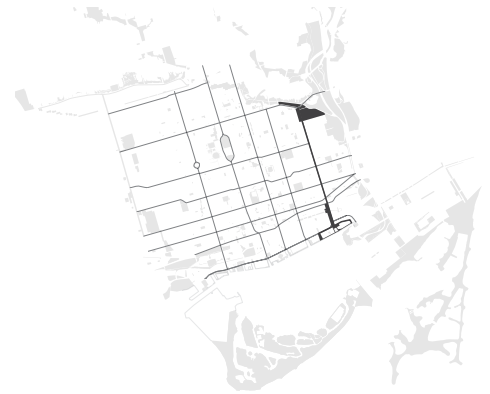


# Parliament Street

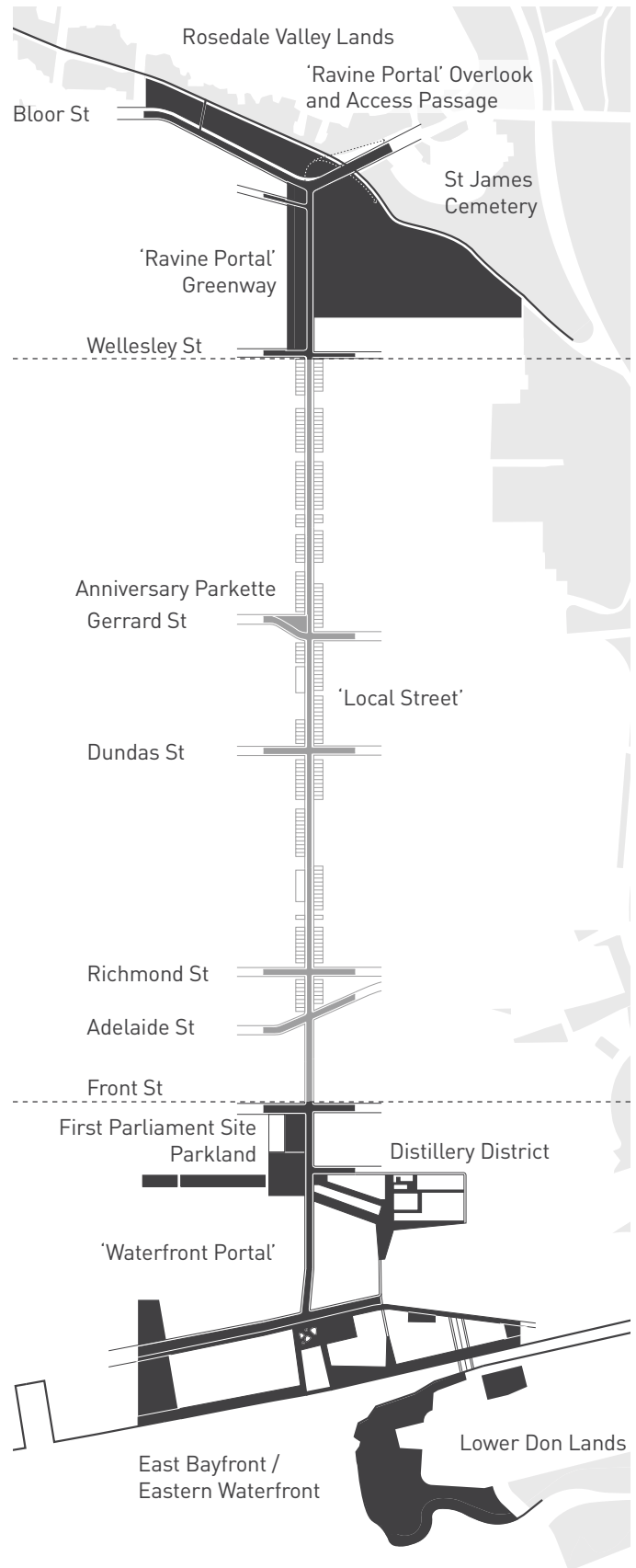
Revitalize Parliament Street to enhance its civic role connecting the diverse neighbourhoods along Parliament Street with both the Rosedale Valley Ravine and Toronto Bay.



