Ensure that the plan is forward thinking in terms of where the traffic will naturally go and where car parking will be accommodated during the transition phases.

Parking needs accommodated on private sites. No on-street parking provided. PU/DO accommodated on Commissioners and local streets. Concept to support AV future.

Ensure pedestrians are brought forward with as much thought as vehicles and cyclists.

Safety for vulnerable users top priority.

Think about the opportunity to economize with the streets by minimizing some of the plantings to integrate larger development parcels, give more space to the park or just make the street easier to cross.


Support for physical separation between vehicles, pedestrians and cyclist with preference for taller planters.

Types of separation will have to consider accessibility and visibility.

Preference for bicycle lanes at same level with roadway and separated by a curb.

Variety of physical separation between cyclists and other users. Details informed by context and transportation function.
Port Lands Streets: Introduction
Policy Framework
Project Objectives
Street Context
Policy Framework: Setting the Stage

Central Waterfront Secondary Plan
2003

Design Competition “Port Lands Estuary”
May 2007

Keating Channel Precinct Plan
May 2010

Port Lands Acceleration Initiative
September 2012

Keating Channel Precinct Plan
September 2017

Port Lands FPEI Due Diligence Report
October 20, 2016

Port Lands Planning Framework
September 2017

Villiers Island Precinct Plan
September 2017

Port Lands Flood Protection and Enabling Infrastructure Due Diligence Report
September 20, 2016

Port Lands Planning Framework
September 2017

Villiers Island Precinct Plan
September 2017
Policy Framework: Leading Edge

Toronto Complete Streets Guidelines
January 2017

Toronto Green Streets Guidelines
November 2017

WT Resilience + Innovation Framework for Sustainability
May 31, 2017

Blueprint for Autonomous Urbanism [NACTO]
Fall 2017
The Port Lands: 21st Century Toronto Streets designed for People, Placemaking, and Prosperity.

Streets for the Port Lands are safe and equitable for all road users that promote a high quality of life with enhanced mobility.

Streets for the Port Lands are sustainable and resilient, addressing the needs of today and ready for what the future may bring.

Streets for the Port Lands are important public spaces that are vital, vibrant, and beautiful—supporting the users and uses that help to define them.

Streets for the Port Lands are efficient, flexible, adaptable, cost effective, and a model for streets throughout the City of Toronto.
Three Streets for the Port Lands
Three Streets: Link (Transportation Function)

Link To City Mainland + Port Lands Destinations
High Volume of Users
Multi-Modal Transportation Network
Goods + Services Movement
Pedestrian Network

All streets designed to safely and comfortably accommodate pedestrians.
Connections to key destinations with convenient street crossings.
All streets include separation from other users and safe crossings to support pedestrian activities.
Connections to Martin Goodman Trail, Lower Don Trail, Lake Shore Trail, and broader existing + planned on-street and off-street City infrastructure.

All streets designed to safely accommodate cycling with physical separation from other users.
Cherry and Commissioners are part of the broader surface transit network within dedicated rights-of-way.

Connected to Queens Quay, King Street via the West Don Lands, and to the future Broadview extension through the South of Eastern and PIC Precincts.
Cherry, Commissioners and Don Roadway are anticipated to serve the highest volume of users in this part of the Port Lands, including vehicles. Goods movement is a vital role these streets will serve.
Range of Land Use: Retail, Residential, Parks and Open Spaces, Civic, Institutional

Varied Pedestrian Activities and Intensities

Different Scales and Adjacencies
Frontages: Uses at Grade

Community Facility
Retail Frontage
Park Edge

Employment/Commercial Uses
Animated At Grade Residential Frontage
River Promenade
Employment/Commercial Uses
Commissioners Street: The Neighbourhood + Park Edge

- Asymmetrical with open southern exposure
- Limited north south connection - simplify interchanges between various users / circulation system at intersections
- Blur the edge of the park through integrated planting
- Maximize soil volumes and minimize soil cells
- Park landforms + wind shelter

Image source: MVVA
Don Roadway: A New River Threshold

Image source: MVVA

Don Roadway
Cherry Street: Connecting the City to the Port Lands

- Cherry Street North: Link the Urban Archipelago
- Cherry Street South: Link the Urban Archipelago

