

WEST DON LANDS PRECINCT PLAN

Toronto, Ontario



TORONTO WATERFRONT  
REVITALIZATION CORPORATION

U R B A N   D E S I G N   A S S O C I A T E S

DTAH

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# West Don Lands Precinct Plan

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# Overview

Precinct Planning is an important step in achieving Toronto’s vision for a revitalized waterfront. In adopting the Central Waterfront Secondary Plan, Toronto City Council outlined a Precinct Planning process intended to further articulate the policies of the Plan for specific areas of the waterfront. The Precinct Plans are intended to outline development principles and guidelines at a level of detail not possible within the broader Secondary Plan. These principles and guidelines form the bridge that will allow the City to move from Official Plan policies to Zoning By-law provisions.

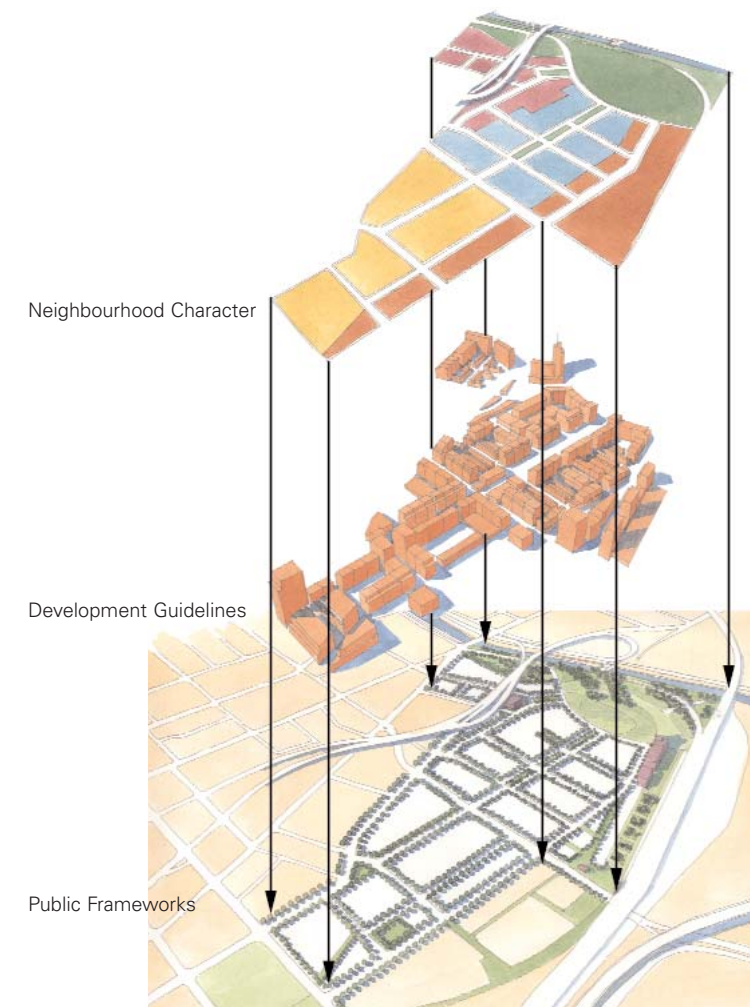
The Toronto Waterfront Revitalization Corporation (TWRC) has been given the role of preparing Precinct Plans for the area within its waterfront mandate. The West Don Lands Precinct Plan represents the first of several important Precinct Plans that will be tabled by the TWRC. The plan has emerged as a result of a collaborative effort of many individuals and organizations and included a comprehensive consultation process that engaged a variety of stakeholders.

## Structure of the Plan

The Precinct Plan provides guidelines for the implementation of public infrastructure (e.g., streets, parks, community facilities, etc.) as well as the built form of new development. With these guidelines, the Precinct Plan will serve to help direct public infrastructure investments and the preparation of Zoning By-laws within the West Don Lands over the coming years.

The Precinct Plan is organized into six sections. The first section, Vision, sets out the goals and aspirations for this community as well as the general framework for the public realm and new development. The second section, Analysis, provides an overview of the investigation into the West Don Lands’ strengths, weaknesses and opportunities.

The third section, Public Realm Plan, sets forth the public invest-



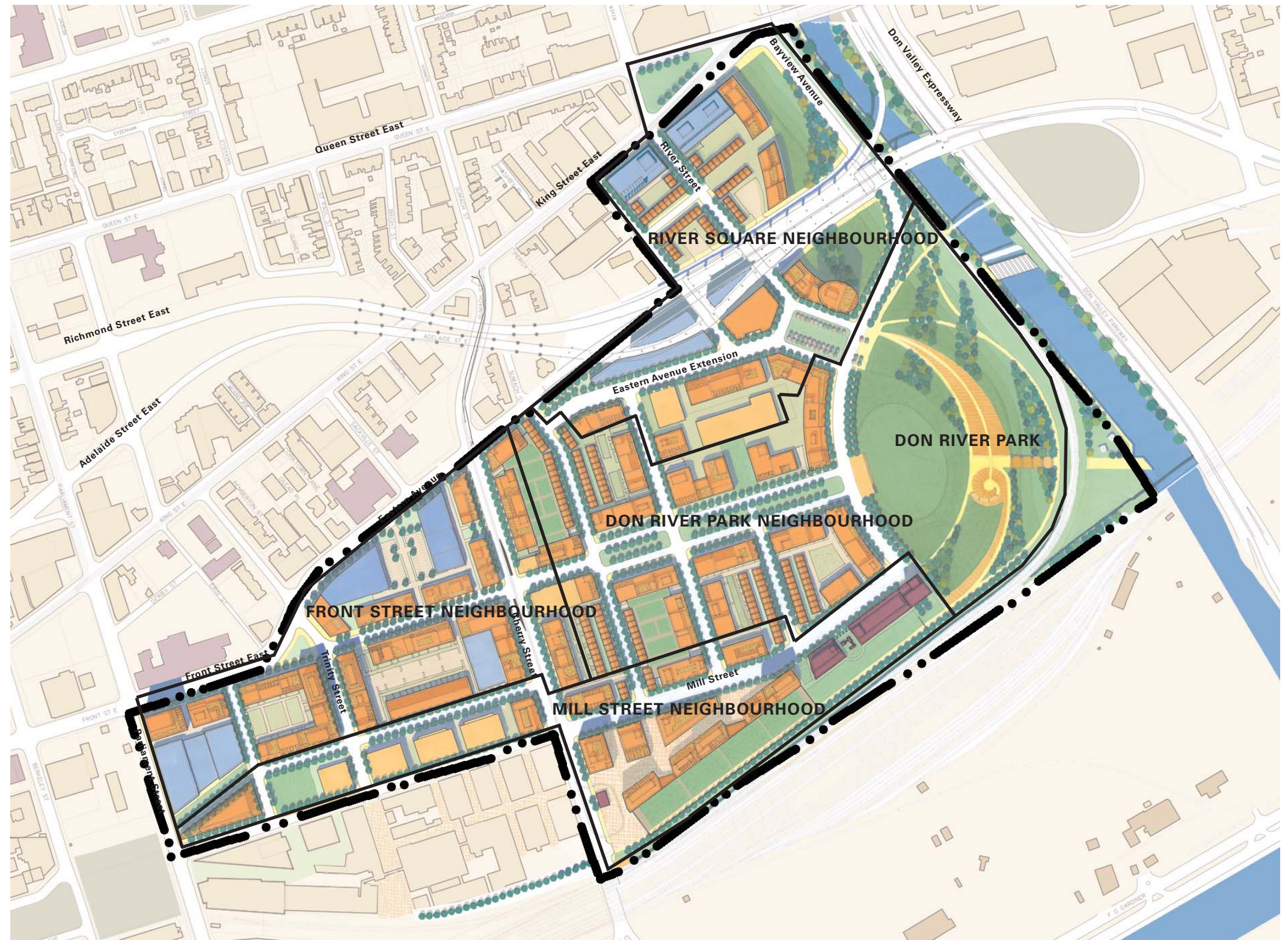


ments required to accommodate the growth and redevelopment of the West Don Lands. Development Plan and Guidelines, the fourth section, provides direction for the build form of the Precinct, addressing issues such as land use, building types and massing guidelines. The purpose of this section is to provide the parameters within which development will occur in order to assist in the preparation of Zoning By-law amendments, which will set out exact building envelopes and design codes. Zoning By-laws will be brought forward on a phased basis as explained in the Phasing and Implementation section of this report.

The fifth section, Neighbourhood Character and Urban Design, establishes four primary neighbourhoods within the West Don Lands. This section describes in greater detail the vision for each area along with urban design guidelines. The final section, Phasing and Implementation, provides a strategy for achieving the full build out of the West Don Lands in a 10-15 year period.

#### Interpretation of the Plan

This Plan should be interpreted as a guiding document meant to provide a flexible framework within which to achieve the Vision set out for the West Don Lands. Numerical and quantitative provisions set out in the Plan are not to be taken as rigid standards but are meant to illustrate specific ideas and concepts. Exact standards (e.g., building heights, street right-of-ways) will be set out in the Zoning By-laws for the development of buildings and in Environmental Assessments for the development of public infrastructure. The TWRC will continue to work with the City in preparation and presentation of those standards for Council consideration.







The West Don Lands



Front Street Neighbourhood



River Square Neighbourhood



Don River Neighbourhood



Mill Street Neighbourhood



Front Street Esplanade



Don River Park



Don River Trail



Don River Park

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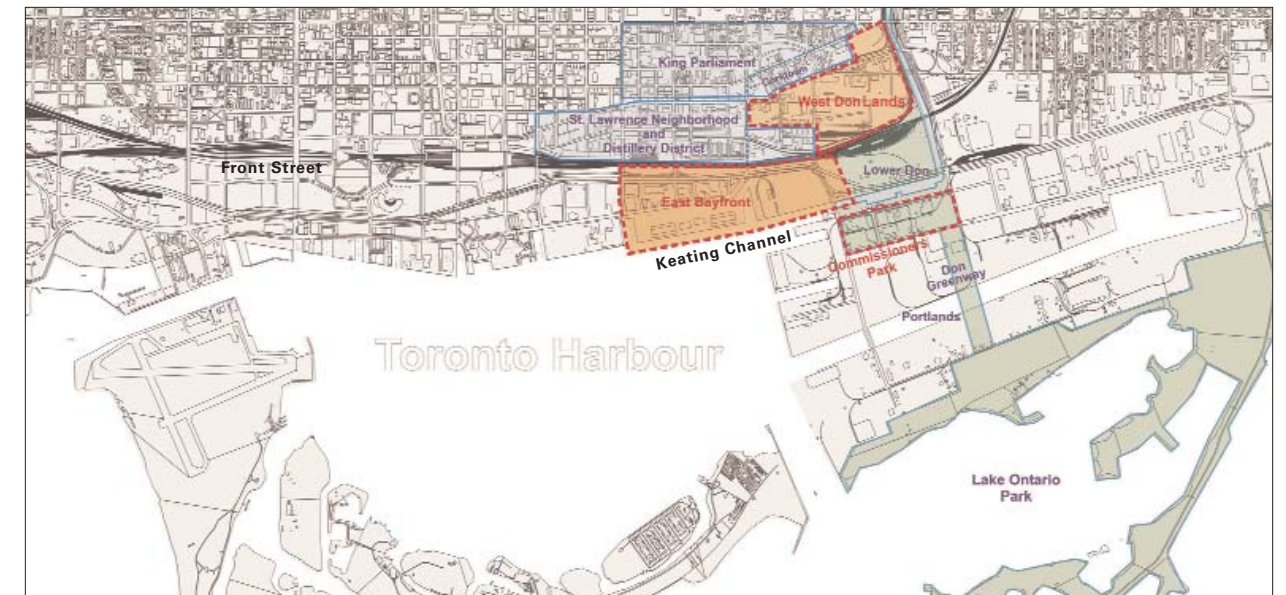
# The Vision for the West Don Lands



## WEST DON LANDS IN THE CITY

Toronto is Canada's largest city, a rapidly growing metropolitan region on the north shore of Lake Ontario. To counter urban sprawl and encourage the growth of a great city, the three levels of government created the Toronto Waterfront Revitalization Corporation (TWRC), charged with coordinating the redevelopment of a vast tract of waterfront property adjacent to Downtown Toronto. The TWRC's mission is to transform the Toronto waterfront into a series of sustainable, mixed-use, urban precincts integrated with parks, institutions, and open space that greatly expand the City's capacity for urban living, employment, and recreation.

As a part of the initial TWRC planning exercise, Precinct Plans are being developed for the East Bayfront and West Don Lands. In addition, TWRC has prepared a conceptual design for Commissioners Park. These areas connect the Downtown to the Lake and the Don River Corridor, as well as create gateways to future precincts south in the Port Lands. Commissioners Park will become a major new active recreation area for the City. The Port Lands area, a vast peninsula of old industrial land, will become a series of new lakefront urban communities that will connect to waterfront parks, beaches, trails, and amenities available to everyone by car, bike, or foot. The Don River Corridor will be improved as a natural open space system. Toronto's transit systems will be extended into the various precincts to reduce reliance on automobiles and provide mobility for residents, employees, and visitors alike.



The West Don Lands are located at the mouth of the Don River and on the southeast edge of Downtown Toronto.



### Integrating the Natural and Built Environments

In metropolitan centres around the world, the natural environment is artfully and dramatically integrated with the built environment. In the greatest cities, the marriage of the two systems takes many forms and results in both dramatic spaces and vistas, as well as subtle yet striking details.

Redevelopment of the West Don Lands presents an opportunity to design the connection between Downtown Toronto and the Don River Valley corridor, the City's strongest link to Lake Ontario. The Precinct Plan proposes an understanding of the spirit and identity of natural systems so that they can be embodied and responded to by the built form surrounding them. This interaction between the natural and built environment provides unique addresses for both the private development, as well as integrated, public open spaces. Specifically, the Plan creates an 19.5-acre park opening into the Don River Valley. This green also extends and ties back into the community in the form of a boulevard or esplanade along Front Street westward toward Downtown Toronto. This large open space will not only define the West Don Lands, but will also provide a visual link back into the Downtown itself.

The built environment, consisting of a continuous and beautiful building wall, will strengthen and define the Don River Park. The result will be a great urban room inspired by Toronto architectural traditions and reminiscent of other great spaces defining the heart of the world's greatest cities. In return, the open space will give identity to a newly-revitalized, unique Downtown neighbourhood, as well as the centre of Toronto itself.



Grant Park, Chicago, United States



Le park des Buttes Chaumont, Paris, France



Central Park, New York, United States



Park Crescent at Regent Park, London, England



Don River Park, Toronto, Ontario, Canada



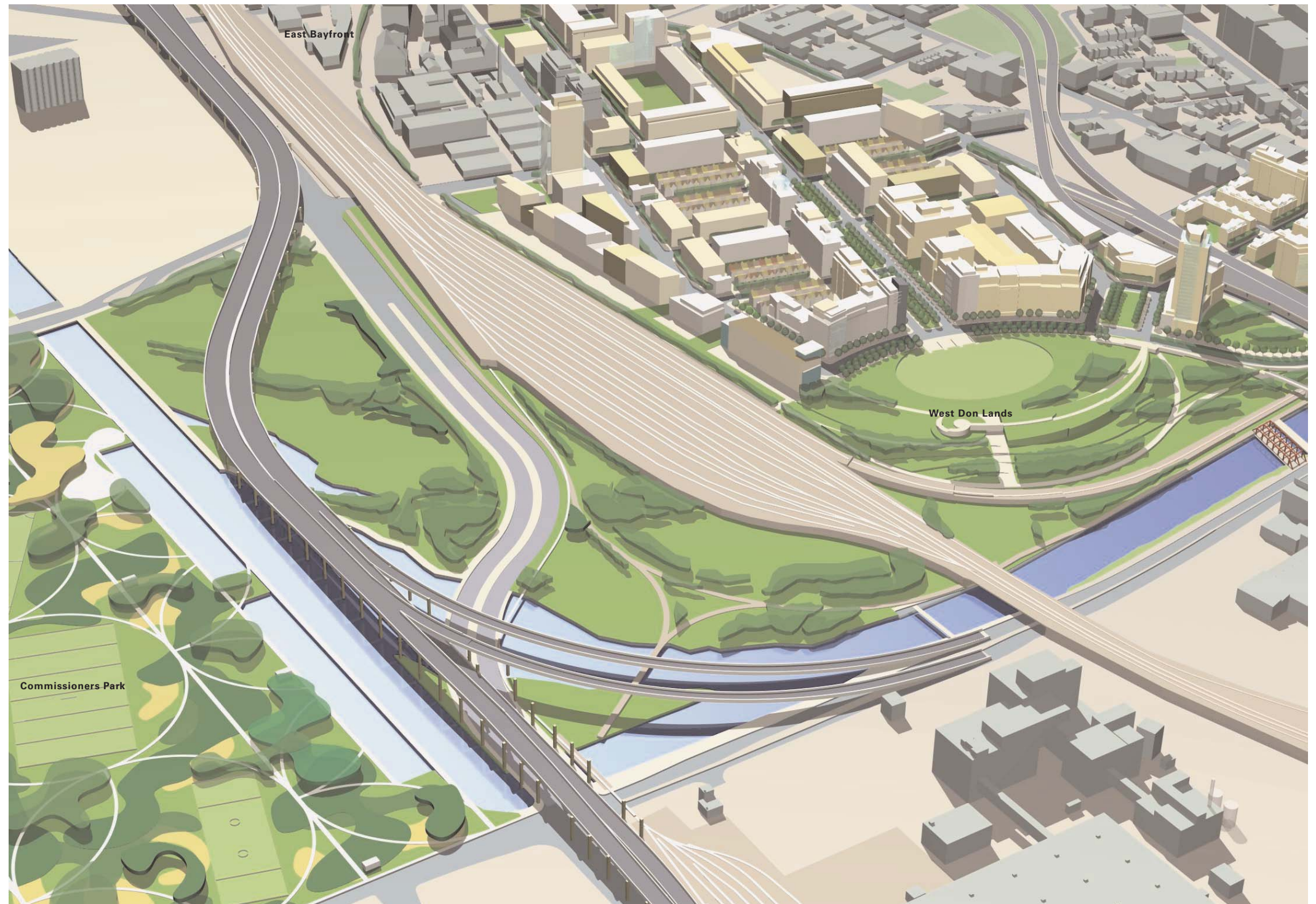
Avenue Foch, Paris, France



#### A NEW MIXED-USE PRECINCT

The West Don Lands is one of the first two precincts to be planned by the TWRC. Located in the southeast corner of Downtown, the West Don Lands is envisioned as a new mixed-use precinct with an emphasis on urban living. The West Don Lands will inherit many of the unique qualities and characteristics of the precincts and neighbourhoods surrounding it, yet it will be distinguished by a major new park on the Don River. The Don River will be restored and flood control measures will be integrated that maintain the natural landscape of the river corridor. The influence of the Don River will be felt well within the West Don Lands because the streets of this new precinct are designed to lead to the park, emphasizing the connection to natural open space, while creating a rich diversity of blocks and neighbourhood parks. Front Street is a major east/west street, linking the West Don Lands to the city centre. The new Don River Park will celebrate the intersection of historic Front Street with the Don River itself, and Front Street will widen to create a boulevard form featuring a linear park address for the new neighbourhood.

Because of its critical location, the West Don Lands will be the gateway neighbourhood from the Downtown to the Port Lands. Parliament and Cherry Streets are major north/south connections that will link to the East Bayfront neighbourhood and further into the Port Lands to the south. Bayview Avenue, which runs along the Don River, is a major commuter route and will intersect with several streets in the West Don Lands at the edge of Don River Park. The West Don Lands precinct is designed to strengthen north/south connections to benefit the various neighbourhoods east of the Downtown.



Together with Commissioners Park and the Naturalization of the Don River mouth, the West Don Lands will restore the eastern edge of the



## A COLLECTION OF NEIGHBOURHOODS

The West Don Lands weave the qualities of adjacent neighbourhoods into a rich tapestry of unique places. The precinct offers a wide variety of housing types from townhouses on narrow streets, as found in Corktown, to gracious condominium blocks on boulevards as found in St. Lawrence and the Old Town of York.

### Mill Street Neighbourhood

The unique qualities of the Distillery District, a rich collection of old and new masonry buildings, will extend east into the West Don Lands on Mill Street. New buildings will be designed with loft style living and live/work opportunities.

### Front Street Neighbourhood

The lively nature of Front Street in the Old Town of York will be extended into the West Don Lands, forming the urban core of the neighbourhood with shops, restaurants, offices, and residences.

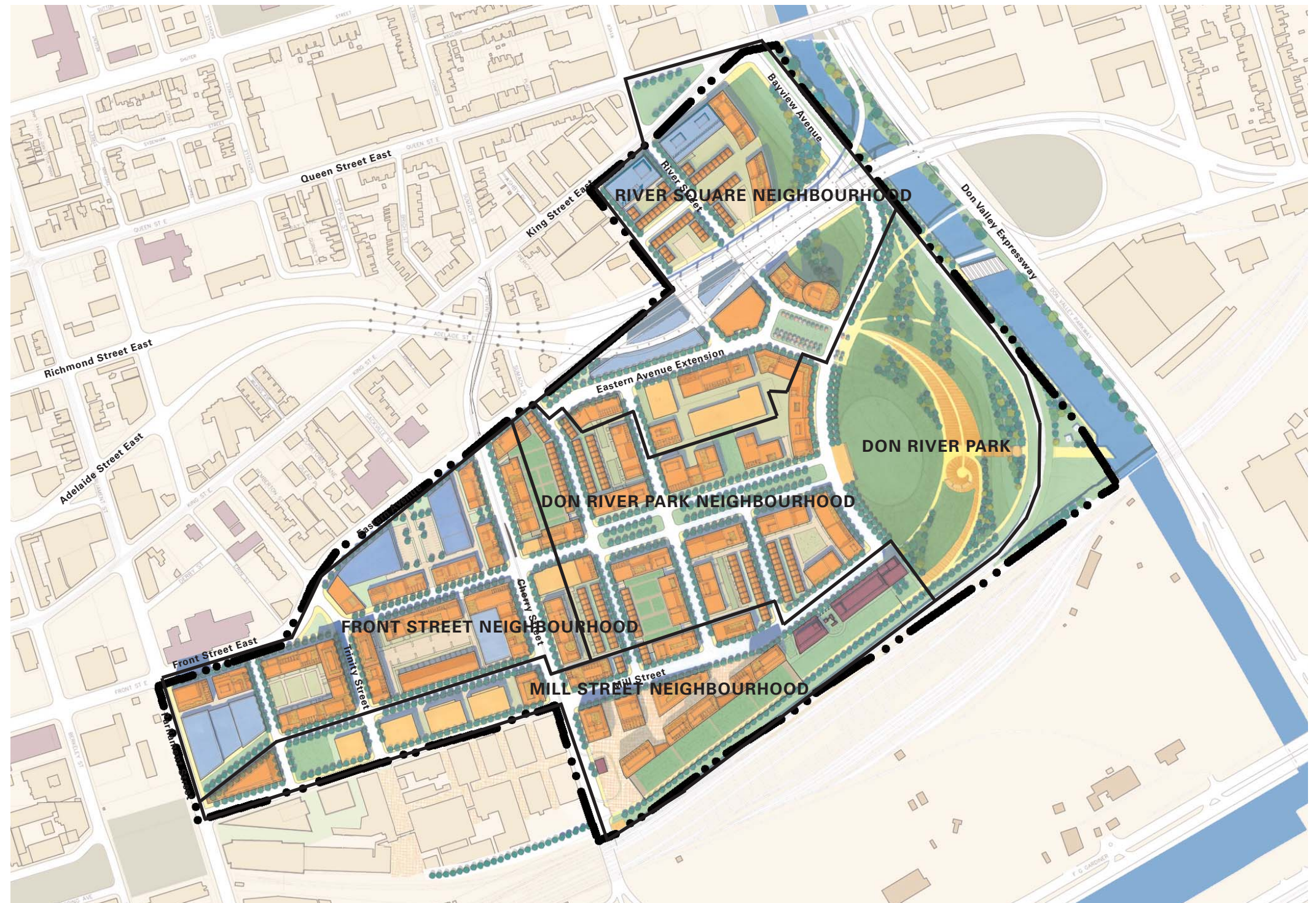
### River Square Neighbourhood

River Street is extended south to a new square at the Don River Park. Mid-rise residential buildings line the Don River corridor and a cluster of townhouses extend the character of Corktown into the neighbourhood. The Richmond-Adelaide ramps are encased by buildings, reducing their impact on adjacent properties.

