



Public Meeting #1
July 23rd, 2008
MVVA Team

MVVA TEAM

Team Leader

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Microecologist

Great Eastern Ecology
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Architect

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Civil & Marine Engineer

TSH
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Traffic & Transportation Engineer

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Toronto, ON

Bridge Engineer

RFR Engineering
Paris, France

Sustainability Consultant

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New York, NY

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Project Background:

Port Lands Estuary Competition Plan



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Project Background:

The Naturalization of the Don River Mouth is at the Heart of the Project



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Project Background:

Integration Phase

Our Starting Point is the Don Mouth Naturalization and Port Lands Flood Protection Project Environmental Assessment (EA)

- March 2008 - Public Meeting on Recommended Location (i.e., general river alignment)
- Spring/Summer 2008 - Confirmatory Studies
- This project is proceeding in tandem
- Our goal is to have an integrated:
 - Naturalization and flood protection
 - Urban program
 - Parks and public realm plan
 - Infrastructure plan



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Planning Process

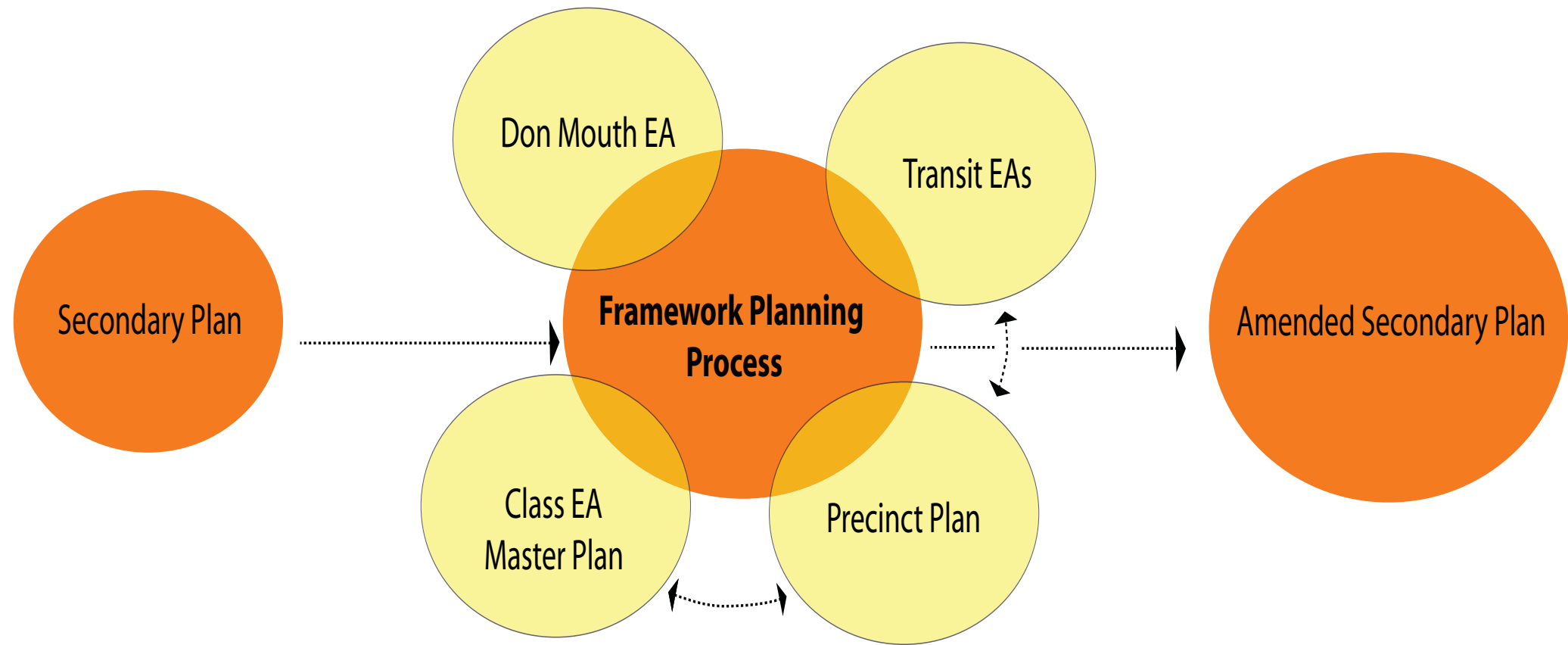


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Planning Process: Concurrent Planning Processes



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Planning Process:

Framework Planning Process

The Framework Planning Process is the vehicle by which the Design Team can work on the design of the site as a whole, in a manner that is more integrated, and less structured than other processes. The process is composed of the Issues Identification Study, Iterative Design Studies, Framework Plan Document and Pre-Schematic Design.



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Planning Process: Concurrent Planning Processes

TRANSITCITY



CENTRAL WATERFRONT PART II PLAN

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Planning Process: Precinct Plan



The Precinct Plan guides a number of development approvals:

PRECINCT PLAN

A Precinct Plan translates the Secondary Plan policies into project specific elements:

- Streets and block structure
- Minimum/Maximum standards for height and massing of buildings
- Land use strategies including how employment and residential uses will be accommodated
- Affordable housing, cultural heritage, infrastructure, etc.

LAND DIVISION

RE-ZONING

SECTION 37 AGREEMENTS

SITE PLAN IMPROVEMENTS

MUNICIPAL INFRASTRUCTURE APPROVALS

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Planning Process:

Infrastructure Class EA Master Plan Area and Study Process

- Municipal Class EA 2000 (amended 2007) process, integrated with Planning Act
- Master Plan Infrastructure for Entire Study Area (Phases 1 and 2 Class EA)
- Keating North Precinct Plan (Phases 3 and 4)
- Components
 - Water Supply
 - Sanitary Sewer
 - Stormwater Management
 - Roads
 - Pedestrian and Cycling Facilities
 - Surface Transit

