



## TRANSPORTATION & SERVICING MASTER PLAN

## What is a Transportation and Servicing Master Plan?

### Transportation/Servicing Master Plan for the Port Lands area & Environmental Study Report for the Film Studio Precinct

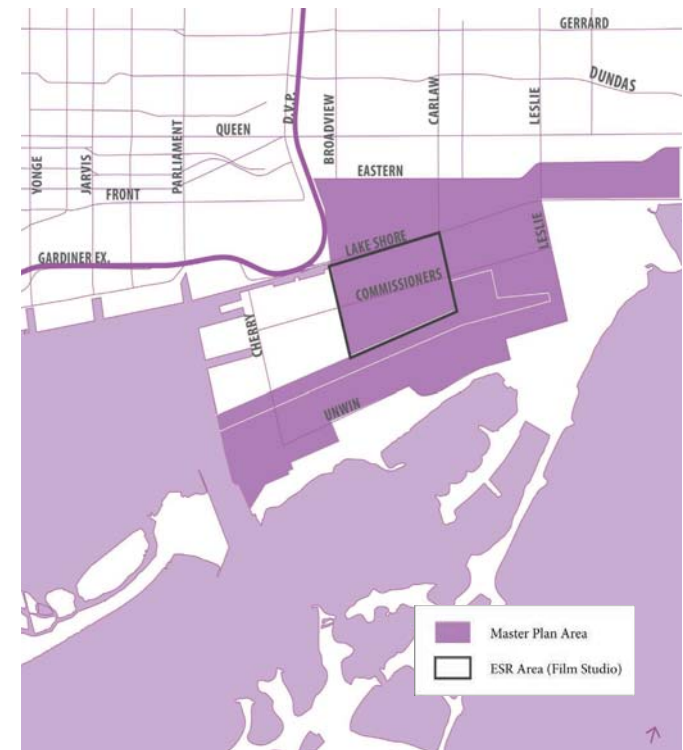
#### MASTER PLAN

- A decision making framework to help select preferred infrastructure solutions at a broad scale
- A Master Plan is required to meet the Municipal Class Environmental Assessment process. This is a prescribed process to ensure that new or improved infrastructure is needed and built in a manner that protects the environment
- The Master Plan identifies the foundational infrastructure needed to support future development in the area in an environmentally responsible manner including:
  - recommendations for network transportation solutions including - transit, road, pedestrian, cycling, ships/boats
  - Recommendations for water supply and wastewater /stormwater network solutions

