

Port Lands Planning Framework
July 23-24 2014 Charrette Summary

PORT LANDS CHARRETTE

The Port Lands design charrette was a 2-day participatory, urban design driven process to establish a “vision” for the Ship Channel and Lands South of the Ship Channel.

Prepared for the City of Toronto
Fall 2014

City of Toronto Team:
Cassidy Ritz
Thomas Rees
Kyle Knoeck

Waterfront Toronto Team:
Amanda Santo
Brenda Webster
Chris Glasiek

Prepared by

PUBLIC WORK office for urban design &
landscape architecture

in collaboration with
DILLON Consulting
LURA Consulting

PUBLIC WORK

Participants:

Adam Nicklin, Public Work
Adele Freeman, Toronto and Region Conservation Authority
Adrian Litavski, Johnston Litavski Planning Consultants on behalf
of Lafarge Canada Inc.
Amanda Santo, Waterfront Toronto
Andrew Misiak, Toronto Port Lands Company
Brenda Webster, Waterfront Toronto
Bryan Jones, HOK
Cassidy Ritz, City of Toronto, City Planning
Kathie Capizzano, City of Toronto, Facilities and Real Estate
Chris Glaisek, Waterfront Toronto
Chris Holling, Toronto Board of Trade
Ciara McKeown, Waterfront Toronto
Cynthia Wilkey, West Don Lands Committee
David Stonehouse, City of Toronto
David White, Waterfront Action
Dennis Findlay, Waterfront Action
Derek Goring, First Gulf
Eha Naylor, Dillon Consulting
Elsa Fancello, Castlepoint Numa
Garth Riley, Friends of the Spit
Gene Desfor
Jane Robinson, Gooderham and Worts Neighbourhood
Association
Joe Lobko, DTAH
John Carley, Friends of the Spit
John Wilson, Code Blue TO
Jordan Lambie, HOK
Jude McDonald, St. Lawrence Neighbourhood Association
Julie Beddoes, Gooderham and Worts Neighbourhood
Association
Kaitlyn Graham, City of Toronto, Facilities and Real Estate
Kyle Knoeck, City of Toronto, City Planning
Lauren Abrahams, Public Work
Liz Nield (Facilitator), LURA Consulting
Lori Ellis, City of Toronto, Parks, Forestry and Recreation
Marc Kramer, City of Toronto, Parks Forestry and Recreation
Marc Ryan, Public Work
Matt Davis, City of Toronto, City Planning
Mia Baumiester, Build Toronto Pinewood Toronto
Michael Halloway, Ward 30 Bikes
Michael Thompson, Dillon Consulting
Michelle Deeton, University of Toronto
Nancy Gaffney, Toronto and Region Conservation Authority
Natasha Apollonova, Toronto Board of Trade
Pam Mazza, Toronto Island Residents Association
Patrick Gill, Toronto Board of Trade
Paul Bumstead, Dillon Consulting
Paul Vaughan, Studios of America
Shawna Bowen, City of Toronto, City Planning
SoMei Quan, City of Toronto, Facilities and Real Estate
Stephen Heuchert, Toronto and Region Conservation Authority
Stephen Murch, Essroc Itacementu Group
Thomas Rees, City of Toronto, City Planning
Tari Stork, Waterfront Toronto
Tina Panagoulia, Toronto Port Lands Company

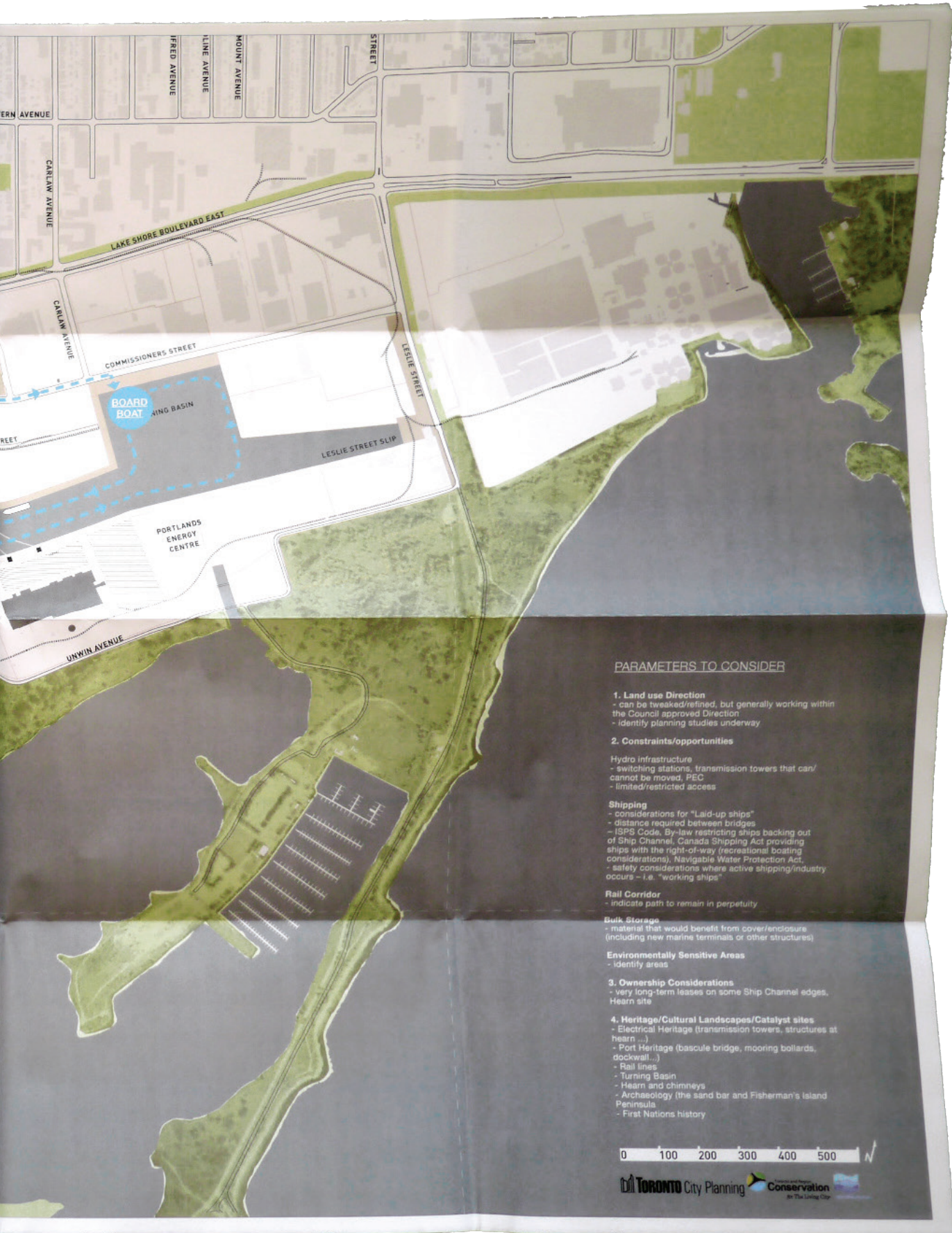
Port Lands Planning Framework
July 23-24 2014 Charrette Summary

PORT LANDS

CHARRETTE

PORT LANDS VISIONING CHARTER BOAT TOUR





PARAMETERS TO CONSIDER

- 1. Land use Direction**
 - can be tweaked/refined, but generally working within the Council approved Direction
 - identify planning studies underway
- 2. Constraints/opportunities**
 - Hydro infrastructure**
 - switching stations, transmission towers that can't be moved, PEC
 - limited/restricted access
 - Shipping**
 - considerations for "Laid-up ships"
 - distance required between bridges
 - ISPS Code, By-law restricting ships backing out of Ship Channel, Canada Shipping Act providing ships with the right-of-way (recreational boating considerations), Navigable Water Protection Act,
 - safety considerations where active shipping/industry occurs - i.e. "working ships"
 - Rail Corridor**
 - indicate path to remain in perpetuity
 - Bulk Storage**
 - material that would benefit from cover/enclosure (including new marine terminals or other structures)
 - Environmentally Sensitive Areas**
 - identify areas
- 3. Ownership Considerations**
 - very long-term leases on some Ship Channel edges, Hearn site
- 4. Heritage/Cultural Landscapes/Catalyst sites**
 - Electrical Heritage (transmission towers, structures at Hearn ...)
 - Port Heritage (bascule bridge, mooring bollards, dockwall...)
 - Rail lines
 - Turning Basin
 - Hearn and chimneys
 - Archaeology (the sand bar and Fisherman's Island Peninsula)
 - First Nations history

The charrette guide map was distributed at the start of the charrette to orient participants on the site tour, provide key background information and to record initial observations and ideas

Contents

Page 6

1. Introduction to the Charrette

Why Hold a Charrette
How Will the Results of the Charrette be Applied?
Port Lands Planning Framework: Land Use Direction
Charrette Overview
Site Tour
Virtual Tour

Page 16

2. The One and Only Port Lands

[A Photographic Archive of Perspectives on the Port Lands](#)

Page 34

3. Thematic Points for Port Lands Visioning

Collective 'Wall of Ideas'
11 Themes, 1000 Images
Thematic Points Clusters

Page 50

4. Visioning Day 1 - The Ship Channel

Water's Edge and Built Form Interface
The Turning Basin
Crossings
Activating the Ship Channel

Page 72

5. Visioning Day 2 - Lands South of the Ship Channel

Role of Open Space South of the Ship Channel
North South Streets and the Places around them
Hearn Hub and Unwin Avenue
Activating the Lands South of the Ship Channel

Page 92

6. Conclusions and Next Steps

Key Ideas
Next Steps

Appendix

Archive of Sketches from Creative Sessions
Charrette Presentations

1. Introduction to the Charrette

The Port Lands design charrette took place on July 23-24, 2014.

Hosted by the City of Toronto City Planning Division, with Waterfront Toronto and the TRCA, this two-day participatory, urban design driven workshop focused on defining a cohesive vision and priorities for two key areas within the Port Lands:

1. The Ship Channel
2. Lands South of the Ship Channel



Why Hold a Charrette?

The City Planning Division, with Waterfront Toronto, is developing a planning framework for the Port Lands. The Port Lands planning Framework will be a high-level plan, or a “blueprint”, that will establish a refined and refreshed vision for the lands, guiding revitalization and redevelopment over the coming decades.

The Planning Framework is being developed in phases. The first phase involved background research and setting the context. This phase was completed in November 2013 with the release of the Port Lands Profile document. The study is currently in the second phase of its process which involves establishing a cohesive and comprehensive vision, starting with land use and connections (streets, transit and municipal servicing).

Public consultations on land use options and transportation/servicing alternatives occurred in February and March of this year. Feedback received overwhelmingly identified the need to provide a vision for a critically important feature of the Port Lands - the Ship Channel. This feature spans the Port Lands from end-to-end and continues to be used for shipping. Additionally, feedback was received related to improving access south of the Ship Channel. Some Stakeholder Advisory Committee (SAC) members also expressed their desire to have more focused sessions to allow members to provide input and more fully engage in the development of the Planning Framework.

To address this feedback, the project team decided to host a two-day charrette. This was seen as an effective way to both allow for SAC members and land owners and users to provide feedback as well as engage with the City and Waterfront Toronto team developing the Planning Framework. A design charrette is a focused workshop and planning session where participants come together to collaborate on a vision for a particular area. The French word “charrette” literally refers to a two-wheeled cart. During the 19th century, architecture students at the Paris Ecole-des-Beaux Arts were regularly assigned 24-hour design projects. Proctors would then circulate on schedule in the design studio, pulling a two-wheeled “charrette”, for collecting the many rolls of students’ drawings. Hence the term “en charrette”, which came to define a time-intensive design-exercise, producing tangible results.

How Will the Results of the Charrette be Applied?

The objectives of the charrette were:

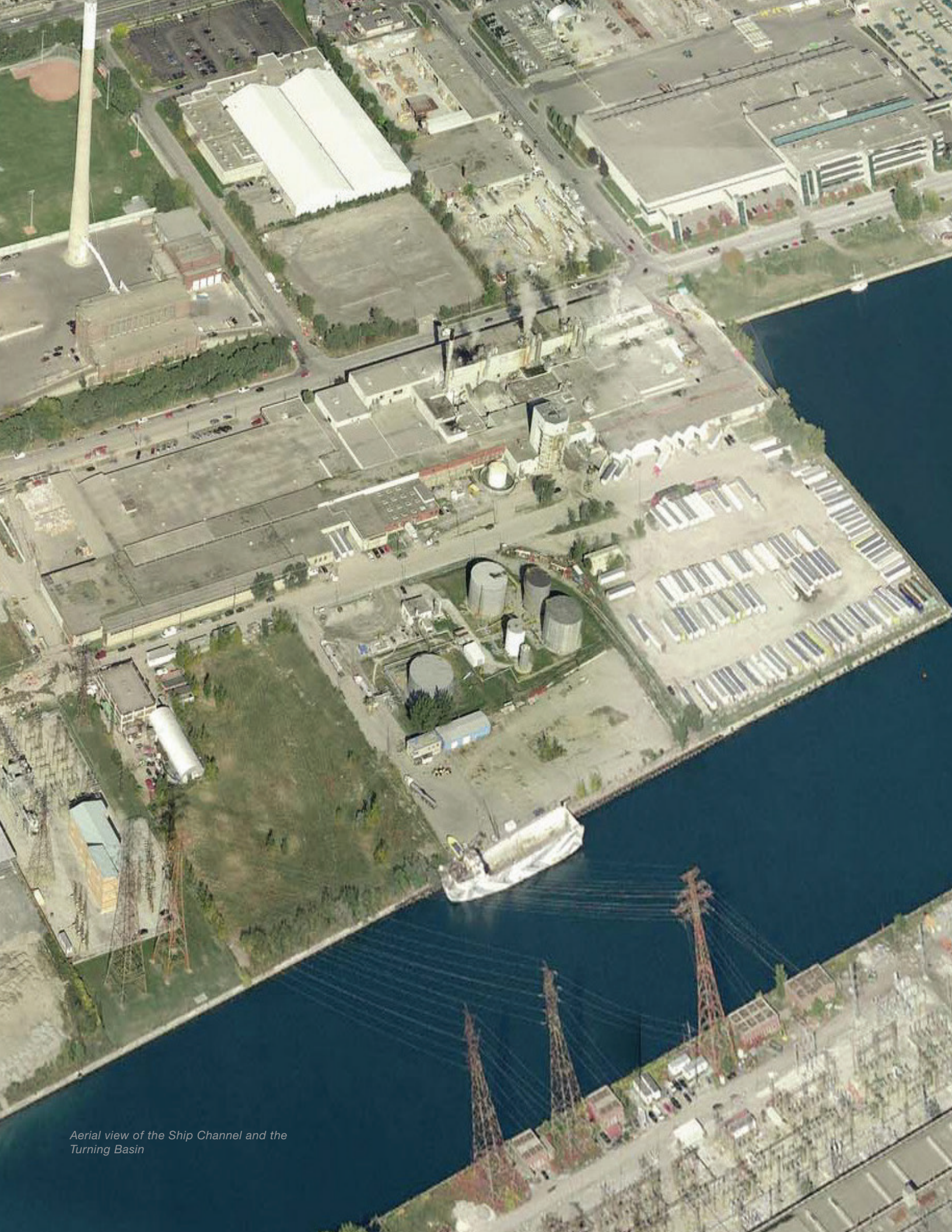
- To elevate the Ship channel and build a common vision; and
- To identify and define opportunities for improving public access south of the Ship Channel (excluding Lake Ontario Park Master Plan).

