

PROJECT: UNDER GARDINER

Public Information Centre #1

Harbourfront Community
Centre

Thursday, April 7, 2016

TONIGHT'S AGENDA

6:30-7pm Open House

7pm-8pm Presentations

8pm-9pm Open House





Welcome

Christopher McKinnon
Public Consultation Lead



How Tonight Works

Overview Presentations

Project team members provide brief introduction and orientation to the project.

Open House

Four stations for more details and Q&A:

- Context
- Environmental Assessment
- Design
- Programming



Presentations

- 1. Introduction (5 minutes)**
- 2. Context (10 minutes)**
- 3. Municipal Class Environmental Assessment (20 minutes)**
- 4. Design (25 minutes)**
- 5. Programming, Operations and Maintenance (5 minutes)**

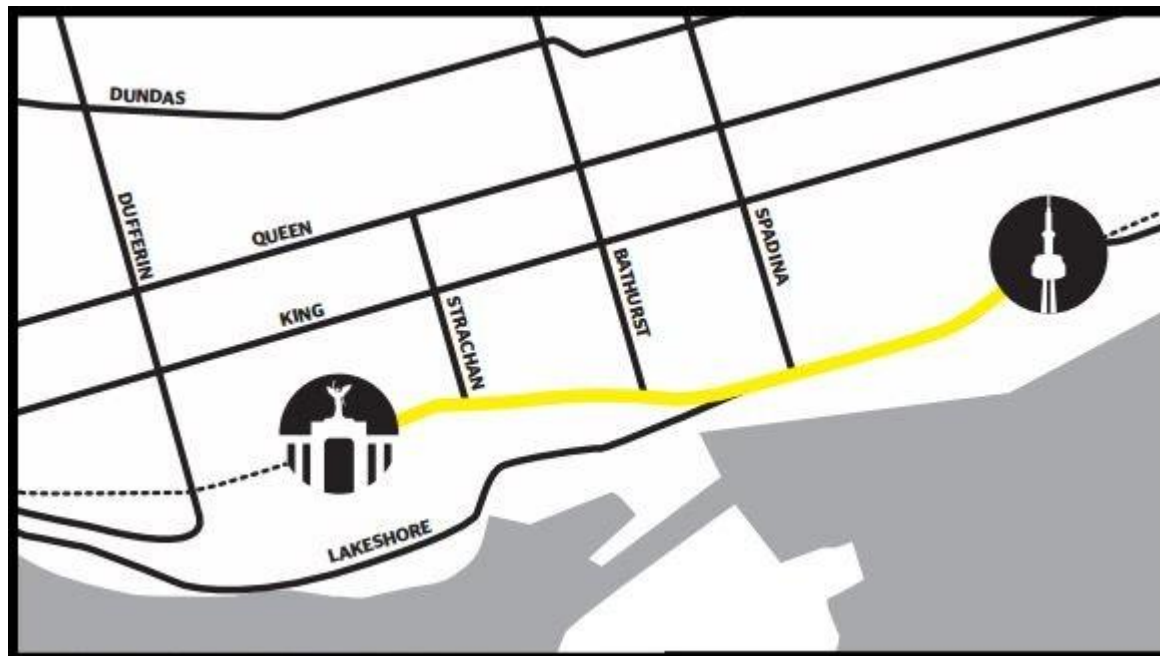


Introduction

Christopher Glaisek
VP, Planning and Design



Project Description



- Reclaims underutilized land beneath the Gardiner
- Transform the area into vibrant community spaces that will play host to a range of cultural, heritage and arts programming
- Stitches together seven neighbourhoods with a continuous trail from Strachan Ave to Spadina Ave
- Gardiner Expressway Rehabilitation currently occupies the Project site and is forecast to be completed in October 2016.



Project Team

Matthews Foundation

- Charitable donation to the City as a “special purpose trust fund”

City of Toronto

- Approval Authority and Site Owner
- Charitable Recipient
- Design and Permit approvals

Waterfront Toronto

- Project manager (design and construction)
- Design Review Panel
- Environmental due diligence
- Procurement and contract lead
- Project reporting (budget and schedule)
- Consultation and public engagement



Consulting Team

Design & Engineering

- PUBLIC WORK & Greenberg Consulting

Environmental Site Assessment

- AMEC

Environmental Assessment

- Dillon Consulting

Air Quality Assessment

- Dillon Consulting

Site Surveying

- Callon & Dietz

Programming, Operations and Maintenance Governance

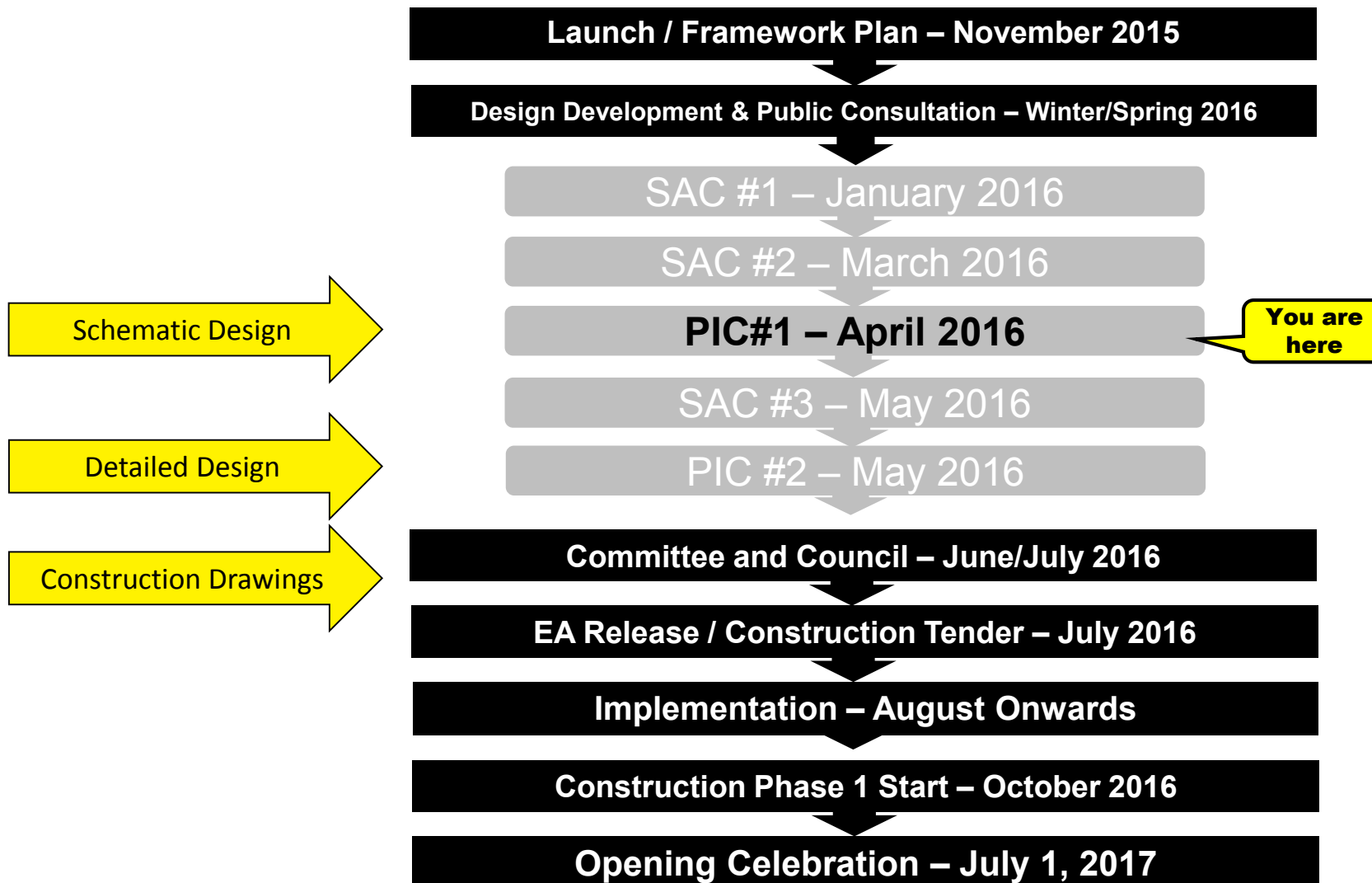
- HR&A with Park People

Programming Advisor

- Lord Cultural Resources



Project Schedule & Public Consultation





Context

Ken Greenberg
Greenberg Consulting



**INTRODUCING
TORONTO'S
MISSING LINK
AND HIDDEN
PUBLIC TERRAIN.**

THE 'WORLD IN MOTION'



8

5

1

2

3

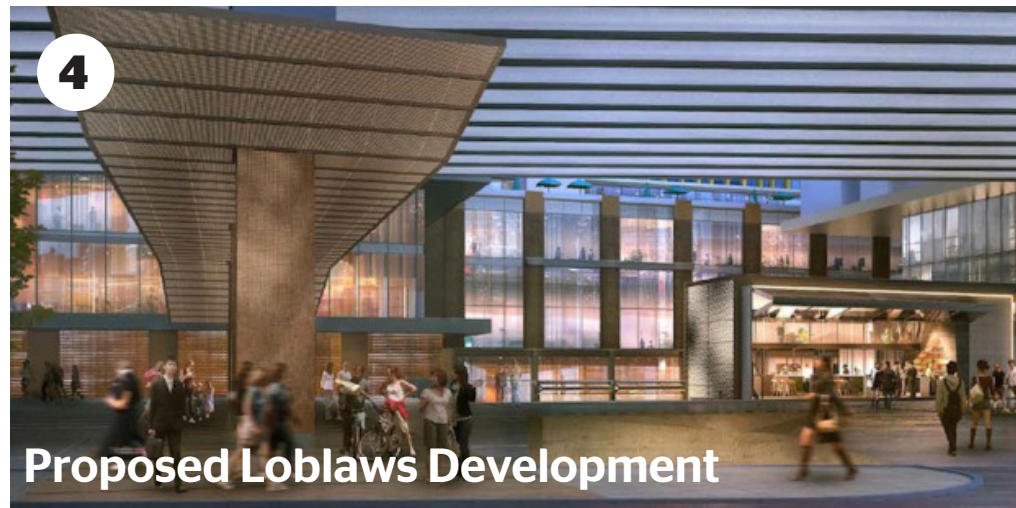
9

4

6

7

CURRENT INITIATIVES

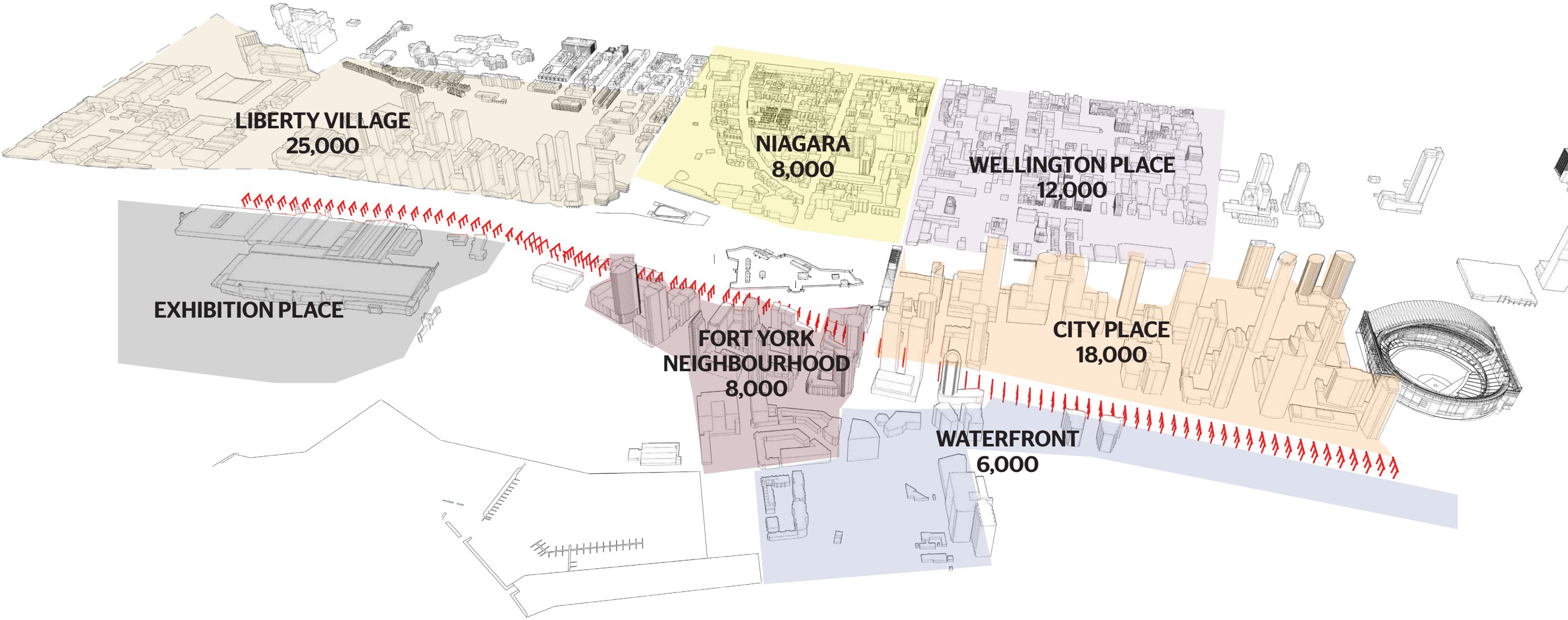




**1.1 km TRANSFORMATION
OF THE PUBLIC REALM**

**At a position in the city where
a constellation of diverse
development initiatives and
communities intersect, lies one
of Toronto's next great civic
opportunities.**

THAT UNITES DIVERSE NEIGHBOURHOODS



An iceberg floating in the ocean. The tip of the iceberg is above the water line, and the much larger base is submerged. The sky is blue with light clouds, and the water is a deep blue. The text '\$25M' is written in bold black font above the water line, and '\$150M' is written in bold white font on the submerged part of the iceberg.

\$25M

\$150M







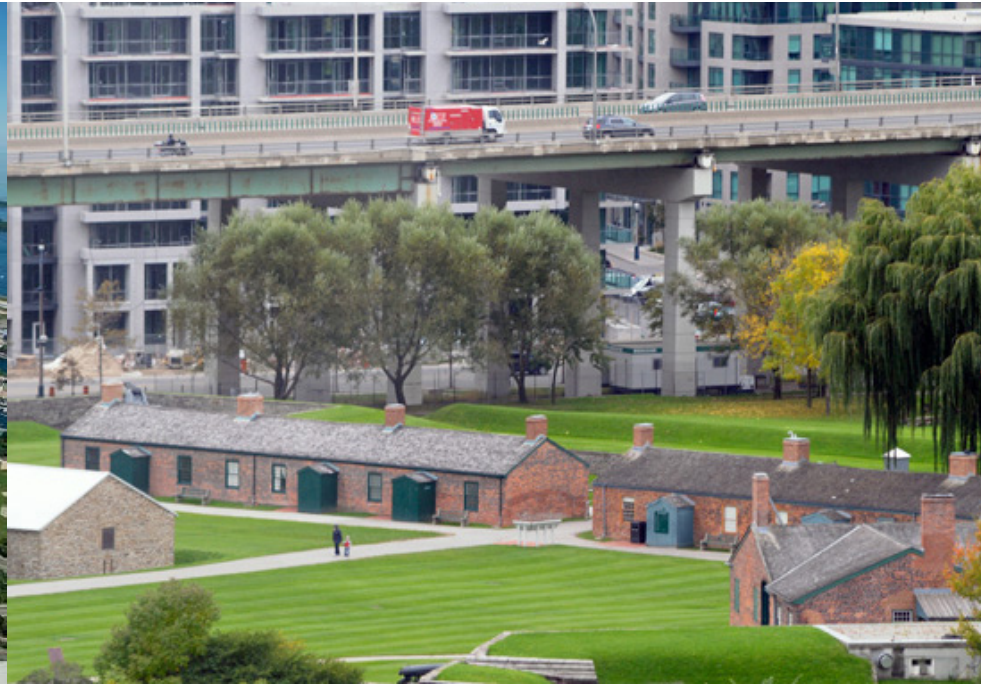
1
ONLY IN
TORONTO.
ONLY UNDER THE
GARDINER.

2
RE-INTRODUCING
THIS STRUCTURE
TO THE PUBLIC
WITH FRESH
MEANING,
VITALITY AND
EXPERIENCE.

3
STITCHING THE
CITY ACROSS ITS
MOST WIDELY
DISCUSSED
PHYSICAL/
MENTAL DIVIDE.



**4
A PRELUDE
TO THE
WATERFRONT.**



**5
EMBRACING THE
PAST, PRESENT
AND FUTURE—
ON AN ON-GOING
BASIS.**



**6
A FULL MENU OF
OVERLAPPING
PROGRAMS AND
POSSIBILITIES.**



7
CAPTURING
STRANGE
BEAUTY.

8
ACTIVATION AND
ALL-SENSORY
EXPERIENCES
ROOTED IN THE
PLACE.

9
A NEW TYPE OF
COVERED PARK?
STREET ARCADE?
OPEN BUILDING?

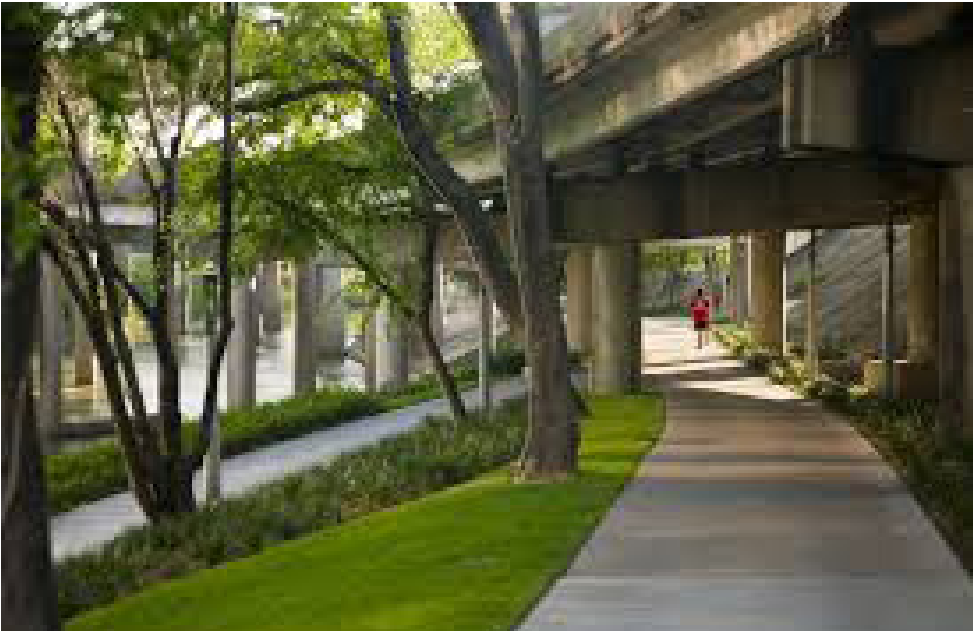
WHAT HAVE OTHER CITIES DONE TO FUSE INFRASTRUCTURE AND PUBLIC REALM?



