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# Lower Don Valley Access Improvements

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Welcome to this Public Event for the Lower Don Valley Access Improvements project. This is the first opportunity to engage the team led by the City as the project moves forward.

This evening we will introduce the project, review the findings from the site analysis, discuss the schedule and present initial concepts. You will have an opportunity to ask questions and participate in roundtable discussions.

## Feedback

We welcome your feedback on our work to date. Please ask for a comment sheet from the registration table to record your comments. You can leave it at the registration table tonight or send your feedback by e-mail, mail or fax by June 13, 2013.

### **Kate Kusiak**

55 John Street  
Metro Hall, 19th Floor,  
Toronto, ON, M5V 3C6  
Tel: 416-392-2962  
TTY: 416-338-0889  
Fax: 416-392-2974  
email: [kkusiak@toronto.ca](mailto:kkusiak@toronto.ca)



# Lower Don Trail Access, Environment + Art Master Plan

**In 2013 the Master Plan was completed for the City of Toronto and the Toronto and Region Conservation Authority.**

The Master Plan is a road map forward and has established:

- Strategies to improve environmental protection, access and consider opportunities for public art in the Lower Don River valley lands
- A long-term strategy to establish a theme and create a positive user experience.
- Guidelines and principles for future revitalization

The Master Plan identified over 30 projects, which can be implemented in multiple phases. The City has identified seven projects to be completed within the first phase.

This first phase is the beginning in a bold new chapter, a few of many projects envisioned to improve trail access and enjoyment for all.

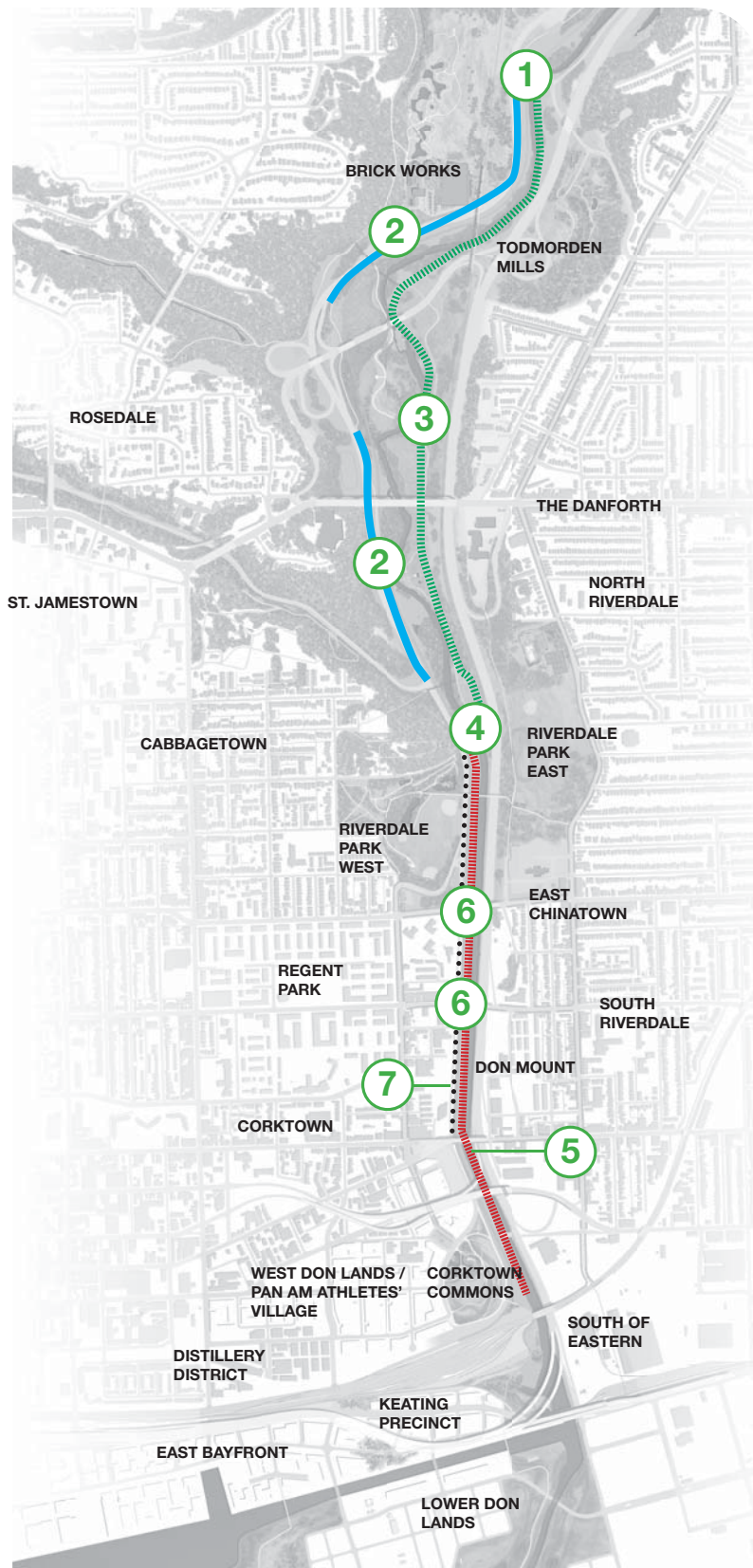


# Projects

There are seven projects, which will be completed within this phase:

1. Pottery Road Bridge and Connection
2. Bayview Multi-Use Trail
3. Lower Don Trail (Pottery Road to Belleville Underpass)- Condition Audit and Surface Improvements
4. Belleville Underpass Improvements
5. The Narrows (Belleville to Bala underpass) - widening, surface improvements and drainage
6. Dundas and Gerrard Staircases
7. Art Fence

The panels to the right describe the design considerations and initial concepts for each project.





