



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

(OPPOSITE PAGE): (1A) THE EASTERN EDGE OF THE WEST DON LANDS TODAY (1B) THE EASTERN EDGE AFTER THE CONSTRUCTION OF THE FLOOD PROTECTION BERM (2) CONCEPTUAL PLAN FOR THE RENATURALIZED MOUTH OF THE DON RIVER

C) PROMOTING A CLEAN AND GREEN ENVIRONMENT

The third principle of the Plan is aimed at achieving a high level of environmental health in the Central Waterfront. A wide variety of environmental strategies will be employed to create sustainable waterfront communities. The following “Big Moves” will showcase the City’s commitment to a clean and green waterfront that is safe and healthy and contributes to a better environment for the city as a whole:

C17_PRIORITY FOR SUSTAINABLE MODES OF TRANSPORTATION

A “next generation” transportation system that gives priority to transit, cycling, walking and water transport and reduces the need for car use will form the basis for transportation planning in the Central Waterfront. Future travel demand will be mainly met by non-auto means. Road capacity will be added only to meet local traffic needs.

C18_PROTECTING THE WEST DON LANDS FROM FLOODING

A flood protection berm will be built along the Don River to eliminate flooding problems in the West Don Lands and surrounding neighbourhoods to the west. It will also provide naturalized open space and active parkland along its edge for use by the emerging West Don Lands communities and fulfill a crucial stormwater management function. The adjacent King-Parliament and St. Lawrence neighbourhoods will benefit from this increase in active parkland.

C19_RENATURALIZING THE MOUTH OF THE DON RIVER

The mouth of the Don River will be rerouted through lands south of the rail corridor. This will improve the ecological function of the river, provide flood protection for the Port Lands and East Bayfront and attract new wildlife to the area. The renaturalized mouth of the river will also become a key open space and recreational link to the Don Valley, West Don Lands, Port Lands and waterfront park system.

This enhanced river setting will provide a gateway to the new urban communities in the Port Lands. Bridges that carry the new Queens Quay and Cherry Street over the river mouth will be designed as signature entrances of beauty and inspiration.

POLICIES

(P19) As part of the strategy to reduce car dependence and shape people’s travel patterns early, a comprehensive range of efficient and competitive transportation alternatives will be provided in tandem with the development of new waterfront communities. These include a new transit system as generally illustrated on Map B (page 30), as well as pedestrian, cycling and water transportation opportunities as generally illustrated on Map D (page 42).

(P20) New waterfront communities will offer opportunities to live and work close together, leading to fewer and shorter commuter trips.

(P21) New traffic management approaches will be pursued to accommodate non-auto modes of transportation, make more efficient use of existing roads (i.e., “smart” technology) and reduce the need for single-occupant vehicles.

(P22) Pedestrian and cycling routes will be safe, attractive, comfortable and generously landscaped.

(P23) The health and biodiversity of the Central Waterfront will be enhanced and restored by protecting existing wetlands, fish and wildlife habitats, rare plant and animal species, shorelines, beach areas, woodlots and lands designated “Natural Areas” and “Environmentally Significant Areas” (see Map C on page 36).

(P24) Development will contribute to the improvement of water quality in Toronto’s rivers and streams, as well as in Toronto Bay, the Outer Harbour and Lake Ontario.

(P25) Stormwater will be managed as close to its source as possible with end-of-pipe options being a last resort.

(P26) Combined sewer outfalls that discharge into Lake Ontario, the harbour and rivers and streams will be eliminated.

(P27) The Central Waterfront will be a model of leading-edge environmental technologies. Alternative sources of generating electricity, including co-generation, anaerobic digestion, wind turbines and solar power, will be pursued as well as district heating and cooling.