Oslo, Norway



Zaanstad, the Netherlands



Buffalo Bayou Promenade, Houston



Hackney-Wick London, UK



Mission Bay, San Francisco



Mission Bay, San Francisco

AN EXPANSIVE MENU OF POSSIBLE PROGRAMS



DUMBO arts festival-Brooklyn,NY



Red Bull Street Kings-New Orleans



The Playing Field Theatre- Southampton, UK



Winter Village, Bryant Park, NYC



Reading Room, Bryant Park, NYC



Farmer's Market- Evergreen Brickworks

**THE GARDINER
AESTHETIC &
EXPERIENCE**

**To Amplify What
We've Found Here.**

14.5m

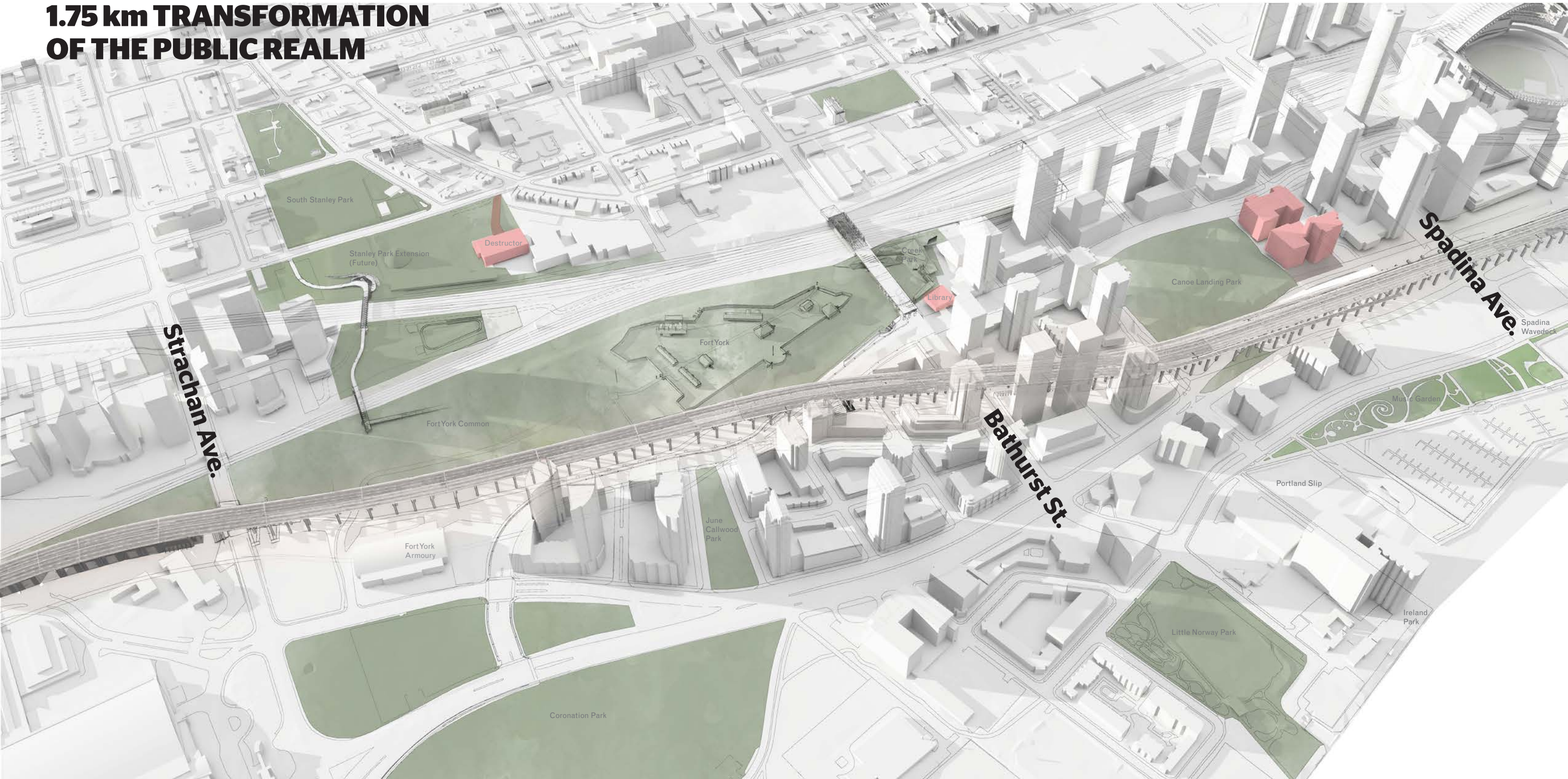
24m



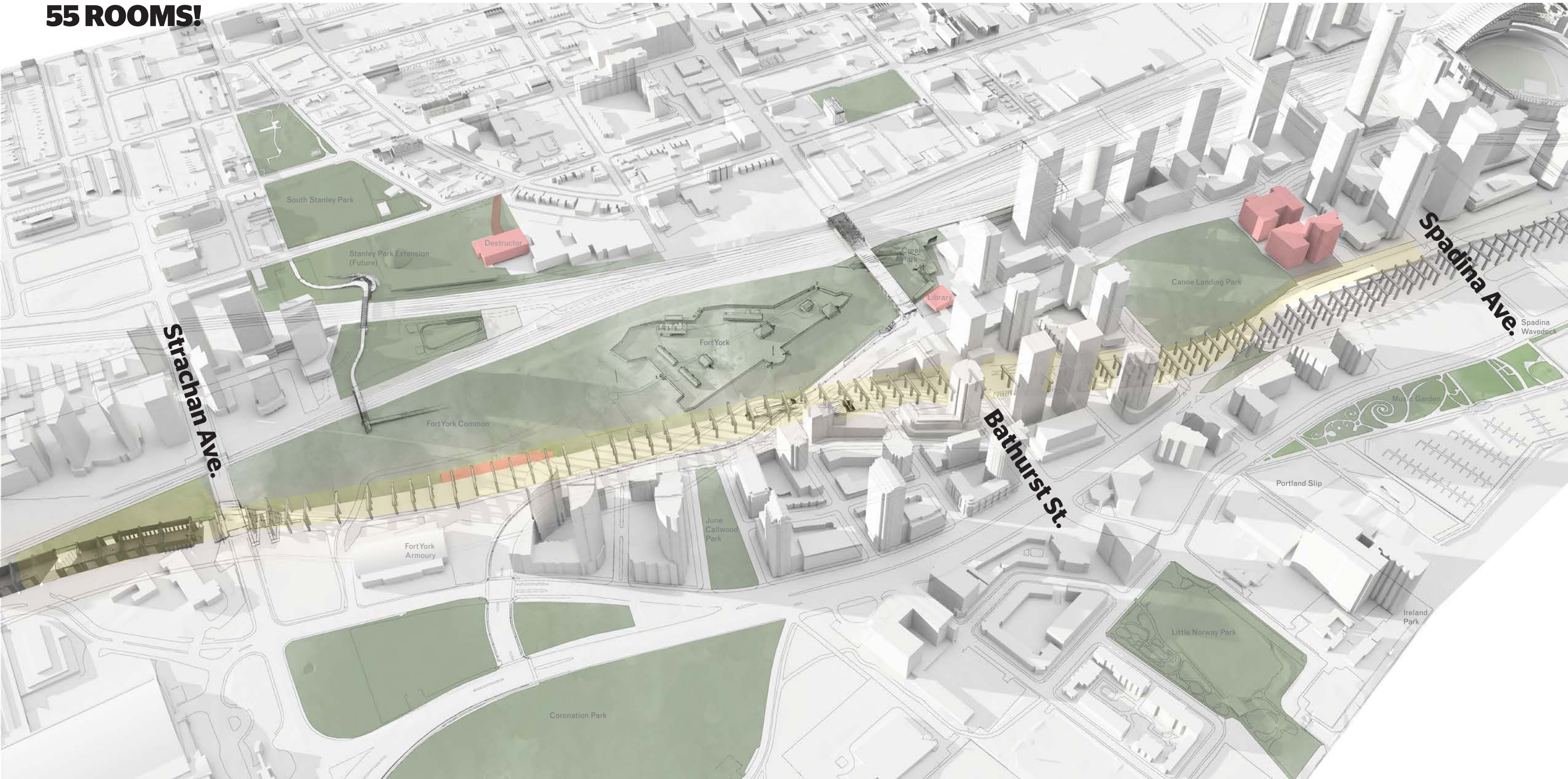
A CIVIC ARCADE?



1.75 km TRANSFORMATION OF THE PUBLIC REALM



55 ROOMS!



Strachan Ave.

Bathurst St.

Spadina Ave.

South Stanley Park

Stanley Park Extension (Future)

Destructor

Fort York

Fort York Common

Fort York Armoury

June Callwood Park

Coronation Park

Library

Canoe Landing Park

Music Garden

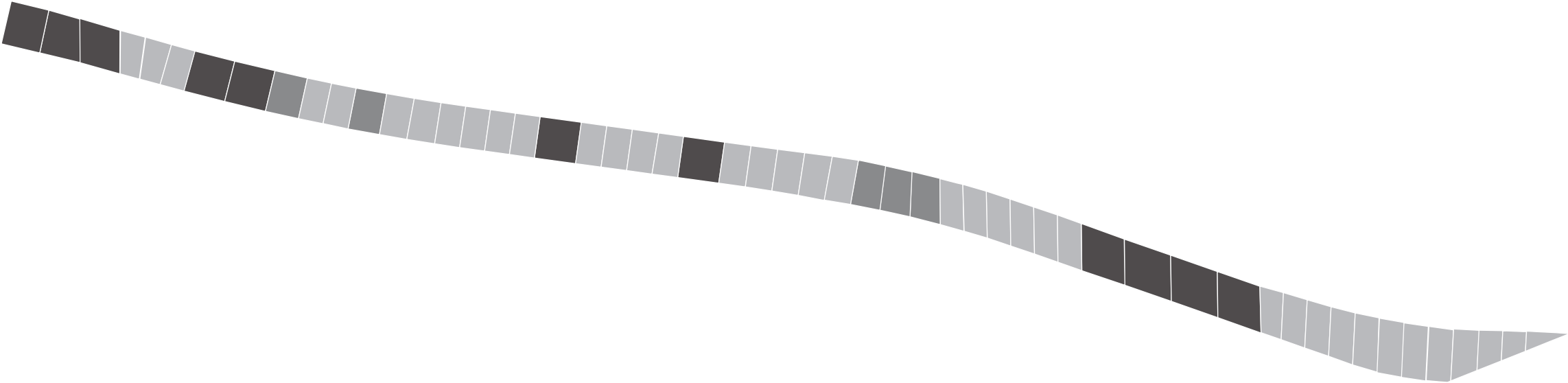
Portland Slip

Little Norway Park

Ireland Park

Spadina Wavedock

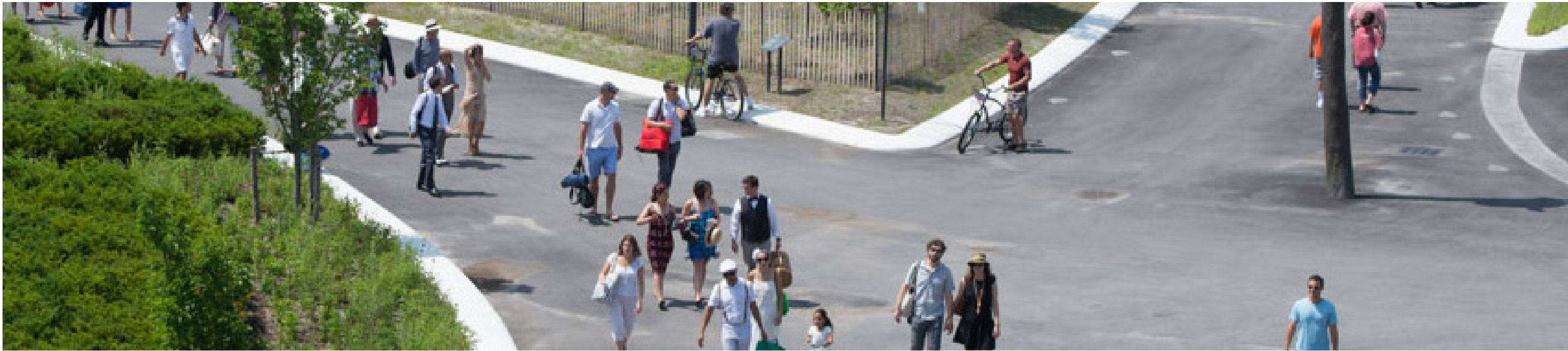
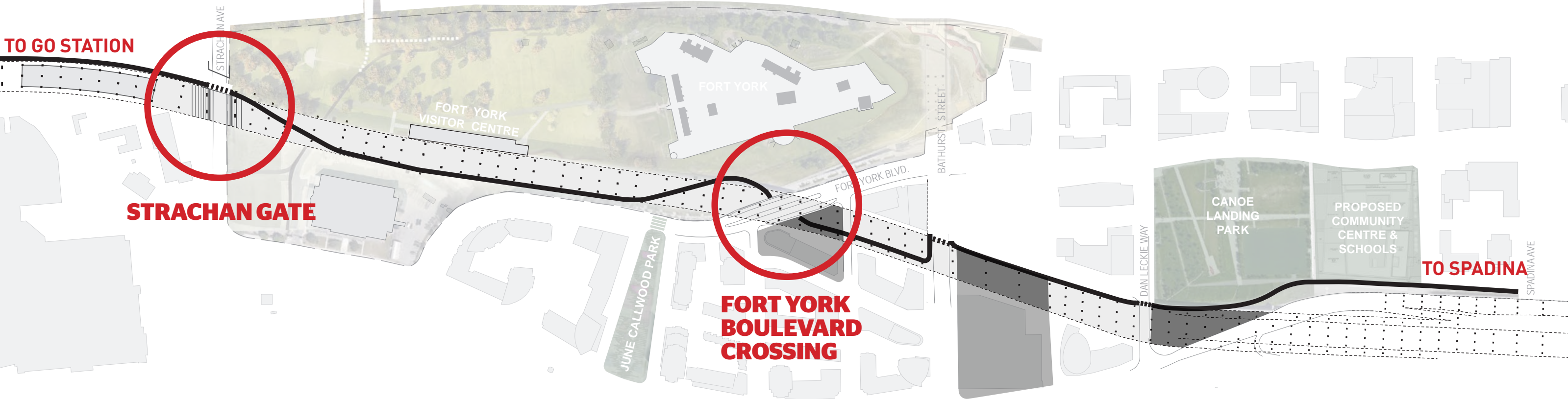
55 ROOMS..



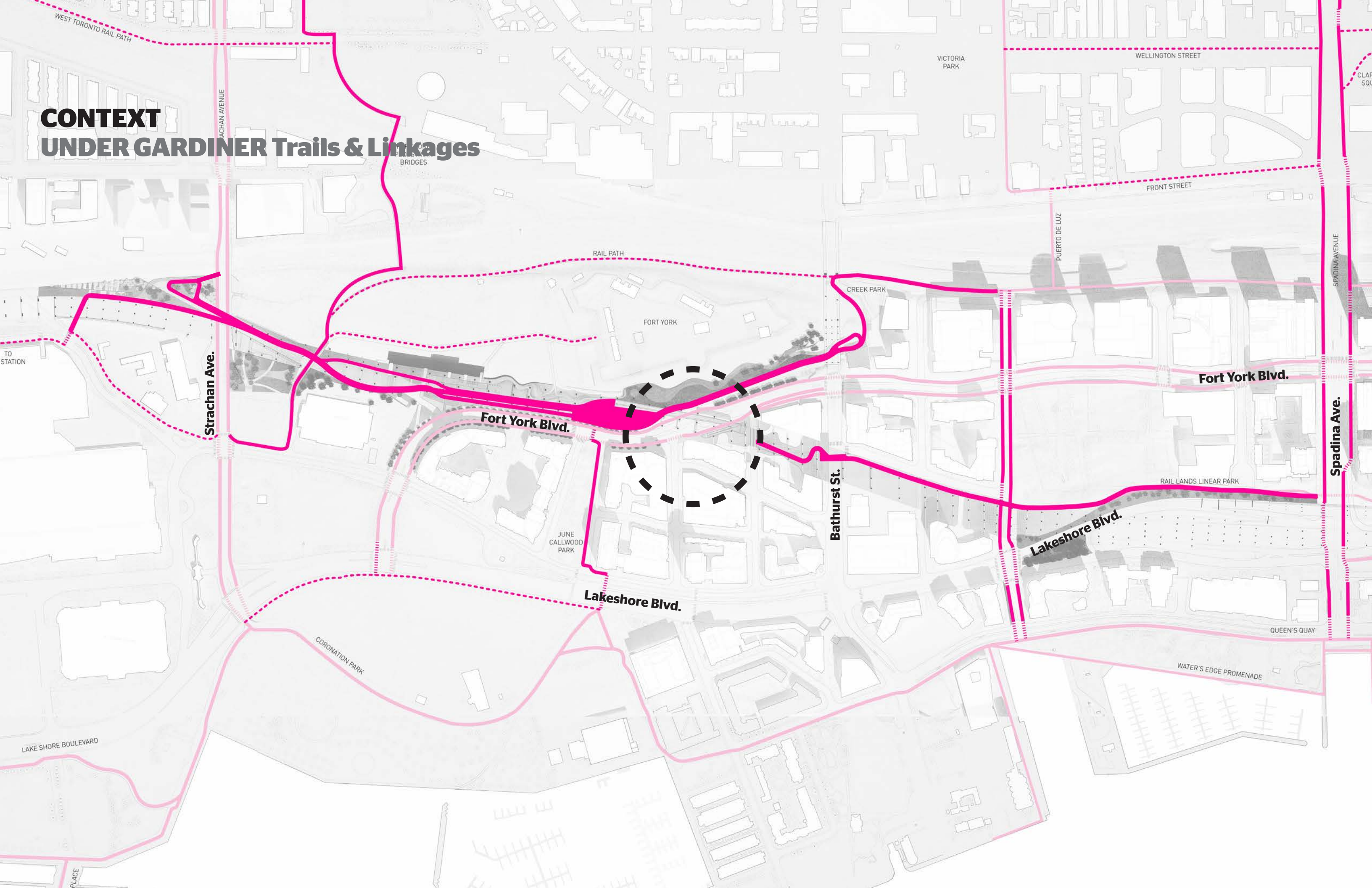
ONE CIVIC ROOM!



CONNECTIVITY & CONTINUITY OF SAFE PUBLIC ACCESS



CONTEXT UNDER GARDINER Trails & Linkages



Strachan Ave.

Fort York Blvd.

Lakeshore Blvd.

Bathurst St.

Fort York Blvd.

Lakeshore Blvd.

Spadina Ave.

WEST TORONTO RAIL PATH

STRACHAN AVENUE

BRIDGES

RAIL PATH

VICTORIA PARK

WELLINGTON STREET

FRONT STREET

PUERTO DE LUZ

SPADINA AVENUE

FORT YORK

CREEK PARK

RAIL LANDS LINEAR PARK

JUNE CALLWOOD PARK

CORONATION PARK

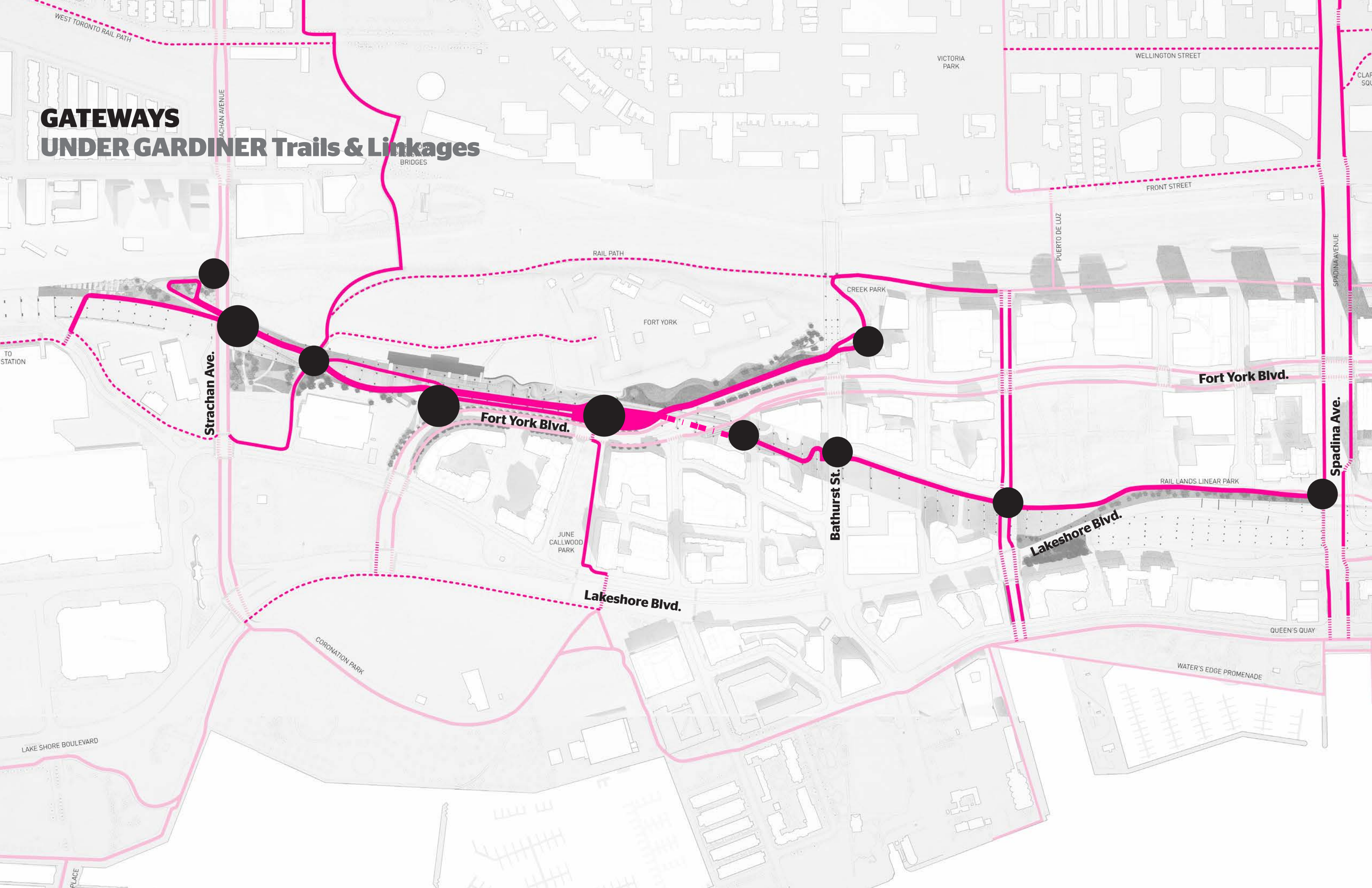
QUEEN'S QUAY

WATER'S EDGE PROMENADE

LAKE SHORE BOULEVARD

PLACE

GATEWAYS UNDER GARDINER Trails & Linkages



Strachan Ave.

Fort York Blvd.

Bathurst St.

Lakeshore Blvd.

Fort York Blvd.

Spadina Ave.

Lakeshore Blvd.

