



STAFF REPORT ACTION REQUIRED

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

Date:	March 28, 2013
To:	Public Works and Infrastructure Committee
From:	John Livey, Deputy City Manager, Cluster B
Wards:	Ward 28 – Toronto Centre-Rosedale Ward 30 – Toronto-Danforth
Reference Number:	P:\2013\ClusterB\wf\pw13002

SUMMARY

In 2008, Council authorized the City to act as co-proponent with Waterfront Toronto to undertake an Environmental Assessment (EA) for a segment of the elevated Gardiner Expressway east of Jarvis Street to The Don Roadway. The Terms of Reference for the Gardiner Expressway and Lake Shore Boulevard Reconfiguration EA and Integrated Urban Design Study (the Gardiner East EA) were subsequently developed and approved by City Council and the Minister of the Environment in 2009.

As part of the City's Capital Budget process in January 2013, Council reallocated \$4.41M within the Waterfront Revitalization Initiative budget for the completion of the EA. This report provides the Public Works and Infrastructure Committee with an update on the Gardiner East EA scope and process, including key milestones and public consultation.

The impact of the resumption of the Gardiner East EA on the 10-Year Capital Plan for the Gardiner Expressway Rehabilitation Project is the subject of a separate staff report to the Committee. The Rehabilitation Project and the ongoing EA have to be aligned to maintain the Gardiner Expressway in a safe and operable condition. This requires a Council decision on a preferred EA option by the Spring of 2014 so that the work on refining the option and finalizing the design and submission to the Minister of Environment can all be completed by the Spring of 2015.

Information about the Gardiner Expressway rehabilitation program and related matters, including links to the Gardiner Individual EA study, is available on the City of Toronto web site at <http://www.toronto.ca/transportation/gardiner>

RECOMMENDATIONS

The Deputy City Manager, Cluster B, recommends that:

1. Public Works and Infrastructure Committee receive this report for information.

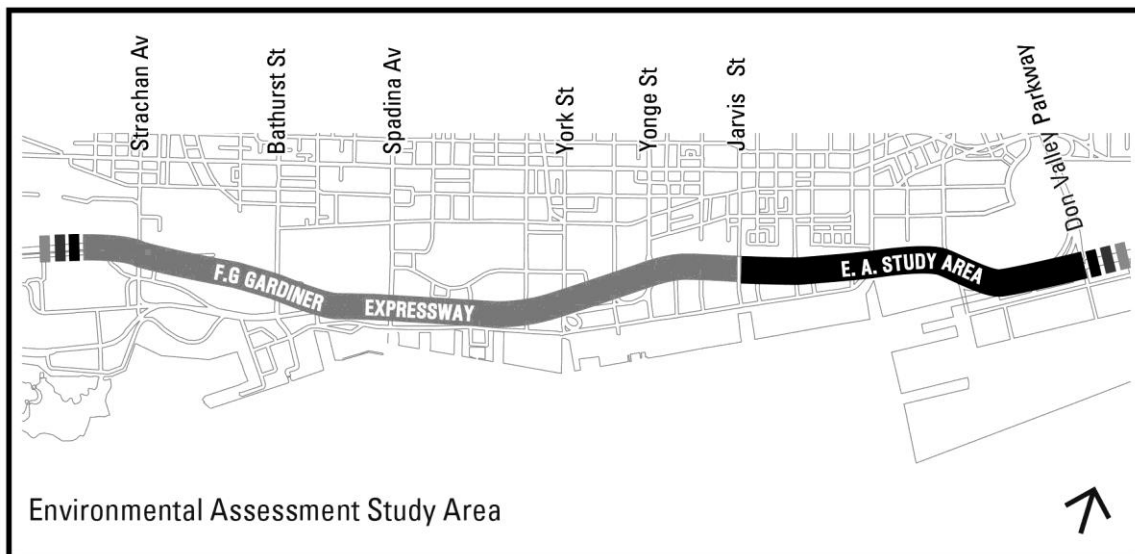
Financial Impact

This report has no financial impact as funding for the Gardiner Expressway/Lake Shore Boulevard Reconfiguration Environmental Assessment and Urban Design Study was approved through the City's 2013 Capital Budget process.

