

# TORONTO'S LOWER DON LANDS

## INNOVATIVE DESIGN COMPETITION | COMPETITION BRIEF | vi



**TORONTO WATERFRONT**  
REVITALIZATION CORPORATION

**February 9, 2007**  
Prepared for Toronto's Lower Don Lands  
Innovative Design Competition Kick-Off Event



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## A. INTRODUCTION

The Toronto Waterfront Revitalization Corporation (TWRC) was established in 2001 by the Government of Canada, the Province of Ontario, and the City of Toronto to lead and oversee the renewal of Toronto's central waterfront. The TWRC's mission is to put Toronto at the forefront of global cities in the 21st century by transforming the waterfront into beautiful and sustainable communities, fostering economic growth in knowledge-based, creative industries, and ultimately redefining how Toronto, Ontario, and Canada are perceived by the world.

The TWRC's mandate is to design and implement the redevelopment of 1,000 hectares of largely underutilized, publicly-owned lands stretching across the central waterfront of downtown Toronto, Canada's largest city. Collectively, the three governments have committed \$1.5 billion for a wide range of revitalization projects. In the Lower Don Lands, naturalizing the mouth of the Don River and integrating it harmoniously with new waterfront redevelopment and transportation infrastructure are key priorities for the TWRC and its partners.

Toronto and Region Conservation (TRCA) was established in 1957 and manages nine major watersheds encompassing nearly 40,000 acres in the Toronto area. The TRCA's main objectives are to restore the health of the region's rivers and waters, promote a system of natural areas, facilitate sustainable living and city building, and pursue creative partnerships for delivering its projects. With funding from the TWRC, the TRCA has engaged a consultant to undertake an Environmental Assessment (EA) of the best means to naturalize the mouth of the Don River and protect more than 230 hectares in the Lower Don Lands vicinity from flood risk.

The TWRC is sponsoring this Innovative Design Competition to bring a fresh, new perspective to the 40-hectare Lower Don Lands, which represent one of the greatest opportunities to rebuild a river in an urban centre. Five teams representing a range of different urban and architectural design philosophies have been selected to participate in an eight-week design competition based on the program set out in this Competition Brief.

The process will kick-off at the beginning of February with an all-day orientation session, at which the teams will hear presentations from the TWRC, TRCA and other government officials, meet with key



stakeholders and advocacy groups, and tour the site. In early March there will be a mid-review session at which each of the teams will present their initial ideas to selected members of TWRC, TRCA and City staff for feedback. In mid-April, completed proposals will be put on public exhibition for a period of two weeks, during which time input will be solicited from the Lower Don Lands Stakeholder Committee, the City Staff Technical Advisory Team, an internal technical evaluation team, and the general public. A jury comprised of six distinguished design and arts professionals will receive formal reports from these groups, and then recommend a selected concept or combination of concepts to TWRC and TRCA for further exploration and development. Additional details on the competition terms and conditions are provided in Part J of this Competition Brief.

The winning team or teams will then proceed immediately to work in conjunction with one or more of three planning and environmental assessments, including the Mouth of the Don Naturalization and Port Lands Flood Protection EA, the East of Parliament Precinct Plan and Class Environmental Assessment Servicing Master Plan, and the Waterfront East Transit EA, to help inform their results. Upon approval of the Don Mouth Naturalization EA, the winning team or teams may continue into design development, detailed design and construction of a first phase of work on the river, whose scope will be determined in part by the results of this Innovative Design Competition. Approximately \$65 million has been earmarked for the naturalization of the Don River and reconstruction of any infrastructure directly impacted by this work. Additional phases of work or other elements of the preferred design may be implemented over time pending availability of additional funding, design development, regulatory approvals, etc.

This design competition is being run by the TWRC in cooperation with the TRCA and the City of Toronto and other government partners. All communication between the short-listed teams and the proponents will be coordinated by Christopher Glaisek, the TWRC's Vice President for Planning and Design, who is the Competition Manager for this project. All questions should be directed in writing to [pmallozzi@tewaterfront.ca](mailto:pmallozzi@tewaterfront.ca).

**Reference Materials:**

**Our Waterfront: Gateway to a New Canada, Appendix I**

**Making Waves: The Central Waterfront Secondary Plan, City of Toronto, Appendix 2**

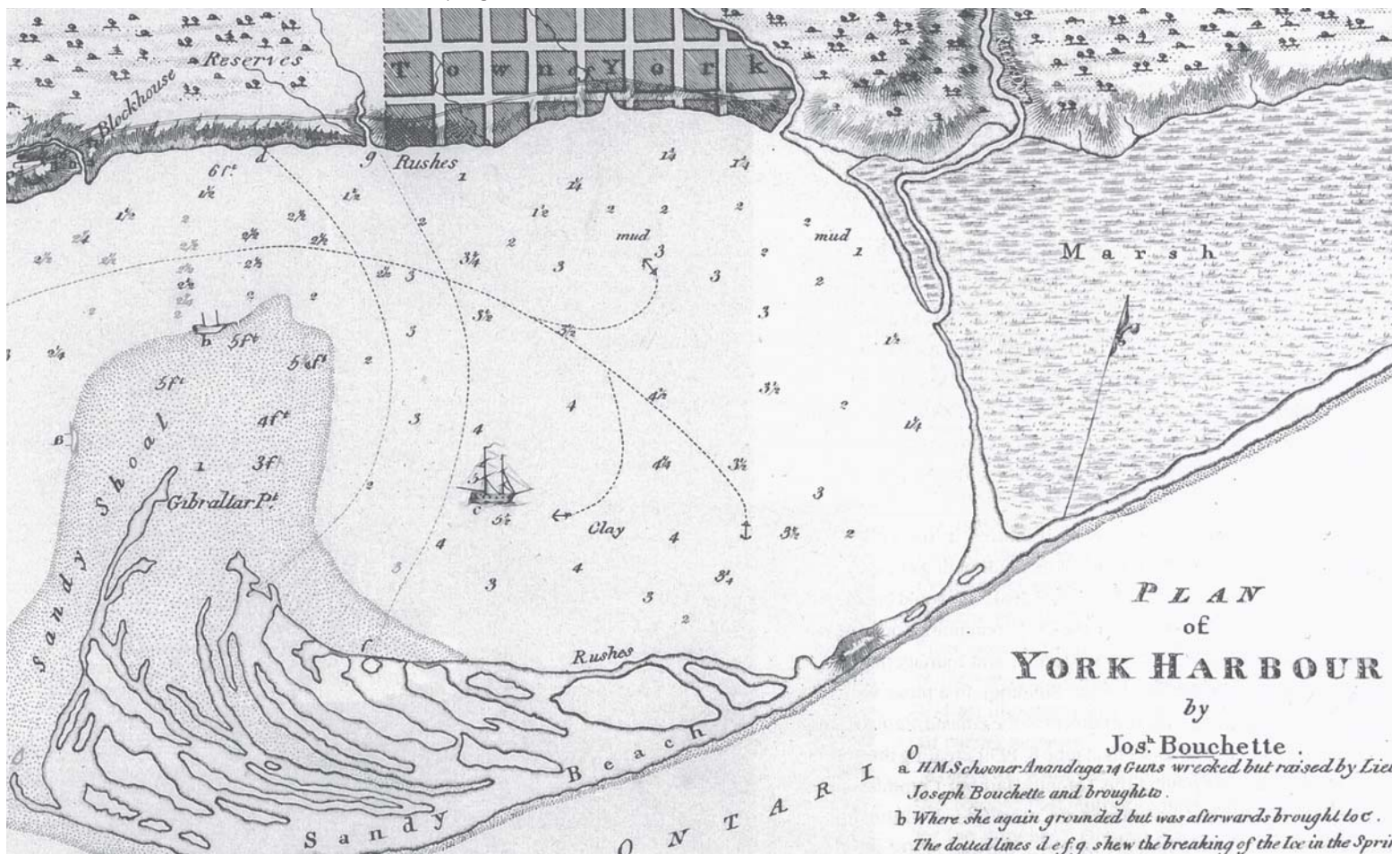


## B. HISTORICAL OVERVIEW

The history of the Toronto waterfront in many ways parallels that of other major port cities. In the heyday of marine shipping, extensive landfilling was undertaken to accommodate the rapid growth of industrial and commercial activity. With the subsequent decline of shipping and the rise of truck transportation, these large waterfront tracts became less useful for industrial purposes, and new visions for their reuse are now being sought.

Much of the landscape change to the Lower Don Lands occurred in the late 19th and early 20th centuries. Prior to that time, the Don River sat relatively untouched nearly a kilometre east of the original Town of York, a ten-block area bounded by today's Berkeley Place, Church Street, Front Street and Dundas Street. The Don emptied into the inner harbour just south of the town, and emptied into Ashbridges Bay Marsh, the largest wetland on the Great Lakes at that time. Despite the physical distance between town and river, the Don posed many problems for the burgeoning settlement almost from the beginning.

Silt deposition, and its impact on navigation, was one major problem. In 1834, Hugh Richardson, the first Harbour Master, complained about the Don, writing "From the moment the peninsula raised its protecting head above the waters, and screened the Don from the surges of the lake, the Don, like a monster of ingratitude, has displayed such destructive industry as to displace by its alluvial disgoring by far the greater part of the body of water originally enclosed by the peninsula." In 1870, a breakwater was created to divert the Don from the harbour and contain sediment deposit to Ashbridges Bay, but by 1875 the channel had all but filled in, and by 1886 the breakwater had been destroyed by successive spring floods.



Floating debris was another problem. A new "government breakwater" was built along the alignment of present-day Cherry Street where it extends out into the Port Lands. While this new structure was effective in reducing the amount of debris and silt entering the harbour, it also restricted water circulation in Ashbridges Bay, thereby creating a pollution problem. Not only did many of the city's sewers empty into the Don and make their way to the Bay, but the discharge from the Gooderham and Worts cattle byres added waste from over 4,000 animals. People began to view the river and marsh complex as a serious health hazard, and one local newspaper described Ashbridges Bay as a "malarial swamp teeming with pestilence and disease."

A shortage of land at the waterfront was at the same time challenging expansion of rail infrastructure to service the port. Cribbing and land fill were undertaken and tracks laid on the Esplanade, displacing its function as a place for public promenading, and also up the Don River; narrowing its banks and introducing an artificially-created edge. The constriction of the river exacerbated the periodic flood events along the Don River, which became so serious as to destroy river docks and mills and cause extensive damage to entire swaths of downtown.



In response to public outcry about these growing problems, in 1911 the City and the old Harbour Trust agreed to the formation of the Board of Toronto Harbour Commission, which was given centralized authority over the waterfront and sweeping powers to undertake improvements. By 1912 they had completed the 1912 waterfront plan which called for the transformation of Ashbridges Bay from a marsh into a massive new industrial district with waterfront parks and summer homes. By 1914, the mouth of the Don River had been redirected into the concrete-lined Keating Channel, and the surrounding wetlands filled in. By 1922, over 500 acres of new land had been created on the former marsh, with another 500 acres soon to follow. These lands were quickly occupied by industries, but the plans for a major waterfront park and adjoining cottage community were never realized.

The final stage of this industrial transformation of the Don River was the Gardiner Expressway, which was begun in the 1950's and led to the Don becoming lost amidst a tangle of off-ramps, bridges, and abutments, virtually cutting off all access to what was once a summertime destination for swimming and seeking respite from the hot summer weather. However, thirty years later, citizens passionate about transforming the Don River back into a natural habitat and urban landscape centerpiece came together to form the Committee to Bring Back the Don, which today is an effective advocacy group that has helped secure funds for the naturalization project and is actively participating in the EA process.

**Reference Materials:**  
**1912 Waterfront Master Plan, Appendix 3**  
**Forty Steps to a New Don, Appendix 4**  
**East Bayfront and Port Industrial Area: Environment in Transition, Appendix 5**  
**The Archaeological Master Plan of the Central Waterfront, Appendix 6**  
**Central Waterfront: East Bayfront and Port Lands Industrial Heritage Property Study, Appendix 7**  
**Built Heritage of the East Bayfront, Appendix 8**

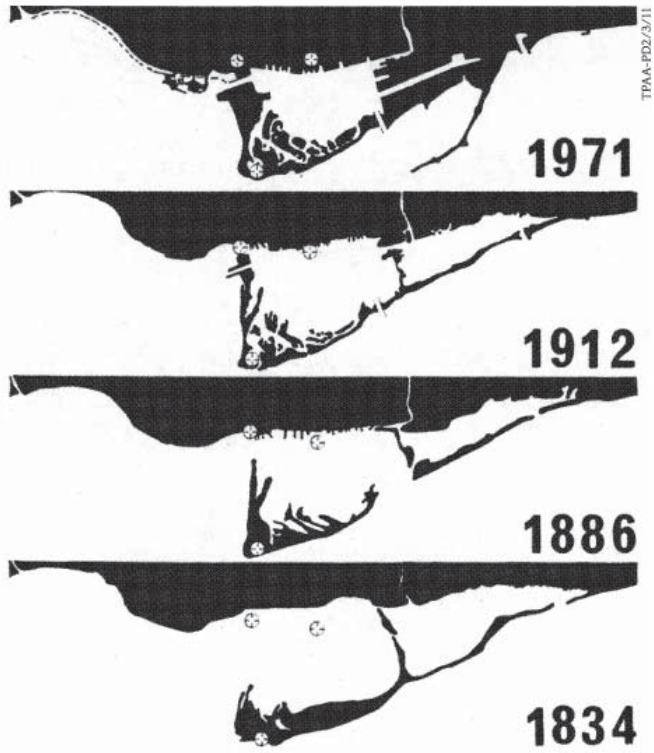


KEATING CHANNEL AND VICTORY MILLS LTD.