### Don River Park Neighbourhood

Front Street will widen east of Cherry into a gracious boulevard and elegant address for ten storey residential buildings. The Don River Park will form a focus to the urban neighbourhood, edged by a graciously curving wall of residential buildings.

The delicate nature of Corktown will be extended south. Behind these streets will be a series of courts and mews offering an intimate garden setting for family living.



ILLUSTRATIVE PRECINCT PLAN Redevelopment of the West Don Lands will repair and rebuild the eastern edge of Downtown Toronto.





AERIAL PERSPECTIVE The new Don River Park, with a graceful curving wall of residential buildings, illustrates the connections between the urban and natural environment.



Front Street Neighbourhood



Don River Park Neighbourhood



River Square Neighbourhood



Mill Street Neighbourhood

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## FRAMEWORKS OF PARKS, NATURAL SYSTEMS, & STREETS

The West Don Lands occupy a unique site at the original mouth of the Don River. While the river has been channelized and the shoreline has shifted south, the essence of the site remains a low-lying river delta, removed from the harbour by layers of waterfront development. This juncture defines the natural systems of the precinct and extends well beyond the City. Consequently, this natural relationship between the river and harbour together with proposed measures to restore it will become the overarching principle guiding design of the parks and open space system.

Overlaying the natural features is the orthogonal street system dating back to the earliest stages of the Town of York. Street names speak of past lives, providing a sense of place and a legacy carried forward to this Plan. Front Street is arguably the most formative to the new Plan as it historically defined the waterfront and will extend through the precinct to a new terminus at the Don River Park. Unlike other precinct streets, it will have a gracious scale and garden-like character, linking the new neighbourhoods together.

The converging street grids form irregularly shaped spaces at key intersections. These anomalies provide opportunities for small urban parks and landmarks unique to this setting. Similarly, the precinct is encircled by elevated rail tracks and expressway ramps, leaving a margin of underutilized spaces. These leftover spaces will be put to use within the network of parks and open spaces. These peripheral spaces also will define and contribute to the site's unique sense of place.



OPEN SPACE PLAN A system of parks and open spaces will create a structure for the new community.

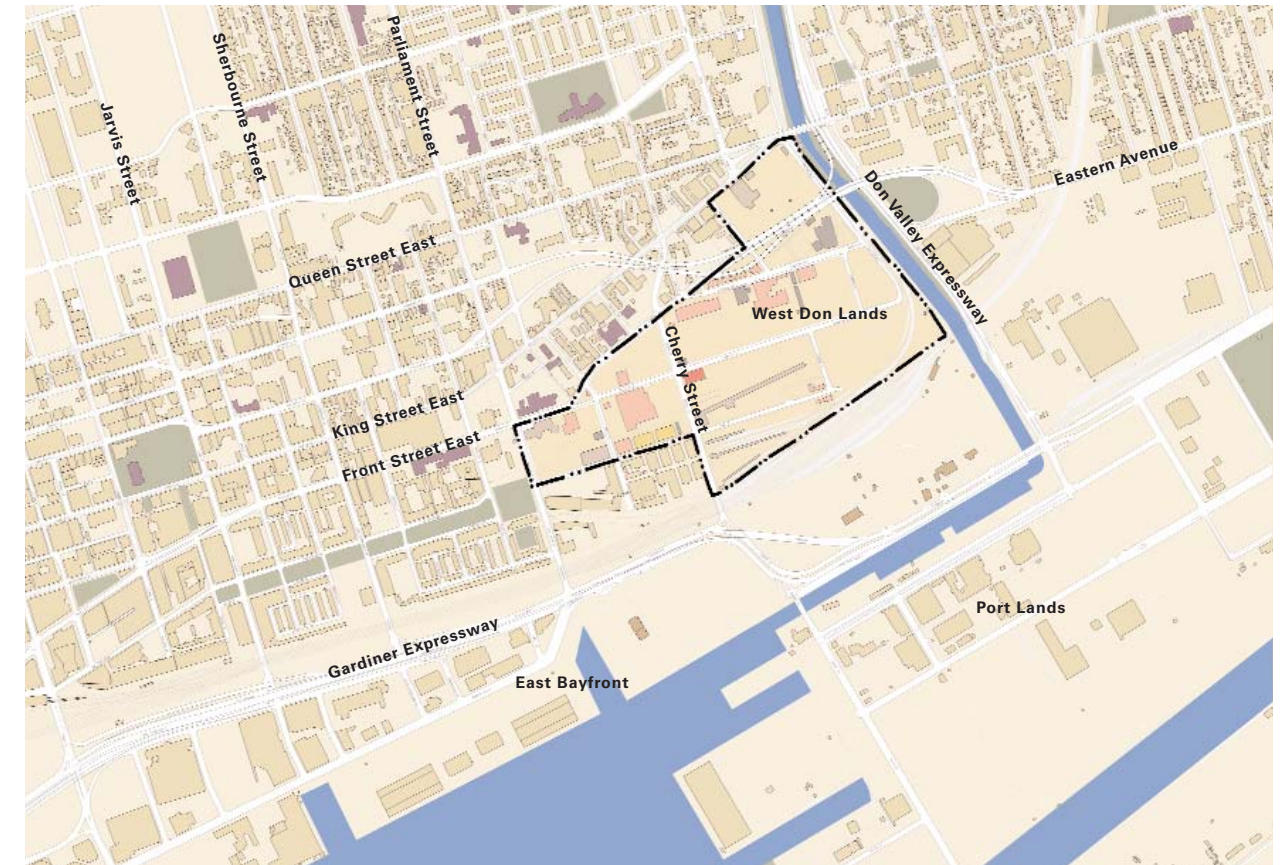


# Analysis

The West Don Lands Precinct Plan was developed in a public planning process. The design team, together with TWRC, engaged political leaders, city and provincial staff, neighbourhood organizations, and interested citizens early in the process to develop an understanding of the strengths, weaknesses, and opportunities in the study area.

The analysis included an investigation into both hard data and soft data. Hard data includes information such as the physical condition and attributes of the site, its connections or lack of connections to adjacent neighbourhoods, transportation patterns, and surrounding land use patterns. Soft data includes the perceptions and aspirations of stakeholders, residents, public officials, and other interested parties, as well as the history of the site and its past planning efforts. Much of the soft data was developed in a rigorous public engagement process. Public meetings, focus groups meetings, and stakeholder interviews were scheduled in order to solicit a broad range of opinions and knowledge of the site and its context, as well as to make the process as transparent and inclusive as possible.

The Plan has evolved throughout this process. A Precinct Plan Status Report was prepared in March 2004 and circulated to stakeholders and the various levels of government for feedback. A draft of the Precinct Plan was widely distributed in June 2004 and, again, sent on to the various levels of government for review. A sustainability audit was undertaken in October 2004 with specific recommendations made on how to improve sustainability aspects of the plan. A final draft Precinct Plan was released and distributed for review in December 2004. Most specifically, the City of Toronto, as land-use regulator, has provided formal comments on all of the draft Plans. These various inputs have contributed to this Final Document Plan



**EXISTING CONDITIONS** The West Don Lands are situated within a short walk of Downtown Toronto. The Precinct is surrounded by the St. Lawrence and Corktown neighbourhoods, as well as the Port Lands and East Bayfront to the south.





# Heritage

## Early History & Industrial History

The West Don Lands is located within the extensive crown reserve, originally set aside upon Toronto's founding in 1793, for public purposes. "The Park," as it was referred to on early maps, extended from Berkeley Street to the Don River as far north as Queen Street, remaining intact until the 1830s when it was subdivided and sold to finance the new provincial hospital. The Park was connected to the larger Garrison Reserve to the west by a shoreline promenade known as the Walks & Gardens. The only evident industrial uses dating to this period were the earliest brickyards.

The first non-government building on the West Don Lands portion of the park reserve was Gooderham's 1832 windmill that evolved into the Gooderham & Worts Distillery. Associated uses followed such as cattle byres, harness making, and cooperages. Enoch Turner's brewery on Taddle Creek near Parliament and Front Street was an employer that attracted a considerable work force, and housing quickly became established in the surrounding area.

The arrival of the railways in the 1850s hastened the industrialization of the eastern waterfront. Maps from this period show gasometres, rail yards, roundhouses, work yards, abattoirs, foundries, lumber yards, and a large number of houses, including those of the Turner, Worts, and Gooderham families who initially lived on their respective factory properties. Schools and churches were built as the area's population rapidly increased. The Don River, running through the area, was straightened, and Taddle Creek buried. Marshes were filled in and land was leveled.

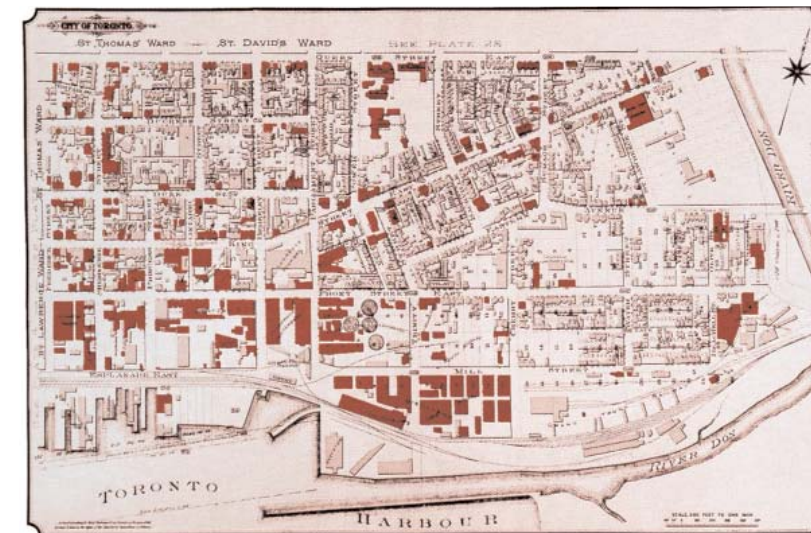
The 20th century brought refineries, rail yards, cement works, scrap yards, steel fabricators, salt storage, varnish factories, foundries, lumber yards, and automotive uses. With the pressure of railway expansion in the area, most of the residential uses left the site. As the city continued to expand, many of the industries relocated to the suburbs, or closed, leaving behind a number of buildings that are recognized today for their heritage value and large amounts of open space.



Plan of Town of York



Owen Staple's oil painting (1830) of a view west, from Trinity Street



1890 Map of West Don Lands as a mixed-use neighbourhood



View along the rail bridge during a flood



View of early industry on West Don Lands



### Heritage Resources

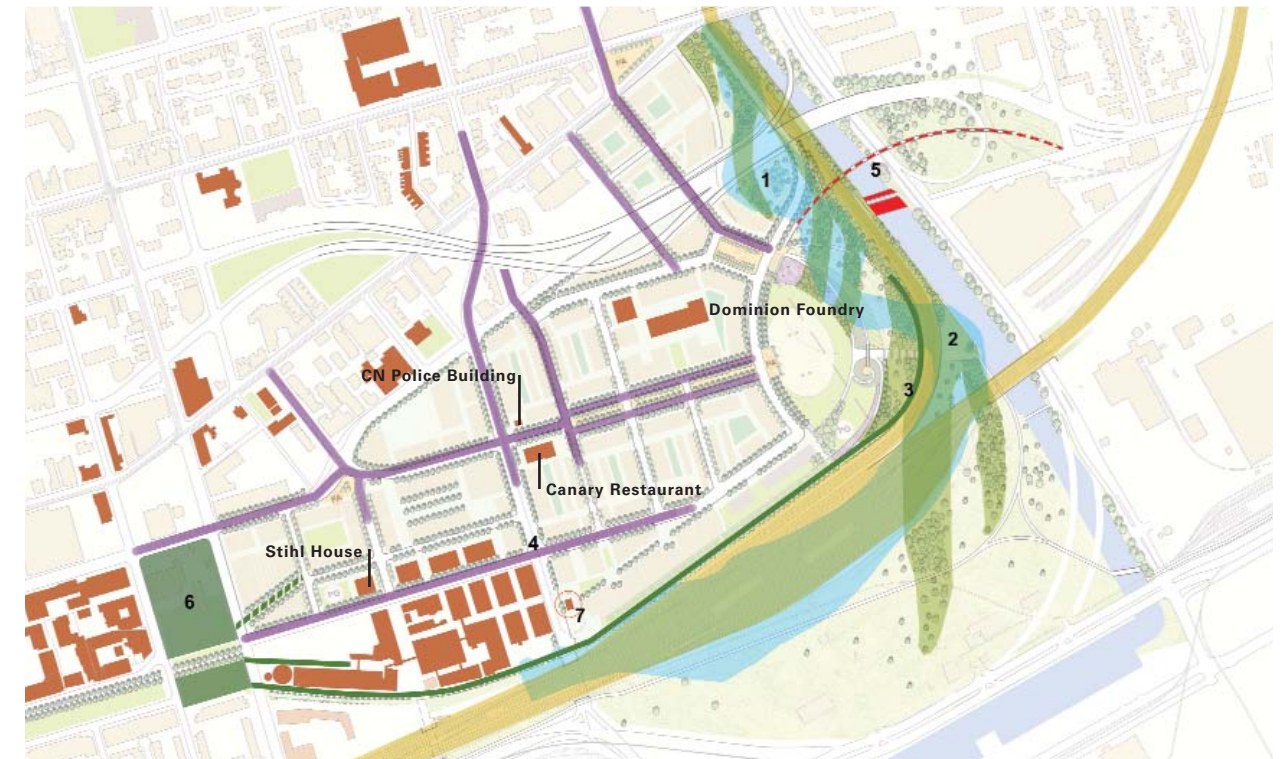
The history of this area, both human-made and natural, has had significant affect on the Precinct Plan for the West Don Lands. The original and apparently ever-shifting river banks along the lower Don River adjacent to this site, have inspired the proposed realignment of the Bayview Avenue extension, the resultant building form related to it, and the creation of a number of curving paths and landforms proposed for the Don River Park. Similarly the massing and character of the restoration landscape on the wet side of the flood control berm is intended to reflect characteristics of the original river mouth marsh delta, including the recommended selection of plant material. The sweeping embankment of landforms and paths are also interpretive of the rail lines which were used for early development and industry.

The Stage One Archaeological Assessment prepared by Archaeological Services Incorporated identified nine areas of known archaeological interest. These sites will be further explored through Stage Two Assessments at the time of redevelopment and any findings will be appropriately integrated into new development.

The re-use of the historic street pattern, wherever possible, combined with the preservation of key landmark buildings that remain, also forms a critical basis to the development of this Plan. The successful redevelopment of the historic Distillery becomes a key reference point, as does the recommended preservation of the Canary Restaurant and former CN Police Building at the intersection of Front and Cherry Streets. This intersection forms the heart of the community that emerges here over time, with the historic buildings at the corners, providing a key link to the area's past.

The Plan recommends the long term retention of the original Dominion Foundry and its adjacent building, which remain along Eastern Avenue near the intersection with St. Lawrence Avenue, to form the working heart of the community. The Plan recommends relocating the original Don River Train Station, once situated in this area and now located at Todmorden Mills, to the proposed street car loop and adjacent to the historic railway switching station. Further study is recommended to investigate the feasibility of such a measure.

Proposed streetscape details allude to the rich historical significance of the site, such as the industrial motif of steel checker plate tree pit covers, lighting fixtures designed to match the original Distillery fixtures, retention of red brick gutters, and the creation of interpretive kiosks with an industrial character. In addition, exploration of remaining industrial artifacts will be undertaken for their potential as points of reference in Urban Design Parcel Guidelines.



HERITAGE RESOURCES The West Don Lands and surrounding neighbourhoods possess dozens of heritage buildings and sites.



Canary Restaurant

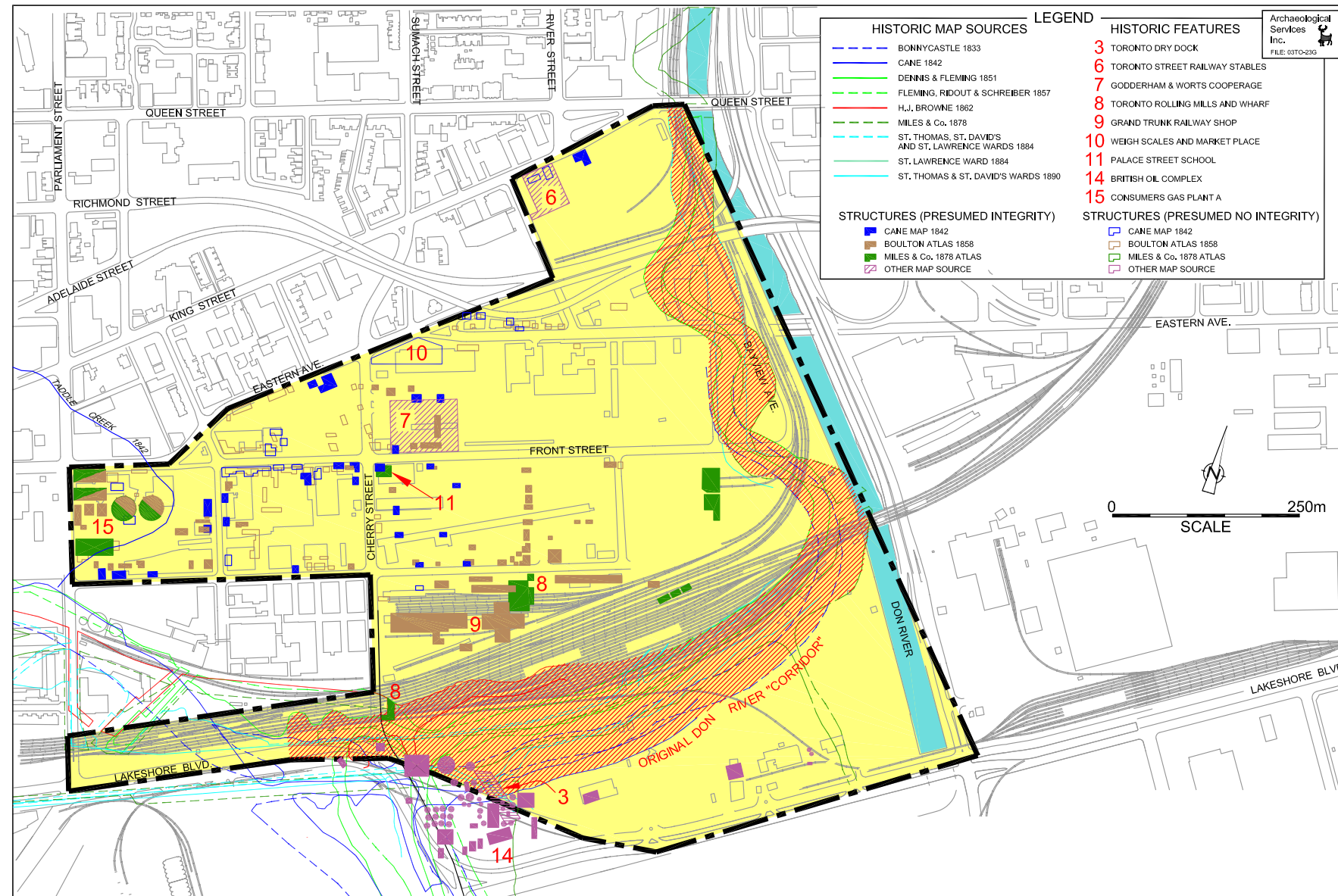
Stihl House

CN Police building





Dominion Foundry



WEST DON LANDS ARCHAEOLOGICAL INVENTORY



# Previous Planning Efforts

Previous planning has served as a critical reference point for the evolution of the Plan, and have proven useful in helping to obtain public reaction to the range of planning strategies explored to date. The Plans all feature a range of approaches to street and block pattern, open space allocation and character, as well as built form.

All of the plans suggest a substantial park space adjacent to the Don River with a range of approaches to open space within the balance of the Plan. The Ataratiri Plan combines the park along the Don River with a large open space south of Mill Street, adjacent to the railway, with major urban spaces at Cherry and Front Streets, and at Trinity and Front Streets. The Residential scheme from the 1999 Community Workshop suggests an extension of park space along the Don River, north of the fly-over to accommodate additional space required for flood control. The Mixed-Use scheme from the workshop trades off the park along the railway for a large crescent shaped central park with the Canary Restaurant as its focus. The Media Village scheme suggests a linear park south of Front Street from Parliament Street to the Don River.

All of the plans suggest a broad range of built form combining townhouses, mid-rise slab structures, and point towers, which result in a broad range of urban texture from the traditional street and block pattern of Ataratiri to the large block and building pattern suggested in the Media Village scheme. The Secondary Plan reflects a consolidation of many of these ideas into a generalized framework for development.



The TWRC Public Space Framework and the Central Waterfront Secondary Plan (City of Toronto) are part of an ambitious plan to redevelop the City's central waterfront.



The Ataratiri Plan (1990) was the first comprehensive effort to redevelop the entire area.

The 1999 Community Stakeholders Workshop created individual visions for West Don Lands.



TEAM 1 Residential bias



TEAM 2 Mixed 50% residential and 50% commercial



TEAM 3 Media village



ANALYSIS

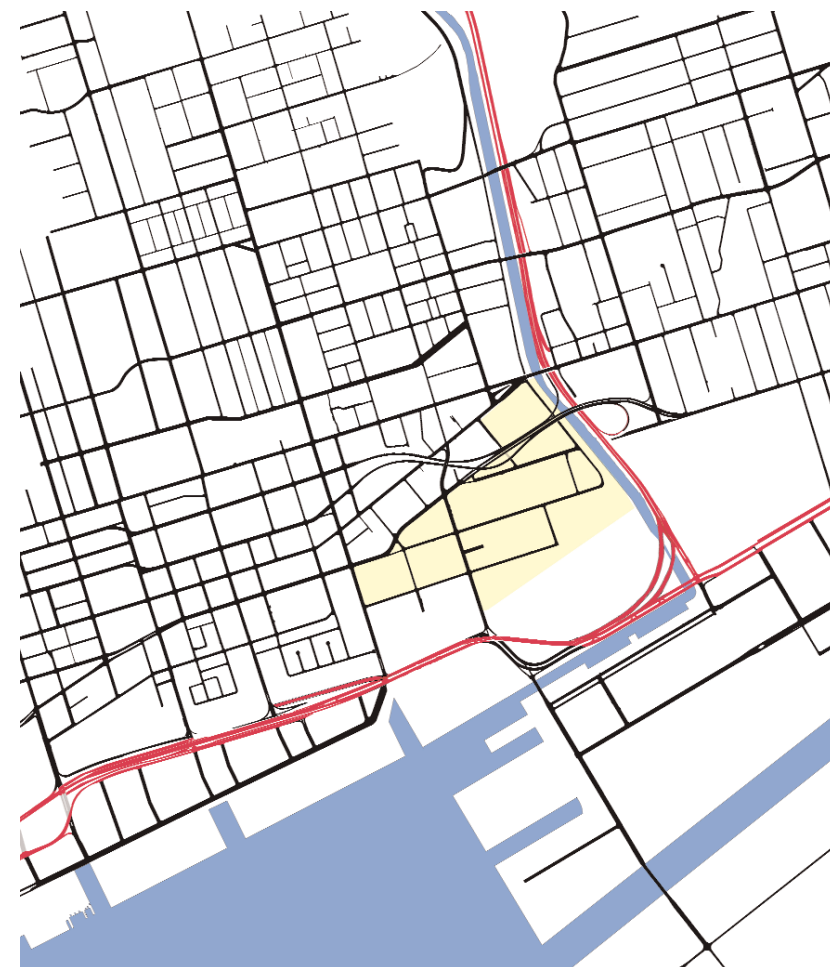
# Physical

## Streets

The West Don Lands have de-evolved from a vibrant mixed-use, industrial quarter of the City to a mostly vacant neighbourhood on the edge of Downtown. The condition of these streets is substandard and they will need to be completely rebuilt.

