

Backgrounder

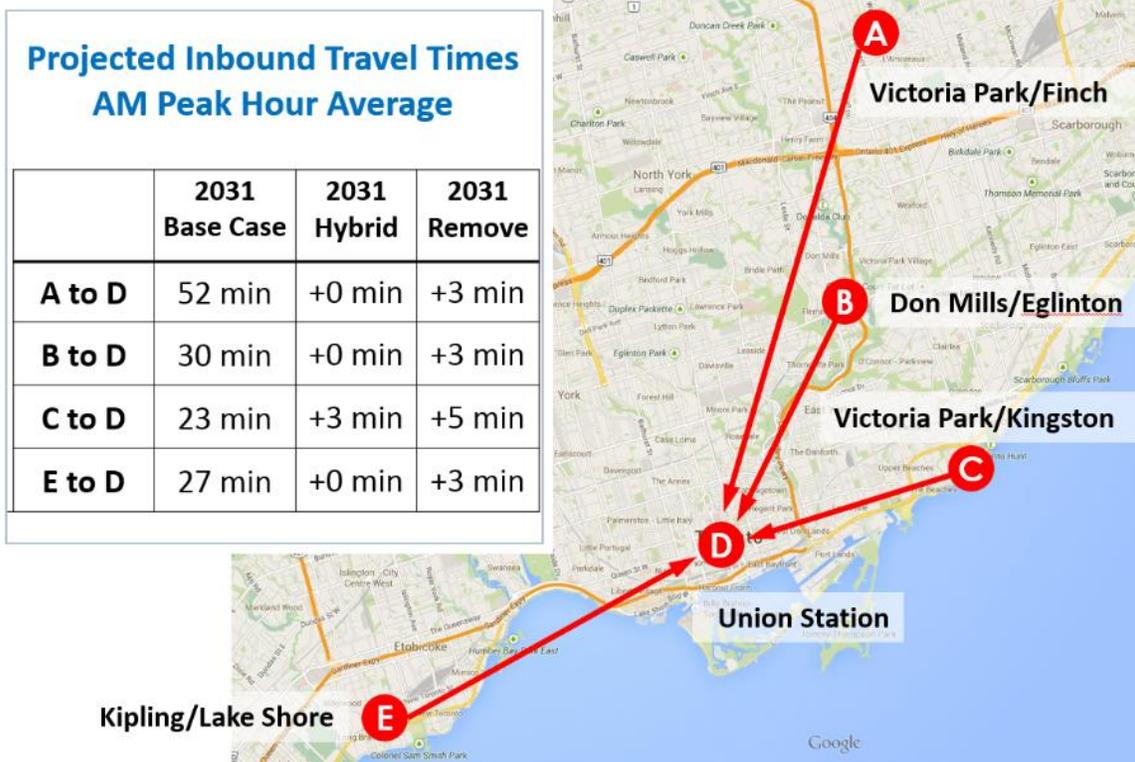
Gardiner Expressway East / Lake Shore Boulevard Reconfiguration Environmental Assessment and Integrated Urban Design Study (EA)

Hybrid Alternative

- This alternative would maintain the elevated Gardiner Expressway west of the Don Valley Parkway (DVP), including the existing expressway ramps between the Gardiner and the DVP. The elevated portion of the Gardiner requires the deck to be replaced. The existing Gardiner on/off ramps east of the Don River that extend to Logan Ave. would be demolished. East of the Don River, Lake Shore Boulevard would be re-built as a 6-lane landscaped boulevard.
- New on/off ramps for the Gardiner would be constructed between the Don River and Cherry Street.
- East of Cherry St., Lake Shore Boulevard would be realigned further north to be consistent with the [Keating Precinct Plan](#). This new alignment of Lake Shore Boulevard is similar to the Remove alternative.
- During the anticipated six-year construction period, to replace the deck of the Expressway, Gardiner and Lake Shore Boulevard lane closures between Jarvis and the DVP would be required. Further, during this period, it is expected that traffic would need to be diverted up to one and half years to demolish the Gardiner Logan ramps and rebuild Lake Shore Boulevard east of the Don River.



- All alternatives being considered, including the Maintain alternative, are expected to experience approximately five additional minutes of travel time in the 2031 study year as compared to 2012 travel times, due to growth in traffic volumes.
- Travel times for the Hybrid alternative in the AM peak hour in the 2031 study year would be largely unchanged from the 2031 travel times for the Maintain alternative (future baseline), except for trips originating in the east and heading west to the downtown, which would experience a three-minute travel time increase over the future baseline.
- For the Hybrid alternative, during the AM peak hour, travel times for 90% of all vehicles in the transportation study area would essentially be unchanged.
- Travel times in this study are based on the following assumptions for the 2031 study year:
 - All alternatives assume the same level of new public transit capacity to support planned development in the study area; and
 - Full build out of the waterfront, including the Port Lands by 2031.



- Both the Hybrid and Remove alternatives would allow for the development of the First Gulf site and other employment lands east of the Don River and in the Port Lands.
- Both alternatives would be compatible with the proposed [Don River naturalization and flood protection proposal](#), which is a prerequisite for the above development.
- The estimated 100-year lifecycle costs are \$336 million (Net Present Value) or \$919 million (\$2013). Both costs are subject to a +/- 20 per cent variability and are high-level estimates for comparative purposes only.

For more information about Gardiner East EA, visit www.gardinereast.ca.