



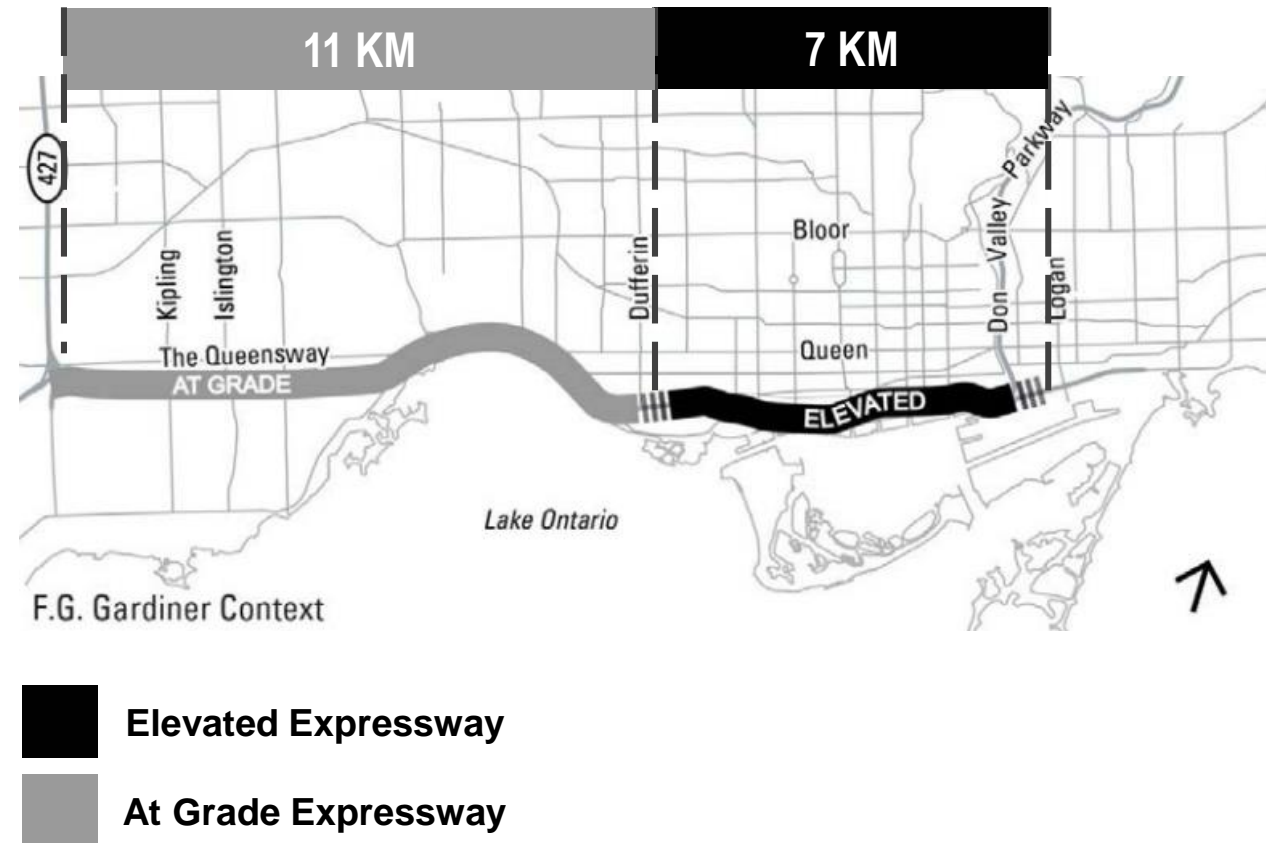
Gardiner East EA – Administrative Inquiry

