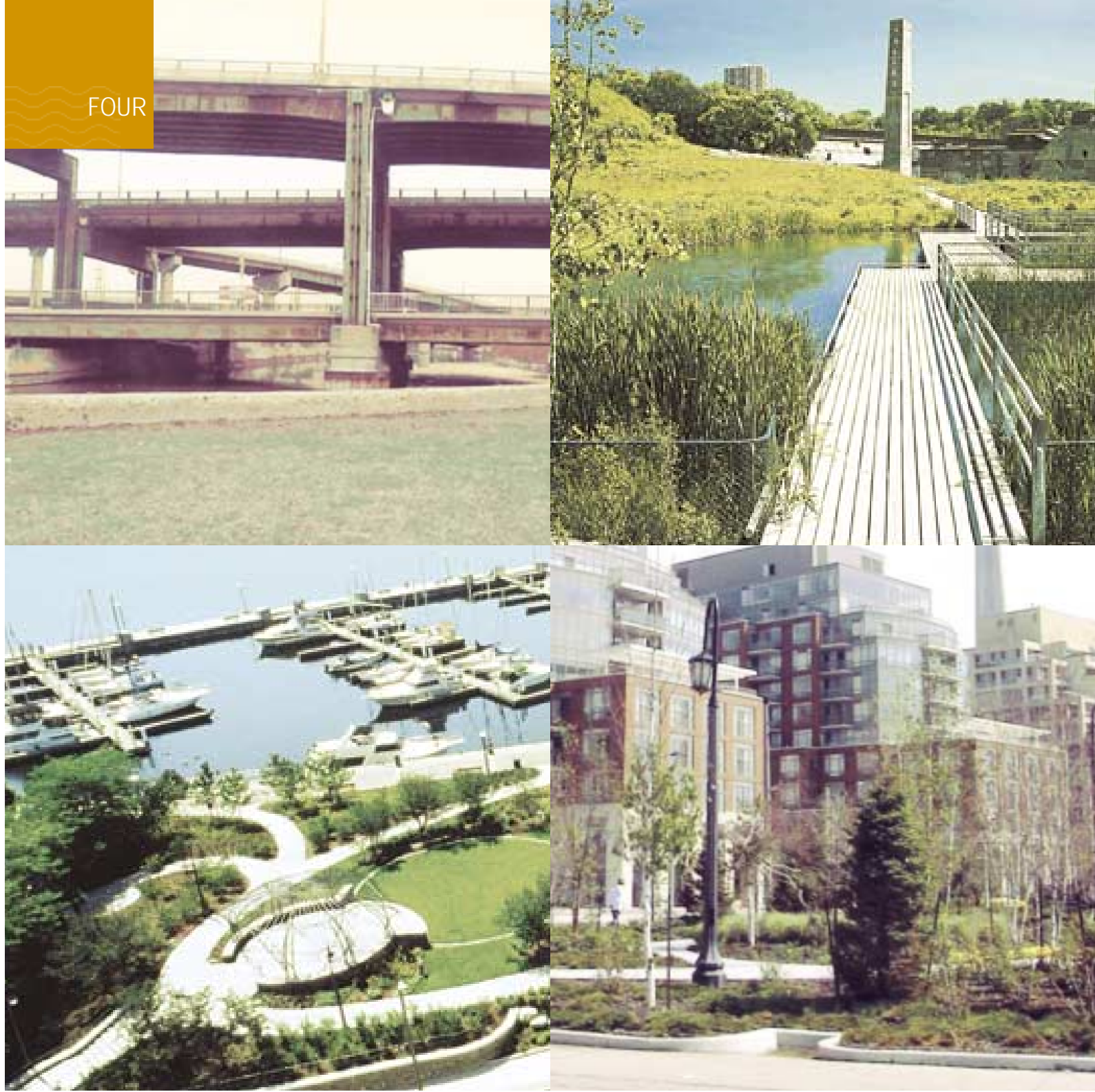


SECTION FOUR:  
CORE PRINCIPLES

25  
24  
23  
22  
21  
20  
19  
18  
17  
16  
15  
14  
13  
12  
11  
10  
09  
08  
07  
06  
05  
04  
03  
02  
01  
00



**WATERFRONT RENEWAL WILL BE ONGOING  
THE REVITALIZATION OF TORONTO'S CENTRAL WATERFRONT  
WILL BE A COORDINATED, INTEGRATED PROCESS**

Waterfront renewal will not be treated as a specific project with a defined finishing point. Rather, it will be managed as an ongoing, phased effort that will carry on over decades. The principles of this Plan will act as a framework for the renewal activities and will be as valid 30 years from now as they are today.