The ideas generated during this exercise were well documented. The results are synthesized in this report and the core ideas will be used to inform a number of ongoing planning efforts:

- The Planning Framework - eg. Public Realm and Placemaking
- The Transportation and Servicing Master Plan - eg. connections across the Ship Channel and character of streets/bridges
- The Film Studio District Precinct Plan - the Ship Channel and Turning Basin edges



A group discussion on the first day of the two-day long charrette



Aerial view of the Ship Channel and the Turning Basin

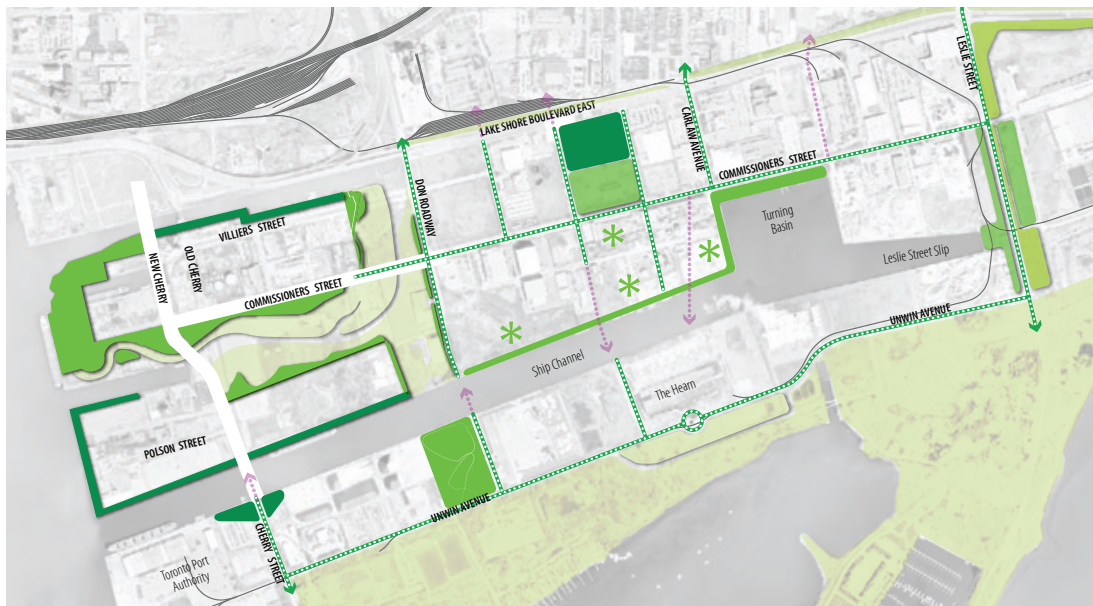
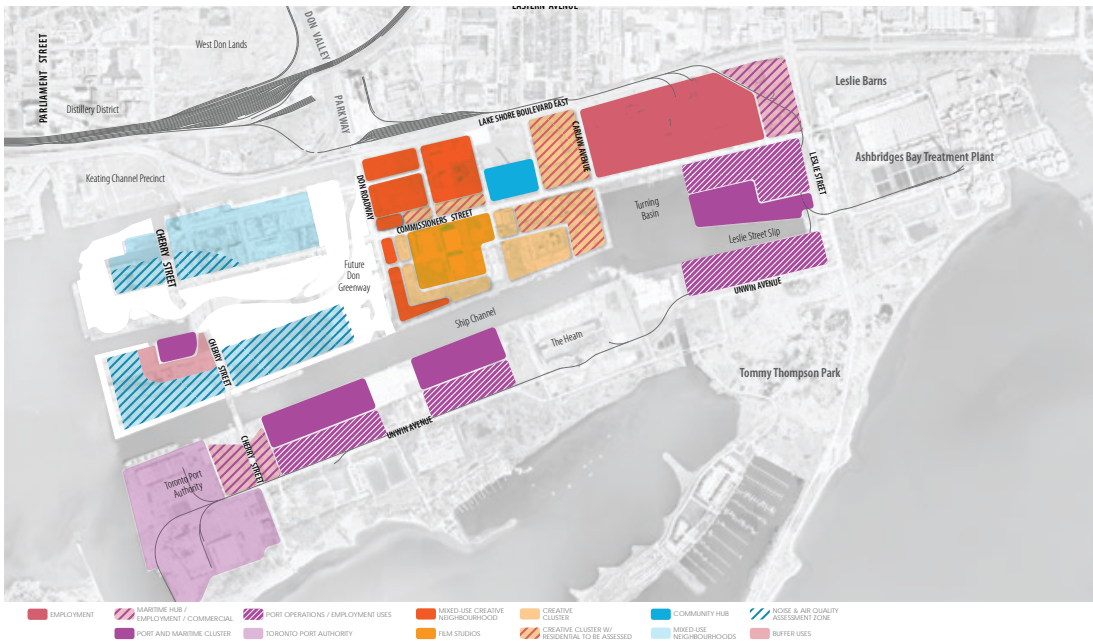
Port Lands Planning Framework: Land Use Direction

In June 2014, the Port Lands Planning Framework: Land Use Direction was released. This Land Use Direction presents a land use vision for the Port Lands that provides greater clarity and certainty about the activities and type of uses for the Port Lands than is currently outlined in the Central Waterfront Secondary Plan.

This Land Use Direction was adopted by City

Council in July 2014 as the basis for the continued planning underway in the Port Lands.

The Port Lands charrette builds upon the recommendations in the Land Use Direction. It explored in further detail key elements of the public realm, built form and transportation infrastructure, with the objective of further informing and refining the vision for the Port Lands.



(Top) Port Lands Planning Framework: Land Use Direction (June 2014) (Bottom) Port Lands Planning Framework: Land Use Direction - Parks and Open Space (June 2014)

Charrette Overview

The charrette focused on establishing a cohesive vision for the Ship Channel and lands south of the Ship Channel, setting priorities for the Ship Channel and its surrounds, and for improving public access for the South Ship Channel lands.

The two-day charrette opened with a boat and walking tour, followed by overview presentations by the City and consultant team highlighting context, objectives, opportunities and constraints. Day One of the charrette was primarily focused on the Ship Channel and its surrounds, with Day Two focusing on the lands south of the Ship Channel

The creative sessions on each day consisted of two parts: a quick group exercise to explore thematic points for the visioning process, followed by a rotational group visioning component covering a focus area and subject.

Participants were divided into groups of 8-10 and were lead by a facilitating designer. Each group prepared drawings, sketches, notes and other visual materials to express their key ideas.

There was a summary presentation of the ideas generated by each group at the end of the second day for SAC members and lands owners and users (LUAC) unable to attend the two-day charrette. This report is a final summary document to inform further planning and the studies currently underway.



Port Lands charrette guide map hand out

DAY 1 - July 23, 2014 The Ship Channel

8:30am	COFFEE
9:00am	BOAT/WALKING TOUR
11:30am	OVERVIEW PRESENTATIONS
12:15pm	LUNCH
12:45pm	SESSION 1 : SHIP CHANNEL PART 1- THEMATIC POINTS FOR VISIONING
2:00pm	PART 2 - SHIP CHANNEL VISIONING 1. Water's Edge and Built Form Interface 2. The Turning Basin 3. Crossings 4. Activating the Ship Channel
5:00pm	

DAY 2 - July 24, 2014 South Ship Channel Lands

8:30am	COFFEE
9:00am	VIRTUAL TOUR/ OVERVIEW PRESENTATIONS
10:30am	SESSION 2: SOUTH SHIP CHANNEL LANDS PART 1- THEMATIC POINTS FOR VISIONING
12:00pm	LUNCH
12:30pm	PART 2 - SOUTH SHIP CHANNEL LANDS VISIONING 1. Role of Open Space South of the Ship Channel 2. North-South Streets and the Places around them 3. Hearn Hub and Unwin Avenue 4. Activating the Lands South of the Ship Channel
3:30pm	PARTICIPANT FREE TIME
6:00pm	WRAP-UP PRESENTATION
8:00pm	

Port Lands Charrette Schedule of Events

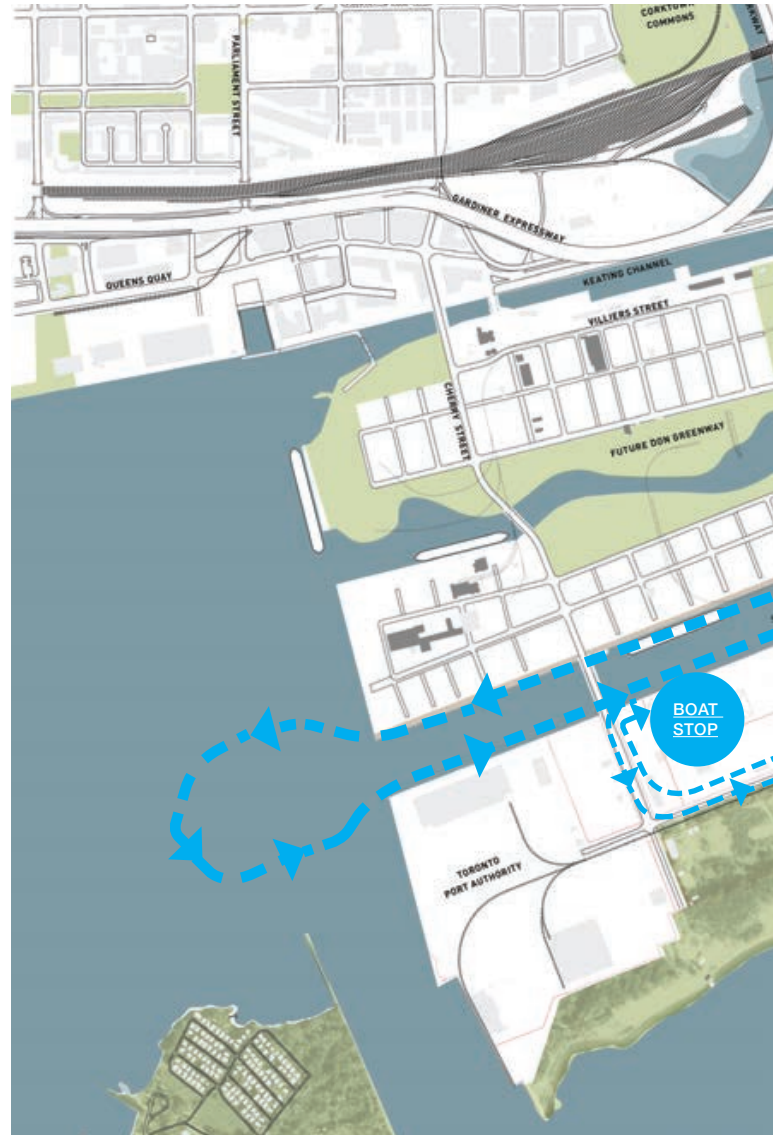


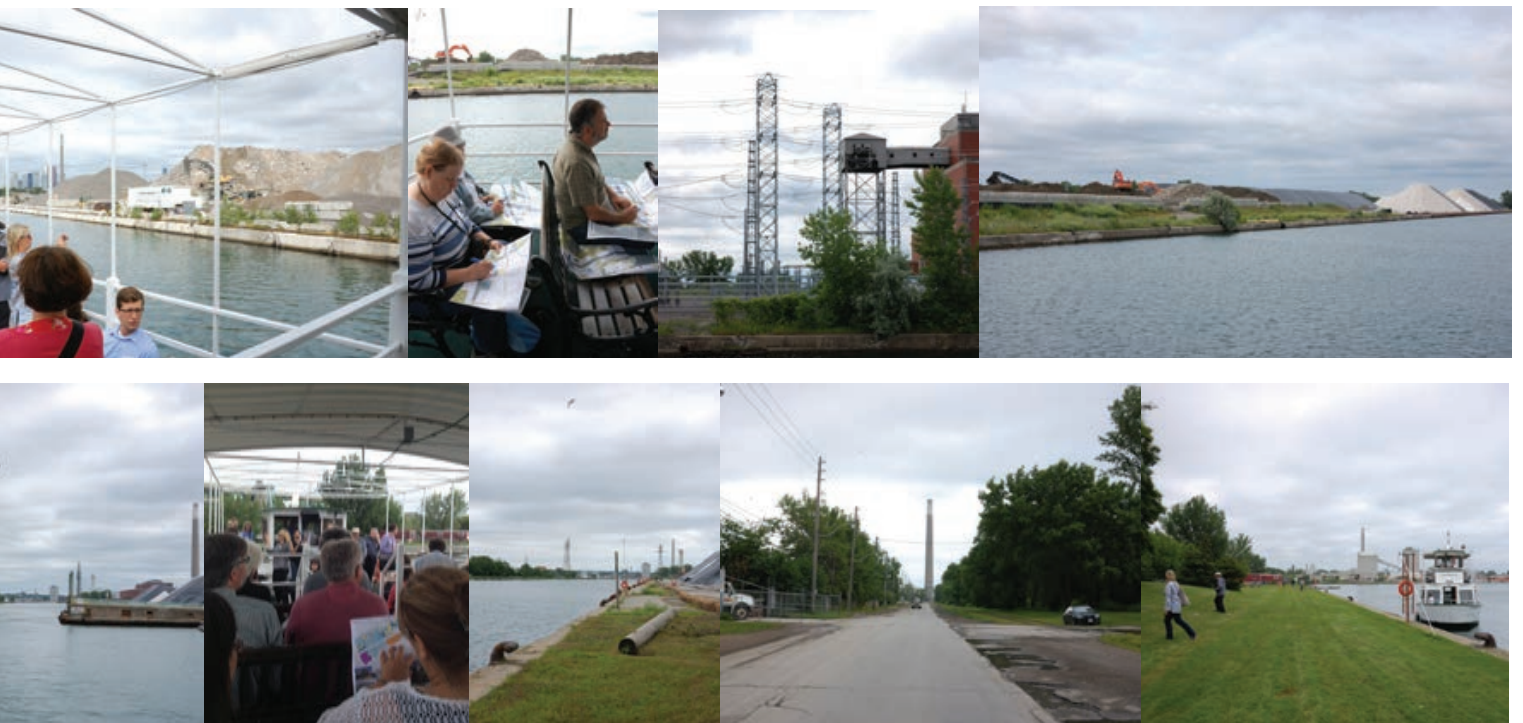
Site Tour

A combined boat and walking tour allowed charrette participants to gain a deeper understanding of the place. Water-based vantages seen by boat opened new perspectives of the area. In addition, part of the tour occurred on foot, providing a land-based perspective.

The site tour provided both an informative and inspiring launch to the two-day charrette, revealing both unique site-specific details as well as confirming the importance of Port Lands place within the context of the broader city.

Each participant on the tour was equipped with a Guide Map which provided aerial mapping, outlined a number of parameters to consider, and included background materials to inform the charrette.

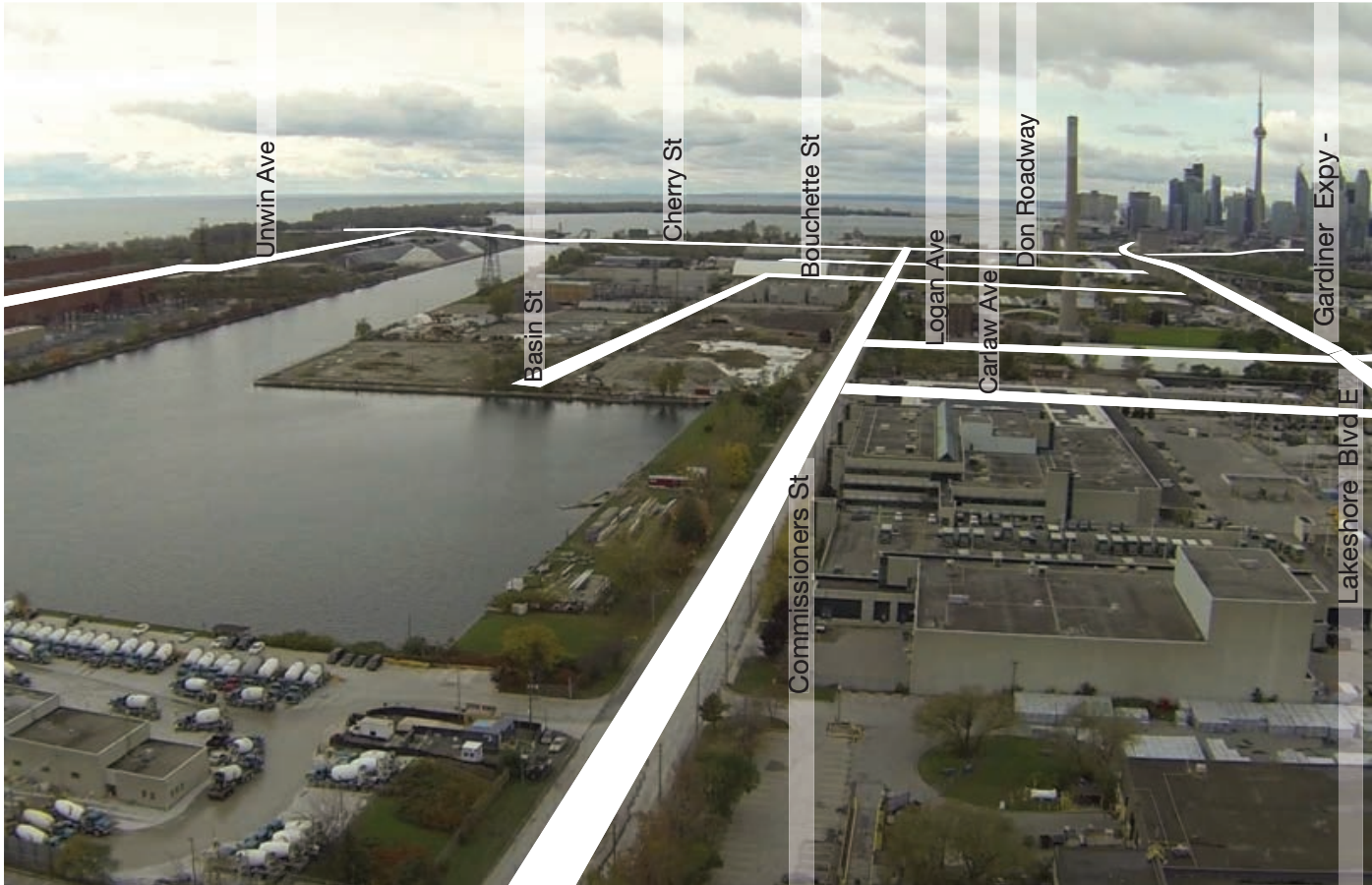


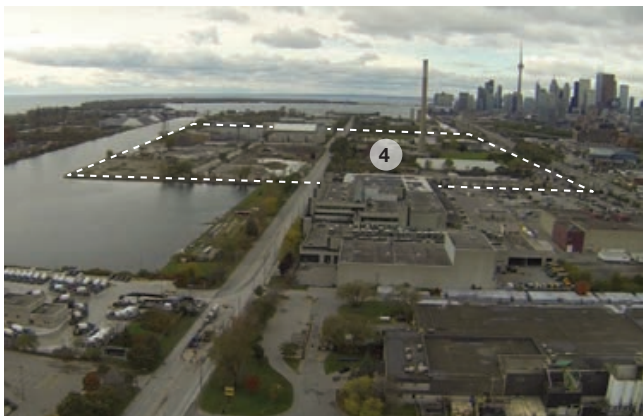
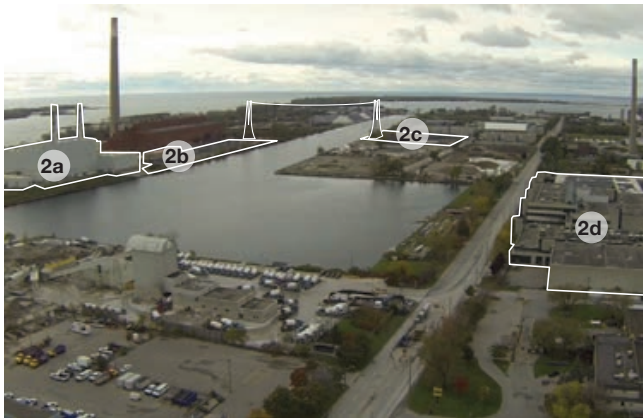
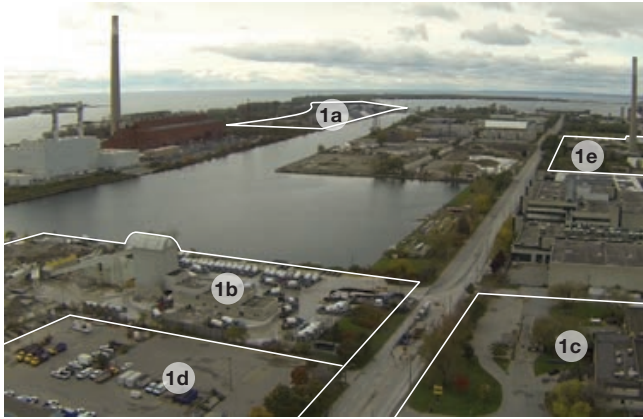


Virtual Tour

Day two of the charrette kicked off with a 'virtual tour,' for the benefit of those participants who had missed the boat tour the previous day and as a general summary of the key elements and issues relevant to the Ship Channel and the lands south of the Ship Channel.

