



WATERFRONToronto

# Union Station Rail Corridor Project (for information)

June 21, 2017

# Policy Context – Central Waterfront Secondary Plan



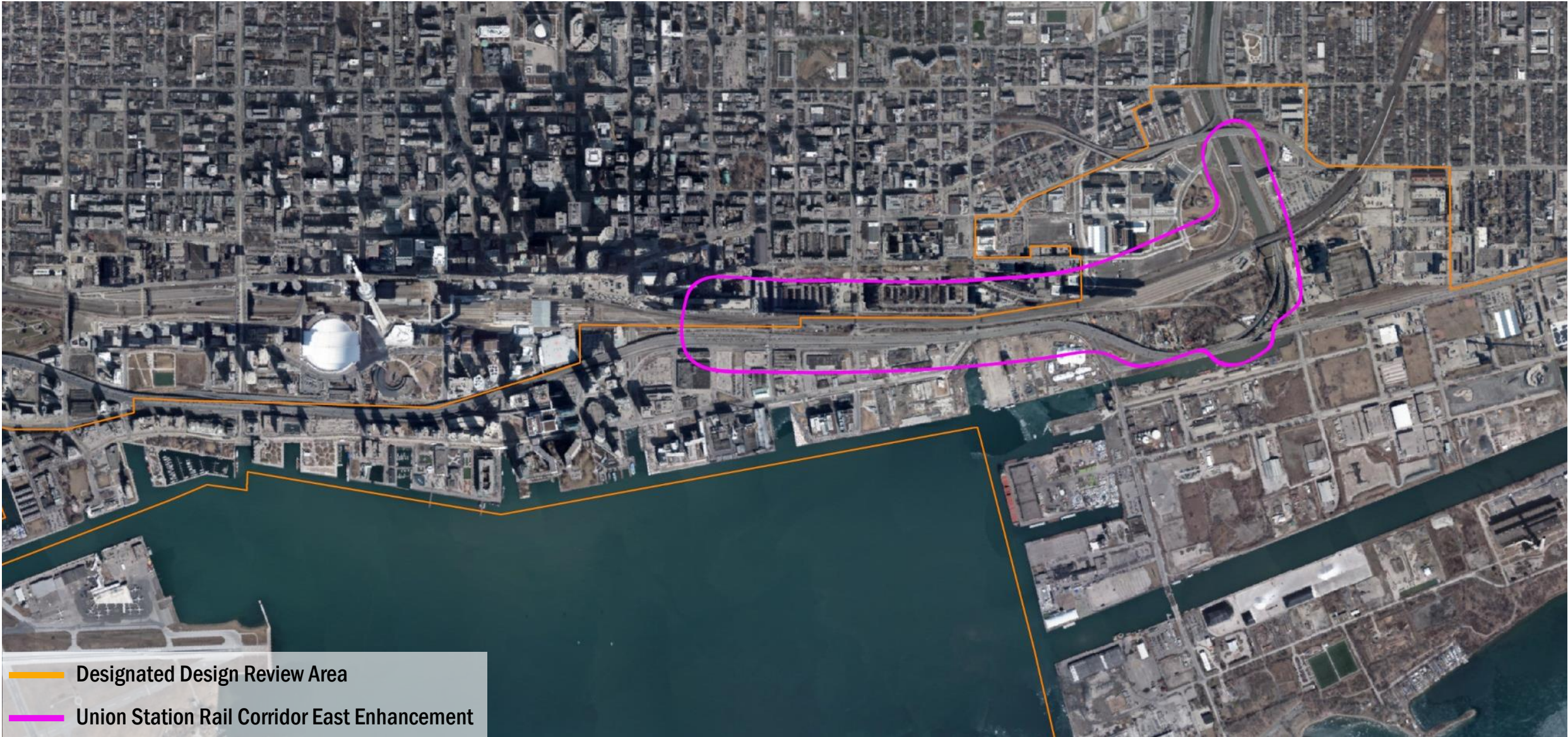
## Removing Barriers / Making Connections

A2\_A NEW WATERFRONT TRANSIT NETWORK - Public transit will be a top priority for connecting people and places to and within the renewed waterfront.

(P7) Physical connections between the Central Waterfront, the downtown core and adjacent neighbourhoods will be enhanced through high-quality urban design and landscaping on the north/south connector streets.

(P8) Railway underpasses will be transformed into more pedestrian-friendly corridors.