Infrastructure and Environment Committee
March 2023

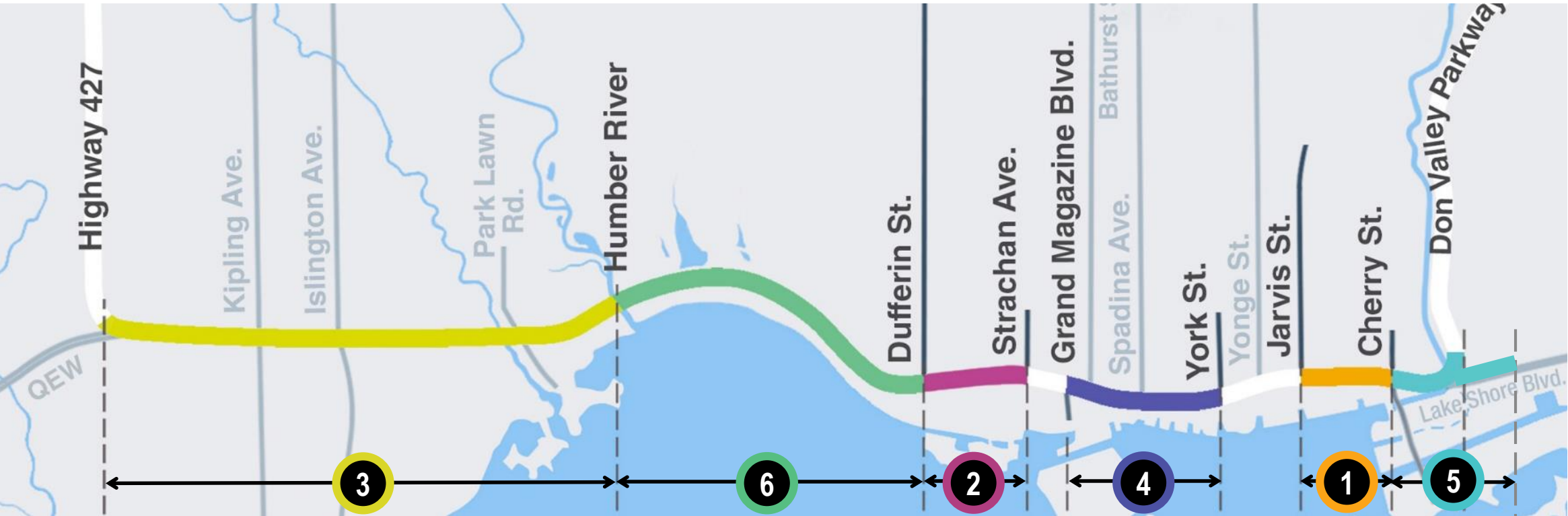
GARDINER STRATEGIC REHABILITATION PROGRAM

Gardiner Strategic Rehabilitation Plan

- The Gardiner is **60 years old** and needs renewal
- City Council approved the **Rehabilitation Plan in 2014** to address state-of-good-repair (SOGR) needs for the **18km expressway** from Highway 427 to the Don Valley Parkway
- The rehabilitation is a **complex program** with six projects in total that address the **11km at grade expressway** and the **elevated expressway** that requires rehabilitation

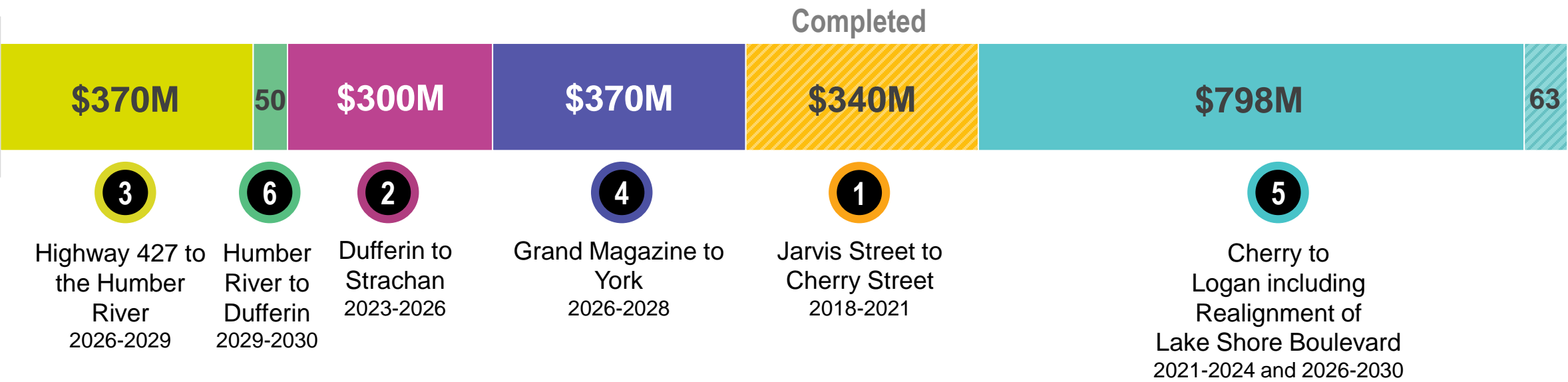


Gardiner Strategic Rehabilitation Sections



- | | | |
|---|---|--|
| 3 Highway 427 to the Humber River
2026-2029 | 2 Dufferin Street to Strachan Avenue
Q4 2023-2026 | 1 Jarvis Street to Cherry Street
2018-2021 |
| 6 Humber River to Dufferin Street
2029-2030 | 4 Grand Magazine to York Street
2026-2028 | 5 Don River to Logan
2021-2024 |
| | | 5 Cherry to Don River
2026-2030 |
- GARDINER EAST EA HYBRID 3**