The virtual tour was comprised of annotated aerial photographs. It complemented the water level experience of the boat tour by providing an overview of the site, highlighting important networks such as roads, rail, active industrial sites, power infrastructure, heritage and open space.



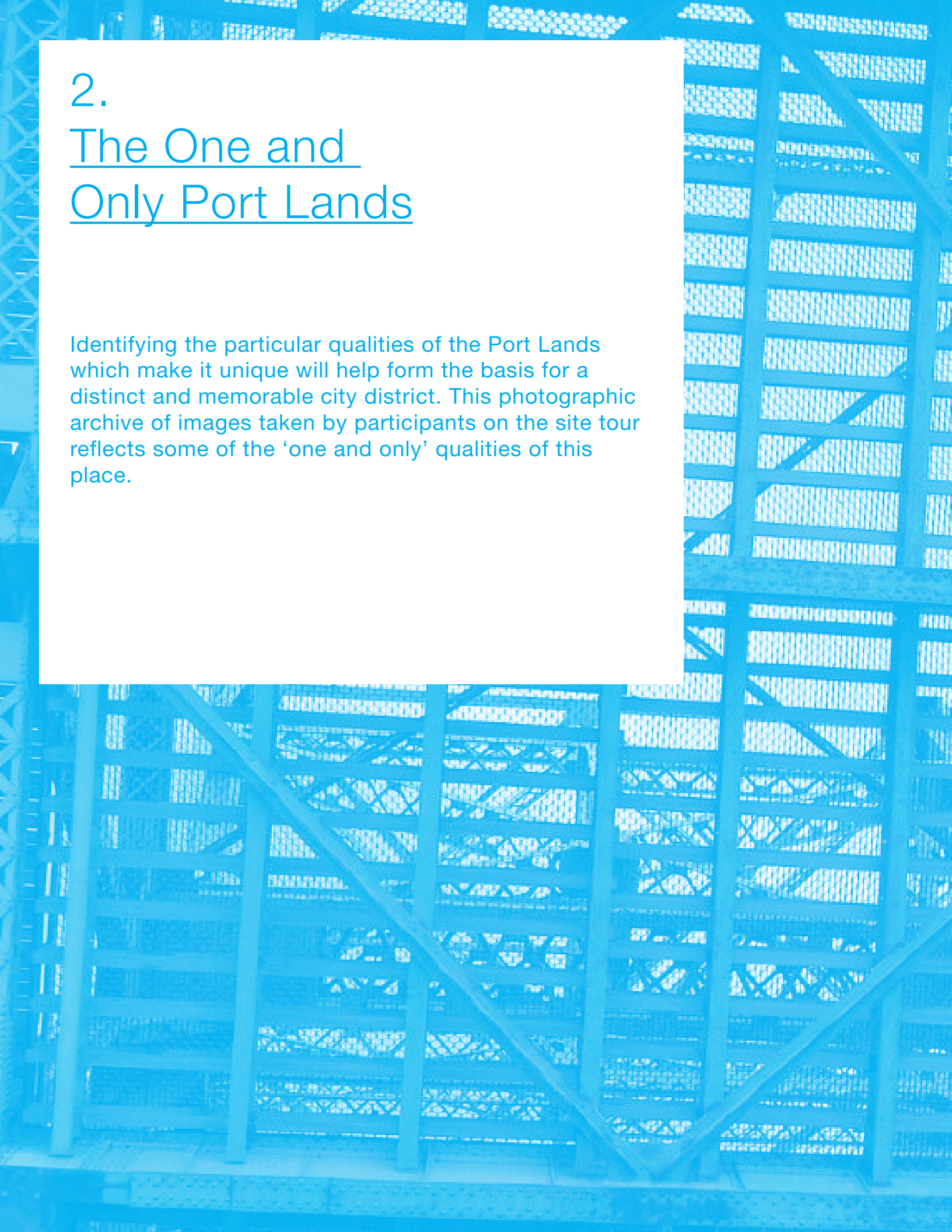


The above images identify key features of the site and significant planning areas:

- 1.a Active Industry - Bulk Storage Road Salt
- 1.b Active Industry - Concrete and Agregate Operations
- 1.c Active Industry - Manufacturing/Warehousing
- 1.d Municipal Yards - Toronto Water Facility
- 1.e Municipal Yards - Waste Transfer Station
- 2.a Power Infrastructure - Port Lands Energy Centre
- 2.b Power Infrastructure - Switching Station
- 2.c Power Infrastructure - Switching Station
- 2.d Toronto Hydro Service Centre
- 3. The Hearn
- 4. Film Studio District
- 5. Leslie Street 'Pastoral Gateway'
- 6. Future Leslie Slip Open Space
- 7. Tommy Thompson Park

2. The One and Only Port Lands

Identifying the particular qualities of the Port Lands which make it unique will help form the basis for a distinct and memorable city district. This photographic archive of images taken by participants on the site tour reflects some of the 'one and only' qualities of this place.



Photographic Archive

There is only one. Therefore, a framework vision for the Port Lands must draw upon the particular qualities of this unique place as the basis for its next incarnation as a distinct and memorable city district.

The Port Lands needs a vision able to articulate a clear point of view about its unique role within the structure of the city and how it can confirm its most distinct qualities as core features of the identity and experience of place.

To begin this visioning process, charrette participants investigated the site by boat and on foot. This site investigation helped identify a number of particular characteristics of this place. The visioning sessions sought to amplify and enhance its specific qualities as central features of the public realm experience. The following pages capture some of the images from our site visits in the form of a photographic archive of the potential of this unique place.



(Top, middle, bottom) Participants photographing the Port Lands during the site tour



Image Credit: Adam Nicklin



Image Credit: City of Toronto, City Planning



Image Credit: Joe Lobko



Image Credit: Lauren Abrahams



Image Credit: Adam Nicklin



*Image Credit: (top) Marc Ryan
(bottom) Lauren Abrahams*



*Image Credit: (top) Brenda Webster
(bottom) Michael Holloway, Toronto*



*Image Credit: (top) John Wilson
(bottom) Cassidy Ritz*



Image Credit: Lori Ellis



Image Credit: Cassidy Ritz



*Image Credit: (top) Melissa Tovar
(bottom) Cassidy Ritz*



Image Credit: (top) Adrian Litavski



*Image Credit: (top) Lori Ellis
(bottom) Ben Watt Myer*



Image Credit: Lauren Abrahams



Image Credit: Joe Lobko



Image Credit: (top, bottom) John Wilson

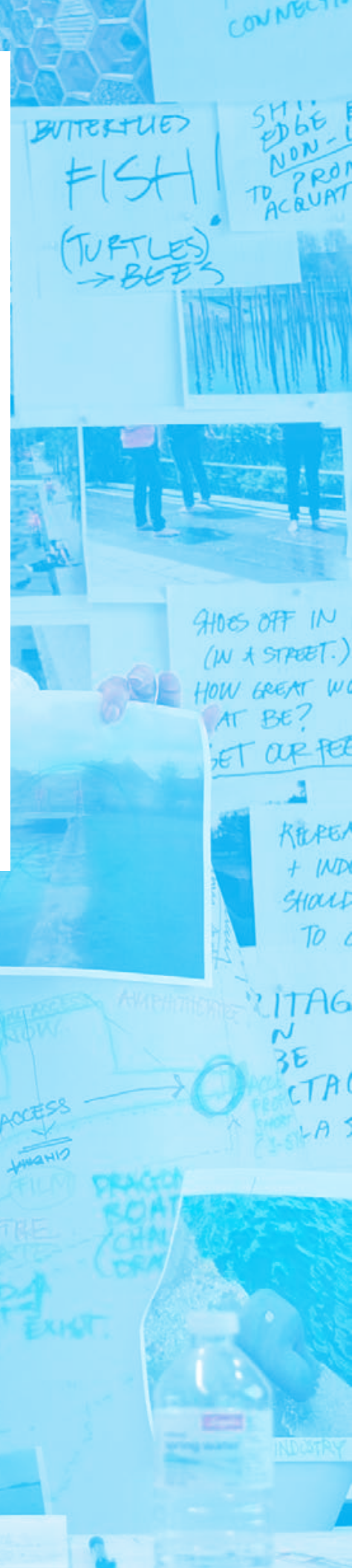


Image Credit: Cynthia Wilkey

3.

Thematic Points for Port Lands Visioning

After an intensive review during which participants collectively reviewed more than 1000 international precedents based on 11 themes, groups nominated 33 of the most instructive examples deemed to have the potential to inform the charrette visioning process and capacity to invigorate the public realm.



Collective 'Wall of Ideas'

Planning for the evolution of the Port Lands into a thriving, integrated territory of the city is a complex and multi-faceted undertaking which will benefit from comprehensive thinking and consideration of local, national and international best practices.

In small groups, participants began to review and discuss precedents organized under 11 themes, and contribute additional relevant examples. The images represented a compendium of ideas – ranging from innovative best practices to projects meriting critical reflection. Each group exploration resulted in reporting back three critical lessons or principles based on a given theme to inform the Port Lands visioning sessions to follow. Each group also provided three key images to illustrate the potential for their particular theme to contribute to the public realm framework of the Port Lands. All materials were assembled on a collective 'Wall of Ideas.'

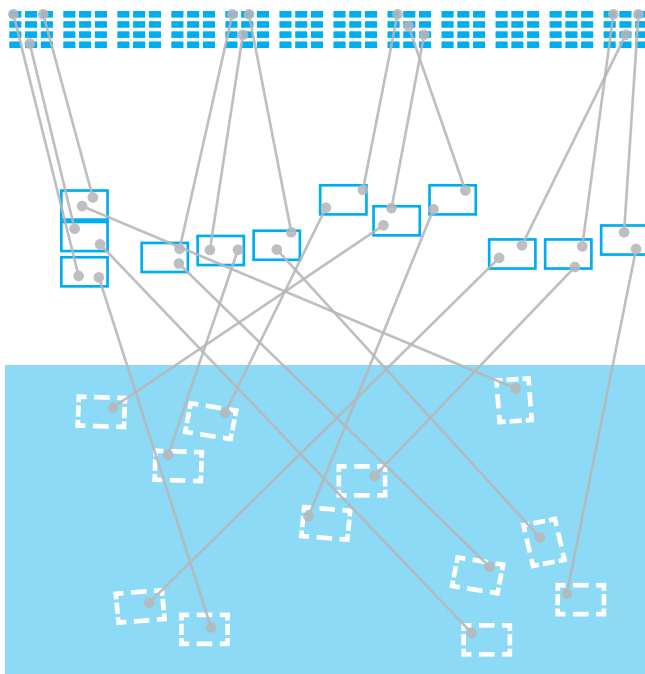
The collective 'Wall of Ideas' served as a foundation for further discussions about the unique synergies between various themes, uses, and spatial conditions in the Port Lands. These created new lenses through which to think about the Port Lands during the visioning sessions.



In breakout groups, participants reviewed precedents on various themes and explored their relevance to the Port Lands



Group 11 engages in collaborative discussion about the potential role of stormwater management in the Port Lands



Structure of the process: Selection of 33 instructive examples to inform the visioning process



Group 9 amidst discussion about key factors in the quality of built form interface with the public realm

11 Themes, 1000 Images



1 WATER'S EDGE PROMENADE

This is the primary waterfront experience – How should it be arranged, scaled, and detailed?

2 BRIDGES

Bridges are public infrastructure – How can their role and impact in the Port Lands be expanded as key components of the public realm?

3 FLOATING ELEMENTS

Can the public realm extend its reach to engage the water's surface with floating structures? By activating the water surface of the Ship Channel, water becomes a central open space.



7 HERITAGE AND REMNANT INFRASTRUCTURE

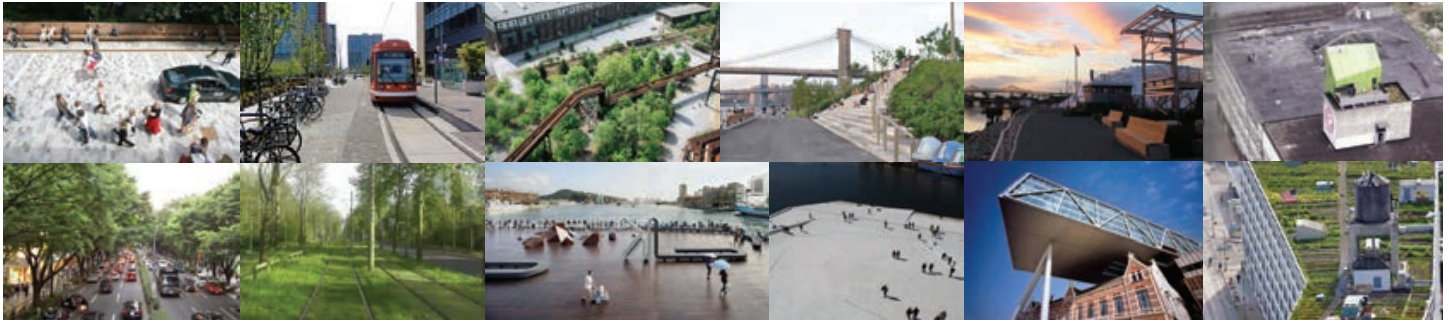
There is incredible history in this place. What essential elements give character to the industrial port district and how could they take on a new role in the public realm? How can the pre-port history and First Nation heritage inform the development of the public realm?

8 ECOLOGY AND HABITAT

Could the transition from active port to post-industrial neighbourhood offer new opportunities to think creatively and sustainability in terms of the integration of ecology and enhancements to aquatic and terrestrial habitat in the Port Lands?

9 BUILT FORM INTERFACE

How will the various development edges meet the public realm and influence the quality and life of public open spaces?



4
STREETS

Can streets be more than transportation corridors – can they be places that encourage public life and vitality? What could give the Port Lands streets their individual character and quality?

5
PARKS AND SQUARES

What is the role of parks and squares in this unique and evolving part of the city?

6
LIVE INDUSTRY AND EMPLOYMENT

The Port Lands’ active industrial uses are forecasted to remain in some form. What types of creative synergies exist between live industry/employment and the public realm to capture and support the distinct identity of the Port Lands?



10
ACTIVATION STRATEGIES AND TEMPORARY USES

This is a multi-decade-long proposition. While active industrial uses continue to function, it is often within port settings that innovative cultural activities and a vibrant public realm can emerge and thrive – even temporarily.

11
STORMWATER MANAGEMENT

Water takes on many roles in the Port Lands. How can the collection, conveyance and cleaning of storm water contribute to the identity of the place?

THE ONE AND ONLY TORONTO PORT LANDS

Redevelopment of the Port Lands should draw upon the specific qualities of the Port which make it unique, forming the basis for its next incarnation as a distinct and memorable city district.

***** While on the site tour, participants were asked to consider what aspects or features of the Port Lands make it particularly special or unique to them.

UNWIN: GREAT GREEN WALL (S)
WHAT CAN THE (U) DO?
WHAT ABOUT WATER?

UNWIN DOESN'T NEED 4 LINES. DOES IT??

'S CONNECTIONS AT JUST CARS. USUB. UNWIN.

UNWIN AS FUTURE LOOP CONNECTION

WATER CONNECTIONS ACROSS ENTIRE WATERFRONT (HUMBER → BLUFF)

LEAD BY EXAMPLE. MAKE THE FEET COME A PRECEDENT.

SEE THE SITES AS A MEANS TO SLOW THE WATER.

ANNUAL FLOATING ART INSTALLATION

USE FLOATING ELEMENTS NEAR BRIDGE WHERE ACCESS IS MINIMIZED.

NEW INDUSTRIAL PARK, WATER INDUSTRY REMAINS W/ NEW TRAIL VEGETATION

TRANSIT IS AS FUNDAMENTAL AS A SEWER!

INTEGRATE OLD RAIL LINES AS TRAILS, PLAY AREAS, ETC AND TRANSIT

"WHEN IT RAINS, STREETS COME TO LIFE"

TEMPERARY DESIGN FLEETS PITAGE BRIDGE SILHOUETTE

CURATED WALL

DO GREAT THINGS COMPACTLY.

MAXIMIZE MAJESTY & WATER'S DIFF. SPACE

SOUTH OF SHIP CHANNEL PROMENADE THAT LIVES WITH SHIPPING. WHY NOT?

HOW MUCH DOCKWALL IS ACTUALLY NEEDED FOR INDUSTRY? ADD FLOATING ACCESS!

