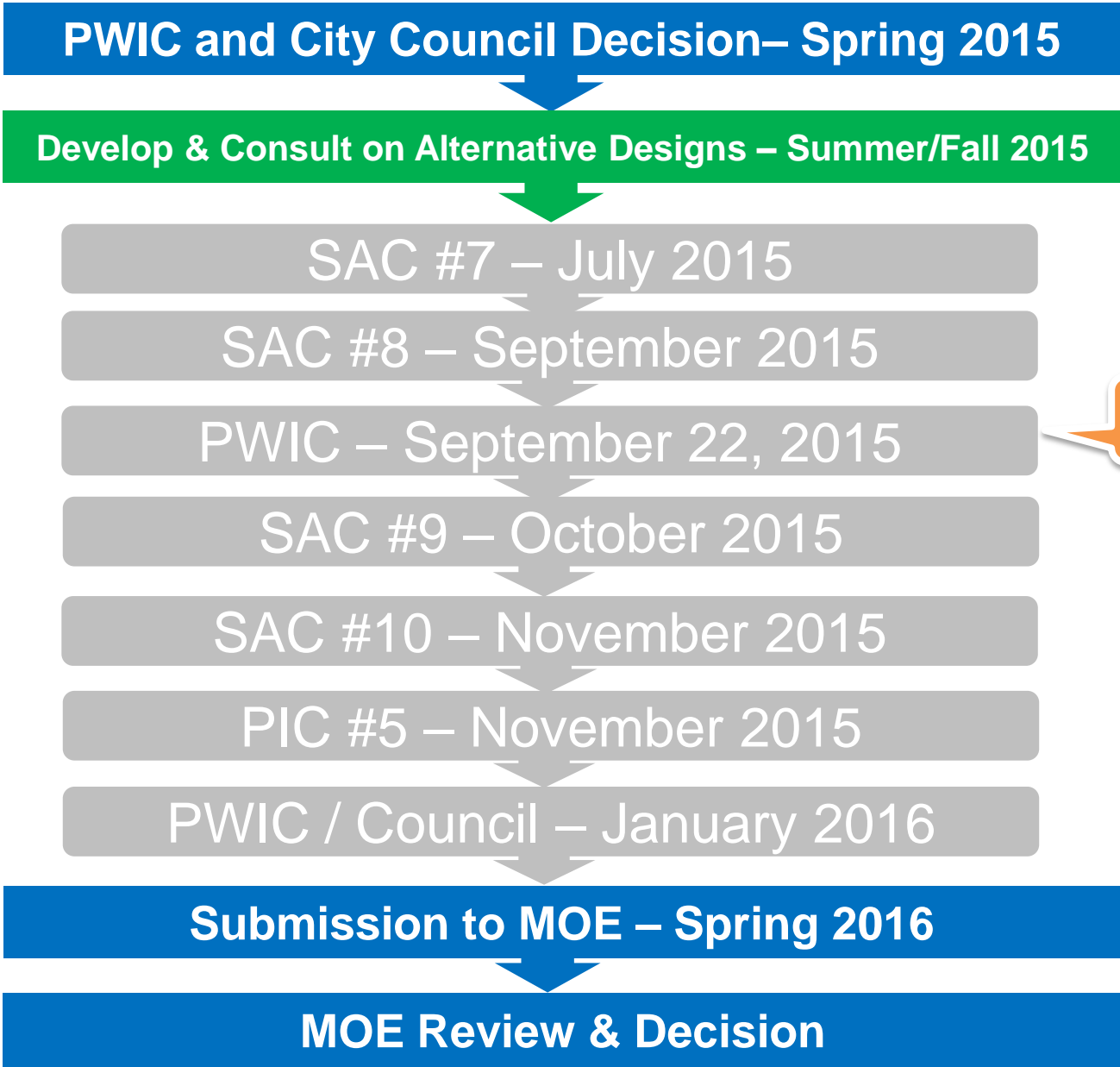


# Progress Report: Hybrid EA Alternative Design Concepts

Public Works and Infrastructure Committee  
September 22, 2015



# A Progress Report



# June 2015 City Council Decision

- Hybrid to alternative designs stage
- Reports to September Executive Committee:
  - Tunnelling
  - Tolling
  - Strategic Rehabilitation Plan
- Hybrid designs report to September PWIC
- East Bayfront/Waterfront transit report to October Executive Committee
- Future reports on:
  - Keating Channel precinct plan
  - Provincial upgrading (“King’s Highway”)