The Site is well-connected in the east/west direction; however, it is poorly connected in the north/south direction. Most east/west streets in the West Don Lands penetrate Downtown to the west; however, only Cherry Street to the south and Sumach Street and Bayview Avenue to the north connect to neighbourhoods beyond the site. Because the West Don Lands are essentially vacant, the existing transportation patterns are primarily regional; that is, most on-site traffic is through-traffic, and is not destined to, or originating from, the site itself, but to Downtown instead. Eastern Avenue is the most important commuter route as it collects travelers from the Don Valley Expressway and the east side of Toronto. Bayview Avenue is another important commuter route, as it collects travelers from the north and distributes them to either Front Street, Mill Street, or circles them back to Queen or King Streets.

Redevelopment of the West Don Lands will have to balance the regional needs of commuters along Eastern and Bayview Avenues with the local needs of creating a small-scale and pedestrian-friendly street network conducive to residential and mixed-use development.



**STREETS & HIGHWAYS X-RAY** The site contains remnants of various local grid patterns from adjacent neighbourhoods. The site is constrained and crossed by the Richmond-Adelaide Ramps in the north and the Gardiner Expressway in the south.

**EVOLUTION OF STREETS** The street grid in the West Don Lands deteriorated over the past century, both due to changes in land use as well as the introduction of the Gardiner and Don Valley Expressways.



1884



1903



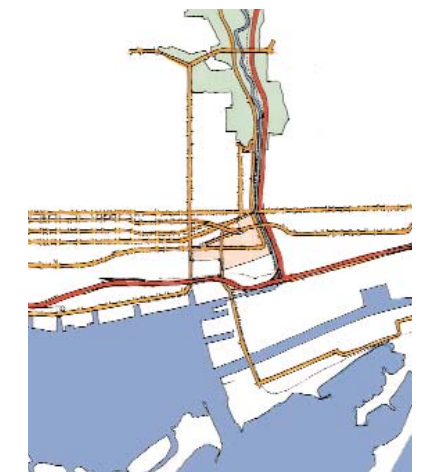
1923



2003



Redevelopment of Regent Park will re-establish Sumach Street and Cherry Street as important north-south connections within the greater city.



The West Don Lands are well-connected in the eastwest direction, but poorly connected in the northsouth direction. Cherry Street is the site's only direct connection to the Portlands.



The streets in the West Don Lands range in scale. Most will be re-built, some will be re-aligned.



#### Existing Commercial & Industrial Activity

Most of the industrial fabric within and surrounding the West Don Lands has been converted over time to commercial, and in some cases, residential uses. A range of employment activity continues along old Eastern Avenue, with the possibility of its remaining for some time to come as the Plan evolves. The film industry is active in the area, including the use of buildings along Eastern Avenue, at the McCord site, and in a large building just north of the Distillery near Trinity Street. Pockets of industry still remain along the Don River to the east and south across the Keating Channel, in the railyards directly south of the West Don Lands, throughout the Port Lands area, and in a small triangle of land just south of the Distillery along the east side of Parliament Street. While the Canary Restaurant, formerly the Palace School, remains an important local commercial landmark, the ongoing successful re-development of the Distillery District has served to bring a lot of new activity to the area as a whole. A car dealership remains on the south side of Front Street near Trinity Street, with the possibility of additional dealerships being added as a result of the First Parliament site land exchange, on the former Elte site at Eastern Avenue and Trinity Street. Another dealership has recently moved into the converted former Lever headquarters building, just across the Don River to the east. Traditional main street commercial activity can be found in many of the neighbouring areas, with a concentration of commercial activity increasing to the west in the direction of the city core. Recent re-development activity can also be evidenced to the north of the site between River Street and the Bayview Avenue extension.

The Precinct Plan recognizes the existence of the GO rail yard to the south of the West Don Lands. This yard is used for storage of



**EMPLOYMENT** Retail uses focus on major streets throughout the City, as well as much commercial use in Downtown itself. Industrial and employment uses are still located primarily along rail corridors and waterways.

both GO and CN trains. New development will employ appropriate measures to address noise, vibration and setback issues related to this yard in order to ensure that all new residential units meet or exceed the appropriate standards and to ensure that new development in the West Don Lands does not negatively impact on the function of the rail corridor and yard. To that end, an acoustical feasibility study will be prepared in conjunction with each phase of development. Detailed Noise and Vibration studies, along with engineering details for safety requirements (e.g., crash walls, berms, etc.) will be prepared on a site-specific basis as specific buildings are designed.



Groceries at St. Lawrence Market



Galleries and workshops in the Distillery District



Neighbourhood retail on Front Street in the Old Town of York



Industry and production in the West Don Lands



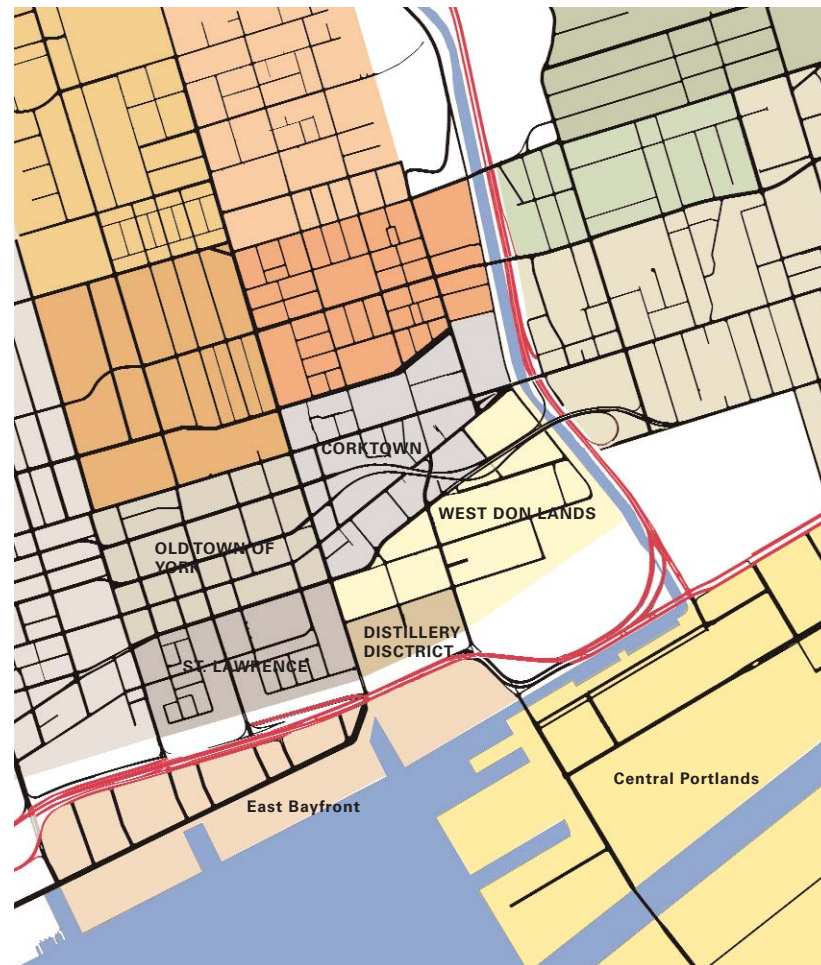
### Neighbourhoods

Steeped in history, the Old Town of York is where Toronto began, with many original buildings and landmarks remaining. Characterized by a 19th century block pattern, the area features a dense fabric of low to mid-rise shops, restaurants, hotels, offices, and residential buildings. Newer buildings, while generally taller, are quite respectful of the old in their selection of form and materials.

Focused along the Esplanade Park, the St. Lawrence Neighbourhood, a 1970s redevelopment project, affirms that Toronto maintains a healthy residential character at its heart. The area features a broad mixture of housing types, from 3 storey townhouses to mid-rise tower blocks, with a mix of income and tenure arrangements throughout.

The Distillery District, a unique 19th century industrial enclave which houses a rich, dense collection of Victorian buildings, alleyways, and courtyards, combines residential uses with studios and workshops, galleries, restaurants, a brewery, a future theatre, and a campus for George Brown College. This area has already become a major tourist destination within the City.

Corktown, one of Toronto's oldest neighbourhoods, began as a 19th century working class community of residents of predominantly Irish ancestry. The area consists of a tightly knit mixture of low-rise residential, commercial, and industrial uses, largely original fabric, with an idiosyncratic street pattern that adjusts to suit local conditions and context. Newer buildings are well-integrated into the neighbourhood.



NEIGHBOURHOODS The West Don Lands are surrounded by a variety of neighbourhoods, each with its own unique texture.

### STREET & BLOCK PATTERN



Old Town of York



St. Lawrence



Distillery District



Corktown

### NEIGHBOURHOOD CHARACTER





# Public Process

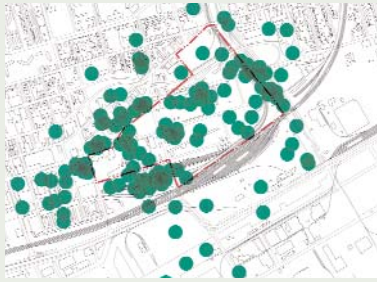


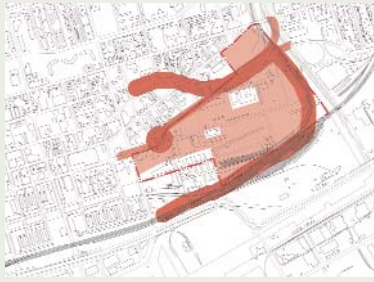

The Precinct Plan emerged from an inclusive process that engaged a variety of stakeholders. The public participated in meetings, focus groups, and a week-long public charrette to help guide the design team.

The first public meeting was held on December 3, 2003. The purpose of this meeting was to develop an understanding from the public as to the strengths and weaknesses of the site and its context, and to record the stakeholders dreams and visions for the West Don Lands.

The consultant team developed a set of design principles from that initial meeting. A stakeholders meeting was held on January 7, 2004 to present these design principles, receive feedback, and to further engage key stakeholders in order to fill in any gaps of information that may have existed in the analysis phase of the project.

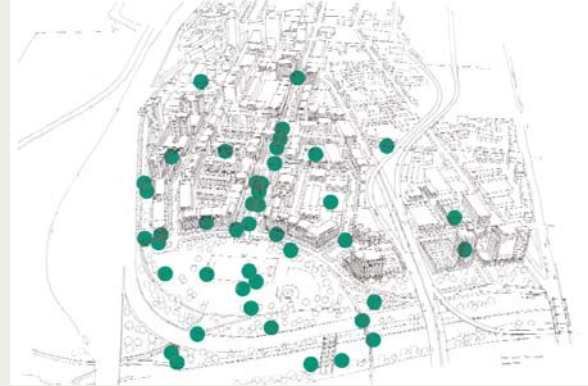

On February 9–12, 2004, the consultant team hosted a week-long design workshop in Toronto where the team presented design alternatives and solutions. The workshop concluded on February 12th with a public meeting attended by over 200 individuals. The public meeting included a presentation of design principles and alternatives generated during the week. Following the presentation, individuals were encouraged to register their opinions and to record their likes and dislikes of the design alternatives.

Following the charrette, the consultant team worked with City Staff and stakeholders to refine design alternatives and to develop the final Precinct Plan illustrated in this document. Further meetings with stakeholders and the public house provided valuable input to the draft and final Precinct Plans.

STRENGTHS & WEAKNESSES OF THE SITE			
STRENGTHS		WEAKNESSES	
Heritage resources – First Parliament Site, Canary Restaurant  Access to the Don River  Proximity to Downtown  Adjacent neighbourhoods – Corktown, Distillery District, St. Lawrence, Old Town of York	 	Barriers – Richmond-Adelaide Ramps, rail lines to the south and east, Gardiner Expressway  Eastern/Front intersection  Connections to the north and south  Channelized Don River	 
			



DESIGN PRINCIPLES	
<b>FRAMEWORKS &amp; STREETS</b>	<b>CHARACTER &amp; IMAGE OF THE COMMUNITY</b>
<p>Create a pedestrian-friendly street network that connects the West Don Lands with the adjacent communities.</p> <p>Create a street and block pattern that reflects the eccentricities of surrounding neighbourhoods.</p> <p>Reduce reliance on the automobile by providing access to a high-quality range of transportation options.</p> <p>Transform Eastern Avenue into a pedestrian-friendly street.</p> <p>Front Street should be a primary entrance to the West Don Lands as it is a landmark street in the City, connecting major parks across the City.</p> <p>Preserve the capacity of the street network.</p>	<p>Establish a range of architectural guidelines (massing, materials, and proportion) that reflect the range of scales and characters of surrounding communities.</p> <p>Retain heritage resources wherever possible.</p> <p>Respect the heritage of the area; however, create a "living" community with contemporary buildings, not historical replicas.</p> <p>Use a variety of building types and styles to create a varied, eclectic, organic, and creative community.</p>
<b>FLOOD CONTROL MEASURES &amp; OPEN SPACE</b>	<b>LAND USE</b>
<p>Design the berm as an amenity; it should accommodate usable open space and recreational options.</p> <p>The river's edge should be re-vegetated as part of the Don River Park system, linking the City to the waterfront.</p> <p>Create multiple points of access between the community and the River's edge.</p> <p>Create parks for both the local community and the City.</p> <p>Balance open space for the local community, the City, and the Region.</p> <p>Create both active and natural open space along the Don River.</p>	<p>Provide a mix of land uses appropriate for an urban neighbourhood which include residential, retail, and employment.</p> <p>Limit auto-oriented land uses to sites with high access and/or to locations where the impacts are minimized.</p> <p>Provide building types that are flexible and can accommodate a range of land uses depending on market demands.</p> <p>Provide appropriate community facilities in accessible locations related to open space.</p>

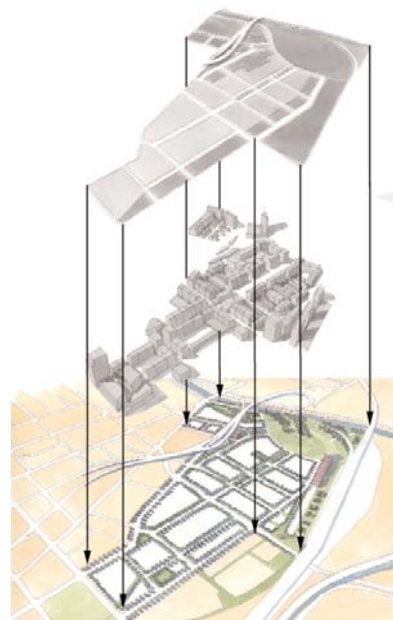
RESPONSES TO THE CHARRETTE PLAN	
<b>POSITIVE ATTRIBUTES</b>	<b>NEGATIVE ATTRIBUTES</b>
<p>Extension of the park along Front Street</p> <p>Access to the Don River Valley</p> <p>Scale of Corktown throughout the West Don Lands</p> <p>Ample space for active recreation</p> <p>Don River Park</p> <p>The proposed square at the park</p> <p>The character of Mill Street</p>	<p>Towers along Mill Street are inappropriate</p> <p>The Eastern Avenue flyover ramp still divides the community</p> <p>The Front Street/Eastern Avenue Intersection is not pedestrian-friendly</p> <p>The parking garage will impact the view from the existing residents of the Distillery District</p> <p>The park should be more naturalized, less manicured</p>
	



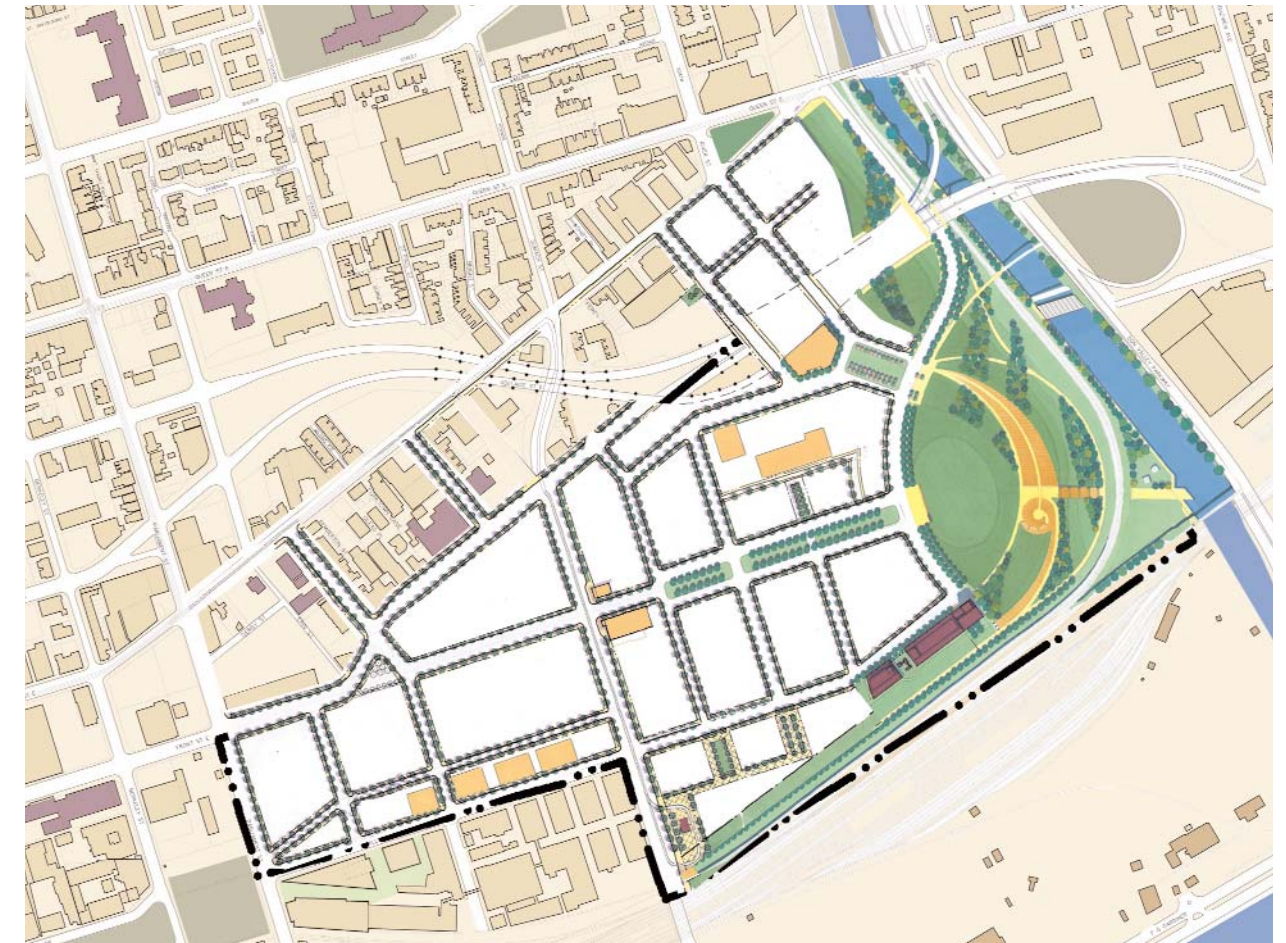
# Public Realm Plan

This section of the Precinct Plan describes the public infrastructure required to redevelop the West Don Lands. This section describes streets, parks and public open space, pedestrian and bike circulation, transit, municipal services, affordable housing, community facilities, and sustainability as frameworks that, when combined, form the Precinct Plan.

The design of the West Don Lands Precinct Plan was coordinated by Urban Design Associates, but is composed of the work of several design firms, each experts in their fields. The following summary of the design frameworks illustrates the combined effort of all team members.



Public Frameworks



Public Frameworks

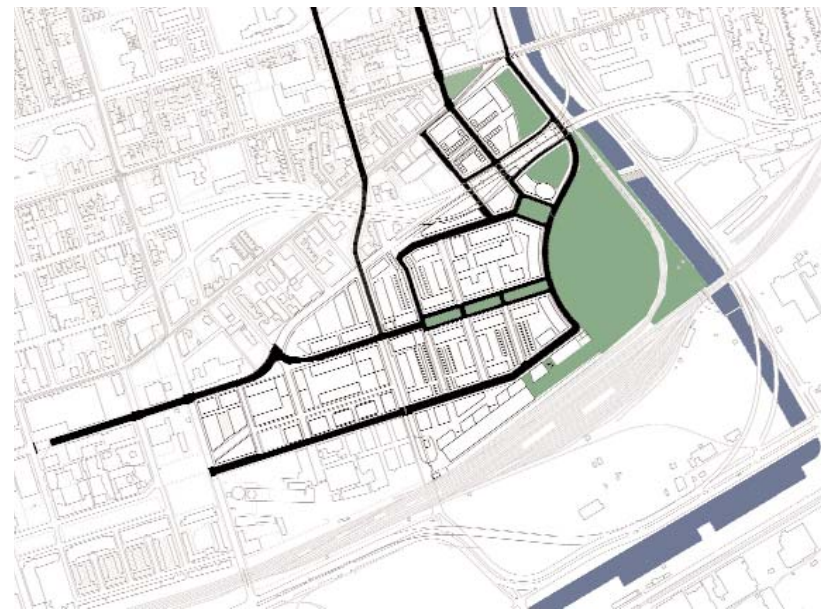


## Street Patterns

The street network for the West Don Lands will remain largely intact. The main changes are related to the re-alignment of Bayview Avenue to form the western edge of the proposed Don River Park, the extension of River Street from King Street East to Eastern Avenue, closure of the connection between Bayview Avenue and River Street under the Queen Street Bridge, and the addition of several local streets that will provide access to new development. Based on travel demand forecasts, it is estimated the capacity of the proposed road network will be sufficient to provide an adequate level of service during the weekday morning and afternoon peak periods.

The most visible change to the road network will be the character of the roads themselves. Whereas today, most of the roads in the West Don Lands focus on automobile traffic and have very few amenities for pedestrian or cyclists, the new road system will create urban streets that allow safe and convenient movement for pedestrians as well as accommodating cyclists and transit vehicles.

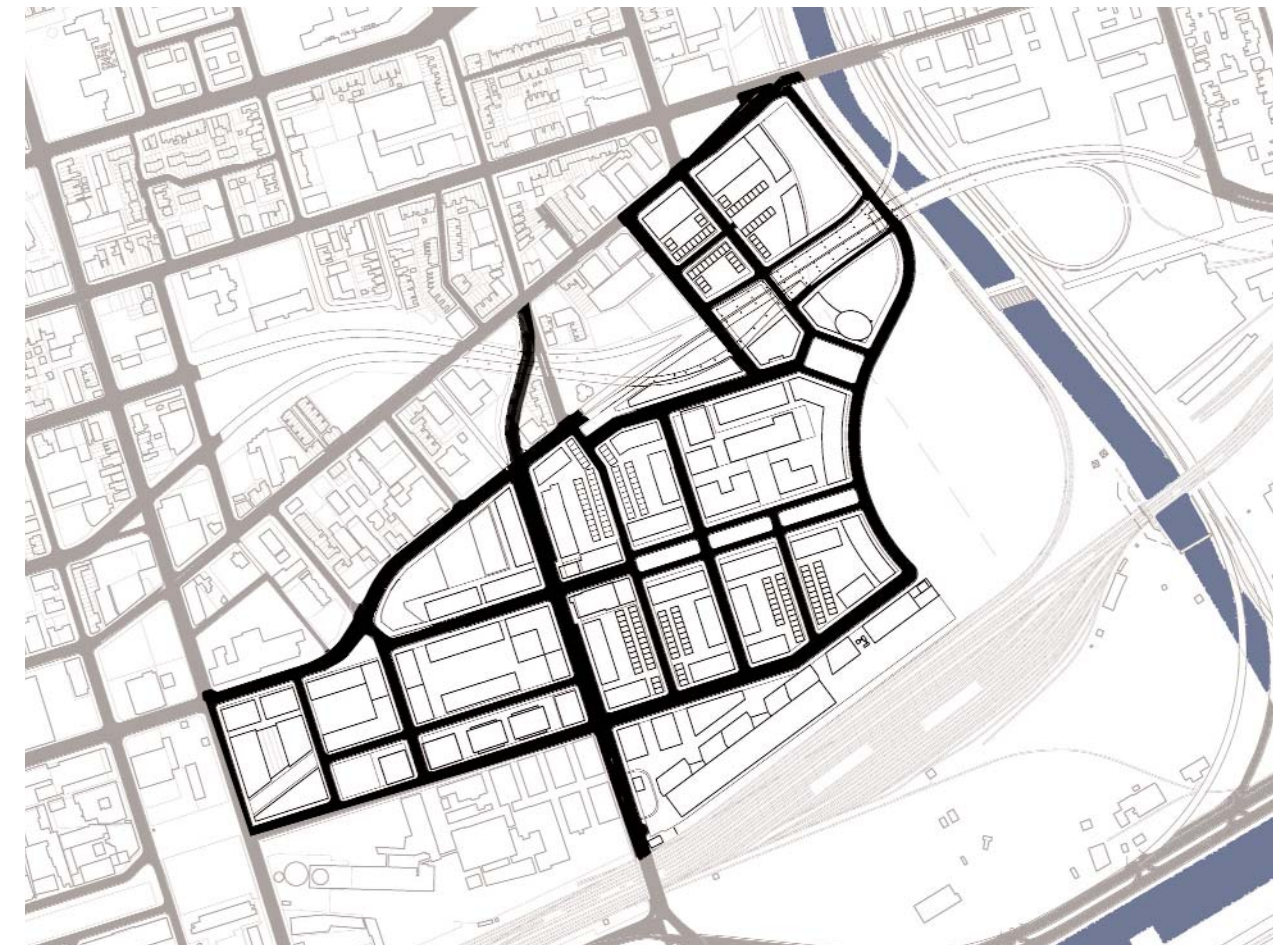
The TWRC is committed to ensuring that the West Don Lands transportation system, and the whole of the Central Waterfront, is developed in a sustainable manner. Specifically, the street network has been designed to be consistent with the City of Toronto's transportation objectives, as stated in the Secondary Plan, which call for priority to be given to sustainable modes of transportation: "A sustainable 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. Roads capacity will be added only to meet local traffic needs." (Objective C19)



Both local and regional streets will connect to the new Don River Park.



