

Streets 'D' and 'E', Fort Street



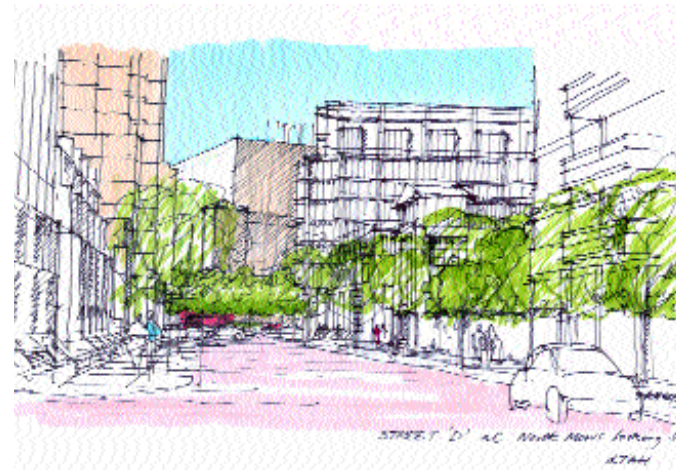
Streets D, E and Fort Street are local internal neighbourhood streets with an intimate, domestic scale, as well as important north-south view corridors.

These streets are designed to capture the qualities of traditional downtown Toronto residential streets and to have a more open and heavily planted character than the news.

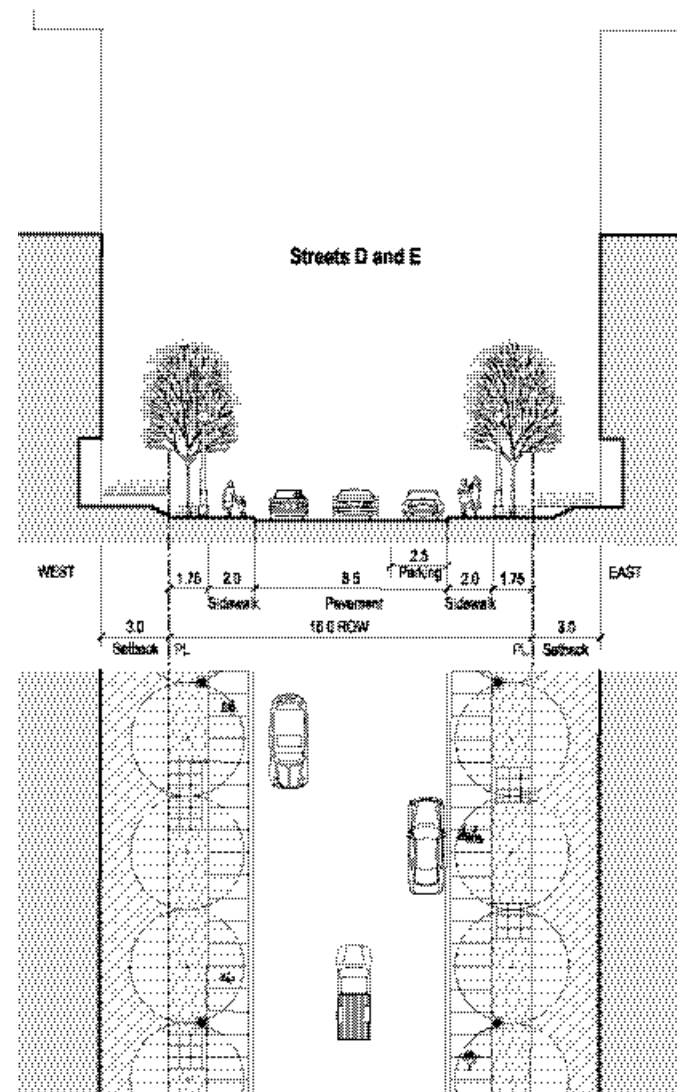
The street walls are 4 or 5 storeys and the building face to building face dimensions are at least 22 metres. The 8.5 m pavement provides for two-way traffic and parking on one side.

Raised entrances to street-related townhouses predominate on both sides of the streets and setback areas have stoops, terraces and small front yard gardens.