DECISION HISTORY

On June 12, 2008, the Waterfront Toronto (WT) Board of Directors approved a resolution recommending to the City that an Individual Environmental Assessment (EA) be undertaken to examine options for the 2.4-kilometre long segment of the Gardiner Expressway east of Jarvis Street, including its connection to the Don Valley Parkway, through East Bayfront and the Lower Don Lands to east of the Don River. This area includes the existing ramp to/from Lake Shore Boulevard East.

Figure 1: Gardiner East EA Study Area



In July 2008, City Council authorized the City to act as co-proponent with Waterfront Toronto to undertake an Environmental Assessment (EA) for the 2.4-kilometre elevated segment of the Gardiner Expressway east of Jarvis Street to The Don Roadway and to reallocate funds reserved for the Front Street Extension to other approved waterfront projects:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2008.EX22.1>

In September 2008, Planning and Growth Committee considered a "Further Report on Removal of the Gardiner Expressway East from Jarvis":

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2008.PG19.3>

In January 2009, Council approved the deletion of Front Street West from "Schedule 2: The Designation of Planned but Unbuilt Roads" in the City's Official Plan, and adopted Official Plan Amendment No. 64:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2009.PG22.2>

In August 2009, City Council authorized the submission of the Gardiner East EA Terms of Reference to the Minister of Environment:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2009.EX33.17>

In November, 2009, the Minister of Environment approved the EA Terms of Reference: http://www.waterfronttoronto.ca/explore_projects2/the_gardiner_expressway/the_gardiner_ea_terms_of_reference

In considering the City's 2013 Capital Budget and 2014 to 2022 Capital Plan on January 15 to 16, 2013, City Council reallocated \$4.41M within the Waterfront Revitalization Initiative budget for the Gardiner Expressway and Lake Shore Boulevard Reconfiguration Environmental Assessment (EA). See Recommendation #84:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.EX27.1>

ISSUE BACKGROUND

Previous Gardiner Proposals

Over the past two decades, numerous studies and task forces have proposed ideas for the removal or alteration of the elevated F. G. Gardiner Expressway. Following earlier studies by the former City of Toronto and Metropolitan Toronto in 1990-1991, the Royal Commission on the Future of the Toronto Waterfront (Crombie Commission) suggested the removal of the entire elevated Gardiner Expressway between Exhibition Place and its eastern terminus, and its replacement with a network of tunnels and surface roads. The study findings can be found in the Royal Commission's final report: "Regeneration: Toronto's Waterfront and the Sustainable City," Chapter 10 – "The Central Waterfront," pages 303 to 414 at: <http://www.waterfronttrail.org/library-publications.html#regeneration>

As a first step, the need for the 1.3-kilometre long elevated segment of the Gardiner east of the Don River to Leslie Street was assessed. From 1999 to 2001, the segment east of Bouchette Street was dismantled at a cost of approximately \$40 million, or \$62.4 million inflated to today's dollars. Road-right-of-way, public art and pedestrian and cycling trails were constructed alongside the exposed section of Lake Shore Boulevard East.

In 2001, the Toronto Waterfront Revitalization Task Force ('Fung Task Force') proposed that the remainder of the elevated Gardiner Expressway be removed (see: <http://www.toronto.ca/waterfront/pdf/torontow.pdf>). In 2003, the City asked the Toronto Waterfront Revitalization Corporation (TWRC, now Waterfront Toronto – WT) to examine opportunities for the redesign of the Gardiner/Lake Shore corridor in support of waterfront revitalization. TWRC reviewed three basic alternatives to the existing expressway: Replace, Transform and Great Street.

1. The Replace option involved the replacement of the entire elevated expressway with a combination of tunnels and at-grade roads, similar to the Fung Task Force proposal.
2. The Transform option retained the elevated expressway, enhanced it with the removal of ramps, addition of architectural features and relocation of Lake Shore Boulevard from beneath it.
3. The Great Street option called for the replacement of the elevated expressway east of Spadina Avenue with an at-grade street similar to University Avenue.