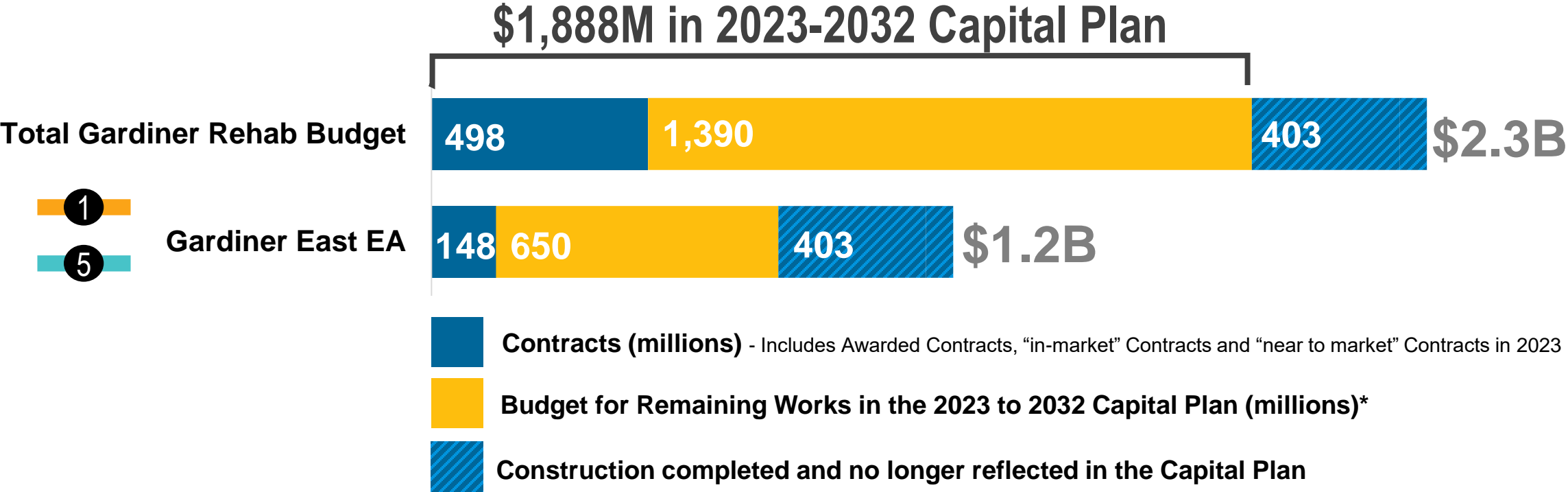
Total Gardiner Rehabilitation Budget - \$2.3B



* The budget for each section is in millions and includes design, construction, professional services and budget to address any other related improvements