ASHBRIDGES BAY SOUTH OF KEATING CHANNEL

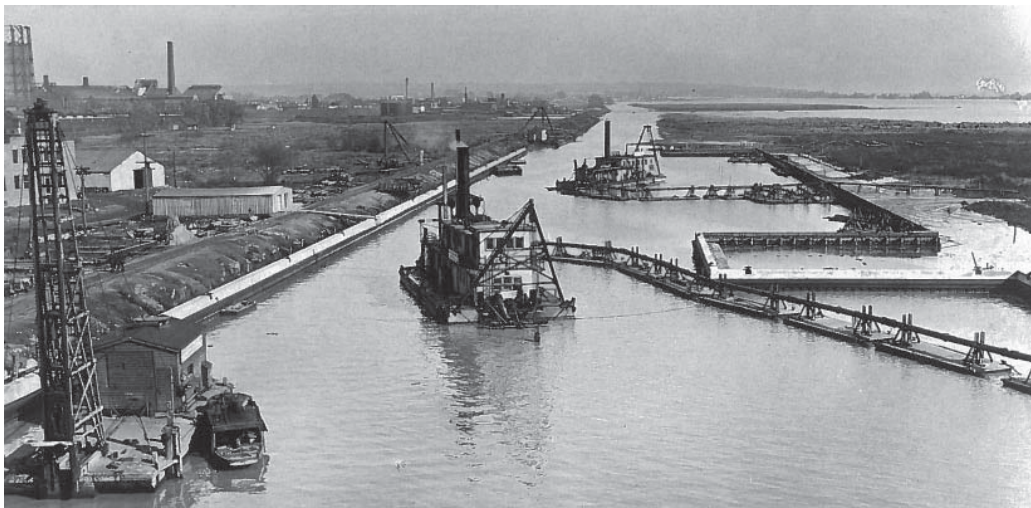




TORONTO'S EVOLVING SHORELINE



FORMER OUTLET OF THE DON RIVER



KEATING CHANNEL, DOCKWALL CONSTRUCTION

## C. GOALS OF THE DESIGN COMPETITION

The fundamental purpose of this design competition is to establish a common vision for this area, which has for decades been “on the perimeter” of various waterfront planning initiatives, but never treated as a centre of revitalization in and of itself.

One major reason for this lack of coordination is the competing demands on this space, from infrastructure and environmental renewal to real estate development. Existing and new transportation links, flood protection and naturalization of the river mouth, and prime waterfront development land all jockey for a role amidst a dizzying array of highway and railway infrastructure.

A second reason is the diverse mixture of privately-owned land and publicly-owned land under different jurisdictions, making it virtually impossible for any one entity to spearhead a comprehensive study for reconciling these disparate pressures. Third is the highly technical nature of some of the problems, such as providing necessary flood protection and self-sustaining river habitat. Fourth is the potentially large cost of treating contaminated soils and groundwater in the area.

Given this wide range of challenges – from the general to the specific – there are two broad goals the Lower Don Lands Innovative Design Competition seeks to achieve:

### **Goal #1: An iconic identity for the Don River that accommodates crucial flood protection and habitat restoration requirements.**

The design should focus on transforming the mouth of the Don River from a spillway into a powerful landscape that serves to orient – not disorient – walkers and drivers coming to and through this area. The river provides an opportunity for a striking and memorable waterfront image that can be to Toronto what the Seine is to Paris or the Fens is to Boston.

### **Goal #2: A bold and comprehensive concept design that integrates development, transportation infrastructure, and the river mouth into a harmonious whole.**

The design should propose a plan for this area that gives it a clear identity as a unique destination. A balance must be achieved that puts the river at the centre while accommodating new mass transit infrastructure, new waterfront development, and new roads and trails.

## D. REQUIRED DESIGN ELEMENTS

In order to achieve the goals described above, ten elements have been identified as required components of the proposals. The jury will consider the team's approach to each of these elements in making their final selection.

While a high value will be placed on bringing bold, new ideas to this design challenge, understanding of the technical requirements and regulatory restrictions that exist will be important to ensuring the viability of the proposed concepts. While standards and requirements need not be strictly adhered to in every instance, any deviations will need to be thoughtfully considered, explained, and ultimately acceptable to the regulatory agencies.

The designs should propose cost-effective solutions that will have as much impact as possible. They should also be conscious of the long-term maintenance implications, as the goal is for the river to become a self-sustaining ecosystem with as little human intervention as possible.

Therefore, at the end of the eight-week charrette, each submission should include carefully-crafted, conceptual design propositions for the ten design elements describe on the following pages:



## 1 Naturalize the Mouth of the Don River



DON RIVER, LOOKING NORTH

A bold and spectacular design should be developed that makes the mouth of the Don River an aesthetic centerpiece, provides natural and sustainable habitat for aquatic and terrestrial ecosystems, and brings the river back to Torontonians. The naturalization of the mouth of the Don River will entail a substantial widening and re-routing of the river channel as well as the creation of a lowland plain, and possibly a second “green” spillway channel for accommodating very large flood events.

A “menu” of options for ecological and hydrological restoration has been developed as part of the Don Mouth Naturalization and Port Lands Flood Protection EA, being conducted by Gartner Lee Limited (GLL) under the direction of the TRCA and TWRC. Careful attention should be paid to the analysis of different river typologies and their applicability in this context as presented in the Terms of Reference for the EA. Any design concept must achieve the technical goals established for maximizing biodiversity and ecological robustness, accommodating major storm events, minimizing the need for on-going maintenance of the river; and addressing the problems of siltation and debris that plague the river from upstream sources. These impact not only the river itself, but the operation of the inner harbour, since unchecked they can pose hazards to navigation in this intensely-used waterway.

### Reference Materials:

**Don Mouth Naturalization and Port Lands Flood Protection (DMNPLFP) EA Terms of Reference, Appendix 9**

**DMNPLFP EA Public Forum #2 Presentation, Appendix 10**

**DMNPLFP EA Project Newsletters #3/4, Appendix 11**

**Don River Hydrology Model, Appendix 12**

**Lower Don West Class EA, Appendix 13**

**Mississaugas of New Credit Specific Claim, Appendix 14**

**Aquatic Habitat Investigations, Appendix 15**

**Terrestrial Natural Heritage Report, Appendix 16**

**Cultural/Archaeological Heritage Report, Appendix 17**

**Policy on Fish Habitat, Department of Fisheries, Canada, Appendix 18**

**DMNPLFP Potential Alternatives, Appendix 19**

## 2 Create a Continuous Riverfront Park System



RIVERDALE PARK

The Don River Valley is one of several complex ravine networks that define the character of Toronto. To the north, this naturally green area forms one of the most heavily used recreational corridors in the city. A design concept for the Lower Don Lands should be developed that creates a beautiful new riverfront park system linked to the existing trails and open spaces and the new Don River Park currently being developed by the TWRC, TRCA, and City Parks. The design concept should explore ways to make the lowland flood plain usable for active and passive recreational uses.

### Reference Materials:

**Central Waterfront Parks and Open Space Framework, Appendix 20**

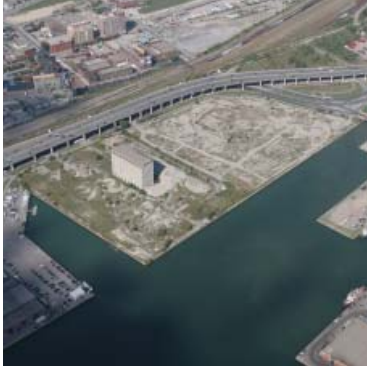
**Our Common Grounds: Parks, Forestry and Recreation Strategic Plan, Appendix 21**

**Accessibility Design Guidelines, City of Toronto, Appendix 22**

**Don River Park Design, Appendix 23**

**Commissioners Park Design, Appendix 24**

### 3 Provide for Harmonious New Development



DEVELOPMENT LANDS

The Lower Don Lands offer a unique opportunity to replace a vacant, post-industrial brownfield with a new community. A bold concept plan is needed for development on the predominantly privately owned lands east of Parliament Street to create a vibrant riverfront neighbourhood in harmony with the naturalized mouth of the Don River. Appropriately-scaled development and recreation blocks should be proposed that highlight the river and respect its ecology, and an urban design concept should be developed that proposes a coherent built form for this district. The design concept should relate to the approved precinct plan for the adjoining East Bayfront neighbourhood with sufficient flexibility to allow for a mix of uses including commercial, residential, and institutional.

An important consideration is the potential inclusion of the school, playground, and community centre complex currently proposed on the west side of Parliament Slip in the East Bayfront Precinct Plan. The design concept should provide an appropriate site for this complex east of Parliament Street, possibly along the east side of Parliament Slip. However, many development schemes have been produced for this area as part of the East Bayfront planning process, as well as by individual property owners. Any design proposal will have to balance the desires for public use with private market interests in new development.

#### Reference Materials:

**East Bayfront Precinct Plan, Appendix 25**

**Home Depot Rezoning Application, Appendix 26**

### 4 Extend Queens Quay Eastward and Enhance the Road Network



QUEENS QUAY BOULEVARD LOOKING EAST

The Lower Don Lands are physically cut off from the city, yet sit at the nexus of three new waterfront communities being developed by the TWRC. This area should be transformed from an unwelcoming outskirts into a thriving destination that connects those surrounding areas with a combination of parks, roads and new development to “stitch” them together while providing a unique riverfront experience. An eastward extension of Queens Quay Boulevard from Parliament Street should be proposed that creates a beautiful main street through the Lower Don Lands and links with Cherry Street and Lake Shore Boulevard to the east its character should draw upon the winning design for Queens Quay Boulevard in the Central Waterfront. A broad urban design concept should be developed that reintroduces a coherent road network into this area and provides well-defined connections to other communities.

#### Reference Materials:

**FilmPort, Appendix 27**

**Central Waterfront Winning Design, Appendix 28**

### 5 Prioritize Public Transit



QUEENS QUAY LANDSCAPED TRANSIT WAY

At the same time that new road access is needed, the TWRC and the City have a commitment to a “transit-first” policy for waterfront revitalization. The design concept for extending Queens Quay Boulevard must provide for the eastward extension of transit service to Cherry Street and into the Port Lands, either within the new road right-of-way or elsewhere. The Central Waterfront Secondary Plan suggests a streetcar in a dedicated right-of-way is needed to accommodate future travel demands. Working with the approved Terms of Reference for the Waterfront East Transit EA, a bold and compelling concept should be developed for increased transit access to and through the Lower Don Lands.

#### Reference materials:

**Terms of Reference, Transit Environmental Assessment, Appendix 29**

## 6 Develop a Gateway into the Port Lands



EXISTING CHERRY STREET BRIDGE

A dramatic new bridge or series of bridges should be proposed that can carry vehicles, pedestrians, bicycles, and streetcars across the mouth of the Don River and into the Port Lands. This structure or structures should serve to celebrate the river mouth and provide iconic yet functional connections into the Port Lands. At the same time, they must respect the clearance requirements of a river whose level can rise rapidly during flood events so as not to impede water flow. A location for one or more graceful new crossings should be proposed that help to extend the local street network into the Port Lands.

### Reference Materials:

**Draft Port Lands Implementation Strategy, Appendix 30**

## 7 Humanize Existing Infrastructure



GARDINER EXPRESSWAY

Several pieces of critical regional infrastructure criss-cross the Lower Don Lands with little regard for their impact on the local landscape. The elevated Gardiner Expressway, which serves tens of thousands of commuters daily, passes through on giant columns that rest on barren earth below. Lake Shore Boulevard, which also brings thousands of workers downtown, has the character of a suburban arterial, particularly around the Cherry Street intersection. The two rail spurs, which connect the Don Rail Yard and the Redpath Sugar Refinery to the Keating Yard, divide the landscape into a series of oddly-shaped and disconnected parcels. A design concept should be proposed for harmonizing each of these important arteries with the Lower Don Lands, particularly the naturalized mouth of the Don River.

### Reference Materials:

**Gardiner Expressway Options Report, Appendix 31**

## 8 Enhance the Martin Goodman Trail



MARTIN GOODMAN TRAIL

One of the most heavily-used recreational and commuter trails in Toronto, the Martin Goodman Trail takes a zig-zag route through the Lower Don Lands with no relationship to the water's edge. A design concept should be proposed for providing an inviting and continuous riverfront experience for trail users that simplifies the complex route the Martin Goodman Trail follows. Improved connections to the Don Watershed Trail to the north, and the Martin Goodman Trail segments to the east and west should also be explored.

### Reference Materials:

**Cycling Map, City of Toronto, Appendix 32**

**Martin Goodman Trail System Map, Appendix 33**

**Typical Martin Goodman Trail Cross-Section, Appendix 34**

**Waterfront Trail User Survey, Waterfront Regeneration Trust, Appendix 35**

**Lower Don Watershed Map, Appendix 36**

## 9 Expand Opportunities for Interaction with the Water



TORONTO'S PADDLE THE DON RIVER EVENT

Opportunities to increase and intensify water-related recreational uses along the river should be explored. The naturalized mouth of the Don River should not only entice people near the water, but should engage direct interaction with it. Drawing upon the TWRC's Marine Use Strategy, design concepts should be proposed that integrate current and future water uses, such as recreational fishing, kayaking, sightseeing and other activities.