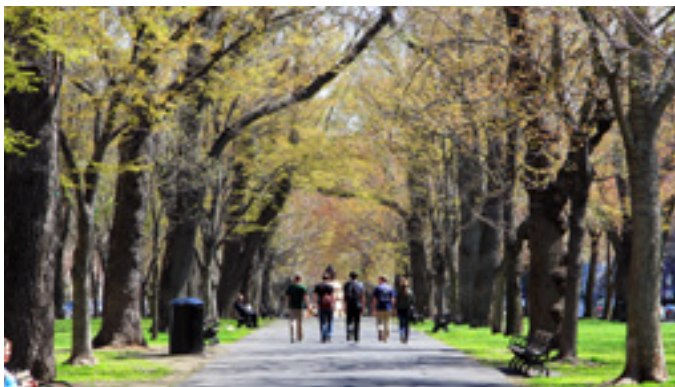
## Parliament Street – North – ‘Ravine Portal’, Proposed Concept

In this vision, three distinct character segments are highlighted and leveraged: a ravine portal in the north, a local street in the centre, and a waterfront portal in the south. Re-balancing and re-configuring the street provides an improved pedestrian realm and offers the

opportunity to create social gathering spaces and grow a healthy street tree canopy. Aligned with the Downtown Mobility Strategy, this vision explores an enhanced north-south surface transit connection that potentially re-establishes streetcar service on Parliament Street.



Rosedale Valley Ravine's immersive tree canopy offers inspiration for Parliament Street North's 'ravine portal' greenway, Toronto, Canada