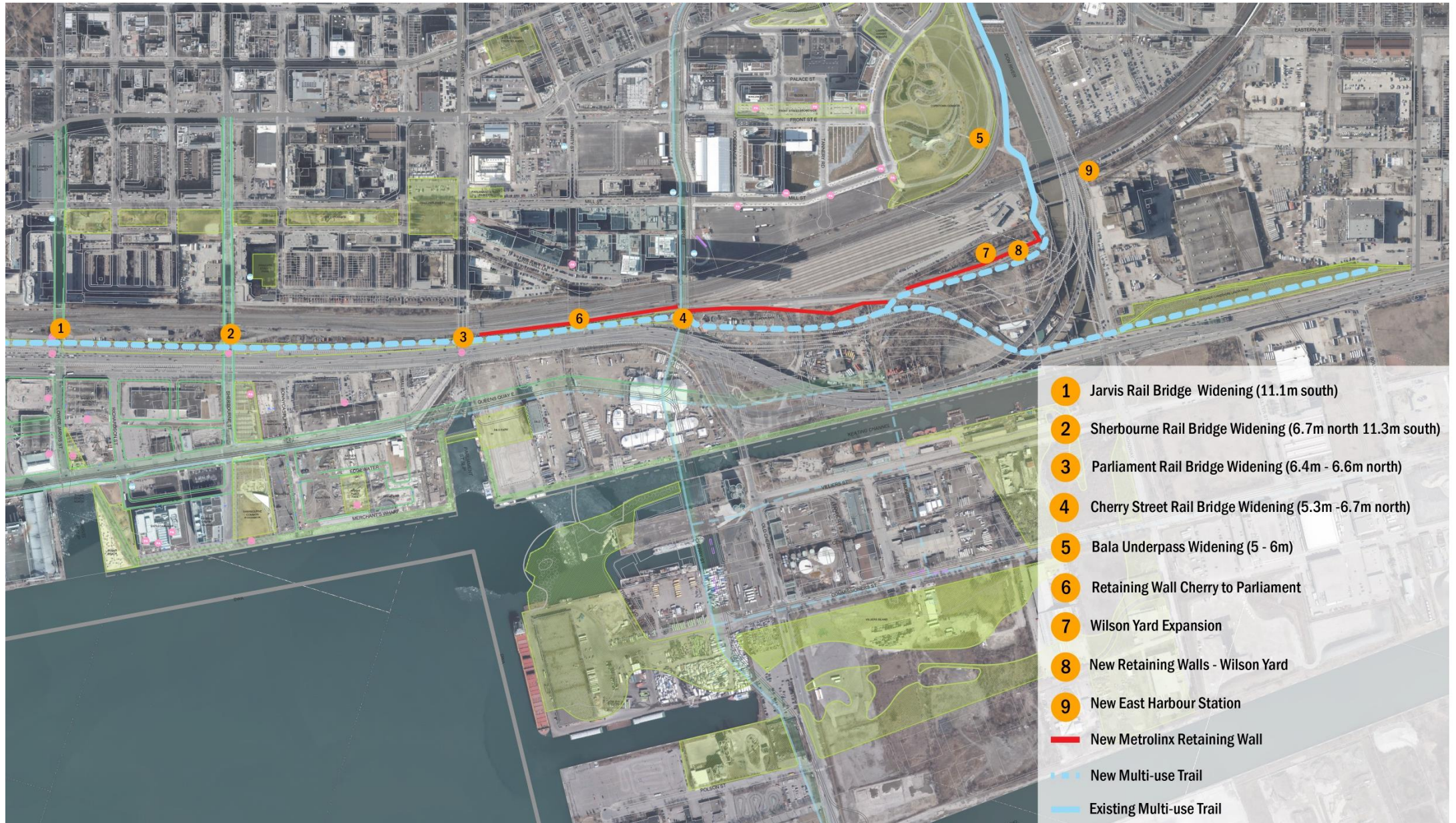
# Site Context



— Designated Design Review Area  
— Union Station Rail Corridor East Enhancement



# Project Components





# Union Station Rail Corridor – East Enhancements Project

**Transit Project Assessment Process**

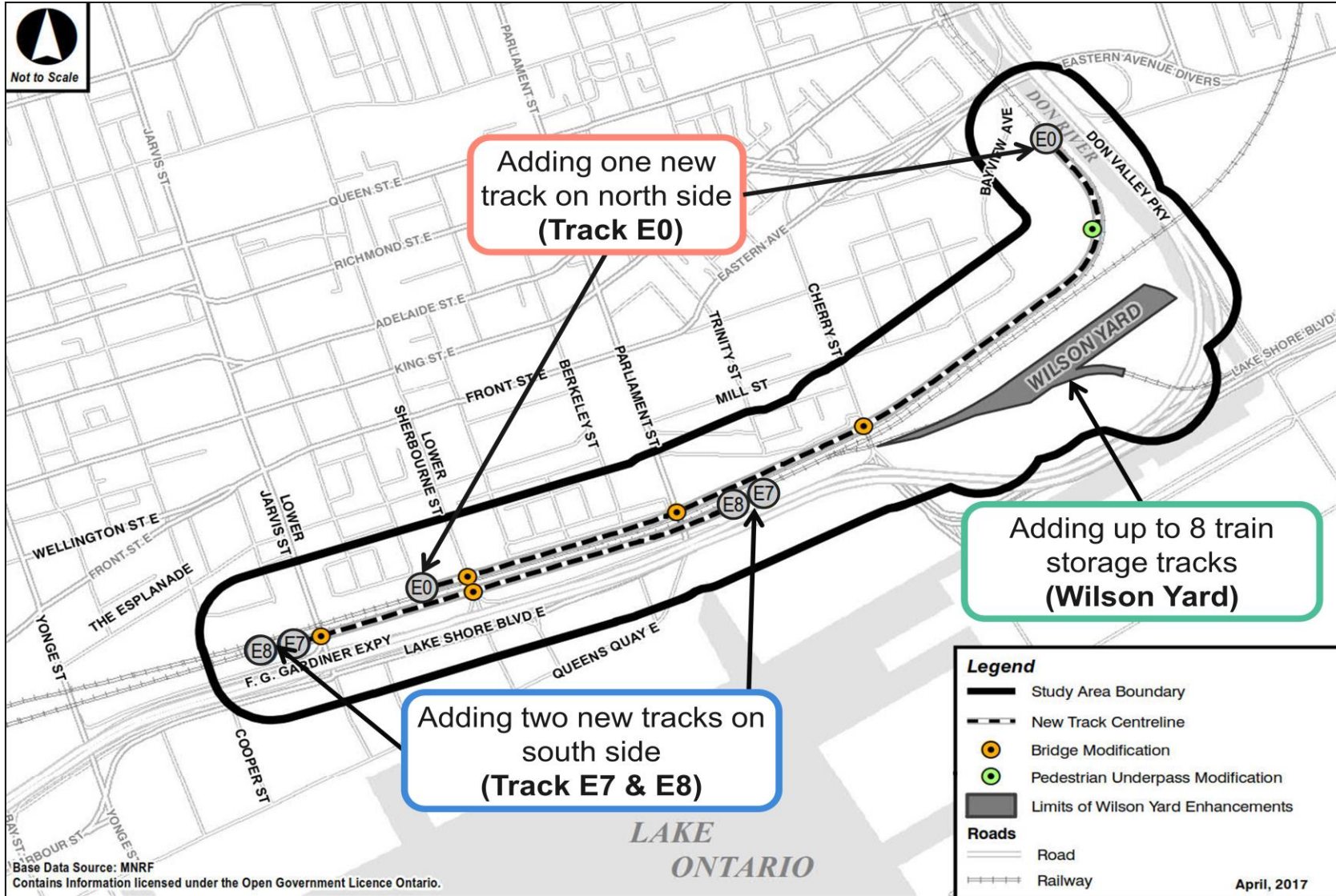
**Waterfront Toronto Design Review Panel**

