



**STAFF REPORT  
ACTION REQUIRED**

**Road Alterations, Transit Lanes, Access Restrictions  
and Traffic Regulations – Cherry Street**

<b>Date:</b>	August 15, 2011
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Acting Director, Transportation Services Toronto and East York District
<b>Wards:</b>	Ward 28 – Toronto Centre-Rosedale
<b>Reference Number:</b>	Ts2011075te.top.doc

**SUMMARY**

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In July 2011 City Council adopted the Executive Committee report "Leases, Licences and Land Transfers for West Don Lands and 2015 Pan/Parapan American Games Athletes' Village" (June 6 2011), which enabled the conveyance of certain closed streets and lanes to Ontario Infrastructure and Lands Corporation and specific leases and licences to support the redevelopment of the West Don Lands Precinct and the construction of the Pan /Parapan Athletes' Village.

The reconstruction of Cherry Street will be completed by the Province in conjunction with the construction of the Athletes' Village. It is an integrated road reconstruction, transit, cycling and pedestrian design developed through comprehensive community involvement. City Council approved the Environmental Assessment study for construction of a transit right-of-way on Cherry Street in 2008.

This staff report is the next step in the efforts of the Province and the City to facilitate the construction of the Village and its related infrastructure in conjunction with the 2015 project completion date.

The design of Cherry Street, between King Street East and Lake Shore Boulevard East includes the construction of a transit right-of-way extension for the King Street streetcar line along the east side of the roadway, a single vehicle and bicycle lane in each direction with turning lanes at the intersections, a median dividing the transit lanes from the vehicle and bicycle lanes, wider pedestrian sidewalks, and a centre median, transit loop and pedestrian plaza south of Mill Street. All access to and from the properties on the east side of Cherry Street will be restricted except at the signalized intersections of Eastern Avenue, Front Street East, and Mill Street.

Transportation Services is seeking authority from City Council for the necessary road alterations, access restrictions, and traffic regulations to enable implementation of this project in 2011 and 2012.

## **RECOMMENDATIONS**

### **Transportation Services recommends that:**

1. City Council approve the alteration of Cherry Street, from King Street East to the railway overpass north of Lake Shore Boulevard East, to allow for the construction of a transit right-of-way along the east side of the roadway, a single vehicle and bicycle lane in each direction with turning lanes at the intersections, a median dividing the transit lanes from the vehicle and bicycle lanes, wider pedestrian sidewalks, and a centre median, transit loop and pedestrian plaza south of Mill Street, generally as shown in the Drawing Nos. 421G-0255, 421G-0256, 421G-0257 and 421G-0258, dated February 2011 and attached to the report from the Acting Director of Transportation Services, Toronto and East York District dated August 15, 2011.
2. City Council prohibit all vehicular access between Cherry Street and all the properties on the east side of Cherry Street between King Street East and 120 metres south of Mill Street, commencing at the time that construction of the transit right-of-way on Cherry Street begins.
3. City Council rescind the all-way stop control currently in effect at the intersections of Cherry Street and Front Street East, and Cherry Street and Mill Street, commencing at such time as the traffic control signals are installed at the intersection.
4. City Council rescind the traffic regulations currently in effect on Cherry Street between Mill Street and Lake Shore Boulevard East as detailed in Appendix A attached to the report from the Acting Director of Transportation Services, Toronto and East York District dated August 15, 2011 commencing at such time as streetcar service on Cherry Street begins.
5. City Council approve the traffic regulations to introduce transit lanes, a 40 km/h speed limit, turn prohibitions and stopping regulations as detailed in Appendix B attached to the report from the Acting Director of Transportation Services, Toronto and East York District dated August 15, 2011 at such time as streetcar service on Cherry Street begins.

### **Financial Impact**

The recommendations in this report are necessary to facilitate the timely development of the 2015 Pan/Parapan American Games Athletes' Village in the West Don Lands, and will not result in a direct financial impact on the City.

The Village will be converted to residential units after the Games. A preliminary estimate based on the expected residential and related non-residential uses includes approximately \$13 million in development charges and estimated annual tax revenues of \$8 million from 2016 onwards. The construction of the Village accelerates development of the West Don Lands by approximately five years.

The modifications to Cherry Street, including the implementation of the transit right-of-way to extend the King Street streetcar line, will be constructed by Ontario Infrastructure and Lands Corporation through the future developer of the Athletes' Village for the Pan/Parapan American Games ("Project Co"). All costs associated with the road reconstruction, modifications, access restrictions, and introduction of the traffic regulations will be funded through the Ontario Infrastructure and Lands Corporation process.

