

# PORT LANDS ACCELERATION INITIATIVE

Appendix 10  
Port Lands Planning Summary



Photo of Cirque du Soleil Tents courtesy of Waterfront Toronto

The Planning and Infrastructure consulting team was composed of planningAlliance, West 8, Sernas Group, Steer Davies Gleave, Unterman McPhail, Robert E. Millward, and Michael van Valkenbergh Associates. The consultant team was responsible for the following deliverables:

A/ Draft concept plans for the entirety of the Port Lands Study Area including flood protection Options 4WS (2012), 4 (re-aligned), and 2 (re-aligned). These concept plans were used to evaluate the quality of potential development options, determine infrastructure requirements for each option, and to provide input into the capital cost analysis process;

B/ Development phasing scenarios that could be evaluated in terms of i/ overall and elemental cost, ii/ ability to accommodate phased flood protection infrastructure, transit phasing options, and iii/ quality of urban form and public realm;

C/ Following the identification of a preferred river alignment and development phasing strategy, revisions to the concept plans were undertaken to ensure a comparable quality of public open space system, aquatic and terrestrial habitats, active transportation strategy, and transit phasing strategy to that demonstrated in the previous Lower Don Lands Framework Plan (2010) and Central Waterfront Secondary Plan (2007).

The following two appendices provide a high-level overview of the Urban Planning, Urban Design, and Infrastructure Planning processes which culminated in each of the deliverables described above. It is important to note that this work does not preclude the future completion of precinct planning within the Port Lands as required by the Central Waterfront Secondary Plan.

Appendix 10 provides a summary of key findings of the Planning and Infrastructure consulting team’s work. These findings provided critical input into the business planning, capital cost analysis, flood protection phasing, and development phasing processes and recommendations found in the reports and appendices. Appendix 10 includes revisions to previous Don Mouth

Naturalization Project EA preferred solution (4WS 2010) in the form of a revised concept plan by Michael van Valkenburgh Associates. This revised concept design is referred to elsewhere in this report and appendices as River Option 4WS 2012. Appendix 10 also includes a preliminary concept plan for the entire Port Lands Study Area that incorporates the objectives of the Central Waterfront Secondary Plan which formed the basis for the capital cost and business planning processes.

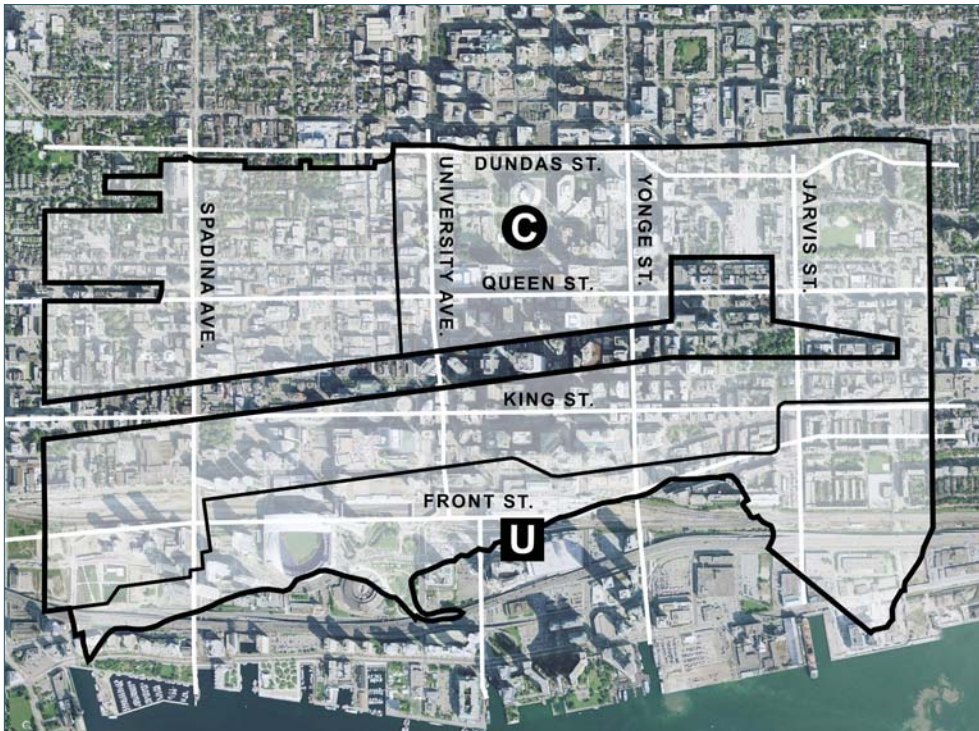
Appendix 11 provides an overview of the entire Planning and Infrastructure consulting team process and the key findings of each of phase of work. This overview included the evaluation of development potential and “quality” derived from each of flood protection option 2 (re-aligned), 4 (re-aligned), and 4WS (2012), to the detailed analysis of the public open spaces found throughout the Port Lands Study Area. This appendix is intended to provide an outline of how the design concept was conceived through the PLAI process and is provided for illustrative purposes only.

While not illustrative of the full breadth of analysis which took place during all phases of the Port Lands Acceleration Initiative, the two appendices are intended to provide a snapshot of the work completed, techniques utilized, and the comprehensive nature of the work performed to support the recommendations of the PLAI report.

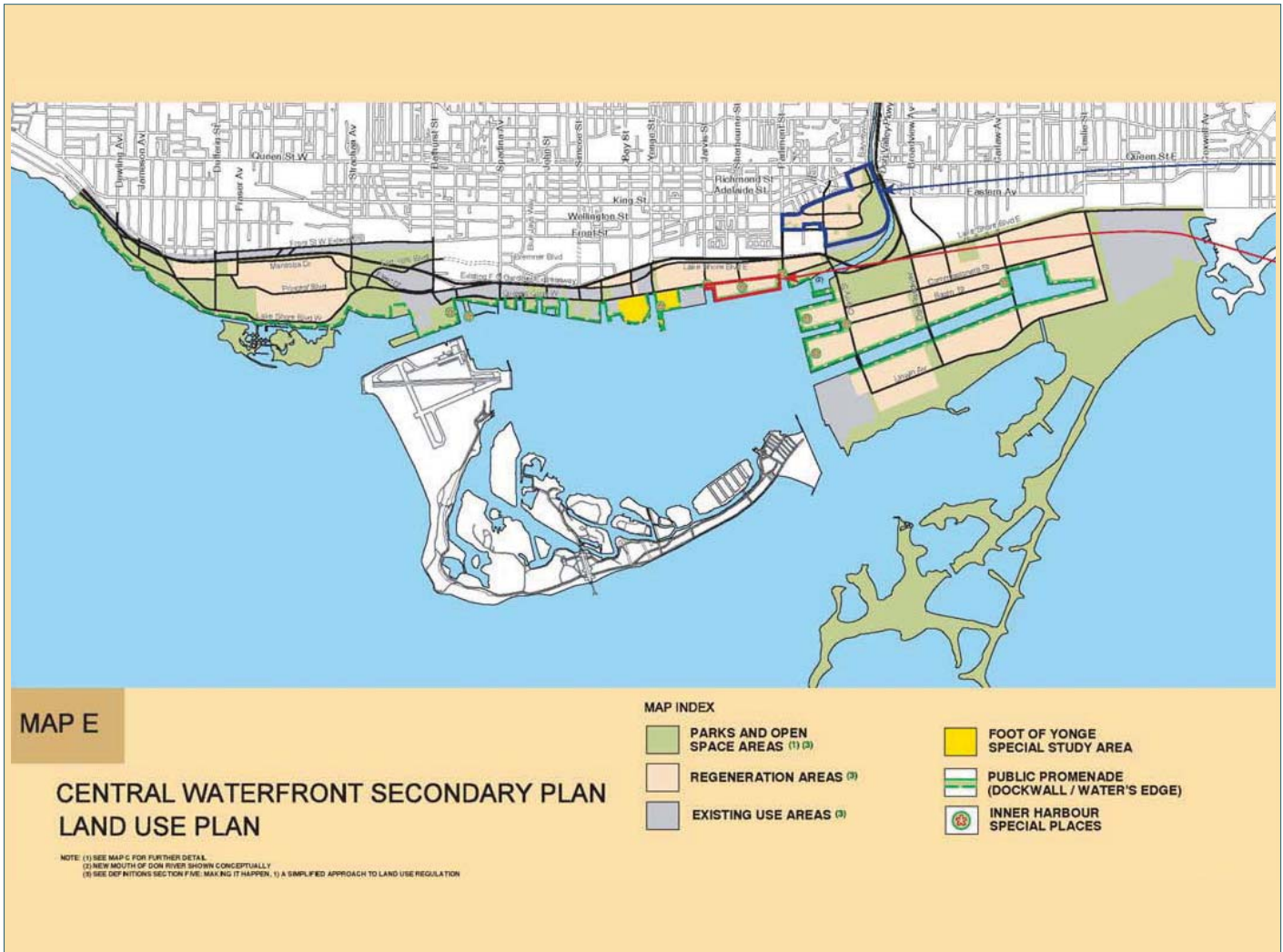
**SIZE OF THE PORT LANDS**



The Port Lands encompass some 880 acres and as such is as large as Downtown Toronto. When overlaid on the existing City, it extends from Bathurst Street in the west to Parliament in the east and from Dundas Street in the north to Queen's Quay in the south. it is 14 times larger than "Canary Wharf" in London.