June 21, 2017



# Project Overview

# WHAT WE ARE DOING

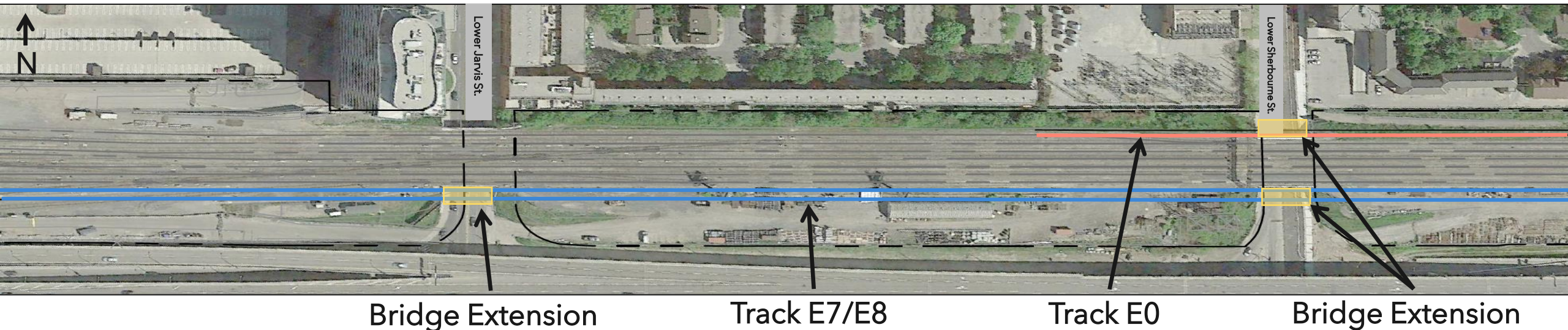


The new infrastructure is required to accommodate increased train movements related to RER/SmartTrack.



# NEW TRACKS AND BRIDGE EXTENSIONS LOWER JARVIS STREET TO LOWER SHERBOURNE STREET

- Track E0 - to the north; existing track to be extended to the east
- Tracks E7 & E8 - to the south
- Bridge Extensions - The final façade of all bridge extensions will match current aesthetic character to maintain the heritage status of the bridges





# NEW TRACKS AND BRIDGE EXTENSIONS LOWER SHERBOURNE STREET TO DON RIVER

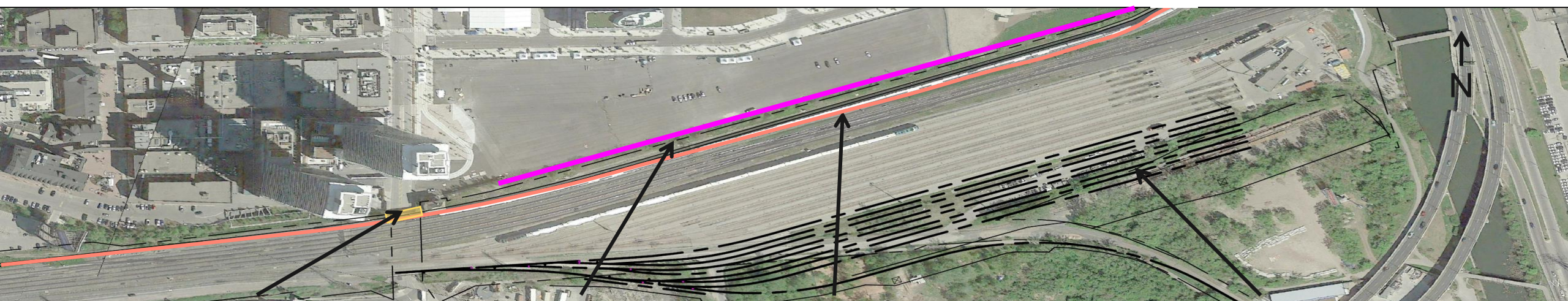


Bridge Extension

Track E7/E8

Bridge Extension

Track E0



Bridge Extension

Property Acquisition

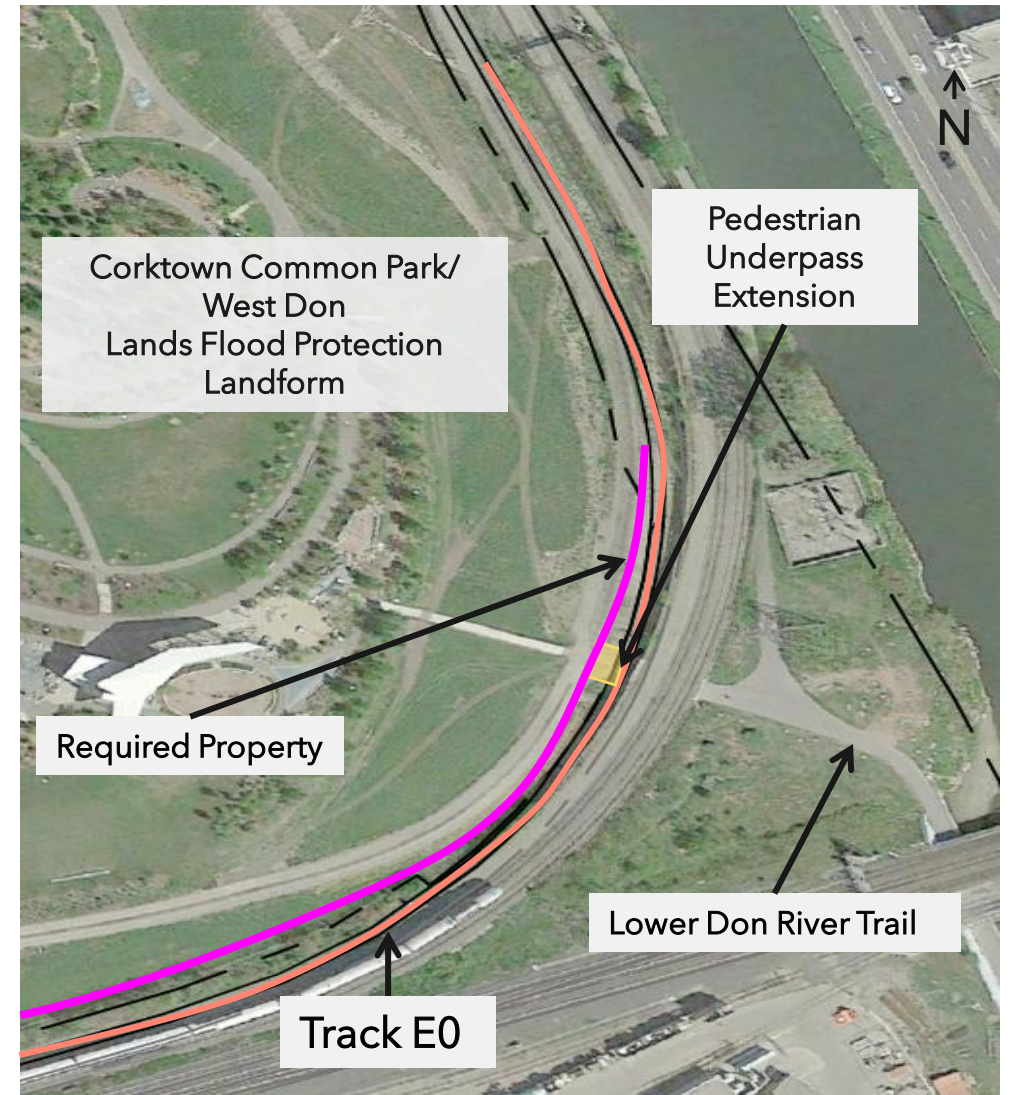
Track E0

Future Wilson Yard Tracks



# NEW TRACK E0 & PEDESTRIAN UNDERPASS EXTENSION

- Extension to the west to accommodate Track E0
- Approximate length of extension = 6 m
- Within the Don River floodplain
- Trail disruptions during construction will be minimized, where possible