(LEFT) Bright Street is intimate and quirky, typical of Corktown.  
(RIGHT) Front Street presents dramatic views toward Downtown.



**PROPOSED STREET NETWORK** The street network of the West Don Lands will connect to adjacent neighbourhoods. A system of local streets will create a grid of appropriately scaled blocks for development.



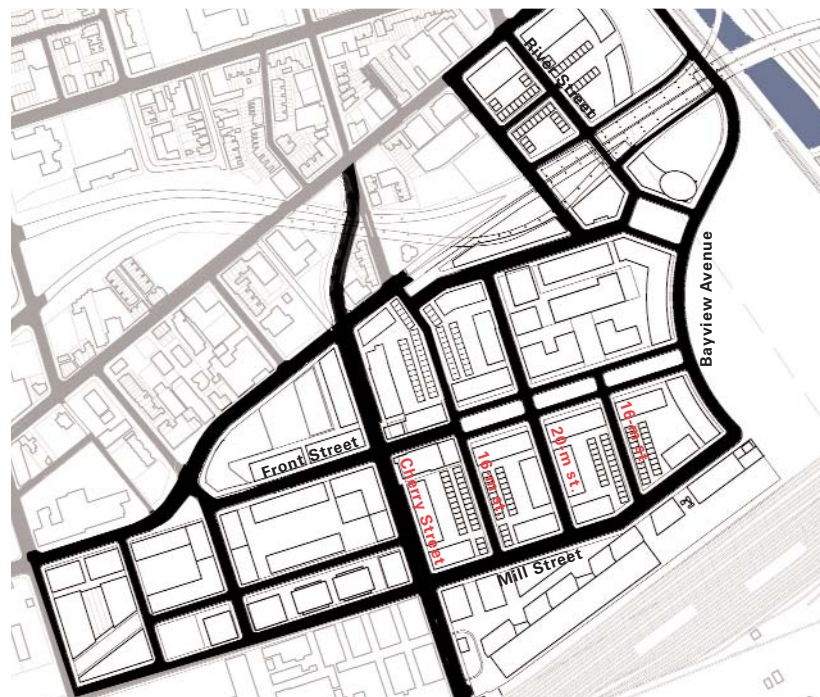
Existing Street Network



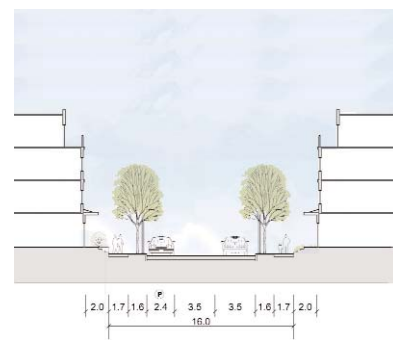
# Street Types

The following illustrative rights-of-way conceptually identify proposed street widths and functions. The actual dimensions are flexible at this point, provided the intended street function and character is achieved. Final rights-of-way dimensions will be determined through Environmental Assessments, where required, or through Plans of Subdivision at the development stage.

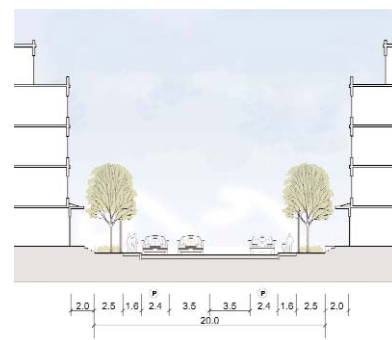
A key component of this Precinct Plan and, in fact, a key component of TWRC's commitment to sustainability and revitalization is that roadways be kept as narrow as possible and that rights-of-way be designed with transit, pedestrians and cyclists needs taking priority above those of automobile traffic. This is especially important when designing Front Street and/or Cherry Street, as the potential location



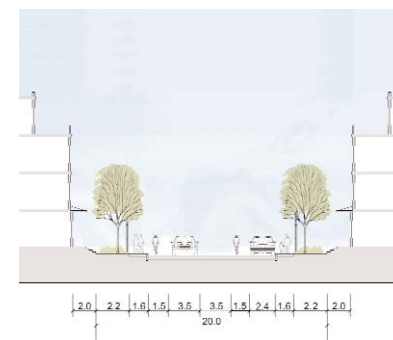
West Don Lands inventory of Streets.



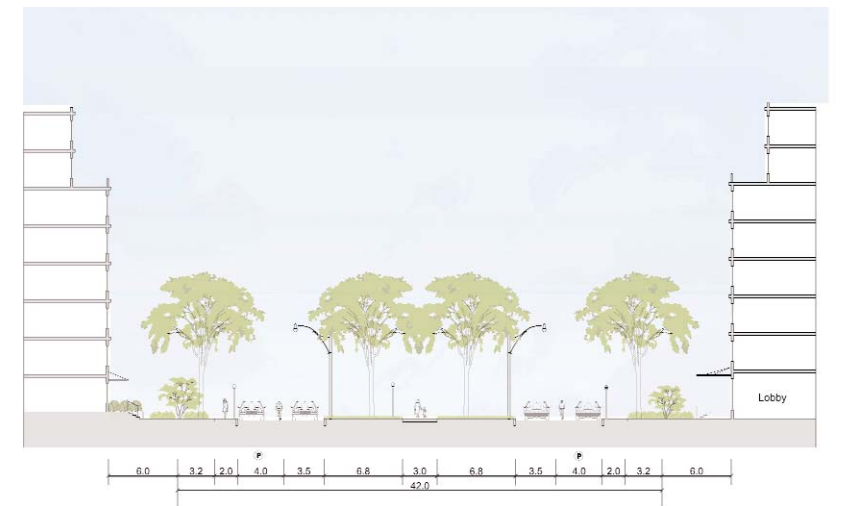
16-metre Neighbourhood Street



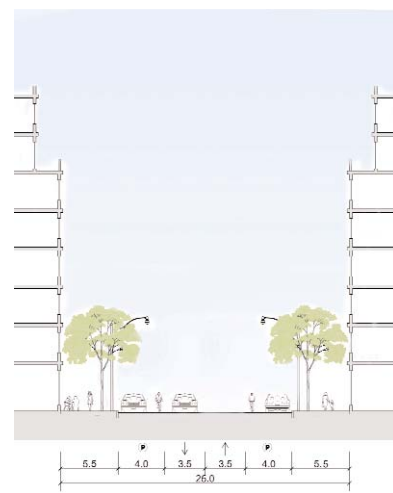
20-metre Neighbourhood Street



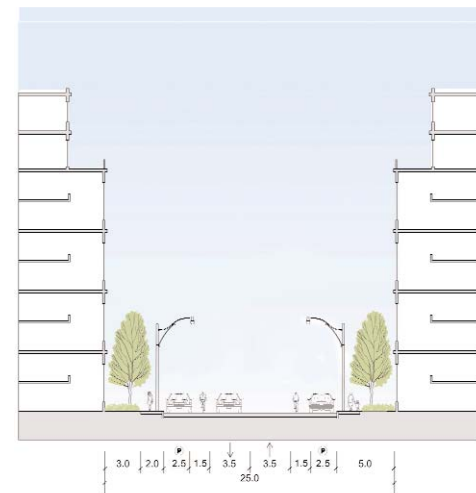
River Street



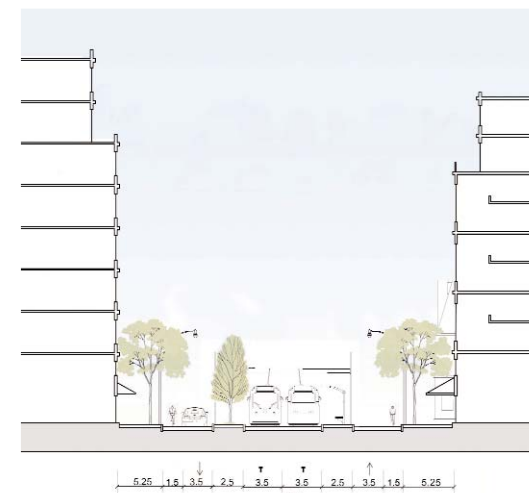
Front Street East of Cherry Street



Front Street west of Cherry Street



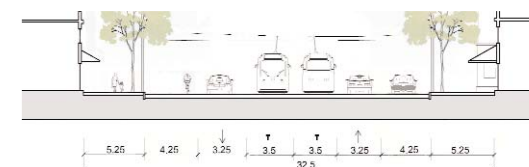
Mill Street



Cherry Street (assuming dedicated street car)  
Note: Cherry St ROW will vary along its length. Drawing illustrates typical condition.



Bayview Avenue



Cherry Street Alternative



of dedicated streetcar lines on these streets create competing demands for right-of-way space. The illustrations below for these streets only show potential right-of-way dimensions based on particular assumptions this plan has made. Final decisions on those streets will be made after the location and form of transit service is finalized.

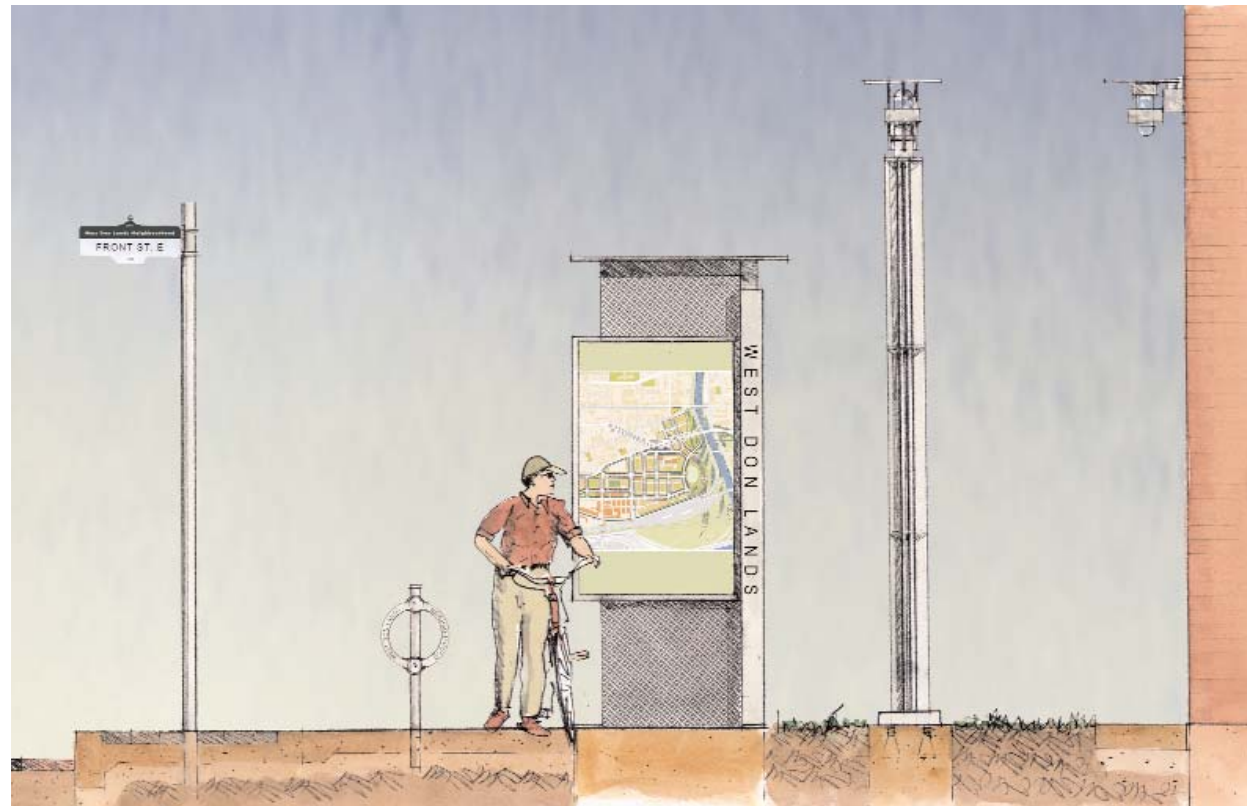
#### Streetscape Palette

The streetscape design and materials palette will join the family of Toronto streetscape furnishings, while reinforcing the local character of the West Don Lands. Influences specific to this precinct include the industrial and rail heritage, the Don River, proximity to the First Parliament buildings, and the surrounding heritage neighbourhoods.

This precinct is uniquely defined by red brick buildings, chimneys, steel bridges and industrial structures, heavy concrete infrastructure, and a tenacious, struggling landscape. These gritty characteristics are also part of the precinct's rugged charm and should be seen as character-defining influences.

The streetscape is proposed to exhibit a number of these unique qualities. The pavement could retain the red brick gutter margin of urban Toronto, and the sidewalk amenity band will be gray concrete units with a stretched bond to exaggerate the narrower streets. The tree pit cover can be constructed of an industrial steel checker plate with a protective collar for snow shovels. Pedestrian lights can take their cue from the Distillery lamp standard, while the poles can be constructed of steel angles to City standard.

Street names, the original shoreline, or track spurs and archeological themes may be expressed in sidewalk text or symbols. Where interpretation is desired, the story of past lives or current measures to restore the environment could be communicated with a kiosk fabricated in the same family of industrial steel finishes.



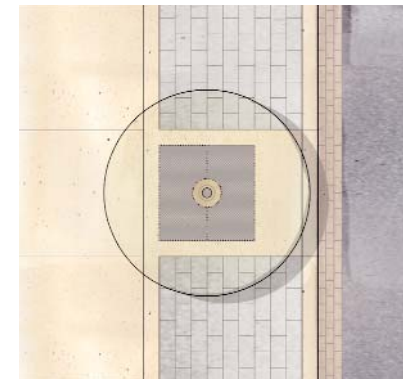
Street Sign

Bike Ring

Information Kiosk

Gooderham & Worts Post Top Light

Gooderham & Worts Post Wall Light





# Transit

The West Don Lands is well positioned with regard to transit accessibility. Much of the precinct is already within close proximity to the existing King streetcar service (and in some cases the Queen streetcar service as well). Extending streetcar service into the West Don Lands will have the benefits of providing better connections to both the downtown, via existing King streetcar service and the East Bayfront and Portlands via future transit service through those precincts.

The Precinct Plan recommends improving transit service into the West Don Lands with an exclusive streetcar line on Cherry Street. A Cherry Street alignment could be used in the short-term to provide immediate streetcar service by extending the King streetcar line south on Sumach and Cherry Streets to a turnaround north of the viaduct. In the long term, this line could be extended under the viaduct, connecting to the Port Lands and the East Bayfront. This allows the King streetcar line to connect to the heart of the West Don Lands and places the entire future population within a five-minute walking distance to transit stops.

The proposed Cherry Street alignment is a modification to the Central Waterfront Secondary Plan, which proposes to divert the King streetcar through the Precinct via Berkely/Parliament and Front Street. Such a scenario would connect to the Port Lands and East Bayfront via Cherry Street, but only south of Front Street. The Precinct Plan maintains a Front Street option through the alternative provision of an exclusive streetcar line in a right-of-way on Front Street, between Berkely/Parliament and Cherry Street, as currently set out in the Secondary Plan.

The final decision on the streetcar alignment, and associated street rights-of-way will be made through a transit Environmental Assessment, which the TWRC will initiate. That study will engage a public process to explore the issue in greater depth and arrive at the most appropriate transit solution. In the interim, development in the West Don Lands will continue to protect both options.



**PREFERRED TRANSIT STRATEGY** Transit service will be provided along Cherry Street, at the heart of the community. The proposed branch line can be extended south to the Port Lands in the future.



The Switching Station and Historic Don Station should be restored as civic landmarks.



# Pedestrian & Bike Circulation

The West Don Lands Precinct Plan maintains and improves pedestrian and cycling linkages. The streets and blocks extend the pattern and grain of both the Distillery District and Corktown, thereby promoting street continuity of the precinct to the north and west. The railway and river form a barrier on the east and south edges of the precinct. To overcome this, a combination of pedestrian/cycling bridges and underpasses are proposed. The Precinct Plan proposes the following network:

- Provide bike lanes on Mill Street, through the West Don Lands.
- Provide bike lanes on the realigned Bayview Avenue, connecting to the Mill Street bike lanes and providing access to Don River Park.
- Provide a pedestrian and cycling network within Don River Park.
- Link the pedestrian/cycling network within Don River Park to the existing Don River trail and waterfront trail via an underpass at the GO rail lines at the southeast corner of Don River Park.
- Link the pedestrian/cycling network within Don River Park to Riverdale with a new pedestrian/cycling bridge over the rail and river.
- Provide bike lanes on River Street (and its new extension), connecting the Bayview Avenue lanes, Mill Street lanes and Don River Park network to the existing River and Shuter bike lanes, north of Queen Street.
- Encourage cycling facilities on the reconstructed Cherry Street right-of-way as part of the Environmental Assessment for a

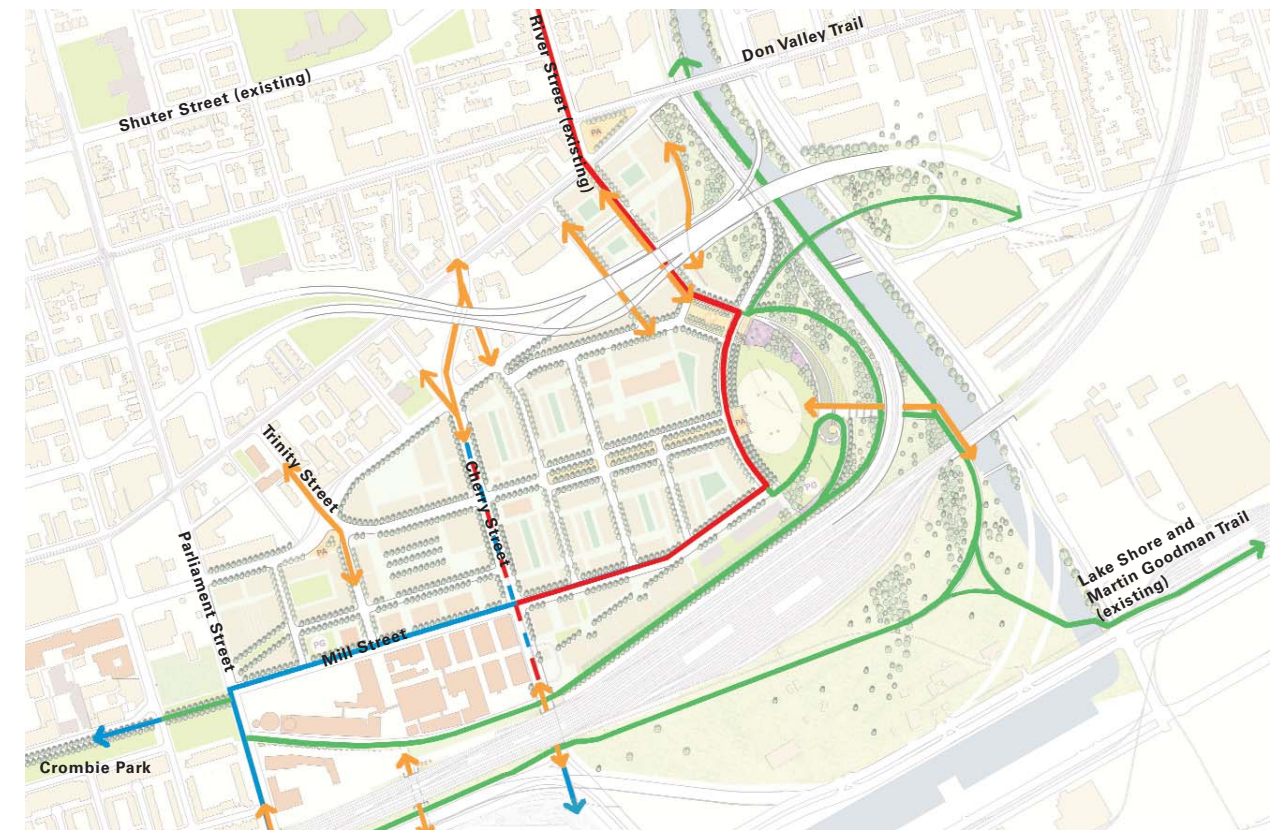
redesigned Cherry Street with a dedicated streetcar line. In recognition of the TWRC's desire to promote pedestrian-friendly streets that are not excessively wide, this may require that on Cherry Street cycling infrastructure take priority over automobile lanes.

- Improve the Don River Trail underpass to the Port Lands and waterfront.
- Investigate the potential for a highline trail adjacent to the rail line, to create a linear green system linking Don River Park and the Distillery District.

Other improvements linking the West Don Lands to the waterfront include upgrading the entry, lighting and finishes of the existing viaducts for pedestrian and cyclists at Cherry and Parliament Streets.



Bicycle and trail connections will link the community to the river and will provide a circulation alternative to the automobile.



**BICYCLE AND PEDESTRIAN PLAN** On-street bicycle routes and off-street bicyclepaths will provide connectivity between adjacent communities and the Don River.

- OFF-ROAD BICYCLE ROUTE
- ON-ROAD BICYCLE LANE
- SHARED ROADWAY
- PEDESTRIAN LINK (IMPROVED UNDERPASS OR INTERSECTION)



# Parks & Public Open Space

## Types

The public parks and open space plan will be comprised of different types of public open space and facilities responding to both community and environmental needs. Overall, there will be four general types of public open space.