**THE CENTRAL WATERFRONT SECONDARY PLAN**



**Development of the entire Port Lands Area is governed by the Central Waterfront Secondary Plan (CWSP).**

The CWSP calls for “the creation of dynamic and diverse waterfront communities” that will be “acclaimed for their high degree of social, economic, natural and environmental health and cultural vibrancy” and that can accommodate a range of development forms. The CWSP goes on to state that the opening up of the Port Lands to Urban Development will “become Toronto’s springboard to the future; a place for wealth creation, originality and creativity in all aspects of living, working and having fun. Set amid the hustle and bustle of Toronto’s port activities, it will be part of a city where ‘green’ industries can be incubated and thrive.” More specifically, the CWSP states that “entrepreneurs and creative people in

knowledge-based industries will find a variety of choices for both living and working – including “innovative housing including live/work, lofts, and workplaces that appeal to a range of needs.” In turn, the Port Lands will be planned and developed to become several major new neighbourhoods containing many of the elements that characterize Toronto’s best existing neighbourhoods. Generally speaking these will be developed at a medium scale, with some lower elements and higher buildings at appropriate locations. Retail and community activities should be concentrated at accessible locations to form foci for each neighbourhood.

## THE PRECINCTS



Development of the plan for the Port Lands will be guided by the City's Official Plan and Central Waterfront Secondary Plan, and then through a phased process of precinct planning informed by city and private development interests.

Eight Precincts have been identified for the Port Lands, as follows;

- Precinct E: River (*comprising Cousins and Polson, and River North and South*)
- Precinct F: Film Studio
- Precinct G: Lake Shore South
- Precinct H: Toronto Port
- Precinct I: Lake Ontario Park
- Precinct J: Ship Channel West
- Precinct K: Ship Channel East
- Precinct L: East Port

### Precinct Planning, as per the Central Waterfront Secondary Plan:

- i. a streets and blocks structure that supports a broad range of development and provides appropriate connections to adjacent communities
- ii. minimum and maximum standards regarding the height and massing of buildings and provision of parking
- iii. strategies that ensure a balance between residential and employment-based development
- iv. strategies by which affordable housing can be achieved
- v. the location and phasing of local and regional parks, open spaces, public use areas, trails and access linkages
- vi. the location of schools, libraries, community and recreation centres, day care centres, emergency services, places of worship and other community facilities and services
- vii. a comprehensive set of environmental performance standards for public and private infrastructure, buildings and activities including, but not limited to, energy efficiency, reduction of CO<sub>2</sub> emissions, water conservation, clean air and waste reduction, reuse and recycling
- viii. provisions for securing the retention of heritage buildings with new developments and an archaeological assessment, as identified in the Archaeological master Plan for the Central Waterfront, of high-potential sites, prior to development
- ix. urban design provisions dealing with the unique microclimatic conditions of the waterfront, quality of waterfront streets, the public realm, urban plazas, parks, schools, other community services and facilities, and signage
- x. public art and urban design standards and guidelines
- xi. provisions for protecting and securing necessary road, transit, trails and bicycle route alignments.

**CATALYTIC AND TRANSFORMATIONAL USES**



The Catalyst Map identifies potential sites for a number of “catalyst” uses that would spawn and support related mixed-use development at the same time.

These catalyst sites refer to specifications of the CWSP, the natural opportunities of the site and the Transit Plan proposed for the Port Lands.

**The challenge in waterfront development is in ‘making the market’ where none previously existed.**

Development of San Francisco’s Mission Bay Project, with close similarities to the Port Lands, languished until the critical mass of a campus of the University of California San Francisco and associated R&D space created a credible market context. Indeed, similar lessons have been learned from Toronto’s waterfront experience; the development of the Corus Building and the new George Brown College created the confidence for strong private sector bidding for other areas of East Bayfront.

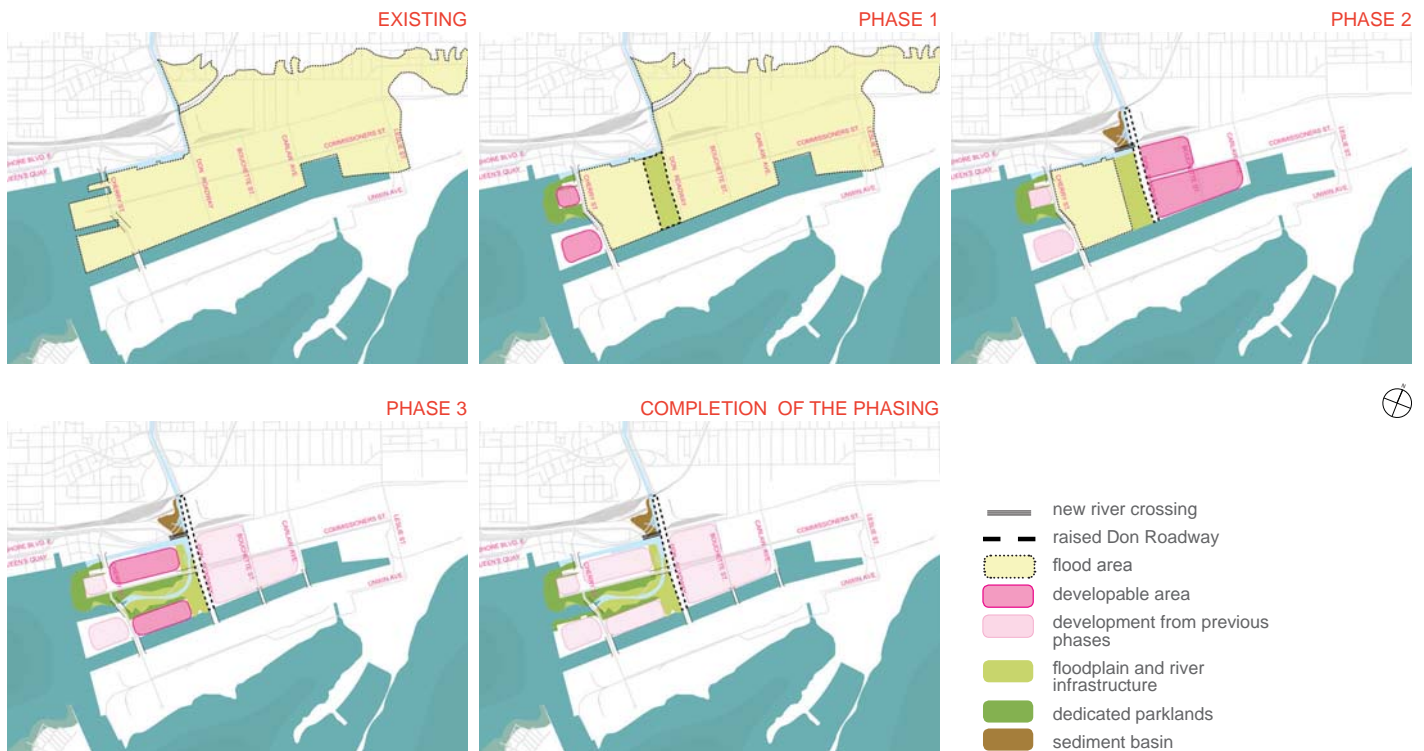
In response, the Port Lands plan identifies potential sites for a number of “catalyst” uses that would spawn and support related mixed-use development at the same time. These uses would also distinguish the site. The CWSP itself calls for an international “Centre for Creativity and Innovation” for knowledge-based industries. It also refers to the Hearn Plant as a facility that will be an asset in the Port Lands, with many potential reuse options. The Hearn presents a significant opportunity given its large size and key location. In addition, a opportunity exists to create a new office market in the Port Lands, which could be of significant size and employment population and would add to Toronto’s strategic offer. The space needed to support the rapidly growing core and the employment activities traditionally associated with suburban locations can be much more competitively, efficiently and attractively located here, within easy distance of a dynamic central city residential and employment population.

