

Clause embodied in Report No. 1 of the Policy and Finance Committee, as adopted by the Council of the City of Toronto at its regular meeting held on February 4, 5 and 6, 2003.

3**Review of the Gardiner/Lake Shore Corridor Proposal
Contained in the Central Waterfront Secondary Plan**

(City Council at its regular meeting held on February 4, 5 and 6, 2003, adopted this Clause, without amendment.)

The Policy and Finance Committee recommends the adoption of the Recommendations of the Waterfront Reference Group embodied in the following communication (January 10, 2003) from the City Clerk, Waterfront Reference Group:

Recommendation:

The Waterfront Reference Group at its meeting on January 9, 2003 recommended that:

- (1) the report (October 17, 2002) from the Commissioner of Urban Development Services, titled "Review of the Gardiner/Lake Shore Corridor Proposal Contained in the Central Waterfront Secondary Plan", be received;
- (2) Council support undertaking a "scoping study" to identify Terms of Reference for a Gardiner/Lake Shore Corridor Environmental Assessment (EA) study, limited, as far as the Gardiner Expressway is concerned, to "retain and ameliorate" proposals that include evaluating the potential of incorporating development under the elevated portion of the expressway on condition that the scoping study is funded through the Toronto Waterfront Revitalization Corporation (TWRC) and includes public consultation and reports back to the appropriate committee(s);
- (3) future studies give consideration to proposals that would also expedite transit initiatives on the waterfront, consistent with the "transit first" principles contained in the "Making Waves" report and the City's Official Plan;
- (4) the maximum funds to be allocated to this study by the TWRC not exceed \$1.0 million, one third of which is to be taken from the City's 2003 allocation to the organisation;
- (5) when staff report on the results of the scoping study in 2004, they also report on:
 - (a) the costs involved in the City undertaking a full Environmental Assessment of the Gardiner/Lake Shore Corridor; and
 - (b) all previous studies relating to removing the Gardiner Expressway.

Background:

At its meeting on January 9, 2003 the Waterfront Reference Group gave consideration to the following report (October 17, 2002) from the Commissioner, Urban Development Services and the Commissioner, Works and Emergency Services advising that the Waterfront Reference Group at its meeting on February 20, 2002, considered a report from the Commissioner of Urban Development Services (February 11, 2002) on the public consultation process for the Central Waterfront Secondary Plan, and in doing so requested additional information respecting the proposed Gardiner/Lake Shore Corridor, and recommending that City Council:

- (1) support undertaking an Environmental Assessment (EA) Study for the Gardiner/Lake Shore Corridor, on condition that such a study is funded through the Toronto Waterfront Revitalization Corporation (TWRC);
- (2) request the Commissioner of Urban Development Services and the Commissioner of Works and Emergency Services, in consultation with the TWRC, to report further on the required EA study framework, cost and time lines; and
- (3) forward the decisions arising from the consideration of this report to the Provincial and Federal levels of government for their information.

The Waterfront Reference Group also had before it the following report/communications:

- (October 28, 2002) from the City Clerk, Task Force on the Gardiner/Lake Shore Corridor recommending that the appropriate Committee of Council be advised that the Task Force on the Gardiner/Lake Shore Corridor supports the undertaking of an Environmental Assessment (EA) Study for the Gardiner/Lake Shore Corridor;
- (January 9, 2003) from David White, Sierra Club Canada recommending that the City of Toronto undertake no further capital expenditures on the Gardiner Expressway and the Front Street Extension;
- (undated) from Julie Beddoes, Gooderham & Worts Neighbourhood Association submitting comments on the environmental assessment for the Gardiner Expressway;
- (August, 2002) from John Stillich, Environmentalist Plan Transportation submitting a report entitled "Rapid Transport for Downtown Toronto: An Alternative to Rebuilding the Gardiner Expressway; and
- (undated) from Hamish Wilson submitting comments on transportation options.

The following persons appeared before the Waterfront Reference Group in connection with the foregoing matter:

- Julie Beddoes, Gooderham & Worts Neighbourhood Association;
- David White, Sierra Club Canada;
- John Stillich, Environmentalist Plan Transportation;

- Hamish Wilson;
- Wilfrid Walker;
- Cathy Nasmith;
- Michael Giulioni; and
- Jim Neff.

(Joint Report dated October 17, 2002, addressed to the Waterfront Reference Group from the Commissioner of Urban Development Services and the Commissioner of Works and Emergency Services)

Purpose:

At its meeting of February 20, 2002, the Waterfront Reference Group considered a report from the Commissioner of Urban Development Services (February 11, 2002) on the public consultation process for the Central Waterfront Secondary Plan, and in doing so requested additional information respecting the proposed Gardiner/Lake Shore Corridor. This report responds to that request.