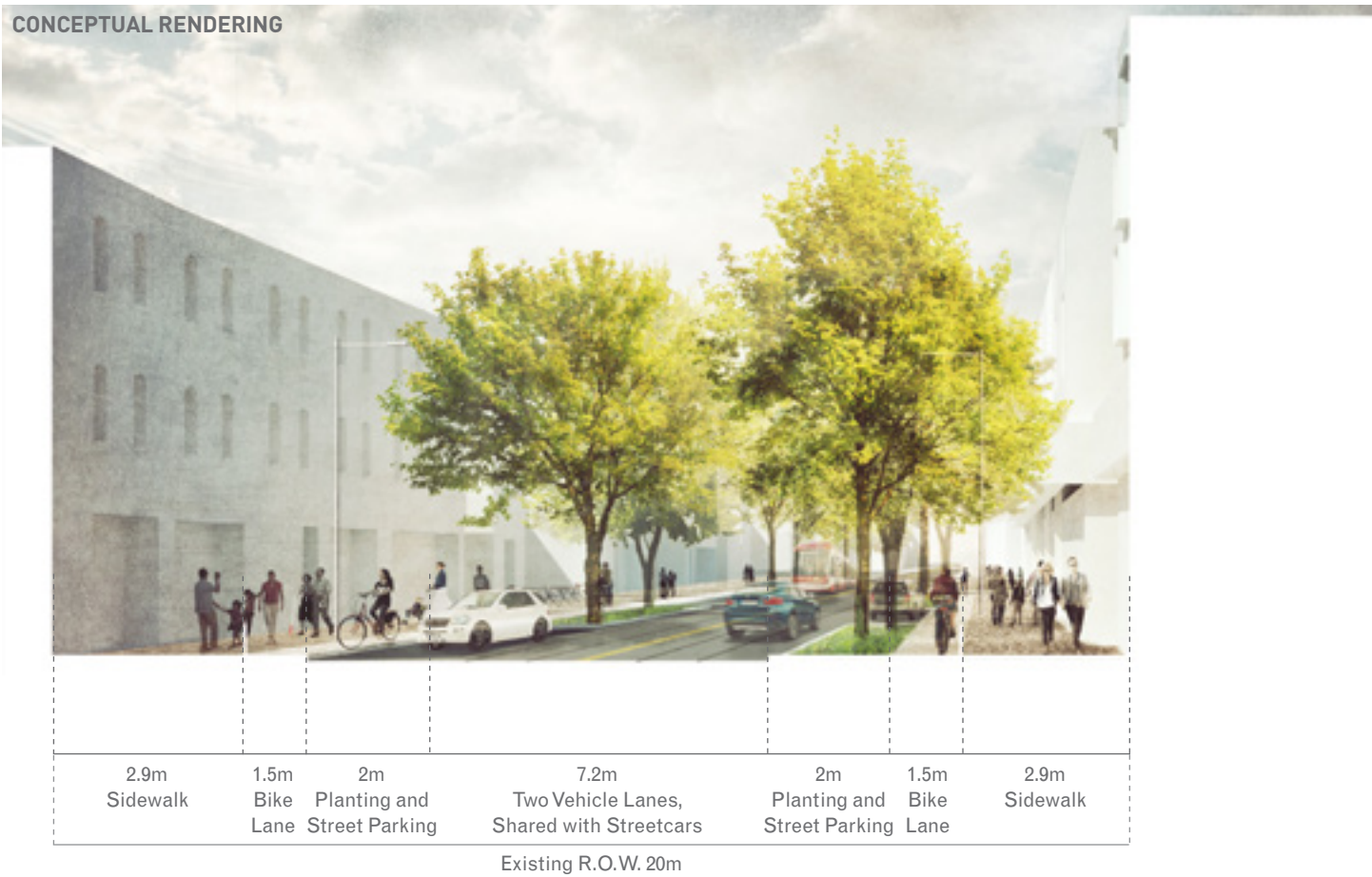


Commonwealth Avenue Mall, a model for Parliament Street North's 'ravine portal' greenway, Boston, United States

Parliament Street North, the ravine portal, utilizes existing building setbacks to create a 7.0-metre wide greenway on Parliament Street's western edge, with wide pedestrian clearways and a new cycling facility connecting Wellesley Street to Bloor Street.

Parliament Street, Framework Plan

CONCEPTUAL RENDERING



*Parliament Street – Centre – ‘Local Street’, Proposed Concept*

Between Wellesley and Front Street, Parliament Street becomes a street with a residential and retail-based character. The vision for Parliament Street Centre recognizes it as a Priority Retail Street with high pedestrian volumes and enhances the existing ‘local

street’ configuration. Improvements should focus on expanding sidewalks, planting large-canopy street trees, and providing cycling facilities that link Parliament Street North to the Richmond-Adelaide cycle tracks and, via Cherry Street or Sherbourne Street, to the waterfront.

(right) A model for Parliament Street South, the design of Place D'Youville uses lush greenery and historic materials and textures to create a restive atmosphere and civic corridor leading to the waterfront, Montreal, Canada



Parliament Street – South – ‘Waterfront Portal’, looking south from the First Parliament site\*, Proposed Concept

Parliament Street South is re-imagined as a green ‘waterfront portal’ – the counterpart to Parliament Street North’s ravine portal. Recognize Parliament Street South as a connector from the original shoreline of Lake Ontario at Front Street to the contemporary waterfront,

integrating the First Parliament site, Parliament Square Park and David Crombie Park into a cohesive public realm system and creating a clear connection to the eastern waterfront for pedestrians and cyclists.