### Reference Materials:

**Marine Use Strategy, Appendix 37**

**Don & Waterfront Interceptor Trunk Capacity & CSO Control Project, Appendix 39**

## 10 Promote Sustainable Development



DON VALLEY BRICK WORKS

The TWRC is committed to making the city's waterfront a national and global model for sustainability. The TWRC has developed a Sustainability Framework to ensure that sustainability principles are integrated into all facets of TWRC planning, development, operations, and decision-making. The design concept should maximize opportunities to incorporate leading-edge sustainable technology and methods throughout. Proposals should build on the heritage character of the area and consider conservation and reuse of listed heritage properties, landscape features, and industrial artifacts.

Especially important to the Lower Don Lands is that sustainability include lifecycle maintenance design for the naturalized mouth, and adaptive management for future potential changes to infrastructure, including implementation of the Wet Weather Flow Master Plan.

### Reference Materials:

**Wet Weather Flow Master Plan, Appendix 38**

**TWRC Sustainability Framework, Appendix 40**

**TWRC Sustainability Checklist, Appendix 41**

**Toronto Waterfront Aquatic Habitat Restoration Study, TRCA, Appendix 42**

## E. SITE ANALYSIS AND PROGRAM DESCRIPTION

The following section provides detailed descriptions of the main areas to be considered in the design proposals, and what the basic program should be for each. This section also identifies sites where no intervention should be proposed. Each area is keyed to the accompanying project area maps to provide a more precise delineation of the existing features and boundaries.

For the purposes of this Innovative Design Competition, the Lower Don Lands is comprised of five different areas. The first is the Don River Mouth / Keating Channel, which includes the existing water channel and associated crossings. The second is the North Shore, which includes potential development lands as well as most of the heavy infrastructure that crosses this area. The third is the South Shore, which has a relatively typical urban street grid and is proposed to be used primarily for the future Commissioners Park as well as development on one or both of the quays. The fourth is the proposed Don Greenway, one of the optional routes for the naturalized Don River and a proposed wildlife corridor. The fifth is the Don Roadway Corridor, which is connected to the Don Valley Parkway at the north and ends near the Ship Channel to the south.



THE KEATING CHANNEL IN WINTER





- BUILT FORM
- HERITAGE PROPERTIES
- MARTIN GOODMAN / RAIL TRAIL
- RAIL TRACKS
- DETAIL STUDY AREA
- STUDY AREA

TORONTO'S LOWER DON LANDS  
INNOVATIVE DESIGN COMPETITION

**SITE PLAN**

0 100 250 500 meters



Toronto Inner  
Harbour

## I.0 Don River Mouth / Keating Channel

A new route and design concept is needed to replace this concrete-lined channel with a greatly expanded and softened river landscape that will relate to the surrounding streets, transit, parks, and future development. Naturalization of the Don River mouth should be the paramount consideration in all planning and design proposals for the Lower Don Lands. **Careful attention should be paid to the Terms of Reference for the Don Mouth Naturalization and Port Lands Flood Protection EA, which identifies four primary discharge configurations for the river along with an associated menu of river typologies under consideration.** Design proposals should be based on one of these four discharge options. While other configurations may be proposed, they will be required to demonstrate that they meet all the technical criteria for the river as outlined in the EA.

**I.1 CN Rail Bridge:** The existing CN rail bridge over the Don River is currently under reconstruction as part of the flood protection measures for the West Don Lands project. The bridge is being extended in order to widen the river channel, thereby increasing its hydrological capacity and reducing back-up of flood waters upstream. No design proposals are requested for the CN rail bridge itself, but minor design treatments such as lighting may be considered.

**I.2 Hydro One Bridge:** This structure carries high-voltage utilities from one side of the Don River to the other. This function is proposed to be buried below the riverbed in the future, and its eventual removal should be assumed. No design proposals are requested for the Hydro One Bridge.

**I.3 Gardiner-DVP Flyover:** The Don Valley Parkway is one of the most heavily-used commuter highways in the Greater Toronto area, and its curved off-ramps provide a vital connection across the Don River to the Gardiner Expressway and Lakeshore Boulevard. This critical commuter connection must be retained. An appropriate design treatment for enhancing, reconfiguring or relocating this important infrastructure connection should be proposed.

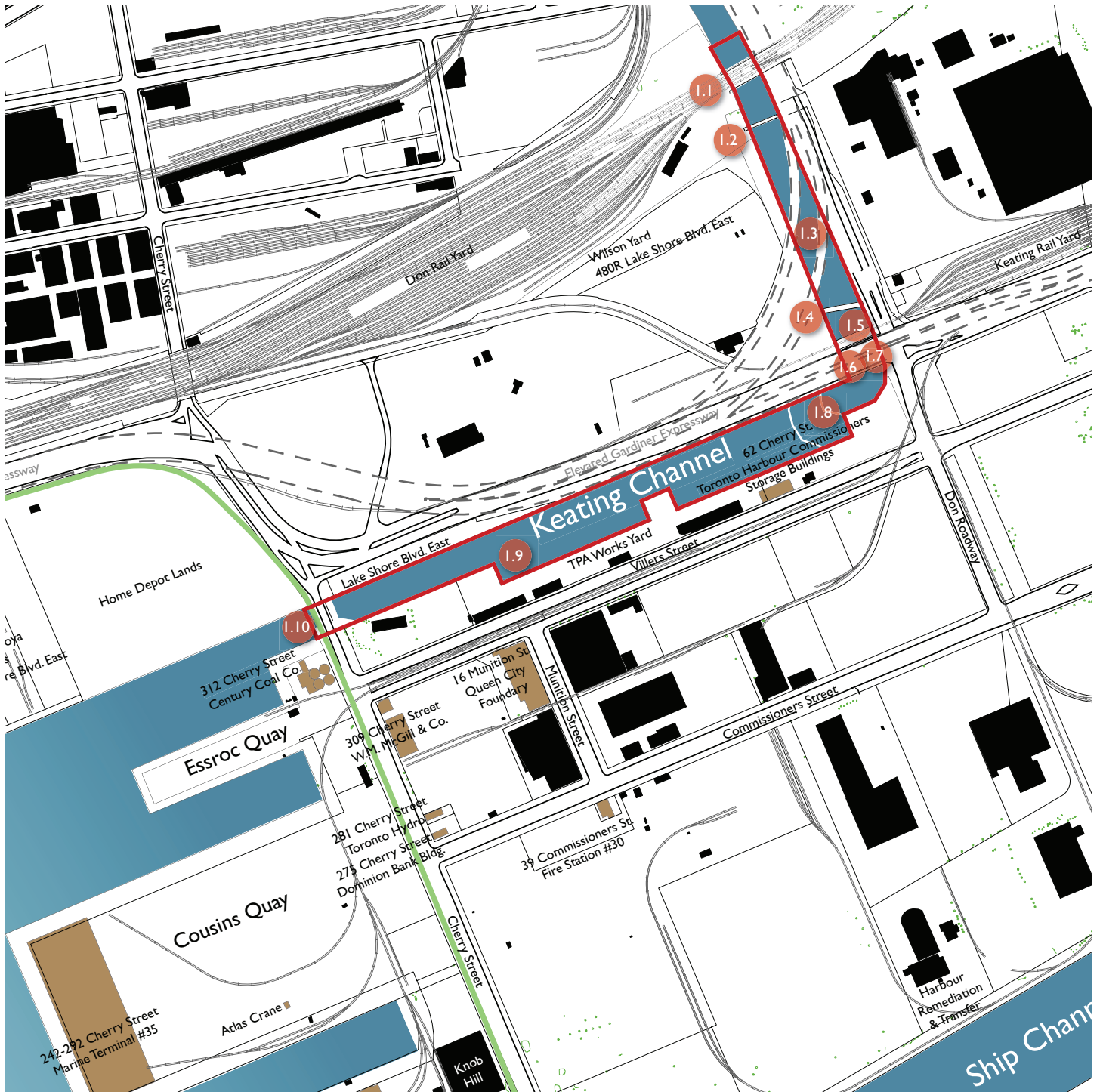


THE DON RIVER AT ITS INTERSECTION WITH THE KEATING CHANNEL

**I.4 Pedestrian Bridge:** The existing pedestrian bridge over the Don River provides a critical connection for the Martin Goodman Trail to the east and the west. It was designed to be re-locatable in the event of future changes to the river. An appropriate design treatment should be proposed for retaining or reusing this bridge as part of any proposed realignment of the Martin Goodman Trail.

**I.5 Keating Yard Rail Bridge:** This bridge connects the Keating Yard to the two rail spurs extending into East Bayfront and the Port Lands. Although their usage has dropped over the past decades, this connection must be maintained. An appropriate design treatment should be proposed for refurbishing, replacing or reconfiguring this bridge, possibly as part of a proposal for realigning Lake Shore Boulevard in this area (see I.6).

# I.0 Don River Mouth / Keating Channel



0 100 250 500 metres

**1.6 Lake Shore Boulevard Bridge:** The existing bridge that links Lake Shore Boulevard across the Don River is little more than a highway overpass, with very low clearance for recreational boating and little relationship to views of the river. An appropriate design treatment should be proposed for refurbishing, replacing or reconfiguring this bridge, possibly as part of a proposal for realigning Lake Shore Boulevard in this area.

**1.7 Gardiner Off-Ramps:** Although the eastern extension of the Gardiner Expressway was torn down a few years ago, on- and off-ramps remain that descend across the Don River from the end of the elevated expressway near 480 Lake Shore Boulevard to Carlaw Avenue in Leslieville. This critical commuter connection must be retained. An appropriate design treatment for enhancing, reconfiguring or relocating this important infrastructure connection should be proposed.

**1.8 Debris Booms:** These buoyed barriers are currently deployed at all times to catch the large volumes of floating debris that travel down the Don River, particularly during storm events. An appropriate treatment should be proposed for debris management that is more visually pleasing and appropriate to the new landscape.

**1.9 Port Authority Dredging Operation:** The Don River has traditionally been a source of heavy siltation in the Inner Harbour. To preserve shipping lanes in the Inner Harbour and at the entrance to the river, the Port Authority maintains a dredging facility on the Keating Channel. The naturalized river is still expected to require some form of similar maintenance. An appropriate treatment for a relocated and redesigned facility should be proposed.

**1.10 Cherry Street Bridge:** The existing bascule bridge over the Keating Channel is in disrepair, and a plan should be proposed for its replacement or renovation. This bridge is currently one of only four north-south connections into the Port Lands, and is inadequately designed for the demands of future redevelopment. Its opening is also too narrow for accommodating flood events, and if the

single-channel option is proposed for the river; a 200 metre span may be required. A concept for a new crossing should be proposed that provides adequate vertical and horizontal clearance for flood events, appropriate capacity for cars, bicycles, streetcars and pedestrians, and accommodates the proposed future uses of the river for navigation



DREDGING ON THE KEATING CHANNEL

## 2.0 North Shore

This land area was once occupied by the original course of the mouth of the Don River and a cluster of small buildings and roads. Landfilling in the 20th century extended the shoreline southwards to the present Keating Channel bulkhead, and the decline of waterfront industry has left the area almost completely vacant. A comprehensive urban design plan should be proposed for this area that treats the river as a centrepiece rather than an edge, and creates a harmonious relationship with surrounding streets, transit, parks, and development.

**2.1 Elevated Gardiner Expressway:** Taking down the 8-kilometre elevated section of the Gardiner Expressway has been the subject of great debate in Toronto since the day it was completed in 1965. The TWRC has recommended that it be replaced with a grand street between Bathurst Street and the Don River. No funding is presently available for this massive piece of infrastructure work, however, leaving the highway's fate uncertain. It is preferred that design proposals assume it will remain in its current configuration. Design proposals that recommend its take-down may be considered, provided their implementation is not contingent on the take-down and they maintain connections to the Don Valley Parkway on the east side of the Don River. An appropriate design treatment should be proposed for integrating the Gardiner Expressway with the naturalized river and new development.

**2.2 Queens Quay Boulevard Extension:** An appropriate design concept should be proposed for extending Toronto's main waterfront street eastward into the Lower Don Lands. Three critical considerations in extending this street are where to cross over and/or fill in the head of Parliament Slip, whether to pass to the north or the south side of the historic Victory Soya Mills, and how to connect into the existing Cherry Street-Lake Shore Boulevard intersection for traffic, transit and other users. Designs should consider the alignment proposed in the East Bayfront Precinct Plan, however modifications may be considered in the context of the overall design proposal for the Lower Don Lands. Designs should incorporate the a concept design for Queens Quay Boulevard west of Parliament Street, as developed by West 8 in the Central Waterfront Innovative Design Competition.