In 2004, TWRC selected the Great Street as the option worthy of further consideration. The proposal was for a 10-lane, two-way road between Spadina Avenue and Simcoe Street, a pair of five-lane, one-way roads between Simcoe Street and Jarvis Street and an eight-lane, two-way road east of Jarvis Street. The cost was estimated at approximately \$780 million (2005), with a 14-year EA, design and construction process. In 2004 and 2005, TWRC conducted further detailed analysis of the traffic impact, constructability, structural engineering, construction staging, costing, economic impact and other aspects of the Great Street. These documents are available at: http://www.waterfronttoronto.ca/misc_pages/search?query=Gardiner+Lake+Shore+Corridor+Report&search_button=Search&filter_pages=none&filter_projects=none&filter_documents=all&filter_match=Match+Any+Occurrence&filter_events=none&filter_galleries=none&filter_news=none

Gardiner East EA Study

A review of TWRC studies found the cost of the Great Street had increased significantly from earlier estimates. Much of the project cost arose from the constraints of working in the central waterfront area, keeping the Gardiner in use while constructing a new roadway, and the need to extend Front Street west of Bathurst Street to connect directly to/from the Gardiner Expressway.

In 2007, WT and City staff collaborated to find a more affordable solution to the redesign of the Gardiner that improved the quality of the public realm, the pedestrian environment and access to the waterfront. It was found that the less-developed eastern waterfront area offered greater opportunity to both avoid constraints and shape new development patterns.

The result of this review was that in 2008, Council approved a report authorizing the City of Toronto and WT to jointly undertake an Individual EA for the 2.4-kilometre segment of the Gardiner Expressway and Lake Shore Boulevard from Jarvis Street to The Don Roadway. Consequently in July 2008, City Council approved reallocating funds reserved for the Front Street Extension to other approved waterfront projects. Council subsequently adopted Official Plan Amendment 64, deleting Front Street West from "Schedule 2: The Designation of Planned but Unbuilt Roads".

The EA study is intended to examine at least four different strategies for this easterly portion of the expressway in the context of the Official Plan and the Central Waterfront Secondary Plan. As an Individual EA, it was necessary for the study Terms of Reference (ToR) to be approved by the Minister of the Environment (MOE) before launching the EA study itself. The ToR were endorsed by Council and approved by the Minister in August and November 2009 respectively. The study was active until mid-2010 and was reactivated with Council's January 2013 reallocation of \$4.41 million to the project. In the spring of 2014, staff will bring forward a report for Council consideration on the preferred EA alternative solution for the Gardiner East. More details on the EA study program and schedule are outlined in Section 2 below.

York-Bay-Yonge Ramps Class EA Study

While the Individual EA focuses on the eastern section of the Gardiner/Lake Shore corridor, the City has taken steps to improve the pedestrian environment and north-south connections in the central waterfront. The City undertook a Class EA study for the reconfiguration of the York-Bay-Yonge eastbound Gardiner exit ramp. The study recommendations, including replacement of the existing ramp with a shorter exit to Simcoe Street, were endorsed by Council in August 2010. Following some additional work that was reported to Council in mid-2012, the Environmental Study Report (ESR) for the York-Bay-Yonge project has been completed and will be filed this spring with the Ministry of the Environment for the required 30-day public review. The ramp recommendations in this Class EA will have little effect on the traffic conditions or expressway (re)configuration east of Jarvis Street.

COMMENTS

1. The Gardiner Expressway EA and City Building

Founded upon the City's Official Plan and Central Waterfront Secondary Plan (CWSP) principles, the ToR for the Gardiner East EA call for all options explored through the EA process "to ensure that strong city-building objectives remain at the centre of the

technical analysis and that a successful urban environment characterized by design excellence results from this effort."

1.1 Official Plan and Central Waterfront Secondary Plan Context

The vision contained in the City's Official Plan, approved by Council in 2002, is for a more livable City based on integrating future growth with a viable transportation network that emphasizes a green space network and reduced reliance on the private automobile. Official Plan policies guide actions to create improvements to the public realm, the pedestrian environment and access to Toronto's waterfront.

The Central Waterfront Secondary Plan (CWSP), approved by Council in 2003, sets out the core principles of waterfront revitalization as: removing barriers/making connections, building a network of spectacular waterfront parks and public spaces, promoting a clean and green environment and creating dynamic and diverse new communities. It describes the Gardiner as a "major physical barrier that cuts off the city from the waterfront" and identifies Gardiner redesign as one of the plan's "big moves," in conjunction with improvements to the road system and GO and TTC services.