Financial Implications and Impact Statement:

Funds for an Environmental Assessment Study would be provided from the Toronto Waterfront Revitalization Corporation (TWRC) budget, which is shared by the three levels of government.

Recommendations:

It is recommended that City Council:

- (1) support undertaking an Environmental Assessment (EA) Study for the Gardiner/Lake Shore Corridor, on condition that such a study is funded through the Toronto Waterfront Revitalization Corporation (TWRC);
- (2) request the Commissioner of Urban Development Services and the Commissioner of Works and Emergency Services, in consultation with the TWRC, to report further on the required EA study framework, cost and time lines; and
- (3) forward the decisions arising from the consideration of this report to the Provincial and Federal levels of government for their information.

Summarizing the Case for an EA Study:

This report summarizes the actions of City staff in response to a number of motions and requests stemming from the February 20, 2002 meeting of the Waterfront Reference Group respecting the Gardiner/Lake Shore Corridor and its role in the future of the waterfront area. The following supports proceeding with an EA process:

- (1) the EA process will enable a systematic and comprehensive assessment of all the alternatives, including the status quo, and will provide for full public participation;
- (2) the future of the Gardiner/Lake Shore Corridor is not simply a transportation issue. It is a defining element of a much broader planning strategy for the Central Waterfront that seeks to reassess the dual roles of “corridor” and “place” in the direction of enhancing the role of “place” in the waterfront’s future;
- (3) Waterfront renewal gives us an opportunity to achieve a number of city-building objectives related to the Corridor, including removing barriers, addressing areas of blight, capitalizing on the revitalization of adjacent marginal uses, removing the artificial boundary condition imposed by the elevated expressway and re-establishing the lakefront as the City’s natural southern limit;
- (4) the window of opportunity to make decisions on the future of the Gardiner/Lake Shore Corridor is limited. As development proceeds on adjacent land, options for improving the Corridor and minimizing construction disruption will be foreclosed;
- (5) the alternatives for reconfiguring the Gardiner/Lake Shore Corridor can be distilled into three fundamental categories: retain, replace, or remove. Various options within these categories have been analyzed at different levels of detail, with most attention being given to the at-grade and below-grade (tunnel) replacement options. This work confirms it is feasible to improve the Corridor in a manner that meets both land use planning and transportation planning objectives. Now is the time to advance these findings by completing the required Environmental Assessment process; and
- (6) at this critical juncture in determining the future of the Central Waterfront, it is important that all land use and transportation planning options are on the table and, in this context, the EA study will provide vital input to the overall decision-making process.

This report recommends that Council confirm its support to complete the review of options for the future of the Gardiner/Lake Shore Corridor and that staff be directed to report further on the necessary framework required to proceed with an Environmental Assessment for this initiative.

Background:

The Secondary Plan for the Central Waterfront, “Making Waves”, was released in October, 2001. The plan is based on four core principles, which act as a framework for the renewal of the waterfront. The Gardiner/Lake Shore Corridor was identified as an important issue in responding to the core principle of Removing Barriers/Making Connections.

In responding to the earlier work of the Waterfront Revitalization Task Force, the draft Secondary Plan road network featured the following modifications in the Gardiner/Lake Shore Corridor:

- (i) a revised interchange at Jameson Avenue to improve access to the waterfront and create an expanded public space;
- (ii) the Gardiner in tunnel from west of Strachan Avenue to east of Jarvis Street; and
- (iii) the Gardiner relocated to the existing railway corridor berm from east of Jarvis Street to the Don Valley Parkway.

In addition, a specific extensive and integrated transit plan was developed for the Secondary Plan to relieve travel demand displaced during the construction phase and complement the road network plan post construction.

City staff undertook a series of public meetings as part of the consultation process for the Secondary Plan (“Making Waves”), culminating in a February 11, 2002, report from the Commissioner of Urban Development Services to the February 20, 2002, meeting of the Waterfront Reference Group. At the public meetings there was considerable discussion regarding the proposed road plan. Overall support was expressed for the transit plan and the pedestrian, cycling and water routes plan. As well there was general support for the emphasis on reducing car dependence. Opinions on the Gardiner Expressway varied widely and included the following themes:

- (i) improving the existing facility;
- (ii) reviewing the proposed plan to address the cost, extent of tunnelling, need for a through route, concern with tolling, and alignment issues; and
- (iii) consideration of an at-grade road network solution.