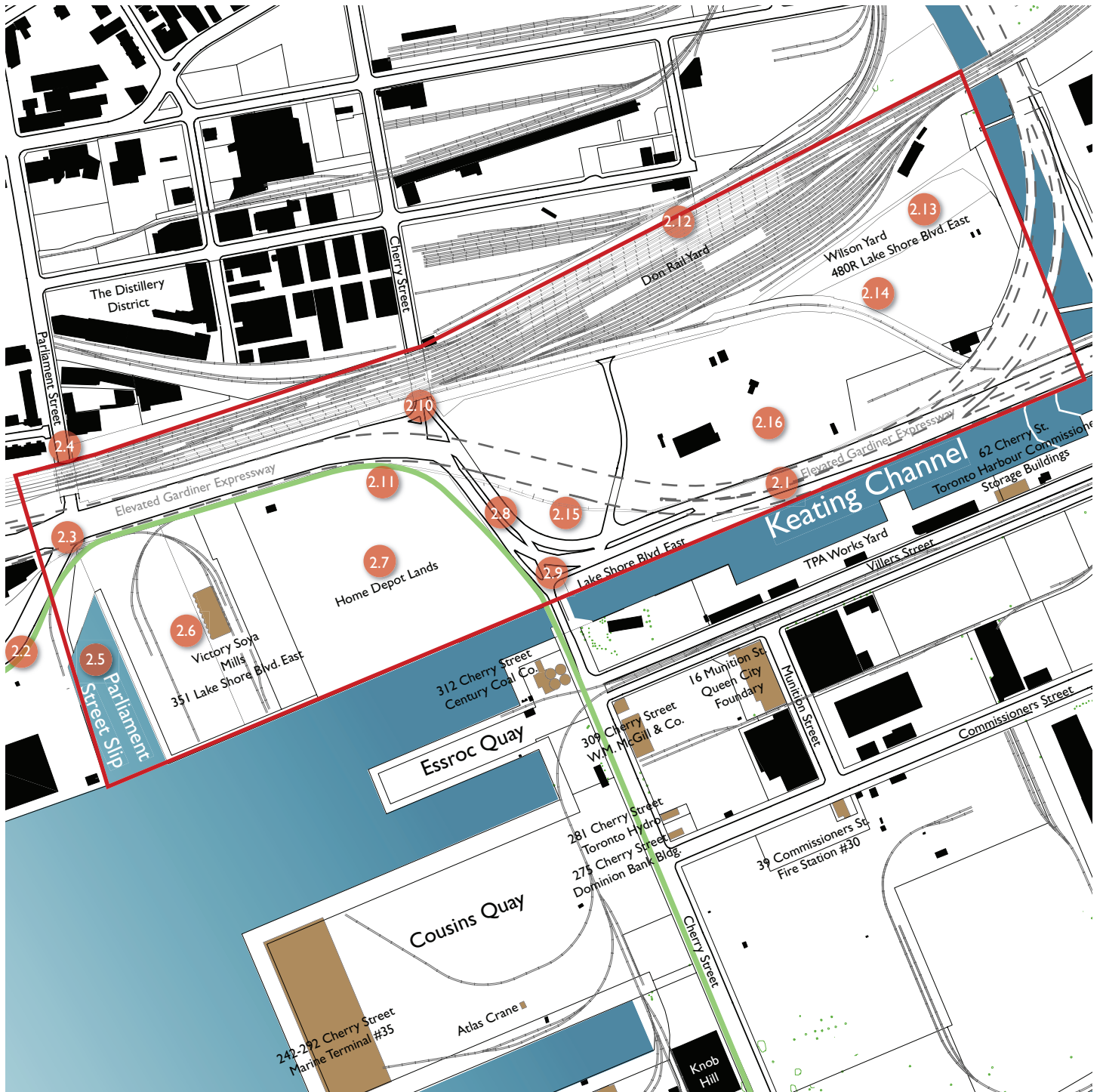
**2.3 Parliament Street:** The eastward extension of Queens Quay Boulevard will necessitate developing a new route and/or termination for Parliament Street, which currently takes a westward bend at Lake Shore Boulevard to merge into the end of Queens Quay Boulevard west of Parliament Slip. It should be treated as an important gateway to the waterfront and an appropriate design treatment proposed for its southern extension. The East Bayfront Precinct Plan suggests an alignment which may be retained or modified if appropriate. Another long-contemplated option is the possibility of a pedestrian bridge over the river mouth connecting into the Port Lands, but any such proposal must meet the clearance criteria of the river.

**2.4 Parliament Street Underpass:** Parliament Street is one of the main north-south thoroughfares serving the eastern end of downtown, and is one of only two crossings below the Don Rail Yards in this three-quarter of a mile long area. An appropriate design treatment should be proposed for improving the quality of this now dingy and unwelcoming crossing.

**2.5 Parliament Slip:** The western and northern edges of this water body have been designed as part of the East Bayfront precinct plan. A design is needed for the eastern edge that provides continuous public waterfront access in the Lower Don Lands.

**2.6 Victory Soya Mills:** This grain silo complex has come to be one of the most recognizable icons of the Toronto waterfront. The structure is a designated heritage property and therefore cannot be torn down. The silos and their surrounding land are in private ownership, and a plan is needed that will allow new development on the site that works in harmony with the silos. A plan should be proposed for the reuse of the silos, and could include their redevelopment as residential units, a district energy plant for the East Bayfront, an industrial artifact with a public recreational or educational use, or some other function.

## 2.0 North Shore



0 100 250 500 metres

**2.7 Home Depot Lands:** This is the single-largest development parcel in the Lower Don Lands, has been owned by Home Depot for over a decade. Attempts to build a major Home Depot store there have been blocked, but the owners are interested in identifying alternative development scenarios for the 5-hectare property. An urban design plan should be proposed for this site that balances the realignment and naturalization of the Don River with the development potential of this desirably-located piece of land an appropriate street pattern and building massing should be proposed as well.

**2.8 Lake Shore Boulevard:** Lake Shore Boulevard's present alignment between Parliament and Cherry Street parallels the Don Rail Yards, which forms the northern border of the Lower Don Lands. At Cherry Street, it curves sharply south towards the water, then sharply left to follow the northern bank of the Keating Channel. This alignment will almost certainly need to be changed as part of the naturalization of the Don River. However, any new alignment must ultimately reconnect to the existing Lake Shore Boulevard east of the Don River. An appropriate treatment for Lake Shore Boulevard should be proposed that relates to the river, surrounding roads, transit, parks, and future development.

**2.9 Cherry Street Intersection:** Cherry Street is the only north-south route that serves the east end communities downtown and connects directly into the Port Lands. A proposed main street for the West Don Lands community north of the Don Rail Yards, it merges into Lake Shore Boulevard just south of the tracks into a vast, high-speed intersection that is unwelcoming for pedestrians and cyclists to cross, and can even be bewildering to drivers unfamiliar with the area. A new intersection configuration should be proposed that reconciles the competing desires for an improved physical environment with the operational and geometric complexities of a busy intersection.

**2.10 Cherry Street Underpass:** Cherry Street is the only other north-south crossing below the Don Rail Yard in this area besides Parliament Street. An appropriate design treatment should be proposed for improving the quality of this now unwelcoming crossing.

**2.11 Martin Goodman Trail:** The current Martin Goodman Trail zig-zags through the Lower Don Lands with no relationship to the water. A design concept should be proposed for providing a better route that maximizes the riverfront experience for trail users.

**2.12 Don Rail Yard:** GO Transit and CN Rail each rely heavily on the Don Rail Yards, the Kingston Main Line and the Bala Subdivision that collectively comprise the northern boundary of this site. No design treatments are requested for the yards, although some minor modifications around the edges may be considered if necessary to facilitate reconfiguration of the roads or other infrastructure. Consideration should be given to the appropriateness of new development along the south side of the rail corridor to act as a buffer to the naturalized Don River to the south.

**2.13 Wilson Yard:** This city-owned property is used by the Toronto Terminal Railway as a sorting yard. This area may be used for expansion of Go Transit train storage in the future. An urban design plan should be proposed for the realignment and naturalization of the Don River through this site, as well as any new development potential if deemed appropriate to screen the Don Rail Yards from the naturalized river.

**2.14 Don Rail Spur:** This freight line meander through the Lower Don Lands and slice the area up into oddly-configured parcels. No plans for altering the Don Yard rail spur have been developed to address the naturalization project. An urban design plan should be proposed for realigning the rail spur in a way that does not conflict with plans for new parks and development in this area. However, any new alignment must ultimately reconnect to the existing Keating Yards east of the Don River.

**2.15 Redpath Rail Spur:** This freight line parallels Lake Shore Boulevard east of Parliament Street. The East Bayfront precinct plan calls for the relocation of the rail spur into a shared right-of-way with the TTC streetcar, which will extend from Jarvis Street east to Parliament Street. However, no plan for the rail spur alignment has been developed for the area east of Parliament Street. An urban design plan should be proposed for realigning the rail spur in a way that does not conflict with plans for new parks and development in this area. However, any new alignment must ultimately reconnect to the existing Keating Yards east of the Don River.

**2.16 480 Lake Shore:** This city-owned property was formerly the site of heavy manufacturing, and is considered one of the more contaminated sites along the waterfront. An urban design plan should be proposed for this site, either as the location for the realigned and naturalized Don River, or new development if deemed appropriate or desirable to screen the new river from the Don Rail Yard.

### 3.0 South Shore

This entire area was once part of Ashbridges Bay marsh, the largest wetland on the Great Lakes before it was filled to create a new industrial district now known as the Port Lands. A comprehensive urban design plan should be proposed for this area that treats the river as a centrepiece rather than an edge, and creates a harmonious relationship with surrounding streets, transit, parks, and development.

**3.1 Essroc Quay:** This landfilled pier is currently the site of the Essroc concrete manufacturing operation. However, the TWRC and the City are currently engaged in an effort to relocate this facility to the east end of the Port Lands, in order to free up the western areas for revitalization. The Essroc pier is likely to be an early redevelopment site, and a plan for the reuse of the pier is needed. Its future will be strongly affected by the naturalization of the Don River, and options that have been discussed include turning it into an island in the middle of the river and/or using it as a land base for a new bridge at the river mouth. A plan for the reuse of the Essroc pier should be developed that contemplates using it for parks, infrastructure, and even possibly development if appropriate.

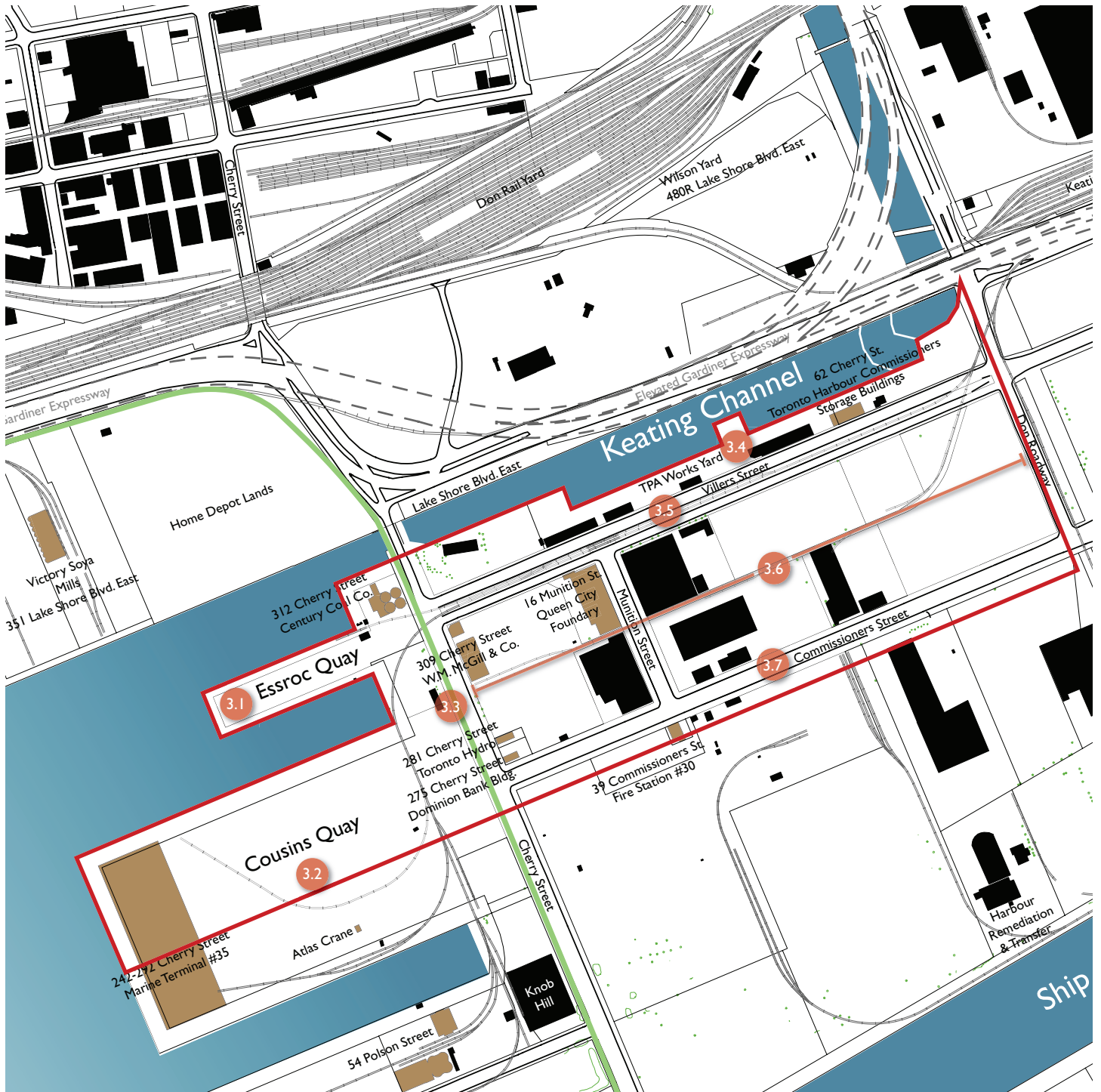
**3.2 Cousins Quay:** This landfilled pier contains one of the last remaining active marine terminal warehouses on the waterfront. The pier is one of the primary redevelopment sites on the waterfront, and will be built out in conjunction with larger plans for Port Lands revitalization yet to be developed. A compelling urban design proposal is needed for ensuring any new community here has a good relationship to the river, as well as the harbour, yet can be adapted to future plans for the rest of the Port Lands. An appropriate street pattern and building massing should be proposed as well.