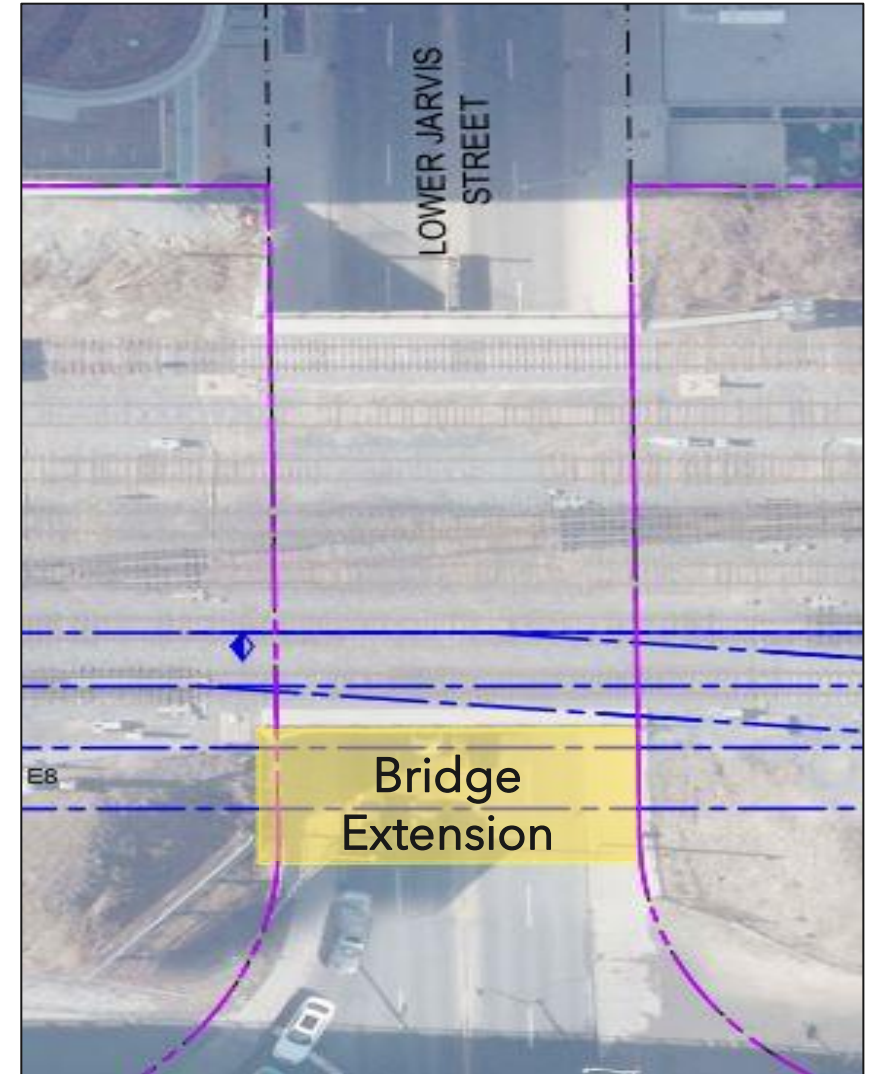


# BRIDGE EXTENSION - LOWER JARVIS STREET

- Extension to the south to accommodate Tracks E7 and E8
- Approximate length of extension = 11m
- New wing walls



*View from Southwest*



# BRIDGE EXTENSION - LOWER SHERBOURNE STREET

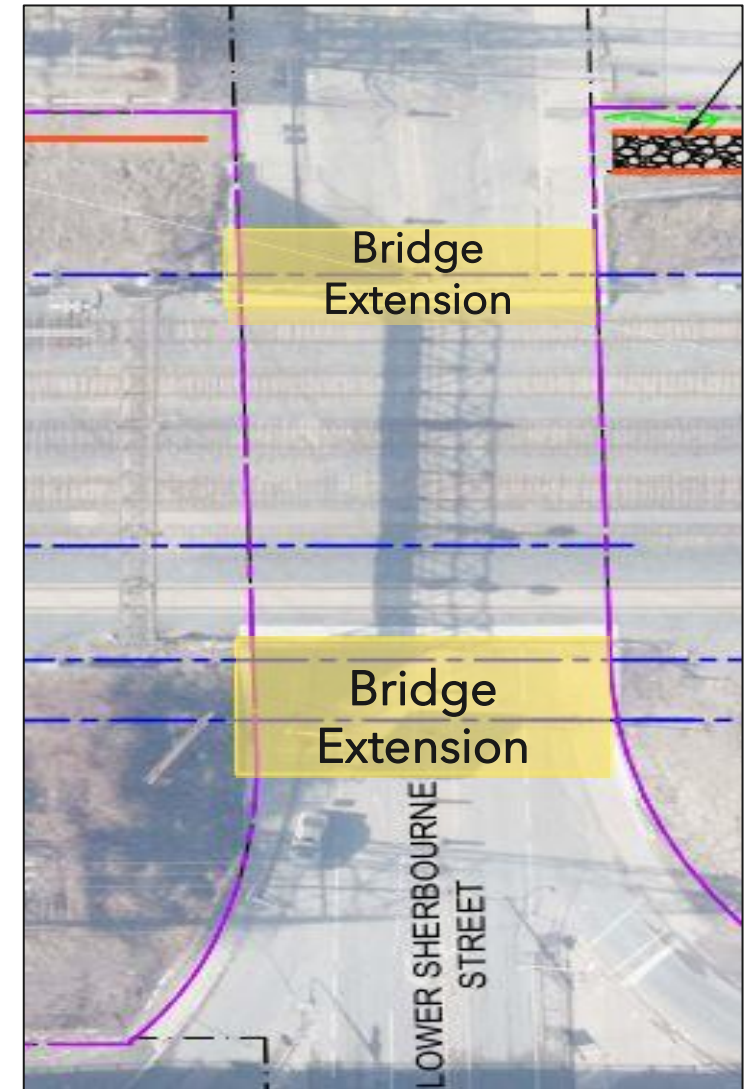
- Extension to the north and south to accommodate Tracks E0, E7 and E8
- Approximate length of north extension = 7 m
- Approximate length of south extension = 11 m
- New wing walls



