

WE ARE HERE

Port Lands + South of Eastern

Phase 1

Identify and Describe the Problem

Problem(s) + Opportunity(s)

Phase 2

Alternative Solutions

Preliminary Preferred Solution

MASTER PLAN

Film Studio District

Phase 3

Alternative Design Concepts

Preliminary Preferred

Design

Phase 4

Environmental Study Report

IMPLEMENTATION

Evaluation Criteria

VISION & OBJECTIVES

Create an Interesting and **Dynamic Urban Mix**

Street network supports the creation of new, walkable mixed use communities and employment areas in the Port Lands.

Street network supports economic potential in the South of Eastern area

Street **network provides** the **necessary** road capacity to support the anticipated mix of uses in the Port Lands and South of Eastern

Direct connections to major destinations are provided to encourage walking, transit use and tourism.

Impacts by new street connections on existing land uses to remain in the long-term are **minimized**.

Economically viable and tangible development blocks are created through the layout and orientation of streets.

Streets and servicing connect appropriately to planned **streets and servicing** in the Lower Don Lands.

The street network provides for a logical, looped **distribution system** of municipal water and wastewater infrastructure needed to support revitalization and growth.

The **layout** of **stormwater infrastructure** and overland flow routes are optimized.

Connect the Port Lands to the City

New north-south connections are provided to better connect the Port Lands with South of Eastern and the rest of the city.

East-west connections are provided and/or enhanced to link new diverse, local areas.

New north-south **connections** are achieved without reestablishing or increasing flood risk east of the Don Roadway at the crossing of the CN Embankment following implementation of the DMNP EA.

Connections facilitate emergency services access.

Connections across the Ship Channel are strategically located while ensuring continued marine activity.

A fine-grained network of local streets is achievable.

Connections provide opportunities for contiguous or strategic green space nodes to allow migration of bird and urban terrestrial wildlife between the Outer Harbour, Don River and new naturalized river mouth.

Leverage the Port Lands' Develop a High Quality Public Realm Assets

Cultural heritage resources are appropriately **conserved** and streets frame and **celebrate** heritage resources.

Impacts to **archaeology** resources are avoided.

Impacts to **land** and **resources** used for traditional purposes are avoided.

Streets frame, protect and connect parks, open spaces and natural features.

Streets do not negatively impact natural heritage resources. Net environmental gains can be achieved.

Streets are located to provide **visual and physical connections** to natural areas, the Ship Channel and Turning Basin, heritage resources, iconic structures, Lake Ontario and the city's skyline.

Contribute to a Sustainable Future of the City

Streets are **communal places**. Right-of-ways accommodate wide pedestrian clearways, **pedestrian amenities** and landscaping/street trees.

Street right-of-ways provide **safe** and innovative cycling facilities.

Placemaking opportunities are created.

Human **health** and **safety** continue to be protected.

On-street parking within right-of-ways is achievable while **minimizing** crossing distances and right-of-way widths.

Street network accommodates a network of transit routes in dedicated rights-of-way where appropriate.

Transit stops are located at **key** activity nodes and provide for five minute walking distances to transit stops across the Port Lands and South of Eastern area.

Innovative stormwater management neasures can be **accommodated** while also adding interest to the public realm.

Provide Flexibility & Certainty in the Plan's **Implementation**

Street network can be **phased** to facilitate long-term revitalization and continued employment growth in South of Eastern

Above- and/or below-grade **utilities** are accommodated while ensuring that requirements for municipal servicing and transit are addressed.

Relocated existing utilities and expansion of municipal servicing do **not affect service** provision.

Street network and servicing can be implemented while addressing geotechnical and **phasing** requirements for the DMNP EA and Flood Protection Landform north of Lake Shore Blvd East and Valley Wall Feature south of Lake Shore Blvd.

Constructing the street network, inclusive of necessary municipal servicing, utilities, streetscaping and pedestrian amenity, is cost-effective to implement.

Property acquisition requirements are minimized.

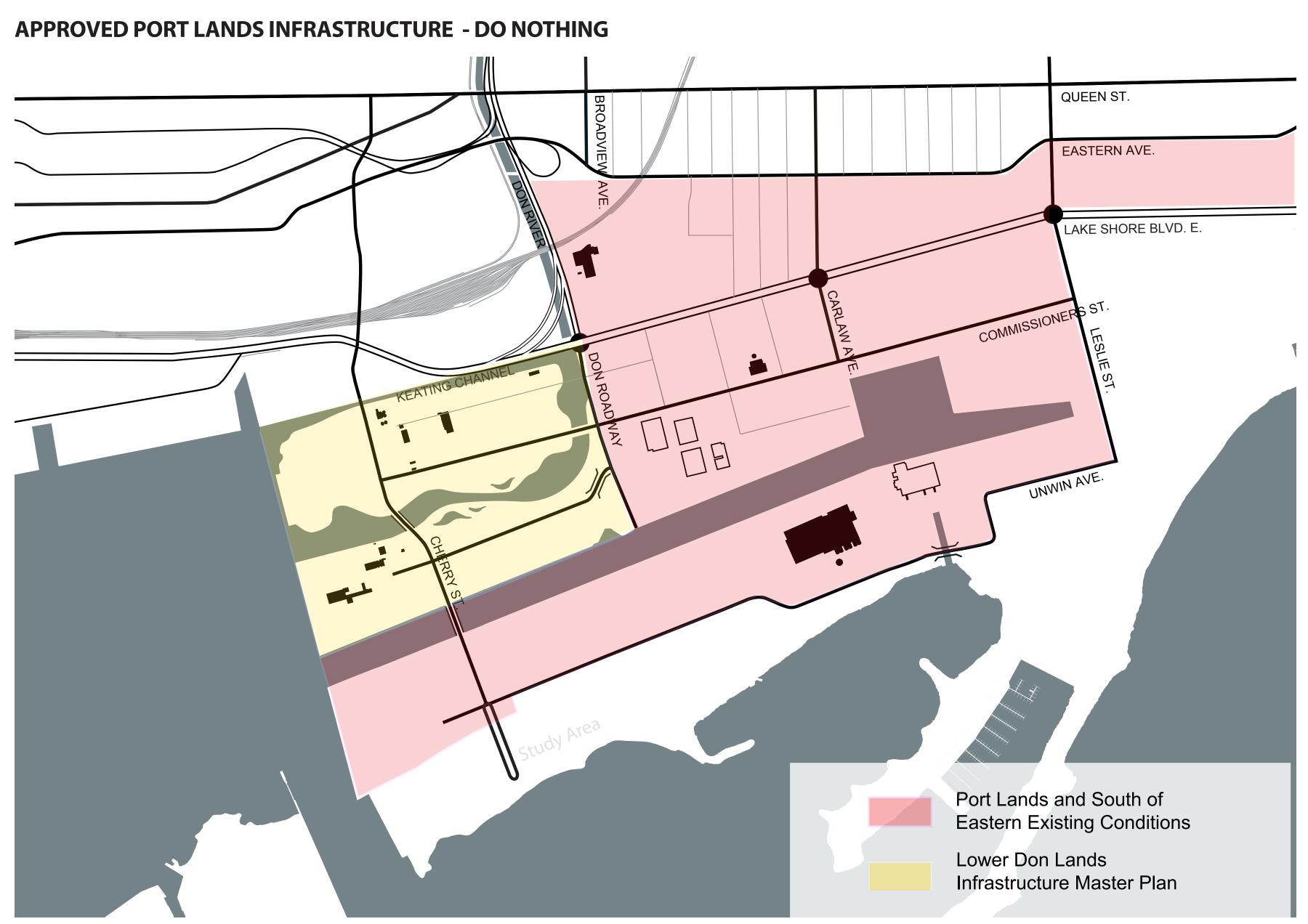
Life-cycle costs are **considered** and can be optimized through design to **minimize operating impact** of addition of new facilities.

Disruption to **existing businesses** to remain in the long-term are minimized.

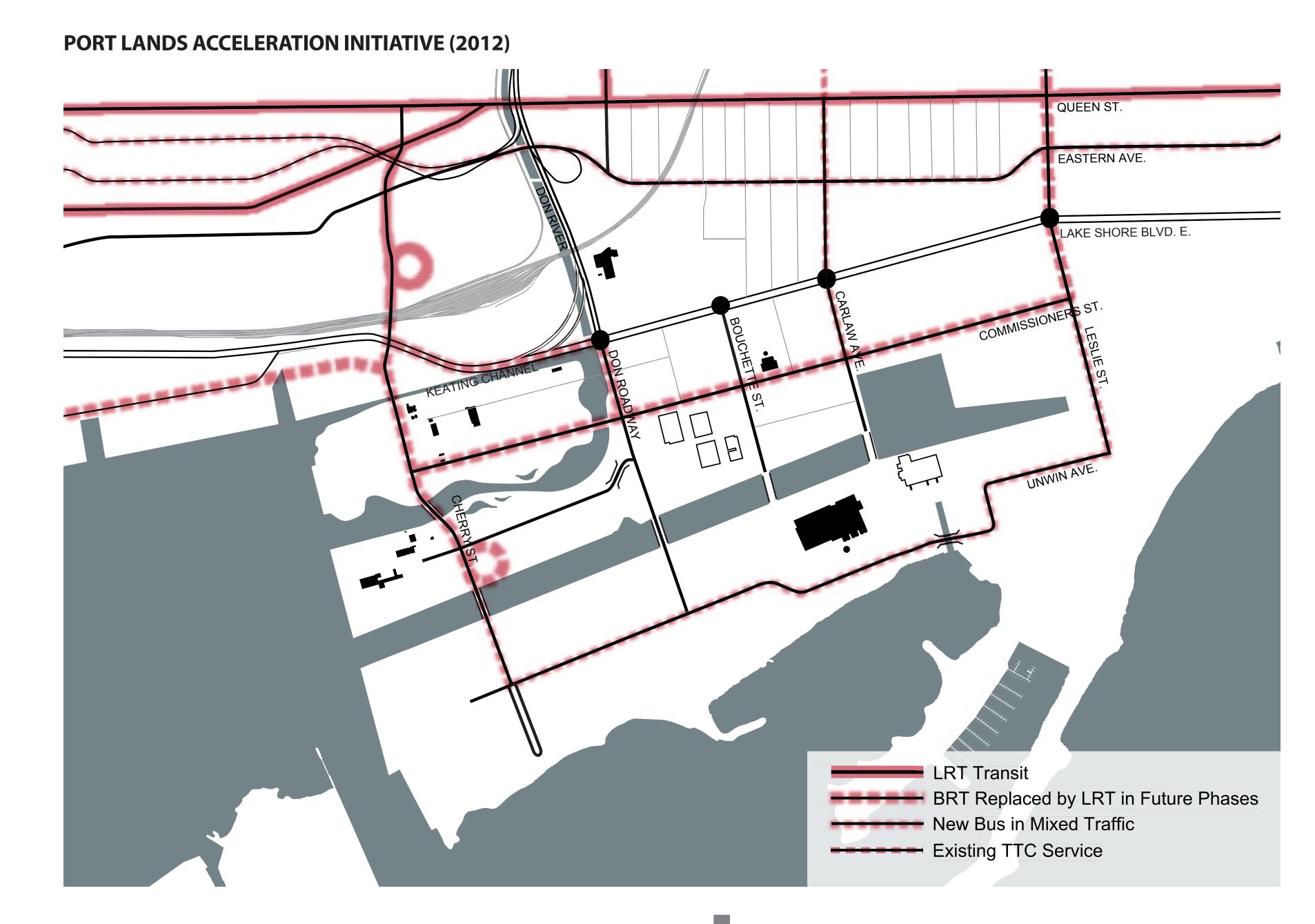
Existing industrial operations to be maintained in the long-term are accommodated and new employment uses can be facilitated while **minimizing** disruption to existing/planned residential communities.

Planned transportation **networks** and servicing are **compatible with** the alteratives identified in the Gardiner Expressway East and Lake Shore Blvd **Environmental** Assessment.





