



PORT LANDS ESTUARY

Given the opportunity to create a new naturalized mouth to the river that serves the environmental needs of the river and the lake and forms the centerpiece of a comprehensive vision for the Lower Don Lands, the MVVA Team approached the competition with two initial questions: "Where does the mouth of the Don River want to be and what form does it want to take?"

The MVVA Team proposal for the Lower Don Lands originates from these questions and from a very simple observation about the two types of park that one encounters in Toronto: the traditional square derived from the urban grid, and the irregularly formed parks generated from the natural curves of the Don River. Given these two distinct typologies, and the TWRC's objectives in undertaking the naturalization project, it seemed apparent that the new riverfront park and the new mouth of the Don should be taking their cues from river morphology, rather than the existing urban condition as represented by the Keating Channel.

Our proposal consolidates the program of naturalized mouth, floodway, and recreational park into a single and complex central parkland. Naturalizing the mouth of the river in this way has the broadest possible effect on the Lower Don Lands, creating miles of parkfront property and a sustainable "urban estuary" of great richness and complex mixing on multiple levels: spatial, ecological, functional, economic, and social. In shifting pre-established boundaries, we have opened up new possibilities and new relationships between city, river, and lake. The relocation of the mouth of the river reasserts the presence of the river in its city.

Our vision for the Lower Don Lands unites the TWRC's major urban initiatives – the naturalization project, multiple transportation and infrastructure initiatives, and the development of new residential neighbourhoods – into a single framework for a sustainable area.

MVVA TEAM

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Architect
Behnisch Architects
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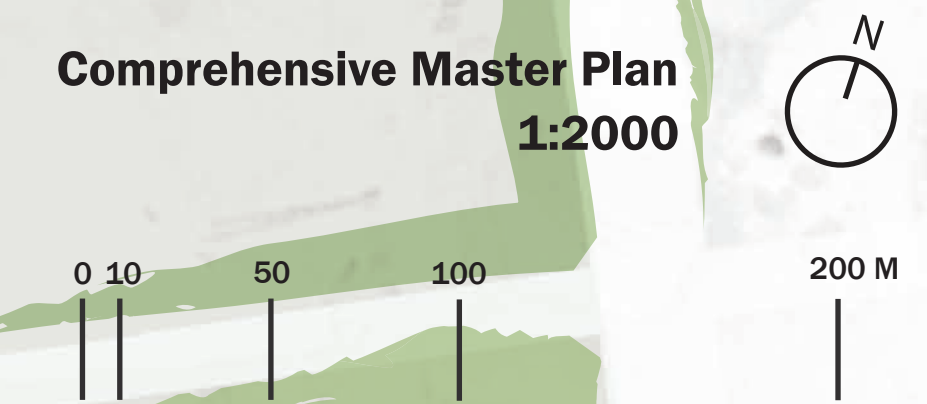
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Arup
Toronto, ON