*View from Southwest*



*View from Northwest*



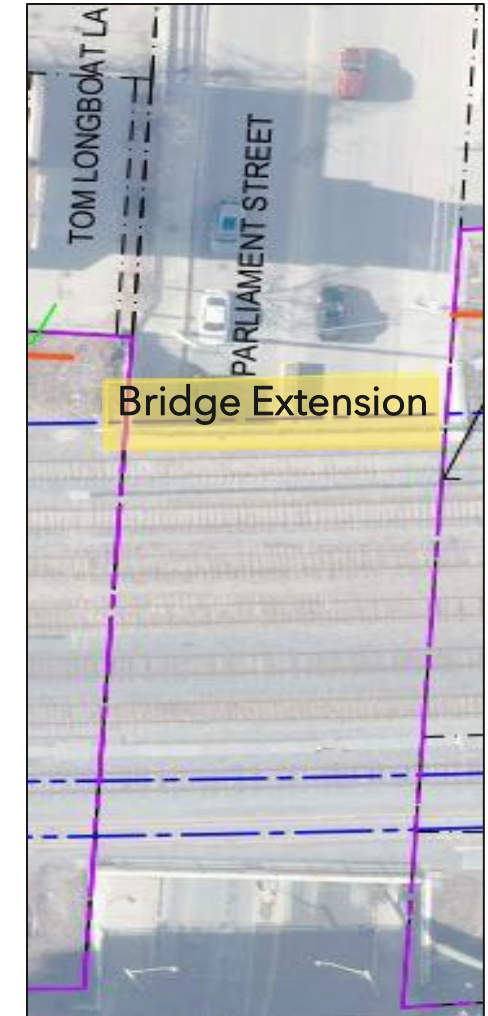


# BRIDGE EXTENSION - PARLIAMENT STREET

- Extension to the north to accommodate Track E0
- Approximate length of extension = 6-7m
- New wing walls will tie into Track E0 retaining walls



*Existing structure - North side*



# BRIDGE EXTENSION - CHERRY STREET

- Extension to the north to accommodate Track E0
- Approximate length of extension = 5-7 m
- New wing walls will tie into Track E0 retaining walls
- Cherry Street Tower to be relocated



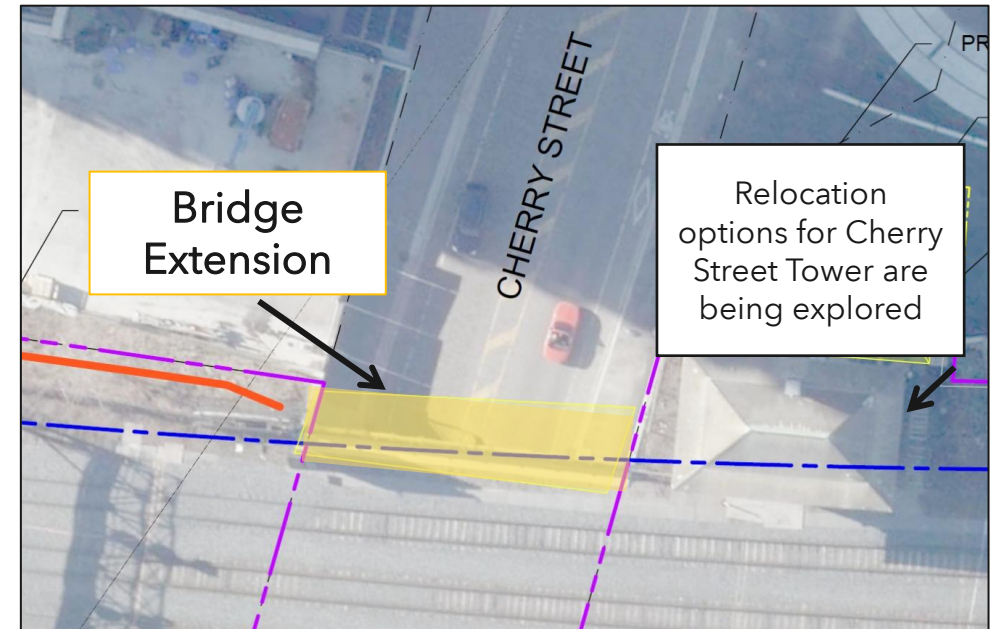
*View from South*



*View from North*



*Cherry Street Tower*





# NEW WILSON YARD LAYOVER

- Need a total of up to 18 storage tracks within the existing Don Yard and future Wilson Yard to support future GO and SmartTrack service
- 8 storage tracks including construction of up to 5 new storage tracks and reconfiguration of 3 existing tracks