# Design Direction

The design approach builds on the goals and objectives of the Master Plan and aims to reinforce and enhance the unique experience and identity of the valley.

## Reinforce Identity

- Palette of materials and design language that celebrates the historic, natural, cultural heritage of the valley and strengthens the sense of place.
- Materials that are simple, robust, durable and low-maintenance.
- Design quality that builds upon recent initiatives in the valley (Evergreen Brick Works, Pottery Road, etc.).

## Enhance the valley experience

- Provide moments and places along the trail that are memorable, and enhance the unique physical environment of the valley.

### Existing Bridges



The Historic Eastern Avenue Bridge



View Of Prince Edward Viaduct From The Trail

### Rail



Belleville Subdivision Trestle Bridge



Lower Don Narrows View South

### Recent Initiatives



Evergreen Brick Works

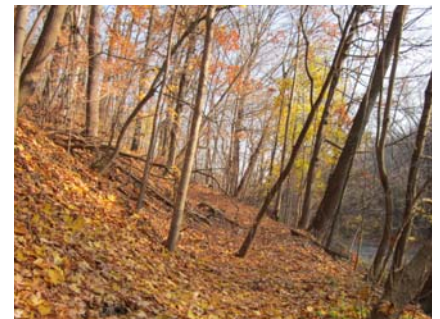


Pottery Road Crossing

### Trail



Threshold treatment marking the start of the trail



Forested ravine slope

# Palette of Materials

A consistent palette of materials will weave through the seven projects, complement other recent initiatives in the valley and provide overall design continuity.

Example photos of material treatments are included to illustrate the flexibility of the palette.

## Planting



## Weathering steel



## Reclaimed lumber



## Stone



## Galvanized steel

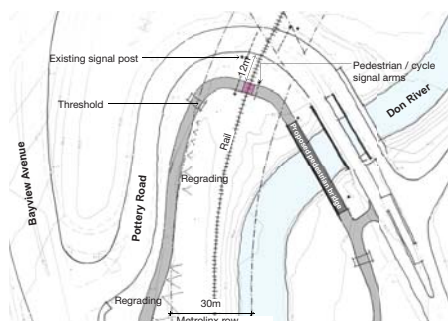




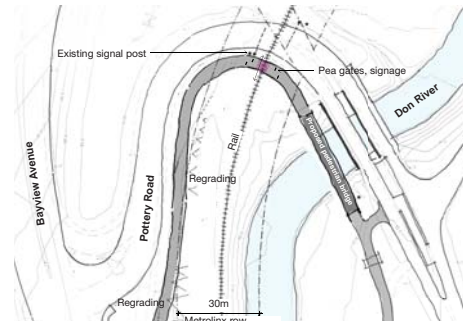
# Pottery Road Bridge and Connection

A new pedestrian/cycling bridge south of the existing arch bridge will connect the the trail with the new Bayview Avenue Multi-Use Trail. The new bridge will allow trail users to be separated from vehicular traffic along Pottery Road.

