

Appendix D

Data for Criteria Assessment from Terms of Reference and Comparison of ‘Alternatives To’ to Design Elements

- Appendix D-1 Data for Criteria Assessment
- Appendix D-2 Data (Infrastructure)
- Appendix D-3 Comparison of Alternatives to
Design Elements

Appendix D-1 Data for Criteria Assessment

Appendix D-1 Data for Criteria Assessment

Alternatives	Footprint Size (ha)	Existing Uses Removed	Infrastructure	Length of Dock Wall Removed (m)	Port Function Removed	Area of ESA 130 Removed (ha)	Area of Developable Land Removed (ha)	Area of Soil to be Managed (ha)
2	41.2	<ul style="list-style-type: none"> • Park • The Works Depot • Keating Channel Pub • Essroc Canada • Vacant Land (Public/Private) 		185.5	None	-----	5.54	31.63
3	23.6	<ul style="list-style-type: none"> • Abitibi • United Rental • NRI • TRU • Harbour Remediation and Transfer • CP Express • Coopers Iron • Park 		300	None	-----	7.20	21.09
4	56.4	<ul style="list-style-type: none"> • Abitibi • United Rental • NRI • TRU • Harbour Remediation and Transfer • CP Express • Coopers Iron • Park • The Works Depot • Keating Channel Pub • Essroc Canada • Vacant Land (Public/Private) 		485.5	None	-----	12.75	46.80
5	59.6	<ul style="list-style-type: none"> • Docks Entertainment Centre • Cherry Flea Market • Lafarge • Abitibi • United Rental • NRI • TRU • Harbour Remediation and Transfer • CP Express • Coopers Iron • Park • The Works Depot • Keating Channel Pub • Essroc Canada • Hurricane Canvas • Neil Pride Sails • Toronto Firefighters • Amalgamated Transit Union 		2316	None	-----	40.76	50.86

Alternatives	Footprint Size (ha)	Existing Uses Removed	Infrastructure	Length of Dock Wall Removed (m)	Port Function Removed	Area of ESA 130 Removed (ha)	Area of Developable Land Removed (ha)	Area of Soil to be Managed (ha)
6	47.8	<ul style="list-style-type: none"> • Abitibi • United Rental • NRI • TRU • Harbour Remediation and Transfer • CP Express • Coopers Iron • Park • Cargill De-icing • Strata Aggregates • ESA #130 • Cheery Beach • Priestly Demolition • Acme Environmental 		4588	<ul style="list-style-type: none"> • Removal of Ship Channel, Turning Basin • Removal of Cheery Beach 	5.16	21.8	42.17
7	67.1	<ul style="list-style-type: none"> • Film Studio • CP Express • Coopers Iron • Park • Unique Ice Rink • McAsphalt Industries • East-West Services • Creative Solutions • Chai Kosher Poultry • AJ's Self Storage • City of Toronto Blue Box Recycling • Cascades Boxboard • BFC Traffic Tech • Cliffside Utilities Inc. • OPG • Port Lands Energy Centre • ESA #130 		3593	<ul style="list-style-type: none"> • Removal of Ship Channel, Turning Basin • Removal of Cheery Beach 	3.32	41.2	58.8
8	110	<ul style="list-style-type: none"> • Film Studio • CP Express • Coopers Iron • Park • Unique Ice Rink • McAsphalt Industries • East-West Services • Creative Solutions • Chai Kosher Poultry • AJ's Self Storage • City of Toronto Blue Box Recycling • Cascades Boxboard • Rowing Club • Telesat • Starchoice • Tommy Thompson Park • Eastern Marine • Allotment Gardens • ESA #130 		2868	<ul style="list-style-type: none"> • Removal of Ship Channel, Turning Basin 	30.08	45.17	98.12

Appendix D-2 Data (Infrastructure)

Appendix D-2 Data (Infrastructure)

Alternative	2	3	4	5	6	7	8
Roads(m)	10755	4960	13380	4220	7440	14070	18400
Bridges -New (m²)	31000	12350	32340	11140	23500	34800	34000
Railway (m)	400	295	660	50	720	705	710
Ex. Trunk Services (m)	5815	3575	7465	5480	3625	6910	7900
H.E.P.C. 115Kv Con (m)	100	100	100	100	100	940	940
T.H.E.S Conduit (m)	2850	1165	3360	1200	1070	1885	2460
Hydro Towers	0	0	0	0	0	4	4
Powerlines (m)	0	0	0	0	0	470	470
Gas (m)	950	605	1190	865	630	1600	1600
Bell (m)	790	460	1185	830	200	650	905
Oil (m)	670	1390	1650	1570	1170	3385	3385

**Appendix D-3 Comparison of
Alternatives to
Design Elements**

Appendix D-3 Comparison of Alternatives to Design Elements

An International Design Competition was held for the Lower Don Lands area after the EA process had begun. The results of the Design Competition necessitated a review of the work to date to ensure that the changes to the EA alternatives brought about by the Design Competition did not change decisions previously made as part of the EA. Furthermore, it was desirable to ensure that the alternatives carried forward in the EA reflected the design elements identified in the design competition. Therefore, a 're-evaluation' of the original alternative discharge points was conducted in light of required design elements from the Competition. This re-evaluation is described below and summarized in **Table 1**.