In considering the February 11, 2002, report, the Waterfront Reference Group took the following action respecting the Gardiner/Lake Shore Corridor:

- (a) requested the Commissioner of Urban Development Services to submit the Central Waterfront Secondary Plan and the Toronto Waterfront Revitalization Corporation’s Business Plan, including an assessment of options for a redesigned Gardiner Expressway Corridor, such as improvements to the existing corridor and/or public transit option, concurrently to City Council through the Waterfront Reference Group and appropriate Standing Committees;
- (b) referred communications from the Task Force on the Gardiner/Lake Shore Corridor (February 7, 2002), the Sustainability Roundtable (February 18, 2002) and the Portlands Initiative for consideration by the Commissioner of Urban Development Services; and
- (c) referred motions from Councillor McConnell that:
 - (i) the Commissioner of Urban Development Services consult further with City Councillors and local resident organization representatives on possible realignments of the Gardiner Expressway and related changes to Richmond and Adelaide Streets, particularly in areas where it will have the greatest impact on existing local residents between Yonge Street and the Don River; and
 - (ii) City staff examine further the transportation capacity needs in the downtown area,

particularly with regards to whether maintaining the existing capacity of the Gardiner Expressway will truly be necessary given the major investments and improvements in public transportation being proposed by the Central Waterfront Plan.

The Group also had before it a communication (December 14, 2001) from the City Clerk advising:

- (a) that City Council, at its meeting held on December 4, 5 and 6, 2001 referred a motion to the Waterfront Reference Group, ...“ resolving that planning staff, in consultation with the Waterfront Reference Group, be directed to present options to revitalize the waterfront, with or without the dismantling of the Gardiner Expressway”.

Comments:

- (1) Re-Imaging the Waterfront:

The future of the Gardiner/Lake Shore Corridor is not simply a transportation issue. It is a defining element of a much broader planning strategy for the Central Waterfront. How we choose to deal with the Gardiner/Lake Shore road system will largely determine the balance between the Central Waterfront's dual roles of “corridor” and “place”. The “Making Waves” report makes it clear that there is a need to reassess this balance in the direction of enhancing the role of “place” in the waterfront's future.

Analysis to date confirms that it is feasible to improve the Corridor in a manner that meets both land use planning and transportation planning objectives. Now is the time to seize on this finding, complete the Environmental Assessment process and, with full public participation, define the role of the Corridor in our future waterfront.

Decisions that we make now will influence the type of waterfront that the City has in the next fifty years and beyond. Clearly, we must strive to realize the full potential of our waterfront and to re-image this special place as a major attractor for a wide variety of urban activities.

- (2) Steps to Address the Gardiner/Lake Shore Corridor Proposal:

The response to the directives originating from the February 20, 2002 Waterfront Reference Group meeting was focussed on three key initiatives:

- (i) establishing “statements of fact”;
- (ii) organizing a transportation professionals' workshop on the Gardiner; and
- (iii) forming a joint working group to produce a Gardiner option that addressed the concerns raised.

Each of these initiatives is discussed below:

- (2.1) Statements of Fact Meeting:

The “Statements of Fact” meeting was held on May 3, 2002 and included representatives from the City’s Urban Development Services (UDS) and Works and Emergency Services (WES) departments, the TTC, GO Transit, transportation engineering consultants for the City’s Secondary Plan, TWRC advisors and a selection of other local transportation planning consultants.

The primary purpose of the meeting was to review and finalize a set of draft transportation planning principles that could be applied to the further review of improving the Gardiner/Lake Shore Corridor. They were generally grouped within categories of transportation capacity, sustainability, transportation networks and travel demand forecasting.

The guiding principles included:

- (a) a balance between transportation needs and other city-building objectives, in order to maximize sustainability;
- (b) modification to existing roads and design of new arterial roads, to maintain traffic capacity and improve traffic operations and safety;
- (c) normalized road intersections and a network of grid streets in order to create reasonable development parcels and regular city block patterns;
- (d) accommodation of new waterfront travel demand primarily by transit; and
- (e) a well defined transit strategy including improvements to Union Station for GO Transit and TTC, and providing transit upgrades as the first step in the development of the waterfront

The agreed upon guiding principles and technical criteria were applied to the further review of the Gardiner/Lake Shore Corridor.

(2.2) Transportation Professionals’ Workshop on the Gardiner:

A two-day workshop sponsored by the TWRC was held on May 13 and 14, 2002, with representation from the City, TTC, GO Transit, Ministry of Transportation, Transport Canada, a selection of local transportation planning consultants and three internationally renowned transportation professionals responsible for planning and implementation of successful waterfront transportation systems in New York, California and Florida among others.

The purpose of the workshop was to share information and experience that would assist in addressing issues raised concerning the Secondary Plan proposal to reconfigure the Gardiner/Lake Shore Corridor. The workshop resulted in a series of concepts that were applied to the further review co-ordinated by the City and TWRC.

(2.3) Joint Working Group to Further Review the Gardiner/Lake Shore Corridor Options:

A joint working group comprising advisors to the TWRC, staff of UDS and WES, TTC and GO Transit was formed to apply the information generated at the May 3

meeting and May 13 and 14 workshop to the further review of the Gardiner/Lake Shore Corridor.