## Initial concepts



Option 1  
Stand alone pedestrian signal arms



Option 2  
Trail following the curve of Pottery Road

## Preferred Concept / Site Plan

### Trail Head

Make a connection to the landmark Pottery Road crossing and trail to the north



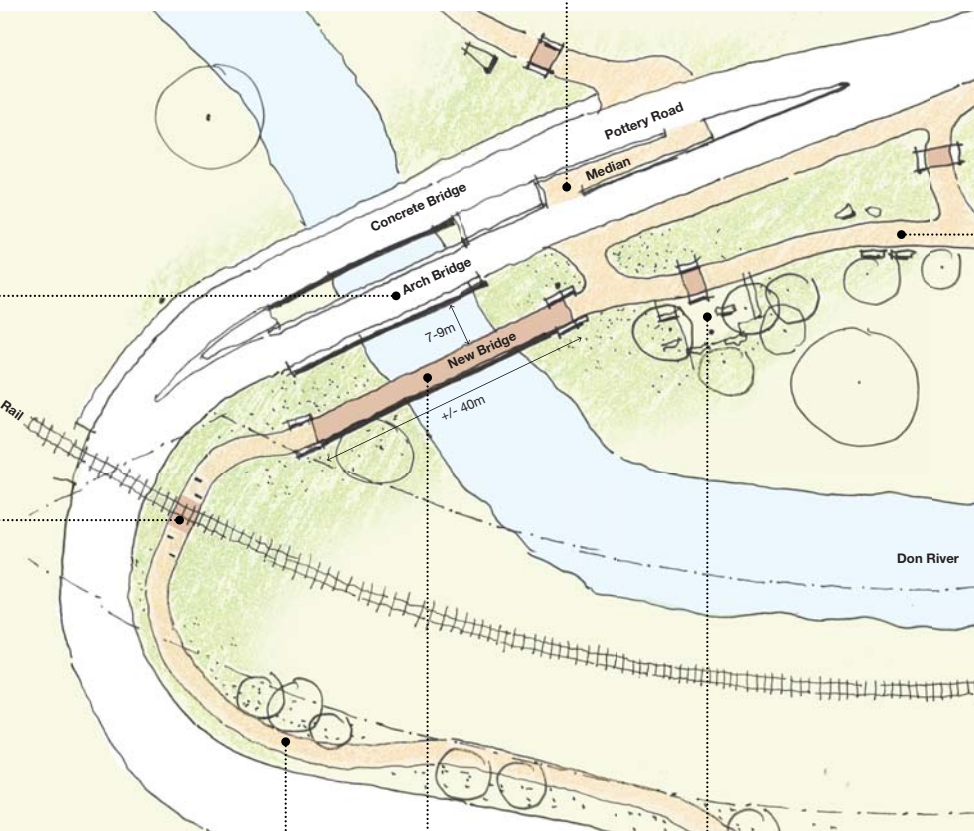
### The Arch Bridge

Locate the new bridge to enhance views of the existing heritage Arch Bridge.



### At-Grade Crossing

Provide a safe crossing of the railway tracks



### Lower Don Trail

Connect with the existing trail to the east



### Bayview Multi-Use Trail

Connect with the Bayview Avenue Multi-Use Trail (a new protected two-way pedestrian and bicycle facility along the east side of Bayview Avenue).



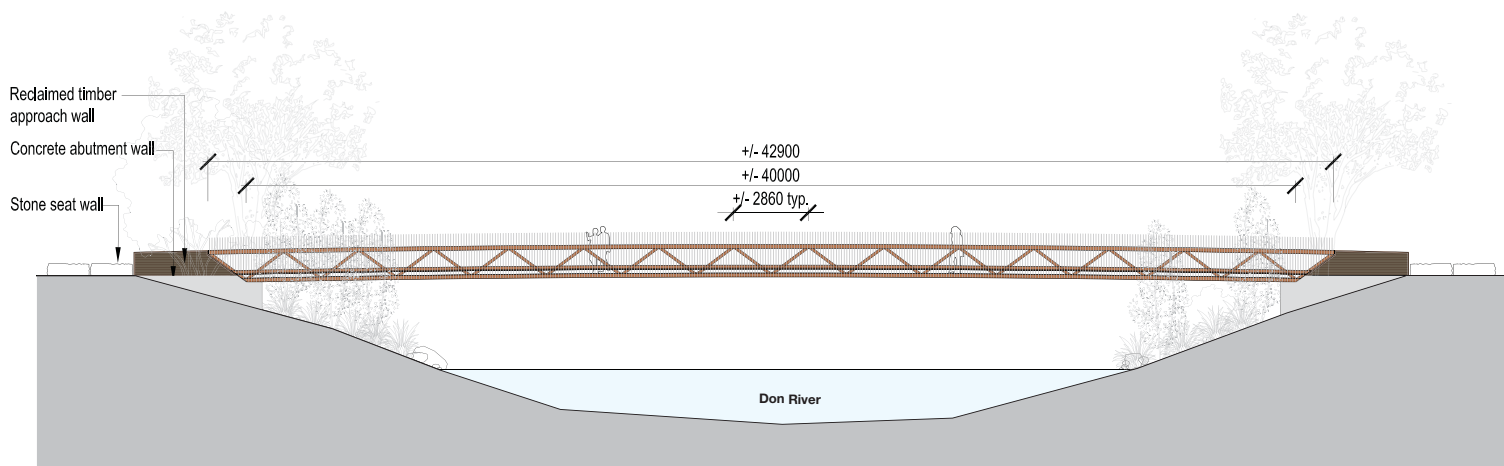
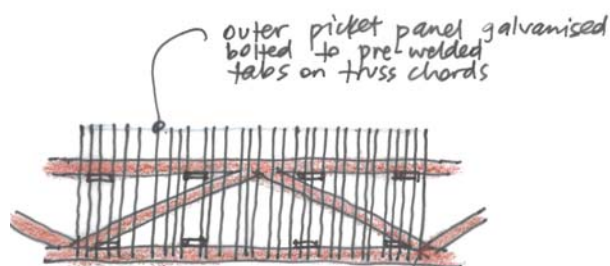
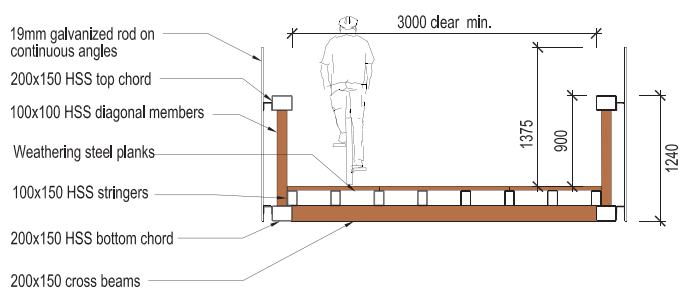
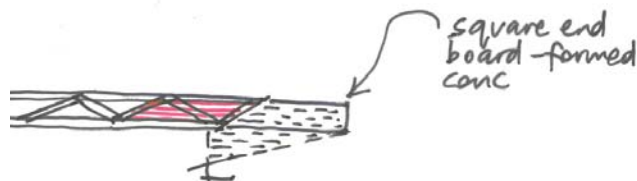
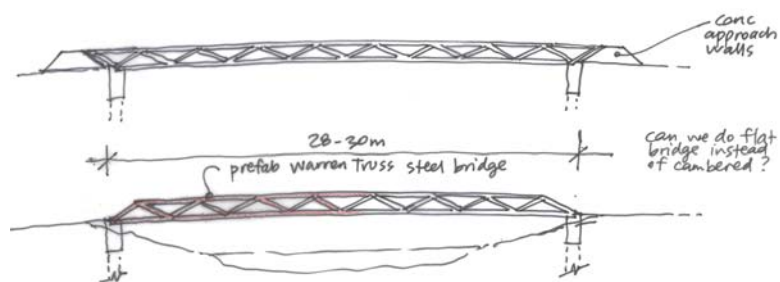
### New Bridge