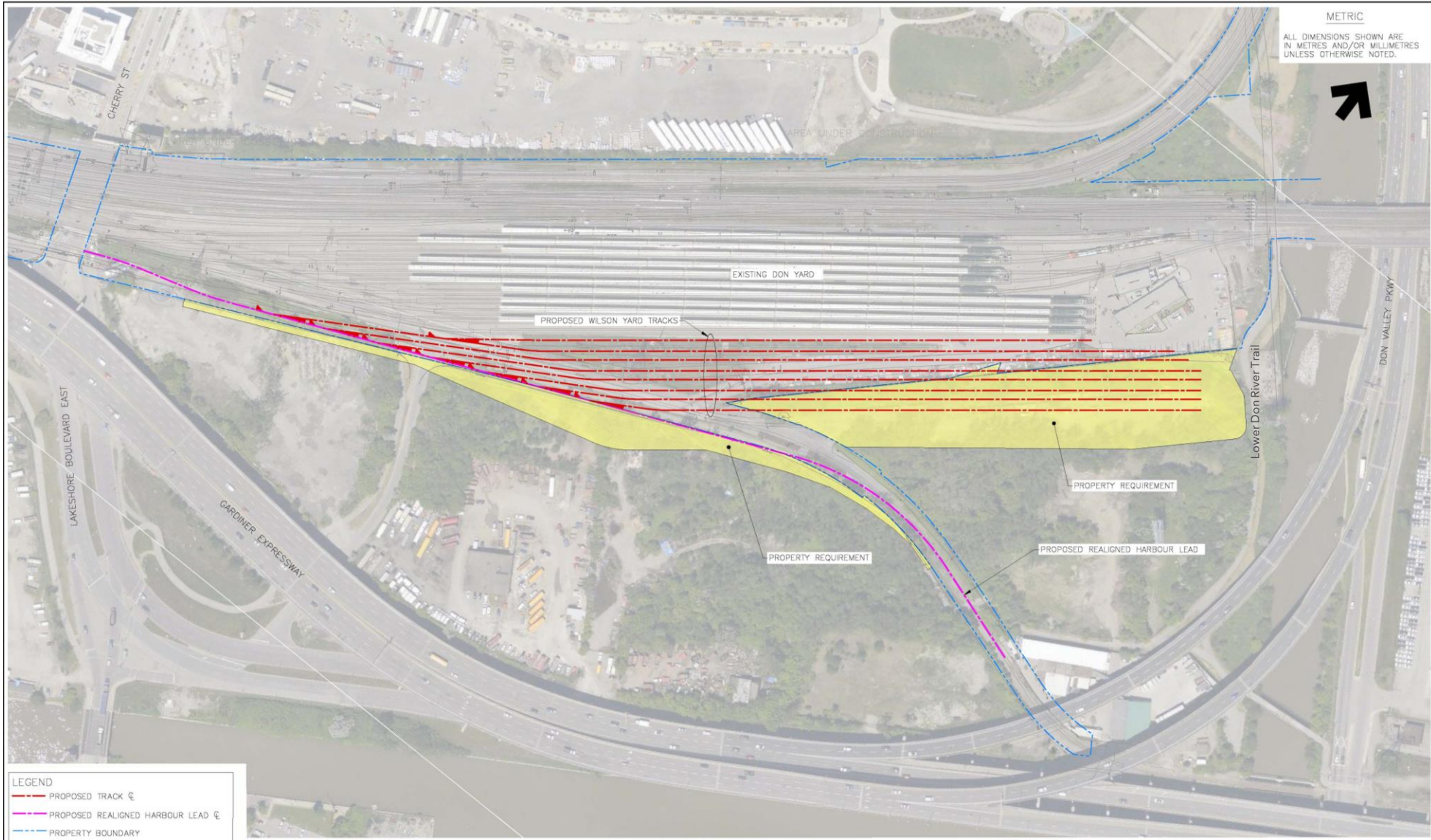


Future Wilson Yard

Existing Don Yard



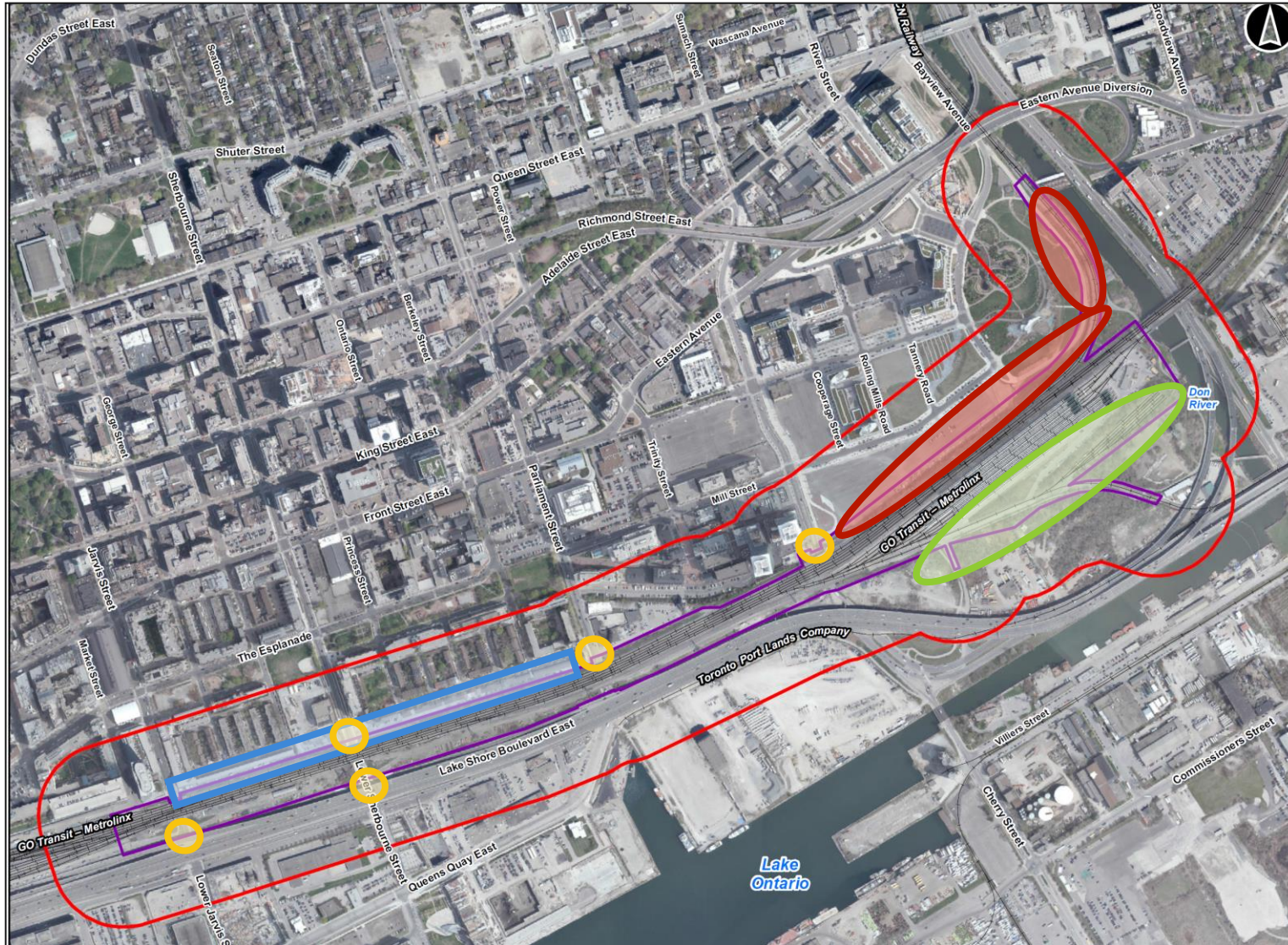
# WILSON YARD CONCEPT DESIGN





# Architectural Design Considerations

# ARCHITECTURAL DESIGN AND PUBLIC REALM



## Zones of Architectural Focus

Zone 1: North Side of USRC East

Zone 2: Bridge Extension Areas

Zone 3: West Don Lands

Zone 4: Wilson Yard



# ARCHITECTURAL CONSIDERATIONS

## Zone 1

### North of USRC East

- Residential Areas Abutting the USRC
- Cathedral Court and Caroline Co-ops
- Embankments and Retaining Walls
- Safety and Security
- Visual Aesthetics