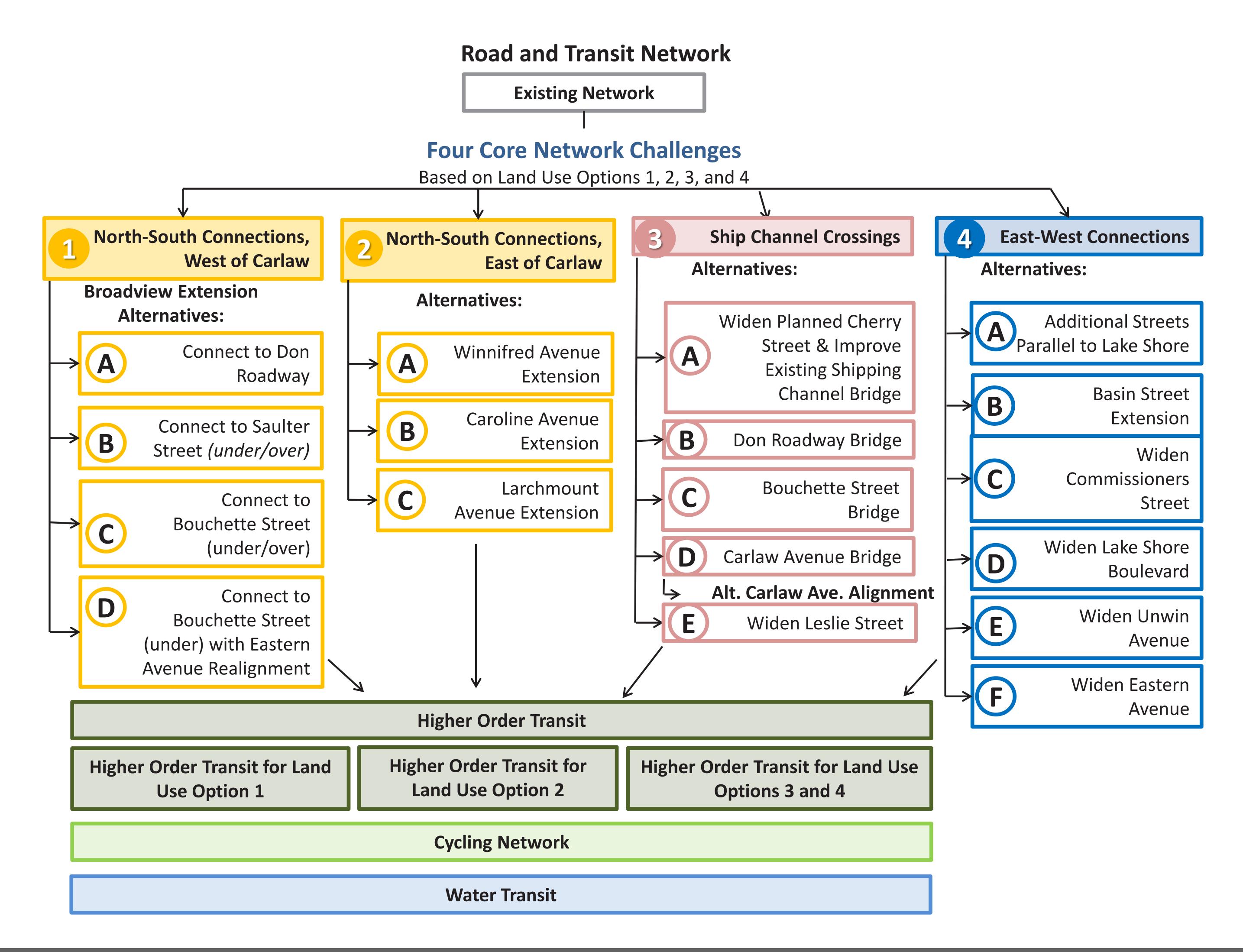








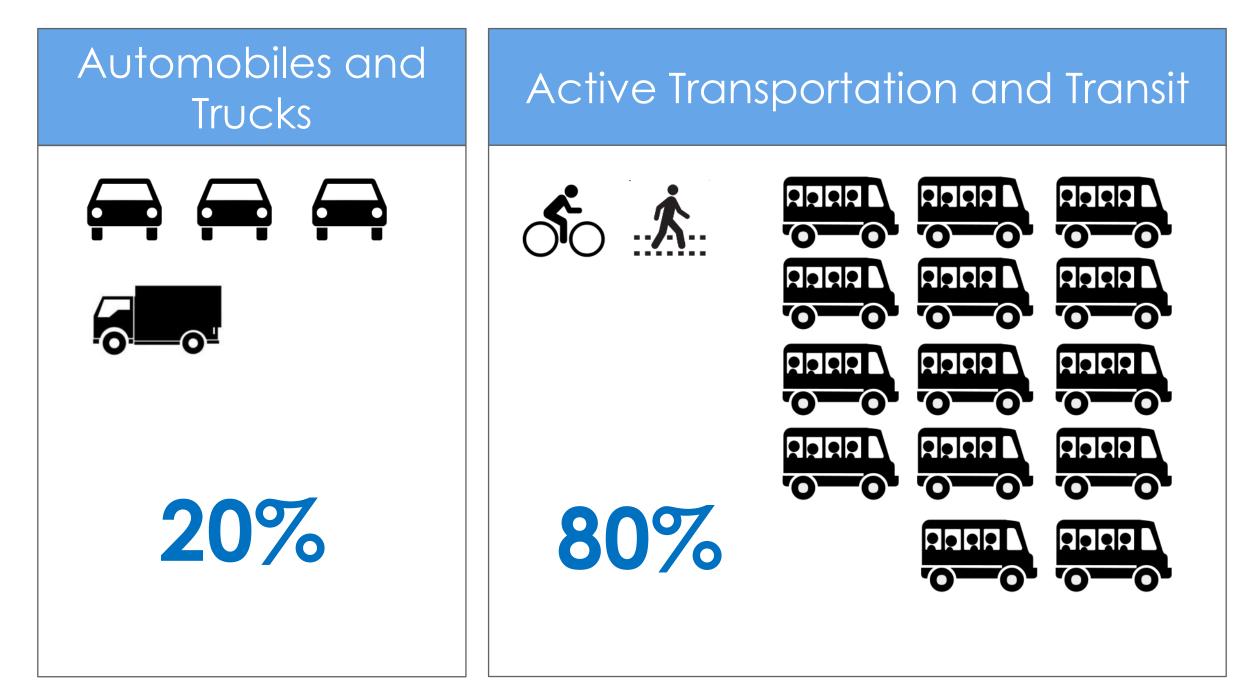
Roads and Transit Network Alternatives

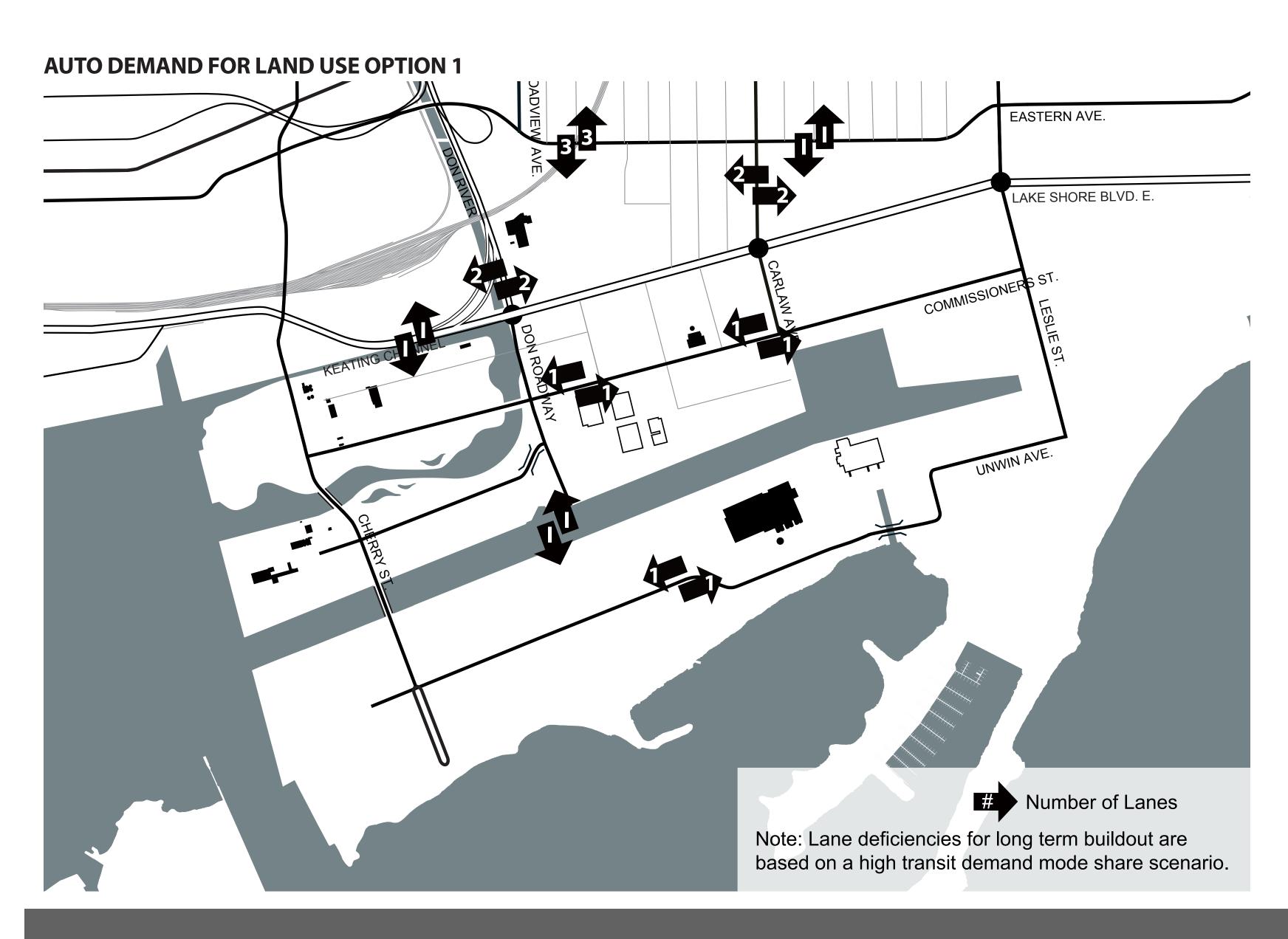


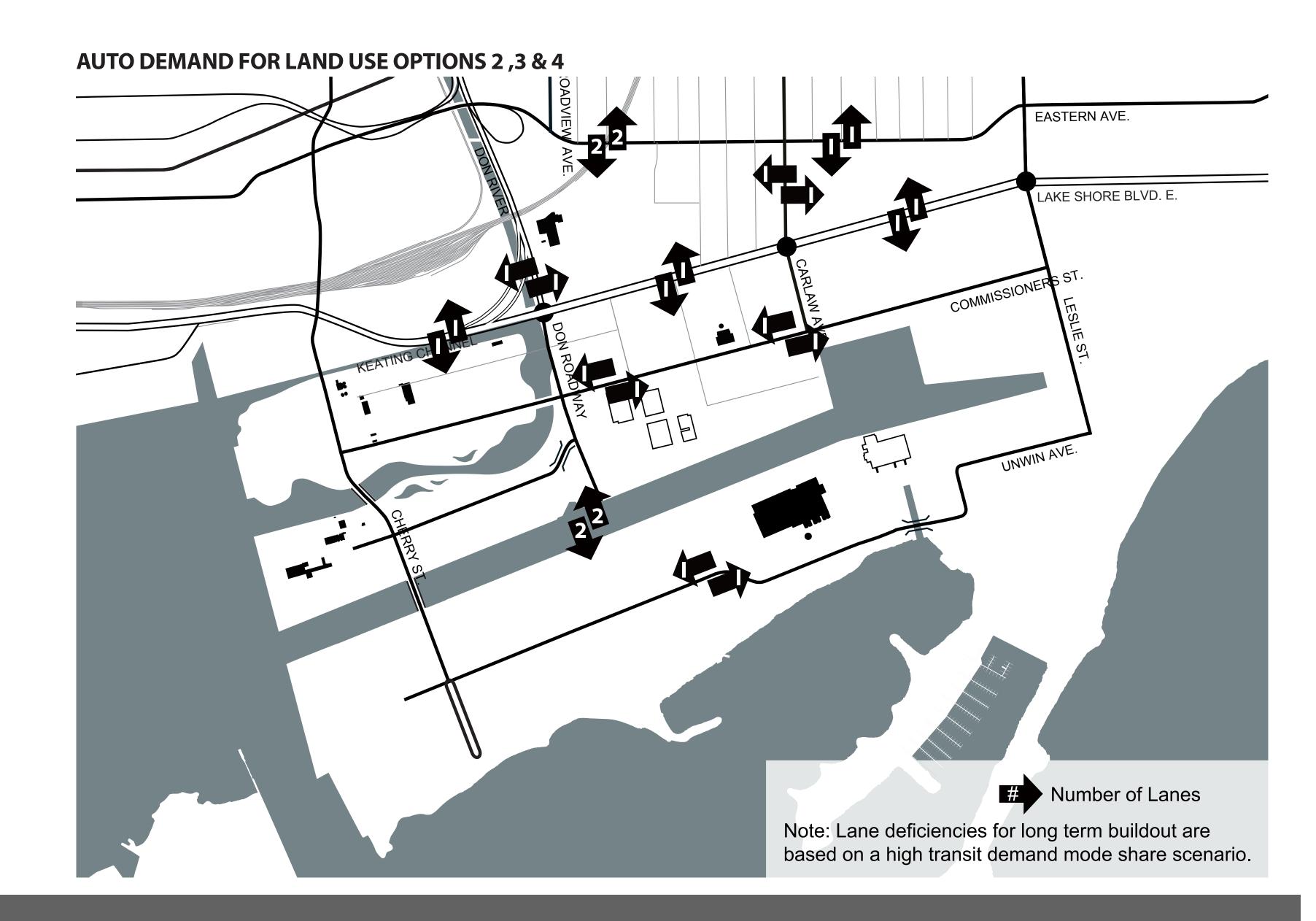


MODAL SPLIT ASSUMPTIONS

- Similar to Lower Don Lands assumptions
- Building a transit and pedestrian oriented community