- Areas of natural regeneration associated with the Don River
- Passive parks containing walks, gardens, and informal green space
- Active recreation green space for field sports
- Urban open space such as plazas and parkettes

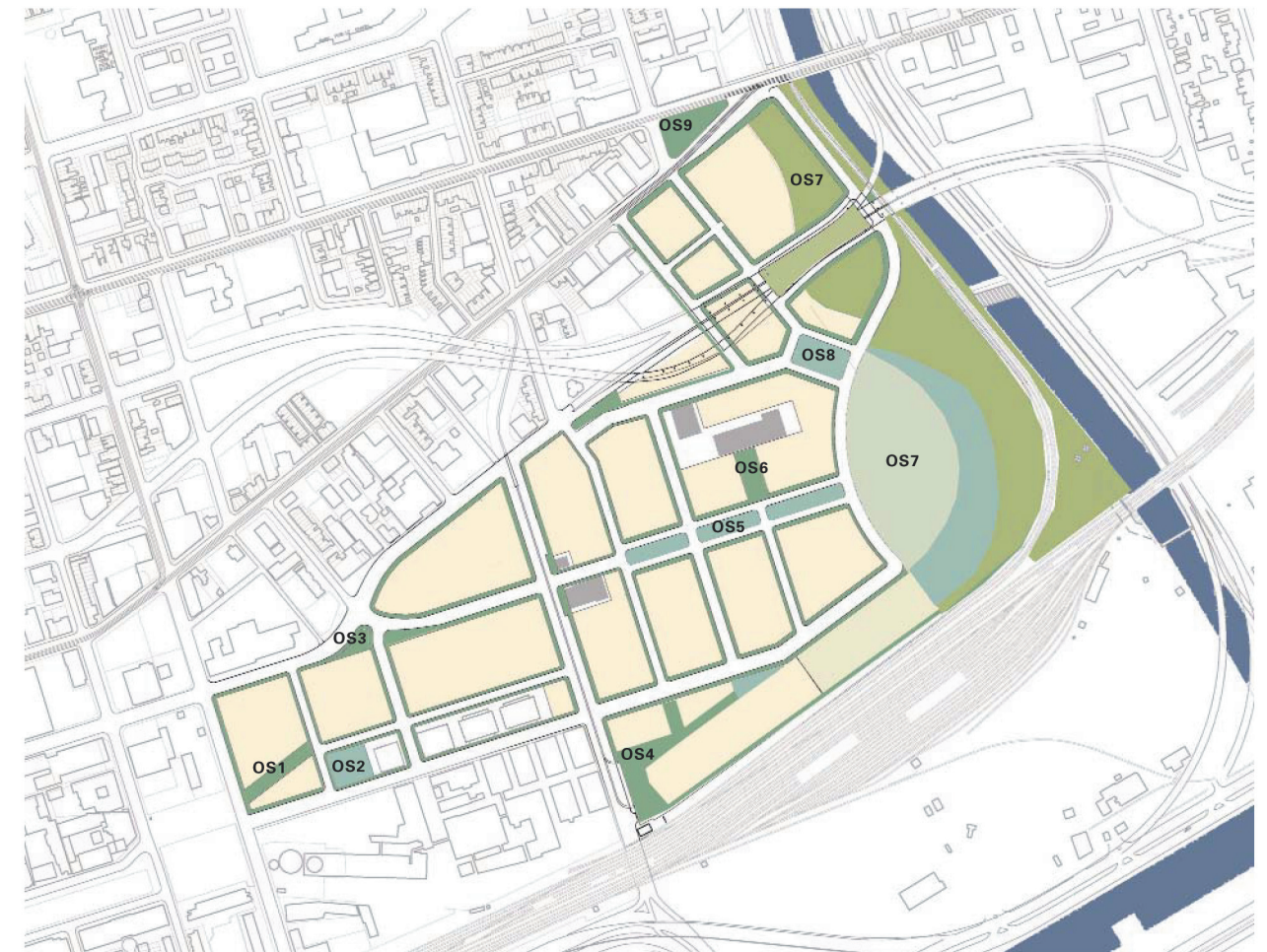
Within these four general types, there will also be playgrounds, public art, and interpretive features. Unique facilities such as skateboard parks could also be considered based upon community interest, need, and affordability. Sites currently identified for public art in the West Don Lands are varied in scope and scale and allow opportunities for both intimate and landmark artworks. Some sites will allow for artists' collaboration with landscape architects for maximum impact (for example, at the entryway to the Don River Park, the centrepiece of the plan), while others may demand stand-alone sculpture.

Interpretation might include natural history, cultural heritage, and sustainability themes.

There will also be outdoor play space associated with the public school and community centre. In addition to public space, there will be private and semi-public open space within and adjacent to residential development. This will be provided in the form of apartment block courtyards, front and backyard spaces, interior block walkways, and roof gardens or terraces. Opportunities for green roofs will be explored within both the public and private development program.



The West Don Lands will contain a variety parks and open spaces including natural areas, active and passive parks, plazas, parkettes, and streetscapes.



Public Parks & Open Space

OPEN SPACE MATRIX		
#	OPEN SPACE TYPE	ACRES
OS 1	Parliament Street Lane	0.3
OS 2	Distillery Park	0.4
OS 3	Trinity Square	0.2
OS 4	Mill Street Lanes	1.2
OS 5	Front Street Promenade	0.8
OS 6	Dominion Foundry Park	0.3
OS 7	Don River Park	19.6
OS 8	River Square	0.4
OS 9	Queen Crossing Square	0.5
NET		23.8

- NATURAL REGENERATIVE
- PASSIVE PARK
- ACTIVE RECREATION
- PLAZAS, PARKETTES, & STREETSCAPES
- HERITAGE STRUCTURES





- PARKS**
- 1 Don River Park
  - 2 Front Street Promenade
  - 3 Mill Street Lanes
  - 4 Dominion Foundry Park
  - 5 River Square
  - 6 Queen Crossing Square
  - 7 Trinity Square
  - 8 Distillery Park
  - 9 Parliament Lane
- PA** Public Art  
**PG** Playground



Perspective view northwest of Don River Park and housing on Bayview Avenue



Perspective view of the Front Street Promenade



Perspective view of a berm along the south side of the Don River Park

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### Flood Control

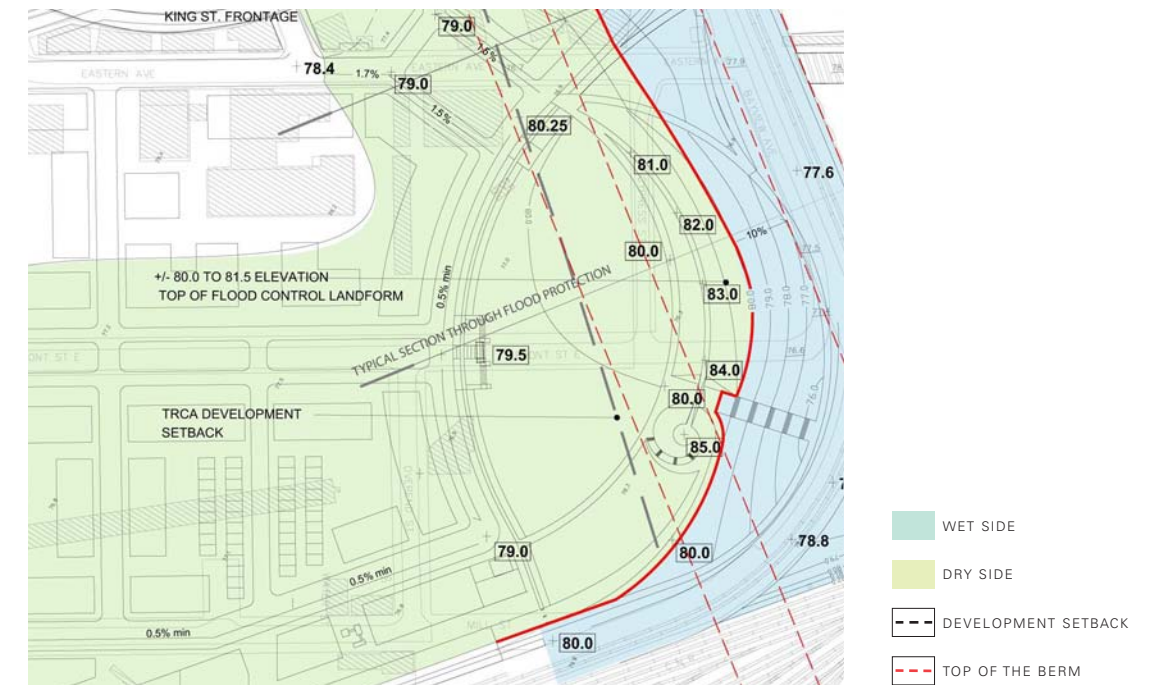
Most of the West Don Lands is currently undevelopable because of the threat of flooding. The TWRC has funded an Environmental Assessment for the Lower Don River West area, which is being undertaken by the Toronto and Region Conservation Authority (TRCA) and nearing completion. That Environmental Assessment will set out a preferred alternative for floodproofing. The Precinct Plan team has worked closely with the TRCA team to ensure that the design for the Precinct and the design for the floodproofing are compatible and complementary. The Precinct Plan proposes a river-front park designed as both a recreational open space and as a flood control landform. While detailed design of the flood control landform has not been completed, the TRCA provided general guidelines for grading and development setbacks which were incorporated into the Plan and protect for the flood control options under consideration. In summary, these guidelines include the following:

- Development Setback – Limiting above and below grade building development and services within an increasing dimension from the existing west river bank (channel).
- Extend the River Valley – Create a landform (a berm or wedge of land) which rises to a height which will contain flood waters along the west bank while allowing for the flow of flood water volumes within the river channel.
- Landform Characteristics – The landform should be constructed with engineered fill that will not be undermined by the action of either channel or overtopping flood water. This generally implies

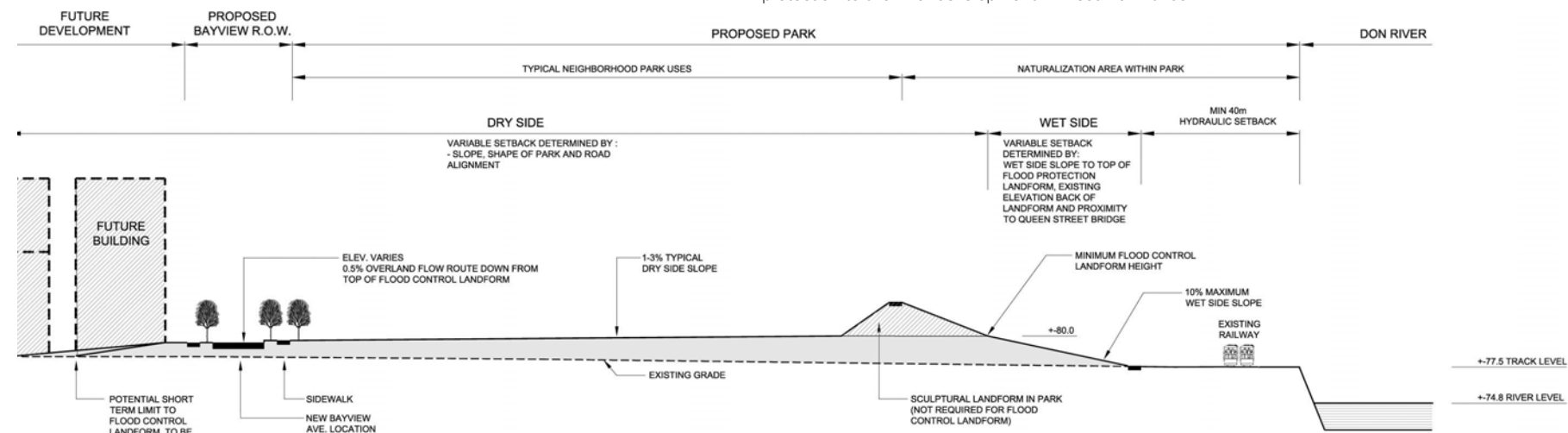
gentle side slopes, minimal deep-rooted vegetation and careful control of design and construction of sub-grade utilities penetrating the landform.

- Increased Flow Through the Rail Viaduct – Increase the capacity of the combined aperture of the existing river channel and rail underpass with additional culverts or other means to increase the potential flow through the raised rail embankment, which effectively acts as a dam across the mouth of the Don River.

The impact of these guidelines upon the Precinct Plan is generally illustrated in the Proposed Rough Grading Plan. While limiting development, the Plan responds with a generous park forming the focus of the proposed community.



**PROPOSED ROUGH GRADING PLAN** The proposed grading and landform of the Don River Park will re-establish a naturalized river bank and will create the necessary flood protection to allow for development in West Don Lands.



Section through Don River Park



**Don River Park**

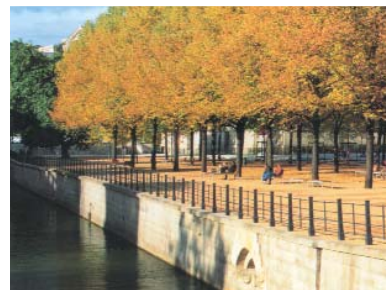
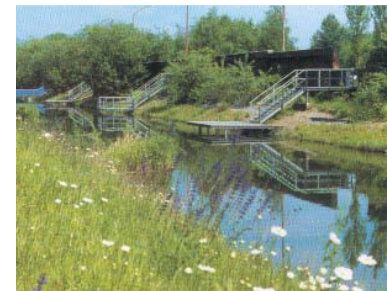
As the principal open space, Don River Park will serve the entire West Don Lands precinct. It is also well-located as a trailhead for the Don River and Lakeshore open space park systems. Thematically, the Park's form and character are derived from a number of influences.

- An inherent programmatic flexibility allowing for active and passive uses
- The spatial backbone of the park is flood control overlaid by rail infrastructure and sculptural landform
- Landscape character and tree massing respond to the former sediment marsh or river delta, as well as the current re-naturalization of the lower valley
- Street and neighbourhood margins become increasingly ordered as the park nears the urbanized edges
- A design approach which celebrates this park as a product of the past and current lives of this particular place in Toronto

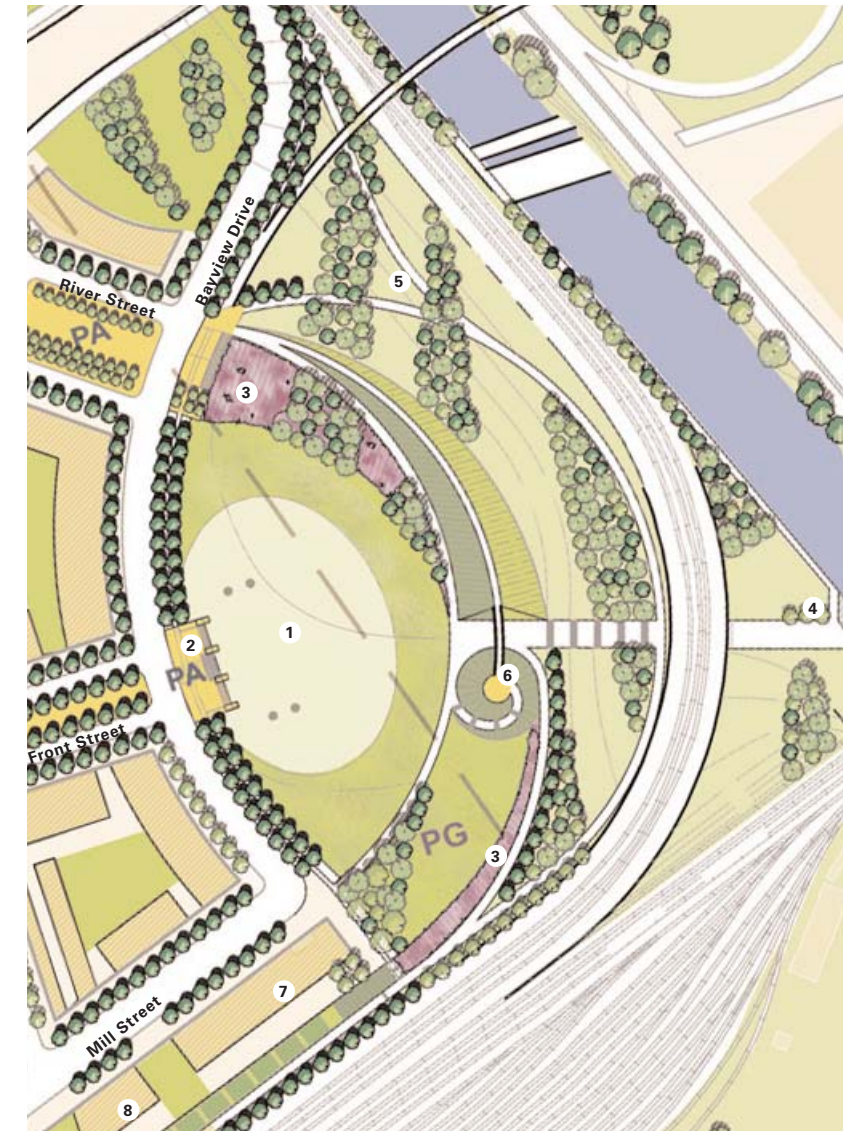
The park will be comprised of the following areas and facilities.

- A Multi-purpose sports field suitable for soccer or more informal field sports
- Entry plaza spaces with seating and possibly interpretive elements
- Floral or themed gardens bordering the outer walks
- A river landing which passes under the railway and links to the trails network

- A variety of walking promenades overlooking the field, gardens, and river valley
- A sculptural landform overlooking the City skyline and the river valley
- Extensive areas of natural habitat on the wet side of the flood protection landform
- Space for play areas, water play, or other facilities such as tennis courts as may be determined through a more detailed recreational needs assessment



PARK FEATURES	
1	Multi-purpose playfield
2	Entry plaza
3	Floral gardens
4	River landing
5	Walking paths
6	Viewing platform
7	School
8	Community Centre
PA	Public Art
PG	Playground



Don River Park



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### Bridges & Underpasses

The West Don Lands will require investment in bridges and tunnels to integrate the new precinct with surrounding neighbourhoods. While challenging, this infrastructure can and should be seen as an opportunity to enhance the precinct with unique, character-defining structures, while solving circulation difficulties.

A light, delicate pedestrian bridge is proposed for the link to the Riverdale neighbourhood. Springing from the Bayview Avenue crescent, the bridge would rise over the railway and Don River, touching down west of Broadview Avenue after passing over the Don Valley Expressway and ramp.

A pedestrian tunnel below the sweep of the Bala rail line, in combination with an improved underpass along the River, will join the Don River Park with the Don River Valley and Lakeshore Trail systems. These key links should be viewed as integral components of the infrastructure improvements associated with the flood control measures. Further, they should be seen as civic design features of the new waterfront and functional connections.



Perspective view of Don River Park from proposed pedestrian/bike bridge





# Affordable Housing

## Overall Objective

The TWRC is committed to creating neighbourhoods that are attractive for many different types of households from a wide range of incomes, particularly families with children, seniors, and Downtown workers. The objective includes:

- Providing family services at the earliest possible opportunity, including excellent daycare, community, and school facilities
- Encouraging the creation of larger units and giving priority to families with children in the allocation of those units
- Seeking community support and sponsorship for senior housing, long-term care facilities, and housing for Downtown workers
- Providing opportunities for a wide range of tenure options in the delivery of housing; i.e., ensuring both affordable rental and ownership housing are provided
- Providing a mix of affordable and market housing sites across the Waterfront

## Affordable Housing Targets

- The TWRC views the City’s Official Plan targets for affordable and low-end-of-market housing as appropriate goals and will attempt to exceed these targets to the extent that it can find ways to do so.
- Subject to program funding, 20% of all units in each Precinct of the Waterfront will be affordable rental housing. In the West Don Lands this will result in the creation of approximately 1,200 affordable rental housing units.

- A further 5% of all units in each Precinct will be low-end-of-market housing. In the West Don Lands this results in the creation of approximately 150 low-end-of-market housing units. In additions, the TWRC will explore mechanisms to provide additional affordable ownership housing.
- The TWRC will exceed the minimum Official Plan targets for family housing in both affordable and market units.

## Delivery of Affordable Housing

- The TWRC will identify sites to be developed as mixed-market and affordable housing. These sites are conceptually illustrated in this Precinct Plan. Specific sites will be identified on a phased basis as each District is implemented (see Phasing and Implementation section). The TWRC will work with City agencies and departments to help identify the most appropriate sites.
- The TWRC will make the affordable housing lands available at no cost to non-profit and for-profit housing developers on a long term lease to develop affordable rental housing.
- Should the land not be developed within a five year period after development of each phase is initiated, because of a lack of program funding, TWRC will seek alternative ways to develop the sites for affordable housing.
- The TWRC will work with the City to secure ongoing funding from Federal and Provincial programs to deliver the affordable rental housing in the Waterfront.
- The TWRC will work with the City to secure funds from the Province for rent supplements to provide additional housing support for low-income wage earners.



Conceptual Affordable Housing Illustration (Actual sites to be finalized through Urban Design Parcel Guidelines.)

- AFFORDABLE OWNERSHIP
- AFFORDABLE RENTAL

WEST DON LANDS HOUSING TARGETS	
Total Units	6,000
Minimum affordable rental units (20%)	1,200
Minimum low-end of market (5%)	300



- The TWRC will encourage a variety of approaches to delivering affordable housing are explored and that a wide variety of housing providers are encouraged to become involved in delivering affordable housing. In particular, non-profit and cooperative housing providers will be encouraged.
- TWRC will explore the opportunity to establish a Waterfront Housing Trust to help deliver its affordable housing programs, including managing land lease arrangements with affordable housing providers, managing requests for proposals, and establishing programs to provide affordable ownership, e.g. secured second mortgages.
- Revenues generated through the activities of a Waterfront Housing Trust, particularly from secured second mortgages, will be used to build additional affordable housing, achieve the highest possible standard of design for affordable housing, provide additional subsidies for housing aimed at lower income residents, and ensure a high quality of community service provision.



# Community Facilities

Community facilities are provided throughout the West Don Lands to support the needs of the emerging neighbourhood. Demographic projections forecast a population of 11,000 new residents in the West Don Lands, including 860 school age children. Locations for schools, community centres, child care centres and recreational facilities are indicated on the Community Facilities Plan.

## Emergency Services

The new police facility at Front and Parliament Streets will adequately serve the West Don Lands. No new fire facility is needed as the area is within the required four-minute Fire Department response time.

## School Services

Demographic projections forecast 860 elementary school children and the need for a new elementary school. The preferred location for the school is the south edge of Don River Park. This location should be combined with a local recreation centre, child care facility, and other community uses. Construction of this school should start when the school age population reaches 250 children. The school should be designed to expand should the need arise.

## Daycare Facilities

There will likely be a need for at least two child care facilities in the West Don Lands. One of the facilities could be included as part of the recreation centre, adjacent to the proposed elementary school. Considering the school will not be built out in the early phases of the

implementation, one child care facility should be provided in the early phases and integrated with a larger multi-use building.

## Recreation Centre

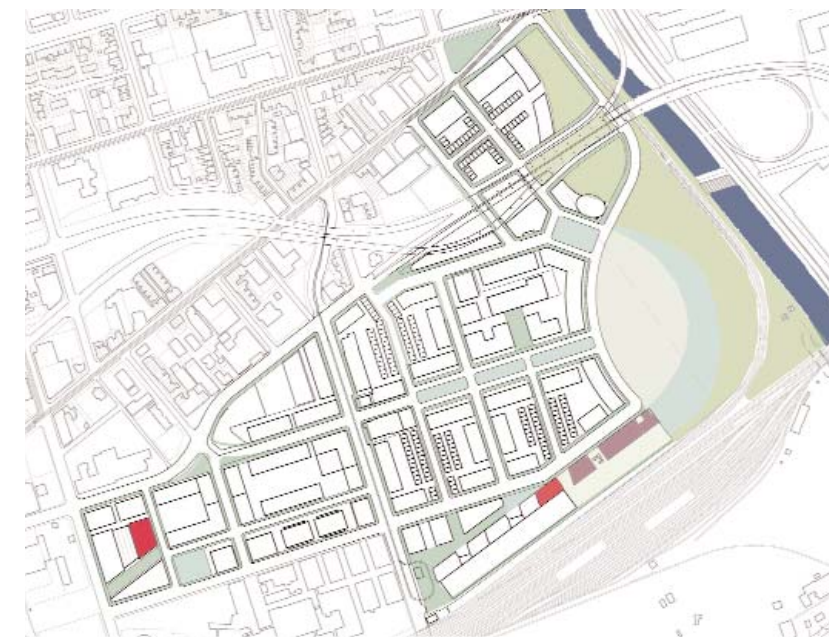
The existing recreation centre at the Esplanade is well-used and will likely be stretched over-capacity in the early years of development. There will be a need for an additional full recreational facility with meeting rooms, pool, and gym, preferably in a facility that can be shared with the Board of Education.

## Library Facilities

Based on the capacity of the neighbourhood library on Front Street, there will be no need to provide additional library services in the early years of development. However, upon build-out, there may be a need to replace the small St. Lawrence neighbourhood library with a new facility to serve St. Lawrence, the East Bayfront, and the West Don Lands. The Precinct Plan provides several possible sites for a Library. Among them, a library can be located at one of several prominent sites adjacent to the school, at the head of the square where River Street and Old Eastern Avenue intersect, or adjacent to the First Parliament Site.

## Additional Community Facilities

Smaller community spaces will be made available to community groups in a number of locations to ensure that services are distributed throughout the West Don Lands. An additional 5,000 square feet of community space could be made available in conjunction with one of the child care centres.



