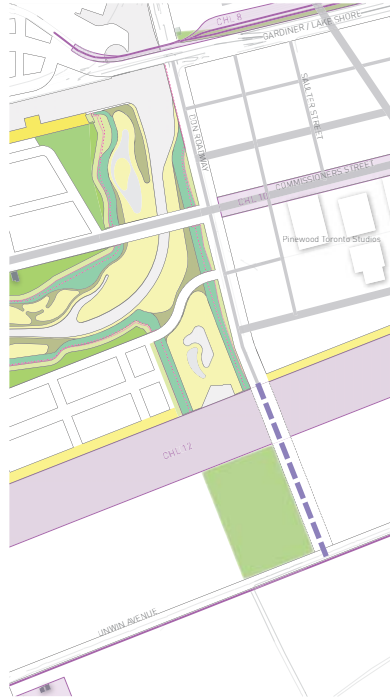


### 3-A. WIDEN CHERRY



Widen Cherry Street from the planned condition in the Lower Don Lands EA south of the new river valley to Unwin Avenue to provide a four-lane (two-lanes in each direction) multi-modal street (minimum 42 m ROW north of the Ship Channel and 36m ROW south of the Ship Channel). The alternative would also require either the removal/relocation of the Bascule bridge and a new four lane lift bridge; or retention of existing bridge with a new structure constructed adjacent to the existing bridge.

### 3-B. DON ROADWAY



Create a new two-lane (one lane in each direction) multi-modal street with a new two lane lift bridge that protects for transit across the Ship Channel at the Don Roadway to Unwin Avenue (26 metre wide lift bridge and protect for a 35m ROW for the street).

### 3-C. BROADVIEW

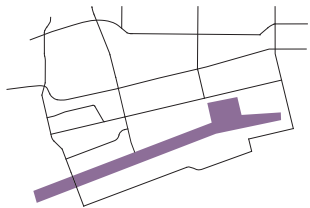


Create a new two-lane (one lane in each direction) multi-modal crossing with a new two lane lift bridge that protects for transit across the Ship Channel in the vicinity of the existing Bouchette Street to Unwin Avenue (26 metre wide lift bridge and protect for a 35m ROW for the street).

### 3-D. WIDEN LESLIE

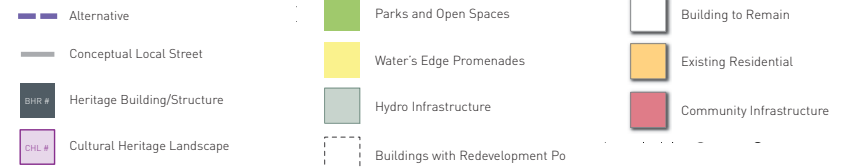


Provide two additional vehicular travel lanes in the existing right-of-way for a total of four vehicular lanes and maintain multi-modal access (26m ROW south of Commissioners).



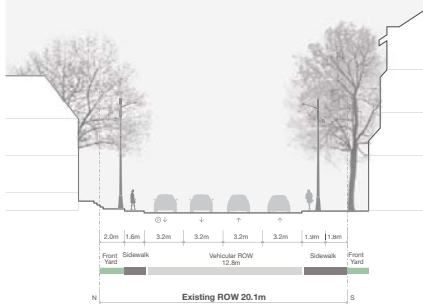
## Port Lands and South of Eastern Transportation and Servicing Master Plan

## Ship Channel Connection Alternatives Sub Area 3

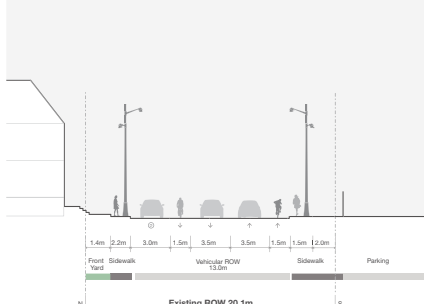


## 4-A.1 DO NOTHING

### BROADVIEW TO LOGAN



### LOGAN TO LESLIE



Maintain Eastern Avenue in its current configuration:

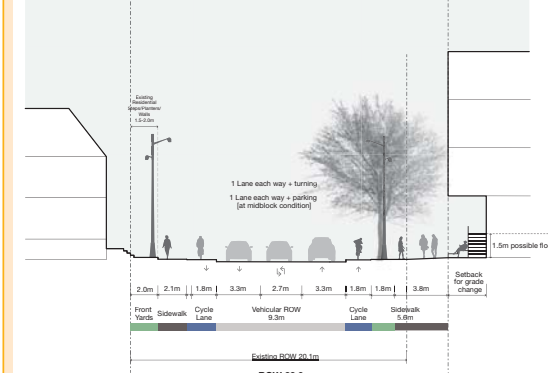
- two vehicular lanes in each direction from Broadview to Logan;
- one vehicular lane in each direction with on-street cycling from Logan to Leslie; and
- two vehicular lanes in each direction east of Leslie Street.

## 4-A.2 CONSISTENTLY PROVIDE FOUR VEHICULAR LANES

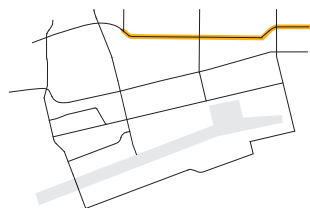
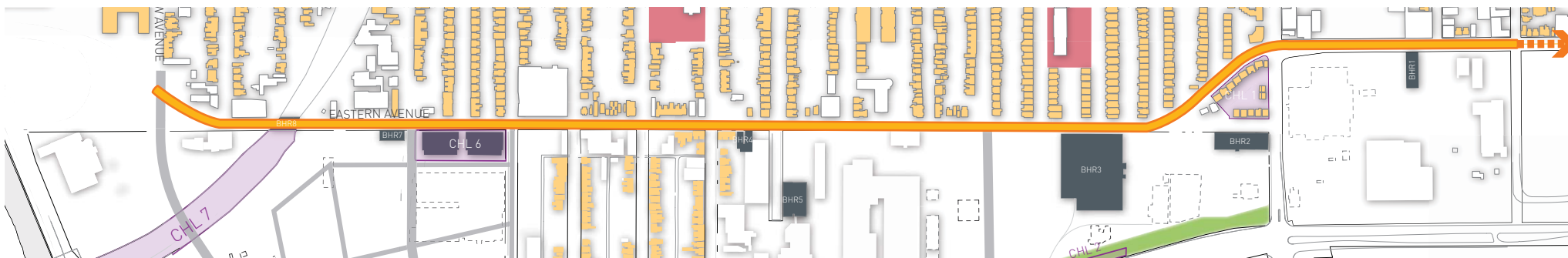


Provide four vehicular lanes consistently through the study area (two lanes in each direction), remove on-street cycling lanes between Logan and Leslie, and generally maintain current pedestrian clearways. Enhancements to pedestrian amenity is achieved through a right-of-way widening on the south side of Eastern Avenue as properties with redevelopment potential redevelop.

## 4-A.3 URBANIZE



Create a multi-modal street by providing two vehicular lanes consistently through the study area (one lane in each direction), improving efficiency and consistency of vehicular lanes and enhancing pedestrian/cyclist amenity. Further enhancements to pedestrian/cyclist amenity is achieved through a right-of-way widening on the south side of Eastern Avenue as properties with redevelopment potential redevelop.



## Port Lands and South of Eastern Transportation and Servicing Master Plan

## Eastern Avenue Alternatives Sub Area 4

BHR #	Heritage Building/Structure	Hydro Infrastructure	Community Infrastructure
CHL #	Cultural Heritage Landscape	Buildings with Redevelopment Potential	
	Parks and Open Spaces	Building to Remain	
	Water's Edge Promenades	Existing Residential	

# 4-B.1 DO NOTHING

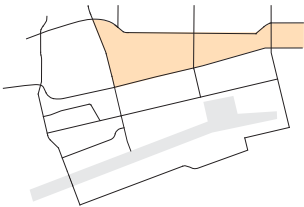


No new mid-block east-west collector street is provided between the Don Roadway and Bouchette/Booth. Servicing and access for the Unilever Precinct is provided through a network of local streets and the Broadview Extension. No connection is provided to the Don Roadway.