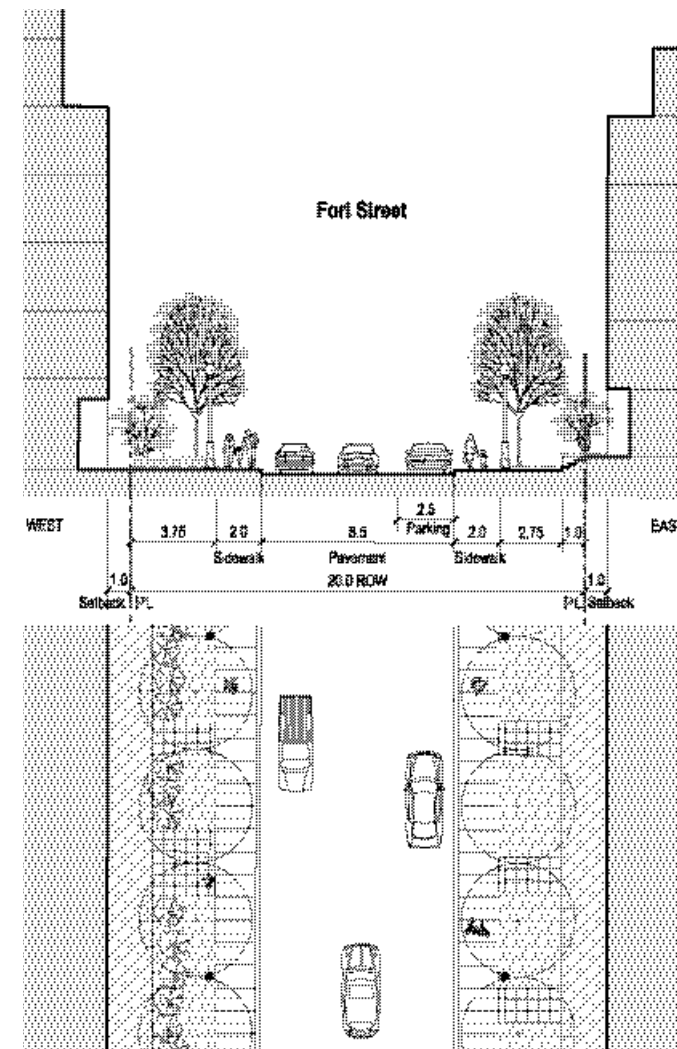
Street tree planting and lights are located in the soft planting areas behind the sidewalks to allow more open views along the streets. Streets D and E are important view corridors between Fort York and Fleet Street/Lake Shore Boulevard.



Study sketch - Street D, looking south



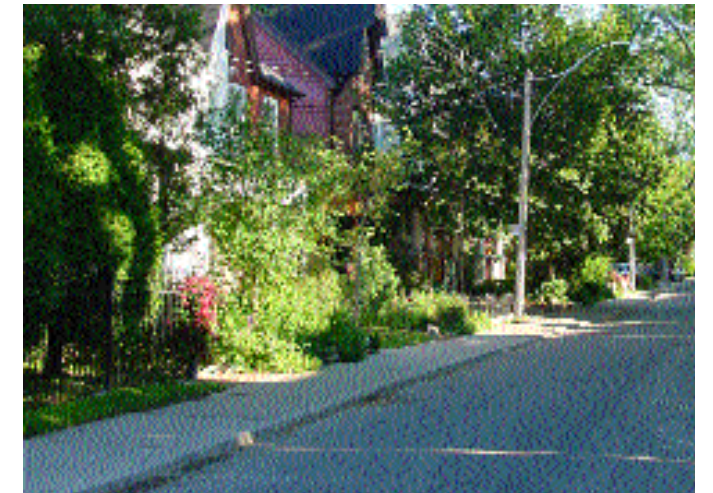
Section-Plan of Streets 'D' and 'E'



Section-Plan of Fort Street



Collier Street, Toronto



Seaton Village, Toronto



Adelaide Street, west of Strachan Avenue, Toronto

The Mews



The Mews will be 'tightly'-scaled, urban streets with a strong sense of enclosure.