Regional Ecologist
Applied Ecological Services
Brodhead, WI

Civil Engineer
TSH
Whitby, ON



INNER HARBOUR

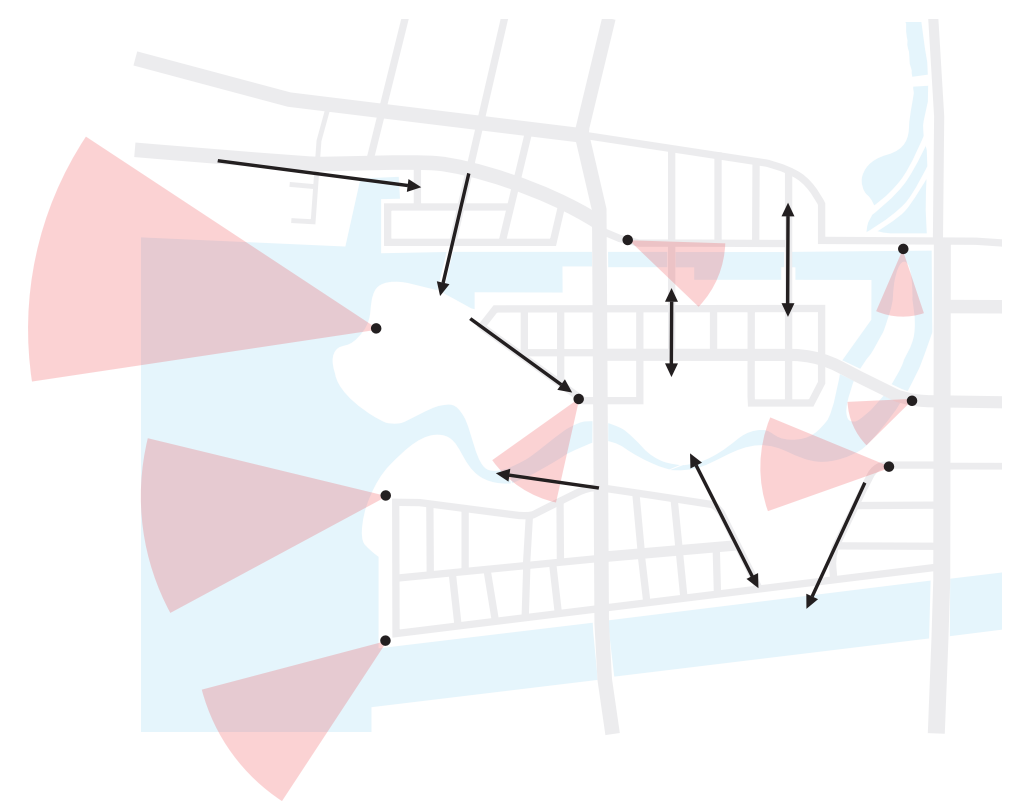
TORONTO PORT



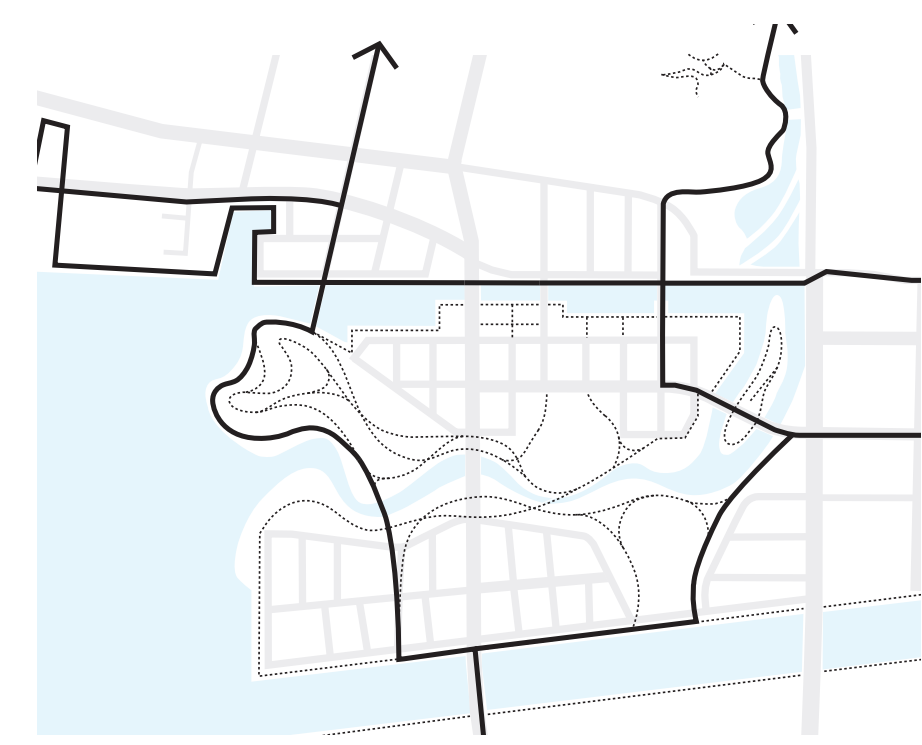