Costs associated with the Cherry Street extension of the King Street streetcar tracks south along the east side of Cherry Street are funded as part of Transportation Initiatives through the Waterfront Long Term Funding Plan approved by Council in 2011. The total budget is \$6.9 million. The City contribution is \$1.3 million, which includes its share of previous environmental assessment costs, as well as current design and construction costs approved in the 2011 West Don Lands Contribution Agreement. Provincial and Federal contributions make up the rest of the budget.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

## **DECISION HISTORY**

At its meeting on January 29 and 30, 2008 City Council authorized the Chief General Manager of the Toronto Transit Commission (TTC), the General Manager of Transportation Services, and the Chief Planner and Executive Director of City Planning to issue a Notice of Completion and to file the Environmental Study Report for the West Don Lands Transit Environmental Assessment in the public record for a minimum 30-day period, in accordance with the Municipal Class Environmental Assessment. At the same time, City Council authorized the installation of traffic control signals at the intersections of Cherry Street at Front Street East and Cherry Street at Mill Street coincident with the reconstruction of and provision of streetcar service on Cherry Street. (Planning and Growth Management Committee Item PG.12.10).

## **ISSUE BACKGROUND**

Transportation Services has been working with staff of Waterfront Toronto, the Toronto Transit Commission, Waterfront Secretariat, City Planning, Technical Services, Toronto Water, Parks Forestry and Recreation and Real Estate on the design and construction of Cherry Street, including an extension of the King Street streetcar line on the east side of Cherry Street between King Street East and Lake Shore Boulevard East. This project forms part of the construction of the Pan Am Athletes' Village in the West Don Lands and is being managed by Ontario Infrastructure and Lands Corporation and Waterfront Toronto, in partnership with the City.

The design for this project is essentially complete, with construction scheduled to start in 2011 and completion anticipated by the end of 2012.

Prior to construction and completion of this project, it is necessary for Council to enact road alteration by-laws to achieve the design for Cherry Street and to introduce the traffic regulations that will take effect once the street is complete.

## **COMMENTS**

### **Existing conditions**

Cherry Street, between King Street East and Lake Shore Boulevard East, is a collector roadway, ranging in width from approximately 14 metres to 18 metres. The intersections of Cherry Street with King Street East, Eastern Avenue, and Lake Shore Boulevard East are controlled by traffic signals. The intersections of Cherry Street and Front Street, and Cherry Street and Mill Street have all-way Stop signs. Pay-and-display parking is provided on the west side of Cherry Street between Lake Shore Boulevard East and Eastern Avenue and on the east side of Cherry Street between Lake Shore Boulevard East and Mill Street.

The subject section of Cherry Street has a speed limit of 50 km/h, and carries a daily traffic volume of approximately 7500 vehicles. The Toronto Transit Commission operates the 72 PAPE bus route on Cherry Street with a northbound stop located 46 metres south of Mill Street.

### **Road Alterations**

The proposed configuration of Cherry Street is shown on the attached Drawing Nos. 421G-0255, 421G-0256, 421G-0257 and 421G-0258, dated February 2011. Generally, Cherry Street will have wide pedestrian sidewalks with trees and landscaping, a transit right-of-way on the east side of the street with streetcar tracks in the north/south direction, a treed median dividing the streetcar tracks from the roadway, and a paved roadway with a vehicle lane and a bicycle lane in each direction. There will be a transit loop within a treed pedestrian plaza on the east side of Cherry Street, south of Mill Street. In addition to the existing intersections, traffic control signals will be provided at the intersections of Cherry Street with Front Street East and Mill Street.

### **Access Restrictions**

The City of Toronto has the authority pursuant to the *City of Toronto Act, 2006* to remove or restrict the common law right of passage by the public over a highway and the common law right of access to the highway by an owner of land abutting a highway.

With the provision of the transit right-of-way on the east side of Cherry Street, any motorists wishing to access the roadway from the properties on the east side of the roadway would have to cross a northbound streetcar track, a southbound streetcar track, and then enter the travelled roadway. Similarly, any motorists wishing to access the

properties on the east side of the roadway would have to cross two directions of streetcar tracks east of the roadway itself.

Both Transportation Services and Toronto Transit Commission staff have concerns over the potential safety hazard of allowing these movements. As a result, the roadway and transit right-of-way have been designed to preclude these movements along the entire east side of Cherry Street, except where a signalized intersection is provided.

The majority of the properties along Cherry Street will not be affected by this design, as they are currently vacant and undergoing redevelopment by Waterfront Toronto. There are, however, four properties abutting the east side of Cherry Street, which will lose their existing vehicular accesses (i.e. driveways) onto Cherry Street as a result: 145 Eastern Avenue, 90 Eastern Avenue, 14 Sumach Street and 16 Sumach Street.