In addition, the Port Lands Plan identifies the significance of effective transit as a catalyst in its own right. The Transit Plan for the Port Lands (see below) will serve the catalysts initially with bus rapid transit (BRT) and eventually light rail transit (LRT).

Global events such as a World’s Fair or Olympics have been used in Vancouver, Barcelona and Sydney to ‘jump start’ both infrastructure and housing demand, just as the Pan-Am Village has allowed a ‘leap-forward’ in the development of the West Don Lands in Toronto. The London 2012 Olympics have fostered the ecological renewal of the Lower Lea Valley, a formerly derelict area with many similarities to the Port Lands, enabling infrastructure and transit funding and stimulating substantial private investment. These catalysts could do the same for the on-going growth and development of the Port Lands.

The catalyst sites along Cousins and Polson Quays rank among some of the most dramatic locations of any waterfront in the world - and will be highly sought after locations for city building. Transformative projects will also support the market enhancement typically found in comparable big city waterfronts, increasing the value of the public real estate asset in the Port Lands. Future land use planning will identify and reserve these key sites for such activities concurrently with a proactive economic development strategy that will identify the potential users and/or events.

## PHASED DEVELOPMENT



### Phased Development

A review of the total costs of Port Lands development was undertaken to determine where cost efficiencies might be identified and to carefully match the costs required to support development with the receipt of associated development-related revenues - a critical component of a viable business plan.

The review determined that large scale revitalisation requires the phased implementation of flood protection and the substantial provision of major and local infrastructure to replace what is in most cases non-existent, outdated or inadequate, having been designed for an industrial district. The provision of transit, identified as fundamental to the Port Lands' success, has been progressively costed initially as BRT and later as LRT to reflect the developing scheme. Estimates were also prepared for local infrastructure costs required to enable development within development precincts. All flood protection, major and local infrastructure and transit costs were then phased in the order necessary to permit efficient and effective development.

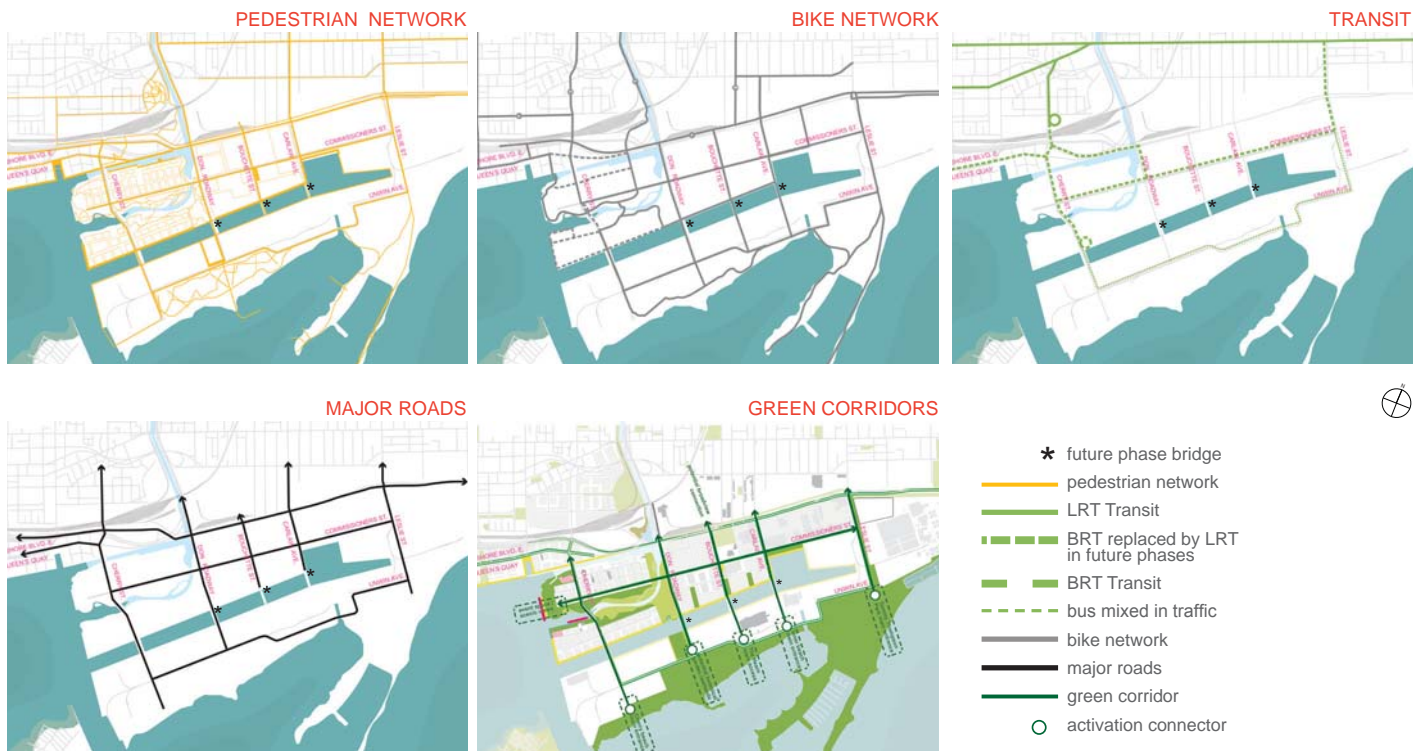
Phase 1 involves the construction of the interim greenway and ship channel wetland which will permit development of lands to the west of Cherry St. Transit service would be extended from the North Keating precinct across the Keating Channel on a new Cherry Street bridge, opening up the development potential of these lands. While still substantial, these costs are the least onerous of all the phases. The budget also includes funds for the creation of Promontory Park.

Phase 2 involves the completion of the flood protection realised by the raising of the Don Roadway and the extension of flood protection north to the CNR tracks, the lengthening of the Lake Shore Blvd bridge and railway spur bridge, the removal of the utility bridge north of Lake Shore, the widening of the adjacent river channel and the construction of the sediment basin. Once in place, these improvements provide flood protection to the east of the Don Roadway in the Port Lands and to the Employment District, opening up significant development potential inside the Port Lands and beyond to the north of Lake Shore Boulevard. The budget for this phase provides for transit to be extended to the east and for substantial new infrastructure to be put in place, along with local and area parks and street and public realm improvements.

Phase 3 involves the construction of the new river course between the Keating Channel and Polson Slip and raising of adjacent lands on both sides of the new valley system, as well as the provision of the required infrastructure, new parks and naturalization areas. This improvement provides flood protection for the remaining development areas within the Port Lands located around the major new urban open space.

Phases 4 and 5 involve the completion of the mouth of the river as it exits to the Inner Harbour. Construction of the north bank of the river mouth could proceed earlier, while the improvements of the south bank would be dependent on the availability of the site from Lafarge.

**REMOVE BARRIERS AND MAKE CONNECTIONS**



**The Mobility Study includes four significant levels of transportation that link the City Centre with the Toronto Port Lands.**

Across the Port Lands: Cherry Street, The Don Roadway, Bouchette Street, Carlaw Avenue and Leslie Street form the north-south alignment; and, Lake Shore Boulevard, Commissioners Street and Unwin Avenue provide the east-west alignment. These major spines can be supplemented with an extensive network of pedestrian sidewalks and paths that could be continuous through both built-up and green areas across the site. These elements can be supported by a complementary network of bicycle paths that include “commuter” routes as well as normal bike lanes and off-road trails. We have re-confirmed that a transit-supported strategy is essential for a successful Port Lands, to meet sustainability goals and to help create the development value essential for a successful business plan. Initial transit service would be provided by a BRT system with routing related to the Phasing Plan outlined above. This will then evolve into a long-term transit strategy that assumes LRT on Cherry Street, part of Lake Shore Boulevard, and Commissioners Street, operating in its own right-of-way and connecting to the existing system on Leslie Street and across a new bridge over the Keating Channel at Cherry Street.

The Port Lands Plan also highlights five major, north-south Green Corridors that will link the Port Lands with the City. These corridors will align with the following Streets and Waterfront locales:

- Cherry St. green corridor – leading to and from Cherry Beach
- Don Roadway green corridor– leading to and from potential botanical gardens and wetlands located within Lake Ontario Park
- Bouchette Street green corridor– leading to and from The Hearn
- Carlaw Avenue green corridor– leading to and from the Inner Beach
- Leslie Street green corridor – leading to and from Tommy Thompson Park and its baselands



## NETWORK OF SPECTACULAR WATERFRONT PARKS AND PUBLIC SPACES



The plan follows the directive of the Central Waterfront Secondary Plan to recognize the significance of the public realm in transforming the Port Lands into a destination for international tourism, national celebration, and local enjoyment.