Preliminary architectural designs developed and presented at Metrolinx Design Review Panel

## Zone 2

### Bridge Extensions

- Connections to the Waterfront
- Splaying of Wing Walls
- Pedestrian Friendly
- Safety and Lighting
- Maintain Heritage
- Public Art



Architectural designs to be determined in coordination with the City of Toronto and Waterfront Toronto

## Zone 3

### West Don Lands

- Lower Don River Trail Pedestrian Underpass Extension
- Corktown Common
- Retaining Wall Design
- Pedestrian Friendly
- Safety and Lighting
- Public Art



## Zone 4

### Wilson Yard

- Landscaping
- Green Space
- Retaining Walls and/or Embankments
- Realignment of the Lower Don River Trail
- Access, Safety and Security



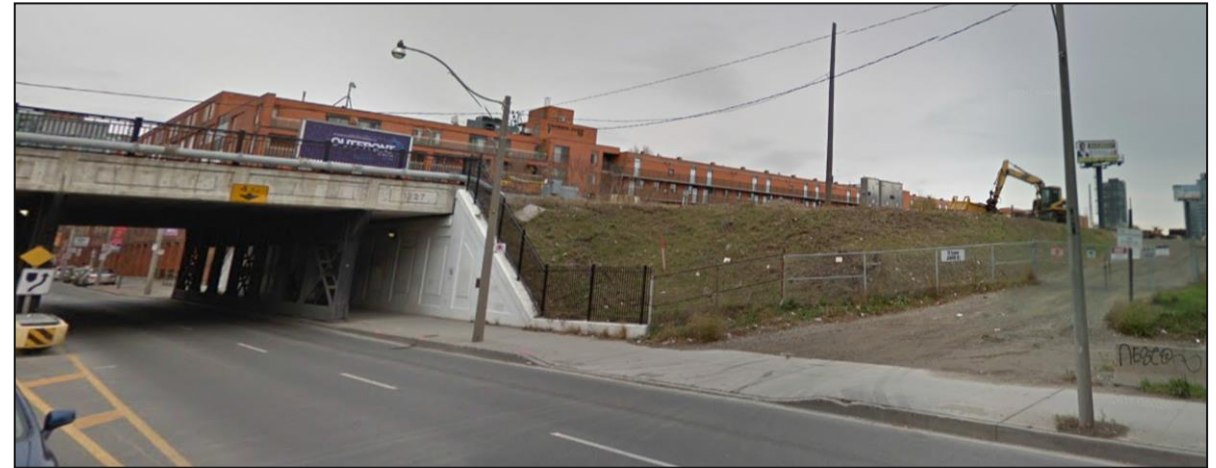
# DESIGN RENDERINGS - ZONE 2: BRIDGE EXTENSIONS

The following rail over road bridges will be extended to accommodate the new tracks:

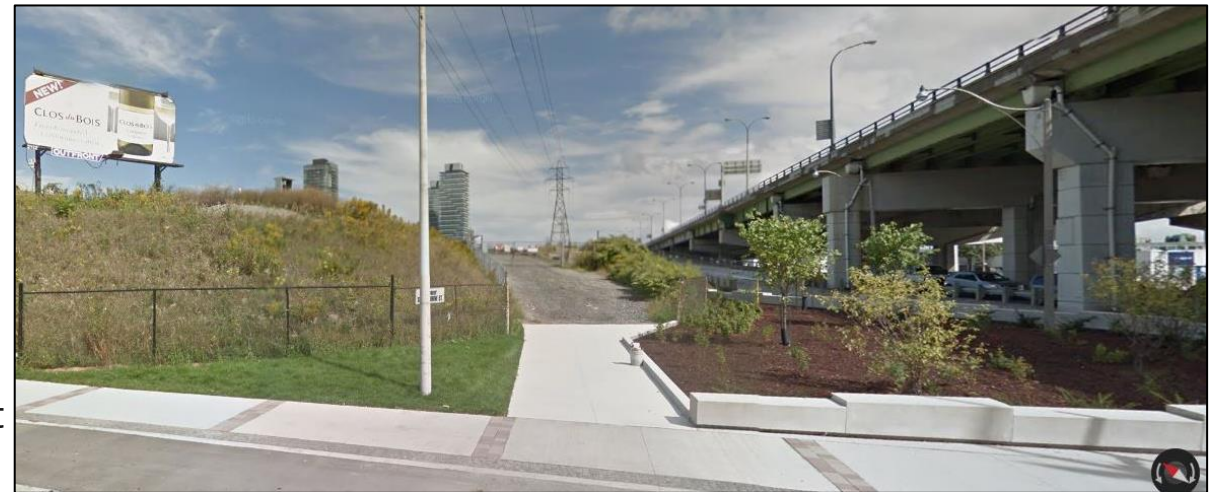
1. Lower Jarvis Street (South side)
2. Lower Sherbourne Street (North and South sides)
3. Parliament Street (North side)
4. Cherry Street (North side)

## Metrolinx Approach:

- Design considerations to mitigate negative impact on pedestrians, cyclists, and motorized vehicles using these north-south at grade connections.
  - Lighting; Public Art
- Splaying of the wingwalls has been incorporated into the Preliminary Design, where feasible.
- Bridge extension aesthetics will consider local heritage but will not preclude the City's future public art plans.



