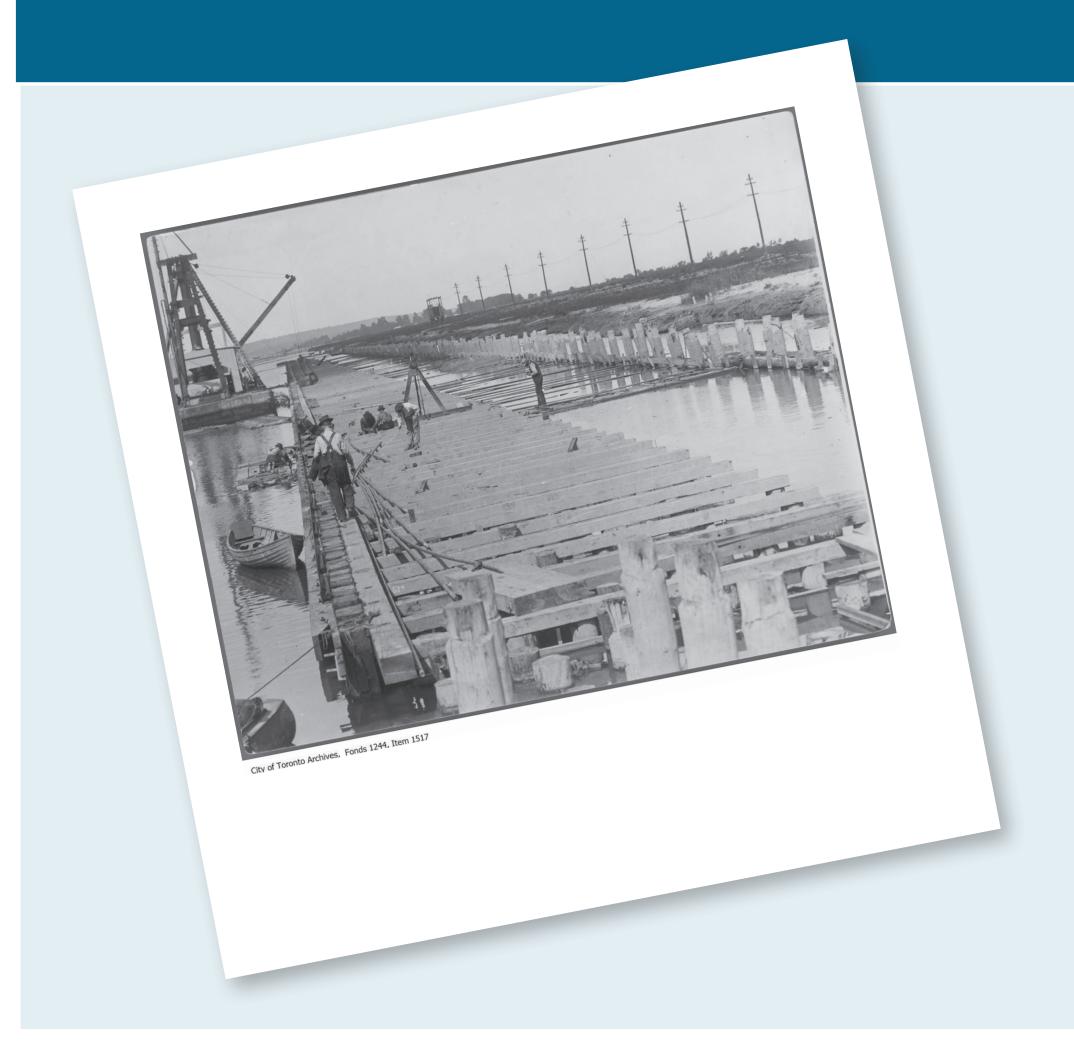
FLOOD PROTECTION

Lakefilling



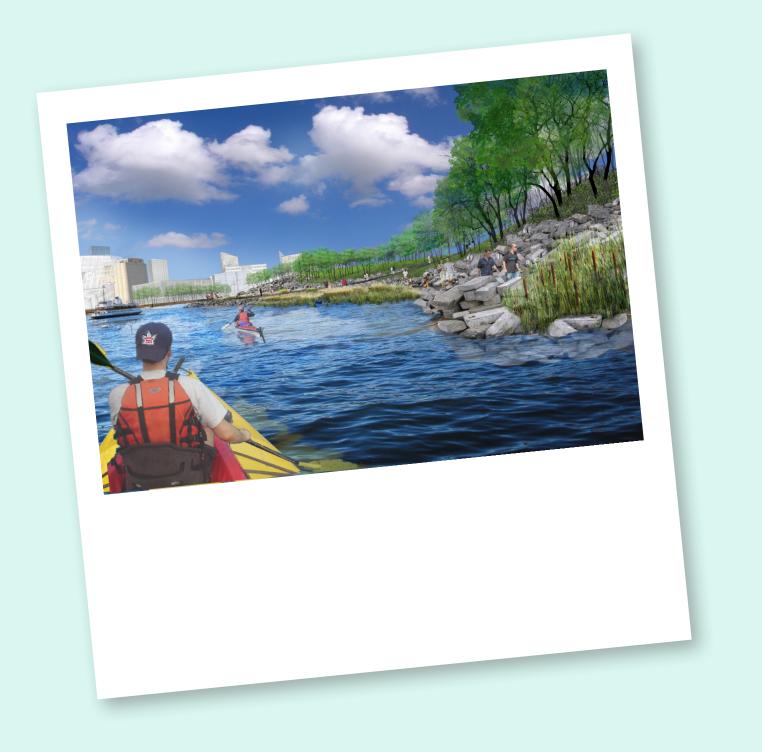
What was once a large freshwater marsh was filled in as Toronto made space for growing industry. The mouth of the Don River was redirected into the concrete lining of the Keating Channel.