# All Work Preliminary

- All work preliminary:
  - Design
  - Costing
  - Land sales revenue analysis
  - Roadway design/safety
  - Public realm
  - Evaluation criteria
- Will advance work for November 2015 SAC/PIC
- Further report to Committee and Council in early 2016



# Key Issues

The following key issues were considered in the development of the alternative Hybrid design concepts:

## 1. Development and Public Realm

The Keating Precinct development area should be large enough for critical mass, allowing for a street and block plan that facilitates high-quality development while preserving water's edge public realm in keeping with other waterfront precincts.

## 2. Private Property

Minimize impacts on private property to the largest extent possible.

## 3. Safety

Ensure safety of a lower design speed Gardiner–DVP ramp with measures to slow vehicle speeds such as: signage, vehicle speed warnings and road lane narrowing.

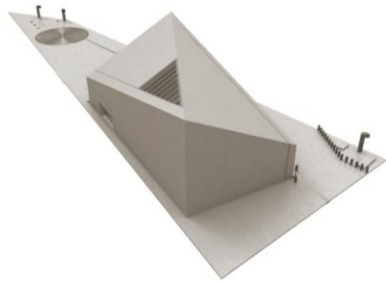
## 4. Road Capacity and Auto Travel Times

The Hybrid design should be sensitive to impacts on road capacity and vehicle travel times and provide adequate access between the Gardiner and Lake Shore Blvd. With the removal of the Logan ramps, new on/off ramps will be required east of Cherry Street.

## 5. Cost and Constructability

The Hybrid needs to be of reasonable cost and should be constructed in a manner that minimizes construction impacts.

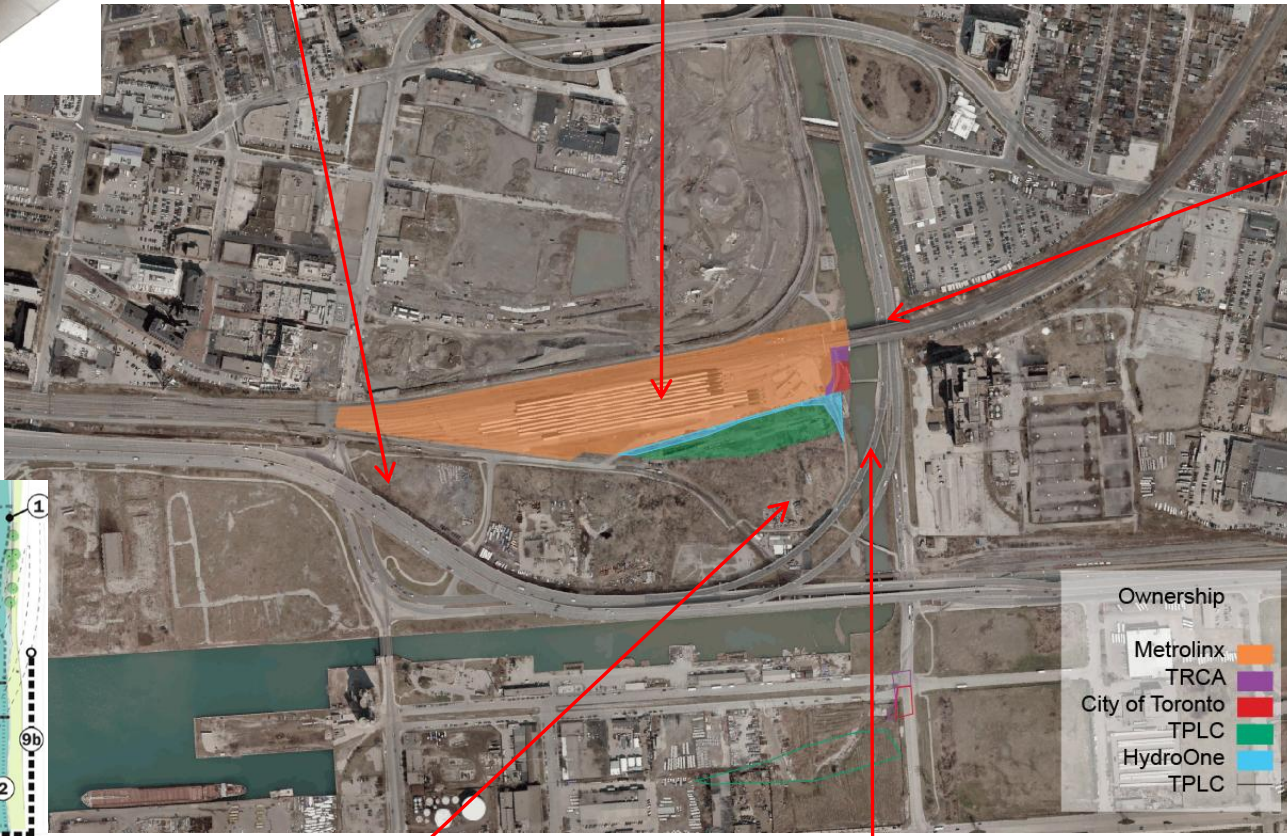
**5** City Stormwater Quality Management Facility