CORONATION PARK

VICTORIA PARK

WELLINGTON STREET

FRONT STREET

PUERTO DE LUZ

SPADINA AVENUE

RAIL PATH

CREEK PARK

FORT YORK

RAIL LANDS LINEAR PARK

QUEEN'S QUAY

WATER'S EDGE PROMENADE

LAKE SHORE BOULEVARD

PLACE

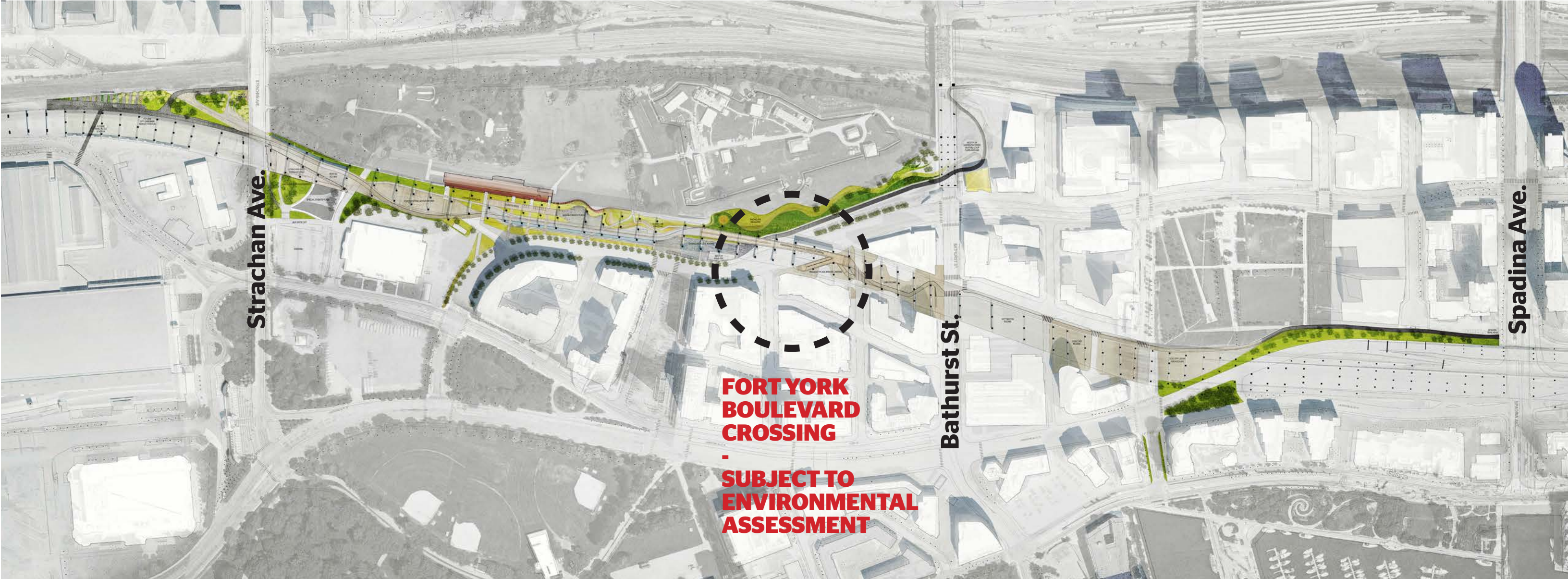
TO STATION

BRIDGES

WEST TORONTO RAIL PATH

STRACHAN AVENUE

CONTEXT
Core Project

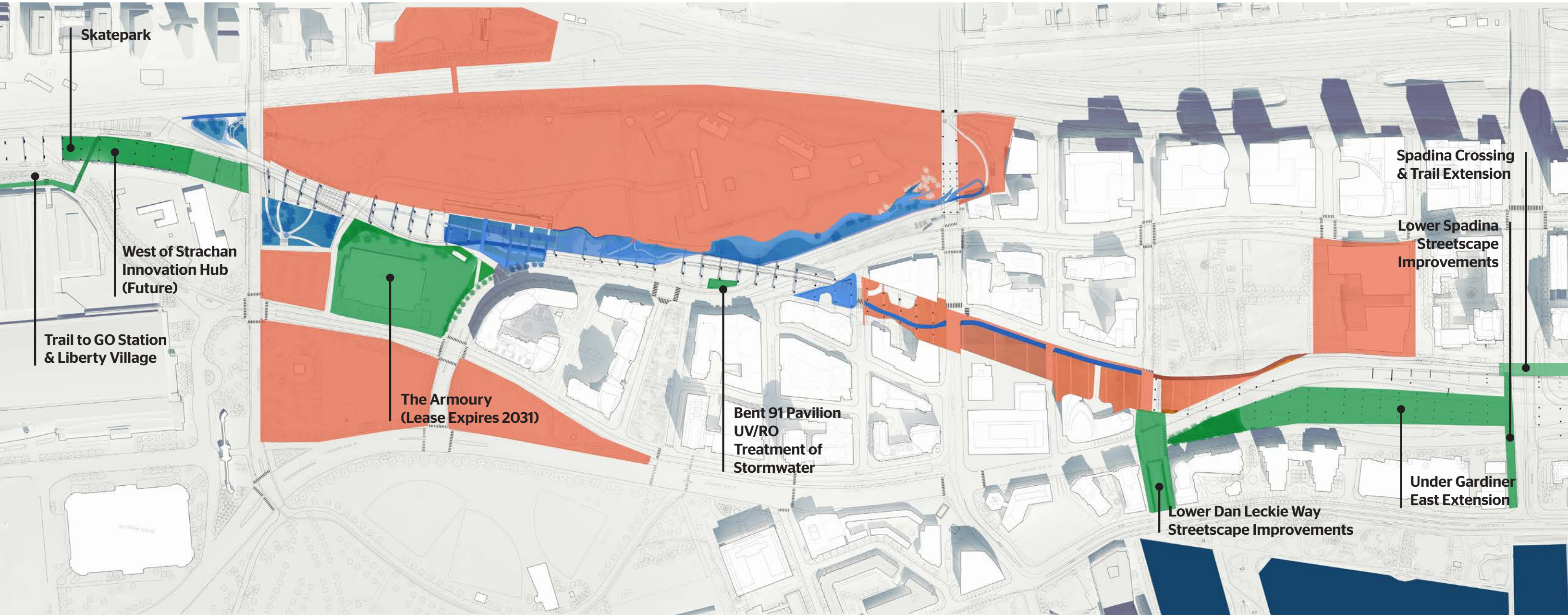





**FORT YORK
BOULEVARD
CROSSING**

**SUBJECT TO
ENVIRONMENTAL
ASSESSMENT**

PROJECT: UNDER GARDINER

Coordination and Integration!



-  Coordinated Projects
-  Work by Others
-  Future Phases of Work (2018 and Beyond)

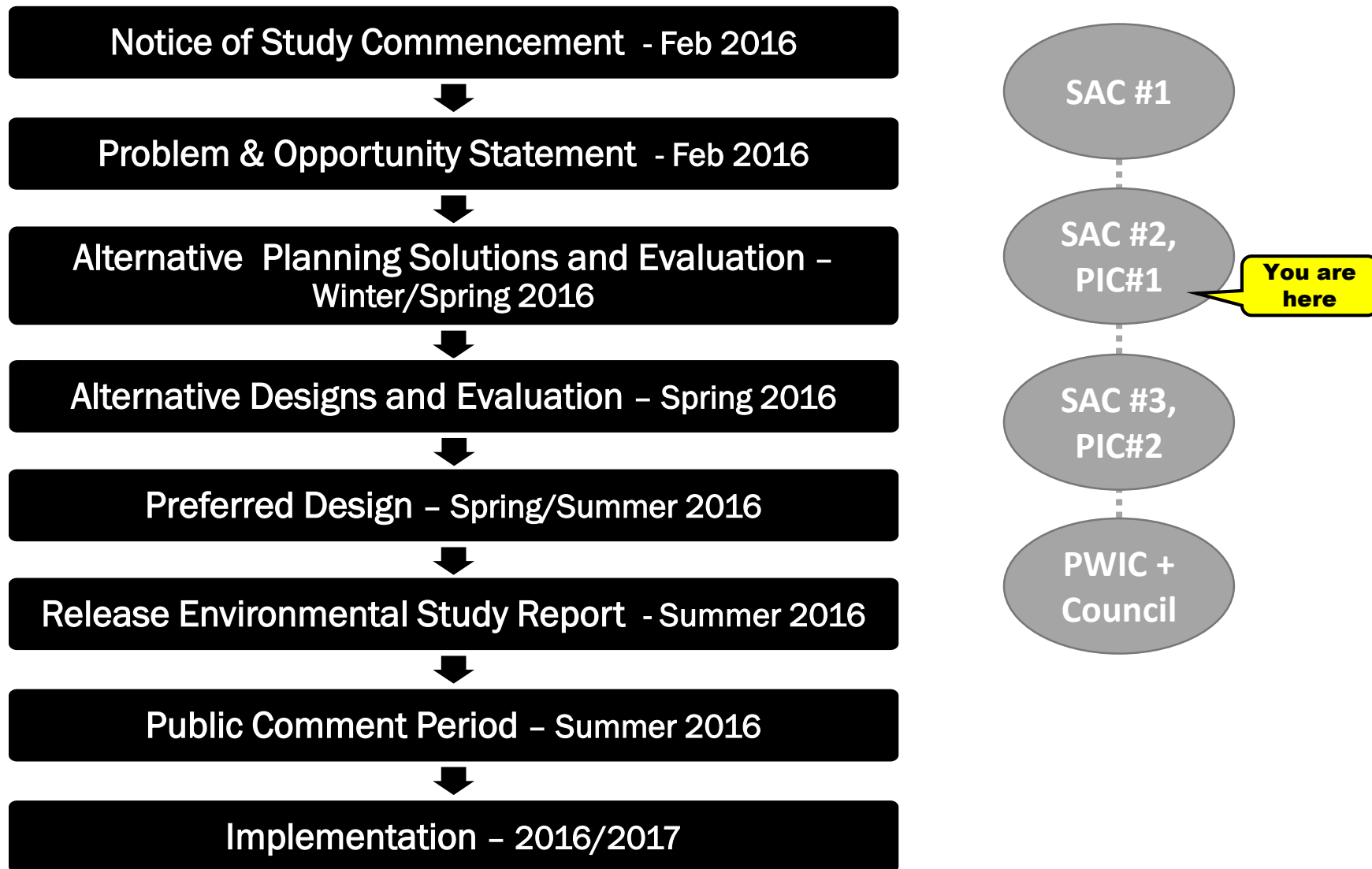


Environmental Assessment

Merrilees Willemse
Dillon Consulting

Schedule 'C' Municipal Class EA Process

Completing a Schedule C Class EA for a new crossing of Fort York Blvd



Problem/Opportunity Statement

Problem:

- **Fort York Boulevard presents a significant gap separating the new public spaces**
- **Users need to leave the new public spaces to cross at nearest signalized crossing**
- **Lack of a safe and continuous pedestrian and cycling connection, between Strachan Avenue and Spadina Avenue**
- **Some users may attempt to make the crossing illegally**

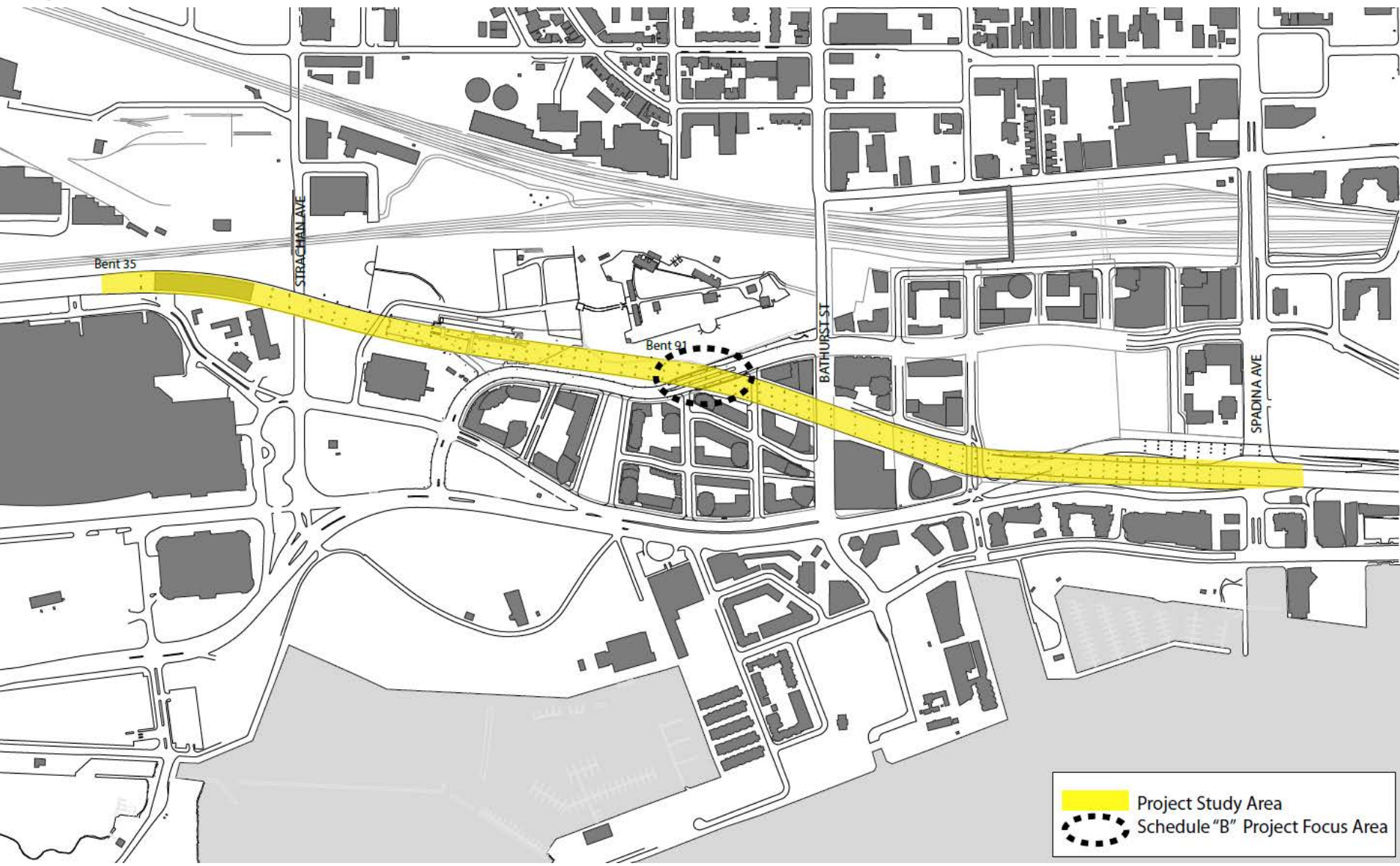
Opportunity:

- **Prioritize pedestrian and cycling connections without compromising the function of the roadway.**
- **Enhance connectivity within Project: Under Gardiner, to the Fort York Historic Site and to surrounding.**
- **Imagine an iconic connection**

The location of this crossing is illustrated in Figure 1.