#### ENVIRONMENTAL STUDY REPORT (ESR) FILM STUDIO PRECINCT

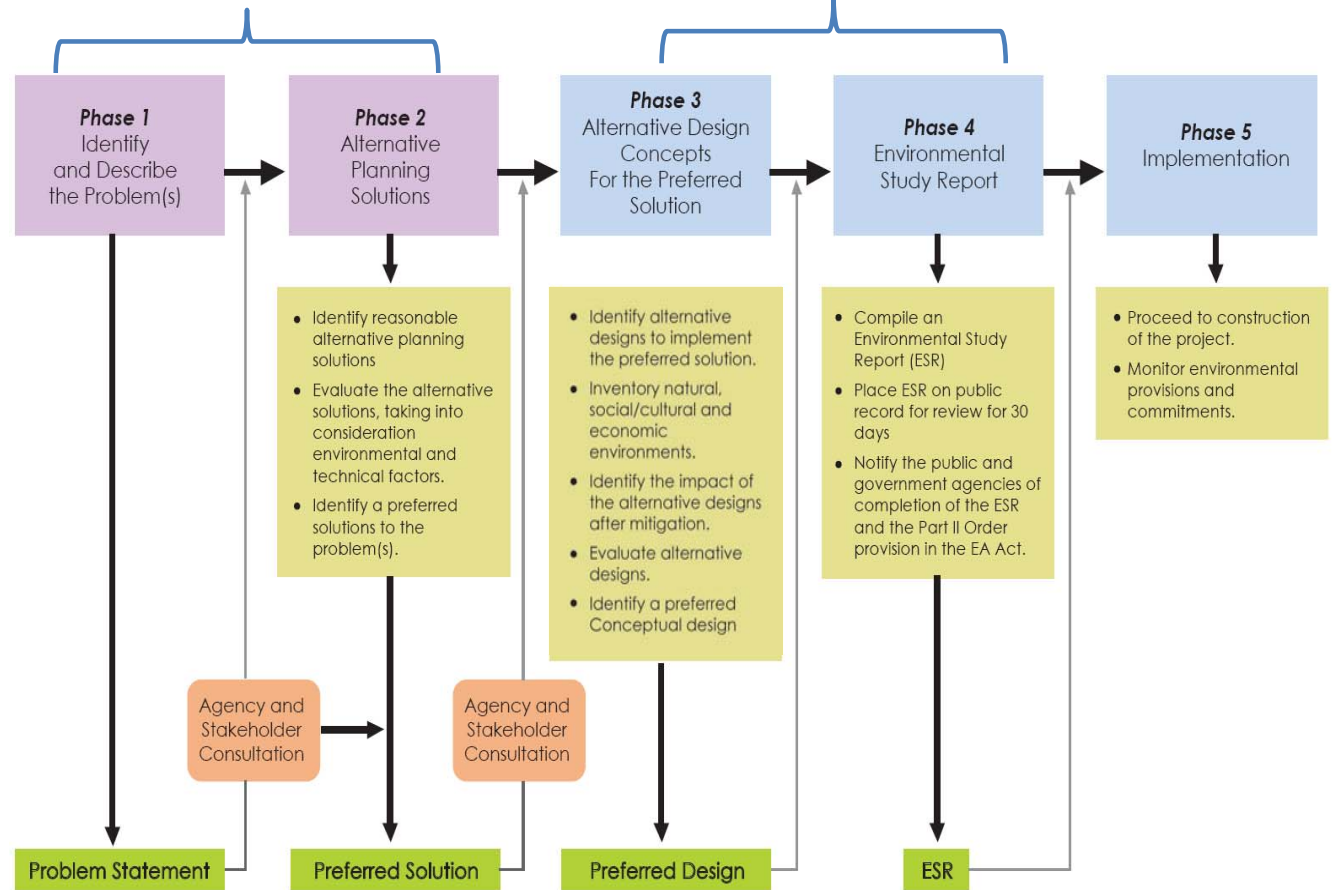
- A decision making framework to help select preferred infrastructure solutions at a local/precinct level
- An ESR is required by the Ministry of Environment for certain infrastructure of a significant size, impact or cost as prescribed by the Municipal Class EA process (called Schedule C infrastructure)
- For all Schedule C infrastructure identified in the Master Plan for the Film Studio Precinct, the ESR will consider options in an environmentally responsible way, recommend a preferred solution as well as any necessary environmental management/monitoring

- The Master Plan will tie together infrastructure planning for South of Eastern and the Port Lands
- The Master Plan will identify the major street and transit networks, including:
  - Planned function and character of Lake Shore Boulevard
  - Broadview extension
  - Transit on Commissioners Street and resolving the hydro transmission towers
  - Potential connections across the Ship Channel
- The Master Plan will identify the servicing infrastructure to supplement previous EAs and support development
- The Master Plan will identify phasing considerations given long-term build-out of portions of the Port Lands