The post-industrial Port Lands



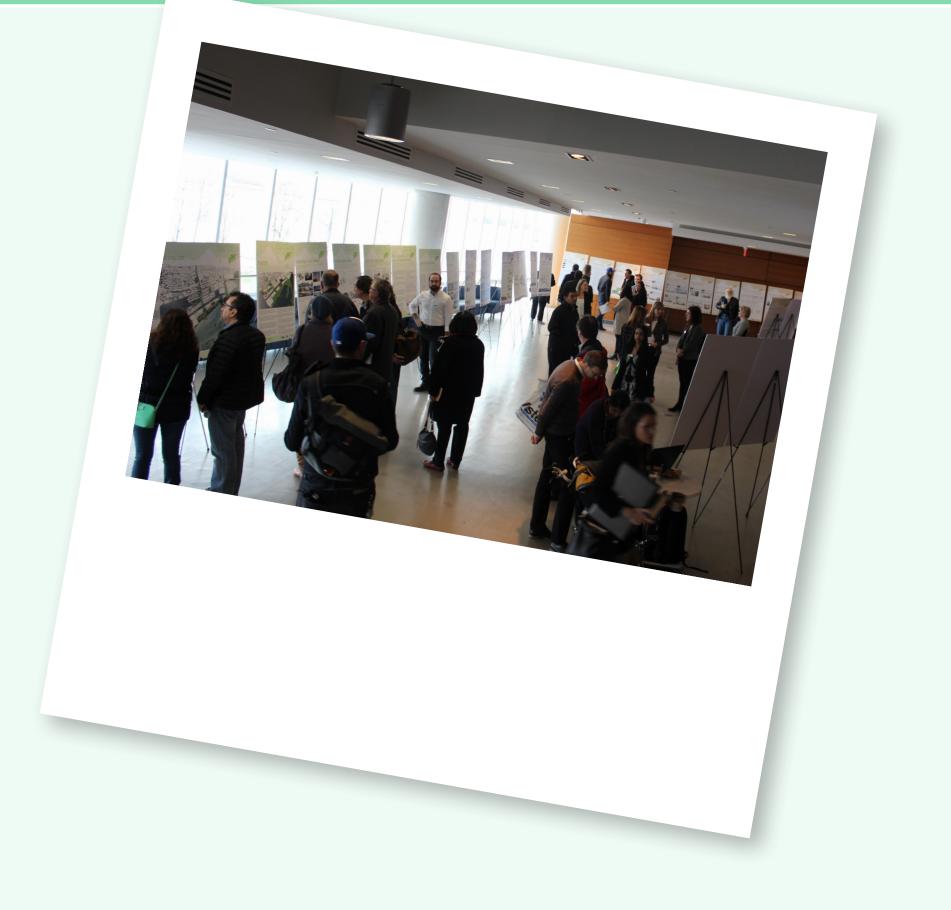
By the 1970s, the area became home primarily to civic and city-serving uses such as salt storage, as well as light industrial uses. In the early 2000s, several film production studios were built in the area.