*Lower Jarvis Street - View North from Lake Shore Blvd.*



*Lower Sherbourne Street Bridge - Southeast Street View*



# CAROLINE CO-OP - PARLIAMENT STREET BRIDGE EXTENSION



Existing



Proposed

Brick Faced Retaining Wall: 2 m  
Decorative Iron Fence: 1.1 m  
Planted Embankment

Historically Sensitive Design Features  
Public Art in Conjunction with the Lakeshore  
Revitalization



# DESIGN RENDERINGS - ZONE 3: WEST DON LANDS

The rail corridor zone interfaces with 3 key public spaces:

1. Corktown Common including the Lower Don River Trail pedestrian underpass
2. Lower Don River Trail
3. City of Toronto Don Landing Restoration Project

## Metrolinx Approach:

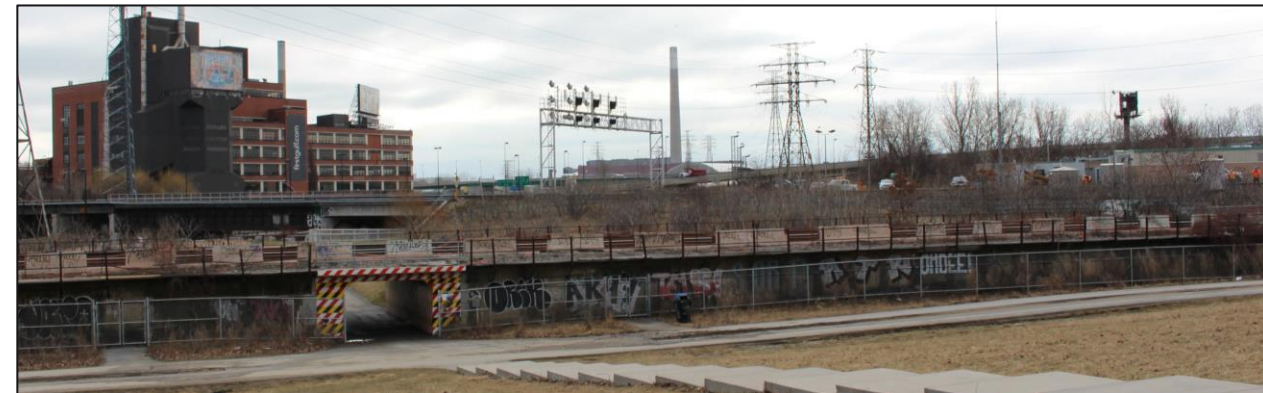
- Design of retaining walls to reflect a level of public realm design consistent with other planned initiatives for this area and to act as a visual mitigation.
- Lower Don River Trail Pedestrian Underpass extension will be consistent with existing underpass conditions (i.e., clearances) and will consider City of Toronto Multi-Use Trail Guidelines.



Track E0



Source: Don Landing Preferred Conceptual Design, City of Toronto

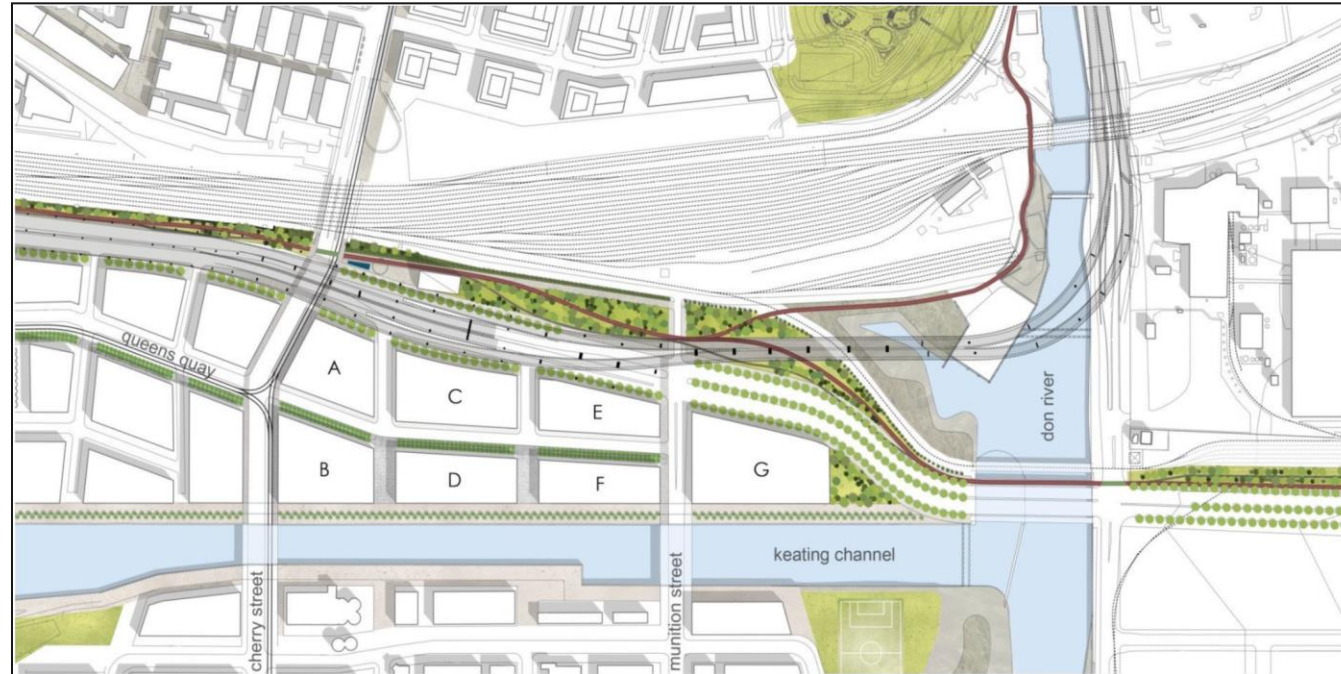


Pedestrian Underpass, View from West Side



# DESIGN RENDERINGS - ZONE 4: WILSON YARD

The rail yard in this zone interfaces with the City of Toronto Future River Park (with bicycle trail connections).



Hybrid 3 Conceptual Design Plan between Cherry Street and Don Roadway (Keating Channel Precinct) (Source: Gardiner EA)

## Metrolinx Approach:

- Develop architectural renderings ensuring consistency with the City's public realm vision for the area.
- Integrate landscaping, green space that consider the realigned bike trail; consideration for embankments instead of retaining walls may be possible.
- Work with the City and Waterfront Toronto to identify the preferred location for the realignment of the Lower Don River Trail and to identify opportunities for open space to be integrated with the design.

# Next Steps and Schedule



# USRC EAST TPAP NEXT STEPS AND SCHEDULE

## Early Summer 2017

- Public Meetings Round 1 (Pre-TPAP) - June 28, 2017

## Summer 2017

- Continued Community Engagement
- Future TAC Meetings
- Technical Studies Submitted
- Draft EPR Review

## Fall 2017 (to be confirmed)

- TPAP Notice of Commencement
- Public Meetings Round 2 (Post Notice of Commencement)