\*Design of the Toronto Public Library, interpretive centre, and public park at the First Parliament site to be determined through a Master Plan exercise



*Parliament Street – Absorptive Landscape Infrastructure Corridor*

CONCEPTUAL RENDERING



(right) Rue Casimir Périer collects and infiltrates stormwater and creates a green connection to the Saone River parks and open space system, Lyon, France

## Goals

- Recognize and enhance the distinct character of north, central and south sections of Parliament.
- Improve the streetscape for walking, transit stops, social gathering, public outdoor seating, café seating and landscaping.
- In coordination with the Downtown Mobility Strategy, explore enhanced north-south surface transit with the potential to re-establish streetcar service on Parliament Street.
- At the north section (Bloor to Wellesley):
  - Improve connection of Parliament Street to the Rosedale Valley ravine, creating a greenway and ravine portal;
  - Provide a safe cycling route from Bloor to Wellesley; and
  - Use existing building setbacks on west side for generous tree planting, minimum pedestrian clearways for universal accessibility and an enhanced pedestrian realm.
- At the central and south section (Wellesley to Queens Quay):
  - Recognize the retail character and high pedestrian volumes of the street by widening sidewalks.
- At the south section (Front to waterfront):
  - Recognize the role Parliament Street plays in connecting the First Parliament site, Parliament Square Park / David Crombie Park, the Distillery District and the waterfront and design the street to complement and enhance the park experience for pedestrians and cyclists.

## Actions

- Secure identified setbacks to realize minimum pedestrian clearways and enhanced planting, including the west-side greenway on Parliament North (Bloor to Wellesley).
- Secure identified parkland on Parliament Street south (Front to waterfront).
- In coordination with Mobility Strategy, explore opportunity for re-balancing the Parliament right-of-way to maximize pedestrian space and improve public transit.
- In coordination with the actions for Bloor Street, undertake a feasibility study for ravine portal / lookout and the creation of a significant public space adjacent to the Bloor-Parliament intersection.
- In coordination with actions for the Shoreline Stitch, improve the pedestrian experience from First Parliament site to the waterfront and create a significant public space where Parliament Street meets the shoreline.

# College-Carlton-Gerrard Corridor



*Gerrard Street East at Regent Park offers the opportunity to realize a protected cycle facility on the south side, connecting future Parliament Street bike lanes to the Don River Trail via a new accessible connection on River Street, Proposed Concept*

Recreate Carlton-College Street as a significant east-west corridor supporting economic vitality through improved streetcar service and public realm improvements. Create a variety of streetscapes that are destinations and that respond to the distinct

neighbourhood characters while unifying the street. Where streets frame significant parks and open spaces including Queen's Park, Allan Gardens and Riverdale Park, explore opportunities to enhance park edges, park entrances and surrounding streetscapes.

*Passeig De St Joan Boulevard maintains heritage trees and adds new tree rows, widens pedestrian promenades and gathering spaces, and provides separated bicycle lanes; a 'Green Street' model for the College-Carlton-Gerrard Corridor, Barcelona, Spain*



## Goals

Recreate Carlton-College Street as a significant east-west corridor supporting economic vitality through improved streetcar service and public realm improvements.

- Increase and enhance the public realm to create a significant pedestrian destination for walking, transit stops, social gathering, public outdoor seating, café seating and landscaping.
- Create streetscapes that respond to College-Carlton Street's distinct neighbourhood characters while acknowledging the role of streetscape design to unify the corridor and create identifiable neighbourhoods.
- Re-establish College Street between Spadina and Elizabeth Street at the south end of University of Toronto and Queen's Park as a grand promenade that supports civic life and celebrates the significant heritage structures, institutions and public spaces.
- Expand the space where feasible for healthy tree growth.
- Improve the cycling experience and provide bicycle parking.
- Improve connections between street edges and significant parks and open spaces along the corridor including Queen's Park, Allan Gardens, Riverdale Park and the Don Valley.
- Enhance entrances to Allan Gardens.

## Actions

- In coordination with the Downtown Mobility Strategy, explore opportunity for re-balancing the Carleton-College right-of-way to increase pedestrian space, improve cycling facilities and improve public transit and transit stops.
- Enhance park edges and surrounding streetscapes by investing in tree planting infrastructure and an enhanced maintenance program.