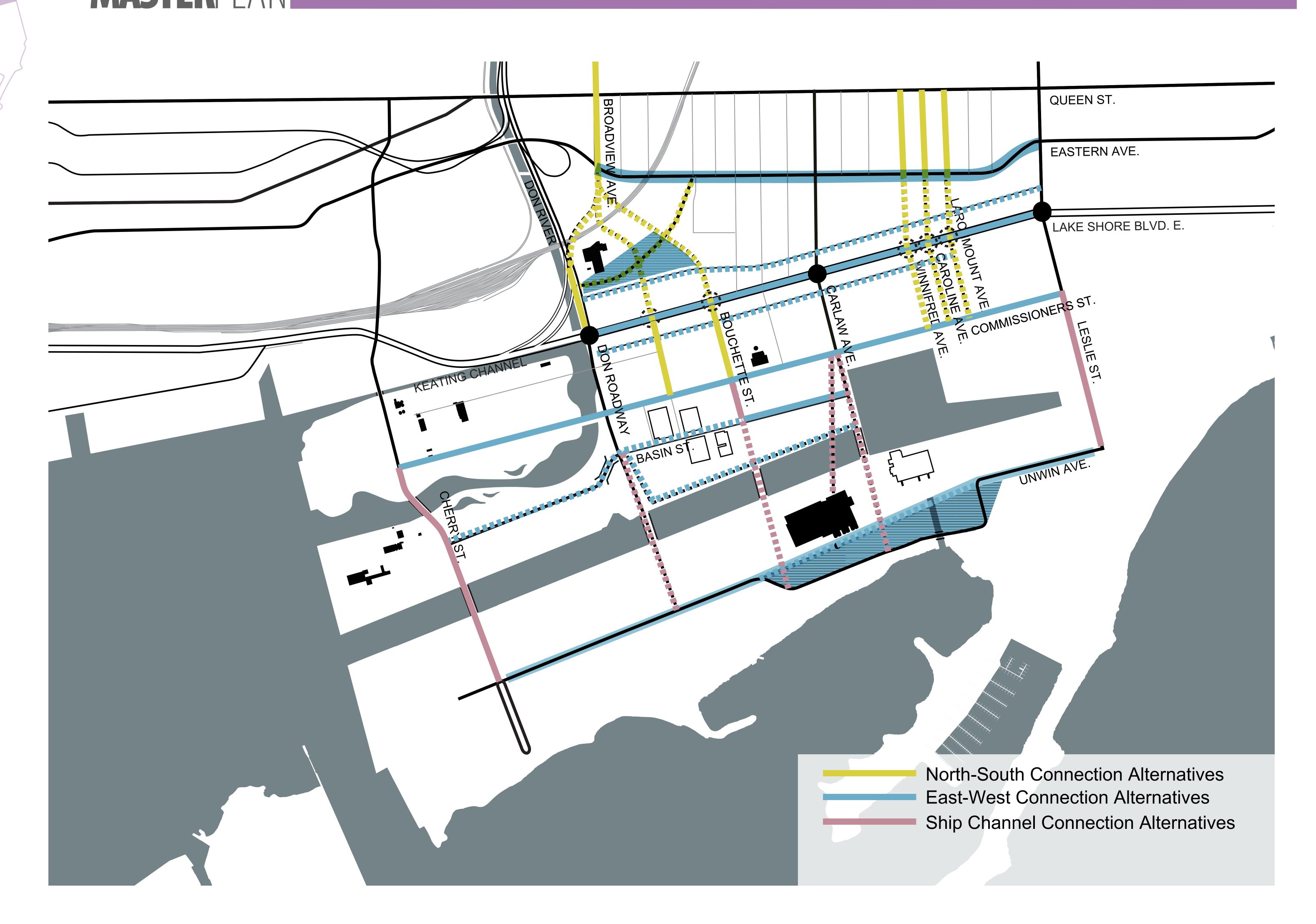






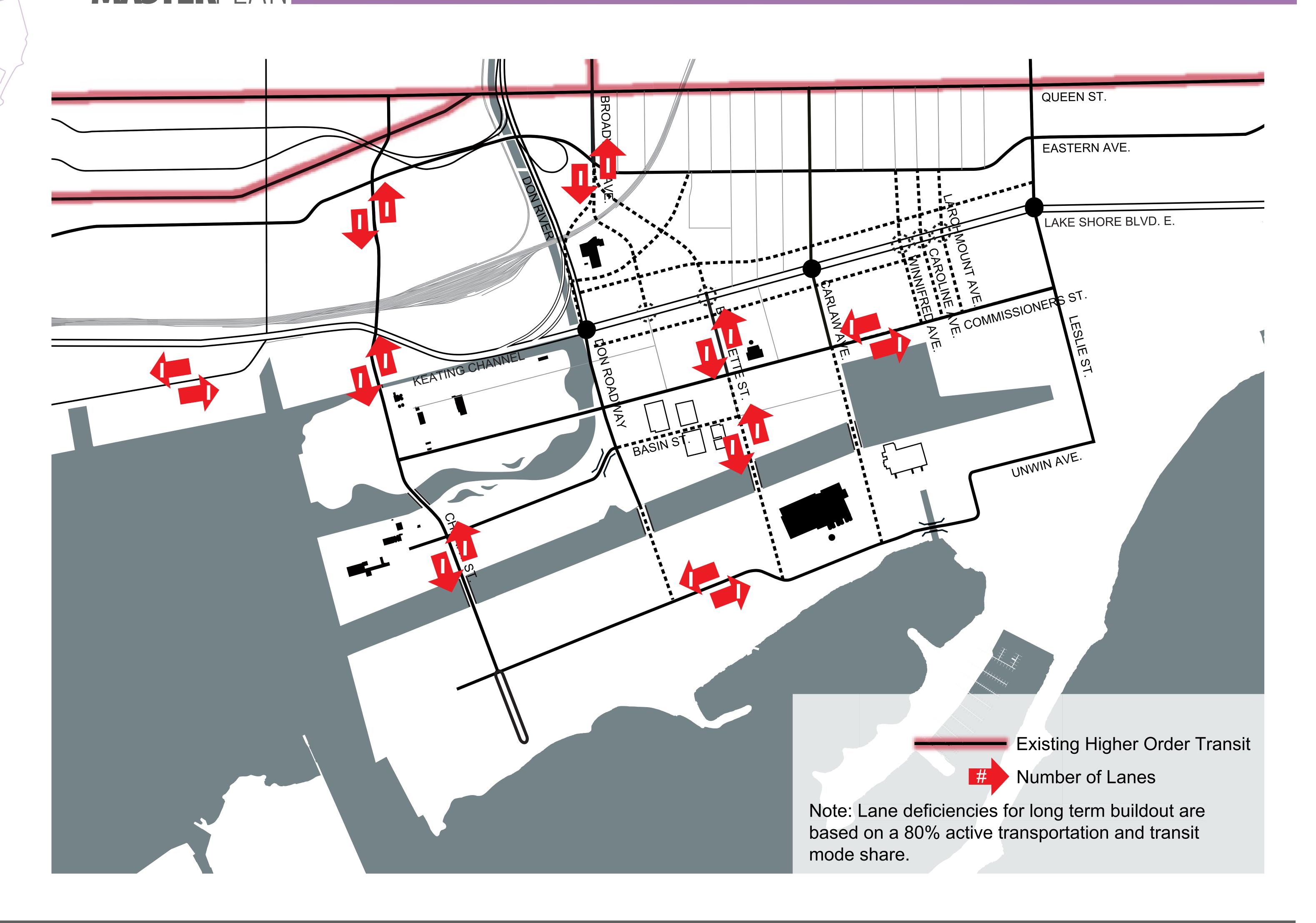
TRANSPORTATION& SERVICING MANAGER DI AN

Road Network Alternatives



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Transit Right-of-Way Requirements

