

PORT LANDS ACCELERATION INITIATIVE PHASE 2

PLANNING FRAMEWORK + TRANSPORTATION AND SERVICING MASTER PLAN

Land Use Options +
Transportation and Servicing Alternatives

Community Consultation Meeting
February 13, 2014

AGENDA

- 7:00** Welcome and Introductory Remarks
- 7:05** Overview of Current Initiatives
- 7:15** Port Lands Planning Framework
- 7:30** Transportation and Servicing Alternatives
- 7:45** Questions of Clarification
- 8:00** Break-out Table Discussions
- 8:40** Report Back
- 9:00** Adjourn

PURPOSE OF MEETING

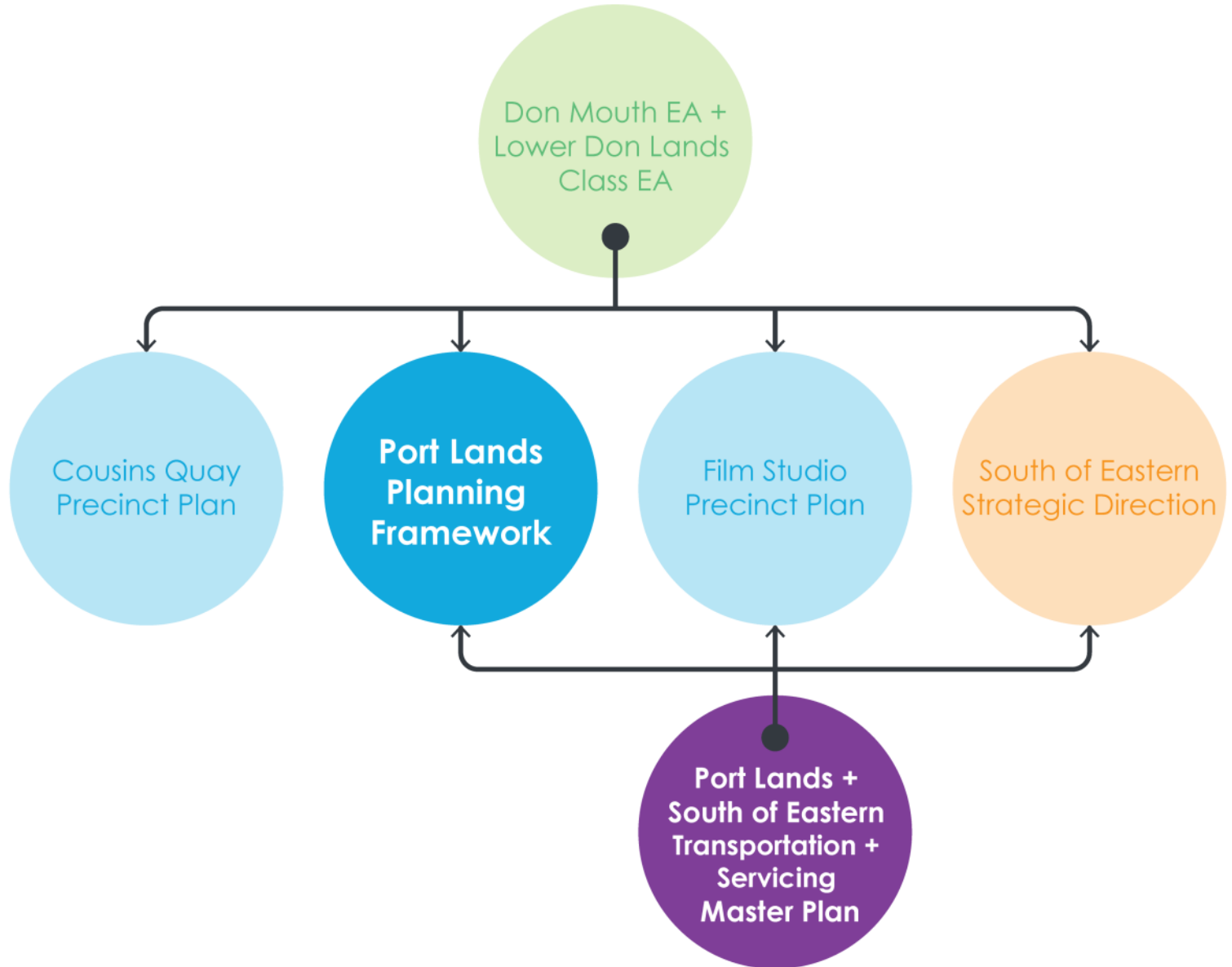
Present and seek your feedback on:

1. Ideas for **land use** in the Port Lands
2. Alternatives for **streets** (including transit) and **municipal servicing** (water, wastewater and stormwater)



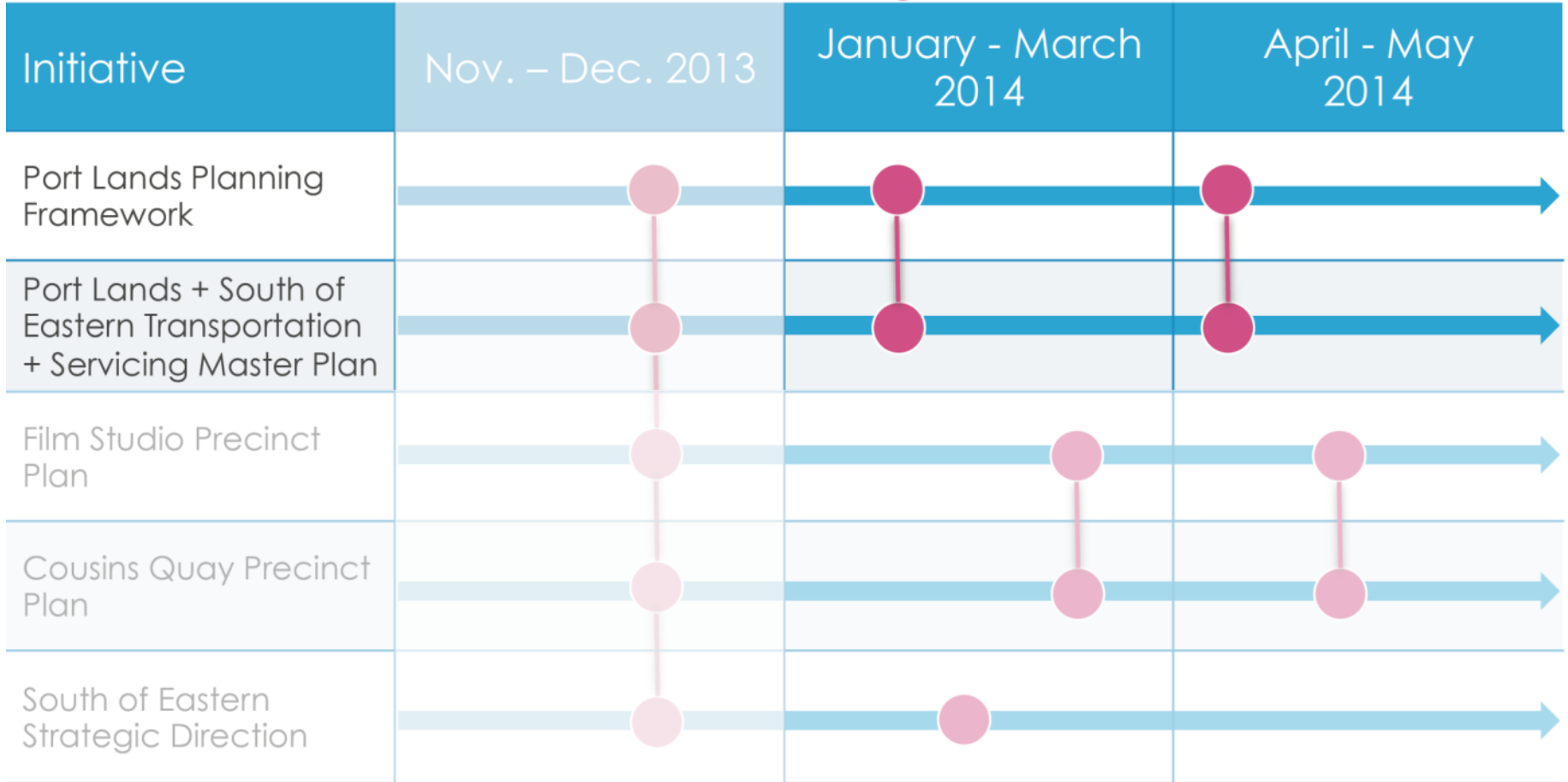
REVITALIZING THE PORT LANDS

RECAP OF CURRENT INITIATIVES



TIMING AND CONSULTATION

WE ARE HERE



Recommendations to Council

● Community Consultation Meeting

●—● Joint Consultation Meeting

First the River...



...Now the Rest



PORT LANDS PLANNING FRAMEWORK

Revitalization Objectives + Land Use Options



Community Consultation Meeting
February 13, 2014



VISION

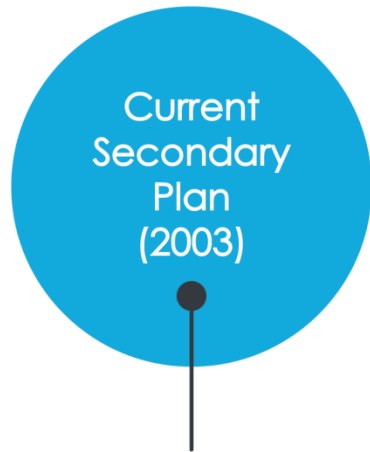


EXPANDED + REFINED
VISION



PLACEMAKING

PLANNING DIRECTION FOR THE PORT LANDS



Creation of new urban districts set amid Toronto's ongoing port activities

Renaturalizing the mouth of the Don River

Mixed-use with new media and knowledge based industries

Mid-rise character with some taller buildings at appropriate locations

The Ship Channel as a focal point and unique amenity

Phasing of flood protection & development

Phasing of transit

Identification of catalyst uses & sites

Green corridors on major east-west & north-south streets

Development of spectacular waterfront parks & plazas

Maintaining industrial & port uses

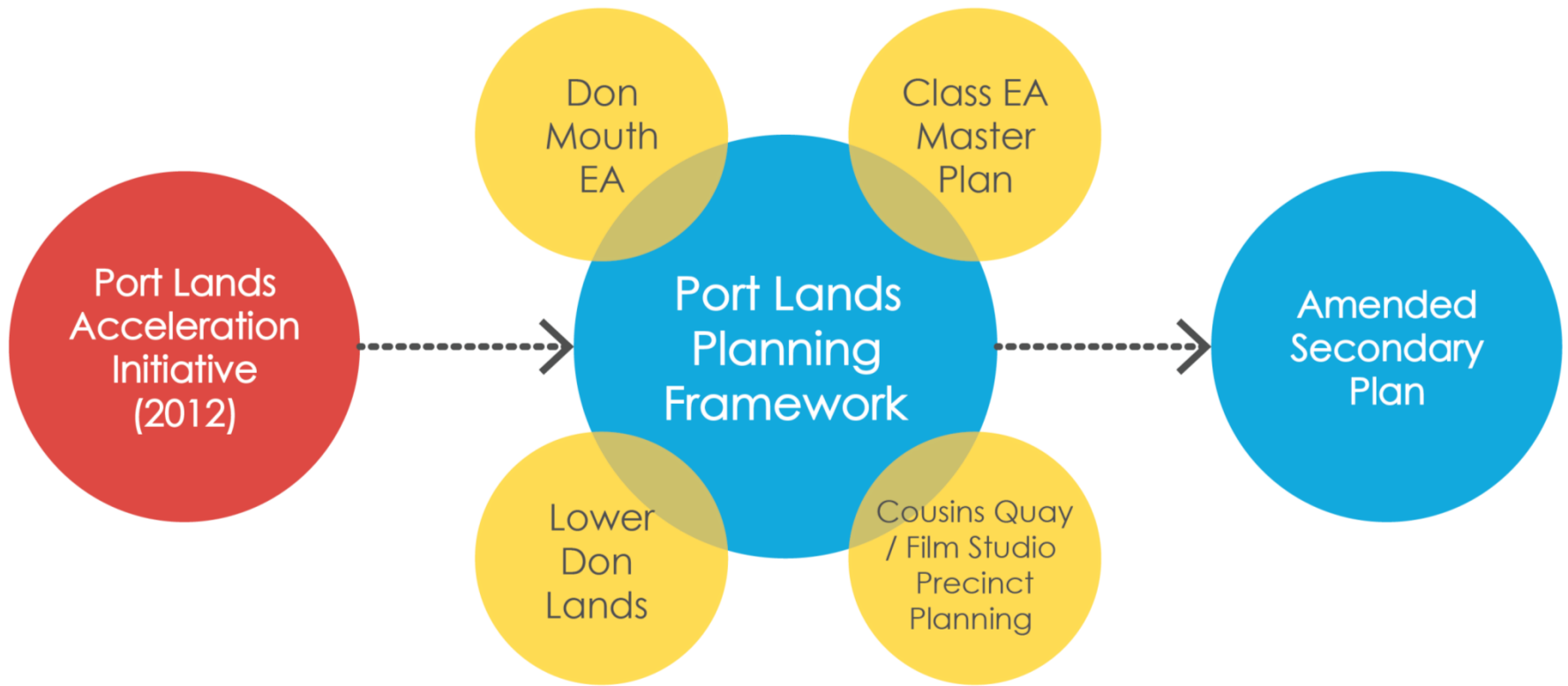
Don Mouth Naturalization & Port Lands Flood Protection Project (2013)

Lower Don Lands Infrastructure Master Plan (2013)

Lower Don Lands Framework Plan (2010)

Keating Channel Precinct Plan (2010)

PLANNING FRAMEWORK PURPOSE



STARTING POINT



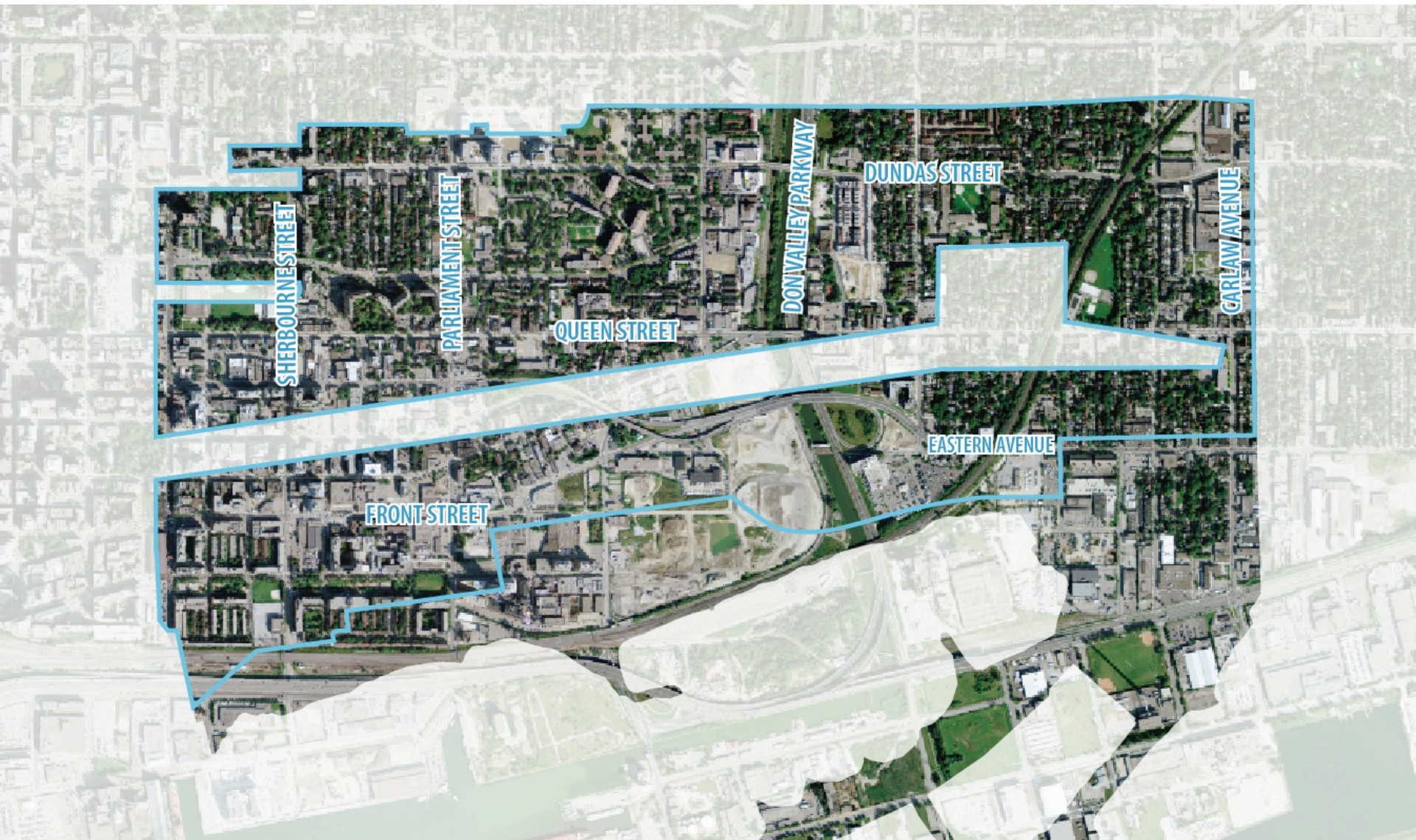
REFINE + EXPAND



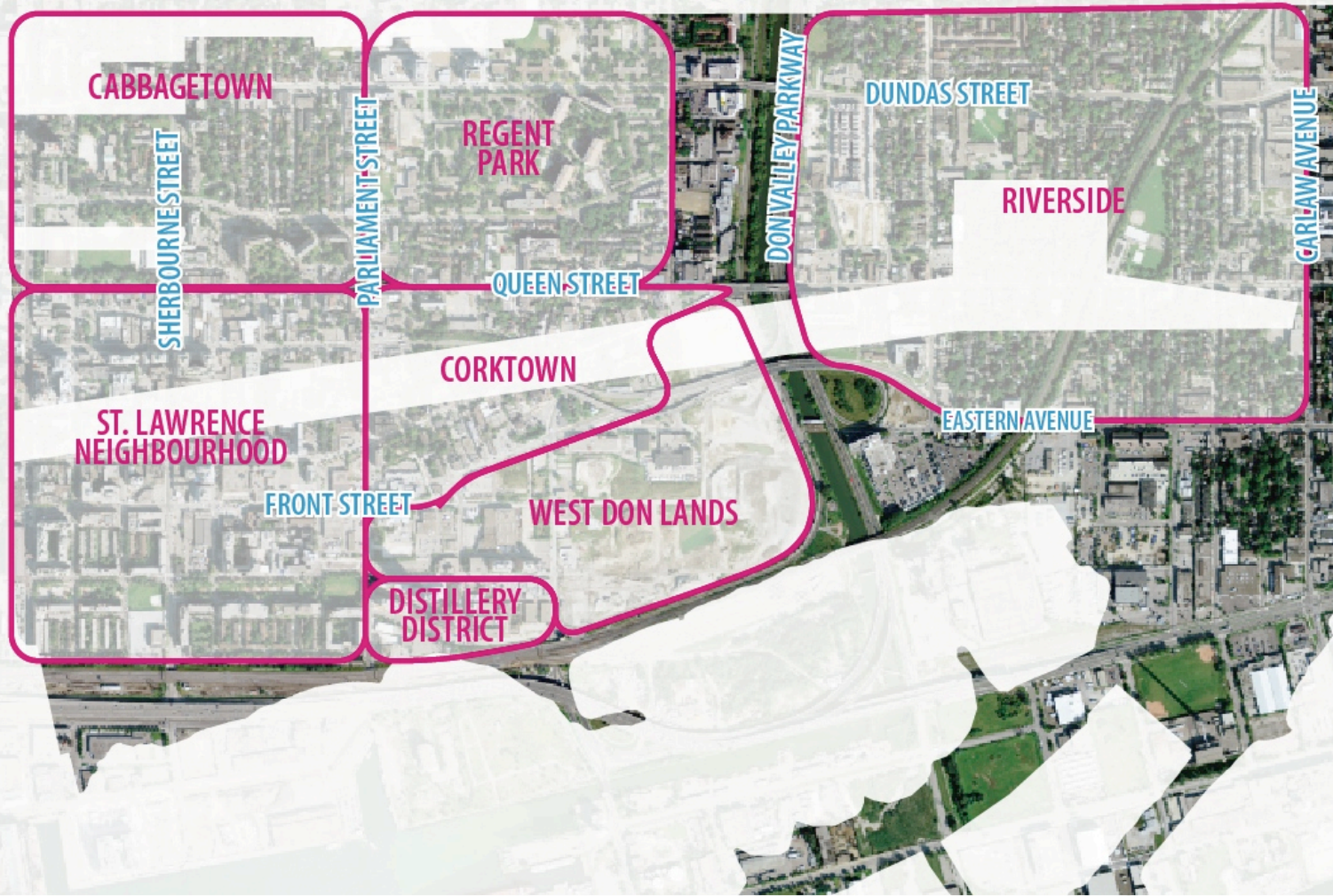
IMPLEMENT

CONTEXT



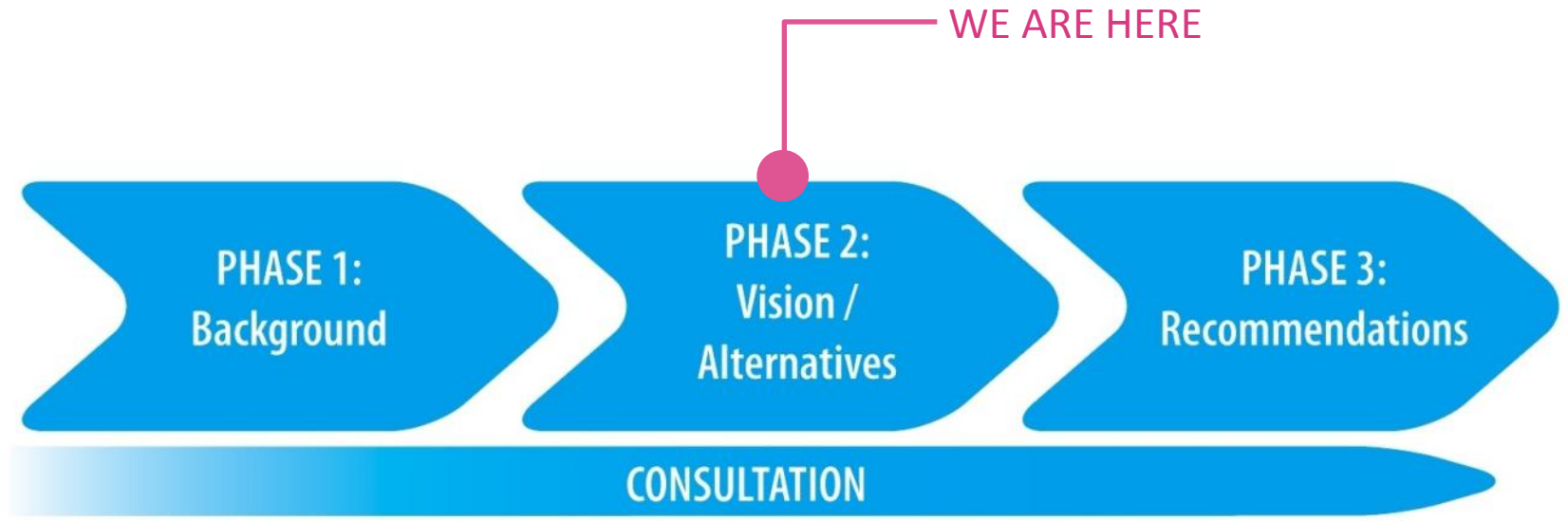


THE PORT LANDS SCALE



THE PORT LANDS SCALE

PLANNING FRAMEWORK PROCESS





THE PORT LANDS TODAY

A WORKING PORT



Dockwalls



Space



Equipment



Access



Separation



① Toronto Port Authority

② Road Salts

③ Lafarge (Cement Powder)

④ Essroc Relocation (Cement Powder)

⑤ Waterford (Aggregate)

⑥ Strada Aggregates

CITY SERVING USES



① Port Lands Energy Centre & Hydro One

② Toronto Hydro Switching Station

③ Waste Transfer Station

④ Toronto Hydro Offices

⑤ TTC Lake Shore Yard

⑥ Canada Post

●—● Overhead Hydro Transmission Wires

THE FILM SECTOR



EXISTING + PLANNED ASSETS



- ① New River Valley
- ② Promontory Park
- ③ The Ship Channel
- ④ Turning Basin

- ⑤ Tommy Thompson Park
- ⑥ Cherry Beach
- ⑦ Chimney Stacks
- ⑧ Leslie Street Greening

■ Heritage Buildings

PARKS AND OPEN SPACES



-  EXISTING PARKS & OPEN SPACES
-  PLANNED PARKS & OPEN SPACES
-  LAKE ONTARIO PARK MASTER PLAN



Create an Interesting and Dynamic Urban Mix

Connect the Port Lands to the City

Leverage the Port Lands' Assets

Develop a High Quality Public Realm

Contribute to the Sustainable Future of the City

Provide Flexibility & Certainty in the Plan's Implementation

REFINING THE VISION: REVITALIZATION OBJECTIVES

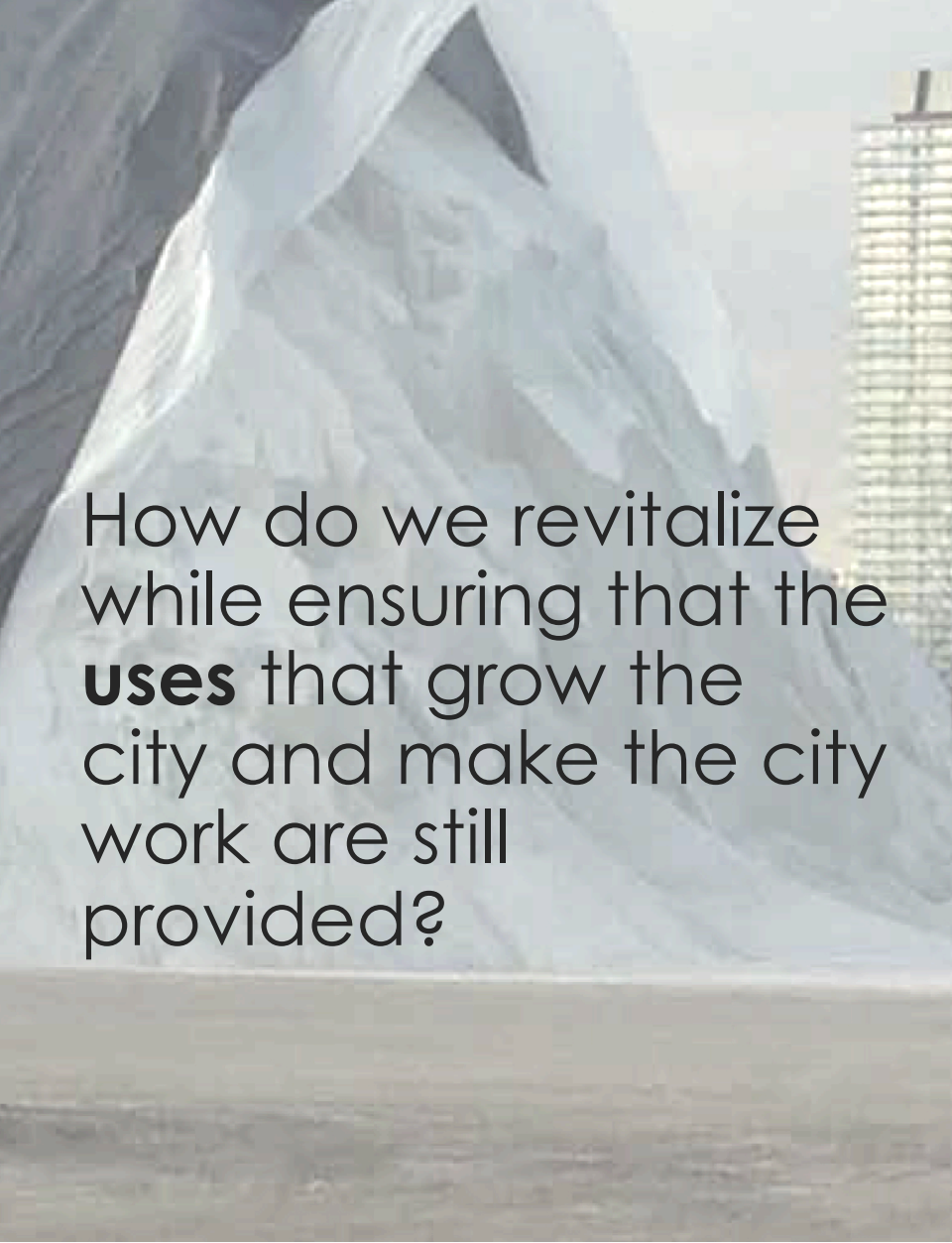
Revitalization in the Lower Don Lands will take its cue from the **new river**.



What **other features** should inform revitalization efforts in the balance of the lands?



THINKING STRATEGICALLY ABOUT REVITALIZATION



How do we revitalize while ensuring that the **uses** that grow the city and make the city work are still provided?

How much space should be reserved for **our working port?**



THINKING STRATEGICALLY ABOUT REVITALIZATION

An aerial photograph of a waterfront area. On the left, a multi-lane bridge spans across a body of water. Below the bridge, there is an industrial site with several large cylindrical storage tanks and various pieces of equipment. To the right of the industrial site, a marina is filled with numerous white sailboats docked at wooden piers. Further right, there is a modern, curved building with a distinctive architectural design, possibly a residential or commercial development. The water is dark green, and the sky is not visible.

Where should **people live** recognizing that areas in the Port Lands will continue to be used for industrial and port purposes over the long-term?

THINKING STRATEGICALLY ABOUT
REVITALIZATION

What is the **right mix** of places for people **to live and work** in the Port Lands in the context of the surrounding area?



THINKING STRATEGICALLY ABOUT
REVITALIZATION

Revitalization will occur incrementally over the long-term. What is fundamental that needs to be **nailed down**? What can **evolve** over time?