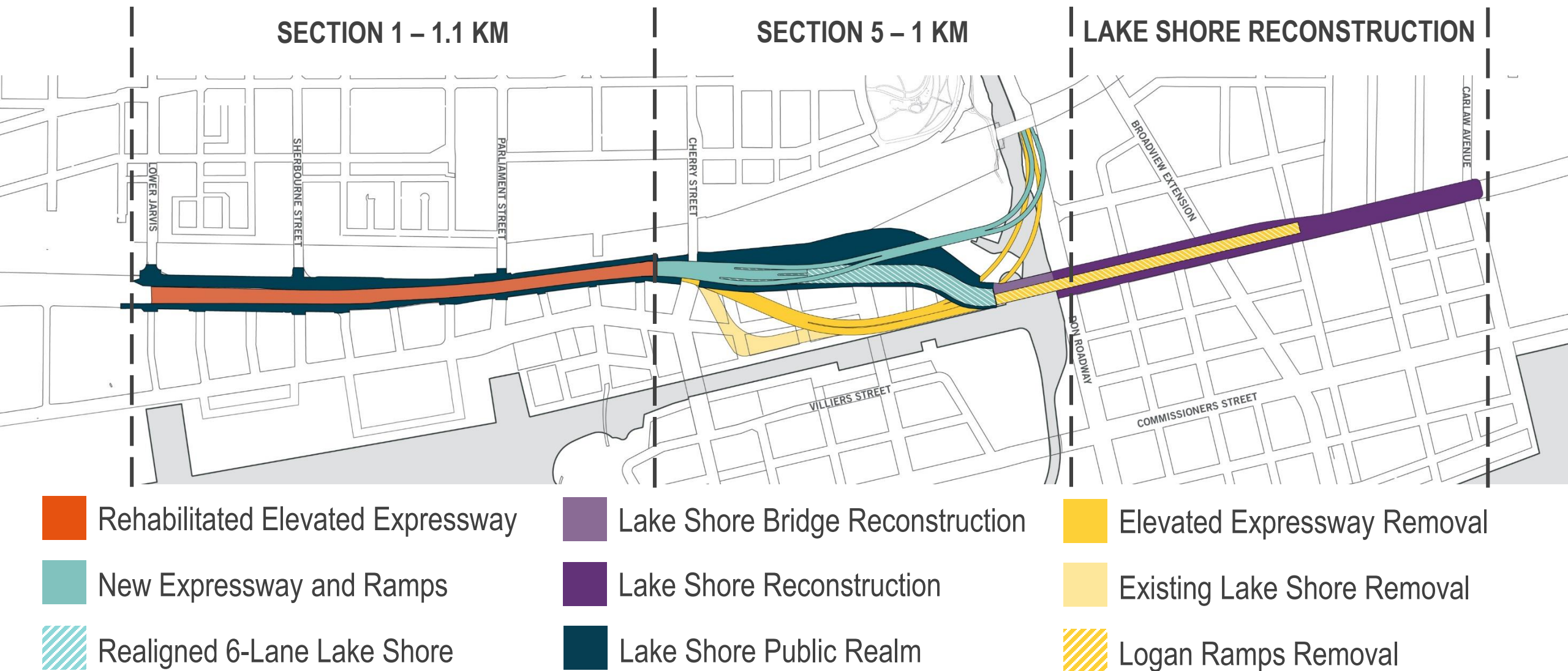


2023 to 2032 Budget & Capital Plan



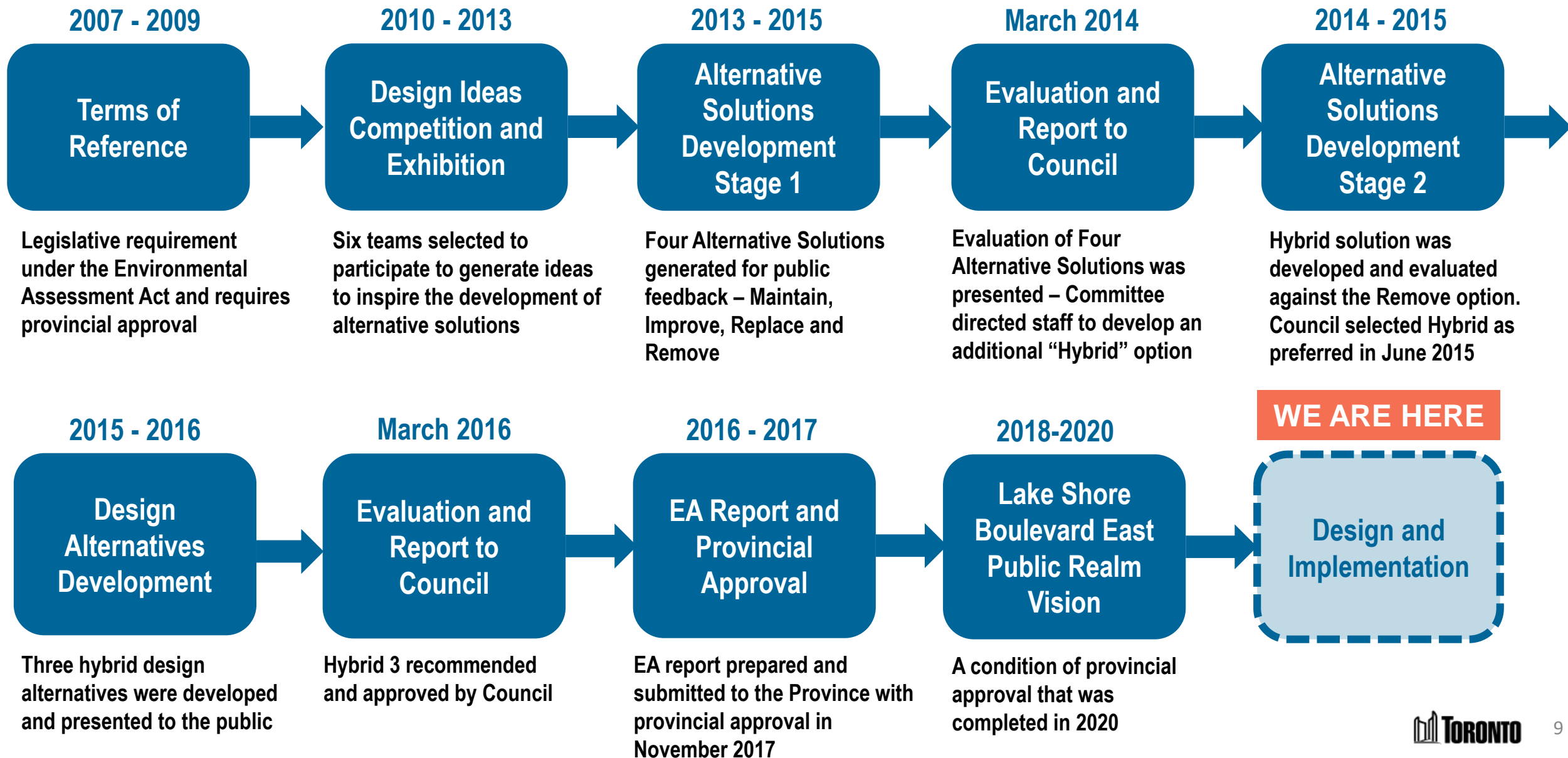
* The budget for remaining works is preliminary and will continue to be refined as engineering design work advances