1.2 City Building Objectives for the Gardiner East EA Study

Five city-building goals outlined in the ToR guide the Gardiner East EA:

1. Revitalize the Waterfront
Today, both the Gardiner Expressway and Lake Shore Boulevard east of Jarvis Street focus on movement of vehicles and goods rather than on place-making, quality of life or the rejuvenation of lands under and adjacent to the expressway. Regardless of which EA alternative Council ultimately selects, the redesign of this transportation corridor provides a means of addressing both the continued movement of passenger vehicles and goods and the creation of a dynamic and compelling place through excellence in design.
2. Reconnect the City with the Lake
The CWSP identifies the Gardiner as one of the main physical and psychological barriers separating the City from its waterfront. Reconsideration of the east corridor will aim to reduce the barrier effect in this area via a welcoming and accessible route to the waterfront and new waterfront communities linked by transit, street and urban design, and new mixed-use development.

To address these objectives, the Urban Design Study component of the Gardiner East EA will feature alternative master plan layouts for the Gardiner Expressway/Lake Shore Boulevard corridor inclusive of streets, parks and open space, road designs and block patterns, uses, unique features or elements, massing, height, building types, community facilities, parking strategies, pedestrian and vehicular movement, phasing, and other relevant issues.

3. Balance Modes of Travel

The Don Valley Parkway/Gardiner/Lake Shore route is an important one for commuters, commercial vehicles, emergency vehicles and regional travellers. The CWSP states that, "Modifications to the road and transit infrastructure outside the (Gardiner) corridor will be required to ensure the success of any expressway design. These modifications will have to be identified and substantially in place prior to reconfiguring the corridor."

The ToR therefore call for a balance of public transit, motor vehicles, pedestrians and cyclists through the provision of appropriate infrastructure to serve local neighbourhoods and the greater Toronto region. GO Transit is upgrading services on several existing rail lines, including Lake Shore east and west, as well as signal and platform upgrades at Union Station. The City's current revitalization of the Union Station passenger terminal building will ensure capacity is in place to accommodate the anticipated near doubling of GO Transit ridership following completion of expansion initiatives.

As well, the City's 2001 study "Toronto Waterfront Revitalization Transportation Network" includes \$1.1 billion of local transit improvements (such as Union Station LRT loop improvements and enhanced Queens Quay, Cherry, Bremner and West Don Lands/King LRT service) that could accommodate a significant component of the travel demand. While studies have been undertaken to plan most of these facilities, none of these initiatives are fully funded or in place.

4. Achieve Sustainability

Alternatives for the Gardiner/Lake Shore corridor will consider Official Plan policies regarding the promotion of a green space network including air quality and flood conveyance and protection.

5. Create Value

Successful redevelopment of properties adjacent to the Gardiner corridor has occurred in the central waterfront area. The selection of a Gardiner option that achieves OP and CWSP public realm and city-building has the potential to increase economic benefit to the city. EA solutions will explore opportunities to develop adjacent publicly owned lands and propose innovative financial mechanisms to support and sustain the vision. These benefits must be weighed against modifications to the Gardiner Expressway that might result in economic disadvantages such as increased congestion and travel time, particularly for commercial vehicle traffic.

2. Gardiner Expressway / Lake Shore Boulevard Reconfiguration EA & Integrated Urban Design Study

In 2008, Council authorized the City to act as co-proponent with Waterfront Toronto to undertake an Environmental Assessment (EA) for the 2.4-kilometre elevated segment of the Gardiner Expressway east of Jarvis Street to The Don Roadway. An Individual EA

prepared under the Ontario Environmental Assessment Act involves a two-stage process. The first stage involves the preparation of a Terms of Reference (ToR) for the EA, which outlines the work plan, including the studies and consultation that will be carried out during the course of the EA. The second phase is the preparation of the EA itself. The ToR for the Gardiner East EA were approved by Council and the MOE in 2009, following a mandatory public consultation program.