### The Port Lands Plan promotes the creation of a series of spectacular waterfront parks and plazas, including the following:

- Re-naturalized Mouth of the Don River – comprising the new Don River Greenway, a new extension of the river south and westwards, between Cousins and Polsons Quays to create a new River Park South and North of the River
- Promontory Park - linked with the mouth of The Don, wrapping around the west end of Cousins Quay to capture the extraordinary vista over the harbour towards Toronto's downtown profile and the Toronto Islands and Harbour
- Don Greenway Park - a wonderful link from Keating Channel to the Ship Channel running along the western edge of the Don Roadway
- Lake Ontario Park – a spectacular new Park stretching right across the Port Lands linking Cherry Beach, with the extension of the Greenway to the water's edge, with the Hearn, the Inner Beach, Tommy Thompson Park and its baselands, and carrying on to Ashbridges Bay Park and the eastern beaches beyond
- Waterfront Promenades – lining and linking Keating Channel, Polsons and Cousins Quays and the Shipping Channel to create a continuous and generous public water's edge
- Waterfront Parks – a series of smaller waterfront parks the serve individual Precincts and frame important views to and from adjacent built-up areas
- McCleary Park – the existing Park, which runs from Bouchette Street to Logan Avenue ,can be revitalized and become an active and passive District Park that will create a significant new focus within the Lake Shore Boulevard Corridor as-a-whole, giving the Port Lands a city-front to complement its water-front
- The Green Corridors - including the five new green corridors discussed previously which will facilitate pedestrian, cyclist, transit and automobile access from Lake Shore Boulevard to the Shipping Channel and Lake Ontario Park

**IMPRESSION VIEWS**



Presenting impressions and views of what Commissioners Street (looking east), the Don Roadway (looking south) and the Shipping Channel (looking east along the north promenade) may look like in the future.



< Commissioners Street, view East toward Ashbridges Bay



< Don Roadway, view South toward the Greenway



< shipping Channel, view of the water's edge toward the Hearn

## DETAILED PHASES OF DEVELOPMENT

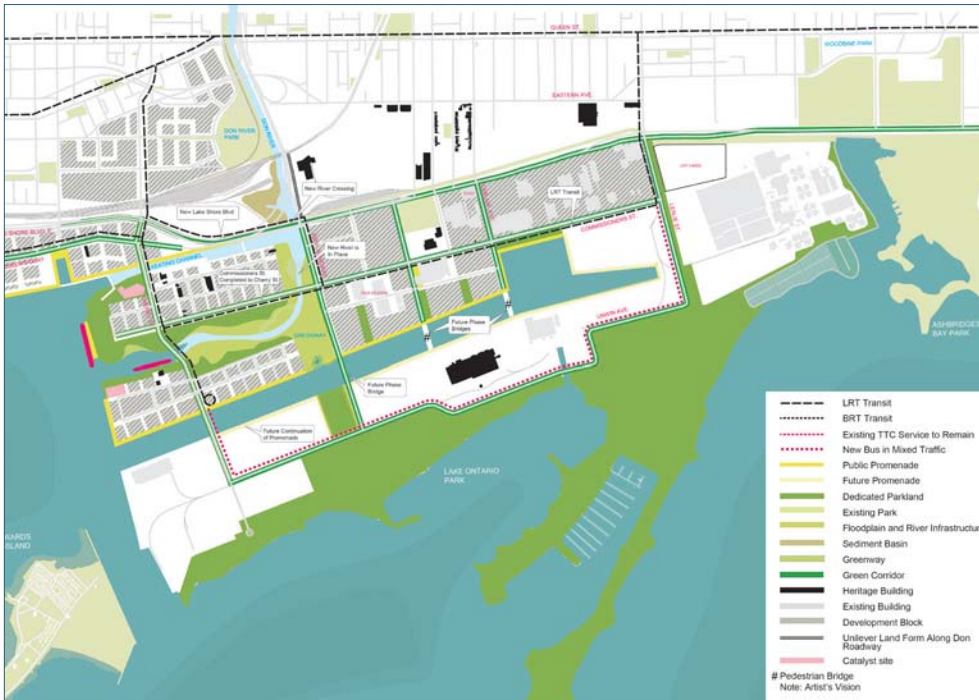
These Slides present more detailed Plans for the first three Phases of Development of the Port Lands.



Phase 1 shows the location of the Don Greenway Park, providing initial flood protection and permitting the development of Promontory Park and mixed-use development of Cousins and Polson Quays. In turn, this new development will be served by an extension of BRT Service from Lake Shore Boulevard, south along Cherry Street to the Shipping Channel. Existing regular bus service will also continue to be provided right down to Cherry Beach and eastwards along Commissioners Street to Leslie, and back up to Lake Shore Boulevard.



Phase 2 shows the addition of the sediment basin (widening and deepening of the river north of Lake Shore Blvd.), the raising of Don Roadway, a longer river crossing at Lake Shore Boulevard and the former Unilever site land form, all of which permit development to proceed in Precinct F – Film Studio, between the Don Roadway and Carlaw Avenue and south to the Shipping Channel. New development in Precinct F, and Precinct G – Lake Shore South, will be served by an extension of BRT Service from Lake Shore Boulevard, south along the Don Roadway, and eastwards along Commissioners Street to Carlaw Avenue. This will be accompanied by new promenades, parks and public spaces along the Shipping Channel, Don Roadway, Commissioners St. and Carlaw Ave. With the implementation of Phase 2, we will be also removing the risk due to flooding to more easterly portions of the Port Lands, South Riverdale, and South of Eastern Employment District.



Phase 3 envisions the completion of the extension of the Don River to the Inner Harbour and the creation of River Park North and River Park South, This permits the development of the remaining mixed-use areas between Cherry Street and Don Greenway Park. Phase 3 also assumes the replacement of BRT Service with permanent LRT Service along Cherry and Commissioners Streets, linked with Lake Shore Boulevard along both the Don Roadway and Leslie Street. In turn, these will facilitate ongoing intensification of all precincts for employment and office uses. Precincts South of the Shipping Channel and the East Port will remain in place as primary employment areas providing key services to the City, with some potential for intensification to related and compatible land-uses.



## METROPOLITAN AND WATERSHED CONTEXT

Major world cities such as Toronto are in transition, needing to reintegrate strategically important post-industrial landscapes while reframing their interactions with the natural environment. The Port Lands revitalization and renaturalization project is unique among these efforts by virtue of its size, scope, and complexity, promising to transform Toronto's waterfront into an internationally recognized destination that combines sustainable city building practices with major river restoration undertakings. The Port Lands are a critical hydrological, ecological, and recreational linkage between the Don River watershed and Toronto's harbourfront.

In this vision, the engine of transformative urbanism is a repositioning of natural systems and attendant landscapes, transportation networks, and urban environments. The imperative of sustainable flood control led to relocating the Don River mouth. The renewed recognition of the functional and experiential benefits of river ecology makes it the symbolic and literal centre around which new neighbourhoods can be constructed.

**PLAN CONTEXT**



DON MOUTH NATURALIZATION AND PORT LANDS FLOOD PROTECTION PROJECT ENVIRONMENTAL ASSESSMENT (DMNP EA) COMPREHENSIVE PLANNING PROCESS

As a part of Waterfront Toronto's comprehensive planning process, the design of the Lower Don Lands have evolved significantly since the 2003 Central Waterfront Secondary Plan and the 2007 MVVA Team's Competition Plan. The DMNP EA's Preferred Alternative 4WS river alignment and 2010 Framework Plan were revisited in the Port Lands Acceleration Initiative (PLAI).