Key Features:
- Gateway and extension of the city into the Port Lands
- Elevated Gardiner Expressway and Rail Berm
- Nexus of Transit Infrastructure
- Lower light levels relative to anticipated development
- Constrained - Variable pedestrian clearway and shade tolerant planting to suit specific locations

Boulevard feel at Villiers Island
- Water crossings at both ends
- Incorporate building set back to maximize planting zones / public realm within street R.O.W.
- Adequate Light Levels
- Planting shaped to create varying scales and experiences through the street

Image source: MVVA
A Design Vision for Three Streets
Vision/Big Idea

A new community defined by landscape and natural process; the resuscitation of the river forming a framework for a new part of the city, allowing for the succession of place from pioneer to maturity.

All this leads to streets that can learn and evolve, promoting a different kind of urban street that is informed by natural systems, streets that are smart and adaptable for today and tomorrow.
Inspired by the Industrial Heritage of the Port Lands...
...and the Naturalized Landscape of the Future River.
Bringing People to the Street...

Programmed Gathering

Active + Efficient Movement

Extension of Building Functions
Reconnect with Nature
Reconnect with Others
Views of the Water

...and Creating Opportunities for Public Life in a Transformative New Community.
Commissioners Street
The Port Lands Parkway

DRAFT
Commissioners Street

The River Valley Park has a strong influence on the arrangement and design vocabulary for this asymmetrical street.

The sequence of spaces along the street is more linear with a large expansive tree canopy dominating the street experience.

The north side is active and urban while the south affords all users a more green and relaxed character.
Commissioners Street: north side

- Commissioners Street
- Bioretention planter
- Cycle track
- Flex zone
- Sidewalk
- Flexible curbside zone
- EV charging lay-bys
Commissioners Street

74.5% NON-AUTO

Space Allocation by User

- Pedestrians
- Cycling
- Planting
- Transit
- Vehicles

Dedicated Transit ROW
Flex zone/ EV Charging Lay-bys
Sidewalk connection into Park

LRT PLATFORM
RIVER VALLEY PARK
FIRE HALL (RELOCATED)

DRAFT
### Commissioners Street (view east)

<table>
<thead>
<tr>
<th>North</th>
<th>Public Realm</th>
<th>Travel Lanes</th>
<th>Transit</th>
<th>South</th>
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<tr>
<td>Setback Varies</td>
<td>3.0m MIN. SIDEWALK</td>
<td>3.6m MAX. PLANTING</td>
<td>7.0m LRT</td>
<td>River Valley Park</td>
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<tr>
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<td>3.6m MAX. PLANTING</td>
<td>2.0m CYCLE TRACK</td>
<td>2.4m PLANTING/PLATFORM</td>
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<td>1.0m BUFFER</td>
<td>3.0m WESTBOUND LANE</td>
<td>3.0m EASTBOUND LANE</td>
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<td>3.0m TURN LANE</td>
<td>3.6m CYCLE TRACK</td>
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<td>2.4m PLANTING/PLATFORM</td>
<td>2.4m PLANTING/PLATFORM</td>
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</tr>
<tr>
<td></td>
<td>9.6 m</td>
<td>10.2 m</td>
<td>5.4 m</td>
<td>7.0 m</td>
</tr>
</tbody>
</table>
Commissioners Street (view west)
Don Roadway
A New River Promenade
On one side the regeneration of the Lower Don Estuary, the other a new neighbourhood—the McCleary District—and an active hydroelectric transmission corridor.

Both east and west speak to one another through a common material palette and naturalistic understorey planting inspired by the river ecology.
Don Roadway: East Side

- Pedestrian Zone
- Open Plaza/Programmable space
- Don Roadway
- HONI Tower Buffer
- To Road
Don Roadway (view south)

Open plaza/programmable space

Open planters with seating and low planting along HONI tower corridor

Don Roadway (view south)
Don Roadway West (view south)
New Cherry Street
Urban Boulevard to Forest
New Cherry Street

An urban street that connects neighbourhoods and offers a sequence of moments, inviting users to weave along and experience a range of flexible spaces and “urban rooms”.

New Cherry will evolve from an urban boulevard to a forest with a broader canopy to strengthen its character, improve environmental performance, and anticipate a changing climate.