THINKING STRATEGICALLY ABOUT
REVITALIZATION



LAND USE OPTIONS



LIVE-WORK COMMUNITIES



**Opportunities for living +
working**

**Complete communities with
schools, affordable housing +
other day-to-day needs**

**Retail and other active uses
at the base of buildings on
main streets**

**Neighbourhood parks + open
spaces**

LIVE-WORK COMMUNITIES



Opportunities for living + working

Complete communities with schools, affordable housing + other day-to-day needs

Retail and other active uses at the base of buildings on main streets

Neighbourhood parks + open spaces

CREATIVE INDUSTRY DISTRICT



Anchored by Pinewood Film Studios

Film studio expansion opportunities

Synergistic uses such as offices, workshops, post-production, design studios, architecture firms, media, technology

Retail and other active uses at the base of buildings on main streets

Transition from industrial to more sensitive uses

LIVE-WORK COMMUNITIES



Opportunities for living + working

Complete communities with schools, affordable housing + other day-to-day needs

Retail and other active uses at the base of buildings on main streets

Neighbourhood parks + open spaces

CREATIVE INDUSTRY DISTRICT



Anchored by Pinewood Film Studios

Film studio expansion opportunities

Synergistic uses such as offices, workshops, post-production, design studios, architecture firms, media, technology

Retail and other active uses at the base of buildings on main streets

Transition from industrial to more sensitive uses

PORT / EMPLOYMENT DISTRICT



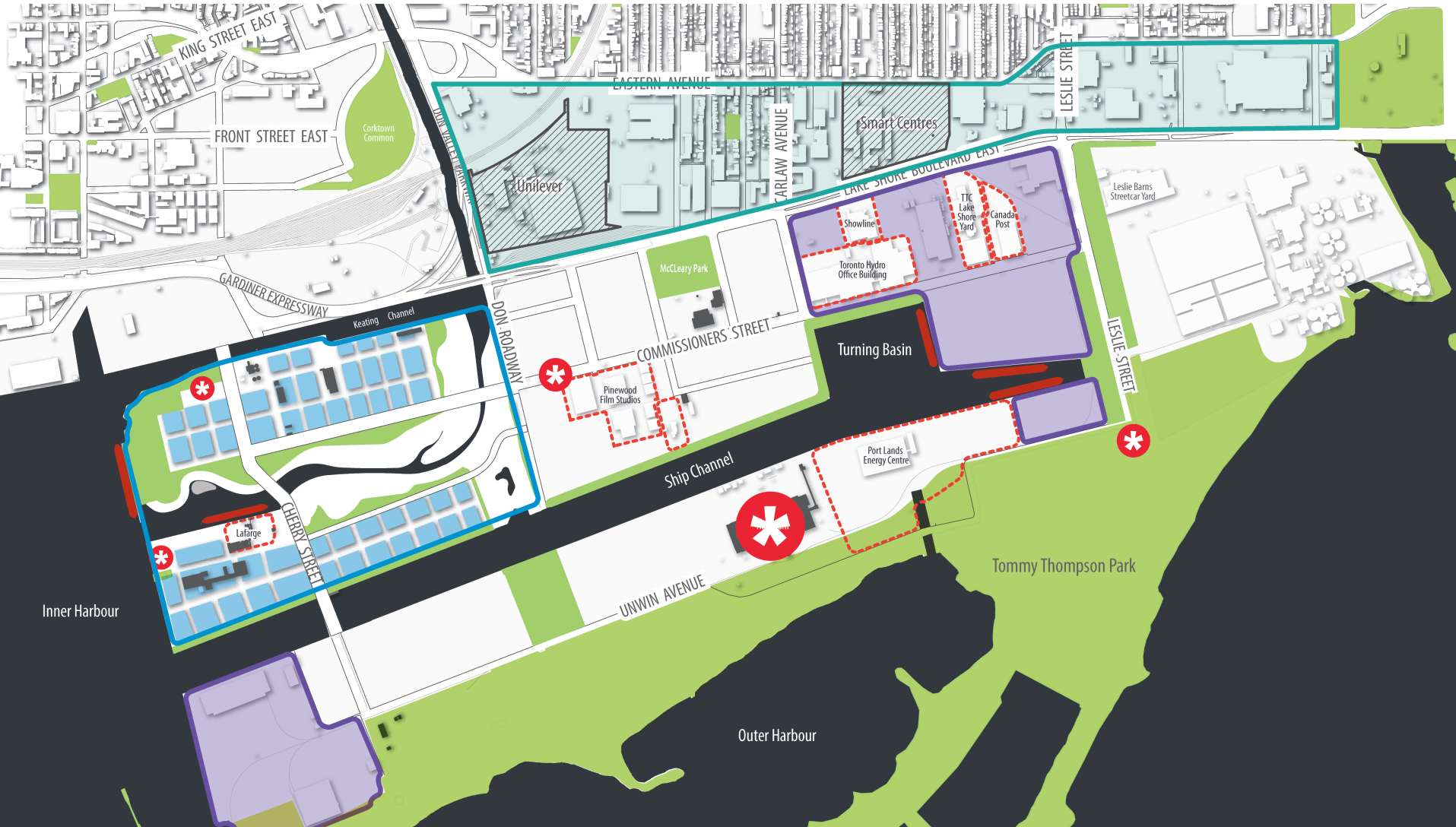
Active, working port uses

Related and supportive industries

Greening of port activities

Other industrial and employment activities + existing uses to remain in the long-term

ASSUMPTIONS CONSTANT IN ALL OPTIONS



 LIVE-WORK COMMUNITIES

 CREATIVE INDUSTRY DISTRICT

 PORT / EMPLOYMENT DISTRICT

 PARKS & OPEN SPACES

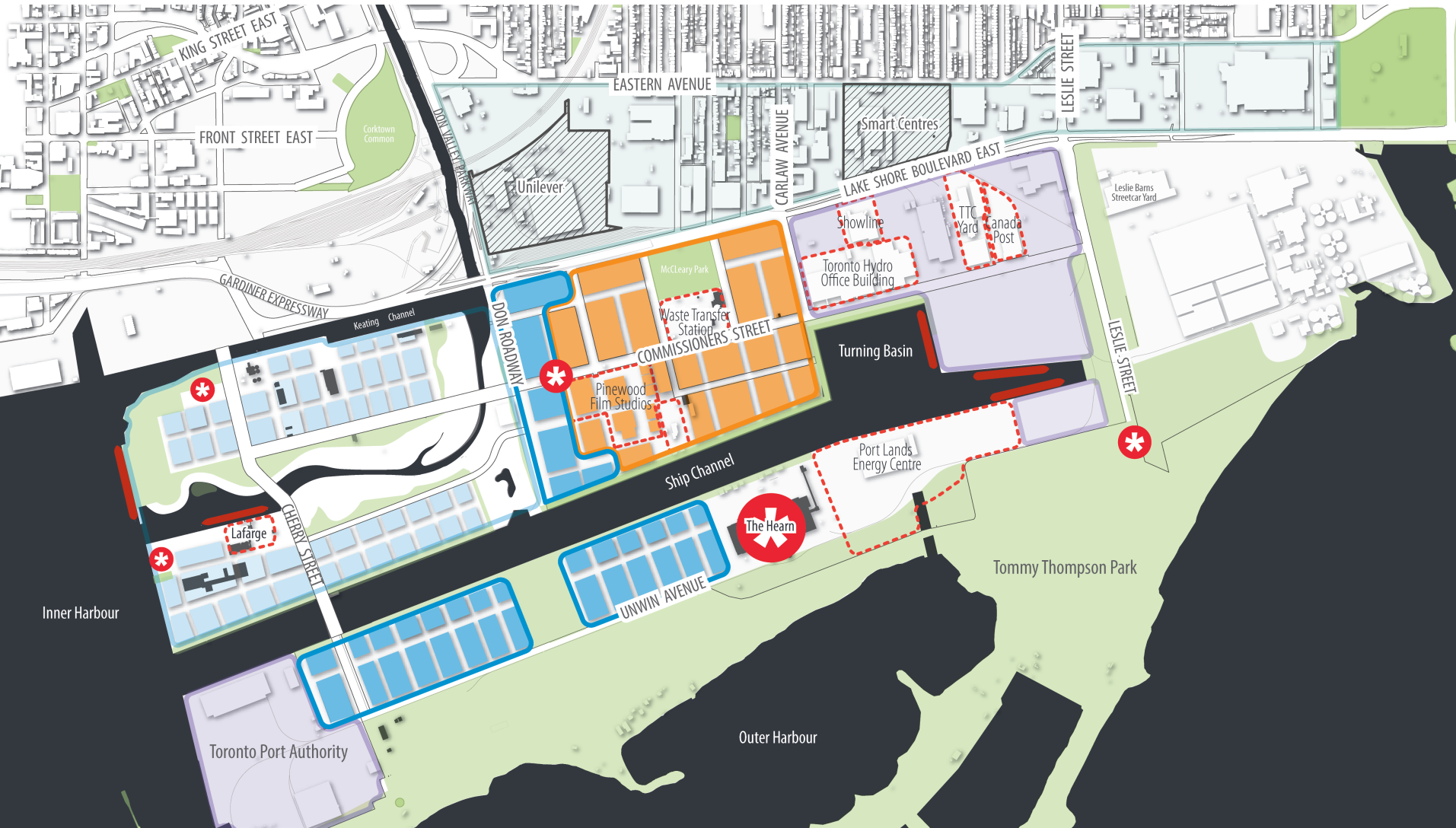
 SOUTH OF EASTERN EMPLOYMENT AREA

 EXISTING USES TO REMAIN

 CATALYST USES / DESTINATIONS

*Streets and blocks shown are conceptual and are to be determined through the Class EA + Precinct Plan

LAND USE OPTION 1



 LIVE-WORK COMMUNITIES

 CREATIVE INDUSTRY DISTRICT

 PORT / EMPLOYMENT DISTRICT

 PARKS & OPEN SPACES

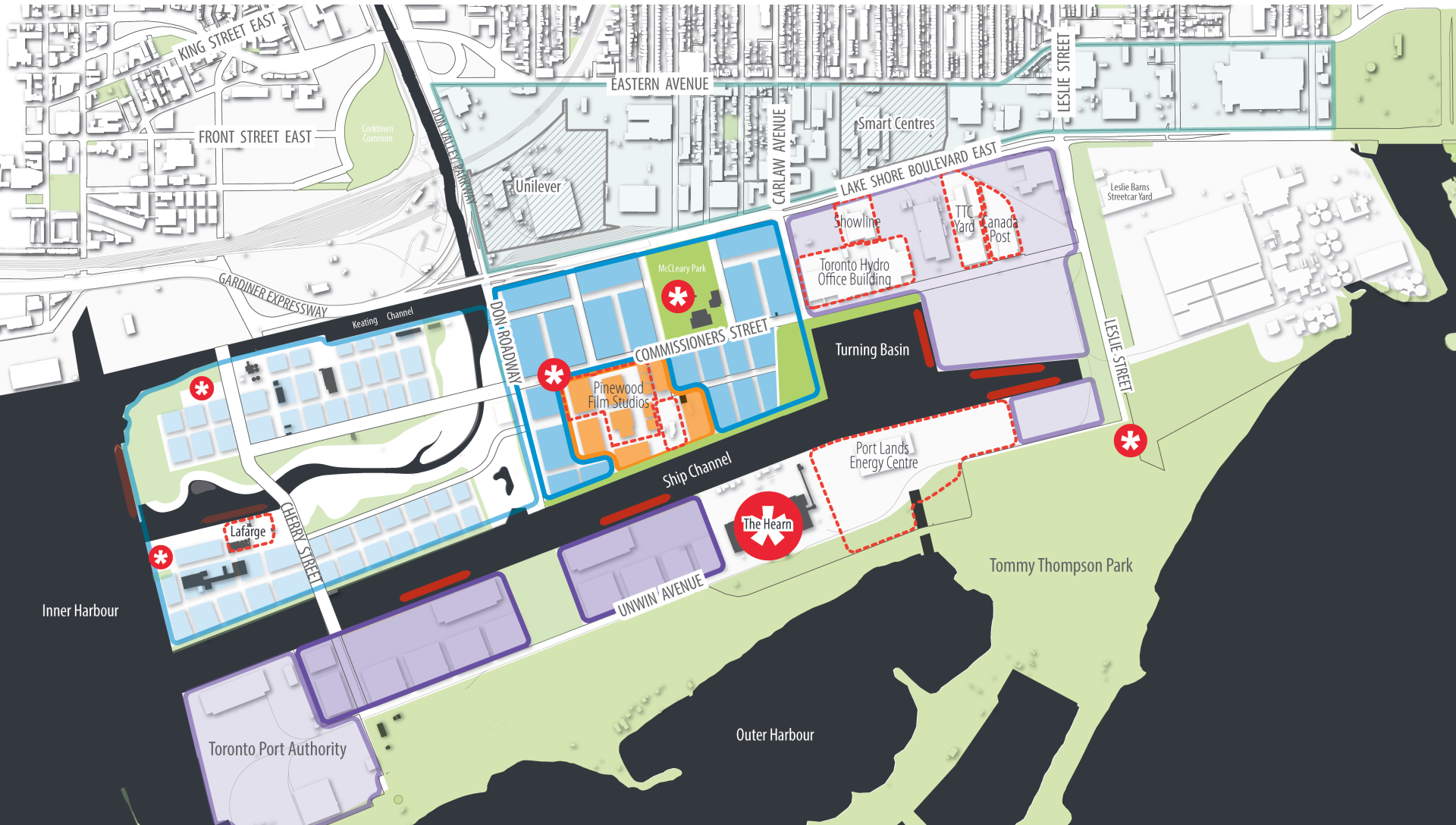
 SOUTH OF EASTERN EMPLOYMENT AREA

 EXISTING USES TO REMAIN

 CATALYST USES / DESTINATIONS

*Streets and blocks shown are conceptual and are to be determined through the Class EA + Precinct Plans

LAND USE OPTION 2



 LIVE-WORK COMMUNITIES

 CREATIVE INDUSTRY DISTRICT

 PORT / EMPLOYMENT DISTRICT

 PARKS & OPEN SPACES

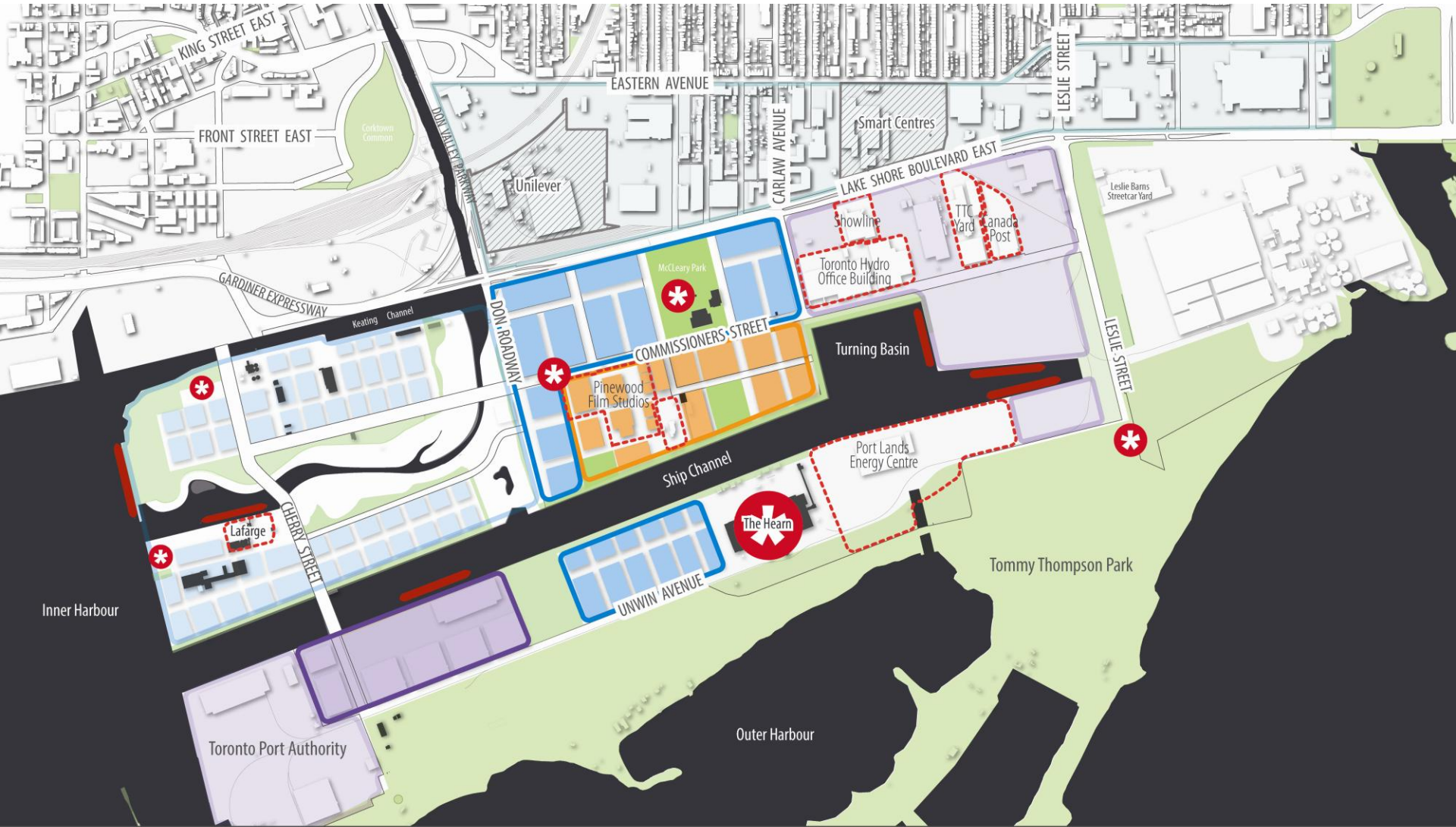
 SOUTH OF EASTERN EMPLOYMENT AREA

 EXISTING USES TO REMAIN

 CATALYST USES / DESTINATIONS

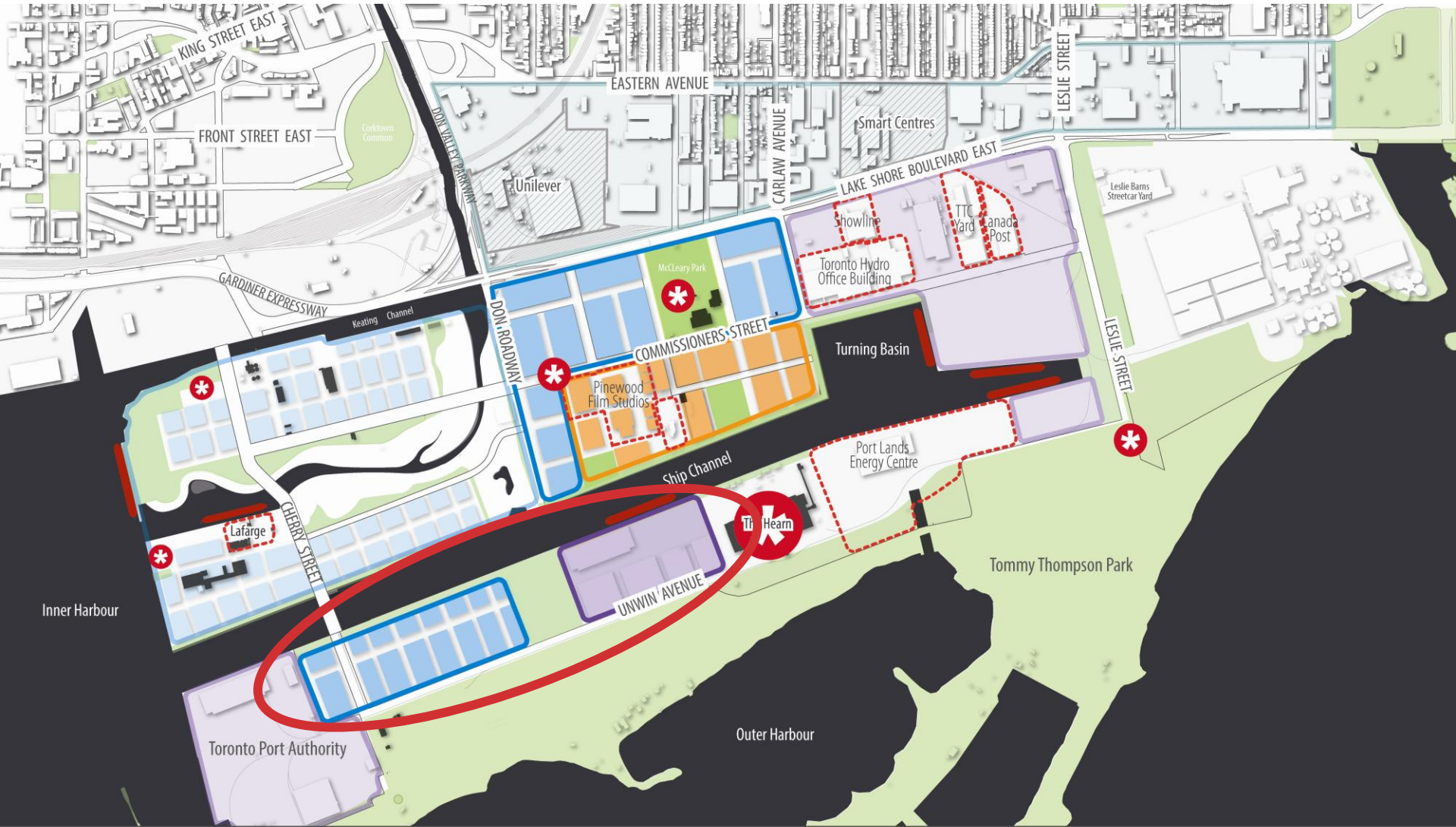
*Streets and blocks shown are conceptual and are to be determined through the Class EA + Precinct Plans

LAND USE OPTION 3



*Streets and blocks shown are conceptual and are to be determined through the Class EA + Precinct Plans

LAND USE OPTION 4



 LIVE-WORK COMMUNITIES

 CREATIVE INDUSTRY DISTRICT

 PORT / EMPLOYMENT DISTRICT

 PARKS & OPEN SPACES

 SOUTH OF EASTERN EMPLOYMENT AREA

 EXISTING USES TO REMAIN

 CATALYST USES / DESTINATIONS

*Streets and blocks shown are conceptual and are to be determined through the Class EA + Precinct Plans

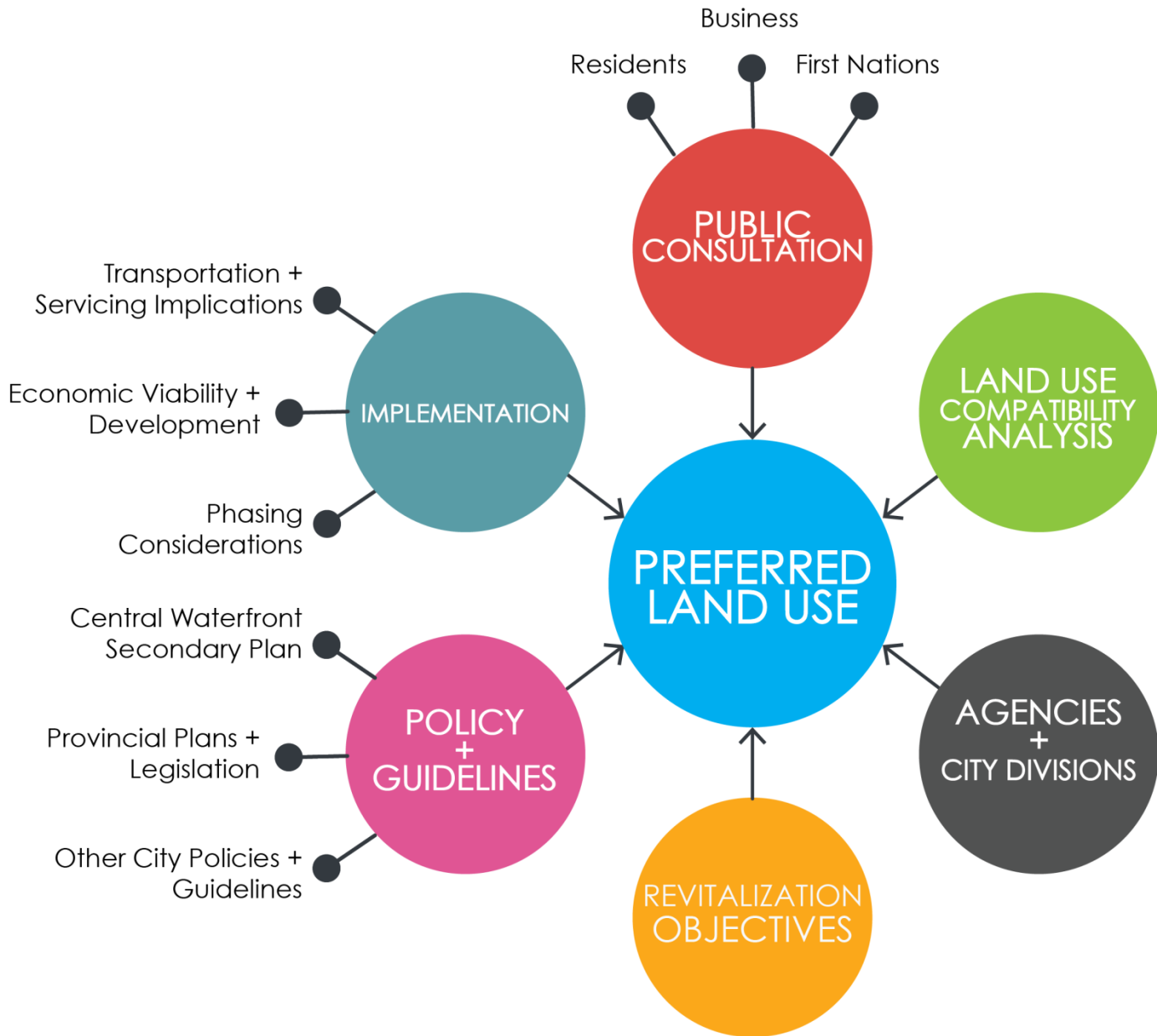
INITIAL COMPARISON OF OPTIONS

PORT LANDS

SOUTH OF EASTERN

	POPULATION	JOBS	PORT* <small>LINEAR METRES of ACTIVE DOCKWALL</small>	JOBS
TODAY	0	~4,000	~1,400 m	~4,000
OPTION 1	~40,000	~50,000	~930 m	~15,000
OPTION 2	~36,000	~36,000	~2,020 m	Up to 55,000
OPTION 3	~38,000	~41,000	~1,580 m	
OPTION 4	~40,000	~40,000	~1,350 m	

*Excludes Toronto Port Authority Site



EVALUATION OF LAND USE OPTIONS

ADDITIONAL ELEMENTS OF THE PLANNING FRAMEWORK

- A connections plan informed by the Class EA
- Identification of local identities/character for the different areas
- A parks and open space plan
- View corridors
- Principles for special sites or destinations
- Direction for the conservation of heritage resources
- Urban design principles for new buildings and open spaces
- A community services and facilities strategy
- Implementation and phasing direction

FEEDBACK

- **Long-term revitalization will unfold over 50+ years and will take its cue from the new, naturalized Don River mouth. What other features should inform revitalization in the rest of the Port Lands?**
- **Thinking about the four land use options for the future of the Port Lands...**
 - Which land use option best captures your vision for the long-term revitalization of the Port Lands? Why?
 - What improvements would you suggest we make to your preferred land use option? Why should these improvements be considered?



TRANSPORTATION & SERVICING MASTER PLAN

Port Lands and South of Eastern

Community Consultation Meeting
February 13, 2014

TRANSPORTATION + SERVICING MASTER PLAN PURPOSE

Master Plan = Network



Streets



Surface
Transit



Water
Infrastructure



Waste Water
Infrastructure



Stormwater
Infrastructure

MUNICIPAL CLASS EA PROCESS

Port Lands + South of Eastern

Phase 1

Identify and Describe the Problem

Problem(s) +
Opportunity(s)

Phase 2

Alternative Solutions

Preliminary Preferred
Solution

MASTER PLAN

WE ARE HERE



Film Studio District

Phase 3

Alternative Design Concepts

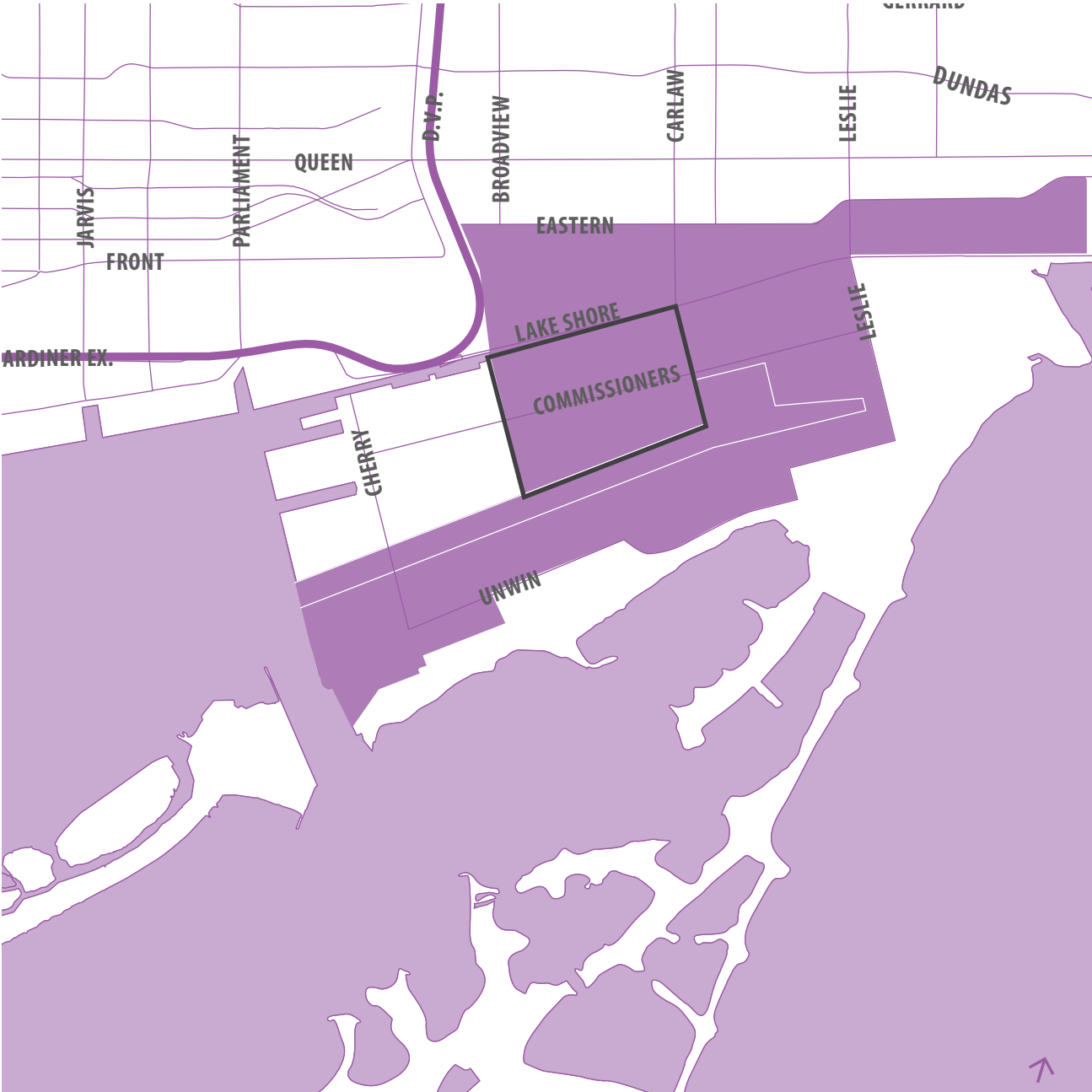
Preliminary Preferred
Design

Phase 4

Environmental Study Report

IMPLEMENTATION

STUDY AREA



EVALUATION CRITERIA

Objectives

Create an Interesting and Dynamic Urban Mix

Connect the Port Lands to the City

Leverage the Port Lands' Assets

Develop a High Quality Public Realm

Contribute to a Sustainable Future

Be Flexible & Certain in Plan Implementation

Sample Criteria

Street network **supports** new, **walkable mixed use communities** and employment areas.