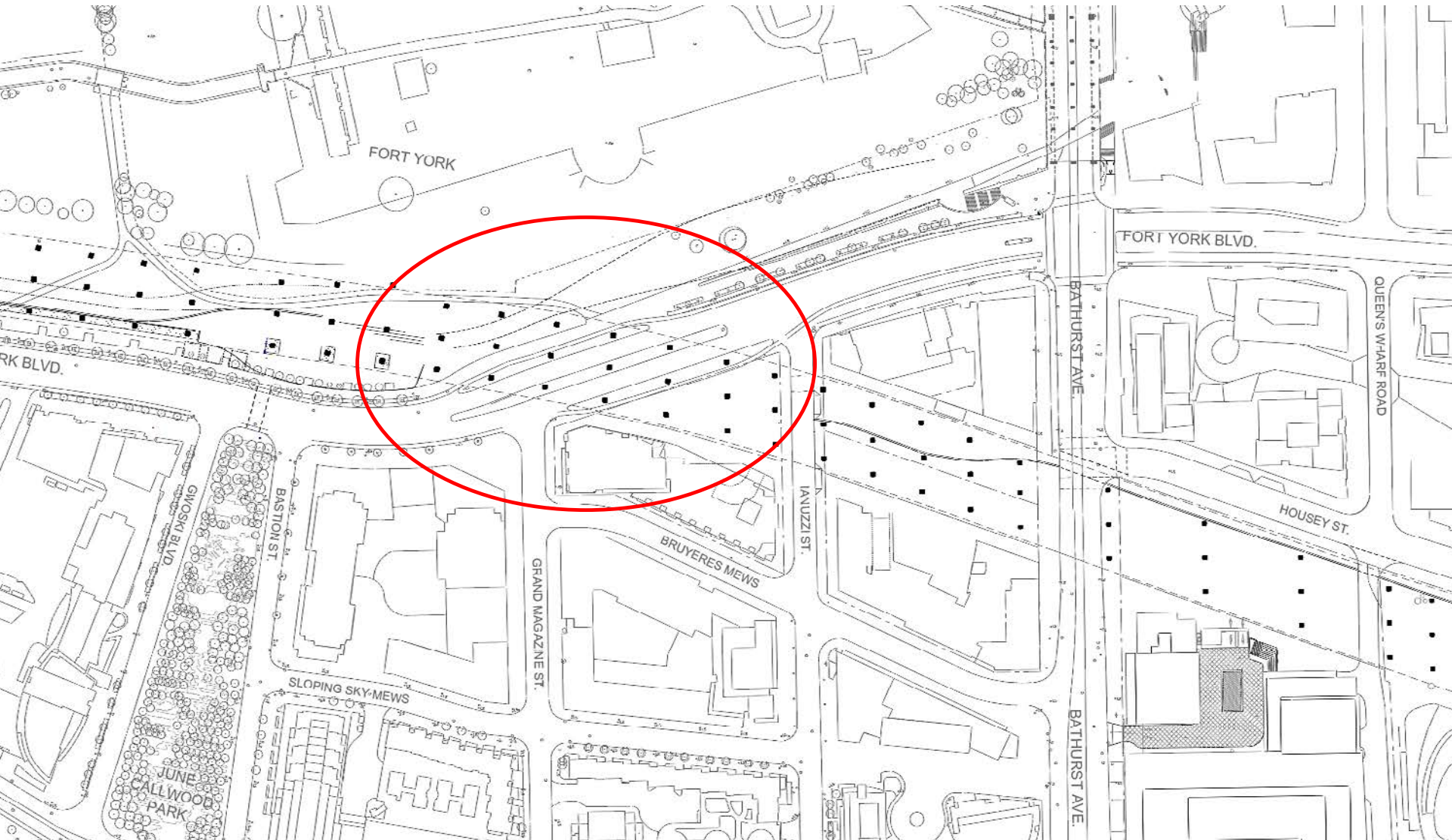
Problem/Opportunity Statement

Figure 1



Problem/Opportunity Statement

Focused Site Area



Problem/Opportunity Statement



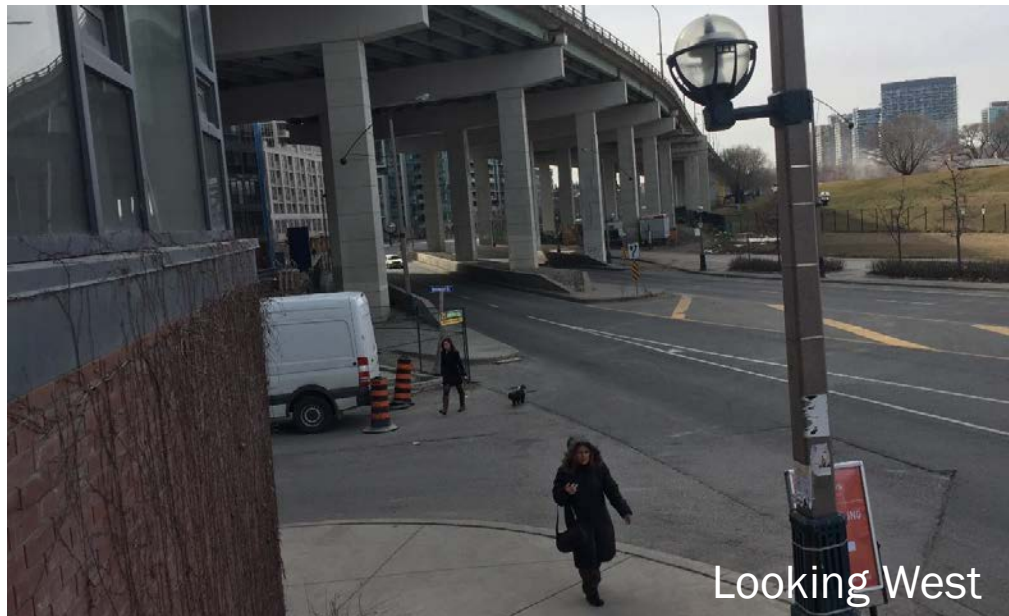
Looking East



Looking West



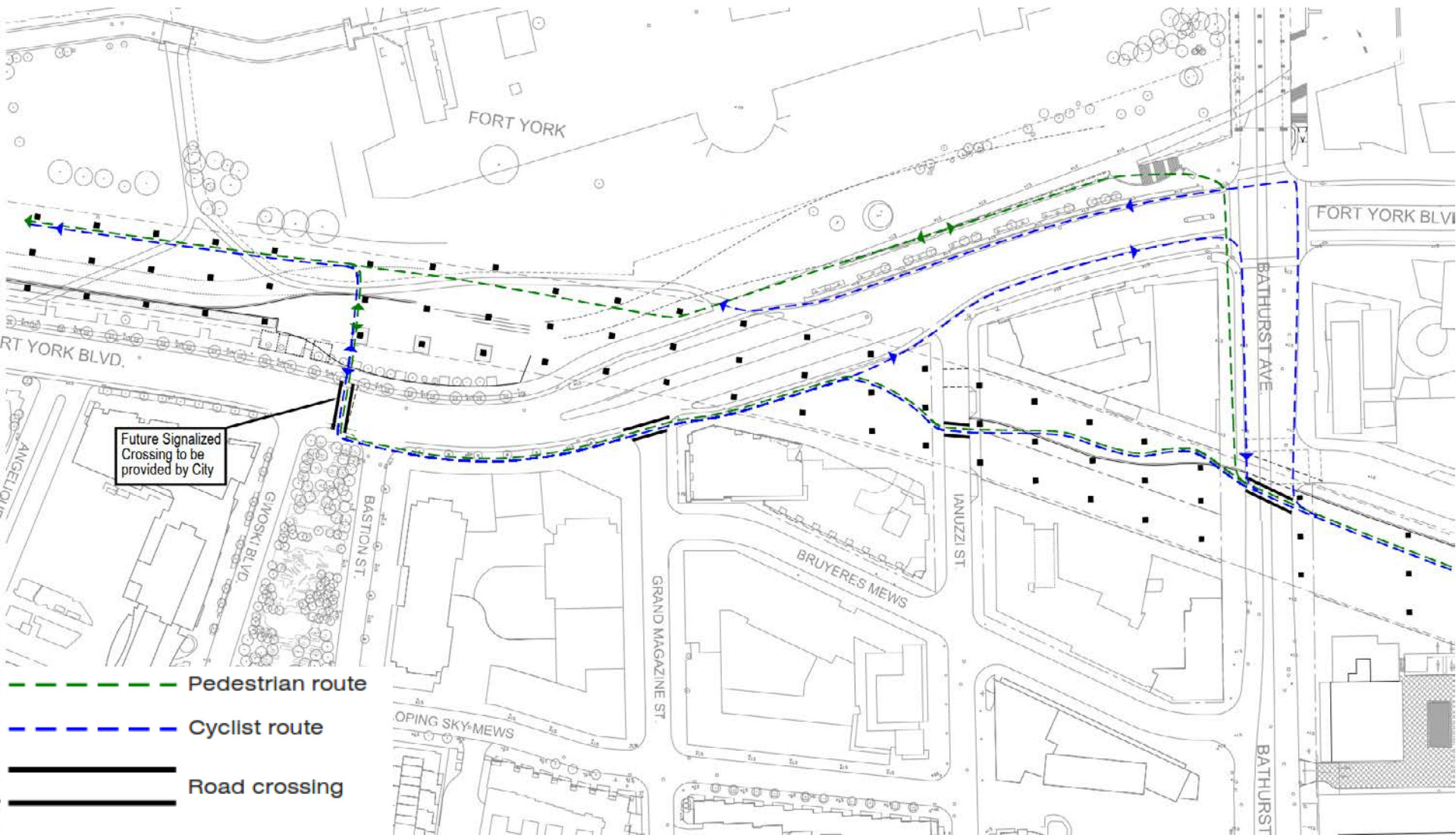
Looking West



Looking West

OPTION 1

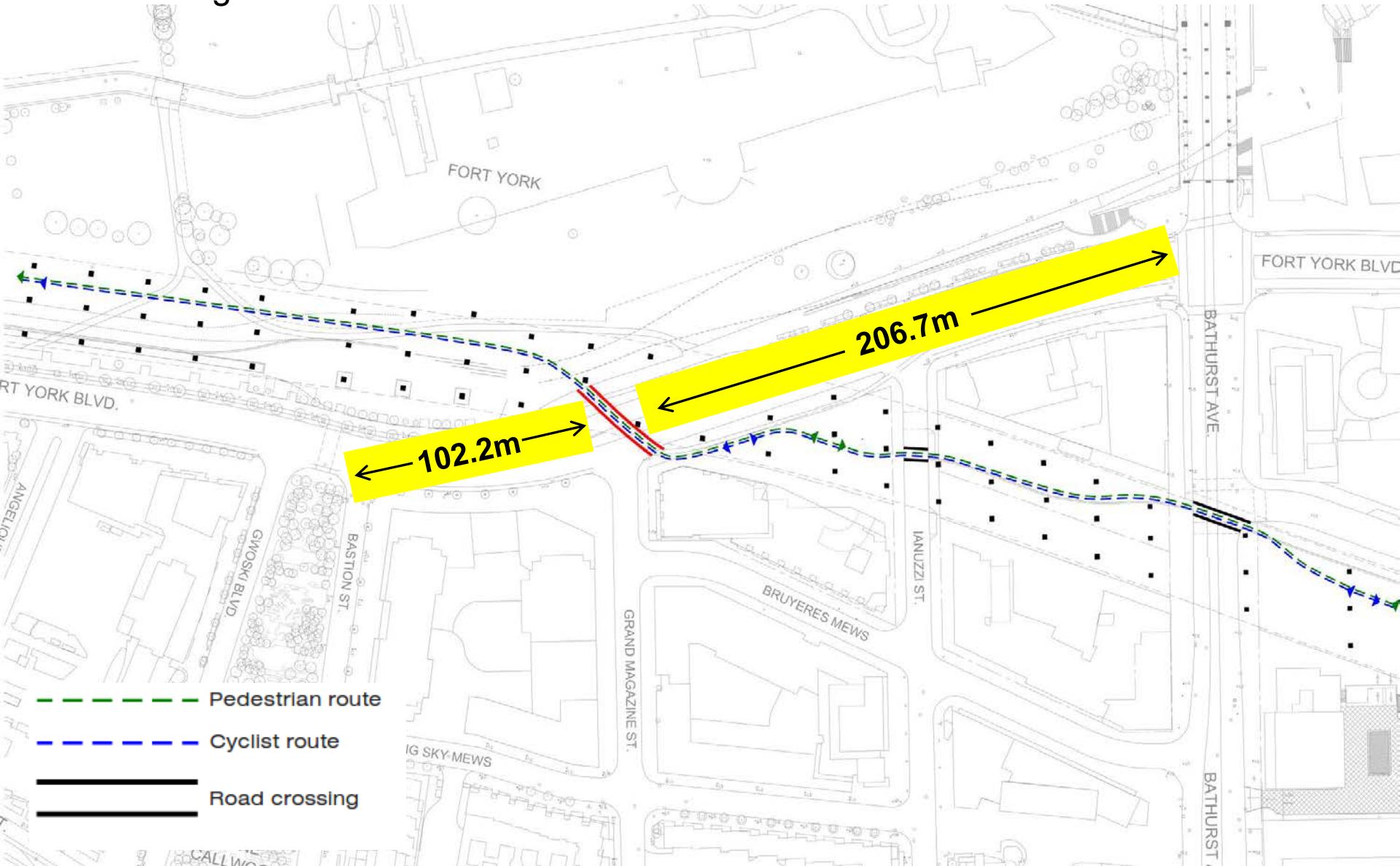
DO NOTHING



OPTION 2a

NEW CROSSWALK

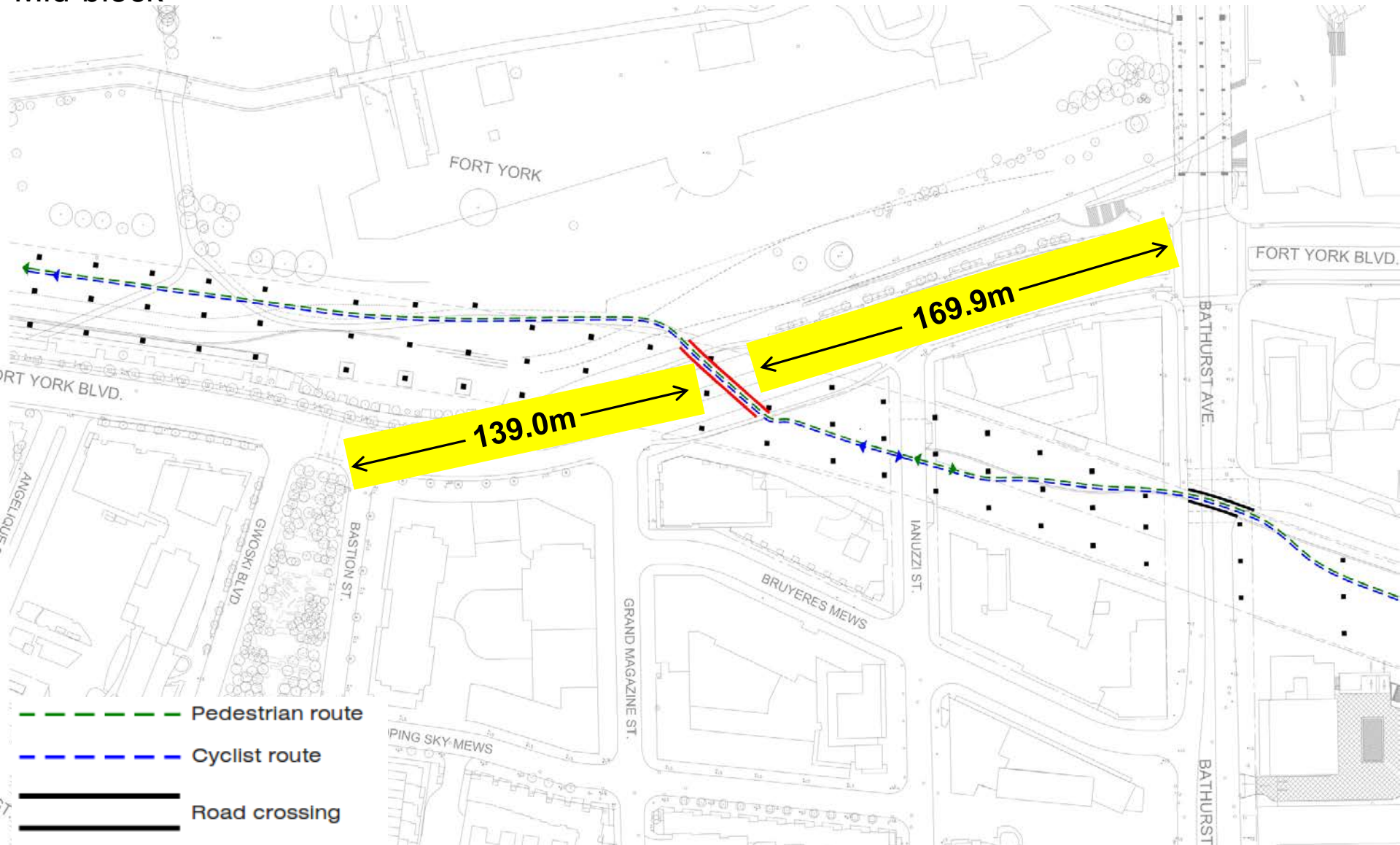
At Grand Magazine Street



OPTION 2b

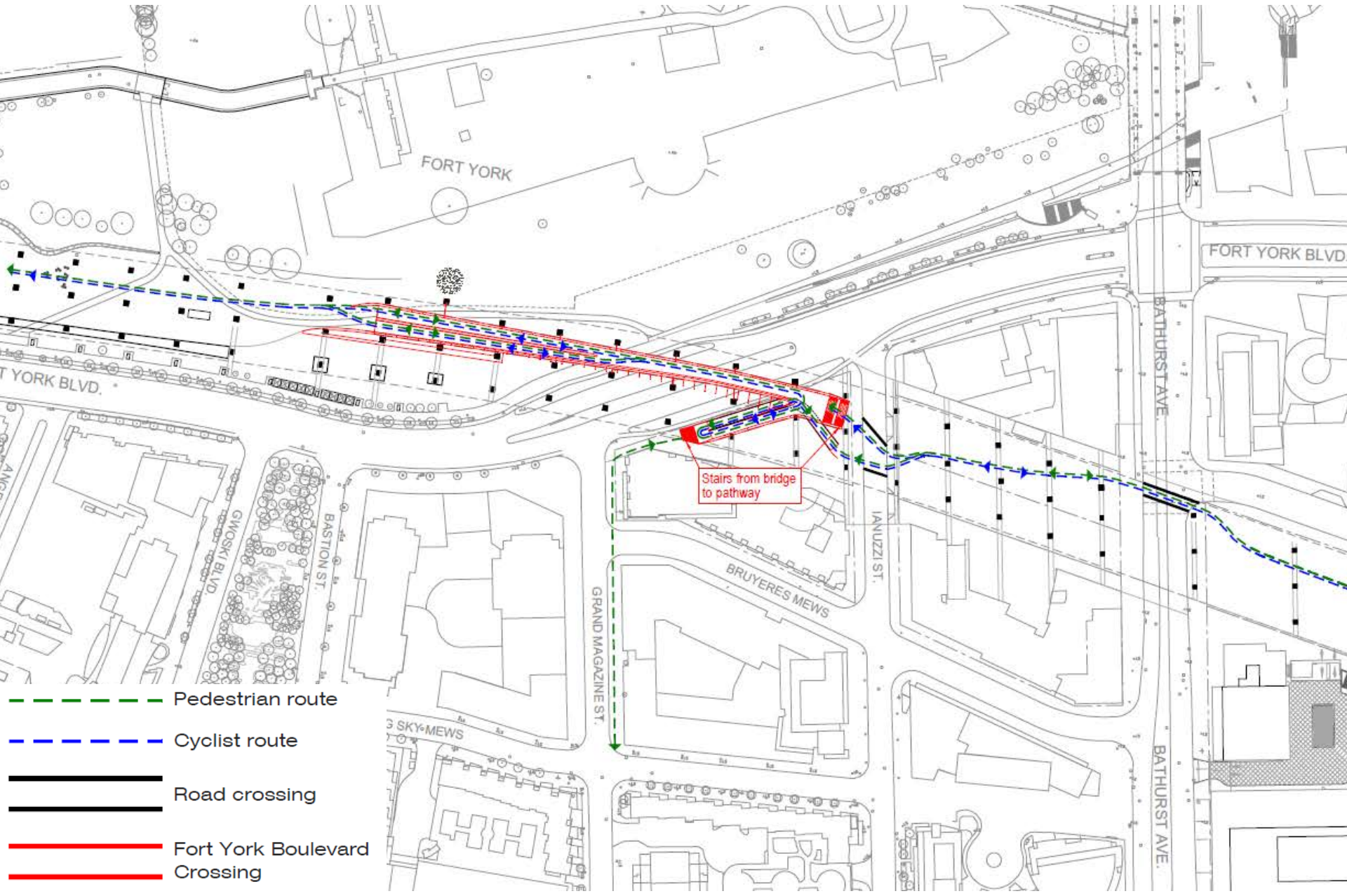
NEW CROSSWALK

Mid-block



OPTION 3

PROPOSED BRIDGE



OPTION 3

PROPOSED BRIDGE



Villetaneuse, Paris

OPTION 3

PROPOSED BRIDGE



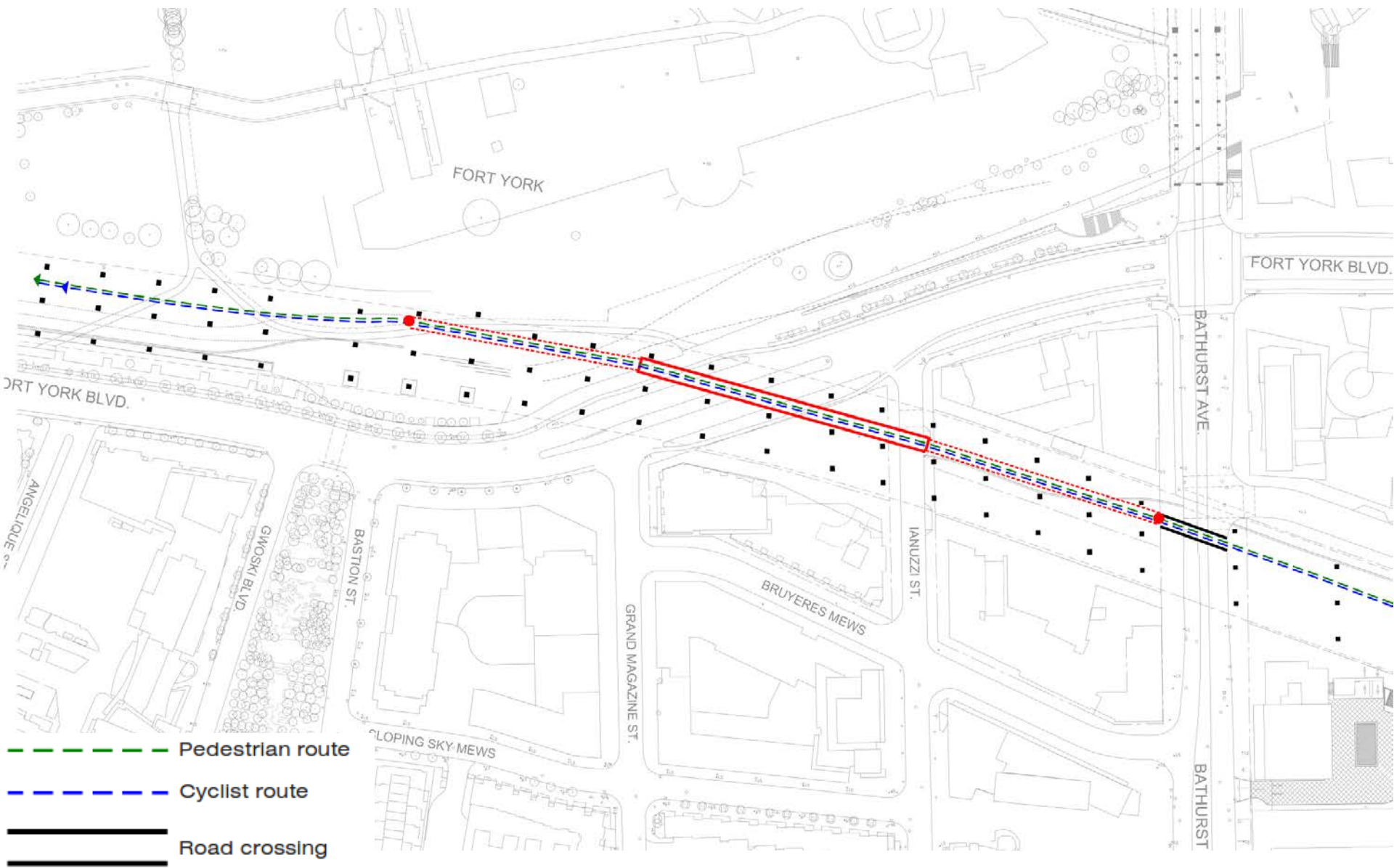
OPTION 3

PROPOSED BRIDGE

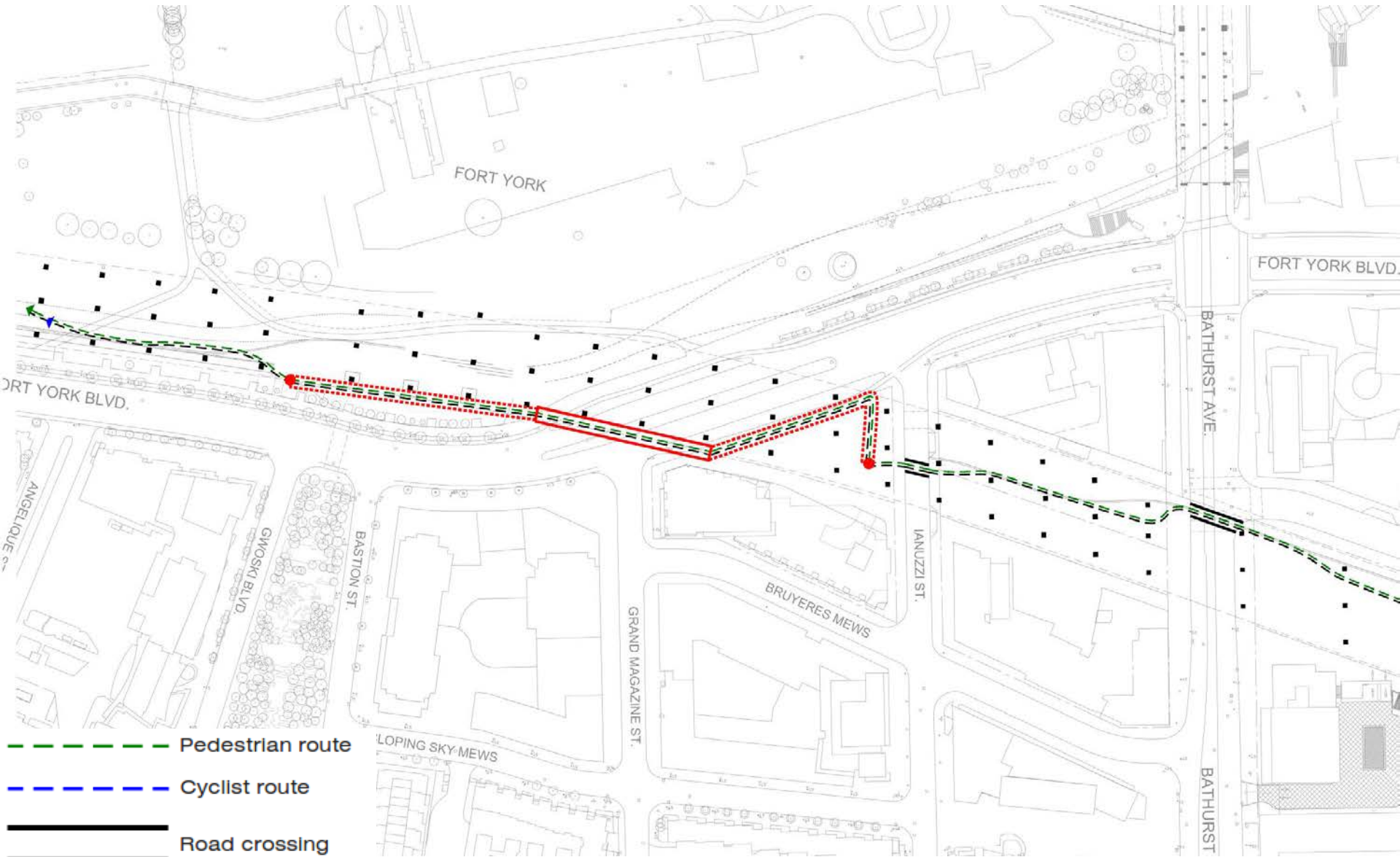


Fort York, Toronto

OPTION 4a PROPOSED TUNNEL

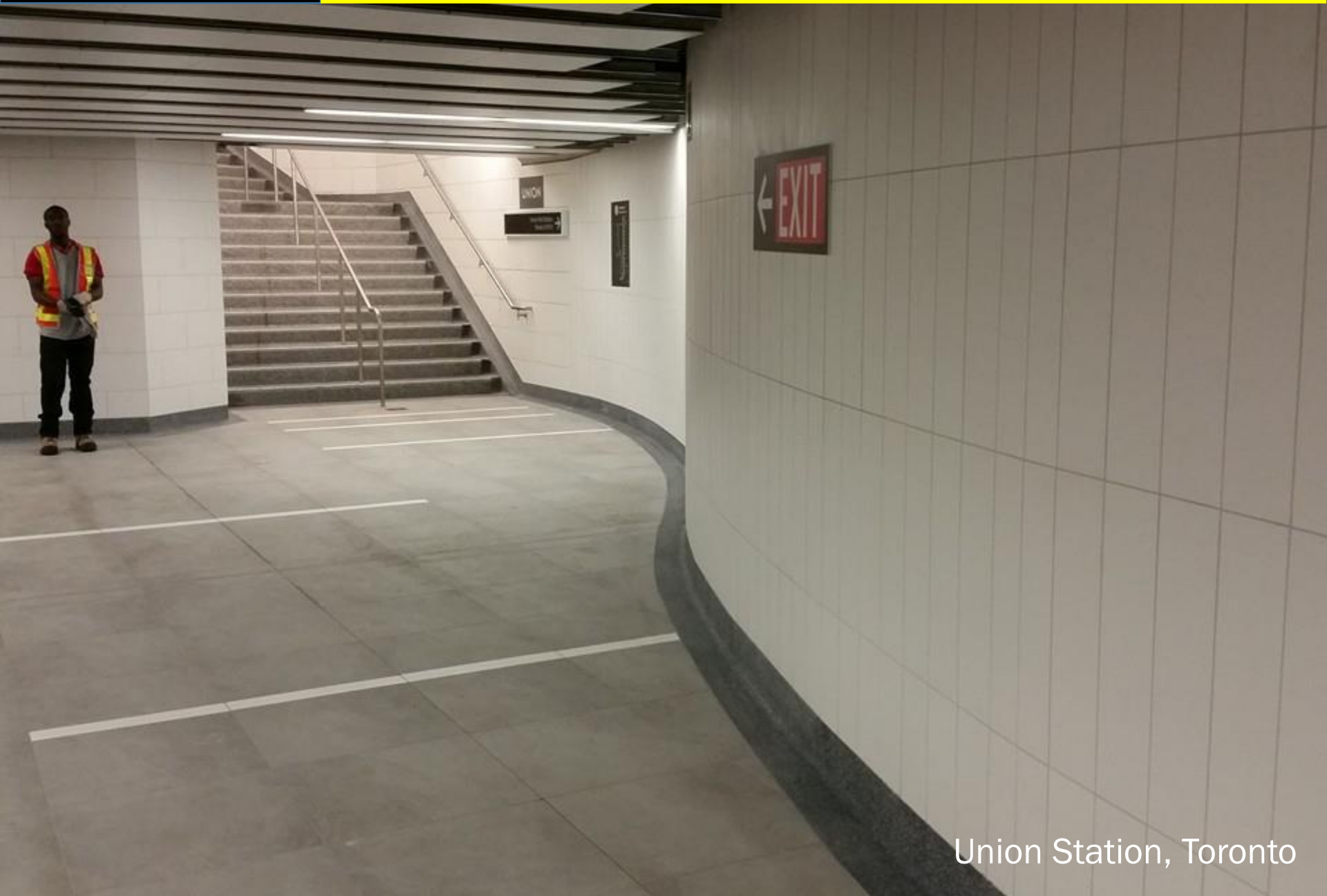


OPTION 4b PROPOSED TUNNEL



OPTION 4

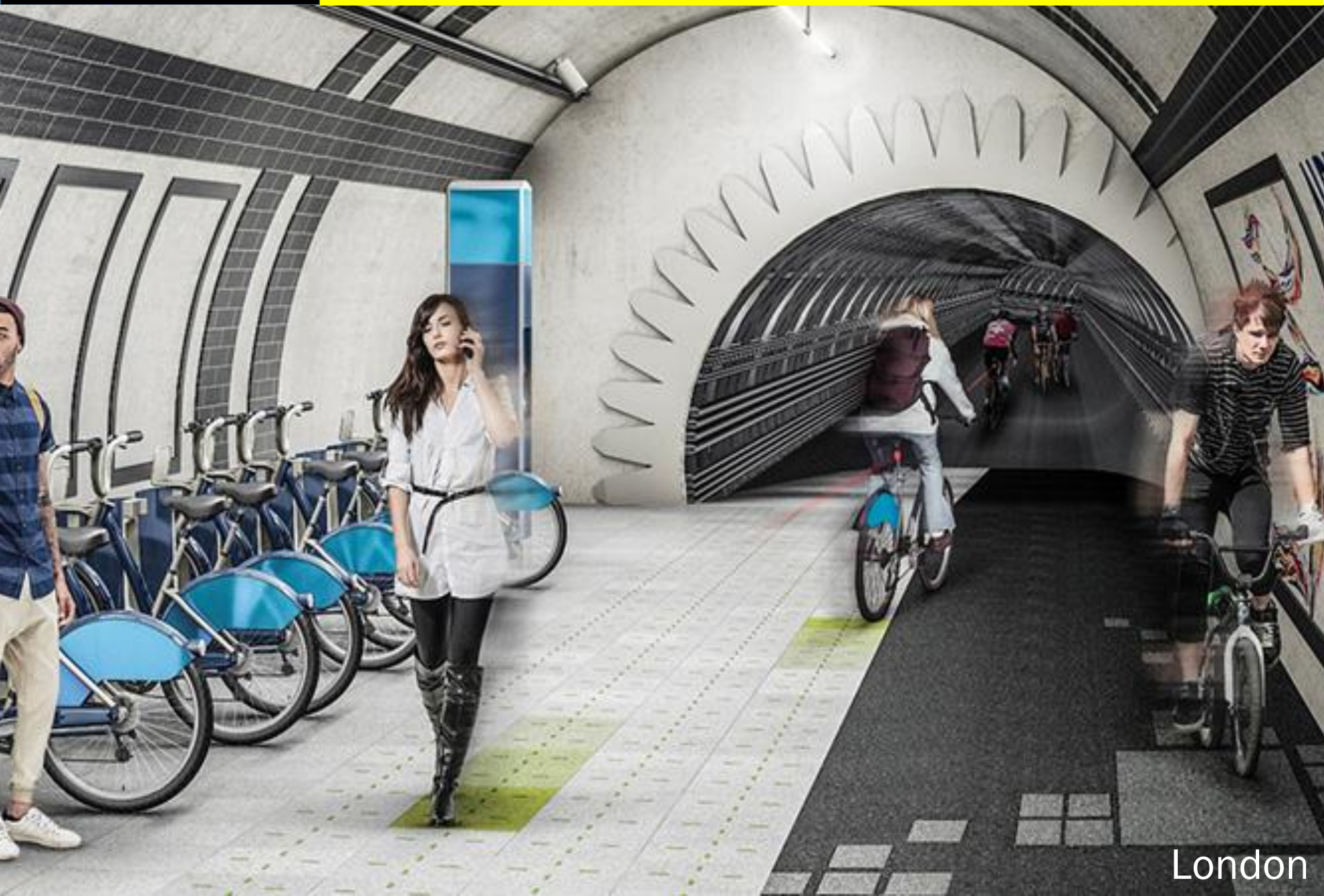
PROPOSED TUNNEL



Union Station, Toronto

OPTION 4

PROPOSED TUNNEL



London

EVALUATION CRITERIA

Study Lenses/Criteria Group

Transportation

- Safety (e.g. mode conflicts)
- Connectivity
- Infrastructure and Constructability (e.g. construction duration, Gardiner interaction)
- Traffic Operations
- Transit Connections

Urban Design

- Public Realm (e.g. urban design quality, visual impact, animation)

Environment

- Social & Health (e.g. quality of life, personal security)
- Natural Environment (e.g. terrestrial, water, soil)
- Cultural Resources (e.g. cultural landscape, archaeology, built heritage)

Economics

- Local Economics (e.g. tourism)
- Direct Cost & Constructability (e.g. capital cost, maintenance, property needs)

OPTION 1	OPTION 2a	OPTION 2b	OPTION 3	OPTION 4a	OPTION 4b
Do Nothing	At-Grade Crossing – Grand Magazine Street	At-Grade Crossing – Mid-Block	Bridge Crossing	Tunnel Crossing – Straight	Tunnel Crossing – Switchback
<p>Equally Less Preferred –</p> <ul style="list-style-type: none"> Do-Nothing provides no improved safety; utilizes existing safe crossings. At-grade crossings provide moderate safety improvement, but sightlines limited due to Gardiner columns/pillars Potential traffic conflicts at new crossings. 			<p>Equally Preferred –</p> <ul style="list-style-type: none"> Improved safety Separated crossing limits potential for traffic conflicts. 		



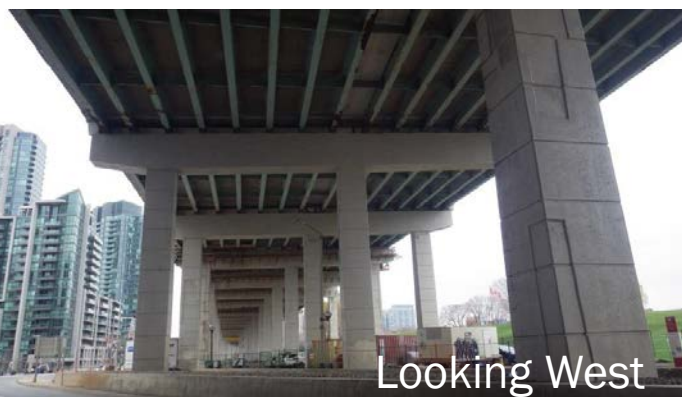
LESS PREFERRED



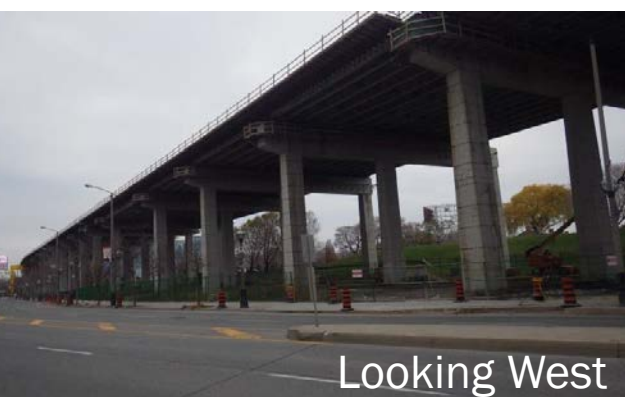
PREFERRED



Looking East



Looking West



Looking West

Transportation

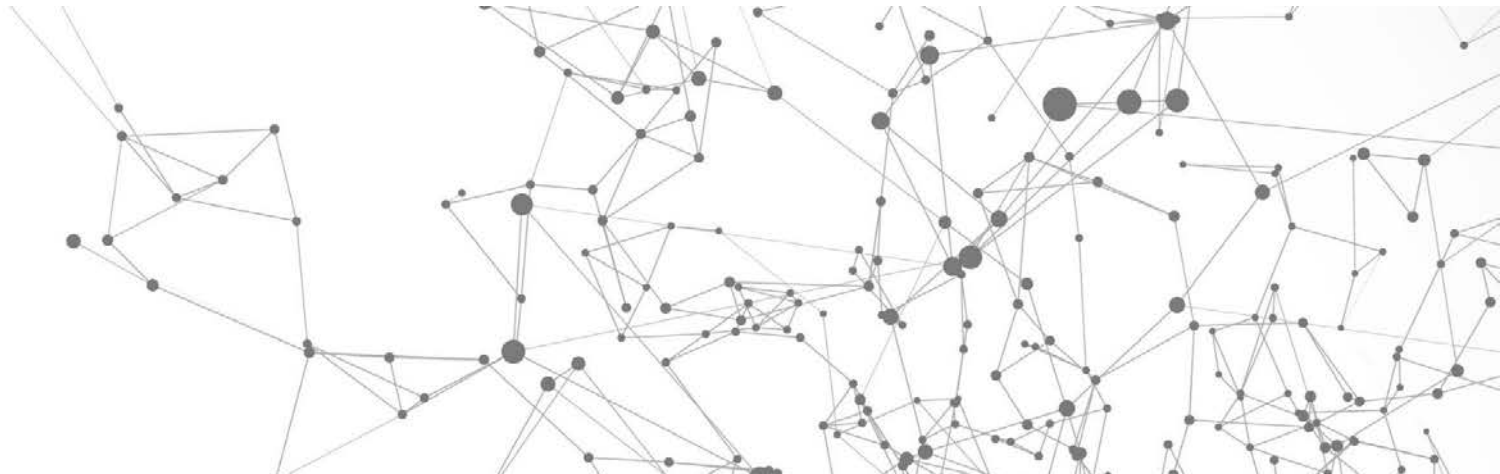
Connectivity

OPTION 1	OPTION 2a	OPTION 2b	OPTION 3	OPTION 4a	OPTION 4b
Do Nothing	At-Grade Crossing - Grand Magazine Street	At-Grade Crossing - Mid-Block	Bridge Crossing	Tunnel Crossing - Straight	Tunnel Crossing - Switchback
Less Preferred – No improvement	Less Preferred – <ul style="list-style-type: none"> • Interrupted connection - signaled crossing queues. • Impacts motorist connections. • No added visibility of surrounding connections. 		Preferred – <ul style="list-style-type: none"> • Direct connection • Open sightlines to surrounding connections. • No impact to motorists. 	Moderately Preferred – <ul style="list-style-type: none"> • Direct connection • Limits sightlines to surrounding connections. • No impact to motorists. 	

LESS PREFERRED

PREFERRED

MODERATELY PREFERRED



Transportation

Transit Connections

OPTION 1	OPTION 2a	OPTION 2b	OPTION 3	OPTION 4a	OPTION 4b
Do Nothing	At-Grade Crossing – Grand Magazine Street	At-Grade Crossing – Mid-Block	Bridge Crossing	Tunnel Crossing – Straight	Tunnel Crossing – Switchback
Moderately Preferred - Limited impact to transit connections	Less Preferred – <ul style="list-style-type: none"> LRTs will experience delays due to queuing for at-grade signalized traffic lights and crossing integration requirements. 		Preferred – <ul style="list-style-type: none"> No impact to future transit connections Highest overall transit capacity 		



**MODERATELY
PREFERRED**

LESS PREFERRED

PREFERRED



OW PHOTOGRAPHER (2014); TRANSIT TORONTO COLLECTION (2014)

Transportation

Traffic Operations

OPTION 1	OPTION 2a	OPTION 2b	OPTION 3	OPTION 4a	OPTION 4b
Do Nothing	At-Grade Crossing – Grand Magazine Street	At-Grade Crossing – Mid-Block	Bridge Crossing	Tunnel Crossing – Straight	Tunnel Crossing – Switchback
Moderately Preferred – Limited impact on traffic operations	Less Preferred – <ul style="list-style-type: none">• Increase in traffic queuing and congestion.• Increase in traffic diversion to surrounding road network connections, particularly during peak periods.		Preferred – <ul style="list-style-type: none">• No impact to level of traffic queuing/congestion• Highest overall road capacity		