Gramercy Park, New York



St. Nicholas Street, Toronto



Draper Street, Toronto

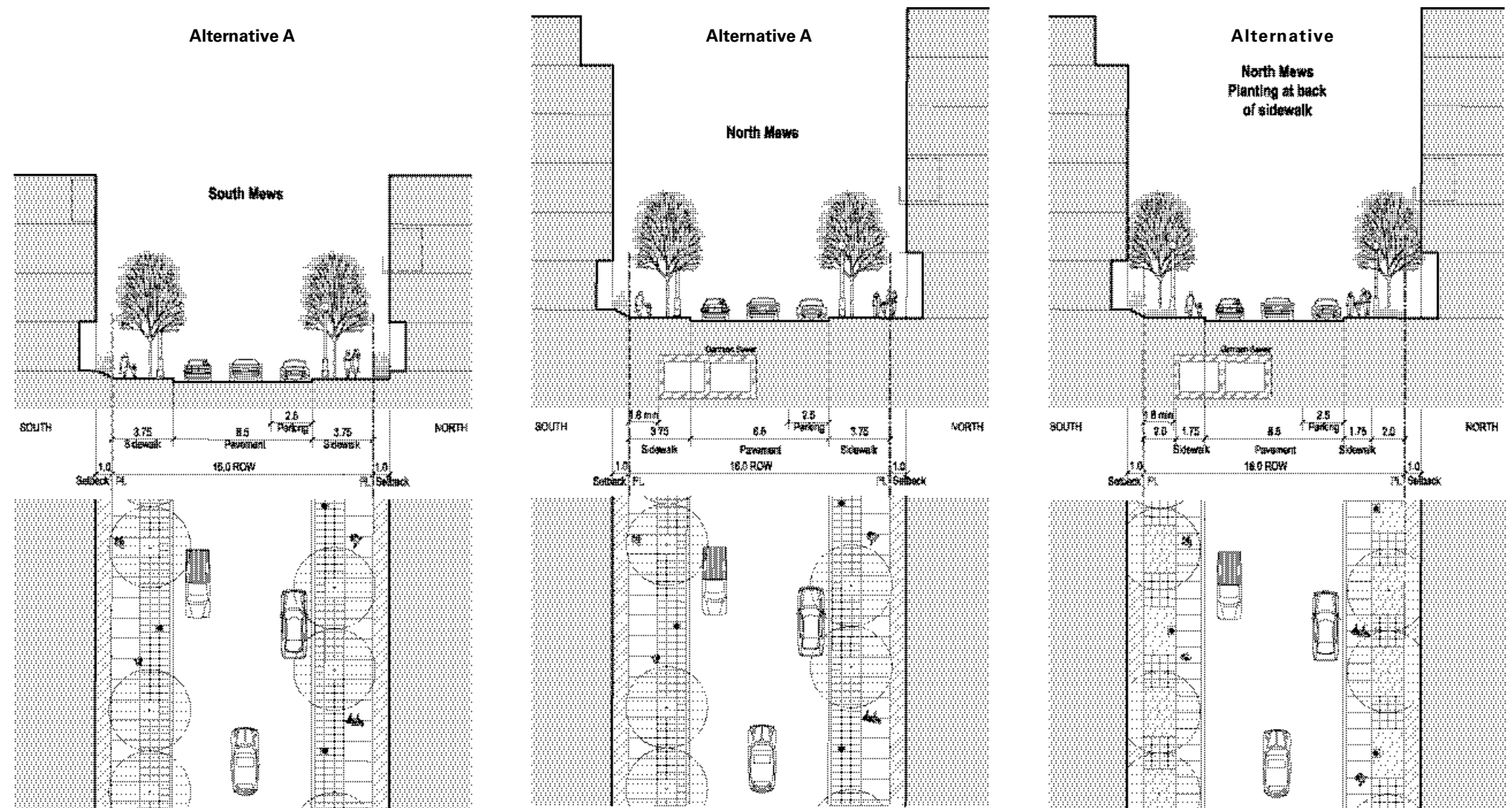
The North Mews could potentially have mixed-use frontages. The mews are the most intimate residential spaces in the Fort York Neighbourhood, and are visually contained at their ends by the walls and parks of the neighbourhood. The views on the South Mews terminate at the Link Park and the courtyard between Blocks 6A and 7, with glimpses of the Loblaws Warehouse building. The views on the North Mews end at Fort York Boulevard (with a potential public art installation) and at the Loblaws Warehouse to the east.

This sense of intimacy is defined by the 4 to 6 storey street walls, 18m building face to building face dimensions, and street trees and lights located close to the curb. The 8.5m pavement allows two way traffic and curb-side parking on one side.

Raised townhouse entrances or level at-grade live-work (North Mews) line both sides of the Mews. 1.0 m setback areas have stoops and raised planters.

In response to concerns regarding the quality of the growing conditions of the street trees, Alternative B is proposed, with tree planting in a soft landscaped area, at the back of the sidewalk. Draper Street is a good example of this kind of solution with similar dimensions.