Community Facilities Plan

- ELEMENTARY SCHOOL AND RECREATION CENTRE
- CHILD CARE INTEGRATED WITH LARGER BUILDING

SCHOOL PROGRAM OUTDOOR PLAY SPACE	
Hard-surface play area	21,000 sf
Junior Kindergarten/Senior Kindergarten Play Area	2,500 sf
School Child Care Play Area	2,500 sf
SCHOOL PROGRAM OUTDOOR PLAY SPACE	
School for 860 students	86,000 sf



## Municipal Services

The West Don Lands are currently served by infrastructure (water-mains, sanitary sewers, and storm sewers, and cabled utilities) that was generally installed between 1876 and 1950. The location, condition, and capacity of these facilities have been assessed to determine their appropriateness for use in servicing the revitalized West Don Lands community well into the future. In developing an infrastructure servicing strategy, consideration has been given to utilizing existing infrastructure, rehabilitating existing infrastructure, and constructing new infrastructure. The recommended servicing strategy has been developed as a combination of the above, considering new design criteria and technical requirements, location, condition, and the feasibility of rehabilitation, utilizing this information and the discussion below.

### SUSTAINABILITY FRAMEWORK

As discussed elsewhere in this plan, developing in a sustainable fashion is a high priority of the TWRC. With this objective in mind, the servicing infrastructure will be designed to minimize impact on the environment and promote sustainable solutions.

### Water

The water system will be designed to meet sustainability objectives through the active use of water conservation and water efficiency strategies. Given their nature, these strategies will typically be implemented at the building or site plan level.

### Wastewater Collection System

The wastewater (sanitary sewer) collection system will be designed to integrate with the City's existing system. A principal sewer in the City (the low level interceptor) runs through the West Don Lands. It must be protected and flows maintained at all times during construction.

### Stormwater Management System

The stormwater management system for the site will be designed to follow TWRC sustainability practices, the City's environmental policies, and to be compatible with the City's "Wet Weather Flow Management Precinct Plan." This will be achieved, on a community wide basis, through a combination of techniques, including separating sewer systems where they are combined, modifying drainage patterns to be compatible with the flood protection works, and using end of pipe quality improvement techniques such as oil and grit separators and other strategies.

At the site plan level, the opportunity exists to implement the City's overriding objective of treating stormwater as a resource. Strategies can be employed to reduce runoff or the rate of runoff by maximizing green spaces, retaining stormwater to slow down the rate of runoff, and possibly using stormwater for irrigation purposes.



## Sustainability

“Sustainability is the new imperative for cities in the 21st Century and the Toronto waterfront will be distinguished by its leadership on sustainability.”

Robert A. Fung, *Chairman, Toronto Waterfront Revitalization Corporation*

The Toronto Waterfront Revitalization Corporation is committed to making the City’s waterfront both a national and global model for sustainability. A core principal for waterfront revitalization is that new communities, such as the West Don Lands be socially, economically, and environmentally sustainable. Achieving this goal means that the West Don Lands must be socially diverse, economically active, and environmentally sound while making efficient use of infrastructure, energy, and other resources.

A socially diverse community is one that can offer accommodation and support to a wide range of people. A key goal of the West Don Lands is to create a truly mixed community that houses people of different ages, backgrounds, lifestyles, and economic status. A broad range of housing types and tenures, including affordable rental and ownership housing, will be built throughout the West Don Lands. Related community facilities and services, including a school, community-recreation centre, daycare facilities, and substantial park lands will be in place as development occurs.

In addition to encouraging a diverse population, a balanced mix of uses, including commercial, recreational, and retail will also be

provided. The focus will not be on regional commercial activities but on neighbourhood amenities and community services that will complement and enhance the existing range of activities. Residents of the West Don Lands will have the ability to walk or cycle to a wide of range of daily activities.

An economically-active community requires access to a broad range of employment opportunities. With approximately one million square feet of commercial space, the West Don Lands has the ability to accommodate up to 4000 jobs accessible by public transit. This ensures daylong activity within the West Don Lands, increasing public safety, and efficient use of the existing and planned transportation network. In addition, with its proximity to Downtown and an extension of streetcar services into the West Don Lands, residents of the area will be able to walk, cycle, or take transit to the myriad of employment and training opportunities located in close proximity.

An environmentally-sound community means taking a life cycle approach to new development, whereby the environmental impacts of construction and occupation are accounted for and mitigated to the greatest extent possible. A sustainability evaluation will inform the design, construction, and management of new buildings and public infrastructure. The TWRC is completing a Sustainability Framework that will serve as the basis for that evaluation. The Framework includes an Action Plan that identifies criteria that new development must meet with regard to land use, transportation, building design, energy use, air quality, water use and quality, materials waste and management, and natural resources. The TWRC is establishing a green building specification which outlines sustainability targets and mandatory specifications for all buildings. Each new

development in the West Don Lands will need to demonstrate how it meets the environmental goals in each of these areas.

Most importantly, however, the West Don Lands is inherently sustainable in terms of land utilization and achieving smart growth principles.

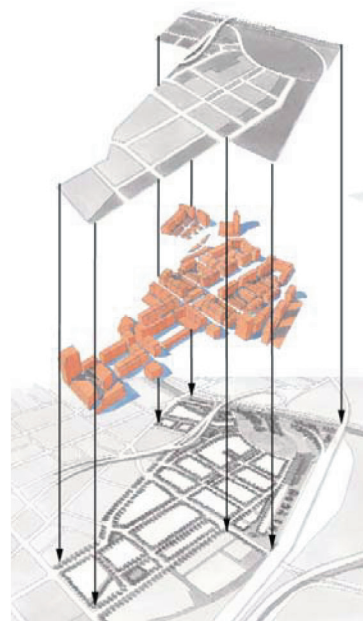
- Reducing the risk of natural hazards through floodproofing controls
- Remediating brownfields within the City core
- Reducing the need to develop agricultural and environmentally-sensitive land outside the City
- Increasing the supply of affordable housing
- Reducing air pollution associated with commuting
- Making public transit, cycling, and walking the primary modes of transportation
- Efficiently using existing infrastructure
- Increasing the amount of park land and community services
- Increasing economic development opportunities
- Demonstrating the feasibility of green buildings

These benefits will contribute greatly to helping achieve the City’s vision for a Clean and Green waterfront, to furthering the Province of Ontario’s Smart Growth initiative, and to assisting the federal government meet its Kyoto Protocol targets.



# Development Plan & Guidelines

The previous section details the public investments needed to support development in the West Don Lands. The primary purpose of this section is to provide built-form guidelines for new developments. This section identifies the development opportunities and the general guidelines for site planning and buildings. The guidelines address issues at the scale of the building, the block and the entire precinct. As such, they address issues of land use, building height and type, parking and servicing, ground-level activity, and general development capacity. Detailed building envelopes and densities will be prepared for each District as outlined in the Phasing and Implementation section. The charts below provide an approximation of the overall development potential for West Don Lands.

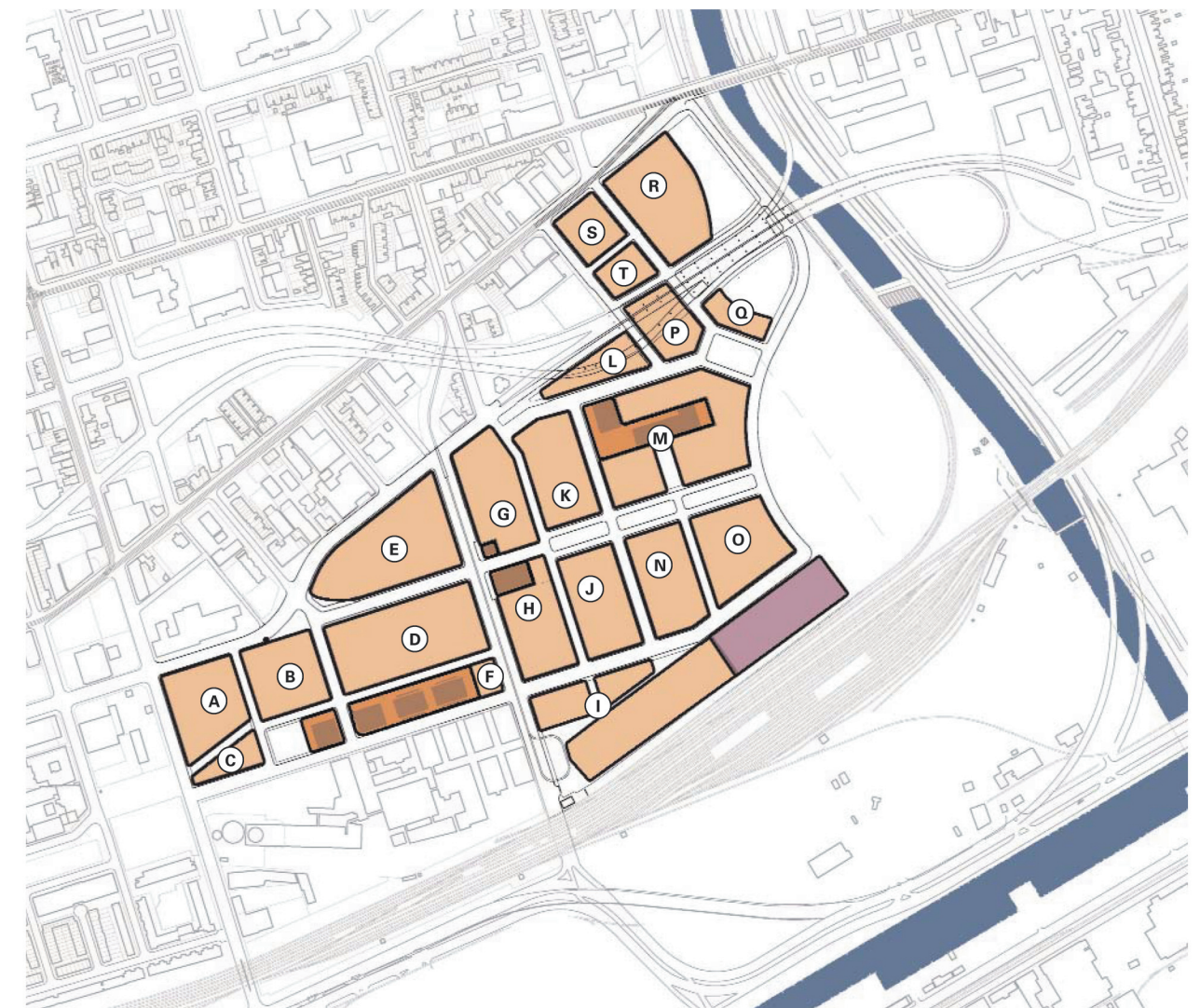


Development Guidelines

NEW DEVELOPMENT BY BLOCK			
#	BLOCK SIZE	RES (sqm)	NON-RES (sqm)
A	2.4	29,943	27,246
B	1.7	37,780	0
C	0.4	13,600	0
D	3.5	48,060	6,600
E	3.3	32,515	8,080
F	0.2	5,100	0
G	2.0	21,946	2,126
H	1.8	16,563	3,360
I	4.0	82,788	895
J	1.9	22,871	0
K	1.9	24,022	0
L	0.8	0	5,200
M	3.4	62,960	550
N	1.9	22,418	0
O	2.1	28,958	550
P	1.1	6,840	700
Q	0.4	33,600	0
R	2.6	32,102	16,344
S	0.9	1,400	13,400
T	0.6	1,728	0
NET	36.7 Acres	525,194	85,051

LAND USE SUMMARY	
Streets, Parks, Rail Easement	51.1
Development	42.6
<b>GROSS ACREAGE</b>	<b>93.7 Acres</b>

DEVELOPMENT SUMMARY	
New Development	36.7
Existing Building *	3.8
School Site	2.1
<b>TOTAL DEVELOPMENT</b>	<b>42.6 Acres</b>



**DEVELOPMENT PARCELS** New streets and parks will create 36.7 acres of new development opportunities.

- NEW DEVELOPMENT
- EXISTING BUILDINGS
- SCHOOL & COMMUNITY CENTRE SITE



## Land Use

The West Don Lands will become a vibrant mixed-use precinct on the edge of Downtown Toronto. The precinct will be built out at a relatively high density, but will contain a range of scales and uses within it. Portions of the precinct, such as the buildings along Bayview Avenue, will likely be exclusively residential. Other areas, such as Front and Parliament Street, will mix office, retail, and residential uses. The scale and texture of buildings will vary as well. Parts of the West Don Lands, such as along Mill Street, will contain eight-storey buildings, while other areas, such as many of the north/south streets will contain three -four storey town houses. Upon build-out, the precinct will contain approximately 6,000 units of housing.

A retail node will be created at the intersection of Cherry and Front Street. Office and employment uses, while permitted throughout the Precinct, will be concentrated where existing transit service is strongest, along Parliament and King Streets. If market conditions support additional retail, Cherry Street and Front Street can develop with retail at grade. Mill Street, east of the Distillery, will evolve into a live/work neighbourhood, where studios, galleries, and small scale employment uses create an eclectic environment similar to the Distillery.

The Plan is committed to creating a mixed-use precinct and, therefore, land use regulations will be flexible and the existing “Reinvestment Area” zoning designation will continue to apply. The diagrams at right illustrate a potential land use mix and distribution.



**POTENTIAL UPPER FLOOR USES** Most buildings contain upper-floor residential. However, office uses may be located in some buildings and will be specifically encouraged along Parliament and King Streets.



**POTENTIAL GROUND FLOOR USES** A retail node can be located at Cherry Street and Front Street, the heart of the community.

- RETAIL
- OFFICE
- RESIDENTIAL
- LIVE/WORK
- INSTITUTIONAL





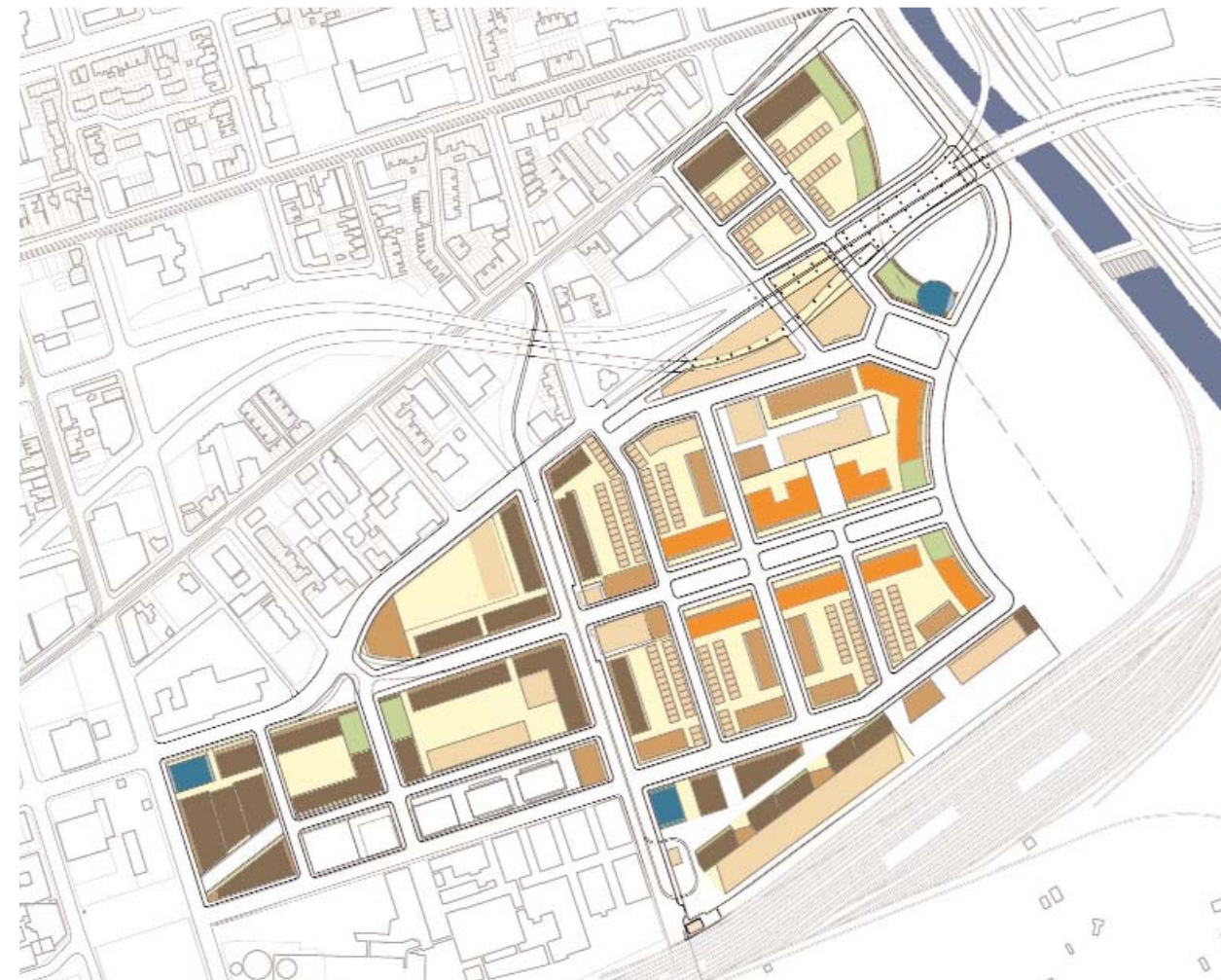
## Built Form

Creating a well-defined and connected environment is one of the primary goals of this Precinct Plan. The proposed buildings will reinforce the public spaces and streets by creating strong edges and surfaces to the outdoor urban rooms. The resulting built form will create a cohesive precinct that contains a variety of scales, textures, and densities.

Buildings will be oriented to the perimeter of their blocks, with some exceptions in order to form a backdrop to contain public spaces. View corridors, axes, and points of interest are identified throughout the Plan, reinforced through building setbacks, heights, and landmark or ceremonial sites to become visual foci.

Much of the neighbourhood will have a height limit of eight storeys. Taller buildings will be permitted at important intersections, along Front Street, and at specified locations along the new Don River Park. Several streets within the West Don Lands will have lower heights as they will generally contain three- to four-storey townhouses. The north/south streets extending from Corktown through the West Don Lands will have heights in scale with Corktown itself, approximately four storeys.

The adjacent diagrams illustrate how height and massing can be deployed throughout the West Don Lands. The specific block by block building envelopes will be identified for each district as outlined in the Phasing and Implementation diagram.



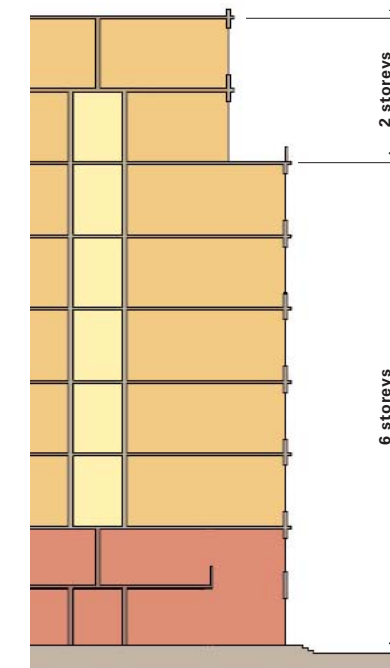
**BUILDING HEIGHTS STRATEGY** The West Don Lands will be generally built with a mix of eight-storey loft-type buildings and four-storey townhouses as permitted in the existing zoning. A few strategic sites along the main arterials and at intersections will be permitted to exceed eight storeys provided a site-specific public process is followed.

HEIGHTS (STOREYS)

- 4
- 5
- 8
- 10
- 14
- 24



MASSING DIAGRAM



**TYPICAL SECTION** Most buildings in the West Don Lands will be eight storeys in height with a two-storey step back at the top.



## Design Context

Creating a well defined and connected public environment is one of the primary goals of this Precinct Plan. The orientation and disposition of buildings have been carefully considered in order to reinforce the public realm to create both familiar and memorable places.

Don River Park is the primary focus of the precinct. Streets radiate from its centre, and a strong sinuous urban wall will be created along its edge. Most buildings will be a consistent eight storeys in height; however, locations for taller (iconic or landmark) buildings have been identified at important corners and at the head of River Square.

Distillery Park, the Street Car Loop, and Dominion Foundry Park have been intentionally located adjacent to existing buildings to amplify their importance of the Precinct's heritage. The open spaces should be oriented to these buildings.

Gateways to the Precinct are created by emphasizing intersections with taller buildings. Front and Cherry Streets, the Precinct's primary streets will be defined by aligned and continuous buildings surfaces. The heart of the community will occur at the intersection of these two streets. Buildings shall be set back from the Canary and CN Police Building in order to honour their historic importance.



**DESIGN CONTEXT** Critical surfaces, orientations of buildings and parks, and landmark buildings are identified to reinforce the open space plan with appropriate urban form.



Articulated surfaces and visual axis will create a well-defined and connected public environment.



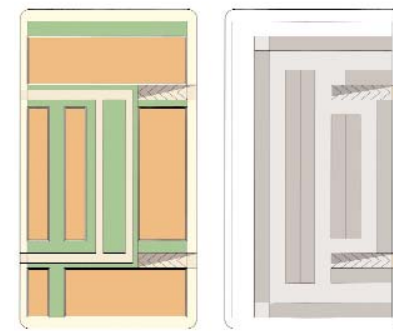
# Parking & Service

Parking will occur either above grade or below grade, depending on development economics and environmental issues. The objective is to self-park each development block. This page illustrates different ways in which parking can be accommodated. Parcel I will contain a multi-level parking garage to act as a buffer from the rail line and it may also have the potential to accommodate public parking for the Distillery District, the waterfront, and potential events in Don River Park.

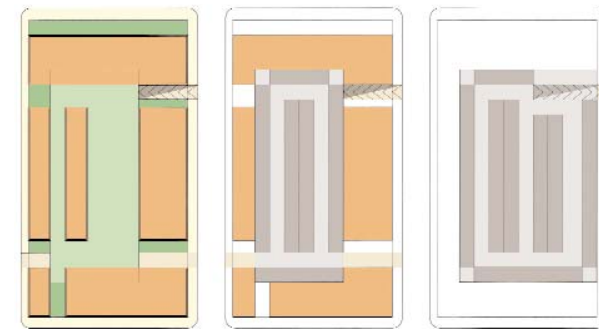
Service and access to the private development blocks will generally occur in service courts or along rear lanes. Entrances to parking should be identifiable and obvious, yet not intrusive to the experience of the public realm. Service and loading areas should be efficient and concealed from view from the street.



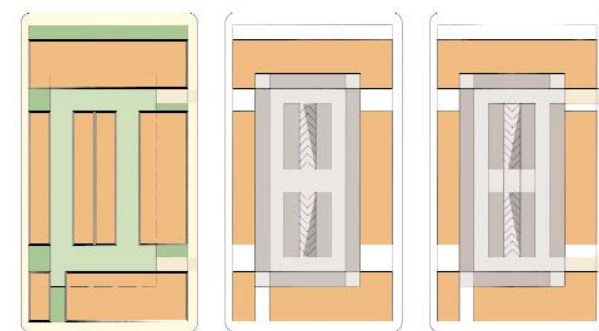
In Vancouver, townhouses surround a parking structure. Terraces and outdoor landscape space are built over the parking.



