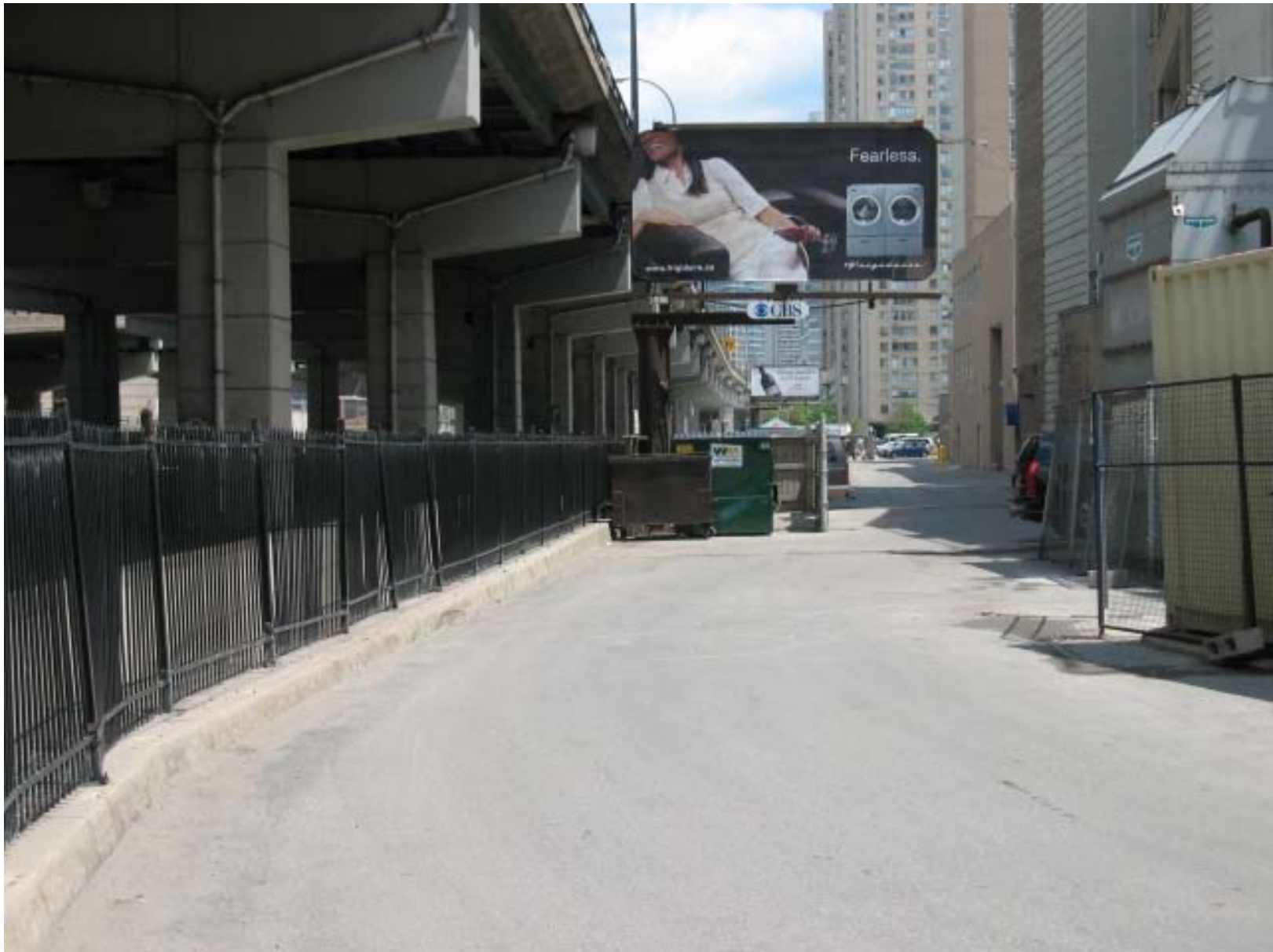
























Rationale: Incremental Approach

- Realistic; doable; lower cost; keeps future full replacement option alive
- Consistent with larger transit investment initiatives





Rationale: Balanced Approach

Implementation:

- Proposed section has lowest volumes of any elevated portions of Gardiner
- Brings road to grade in area being redeveloped
- Financially feasible
- Builds on eastern section which has already been successfully removed

Beginning a Great Street

Waterfront Toronto preferred option:

- Replacement with University Avenue-style boulevard
- Jarvis to Don River = 8 lanes
- Gardiner ramps west of Jarvis
- York Street ramps to also be re-aligned



Performance Comparison: Travel Time

**Preliminary results from model analysis of traffic impacts
(2006 volumes, morning peak hour)**

Origin-destination	Existing (minutes)	Proposed 8-lane Boulevard (minutes)
Humber River to Queen + Woodbine	27.0	27.3
DVP/Dundas to King + Bay	7.8	8.4
Queen + Woodbine to King + Bay	14.4	16.2
Don Mills + Overlea to King + Bay	17.2	18.1

Performance Comparison: Average Auto Speed

**Preliminary results from model analysis of traffic impacts
(2006 volumes, morning peak hour)**

Origin-destination	Existing (km/h)	Proposed 8-lane Boulevard (km/h)
Humber River to Queen + Woodbine	39.5	38.9
DVP/Dundas to King + Bay	28.4	26.3
Queen + Woodbine to King + Bay	35.2	31.3
Don Mills + Overlea to King + Bay	35.3	33.6



Scope of the Environmental Assessment

- Preliminary analysis shows that the EA must address outcomes, options and modes related to the partial take-down in a comprehensive transportation strategy





Next Steps

- Proposal: to recommend to City Council an Individual Environmental Assessment for removal of Gardiner from Jarvis to DVP
- City Council discussion July 14/15

Gardiner Expressway – Lake Shore Boulevard Reconfiguration



Current view of Jarvis Street looking south



Future Waterfront Boulevard at Jarvis Street



Current view of Sherbourne Street looking south



Future Waterfront Boulevard at Sherbourne Street



Current view of Parliament Street looking south/west



Future Waterfront Boulevard at Parliament Street



Current, University Avenue, Toronto





www.waterfrontoronto.ca