Gardiner East EA Components

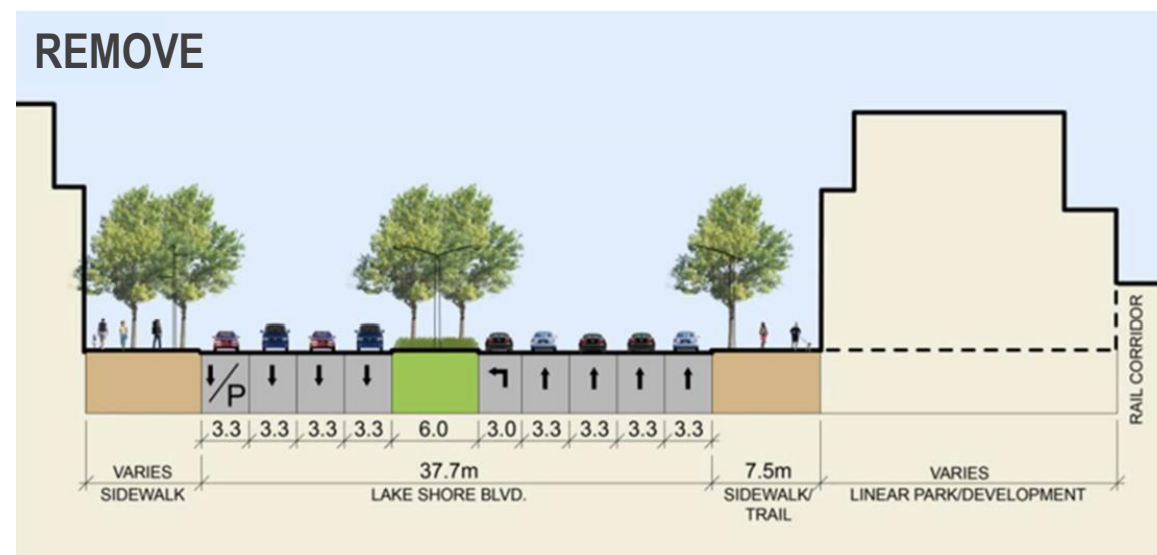
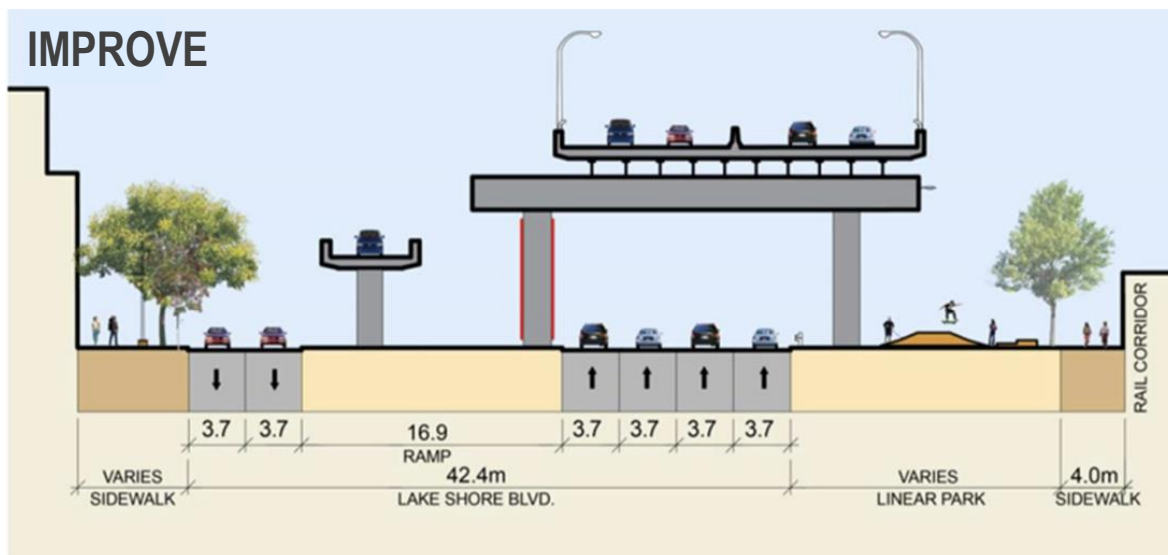