Street Level  
Basement Level  
225 spaces

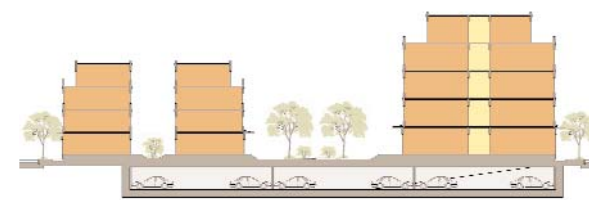


Second Level  
Street Level  
140 spaces  
Basement Level  
180 spaces



Third Level  
Second Level  
120 spaces  
Street Level  
120 spaces

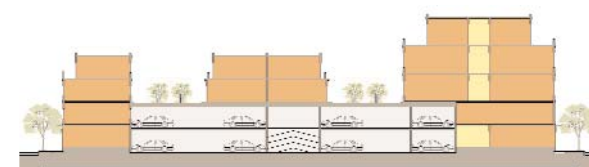
Three parking scenarios for a typical block



SCENARIO 1  
Basement Level Garage



SCENARIO 2  
Basement & Street Level Garage



SCENARIO 3  
Above Grade Garage, Two Levels



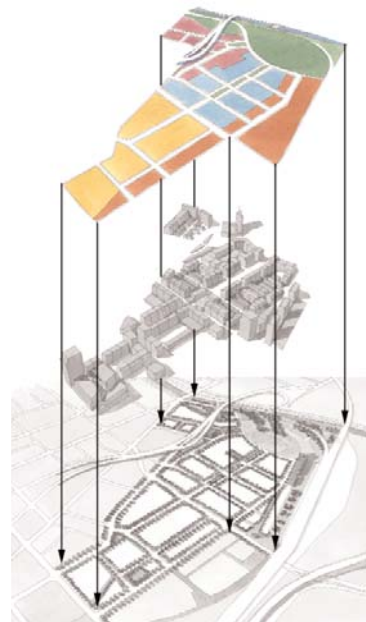
Parking  
BELOW-GRADE PARKING OR PARKING STRUCTURE  
SURFACE PARKING LOT  
PARKING STRUCTURE



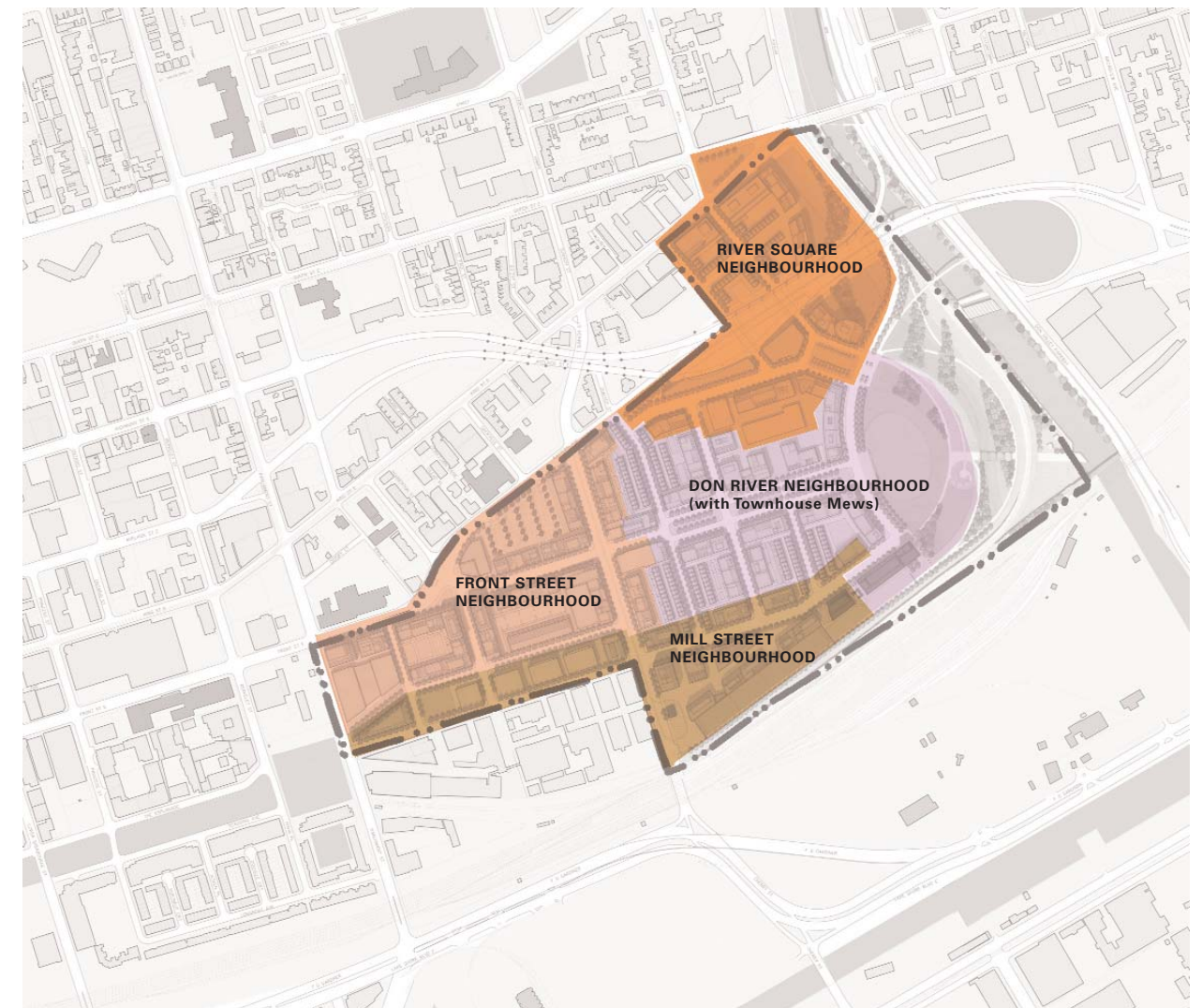
# Neighbourhood Character & Urban Design

The design of the West Don Lands will be inspired by the rich diversity of Toronto neighbourhoods. Instead of applying a single scale of development, across the West Don Lands, the Precinct Plan employs a variety of scales and textures in order to diversify the precinct and blend it into the City. Upon build out, the community will contain a range of Loft type residential and non-residential buildings, compact townhouses forming intimate streets, a vibrant commercial node, an eclectic live/work area, and elegant apartments along a park drive and promenade.

This section describes the design intent and features of four neighbourhoods that make up the West Don Lands: Front Street Neighbourhood, Don River Neighbourhood, Mill Street Neighbourhood, and River Square Neighbourhood. Each neighbourhood is described in terms of its urban design intentions as well as its open space and park components. An emphasis is given to the overall character of each neighbourhood, its inspirations, and its origins.



Neighbourhood Character



The West Don Lands will consist of four distinct neighbourhoods.



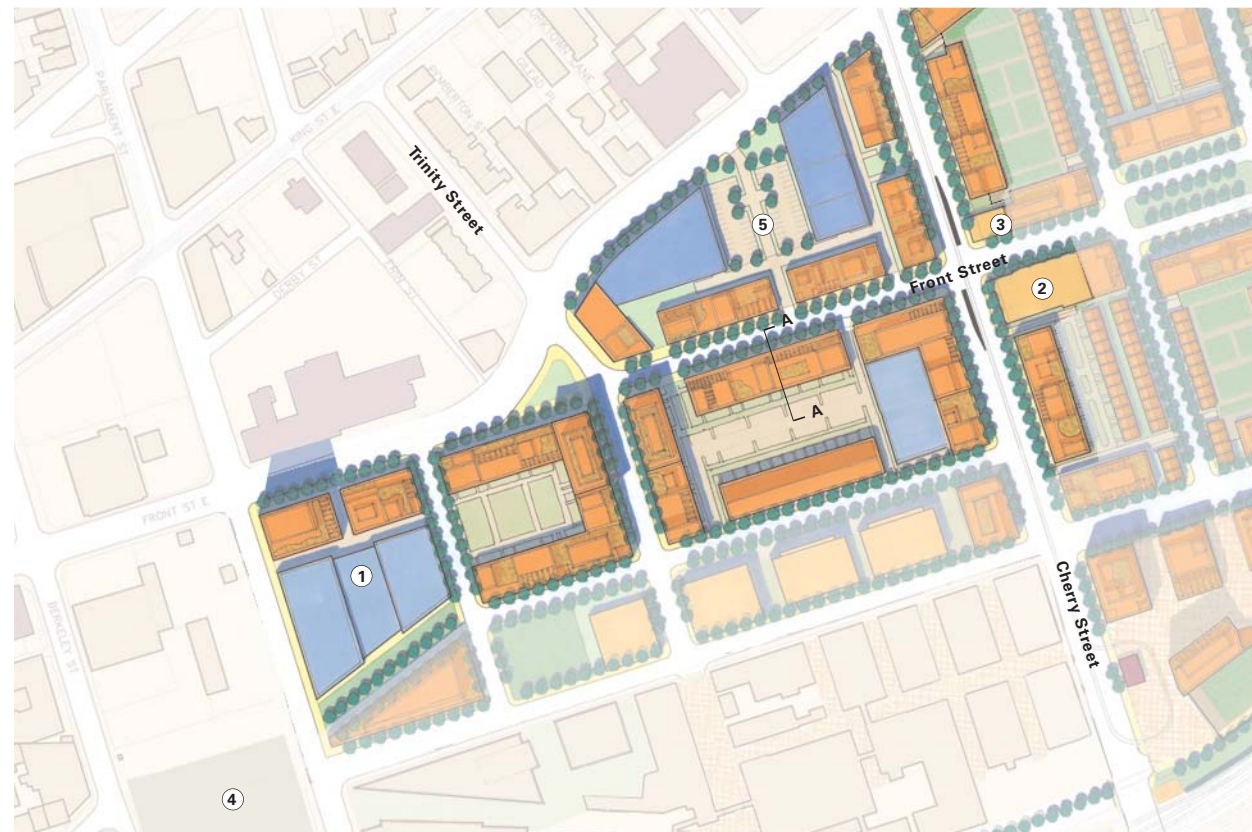
# Front Street Neighbourhood

## Urban Design

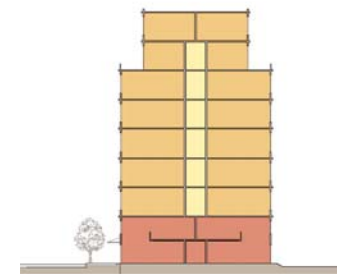
The community character of Front Street, east of Cherry Street, will be similar in scale and texture to Old York and the St. Lawrence neighbourhood. Like these areas, Front Street and the surrounding blocks will be a mix of retail, offices, residential, and institutional uses. Buildings will be predominately ten storeys in height. Larger towers will punctuate critical street corners.

Front Street, between Trinity and Cherry Streets will form the retail core of the community. Ground floor uses will be reserved for retail.

The Plan proposes retaining the Canary Building and the CN Police Building at the core of the community – two historic structures that preserve the heritage of the West Don Lands.



Illustrative Precinct Plan



TYPICAL MIXED-USE BUILDING Section A-A shows a typical eight-storey building along Front Street. Retail uses will occupy the ground floor with residences above.



PRECEDENTS Buildings will be mixed-use with retail at grade and housing above.



Perspective view of Front Street looking east towards the Canary Restaurant.

- 1 Office Building
- 2 Canary Restaurant
- 3 CN Police Building
- 4 First Parliament site
- 5 Car dealerships



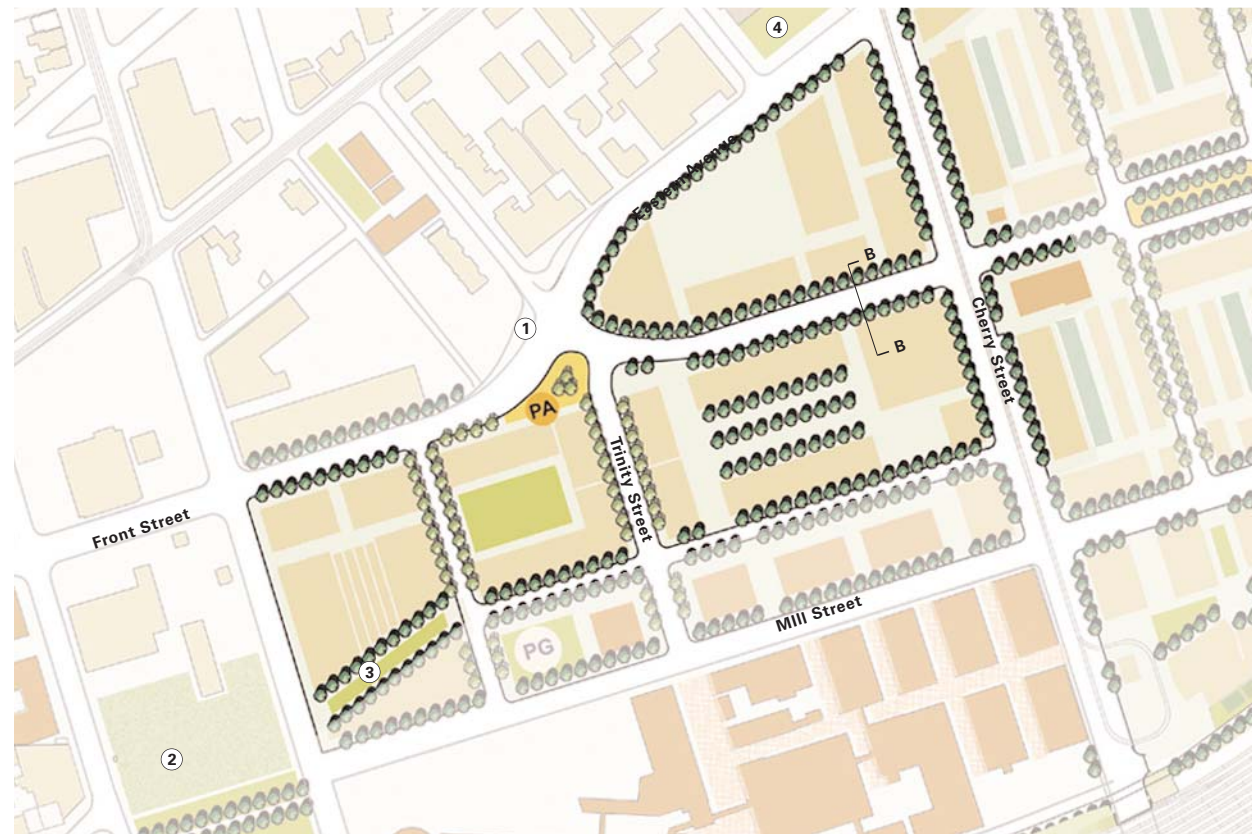
Front Street will be defined by a ten-storey street wall. A slender point tower will mark the intersection of Parliament and Front Streets.



**Parks & Open Space**

The Front Street Neighbourhood takes its cue from the heritage influence of Corktown. Trinity Street is the primary walking spine between King Street and the Distillery past numerous heritage landmarks including Trinity Church and Enoch Turner School House.

The intersection of Front and Trinity Streets resolves the shift in the street grid by creating a public space at a landmark location. Though modestly sized, this triangular parkette or plaza is ideally suited for a public art installation. Because of its location, an appropriate installation and urban open space development can't help but mark the West Don Lands precinct while becoming a landmark at the bend in the road. The design should also improve the comfort and safety of the Front Street pedestrian crossing. Further east, Inglenook Community High School anchors Cherry and Eastern Streets. The schoolyard could use some perimeter enhancement but provides a much needed hard surfaced and fenced play area.

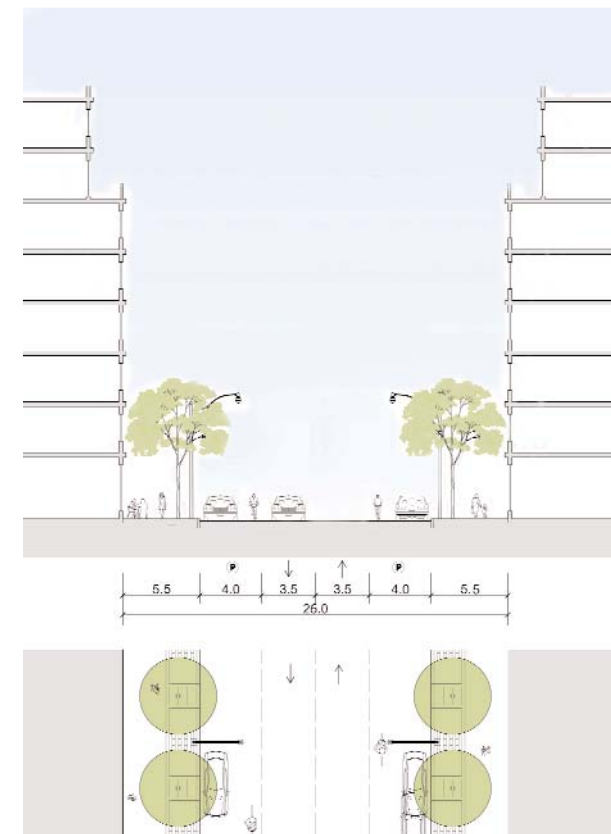


Parks and Open Space Plan



Perspective view of Front Street and Trinity Square

- 1 Trinity Square
- 2 First Parliament Site
- 3 Parliament Square Lane
- 4 Inglenook School



Front Street section and plan (B-B)  
(assuming no streetcar service on Front Street)



# Mill Street Neighbourhood

## Urban Design

The scale and grain of the buildings and spaces of the Distillery District Neighbourhood will extend into the West Don Lands, shaping both proposed buildings and public spaces in the immediate vicinity east of the Distillery. The land use will be predominately residential and is planned to evolve into a live/work area over time. Buildings will have large ground floor spaces suitable for retail, galleries, or loft residences. Upper floors will be residential, with loft-type spaces.



Illustrative Precinct Plan

**PRECEDENTS** Buildings will have over-scaled openings and proportions that resemble the area's warehouses and industrial heritage.



Perspective view west along Mill Street



**MASSING** The Mill Street District will be built out with eight storey loft buildings. A single tower at Mill Street and Cherry Street will mark the entrance to the West Don Lands



**Parks & Open Space**

The Distillery District is a significant asset for the West Don Lands. The scale and grain of the buildings and spaces exerts a strong influence on the surrounding community. This unique character is adapted and expanded into the neighbouring West Don Lands blocks shaping both proposed buildings and public spaces.

At the west end, a new laneway mirrors the converging pattern of the Distillery, linking to the Esplanade and the First Parliament site. A small neighbourhood park north of Mill Street and next to the former Stihl House building will serve existing and future residents in this area as they are somewhat removed from the Don River Park.

East of the Distillery, the existing pattern of lanes and open spaces extends the character of the tank warehouses into the adjacent residential neighbourhood. A rail yard transit loop is treated as an urban plaza fronting Cherry Street framed by the historic switching building to the south and punctuated on the Cherry Street frontage by the relocated former Don River rail station, currently residing at Todmorden Mills. This rail theme is further reinforced by the high line walkway over Cherry Street.

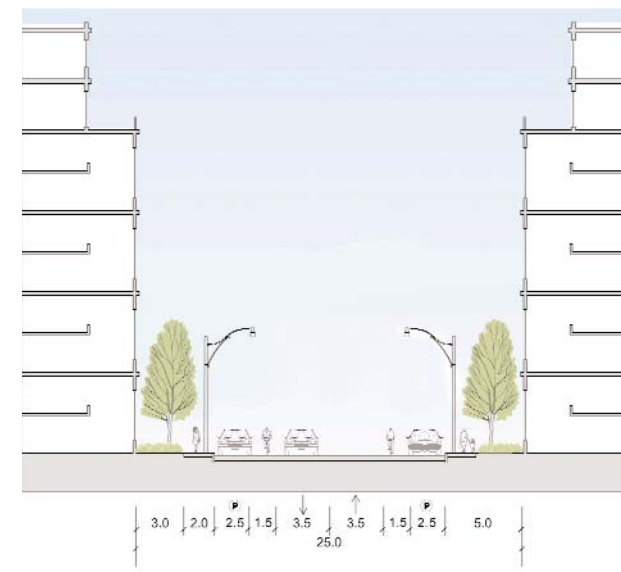
The Distillery District itself will play an important role as an open space, boutique shopping and event destination.



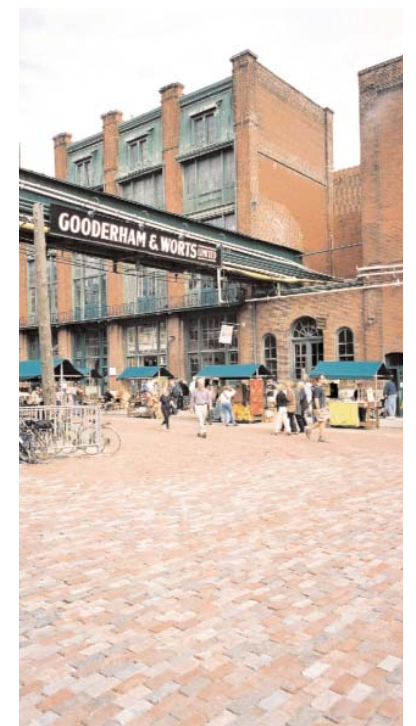
Parks and Open Space Plan



The Distillery District



Mill Street Section



- 1 Distillery Park
- 2 Bike trail & roof-top gardens
- 3 School & community centre
- 4 Streetcar Loop Plaza
- 5 Mill Street Lanes
- 6 First Parliament site

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# Don River Neighbourhood

## Urban Design

The Don River Park and wide, landscaped Front Street will form the heart and identity of a new residential neighbourhood. These great public spaces will be lined with eight-storey residential buildings, recalling residential precedents in Chicago, Boston, Paris, and London that are defined by gracious boulevards and urban parks. Similar to the Esplanade in St. Lawrence, Front Street will become a linear park, immediately accessible to the entire neighbourhood. The side streets will be lined with townhouses and smaller apartment buildings. Private courts and mews in the midblocks will provide safe, family-oriented streets and open space.



**PRECEDENTS** The buildings will be of a consistent height and closely spaced to create well-defined walls to the urban rooms.



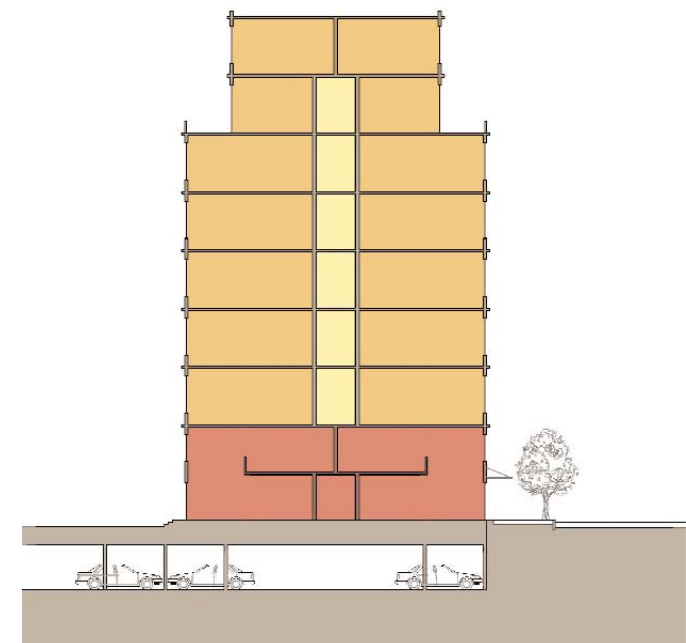
Illustrative Precinct Plan



Aerial perspective of Don River Park



Perspective view west along the Front Street promenade.



**MIXED-USE BUILDING** Shown in Section A-A, buildings along Bayview Avenue and Front Street will be residential in character with active commercial or retail uses at grade.