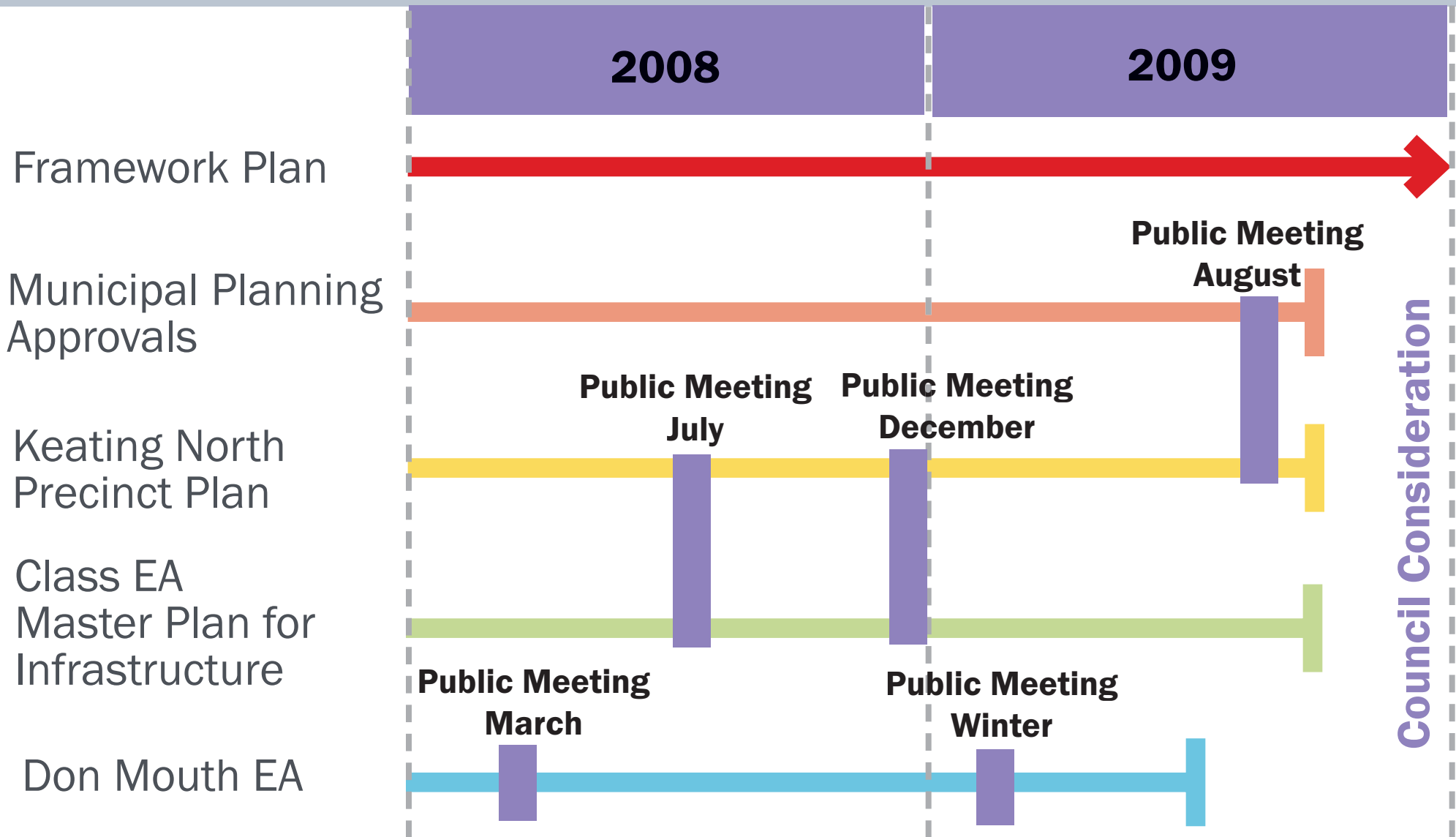


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Planning Process: Schedule



Council Consideration

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Program Development



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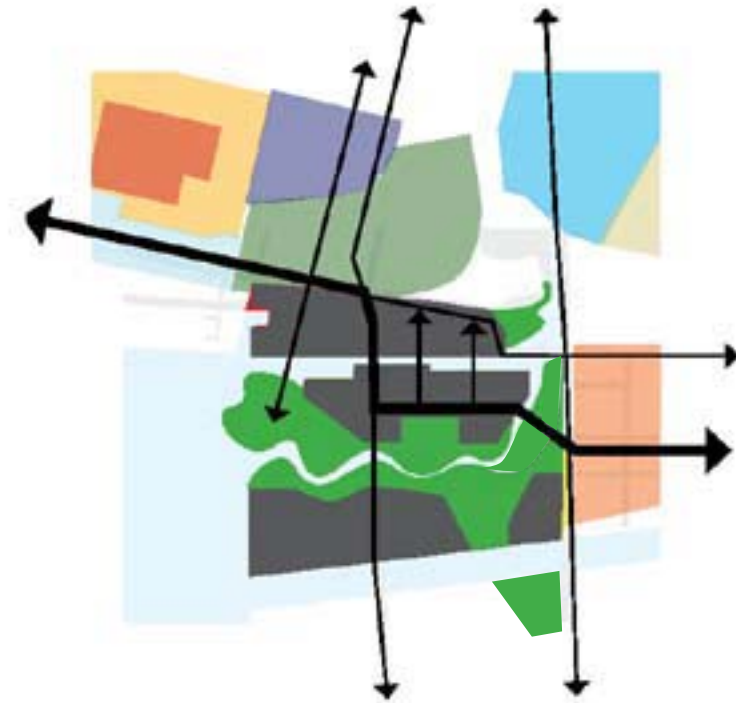
Program Development: Integration

Integrated Goals from the Competition

Open up new possibilities and
relationships among
City, River and Lake



Integrate and consolidate new
and existing neighbourhoods

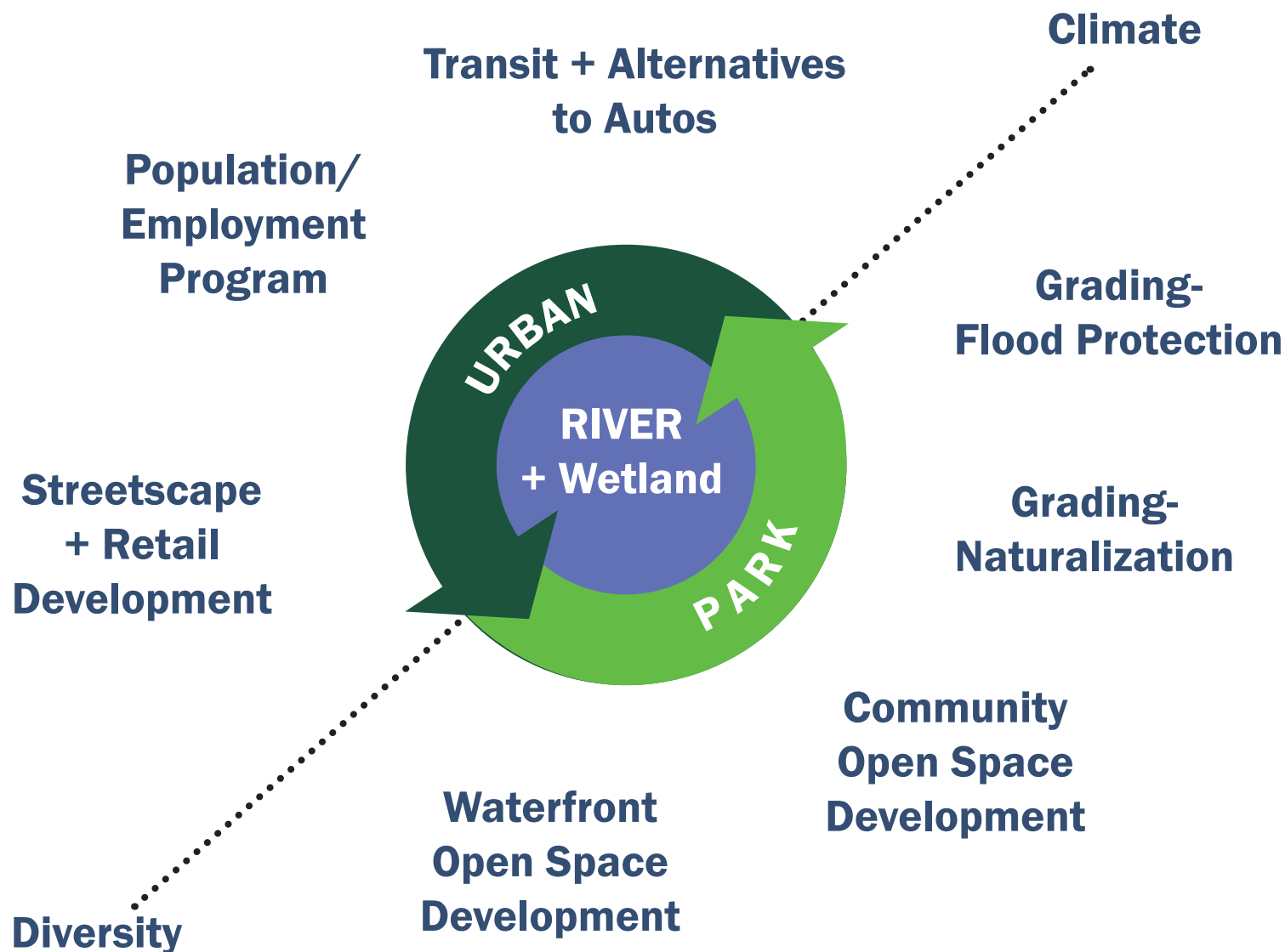


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Program Development



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Urban:

Keating North Vision Statement

Building upon the legacy and amenity of the historic Keating Channel, the Keating North Precinct will be the first community of the Lower Don Lands. It will draw the City around the northeast corner of the Toronto Inner Harbour in a bold and harmonious integration of city, infrastructure, and parks and open spaces that will frame the new river system.