MODERATELY PREFERRED



LESS PREFERRED



PREFERRED



Do Nothing

OPTIONS NOT PREFERRED:

- Overall, the *Do Nothing* and *At-grade* evaluations indicate that options do not prioritize the need to provide a safe and continuous pedestrian and cycling connection without compromising the function of the roadway.

At-grade

Bridge

OPTIONS PREFERRED:

- Overall, the *Bridge* and *Tunnel* evaluations indicate that options prioritize the to need to provide a safe and continuous pedestrian and cycling connection without compromising the function of the roadway.

Tunnel

Urban Design

Public Realm

OPTION 1	OPTION 2a	OPTION 2b	OPTION 3	OPTION 4a	OPTION 4b
Do Nothing	At-Grade Crossing – Grand Magazine Street	At-Grade Crossing – Mid-Block	Bridge Crossing	Tunnel Crossing – Straight	Tunnel Crossing – Switchback
<p>Less Preferred – No improvement to:</p> <ul style="list-style-type: none"> • Urban design quality • Animation of public space • Enhancement of project site/corridor • Visual improvement or cultural experience through infrastructure design 			<p>Preferred –</p> <ul style="list-style-type: none"> • Iconic infrastructure to identify area • Opportunities to enhance surrounding design and celebrate cultural heritage • Enhanced visibility/views • Exposure to public space corridor 	<p>Equally Less Preferred –</p> <ul style="list-style-type: none"> • Greatest impact to area of public space • No improvement to visibility of area • No opportunity to enhance surrounding design or cultural experience 	

LESS PREFERRED

PREFERRED

EQUALLY LESS PREFERRED



Environment

Cultural Resources

OPTION 1	OPTION 2a	OPTION 2b	OPTION 3	OPTION 4a	OPTION 4b
Do Nothing	At-Grade Crossing – Grand Magazine Street	At-Grade Crossing – Mid-Block	Bridge Crossing	Tunnel Crossing – Straight	Tunnel Crossing – Switchback
<p>Moderately Preferred –</p> <ul style="list-style-type: none"> No impacts to cultural resources. No opportunities for connections to cultural resources. 	<p>Preferred –</p> <ul style="list-style-type: none"> No impacts to cultural resources. Provides new connection to heritage resources (in particular Fort York National Historic Site (NHS)). 	<ul style="list-style-type: none"> Moderately Preferred - Impacts heritage landscape and views from Fort York south. Provides connection to existing resources (Fort York NHS). Provides enhanced views of Fort York NHS. 	<p>Less Preferred –</p> <ul style="list-style-type: none"> Impacts heritage landscape. No enhanced views to Fort York NHS. Greatest ground disturbance (archaeological impact). 		

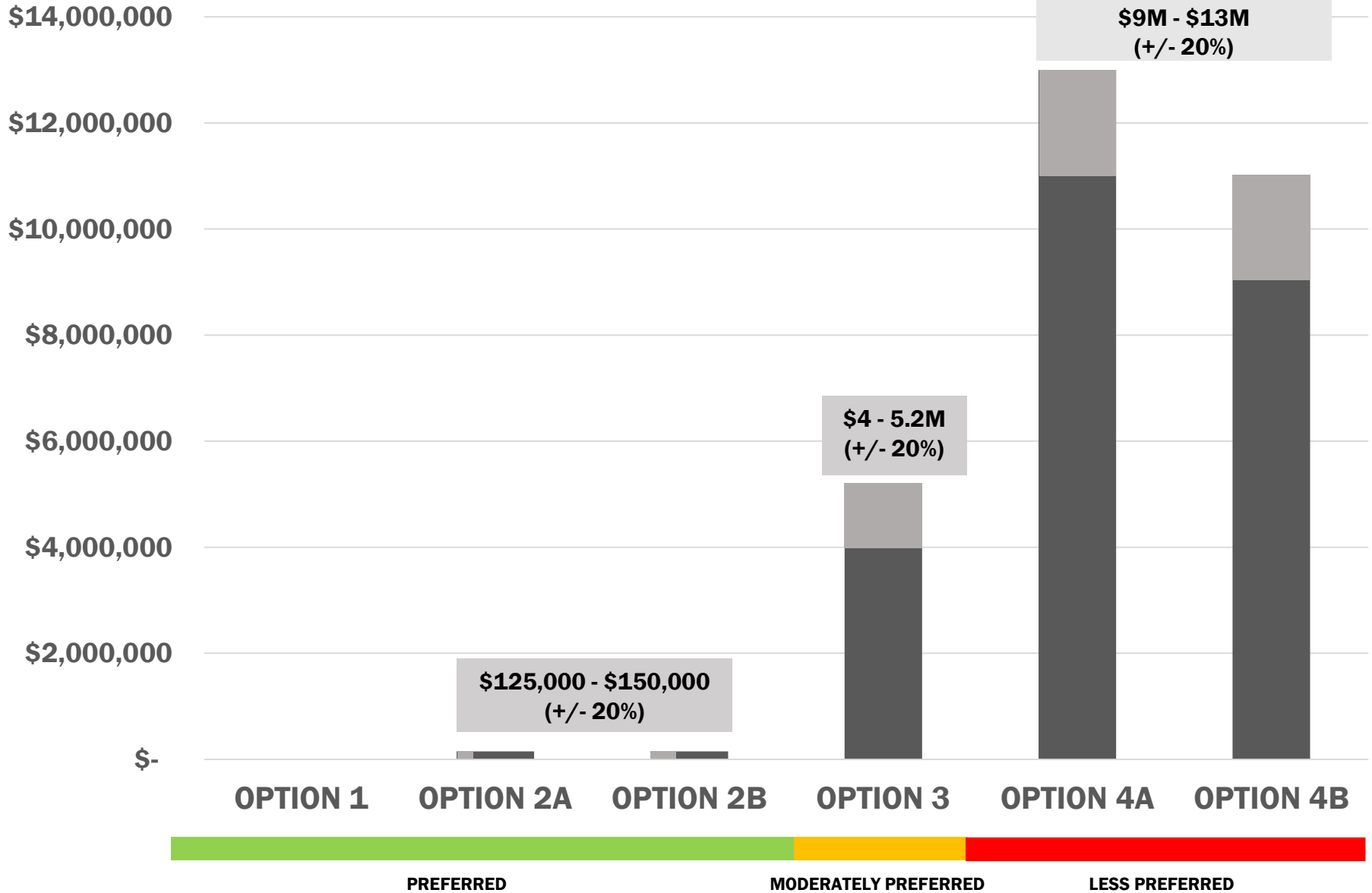


OPTION 1	OPTION 2a	OPTION 2b	OPTION 3	OPTION 4a	OPTION 4b
Do Nothing	At-Grade Crossing – Grand Magazine Street	At-Grade Crossing – Mid-Block	Bridge Crossing	Tunnel Crossing – Straight	Tunnel Crossing – Switchback
<p>Preferred – No improvement to local economics but lowest cost.</p>			<p>Moderately Preferred –</p> <ul style="list-style-type: none"> • Improvement to local economics. • Moderate capital cost. • Moderate operations / maintenance cost 	<p>Less Preferred –</p> <ul style="list-style-type: none"> • Minimal improvement to local economics. • Highest capital cost • Moderate operations / maintenance cost 	





PREFERRED

MODERATELY PREFERRED

LESS PREFERRED



Draft Alternative Recommendation for Public Review

Do Nothing	<ul style="list-style-type: none">• Do-Nothing does not solve problem of safe and continuous connection and provides no new opportunities.	
Tunnel	<ul style="list-style-type: none">• Tunnel crossings are technically challenging and costly. Achieves safe separated crossing but provides minimal urban design opportunities. Personal security is a concern and greatest impact to cultural heritage.	
At-Grade	<ul style="list-style-type: none">• At-grade crossings provide the most affordable connection, however, will disrupt traffic and no urban design enhancement is provided. Less safe crossing due to sightlines. If LRT is the future along Fort York Blvd, at-grade crossing is not possible.	
Bridge	<ul style="list-style-type: none">• Bridge crossing achieves safe separated connection while enhancing urban design opportunities with moderate additional cost. Provides full opportunity for LRT and no traffic impacts. Manageable impact to Fort York landscape and enhances experience of historic site.	