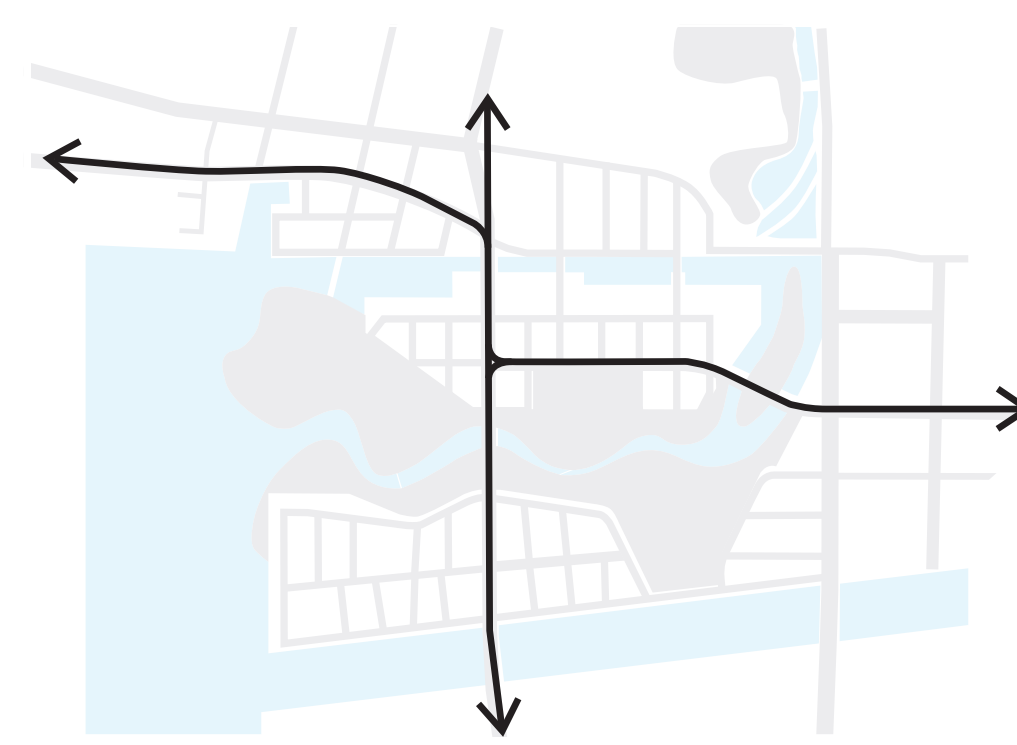




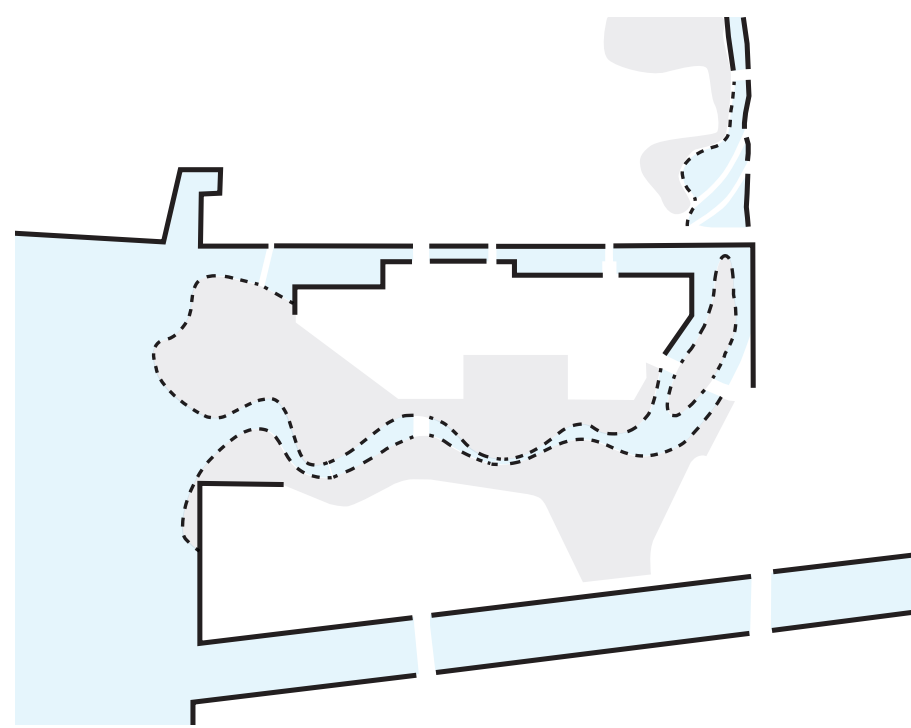
View and Sightlines



Pedestrian



LRT



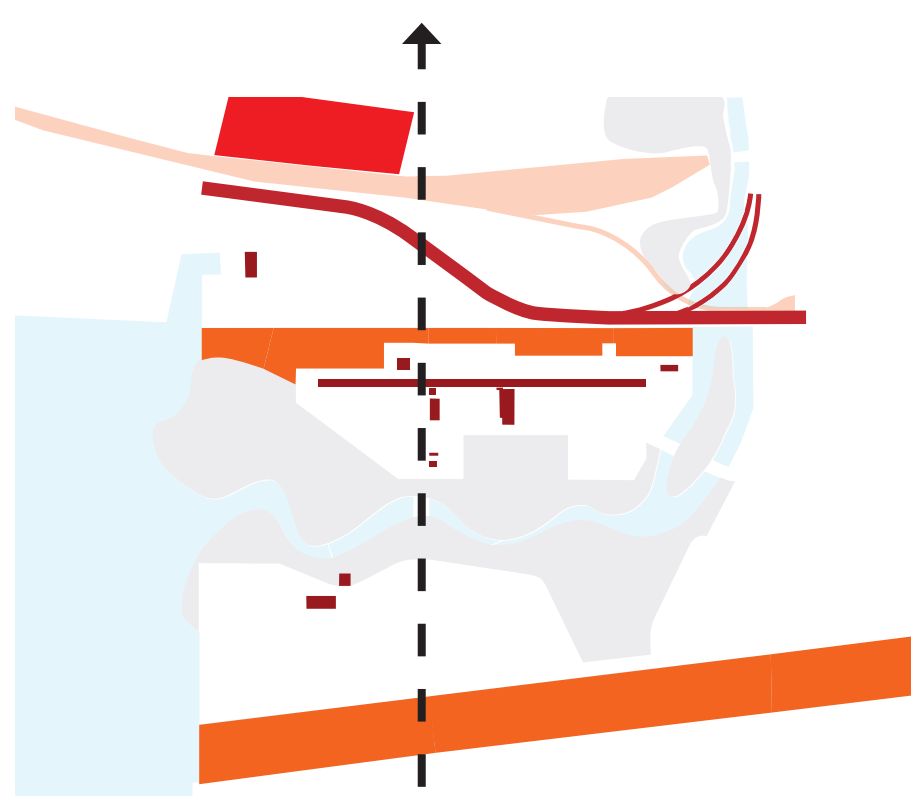