Don Mouth Naturalization and Port Lands Flood Protection Environmental Assessment



The goal of the DMNP EA was to re-establish a natural river mouth in the context of a now urban environment and protect 290 hectares of land from flooding during a Regulatory Flood. The Province of Ontario approved this EA in 2015.

Port Lands Framework Plan and Villiers Island Precinct Plan

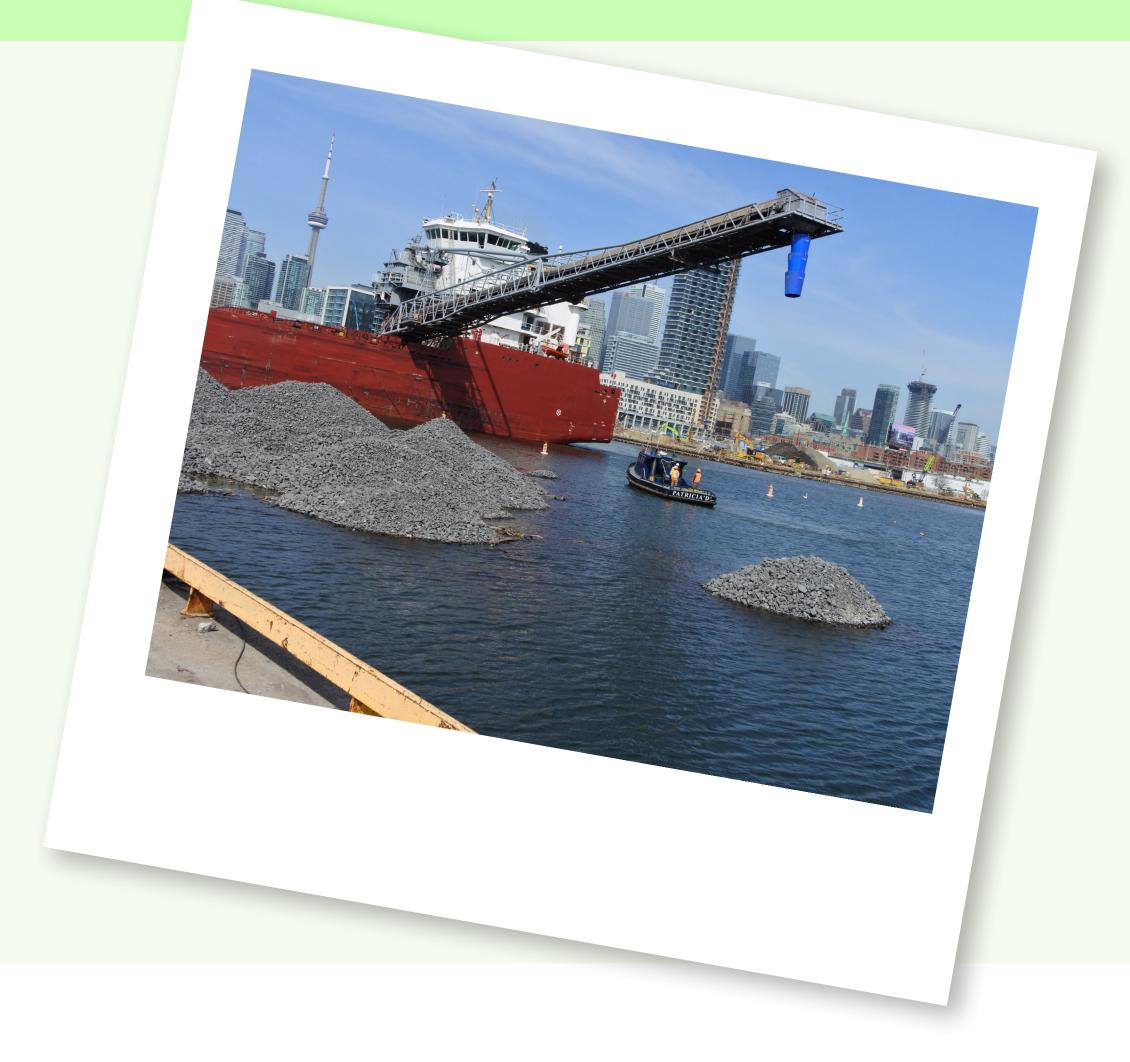


Work began on the planning documents that provide direction around how to