**1** Rail yards



**2** Rail corridor bridge



Ownership

Metrolinx	Orange
TRCA	Purple
City of Toronto	Red
HydroOne	Green
TPLC	Blue

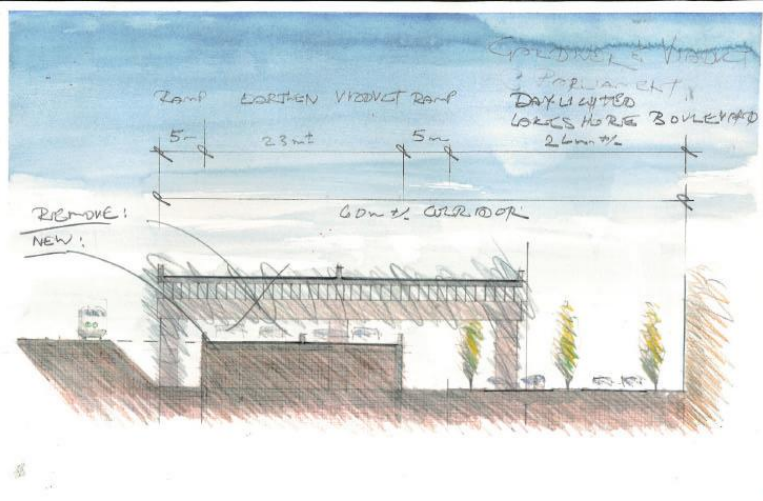