Site the bridge approximately 7-9m away from the existing Arch Bridge to enhance views north towards the bridge and south down the river.

### Meeting Place

Opportunity to create a new meeting area, designed to incorporate seating, views to the river and celebrate the unique valley ecology, possibly through the inclusion of a flood level marker.

# Pottery Road Bridge and Connection



## Bridge - Design Concept



Truss bridge with railings



Reclaimed timber



Weathering steel decking



East Hamilton Waterfront Link



Evergreen Brick Works - galvanized steel railing

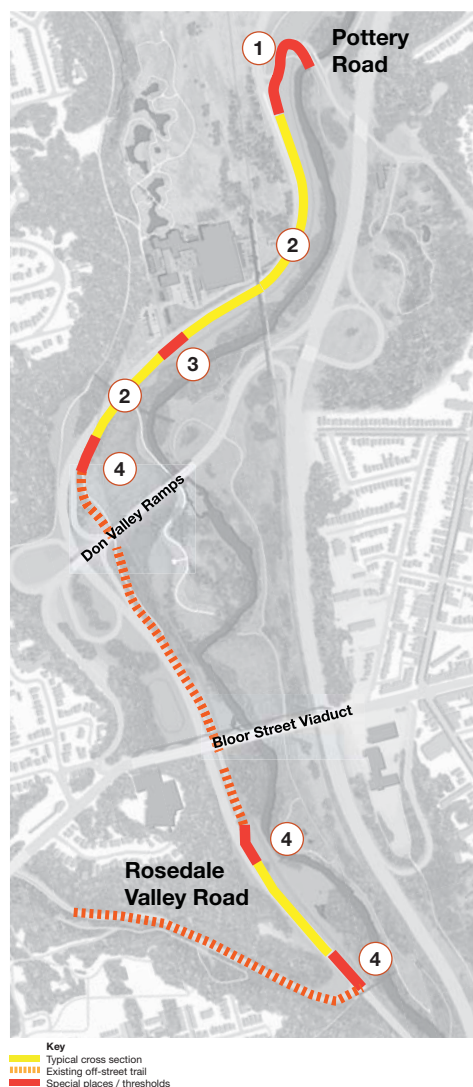


# Bayview Multi-Use Trail

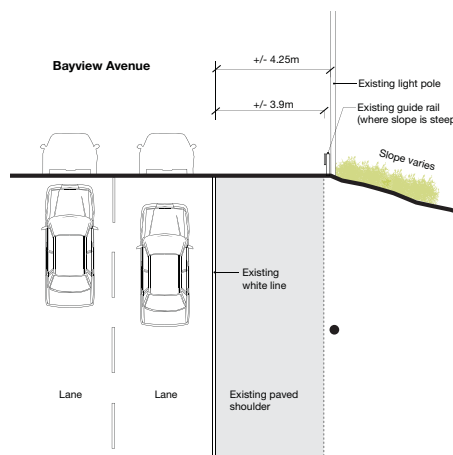
A new protected two-way pedestrian and bicycle facility on the east side of Bayview Avenue will provide continuous access from Pottery Road to Rosedale Valley Road.

There is an opportunity to develop a sequence of gateways and thresholds as the trail moves along Bayview.

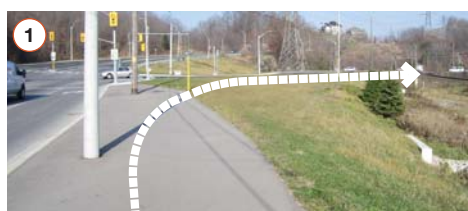
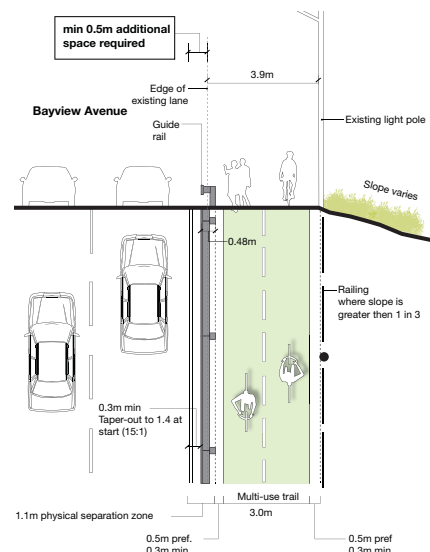
## Sequence of Experiences



## Existing Typical Cross Section



## Preferred Initial Concept



### Pottery Road Interface

Opportunity to separate the trail from street and mark a threshold to the rail/water crossing



### Salt Dome to Pottery

Opportunity to enhance views towards River



### Brick Works Junction

Opportunity to mark the entrance to the Brick Works and the crossing of Mud Creek.