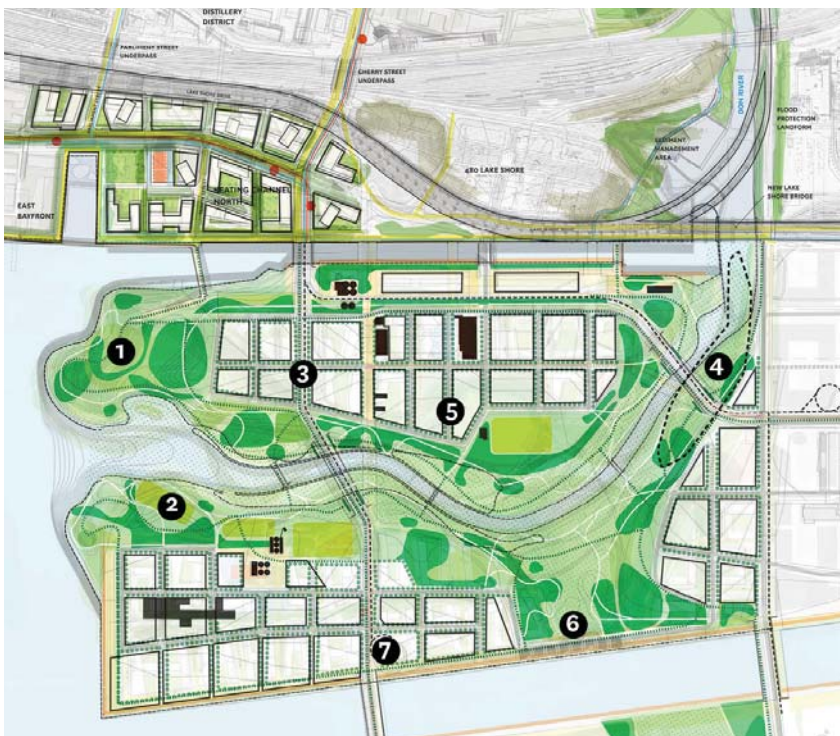
By May 2012, Alternative 4WS had been confirmed as best meeting the goals of flood protection, naturalization, and city building – subject to realignment that better address the objectives of the PLAI. This resulted in the identification of the Alternative 4WS Realigned being the recommended river course moving forward.

PLAN CONTEXT



MVVA TEAM COMPETITION PLAN

PLAN CONTEXT

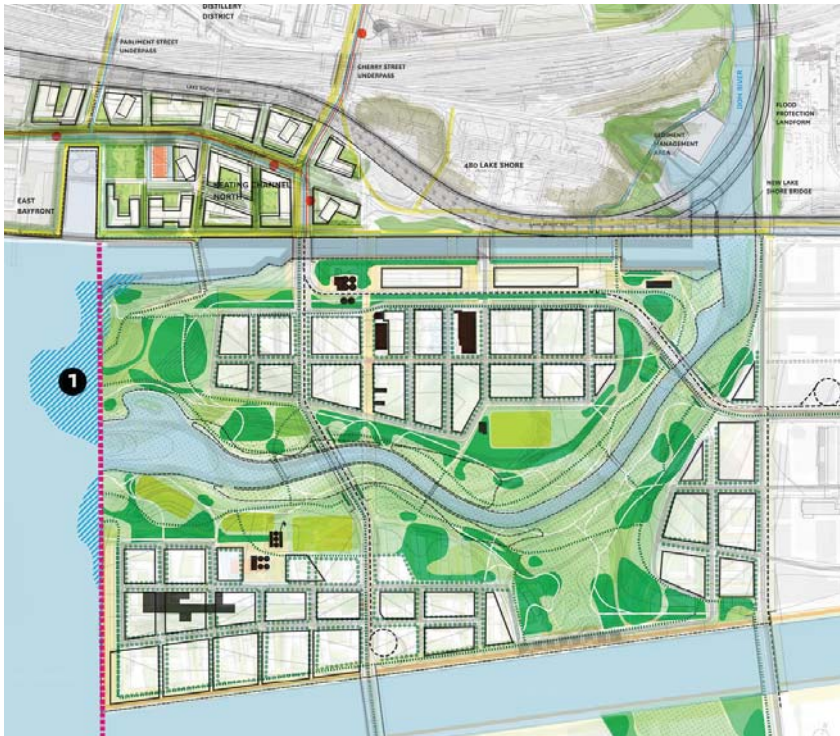


DMNP EA PREFERRED ALTERNATIVE 4WS

Key changes in the plan's evolution between the DMNP EA and the PLAI were: continuing consultations about maintained port operations and phased the relocation of industry, enabling phased flood protection, and conceiving of the Lower Don Lands as a part of a larger Port Lands strategy.

1. Modified Promontory Park
2. Relocated active recreation
3. Realigned Cherry, Villiers, and Commissioners ROWs
4. Improved hydrodynamics of river
5. Reapportioned development
6. Augmented high quality lake-fed wetland
7. Optimized transit and community amenities

**PLAN EVOLUTION**

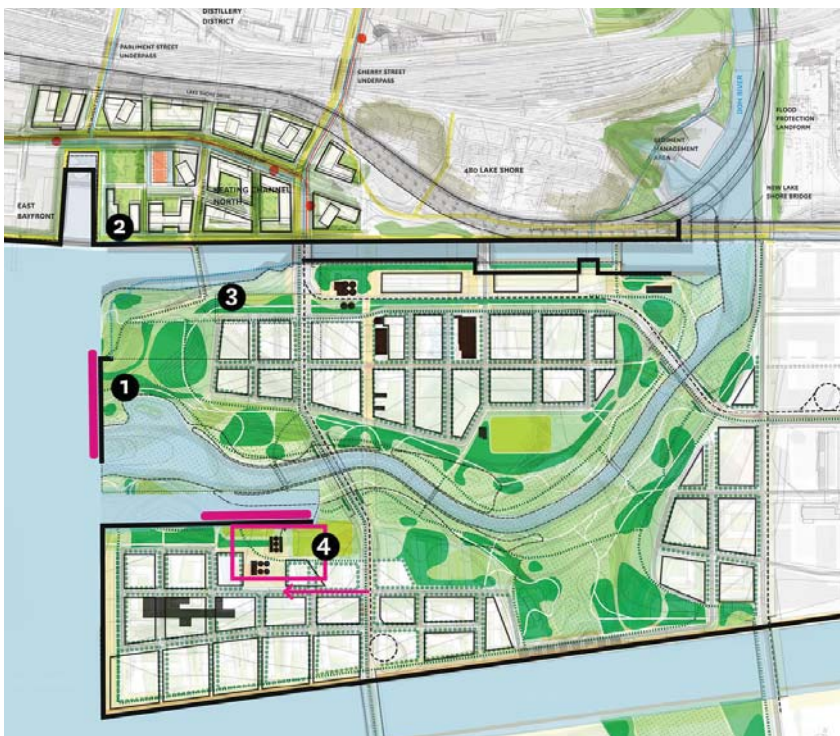


**MAINTAIN PORT OPERATIONS**

Lake fill west of the existing dock wall was met with concern by Toronto Port Authority and port users during the EA comment period and should be minimized.

1. Toronto Port Authority and port user navigation concerns addressed during EA

**PLAN EVOLUTION**



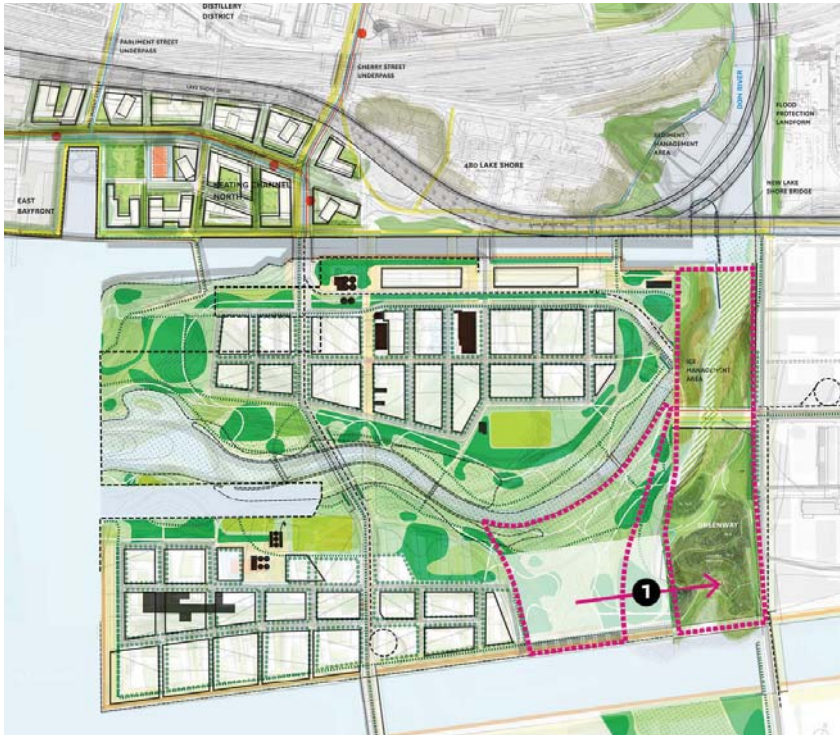
**PHASED INDUSTRY RELOCATIONS**

In order to balance and maintain waterfront activity, Redpath will continue seasonal mooring at the Cousins dock wall and Lafarge will continue operations on the south side of Polson Slip. The water's edge, otherwise, would remain reserved for public use.