Next Steps

Environmental Assessment

- Collect and Review Public Input to Alternative Solutions and Evaluation
- Review, Modify (if needed) and Confirm Preferred Alternative Solution
- Commence Development and Evaluation of Alternative Designs
- Hold SAC #3 and PIC#2 (May/June 2016)

Air Quality Assessment

- Air Quality Monitoring and Characterization is being undertaken
- Monitoring directly on-site underneath the Gardiner
- Identify AQ conditions and considerations for design



Design

Marc Ryan
PUBLIC WORK

MASTER PLAN

Strachan Ave.

Lake Shore Blvd.

Bathurst St.

Spadina Ave.



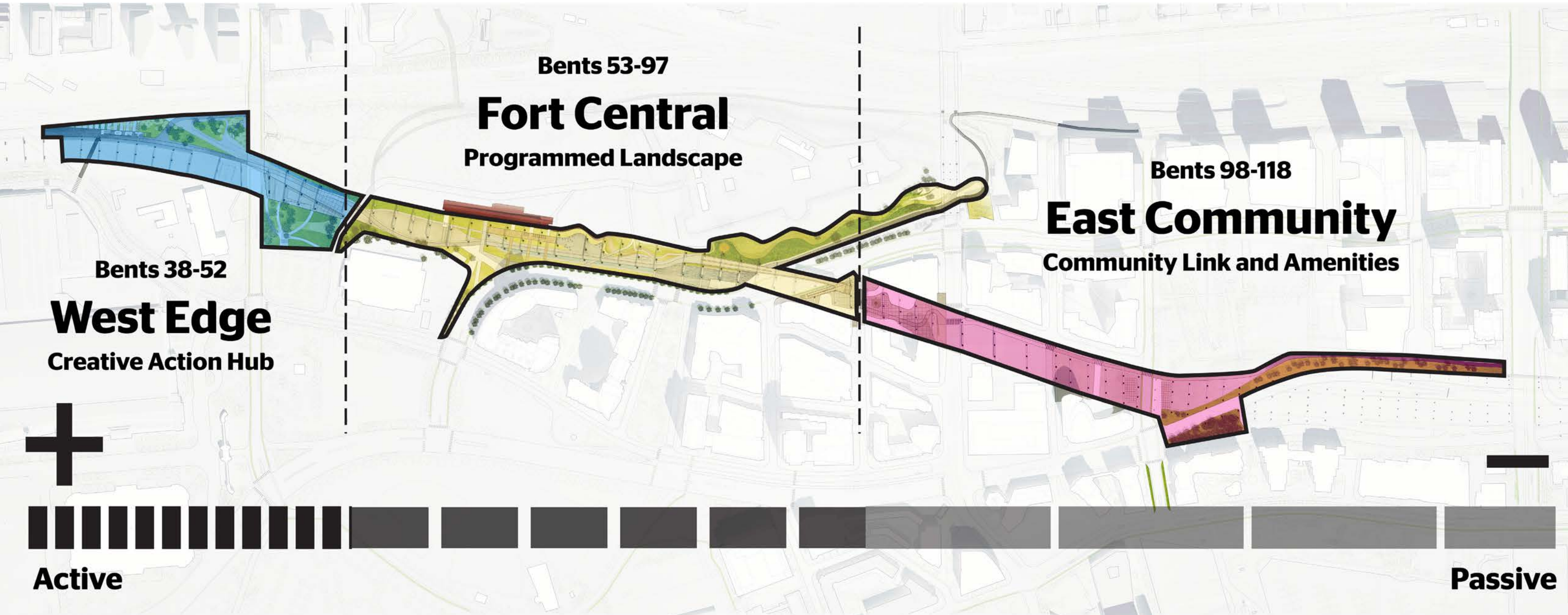
MASTER PLAN



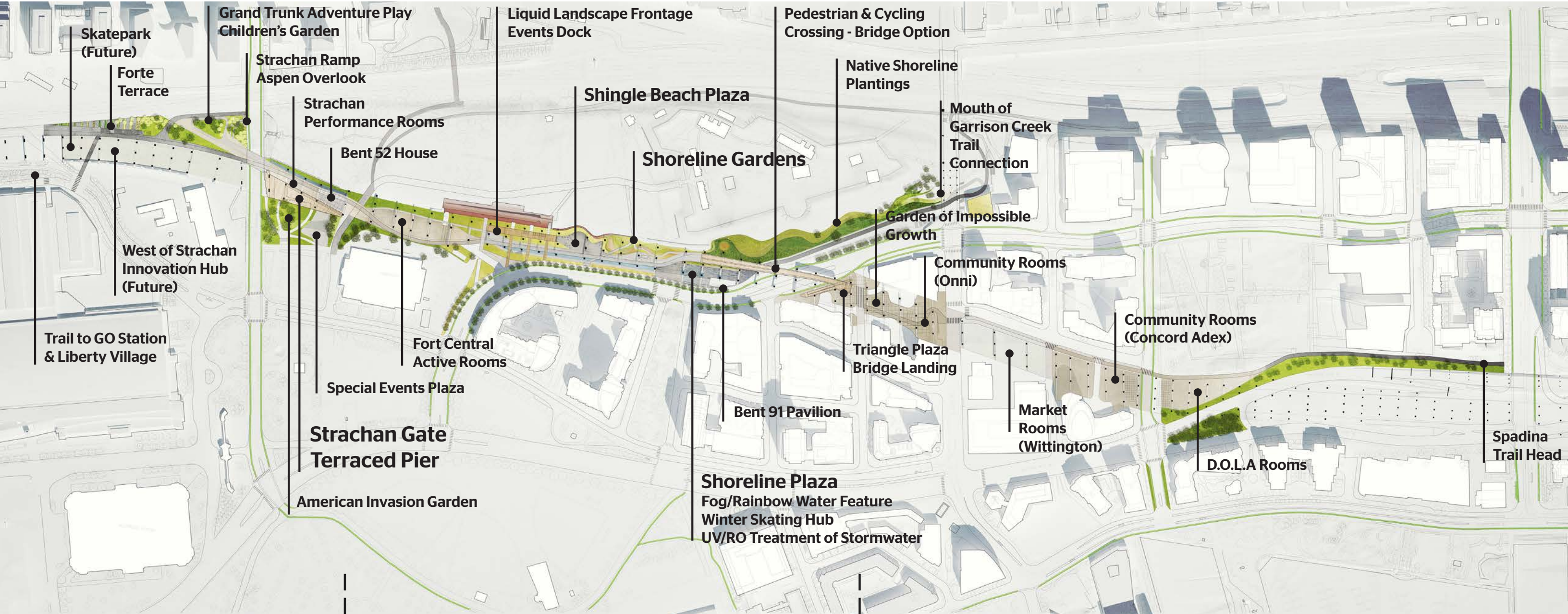
FIVE PROJECT COMPONENTS:

- 1 - PLACES / ELEMENTS
- 2 - TRAILS & CONNECTIONS
- 3 - ICONIC MOMENTS
- 4 - AMENITIES
- 5 - METROPOLITAN RIGGING

1. PLACES / ELEMENTS



1. PLACES / ELEMENTS



Bents 38-52

West Edge
Creative Action Hub

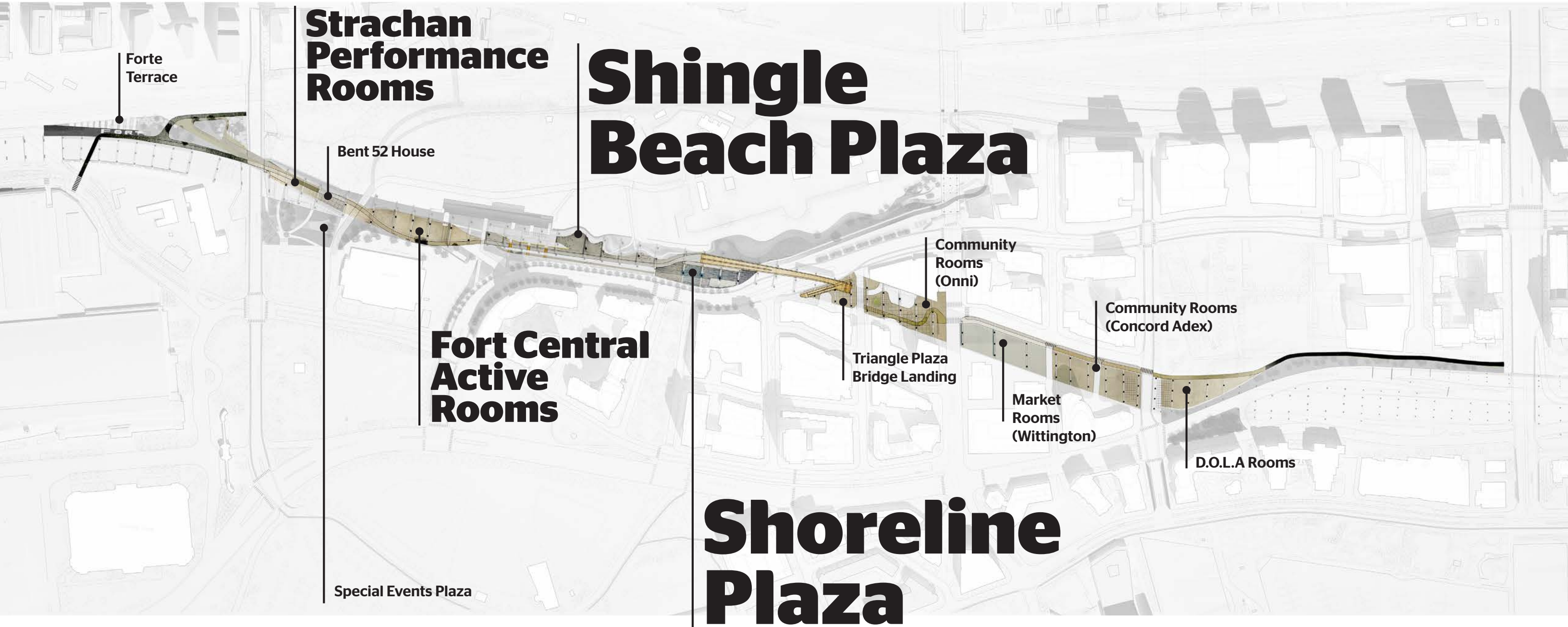
Bents 53-97

Fort Central
Programmed Landscape

Bents 98-118

East Community
Community Link and Amenities

1. PLACES / ELEMENTS
Hardscapes



**Strachan
Performance
Rooms**

**Shingle
Beach Plaza**

Forte
Terrace

Bent 52 House

**Fort Central
Active
Rooms**

Community
Rooms
(Onni)

Triangle Plaza
Bridge Landing

Community Rooms
(Concord Adex)

Market
Rooms
(Wittington)