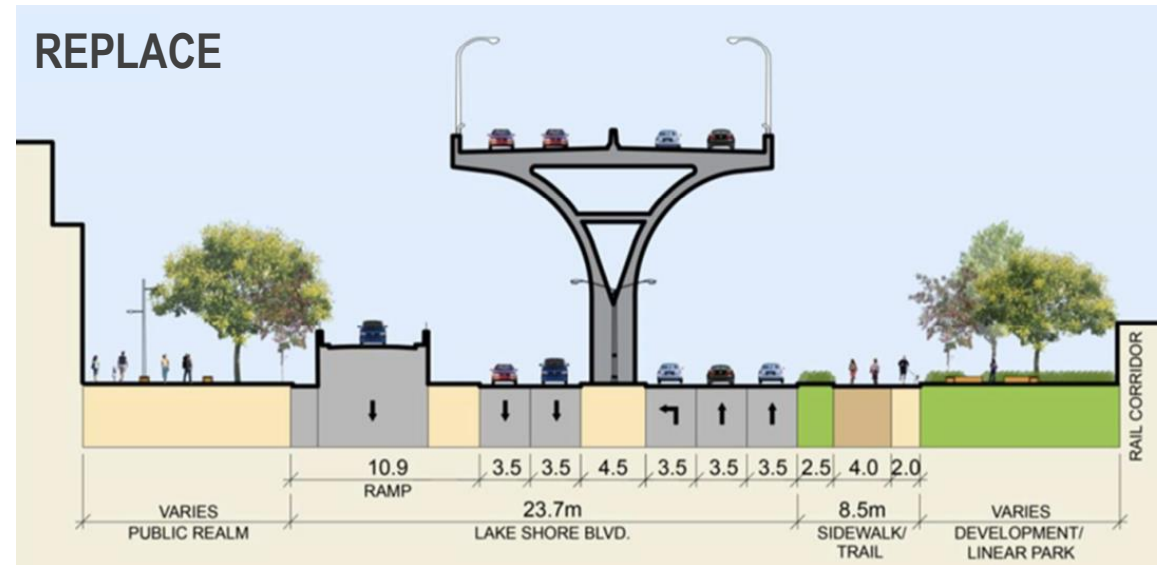
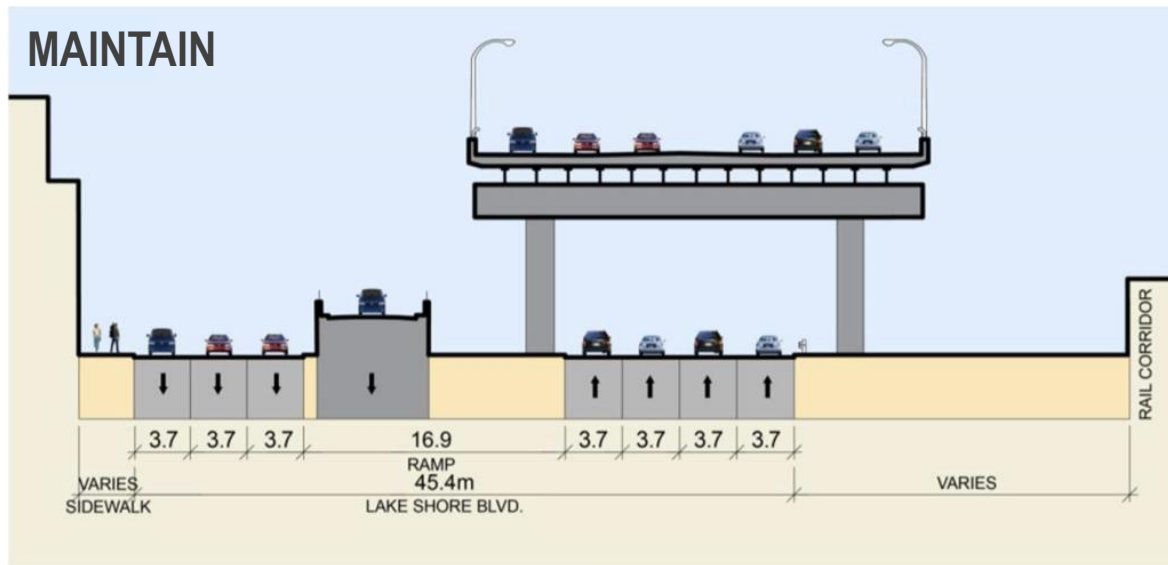