1. Redpath continues seasonal mooring at dock wall
2. Water's edge reserved for public
3. Limited lake fill
4. Lafarge continues operation



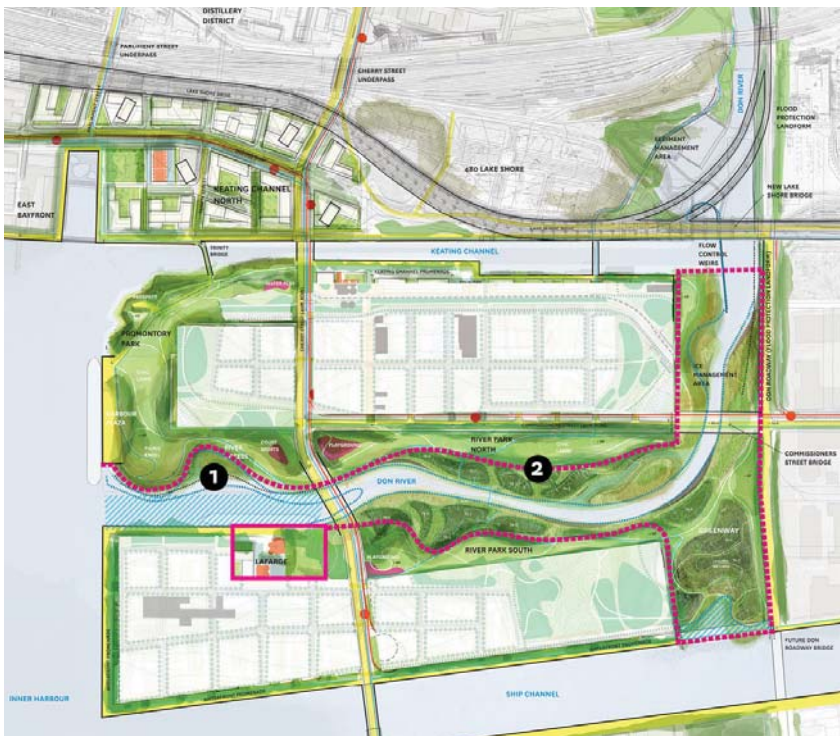
**PLAN EVOLUTION**



**ENABLE PHASED FLOOD PROTECTION**  
 To match flood protection investments with potential development revenues, the construction of the greenway and river must be phased. The greenway that functions as the temporary spillway in Phase 1 to liberate the Quays from flood risk (see Appendix 11, page 10) was shifted to be adjacent to Don Roadway.

1. Greenway adjacent to Don Roadway enables development of Cousins and Polson Quays

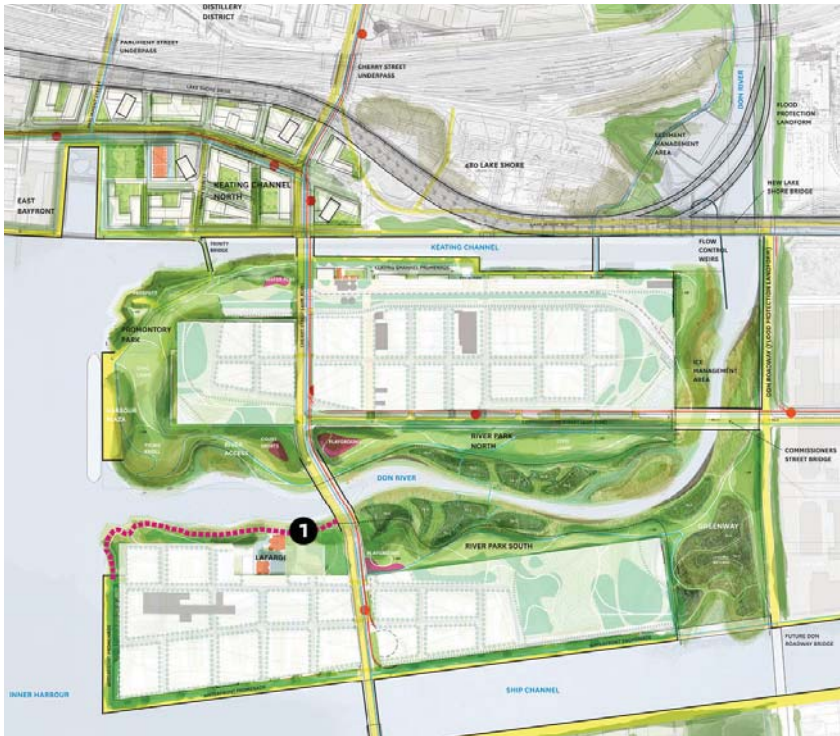
**PLAN EVOLUTION**



**RIVER CHANNEL AND MOUTH**  
 The imperative of sustainable flood control led to relocating the Don River mouth. Although the above constraints significantly change the initial appearance of the Lower Don Lands plan, the performance and constructability of the river and surrounding landscape has been improved. The mouth of the renaturalized Don River at Polson Slip, reduces costs and increases hydrodynamic efficiency. The optimized floodplain enables the creation of a larger park.