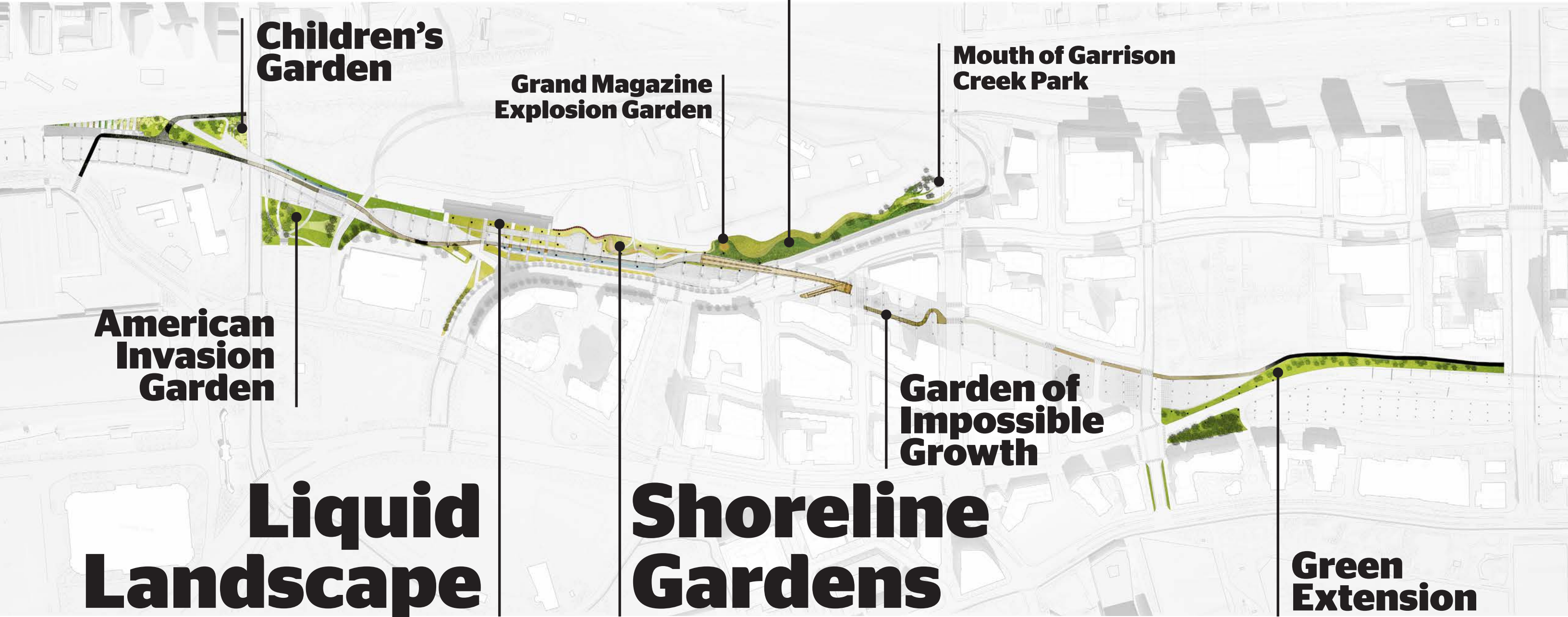
D.O.L.A Rooms

Special Events Plaza

**Shoreline
Plaza**

1. PLACES / ELEMENTS
Landscapes

**Native Shoreline
Meadows**



**Children's
Garden**

**Grand Magazine
Explosion Garden**

**Mouth of Garrison
Creek Park**

**American
Invasion
Garden**

**Garden of
Impossible
Growth**

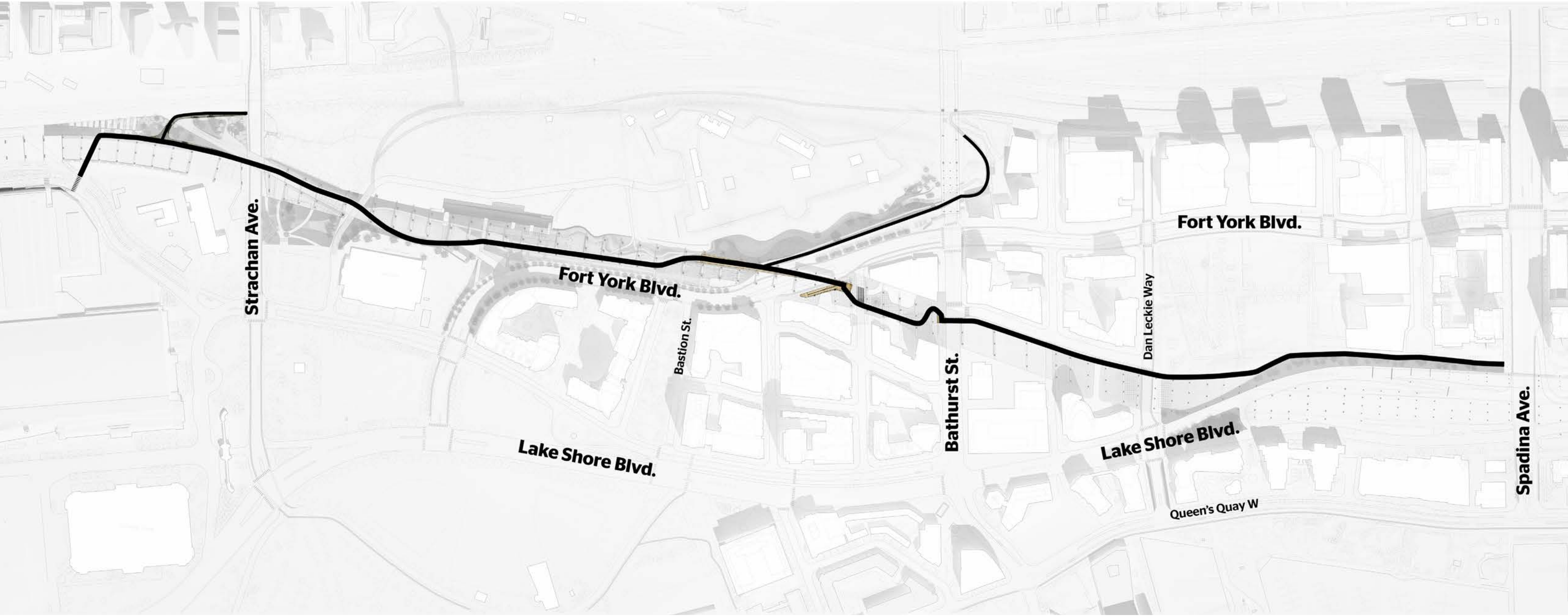
**Liquid
Landscape**

**Shoreline
Gardens**

**Green
Extension**

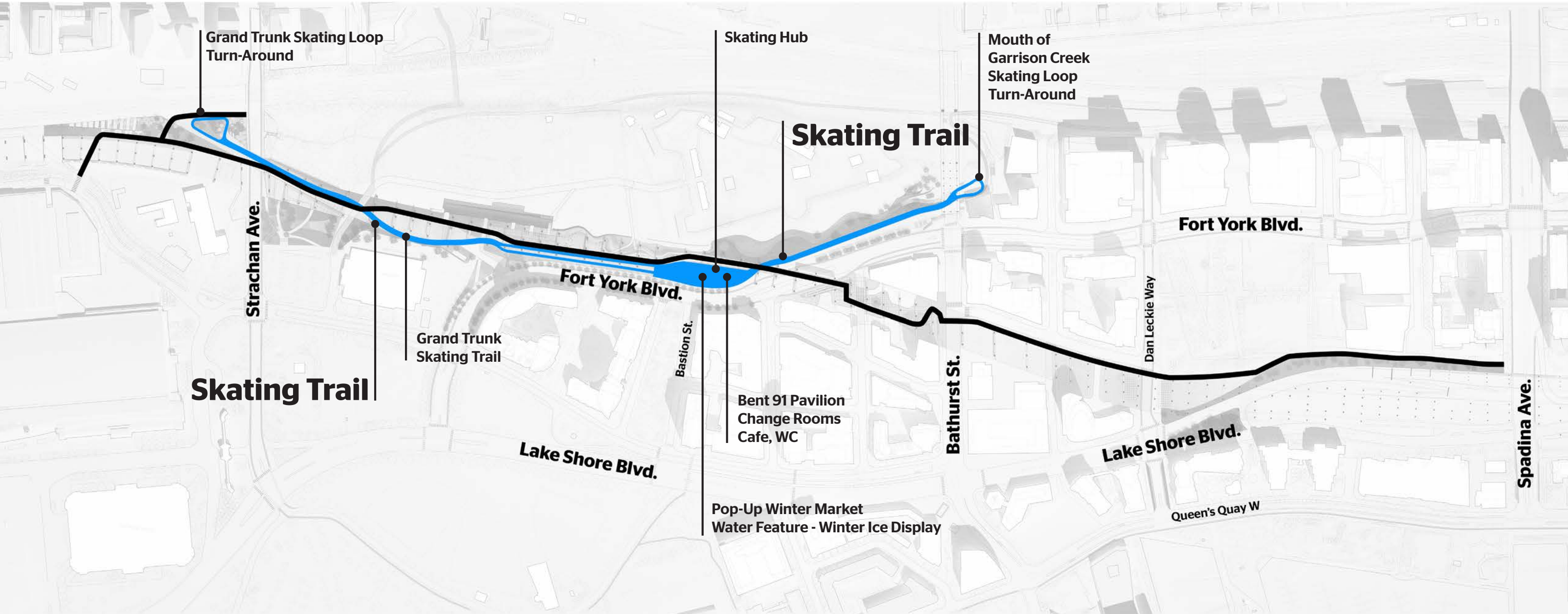
2. TRAILS & CONNECTIONS

Warm Weather - Multi-Use Trail



2. TRAILS & CONNECTIONS

Cold Weather- Skating Trail and Multi-Use Trail



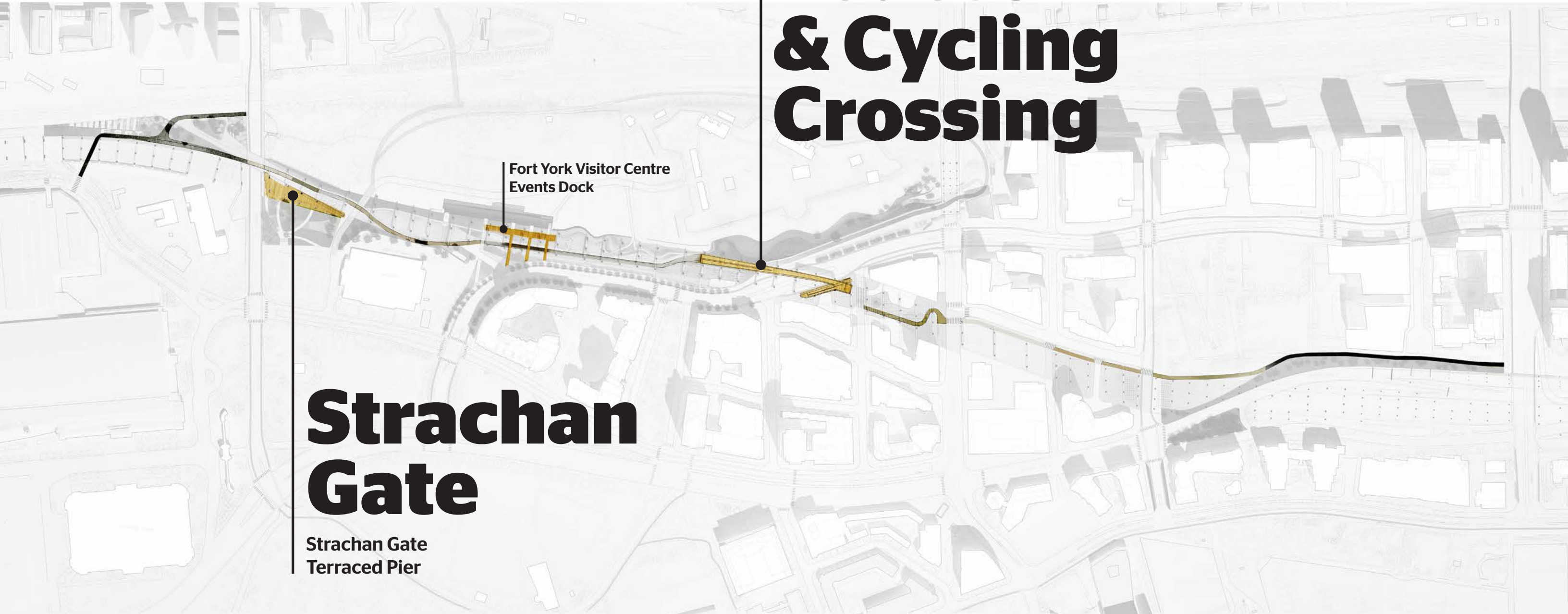
3. ICONIC MOMENTS
Infrastructure Anchors

**Pedestrian
& Cycling
Crossing**

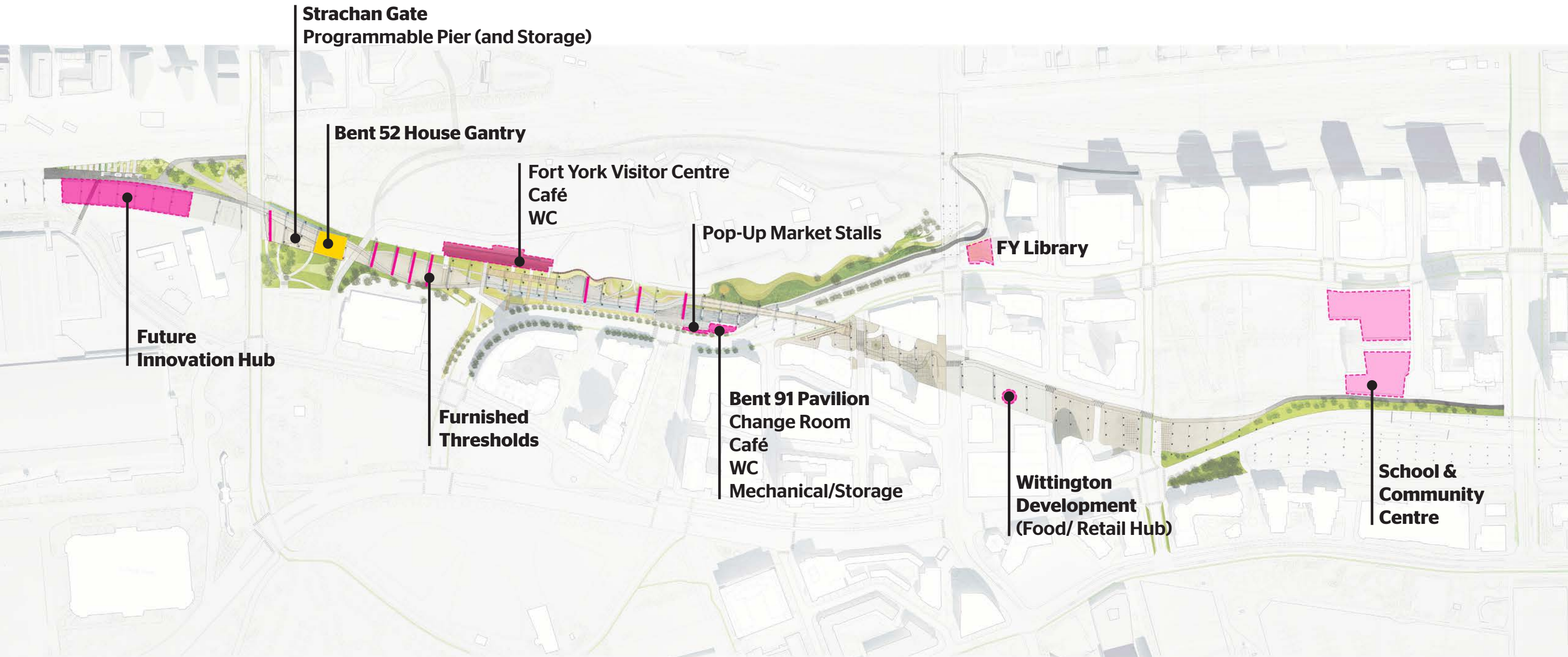
Fort York Visitor Centre
Events Dock

**Strachan
Gate**

Strachan Gate
Terraced Pier



4. AMENITIES



Strachan Gate
Programmable Pier (and Storage)

Bent 52 House Gantry

Fort York Visitor Centre
Café
WC

Pop-Up Market Stalls

FY Library

Future
Innovation Hub

Furnished
Thresholds

Bent 91 Pavilion
Change Room
Café
WC
Mechanical/Storage

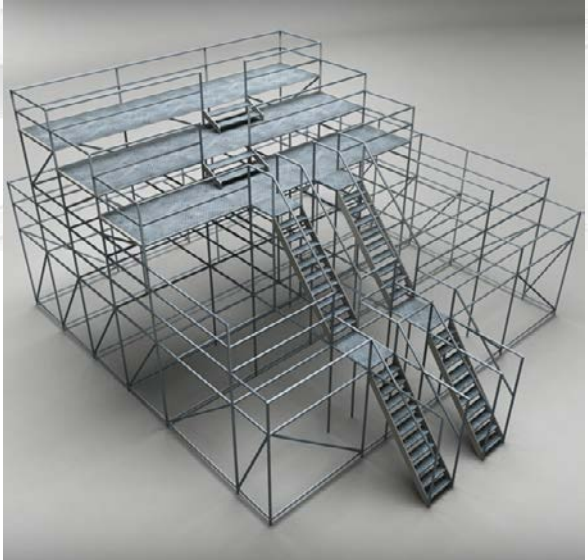
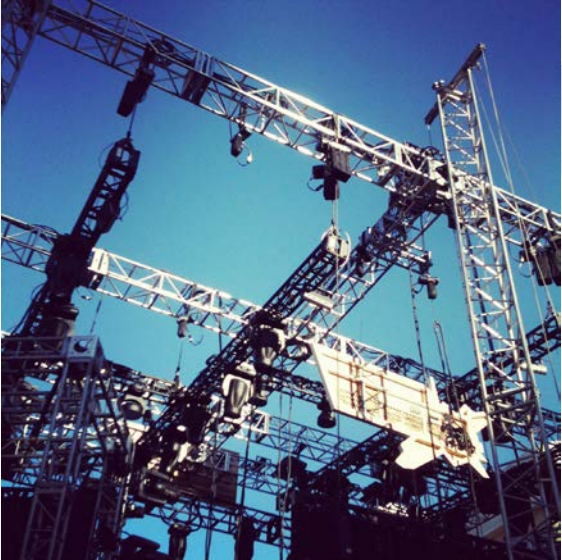
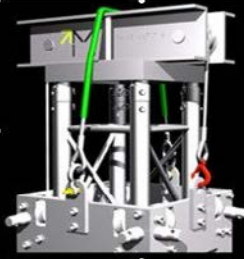
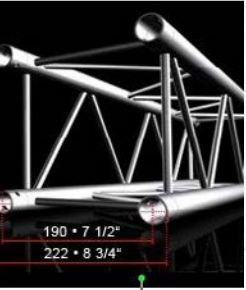
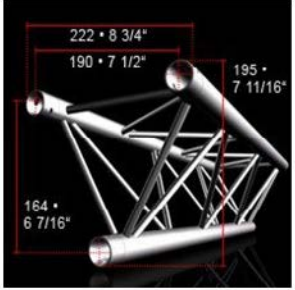
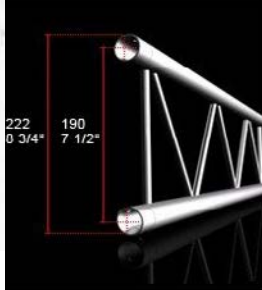
Wittington
Development
(Food/ Retail Hub)

School &
Community
Centre

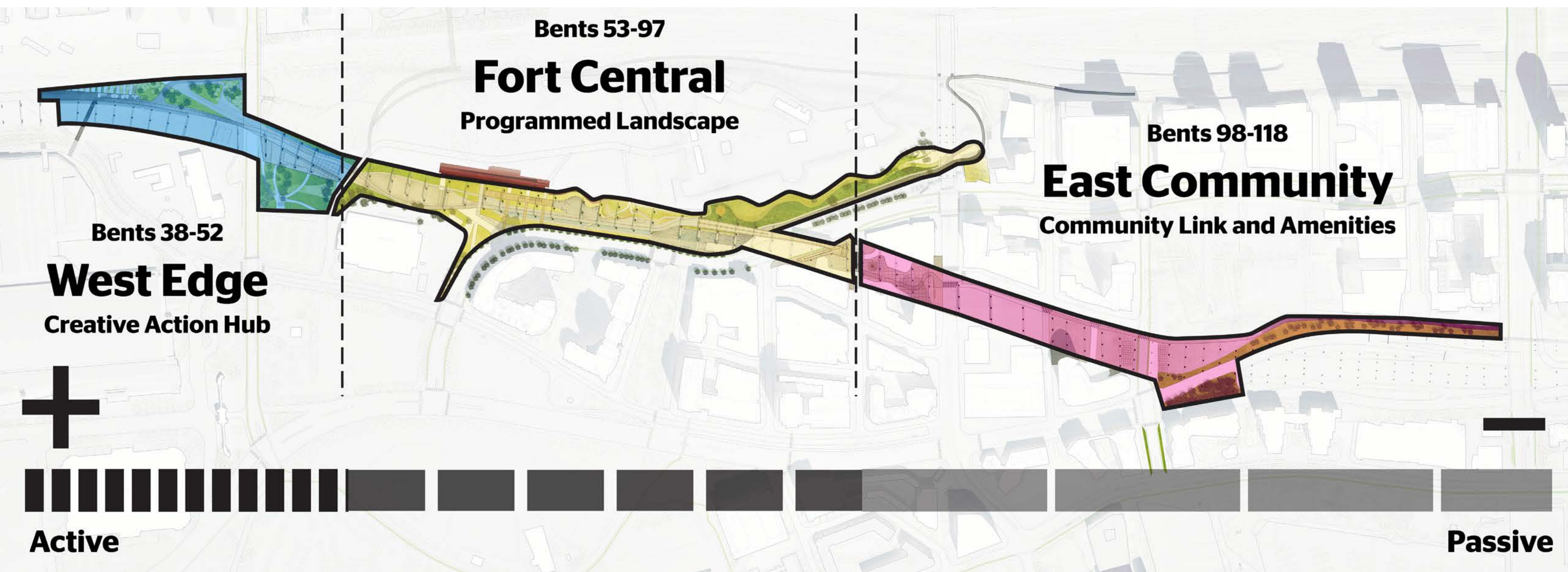
5. METROPOLITAN RIGGING



- Rigging Type 1
- Rigging Type 2
- Rigging Type 3
- Rigging Type 4



A Walk Around... From West to East



CN Rail

**Bent
37**

Strachan Ave.

**Bent
52**

Manitoba Dr.

Fort York Blvd.

WEST EDGE CREATIVE

**Bents
37-52**



**Terrain
Park**

**Children's
Garden /
Adventure
Play**

**Strachan
Gate
Terrace**

**Trail
Connections
to North &
East**

**Bent 52
House**

**Bent
37**

**Skatepark
(Future)**

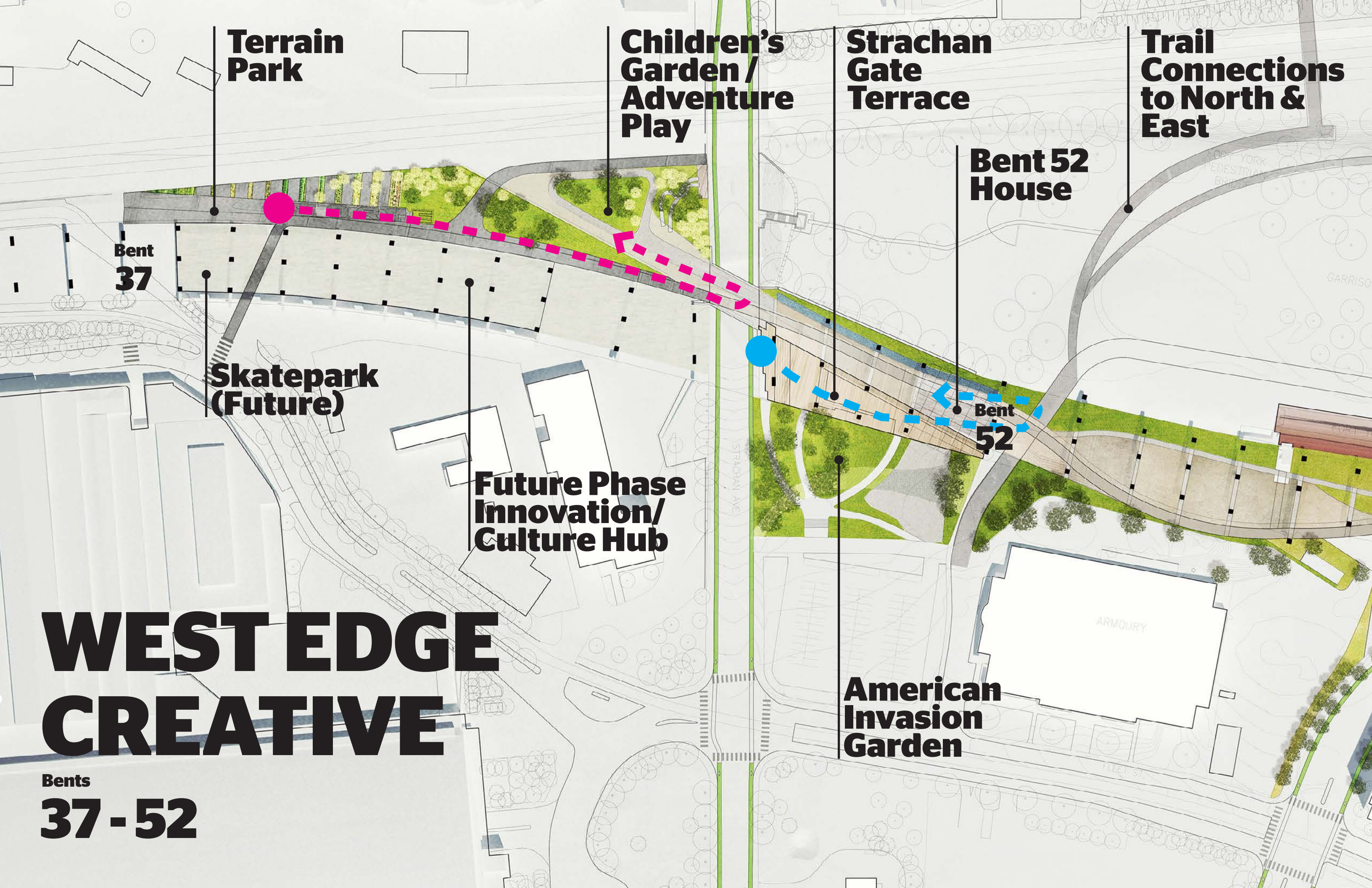
**Future Phase
Innovation/
Culture Hub**

**Bent
52**

WEST EDGE CREATIVE

**Bents
37 - 52**

**American
Invasion
Garden**



**Ramp
Connection
to Strachan**

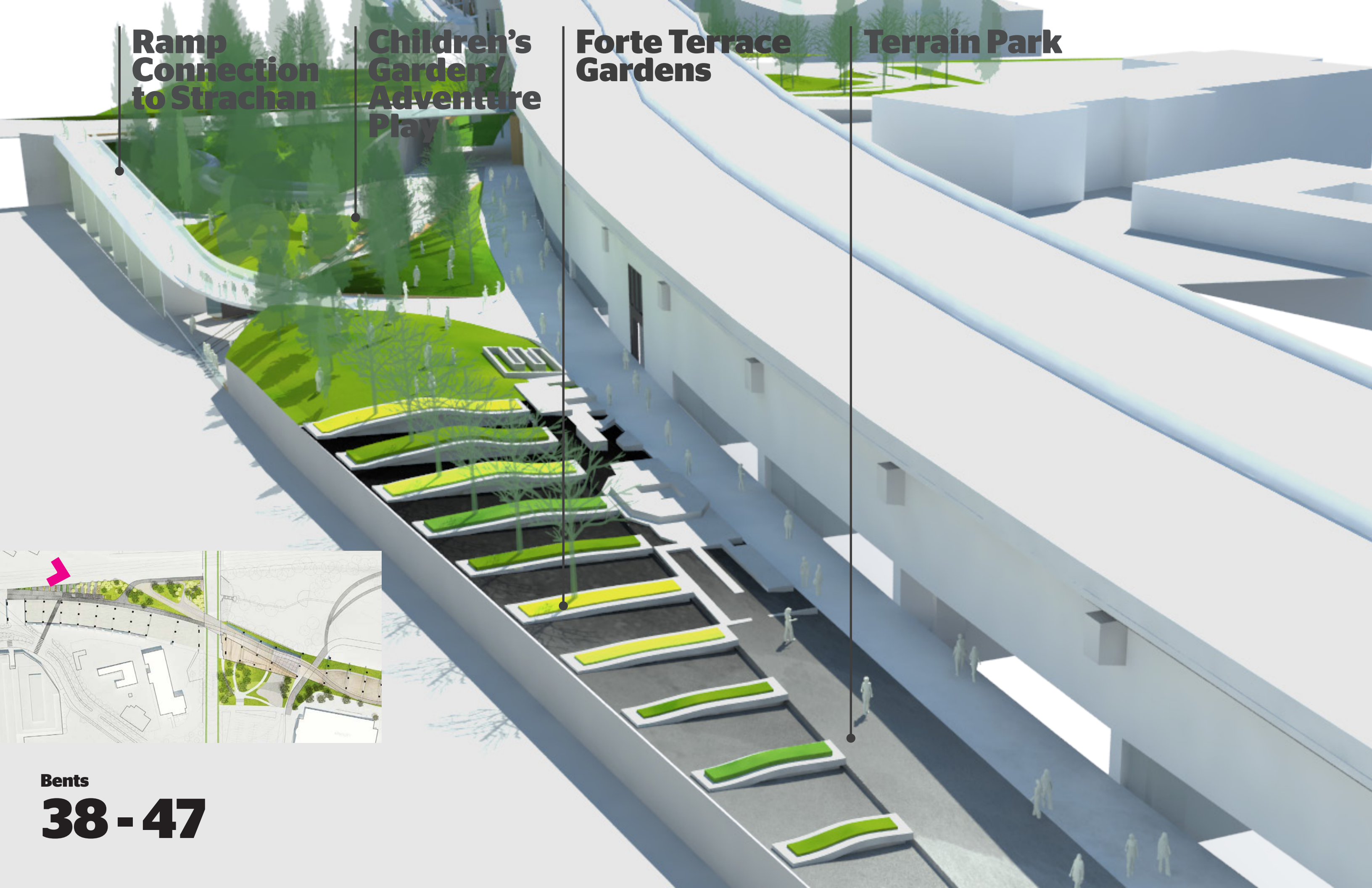
**Children's
Garden/
Adventure
Play**

**Forte Terrace
Gardens**

Terrain Park



**Bents
38 - 47**



**Ramp
Connection
to Strachan**

**Children's
Garden/
Adventure
Play**

**Forte Terrace
Gardens**

Terrain Park

**Future Phase
Innovation/
Culture Hub**

**(Expressway Deck
Removed for
Illustrative Purposes)**



**Bents
38 - 47**



Existing
Condition -
Exterior

Bents
37-47



186

188

Forte Terrace

Garden Strips/Urban Agriculture

Multi-Use Trail

Future Phase Innovation/Culture Hub



View East - Forte Terrace Bent

41



**Ramp
Connection
to Strachan**

**Adventure
Play at
Grand Trunk
Rail Spur**

**Picnic
Lawn**

**Future Phase
Innovation/
Culture Hub**

**CN
Rail
Tracks**

**View East - Children's Garden & Adventure Play
Bent**

44 - 47



Adventure Play References



BALTIC STREET ADVENTURE PLAYGROUND

This is a place where...