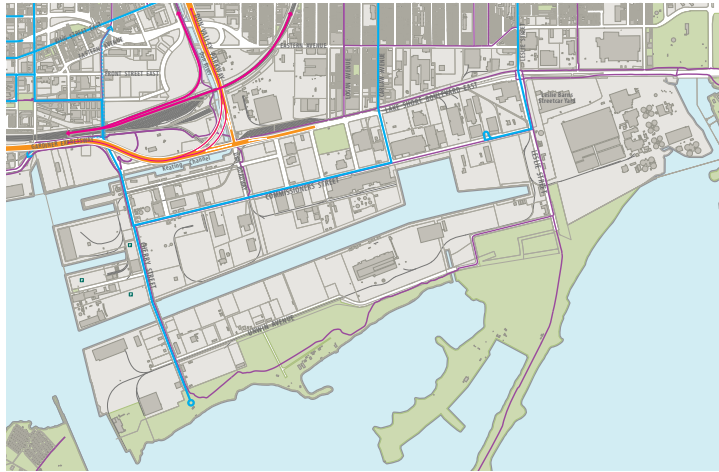








Master Plan process for the Port Lands and South of Eastern area

Environmental Study Report for the Film Studio District

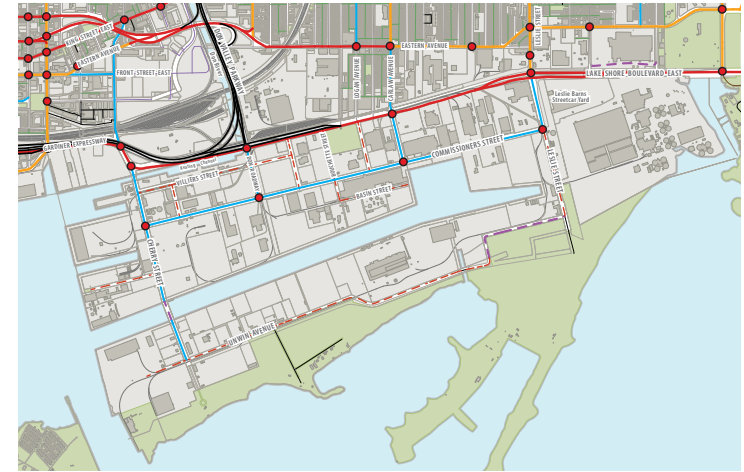


### TRANSIT NETWORK



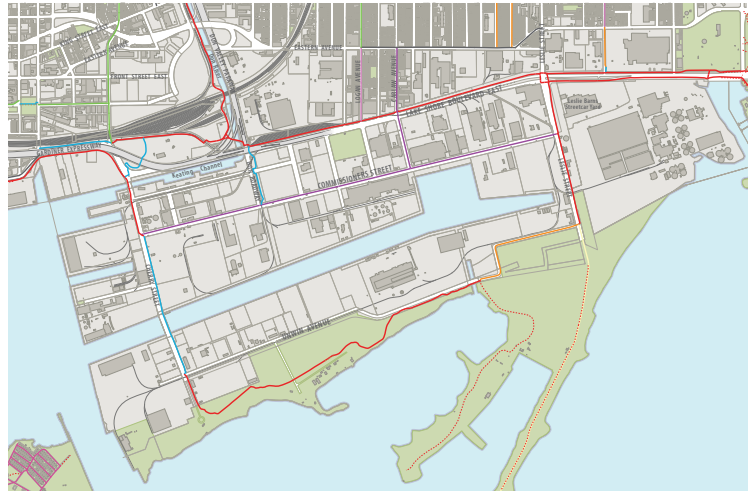
-  GARDINER EXPRESSWAY / DVP
-  GO RAIL LINE
-  GO BUS ROUTE
-  TTC BUS ROUTE
-  PARKING
-  BIKE ROUTES

### ROAD NETWORK



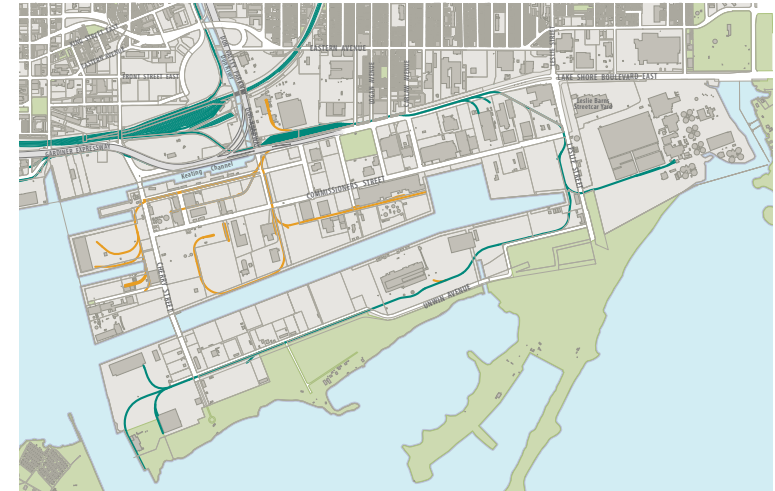
-  PROVINCIAL EXPRESSWAY
-  CITY EXPRESSWAY
-  MAJOR ARTERIAL
-  MINOR ARTERIAL
-  COLLECTOR
-  LOCAL STREET
-  PRIVATE STREET
-  TRAFFIC SIGNALS