The major issues considered by the joint working group reflected a number of the themes raised by the public consultation process as well as through ongoing discussion and technical review:

- (i) infrastructure costs and the potential to minimize cost;
- (ii) construction staging and the potential to reduce the period of disruption;
- (iii) traffic performance associated with the proposed options vs. the existing road network;
- (iv) extent of urban design/city building opportunities created within and adjacent to the Corridor; and
- (v) pedestrian, cycling and traffic safety initiatives and issues.

Other objectives included improving traffic distribution and creating a simplified pattern of streets and blocks. The Front Street extension was also considered important in terms of facilitating changes within the Corridor. At the outset of this review, it was agreed that any new options identified for the Gardiner Corridor would have to respect the other elements of the Central Waterfront Transportation Plan, including the transit network, and pedestrian, cycling and water routes.

2.4 The Joint Working Group's Revised Option:

A minimum of eight new Gardiner concepts and several sub-variations were developed by the joint working group. A technical summary of these options is contained in background material produced by the TWRC transportation advisors.

This process led to a revised option (depicted in Attachment "A" appended to this report) that has a number of differences when compared to the Secondary Plan proposal. These changes are intended to address issues raised through the public consultation process including the extent of construction phasing/disruption and transportation infrastructure cost. For example, this scheme includes a routing alternative for the tunnel section between Strachan Avenue and Spadina Avenue, that would place it immediately north of Fort York, and from that point would traverse City property in the Railway Lands West to connect to Spadina Avenue/Lake Shore Boulevard West. This alignment presents benefits in terms of reducing construction disruption by allowing the existing Gardiner to remain in operation as "pre-building" of this new section occurs. However, it also poses heritage implications respecting its proximity to Fort York and related archaeological assets that would need to be resolved.

East of Spadina Avenue, the revised option has the underground expressway emerging and combining with Lake Shore Boulevard to form a two-way arterial facility. Westbound lanes would be depressed for a longer distance than the eastbound lanes, rising to meet grade at Yonge Street. Between Spadina Avenue

and Yonge Street, the one-way streets would be designed to facilitate the efficient movement of vehicles in and out of the Central Area and waterfront.

East of Yonge Street, the revised option would embody a four lane cross section, generally reflecting the Secondary Plan express route with a potential alignment that more closely follows the existing Gardiner/Don Valley sweep but at a lower elevation. This concept may address concerns raised by adjacent communities regarding the proximity of a re-aligned through route, and simplify connections to/from Lake Shore Boulevard East and the Port Lands.

(3) Comparison of the Corridor Alternatives (The Three “R”s):

In response to the Waterfront Reference Group motion requesting an assessment of Gardiner options, a preliminary summary of alternatives has been prepared. In considering this comparative review, it is important to note that the Gardiner/Lake Shore Corridor options studied to date have all been the subject of varying degrees of review, with the City’s Secondary Plan proposal receiving the most detailed evaluation. As a result, all of the options will need to be scrutinized further in the context of an Environmental Assessment process that requires detailed evaluation, direct comparison, integrated planning and full public consultation leading to a preferred solution.

From an overall planning perspective, there are three fundamental alternatives for the Gardiner/Lake Shore Corridor:

- (i) Retain (and ameliorate);
- (ii) Replace (below-grade and/or at-grade options); and
- (iii) Remove.

Needless to say, there are also schemes that embody combinations of the 3 R’s for Corridor configuration.

In general, options that reduce road capacity below existing levels are not recommended from a transportation planning perspective. Detailed travel demand forecasting indicates waterfront redevelopment alone is likely to add over 60,000 new morning peak hour trips to the transportation system in this area. The potential for a significant amount of this travel demand to shift to transit and other modes has already been accounted for in the travel forecasting analysis on which the transportation plan in the Central Waterfront Plan is based. Nevertheless, an estimated 29 per cent of these additional trips will still occur by auto. Growth in the GTA and city will add to this activity. As a result, reducing future road capacity could lead to increased congestion and delay, negative environmental conditions, added economic costs, a lower level of service for surface transit operations and potentially increased pedestrian hazard conditions. An allocation of road capacity similar to the existing condition will continue to be needed to serve the waterfront and downtown transportation demand, notwithstanding the major investments and improvements in public transportation being proposed by the Central Waterfront Plan.

The preliminary comparative analysis undertaken by City staff in response to the Waterfront Reference Group motion is summarized below.

(3.1) Retain (and Ameliorate):

Retention of the existing elevated Gardiner provides limited opportunity to “remove barriers” (e.g. in the section between Jameson Avenue and Sherbourne Street,) and create significant new communities and public places south of Fort York and in the east Bayfront area. Nevertheless, previous work has identified some potential to ameliorate existing conditions and improve north-south connections to the waterfront. As well, modifications to the existing structure, e.g. to remove or reconfigure ramps at York Street and/or Spadina Avenue in combination with introducing the Front Street extension, could mitigate some of the existing barrier effect. As well, it may be possible to employ measures to more efficiently manage road capacity on the elevated expressway, e.g. intelligent transportation systems (ITS), reserve bus/high occupancy vehicle lanes, and road pricing.