**4** Don River Sediment Control Basin



**3** Gardiner- DVP link



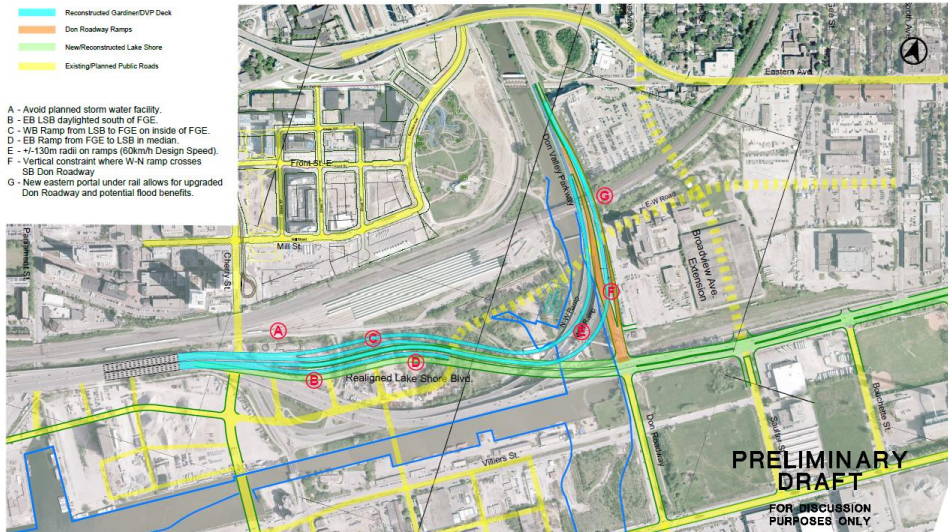
## The Viaduct



## The Consolidated



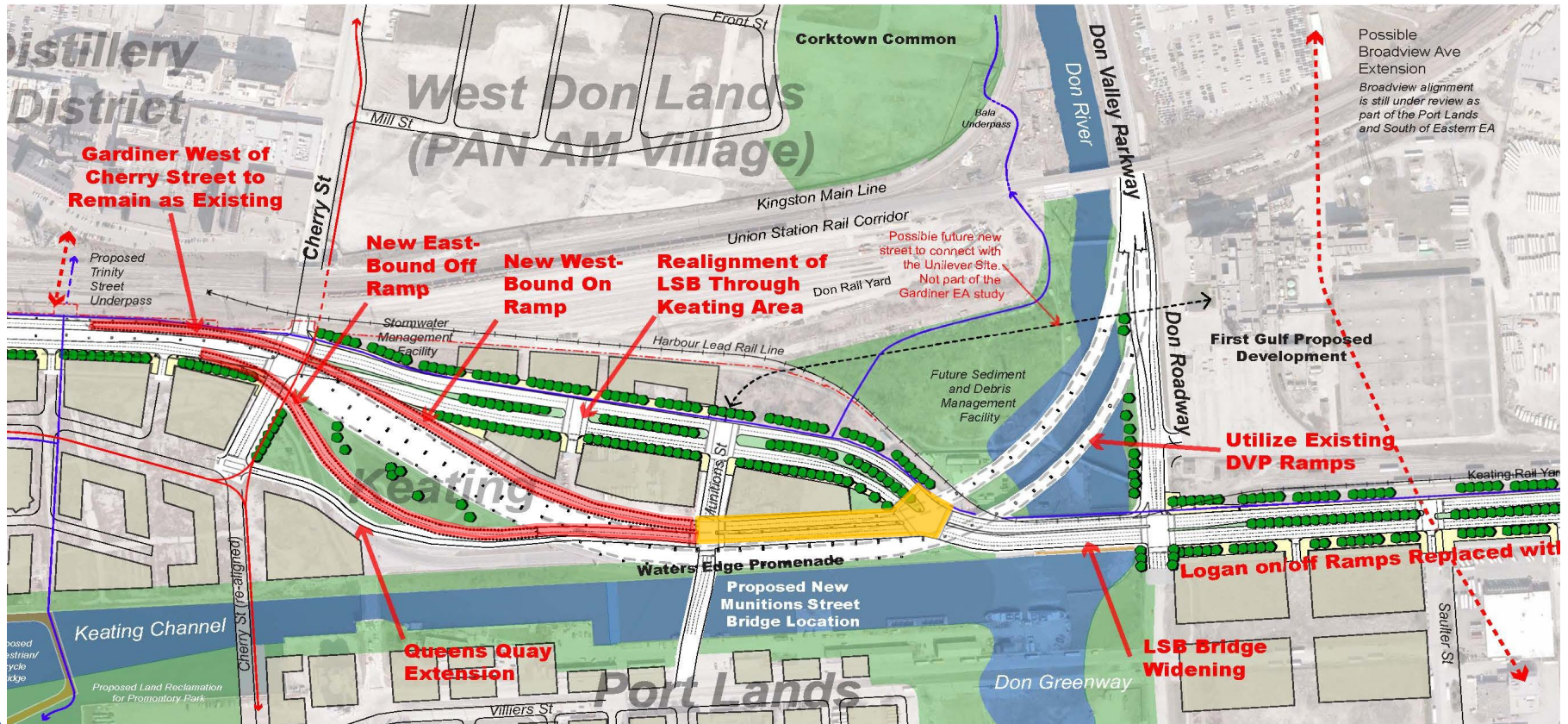
## The First Gulf Proposal





# Alternative