VILLIERS STREET LOOKING WEST TOWARDS ESSROC PIER



### 3.0 South Shore



0 100 250 500 metres

**3.3 Cherry Street:** This is a major roadway in the Port Lands, and is also the primary access route to the recently restored Cherry Beach. An appropriate urban design treatment should be proposed for celebrating this important street.

**3.4 South Bank:** This narrow strip of land between the Keating Channel to the north and Villiers Street to the south contains, the Keating Channel Pub, the Port Authority dredging operation, and a diminishing number of industrial users. These business are expected to be relocated elsewhere, with the exception of the dredging operation, which must be relocated somewhere on the new river mouth. An appropriate design should be proposed for this land, which could include its conversion into the naturalized shores of the Don River or its elimination as part of an expanded main flow channel for the river.

**3.5 Villiers Street:** This dual two-way roadway runs along the south bank and contains a freight rail spur connecting Essroc Quay and the Terminal Warehouse to the Keating Yard. The current plan for Commissioners Park calls for the elimination of this street as a vehicular route, to be converted to a park pedestrian path. No design treatments are requested for this road unless the overall design proposal entails changes to Commissioners Park (see 3.6).

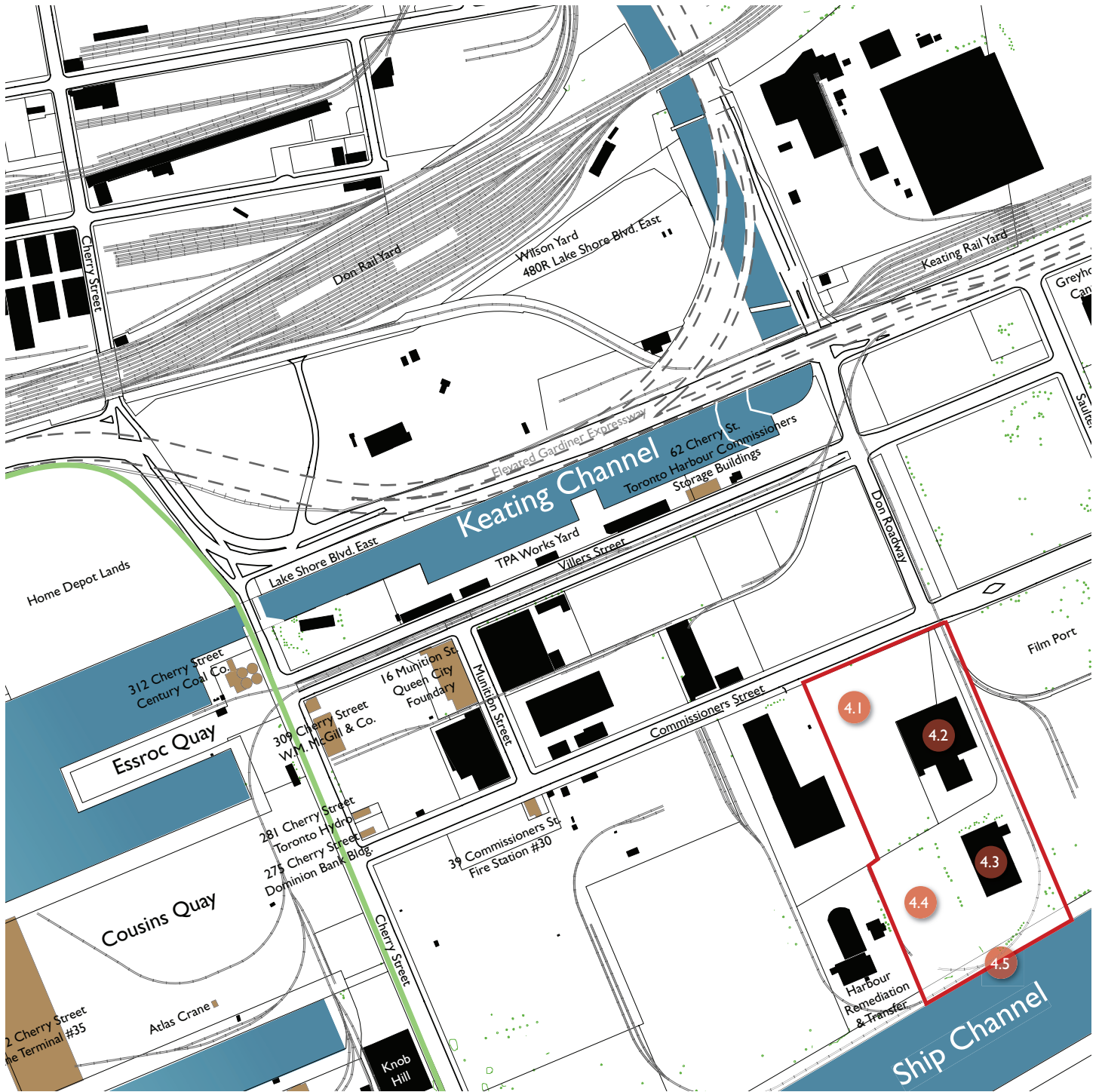
**3.6 Future Commissioners Park:** This area is currently characterized by derelict tank farms and under-utilized industrial buildings, as well as a few properties potentially eligible for heritage designation. The TWRC has developed a plan for creating a large active recreation park on this land. The design, prepared by Claude Cormier Architects Paysagistes, calls for four large ballfields surrounded by passive park space. No design treatments are requested for this park, unless the overall design proposal entails expanding the Don River mouth into this area. In that event, the equivalent park area and recreational facilities must be provided elsewhere in the proposed plan.

**3.7 Commissioners Street:** This is the major east-west corridor in the Port Lands, but has fallen into disrepair. Its width accommodates not only four lanes of traffic, but also a row of large high-tension wire towers connecting to the Port Lands Energy Centre being constructed to the south of the Ship Channel. An appropriate urban design treatment should be proposed for enhancing this primary transportation route in the Port Lands and extending the transit network along this corridor. In the event the Don River is proposed to run south to the Ship Channel, a new bridge will be required for Commissioners Street to cross over the water (see 4.0).



CHERRY STREET BRIDGE OVER THE KEATING CHANNEL

# 4.0 Don Greenway



0 100 250 500 metres

## 4.0 Don Greenway

The Don Greenway concept was originally developed as part of a larger plan to redirect the entire Don River south through the Port Lands and into the Outer Harbour. Currently, the Don Mouth Naturalization EA includes three options for this corridor, as either a primary route for the river; an overflow channel, or not a part of the river system at all. The Don Greenway is also conceived of as a wildlife corridor connecting the Don River Valley ecosystem to Lake Ontario, and its creation is strongly supported by the local environmental community. The recommended width of the corridor varies with the flow option, and its size may also be increased to compensate for any loss of area in Commissioners Park. An appropriate design should be proposed for the Don Greenway, consistent with the overall design proposal for the Lower Don Lands.

**4.1 85 Commissioners Street:** This vacant parcel was occupied by industrial uses and the land now requires environmental remediation. A design treatment should be proposed for this parcel as either a flow route for the Don River; a wildlife corridor; or other appropriate use.

**4.2 95 Commissioners Street:** This parcel is occupied by a manufacturing building operated by Abitibi, one of Ontario's largest timber companies. However, their lease expires in a few years, and it is expected that this land will be made available for revitalization. A design treatment should be proposed for this parcel as either a flow route for the Don River; a wildlife corridor; or other appropriate use.

**4.3 99 Commissioners Street:** This parcel is occupied by a manufacturing building operated by NRI, one of Canada's only rubber recycling businesses. However, their lease expires in a few years, and it is expected that this land will be made available for revitalization. A design treatment should be proposed for this parcel as either a flow route for the Don River; a wildlife corridor; or other appropriate use.



95 COMMISSIONERS STREET

**4.4 99A Commissioners Street:** This vacant parcel was occupied by industrial uses and the land now requires environmental remediation. A design treatment should be proposed for this parcel as either a flow route for the Don River; a wildlife corridor; or other appropriate use.

**4.5 Ship Channel:** This major navigable waterway is expected to continue handling freighters serving the concrete plants at the eastern end of the Port Lands. The seawall is capped by a defunct freight rail line and an inactive, buried pipeline that once connected two different refineries operated by Imperial Oil. Moderate devolution of the hard edge dockwall may be proposed provided shipping activities can be adequately maintained. An appropriate design treatment should be proposed for the water's edge as either a flow route for the Don River; a wildlife corridor; or other appropriate use that provides continuous public access to the waterfront.

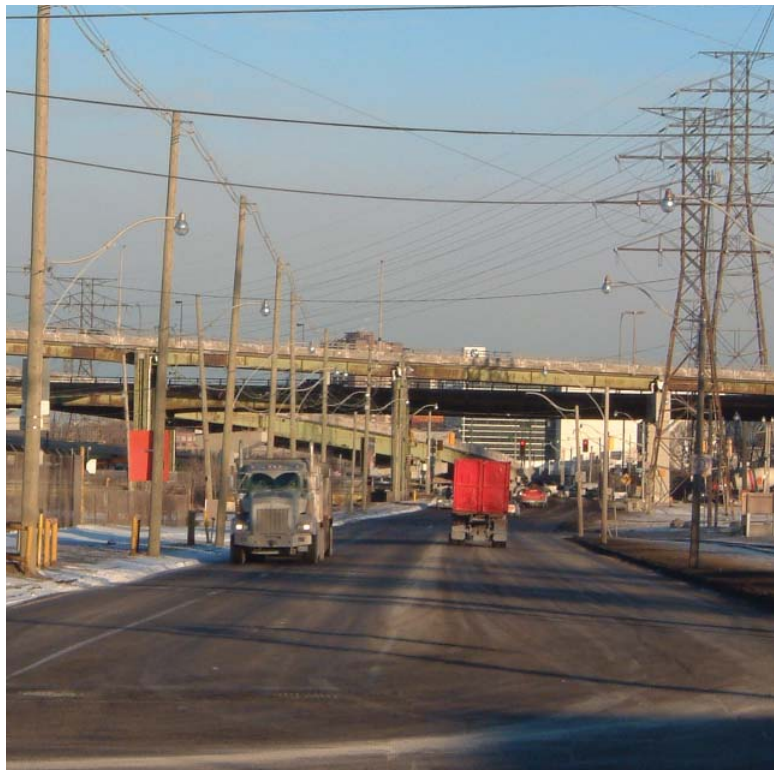
## 5.0 Don Roadway Corridor

This uninviting and uninspiring strip offers a tight and constrained landside buffer between the Don River and neighbouring developments. While no design treatments are requested for the adjoining properties, proposals for improving the existing edge as part of the naturalization process may be considered.

**5.1 Don Roadway:** This street provides a limited yet important connection into the Port Lands. While access to it is severely constrained north of Lake Shore Boulevard, it does provide direct access from the southbound lanes of the Don Valley Parkway into the Port Lands. This service could be enhanced by extending the Don Roadway further south with a bridge over the Ship Channel, but any such proposal would require preserving long-term access for large freighters. The Toronto Economic Development Corporation (TEDCO) is interested in improving the road to service FilmPort, an adjacent development complex that will house movie production studios. An appropriate urban design treatment should be proposed for either improving this road connection or relocating it, depending upon the overall design proposed for the Don River mouth.