transform the Port Lands into a waterfront community with ties and connections to the city. This involved over 45 public and stakeholder meetings. Toronto City Council approved both plans in 2017.

Port Lands Flood Protection Due Diligence Report



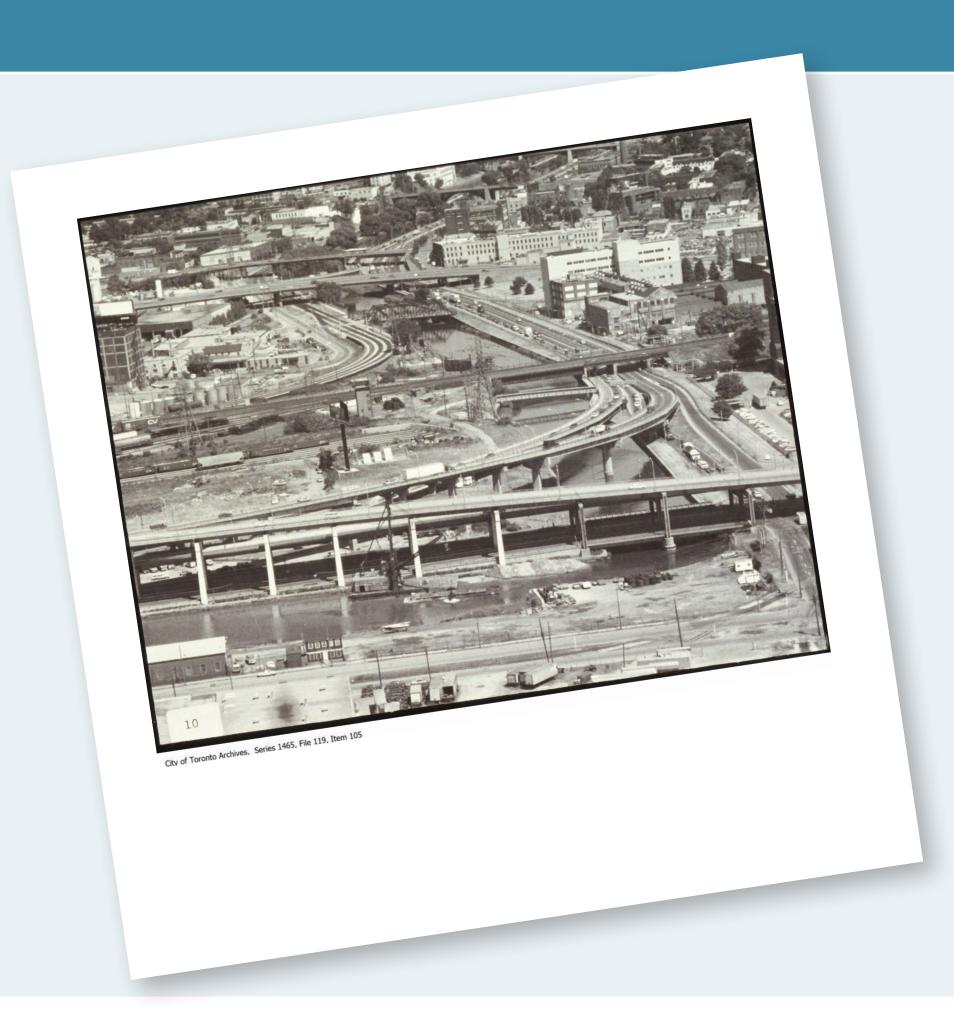
Waterfront Toronto completed a 15-month study, resulting in 10,000 pages of documentation confirming the cost of this project, ways to mitigate the risks, and a strategy and schedule for executing the project.