Designs

# Council-Reviewed Hybrid

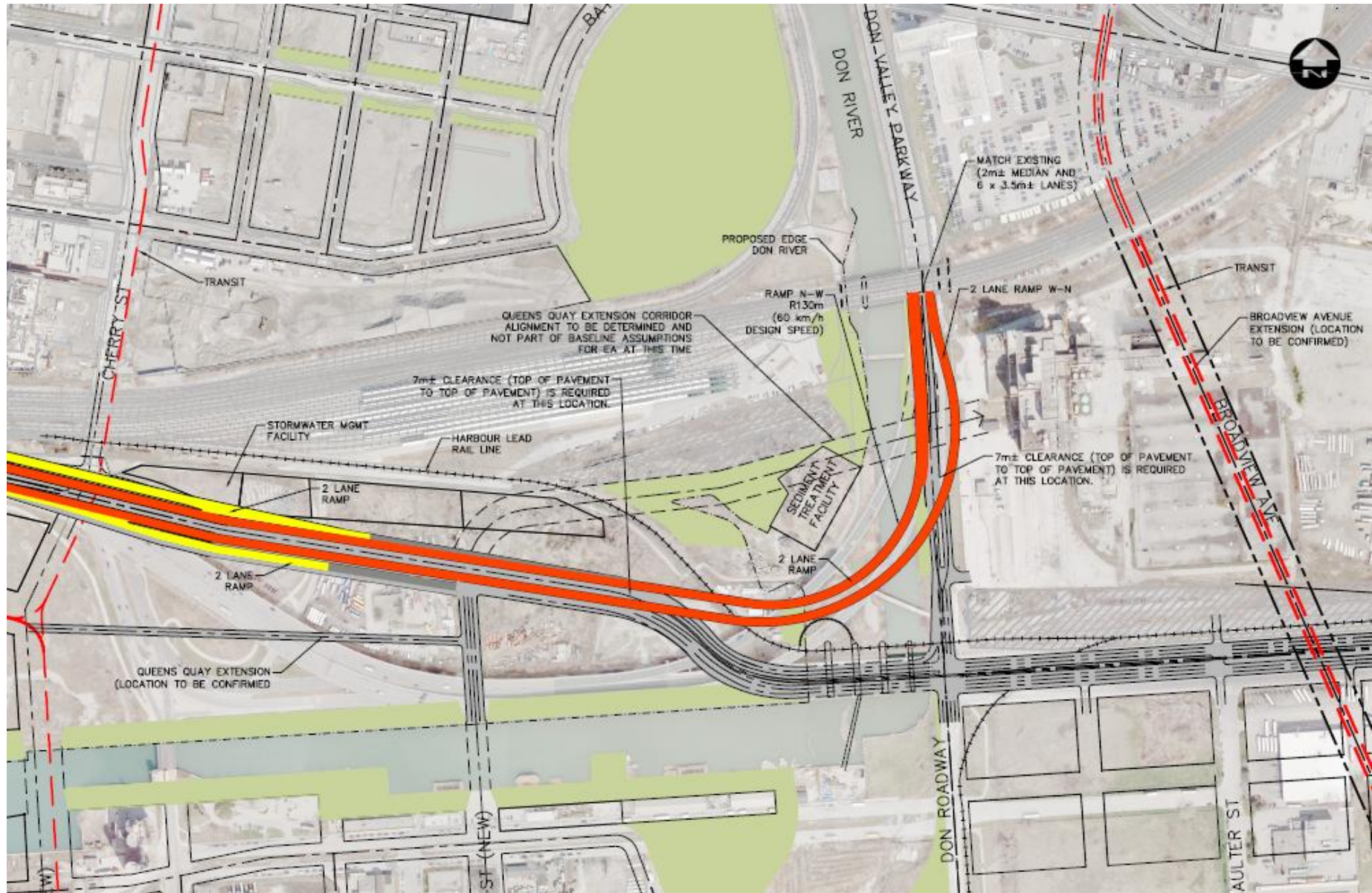






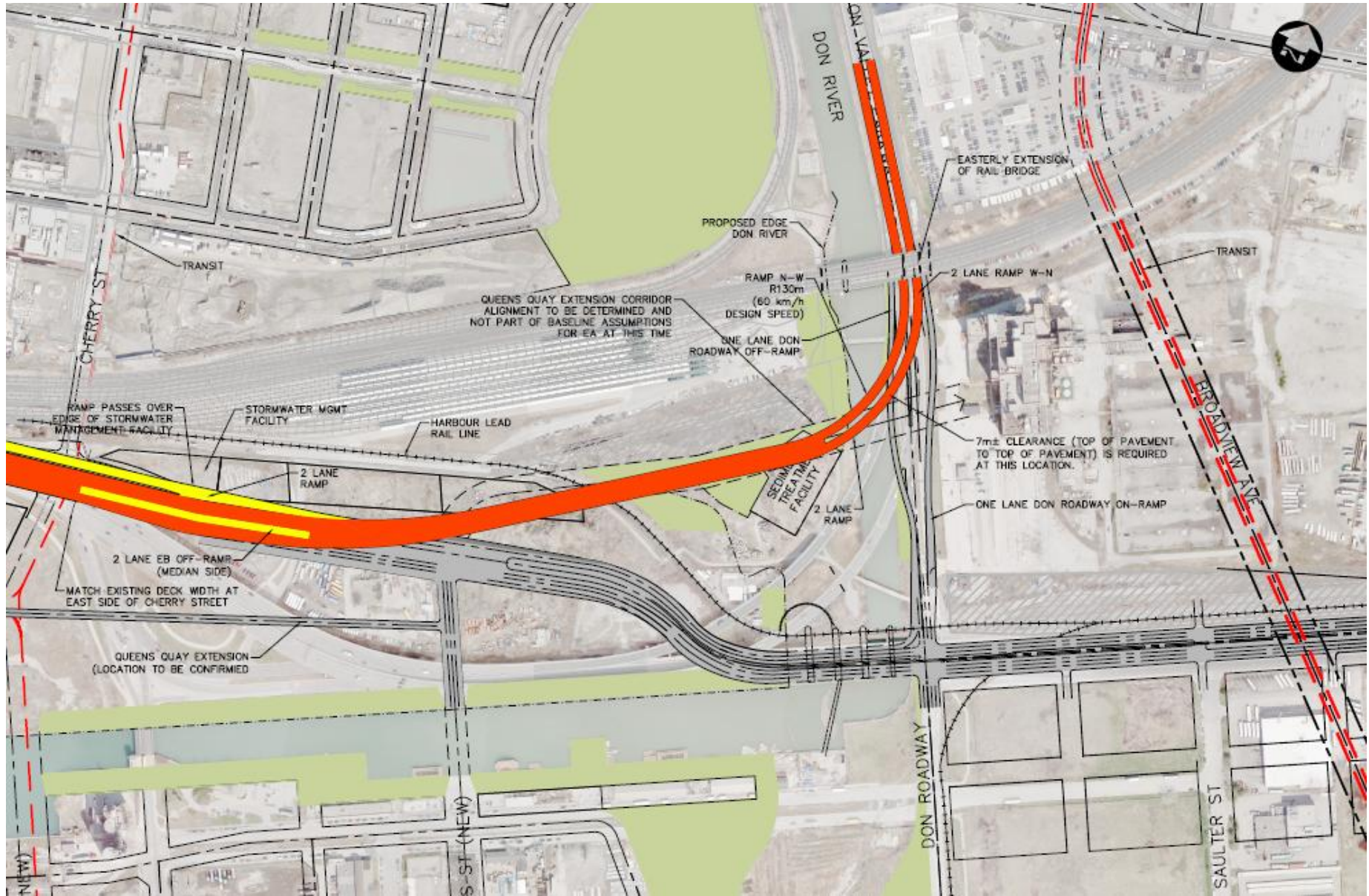










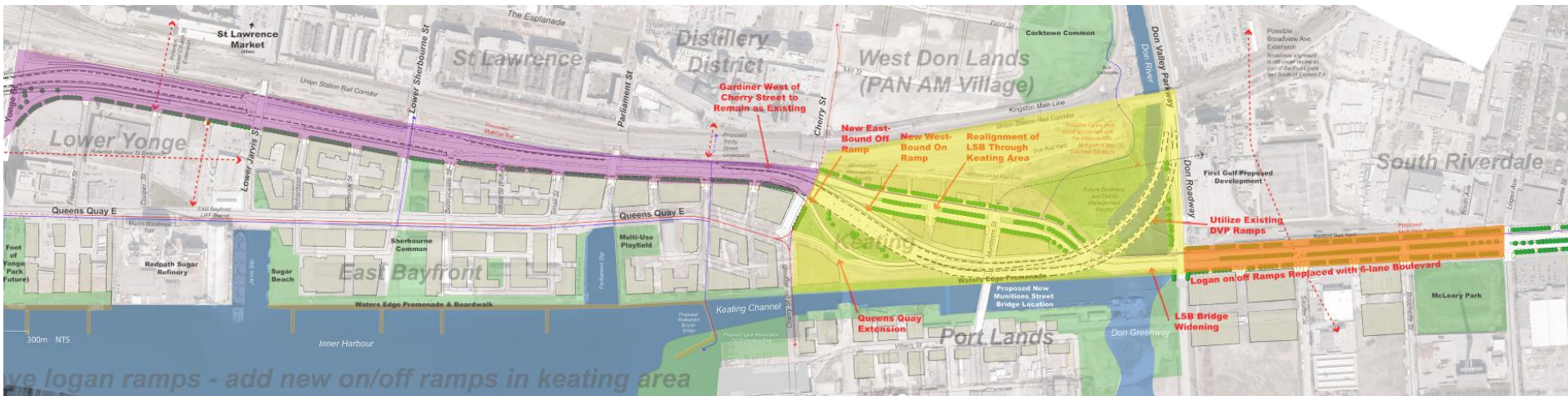