WT hosted an Innovative Design Competition in early 2010 to generate ideas to be considered in developing and analyzing EA alternatives. Six submitted planning consortia were asked to design concepts for the Retain, Remove and Replace expressway options. In November 2010, the Gardiner EA Steering Committee co-chairs agreed to delay the next step in the EA, which was release of the high-level design concepts.

City and WT staff and project consultants have updated the EA workplan and are moving forward with the remaining study tasks needed to bring forward a report to Council next spring. An overview of the Gardiner East EA, including the budget and key milestones, is outlined below.

2.1 Gardiner East EA Study Budget

The Gardiner East EA study cost of \$7.69 million was fully funded in the 2009 and 2010 Capital Budgets as part of the City's share of the waterfront revitalization program. By late 2010 when EA work was put on hold, \$3.28 million of the total EA budget had been spent. Two Stakeholder Advisory Committee meetings, eight public meetings, two workshop events and two online consultation rounds to finalize the ToR had been completed, as had the data gathering phase, and the International Design Competition concepts had been submitted to staff.

In 2011, the remaining \$4.41M from the EA study was reallocated to George Brown College, Queens Quay and East Bayfront revitalization projects. During the 2013 Capital Budget Process, Council reallocated the \$4.41M to the EA study to permit its resumption and completion.

2.2 EA Study Overview

The EA study is directed by a joint City/WT Steering Committee co-chaired by the Deputy City Manager responsible for the Waterfront Initiative and WT's President and Chief Executive Officer. The Committee is supported by City and WT Project Co-Leads and a Project Team consisting of Project Managers from WT, the Waterfront Secretariat, City Planning and Transportation Services. A Technical Advisory Committee made up of relevant City divisions reports to the Project Team. WT and City Communications staff also provide support.

EA work is undertaken within the approved study framework set out in the ToR, which provide flexibility to consider other alternative solutions that may arise through the

consultation process. As identified in the ToR, study alternatives for the Gardiner East EA include:

1. "Do nothing," other than the planned structural rehabilitation
2. Retain the existing structure and improve the urban fabric
3. Replace with a new above- or below-grade expressway
4. Remove the elevated expressway east of Jarvis and upgrade Lake Shore Boulevard with a new connection to the Don Valley Parkway.

Specific considerations to be addressed in the EA include the location of ramps, improvements to the Richmond/Adelaide ramps at the Don Valley Parkway, coordination with the Don Mouth EA/Lower Don Lands precinct plan/EAs, traffic impacts, construction staging, north/south pedestrian connections and treatment of the north flankage along the railway. Analysis will also include the design of changes to other roads to support expressway options, a limited review of opportunities to improve transit, the identification of urban design elements and the development of traffic management and construction staging plans. Infrastructure costs for the various EA alternatives will also be defined with a reasonable level of accuracy, and then compared to ongoing Gardiner rehabilitation costs.

2.3 EA Study Schedule

To maintain the Gardiner east of Jarvis Street in a safe and operable condition, the Gardiner East EA schedule must be aligned with the 10-Year F.G. Gardiner Expressway Rehabilitation Project, which is the subject of a separate report to the Committee. Staff will bring forward a report to Council next spring on the preferred EA alternative, followed by more detailed design and a submission to the MOE in 2015. In projects of this complexity, MOE review and approval may take five or more years, particularly in the event of a protracted hearing, or judicial or Ministerial challenge.

The EA schedule includes a number of key milestones outlined below, such as reports to Council at key decision points in the study, public feedback and Council consideration of a preferred EA alternative in the spring of 2014 – discussed in detail in Section 2.3.2 below. The plan to engage and solicit public input on the Gardiner East EA study exceeds the statutory requirements under the Environmental Assessment Act and features the use of social media (such as Twitter and Facebook), public and stakeholder meetings, and a dedicated web site linked to the City's Gardiner website that provides information resources, news and event posts, meeting notes and summaries and maps as well as other public engagement tools.