### Off-street trail junctions

Opportunity to create a threshold at junction points to existing off-street trails.

## Examples of other protected two-way trails

A number of other two way protected bike lanes and trails with similar conditions and traffic speeds have been analysed



Toronto: Along parts of Bayview Avenue the existing off street multi-use trail is protected with a galvanized steel and timber guiderail.



Vancouver: Jersey barriers separate a two-way bike lane from vehicular traffic.



Vancouver: A combination raised planters and raised curbs separate a bike lane from vehicular traffic



Montreal: A raised curb and traffic poles separate a bike lane.



# Condition Audit

An audit of the existing trail conditions from the Belleville Underpass to Pottery Road has identified areas where improvements are required. The photos on this page are a summary of the key issues.



**Silt build-up**



**Cracking / broken asphalt**



**Slope erosion**



**Bank erosion**



**Low overhead**



**Broken asphalt edges of trail**



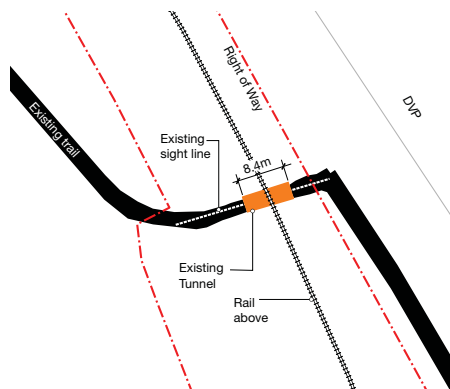
**Drainage issues**

# Belleville Underpass

A realigned and widened underpass will improve site lines, approaches and the overall experience of travelling below the rail line. Integration of seating and wayfinding elements will promote this as a special location along the trail.

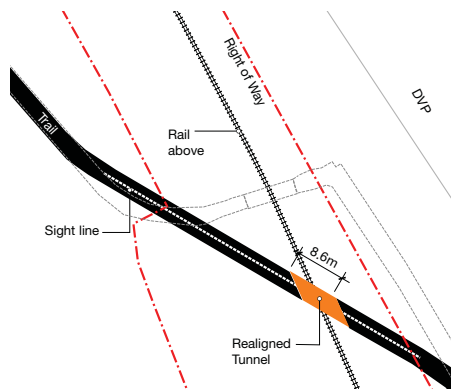


## Alignment Options



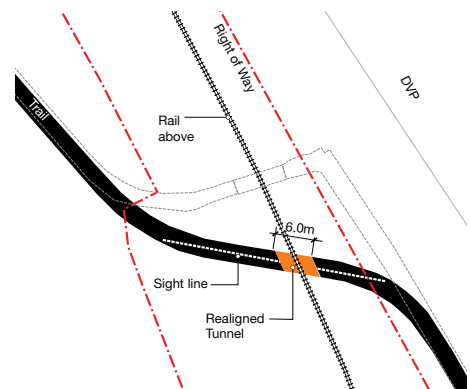
### Existing Situation

- 8.2m length tunnel
- 4.1m clearance on either side of rail tracks(above)
- Under 30m sightline



### Option 1

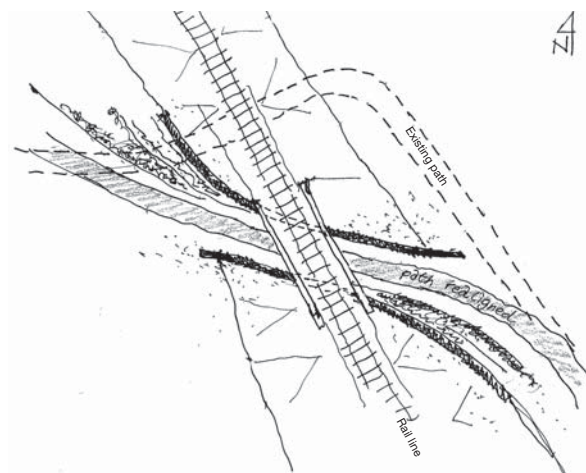
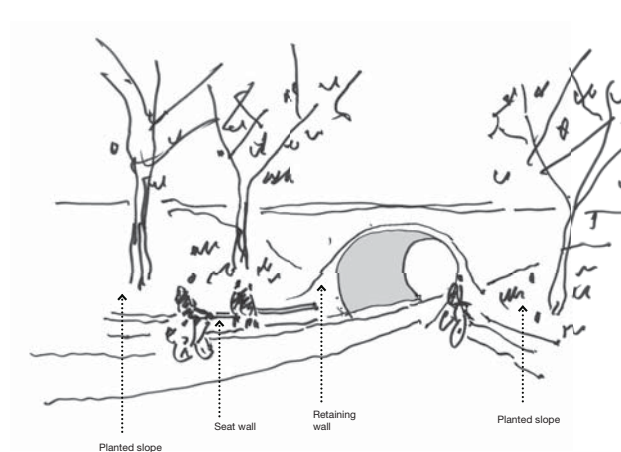
- 8-9m length tunnel
- Min. 5m clearance on either side of rail tracks(above)
- 59m+ sightline