GARDINER EAST EA

Gardiner East Individual EA Process



Alternative Solutions Stage 1



Alternative Solutions

Stage 2

Focused comparison of two options with a recommendation for Council to select a preferred solution based on EA study lenses:

- Remove on the basis of greater emphasis on **urban design** (i.e. planning, public realm and built form), **environment** (i.e. noise and air quality) and **economics** (i.e. job creation, lifecycle costs, land revenues) lenses
- Hybrid on the basis of greater emphasis on **transportation and infrastructure** lens (i.e. vehicle travel times, freight and goods movement, transit impacts)



Advancing Hybrid Options Design Alternatives – Alternative Designs Stage

- Refinement process undertaken, including finding opportunities to maximize public land value creation, improve public realm opportunities, and optimize travel times and network performance.
- This led to two new hybrid options:
 - Hybrid 2 aligned the elevated expressway above Lake Shore Boulevard
 - Hybrid 3 shifted the elevated expressway alignment away from the waterfront and Keating Precinct, and closer to the rail corridor and above Lake Shore Boulevard



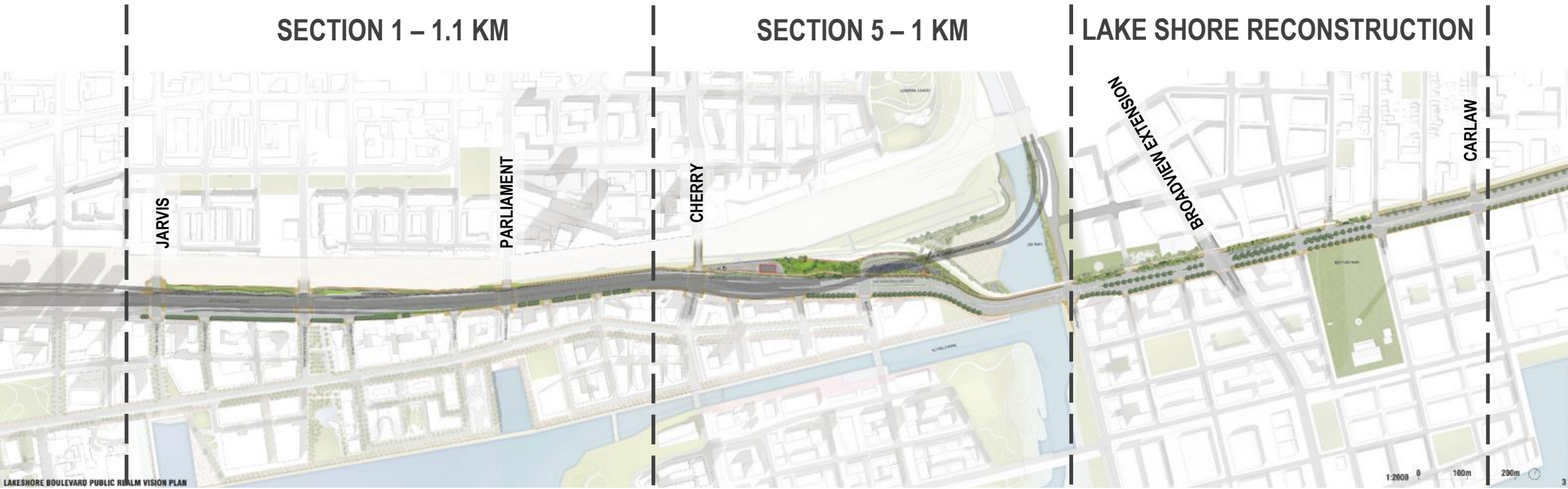
PREFERRED DESIGN

Gardiner East Hybrid 3 Components

-  Logan Ramp Removal, Bridge Replacement and Reconstruction of Lake Shore to Carlaw
-  Realignment and Reconstruction of Lake Shore Boulevard (6 Lane Cross-section)
-  Elevated Expressway Reconstruction and New On/Off Ramps Near Cherry
-  Reclaimed Space with the Removal of the Existing Expressway and Realignment of Lake Shore for Promenades and Development
-  Rehabilitation of Elevated Expressway - Jarvis Street to Cherry Street
-  Public Realm Improvements