2.3.1 Key EA Study Milestones

- Development and Evaluation of Alternatives
 - Early 2013: Public Meeting, Terms of Reference refresher and design concepts

- Mid/late 2013: Public Meeting #1 – draft alternative solutions and evaluation criteria
 - Late 2013: Public Meeting #2 – preferred alternative solution and evaluation criteria
 - Early 2014: City Council selection of preferred alternative solution
 - Mid 2014: Public Meeting #3 – draft alternative designs for preferred solution and evaluation criteria
 - Late 2014/early 2015: Public Meeting #4 – preferred design
- Traffic Microsimulation – Early 2013 to early 2014
 - Design of Preferred Alternative
 - Early 2015: Design and engineering cost estimate
 - Mid 2015: Council authorization for submission to MOE
 - Mid 2015: EA submission to MOE
 - Mid 2015 onwards: MOE-led review and Ministerial decision

2.3.2 Council Selection of a Preferred EA Alternative

In the spring of 2014, staff will bring forward a preferred EA alternative for Council consideration, following public consultations on draft alternative solutions in 2013. Beyond the initial capital cost, an important consideration in assessing Gardiner East EA alternatives will be an understanding of the estimated longterm costs to maintain the asset in a state of good repair under each scenario. A cost analysis for a roadway factors in various scheduled maintenance, rehabilitation and replacement of key structural and surface components over their respective useful lives.

As the EA study proceeds, cost elements of each of the study alternatives will be developed and a preferred alternative identified. During the alternative solutions stage, order-of-magnitude costs will be developed along with a high-level cost-benefit analysis to identify the economic value of each alternative on a net present value (NPV) basis. The order-of-magnitude costs for each alternative will address capital, infrastructure and real estate investments, direct and indirect return to the public sector and public value creation. Once the preferred alternative has been selected, a more in-depth market analysis of residential, commercial and retail segments in the EA study area will be completed. This information will supplement the refined capital construction cost estimate for the preferred alternative.

If the preferred Gardiner alternative Council selects has funding requirements that exceed the current rehabilitation budget, a dedicated funding source will be needed prior to EA completion and construction. A funding commitment is not required for EA approval but without dedicated funding, projects cannot proceed. To ensure that the preferred Gardiner option can be implemented, in 2008 Council directed staff to report back on a funding source. The interim nature of repairs on the eastern section of the Gardiner also necessitates a timely and implementable solution.

The City Manager's Office is currently preparing a report to Council on transportation funding tools that may help identify future funding sources for the Gardiner Expressway. The Gardiner Expressway Rehabilitation Project can also be adapted to address changing expressway priorities and, to some extent, outcomes of the EA process. An overview of the EA approval process and subsequent planning and design steps are outlined in Section 2.3.3 below.

2.3.3 EA Approval Process, Planning and Design

Following Council's selection of a preferred EA alternative in 2014, design work and EA study completion will focus on development of a more detailed plan for the preferred alternative. The final plan and associated EA Report will be presented to Council for consideration in the spring 2015. It will then be submitted to the Minister of the Environment to initiate the provincial review and approval process.

Depending on the EA alternative chosen, following EA approval, changes to the Official Plan and CWSP, preliminary design, detail design, property acquisition, a traffic management plan, and a number of necessary associated precursor or mitigative projects would also be required prior to tendering and construction. This process is discussed in greater detail below.

MOE Review and Approval Process

Following selection of a preferred EA alternative but prior to Council's final review of the EA in the spring of 2015, the City and WT will submit the draft EA Report to the MOE for review. This process ensures that any concerns or technical issues are identified early and the EA proponents have the opportunity to review documentation before a final submission is made.

The MOE's review and decision-making for an Individual EA is regulated under Ontario Regulation 616/98 – the Deadline Regulation, which specifies the process for reaching a decision about an Individual EA:

- The final EA is made available for an initial seven-week review period. During this time, comments are submitted directly to the MOE.
- Following the first review period, the EA will be revised to respond to any comments received, as appropriate.
- The MOE will then prepare a Ministry Review of the EA. The Ministry Review provides an overview of the project, the process followed and highlights any outstanding issues.
- The Ministry Review is published by the Ministry and made available for a second review period that extends for a five-week period, as described below.