The North Mews follows the alignment of the Garrison Creek Trunk Sewer, a building constraint that also acts as a reminder of the history of this place, which could be further elaborated in special streetscape/public art features.



Housey Street



Housey will be a local mixed-use street with an important servicing role, which should have as much building frontage as possible.

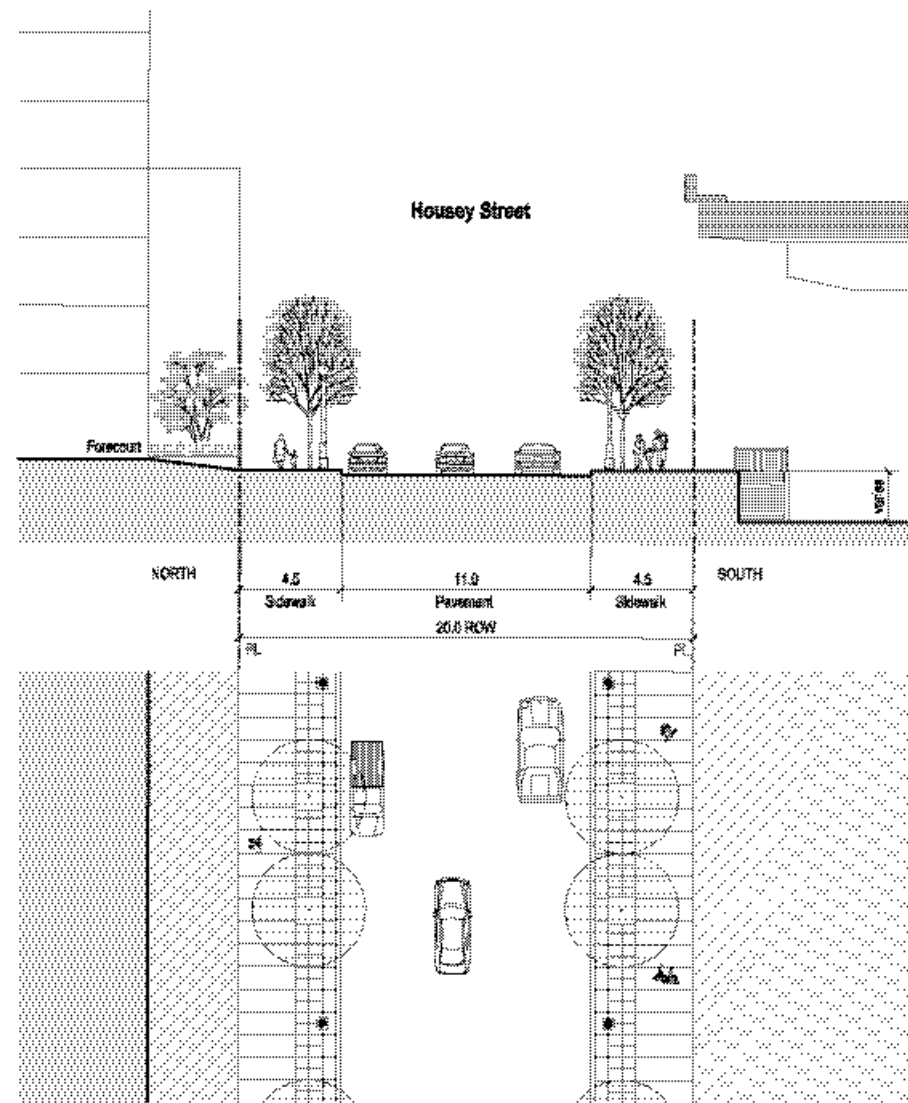
Housey Street connects Bathurst with Dan Leckie Way and the Community Park and provides a public edge to spaces under the Gardiner Expressway. It also provides direct vehicular access to drop-off, parking and service entrances for Blocks 33 and 37, and to Blocks 8 and 9/10 through a private driveway extending from the south end of Fort Street.

Considerable design attention will be required to ensure that Housey Street has some active uses at street level, and an attractive streetscape that also fulfills its role as a public pedestrian street.

Buildings fronting Bathurst Street, Fort Street and Dan Leckie Way should turn the corners onto Housey Street and have entrances and windows onto Housey where possible. Vehicular courts in Blocks 33 and 37 should be visually open to the street with screen plantings in the setback areas.

Suggestions for the continuity of the street wall on the south side of Housey Street at Block 8 in the mid and long term include providing an attractive streetwall condition for facing uses, such as introducing a translucent fence-like structure or decorative wall treatments at the street edge.