The Central Waterfront Plan is built on four core principles. These are:

- A. Removing Barriers/Making Connections**
- B. Building a Network of Spectacular Waterfront Parks and Public Spaces**
- C. Promoting a Clean and Green Environment**
- D. Creating Dynamic and Diverse New Communities**

The Plan expands on these core principles. Each principle is divided into two parts: the "Big Moves" that will define the new Central Waterfront and the "Policies" that will bring the vision to life.

In describing the planning framework for the Central Waterfront, words such as "will" and "must" are used in the Plan. It is recognized that the implementation of this Plan will take place over time and the use of these words should not be construed as Council's commitment to proceed with all of these undertakings immediately. This will be done in a phased manner, subject to budgeting and program availability.



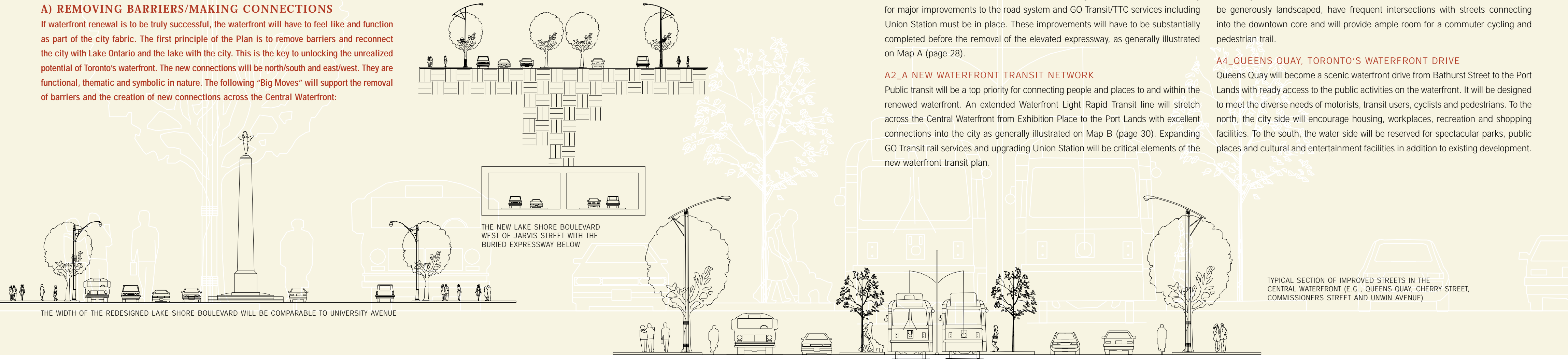


1A	1B	2A	2B
----	----	----	----

(1A) THE GARDINER EXPRESSWAY THROUGH THE CENTRAL CORE OF THE CITY TODAY (1B) AFTER THE REMOVAL OF THE ELEVATED EXPRESSWAY (2A) LAKE SHORE BOULEVARD AT CHERRY STREET TODAY (2B) LAKE SHORE BOULEVARD AFTER THE REMOVAL OF THE ELEVATED EXPRESSWAY

### A) REMOVING BARRIERS/MAKING CONNECTIONS

If waterfront renewal is to be truly successful, the waterfront will have to feel like and function as part of the city fabric. The first principle of the Plan is to remove barriers and reconnect the city with Lake Ontario and the lake with the city. This is the key to unlocking the unrealized potential of Toronto's waterfront. The new connections will be north/south and east/west. They are functional, thematic and symbolic in nature. The following "Big Moves" will support the removal of barriers and the creation of new connections across the Central Waterfront:



### A1\_REDESIGNING THE GARDINER CORRIDOR

The elevated Gardiner Expressway is a major physical barrier that cuts off the city from the waterfront. To ensure the success of a redesigned Gardiner corridor, funding for major improvements to the road system and GO Transit/TTC services including Union Station must be in place. These improvements will have to be substantially completed before the removal of the elevated expressway, as generally illustrated on Map A (page 28).