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Urban:

Area Context

Integrating with Toronto's Existing Neighbourhoods and Open Spaces:

Leslieville, South of Eastern, Riverdale, Corktown, the Distillery, Saint Lawrence, Central Waterfront, Cherry Beach, Tommy Thompson Park, the Don Valley Trail, the Islands...



Developing alongside Toronto's Future Neighbourhoods and Open Spaces: East Bayfront, West Don Lands, Filmport, the Central Waterfront, Lake Ontario Park, the Don Greenway, Don River Park...

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Urban:

Community Characteristics

- **Framework Plan Area**

25,000 Population \cong 12,000 Units

10,000 Jobs

Mixed Unit Types

Varied Buildings / Densities

Mixed Income

Accommodate aging in place

Dwellings appropriate for families

- **Keating North Precinct Plan**

Roughly 12,000 Population \cong 7,000 Units

Approximately 6,600 Jobs



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Urban:

Population and Employment Assumptions/Objectives

- Integrate with surrounding areas
- Reflect Toronto's population mix
- Balance and integrate jobs, people, retail, culture and services
- Plan for transit supportive densities
- Provide flexibility: adaptability to change
- Create vibrant communities that evolve organically



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Urban:

The Importance of Diversity

- Building Types: not a monoculture
- Housing Types: support families and aging in place
- Employment and Housing: allow for living close to workplace
- Economic and Cultural Diversity



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Urban:

Support for Neighbourhoods

Public Schools Separate Schools



Library

Daycare
Community Centre

Amenities and services integrated in mixed-use neighbourhoods

Preliminary Estimate

- 1 elementary school with daycare
- 1 police station/EMS facility with daycare (Filmport)
- 1 library with daycare & community space
- 1 recreation centre and local park in each community
- 1 additional daycare
- 1 fire hall

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Urban: Precedent Neighbourhoods



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Urban: Precedent Neighbourhoods

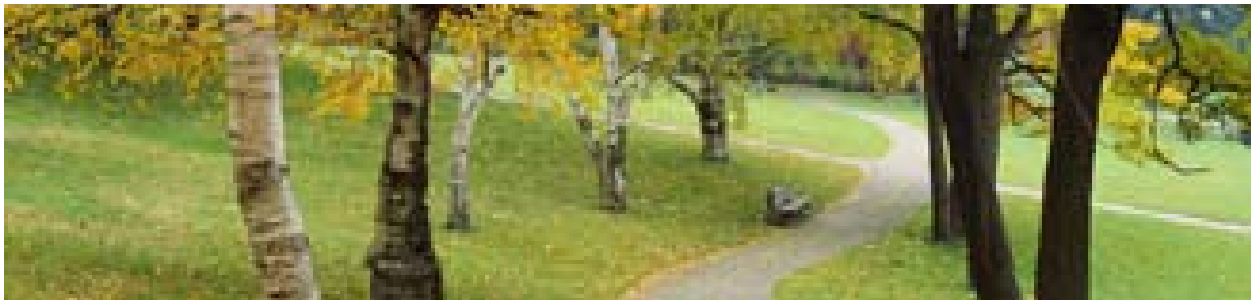
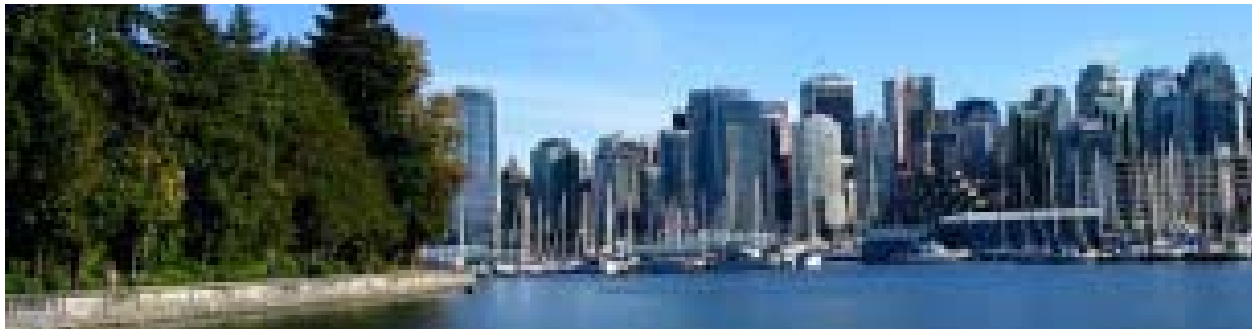


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River and Wetland
Promontories
Active Parks
Linear Parks



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Park, River and Wetland:

River Mouths and Habitat Creation Precedents

- Basis for flood protection and naturalization goals
- Fosters large habitat areas
- Creates a retreat from the City
- Accommodates research and sustainability opportunities



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Park, River and Wetland: Promontories

- Creates an iconic landscape for the river mouth
- Accommodates park crowds and events
- Increases value for the project developments
- Celebrates unique position on the Harbour

Promontory Point on Lake Michigan
Chicago, Illinois
designed by Alfred Caldwell



Stanley Park
Vancouver, British Columbia



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Park, River and Wetland:

Active Parks

- Meets demand for park space in each neighbourhood
- Accommodates a finer grain of activities
- Facilitates development phasing and value
- Incorporates Heritage structures



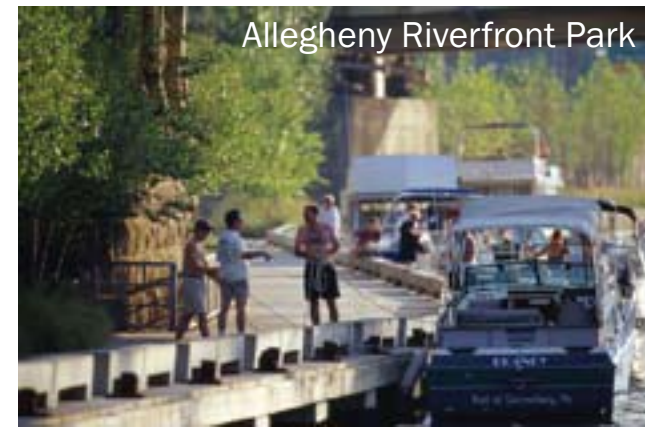
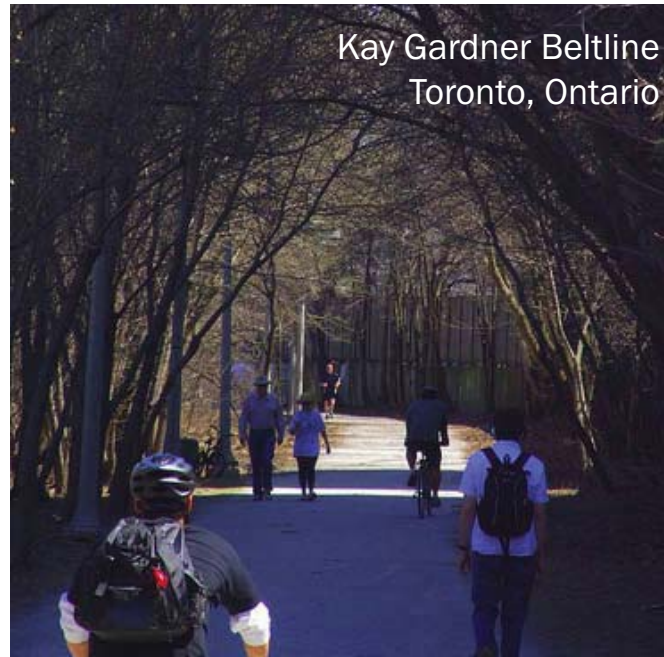
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Park, River and Wetland: Linear Parks