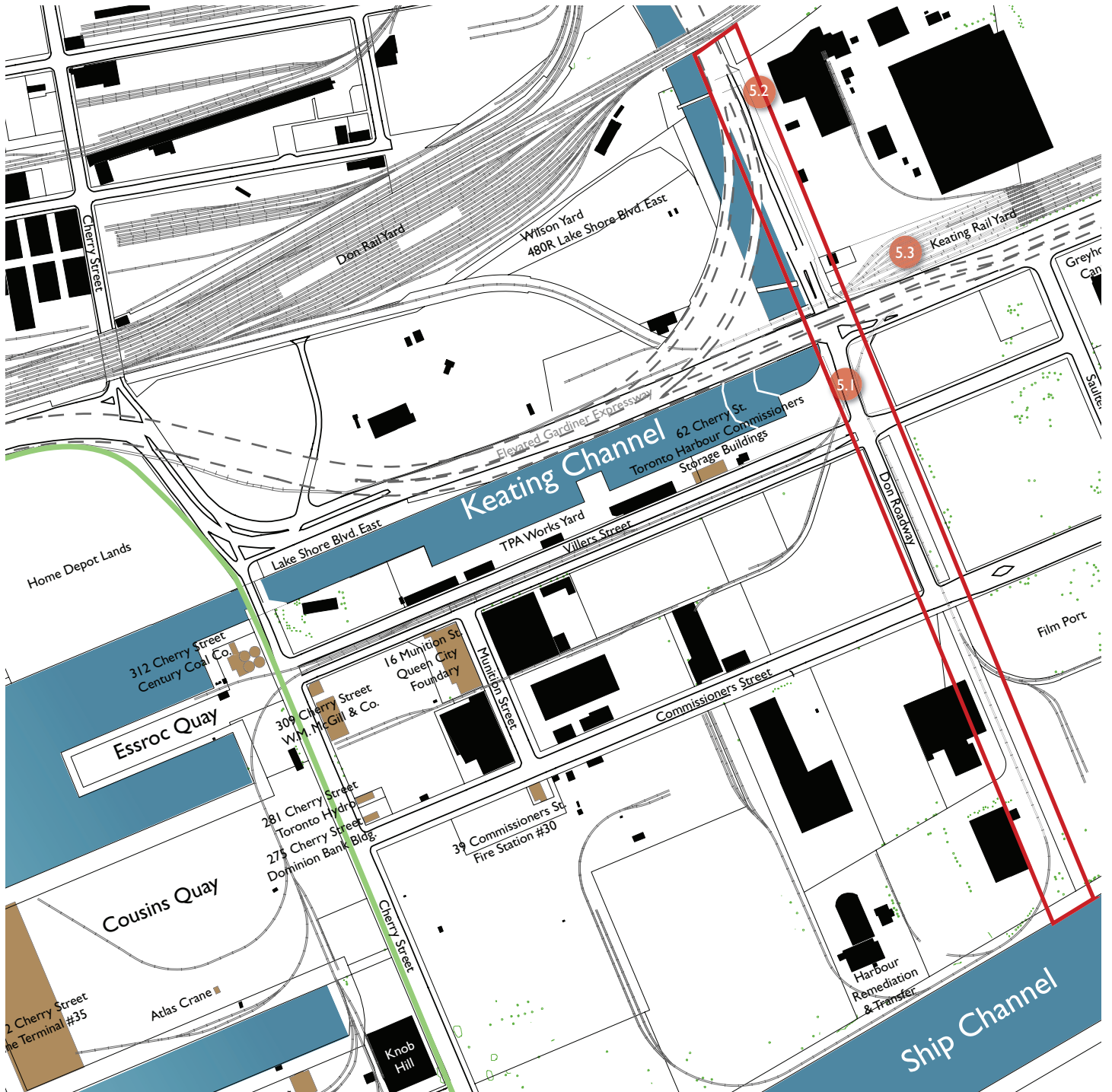
**5.2 Unilever Service Road:** An adjunct to the Don Roadway is a small service road that connects the Unilever property to the BMW property via a small passageway through the CN Rail Bridge abutment. While this opening is essential for handling river flooding, it is no longer heavily used by cars. An appropriate urban design treatment should be proposed for either improving this road connection or reconfiguring it as a pedestrian path or naturalized edge, depending upon the overall design proposed for the Don River mouth.

**5.3 Keating Yard:** This yard serves several functions. It once serviced dozens of industries lining Queens Quay Boulevard to the west, but today only the Redpath Sugar Refinery remains as a freight user in that area. It also services the Port Lands, with a line that runs south along the Don Roadway and west along Villiers Street. Lastly, it is connected to the Don Rail Yard, where the majority of freight traditionally came and went from the city. No design treatments are requested for the yard itself, although minor modifications in relationship to proposals for relocating the river crossing may be considered.

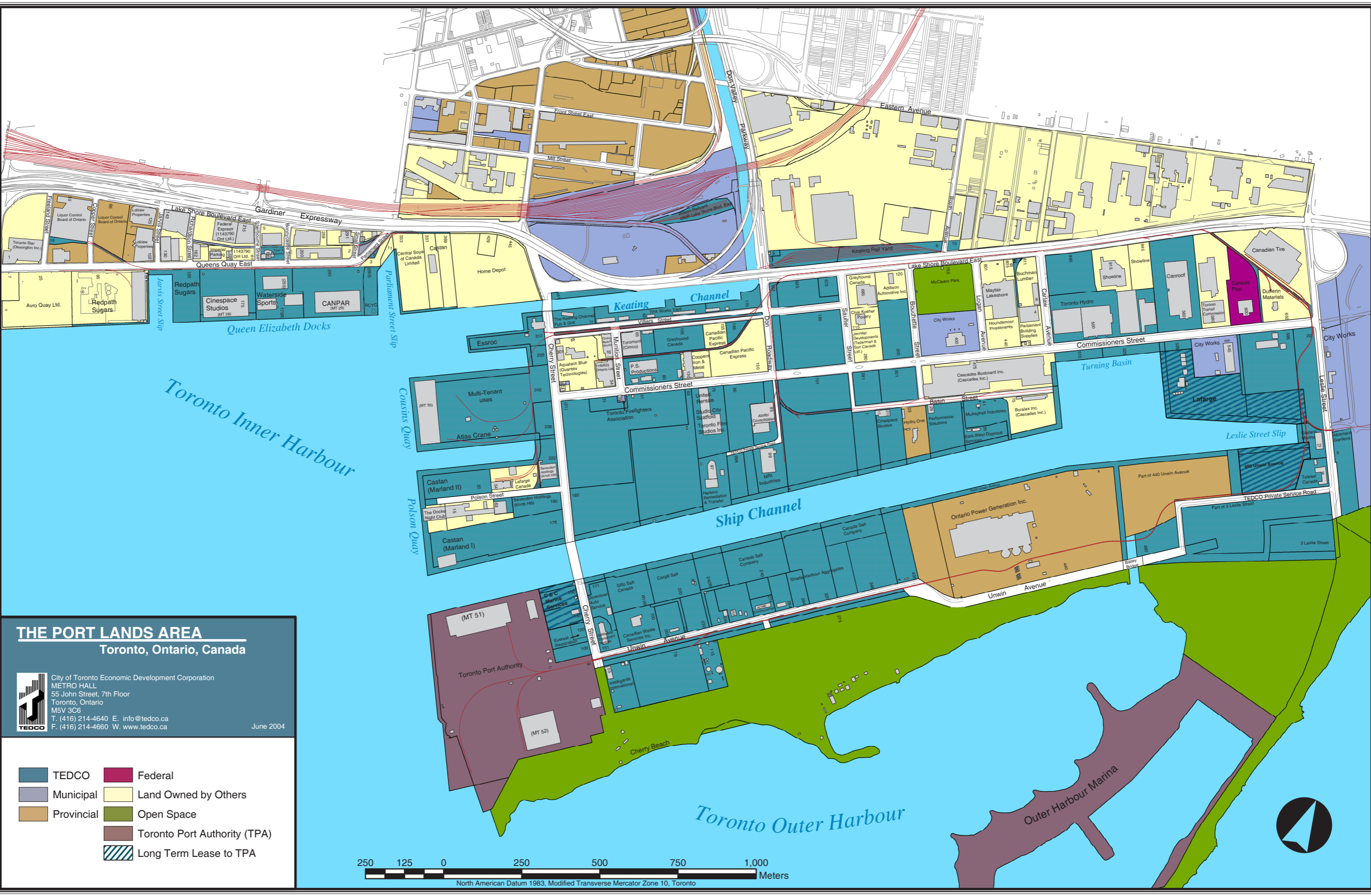


LOOKING NORTH ALONG THE DON ROADWAY

## 5.0 Don Roadway Corridor











0 100 250 500 metres



**THE PORT LANDS AREA**  
Toronto, Ontario, Canada


 City of Toronto Economic Development Corporation  
 METRO HALL  
 55 John Street, 7th Floor  
 Toronto, Ontario  
 M5V 3C6  
 T. (416) 214-4640 E. info@tedco.ca  
 F. (416) 214-4660 W. www.tedco.ca

June 2004

- |  |                              |   |                        |
|--|------------------------------|---|------------------------|
|  | TEDCO                        |  | Federal                |
|  | Municipal                    |  | Land Owned by Others   |
|  | Provincial                   |  | Open Space             |
|  | Toronto Port Authority (TPA) |  | Long Term Lease to TPA |



North American Datum 1983, Modified Transverse Mercator Zone 10, Toronto



## F. STAKEHOLDER PARTICIPATION

The Toronto waterfront has many stakeholders representing a broad spectrum of perspectives covering many different jurisdictions. For example, the Committee to Bring Back the Don is a group dedicated to enhancement of the river; and has a keen interest in this design competition. Similarly, the TRCA, which is responsible for maintaining the Don River, had a vital interest in what gets built. In order to help consolidate the many different voices with an interest in the waterfront, the TWRC has pulled together three distinct groups that will be invited to provide feedback at the mid-review and to the jury at the end of the competition, as follows:

### Lower Don Lands Stakeholder Committee

The TWRC has formed a special Lower Don Lands Stakeholder Committee to provide an on-the-ground perspective on the problems and opportunities they see from their day-to-day experience with the area. After an introductory meeting at which the scope of the project was presented to them, they decided to dedicate a Saturday to walking the site and recording their collective thoughts. A memo to the TWRC from the Lower Don Lands Stakeholder Committee, included in Appendix 43, documents their initial findings and sets out many of the fundamental issues that should be addressed in the designs. This group will deliver a report to the jury describing the pros and cons of each proposal from their perspective.

### City Staff Technical Advisory Team

As part of the Innovative Design Competition, the City of Toronto has formed a Staff Technical Advisory Team made up of senior staff from each of the departments with jurisdiction over the waterfront. These bring expertise in land-use planning, parks, urban design, transportation, servicing, engineering, heritage preservation and culture. This group will deliver a report to the jury describing the pros and cons of each proposal from their perspective.

### Environmental Assessment Team

The TWRC is funding the Don Mouth Naturalization and Port Lands Flood Protection EA. TRCA staff with a consultant team led by Gartner Lee Limited have spent the past year developing a terms of reference which was recently approved by the Ministry of the Environment. Managing the process for the TWRC is Marshall Macklin Monaghan Limited, part of the Waterfront Joint Venture that oversees many of the major waterfront initiatives on the Corporation's behalf. This group will deliver a technical feasibility report to the jury describing the pros and cons of each proposal from their perspective, and flagging any "fatal flaws" if any.



SHIP CHANNEL LOOKING WEST TOWARDS THE CHERRY STREET BRIDGE



## G. REVIEW AND SELECTION PROCEDURE

The final submissions will be reviewed by a six-member jury of distinguished arts and design professionals. The jury will be formed by the TWRC and charged with offering their best judgment as to which of the proposals best represents the collective aspirations of the City of Toronto for the Lower Don Lands and the Don River. In conducting their deliberations, the jury will have the benefit of feedback from a number of different sources, collected during the two weeks after submissions are received.

First, each of the proposals will be given a technical review by the Environmental Assessment Team. They will conduct a short feasibility exercise and deliver an analysis of cost implications, a basic in-water engineering review, and a summary of potential environmental impacts for each proposal. The TWRC will collect these findings into a brief report that will be given to the jury for their consideration during deliberations.

Second, the City Staff Technical Advisory Team will review the proposals and prepare a report indicating what government actions may be necessary to implement the different components, and what regulatory issues might be raised. These will be presented to the jury for their consideration during deliberations.

Third, the Lower Don Lands Stakeholder Committee will review the proposals and compile a report summarizing the local community's comments. Their comments will be presented to the jury for their consideration during deliberations.

Lastly, through the public exhibition, a broad range of opinions will be solicited from residents, workers, and even visitors. The TWRC will collect these comments and organize them into a written

record given to the jury for their consideration during deliberations.

After receiving this information, the jury will then meet to identify a recommended proposal. They will present their recommendations to the TWRC and TRCA for incorporation into the ongoing EA's. Depending upon the actions required by the winning plan, the proposal may then be brought before City Council prior to proceeding into implementation.



DEBRIS AT THE MOUTH OF THE DON RIVER AND KEATING CHANNEL INTERSECTION

## H. DELIVERABLES

### Content

Each submission should include a comprehensive design proposal for the Lower Don Lands, including the naturalization of the river, new development, and transportation infrastructure. Submissions should address all ten of the required design elements, and should include, but are not limited to, the following:

- Narrative Summary / Philosophy
- Context Plan (1:2500 scale)
- Comprehensive Master Plan (1:1000 scale) showing each of the required design elements
- Critical Site Sections – showing the river, the land, and any bridges and roads (1:500 scale)
- Detailed Site Sections (including: land/river threshold, 1:100 scale)
- Bridge and Roadway Sections (1:50 scale)
- Comprehensive Diagrams (Traffic flow and park and land use)
- Analytical diagrams and charts
- Perspective views
- Physical model or model(s)

### Submission Requirements and Format

**11" x 17" Bound Booklet:** This should represent the comprehensive, formal submission, and should contain all imagery and text for judging. Eight (8) copies should be submitted for review and voting by the jury.

**30" h x 42" w Display Panels:** No more than five boards should be created that collectively highlight the key elements presented in the bound booklet. Each should be mounted on foam board or equivalent, and numbered to indicate an order for display purposes. Panels should not contain material that does not appear in the bound booklet. One (1) set of boards should be provided, along with electronic files for the Corporation to print additional sets at its own cost.

**Physical Model or Model(s):** illustrating the basic design concepts, extending over the entire project study area at an appropriate scale (models should not exceed five feet in length). Formal presentation models are not requested.

**Proposal Submission Form:** Each Respondent should submit a proposal submission form. The proposal submission form provided in Appendix 45 should be used.



LOOKING EAST TOWARDS THE DON RIVER

## I. COMPETITION PROCESS, TERMS AND CONDITIONS

### I Team Structure and Toronto “Partner” Requirement

(1) Toronto Partner Requirement. As set out in the prequalification documents to this competition process, each Respondent is required to identify and include in its team a local firm from the greater Toronto area (a “Toronto Partner”). A Toronto Partner is more specifically defined to be a Respondent or joint venture participant or subcontractor of a Respondent that is an Architect or Landscape Architect licensed to practise in the Province of Ontario, that maintains an office in the greater Toronto area and/or that has completed more than one project in the city of Toronto within the past ten years.