Street network **supports economic potential** in the **South of Eastern** area.

Direct connections to major destinations encourage walking, transit, and tourism.

Street layout creates **economically viable** and tangible **development blocks**.

EVALUATION CRITERIA

Objectives

Create an Interesting and Dynamic Urban Mix

Connect the Port Lands to the City

Leverage the Port Lands' Assets

Develop a High Quality Public Realm

Contribute to a Sustainable Future

Be Flexible & Certain in Plan Implementation

Sample Criteria

New north-south connections to **better connect** Port Lands **to the City** and South of Eastern.

East-west connections are provided and/or enhanced to link new diverse, local areas.

Connections across Ship Channel strategically located and **ensure** continued **marine activity**.

A **fine-grained network** of local streets is achievable.

EVALUATION CRITERIA

Objectives

Create an Interesting and Dynamic Urban Mix

Connect the Port Lands to the City

Leverage the Port Lands' Assets

Develop a High Quality Public Realm

Contribute to a Sustainable Future

Be Flexible & Certain in Plan Implementation

Sample Criteria

Cultural heritage resources appropriately **conserved** and **celebrated** by new streets.

Impacts to **archaeology** resources are **avoided**.

Impacts to **land** and **resources** used for traditional purposes are **avoided**.

Streets provide visual and physical connections. (e.g. iconic structures, Ship Channel, city's skyline).

EVALUATION CRITERIA

Objectives

Create an Interesting and Dynamic Urban Mix

Connect the Port Lands to the City

Leverage the Port Lands' Assets

Develop a High Quality Public Realm

Contribute to a Sustainable Future

Be Flexible & Certain in Plan Implementation

Sample Criteria

Streets are **communal places**. Right-of-ways accommodate wide pedestrian clearways, **pedestrian amenities**, and landscaping/street trees.

Street right-of-ways provide **safe** and **innovative cycling facilities**.

Placemaking opportunities are created.

Human **health** and **safety** continued to be **protected**.

EVALUATION CRITERIA

Objectives

Create an Interesting and Dynamic Urban Mix

Connect the Port Lands to the City

Leverage the Port Lands' Assets

Develop a High Quality Public Realm

Contribute to a Sustainable Future

Be Flexible & Certain in Plan Implementation

Sample Criteria

Street network accommodates **network of transit routes** in dedicated **rights-of-way** where appropriate.

Transit stops are located at **key activity nodes** and provide for **five minute** walking distances to transit stops across the Port Lands and South of Eastern area.

Innovative stormwater management measures can be **accommodated** while also adding interest to the **public realm**.

EVALUATION CRITERIA

Objectives

Create an Interesting and Dynamic Urban Mix

Connect the Port Lands to the City

Leverage the Port Lands' Assets

Develop a High Quality Public Realm

Contribute to a Sustainable Future

Be Flexible & Certain in Plan Implementation

Sample Criteria

Street network can be phased to facilitate long-term revitalization and continued employment growth in South of Eastern.

Property acquisition requirements are **minimized**.

Planned transportation **networks** and servicing are **compatible with** the alternatives identified in the **Gardiner Expressway East and Lake Shore Blvd Environmental Assessment**.

Disruption to existing **businesses** to remain in the **long-term** are **minimized**.

LESLIE

CARLAW

BROADVIEW

DON

CHERRY



LESLIE

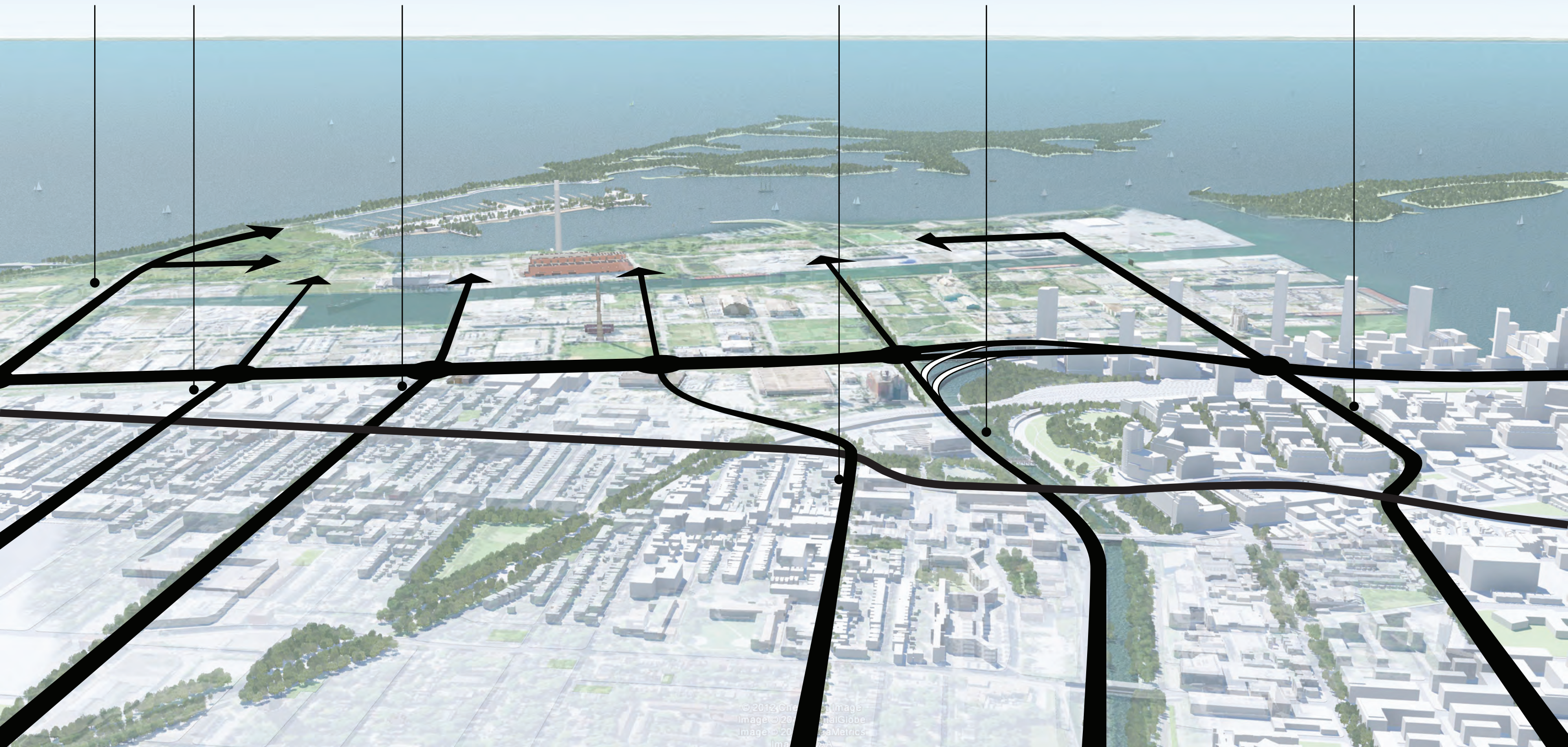
CAROLINE

CARLAW

BROADVIEW

DON

CHERRY



COMPLETE STREETS

Combining generous sidewalks and tree plantings, traffic and transit....



Commissioners (North Side)

COMPLETE STREETS

Safe, active transportation as a unique experience...



The Don Roadway

COMPLETE STREETS

Dedicated transit and cycling facilities, generous tree plantings, pedestrian amenities and on-street parking



Broadview Extension
(South of Lake Shore)

COMPLETE STREETS

Stormwater design as an integral component of the street...



Commissioners Street

COMPLETE STREETS

Streets can have individual, unique characteristics - which work together to form vibrant, diverse neighbourhoods.



Commissioners at Don Roadway



Don Roadway



Carlaw



Commissioners at Saultter



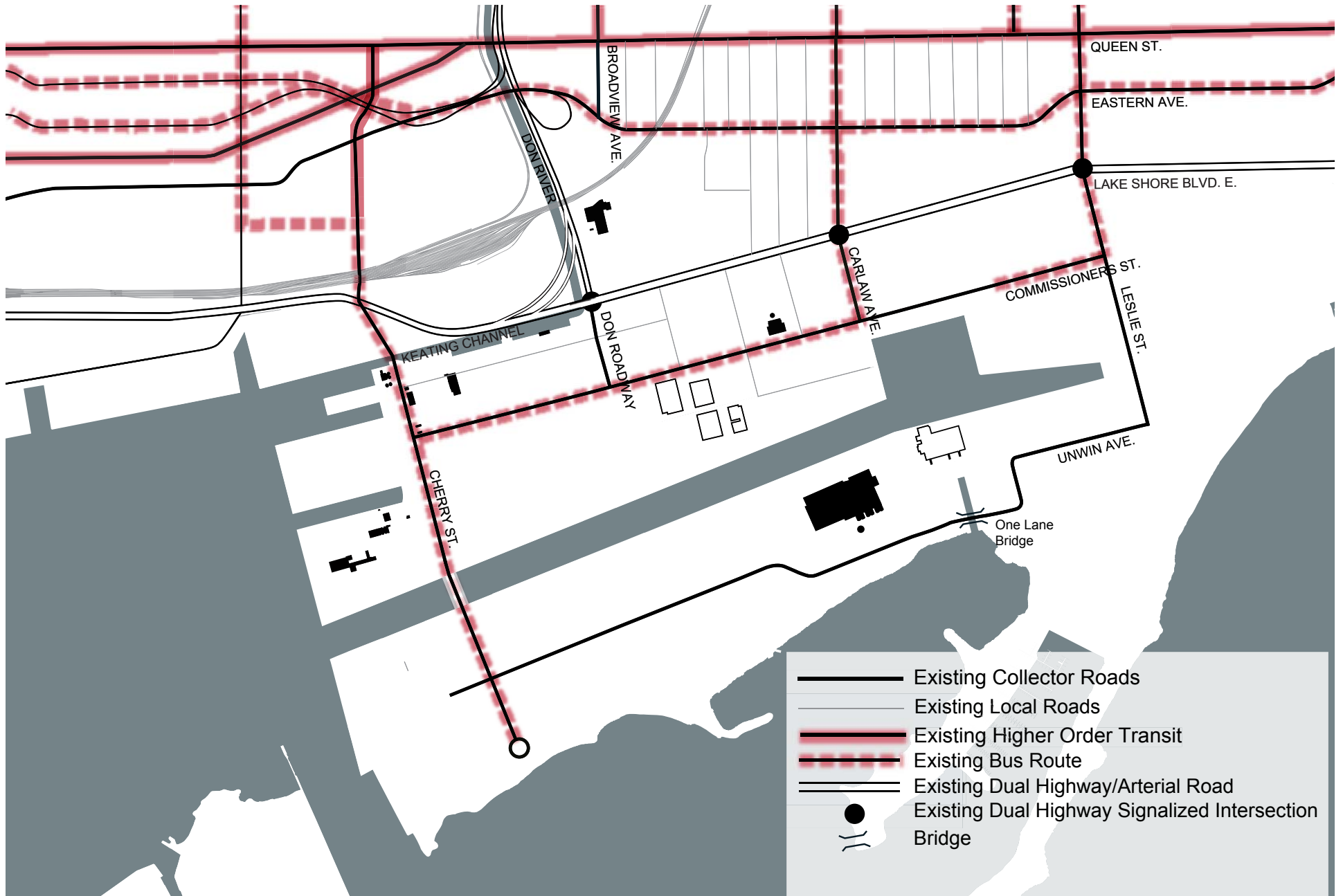
Broadview Extension



Cherry

TRANSPORTATION

EXISTING NETWORK



APPROVED PORT LANDS INFRASTRUCTURE - DO NOTHING



PORT LANDS ACCELERATION INITIATIVE (2012)

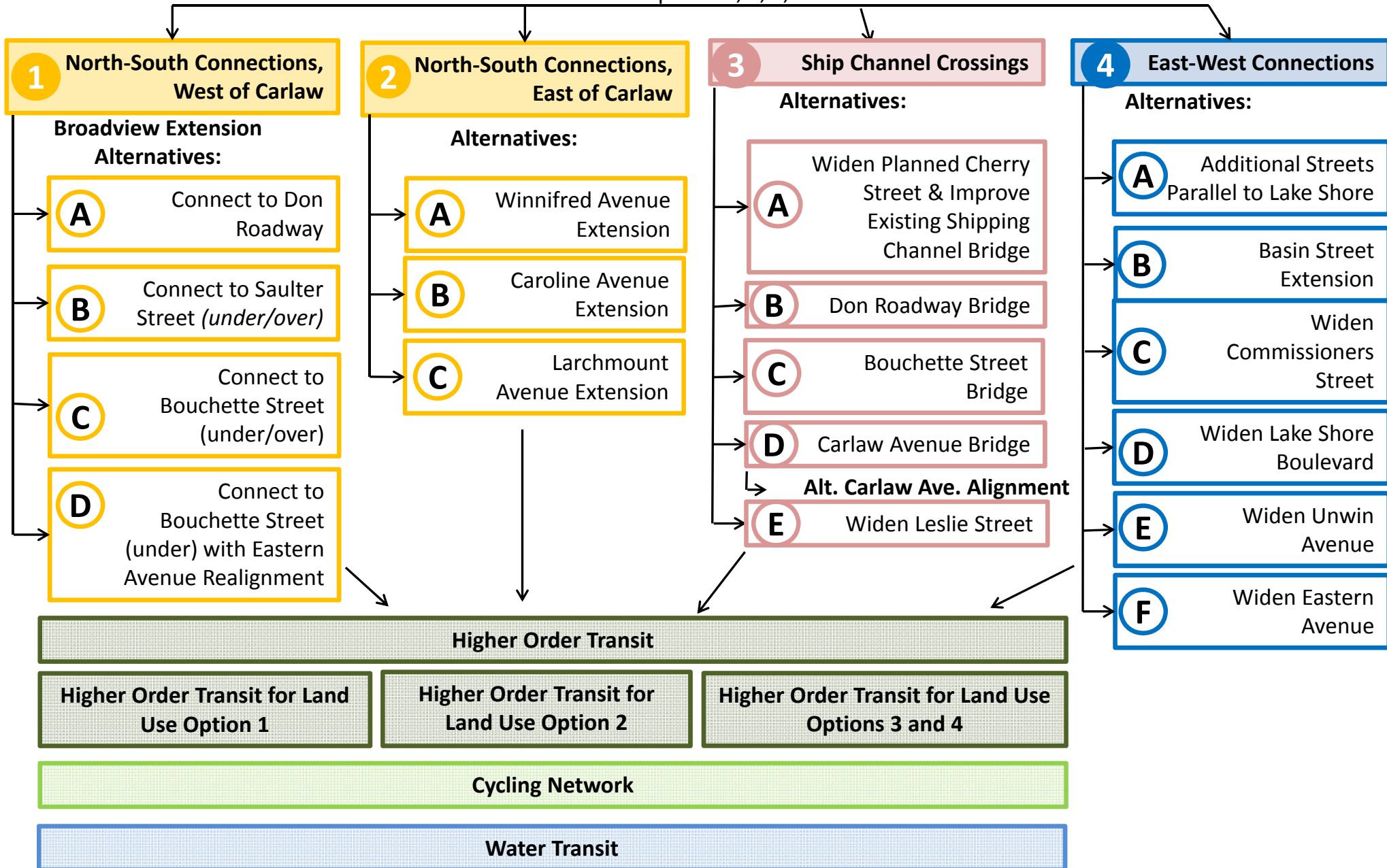


Road and Transit Network

Existing Network

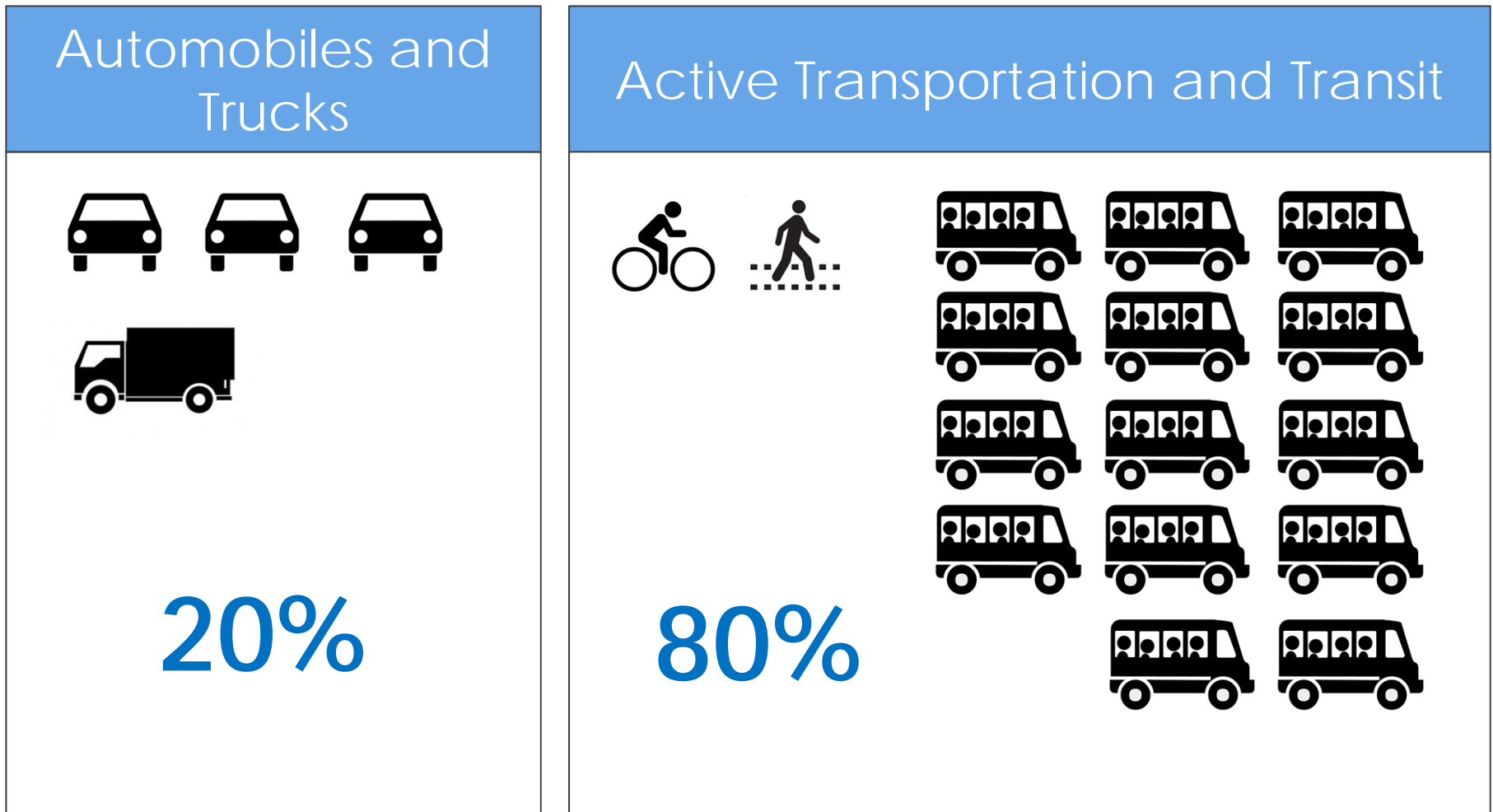
Four Core Network Challenges

Based on Land Use Options 1, 2, 3, and 4



MODAL SPLIT ASSUMPTIONS

- Similar to Lower Don Lands assumptions
- Building a transit and pedestrian oriented community



AUTO DEMAND FOR LAND USE OPTION 1 - NORTH-SOUTH ACROSS LAKE SHORE AND EASTERN



AUTO DEMAND FOR LAND USE OPTIONS 2, 3 & 4 - NORTH-SOUTH ACROSS LAKE SHORE AND EASTERN



1. North-South Connections

→ Number of Lanes

Note: Lane deficiencies for long term buildout are based on a high transit demand mode share scenario.

BROADVIEW EXTENSION - TO DON ROADWAY (UNDER)



BROADVIEW EXTENSION - TO SAULTER (UNDER)



BROADVIEW EXTENSION - TO SAULTER (OVER)



BROADVIEW EXTENSION - TO BOUCHETTE (UNDER)



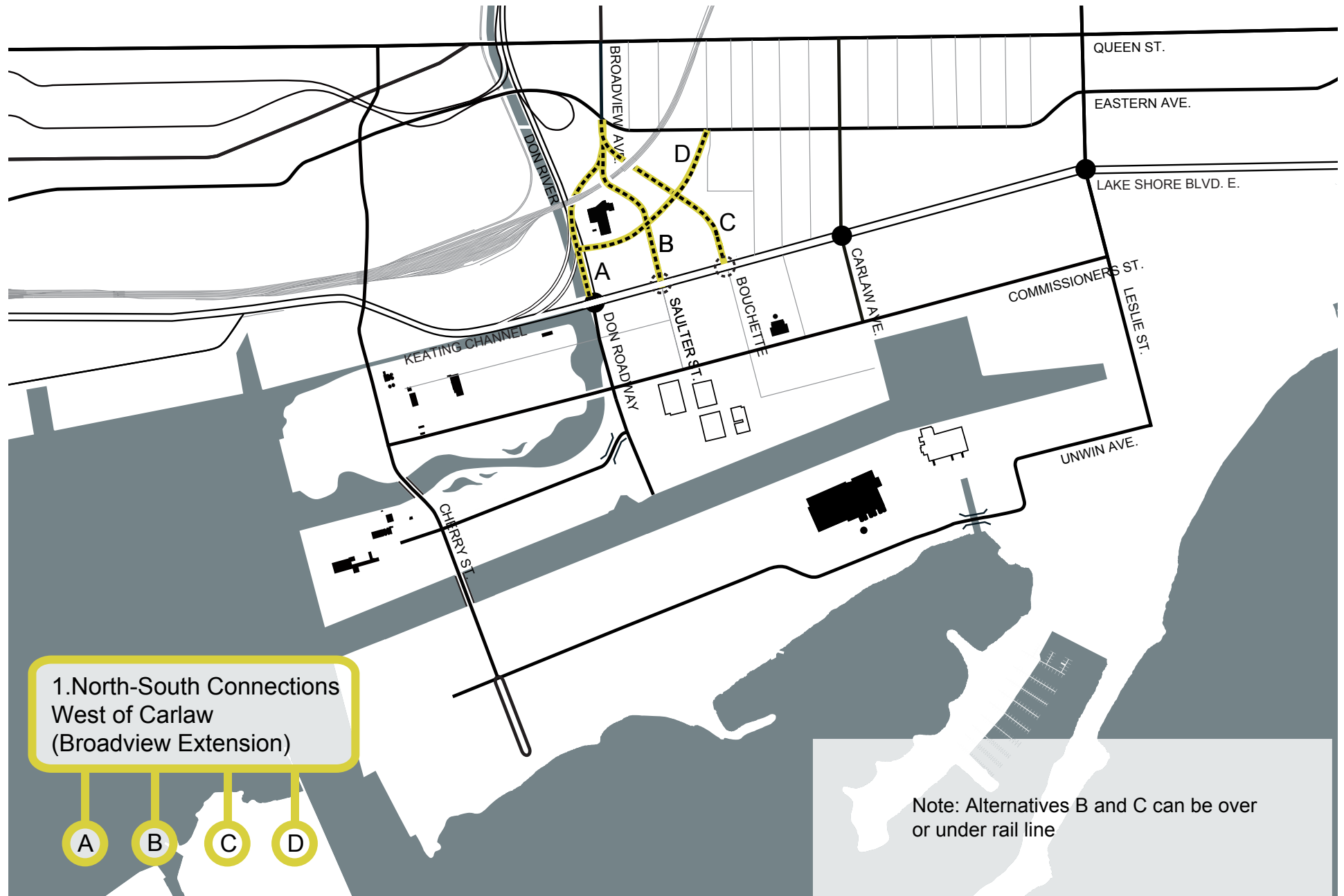
BROADVIEW EXTENSION - TO BOUCHETTE (OVER)