- Aggregated type of park form with a minimum of unifying elements
- Accommodates diversity of park spaces
- Frames prospects and orientation within a larger precinct
- Fosters corridors of movement between destinations



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Site Context, Problem and Opportunity Statement, and Planning Alternatives: Infrastructure



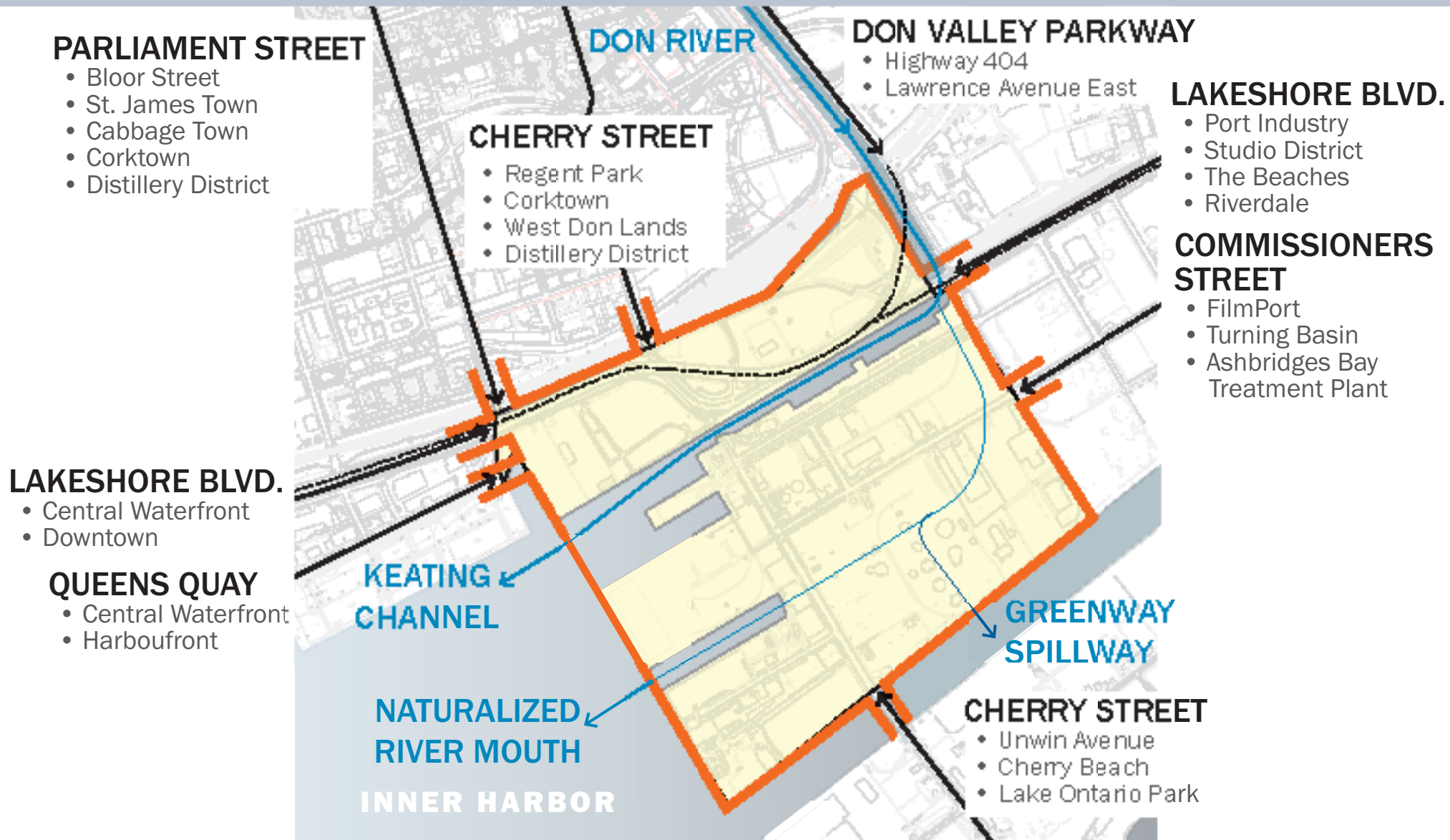
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Site Context, Problem and Opportunity Statement, and Planning Alternatives:

Site Context



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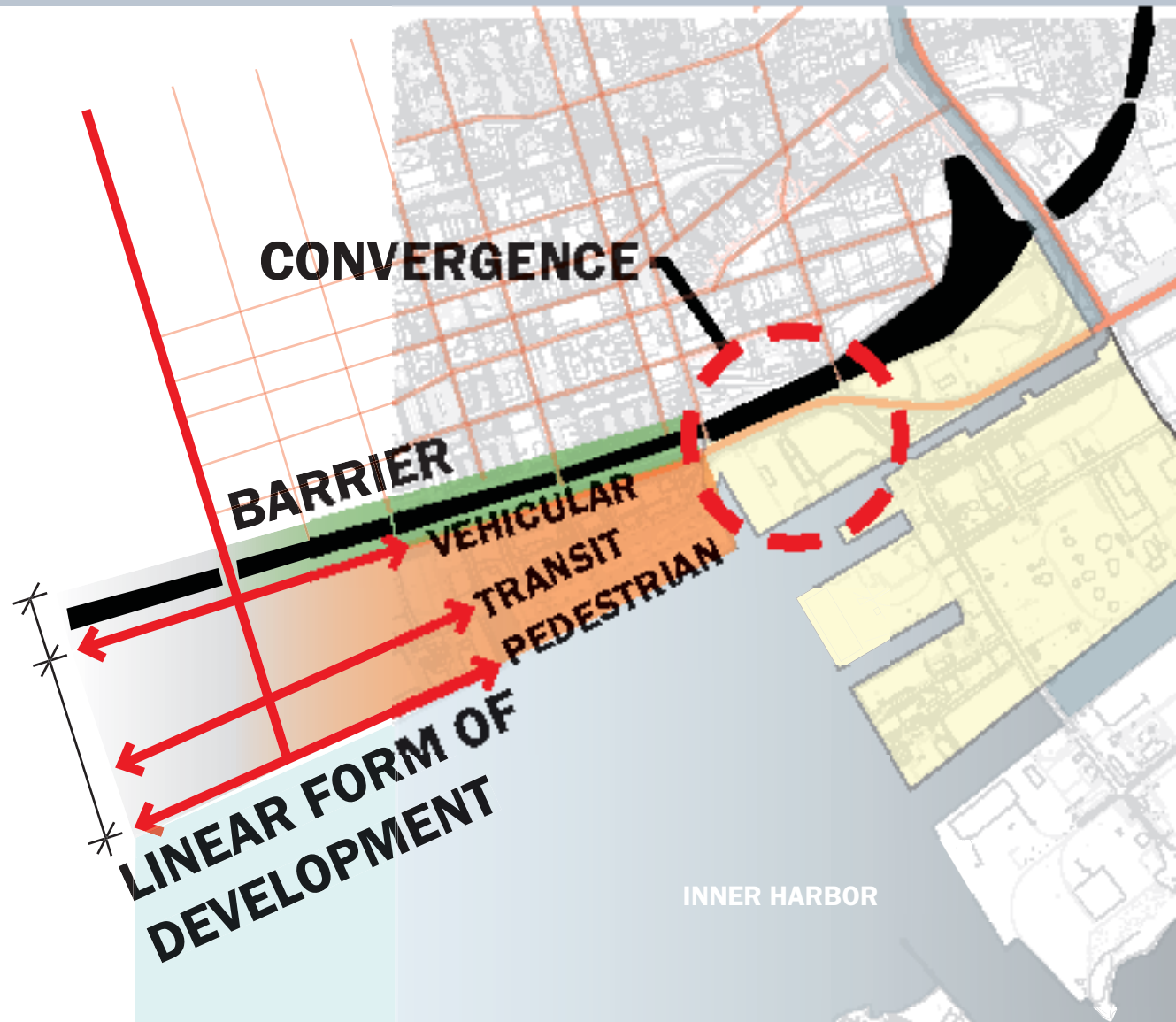
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Site Context, Problem and Opportunity Statement, and Planning Alternatives:

Site Context

- The impact of the rail bank and Gardiner Expressway as a barrier leads to a pattern of linear development.
- The Lower Don Lands is a keystone site which transitions from this linear form to allow for stronger North - South connections between developing communities.
- Decisions here have a major impact on future opportunities in the Port Lands.