CONIC + MODERN. CHANGES CASUALLY MIMICS A HISTORIC BRIDGE/FORM NEARBY

SHARED SPACE STREET.

FLOATING CINEMA?

DON'T BLIGHT W/ SURFACE MARKINGS (KIND-PAVEMENT)

BEING CLOSE TO THE WATER GIVES YOU AN ENTIRELY DIFFERENT VANTAGE POINT.

HOW CAN WE MERE PAST, CURRENT + FUTURE USES TOGETHER?

CAN INDUSTRY "SHARE" WATER'S EDGE?

TONS OF DIFFERENT USES IN THE STREET, PLUS RELATIONSHIP TO WATER. 'STREETS CAN BE RACES LINEAR PARKS'

PROXIMITY + ACCESS. MIXED. DIVERSE

CONSOLIDATION + BALANCE. SHARING THE WATER'S EDGE.

FIXITY VS. FLOW

EXIBLE YAMK, RESPONSIBLE

MAXIMIZE THE MAJESTY SUPPORT SHIPPING FLOATING ART + PATIOS! (WITH SHIPPING)

PARKING AS A DESIGN FEATURE? DESIGN SOLUTIONS TO EVOLVE

'A VARIETY OF ACTIVITIES IN A VARIETY OF BUILT FORM. "HARD CORE USES"

AS AT ANCHORS CONTINUOUS PARK "LINKING LARGER PARKS IN AREA"

BUILT INTERFACE HAPPENS ON MANY LEVELS: - INDUSTRIAL - RESIDENTIAL

SECONDARY LINKS + ACCESS. ALTERNATE WAY MOVED TO GET AROUND (INDUSTRY)

VARIETY/DIVERSITY OF BUILT FORM INTERFACE

INTERESTING BUILT FORMS, INTERFACES, PROJECTIONS, RECESSES...

MAINTAIN SIGHTLINES RELATED TO HERITAGE SUGAR BEACH TALENT US TO ACCOMMODATE RECREATION NEAR ACTIVE INDUSTRY

PEOPLEABLE PAVING

A GREAT CITY HAS GREAT PARKS.

EXPAND ON HISTORY OF ENERGY IN PUBLIC REVENUE

LINKS SOUTH OF CHANNEL ARE SUCCESSFUL NOV

THE FOR TEMPORARY THE SHIP IS KEY



ACCESS FOR LIFE

WATER MOVEMENT TRANSPARENT
 BUILD UPON THE ENERGY OF PEOPLE

DON'T FORGET THE TORRANT ISLANDS
 (AND HOW THEY CAN LINK W/ PORTLANDS)

BUTTERFLIES FISH (TURTLES) → BEES
 RESPECT HABITAT FLOWS, CONNECTIONS
 SH... EDGE BE NON-LINEAR TO PROMOTE AQUATIC HABITAT?

HYDR NEEDS WILL DETERMINE OPEN SPACE SOLVING
 WATER AS MEANS OF TRANSPORTATION
 Trees + w soft edge - estuary -

SLOW WATER AND USE IT AS A POSITIVE (CELEBRATE & RE EFFICIENT)

THE PORTLANDS IS A MICROCOSM OF CITY. CELEBRATE THE KING PORT. IT IS WHERE WE ARE TODAY.

A BUILT FORM INTERFACE THAT CAN DO TRIPLE DUTY: INDUSTRY - PEOPLE - NATURE

LOCATE SOME STRAT 'SOFT EDGES' FOR NEW ECOLOGIES

WHAT ABOUT A BRIDGE CLOSE TO THE WATER?

WATER CAN BE INFUSED BACK INTO NEIGHBOURHOODS

SHOES OFF IN WATER (IN A STREET.) HOW GREAT WOULD THAT BE? GET OUR FEET WET

IF SAVING HYDRO TOWERS, MAKE THEM NEW HABITAT

INTEGRATE HABITATE IN BUILDINGS CHIMNEYS

RECREATIONAL USE + INDUSTRIAL USE SHOULD BE ABLE TO CO-EXIST.

'THE SHIPPING CHANNEL CAN CREATE 'RIBBONS' OF FLOORED CANALS INTO THE NEIGHBOURHOOD'

BIG SCALE AS WELL AS SMALL SCALE

RAIN WATER + WETLANDS + TREES = STORMWATER MANAGEMENT CELEBRATION!

CELEBRATION OF INDUSTRY

HERITAGE CAN BE SPECTACULAR (AND TELL A STORY)

CELEBRATE / INTEGRATE / ADAPTIVE RE-USE!

NATURAL SYSTEMS THAT MIGRATORY ROUTE! BIRDS

THE PORTLANDS IS THE CHANGE TO BUILD A 'TOTAL SYSTEM' FOR STORMWATER AT ALL SCALES.

EXCITING MIX OF ULTRA-CONTEMPORARY ARCHITECTURE WITH HARD-EDGED INDUSTRY

CAN WE IMAGINE CONTEMPORARY ARCHITECTURE USING ALONGSIDE INDUSTRY + HERITAGE?

IT IS ALSO LANDSCAPE! HERITAGE IS A CHANNEL INNOVATION USES WORK MONUMENTAL RECREATIONAL USES?

TAKE ADVANTAGE OF TEMPORARY ROOFTOP OCCUPATIONS

FOCUS ON LARGE GROUP CULTURAL EVENTS IN NEAR TERM.

'TOTAL' TRANSPARATION SYSTEM AT THE CORE

Commonly known: TAKE IT OFF THE GRID! (OR KEEP IT OFF...)

CREATIVE ART STRATEGIES FOR TRANSITION OF SPACE USE

SAFE PASSAGE FOR SMALL BOAT USE

THE FUTURE OF SALT? CAN IT BE CONSOLIDATED / MOVED?

SEASONALITY OF SHIP CHANNEL FOR PUBLIC USES

A LOT OF THE AREA IS INDUSTRIAL + NEEDS TO STAY INDUSTRIAL

Collective 'Wall of Ideas'

Thematic Points Cluster:
Celebration of Industry -
Past, Present and Future



"Celebration of industry!"

"The port is not temporary - The ship channel is key to this."

"The future of salt? Can it be consolidated? Moved?"

"Contemporary design reflects heritage bridge silhouette."

"Heritage is not only buildings - It is all landscapes - The Ship Channel itself is heritage."

"Bridges and connections!"

"Lands south of channel are successful NOW."

"Expand on history of 'Energy' in public realm."

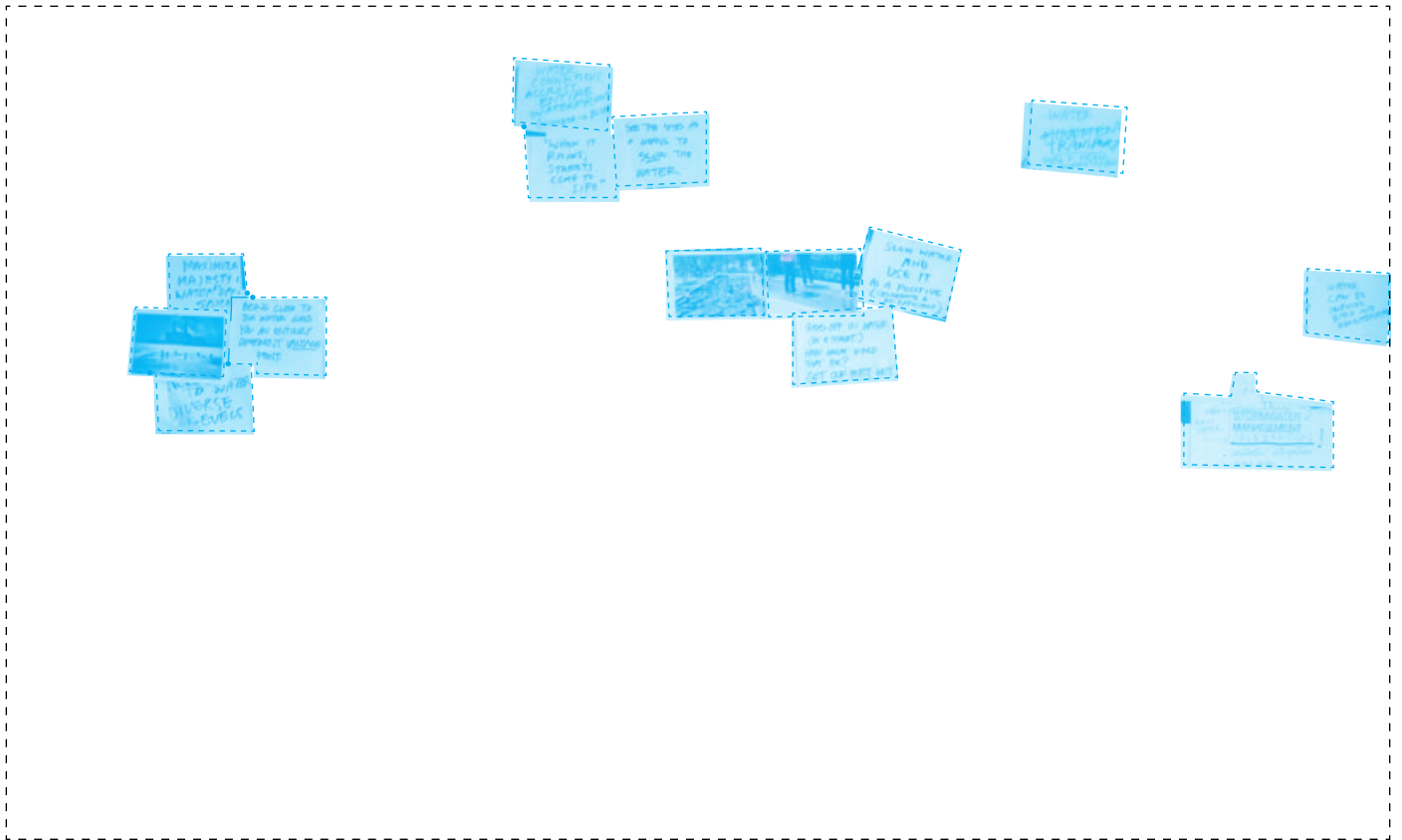
"Exciting mix of ultra-contemporary architecture with hard-edged industry"

"The Ship Channel can create 'ribbons' of flooded canals into the neighbourhood."



The Port Lands' active industrial uses are the soul of the district and are forecasted to remain in some form for the foreseeable future. As revitalization occurs, a number of exciting contrasts are exposed in close proximity. Redevelopment must embrace this 'positive friction', bringing both new life and a new role for the industrial heritage and active uses as key anchors within the public realm. Remnant infrastructure should be conceived as part of a unique cultural landscape that shapes the identity and experience of the Port Lands.

Thematic Points Cluster: Water as a Meaningful Framework



“Water connections across entire waterfront. (Humber -> Scarborough Bluffs)”

“Slow water and use it as a positive. (Celebrate & be efficient)”

“Stormwater Celebration!”

“Access to water at diverse levels.”

“When it rains, streets come to life.”

“Water can be infused back into the neighbourhood.”

“Maximize majesty of water as open space!”

“Water movement transport. (Water as a means of transportation)”

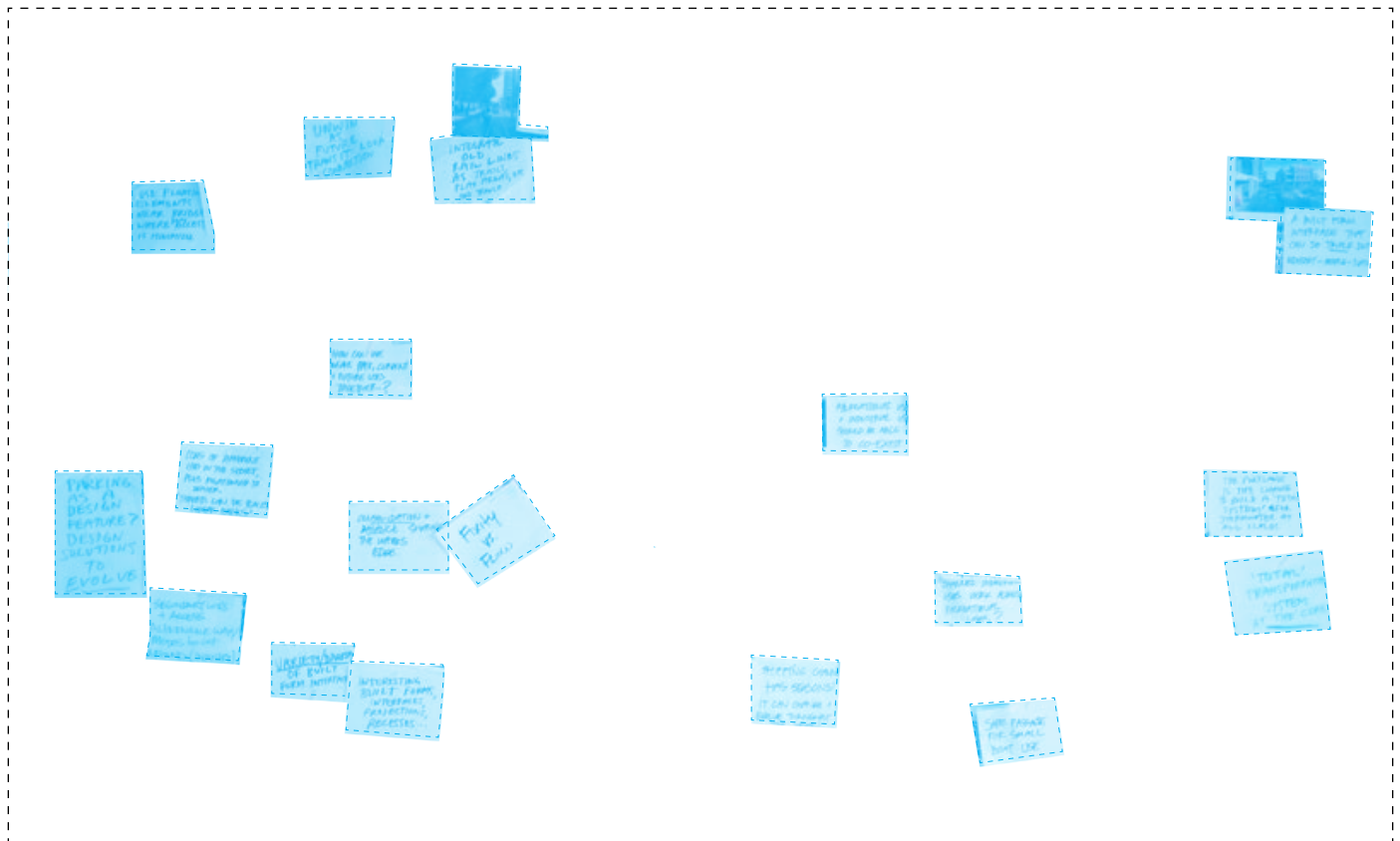
“Shoes off in water (In a street) How great would that be? Get our feet wet!”

“See the sites as a means to slow the water.”



The transformation of the Port Lands should ensure a memorable role for water in its organization and development, establishing accessibility and activity that is a catalyst and a draw locally, nationally and internationally.

Thematic Points Cluster:
A Diverse and Multi-functional Public Realm



"Fixity vs. Flow"

"A built form interface that can do triple duty: Industry - People - Nature"

"Consolidation and balance. Sharing the water's edge."

"Integrate old rail lines as trails, play areas, etc. and transit."

"Parking as a design feature? Design solutions to evolve."

"Unwin as a future transit loop connection."

"How can we weave past, current, future uses together?"

"Shipping channel has seasons! It can change and evolve throughout the year!"

"Total transportation system at the core."

"Recreational use + industrial use should be able to co-exist."

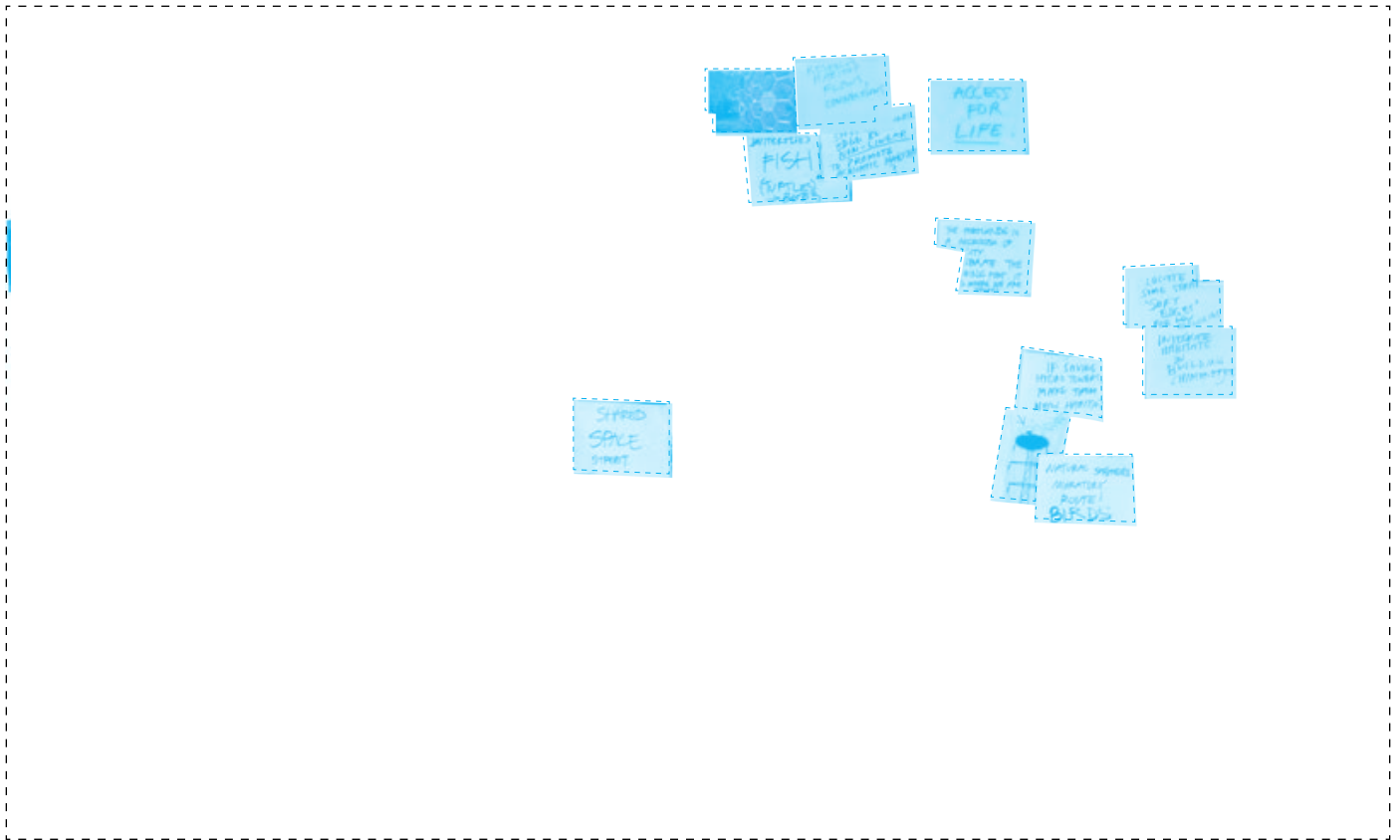
"The Port Lands is a chance to build a 'total system' for stormwater at all scales."