# 4-B.2 NEW EAST-WEST CONNECTION IN UNILEVER PRECINCT



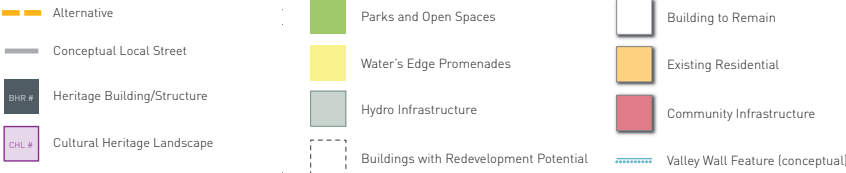
Provide a new east-west multi-modal collector street (23m ROW) through the Unilever Precinct with two-lanes of vehicular capacity (one lane in each direction). The alignment of the east-west street would be confirmed in Phase 3 (Alternative Designs) of the Municipal Class EA process and once design of Valley Wall Feature/Flood Protection Landform adjacent to the Don Roadway has been confirmed.



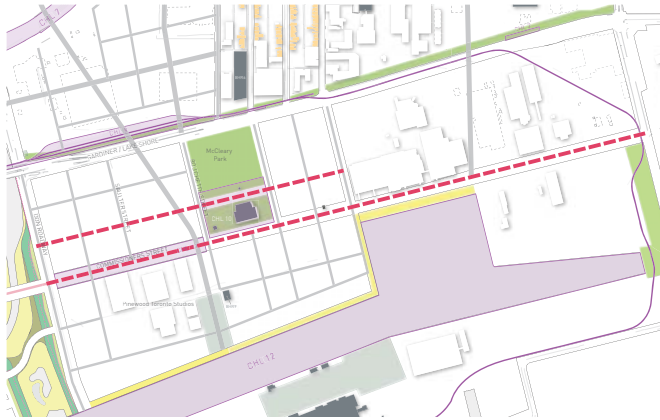
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## Mid-Block East-West Alternatives

### Sub Area 4

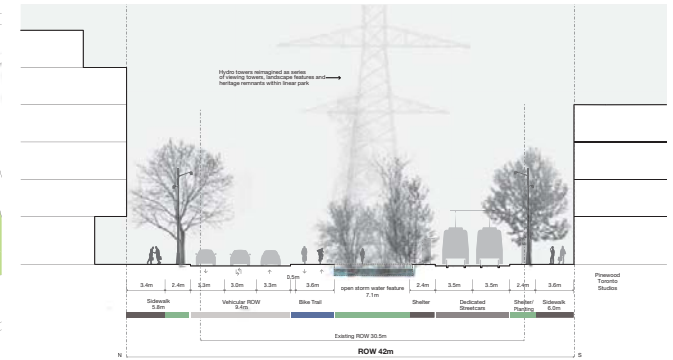


## 5-A. NEW EAST-WEST



Create a new east-west multi-modal street with a maximum ROW of 23 metres through the Film Studio District north of Commissioners Street with one vehicular lane in each direction and Maintain + Enhance Commissioners Street (5-B.2).

## 5-B.1 URBANIZE COMMISSIONERS

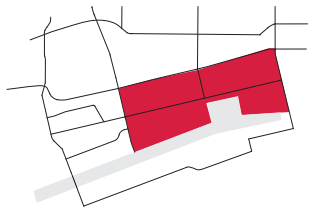


Create a multi-modal corridor with one vehicular travel lane in each direction, transit in a dedicated right-of-way, enhanced pedestrian amenity, separated cycling facilities and a wide integrated stormwater management/landscaped median (maximum 42m ROW)

## 5-B.2 MAINTAIN + ENHANCE



Maintain two vehicular travel lanes in each direction, introduce transit in a dedicated right-of-way, enhanced pedestrian amenity, separated two-way cycle track with an integrated stormwater feature (maximum 42m ROW)



**Port Lands and South of Eastern  
Transportation and Servicing Master Plan**

**East-West Connection Alternatives  
Sub Area 5**