## Strategies for three distinct areas:

1. Between Jarvis Street and Cherry Street
2. Between Cherry Street and the Don River
3. East of the Don River

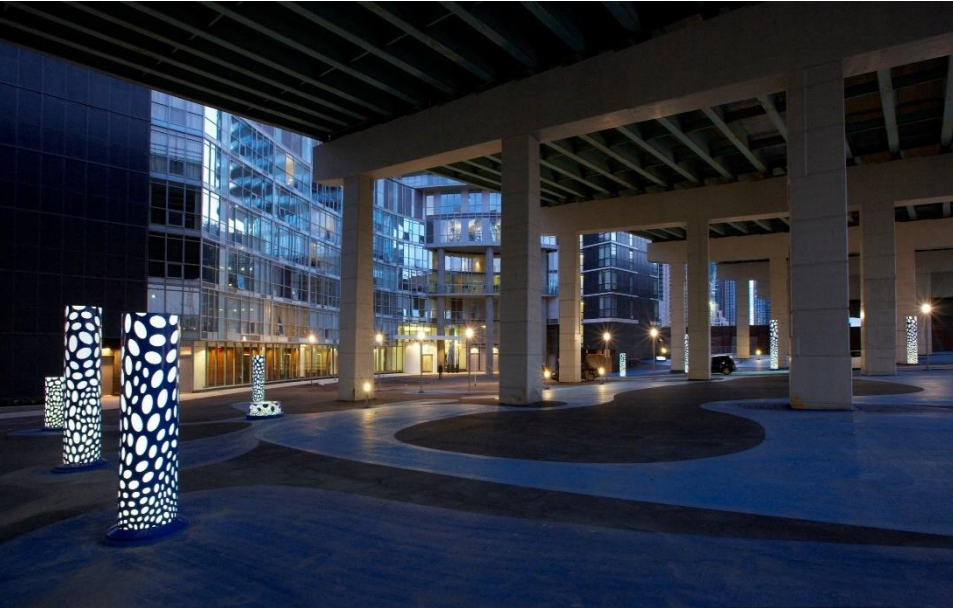


## **Beneath and adjacent to Expressway