Hard and Soft Edges



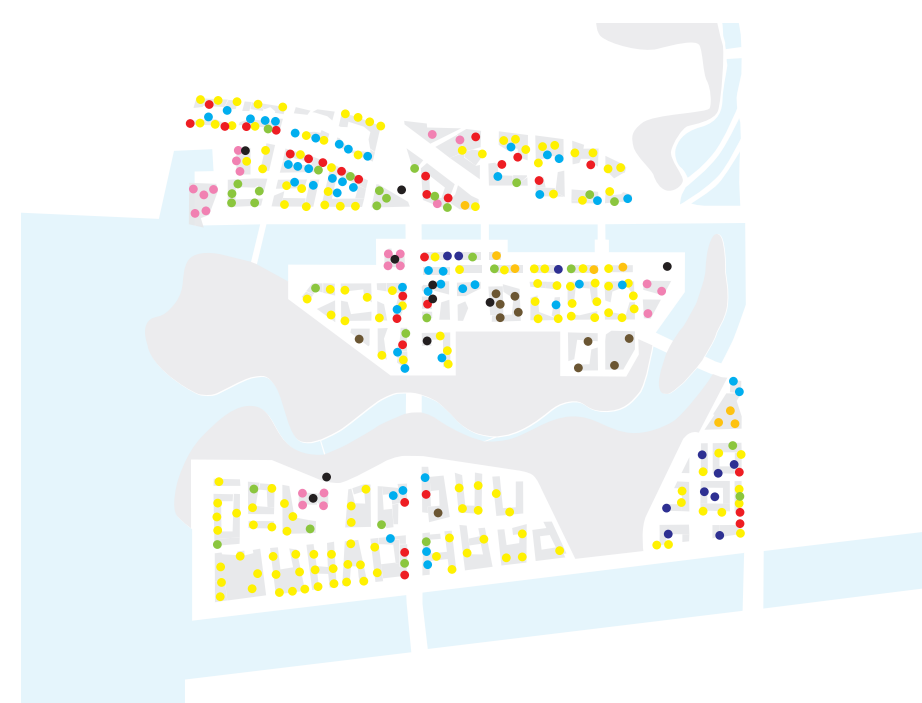
Landscape Types



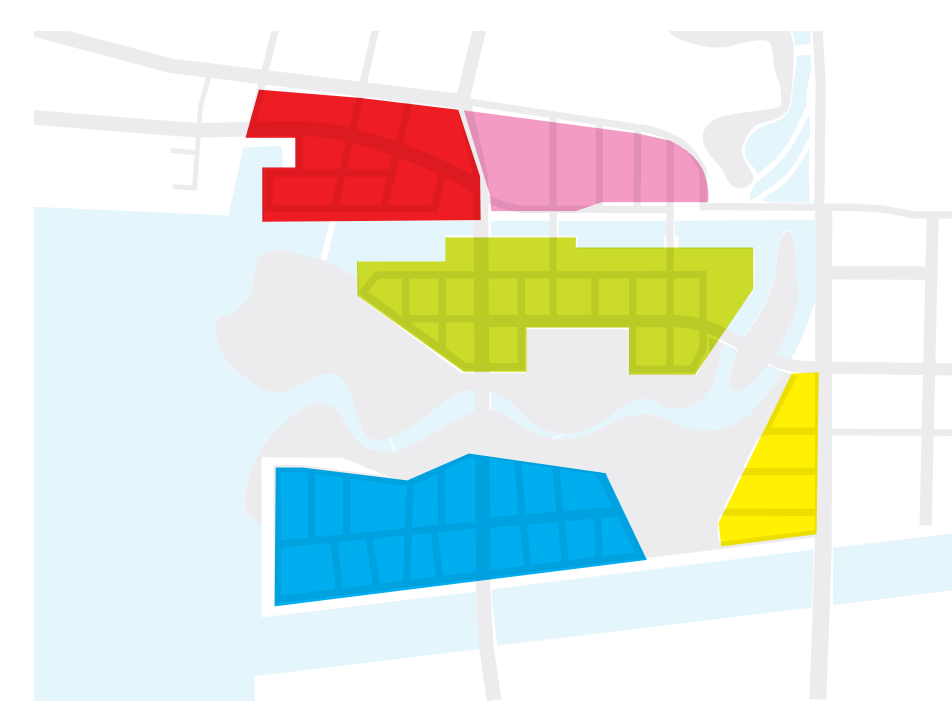
Stormwater Collection and Treatment



Heritage Corridor