1. Naturalized Don mouth utilizes Polson slip
2. Floodplain optimized to gain and reduce construction costs

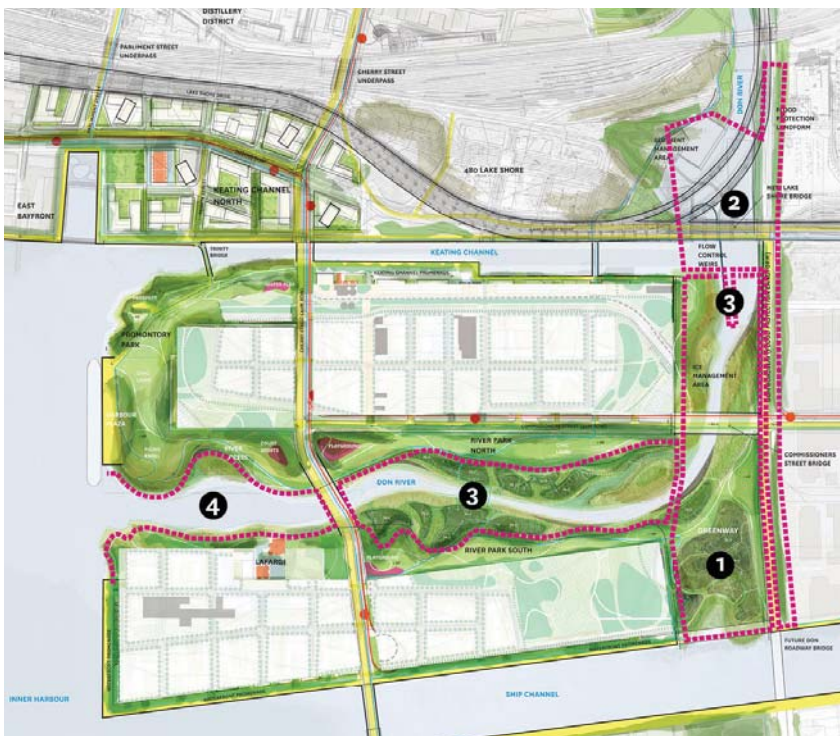
**PLAN EVOLUTION**



SOUTH RIVER MOUTH  
NATURALIZATION

1. If and when the Lafarge property land use changes, the south side of the river mouth would be naturalized.

**PLAN EVOLUTION**

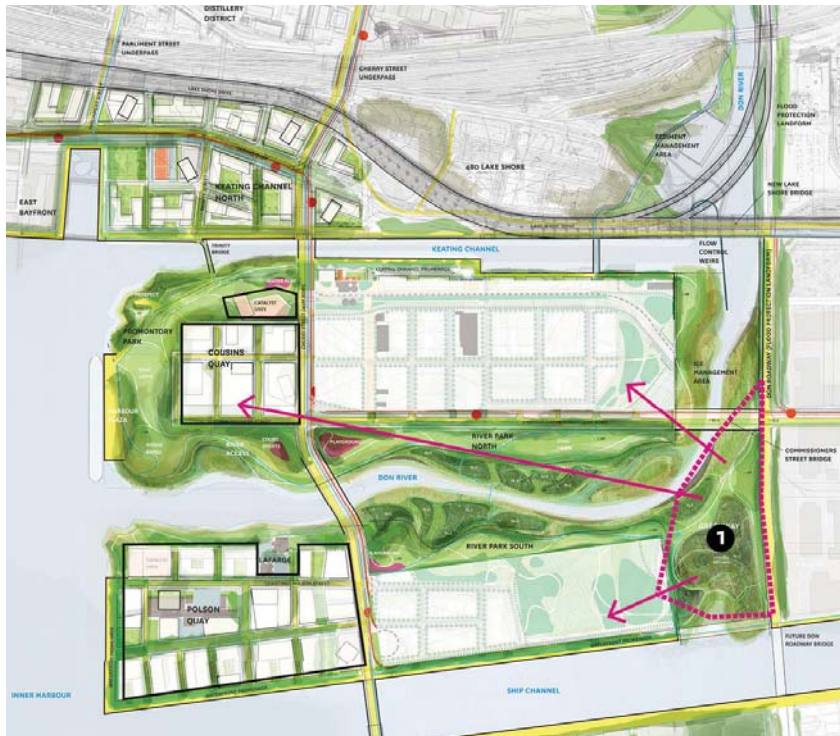


FLOOD PROTECTION AND  
NATURALIZATION

Phased flood protection will enable earlier development on the Quays and allow the business plan to match private development revenues to public infrastructural investments. While the river would not be constructed until Phase 3, after the development of the Quays and Film Studio Precincts, the north side of the river mouth at Polson Slip could be naturalized with the construction of Promontory Park in Phase 1.

1. Phase 1
2. Phase 2
3. Phase 3
4. Phase 4

**PLAN EVOLUTION**

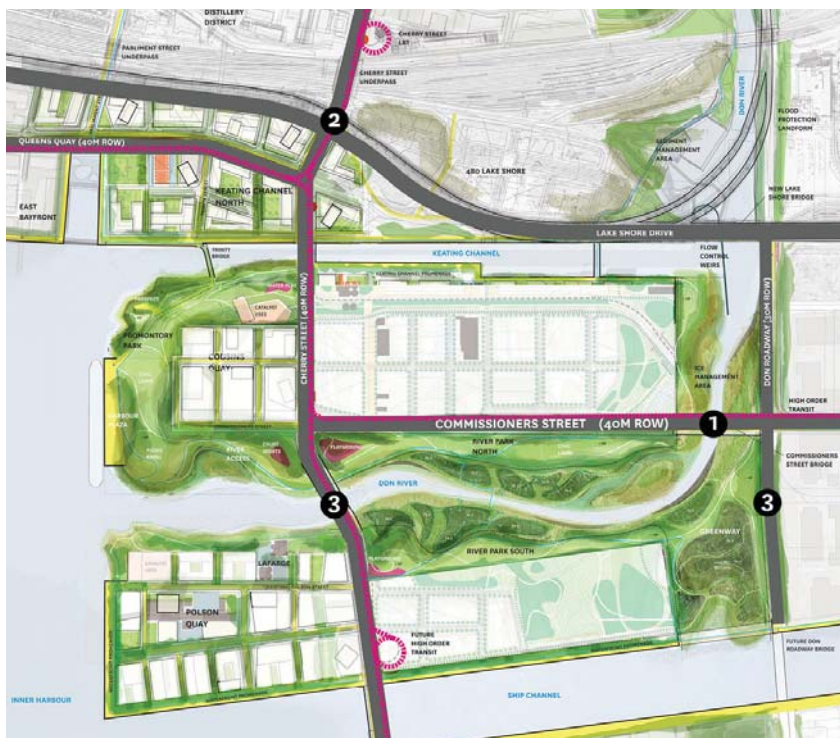


**RATIONALIZE DEVELOPMENT PARCELS**

The rationalized development parcels provide clearly defined open spaces around the new neighbourhoods. The development to the west of Don Roadway in the DMNP EA was redistributed and consolidated in the other areas of the plan and parcels were regularized throughout.

1. Redistributed, consolidated, and regularized development

**GOALS OF THE SECONDARY PLAN**

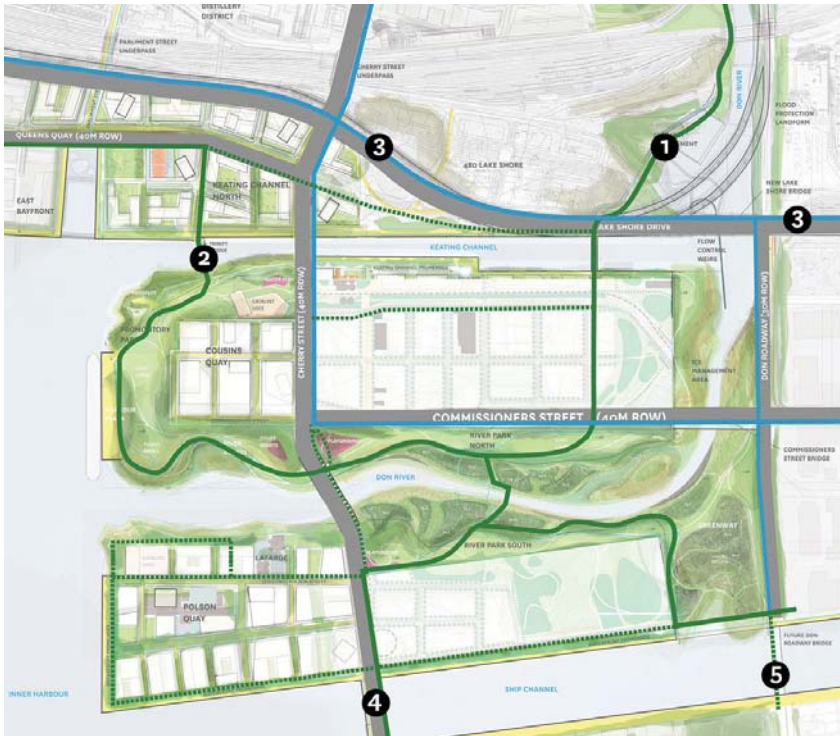


**REMOVE BARRIERS AND MAKE CONNECTIONS**

The Port Lands Acceleration Initiative has also reconfirmed the goals of the Secondary Plan. Commissioners Street replaces Villiers as the east/west spine of the Port Lands, removing significant psychological barriers and making powerful urban connections.

1. Commissioners Street as east/west spine
2. Cherry Street underpass link to the city
3. Cherry Street and Don Roadway connect the city to the water

**GOALS OF THE SECONDARY PLAN**

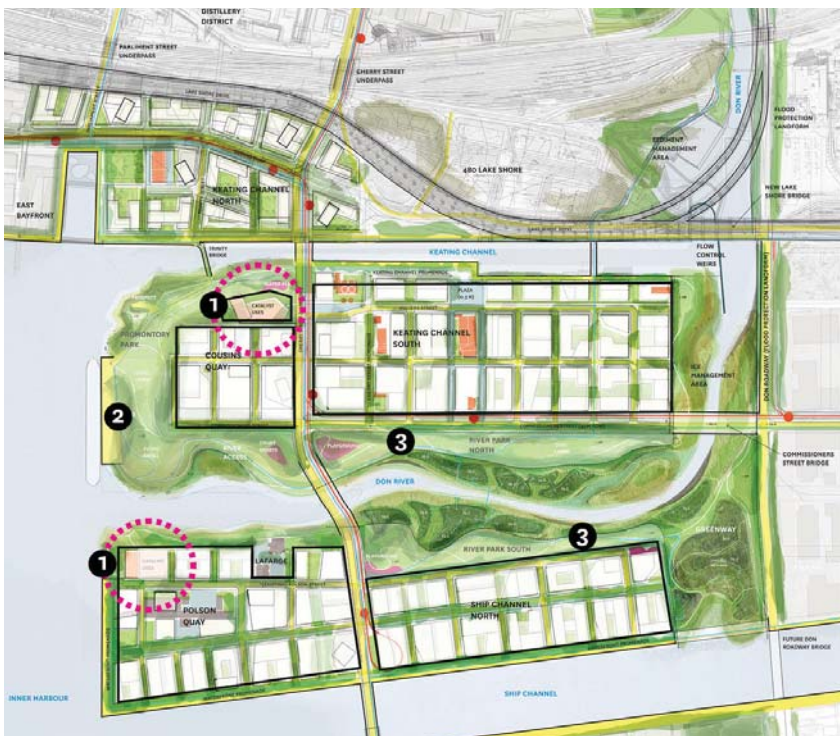


**PROMOTE A CLEAN AND GREEN ENVIRONMENT**

Promoting a clean and green environment, the Martin Goodman Waterfront Trail will connect to Promontory Park and the Lower Don Lands via Trinity Street Bridge. The Don Valley Trail will connect to the Lower Don Lands via a bicycle/ pedestrian bridge at Munitions Street and bridges over the Ship Channel will connect the Lower Don Lands to Cherry Beach and Lake Ontario Park.