Even if the existing facility is retained, there will be a need to considerably improve the transit system serving the waterfront and Central Area given the projected increases in travel demand as a result of continuing growth in the city and GTA. The potential to introduce a toll system on the existing facility needs to be assessed further. Ongoing costs to maintain and operate the ageing facility must also be considered, and some modification to the Corridor may be inevitable as other waterfront initiatives proceed including the re-naturalization of the Don River mouth.

Options to revitalize the waterfront assuming the elevated Gardiner remains in place have not been studied in detail but could embody a number of principles and planning elements contained in the Secondary Plan, particularly on lands situated beyond the Gardiner Corridor. Retention of the existing facility in its current form may not, however, signal major waterfront renewal, nor fully address one of the most significant objectives of the Secondary Plan for the Central Waterfront, namely to remove barriers and create symbolic and permanent linkages between the city and Lake Ontario.

(3.2) Replace (Below-grade and/or At-grade Options):

(3.2.1) Below-grade/Need for a Through Route:

Options that incorporate a tunnelled express route such as defined in the original “Making Waves” document have the potential to satisfy a number of criteria for waterfront renewal. This was the conclusion of the work that culminated in the Gardiner/Lake Shore Corridor option presented in the Secondary Plan. It should be noted that the total capacity of the Gardiner is not replaced by a tunnel – the tunnel is one part of a combination of elements required to match current capacity. This notwithstanding, concerns have been raised respecting a number of issues

associated with extensive tunnelling including cost, duration of construction disruption, need for a through route, etc.

The need for a through route has been further reviewed through additional data collection including a recent license plate survey of the existing Gardiner facility by consultants for the TWRC. The data supports previously reported information indicating a significant portion of morning peak hour travel (e.g. 20 and 50 per cent in the eastbound and westbound directions respectively) is “through” traffic remaining on the Gardiner between Spadina Avenue and Sherbourne Street. Of this amount, it is estimated that 75 per cent have an origin or destination, or both, in geographic proximity to the Gardiner facility.

There are few alternatives to the Gardiner/Lake Shore Corridor other than arterial streets within the waterfront or downtown. Existing through traffic, including large trucks, needs to be accommodated in a manner that does not impact on existing and new waterfront communities. In this regard, the ability to facilitate through traffic on an express route in the waterfront area appears to remain an important consideration.

(3.2.2) At-grade:

Comments received during the public consultation process suggested placing the entire Gardiner roadway at-grade in the form of a grand urban landscaped boulevard similar in concept to the Champs Elysee in Paris. Options that replace the existing elevated Gardiner with an at-grade urban boulevard have the potential, from a planning perspective, to profoundly re-image the Central Waterfront, creating a different place than exists today. This allows the potential to integrate the downtown and the waterfront, creating a network of city streets and public places that gradually lead down to and open onto the water’s edge.

In fact, the original Waterfront Revitalization Task Force plan proposed that a significant portion of the Gardiner be replaced at grade east of Spadina Avenue, travelling through a series of signalized intersections. This concept has been implemented in other cities around the world to suit their particular circumstances. Replacement of the Gardiner with a major new urban boulevard would clearly have the most dramatic impact on changing the current image of the waterfront, but would not replace existing system capacity requirements. This would need to be studied in detail along with issues related to high pedestrian crossing volumes.

The extent of impact on parallel arterials, adjacent communities, and TTC surface transit operations arising from new and redistributed auto traffic would all have to be tested. An Environmental Assessment Study would investigate this option in detail and allow for a comparison of an at-grade option with all other alternatives.

(3.3) Remove:

An option that would remove the elevated Gardiner and not replace it with any roadway would have the greatest impact on traffic operations. The loss of road capacity by complete removal of the Gardiner/Lake Shore corridor transportation facility could affect Toronto's economy and would significantly affect the functioning of the transportation system.

From additional analyses it is estimated that up to 9,000 trips currently on the Gardiner facility in the morning peak hour would divert to parallel arterials south of Bloor Street if the Gardiner were removed and not replaced. Although some of the trips could transfer to an enhanced transit network, it is still likely that these parallel arterials could not accommodate the additional auto demand. Approximately 2,000 other trips would be using parallel routes north of Bloor Street. The redistributed traffic would be in addition to any other traffic activity that is likely to be generated by future growth of the City and GTA. For these reasons, this concept has not been considered in detail. Nevertheless, an Environmental Assessment study would have to include this option.