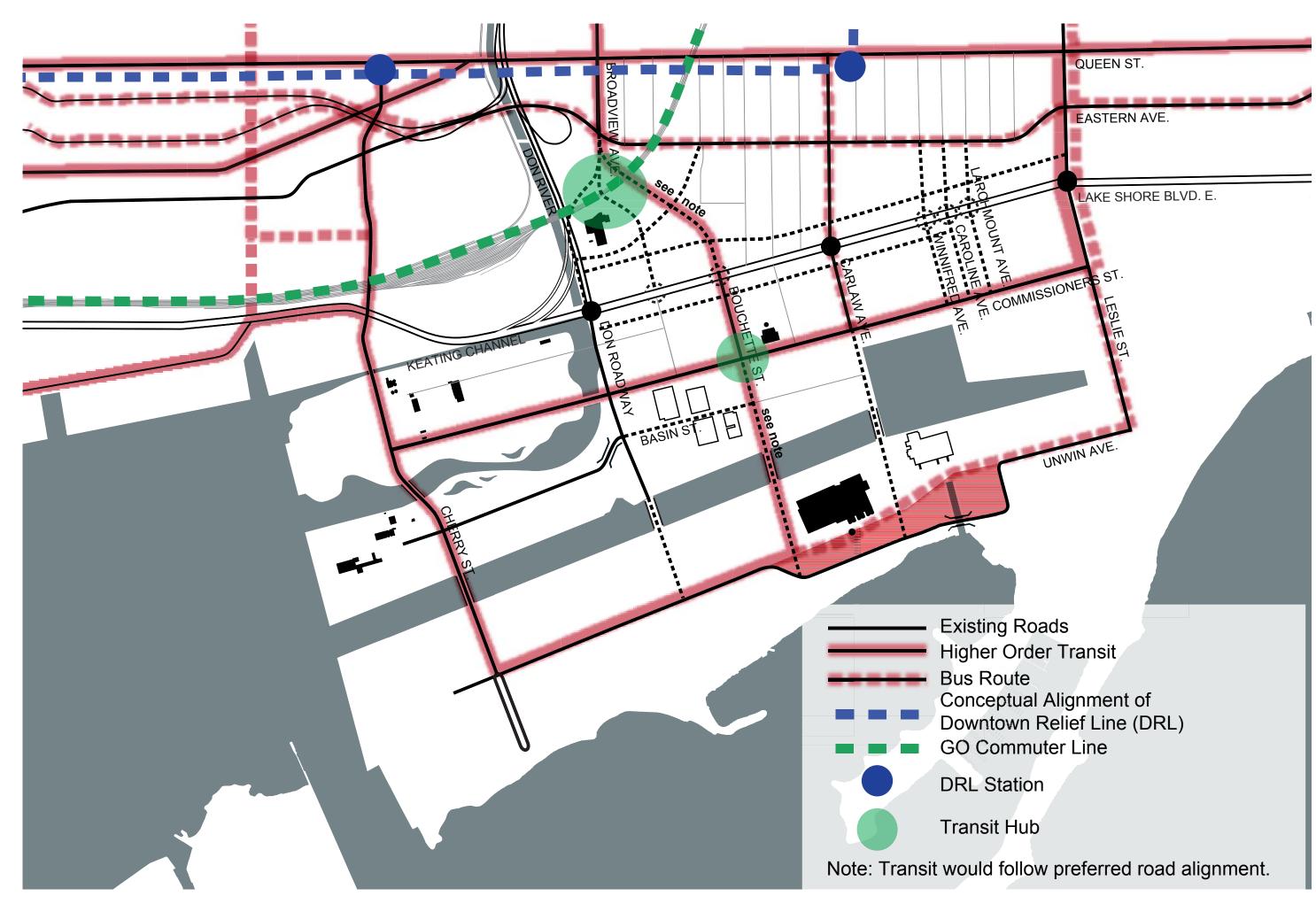




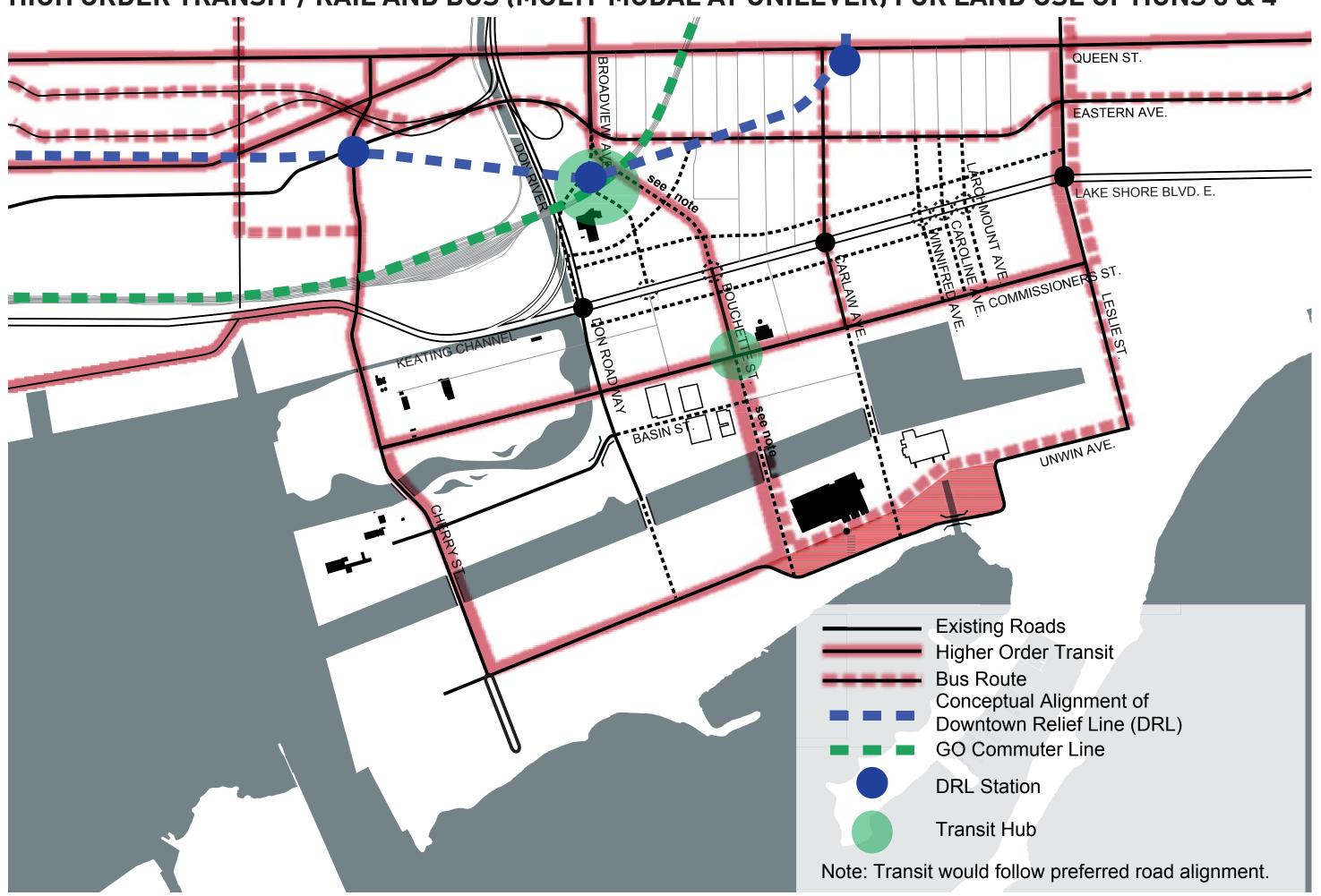
TRANSPORTATION& SERVICING

Transit Alternatives









Existing Roads Higher Order Transit Bus Route Conceptual Alignment of Downtown Relief Line (DRL)

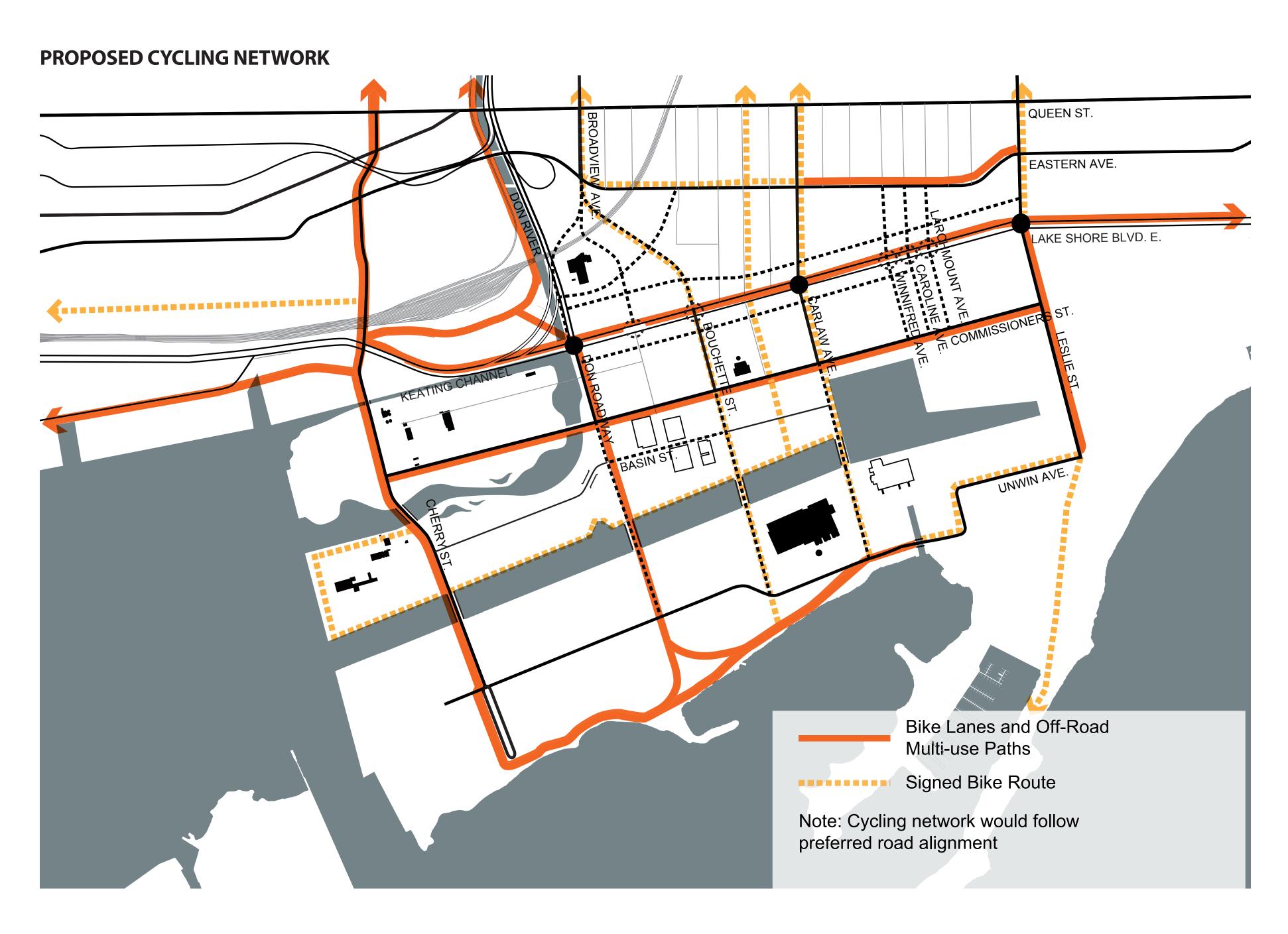
HIGH ORDER TRANSIT / RAIL AND BUS (MULTI-MODAL AT UNILEVER) FOR LAND USE OPTION 2

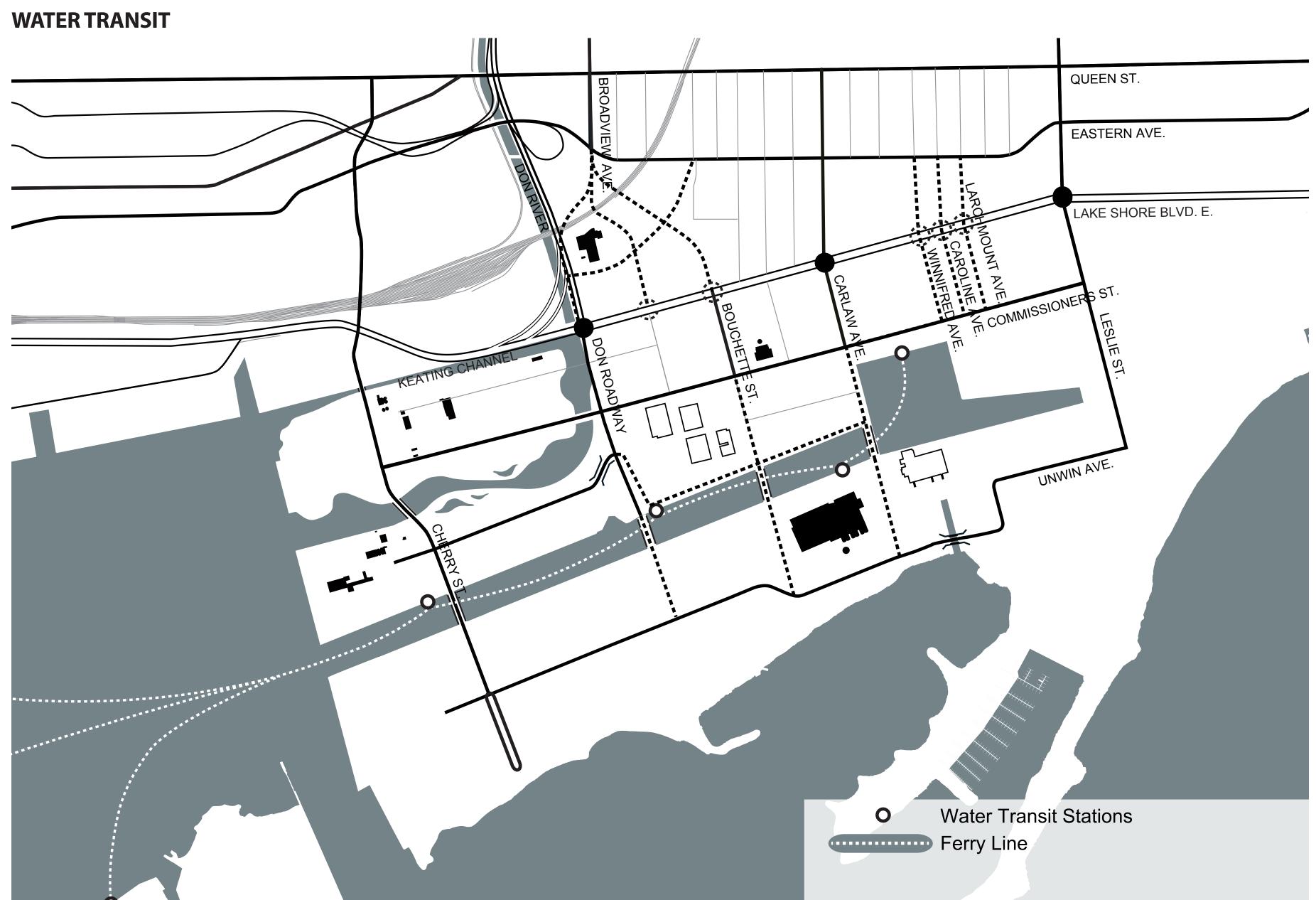
GO Commuter Line

Note: Transit would follow preferred road alignment.