(2) Provision of Information about Toronto Partner: All Respondents, whether they included a Toronto Partner in their team prior to being prequalified or not, must provide evidence to the TWRC that a Toronto Partner has been added to its team, and that their Toronto Partner meets the definition of a Toronto Partner set out in Part I (1), above. Such evidence may take the form of the Respondent’s choosing. Furthermore, the role of the Toronto Partner in creating the Proposal and, if the Respondent is selected to enter into negotiations for an agreement with the TWRC the proposed role of the Toronto Partner in assisting with subsequent detailed design and construction management work, must be provided.

The foregoing information should be sent by email to the TWRC Competition Manager by February 13, 2007 at the following email address: [pmallozzi@tewaterfront.ca](mailto:pmallozzi@tewaterfront.ca). If a Respondent submits evidence of a Toronto Partner to the TWRC by February 13, 2007, then the TWRC will confirm its receipt of same by February 15, 2007, along with the TWRC’s confirmation as to whether the Toronto Partner requirement is met for that Respondent.

(3) Changes to Team Structure. During the competition process, a Respondent should immediately notify the TWRC Competition Manager, in writing of any proposed changes to its team structure (subcontractors, joint venture arrangements, or otherwise) compared with that previously set out in its prequalification submission, and/ or any change to its Toronto Partner. The TWRC may,

- (a) approve the changes in the team; or
- (b) reject Respondent’s or successful Respondent’s Proposal as a result of these changes, in its sole discretion.

The TWRC’s approval as indicated in (3)(a) above shall not be unreasonably withheld.

## 2 Timetable

Issue Competition Brief & Supplementary Documents	February 9, 2007
Kickoff Meeting	February 9, 2007
Toronto Partner Notification Deadline	February 13, 2007
Toronto Partner confirmed by TWRC	February 15, 2007
Mid-term Review Meeting	Week of March 5 to 9, 2007
Final Deadline to Submit Questions and Requests for Clarification	April 5, 2007
Last Response to Questions Document (Estimated Date)	April 10, 2007
Deadline for Submission of Proposals (“Submission Deadline”)	April 11, 2006 1:00p.m.
Public Exhibition and Presentation of Designs	April 16 - 24, 2007
Jury Review and Selection	April 26 - 27, 2007
Press Announcement	April 30, 2007
Presentation at annual “Paddle the Don” Event	May 6, 2007
Start of Post-Competition Work	May 14, 2007

(1) The TWRC may, without liability, cost or penalty and in its sole discretion amend the above timetable

- a) for matters that are to take place on or before the Submission Deadline, at any time prior to the Submission Deadline; and
- b) for matters that are to take place after the Submission Deadline, at any time during the competition.

### 3 Clarification and Questions Related to the Competition Brief

(1) Prospective Respondents may ask questions and/or request clarification of the Competition Brief by submitting an email to the TWRC Competition Manager at [pmallozzi@tewaterfront.ca](mailto:pmallozzi@tewaterfront.ca) by the deadline for questions set out above. Prospective Respondents are strongly encouraged not to submit questions or requests for clarification in any other manner.

(2) The TWRC will attempt to provide all Respondents with answers to all received questions on a timely basis, in rounds, as warranted by the number of questions received. The TWRC will issue answers to questions by email to the designated contact person for each team, and the TWRC will not attribute questions or requests for clarification to any party. However, the TWRC reserves the right to answer questions to any one or more Respondents individually and immediately, particularly where they concern administrative matters. If the TWRC does answer a question individually, then the TWRC will make every effort to provide the answer to all other Respondents in writing as soon as possible, where the nature of the question warrants a response to all Respondents.

(3) In its sole discretion, the TWRC may a) answer similar questions from various Respondents only once; b) edit the language of the questions for the purpose of clarity; and c) exclude submitted questions if they are ambiguous or incomprehensible.

(4) It is the prospective Respondent's responsibility to seek clarification from the TWRC of any matter it considers to be unclear. The TWRC shall not be responsible for any misunderstanding by a prospective Respondent of the Competition Brief or associated documents, the TWRC's response to any questions or clarifications, or the competition process on the part of the prospective Respondent.

(5) If the TWRC gives oral answers to questions at either the Kickoff meeting, the mid-term review meeting or at another time, these answers will not be considered to be final unless and until they are also submitted to the TWRC in writing to the above email address and the TWRC also responds in writing.

### 4 Submission of Proposals

(1) Respondents shall submit their Proposals by sending them by pre-paid courier or hand-delivery to the TWRC at the following address before the Submission Deadline:

Toronto Waterfront Revitalization Corporation  
c/o Christopher Glaisek, Vice President Planning & Design  
20 Bay Street, Suite 1310  
Toronto, Ontario  
M5J 2N8

Attention: Lower Don Lands Design Competition

(2) Respondents should seal their Proposals in an opaque envelope or package, with a) the Respondent's full legal name, b) the Respondent's return address, c) the name of the competition "Innovative Design Competition for Toronto's Lower Don lands", and d) the Submission Deadline clearly displayed on the outside. Proposals or parts of Proposals submitted by email or fax will not be accepted.

(3) Notwithstanding the Submission Deadline the TWRC reserves the right to accept or reject any

late submission, if the TWRC determines, in its sole discretion, that it is in its best interest to do so or if the TWRC believes, in its sole discretion, that there are extenuating circumstances that warrant its acceptance of same.

## 5 Withdrawal/Amendment of Proposals

A Respondent may withdraw its Proposal at any time. Respondents may amend their Proposals after submission but only if the Proposal is amended and resubmitted before the Submission Deadline in accordance with the following:

- (a) the Respondent shall withdraw its original Proposal by notifying the TWRC Competition Manager; and
- (b) the Respondent shall submit a revised replacement Proposal in accordance with the Competition Brief and no later than the Submission Deadline as set out herein.

## 6 Proposal Evaluation

(1) The evaluation of the Proposals will be the responsibility of the evaluation jury named in Part H of this Competition Brief, above. (Notwithstanding the jury membership, the TWRC may change any member of the jury if unforeseen circumstances occur.) In their evaluation, it is anticipated the jury will consider each Respondent team's approach to each of the ten components of Proposals identified in Part D of this Competition Brief. Any of the ten components that are not addressed in a Proposal may adversely affect the jury's evaluation of that Proposal.

(2) In its evaluation of Proposals, the jury will be provided with the input of other parties, including the general public, the Lower Don Lands Stakeholder Committee, the City Staff Technical Team, the Environmental Assessment Team, as set out in Parts A and F of this Competition Brief. The jury will ultimately recommend a winning Proposal or combination of Proposals to the TWRC Board of Directors for adoption. The TWRC Board of Directors reserves the right to accept or reject the recommendation of the jury. The winning Proposal or Proposals may also be subject to the approval of Toronto City Council.

- (3) The jury shall determine, in its sole discretion,
- (a) The successful Respondent

Both the TWRC and the jury shall determine, each in its sole discretion, whether a Proposal or Respondent (i) is disqualified; or (ii) will cease to be considered in the evaluation process.

(4) Neither the jury's nor the TWRC's discretion (including but not limited to determining the ranking, shortlisting and disqualification of any Respondent or Proposal) is limited or restricted in any way by the fact that a prequalification process has preceded this competition process.

(5) Respondents must acknowledge that Proposals are likely to be for a diverse range of approaches and, therefore, may not be readily comparable to one another. As a result, notwithstanding the evaluation methodology established in this Competition Brief, the jury may exercise a broad range of discretion in evaluating and short-listing Proposals. The ultimate evaluation may be based on both subjective and objective criteria, which may include criteria applicable to only one or a few Proposals because of the unique or specific nature of those Proposals.

(6) The TWRC, inclusive of its Board of Directors, reserves the right to override the ultimate decision of the jury, if it determines it is in the best interest of the TWRC to do so in its sole discretion.

## 7 Joint Venture Proposals

(1) A Proposal may be submitted by:

- a) a single entity as Respondent, with subcontractors, or
- b) a collection of entities or individuals as the Respondent, with subcontractors (the "Joint Venture Respondent")

(2) Each Joint Venture Respondent should submit, as part of its Proposal, a written commitment, in the form of a letter duly executed by a responsible officer of each joint venture participant that,

- a) confirms each joint venture participant's commitment to the joint venture and acceptance of the joint venture arrangements described in the Proposal in accordance with this Part I(7.0);
- b) confirms each joint venture participant's willingness to provide a joint and several guarantee to the TWRC to underwrite the performance of the joint venture in respect of any agreement negotiated; and
- c) identifies which joint venture participant,
  - (i) will assume the leading role on behalf of the other joint venture participants; and
  - (ii) will have the authority to bind or commit all joint venture participants (the "Participant in Charge").

(3) Each joint venture participant should demonstrate its authorization of the Participant in Charge by submitting a power of attorney signed by legally authorized signatories.

(4) If an agreement is executed between the TWRC and a joint venture company, the parent companies of the entities forming the joint venture company may be required to jointly and severally guarantee the obligations of the joint venture company under such agreement. The TWRC may, in its sole discretion, also require parent companies of the joint venture participants or joint venture company to be parties to such agreement.

## 8 Clarification of Respondent Proposals

The TWRC or its Jury may, at any time,

- (a) require the Respondent to clarify the contents of its Proposal;
- (b) require the Respondent to submit supplementary documentation clarifying any matters contained in its Proposal; and
- (c) seek a Respondent's acknowledgement of an interpretation of the Respondent's Proposal.

Neither TWRC, or the Jury are obliged to seek clarification of any aspect of a Proposal.

Any written information or physical thing received from a Respondent pursuant to a request for clarification from the TWRC or the Jury as part of the competition process may, in the TWRC's or Jury's discretion, be considered as an integral part of the Proposal.

## 9 One Proposal per Person or Entity

Firms may participate in more than one submission as a sub-consultant, in this Competition process. However, a firm that participates as a lead firm may only participate in one submission. A firm that participates as a lead firm in one submission may not participate in any other submissions. Any one or more Competition submissions that contain a lead firm or sub-consultant firm in contravention of this rule may be disqualified, in the sole discretion of the TWRC.

## 10 Agreement Finalization and Debriefing

The TWRC will notify the successful Respondent (or Respondents) in writing that it has been selected to enter into negotiations with the TWRC. Both the TWRC and the Respondent may withdraw from negotiations at any time.

The TWRC will negotiate with the successful Respondent(s) for the performance of the detailed design. Any agreement entered into between the TWRC and a Respondent must contain provisions consistent with the TWRC's obligations under its funding agreements with the three levels of government. These provisions include, among other things, an unqualified indemnity in favour of the TWRC and the three Levels of Government in respect of the project. Appendix 46 contains clauses arising from its obligations under its funding agreements. The TWRC anticipates engaging the winning team(s) on three concurrent and interrelated projects in the Lower Don Lands area. Depending upon the results of the design competition, one team may be selected to work on all three, or different teams may be selected to work on each project. The TWRC may negotiate with more than one Respondent, Respondents with whom the TWRC chooses to negotiate are obliged to negotiate in good faith.

At the end of the competition, the successful and unsuccessful Respondents shall be notified by the TWRC in writing as to their success or failure in the competition process.



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## J. LEGAL TERMS AND CONDITIONS

### I Cost, Expenses and Honorarium

The honorarium will be paid as a gesture only. Notwithstanding payment of the honorarium, each Respondent shall bear all costs and expenses incurred by it relating to any aspect of its participation in this competition, including all costs and expenses related to the Respondent's involvement in,

- (a) the preparation, presentation and submission of its Proposal;
- (b) the Respondent's attendance at the Kickoff Meeting and other meetings;
- (c) due diligence and information gathering processes;
- (d) site visits and interviews;
- (e) preparation of responses to questions or requests for clarification from the TWRC;
- (f) preparation of the Respondent's own questions during the clarification process; and
- (g) Any agreement discussions.

The TWRC shall not be liable to pay such costs and expenses or to reimburse or compensate a Respondent under any circumstances, regardless of the conduct or outcome of the competition Process.

The Respondent shall not hold the TWRC liable for any error or omission in any part of the Competition Brief and associated documents. No representation, warranty or undertaking, expressed or implied, in fact or in law, is or will be made by, and no responsibility or liability is or will be accepted by, the TWRC in relation to this Competition.

## 2 Intellectual Property

The TWRC does not anticipate using for its own purposes the information or intellectual property that may be presented in Respondent Proposals, other than following potential negotiations with a successful Respondent to enter into an agreement for the performance of work concerning the information in that Respondent's Proposal. However, Respondents agree, that by submitting their Proposal, all information contained in their Proposal shall be submitted to the TWRC, which shall have the right to use same for any purpose without any compensation to the Respondent, including but not limited to making the entire content of such Proposal public.

## 3 Prohibited Contacts

Prospective Respondents should channel all communications regarding the competition to the TWRC Competition Manager; by email to [pmallozzi@twaterfront.ca](mailto:pmallozzi@twaterfront.ca). Prospective Respondents should not contact or make any attempt to contact:

- a) any member of the evaluation jury or any expert or advisor assisting the evaluation jury;
- b) any TWRC director; officer; employee, subcontractor; agent, representative, consultant/contractor/service provider or volunteer (the "TWRC Representatives") or municipal or provincial or federal government employees or representatives other than the Competition Manager;
- c) any other prospective Respondent or other Respondent, other than the Competition Manager; with respect to the prospective Respondents', Respondents', or the successful Respondents' Proposals, the Competition Brief or the competition process.