BROADVIEW EXTENSION - TO BOUCHETTE (UNDER) WITH EASTERN REALIGNMENT



SUMMARY OF BROADVIEW EXTENSION ALTERNATIVES

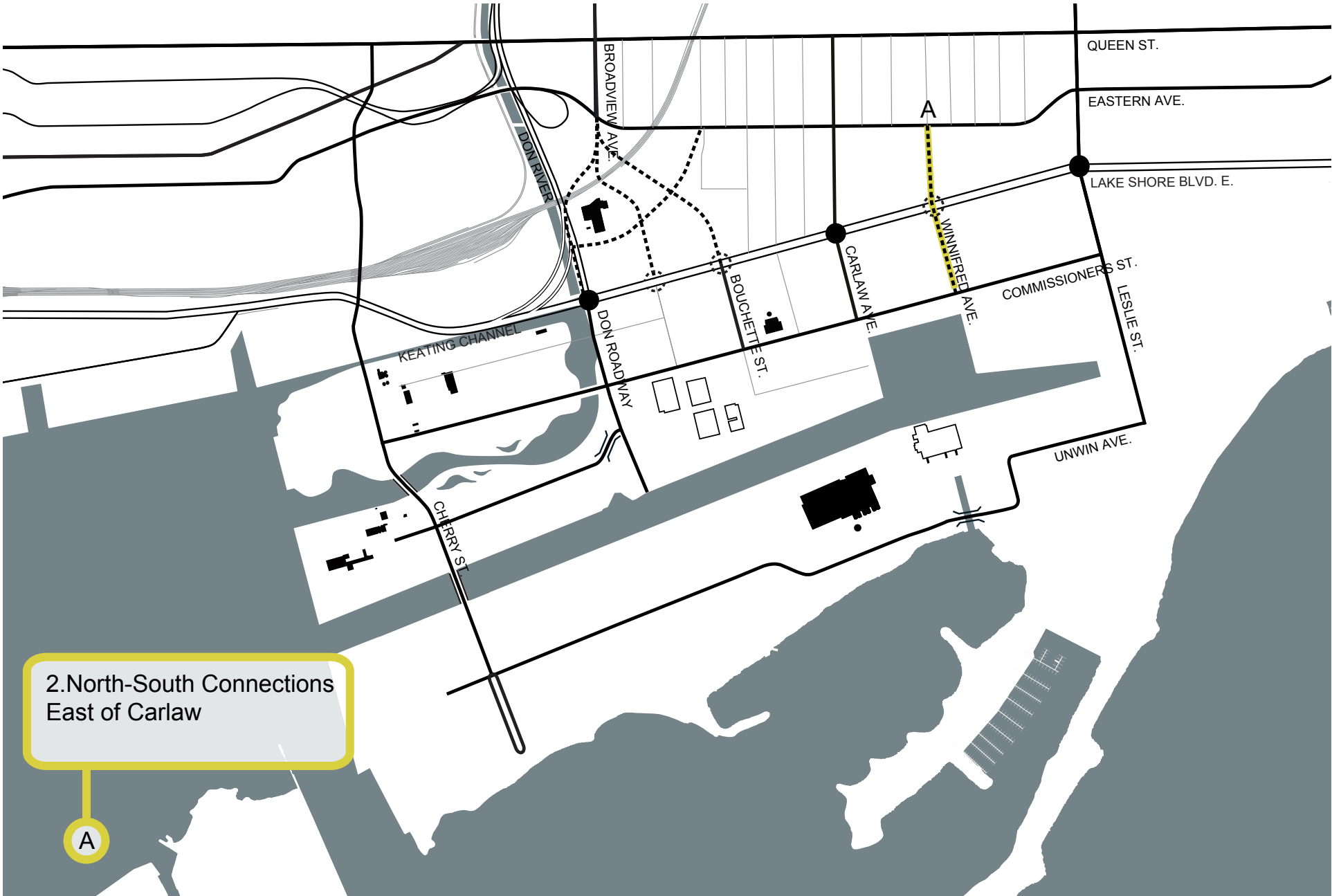


1. North-South Connections
West of Carlaw
(Broadview Extension)

- A
- B
- C
- D

Note: Alternatives B and C can be over or under rail line

ADDITIONAL CONNECTION - WINNIFRED AVENUE



2. North-South Connections
East of Carlaw

A

ADDITIONAL CONNECTION - CAROLINE AVENUE

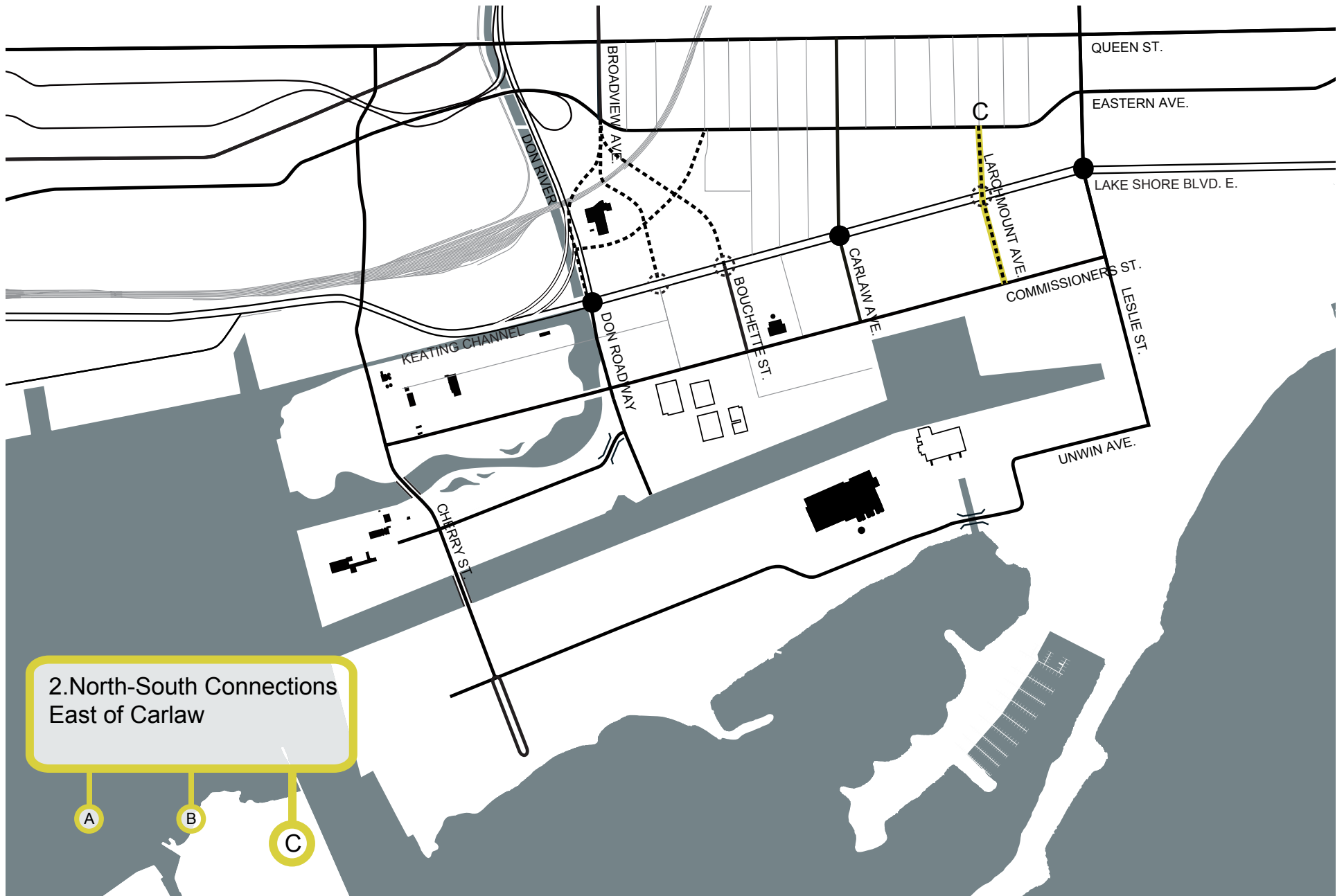


2. North-South Connections
East of Carlaw

A

B

ADDITIONAL CONNECTION - LARCHMOUNT AVENUE



2. North-South Connections
East of Carlaw

A

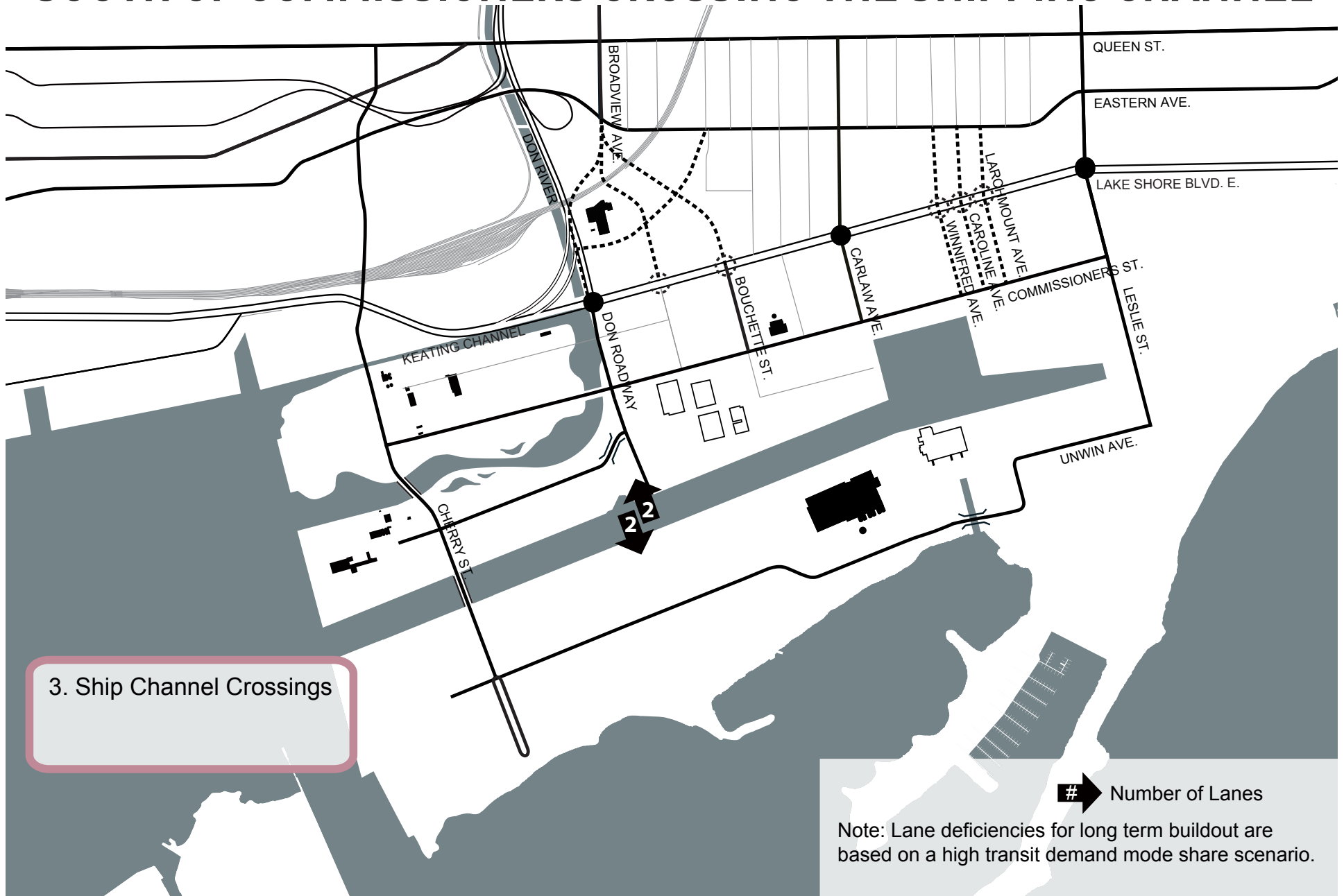
B

C

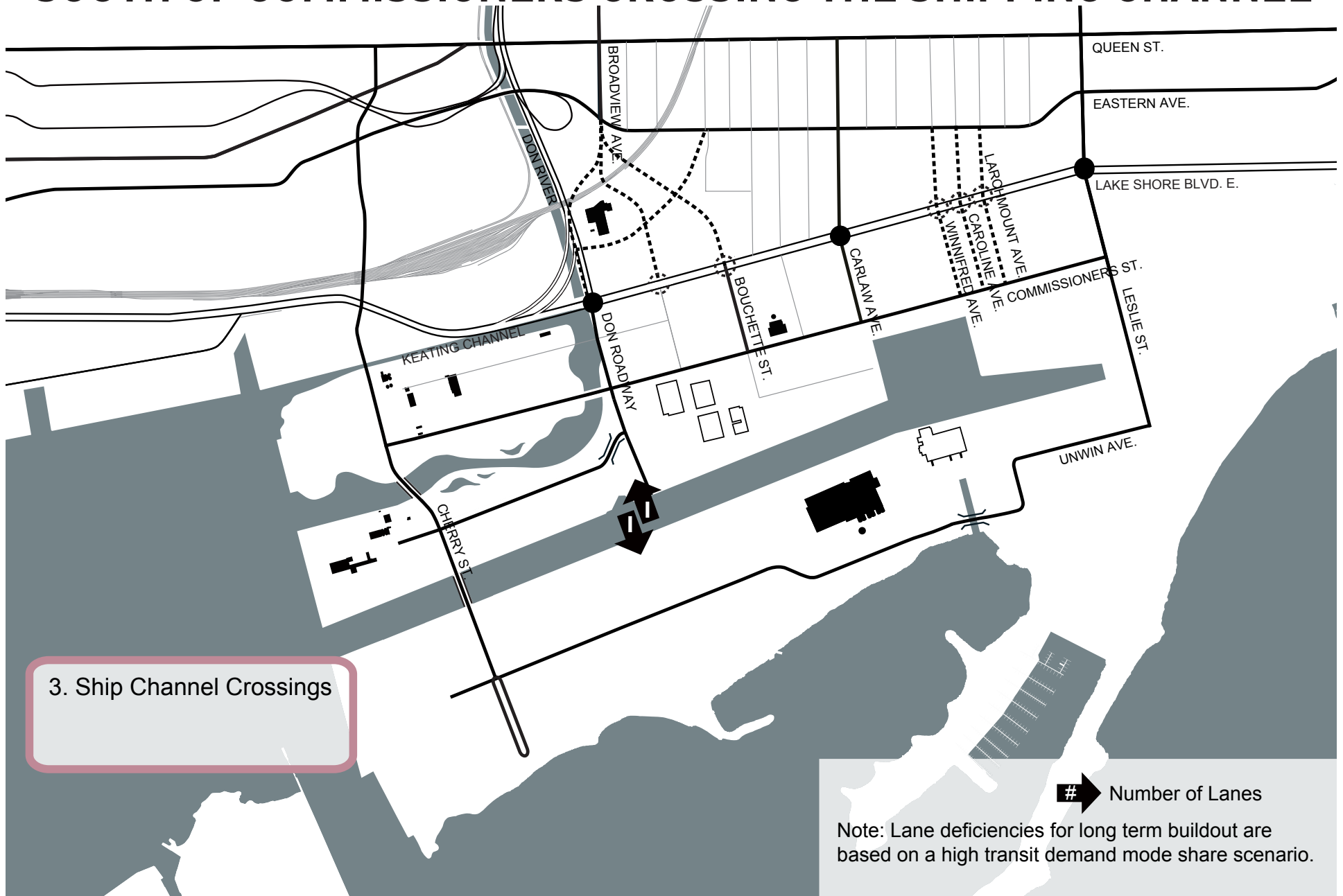
SUMMARY OF ADDITIONAL CONNECTION ALTERNATIVES



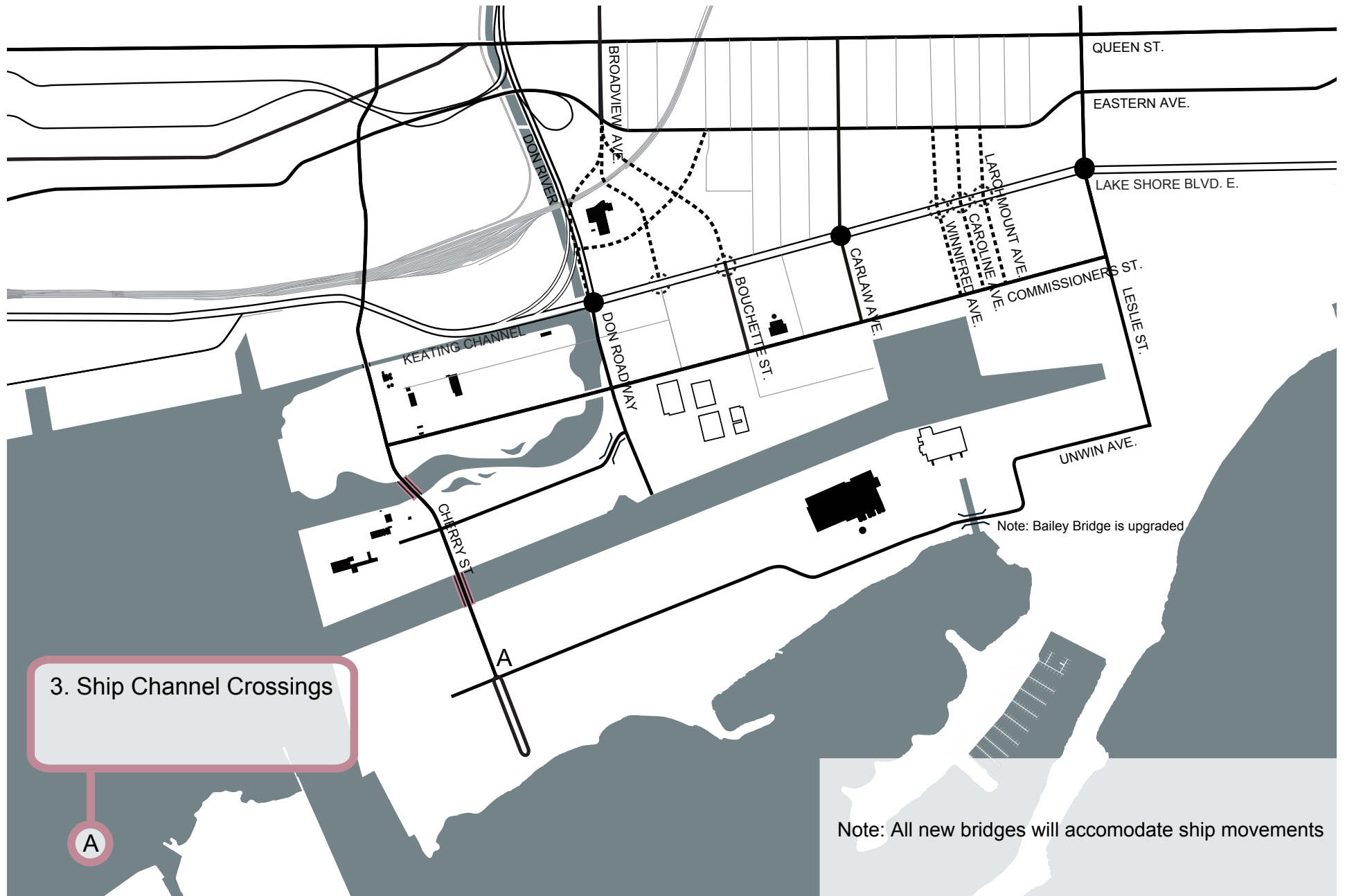
AUTO DEMAND FOR LAND USE OPTION 1 - SOUTH OF COMMISSIONERS CROSSING THE SHIPPING CHANNEL



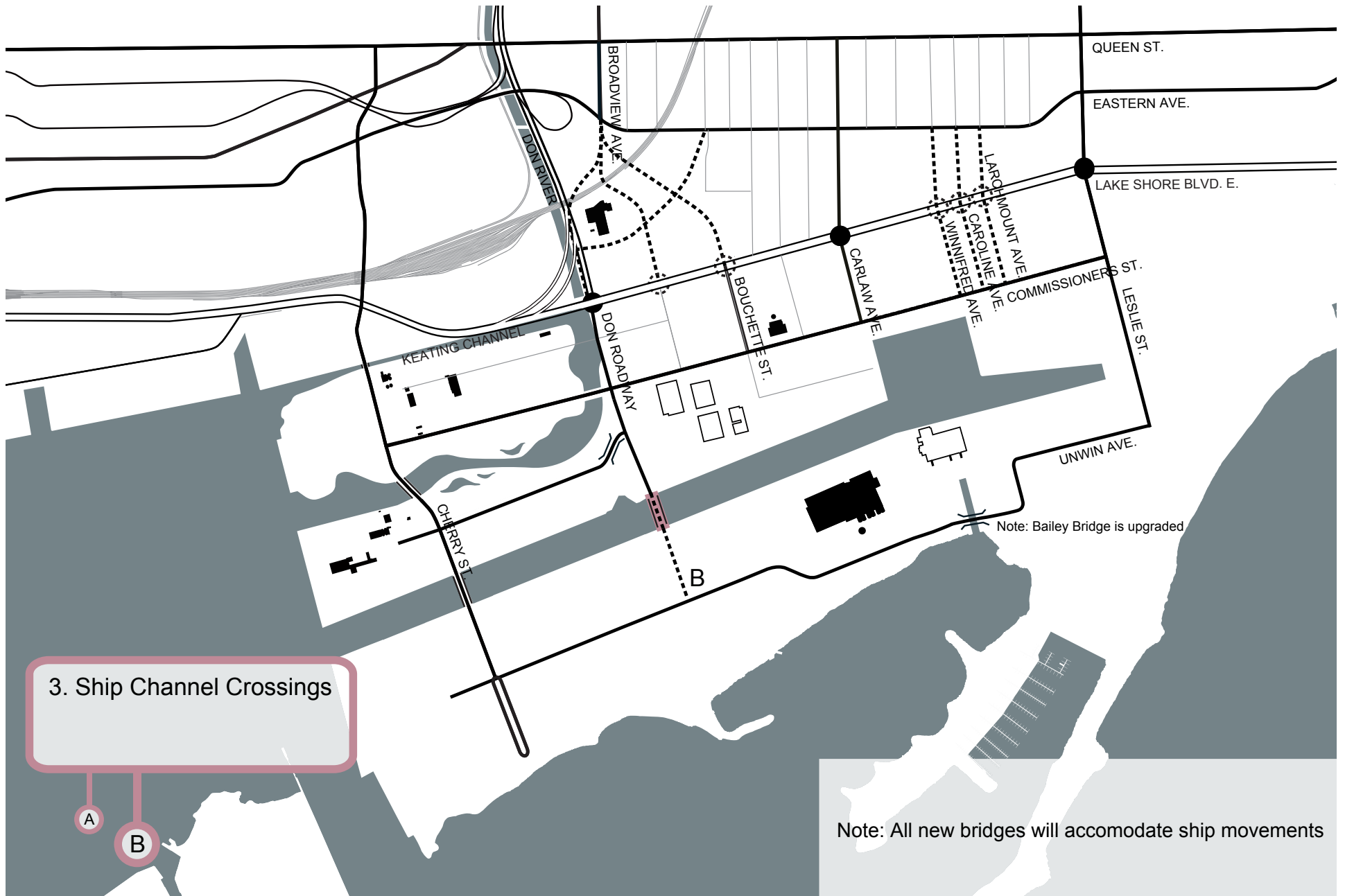
AUTO DEMAND FOR LAND USE OPTIONS 2, 3 & 4 - SOUTH OF COMMISSIONERS CROSSING THE SHIPPING CHANNEL