Tree growth will be challenged by reduced sunlight and salt spray due to the proximity to the Gardiner Expressway, and species should be selected accordingly.



Section-Plan of Housey Street



View of existing one-storey warehouse building, looking southwest



Fence to archaeological site, Barcelona

Under the Gardiner



The Plan assumes that the Gardiner Expressway will remain in place for the foreseeable future.

The overriding principles that will guide the future design and use of the privately and publicly owned lands under the Gardiner is that these areas should be:

- Accessible to the public and visible from adjacent streets and buildings,
- Be as green as possible and made attractive through public art for the enjoyment of both the residents of adjacent buildings and the public in general.
- Improved with temporary structures/kiosks that provide amenity value to nearby residents and animate the area,
- Able to accommodate access and loading for adjacent mixed-use buildings.

There should be as much visual continuity between the areas under the Gardiner as possible. To accomplish this, landscaping could include common vertical elements such as planting, lighting and other repetitive elements. The ground surface of the areas under the Gardiner will be largely hardscaped, but runoff can be reduced by the use of porous materials.

Buildings adjacent to the Gardiner should, where feasible, have grade-related uses fronting and relating to the space under the Gardiner, to help animate the space and contribute to the safety of pedestrians in the area.

The privately and publicly owned lands under the Gardiner should be developed to provide a public amenity and to mitigate the Gardiner's impact as a physical and psychological barrier between the City and the waterfront.

Possible Uses and Programming

There are six areas under the Gardiner (east and west of Bathurst) that form pockets of useable space. Some of these spaces are privately owned and others are in public ownership. There will be different responses to the programming for the publicly and privately owned areas that lie under the Gardiner, despite the desire for continuity in the landscaping features along its length.

In general, the proposed function of the spaces under the Gardiner is twofold:

- They will provide informal, publicly accessible thoroughfares for pedestrians that are connected to sidewalks and programmed to encourage public uses where feasible. Those could include, in certain circumstances, active recreation, temporary commercial uses that are ancillary to adjacent residential developments, and public art.
- These spaces will also provide adjacent developments with the outdoor amenity space.

The spaces under the Gardiner may also provide vehicular and loading access, as well as access for pedestrians to adjacent development sites. Note that the impact of the necessary vehicular access is to be minimized.

Proposed programmatic elements or other activities under the Gardiner, as shown in this Plan, are subject to further review at the detailed proposal stage.



View of the Gardiner Expressway, looking north, towards the intersection of Fort York Boulevard and Bathurst Street



Loading frontage, South Street Seaport, New York



Workshop frontage, Granville Island, Vancouver

Under the Gardiner

From west to east, suggestions for the programming of specific spaces under the Gardiner are as follows:

Fort York

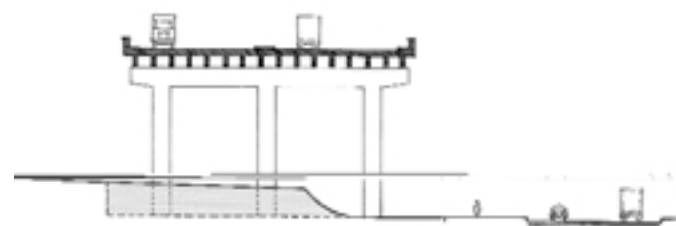
North of Fort York Boulevard, this area under the Gardiner is in public ownership. The space under the Gardiner by Fort York is intended to reveal the old shoreline and be a part of the “Archaeological Landscape”.