Based on the comparison of 'alternatives to' design elements, all of the alternatives provide the opportunity to create a continuous riverfront park system. Most of the alternatives maintain the footprint of a waterfront park and associated recreational amenities, and for those that do not, there is sufficient space within and adjacent to the Lower Don Lands to provide a park system abutting the river mouth. Similarly, the alternatives provide the opportunity to enhance the Martin Goodman Trail and create a riverfront park system.

As the alternatives as originally envisaged deal primarily with naturalization and flood protection, there is considerable flexibility with all of the alternatives to humanize existing infrastructure in a way that integrates effectively with the naturalized river mouth. The same reasoning applies to the capacity of all the alternatives to promote sustainable development of the Lower Don Lands.

The distinguishing factors among the alternatives and their comparison to design elements from the Design Competition are described below. This comparison is summarized in **Table 1**.

Alternative 1 – 'Do Nothing'

As the 'Do Nothing' alternative reflects the status quo, it would not provide for a naturalized mouth of the Don River, nor would it provide for any new opportunities for interaction with the water. While the alternative would support harmonious new development within the Port Lands, it would not provide for a new gateway or dramatic entrance into the Port Lands.

Thus, this alternative does not fulfil all of the design elements from the Design Competition.

Alternative 2 – Discharge to the Inner Harbour

Alternative 2 would provide for naturalization north of the Keating Channel and for the opportunity to develop a Gateway into the Port Lands with an iconic bridge structure over the mouth of the river at Cherry Street. As a new park and associated recreational amenities would be created at the water's edge (based on the design proposed for Commissioners Park), there would be new opportunities for interaction with water. Given its basis in the City of Toronto Central Waterfront Secondary Plan, it would provide for harmonious new development while enhancing the existing road network, including the extension of Queens Quay eastwards, and prioritizing public transit.

Thus, this alternative fulfils all of the design elements from the Design Competition.

Alternative 3 – Discharge through the Port Lands to the Ship Channel

Alternative 3 would provide for naturalization along the Don Greenway and the opportunity to develop a Gateway into the Port Lands with an iconic bridge structure over Commissioners Street. By orienting the space required for the proposed waterfront park and associated recreational amenities from north to south along the river, it would free up land for other uses, thereby providing for harmonious new development while enhancing the existing road network, including the extension of Queens Quay eastwards, and prioritizing public transit. The orientation of the park would also allow for new interactions with water.

Thus, this alternative fulfils all of the design elements from the Design Competition.

Alternative 4W – Combination of Alternatives 2 and 3

Alternative 4W would provide for naturalization north of the Keating Channel and the opportunity to develop a Gateway into the Port Lands with an iconic bridge structure over the mouth of the river at Cherry Street. As the proposed waterfront park and associated recreational amenities would be created at the water's edge, there would be new opportunities for interaction with water. Given its basis in the City of Toronto Central Waterfront Secondary Plan, it would provide for harmonious new development while enhancing the existing road network, including the extension of Queens Quay eastwards, and prioritizing public transit.

Thus, this alternative fulfils all of the design elements from the Design Competition.

Alternative 4S – Combination of Alternatives 2 and 3

Alternative 4S would provide for naturalization along the Don Narrows and west into the Inner Harbour through what currently exists as the Keating Channel. It would also provide the opportunity to develop a Gateway into the Port Lands with an iconic bridge structure over Commissioners Street. By orienting the space required for the proposed waterfront park and associated recreational amenities from north to south along the river, it would free up land for other uses, thereby providing for harmonious new development while enhancing the existing road network, including the extension of Queens Quay eastwards, and prioritizing public transit. The orientation of the park would also allow for new opportunities for interaction with water.

Thus, this alternative fulfils all of the design elements from the Design Competition.

Alternative 5 – Combination of Alternatives 2 and 3 with a third discharge point midway between creating a wide delta with Alternative 3

Alternative 5 would involve the creation of a delta throughout the majority of the Lower Don Lands, which would provide for naturalization of the river mouth along with new opportunities for interaction with water. It would provide the opportunity to develop a Gateway into the Port Lands with iconic bridge structures over Cherry Street or Commissioners Street.