Construction began on the Cherry Street Lakefilling project in December 2017 and on the full Port **Lands Flood Protection project in** July 2018.

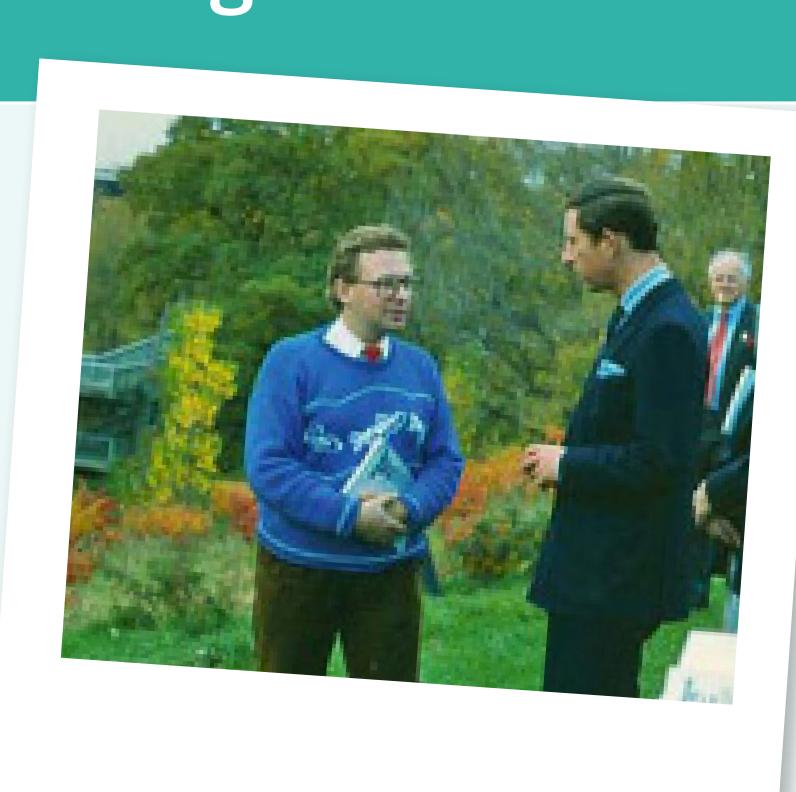
A wave of development

The Leslie Spit, Hearn Generating Station and Commissioners Incinerator were built in the Port Lands and the Gardiner Expressway was built over the mouth of the Don River.



Bring Back the Don

A citizen advisory committee called the Task Force to Bring Back the Don ignited the idea of the river mouth and surrounding valley as an important natural space that should be restored and publicly accessible.



International Design Competition

The competition asked design teams for a concept that included habitat creation and flood protection, and a comprehensive plan for addressing urban design, transportation, naturalization, sustainability and other ecological issues. The winning design by Michael Van Valkenburgh Associates provided the framework for what would become the preferred alternative for the DMNP EA.



Lower Don Lands Master Plan Environmental Assessment (LDL EA)

The Lower Don Lands runs from the Parliament Street Slip east to the Don Roadway and from the rail corridor south to the Ship Channel in the Port Lands. This study plans for the roads, transit and essential infrastructure needed in this area to support future development and connect Toronto's downtown to the Port Lands.



Funding awarded to the Port Lands Flood Protection Project

The City of Toronto, Province of Ontario and Government of Canada announced \$1.25-billion in funding for this project.