Building Types



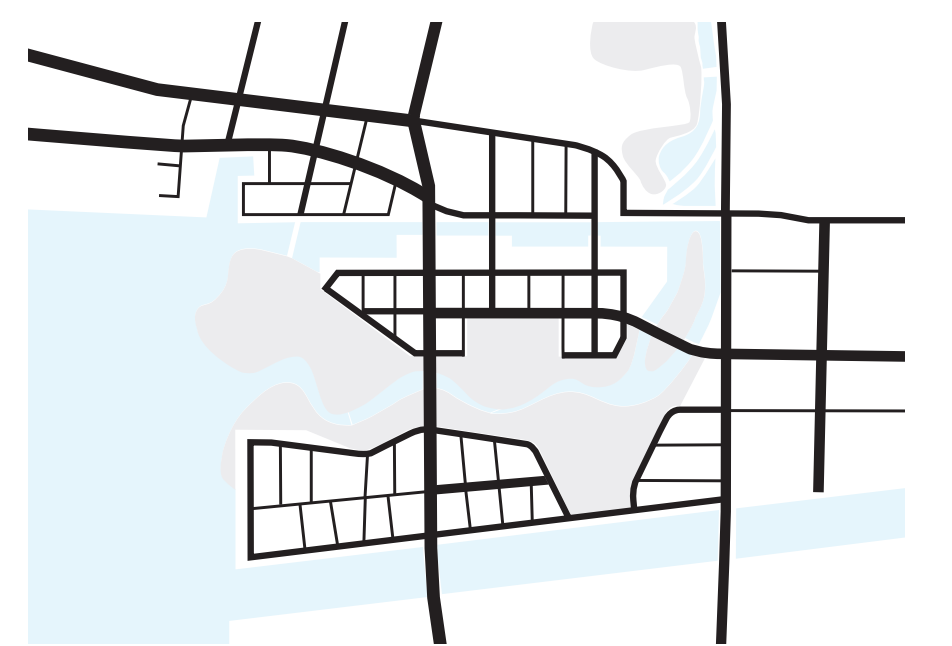
Neighbourhoods



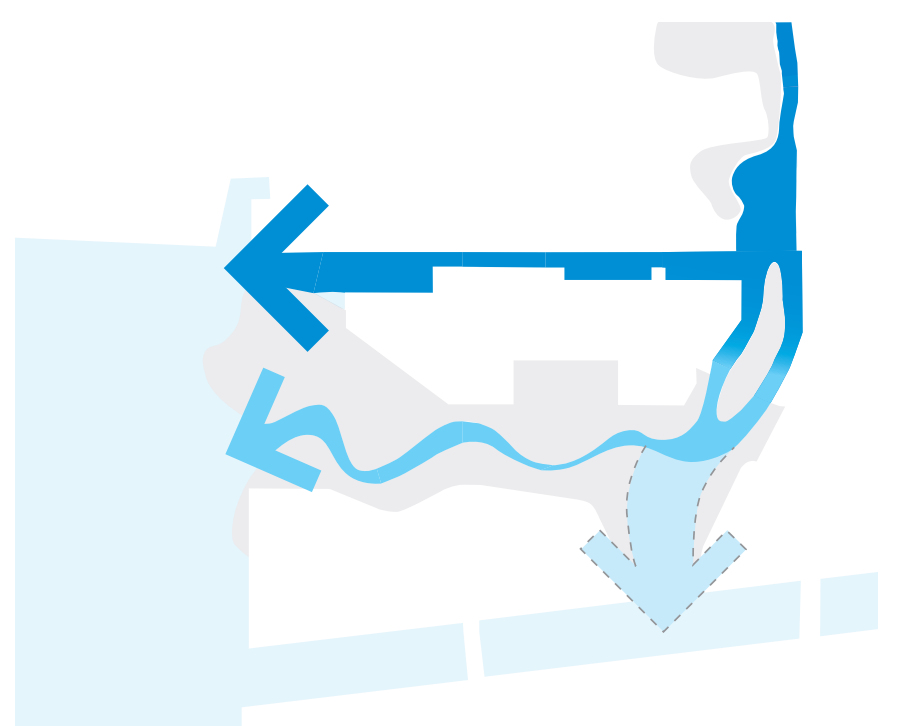
Institutions



Bridges



Streets



Hydraulic Flow



Habitat Types



Green Network



CONNECTIVE NETWORK

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- STREETS RAIL MAJOR MULTI-USE TRAILS BIKE LANES
- PARK TRAILS LRT MARTIN GOODMAN TRAIL SHARED ROADWAYS