DRL Station

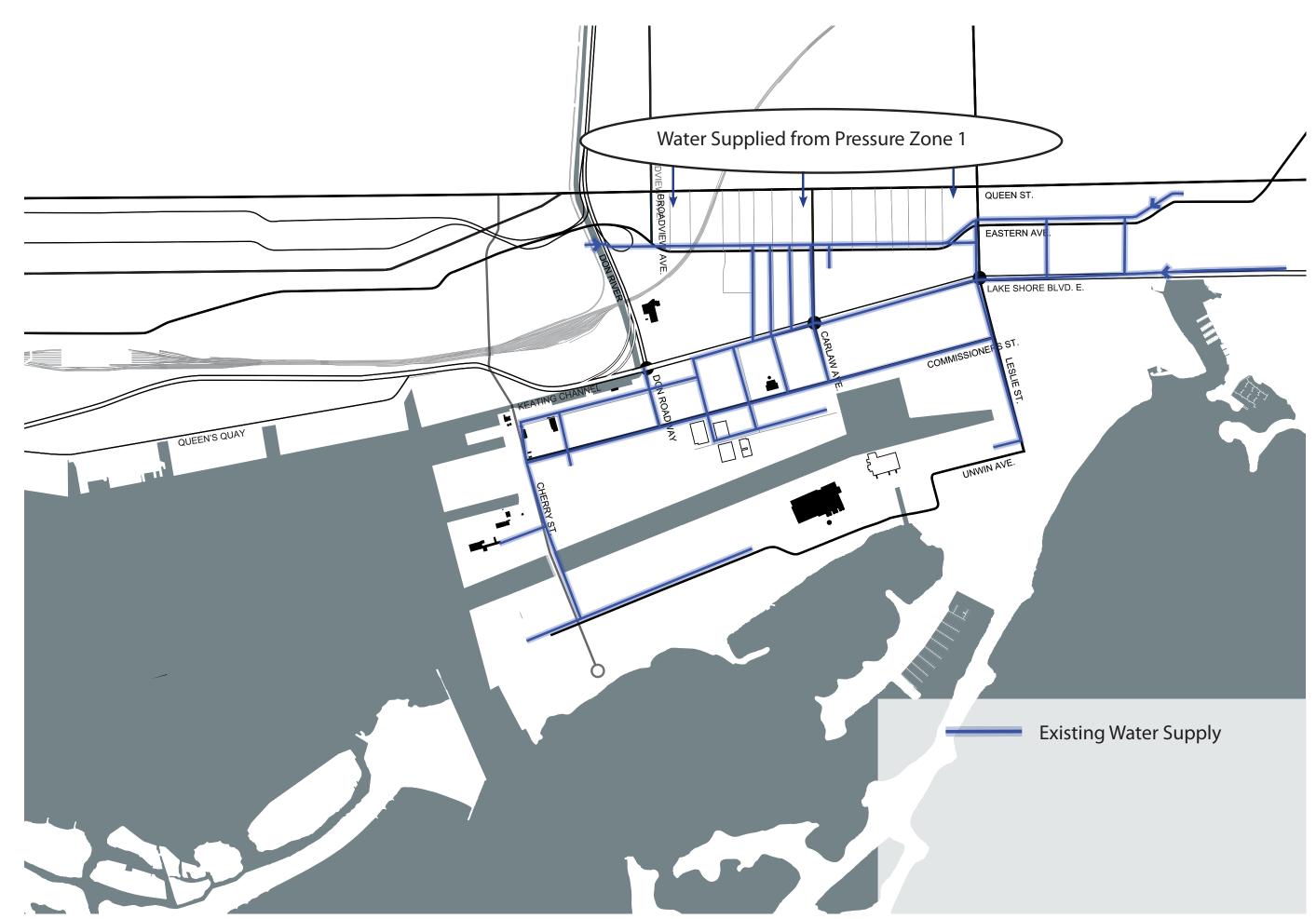




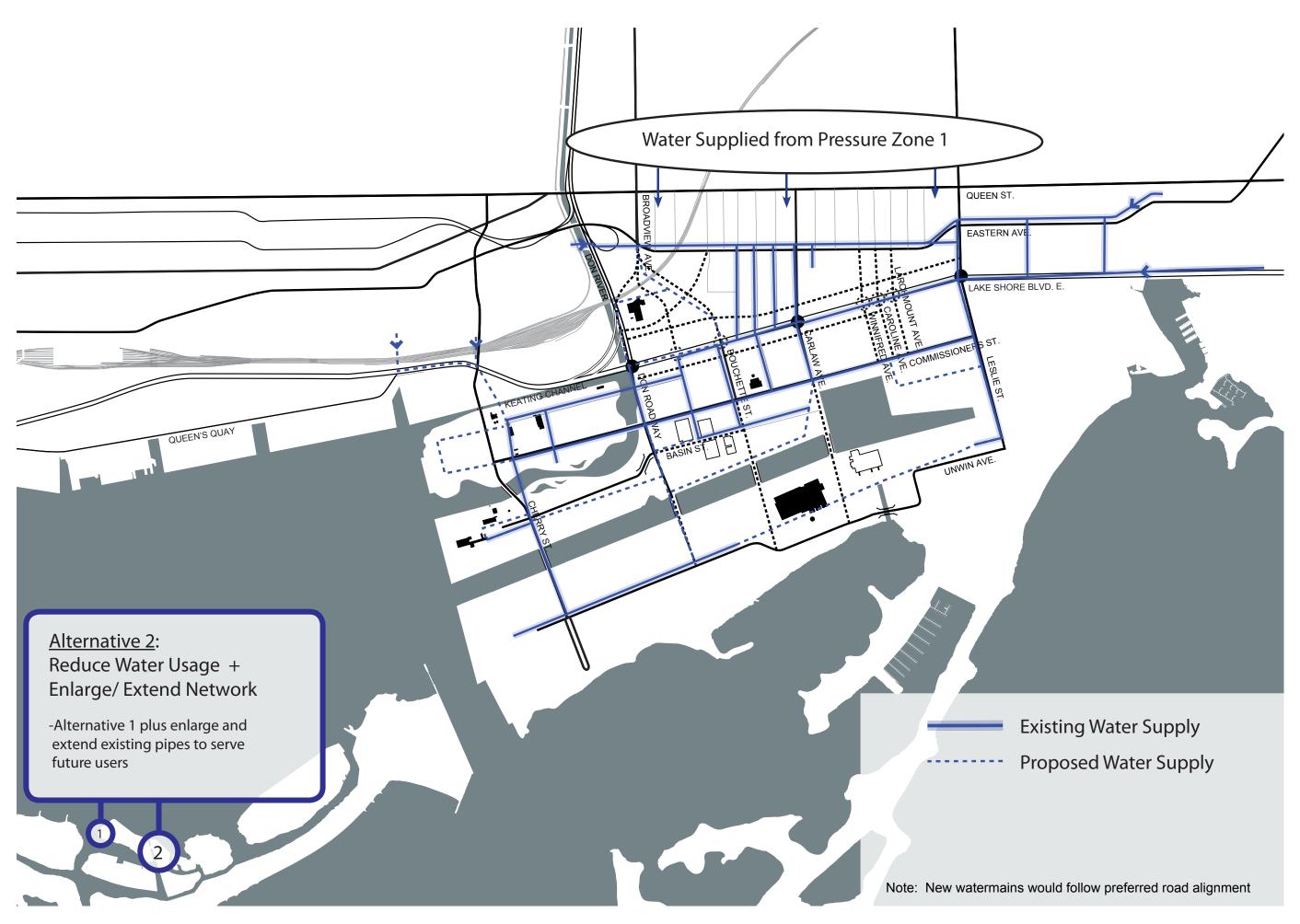


Water Alternatives

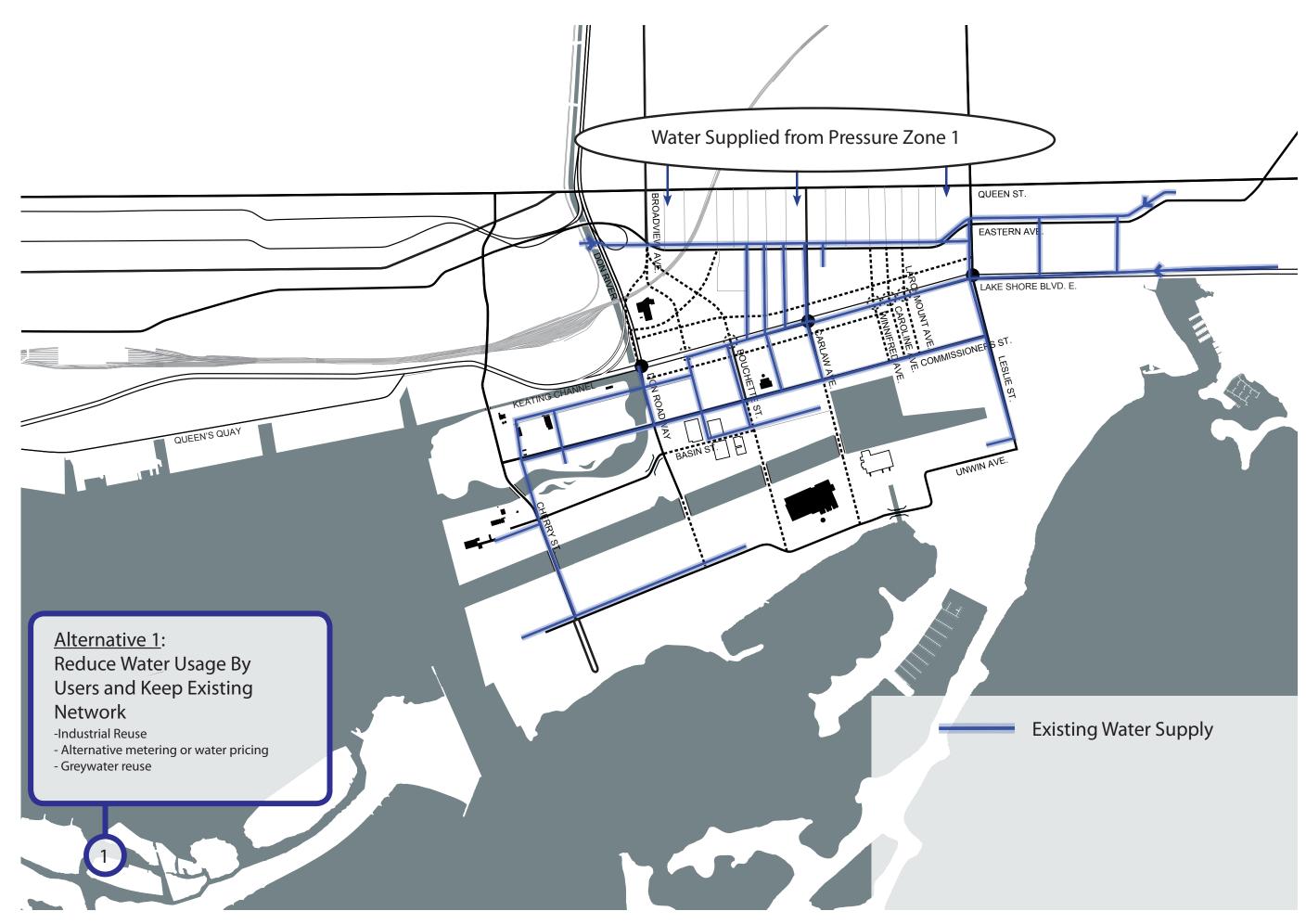
EXISTING WATER SUPPLY - DO NOTHING



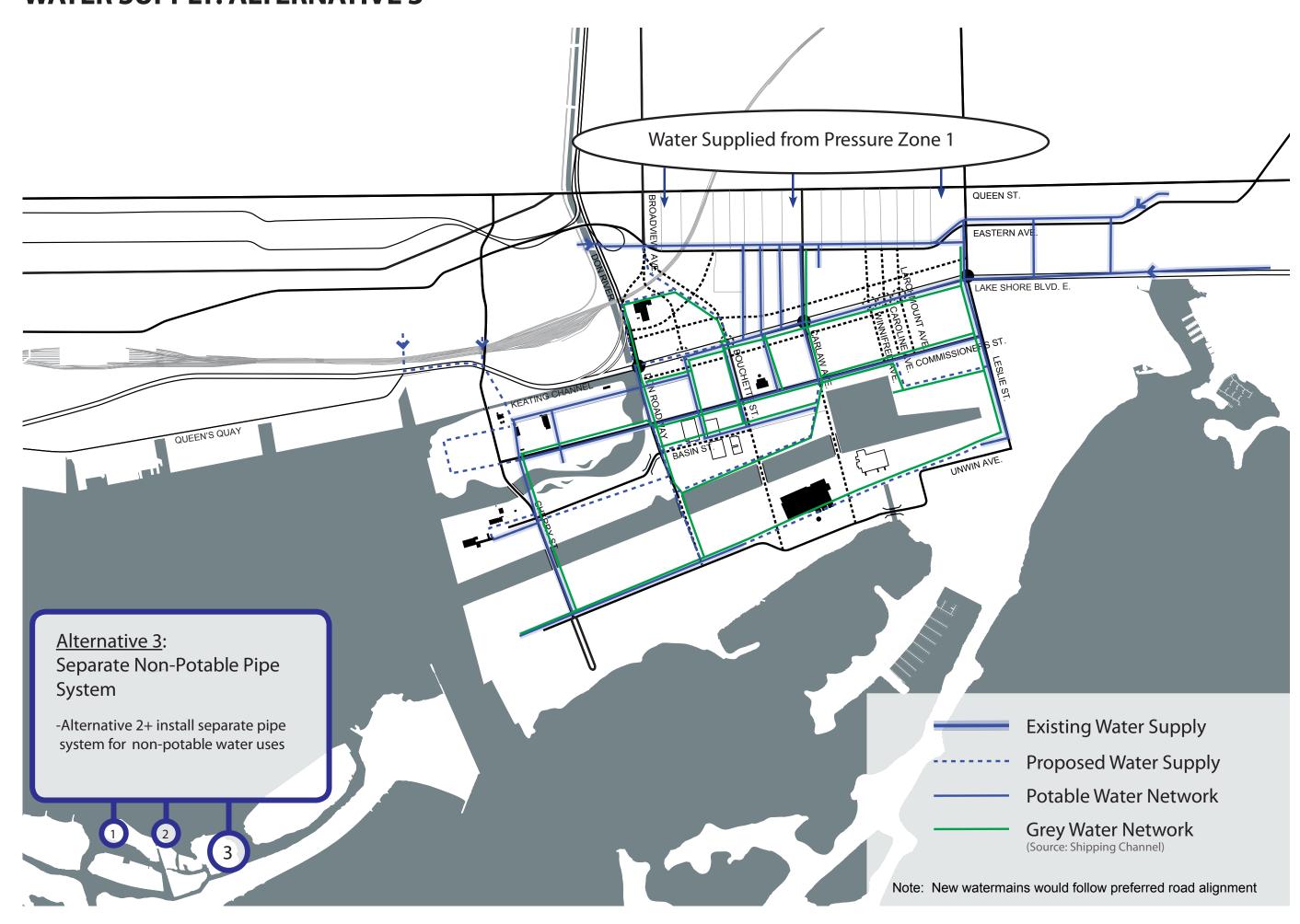