Block 4

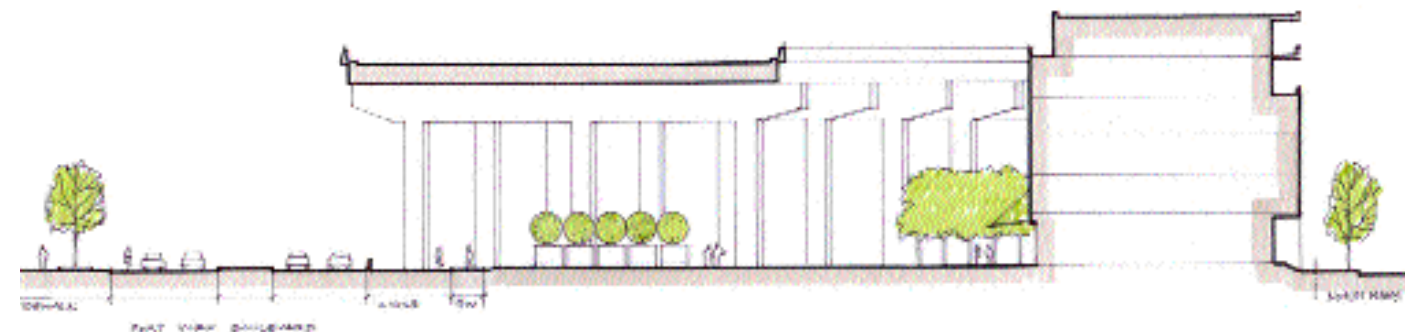
The space under the Gardiner at Block 4 is privately owned. It is an important area in that it has frontage on Fort York Boulevard as well as Street ‘E’, and will be visible from Fort York. This area under the Gardiner will form a plaza-like area north of the building on this block. Accordingly, this area should be attractive from the street by incorporating a variety of uses that may include access to the parking and loading area of the adjoining buildings and spillover uses from the building to animate the space, such as cafes.

Block 6

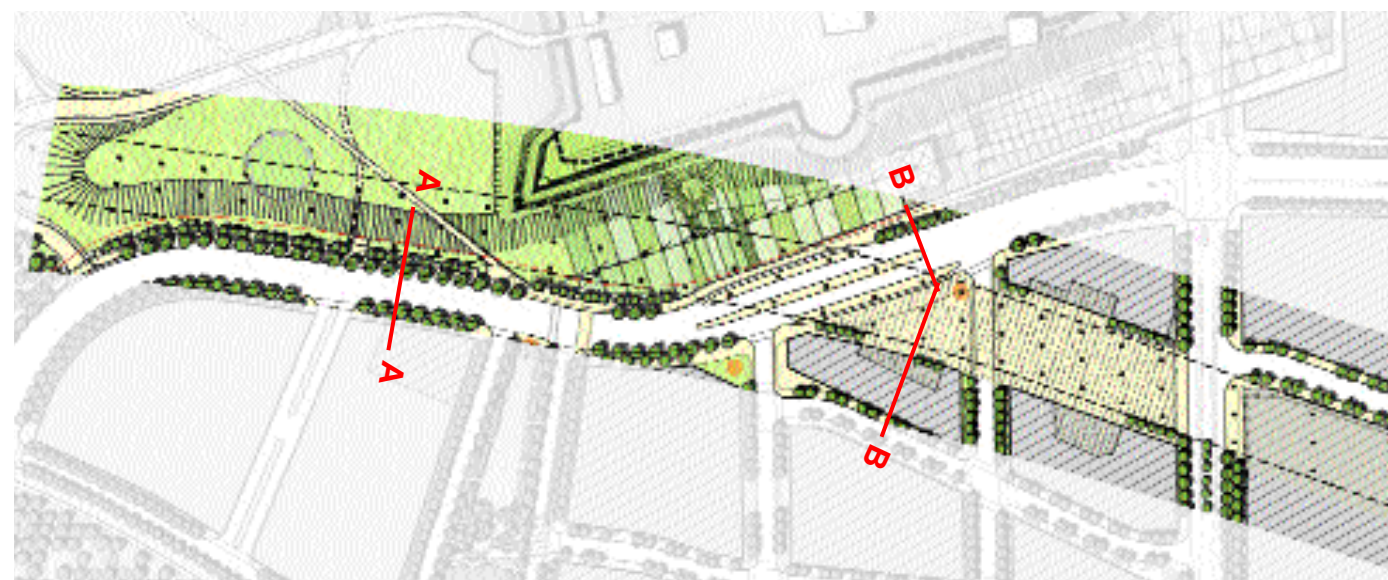
This area under the Gardiner is also privately owned. It is framed by two buildings and has frontages on both Bathurst Street and Street ‘E’. In this area, there is also the possibility for a significant public art installation and other uses that animate the area and improve the visual landscape. Certain areas within this pocket could be used for workshop/studio space for the residential, live-work, or commercial units that are located on the ground floors of adjacent buildings. This area may also accommodate carefully designed, temporary pavilions/kiosks which may be built to house seasonal uses such as markets for Christmas trees, firewood, garden plants, etc.



Section A-A



Section B-B



Demonstration Plan



View of the Gardiner from Bathurst Street, looking west



Granville Island, Vancouver



Barcelona



Louisville Riverfront Park, Kentucky