(3.4) Combinations of Options:

The latest revised option developed by the joint working group (described in Section 2.4 and Attachment A), generally falls within this category of options. This proposal could have benefit in terms of minimizing construction disruption, by allowing the existing Gardiner to remain in operation as "pre-building" of the replacement section occurs.

A comparative review of traffic operations suggests the revised road network will perform close to the existing condition with some indicators suggesting slightly improved travel times on specific routes or during specific time periods, and others suggesting poorer performance than the existing configuration.

From an urban design perspective, the revised option creates several opportunities to improve the environment within and adjacent to the Gardiner/Lake Shore Corridor. A number of challenges are also created within the Corridor including the potential need to address heavy pedestrian volume crossings and mitigate intrusive above-grade structures with the central section of the waterfront.

Preliminary estimates suggest the revised option could be in the same range of cost as the Secondary Plan proposal. Further assessment is required in this regard. Nevertheless, options within this category have the potential to produce a cost-effective solution in response to the core principles of waterfront renewal while at the same time satisfying the transportation requirements within the Gardiner Corridor.

(4) Other Considerations:

Communications received from the Task Force on the Gardiner/Lake Shore Corridor (February 7, 2002), the Sustainability Roundtable (February 18, 2002) and the Portlands

Partnership Initiative at the February 20 Waterfront Reference Group meeting have been reviewed by staff.

As noted, these groups have indicated support for the four core principles of the Central Waterfront Plan. Their comments can generally be grouped into categories of physical infrastructure/design, operation, relationship to the downtown and adjacent neighbourhoods, cost/benefit and environmental considerations.

Additional specific alternatives to the Secondary Plan Gardiner/Lake Shore Corridor proposal will require further consideration in the context of a comprehensive, integrated Environmental Assessment process including, for example, consideration of improvements that might be required on Richmond Street and Adelaide Street, between Yonge Street and the Don River, to support the road network changes.

As noted several times in this report, an Environmental Assessment process must be the next step in the further consideration of the Gardiner Corridor.

(5) Business Strategy:

The TWRC's Business Strategy outlines a general financing plan for redevelopment of the waterfront. However, the Gardiner/Lake Shore Corridor has not been included, in part because financing for this initiative could come from a broad array of funding sources other than just waterfront renewal and it is premature pending the outcome of the EA process.

Nevertheless, the TWRC continues to emphasize that the future of elevated portion of the Gardiner Expressway is critical to waterfront revitalization and the principle of removing barriers and facilitating improved connections between the city and Lake Ontario. Recognizing this, the Business Strategy includes funding to conduct a comprehensive, integrated Environmental Assessment process to identify the detailed transportation infrastructure needed to advance revitalization.

Conclusions:

The greatest opportunities for positive change in the Central Waterfront will be achieved through an integrated approach to land use and transportation planning. Consequently, the analysis of options for improving the Gardiner/Lake Shore Corridor should, ideally, advance in parallel with the work on other aspects of the Plan if major decisions on the long term future of the Central Waterfront are to be made in a timely and rational manner. Through pursuing the principles put forward in the "Making Waves" report, the City has a once-in-a-lifetime opportunity to define a new direction for the future of its waterfront. However, making informed decisions on how to implement this planning framework requires that all the cards be on the table, including a full assessment of the opportunities for the Gardiner /Lake Shore Corridor.

The analysis that has been done to date confirms the feasibility of addressing the future of the Corridor in a manner that meets land use planning and transportation planning objectives. Now is the time to seize on this finding to define the role of the Corridor in our future waterfront.

This should include an examination of all the options, including a “do nothing” scenario, in the context of an Environmental Assessment process that requires detailed evaluation, direct comparison, integrated planning, cost analysis and full public consultation leading to a preferred solution. The City should be the proponent of the EA study, with funding arrangements falling under the auspices of the TWRC.

It is recommended that Council undertake an Environmental Assessment study of the Gardiner/Lake Shore Corridor. As a first step, staff will report on the framework and timelines required to proceed with an Environmental Assessment for this initiative.

Contact:

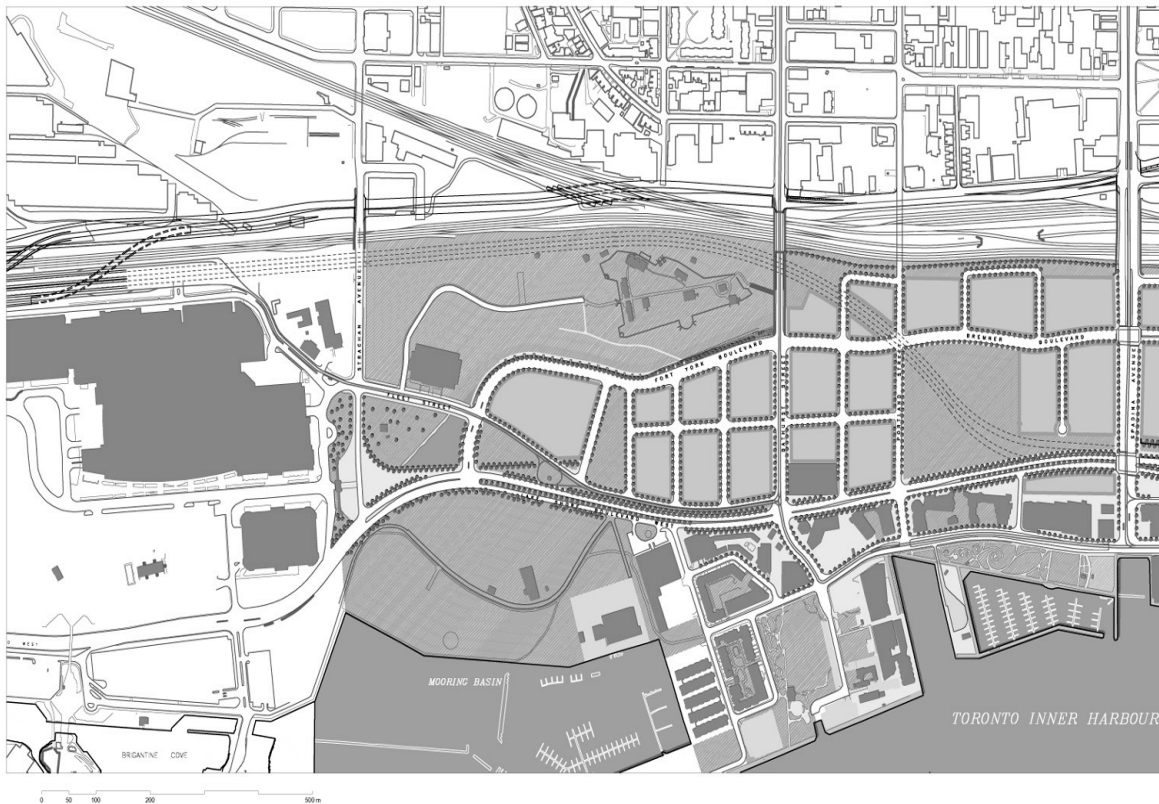
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List of Attachments:

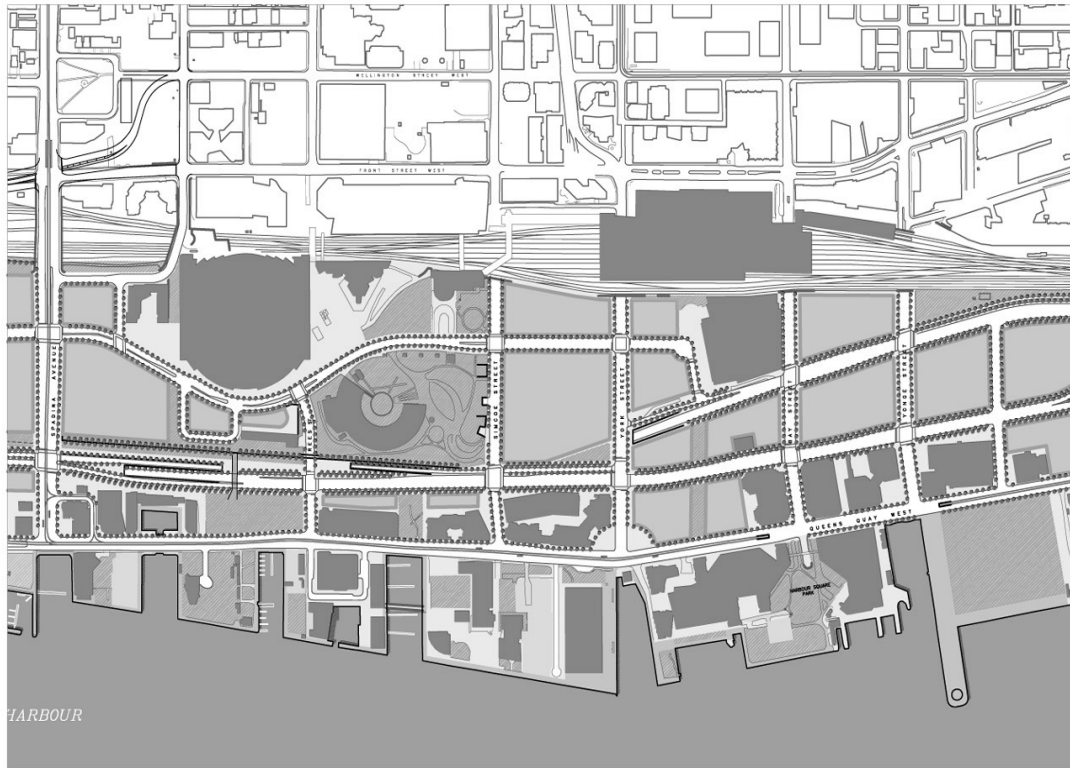
Attachment A - TWRC Revised Gardiner/Lake Shore Corridor (Option 8)