- Final submission of the EA to the MOE requires a minimum of three weeks advance notice. On the date of submission, a Notice of Submission is published in local newspapers, the project website and the MOE's website. This Notice provides information about where documents can be viewed, the length of the comment period and where comments should be submitted. During this second review period, the public may submit comments to the MOE about the Ministry Review or the EA. The City and WT will again be provided an opportunity to review and respond to any comments received.
- The Ministry will prepare recommendations for the MOE following the second review period in preparation for a decision. Under the Environmental Assessment Act, the Minister may:
 - approve the undertaking;
 - approve the undertaking with conditions; or
 - refuse to give approval of the undertaking.

Before making a decision, the Minister may also refer the EA or a specific issue to the Environmental Review Tribunal or to mediation.

- A decision about an Individual EA of this complexity could take up to five or more years, as time can be spent addressing protracted hearings, or judicial or Ministerial challenge.
- Once approval to proceed with the undertaking is given, a signed Notice of Approval (with or without conditions) and an Order-in-Council will be provided.

Planning and Design

The nature, scope, timing, duration, and extent of the planning and design steps will depend on the outcome of the EA study. If a decision is made to retain the existing Gardiner Expressway, the subsequent design work will be substantially less than if it is to be removed or substantially reconfigured.

In addition, a committed funding plan should be in place before incurring the costs of the design work. Following Council endorsement of a preferred EA alternative in spring 2014, design work can begin on engineering design, implementation staging, traffic management during construction and related works. This early work is expected to take up to two years. Once right-of-way requirements are defined and funding is in place, property acquisition (if any) can be initiated. In the event that EA approval is granted, implementation of diversion works could then begin, with construction of the project following directly. The duration of each step and construction depend on the preferred solution selected and the length of time for EA approval.

3. Gardiner Expressway Rehabilitation Program

A variety of maintenance and rehabilitation activities are undertaken on the Gardiner Expressway every year to maintain it in a safe and operable condition. In the last 10 years, the City has spent nearly a total of \$75 million on Gardiner rehabilitation and maintenance. In early 2013, City Council approved capital funding of \$505 million over 10 years for the F.G. Gardiner Expressway Rehabilitation Project (2013 to 2022). Current and planned rehabilitation activities include a comprehensive Strategic Rehabilitation Plan for the entire expressway (Highway 427 to Logan Avenue) that will form the basis of all capital spending on the Gardiner from 2013 and will also time implementation of the preferred EA alternative for the segment of the expressway east of Jarvis Street, once approved by Council.

Jarvis Street to Don Roadway Interim Repairs

The City's contracted engineering consultant has provided preliminary detailed condition survey results. These results confirm an earlier assessment that the Gardiner deck area east of Jarvis Street, like the deck between Strachan Avenue and Rees Street, requires rehabilitation in advance of other areas. Engineering and Construction Services staff have initiated detailed design and preparation of an interim repair contract for the Jarvis Street to Don Roadway segment of the Gardiner that is also the subject of the EA. Design work is planned to be completed in early April 2013 and rehabilitation will begin in the summer.

The scope of work for this segment will include a combination of temporary bracing, localized deck repairs, and repair/replacement of severely deteriorated parapet walls. The goal is to maintain the existing structure in a safe condition for a minimum of six years to allow completion of the EA study and implementation of a preferred EA alternative. Given that the EA study may result in significant reconfiguration or even removal of the structure, a separate report to Committee on the Gardiner Expressway Rehabilitation Project recommends deferring full reconstruction of the Gardiner until EA study conclusions are known and approved by Council. The need for any further repairs prior to the completion of the EA study will be reviewed on a yearly basis to ensure the continued safe use of the expressway.

4. Broader City Transportation Initiatives

The Gardiner East EA is being undertaken in coordination with several other transportation and planning studies that affect the study area, including:

- Downtown Transportation Operations Study
- Port Lands Acceleration Initiative
- East Bayfront Interim Transit Study
- Lower Yonge Precinct Plan / Transportation Master Plan
- York/Bay/Yonge Ramps Reconfiguration EA Study
- Richmond/Adelaide Separated Bicycle Facility EA Study

- Official Plan Review
- Downtown Relief Line

Overlapping study teams, consistent planning principles and sharing of plans and information ensure that each study takes other projects into account. In addition, the transportation modelling and demand forecasting used in the Gardiner East EA is calibrated to current conditions and takes into account all new land use and transportation plans and proposals as they emerge.

Waterfront Toronto was consulted on the preparation of this report.

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