"Variety/Diversity of built form interface: Interesting built forms, projections, recesses..."



The public realm should do 'triple duty,' addressing the diverse needs of industry, people and nature. It should bring to life exciting contrasts inherent within the Port Lands. The first layer of parks, streets and open space can create the framework for this kind of 'positive friction.'

Thematic Points Cluster: Co-Habitation Over Time



"Access for LIFE!"

"Natural systems. Migratory route! Birds!"

"Integrate habitats in building chimneys."

"Locate some strategic 'soft edges' for new ecologies."

"Respect habitat, flows, connections."

"Shared space - Street."

"If saving hydro towers, make them new habitat."

"The Portlands is a microcosm of city. Celebrate the working port. It is where we are today."

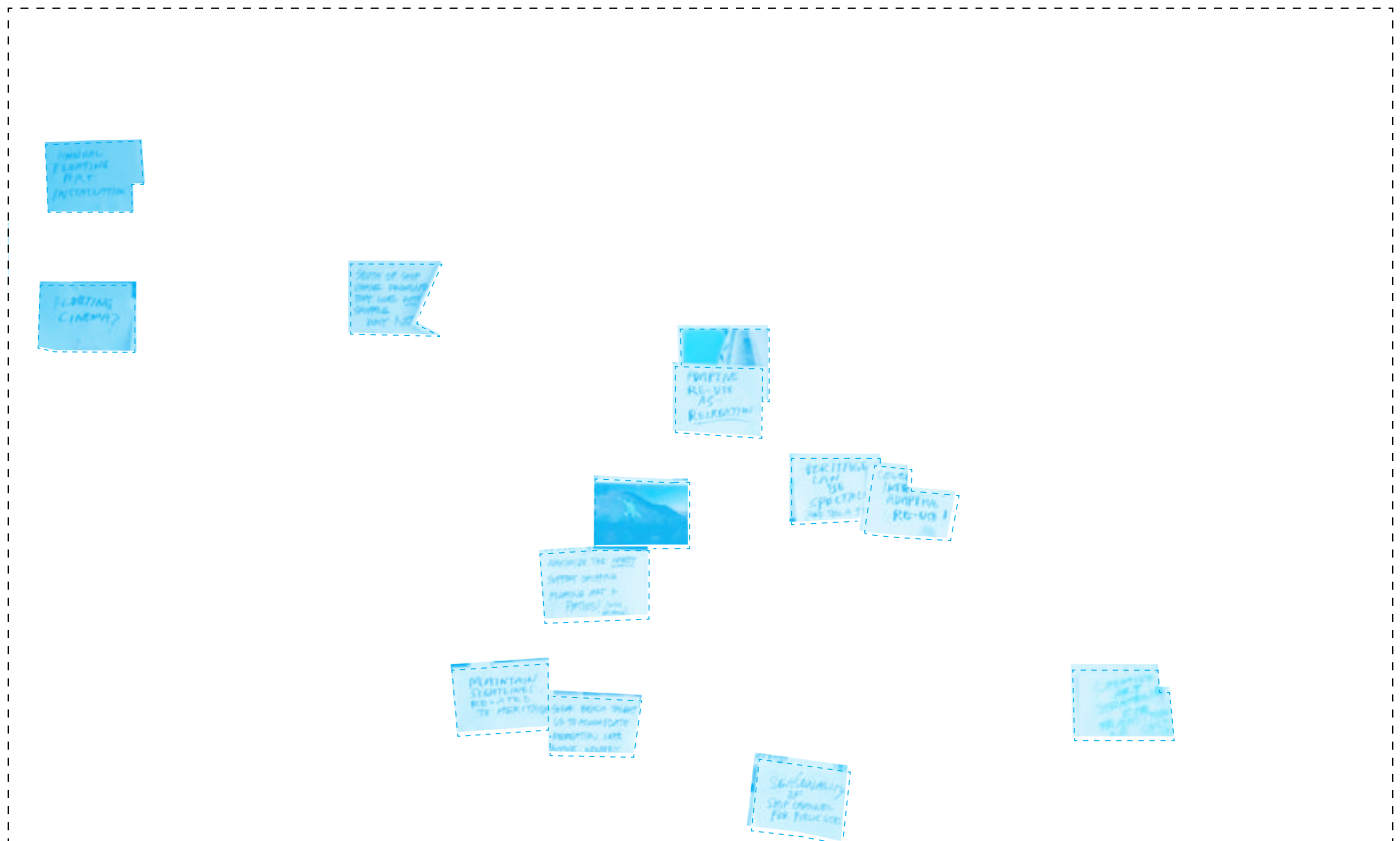
"Butterflies! Fish! (Turtles.) Bees!"

"Could Ship Channel be non-linear to promote aquatic habitat?"



The commingling of active port and post-industrial neighbourhoods offers new opportunities to think creatively and sustainably in terms of the integration of ecology and enhancements to aquatic and terrestrial habitat in the Port Lands. Initiatives that consider the needs of all life forms can provide identity to the district and contribute to the public realm experience.

Thematic Points Cluster:
Activation Starts Now!



- "South of Ship Channel promenade that lives with shipping. Why not?"*
- "Annual floating art installation"*
- "Maintain sightlines related to heritage."*
- "Adaptive re-use as recreation."*
- "Floating cinema?"*
- "Creative art strategies for transition of salt use."*
- "Celebrate integrated adaptive re-use!"*
- "Maintain sightlines related to heritage."*
- "Maximize the majesty. Support shipping, floating art, and patios!"*
- "Seasonality of ship channel for public uses."*
- "Sugar beach taught us to accommodate recreation near active industry."*
- "Heritage can be spectacle! (And tell a story.)"*



While active industrial uses continue to function, it is often within port settings that innovative cultural activities and a vibrant public realm can emerge and thrive – even temporarily. The Port Lands should support a pioneering spirit of transitional occupation driven by locally-rooted start-ups, activation strategies, informal events, recreational activities and nightlife.

4.

Day 1 - The Ship Channel Visioning

What We Heard:

The importance and role of the Ship Channel should be emphasized in the vision for the Port Lands.

Initial Question:

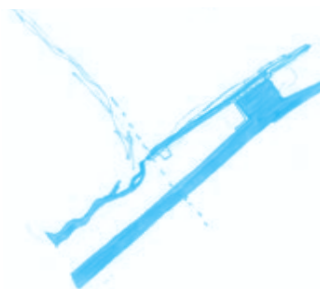
How can we elevate the Ship Channel as an integral element of the public realm – engaging water as a structure central to the development and experience of place in the Port Lands?

Breakout Sessions:

- Water's Edge and Built Form Interface
- The Turning Basin
- Crossings
- Activating the Ship Channel



Site for charrette question:
The Ship Channel and the Turning Basin



Expanded frame for the question:
The Don River and Commissioners Spine







Day 1 Breakout session -
Water's Edge and Built Form Interface



Adam Martin

EXPECTATIONS.
People like to think
in conds.

THINK ABOUT
WHAT YOU WANT

CHECK?

Group 3

The built form interface should be animated. This group focused on activating the built edge with an emphasis on making physical and visual connections with the water. Means and locations to access the water, to bring the water inland and to open up specific views were all explored through the sketches.



Group 3 Sketch

Group 4

The Public needs to have access to the water's edge. This group focused on ways to accommodate public access in a safe and meaningful way, while engaging with industry. The turning basin was identified as an important point of contact with the channel - its edges should be carefully curated to support varying program.



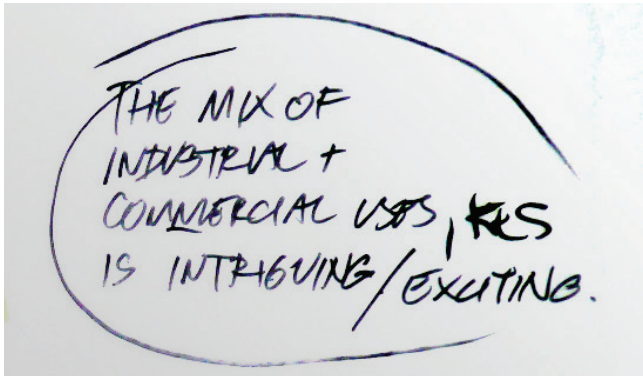
Group 4 Sketch

Water's Edge and Built Form Interface

Key Ideas:

1 - A Heterogeneous Water's Edge for a Varied Public Experience

- The Ship Channel is a 3km waterfront that will benefit from diverse spatial experiences - Same is boring
- Dimensions, setback, built edge scale/massing
- Consider composition of 'Skyline' on water's edge built frontage
- Expression of districts on the Ship Channel through distinct "addresses"



Sketch from visioning session

2 - A Promenade that Engages with Water at Multiple Levels

- Various levels of access
- Allow places to get in direct contact with water for both shipping and recreation
- Access does not only have to be physical - views and lookouts are important elements of the waterfront promenade



Multi-level water's edge in Copenhagen

5 - Expand the Presence of Water Deeper into the Districts

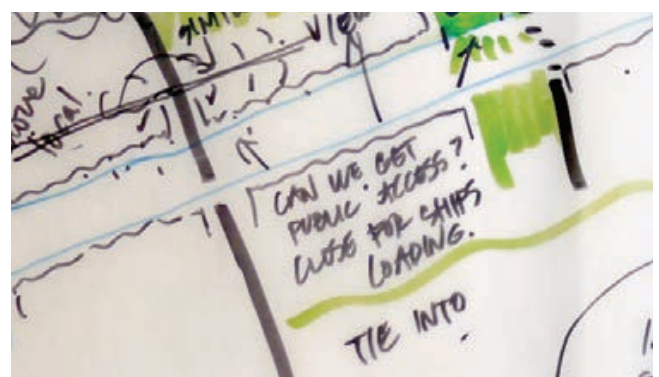
- Canals with stormwater function linked to Ship Channel and expanded water experience?
- Pull water into the site, both in the public realm and private courtyards. This can shape the built form and define a distinct identity for this water district



The stormwater system in Hammarby Sjöstad, Stockholm contributes to the quality of the public realm

6 - Maintain Shipping Needs While Providing Safe Public Access to the Water's Edge

- Safe interface of public realm with industry
- Respect the industrial partners, both past and present
- Flexible solutions at the water's edge that provide access but that can be limited or diverted when ships are unloading



Sketch from visioning session

3 - Promote Continuous Public Access along the Water's Edge

- Variation in the way built form interacts with the ship channel edge can provide interest and diversity of experience, but public access along water should always be maintained - explore winterized interior access and roof top access



Built edge in Hafencity provides a varied experience along the water

7 - Animate the Built Edge with a Varied Program to Support the Public Realm - with Emphasis along the Turning Basin

- Mixed-use frontage with particular attention to ground-floor uses which animate the public realm
- Opportunity for spill-out spaces which encourage inside-outside relationships



Ground floor activation at Hammarby Sjostad, Stockholm

4 - Define Loops of Vehicular Access to Ensure Animation of the Water's Edge

- Consider vehicular and transit loops along water's edge to promote a four-season animated waterfront that can include retail
- Vehicular access can be managed seasonally
- Linear vs. Broken - both are interesting



East Bayfront waterfront street

8 - Encourage "Floating Culture" Along Water's Edge

Floating elements allow for the activation of the water sheet itself as well as animate the water's edge.
- Floating structures can create a second "frontage" to animate specific areas of the promenade
- Opportunities to modify the edge according to season
- Expand the edge by providing recreation access - eg. barge pools, boat launches, other opportunities for access



Floating cafe and barge pool in Vienna, Austria provide a second frontage

Crossings

The Crossings sessions aimed to generate ideas around connections across the Ship Channel. All groups started questioning how the role of bridges in the Port Lands could be expanded as key components of the public realm.

The discussions focused on two different scale aspects of crossings. Firstly, they looked at crossings as a system - connections and extensions of the surrounding networks. How can they be woven into the network of streets and public spaces? Secondly, they studied the individual crossings. What could be the materiality and functions of the bridges be? Should they feel like a family, or should each bridge stand alone as an expression of its local context?

Group 1

This scheme explored four primary crossings, Cherry Street, Don Roadway, Hearn crossing and the water itself, each expressing a site specific character and prioritizing different modes of travel. Taken together, the set of crossings would balance the needs of pedestrians, cyclists, boaters, drivers, transit users, recreational users and wildlife - while providing unique experiences for all groups.



Group 1 Sketch

Group 2

Making connections with the city grid was the focus of this session. The group explored ways to strategically connect and disconnect the grid by using all moveable bridges - lift, swing, pontoons etc. A special event could be the choreographed opening and closing of all the bridges, viewed from the open space at the end of the Leslie Slip.



Group 2 Sketch 'City Grid Connections'

Group 3

This group investigated the strategic placement of permanent and temporary crossings to create circuits. The networks created by overlapping different routes would offer much greater flexibility and mobility choice. The nodes in the network could highlight important site features and define new destination points.



Group 3 Sketch

Group 4

This group saw the introduction of more crossings as an opportunity to explore 'landscape in section.' The bridges could be designed with multiple levels to provide new vantage points. The locations where they touch down could also integrate different elevations to provide new occupiable space, water access and hydrological infrastructure.



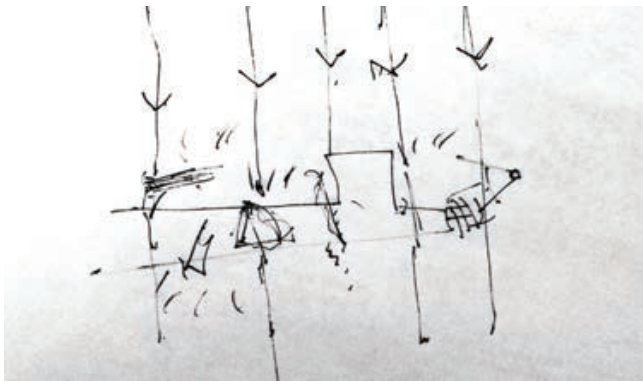
Group 4 Sketch 'Landscape in Section'

Key Ideas:

1 - Strategically Reinforce or Break the Street grid

Crossings should be woven into the network of streets and public spaces at either end to establish more fluid connection between their adjacent context.

- New bridges should be carefully located to extend key city streets into the Port Lands
- Additionally pedestrian crossings could provide variation in the network grain



Sketch from visioning session

3 - Make Bridges Public Destinations

- Each bridge should be completely different from one another - think London! - a destination in themselves
- New bridges should be occupiable, places to gather and extend program from the edges
- Arts/culture events could take place atop occupiable bridges, a unique experience in a unique city setting

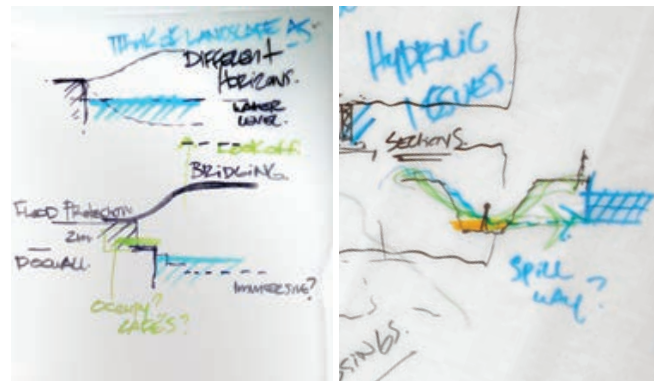


Scale Lane swing bridge in Hull provides a place for pedestrians to gather

2 - Create New Vantage Points by Bridging at Different Levels

Bridges should provide orientation, transform public experience and contact with the water as well as create new vantage points where people can connect with the broader landscape of the city.