and west of Cherry Street**

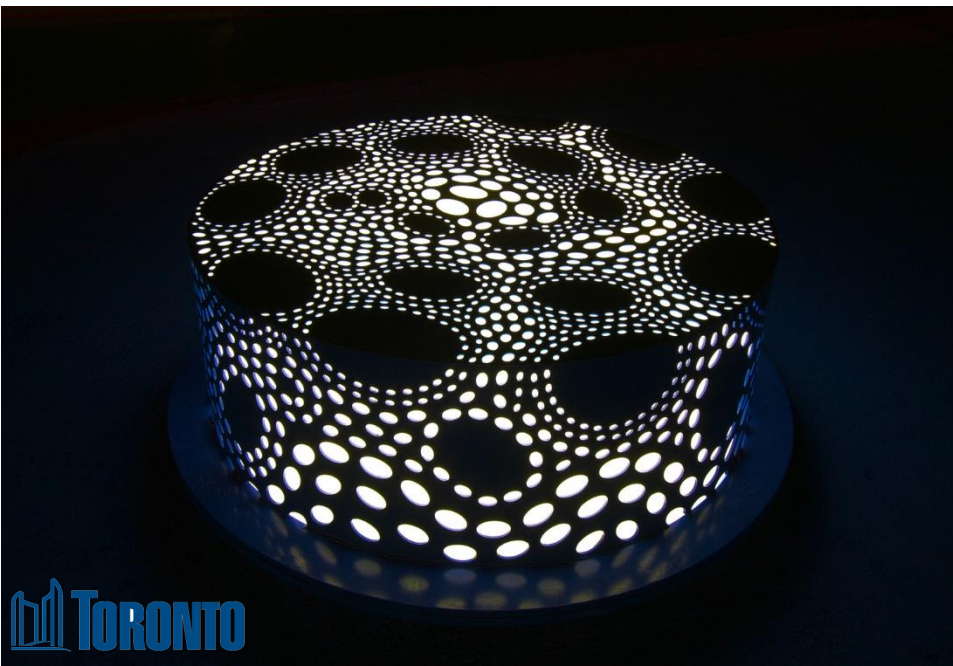
- “Normalization” of intersections
- Streetscaping enhancements
- Pedestrian and cycling infrastructure
- Public art
- Lighting