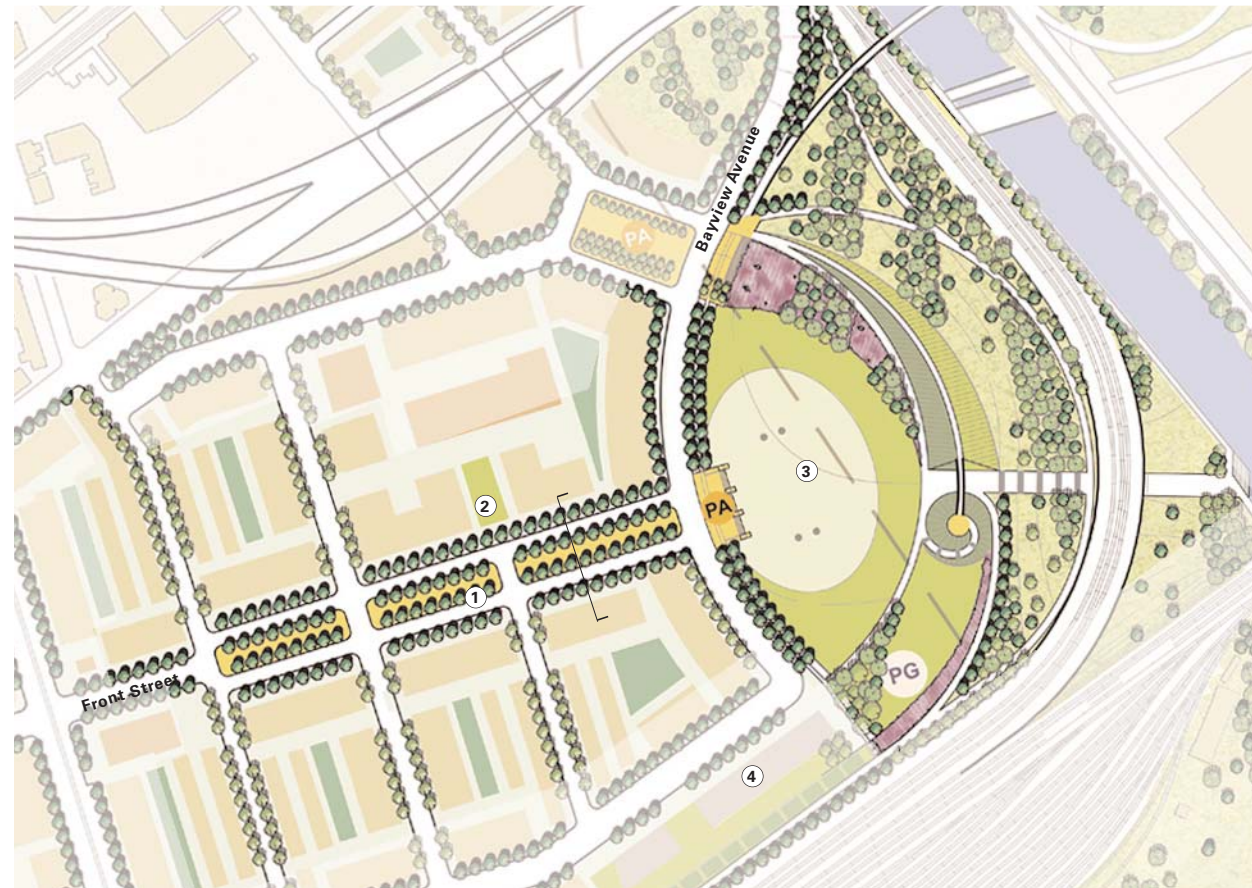
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**Landscape**

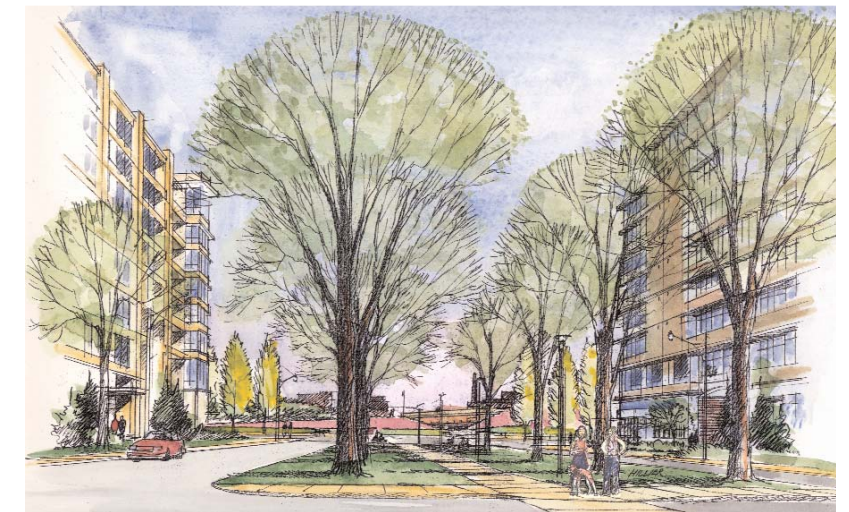
Don River Park is the principal organizing element for the West Don Lands as it serves as the terminus for most east - west streets as well as River Street to the north. The crescent form of Bayview Avenue bordering the west face of the Park creates a unique character to the most visible face of the precinct. The Park is a spacious counterpoint to the development west of Bayview.

A wide landscaped pedestrian promenade flanked by residential gardens and forecourts extends Don River Park to the heart of the community. While internal courtyards will provide for play spaces and semi-private gardens, the Promenade will be a relaxed, shady terminus to Front Street at Don River Park.

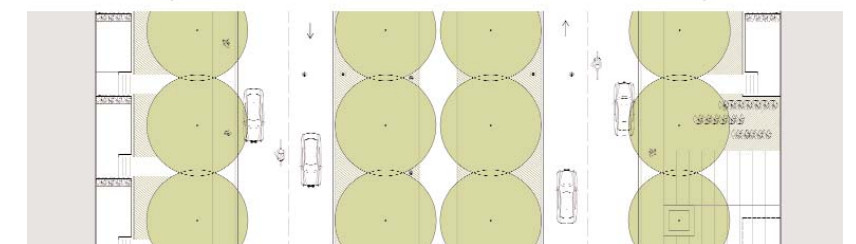
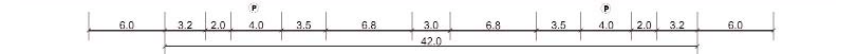


Parks and Open Space Plan

- 1 Front Street Promenade
- 2 Dominion Foundry Park
- 3 Don River Park
- 4 School & Community Centre



Perspective view east along Front Street Promenade



Front Street plan and section

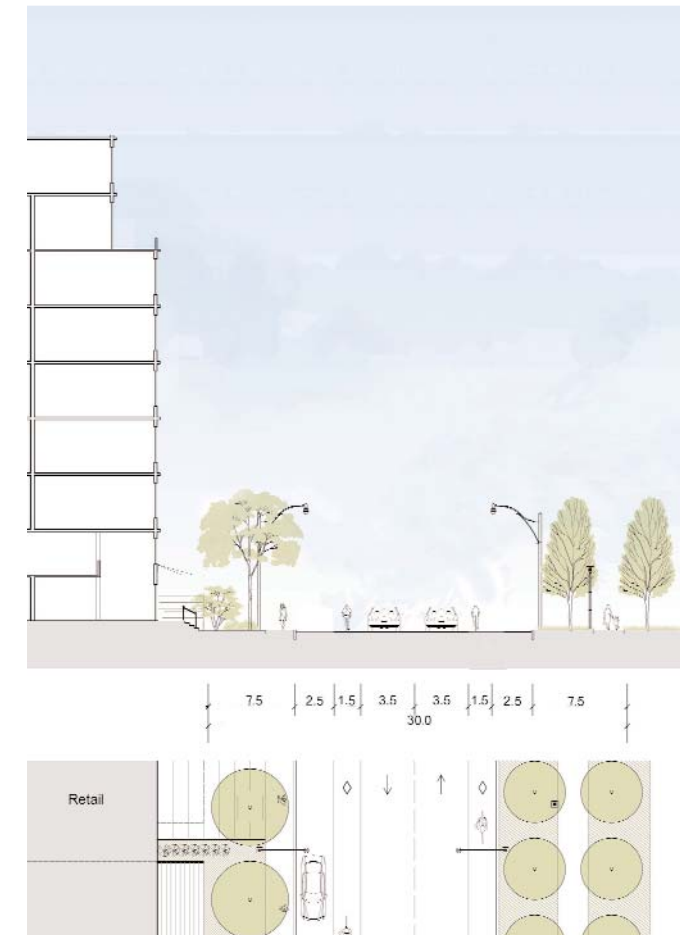
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The public school and community centre terminates the crescent as Bayview joins Mill Street. The public institutions will share a contained play yard backing onto the elevated railway trail. Both would have the Don River Park on their doorstep as a complementary outdoor resource.



Perspective view of Don River Park



Bayview Avenue plan and section



**TOWNHOUSE MEWS: Urban Design**

The essence of the Corktown neighbourhood will be echoed throughout the West Don Lands. Unique and prized for its quirky and intimate streets, Corktown represents a delicate texture of the City that requires support and celebration as well as integration into the West Don Lands.

The Plan proposes extending several north/south streets through the West Don Lands as narrow, small-scale residential streets. Streets would be exclusively residential with narrow townhouses set close to the street and both traditional and contemporary in style.

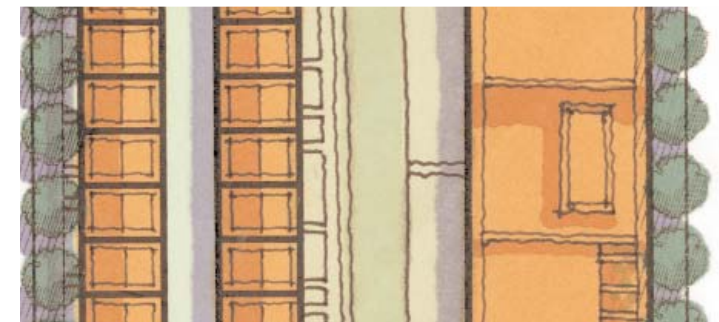
In order to maximize efficiency of the blocks, the townhouses should be attached with small rear yards. The interior of the blocks should be developed as courtyards and gardens as they will have fronts of townhouses facing them.



Illustrative Precinct Plan



Perspective view of a typical townhouse street.



SECTION AND PLAN OF TOWNHOUSE MEWS Intimate mid-block mews will introduce a delicate residential scale into the Precinct.

**PRECEDENTS** Balconies and porches that project out from the buildings will create intimate streets.

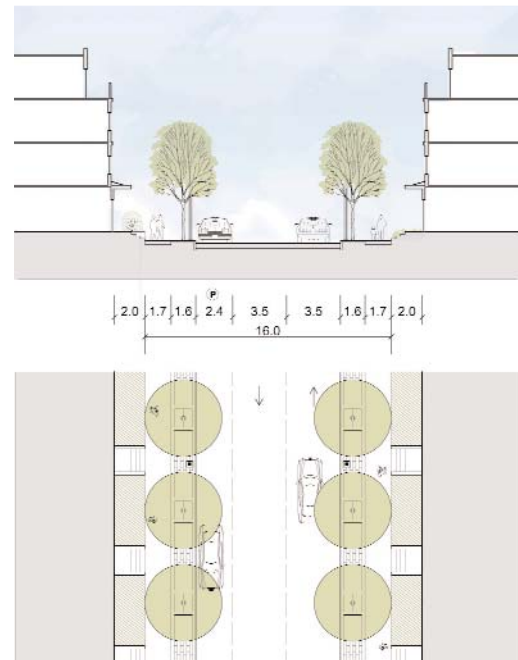


### TOWNHOUSE MEWS: Parks & Open Space

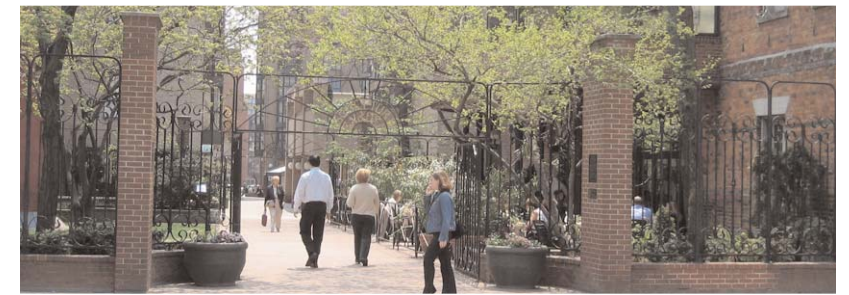
The narrow streets themselves will become a significant component of the Don River Park Neighbourhood open space. The reduced traffic use and intimate character will complement small front gardens between the entry stoops. In time, the character of Corktown is intended to weave its way through inner blocks, modulating the scale and grain of the entire neighbourhood.

The townhouse and mid-rise courtyard buildings will also contribute a network of semi public landscaped courts and through block walkways. These courtyards will contain play spaces and gardens for their residents and will also be visually accessible to those passing by.

The courtyards are also the primary opportunity for grade related landscaping which will contribute to the sustainable site design strategies. The grade level will be moderated with shade trees and pergolas except for the garden areas. Rainwater will be utilized for and methods of minimizing or cleansing storm run off will be examined. Vegetable gardens could be organized by resident associations either in the courtyards or in roof top locations.



Section and plan of 16m townhouse streets





# River Square Neighbourhood

## Urban Design

Containing a varied mix of uses, the Lower River Street Neighbourhood will be the most eclectic and varied Neighbourhood in the West Don Lands. The primary intent is to create a cohesive Neighbourhood that encases the Richmond-Adelaide Ramps, thereby mitigating their impact as a barrier. A pair of roads parallel to, and beneath, the Richmond/Adelaide Ramps will connect the neighbourhood to the River. These roads can also be used for transit access from the ramps to Bayview Avenue.

A set of sinuous apartment buildings will form the edge of the Don River Park. The curved shape of the buildings will extend across the Richmond-Adelaide ramps, creating a dramatic entry to the downtown. A single iconic residential tower will be located at the junction of River Street and Bayview Drive.

River Street will continue south to River Square, creating an intimate street with townhouses resembling Corktown.

Old Eastern Avenue will house employment and production uses that require separation from other neighbourhood uses. Activities such as small scale distribution, production, and showroom retailing is envisioned in this area. Areas beneath the ramps will be used for surface parking to support these employment uses.



Dominion Foundry



Illustrative Precinct Plan



Aerial view of Riverfront residential

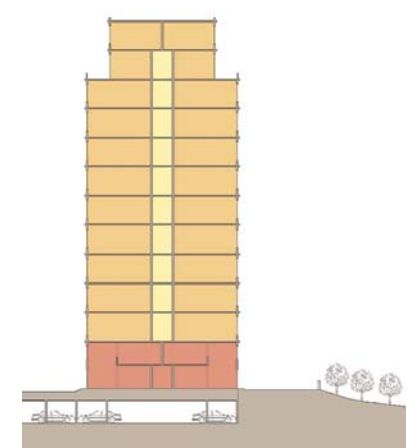


Illustrative Plan alternative that does not relocate All City Storage.



Preferred Illustrative Plan

- 1 Showroom retailing
- 2 Office building
- 3 Dominion Foundry



**RIVERFRONT RESIDENTIAL** Along the open space of the Don River, residential units will command great views of the River, Precinct, and City beyond while commercial uses engage the open space. Parking will be underground.

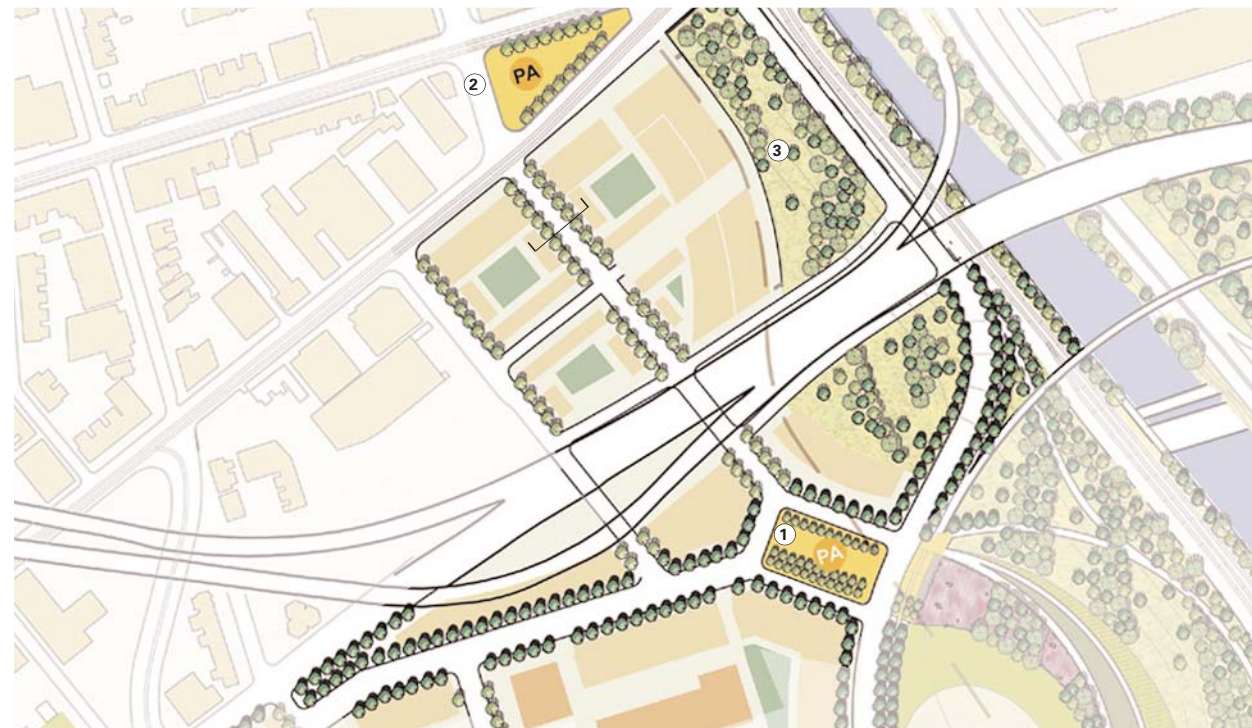


**Parks & Open Space**

There are three unique open spaces in the Lower River Square Neighbourhood. A square fronting Bayview Avenue provides a terminus for both Eastern and the newly extended River Street. Facing the morning sun and overlooking the larger park and riverbanks, this space has all of the ingredients of a memorable urban park. It may contain gardens, public art, plaza space, or all three depending on the final arrangement. The orientation and prospect make it an ideal location for a supporting café or deli in the lower level of one of the surrounding buildings.

To the north, River Street passes through the convergence of King and Queen Streets forming another unique urban space. Relocating the existing Bayview link to River Street would enable the traffic space to become a memorable urban park serving as gateway, landmark and improved linkage between the surrounding neighbourhoods and Don River open space.

The shoulders of the river south of Queen Street presents an opportunity to restore valley habitat while providing flood control. The development setback from the river increases approaching the flyover and Don River Park re-establishing the sense of the river valley. Building development is defined by a slightly elevated podium overlooking the naturalized open space.



Parks and Open Space Plan

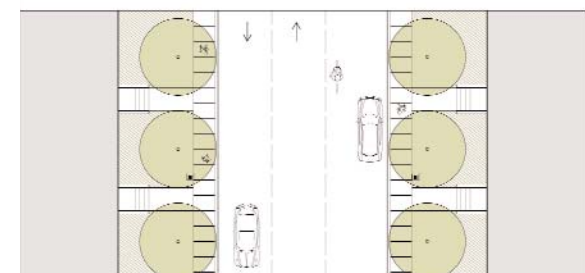
- 1 River Square
- 2 Queen Crossing
- 3 Don River Park



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2.0 2.2 1.8 1.5 3.5 3.5 1.5 2.4 1.6 2.2 2.0  
20.0



River Street Section



# Phasing & Implementation

## PHASING

The West Don Lands is a large precinct and development will need to be implemented over a number of years, with full build-out taking approximately fifteen years. It is important, therefore, to phase development in a manner that focuses on specific areas at a time, ensuring that development proceeds logically and that a full range of public realm improvements, community amenities and required infrastructure is provided in order to service new developments. For implementation purposes, the West Don Lands Precinct is divided into four development districts and the Don River Park District, which encompasses the new public park, the flood protection landform and the Bayview Avenue realignment.

The focus of initial development will be in Districts 1 and 3 and, most importantly, the Don River Park District. Past attempts to revitalize the West Don Lands were inhibited by the floodplain and remediation issues. As part of the TWRC's revitalization mandate, there is a strong commitment to ensure that these issues are addressed up front in order to make land available for the intended mixed uses and to begin seeing the new community take shape. Therefore, prior to new development proceeding in District 1, construction of the flood protection landform, together with the realignment of Bayview Avenue and grading for Don River Park, will be underway. The necessary arrangements and agreements with the Toronto Region and Conservation Authority will be made to put in place the commitments required for flood proofing. The flood protection landform will be complete prior to occupancy of any residential buildings.





The area east of Cherry and south of Front Street was chosen as District 1 for two reasons. First, it provides a direct connection to the new park and allows for the opportunity to incorporate a full range of neighbourhood activities – residential uses, park space, community space and a new pedestrian/bicycle connection to the waterfront through Don River Park. Second, concentrating on this area will allow new development to proceed prior to finalization of any new streetcar service through the West Don Lands. The final rights-of-way for Cherry Street and Front Street west of Cherry will be dependent on whether streetcar service is located on those streets and how such service is provided. Focusing on District 1 (with sufficient protection for the Cherry Street frontage) allows new development to proceed without rebuilding those portions of roadway until the streetcar decision has been made through a proper Environmental Assessment process. The TWRC is committed to creating streets that place pedestrians, transit and cyclists ahead of the automobile and, thus, will not build unnecessarily wide roadways.

District 3 provides an integration with the existing neighbourhoods to the north and west and the Don River Park and incorporates the extension of River Street to the south of Queen.

The objective of the TWRC is to have construction of the flood protection landform underway and to issue proposal calls for the first development parcels in the first Districts prior to the end of 2005. Development would then proceed northward to District 2 as illustrated in the accompanying plan. District 4, is that part of the West Don Lands west of Cherry Street and while it is intended that this area be developed in later phases, portions of the District may proceed in parallel with developments elsewhere in the West Don Lands.

## IMPLEMENTATION

Implementation of this Precinct Plan requires three separate processes: (1) Environmental Assessments; (2) Municipal Planning Approvals; and, (3) Development Proposal Calls.

### (1) Environmental Assessments

Environmental Assessment is required to undertake the various public infrastructure projects outlined in this plan and which fall within the scope of the Environmental Assessment Act. Namely, these relate to new road alignments, new municipal services and the flood protection landform.

The Environmental Assessment for flood protection is being carried out by the TWRC through the Toronto and Region Conservation Authority. It will be completed in late 2004 and submitted to the province for approval. Once approval is granted, the TWRC will work with TRCA to finance and construct the flood protection landform.

The Environmental Assessment for roads and municipal services is being conducted jointly through the Class EA process by the TWRC and the City of Toronto. It will be complete in early 2005. New roads and municipal services will be built in phases in conjunction with the phasing of new development. The one exception is the Bayview Avenue realignment and any required relocation of municipal services as these need to take place in parallel to the construction of the flood protection landform.

Consistent with the TWRC commitment to not overbuild roads, EA approval for the rebuilding of Cherry Street and Front Street west of Cherry will not be sought until the final decision on streetcar service in the West Don Lands is made. Any new development fronting on those sections of street which proceeds prior to resolution

of the final rights-of-way, will need to demonstrate that streetcar options are not being precluded.

### (2) Municipal Planning Approvals

The second implementation process is to ensure that all required municipal planning approvals are in place. Unlike other areas of the Central Waterfront, the West Don Lands already has zoning in place to allow for residential and mixed-use development. The built-form principles contained in this Precinct are generally consistent with the provisions of the existing zoning by-law. In the few instances where some modifications are required (example: minor revisions to height) the underlying zoning will be modified.

While the zoning is in place for development to proceed, a holding designation, which applies to the whole of the West Don Lands, must first be lifted. The mechanism for lifting the hold is to enter into an agreement with the City of Toronto that secures the following:

- a satisfactory streets and blocks plan
- a plan that satisfactorily deals with roads, municipal services, public parks and community services
- an environmental management plan for soil and groundwater remediation
- an environmental management plan for flood protection measures
- a study of the need to realign Bayview Avenue and a plan for such realignment if required
- a phasing plan dealing with the sequencing of new development

The TWRC has completed these various studies as part of the



Precinct Planning process and as part of the EA for flood protection. In order to proceed with development it is the responsibility of the TWRC, working with the City of Toronto, to apply to have the holding designation removed incrementally for each district. Specific design plans, outlining detailed block dimensions and building envelopes, will be prepared for each District. These plans will be the basis for lifting of the holding designation. The various development matters that need to be secured with the City, will be done through either traditional planning controls (e.g., Plan of Subdivision, Site Plan Approval, Section 37 Agreement) or through a Master Development Agreement

The TWRC will seek to lift the holding designation for Districts 1 and 3 in summer 2005.

### (3) Development Proposal Calls

The TWRC will move forward on developing specific land parcels through development proposal calls that seek to select appropriate development partners to assist in the implementation of this plan. Working with private-sector developers, not-for-profit developers and, in some cases, City housing agencies proposal calls will be issued for specific land parcels. The proposal calls, and subsequent developments, will ensure that as development proceeds, an appropriate range of uses, housing types and community facilities are secured and built.