### Option 2 - Preferred Concept

- 6-7m length tunnel
- Min. 5m clearance on either side of rail tracks(above)
- 38m+ sightline

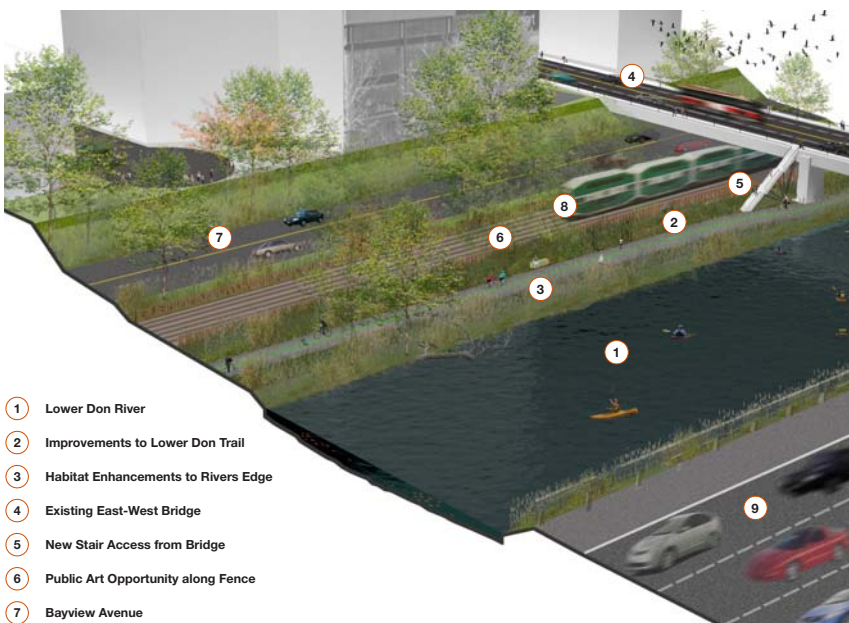
## Initial Concept





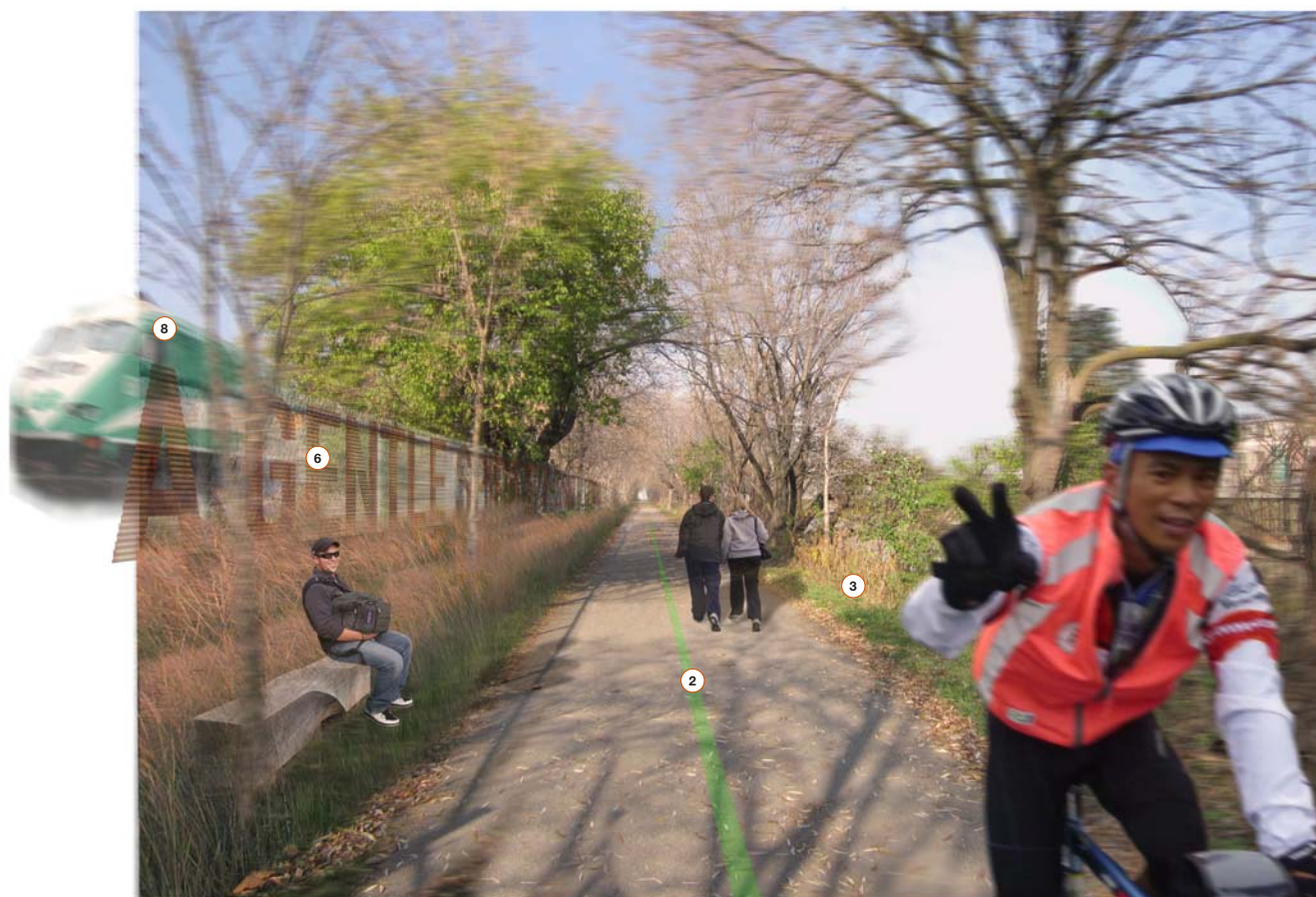
# Narrows

Enhanced habitat, trail widening, new stairs from the existing bridges at Gerrard Street, Dundas Street (in addition to the existing staircase at Queen Street), public art installations, and lookouts from the new staircases will improve access and the overall experience in the Narrows.



- ① Lower Don River
- ② Improvements to Lower Don Trail
- ③ Habitat Enhancements to Rivers Edge
- ④ Existing East-West Bridge
- ⑤ New Stair Access from Bridge
- ⑥ Public Art Opportunity along Fence
- ⑦ Bayview Avenue
- ⑧ Metrolinx/Rail Corridor
- ⑨ Don Valley Parkway

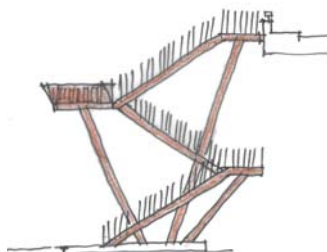
Initial Concept



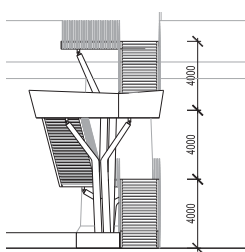
Artists rendering looking north showing a widened trail, habitat enhancements to the river's edge, seating and planting opportunities along the relocated fence. Paul Raff Studio has been selected to design the new fence.