- Recreational facilities and programming



# Mitosis Courtyard Cityplace Toronto

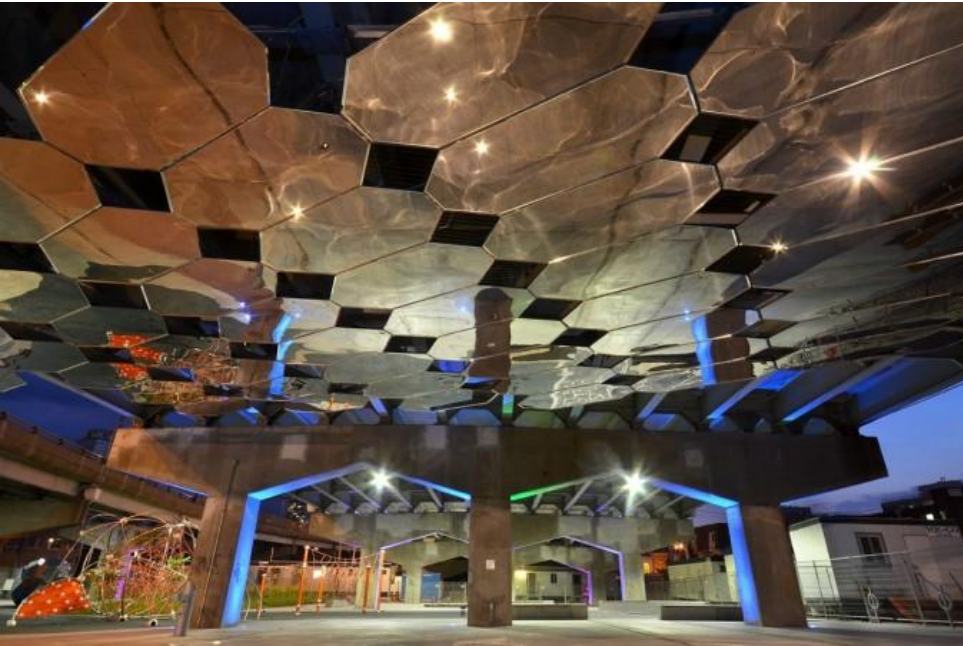


# Fort York Visitors Centre Toronto





# Underpass Park Toronto





# Next Steps