WIDEN PLANNED CHERRY AND IMPROVE EXISTING SHIP CHANNEL BRIDGE



DON ROADWAY BRIDGE



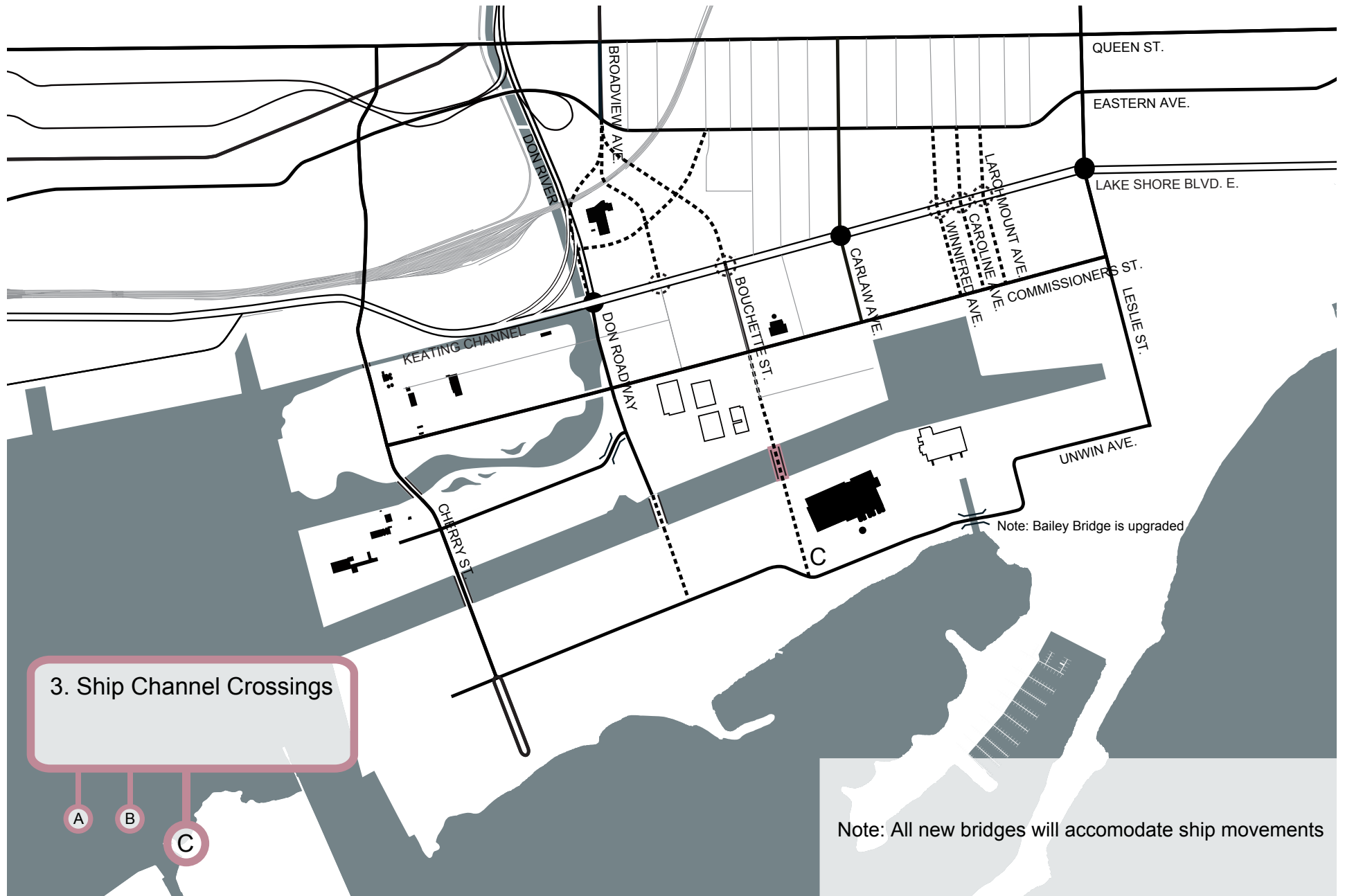
3. Ship Channel Crossings

A

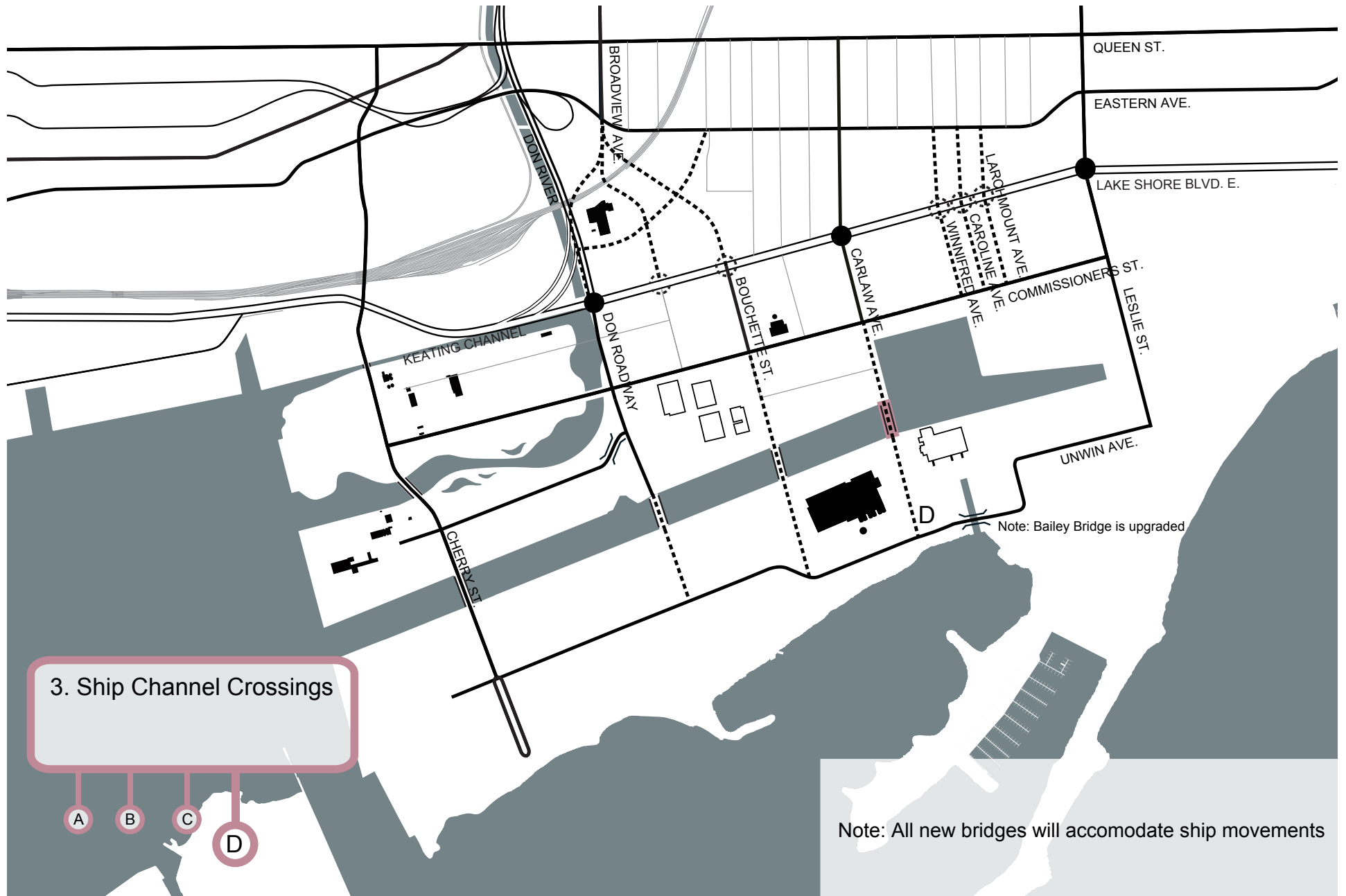
B

Note: All new bridges will accomodate ship movements

BOUCHETTE STREET BRIDGE



CARLAW AVENUE BRIDGE

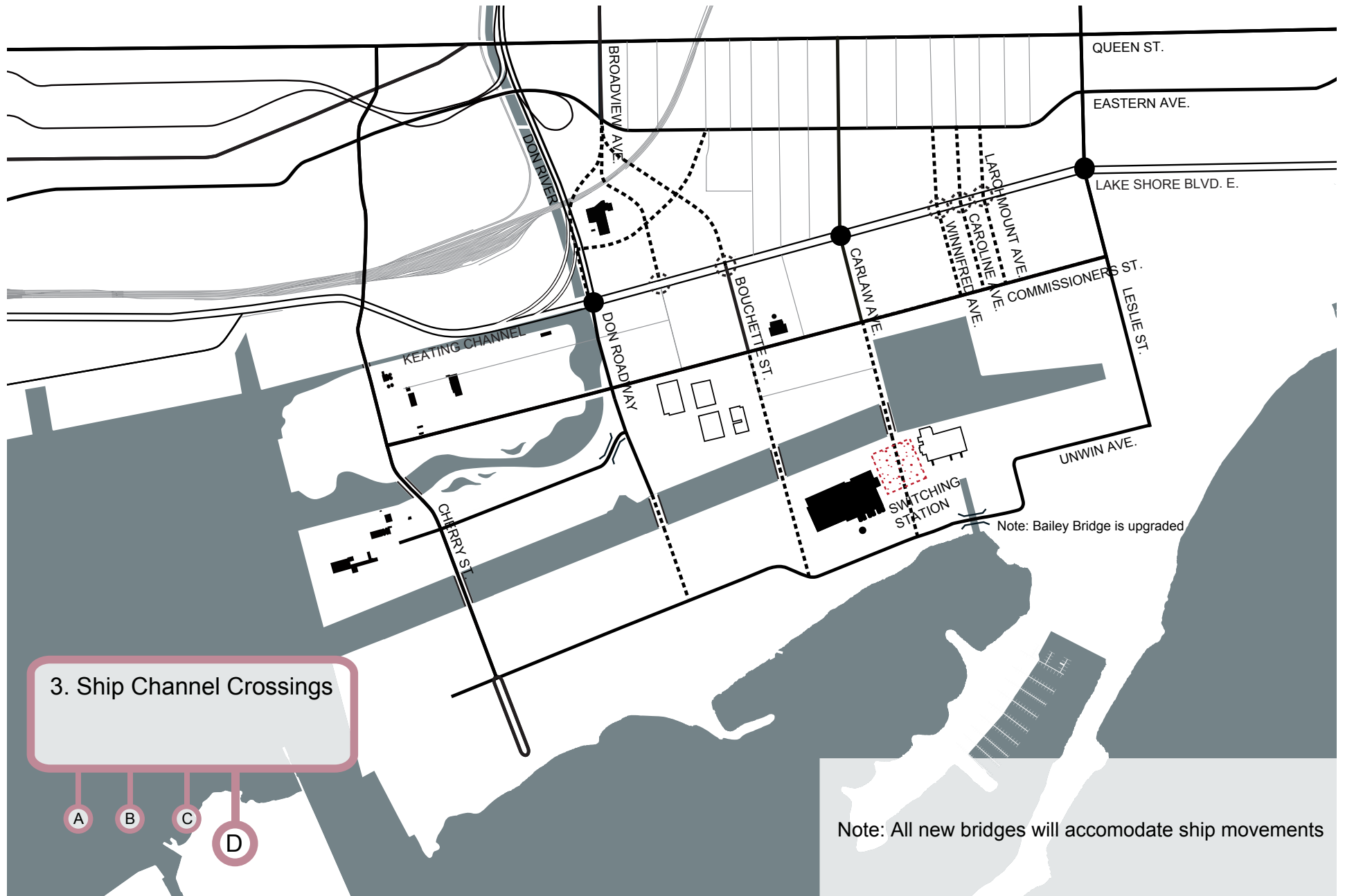


3. Ship Channel Crossings

- A
- B
- C
- D

Note: All new bridges will accomodate ship movements

CARLAW AVENUE BRIDGE - SWITCHING STATION ISSUE

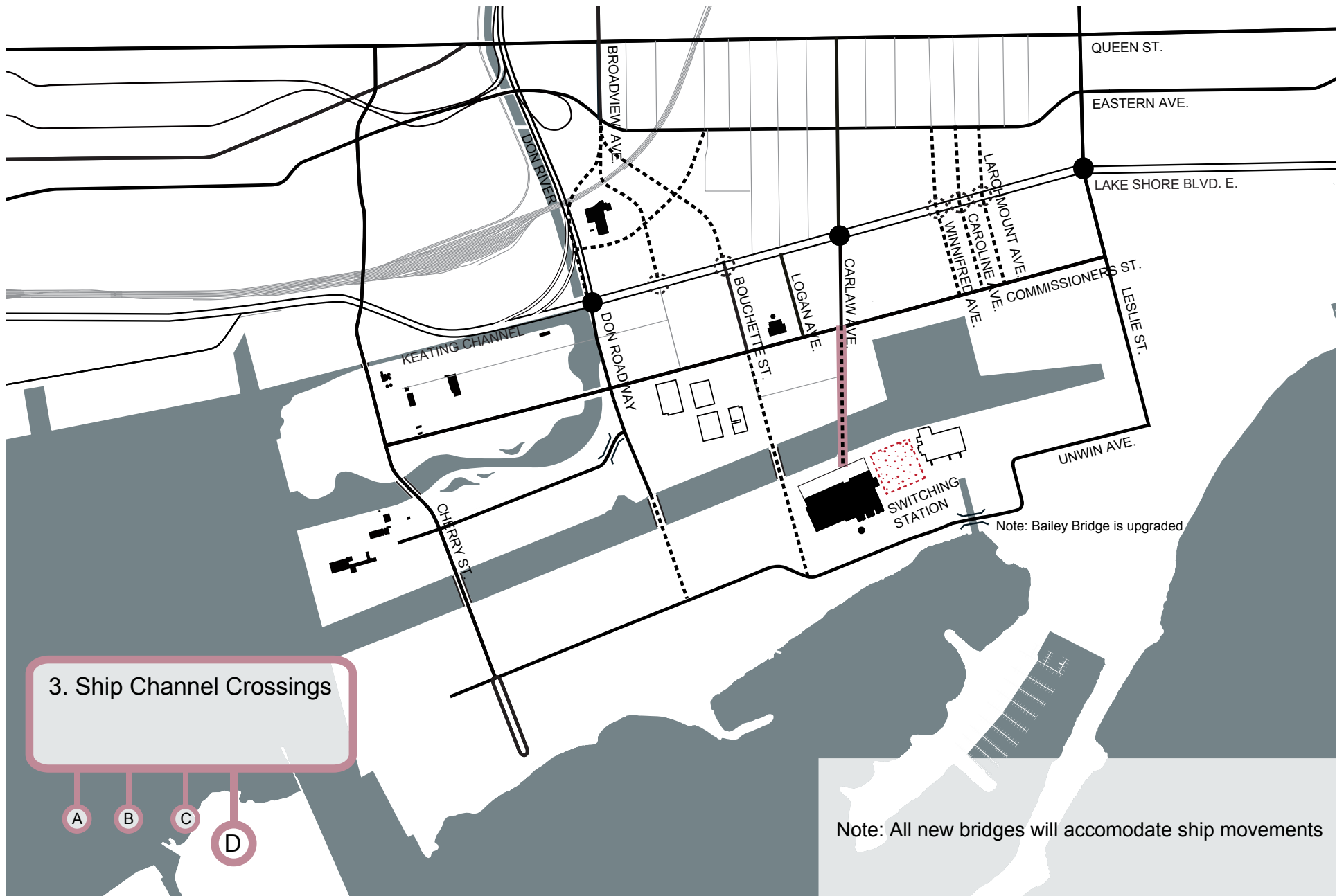


3. Ship Channel Crossings

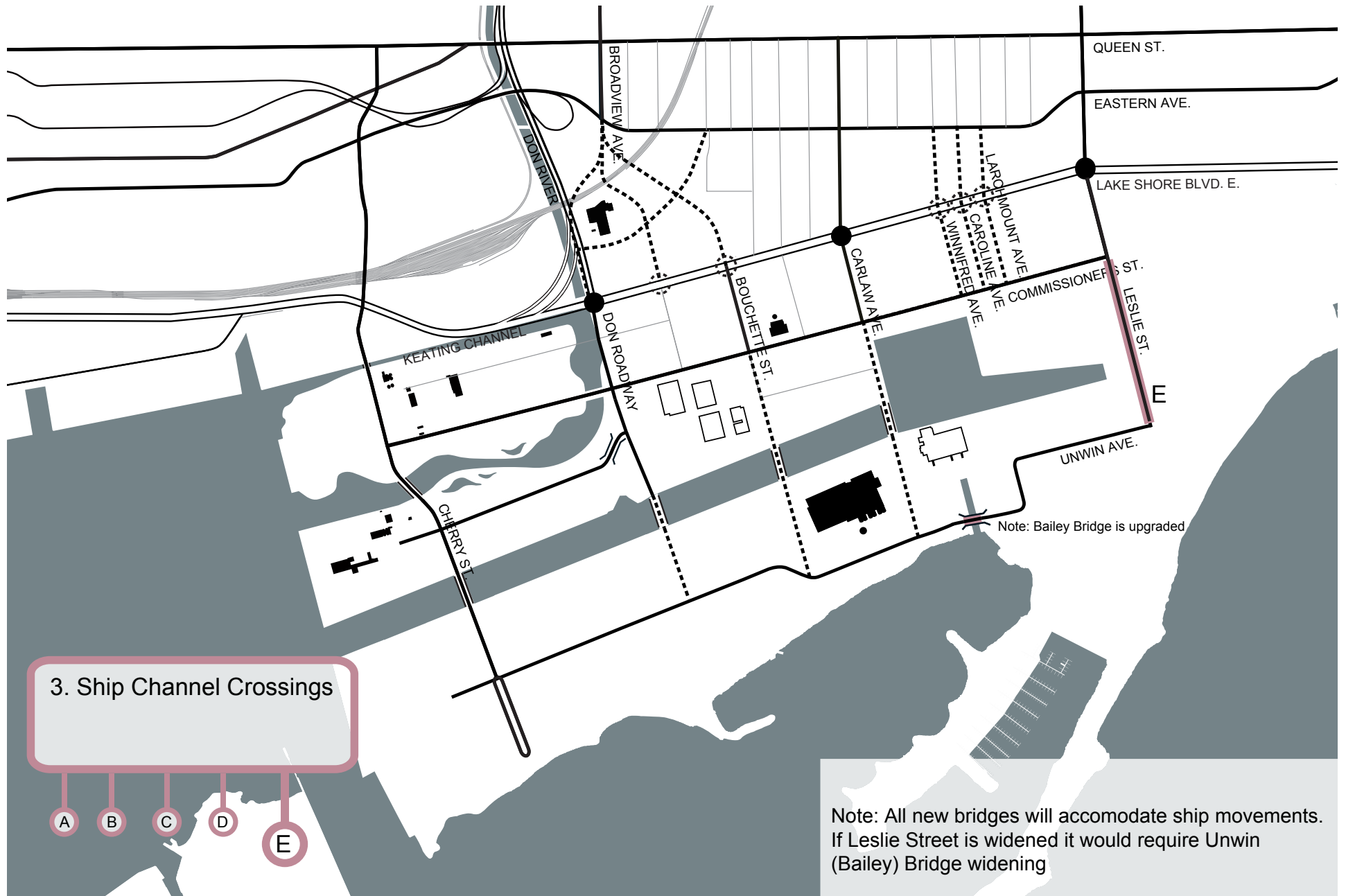
- A
- B
- C
- D

Note: All new bridges will accomodate ship movements

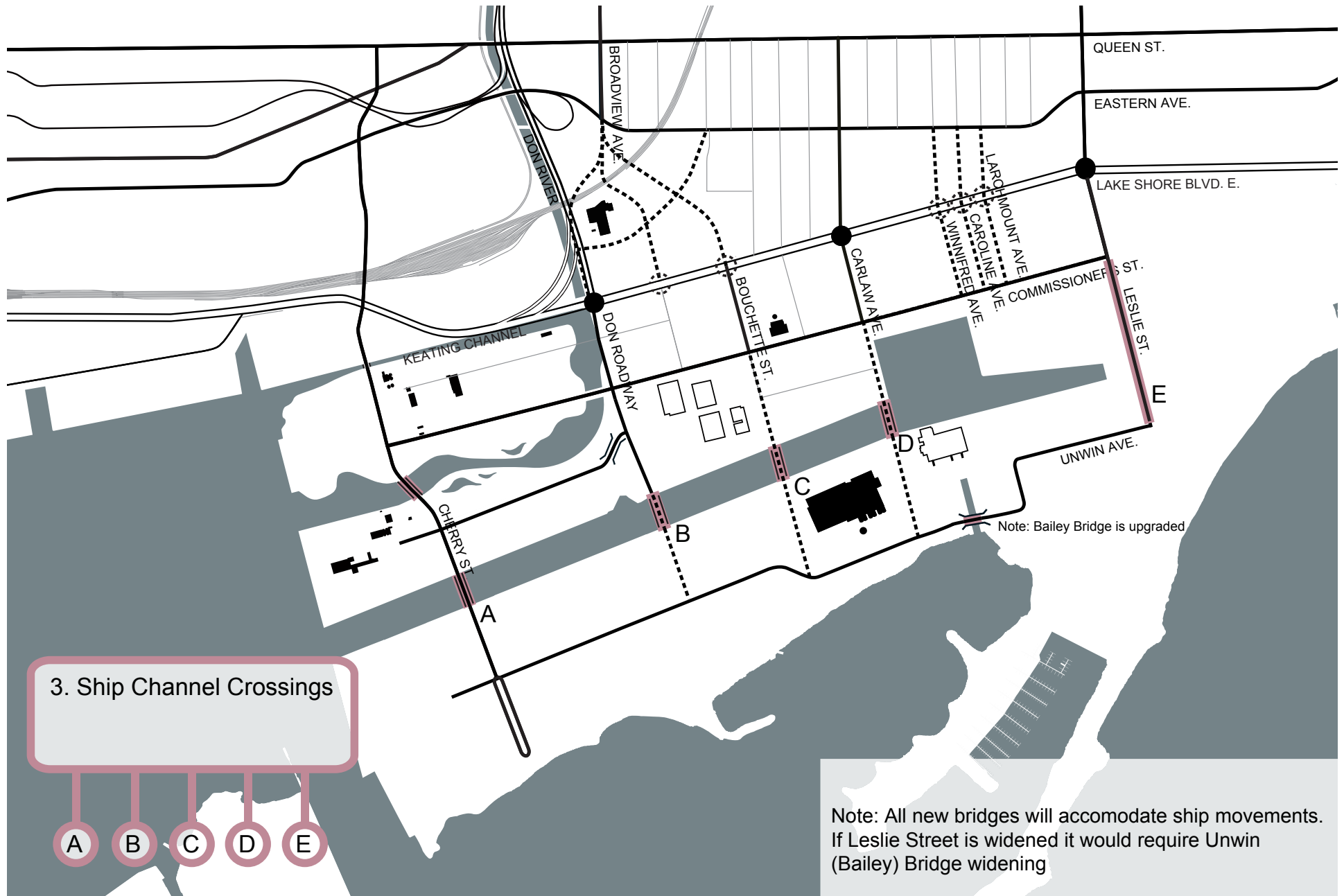
ALTERNATIVE CARLAW AVENUE



WIDEN LESLIE



SUMMARY OF SHIP CHANNEL CROSSING ALTERNATIVES



AUTO DEMAND FOR LAND USE OPTION 1 - EAST-WEST CONNECTION

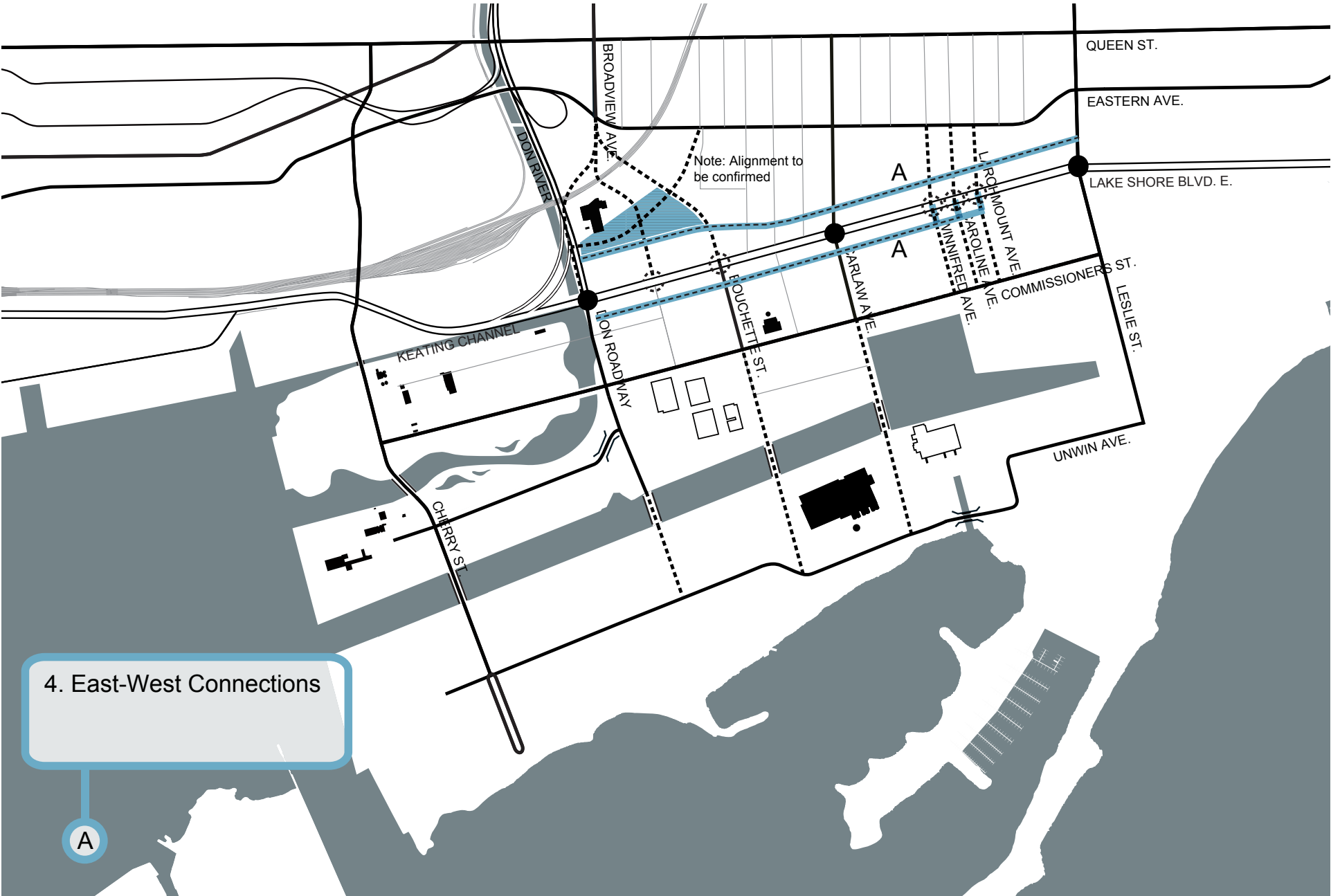


AUTO DEMAND FOR LAND USE OPTIONS 2, 3 & 4 - EAST-WEST CONNECTION



4. East-West Connections

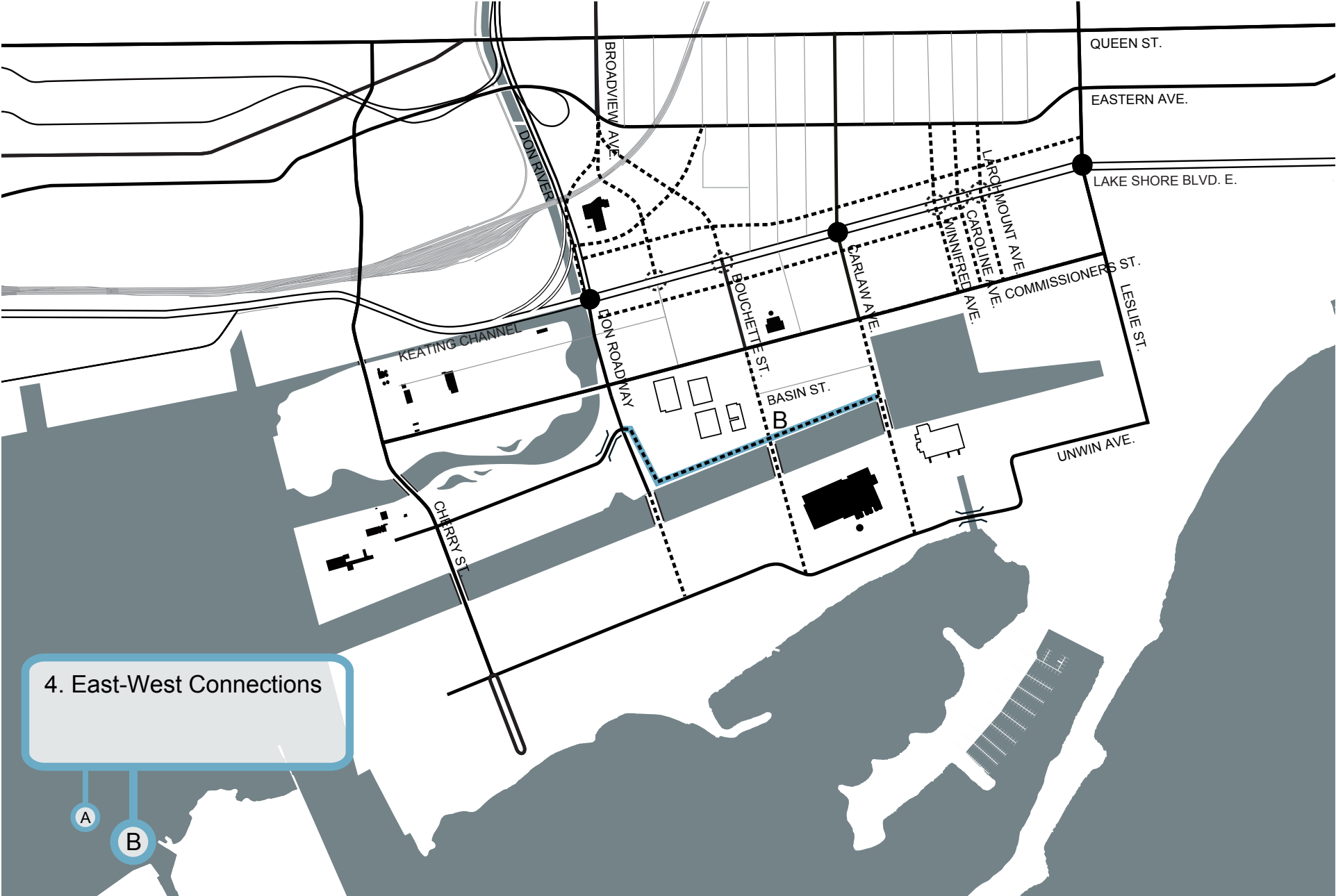
ADDITIONAL STREETS PARALLEL TO LAKE SHORE



BASIN STREET



ALTERNATIVE BASIN STREET

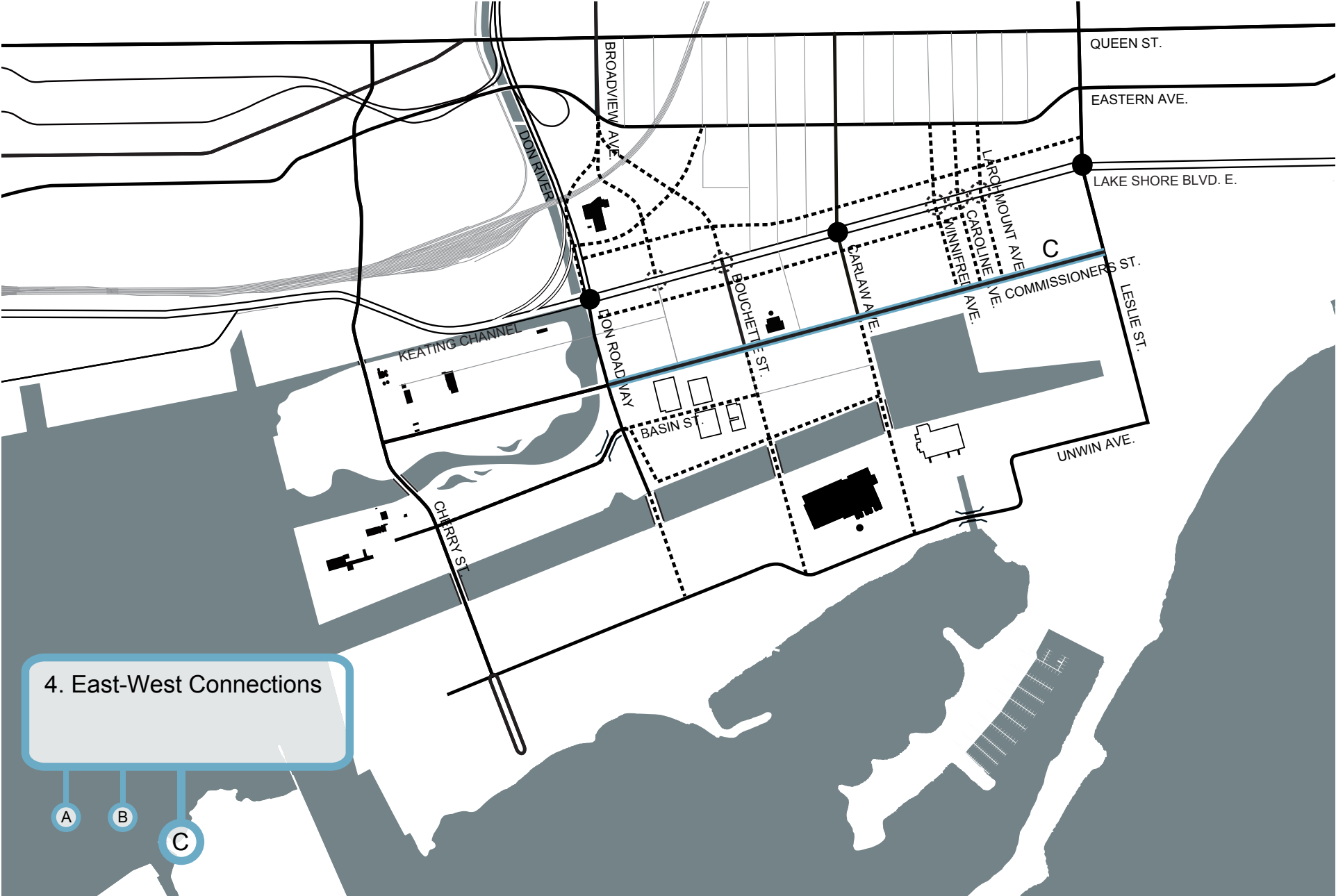


4. East-West Connections

A

B

WIDEN COMMISSIONERS STREET



MAINTAIN, URBANIZE OR WIDEN LAKE SHORE BOULEVARD

Maintain



Urbanize



Widen



4. East-West Connections

- A
- B
- C
- D

IMPROVE OR WIDEN UNWIN (INCLUDING BAILEY BRIDGE)



MAINTAIN, URBANIZE OR WIDEN EASTERN AVENUE

Maintain



Urbanize



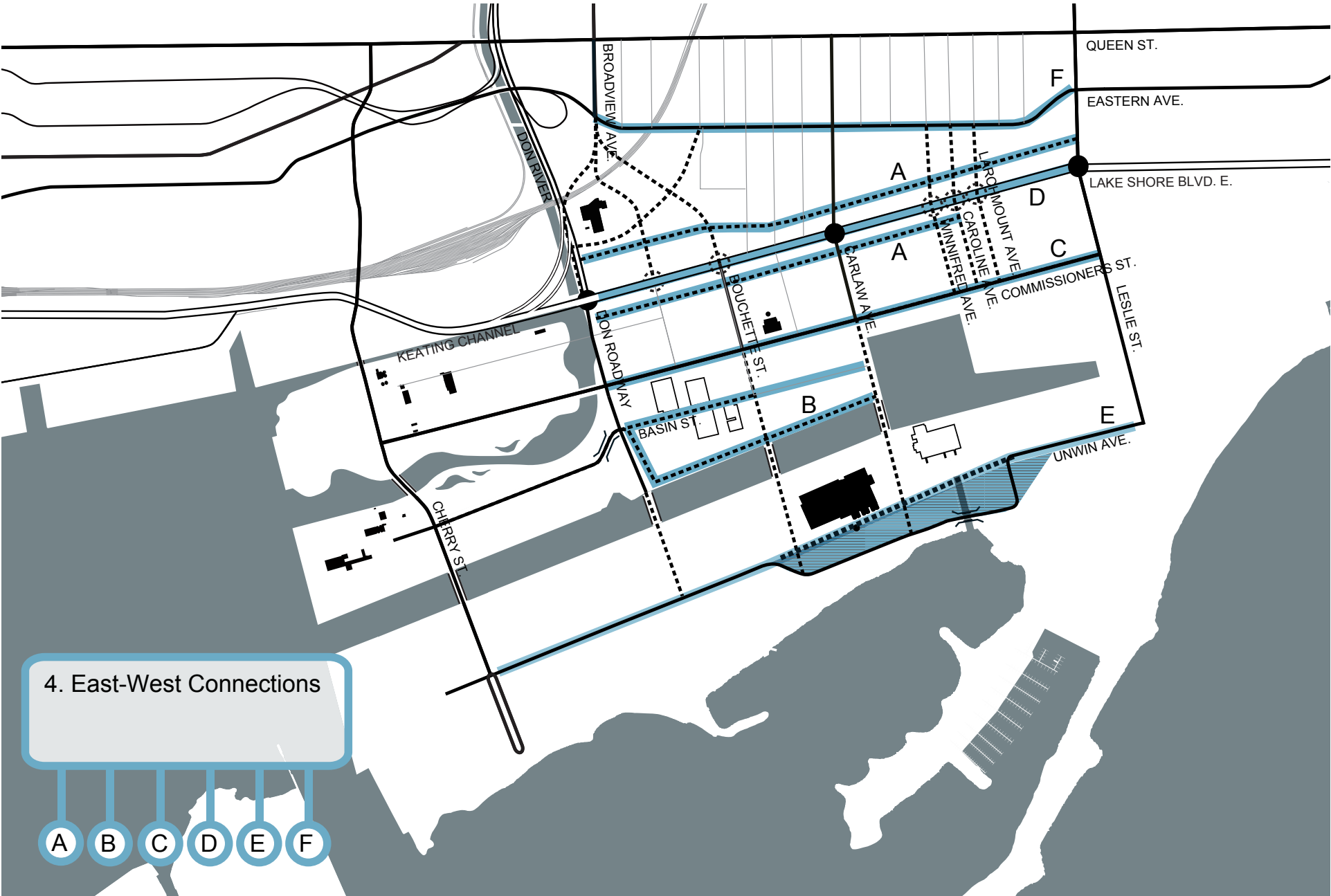
Widen



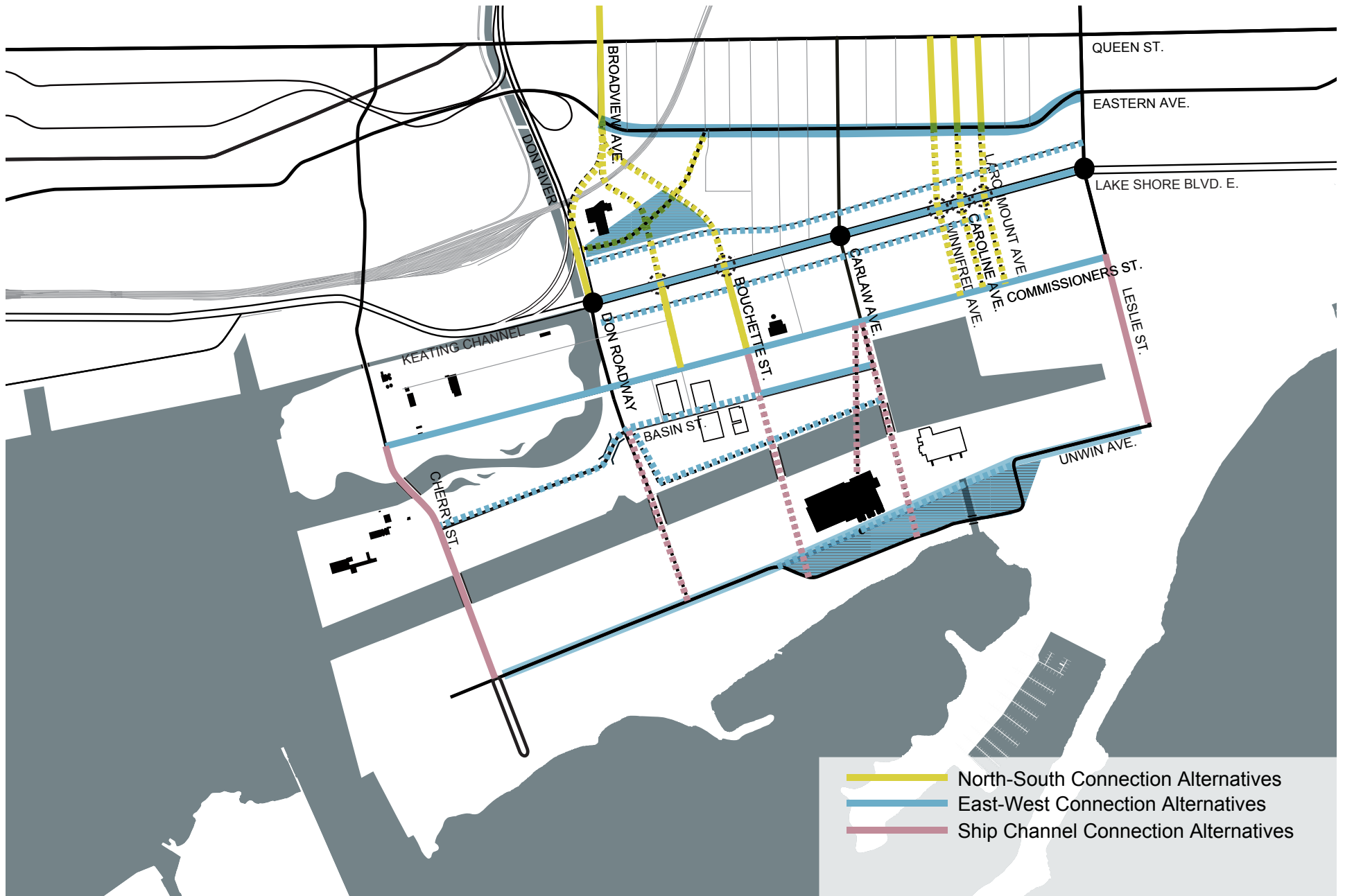
4. East-West Connections

- A
- B
- C
- D
- E
- F

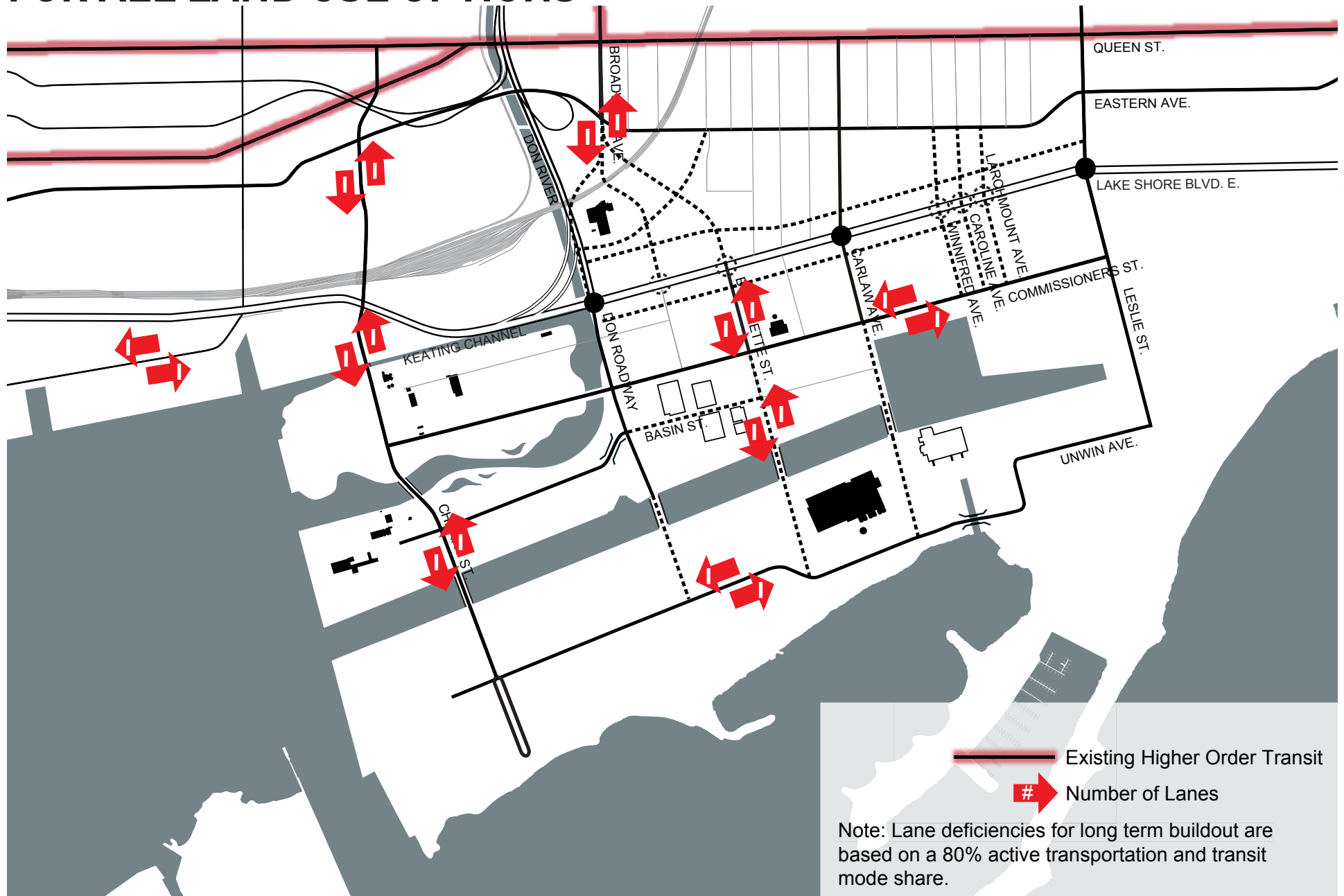
SUMMARY OF EAST-WEST CONNECTION ALTERNATIVES