**PEDESTRIAN/CYCLING NETWORK**



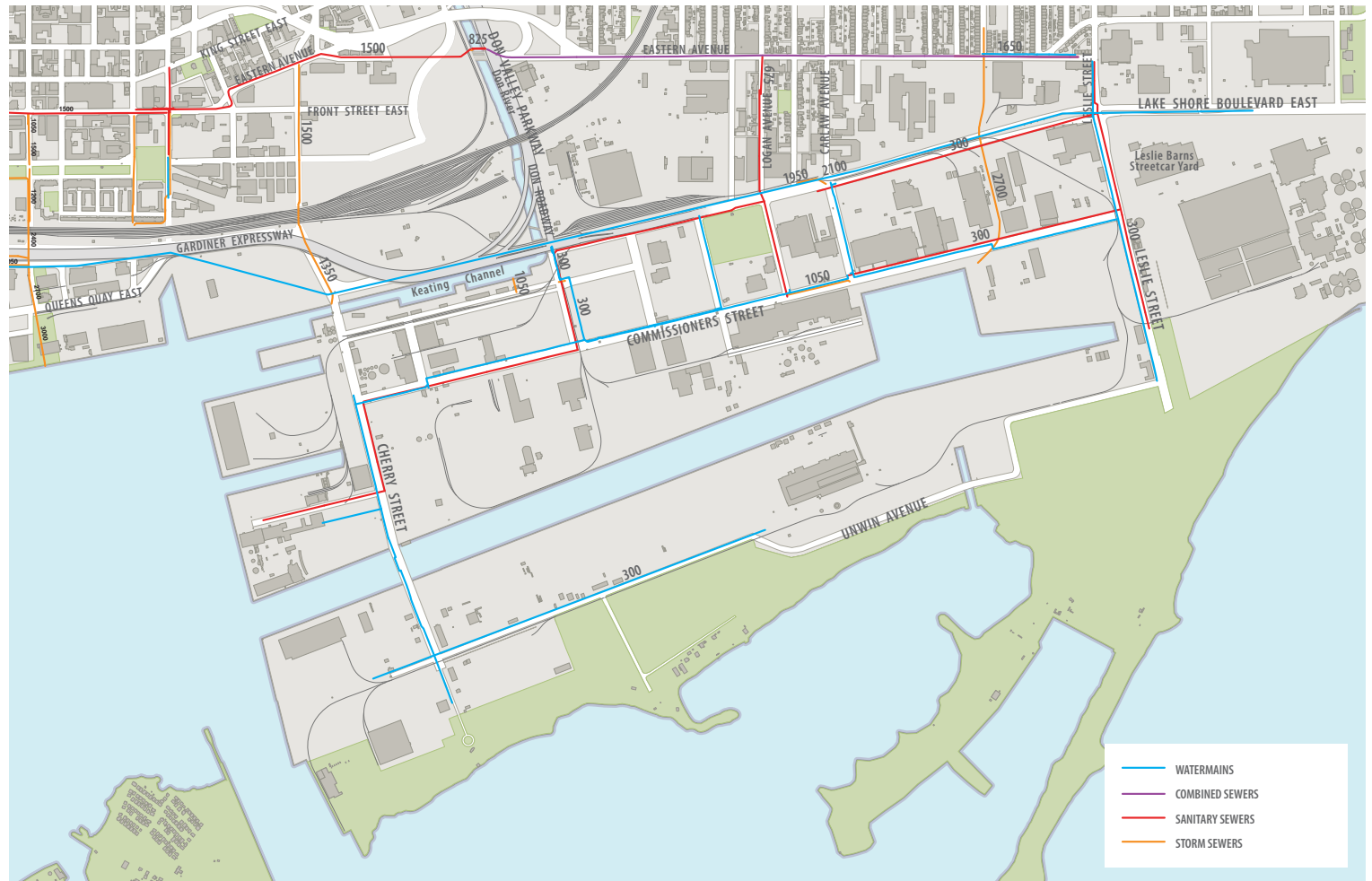
- BIKE LANES
- CONTRA-FLOW BIKE LANES
- MAJOR MULTI-USE PATHWAYS
- MINOR MULTI-USE PATHWAYS
- PARK ROADS CYCLING CONNECTIONS
- SIGNED ROUTES
- SUGGESTED ON-STREET CONNECTIONS
- SUGGESTED ON-STREET ROUTES
- TRAILS
- WALKWAYS