WATER SUPPLY: ALTERNATIVE 2



WATER SUPPLY: ALTERNATIVE 1



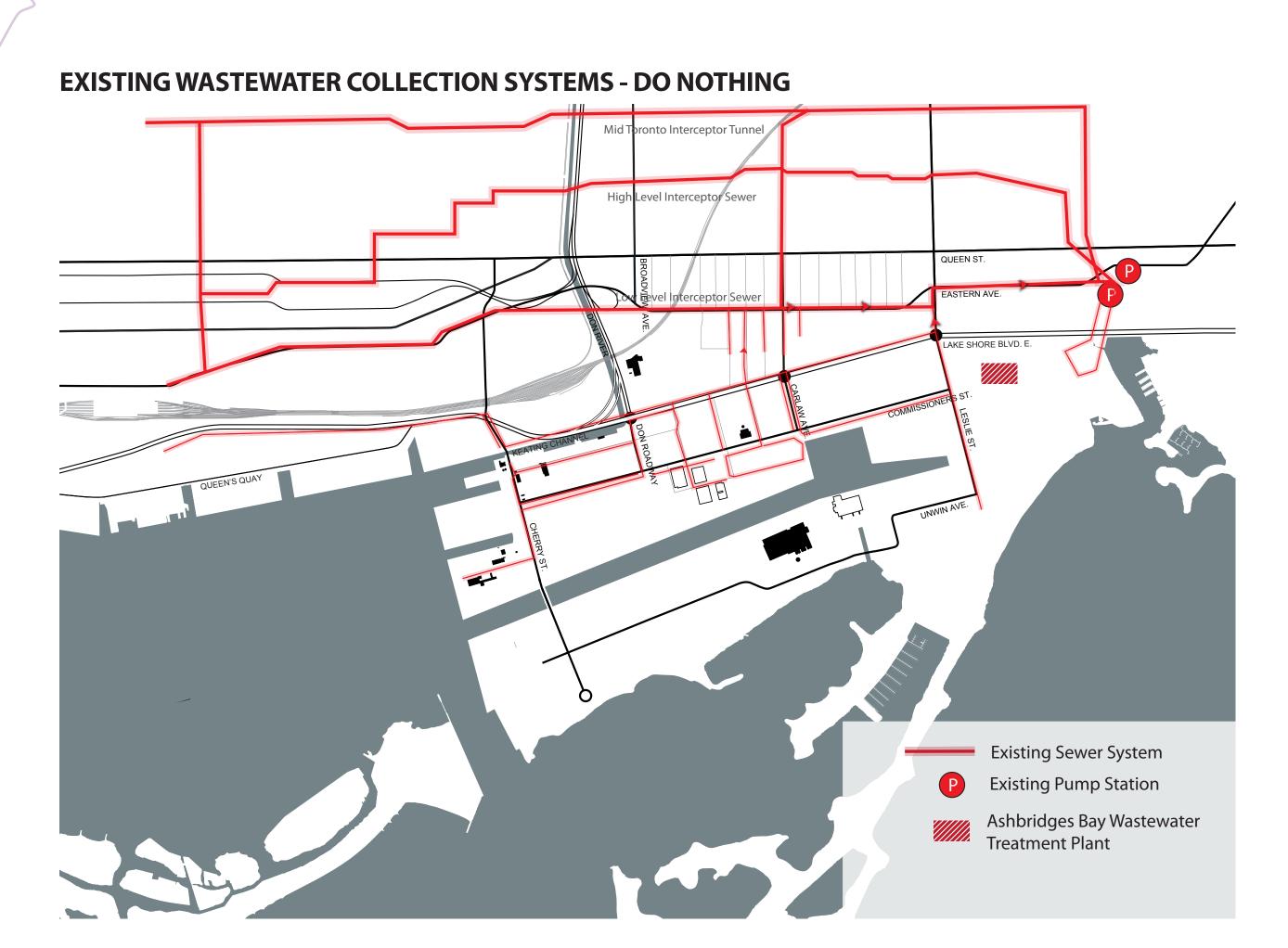
WATER SUPPLY: ALTERNATIVE 3

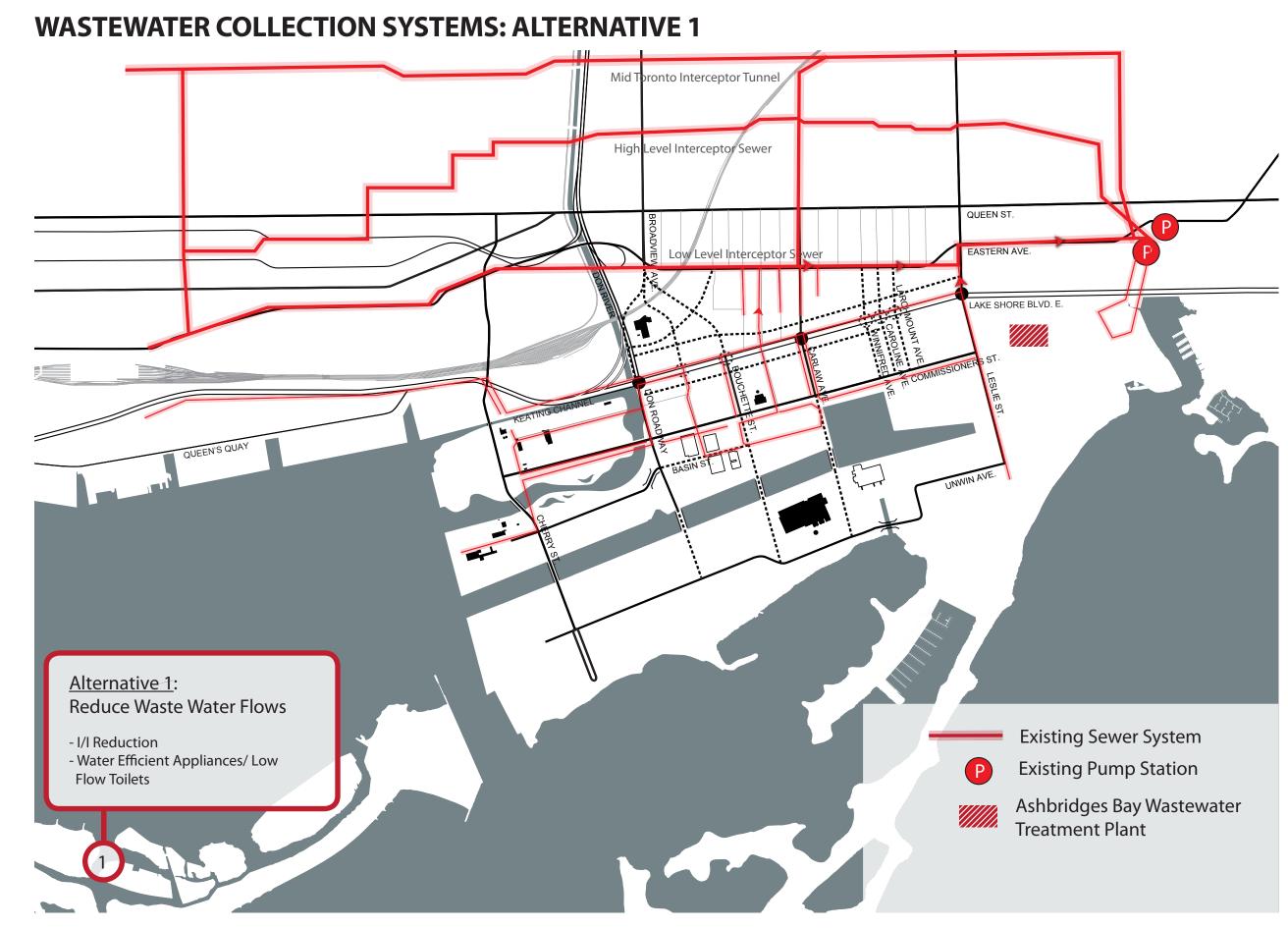


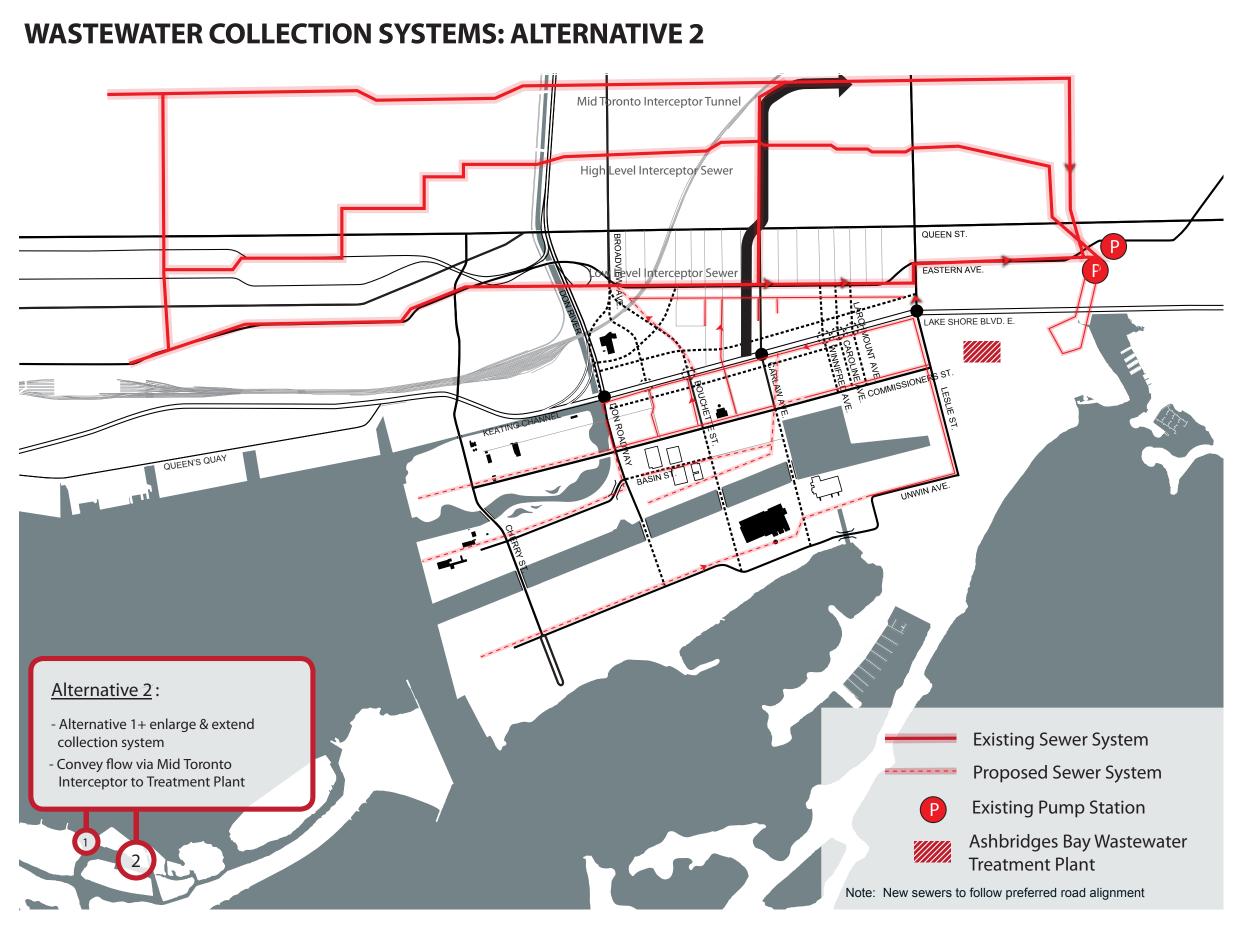


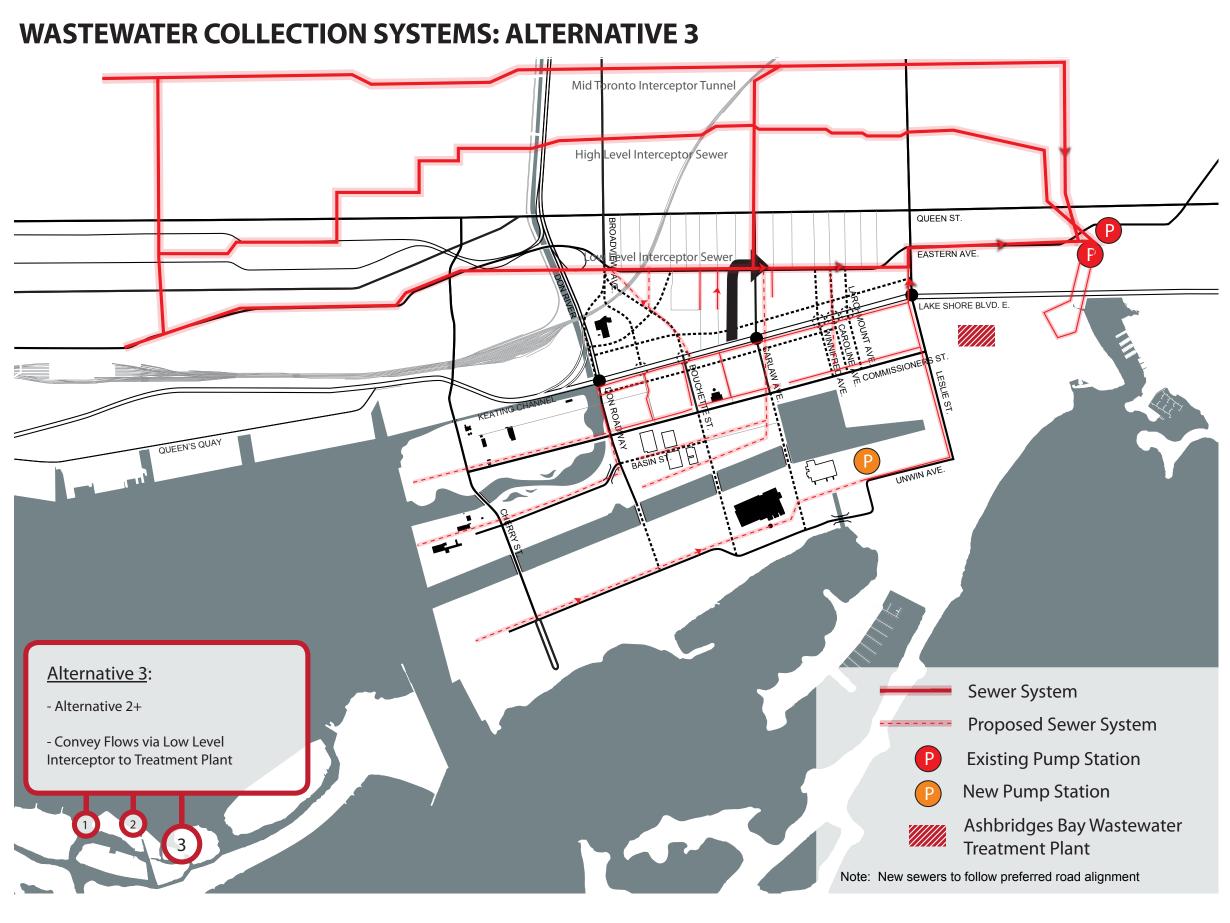