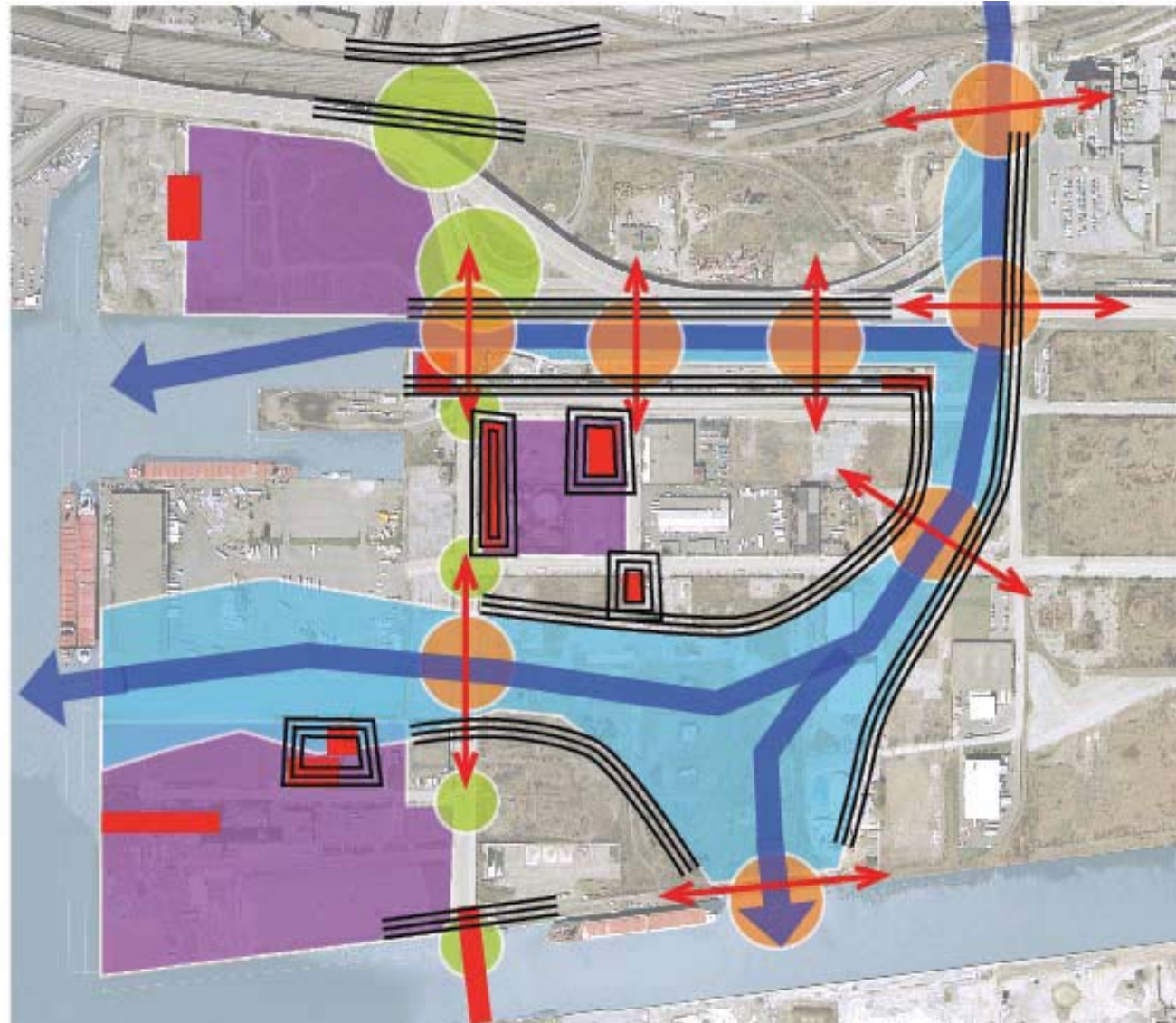
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Site Context, Problem and Opportunity Statement, and Planning Alternatives: Site Challenges

-  Crossings
-  Difficult Intersections
-  Privately Owned and Controlled Properties
-  Floodways
-  Heritage Structures
-  Grading Demands



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Site Context, Problem and Opportunity Statement, and Planning Alternatives: Infrastructure Problems

- Existing infrastructure is not sufficient
- Combined sewers service parts of the site
- No stormwater quality control measures
- Existing services not configured to support planned improvements



Commissioners Street Storm Outfall

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Site Context, Problem and Opportunity Statement, and Planning Alternatives: Infrastructure Class EA Problem and Opportunity Statement

“Waterfront Toronto, the City of Toronto and the Toronto Transit Commission are developing a plan to revitalize the lands at the northeastern portion of the Toronto Inner Harbour (Keating North and the Northwest Port Lands) to create a vibrant, mixed use, sustainable community that embraces and respects a newly naturalized and flood-protected mouth of the Don River. The new river channel will act as a critical piece of hydrological and ecological infrastructure offering a beautiful and functional natural feature around which diverse new communities are positioned..”



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Site Context, Problem and Opportunity Statement, and Planning Alternatives: Infrastructure Class EA Problem and Opportunity Statement

“The existing infrastructure (water, wastewater, stormwater, roads and transit service) is neither sufficient, nor is it configured appropriately to support the revitalization of the area and the relocation of the mouth of the Don. There is no higher-order transit service to the area, and the area is poorly connected to surrounding existing and planned neighbourhoods.”



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Site Context, Problem and Opportunity Statement, and Planning Alternatives: Infrastructure Class EA Problem and Opportunity Statement

“The Lower Don Lands is a keystone site between the Don River and the Inner Harbour, and between the downtown and future Port Lands development, at the crossroads of numerous transit, cycling and pedestrian routes. There is a significant opportunity with the implementation of the Don River project to improve existing infrastructure, relocate necessary elements, add transit, pedestrian and cycling facilities to serve local, recreational and commuter needs, improve or add new roads where new connections and access are needed, and to provide “green” stormwater facilities, water and sewer service as part of a comprehensive revitalization project that sets new standards for the achievement of sustainable planning and design.”