- New bridges should offer new vantage points while also becoming markers in the landscape



Sketches exploring the 'sectional' potential of crossings

4 - Connect Destinations

- New bridges should be located to connect important destinations, such as the Hearn
- Bridges should pay special attention to connecting pedestrians, cyclists and transit users from all over the city to key port lands destinations
- Take-off and touch-down of bridges provide strategic locations to develop new destinations - hubs of activity



Millennium bridge in London, marking arrival to the Tate Modern

5 - Revive Cherry Street Bridge

- Important gateway and monument
- Light it up at night - show it off!
- Could become pedestrian/cyclist only bridge
- Could be moved to another location on the site as a relic of industrial heritage
- New bridges should engage with the old bridge



Cherry Street lift bridge

7 - Hearn Crossing is Key

- Critical to get good pedestrian crossings from north side to Hearn - key destination
- Because a 'straight' crossing is not permitted, opportunity to design a unique arrival sequence
- Crossing should be fun and iconic
- Crossing should celebrate and catalyze an arts and culture district



Sketches of connections between stacks

6 - Green the Don Roadway Crossing

- 'Estuary as Crossing' - a green bridge that extends the Don Greenway across the ship channel
- Important habitat crossings
- Opportunity to build on the artificial berms and valleys being created as part of the naturalization of the mouth of the Don River - bridge as landform



Sketches of Don Greenway crossing

8 - Consider Seasonal Crossings

- Introduce water taxi service - possible connection through the channel to the east of the Hearn
- Water Taxi could connect to islands, defining a new public transit network
- Take advantage of frozen surface in winter to designate walking lanes across the channel



New York City water taxi



Day 1 Breakout session -
Crossings



PLANTING BOX

OLD FURNITURE ELEMENTS
NEAR BRIDGE
WALKWAY
OR SEATING

PROVIDE
MAINTENANCE
LEISURE
SPACE

NECESSARY
DIVERSE
LAND USE

PROVIDE
ACCESS
TO
DIVERSITY

SPREAD
THE
ACCESS
TO
DIVERSITY

SPREAD
THE
ACCESS
TO
DIVERSITY

CONTEMPORARY
DESIGN
REQUIRE
HEALTHY
ENVIRONMENT

DO GREAT
THINGS
COMPACTLY

DO GREAT
THINGS
COMPACTLY

POSITIVE
RE-USE
AS
RELAXATION

SHARED
SPACE
STREET

FISH
(FURTHER)

SLOW MOTION
AND
USE IT
AS A POSITIONING
STRATEGY

THE PORTLAND IS
A HISTORY OF
THE CITY
(LOOKING AT THE
HISTORIC PART IT
IS A HISTORY OF THE
CITY)

HYDROLOGICAL
RISK
DETERMINING
OPEN SPACE SPACING

DOES IT
MATTER
(IN A STREET?)
HOW MUCH
SPACE
DOES IT
MATTER
GET THE BEST
MIX

PERFORMANCE
MAY
BE
DIFFERENT
USES
SHOULD
BE
ABLE
TO
CO-EXIST

THE SHIPPING
FRAMES
CAN
BE
WAYS
OF
CIVIL
ENGINEERING

THIS IS
ONLY
ONE
WAY
TO
DO
IT

ADVANCE
OF
ROBUST
DESIGN

FLEXIBLE
DYNAMIC
RESPONSE

FLEXIBLE
DYNAMIC
RESPONSE

FLEXIBLE
DYNAMIC
RESPONSE

FLEXIBLE
DYNAMIC
RESPONSE

FLEXIBLE
DYNAMIC
RESPONSE

FLEXIBLE
DYNAMIC
RESPONSE

FLEXIBLE
DYNAMIC
RESPONSE

FLEXIBLE
DYNAMIC
RESPONSE

FLEXIBLE
DYNAMIC
RESPONSE

FLEXIBLE
DYNAMIC
RESPONSE

PLANTING BOX

PLANTING BOX

PLANTING BOX

PLANTING BOX

PLANTING BOX

PLANTING BOX

PLANTING BOX

PLANTING BOX

PLANTING BOX

PLANTING BOX

PLANTING BOX

PLANTING BOX

PLANTING BOX

PLANTING BOX

PLANTING BOX

The Turning Basin

The groups envisioned ways that the public realm could extend its reach to engage the water's surface. They proposed designs to activate the water surface and adjacent spaces of the Turning Basin, defining the water as a central open space equivalent in size to a 12 acre park.

The discussion addressed both near-term and long-term goals for the space. There are clear functional demands from ships on the space currently, however there are opportunities that can be explored to minimize ship needs in this space. Further, as ship building technology advances, ship needs could be further reduced. This opens opportunities for new uses and recreational programs in the basin. The Turning Basin space can become a unique open space feature.

Group 1

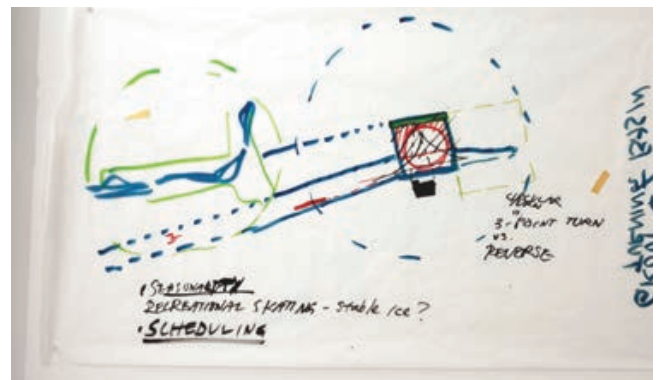
A density of land and water-based programming activity to create a unique destination. This group explored the activities and events that could give people a reason to come to a 'turning basin park' proposing a unique land+water open space able to host diverse events organized around the predictable shipping schedules.



Group 1 Sketch

Group 2

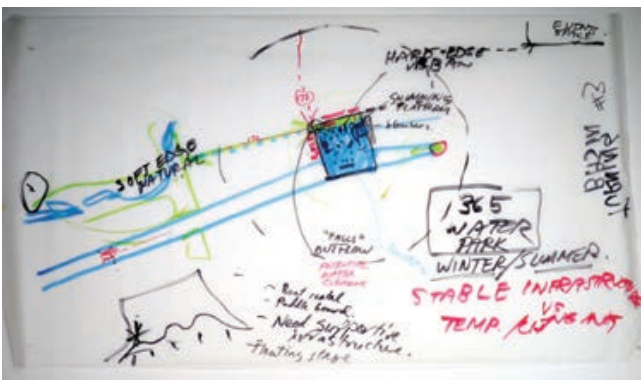
This group responded to the fact that ship turning happens on a relatively infrequent basis, with advance notice time to ensure the basin in clear of obstacles. They explored how temporary uses could be scheduled around the shipping needs. A more ephemeral array of park uses could define this floating event space.



Group 2 Sketch

Group 3

This group was focused on ensuring all-season uses for the basin as a public space. They brainstormed what stable supporting infrastructure vs. temporary floating infrastructure could create a 365 Water Park.



Group 3 Sketch

Group 4

This group recognized the power of the square basin void and sought to create 4 distinct frontages facing the basin. Each frontage had a unique character and function: flexible green space on the north, mixed-use animated development to the west, bleacher industrial lookout to the east, and power infrastructure to the south.



Group 4 Sketch

The Turning Basin

Key Ideas:

1 - Conceive the Basin, its Edges and the Park as a Coherent 12 acre Open Space

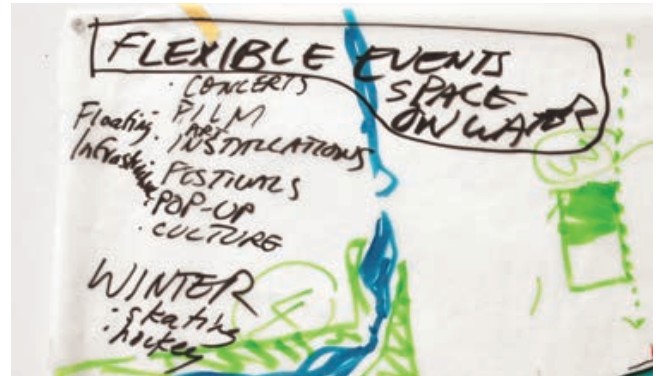
- Design it as one place that is legible as a public open space consisting of both water and land
- At 12 acres it's a significant open space able to serve the Eastern half of the Port Lands
- Make it complementary to, yet distinct from Estuary Park



Sketch from visioning session

2 - Create a Dynamic Showcase for Seasonal Transformation that is ALWAYS in Use

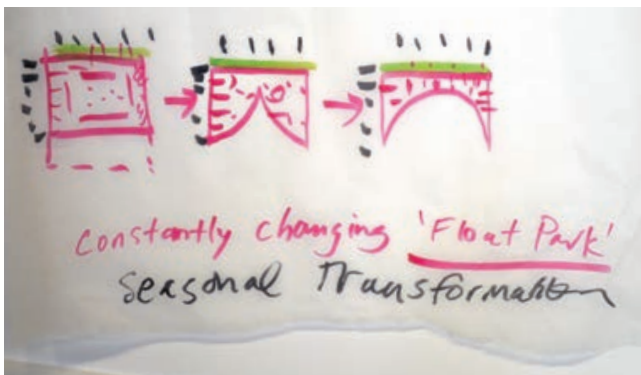
- A place to witness seasonal transformation linked to iconic programmatic changes
- Winter = Frozen Uses such as skating, hockey, curling
- Summer = Floating Uses such as concert stages, projection screens, markets, art installations



Sketch from visioning session

5 - Equip the Basin with Flexible Floating Infrastructure to Support Water Activation

- A fleet of floating boats, docks, decks, pods, and other floating infrastructure can allow the water surface to accommodate new uses as a park space
- Market, concerts, films art installations, pop-ups, festivals, culture, etc. are possible new uses that could be hosted on floating structures to activate the water and make the turning basin a unique destination



Sketch from visioning session

6 - Create a Unique Viewing Platform along the Eastern Edge

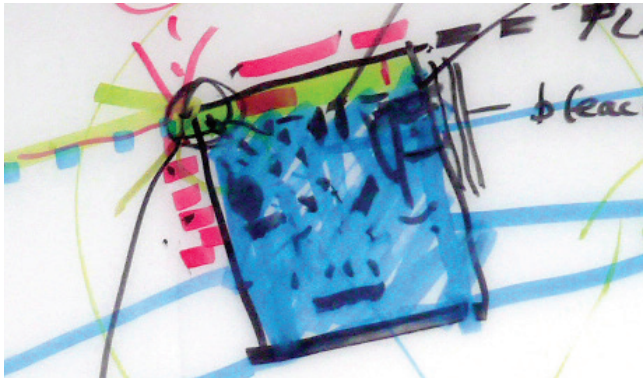
- Potential for bleacher structure along east dockwall edge for gathering
- Provides barrier to 'Concrete Campus' while still allowing unique vantage to watch industry via lookouts or catch a glimpse of turning ships
- Promotes viewing water activity and industrial activity as a unique experience of the place



Sketch from visioning session

3 - Program and Animate Basin Edges to Support the Void

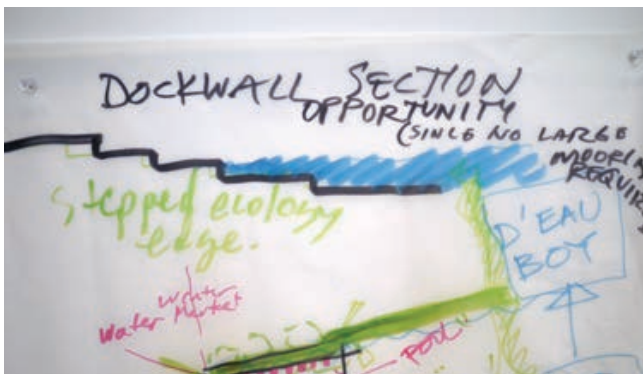
- North side green space with stepped dockwall, ecological / water-cleaning function
- West side mixed-use development with urban promenade and cafes, restaurants, decks over water
- East side bleacher creates viewing platform and buffer to industry



Sketch from visioning session

7 - Transform the North Dockwall with a Stepped Section Allowing New Ecologies and Uses

- Dockwall section can be stepped down into water since there are no mooring requirements for large ships
- Stepped section allows opportunity for diverse aquatic planting as part of a water garden combined with passive UV water-cleaning system
- Potential for recreation - eg. swimming, small boat/canoe/kayak launch



Sketch from visioning session

4 - Water as a Primary Theme including a Water-Cleaning Role for the Basin/Park

- Potential for fountains, water falls, boat rentals, paddle boars, water taxi, swimming platforms
- Make it swimmable!
- Link recreation program with water-cleaning functions
- Can be educational - watch the water-cleaning process and then experience its benefits through recreation



Water purification at the Jardin botanique de Bordeaux, France

8 - Strengthen Connection of Basin to Estuary and Leslie Greenway

- Commissioners Streetscape can extend the presence of water from Turning Basin towards Estuary (West) and Leslie Greenway (East)
- Basin can influence streetscape design of Commissioners
- Potential water narrative linked to stormwater



Sketch from visioning session

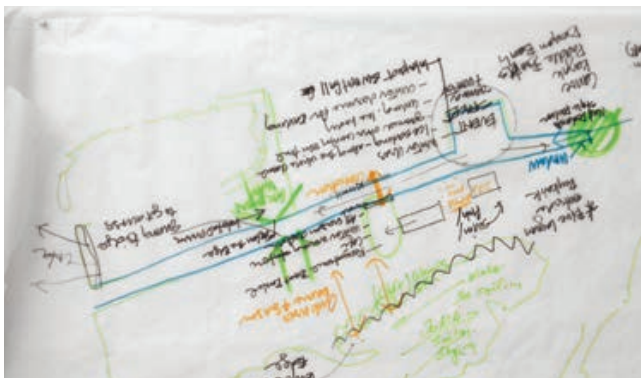
Activating the Ship Channel

It is often within unconventional settings like supporting active industrial uses that innovative cultural activities and a vibrant public realm can emerge and thrive – even if its just temporarily. These creative sessions explored ways in which temporary uses and more long-term programming in and around the ship channel could act as strategies to activate the public realm.

The visioning started from the assumption to maintain functional shipping lanes and access to active port functions while introducing new water based uses with four season programming and extraordinary, new low-tech amenities to attract people.

Group 1

This group focussed on the importance of activating the ship channel edges. By mapping the dock walls currently used for shipping purposes, 'activation edges' could interject new uses where shipping functions are absent. Key event spaces could provide destinations along the active edge.



Group 1 Sketch

Group 2

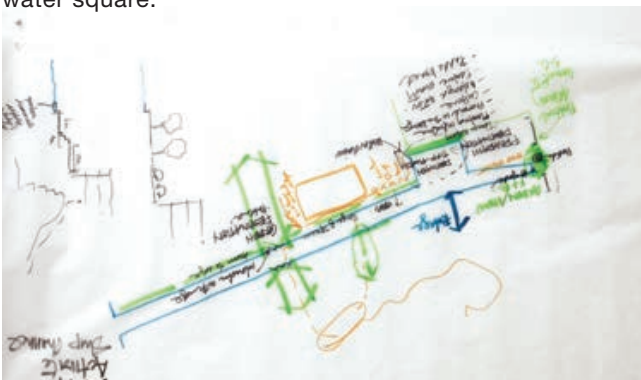
This group started by recognizing the different qualities of the north and south side of the channel, and suggesting different activation strategies to engage the different edges - prioritizing physical access and transformation for the north side and visual engagement for the south side.



Group 2 Sketch

Group 3

This group started by identifying key event space destinations - such as the Turning Basin or the Don Greenway. These sites could host a variety of seasonal uses, reinforcing port culture. A Port Lands specific cultural event called TIFFF (Toronto International Floating Film Festival) could generate a buzz and kick start the new identity of the Turning Basin as a public water square.



Group 3 Sketch

Group 4

This session suggested that immediate programmatic and greening strategies could anticipate and catalyze the extension of the city grid into the Port Lands. The intersection between these foreshadowed connections and the ship channel would create 'moments' in the urban fabric - sites for special programming.



Group 4 Sketch 'Moments in the urban fabric'

Activating the Ship Channel

Key Ideas:

1 - Programming the Turning Basin as the Climax of the Ship Channel

- Summer – TIFFF: Toronto International Floating Film Festival; floating art exhibitions; floating concerts; celebration area; floating cafe terraces; docks for kayaking, dragon boats, paddle boards; ferry services and water taxi
- Winter – Toronto winter classic Curling Bonspiel; ice skating; ice boats; winter cross-country ski trails



(Top) Floating Cinema in Toronto (middle) The Science Barge, a floating greenhouse in New York City (bottom) hockey on the Turning Basin - image credit: (will request from J. Lobko)

2 - Don Greenway Portal - Ecological Display to Engage the Channel

- Location for interaction with the water – potential contact with the water, docks littoral zone, embayment for fish and turtles
- Natural habitats extend (ramps) towards the Ship Channel
- Connect visually and ecologically to south side of the channel



(Top) Public promenade at Presqu'île Rollet Park, France (middle) stormwater feature at Wijkeroogpark, the Netherlands (bottom) wetlands at Shanghai Houtan Park, China

3 - Cherry Street Floating Docks

- Co-locate commercial, restaurant, retail uses at bridge crossings
- Viewing opportunities (bridges swing, lift, and pivot)
- Floating terraces, docks and 'on water walkways'
- Transit/taxi/ferry hub



(Top) proposal for a boardwalk along a power station in Long Island, New York
(middle) Floating market in London (bottom) Copenhagen Harbour baths

4 - Leslie Street Lookout – Window on the Ship Channel

- Elevated viewing lookout - Landscaped Lookout already in development as part of ESSROC cement terminal relocation
- Water's edge cafe/restaurant/bar at the terminus of the Ship Channel (closest F&B to Tommy Thompson Park)



Panorama Terrace and Lookout Point in the Netherlands

5 - Hearn Community Hub - Channel-side Power Pavilions

- Water's edge promenade to access re-purposed historic structures
- Interpretation of Ship Channel historic architecture and cultural heritage landscape
- Hearn west-side terrace greenspace with pedestrian linkage to Unwin and Lake Ontario Park, Cherry Beach Sports Fields



Abandoned structures along the south edge of the Ship Channel

5.