TRANSPORTATION& SERVICING

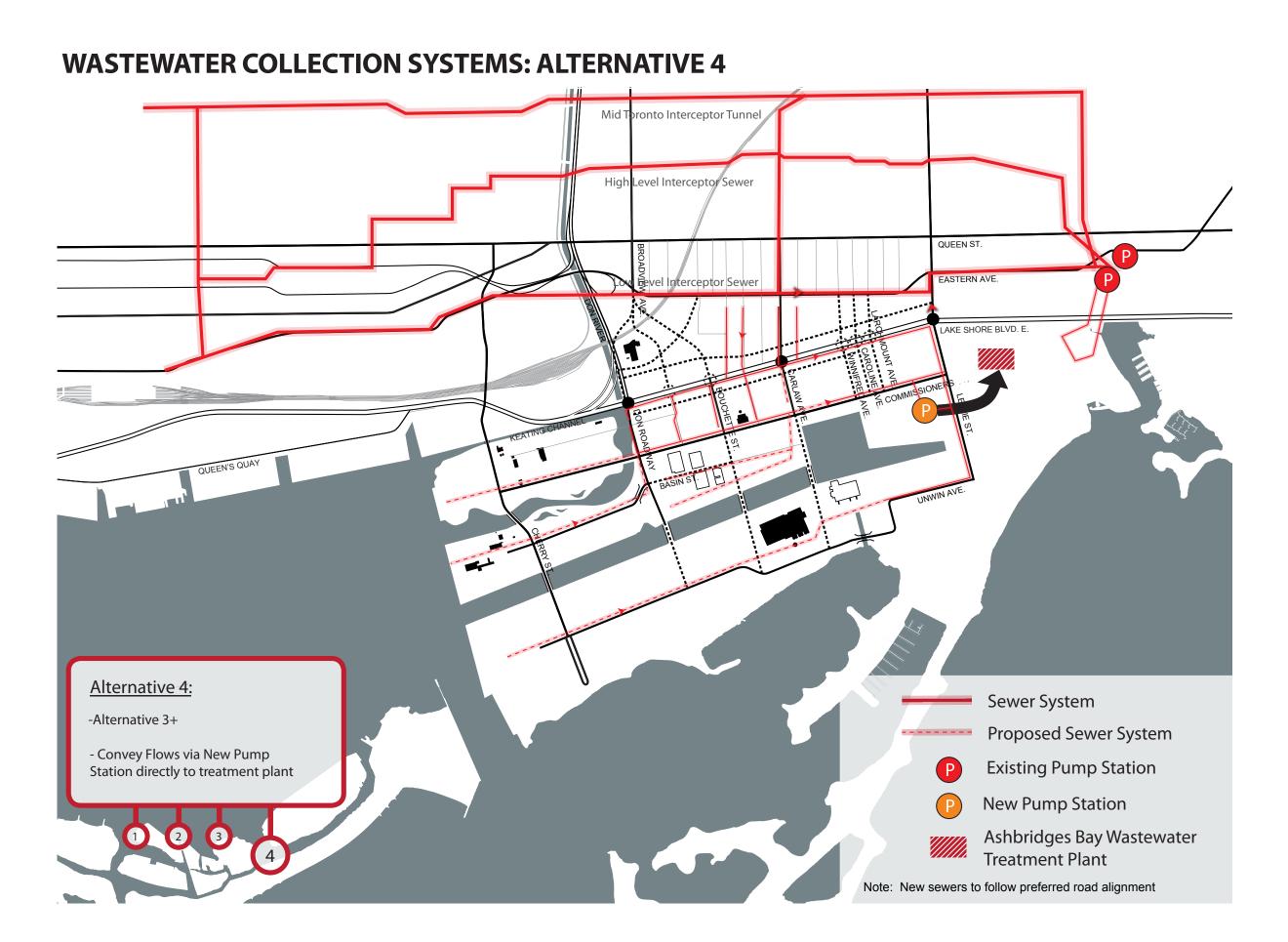
Wastewater Alternatives





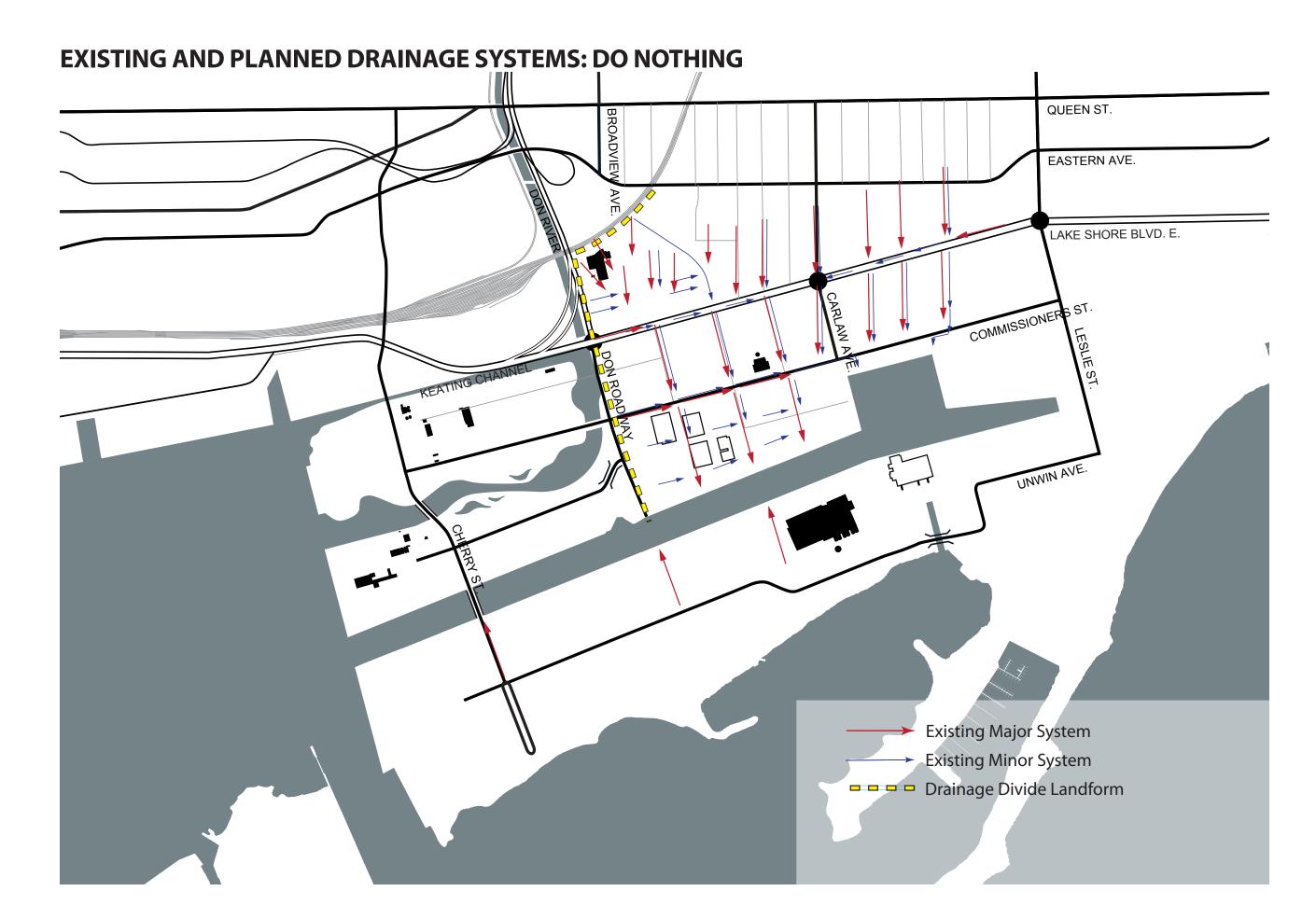


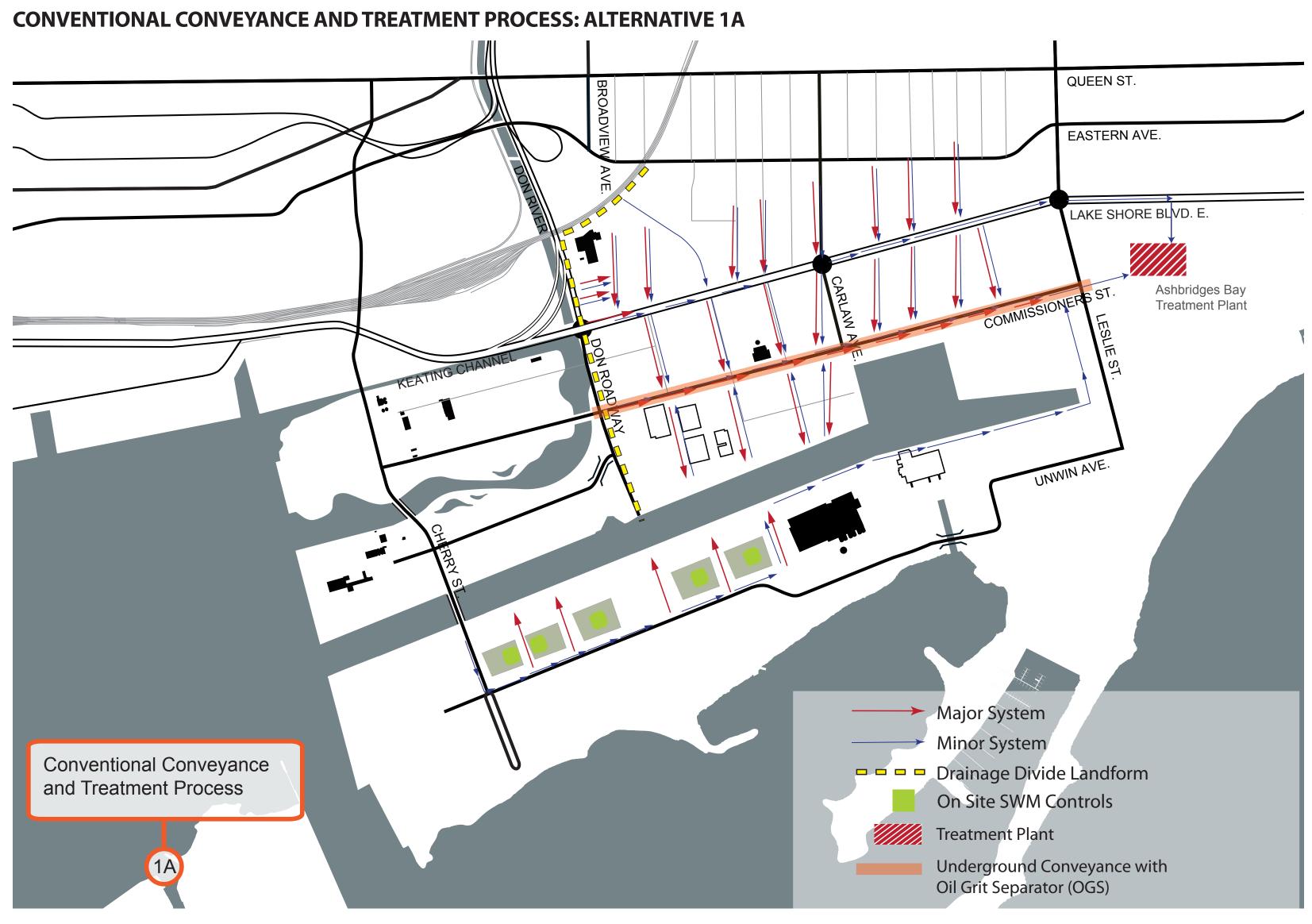


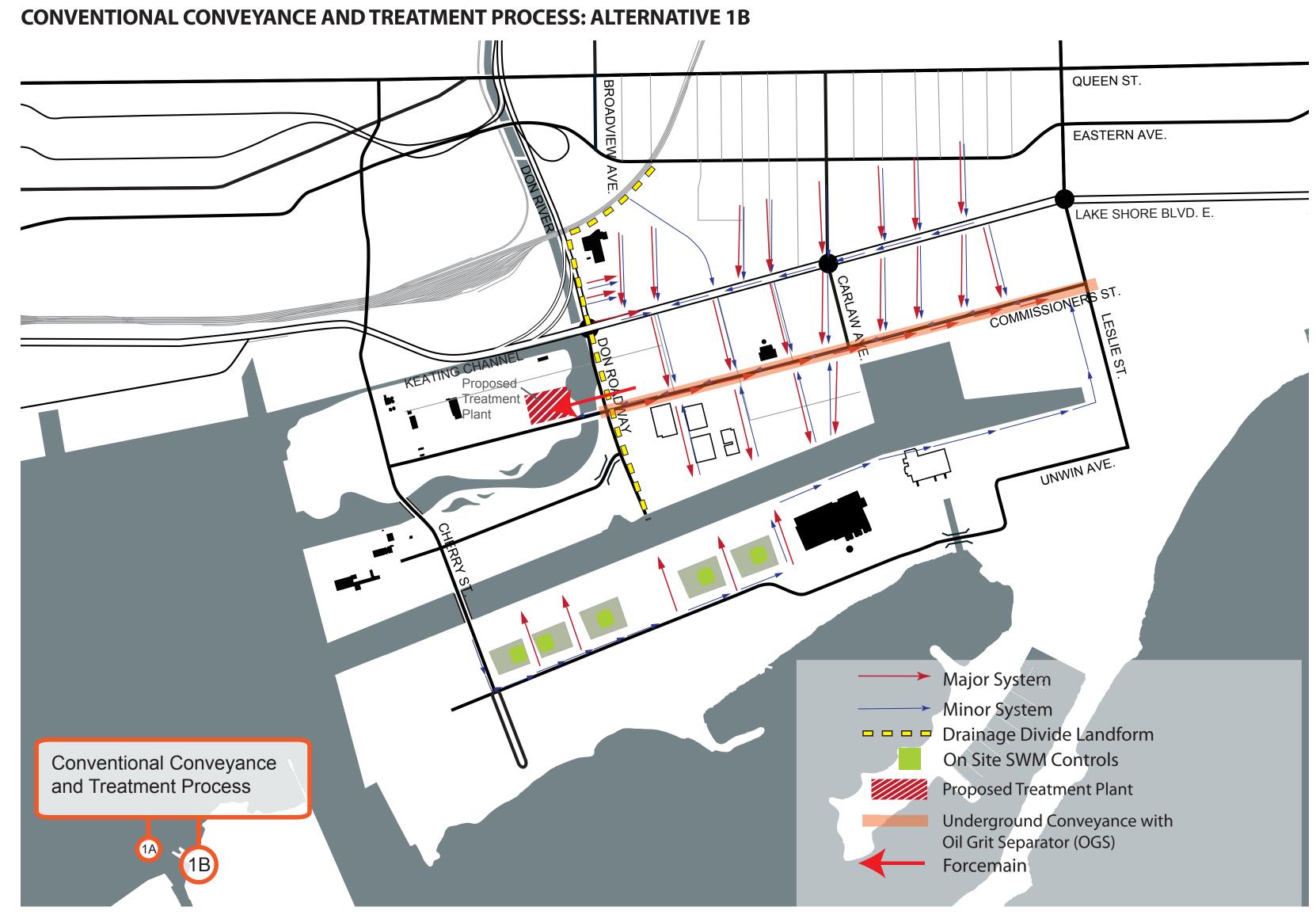