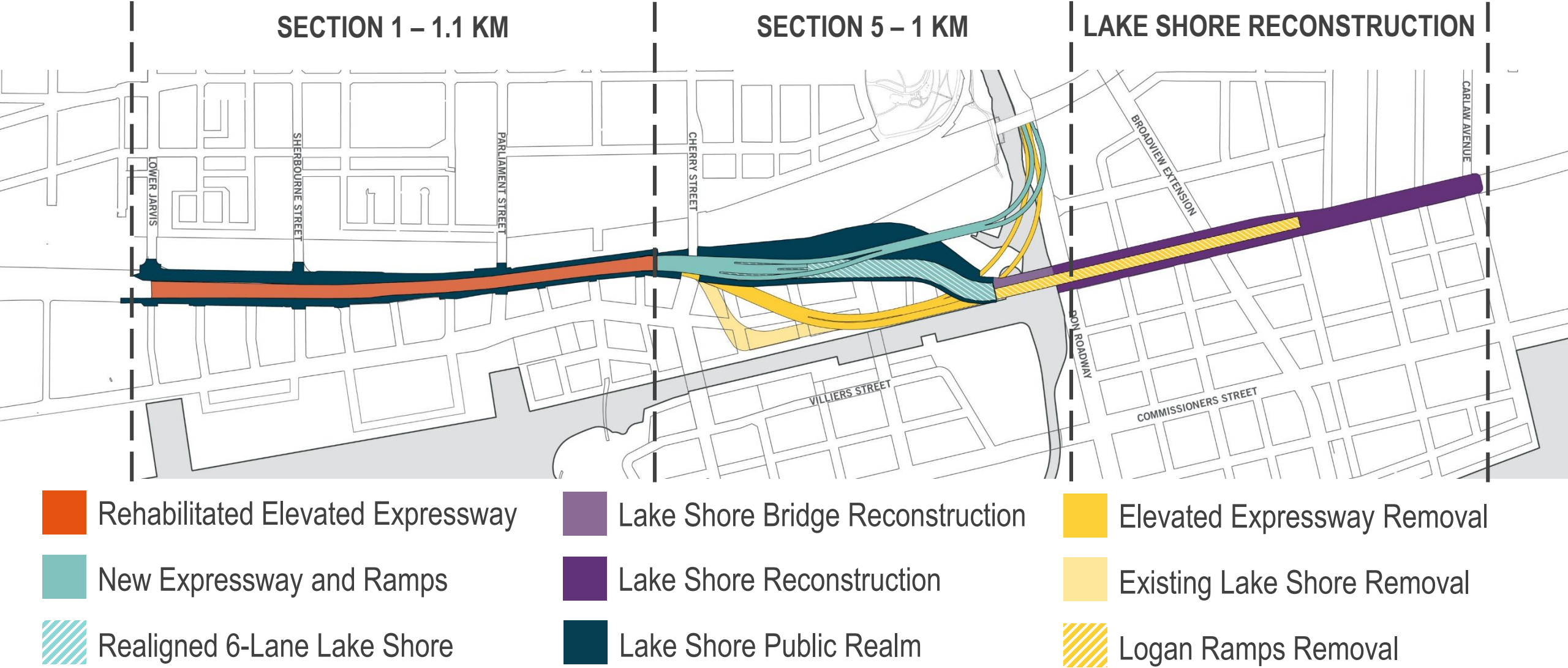


Corridor-Wide Gardiner East Hybrid 3 Public Realm Vision

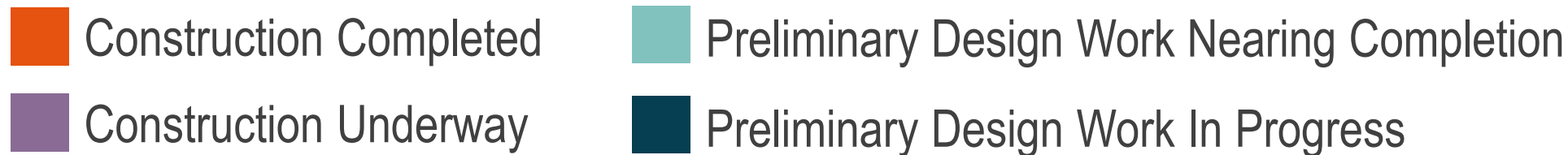
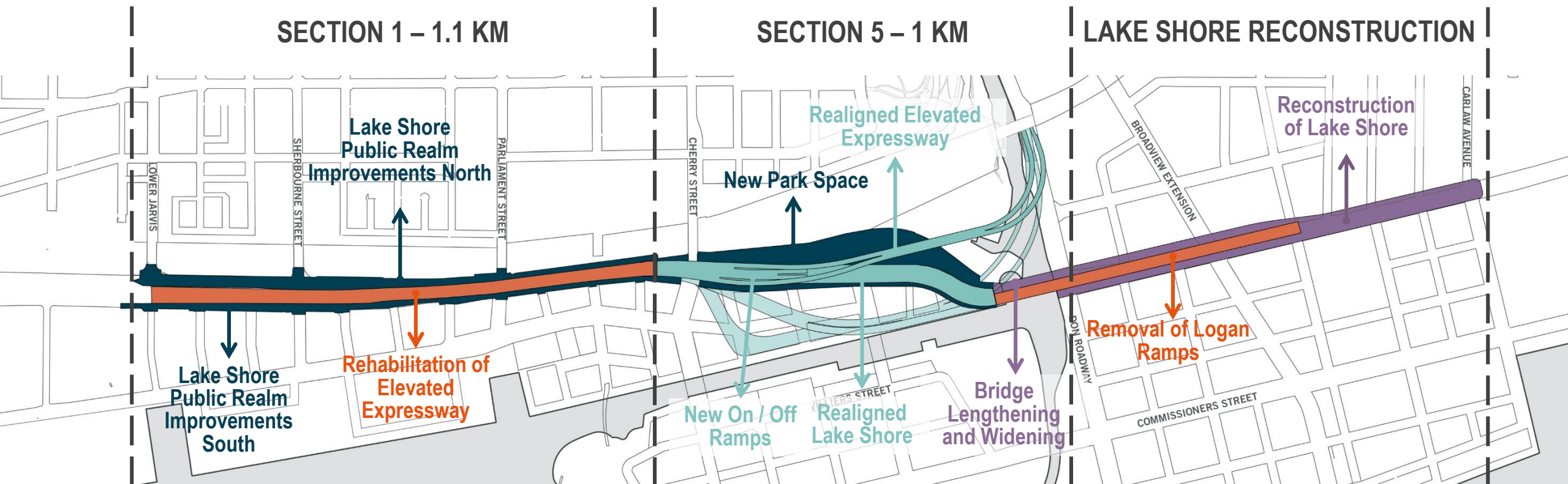


STATUS OF GARDINER EAST HYBRID 3 IMPLEMENTATION AND KNOWN IMPACTS OF CHANGING COURSE

Gardiner East EA Components



Status of Gardiner East EA Implementation



Known Impacts of Changing Course

Administrative Challenges With Time and Cost Implications

- Requires **Ministerial direction** to reopen the approved EA through a **major EA amendment** that would likely take **several years** to complete
- Requires reopening the **Lower Yonge Precinct EA**

Interfaces with and Potential Impacts to Adjacent Projects

- Delays to **Waterfront East LRT** due to realignment of Lake Shore at Cherry Street
- Significant **uncertainty for surrounding properties** and active development applications
- May require **property** from developments that have been approved and will be under construction soon

Potential for Significant Throw Away Costs

- **Section 1** (Jarvis Street to Cherry Street) - **\$340 million**
- Potential impacts to the reconstruction of the **Lake Shore bridge** currently under construction
- **Preliminary design work** completed to date, including for Lower Yonge Precinct
- Additional **interim repair costs** due to the delays caused by revisiting the EA