The innovative way in which New Cherry can respond to the new future is a template for street design throughout Toronto.
New Cherry Street: East Side
New Cherry Street

74.5% NON-AUTO

Space Allocation by User

- Pedestrians
- Cycling
- Planting
- Transit
- Vehicles

- Sloped bioretention median planter
- Flex zone (potential programmed space)
- Safe and Efficient Use of Transit ROW

Bioretention planter with seating
Martin Goodman Trail

Cherry Street
Commissioners Street
Don Roadway
New Cherry Street: Future

Initial phases will provide the organizing framework. With AV there would be future opportunity to refine the streets into a more mature condition that can better deal with changing needs and climate change.

**AV Future**
Slower vehicle speeds
Fewer and more narrow travel lanes
Reallocated roadway space
Tighter curb radii to improve safety
Provision for flexible curbside uses

**Response To Climate Change**
Improved stormwater management
Expanded urban tree canopy
Enhanced microclimatic amelioration

**Thinking Ahead**
Locate below grade infrastructure today to not preclude future opportunities for change.
New Cherry Street: Future (view south)

- **TRANSIT TRAVEL LANE**
  - 40m R.O.W.
  - 3.0m MIN. SIDEWALK
  - 2.7m MAX. PLANTING
  - 5.0 - 5.3m FLEXIBLE ZONE/PLANTING
  - 4.0m LRT
  - 3.5m MAX. PLANTING
  - 2.4m PLATFORM
  - 3.6m NORTH BOUND LANE
  - 3.6m SOUTH BOUND LANE
  - 5.0 - 5.3m FLEXIBLE ZONE/PLANTING

- **PUBLIC REALM**
  - 7.5 m

- **SETBACK**
  - 4.0m MIN. SIDEWALK
  - 3.5m MAX. PLANTING
  - 7.0m LRT
  - 3.3m PLANTING/2.4m PLATFORM
  - 3.6m NORTH BOUND LANE
  - 3.6m SOUTH BOUND LANE
  - 5.0 - 5.3m FLEXIBLE ZONE/PLANTING
  - 4.0m MARTIN GOODMAN TRAIL
  - 2.7m MAX. PLANTING
  - 3.0m MIN. SIDEWALK
  - SETBACK VARIES

- **Narrower Roadway**
- **Increased Street Tree Canopy**
- **Expanded SWM Opportunities**
- **Shorter Crossings**
- **Flexible Curbside Uses**
New Cherry Street (view north)
Planting: Tree Types and Canopy

- Ginkgo
- Thornless Honey Locust
- Homestead Elm
- English Oak
- White Oak
- Red Oak
- Red Maple
- Common Hackberry
Materials and Details

- Pavers
- Cast-in-place concrete - exposed aggregate
- Timber seating
- Wood slat seating
- LED Lighting - Selux Olivio
- LED Lighting - WE-EF PFL540
- Tree grate panels
- Armourstone seat wall
- City of Toronto - Coordinated Street Furniture
Innovative Design Elements

**Today**

Future Proof - Electrical/Data
Adaptive Signal Technology
Dedicated Signal Phasing
Signal Optimization
EV Charging Stations: Lay-By Locations
LED Lighting
Smart Pole Technology
Green Wave Technology
Photo Luminescent Pavement Markings
Heated Pavement: Bike Lanes
Landscape Driven L.I.D Approach
Adaptable + Flexible Spaces
Future Proof-Locations for Infrastructure

**Future**

Narrower Roadway to support AV Urbanism
Expanded SWM Technology
Increased Street Tree Canopy
Lay-by Locations: Curbside Coding
AV Charging
Power Generating Pavement
Solar Roads
Port Land Streets inspired by the landscape driven transformation of the Lower Don River and the Port Lands.

Safe, Equitable, and Beautiful
Sustainable and Resilient
Cost Effective and Adaptable
Climate and Energy Positive
Future Ready
Project Schedule - Anticipated Construction Schedule

- **CHERRY STREET RE-ALIGNMENT**
  - March '19
  - Sept. '21

- **COMMISSIONERS STREET W. TO NEW CHERRY STREET**
  - Oct. '19
  - Oct. '22

- **COMMISSIONERS ST. E. TO SAULTER ST.**
  - July '20
  - Aug. '22

- **DON ROADWAY NORTH**
  - Mar. '22
  - May '23