Waterfront Toronto has engaged in settlement discussions with the owners of the above properties regarding the removal of their driveways onto Cherry Street. To date, agreements have been reached with the owners of three of the four properties: 145 Eastern Avenue, 14 Sumach Street and 16 Sumach Street.

If the removal of its Cherry Street driveway has an impact on the remaining property, 90 Eastern Avenue, the Expropriations Act, R.S.O. 1990, c.E.26 provides a process by which the owner can seek compensation for losses, if any, from Waterfront Toronto. It is worth noting that the impact on the owner is mitigated by the fact that this property enjoys an alternate, legal driveway onto Eastern Avenue.

## **Traffic Regulations**

Once reconstruction of Cherry Street and the construction of the transit right-of-way on the east side of Cherry Street are complete, a number of traffic regulations must be introduced to allow a safe and efficient operation for vehicles, transit, cyclists, and pedestrians. These traffic regulations are detailed in Appendix B, and described briefly as follows:

### Lane Designations

A median will be constructed between the travelled roadway and the transit lanes. The northbound and southbound lanes on the east side of this median must be designated and signed for transit vehicles only. Emergency vehicles will be able to use these lanes by accessing them at the signalized intersections when necessary.

The travelled roadway will consist of a single vehicle lane and a bicycle lane in each direction. Exclusive turn lanes will be provided for either left turns or right turns at the signalized intersections. Specifically, there will be a northbound right turn lane from Cherry Street to Eastern Avenue, a northbound right turn lane from Cherry Street to Front Street, and southbound left turn lanes from Cherry Street to Mill Street. A recommendation to designate the bicycle lanes will be submitted to the Public Works and Infrastructure Committee at a future date.

### Speed limit

With the improvements proposed for Cherry Street, and also for the entire West Don Lands, the area will be geared towards different modes of travel with the emphasis on the pedestrian, cyclist, and transit. The actual pavement width of the travelled roadway is 12.8 metres, shared between vehicles, cyclists, and either parked vehicles or turning lanes. The appropriate speed limit for the roadway under these conditions is 40 km/hour.

### Turn prohibitions

The north/south streetcar lanes will be located to the east of the north/south vehicle and bicycle lanes. Any vehicles turning from Cherry Street to Eastern Avenue, Front Street East or Mill Street will be required to cross both directions of streetcar lanes. An exclusive signal phase will be provided so that these turns can be made while the transit vehicles are stopped. At all other times, the turning vehicles will be required to stop. In order to reduce the width required at the intersections, only one turn lane is provided from Cherry Street to each intersecting street. At both Eastern Avenue and Front Street East, the northbound right-turn movement will be provided from Cherry Street and southbound left turns will be prohibited at all times. At Mill Street, the southbound left turn will be provided to Cherry Street and northbound right turns will be prohibited at all times.

Motorists travelling westbound on Eastern Avenue, Front Street East, or Mill Street will be required to cross the transit right-of-way before proceeding through or turning right or left to Cherry Street. When these motorists are stopped at a red light, there will be pedestrian crossings, two-way transit movements and then two-way vehicle movements on Cherry Street. For the safety of all concerned, right turns must be prohibited during the red signal phase for westbound vehicles from Eastern Avenue, Front Street East, and Mill Street to Cherry Street.

At the intersection of King Street East with Cherry Street/Sumach Street, transit vehicles will be turning to and from mixed traffic on King Street East and the transit right-of-way on the east side of Cherry Street/Sumach Street. Similarly, vehicles will be turning to and from mixed traffic on King Street East to the vehicle lanes on the west side of Cherry Street. The signal phasing at this intersection will be designed to avoid conflicts between all of these different vehicle movements. However, to further improve the safety of this intersection operation, eastbound and northbound vehicles must be prohibited from turning right on a red signal at all times.

### Parking regulations

The proposed design of Cherry Street allows for on-street pay-and-display parking on the west side of Cherry Street between Mill Street and Front Street East, and between Front Street East and Eastern Avenue. Approximately 6 to 7 spaces in total can be accommodated. Stopping should be prohibited on the remainder of the travelled roadway between Lake Shore Boulevard East and King Street East to allow for safe operation of bicycle lanes and a single through vehicle lane in each direction.

### **CONTACT**

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### **SIGNATURE**

Angie Antoniou, Acting Director  
Transportation Services  
Toronto and East York District

### **LIST OF ATTACHMENTS**

- (1) Drawing No. 421G-0255, dated February 2011
- (2) Drawing No. 421G-0256, dated February 2011
- (3) Drawing No. 421G-0257, dated February 2011
- (4) Drawing No. 421G-0258, dated February 2011
- (5) Appendix A – regulations to be rescinded
- (6) Appendix B – regulations to be enacted

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