TRANSPORTATION& SERVICING MASTERPI AND

Stormwater Management Alternatives



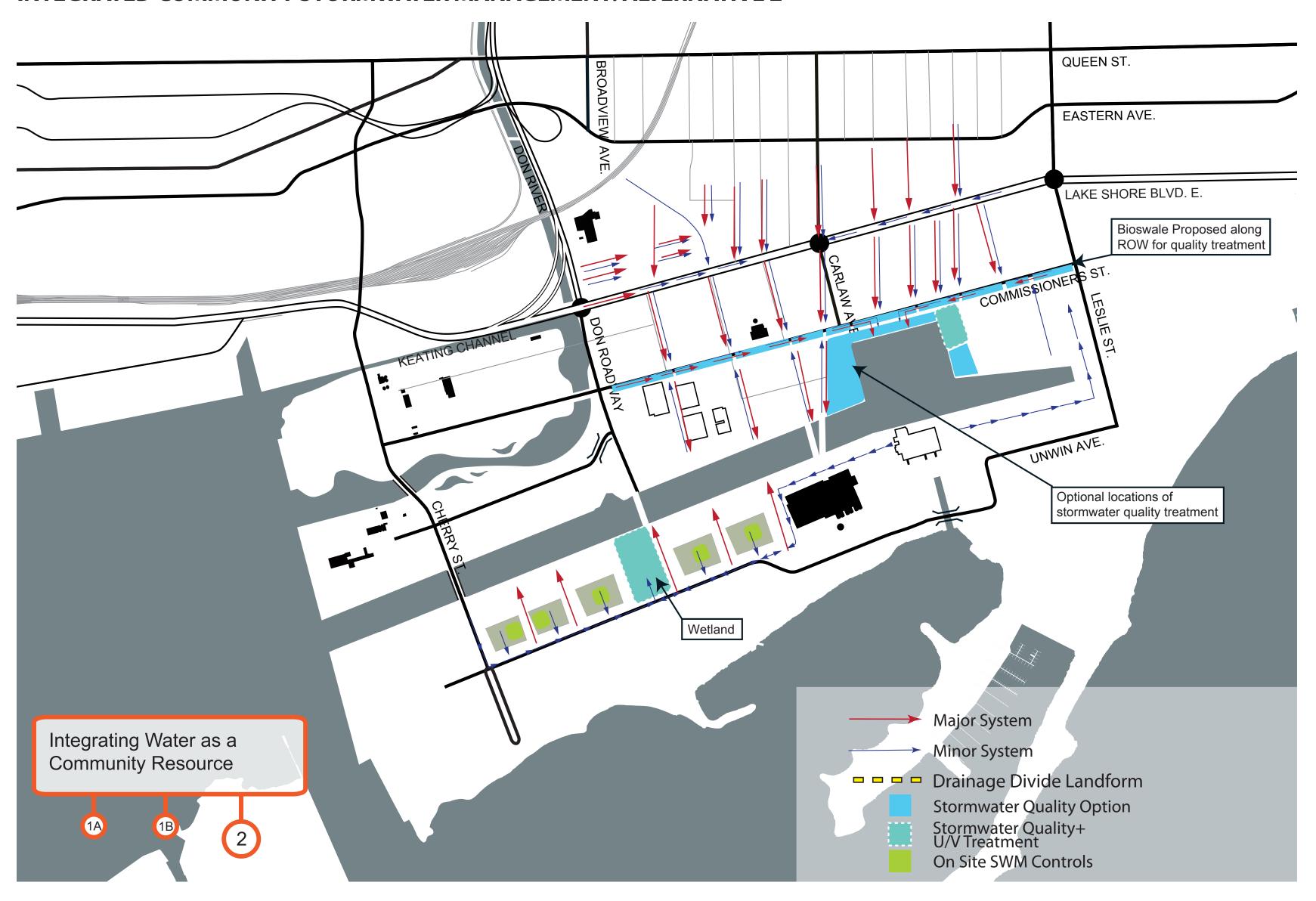






Stormwater Management Alternatives

INTEGRATED COMMUNITY STORMWATER MANAGEMENT: ALTERNATIVE 2



STORMWATER MANAGEMENT OVERVIEW CHART