Day 2 - Lands South of the Ship Channel

Visioning

What we Heard:

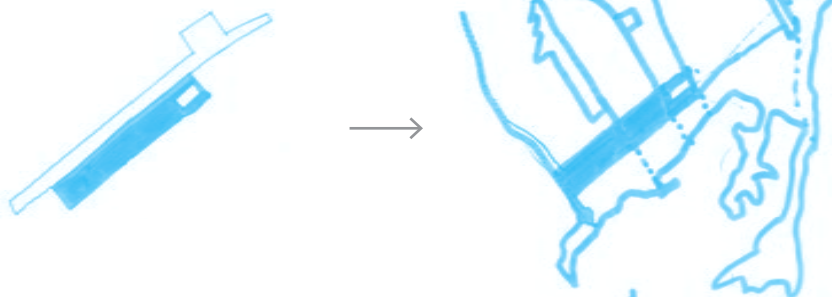
Enhancing open space and parkland south of the Ship Channel should be addressed in the vision for the Port Lands, with an emphasis on improving public access and interface with active port and industry.

Initial Question:

How can the public realm system – streets, parks, squares and natural habitat – work together to strategically interact with industry and connect new uses and destinations south of the Ship Channel back to the city?

Breakout Sessions:

- Role of Open Space South of the Ship Channel
- North South Streets and the Places around them
- Hearn Hub and Unwin Avenue
- Activating the Lands south of the Ship Channel



*Site for charrette question:
Lands south of the Ship Channel and Hearn
Hub*

*Expanded frame for the question:
North-South connection streets and Lake
Ontario Park*





DOES IT??

UNWIN AS FUTURE TRANSIT LOOP CONNECTION

TRANSIT IS AS FUNDAMENTAL AS A SEWER!

CONNECTIONS ACROSS ENTIRE WATERFRONT (HUMBER → BLUFF)

MAKE THE FOOT LANE A PRECEDENT.

SEE THE SITES & MEANS TO SLOW THE WATER

INTEGRATE OLD RAIL LINES AS TRAILS, PLAY AREAS, ETC AND TRANSIT

"WHEN IT RAINS, STREETS COME TO LIFE"

CONTEMPORARY DESIGN REFLECTS HERITAGE BRIDGE SILHOUETTE

CURATED WALL

SOUTH OF SHIP CHANNEL PROMENADE THAT LIVES WITH SHIPPING WHY NOT

HOW MUCH DOCK WALL IS ACTUALLY NEEDED FOR INDUSTRY? ADD FLOATING ACCESS!

HOW CAN WE WEAVE PAST, CURRENT + FUTURE USES TOGETHER?

CAN INDUSTRY "SHARE" WATER'S EDGE?

WANT WHAT YOU HAVE

CLOSE TO WATER GIVES ENTIRELY DIFFERENT VANTAGE POINT.

PROXIMITY + ACCESS. MIXED. DIVERSE

STAYING VOUS "K" "SHULTZ" LARGER IN AREA

CONSOLIDATION + BALANCE. SHARING THE WATER'S EDGE.

the art of wayfinding a quick



Day 2 Breakout session - Activating the lands south of the Ship Channel

FLOW CONNECTIONS

ACCESS FOR LIFE

WATER MOVEMENT TRANSPARENT

BUTTERFLIES FISH (TURTLES) → BEE'S

SHI... EDGE BE NON-LINEAR TO PROMOTE AQUATIC HABITAT?

HYDRI NEEDS WILL DETERMINE OPEN SPACE SOLUTIONS

WATER AS MEANS OF TRANSPORTATION

Trees soft on many conveyance identify water marks

the Port Lands. How can shape the Port Lands' full shipping channel play in begin to define a set of P that reinforce the early re

grading & con water will tell

THE PORTLANDS IS A MICROCOSM OF THE CITY. 'CELEBRATE THE WORKING PORT. IT GOT US WHERE WE ARE TODAY'

SLOW WATER AND USE IT AS A POSITIVE (CELEBRATE & BE EFFICIENT)

SHOES OFF IN WATER. (IN A STREET.) HOW GREAT WOULD THAT BE? LET OUR FEET WET.

RECREATIONAL USES + INDUSTRIAL USES SHOULD BE ABLE TO CO-EXIST.

'THE SHIPPING CHANNEL CAN CREATE 'RIBBONS' OF FLOODED CANALS INTO THE NEIGHBOURHOOD.

IF SAVING HYDRO TOWER MAKE THE NEW HABITAT

NATURAL MIGRATION ROV BIR

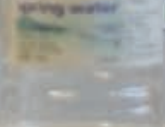
TAKE ADVANTAGE OF ROOF TOP OCCUPANCY

CELEBRATE, INTEGRATE, ADAPTIVE RE-USE!

HERITAGE IS NOT ONLY BUILDINGS - IT IS ALL 'LANDSCAPES' SHIP CHANNEL ITSELF IS HERITAGE.

DO WE IMAGINE TEMPORARY ARCHITECTURE WITHIN 'INSIDE' INDUSTRIAL HERITAGE?

CHANNEL INDUSTRIAL USES WORK WITH RECREATIONAL USES



Role of Open Space South of the Ship Channel

These sessions started from the idea that the lands south of the ship channel are bounded by two great open space resources: the Ship Channel and Lake Ontario Park. We explored the future role(s) of open space in relation to these existing blue and green edges.

Building on the Planning Framework - Land Use Direction, we looked at areas that have been identified as future open spaces in the Land Use Direction. We also embraced the reality that much of the lands currently occupied by industry will remain active for decades to come. So the question of developing a public realm that engages with live industry was central to the designs.

Group 1

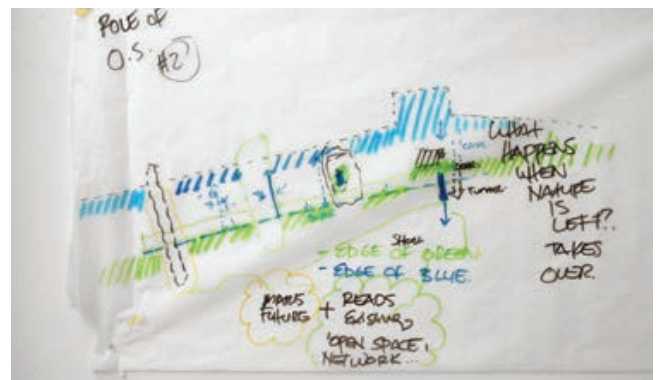
Open space should provide viewpoints - a 'theatre of the industrial.' Inspired by the artificial mounds and valleys on site, this group explored 'topography' as a means to organize the public realm, adapting and proposing elements that promote education and experience from a variety of vantage points.



Group 1 Sketch 'Theatre of the Industrial'

Group 2

Open space should mark future uses. This group started with a close reading of the existing uses and pathways, for both people and wildlife. The public realm should provide access for all, physical and visual, starting immediately, to anticipate unknown future development.



Group 2 Sketch

Group 3

Open space should embody linkages and tensions between the two great existing open space resources - 'own the edges.' The public realm should be multifunctional, complementing current uses and providing a range of temporal and programmatic opportunities.



Group 3 Sketch 'Own the Edges'

Group 4

Open space can define the grain of districts - the scale and quality of streets, lanes, edges all inform the future built form. Building on the existing context, from large industrial grain to fine 'island grain,' the open space system can mediate and shape unique experiences of place.



Group 4 Sketch

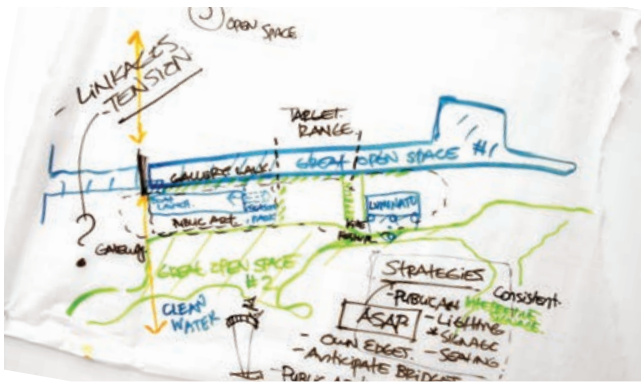
Role of Open Space South of the Ship Channel

Key Ideas:

1 - Two Great Open Spaces

The Ship Channel and future Lake Ontario Park are two great open spaces that create a frame for the lands south of the ship channel

- The public realm should pull in the blue and green edges and mediate the large scale of these spaces with a range of more intimately scaled areas



Sketch of the two great open spaces

5 - Define the District Grain

There is potential to create several coherent and legible precincts within the Port Lands area that are linked together in a structure to form a series of great neighbourhoods

- Open space south of the ship channel should mediate between large grain industrial scale blocks and the finer grain 'island influence' of nearby ward's island.
- Streets are open spaces! Vary the scale and qualities of streets and lanes to define different development scales



Sketch of different block grain

2 - 'Industrial Theatre'

The scale and drama of live industry is like theatre - put the Port Lands on stage!

- A fleet of elements could be distributed throughout the public realm that allow for gathering and viewing at multiple vantage points - these viewing devices can be varied to accommodate a single individual or a massive crowd



(Top) Transmission towers, Image credit J. Lobko (middle) inside the Hearn, Image credit: L. Abrahams (bottom) Unloader, Image credit J. Lobko

3 - Topography Shapes the Identity of Open Space

The Port Lands are not flat! There are many expressions of 'topography':

- aggregate piles as land forms
- verticality of industrial and power heritage - chimneys and transmission towers

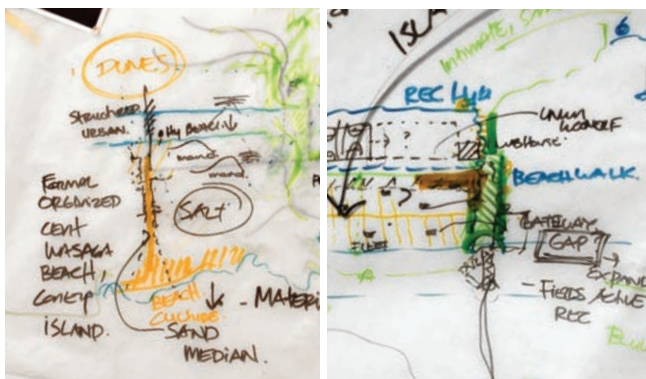
These inherited elements should inform and shape the identity of the built form and public realm



Salt piles as artificial topography

6 - Cherry Street is a Gateway to the Beach

- Beach culture along cherry street - small scale retail and commercial
- Could start as food trucks and kiosks, transition into more permanent structures
- Materiality and planting extend beach and boardwalk along cherry street
- reference to the historic sand bar



Sketch of dunes at cherry street

4 - Interim Strategies - Marking Future Uses

Long term industrial leases should not stop us from improving and augmenting the public realm today

- temporary event and planting strategies could start to trace public spaces and paths, to anticipate more permanent transformation in the future
- seasonal, temporal public access within/around live industry sites



(top) Art installation at salt works in Staten Island (bottom) Art installation by Richard Box

North-South Streets and the Places Around Them

The north-south streets in the Port Lands have the potential to serve as a series of memorable linear open spaces which stitch the Port Lands back to the City. The groups questioned what could give the Port Lands' streets their individual character and quality. Could their character be drawn from their context? How could these streets be detailed differently from streets in other places in the city? Can parks, squares and other public destinations be aligned to create and reinforce north-south linkages?

The groups envisioned ways that the north-south streets could be more than mere transportation corridors – they could be places that provide the setting for life and vitality.

Group 1

This group explored how the origin and terminus of North-South streets could shape their public realm. Each street had a unique feature based in the landscape which could be amplified through details in the public realm: Leslie is the spit, Caroline and Carlaw is the Turning Basin, Broadview is the Hearn, Don is the Valley Curtain Feature, Cherry is the Beach.



Group 1 Sketch

Group 2

This group outlined clear roles and identities for six North-South streets, and brainstormed various ways the public realm could be designed to reinforce the unique character of each. Cherry weaves the beach landscape into the fabric and the Maritime Hub signals you've entered a special place. Broadview and Carlaw are conceived as a pair of 'great urban streets' while Don and Leslie are predominantly green in character.



Group 2 Sketch

Group 3

Creating a fluid, continuous public realm was an important goal for this group in approaching the character of streetscapes, especially as they crossed the Ship Channel to the south. They considered the Ship Channel itself a 'Water Street' and each North-South street expressed a clear identity as it bridges or passes by the channel.



Group 3 Sketch

Group 4

This group approached each street individually by considering the power of the context and how they meet the Lake. They looked to create conduits of various qualities, often based upon contextual clues from their origins within the city (eg. Steeles to Spit Conduit of Leslie). A particular focus on how a truck route and 'consolidated compound' for industry could be created to preserve other streets for cars, transit, cycling and pedestrians.



Group 4 Sketch

North-South Streets and the Places Around Them

Key Ideas:

1 - Conceive Streetscapes as Linear Open Spaces which Draw from the Power of their Context

- While all North-South streets play a connective role to stitch the Port Lands to the City, they don't all have to be conceived in the same way or with the same character
- A context-based approach to their design can emphasize these streets as unique open spaces
- the origins and destinations of streets can inform their design



Avenida de Portugal in Madrid draws upon the rural landscape from this historical route to Portugal

5 - Cherry Street - Foreshadow Arrival to the Beach

- Signal at Bridge of entering a special place with Maritime Hub
- "Beach Street" including pop-ups, allusions to beach landscape such as dunes and sand
- Sand swale integrated in streetscape can function to clean water and work with stormwater management strategy



Sketch from visioning session

2 - Ensure Continuous, Fluid North-South Connections

- Connecting the Port Lands back to the city is a critical task of North-South streets
- The alignment of streets can secure important views and vistas, as well as preserve certain heritage structures and remanent infrastructure



Heritage stack at the Commissioner's transfer station

6 - Don Roadway - Wild Green South of the Channel as Link to Natural Reserve

- Valley Wall Feature can 'jump' across channel to define park and streetscape south of the Ship Channel on Don Roadway becoming increasingly 'wild' in character
- Stormwater treatment should promote a green, lush, ecological park
- Links to recreation and sailing clubs south of Unwin should be clear at foot of Don Roadway



Sketch from visioning session

3 - The Ship Channel is a 'Water Street'

- Exciting interactions can occur at the junction between the Ship Channel and North-South streets
- North-South streets can make links with the 'Water Street' Ship Channel through stormwater management features integrated in design



Sketch from visioning session

4 - Dedicated Truck Routes Can Preserve the Quality of Other Streets

- To ensure industrial functions of the port function smoothly, truck access should be organized holistically



Sketch from visioning session

7 - The Hearn is the Destination of Broadview Avenue

- Alignment of Broadview to terminate with crossing towards Hearn
- Good transit connection from Hearn destination to future transit hub near Unilever Site



Sketch from visioning session

8 - Leslie Street - A Mountain Landform at the foot of the Greenway

- Elevated Hearn-sized landform (using local construction fill) to create panoramic lookout including views down the ship channel to the Central Waterfront
- Picnic area
- Relationship to public space at ground level at edge of channel where it meets Leslie



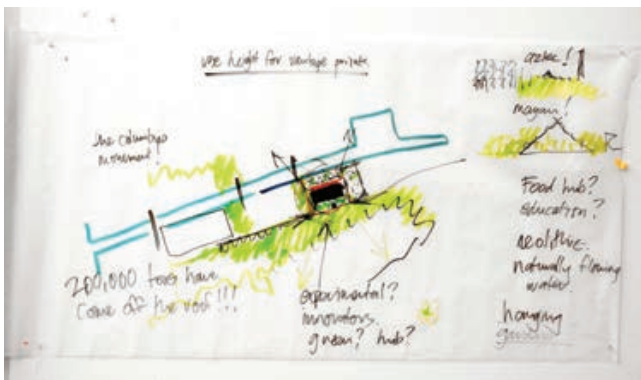
Sketch from visioning session

Hearn Hub and Unwin Avenue

Everyone agrees: the Hearn is an unparalleled resource. All groups discussed various ways of capturing its potential in conjunction with Unwin Avenue. Together, the Hearn and Unwin Avenue have the potential to re-define the lands south of the Ship Channel. The discussion was not only on reuse potential of the Hearn, but more specifically on the impact this hub can have on the form and organization of the public realm. Unwin is currently in rough shape; however, reconceiving this avenue in coordination with the Hearn Hub offers a chance to bring new life and identity to the lands south of the Ship Channel. The alignment of the stacks with Unwin can reinforce broader relations.

Group 1

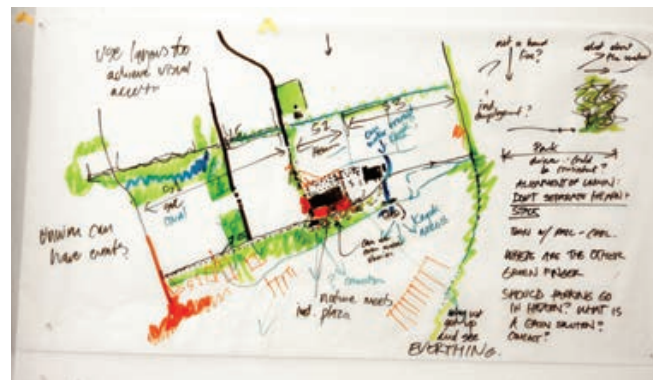
This group conceived the entire corridor encompassing Unwin Avenue and the Hearn as a green reserve where nature takes over infrastructure. They speculated about radical interventions which could weave nature into the ruins of the Hearn as well as produce a streetscape for Unwin which would be unlike any other in the City.