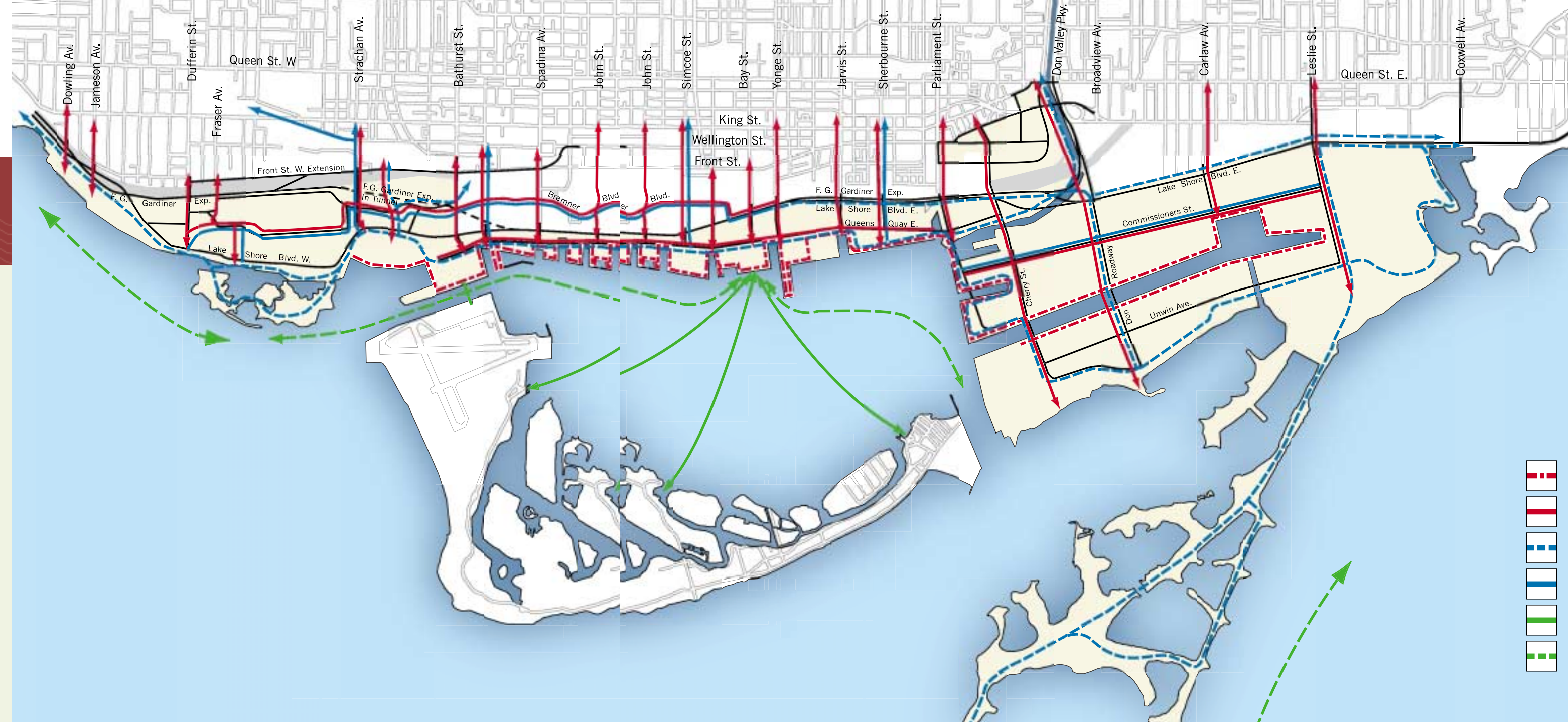
(P28) The Central Waterfront will showcase successful redevelopment of brownfield sites into sustainable residential and employment areas. Where applicable, remediation requirements will be balanced by the need to protect environmentally sensitive areas.

(P29) Lakefilling will be considered only for stabilizing shorelines, improving open space connections, preventing siltation and improving natural habitats.







(P30) Any expansion of the Ashbridges Bay Sewage Treatment facility will be compatible with future park plans in this area.

CENTRAL WATERFRONT PART II PLAN
PEDESTRIAN, CYCLING AND
WATER ROUTES PLAN

MAP D:



MAP INDEX:

-  WATERFRONT PROMENADE
-  KEY PEDESTRIAN LINKAGES
-  WATERFRONT TRAIL SYSTEM
-  BICYCLE TRANSPORTATION NETWORK
-  EXISTING WATER ROUTES
-  POTENTIAL WATER ROUTES