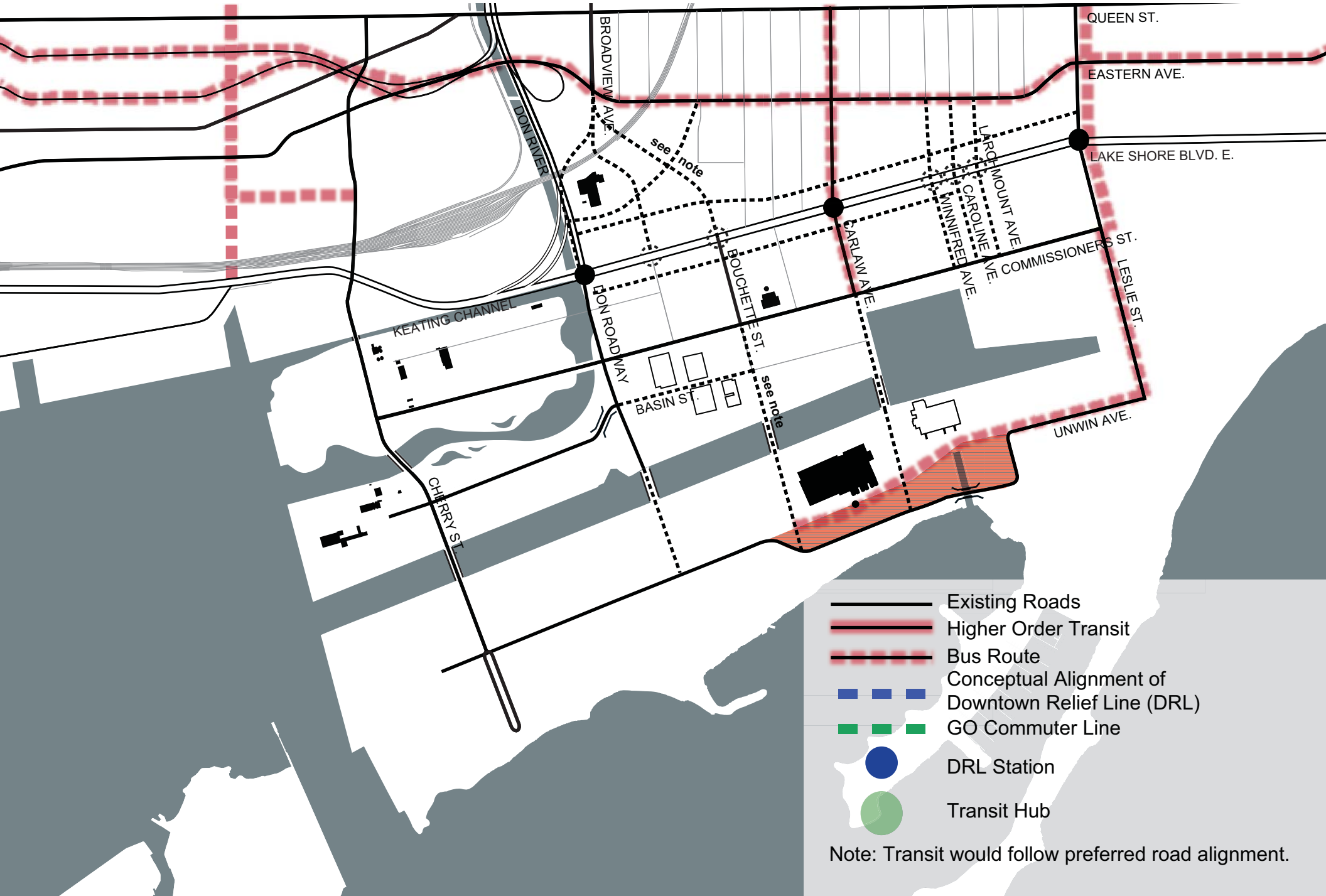
ROAD NETWORK ALTERNATIVES










TRANSIT RIGHT OF WAY REQUIREMENTS FOR ALL LAND USE OPTIONS



HIGHER ORDER TRANSIT/RAIL AND BUS FOR LAND USE OPTION 1



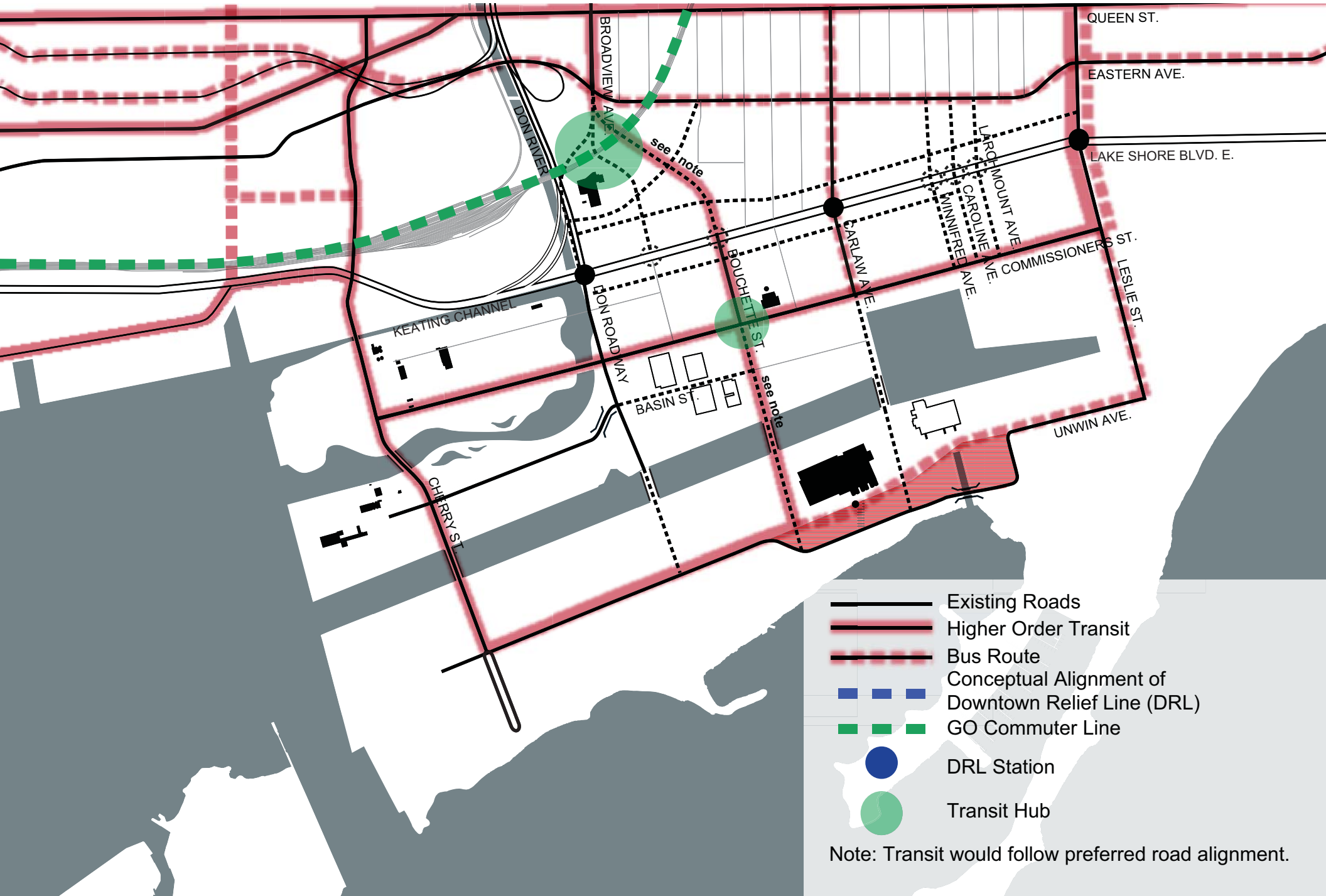
-  Existing Roads
-  Higher Order Transit
-  Bus Route
-  Conceptual Alignment of Downtown Relief Line (DRL)
-  GO Commuter Line
-  DRL Station
-  Transit Hub

Note: Transit would follow preferred road alignment.

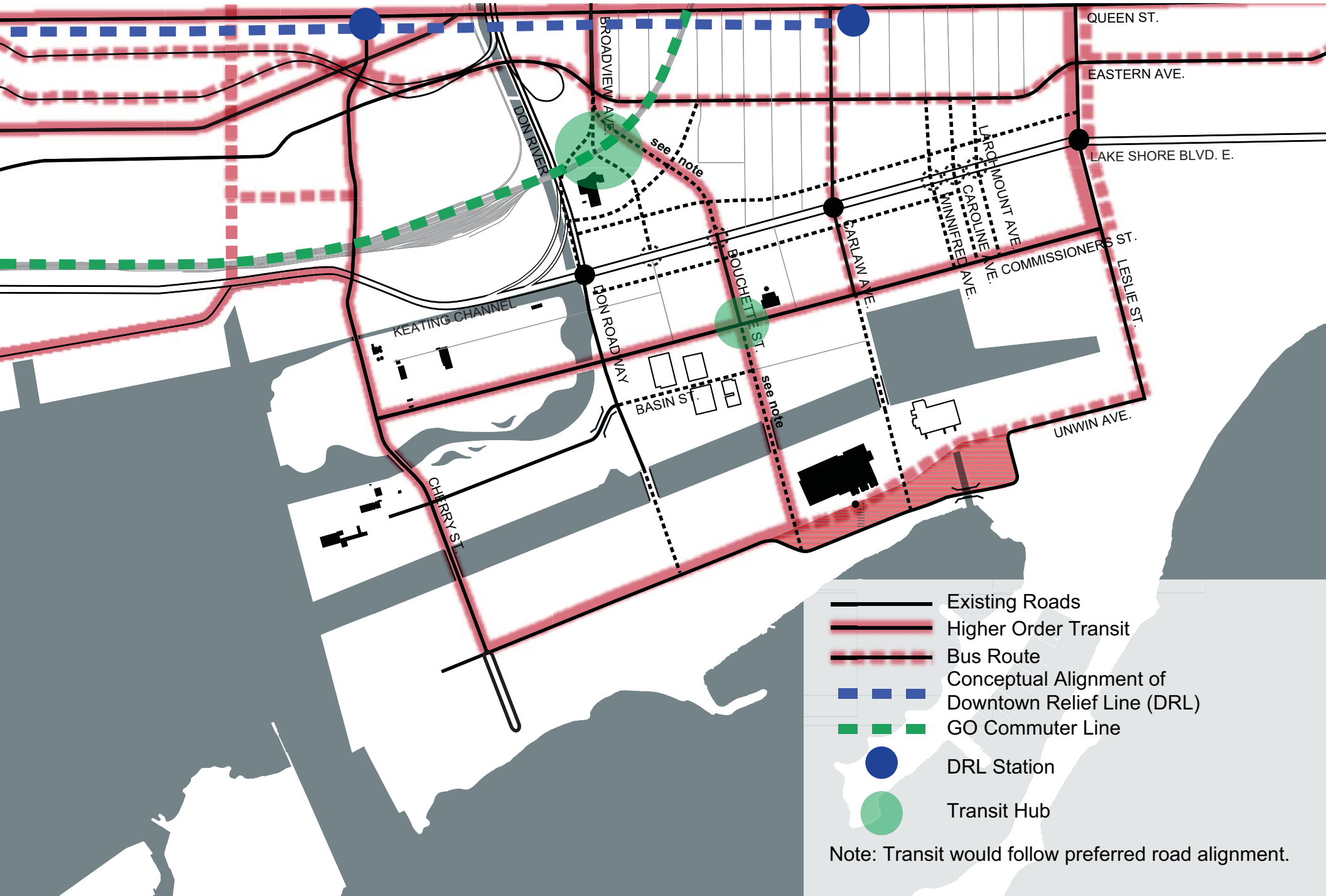
HIGHER ORDER TRANSIT/RAIL AND BUS FOR LAND USE OPTION 1



HIGHER ORDER TRANSIT/RAIL AND BUS FOR LAND USE OPTION 1



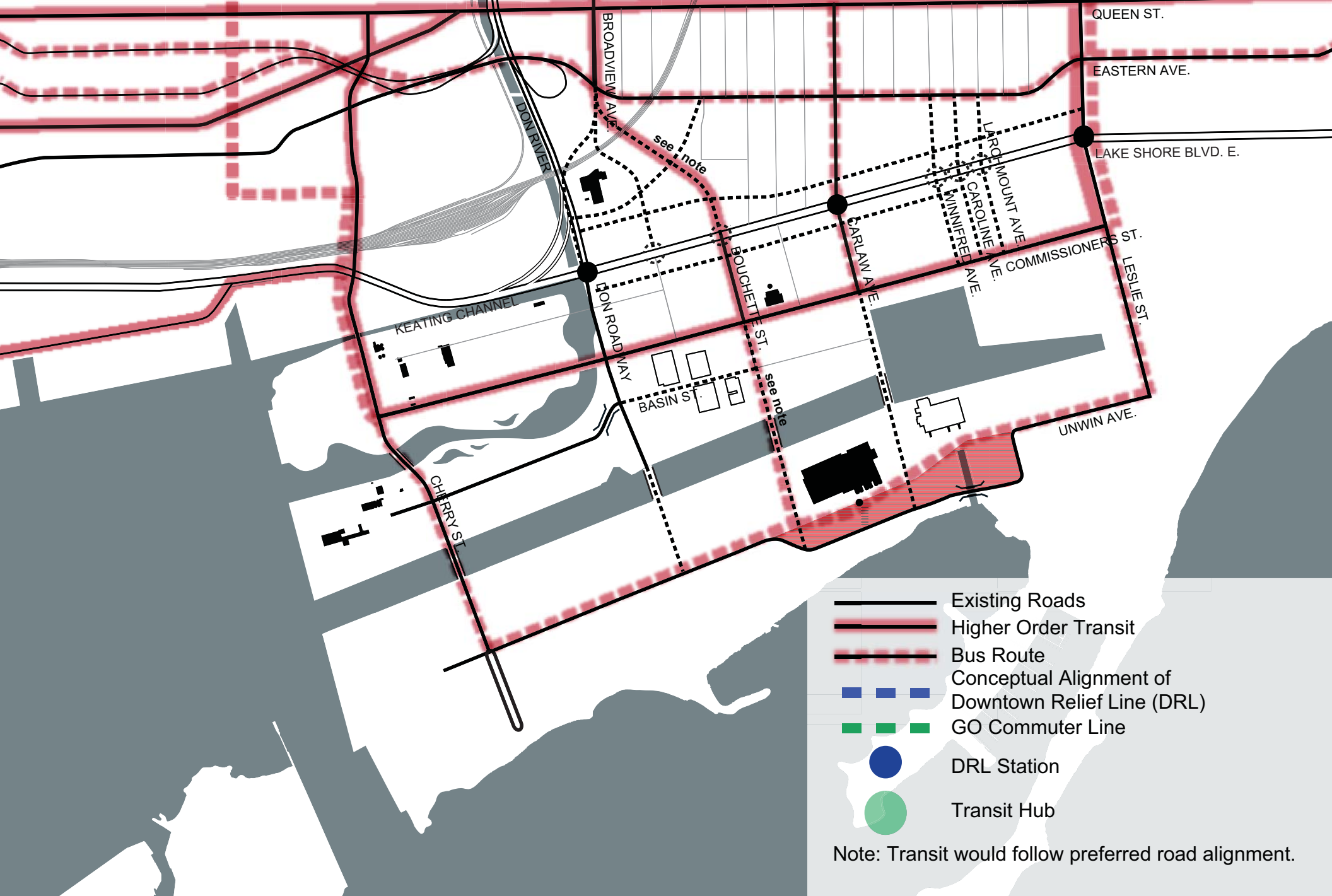
HIGHER ORDER TRANSIT/RAIL AND BUS FOR LAND USE OPTION 1

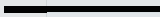








HIGHER ORDER TRANSIT/RAIL AND BUS FOR LAND USE OPTION 2



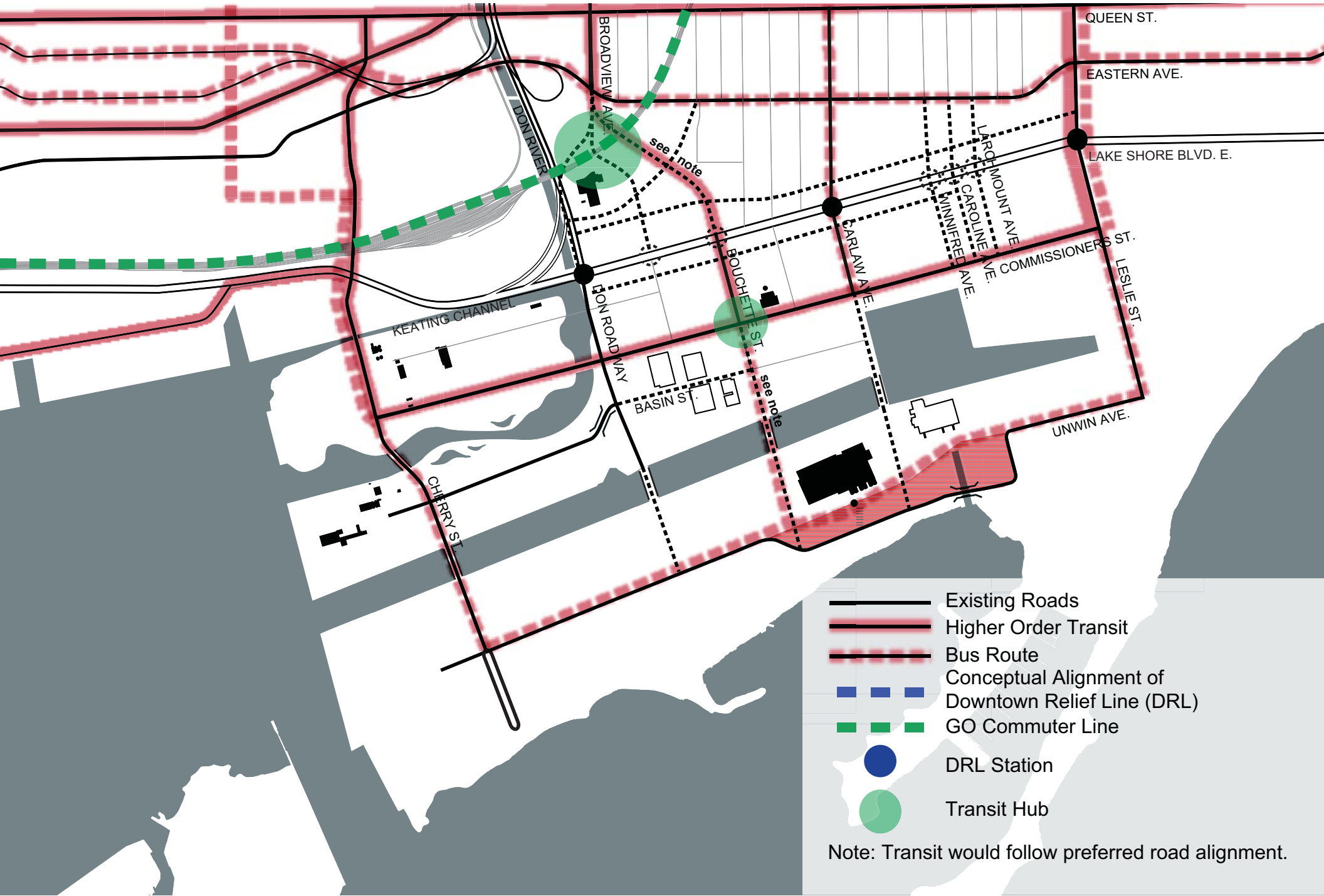
HIGHER ORDER TRANSIT/RAIL AND BUS FOR LAND USE OPTION 2



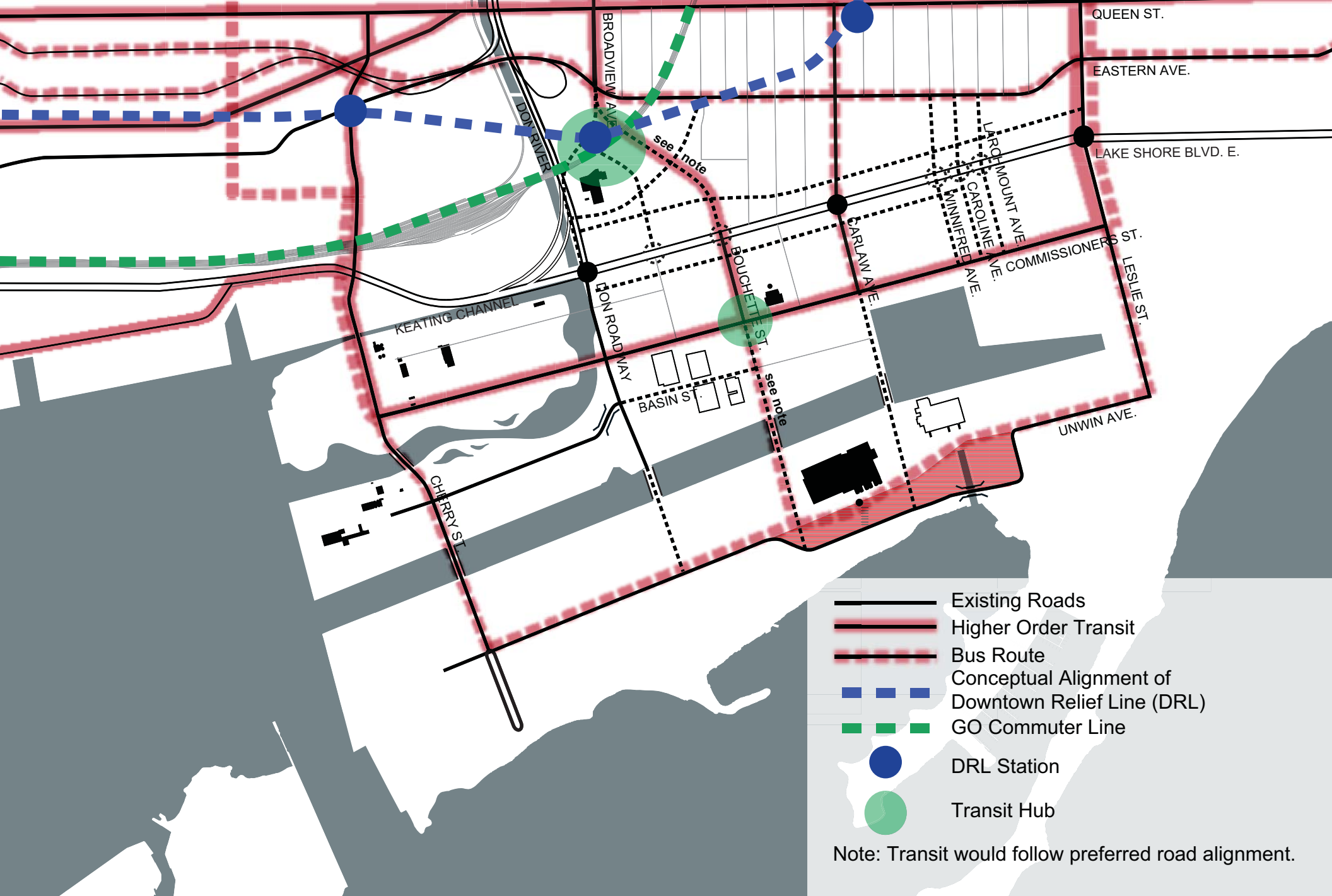
-  Existing Roads
-  Higher Order Transit
-  Bus Route
-  Conceptual Alignment of Downtown Relief Line (DRL)
-  GO Commuter Line
-  DRL Station
-  Transit Hub

Note: Transit would follow preferred road alignment.

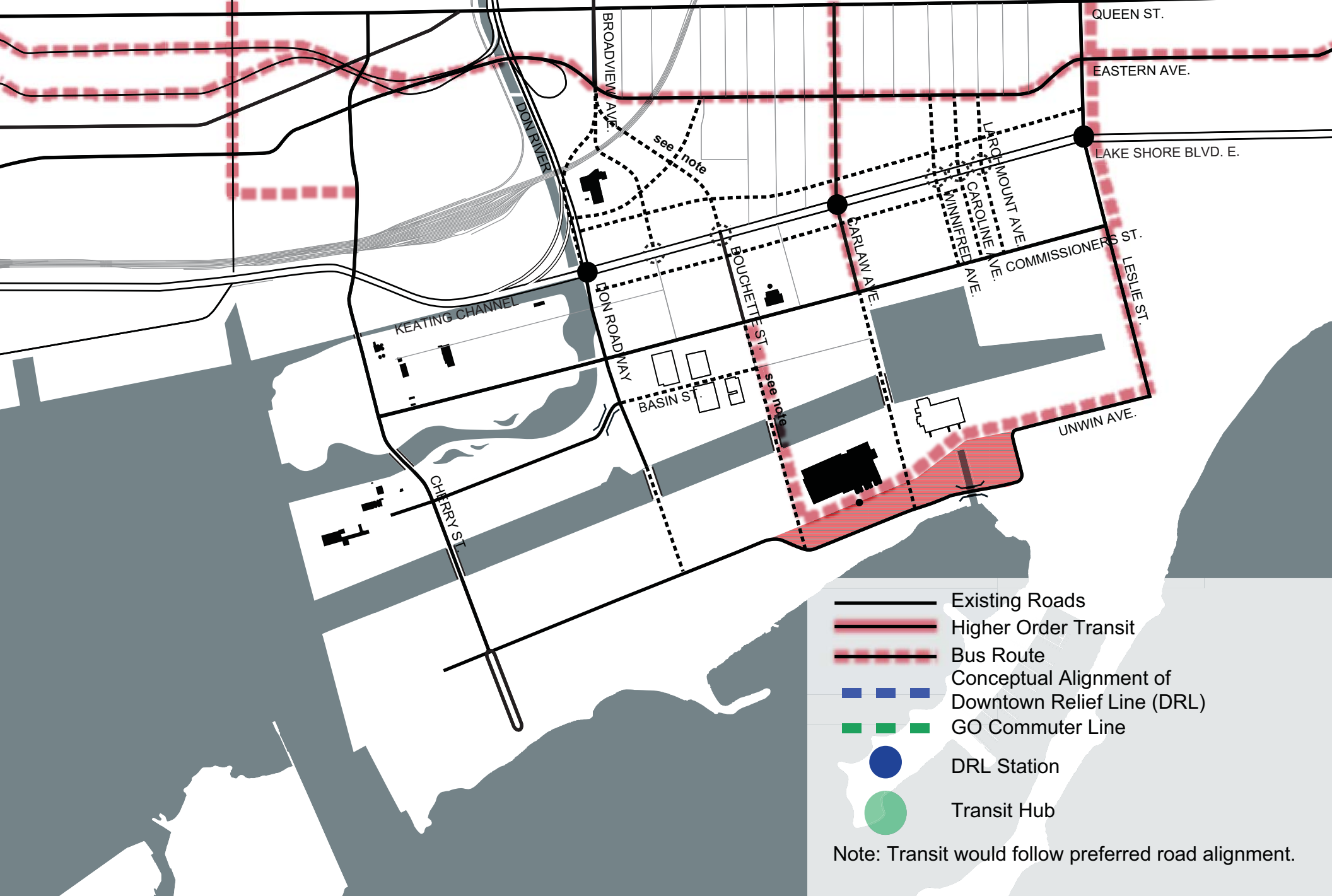
HIGHER ORDER TRANSIT/RAIL AND BUS FOR LAND USE OPTION 2

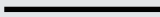








HIGHER ORDER TRANSIT/RAIL AND BUS FOR LAND USE OPTION 2



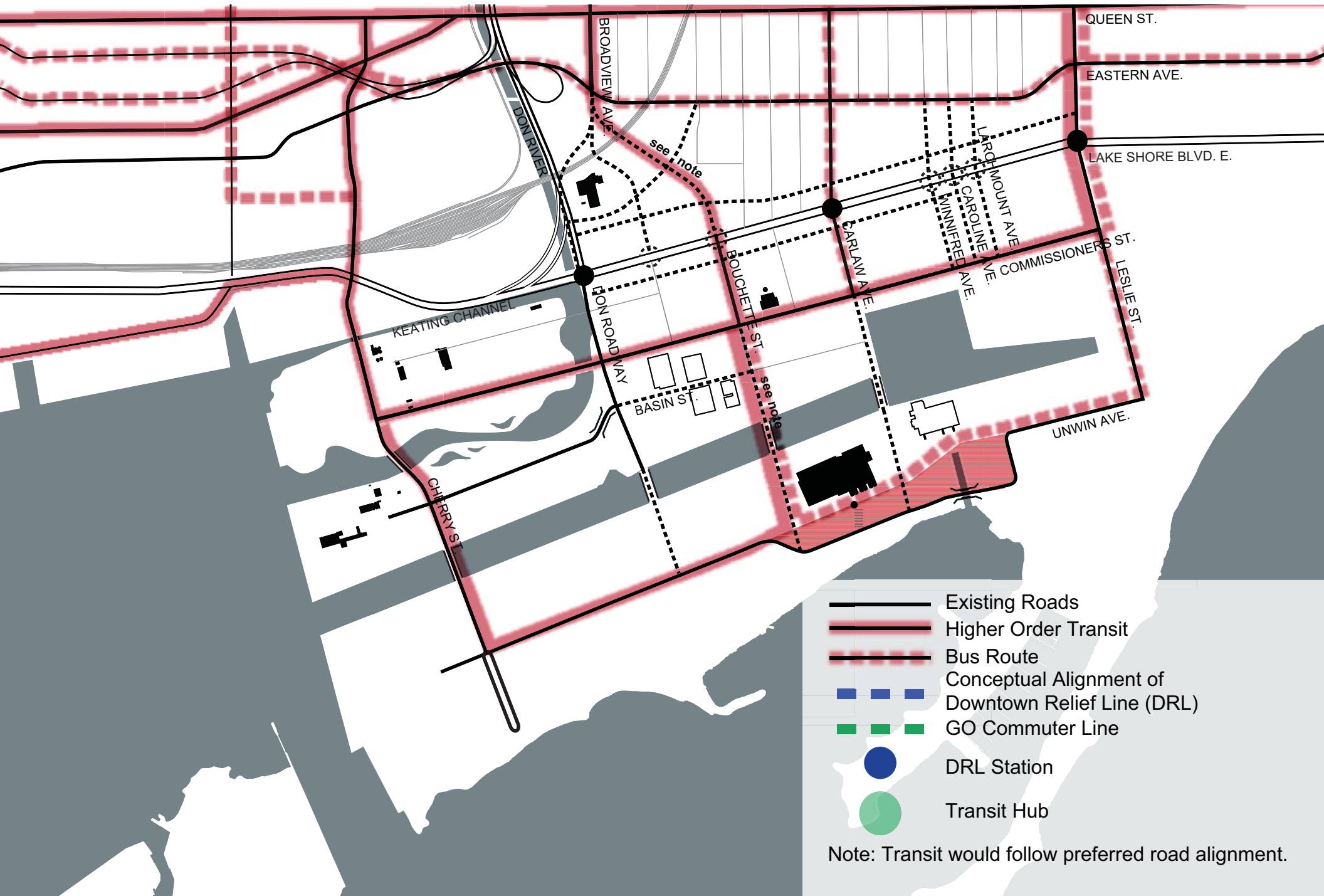
HIGHER ORDER TRANSIT/RAIL AND BUS FOR LAND USE OPTIONS 3 & 4



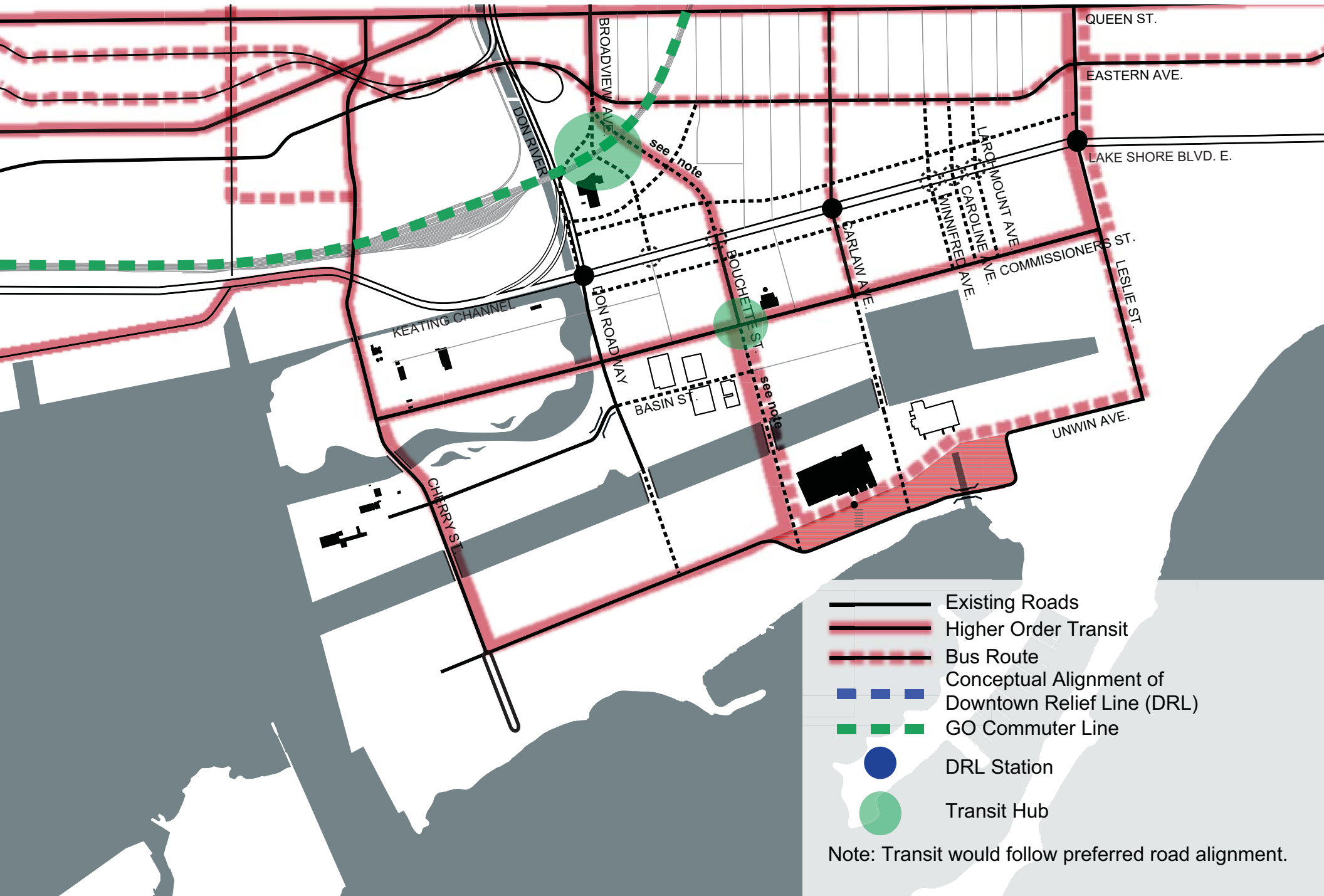
-  Existing Roads
-  Higher Order Transit
-  Bus Route
-  Conceptual Alignment of Downtown Relief Line (DRL)
-  GO Commuter Line
-  DRL Station
-  Transit Hub

Note: Transit would follow preferred road alignment.