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Site Context, Problem and Opportunity Statement, and Planning Alternatives: Infrastructure Class EA Problem and Opportunity Statement

Transport Network Goals & Objectives

1. Increase and Improve the Bicycle Network
2. Increase and Improve the Pedestrian Network
3. Prioritize Transit
4. Zero-Growth and Flexible Roadway Network
5. Rationalize Parking
6. Introduce Gateways
7. Enhance and Promote Access to the Waterfront
8. Break the Rail Barrier
9. Improve Streets and the Public Realm
10. Facilitate Water Transportation



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Site Context, Problem and Opportunity Statement, and Planning Alternatives: Network Families

Parliament Street
Alternatives

Queens Quay Alternatives

Cherry Street Alternatives

Lakeshore Boulevard
Alternatives

Commissioners Street
Alternatives

Don Roadway Alternatives

Basin Street Alternatives



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Site Context, Problem and Opportunity Statement, and Planning Alternatives: Network Alternatives

- Parliament Street Alternatives
- Queens Quay Alternatives
- Cherry Street Alternatives
- Lakeshore Boulevard Alternatives
- Commissioners Street Alternatives
- Don Roadway Alternatives
- Basin Street Alternatives
- Transit Alternatives



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Site Context, Problem and Opportunity Statement, and Planning Alternatives: Servicing Goals

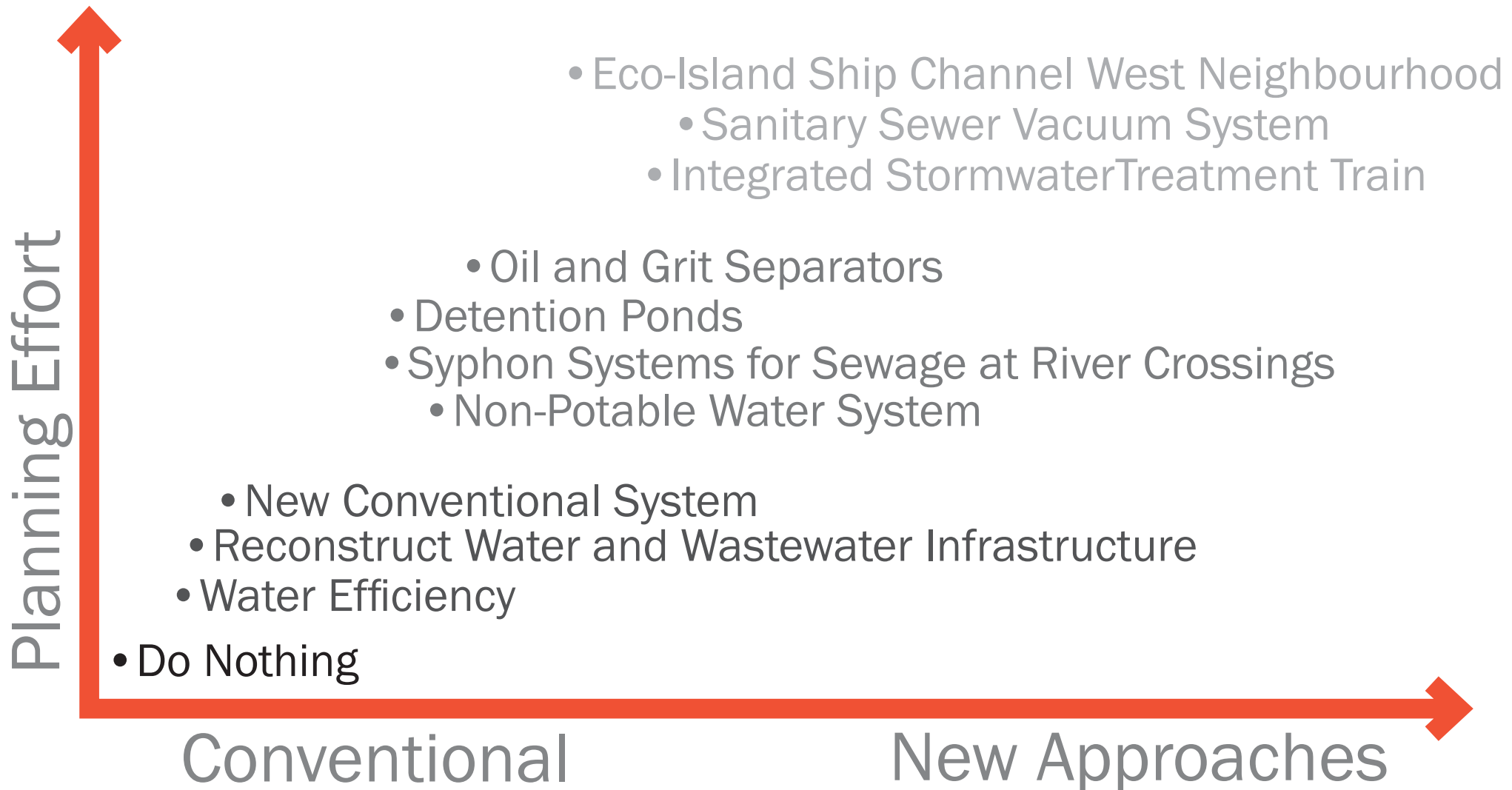
- Size infrastructure to service adjacent revitalization projects
- Integrate stormwater management solutions with development of natural areas and green spaces
 - Reduce negative impacts of stormwater runoff
- Improve water, wastewater and stormwater infrastructure
 - Implement water efficiency measures
 - Improve water quality
- Integrated design process for road allowances / utilities
- Reduce urban heat island effect (shading / material reflectivity)
- Infrastructure solutions shall be compatible with soil management strategy

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Site Context, Problem and Opportunity Statement, and Planning Alternatives: Infrastructure Opportunities



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Site Context, Problem and Opportunity Statement, and Planning Alternatives: Right of Way Infrastructure Opportunities

- Utility service tunnels (eg. campus developments)
- Common utility trenching
- Spare capacity in utility corridors
- Connectivity of neighbourhood District Energy Centres
- Thermal Distribution System routing to be planned / protected
- Vacuum waste collection system (space to be protected)
- Reduce urban heat island impacts
- Trees / boulevard landscaping (shading / stormwater management)

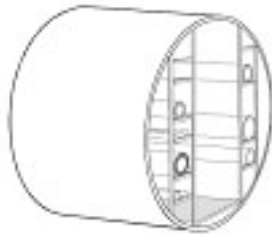
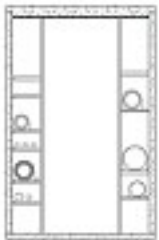


Figure 22 A coordinated Approach on the Location of different kind of Pipes.

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Current Work



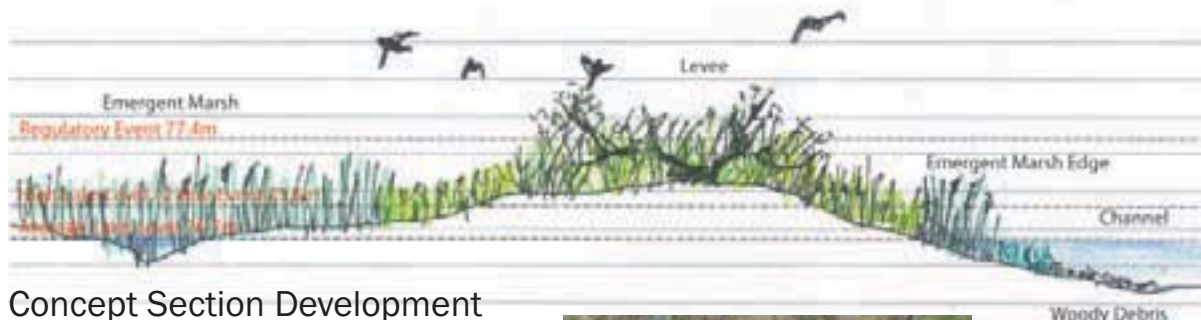
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Current Work:

River and Wetland Design Development in support of the DMNP EA



Concept Section Development

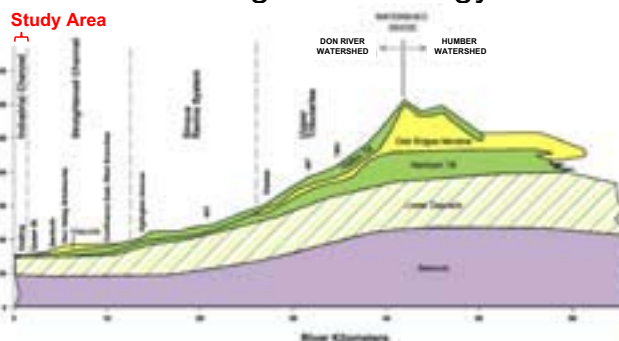


Paddle the Don

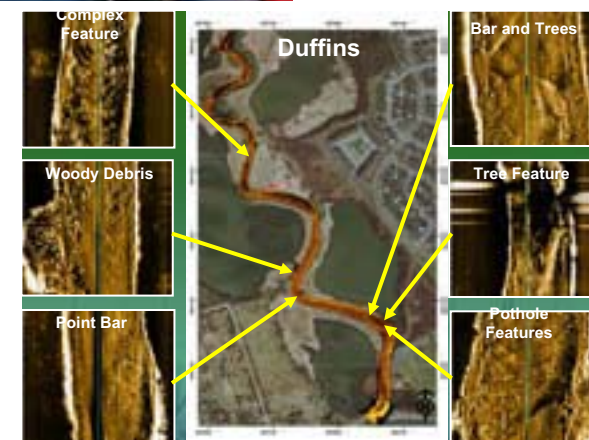


Fish Habitat Study

Generalized Don River Profile and Regional Geology



Field Work in Reference River Mouths



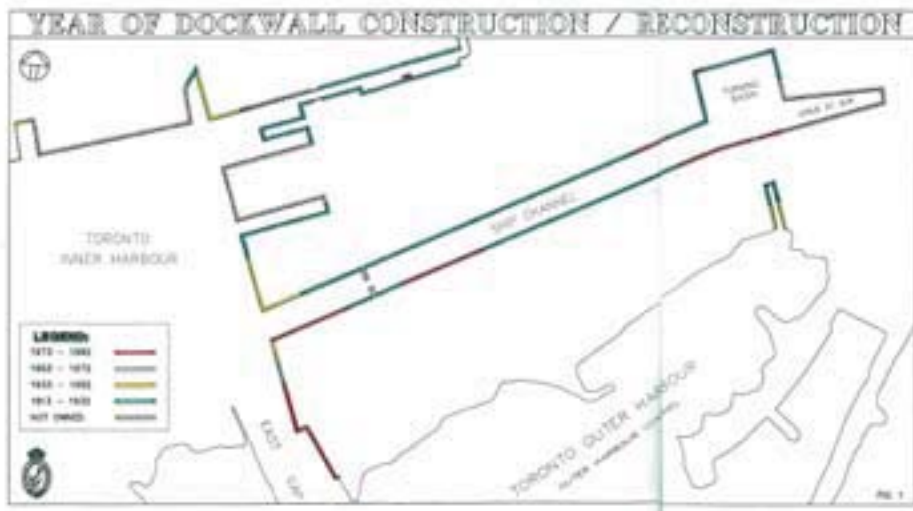
Scanning Reference River Beds

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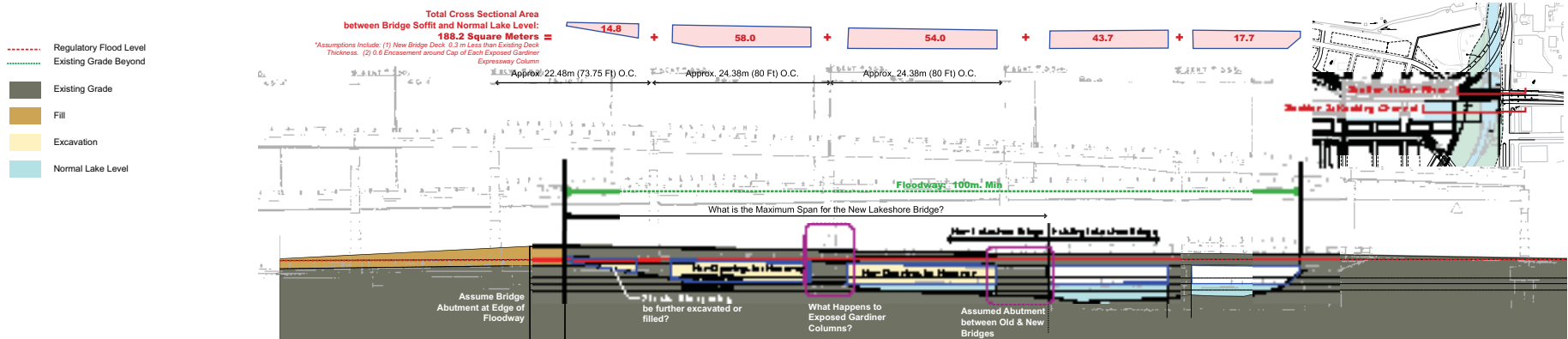
Current Work: Grading, Infrastructure, and Marine Issues



Dockwall Renovation Analysis



Urban Conditions Analysis



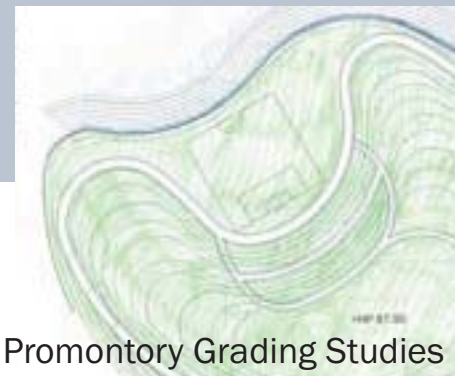
Lakeshore Bridge Analysis

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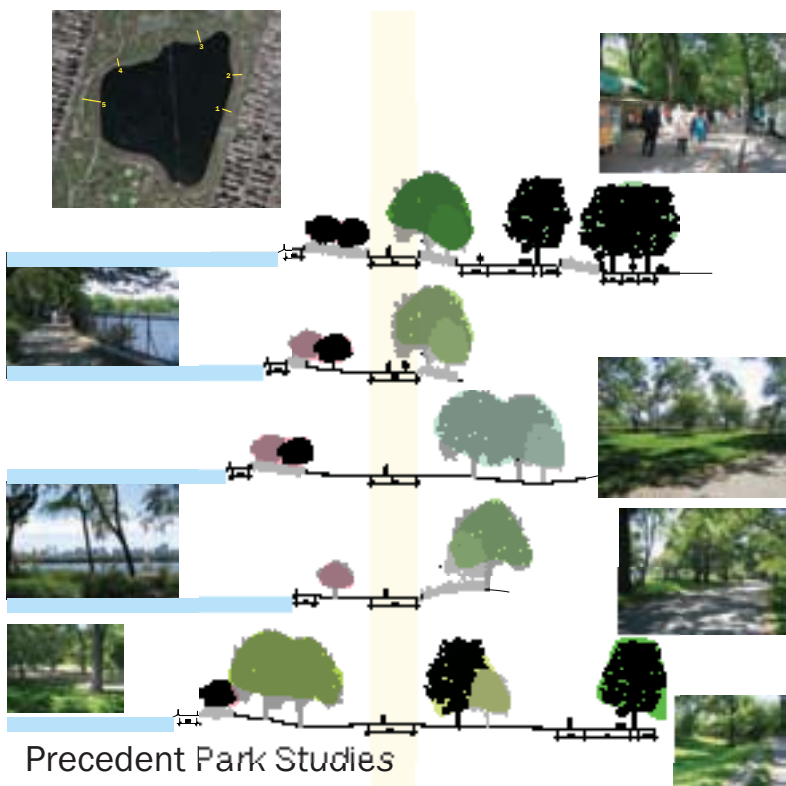
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Current Work: Parks