### A2\_A NEW WATERFRONT TRANSIT NETWORK

Public transit will be a top priority for connecting people and places to and within the renewed waterfront. An extended Waterfront Light Rapid Transit line will stretch across the Central Waterfront from Exhibition Place to the Port Lands with excellent connections into the city as generally illustrated on Map B (page 30). Expanding GO Transit rail services and upgrading Union Station will be critical elements of the new waterfront transit plan.

### A3\_LAKE SHORE BOULEVARD, A GRAND WATERFRONT BOULEVARD

Lake Shore Boulevard will be transformed into a grand waterfront boulevard extending from Etobicoke Creek to the Eastern Beaches. The new boulevard will be generously landscaped, have frequent intersections with streets connecting into the downtown core and will provide ample room for a commuter cycling and pedestrian trail.

### A4\_QUEENS QUAY, TORONTO'S WATERFRONT DRIVE

Queens Quay will become a scenic waterfront drive from Bathurst Street to the Port Lands with ready access to the public activities on the waterfront. It will be designed to meet the diverse needs of motorists, transit users, cyclists and pedestrians. To the north, the city side will encourage housing, workplaces, recreation and shopping facilities. To the south, the water side will be reserved for spectacular parks, public places and cultural and entertainment facilities in addition to existing development.



# INTEGRATING INTO THE CITY FABRIC

MAP THREE – CULTURAL CORRIDORS:

KEY CULTURAL AND HERITAGE CORRIDORS IN THE CENTRAL WATERFRONT INTERSECT TO CREATE A WATERFRONT CULTURAL GRID



1	2A	2B
	3	4

(1) MARTIN GOODMAN/WATERFRONT TRAIL (2A) LOOKING TOWARD THE LAKE ALONG SPADINA AVENUE TODAY (2B) SPADINA AVENUE AFTER THE REMOVAL OF THE ELEVATED EXPRESSWAY (3) UNION STATION, TORONTO'S TRANSPORTATION HUB (4) ST. GEORGE STREET HAS BEEN TRANSFORMED INTO A DISTINCTIVE "PLACE"

## A5\_COMPLETING THE WATERFRONT TRAIL

The Martin Goodman/Waterfront Trail will be completed through the Central Waterfront and connected to the city-wide trail system, including the Garrison Creek, Humber Valley and Don Valley trails as generally illustrated on Map C (page 36). Upgrades to various parts of the trails will ensure a high standard throughout. Floating boardwalks may provide public access along the head of slips and water's edge in areas where access cannot be achieved in other ways.

## A6\_WATERFRONT CULTURAL AND HERITAGE CORRIDORS

Key cultural and heritage corridors will link the assets of the city with the water's edge. Central Waterfront corridors are highlighted on Map Three and extend north/south and east/west to form a waterfront cultural grid. Each of these corridors has a unique identity that will be promoted and reinforced.

## POLICIES

(P1) The new waterfront road system, including the reconfiguration of the elevated expressway, should maintain the capacity of the existing road network. The Front Street Extension, the Richmond/Adelaide interchange improvements, upgrading of the GO Transit Lakeshore service and upgrades to local TTC service will have to be substantially in place prior to the replacement of the elevated expressway.

(P2) Required rights-of-way to accommodate the proposed waterfront road and transit network over time appear on Schedule A of this Plan. The rights-of-way will be sufficient to accommodate travel lanes, transit, pedestrian and cycling requirements as well as landscaping and other urban design elements.

(P3) The realignment of Wellington Street to link with Front Street, east of Spadina Avenue, must respect the integrity of Clarence Square as an important 19th-century historic neighbourhood.

(P4) Union Station will be redeveloped to maximize its capacity as a transportation centre and restore its historic grandeur. As part of this initiative, Union Subway Station will be enlarged by adding a new platform. The rail corridors will be upgraded to provide more GO Transit rail service and a possible rail link to Pearson Airport.

(P5) Wherever possible, new surface transit routes will operate in exclusive rights-of-way to ensure efficient movement.

(P6) Waterfront streets will be remade as "places" with distinct identities. Streets will act as lively urban connections as well as traffic arteries. The needs of motorists will be balanced with high-quality amenities for pedestrians and cyclists.

(P7) A water-based transportation system utilizing water taxis and ferries will become another way of moving people from one end of the waterfront to the other. The Ferry Docks will be revitalized as the hub of all water-based transportation activities.

(P8) 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.

(P9) Railway underpasses will be transformed into more pedestrian-friendly corridors.