# Dundas and Gerrard Staircases

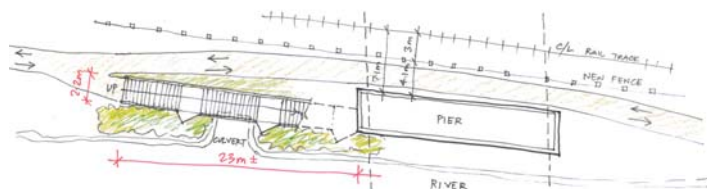
New stairs will provide access from Dundas Street and Gerrard Street Bridges. These staircases will compliment the existing Queen Street access point.



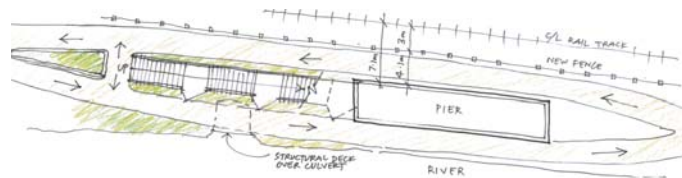
Initial Concept



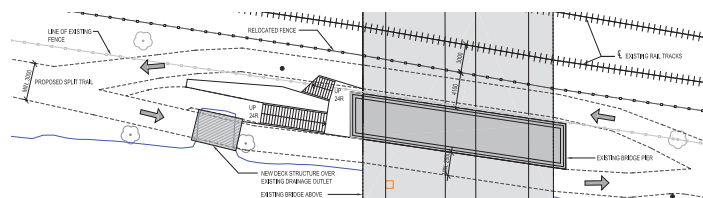
Elevation Looking North



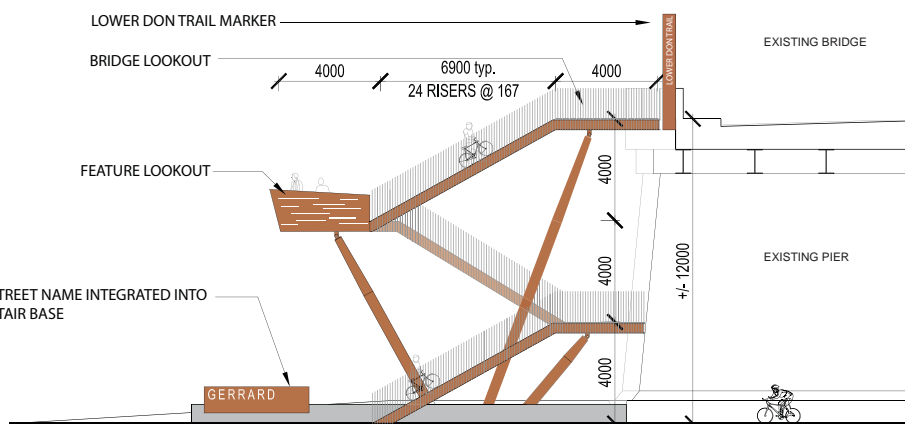
Linear Stair Option - Combined Path



Linear Stair Option - Split Path



Preferred Concept - Switchback Stair



Elevation Looking West

## Riverdale Park Bridge

Rise = 7 inches  
Run = 12 inches



## Queen Street Stairs

Rise = 6.5 inches  
Run = 11 inches



## Bike Trough Analysis

Issues: Rise to run ratio / tread material / trough width / conflict with railings / tire grip



Gerrard bridge looking north



Dundas bridge looking north



Weathering steel



Look out



Bike trough preferred design



# Art Fence

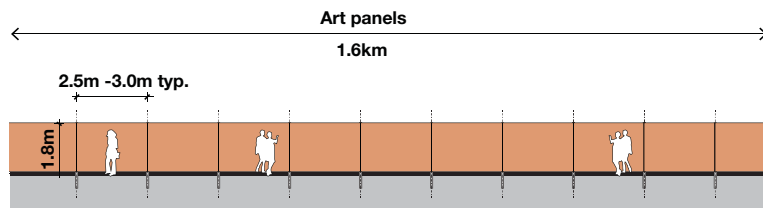
Paul Raff Studio was selected, through a public artist competition, to collaborate on the design of a new 1.6km fence, a significant part of the overall project.