**RAIL NETWORK**



- ACTIVE RAIL
- INACTIVE RAIL / DECOMMISSIONED

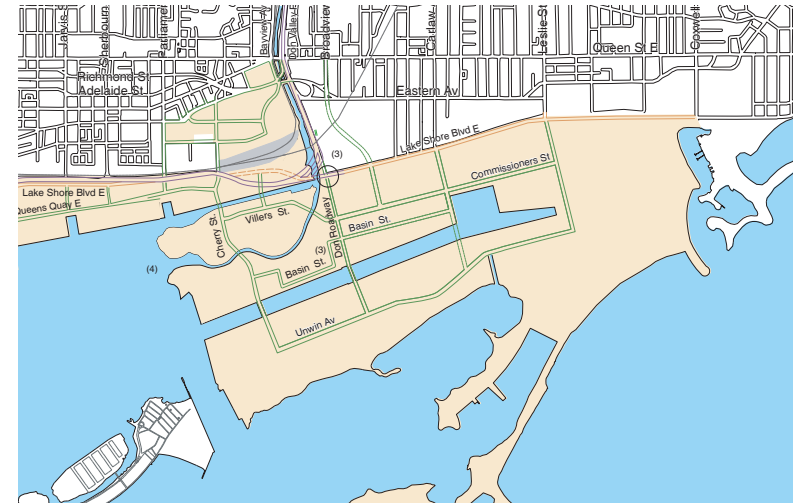
MUNICIPAL SERVICING



PORT LANDS ACCELERATION INITIATIVE TRANSIT PLAN, 2012



CENTRAL WATERFRONT SECONDARY PLAN, 2010

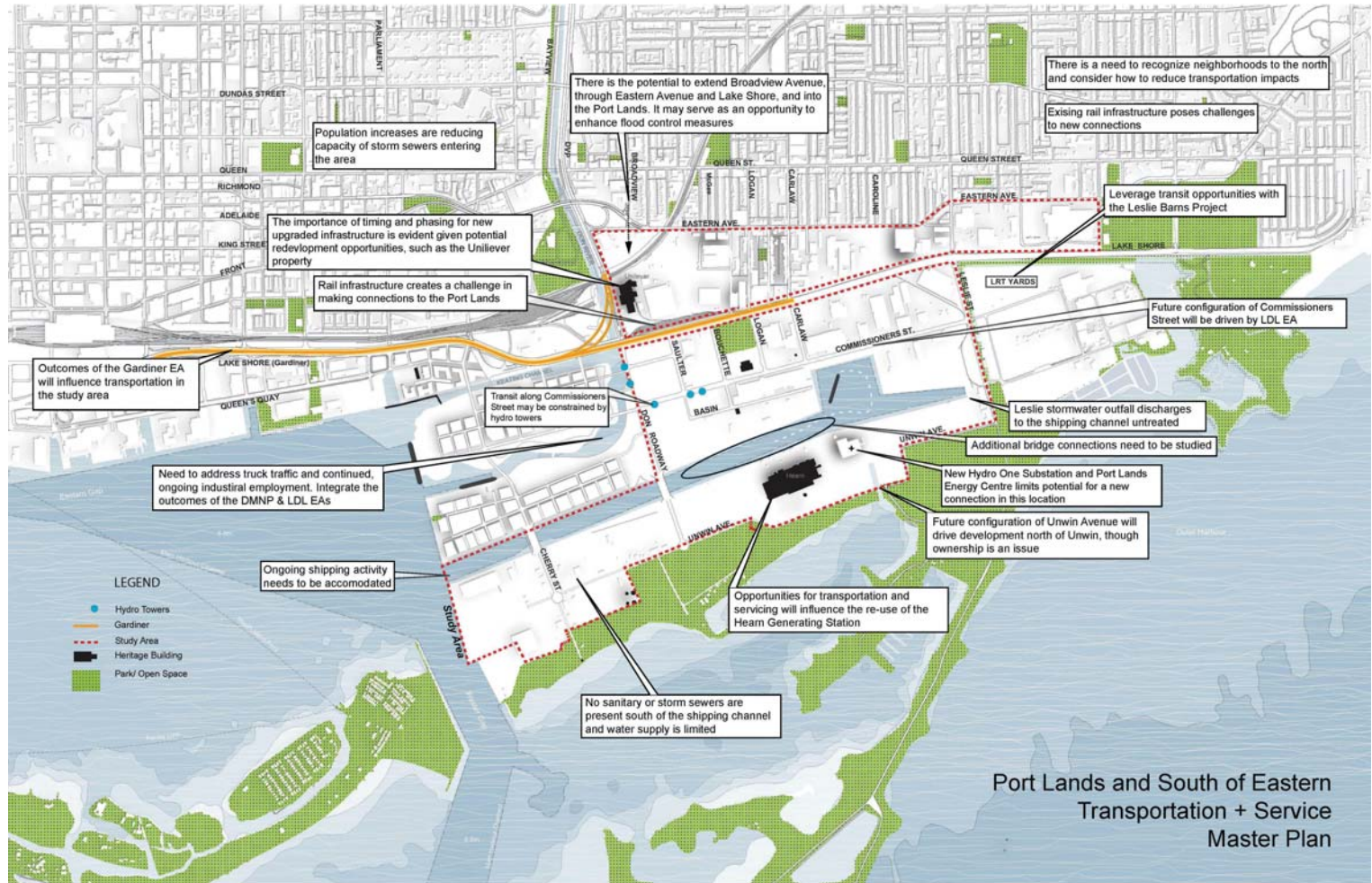


- The Central Waterfront Secondary Plan (CWSP) presents a Street Network for the Study Area
- The Port Lands Acceleration Initiative (PLAI) further refined the street network
- Key differences in the PLAI road network include:
  1. Recognition of the need for street connections north into the South of Eastern area (Don Roadway and Bouchette Street)
  2. Identification of a potential fourth connection across the Ship Channel as part of a future phase
  3. Identification of Commissioners Street instead of Villiers Street as the connection west of the Don Roadway
  4. Maintaining Unwin Avenue in its current alignment

Please Note: The CWSP map is as amended in 2010 by Official Plan Amendment 388. This map will be further amended to reflect the PLAI and outcomes of the Transportation and Servicing master Plan

PORT LANDS ACCELERATION INITIATIVE ROADS PLAN, 2012





Port Lands and South of Eastern  
Transportation + Service  
Master Plan



## PROBLEMS

- Existing water/waste water servicing is **insufficient** or is **non-existent**
- Major infrastructure like the Gardiner Expressway, Lake Shore Boulevard and rail corridors are **impediments** for better connections
- Street networks are limited
- The area lacks **defined streetscapes** and **pedestrian amenities**
- There is **no higher-order transit** service and introducing higher order transit on Commissioners Street requires resolving the hydro transmission towers located within the right-of-way east of the Don Roadway
- Existing **connections** across the Ship Channel are **insufficient** or are in disrepair
- New streets and servicing requires resolving **soil contamination** issues. Moreover, the area is hydrogeologically and geotechnically challenged
- The long-term revitalization of the lands necessitates developing strategies to ensure **compatibility** between existing industrial traffic and revitalized city environments

## OPPORTUNITIES

- Located within close **proximity to the City's downtown**
- Opportunities to improve existing infrastructure comprehensively:
  - Introducing and extending **higher order transit** routes
  - **Improving** existing streets and establishing new streets
  - Providing **complete streets**
  - Capitalizing on the Ship Channel and Turning Basin for **water-based transportation** opportunities
  - Managing transportation impacts of growth on established, stable residential neighbourhoods
  - Providing **innovative, state-of-the-art stormwater** facilities
  - Providing the **needed capacity** for other municipal servicing