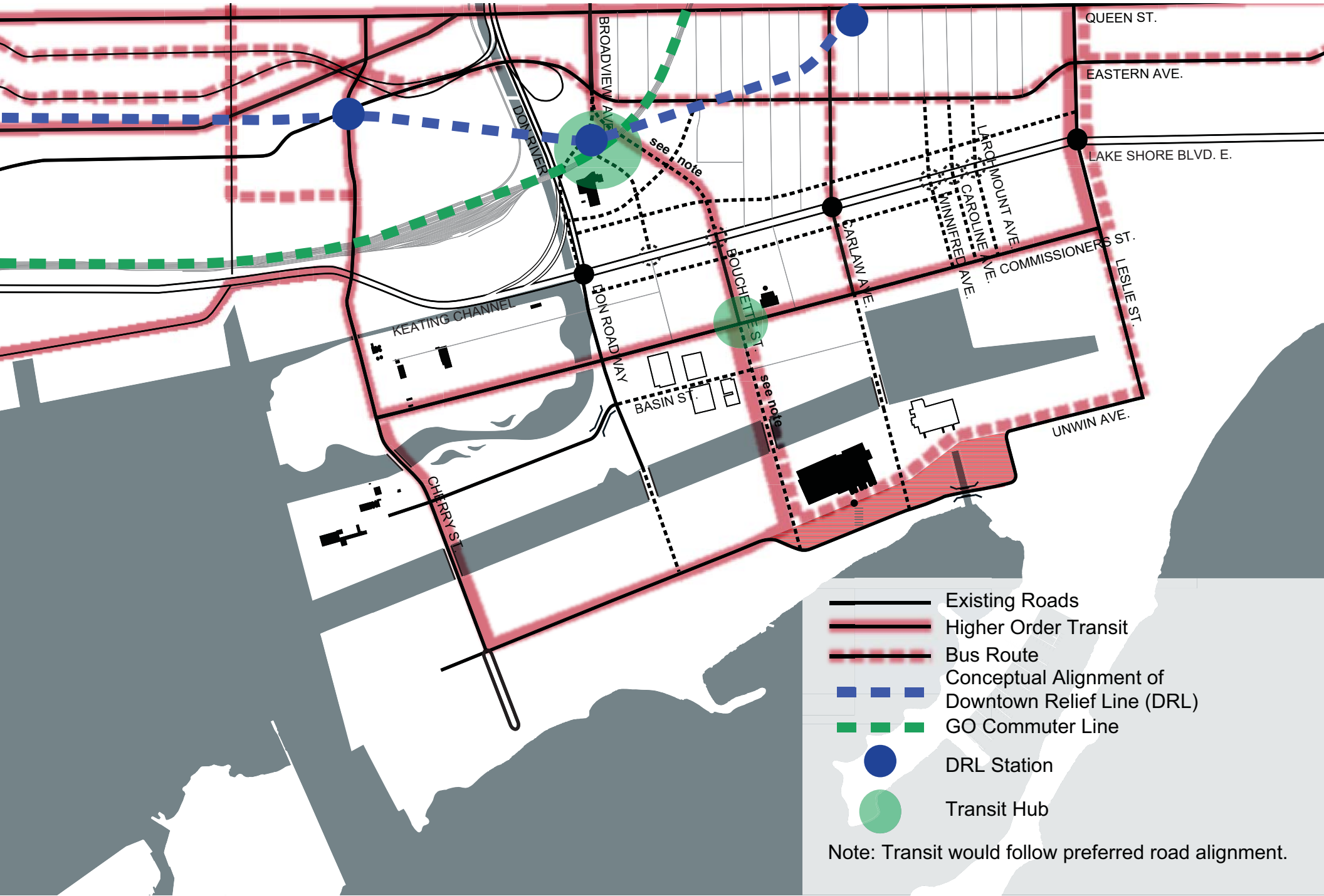
HIGHER ORDER TRANSIT/RAIL AND BUS FOR LAND USE OPTIONS 3 & 4



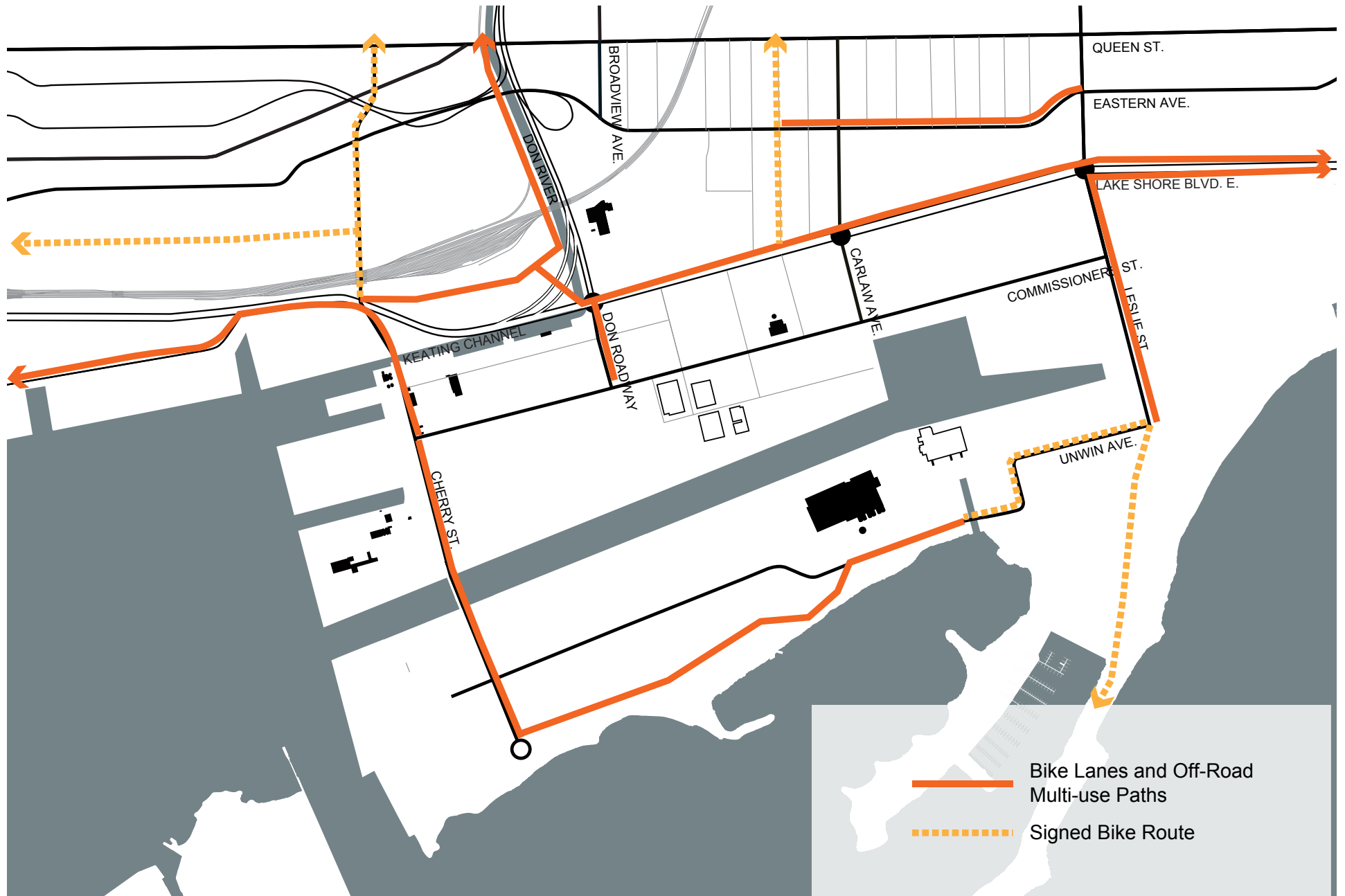
HIGHER ORDER TRANSIT/RAIL AND BUS FOR LAND USE OPTIONS 3 & 4



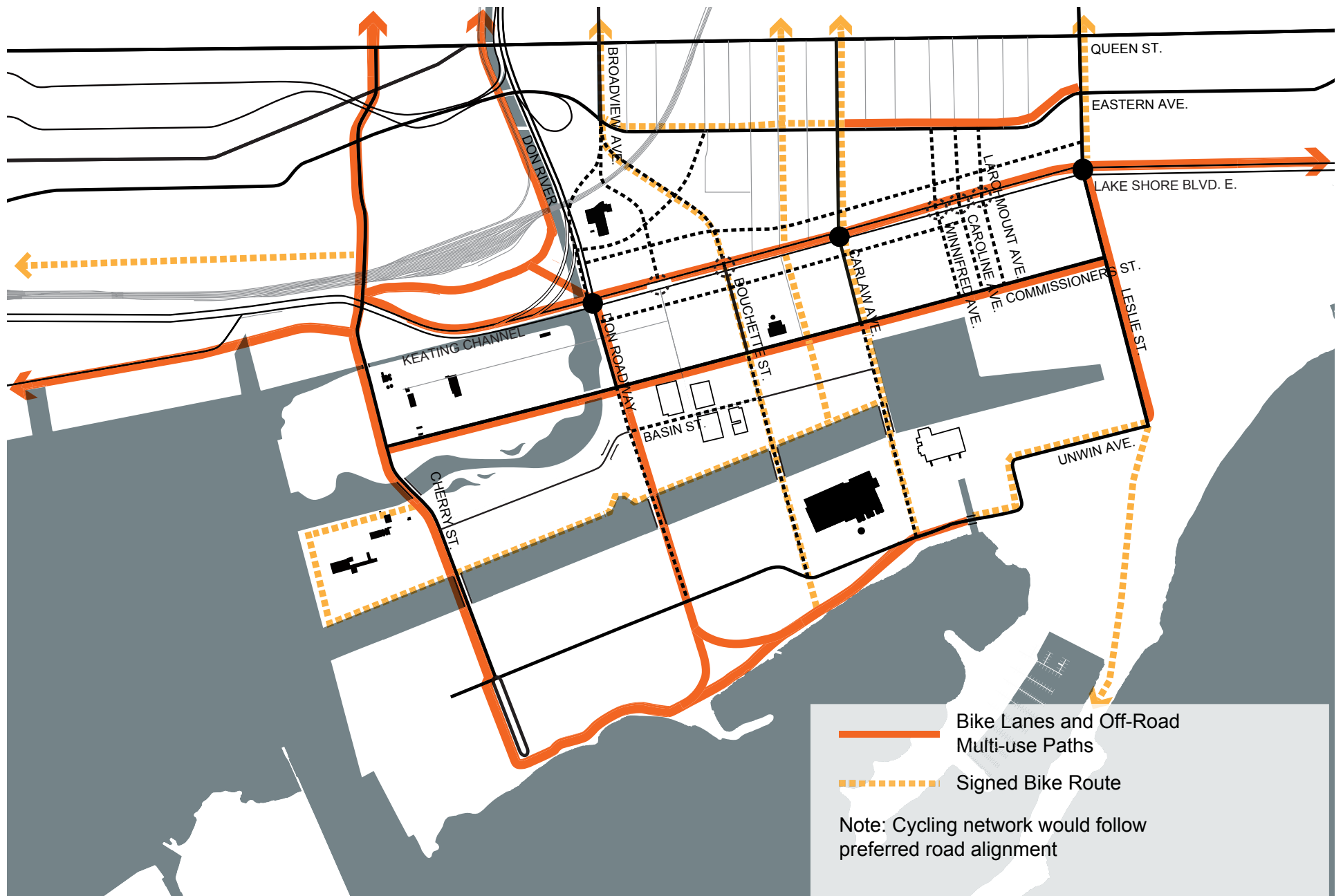
HIGHER ORDER TRANSIT/RAIL AND BUS FOR LAND USE OPTIONS 3 & 4



EXISTING CYCLING NETWORK



POTENTIAL CYCLING NETWORK

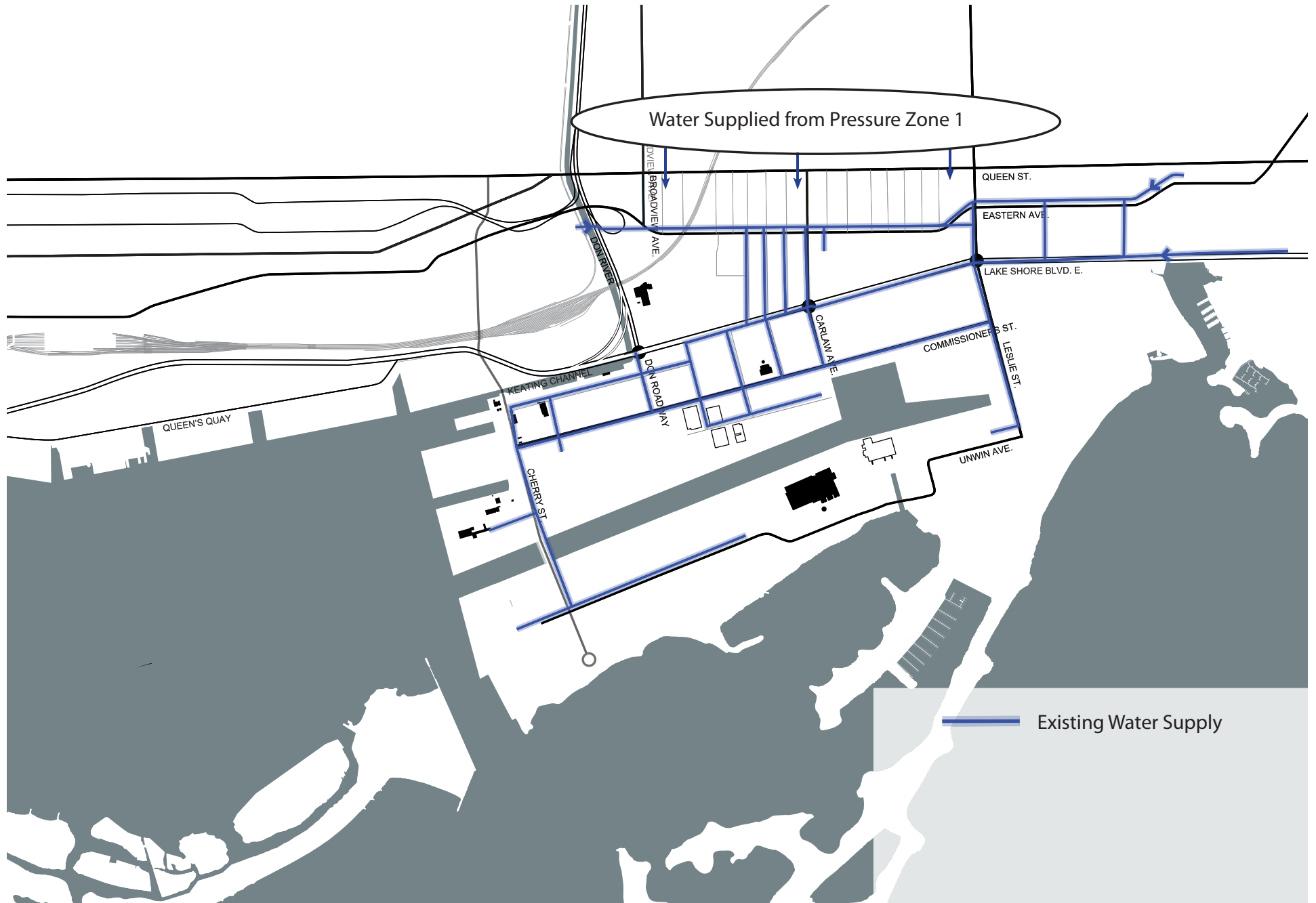


WATER TRANSIT

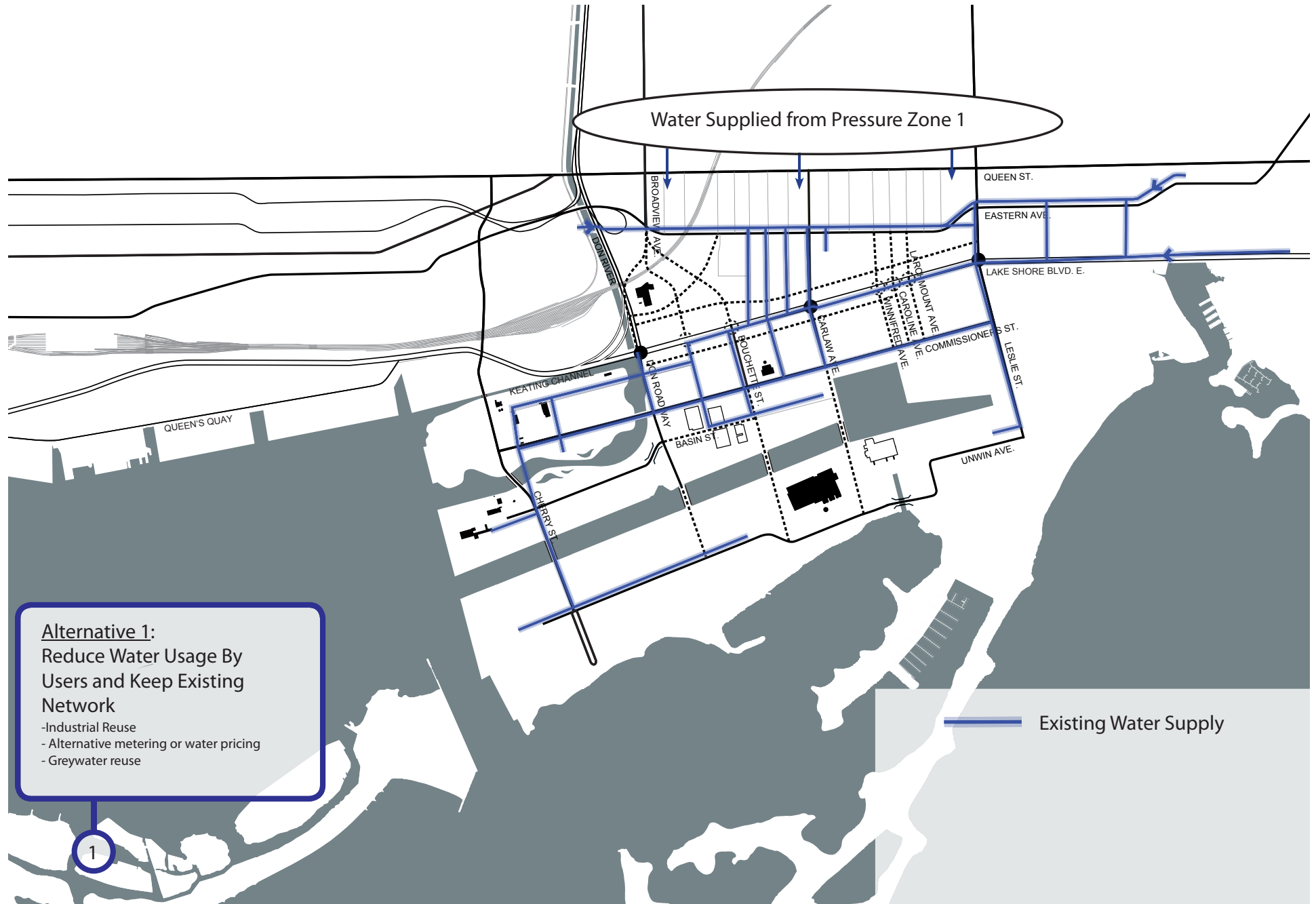


WATER AND WASTEWATER

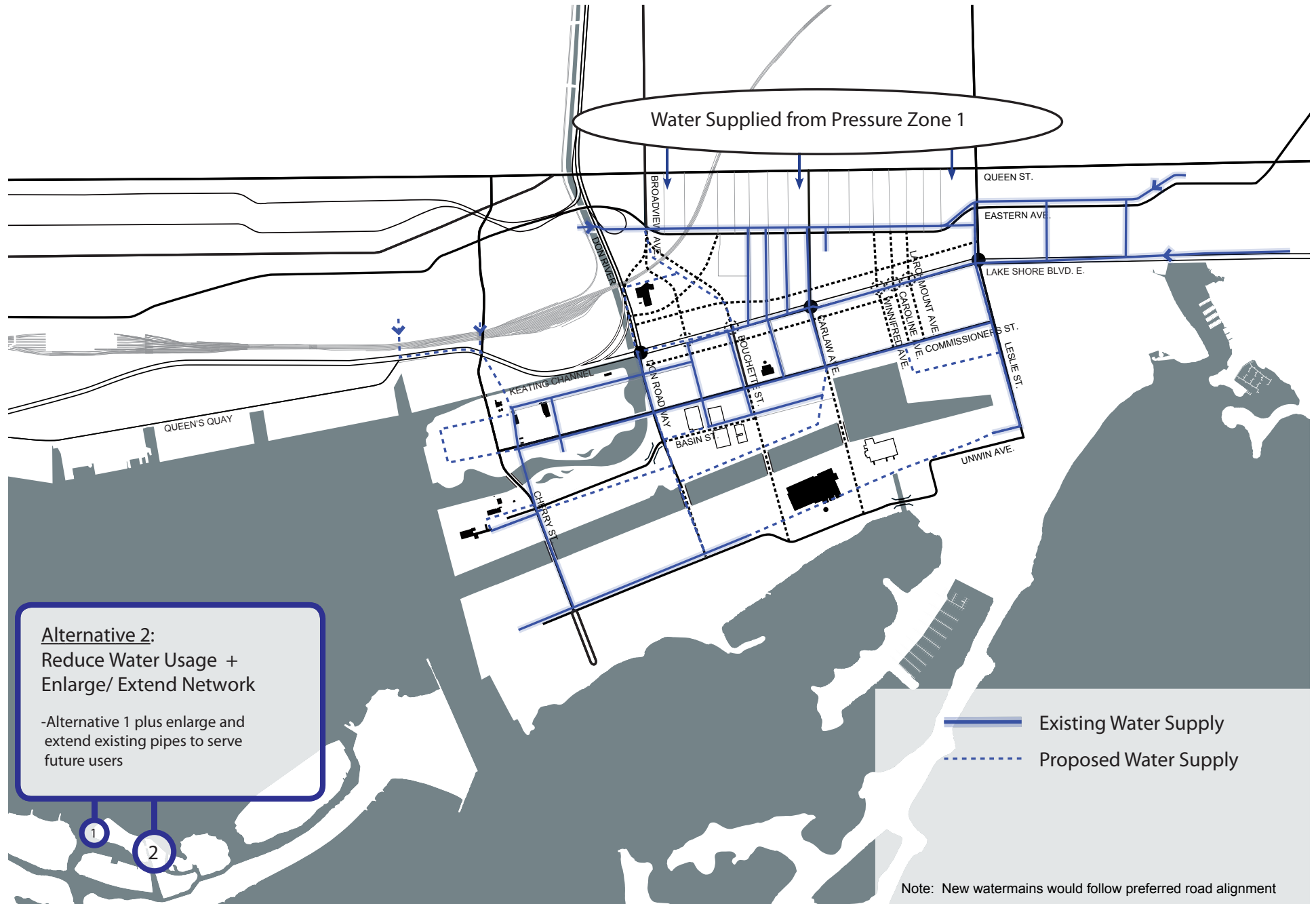
EXISTING WATER SUPPLY - DO NOTHING



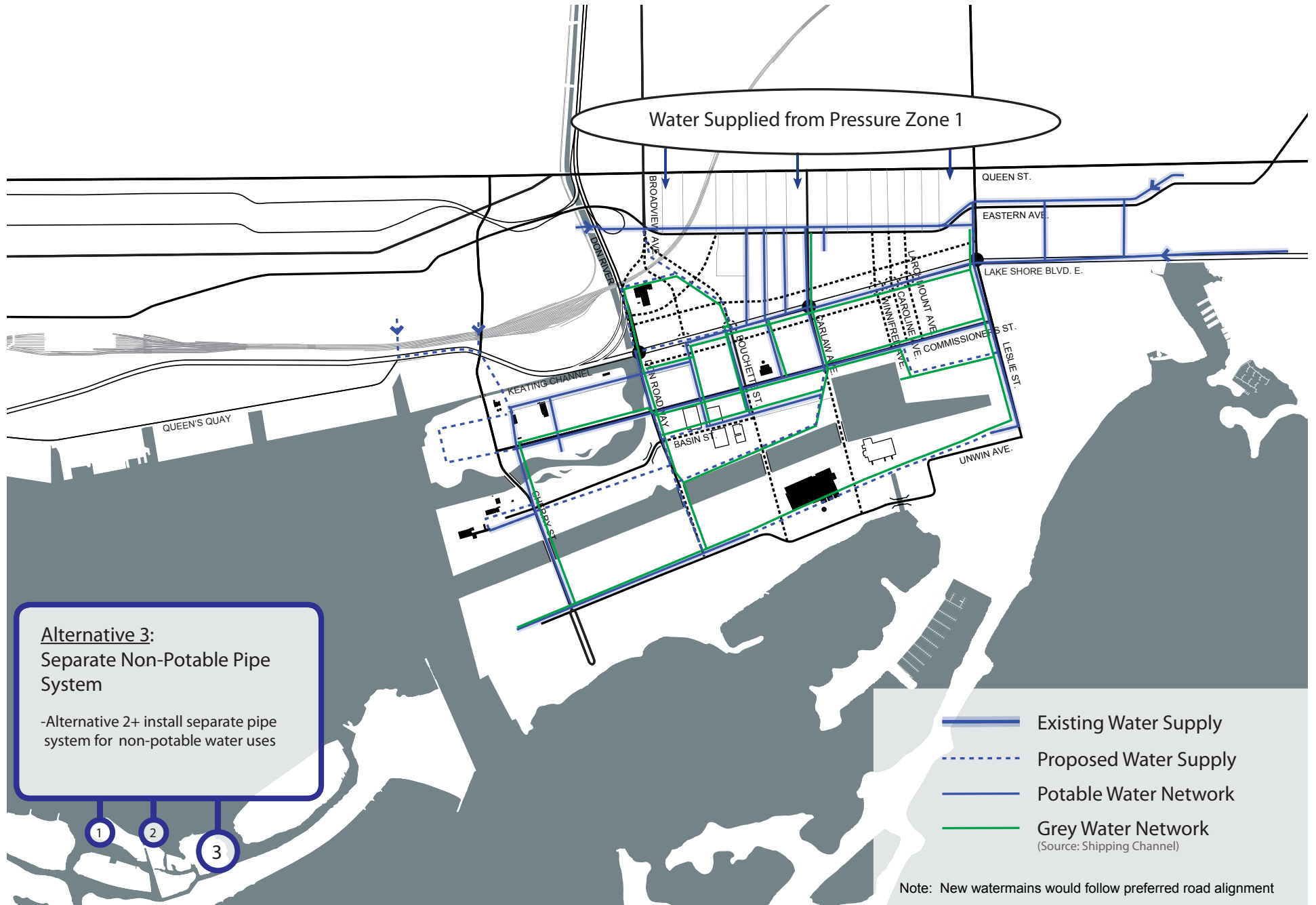
WATER SUPPLY: ALTERNATIVE 1



WATER SUPPLY: ALTERNATIVE 2



WATER SUPPLY: ALTERNATIVE 3



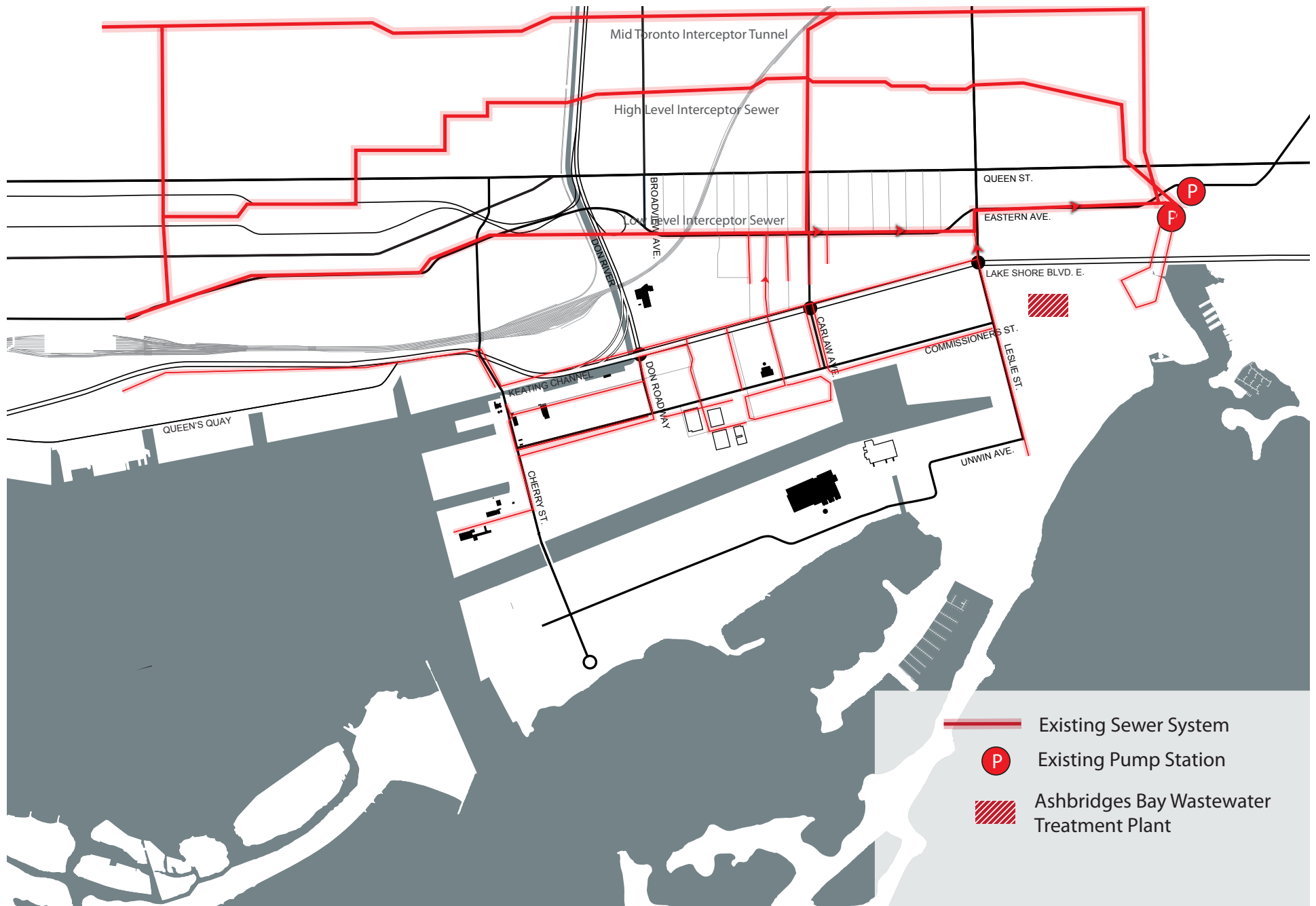
Alternative 3:
Separate Non-Potable Pipe System