Group 1 Sketch

Group 2

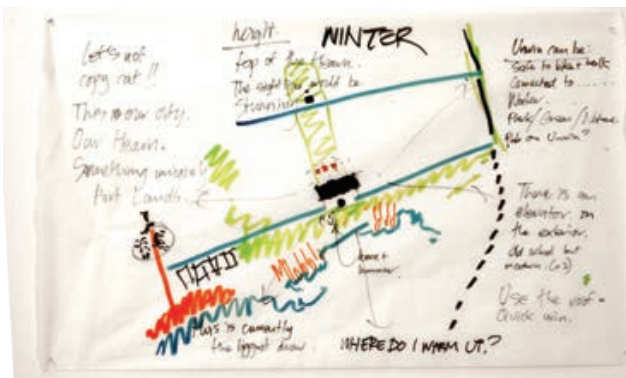
This group considered the Hearn and its surroundings as an area of focus for the South district and a device to improve orientation on a broader scale. The alignment of the stack with Unwin is important for ground level orientation, while views offered from the roof of the Hearn can be an immediate attraction or 'quick win'.



Group 2 Sketch

Group 3

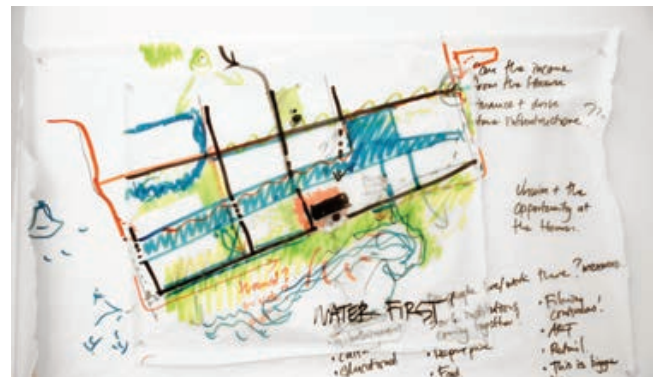
Connecting three key public destinations through an improved Unwin Avenue was the core idea from this session. Cherry Beach anchors the West, Leslie Spit the East, with the Hearn having the potential to be the destination draw at the heart. The seasonal considerations of these three destinations were discussed. Unwin can provide the glue.



Group 3 Sketch

Group 4

This group explored the potential for Unwin Avenue to be re-invented as a water street. As one of the primary east-west streets it can showcase stormwater management as a recreational and functional component of the cross-section. The role of water here can be distinct from ways it appears in other parts of the Port Lands.



Group 4 Sketch

Hearn Hub and Unwin Avenue

Key Ideas:

1 - Part of A Larger Armature of Public Connections and Destinations

- Unwin and the Hearn Hub are core E-W spine South of the Ship Channel and have potential to make relations to the Turning Basin and Commissioners
- Hearn Stack provides orientation within Port Lands and plays important role in alignment of Unwin

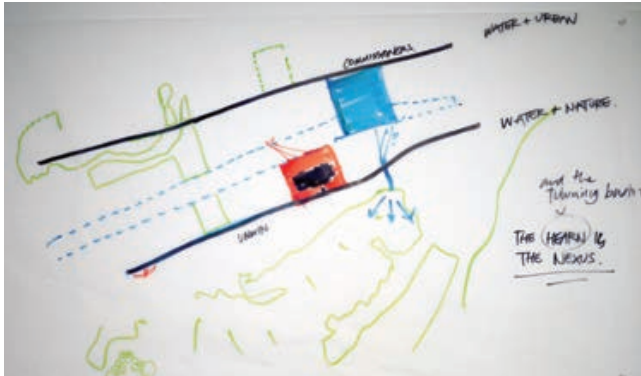
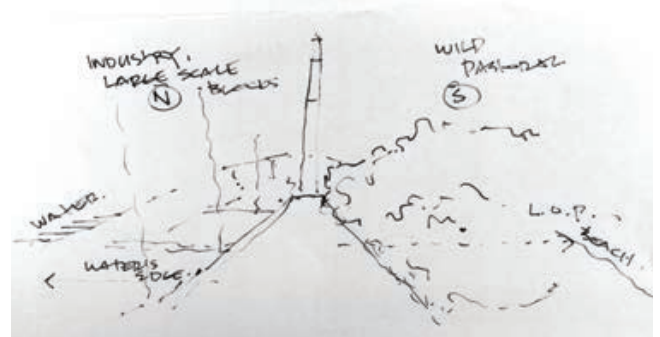


Diagram from visioning sessions

2 - Strengthen the distinct identities of the North and South Sides of Unwin

- Unwin sits at the interface between active industrial functions to the north and ecological and recreational lands to the south - this juxtaposition can be highlighted and even amplified as a quality in the streetscape design
- Strategic connections/crossings can be defined
- Reinforce urban edge on north side, recreational routes on south side with curb-less connection to bioswale



Sketch of distinct character on north and south Sides of Unwin

5 - Scale is Enormous, Structure is Robust, Programming Can be Multiple... The Opportunity of the Hearn as a Resource is Unparalleled!

- The potential is so unique...We don't need to be copy cats! Thinking beyond 'the Tate' could the Hearn be: experimental food hub/innovation and education centre/ruin garden/multi-culture and multi-sport facility/art hotel
- Use the Hearn Roof as a Quick Win, Use Height as a Vantage Point. Showcase the best views in the City
- The roof is structurally sound and capable of supporting 200,000 tons!
- Opportunity for urban agriculture, community gardens
- Can happen immediately as 'pioneer' project, prior to lease transitions



Interior of the Hearn

View from the Hearn Rooftop

6 - Realign Unwin to Enhance Connection with Hearn

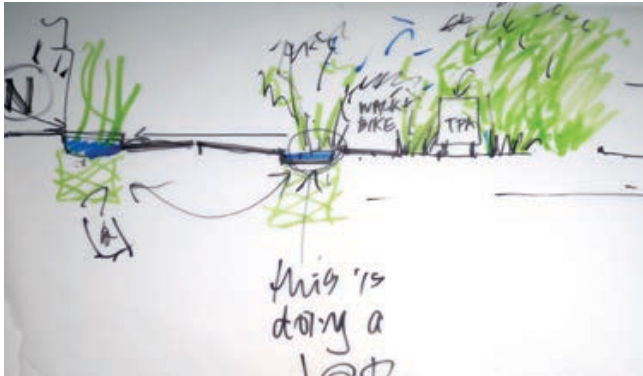
- Do something special where the realigned Unwin Ave. engages with the chimney stack
- The realigned Unwin Ave. is roughly in the same location as the historic sand banks - pre-port development. Create opportunities to celebrate First Nation heritage within the street and connected public realm.



View from the Hearn Rooftop

3 - Unwin Avenue Can Perform on Many Levels

- Unwin currently has minimal services so its renewal can showcase a new balance of urban infrastructure, natural systems, and public realm
- Integrate stormwater as a quality of the south 'wild' landscape
- Materials can define clear zones to improve pedestrian safety and balance truck traffic with recreational demands



Sketch of proposed Unwin Street section

7 - Hearn Plaza as Primary Public Space

- With a wealth of nature reserve and parklands south of the Ship Channel, the Hearn could host an urban park
- Majestic West-facing facade of Hearn should relate to a great public space
- Should be conceived in relation to Unwin streetscape
- Urban park meets natural reserve to south
- Plaza can be landing point for future bridge crossing



Plaza at Hearn entrance

4 - Revive the Rail Line as Public Transport

- Integrate within streetscape design
- Celebrate as a 'heritage trace'
- Potential to be adapted as a new form of sustainable transport - eg. solar train, hop-on-hop-off shuttle, etc.



Detail of existing rail lines on Unwin

8 - Grey is The New Green - The Power Forest

- Power narrative is part of heritage
- Can the power infrastructure be celebrated and integrated in the design of the public realm?
- Can we imagine a power forest? Lighting installations within the switching station?



Sketch of power forest

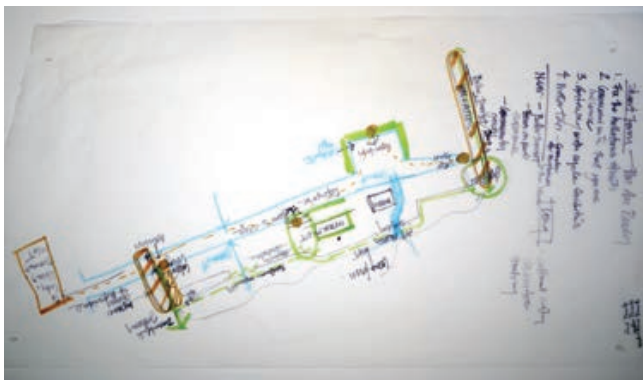
Activating the Lands South of the Ship Channel

The continuing presence of live industry will allow the Port Lands to remain unique, as opposed to a generic, sanitized, post-industrial port. An important focus of these sessions was interaction with industrial uses - from ephemeral installations to long term programming.

The transforming identity of the Port Lands and the emergence of a public realm is a multi-decade-long proposition. These sessions envisioned ways to kick start this exciting metamorphosis, starting today. The groups considered the sublime scale of the Port Lands and proposed events tailored to its unique qualities.

Group 1

This group focused on short term strategies under the idea of being 'Pan-Am ready.' They identified strategies that could communicate a sense of 'welcome', both to the visiting population and the city at large eg. temporary shuttle buses to access cherry beach, painted bike lanes and cycling facilities, improved pedestrian safety on Unwin Ave.



Group 1 Sketch

Group 2

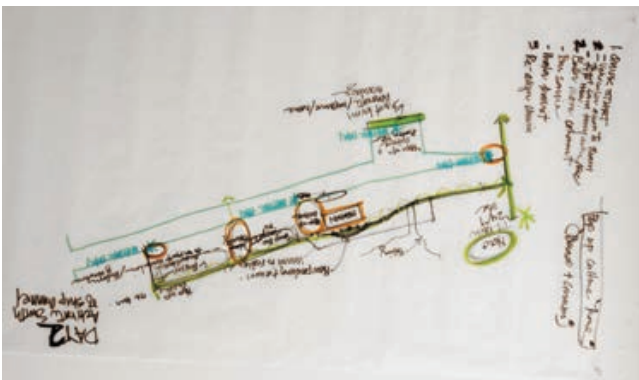
This session developed a 'Port Lands Art Strategy.' Key principles - 'want what you have!', 'intimacy of industry' - capture the spirit of the place and shape future design of the programming. New water's edge access through temporary structures could strengthen the connection with the water and provide specific sites for art installations and events.



Group 2 Sketch

Group 3

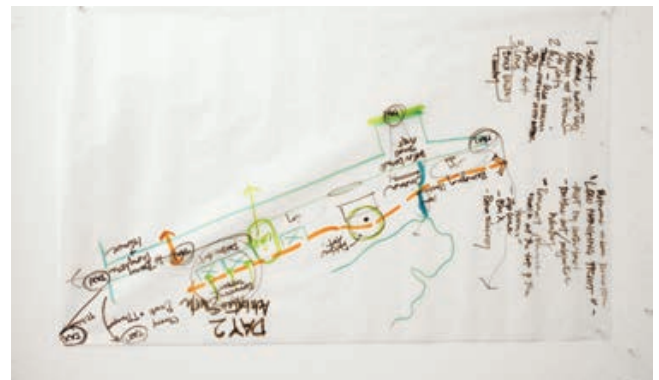
This group developed the idea of 'pop-up culture' - a quick way to activate sites of public importance. Floating patios at the turning basin and market stalls at the Hearn entrance plaza are examples of quick starts that could transition the identity of these spaces into the public realm.



Group 4 Sketch "Pop-up Culture"

Group 4

This group concentrated on the phasing of actions to unroll build up the public realm over time. They identified 'low hanging fruit,' activities well suited to the unique setting of the Port Lands that would require minimal investment eg. extreme recreation like bmx, chimney climb/ view point or video projection on the silos.



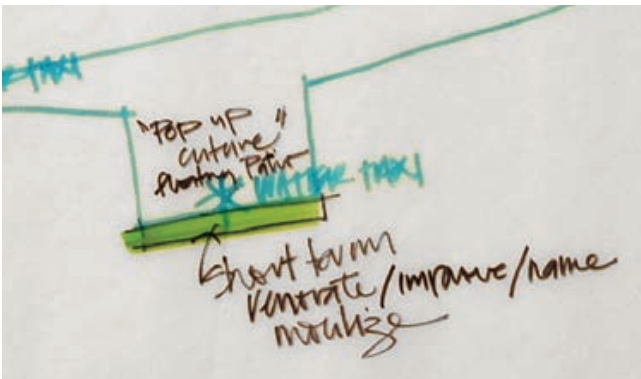
Group 4 Sketch

Activating the Lands
South of the Ship Channel

Key Ideas:

1 - Pop up Culture

- 'Pop-up culture' offers a quick way to activate sites of public importance and foreshadow future uses.
- Floating patios at the turning basin and market stalls at the Hearn entrance plaza are examples of quick starts that could transition the identity of these spaces into the public realm.
- Name spaces and events to create buzz and identity



(Top) (Middle) (Bottom)

2 - Pan Am ready

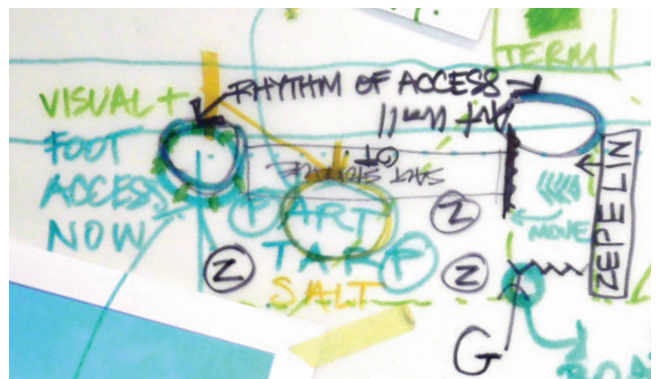
- Considering proximity to Athletes Village, should be attraction for influx of people and events associated with the 2015 games
- Improved transit shuttle buses to Lake Ontario Park
- A gateway at cherry street with cycling facilities
- Wayfinding eg. paint bike lanes, lighting, signage
- Make basic streetscape improvements (sidewalk, etc.)



Group 1 Sketch 'Theatre of the Industrial'

5 - Quick Access Now

- There are a number of ways that access can be improved:
- physical access - new connections via pedestrian trails, floating pontoons/docks
- visual access - lookouts from public spaces can allow views into private industrial operation areas



Group 1 Sketch 'Theatre of the Industrial'

3 - Want What You Have

- Industry is important - celebrate it!
- Enormous scale of elements allows unique opportunities to bring culture to unlikely places
- Take advantage of a stunning industrial setting for arts and culture festivals
- Show Toronto a part of the City they never knew existed



(Top) (Middle) (Bottom)

4 - Intimacy of Industry

- Allow public access to expose and uncover the small scale interest, materiality of industry (often overlooked)
- Map the site for existing cues and try and preserve them through lighting, etc
- Take design cues from the small scale elements when designing new public realm features - make them unique to the Port Lands



(Top) (Middle) (Bottom)

6.

Conclusions and Next Steps

The intense visioning sessions over the two days of the charrette produced a wealth of ideas, ranging from immediate actions to long-term strategies. The next step is to integrate these ideas about the Ship Channel and the lands south of the Ship Channel into the ongoing planning efforts, ultimately producing a unique and inspiring vision for the one and only Port Lands' public realm.



Key Ideas

The Port Lands charrette set out to articulate a collaborative vision for the Ship Channel and lands south of the Ship Channel. The two day long, design driven workshop proved to be an effective venue to bring different voices to the table, to generate ideas and set priorities for the revitalization of the Port Lands.

The site tour was a great starting point for the charrette, allowing participants to get to know the core features and distinct qualities of the place. Participants recognized that the vision must draw upon the particular identity of this unique setting as the basis for its revitalization. The creative sessions produced a wide range of ideas, from short term to long term initiatives. A common sentiment was the need to amplify place-specific qualities and celebrate contrasts as central features of the Port Lands' public realm experience.

The following core ideas were generated through the charrette visioning sessions:

- Celebrate industrial heritage as key anchors within the public realm
- Support active port, industrial and power infrastructure - showcase 'industrial theatre' by providing safe visual and physical connections
- Elevate water as a multi-functional and experiential framework, centered on the Ship Channel, and feeding into multiple public realm and infrastructure components
- Expand the notion of open space to include water - e.g. the Turning Basin as a water square, Commissioners a water street
- Consider the needs of all life forms - balancing industry, people and nature in the open space network
- Design a water's edge that delivers varied experience and program along its length, while ensuring continuous public access
- Design streets and crossings as linear open spaces with distinct character, with the capacity to invigorate public life. Make them complete, accommodating multiple modes and movement
- Use the open space and street network to connect the Port Lands back to the city, both functionally and culturally
- Re-purpose the Hearn as a city-wide hub - the possibilities for this unparalleled resource are endless!
- Activate the Ship Channel and lands south of the Ship Channel starting today! - support initiatives to temporarily occupy this unique territory of the city

Next Steps

The City and Waterfront Toronto will be reviewing the core ideas generated in the visioning sessions to further develop them into concepts and plans and evaluate how to integrate them into the Planning Framework.

Some of the results of the charrette will be used to inform the Transportation and Servicing Master Plan, in particular, the character of future public streets and crossings. Other ideas put forward during the visioning touch upon areas that are being explored in more detail as part of the development of the Port Lands Planning Framework, such as establishing a biodiversity framework for the Port Lands. Moving forward, further consultation with the Stakeholder Advisory Community, Land Owner and User Advisory Committee and the broader community will occur on these plans, concepts and other planning initiatives underway for the Port Lands.