(P10) View corridors will create opportunities to see the lake from the city and the city from the lake. The design of buildings and public and private spaces beside view corridors will be of high architectural quality and take advantage of these views. Streets will be laid out to reinforce views.



CENTRAL WATERFRONT PART II PLAN  
ROADS PLAN

MAP A:

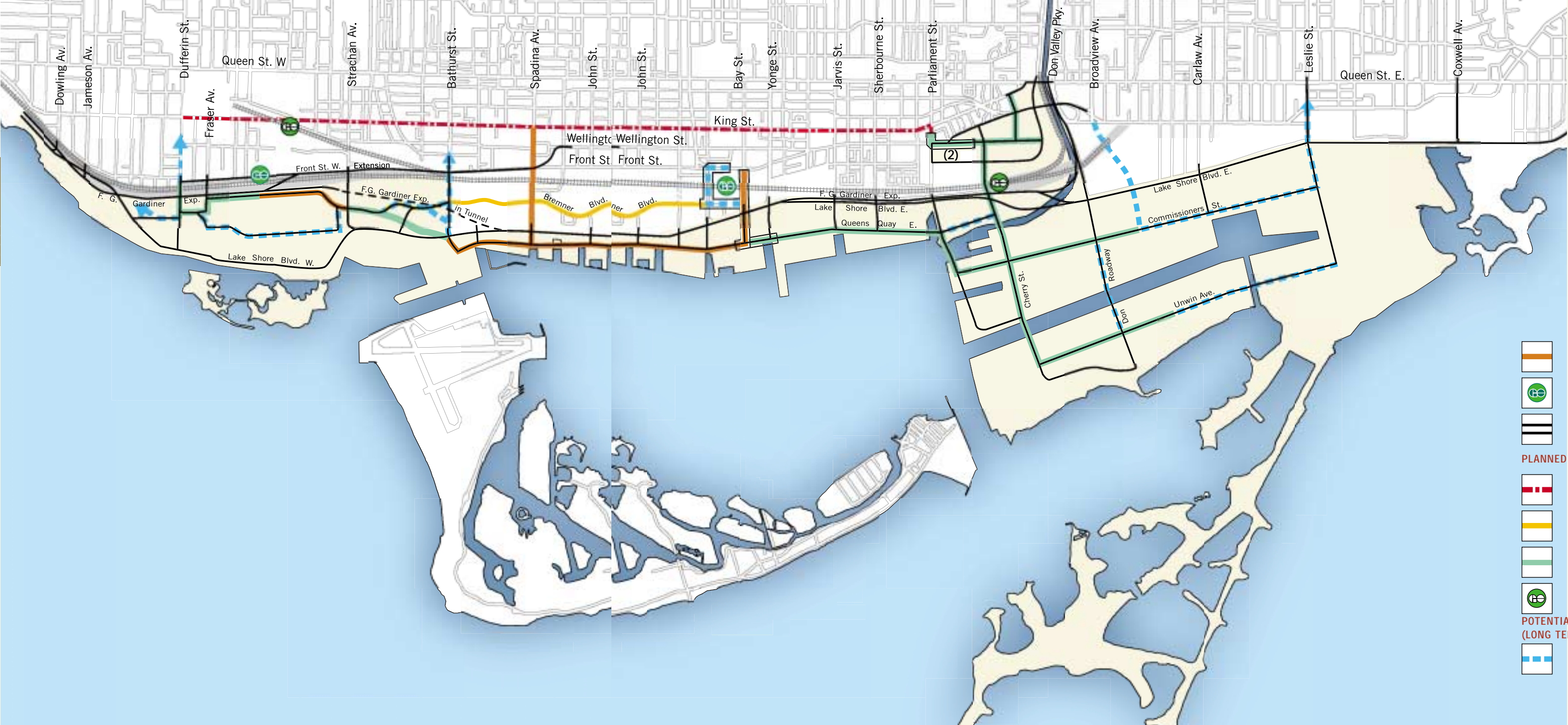


NOTE: SEE SCHEDULE A FOR THE PROPOSED RIGHT-OF-WAY WIDTHS OF MAJOR ROADS



CENTRAL WATERFRONT PART II PLAN  
TRANSIT PLAN

MAP B:



NOTES: (1) COULD EVOLVE TO STREETCAR SERVICE, DEPENDING ON DEMAND/FEASIBILITY (2) ROUTING SUBJECT TO FURTHER REVIEW OF ALTERNATIVE ALIGNMENTS