-Alternative 2+ install separate pipe system for non-potable water uses

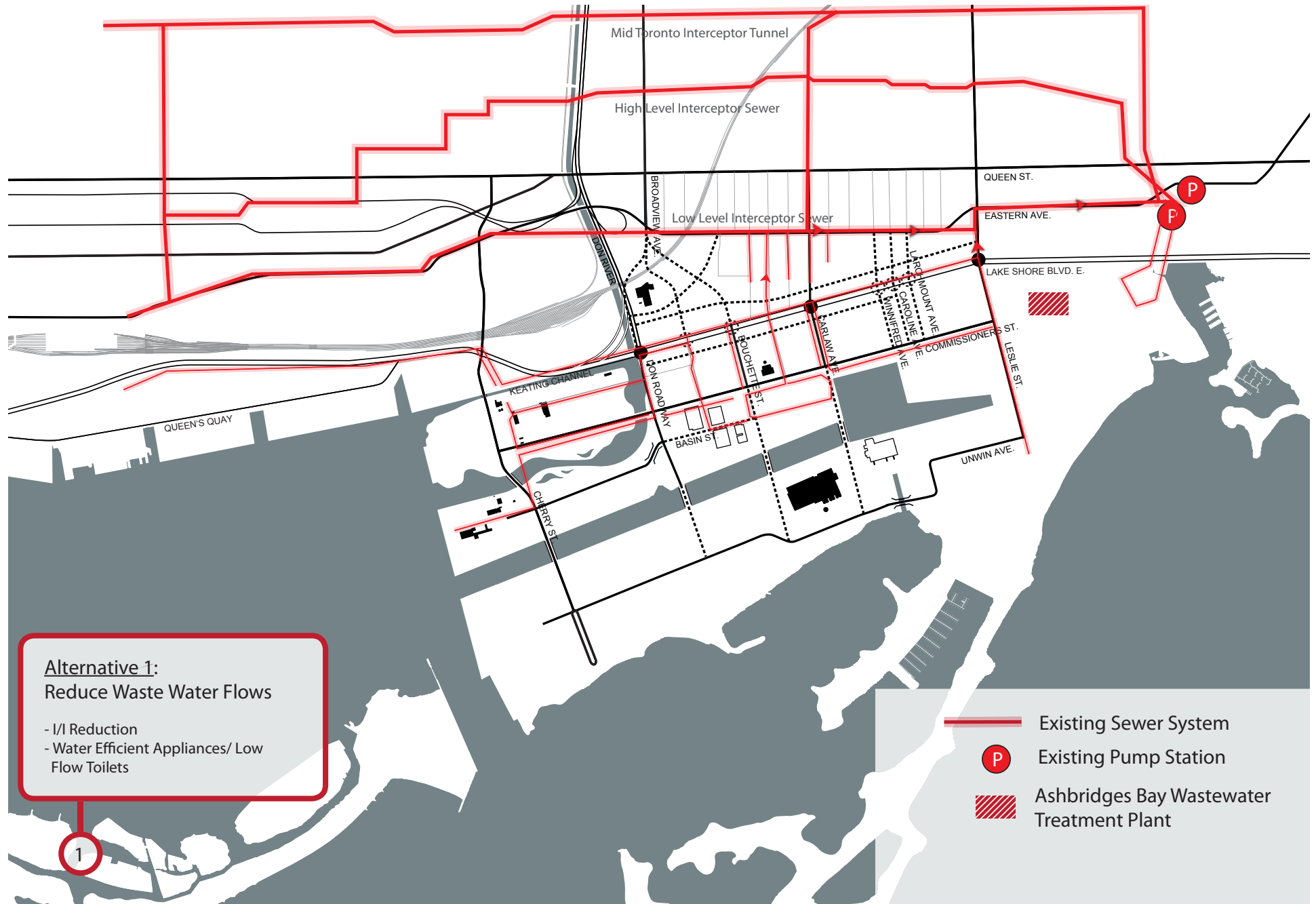
- Existing Water Supply
- - - Proposed Water Supply
- Potable Water Network
- Grey Water Network
(Source: Shipping Channel)

Note: New watermains would follow preferred road alignment

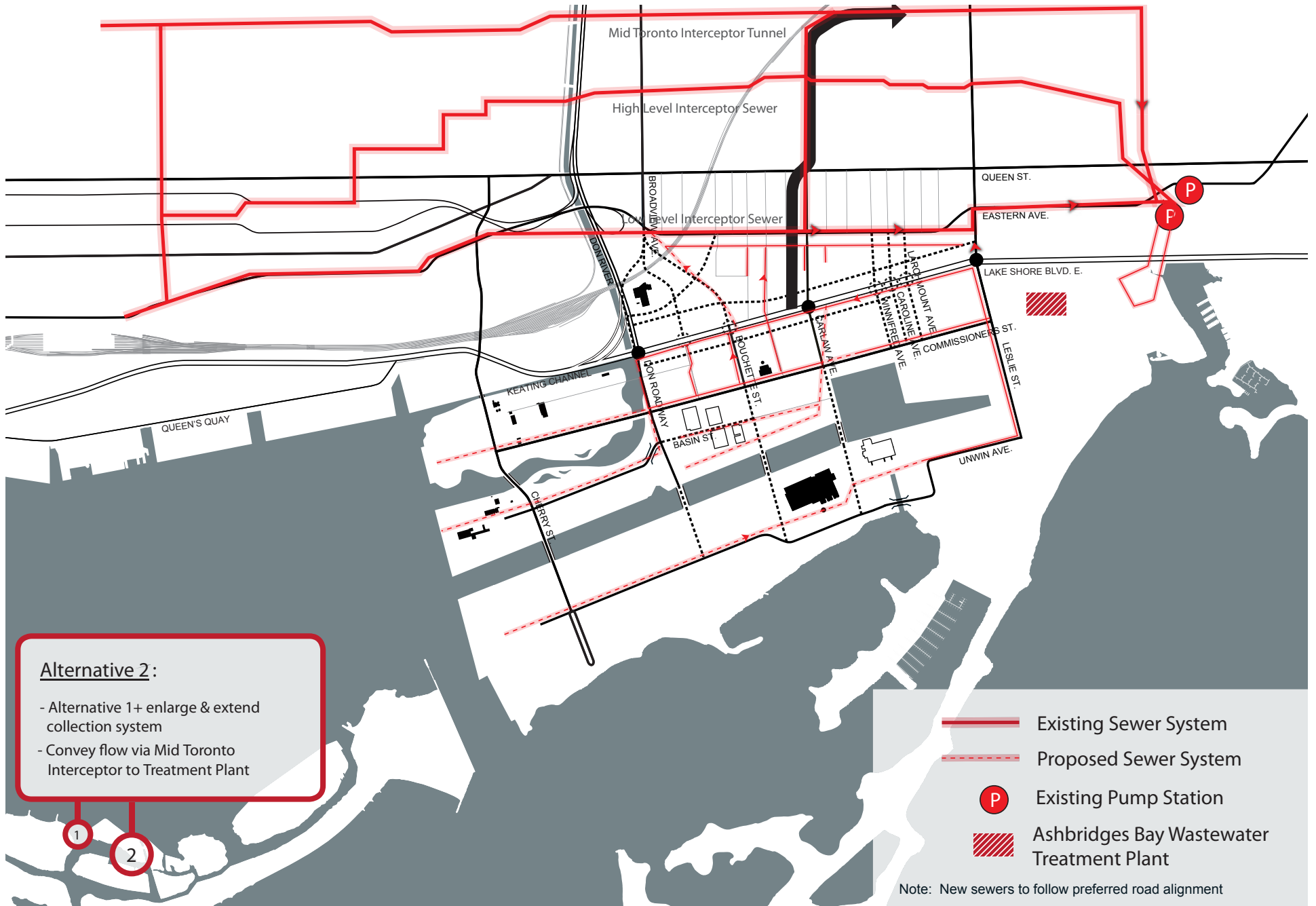
EXISTING WASTEWATER COLLECTION SYSTEMS - DO NOTHING



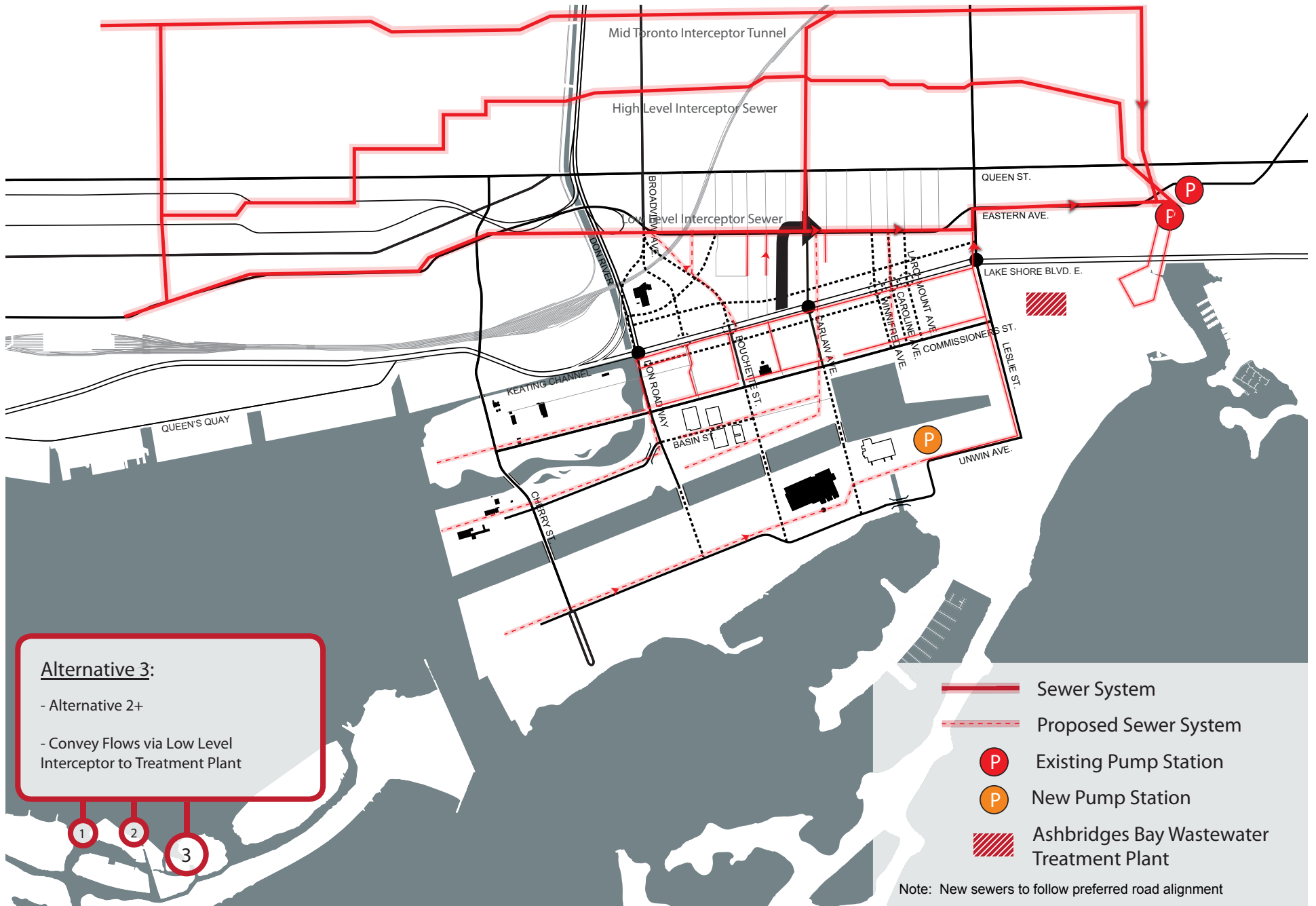
WASTEWATER COLLECTION SYSTEMS: ALTERNATIVE 1



WASTEWATER COLLECTION SYSTEMS: ALTERNATIVE 2



WASTEWATER COLLECTION SYSTEMS: ALTERNATIVE 3



Alternative 3:
 - Alternative 2+
 - Convey Flows via Low Level Interceptor to Treatment Plant

- Sewer System
- - - Proposed Sewer System
- P Existing Pump Station
- P New Pump Station
- Ashbridges Bay Wastewater Treatment Plant

Note: New sewers to follow preferred road alignment

1
2
3

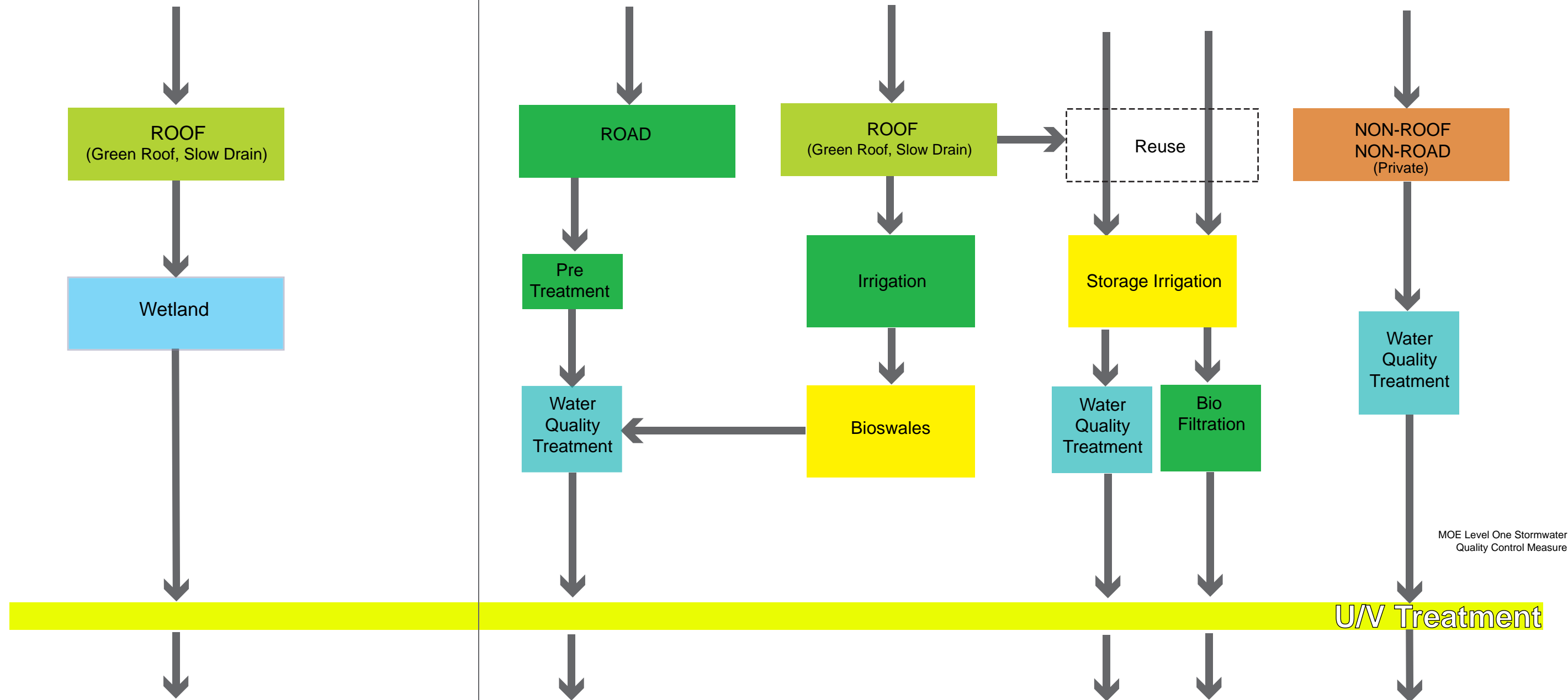
STORMWATER

South of the Shipping Channel

North of the Shipping Channel

Rainfall

Pollutants



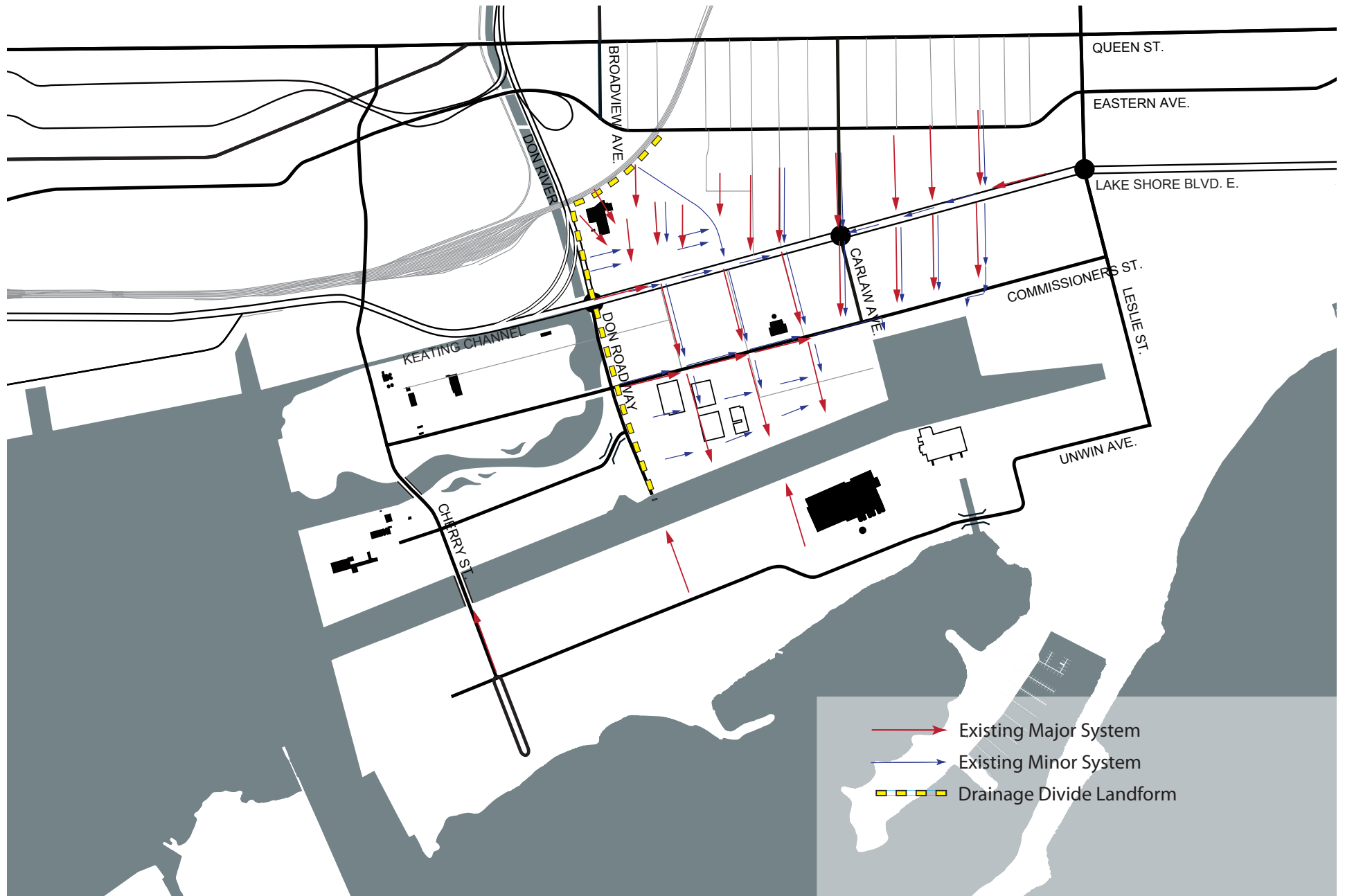
MOE Level One Stormwater Quality Control Measure

U/V Treatment

Shipping Channel



EXISTING AND PLANNED DRAINAGE SYSTEMS: DO NOTHING



CONVENTIONAL CONVEYANCE AND TREATMENT PROCESS: ALTERNATIVE 1A



CONVENTIONAL CONVEYANCE AND TREATMENT PROCESS: ALTERNATIVE 1B



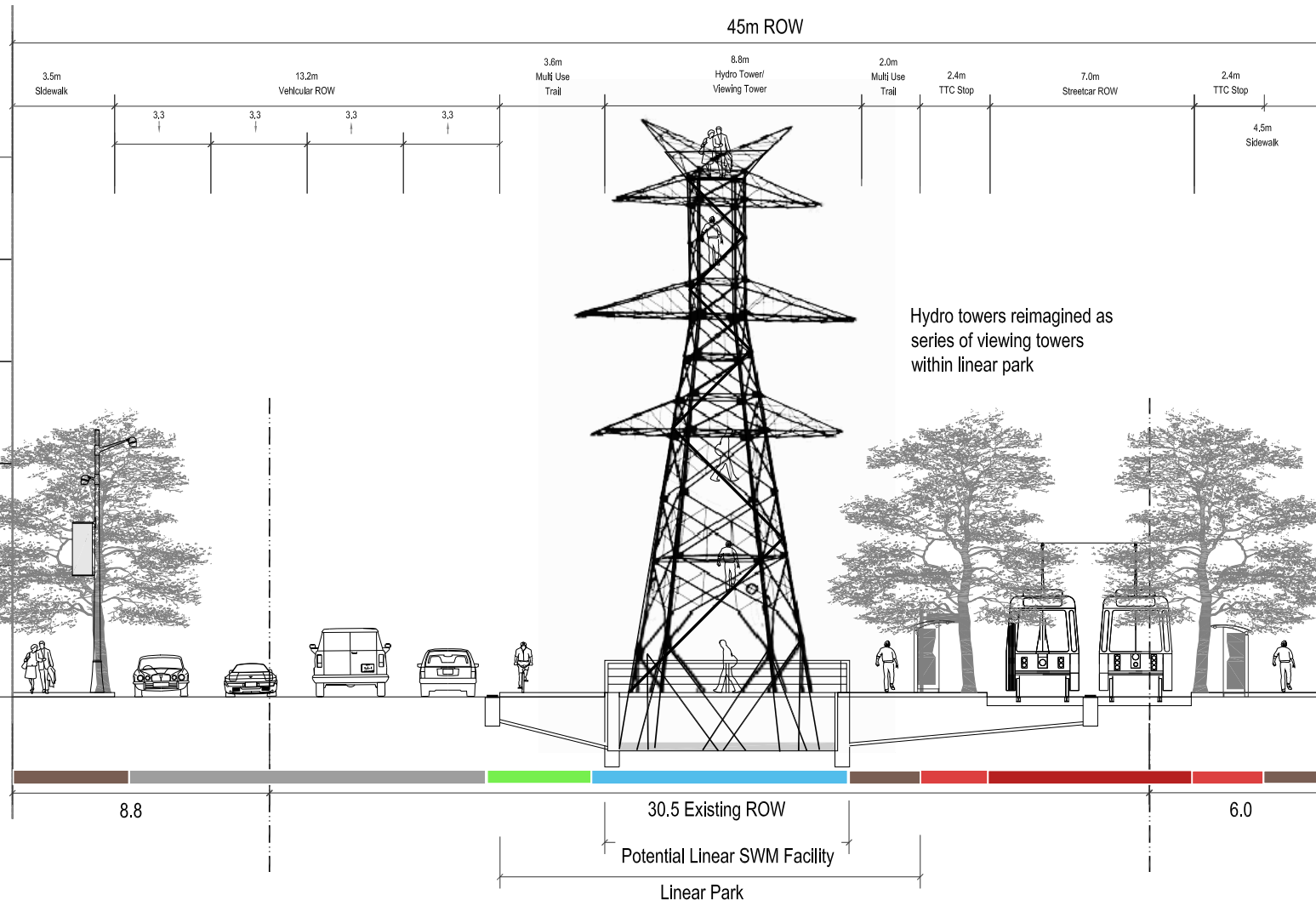
INTEGRATED COMMUNITY STORMWATER MANAGEMENT: ALTERNATIVE 2



A WATER STREET: COMMISSIONERS AND THE TURNING BASIN

Water forms the spine of a new street experience for the Port Lands



N**S**

Commissioners Street

Potential Cross Section

45m R.O.W

The hydro lines are removed, yet the towers remain - their structures re-imagined as public art / viewing towers. A linear Stormwater management facility could define a new character for Commissioners.



View of Potential Commissioners Street - Linear Park Between Don Roadway and Saulter



View of Potential Commissioners Street, Saulter to Bouchette - Linear Stormwater feature and restored tower structures.

A WATER SQUARE: THE TURNING BASIN

Green as blue - the opportunity for a new kind of public space that could showcase sustainable stormwater management; preserve active shipping.



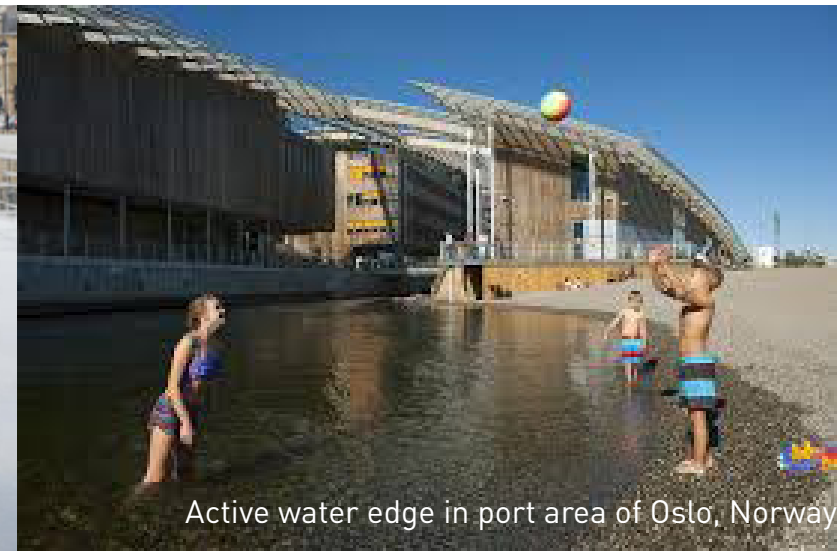
innovative public space alongside Active Industry - Sugar Beach, TO



Floating swimming pool, Copenhagen Harbour



Water as a key component of an active public space - Bordeaux, France



Active water edge in port area of Oslo, Norway

FEEDBACK

- **The transportation alternatives developed are about effectively moving people in, out and within the Port Lands and South of Eastern area. Thinking about these different transportation alternatives...**
 - Which alternatives do you prefer? Why?
 - Are there alternatives that we should not be considering? Why?
- **Water, wastewater and stormwater management alternatives have been identified. Thinking about the servicing alternatives...**
 - Which water, wastewater and stormwater alternatives do you prefer? Why?



NEXT STEPS

Port Lands and South of Eastern

Community Consultation Meeting
February 13, 2014

NEXT STEPS

- Gather feedback from all stakeholders on options and alternatives (public, land owners, agencies etc.)
 - **Tonight** – complete the Discussion Questions at the Facilitated Table discussion
 - Complete an **online version** of the Discussion Questions – www.portlandsconsultation.ca
 - **February 28** – deadline for completed Discussion Questions
 - Sign-up for a **workshop** being held on March 5 (details to follow)
- Evaluation and refinement of land use options and transportation + servicing alternatives
- Identify preferred land use and transportation and servicing alternative
- Develop additional direction for revitalization of the Port Lands
- Additional public consultation