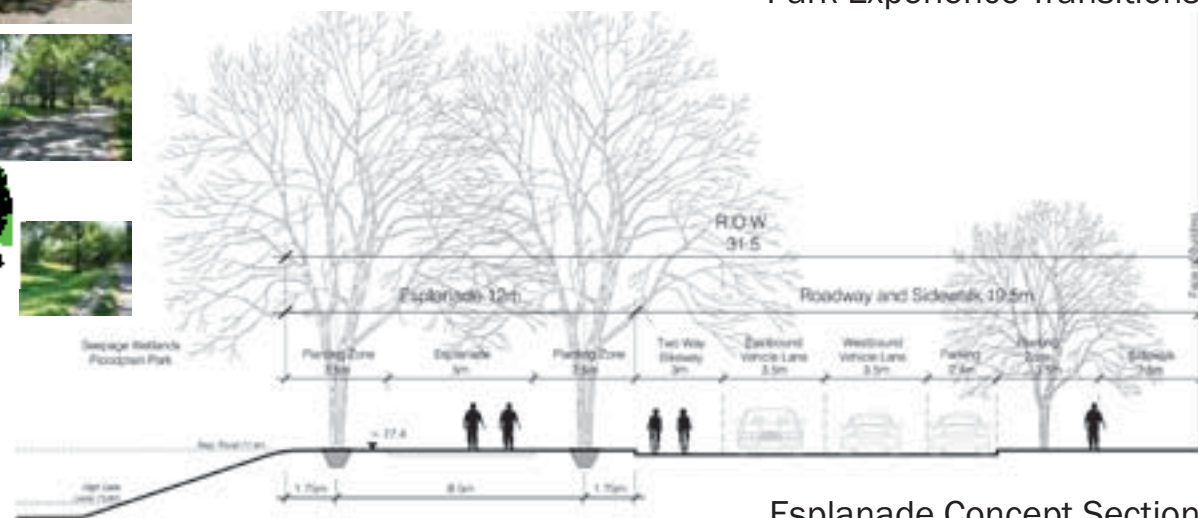
Promontory Grading Studies



Precedent Park Studies



Park Experience Transitions



Esplanade Concept Section

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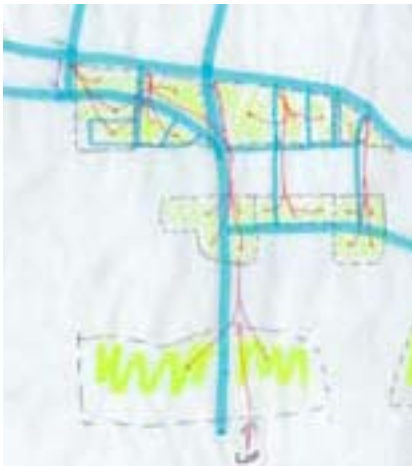
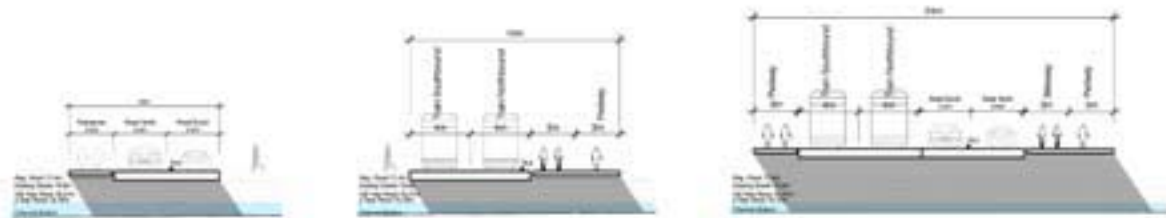
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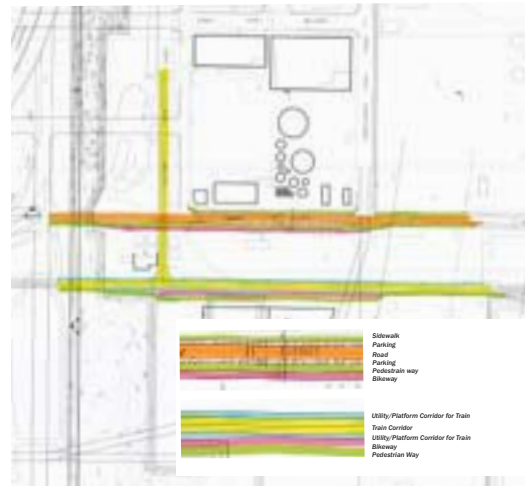
Current Work:

Street Network, Bridges and Transit

Bridge Concept Sections



Traffic Analysis:
Prioritizing Transit Efficiency



ROW Development



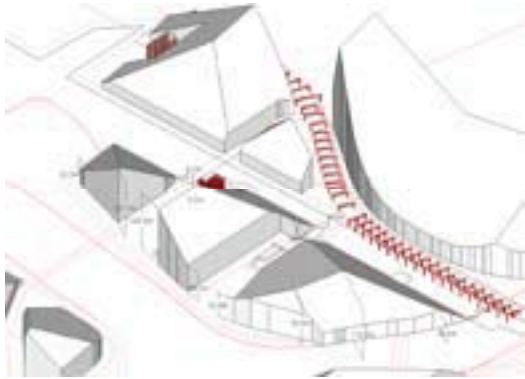
Transit Studies

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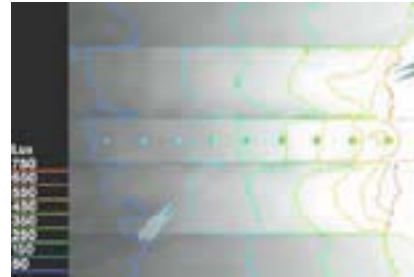
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Current Work: Block Plan and Daylight Access



Achieving Daylight Access for Public Spaces



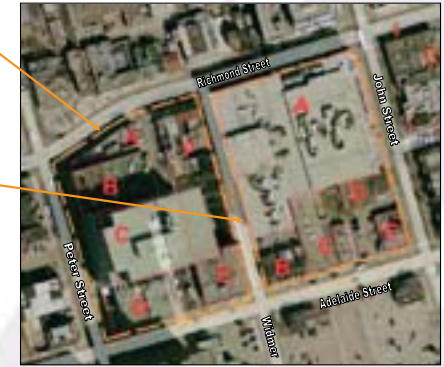
Facade Reflectivity in Light Access for Buildings



Floor Plate Area Summary

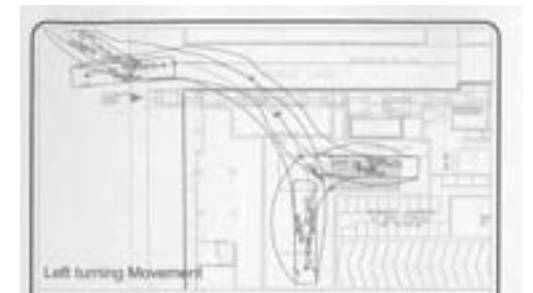
Block Area:	12100 m ²
Bldg A:	350 m ²
Bldg B:	1400 m ²
Bldg C:	2800 m ²
Bldg D:	1200 m ²
Bldg E:	900 m ²
Bldg F:	2600 m ²

Block Area:	11700 m ²
Bldg A:	7600 m ²
Bldg B:	500 m ²
Bldg C:	1300 m ²
Bldg D:	500 m ²
Bldg E:	400 m ²



Source: Google Earth, 2008

Toronto Block Precedent Studies



Parking and Servicing Studies



Block Plan Iterations



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Next Steps:

Today

We are looking for your input on the Principles, Problem and Opportunities and Key Objectives for the Precinct Plan and the Infrastructure Class EA Master Plan

Next Four Months

- Work with the input from today
- Study alternative infrastructure configurations in greater detail
- Work with City staff
- Consult with specific stakeholders and agencies
- Continue to work with DMNP EA Team and support their continuing work on the EA for the river

December

- Public Meeting to present recommended planning alternatives and a draft block plan
- Propose infrastructure design alternatives for further evaluation

Spring 2009

- Additional consultation with stakeholders and agencies
- Public Meeting to present recommended Precinct Plan elements (including zoning proposals) and the recommended infrastructure designs

Summer 2009

- Prepare recommended plan for submission to Toronto City Council
- Statutory Public Meeting for the proposed implementing zoning

Fall 2009

- Council receives Precinct Plan, Infrastructure Class EA Master Plan and Zoning By-Law

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