This fence will replace the existing fence between the trail and Metrolinx rail corridor from Riverdale Park bridge to Corktown Commons in the West Don Lands.

## Design Approach

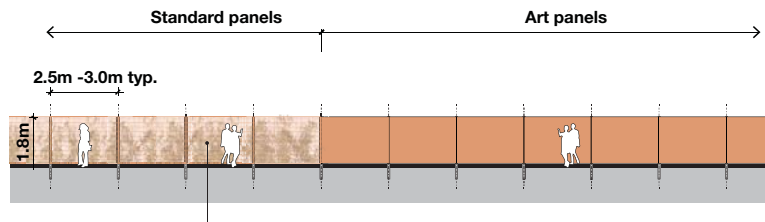
Paul Raff Studio's design approach will consider the natural and cultural history of the Lower Don Valley. It is based on its unique and richly textured physical environment; the Don Valley has its own visual imagery and three-dimensional reality, and the art will be conceived as being intrinsic to the place itself. It is not intended to bring new imagery to the valley, but to enhance the experience of the Lower Don Valley's physical environment.

As a linear membrane, it will do so when viewed from various distances, ranging from up close to quite far away; and it will be experienced over time by the viewer and at various speeds, from walking, to cycling, to driving, to riding on the train. It will have different and considered effects for each of these conditions. While meeting performance requirements concerning public safety and durability, it will be a sculptural filigree or membrane that will contribute to the unique experience and identity of its place.



### Continuous

Art installation spanning the entire 1.6km length of the Narrows

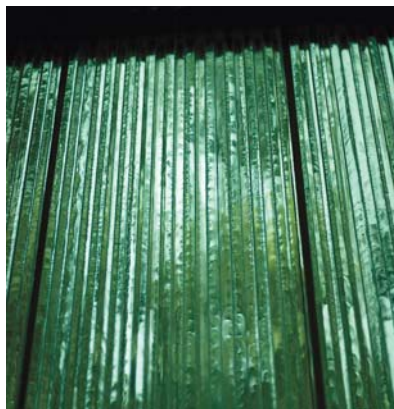


### Punctuating

A mix of art panels and the valley palette

Key  
Standard panels  
Art panels

## Material details from various projects by Paul Raff Studio



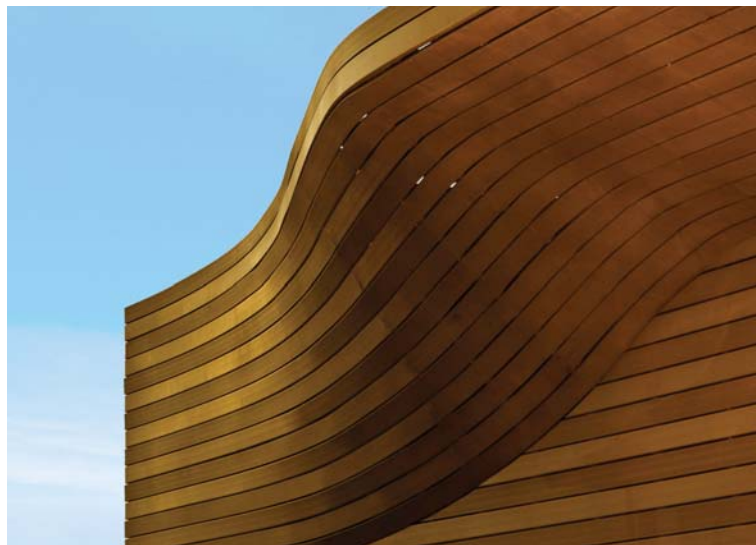
# Paul Raff Studio



Underpass Park, Toronto



Regina Gateway, Saskatchewan



Bluepoint Pavilion, Thailand



Cascade House, Toronto



Echo House, Toronto



Waking Hours, Toronto



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# Next Steps and Feedback

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We welcome your feedback on our work to date. For more information, provide your comments or add yourself to the project notification list, contact:

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Fax: 416-392-2974  
email: [kkusiak@toronto.ca](mailto:kkusiak@toronto.ca)

Deadline to submit comments is Friday June 13: submit comments tonight, mail in (postage-paid envelope), online link: [www.toronto.ca/lowerdon](http://www.toronto.ca/lowerdon)

## Next Steps

- We will review public feedback collected as part of this exercise to inform the detailed design.
- Detailed design to be completed by end of summer 2014
- Second public meeting in late summer 2014 to share the detailed designs
- Construction on some projects will begin (pending approvals) in Autumn 2014/Spring 2015

