Waterfront renewal will not be treated as a specific project with a defined finishing point. Rather, it will be managed as an ongoing, phased effort that will carry on over decades. The principles of this Plan will act as a framework for the renewal activities and will be as valid 30 years from now as they are today.

The Central Waterfront Plan is built on four core principles. These are:

A. Removing Barriers/Making Connections
B. Building a Network of Spectacular Waterfront Parks and Public Spaces
C. Promoting a Clean and Green Environment
D. Creating Dynamic and Diverse New Communities

The Plan expands on these core principles. Each principle is divided into two parts: the “Big Moves” that will define the new Central Waterfront and the “Policies” that will bring the vision to life.

In describing the planning framework for the Central Waterfront, words such as “will” and “must” are used in the Plan. It is recognized that the implementation of this Plan will take place over time and the use of these words should not be construed as Council’s commitment to proceed with all of these undertakings immediately. This will be done in a phased manner, subject to budgeting and program availability.
A) REMOVING BARRIERS/MAKING CONNECTIONS

If waterfront renewal is to be truly successful, the waterfront will have to feel like and function as part of the city fabric. The first principle of the Plan is to remove barriers and reconnect the city with Lake Ontario and the lake with the city. This is the key to unlocking the unrealized potential of Toronto’s waterfront. The new connections will be north-south and east-west. They are functional, thematic and symbolic in nature. The following “Big Moves” will support the removal of barriers and the creation of new connections across the Central Waterfront:

A1_REDISEIGNING THE GARDINER CORRIDOR

The elevated Gardiner Expressway is a major physical barrier that cuts off the city from the waterfront. To ensure the success of a redesigned Gardiner corridor, funding for major improvements to the road system and GO Transit/TTC services including Union Station must be in place. These improvements will have to be substantially completed before the removal of the elevated expressway, as generally illustrated on Map A (page 28).

A2_A NEW WATERFRONT TRANSIT NETWORK

Public transit will be a top priority for connecting people and places to and within the renewed waterfront. An extended Waterfront Light Rapid Transit line will stretch across the Central Waterfront from Exhibition Place to the Port Lands with excellent connections into the city as generally illustrated on Map B (page 30). Expanding GO Transit rail services and upgrading Union Station will be critical elements of the new waterfront transit plan.

A3_LAKE SHORE BOULEVARD, A GRAND WATERFRONT BOULEVARD

Lake Shore Boulevard will be transformed into a grand waterfront boulevard extending from Etobicoke Creek to the Eastern Beaches. The new boulevard will be generously landscaped, have frequent intersections with streets connecting into the downtown core and will provide ample room for a commuter cycling and pedestrian trail.

A4_QUEENS QUAY, TORONTO’S WATERFRONT DRIVE

Queens Quay will become a scenic waterfront drive from Bathurst Street to the Port Lands with ready access to the public activities on the waterfront. It will be designed to meet the diverse needs of motorists, transit users, cyclists and pedestrians. To the north, the city side will encourage housing, workplaces, recreation and shopping facilities. To the south, the water side will be reserved for spectacular parks, public places and cultural and entertainment facilities in addition to existing development.

TYPICAL SECTION OF IMPROVED STREETS IN THE CENTRAL WATERFRONT (E.G., QUEENS QUAY, CHERRY STREET, COMMISSIONERS STREET AND UNION AVENUE)
The realignment of Wellington Street to link with Front Street, east of Spadina Avenue, must respect the integrity of Clarence Square as an important 19th-century historic neighbourhood.

Union Station will be redeveloped to maximize its capacity as a transportation centre and restore its historic grandeur. As part of this initiative, Union Subway Station will be enlarged by adding a new platform. The rail corridors will be upgraded to provide more GO Transit rail service and a possible rail link to Pearson Airport.

Wherever possible, new surface transit routes will operate in exclusive rights-of-way to ensure efficient movement.

Waterfront streets will be remade as “places” with distinct identities. Streets will act as lively urban connections as well as traffic arteries. The needs of motorists will be balanced with high-quality amenities for pedestrians and cyclists.

A water-based transportation system utilizing water taxis and ferries will become another way of moving people from one end of the waterfront to the other. The Ferry Docks will be revitalized as the hub of all water-based transportation activities.

Physical connections between the Central Waterfront, the downtown core and adjacent neighbourhoods will be enhanced through high-quality urban design and landscaping on the north/south connector streets.

Railway underpasses will be transformed into more pedestrian-friendly corridors.

View corridors will create opportunities to see the lake from the city and the city from the lake. The design of buildings and public and private spaces beside view corridors will be of high architectural quality and take advantage of these views. Streets will be laid out to reinforce views.
NOTE: SEE SCHEDULE A FOR THE PROPOSED RIGHT-OF-WAY WIDTHS OF MAJOR ROADS

MAKING WAVES: PRINCIPLES FOR BUILDING TORONTO’S WATERFRONT – PG:29

CENTRAL WATERFRONT PART II PLAN
ROADS PLAN

MAP INDEX:

MAP A:
CENTRAL WATERFRONT PART II PLAN
ROADS PLAN

NOTE: SEE SCHEDULE A FOR THE PROPOSED RIGHT-OF-WAY WIDTHS OF MAJOR ROADS
NOTES: (1) COULD EVOLVE TO STREETCAR SERVICE, DEPENDING ON DEMAND/FEASIBILITY (2) ROUTING SUBJECT TO FURTHER REVIEW OF ALTERNATIVE ALIGNMENTS

EXISTING STREETCAR ROUTE
EXISTING GO STATION
TUNNEL SECTIONS
PLANNED NEW TRANSIT SERVICES

BUSES IN OWN RIGHT-OF-WAY (1)
STREETCARS IN OWN RIGHT-OF-WAY

NEW GO STATION
STREETCARS IN OWN RIGHT-OF-WAY

POTENTIAL TRANSIT SERVICES (LONG TERM)

CENTRAL WATERFRONT PART II PLAN
TRANSIT PLAN

MAP INDEX:

EXISTING TRANSIT ROUTE
EXISTING GO STATION
TUNNEL SECTION
PLANNED NEW TRANSIT SERVICES

BUSES IN OWN RIGHT-OF-WAY (1)
STREETCARS IN OWN RIGHT-OF-WAY
NEW GO STATION
STREETCARS IN OWN RIGHT-OF-WAY

POTENTIAL TRANSIT SERVICES (LONG TERM)