While Alternative 5 would allow for limited enhancement of the road network, the footprint required for the delta would not support the densities identified in the Secondary Plan for new development within the Port Lands. As a result, there would be insufficient density to accommodate transit.

For these reasons, this alternative does not fulfil all of the design elements from the Design Competition.

Alternative 6 – Discharge through the Ship Channel and Lake Ontario Park to discharge to the Outer Harbour

Alternative 6 would provide for naturalization along the Don Greenway all the way south to the Outer Harbour, along with new opportunities for interaction with water. Similar to Alternative 3, this alternative would allow for enhancement of the existing road network, including the extension of Queens Quay eastwards, and prioritizing public transit. It would provide the opportunity to develop a Gateway into the Port Lands with an iconic bridge structure over Commissioners Street.

Alternative 6 would require filling in the Ship Channel to the east of the floodplain to facilitate the creation of a river that extends to the Outer Harbour. This change to the Ship Channel would necessitate shutting down the industrial activity that depends on the channel (i.e., the Concrete Campus) and would therefore preclude harmonious new development.

For this reason, this alternative does not fulfil all of the design elements from the Design Competition.

Alternative 7 – Discharge through the Port Lands and the Ship Channel to the Outer Harbour through the eastern end of the Outer Harbour

Alternative 7 would provide for considerable naturalization due to a river mouth that extends to the Outer Harbour to the west of Tommy Thompson Park. For this reason, this alternative would provide new opportunities for interaction with water. It would also provide the opportunity to develop a Gateway into the Port Lands with an iconic bridge structure over Commissioners Street.

Like Alternative 6, this alternative would require filling in part of the Ship Channel, which would necessitate shutting down the industrial activity that depends on the channel (i.e., the Concrete Campus that has developed around the Turning Basin) and therefore preclude harmonious new development. In addition, the orientation of the river to the southeast would restrict the ability to create a coherent road network east of the Don Roadway, and would offer limited opportunity to provide transit east of the Lower Don Lands due to the length of the potential crossing.

For these reasons, this alternative does not fulfil all of the design elements from the Design Competition.

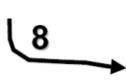
Alternative 8 – Eastern Port Lands discharge point (Ashbridges Bay area)

Like Alternative 7, this alternative would provide for considerable naturalization due to a river mouth that extends to the Outer Harbour through Tommy Thompson Park. For this reason, this alternative would provide new opportunities for interaction with water. It would also provide the opportunity to develop a Gateway into the Port Lands with an iconic bridge structure over Commissioners Street.

Alternative 8 would require filling in part of the Ship Channel, which would necessitate shutting down the industrial activity that depends on the channel (i.e., the Concrete Campus) and therefore preclude harmonious new development. In addition, the orientation of the river to the southeast would restrict the ability to create a coherent road network east of the Don Roadway, and would offer limited opportunity to provide transit east of the Lower Don Lands due to the length of the potential crossing.

For these reasons, this alternative does not fulfil all of the design elements from the Design Competition.

Table 1. Evaluation of Alternatives based on Design Elements from the International Design Competition

Required Design Elements	Alternatives								
									
1. Naturalize the Mouth of the Don River	Does not provide a naturalized mouth of the Don River	√	√	√	√	√	Discharge point not feasible because of sterilization of ship channel and turning basin	Discharge point not feasible because of sterilization of ship channel and turning basin and Portlands Energy Centre displacement	Discharge point not feasible because of sterilization of ship channel and turning basin and Portlands Energy Centre displacement
2. Create a Continuous Riverfront Park System	√	√	√	√	√	√	√	√	√
3. Provide for Harmonious New Development	√	√	√	√	√	Opportunity not provided for new development within the Portlands	√	√	√
4. Extend Queens Quay Eastward and Enhance the Road Network	√	√	√	√	√	√	√	Orientation of river would restrict ability to create a coherent road network east of Don Roadway	Orientation of river would restrict ability to create a coherent road network east of Don Roadway
5. Prioritize Public Transit	√	√	√	√	√	Insufficient density to accommodate transit	√	Limited opportunity to provide transit east of lower Don lands due to length of potential crossing	Limited opportunity to provide transit east of lower Don lands due to length of potential crossing
6. Develop a Gateway into the Port Lands	No new gateway provided	√	√	√	√	√	√	√	√
7. Humanize Existing Infrastructure	√	√	√	√	√	√	√	√	√
8. Enhance the Martin Goodman Trail	√	√	√	√	√	√	√	√	√
9. Expand Opportunities for Interaction with the Water	No opportunities for interaction with water provided	√	√	√	√	√	√	√	√
10. Promote Sustainable Development	√	√	√	√	√	√	√	√	√