- West Section
- Central Section
- East Section



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MARSHALL MACKLIN MONAGHAN
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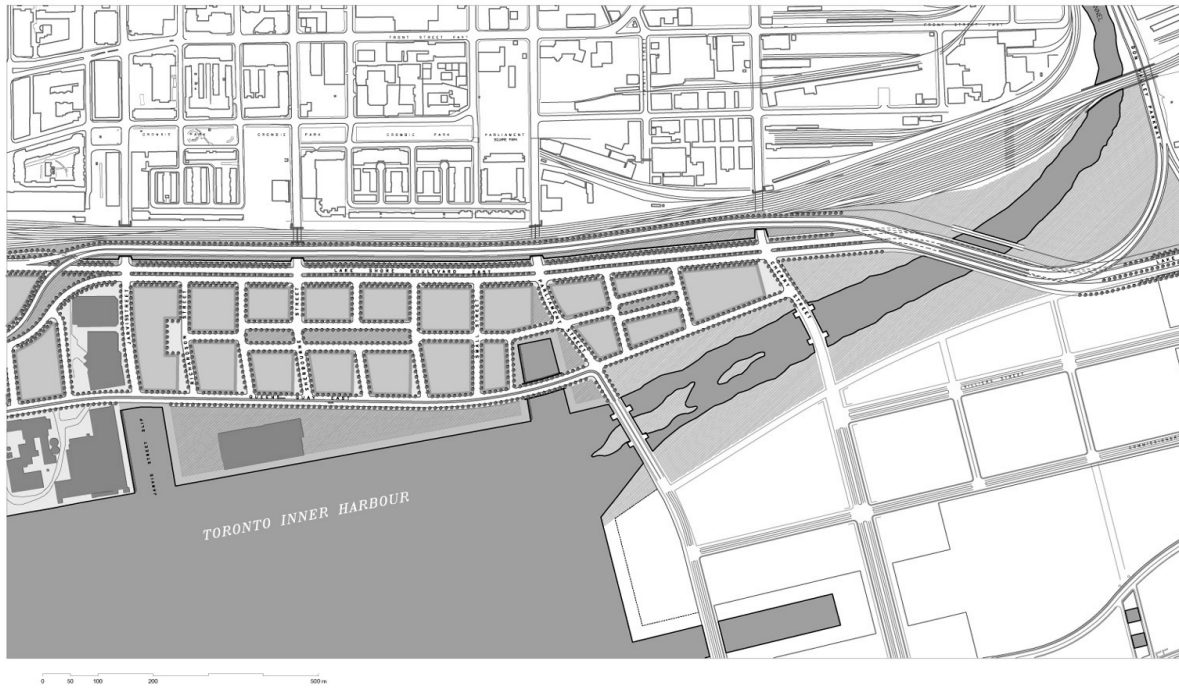
GARDINER / LAKESHORE CORRIDOR RECONFIGURATION
TORONTO WATERFRONT REVITALIZATION CORPORATION
URBAN DESIGN PLAN-OPTION8-WEST SECTION



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GARDINER / LAKESHORE CORRIDOR RECONFIGURATION
TORONTO WATERFRONT REVITALIZATION CORPORATION

URBAN DESIGN PLAN-OPTION8-CENTRAL SECTION



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GARDINER / LAKESHORE CORRIDOR RECONFIGURATION
TORONTO WATERFRONT REVITALIZATION CORPORATION
URBAN DESIGN PLAN-OPTIONS-EAST SECTION

The following persons appeared before the Policy and Finance Committee in connection with the foregoing matter.

- Mr. Robert Fung, Chair, Toronto Waterfront Revitalization Corporation; and
- Ms. Louise Verity, Director of Policy, Toronto Board of Trade.

The following Members of Council also appeared before the Policy and Finance Committee in connection with the foregoing matter:

- Councillor Brian Ashton, Scarborough Southwest;
- Councillor Betty Disero, Davenport;
- Councillor Chris Korwin-Kuczynski, Parkdale-High Park;
- Councillor Gloria Lindsay Luby, Etobicoke Centre;
- Councillor Howard Moscoe, Eglinton-Lawrence;
- Councillor Joe Pantalone, Trinity-Spadina; and
- Councillor Jane Pitfield, Don Valley West.

(Copies of the report/communications referred and appended to the communication dated January 10, 2003, from the City Clerk were forwarded to all Members of Council with the January 23, 2003, agenda of the Policy and Finance Committee and copies thereof are also on file in the office of the City Clerk, City Hall).