1. Don Valley Trail
2. Trinity Street Bridge and Martin Goodman Waterfront Trail
3. Lake Shore Boulevard Trail
4. Connection to Cherry Beach
5. Connection to Lake Ontario Park

**GOALS OF THE SECONDARY PLAN**

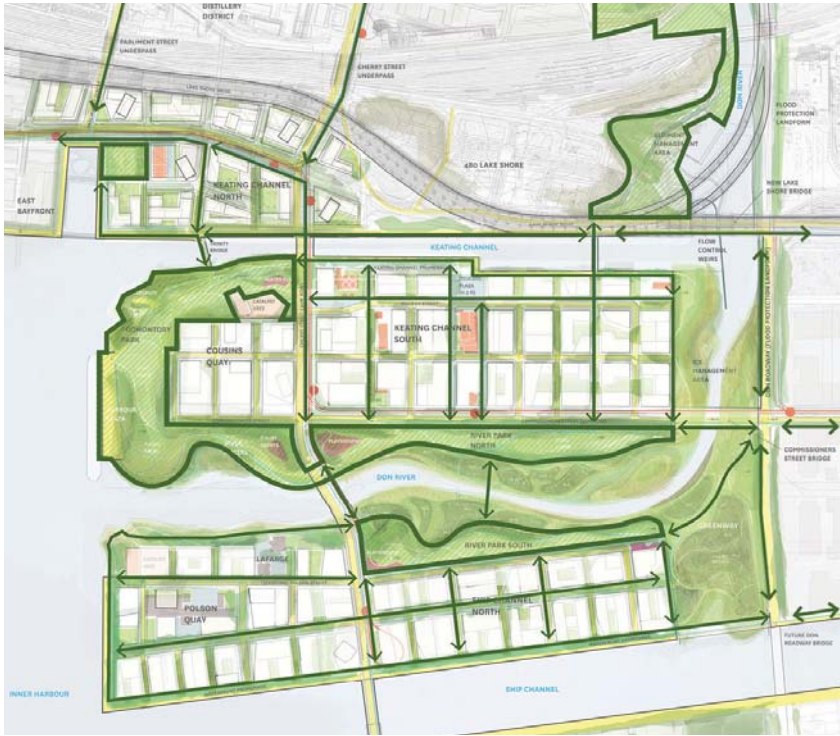


**CREATE DYNAMIC AND DIVERSE NEW COMMUNITIES**

The revised plan will create dynamic and diverse new communities, with breathtaking sites on the Quays reserved for catalytic waterfront uses and cultural buildings.

1. Catalytic waterfront sites and cultural buildings
2. Year-round experiences
3. Parks relate to new neighborhoods

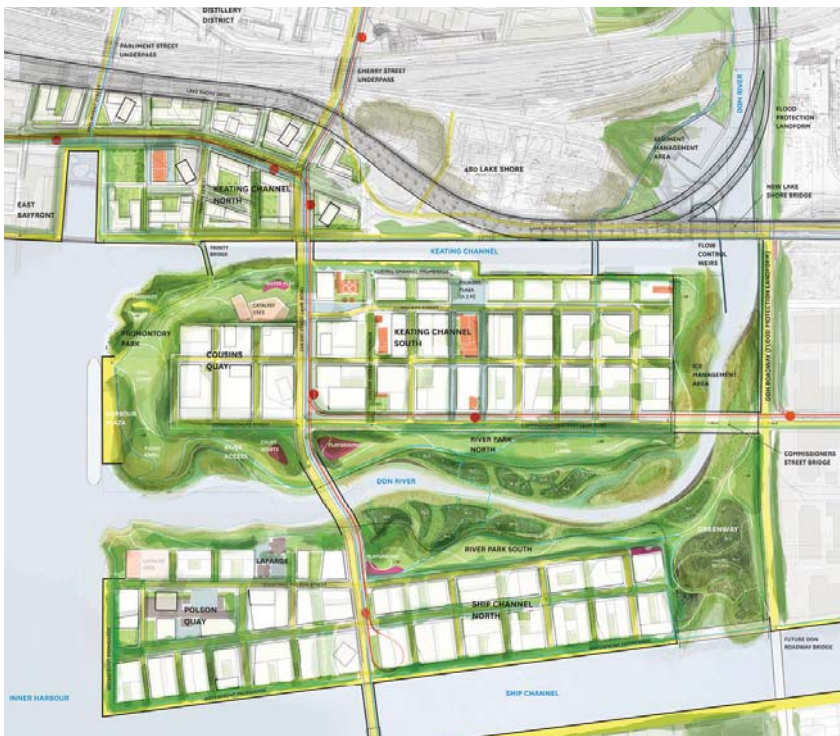
**GOALS OF THE SECONDARY PLAN**



**CREATE A NETWORK OF SPECTACULAR PARKS AND PUBLIC SPACES**

Year-round experiences will be encouraged throughout the Lower Don Lands, highlighting the theatre of the harbour in dedicated parkland that relates to their new neighborhoods in a network of spectacular public spaces.

**LOWER DON LANDS 2012**



**RECOMMENDED 4WS REALIGNED (2012)**

The combined efforts for flood protection and naturalization of the Don River along with the creation of a vital new mixed-use urban setting well served by transit and significant new parkland will enable the revitalization of the Lower Don Lands to better implement and achieve the established principles of the Central Waterfront Secondary Plan.

The Port Lands Acceleration Initiative not only complements and enhances a number of “Big Moves” required to define the Central Waterfront, but also reflects a year’s worth of detailed technical and financial studies to establish a clear, implementable vision for the Lower Don Lands. This is a substantial and dramatic initiative for city building in Toronto, adding environmental, social and economic value to the area and the surrounding City.



A FIELD GUIDE TO THE LOWER DON LANDS

The following sequence of renderings illustrate a walk or bicycle ride through the new sequence of parks.



DON VALLEY TRAIL AND THE SEDIMENT MANAGEMENT AREA

The Don Valley Trail connects the Lower Don Lands to Don River Park and the ravine to the north.

This view is looking north from the Gardiner toward the sediment management area, which supports the new river system beginning in Phase 2.



RIVER PARK NORTH

Just south of Commissioners Street, this impression is looking toward Cherry Street in the west. This strong northern edge to the river park is defined by high-order transit and commuter bicycle lanes.

Lawn and unprogrammed park space in the foreground allow multiple uses.



RIVER PARK NORTH

These landscapes will provide use, activity, and enjoyment throughout the seasons.









RIVER PARK SOUTH

This view, across the river from Commissioners Street, highlights the valley slope transition between the floodplain and upland park.

As a part of the DMNP EA, renaturalized habitat was of critical importance. Terrestrial and open space habitat would support active and passive open space as well as the valley slopes. Wetland habitat in the floodplain consists of the levee systems, lake-connected wetlands, and permanent aquatic habitat.



RIVER PARK SOUTH  
(PRECEDING PAGE)

The bicycle and pedestrian path weaves along the topographic separation, featuring native vegetation and seasonal contrast. These renaturalized habitats will support migratory and year-round flora and fauna.



MOUTH OF THE DON RIVER

This view from west of Cherry Street illustrates the naturalized river mouth (after Lafarge has ceased operation).

An inlet in the midground of the rendering provides shallow water habitat and a place for people to put recreational boats into the water.



MOUTH OF THE DON RIVER

In winter, the inlet would freeze over.



PROMONTORY PARK INNER HARBOUR PLAZA

The retained Cousins Quay dock wall, in this view looking north, allows for a gathering space at the edge of the inner harbour.



PROMONTORY PARK INNER HARBOUR PLAZA

In winter, Redpath or other harbour boats will moor alongside the dock wall, mitigating the prevailing northwestern winds.



PROMONTORY PARK

Looking west toward the prospect, the theatre of the harbour will be on full display for all.



TRINITY STREET BRIDGE AND THE MARTIN GOODMAN WATERFRONT TRAIL

A timber bridge will connect the Central Waterfront to Promontory Park. Here, the Martin Goodman Trail will turn toward the west and embrace the view of Downtown Toronto.