## 4 Public Statements and News Releases

The prospective Respondents, Respondents and successful Respondents shall not issue any public statement or news release pertaining to this competition without the prior express consent of the TWRC. Such express consent is deemed to be given at the media event on February 9, 2007. The TWRC reserves the right to issue public statements or news releases with respect to all aspects of this competition.



## 5 TWRC'S Right to Amend or Supplement this Competition Process

(1) The TWRC may, without liability, cost or penalty, alter the timetable of this competition, either before or after the Submission Deadline, and amend or supplement the Competition Brief and related documents. The TWRC will issue changes to the Competition Brief by addenda only. No other statement, whether oral or written, made by the TWRC or a TWRC representative, including the Competition Manager, will amend the Competition Brief.

(2) Respondents shall not rely on any information or instructions from the TWRC or a TWRC representative or any other party except the Competition Brief itself and any addenda issued to it. The TWRC will attempt to provide answers to questions or clarification in writing duplicating any verbal information that may be given by the Competition Manager, as soon as possible after the question or request for clarification is received by the Competition Manager.

(3) Respondents are solely responsible to ensure that they have received all addenda issued by the TWRC. Respondents may, in writing to the Competition Manager, seek confirmation of the number of addenda issued under this Competition Brief.

## 6 Disclosure Issues

(1) The Respondent, by submitting its Proposal, agrees that, the TWRC may disclose,

- the name and address of the Respondents;
- any financial information that may be supplied to the TWRC in connection with its participation in this competition; and
- the name and address of the successful Respondent, to the other Respondents and the public.

(2) The Respondent agrees that the TWRC may disclose its Proposal, and all information submitted in the Respondents' Proposals to the Government of Canada, the Government of the Province of Ontario, any other entity that is involved in the funding of the TWRC, and to the public.

(3) The TWRC may provide the Proposals to any person involved in the review and evaluation of the Proposals, and the TWRC may,

- make copies of written portion of Proposals; and
- retain the Proposal.

(4) The TWRC may disclose any information with respect to the Respondents, the Proposals and the competition process as required by law.

## 7 Confidentiality Issues

(1) The prospective Respondents and Respondents acknowledge and agree that all material, data, information or any item in any form, whether it is in electronic or hard copy format, supplied by or obtained from the TWRC (the "Competition Information") that the prospective Respondents acquired during the competition process from the TWRC, and that is not otherwise publicly available,

- shall remain the sole property of the TWRC and the prospective Respondents and the Respondents shall treat it as confidential;
- shall not be used by the prospective Respondent or Respondent for any other purpose other than submitting a Proposal in response to this Competition Brief;
- shall not be disclosed by the prospective Respondent or Respondent to any person who is not involved in the Respondent's preparation of its Proposal without the prior written authorization from the TWRC; and
- if requested by the later no later than ten calendar days after the request by TWRC to return it.

## 8 Governing Law, Attornment and Limit on Liability

(1) This competition and any agreements entered into by the successful Respondent shall be governed and construed in accordance with the laws of Ontario and the applicable laws of Canada (the "Governing Laws").

(2) The Respondent agrees that,

- a) any action or proceeding relating to this competition process shall be brought in any court of competent jurisdiction in the Province of Ontario and for that purpose each party irrevocably and unconditionally attorns and submits to the jurisdiction of that court; and
- b) it irrevocably waives any right to and will not oppose any Ontario action or proceeding relating to this competition on any jurisdictional basis, including forum non conveniens; and
- c) it will not oppose the enforcement against it, in any other jurisdiction, of any judgement or order duly obtained from an Ontario court as contemplated by this Competition Brief Part J(8).

(3) The Respondent agrees that if the TWRC commits a material breach of this Competition Brief or competition process, the aggregate amount of damages recoverable against the TWRC by the Respondent for any matter relating to or arising from that material breach, whether based upon an action or claim in contract, warranty, equity, negligence, intended conduct or otherwise, including any action or claim arising from the acts or omissions, negligent or otherwise, of the TWRC, shall be no greater than reasonable Proposal preparation costs that the Respondent seeking damages from the TWRC can demonstrate it has incurred less the amount of the honorarium, if paid.

(4) If a Respondent is required by the Governing Law to hold or obtain a license, permit, consent or authorization to carry on an activity contemplated by its Proposal, neither acceptance of the Proposal nor execution of a subsequent agreement shall be considered to be approval by the TWRC of carrying on such activity without the requisite license, permit, consent or authorization.

## 9 Delay and Costs of Delay

The TWRC is not liable, in any way, to the Respondents for any delays, or costs associated with delays, in the competition process.

## 10 Verification of Respondent's Proposal

(1) The TWRC or Jury may each, in its sole discretion, verify any statement or claim contained in any Proposal or made subsequently in any interview or discussion. That verification may be made by whatever means the TWRC or Jury deems appropriate and may include contacting the names or persons identified by the Respondent, and, in addition, contacting persons or entities other than those identified by any Respondent.

(2) In submitting a Proposal, the Respondent is deemed to consent to the TWRC and Jury verifying any information from third parties and receiving additional information regarding the Respondent, its directors, officers, shareholders or owners and any other person associated with the Respondent as the TWRC may require.

(3) For the purposes of the verification described in the above two paragraphs, the information described may be collected from and disclosed to government and non-government organizations.

## 11 Disqualification

(1) The TWRC may, in its sole discretion, disqualify a Proposal or cancel its decision to make an award to any Respondent under this competition, at any time prior to the execution of an agreement, if,

- (a) the Respondent fails to cooperate in any attempt by the TWRC to verify any information provided by the Respondent in its Proposal;
- (b) the Respondent contravenes any part of this Competition Brief;
- (c) the Respondent fails to comply with the laws of the Province of Ontario or of Canada, as applicable;
- (d) the Proposal contains false or misleading information;
- (e) the Proposal, in the opinion of the TWRC, reveals a material conflict of interest as defined in the Proposal Submission Form attached as Appendix 45 to this Competition Brief;
- (f) the Respondent misrepresents any information provided in its Proposal;
- (g) there is evidence that the Respondent, its employees, agents, consultants/contractors/service providers or representatives colluded with one or more other Respondents or any of its or their respective employees, agents, consultants/contractors/service providers or representatives in the preparation or submission of Proposals;
- (h) the Respondent has breached any agreement with the TWRC;
- (i) the Respondent has been convicted of an offence in connection with, or any services rendered to the TWRC or any Ministry, Agency, Board or Commission of the Government of Ontario or the Government of Canada;
- (j) the Respondent has breached an agreement for services similar to the ones requested under this competition process with an entity other than the TWRC; or
- (k) the Respondent was convicted of a criminal offence within three years immediately prior to the Submission Deadline.

(2) For the purposes of this Competition Brief Part J, Section 11(1) (a) – (k), above, the term “Respondent” includes the Respondent itself and,

- (a) if the Respondent is a corporation,
  - (i) any current director, officer, employee or controlling shareholder of the Respondent;
  - (ii) any partnership of which the Respondent is or was a partner; and
  - (iii) any corporation of which the Respondent is or was a controlling shareholder and
- (b) if the Respondent is a partnership,
  - (i) any current member or employee of the Respondent; and
  - (ii) any corporation of which the Respondent is or was a controlling shareholder.

In the foregoing Section 11(2)(a) and (b) of Part J of this Competition Brief,

- (a) “current” means as at the Submission Deadline; and
- (b) “employee” means an employee of the Respondent who will be assigned to provide services pursuant to the Agreement; and

In the foregoing Section 11(2)(a) and (b) of Part J of this Competition Brief, a shareholder of a corporation is a “controlling shareholder” of such corporation if,

- (a) such shareholder holds, or another person holds for the benefit of such shareholder; other than by way of security only, voting securities of such corporation carrying more than 50 percent of the votes for the election of directors; and
- (b) the votes carried by such securities are sufficient, if exercised, to elect a majority of the board of directors of such corporation.

## 12 Errors and Omissions

No guarantee, representation or warranty, express or implied, is made and no responsibility of any kind is accepted by the TWRC for the completeness or accuracy of any information presented in the Competition Brief.

Each Respondent is solely responsible for conducting its own independent research, due diligence, and any other work or investigation and seeking any other independent advice necessary for its analysis of the RFP and preparation of its Proposal, negotiation or finalization of a subsequent agreement, and the subsequent delivery of services to be provided. Nothing in the Competition Brief or associated documents is intended to relieve Respondents from forming their own opinions and conclusions with respect to the matters addressed in the Competition.

It is each Respondent's responsibility to seek clarification from the TWRC of any matter it considers to be unclear, and Respondents are to rely on their own independent analysis in preparing a submission. The TWRC shall not be responsible for any misunderstanding by any Respondent of any part of this Competition Brief, or of the TWRC's response to any questions or clarifications. The TWRC shall not be liable for any information or advice, whether written or oral, provided or made available to any Respondent for any errors or omissions that may be contained in the Competition Brief or in such information or advice.

In its sole discretion, the TWRC may a) answer similar questions received from various firms only once; b) edit the language of any question for the purposes of clarity; and c) exclude any question if it is ambiguous or incomprehensible without asking for clarification of the question.

## 13 Rights of the TWRC and Jury

(1) The jury shall determine the successful Respondent or successful Respondents based on criteria that may be stated in this Competition Brief and/or other criteria, in its sole discretion.

(2) The TWRC may, in its sole discretion, change or discontinue this competition process at any time whatsoever. The TWRC may, in its sole discretion, enter into negotiations with any person, whether or not that person is a Respondent or a shortlisted Respondent, with respect to the anticipated services that are the subject of this competition.

(3) The jury or TWRC may, each in its sole discretion, request any supplementary information whatsoever from a Respondent after the deadline for submission of Proposals including information that the Respondent could or should have submitted prior to the Submission Deadline. However, neither the TWRC nor the jury is obligated in any way whatsoever to request supplementary information from a Respondent.

(4) The jury may, in its sole discretion, decline to evaluate any Proposal that, in the jury's opinion, is obscure or does not contain sufficient information to carry out a reasonable evaluation.

(5) Without limiting the generality of Competition Brief Part I (6), or this (12)-, the TWRC may, in its sole discretion and at any time during the competition process,

- (a) reject or disqualify any or all of the Proposals;
- (b) accept any Proposal;
- (c) if only one Proposal is received, elect to accept or reject it;
- (d) elect not to proceed with the competition;
- (e) alter the Timetable, the competition process or any other aspect of this competition; and

- (f) cancel this competition, and subsequently advertise or call for new Proposals for the same or similar subject matter;
- (g) determine whether a failure to comply is material or not in each case without liability for costs, expenses or damages incurred or suffered.
- (h) cancel its decision to enter into an agreement with any Respondent in the event of a change in any subcontractor or key persons of a Respondent, or any other material change with respect to the preferred Respondent's submission that has not been approved by the TWRC.

#### **I 4     Rights of TWRC to Accept or Reject Proposals**

Neither this competition nor this Competition Brief are an offer to enter into either a bidding contract (often referred to as "Contract A") or a contract to carry out the project (often referred to as "Contract B"). Neither this competition nor this Competition Brief nor the submission of a Proposal by a Respondent shall create any contractual rights or obligations whatsoever on either the submitting Respondent, the TWRC, or any other party.

## J. APPENDICES

See accompanying binder

1	Our Waterfront: Gateway to a New Canada, TWRC
2	Making Waves: The Central Waterfront Secondary Plan, City of Toronto
3	1912 Waterfront Master Plan
4	Forty Steps to a New Don
5	East Bayfront and Port Industrial Area: Environment in Transition
6	The Archaeological Master Plan of the Central Waterfront, City of Toronto
7	Central Waterfront: East Bayfront and Port Lands Industrial Area Heritage Property Study
8	Built Heritage of the East Bayfront
9	Terms of Reference, Don Mouth Naturalization and Port Lands Flood Protection (DMNPLFP) EA
10	DMNPLFP EA Public Forum #2 Presentation
11	DMNPLFP EA Project Newsletters #3/4
12	Don River Hydrology Model
13	Lower Don West Class EA
14	Mississaugas of New Credit Specific Claim
15	Aquatic Habitat Investigations
16	Lower Don Valley Biological Inventory
17	Cultural/Archaeological Heritage Report
18	Policy on Fish Habitat
19	DMNPLFP Potential Alternatives
20	Central Waterfront Parks and Open Space Framework
21	Our Common Grounds: Parks, Forestry and Recreation Strategic Plan
22	Accessibility Design Guidelines, City of Toronto
23	Don River Park Design
24	Commissioners Park Design
25	East Bayfront Precinct Plan
26	Home Depot Rezoning Application
27	FilmPort
28	Central Waterfront Winning Design
29	Terms of Reference, Waterfront Transit EA
30	Draft Port Lands Implementation Strategy
31	Gardiner Expressway Technical Report
32	Cycling Map, City of Toronto
33	Martin Goodman Trail System Map
34	Typical Martin Goodman Trail Cross-Section
35	Waterfront Trail User Survey, Waterfront Regeneration Trust
36	Lower Don Watershed Map
37	Marine Use Strategy
38	Wet Weather Flow Master Plan
39	Don & Waterfront Interceptor Trunk Capacity & CSO Control Project
40	Sustainability Framework, TWRC
41	Sustainability Checklist, TWRC
42	Toronto Waterfront Aquatic Habitat Restoration Study, TRCA
43	Lower Don Lands Stakeholder Committee Memo
44	Public Visions for Toronto's Lower Don Lands
45	The Proposal Submission Form
46	TWRC Contract Provisions
47	CAD Base Maps (CD)
48	Ortho Photography (CD)
49	Photographic Site Inventory (CD)