- Children take the lead and are free to play as they choose
- Access is always free and children are free to come and go
- Children make decisions about the day-to-day life of the playground
- Things will keep changing and growing day-to-day
- Play workers work to keep children safe, secure and support them to pursue their own ideas
- Things are decided democratically and children, parents, neighbours, friends and staff are all invited to take part

Baltic Street is a free supervised playground for all children aged 6-12. For more information you can drop in during opening hours or write to info@balticstreetadventureplay.co.uk

Opening Hours	
Monday	10:00 - 12:00
Tuesday	10:00 - 12:00
Wednesday	10:00 - 12:00
Thursday	10:00 - 12:00
Friday	10:00 - 12:00
Saturday	12:00 - 2:00
Sunday	CLOSED



**Ramp
Landing
and Rail
Overlook**

**Adventure
Play at
Grand Trunk
Rail Spur**

**Picnic
Lawn**

**Multi-Use
Trail**

**CN
Rail
Tracks**

**View East - Children's Garden & Adventure Play
Bent**

44-47



**Children's
Garden
& Slides**

**Adventure
Play at
Grand Trunk
Rail Spur**

**Strachan
Avenue**

**Multi-Use
Trail &
Underpass
Connection**



**View East - Children's Garden
Bent**

46

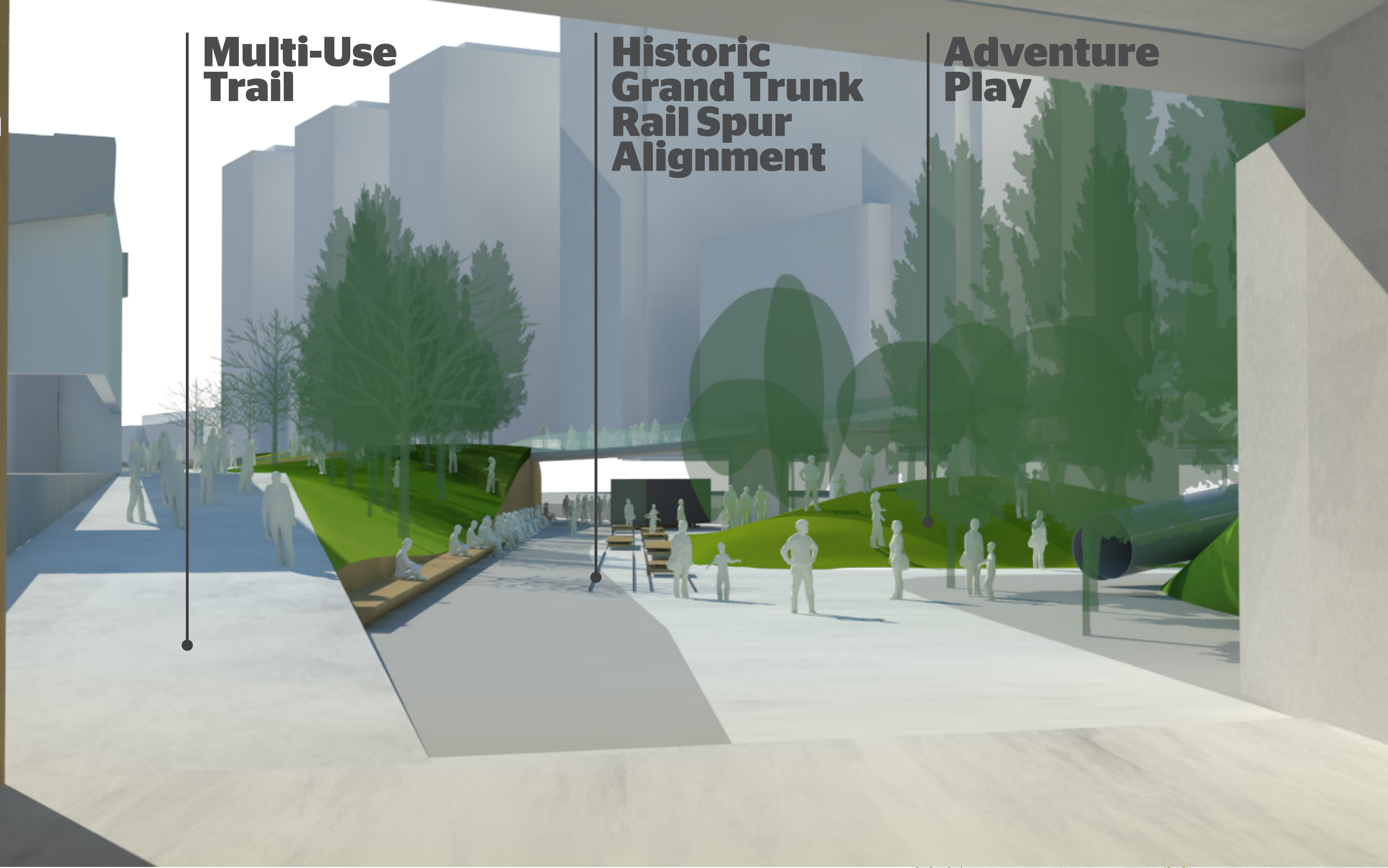


Strachan Underpass Connection

Multi-Use Trail

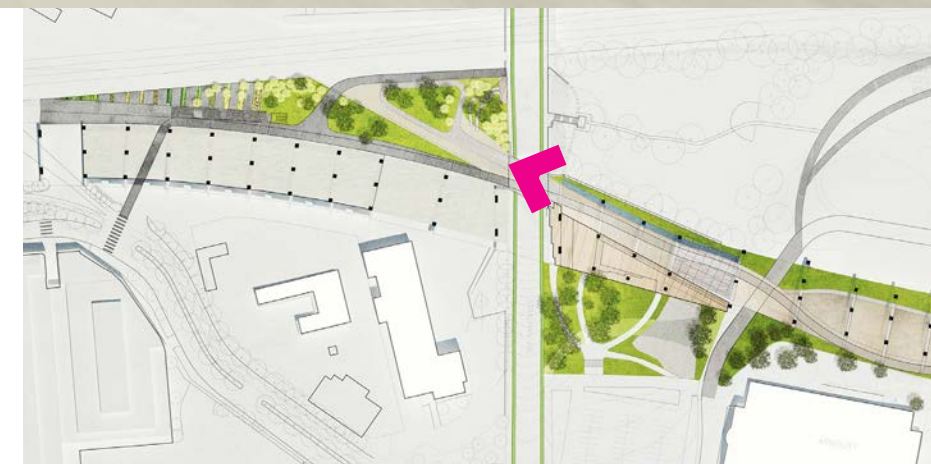
Historic Grand Trunk Rail Spur Alignment

Adventure Play



View East - From Strachan Avenue Underpass Bent

47



**Future
Phase
Innovation/
Culture Hub**

**Picnic
Lawn**

**Long Bench
and 'Rail Cut'
Crib Wall**

**Strachan
Avenue
Ramp**

**Adventure
Play at
Grand Trunk
Rail Spur**



**View West at Grand Trunk Rail Cut - Adventure Play
Bent**



STRACHAN GATE



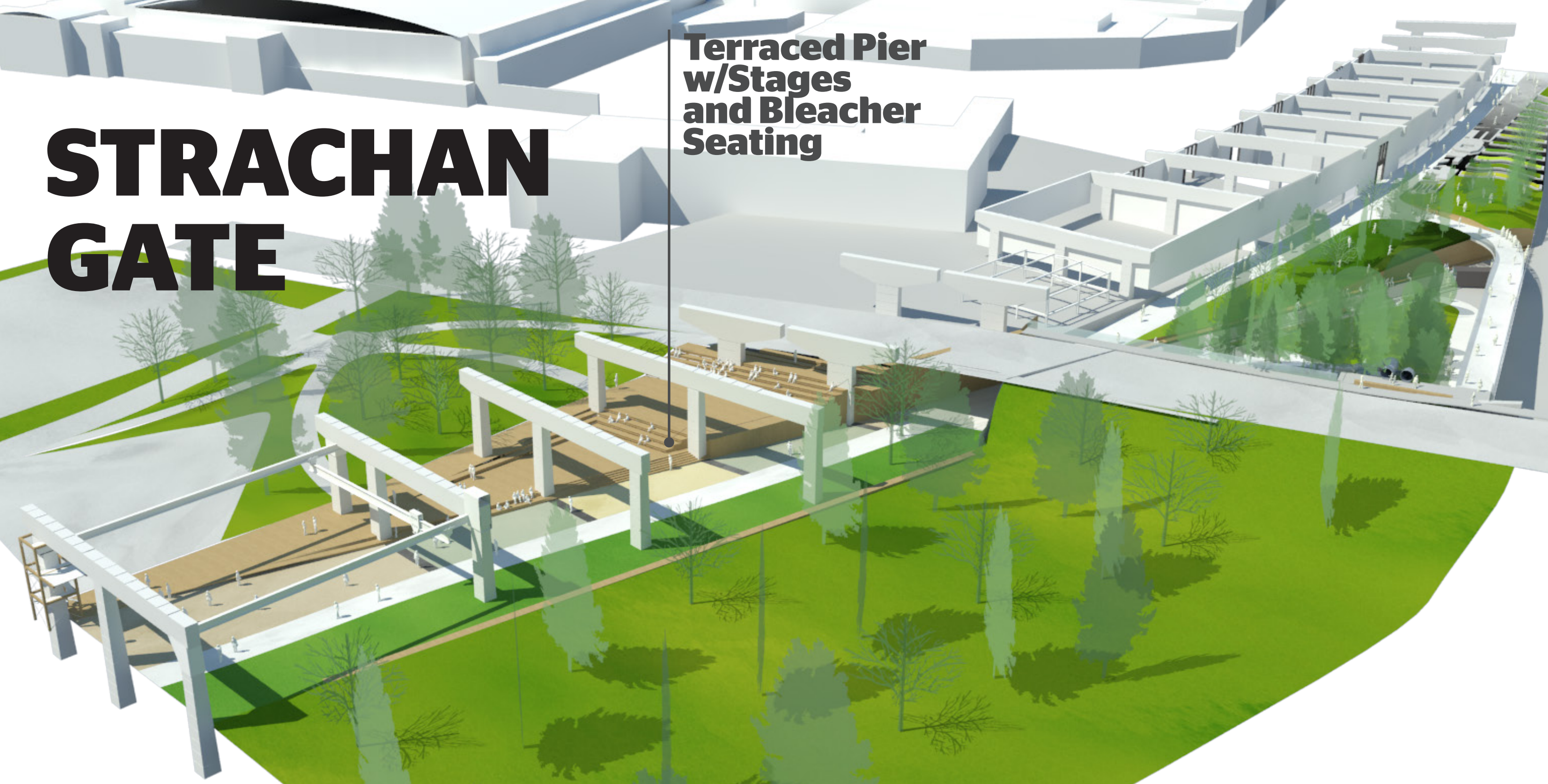
**View South-West - Strachan Gate Terraced Pier
Bents**

48 - 52



STRACHAN GATE

**Terraced Pier
w/Stages
and Bleacher
Seating**



**View South-West - Strachan Gate Terraced Pier
Bents**

48 - 52



TIMBER STRUCTURES ROOTED IN THE PLACE



Multi-Use Trail



Strachan Mezzanine Lookout

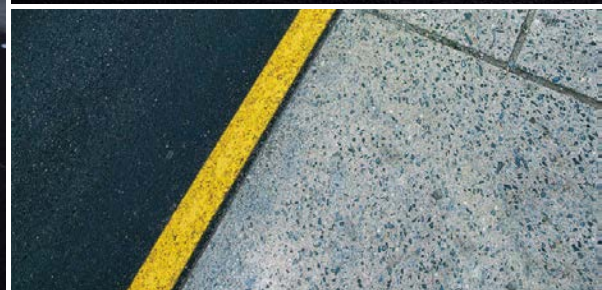
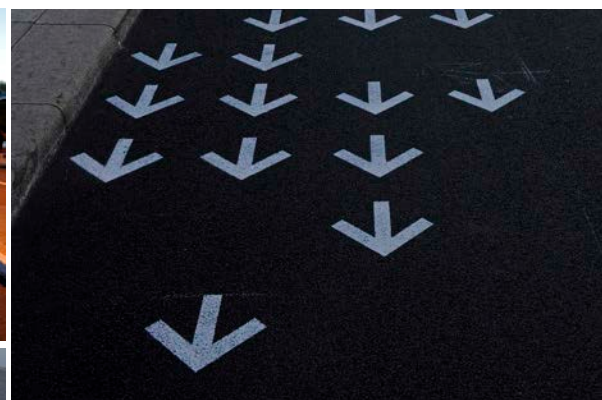


Terraced Pier w/Stages and Bleacher Seating



View East - Strachan Gate Terraced Pier Bent

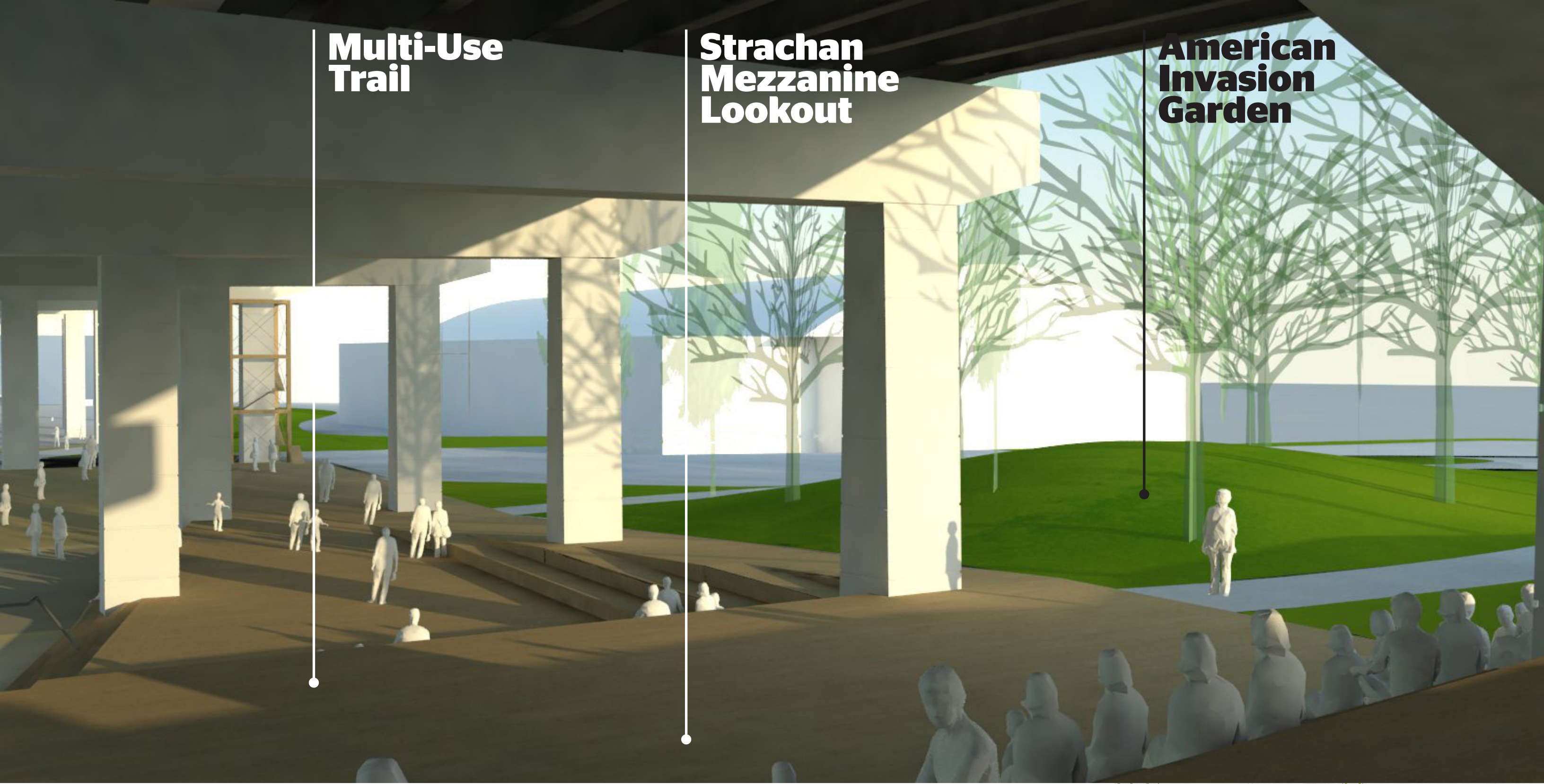




Multi-Use Trail

Strachan Mezzanine Lookout

American Invasion Garden



View East - Strachan Gate Terraced Pier Bent

49



**Multi-Use
Trail**

Long Stage

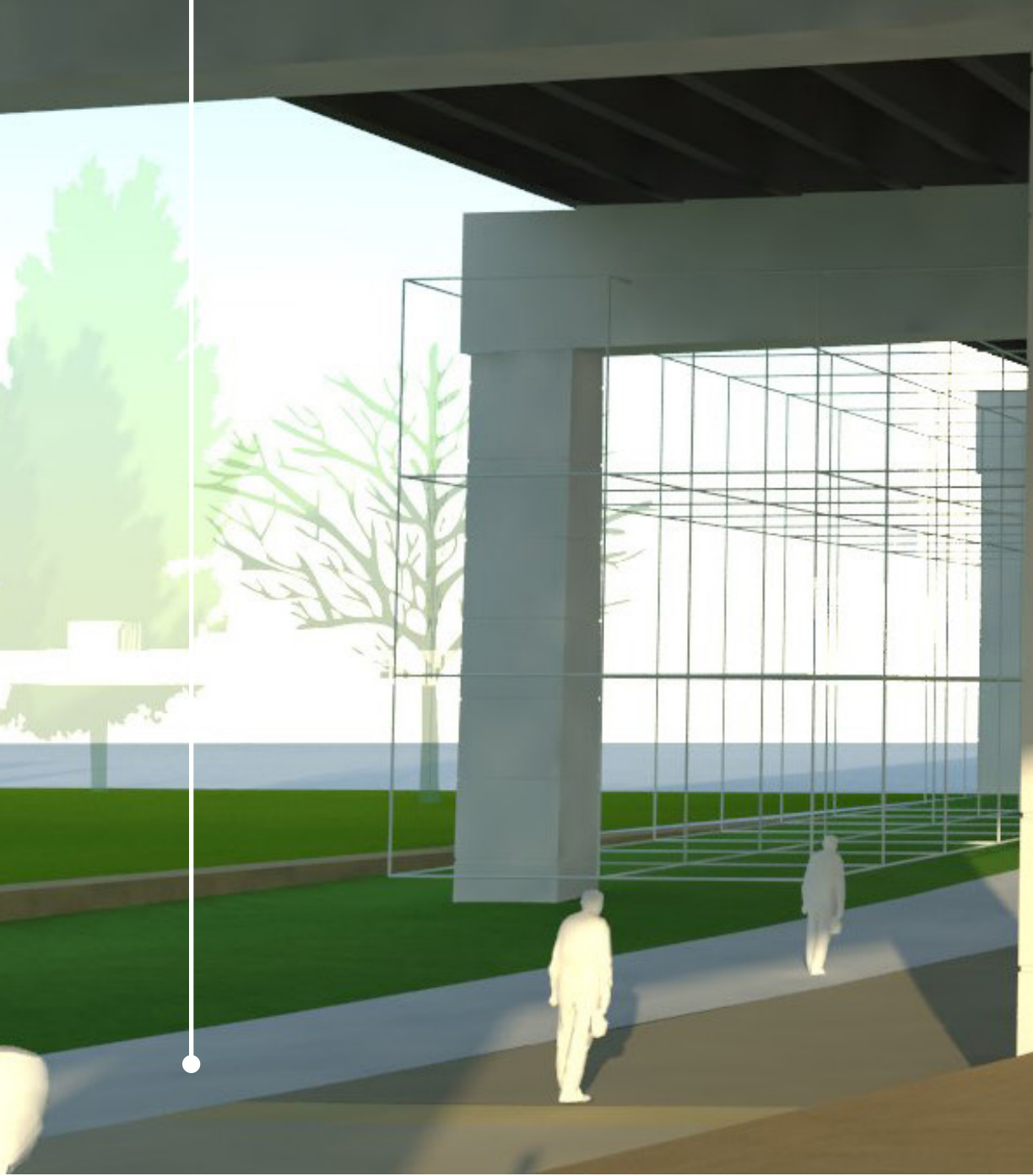


**View East - Strachan Gate Terraced Pier
Bent**

51



Multi-Use Trail



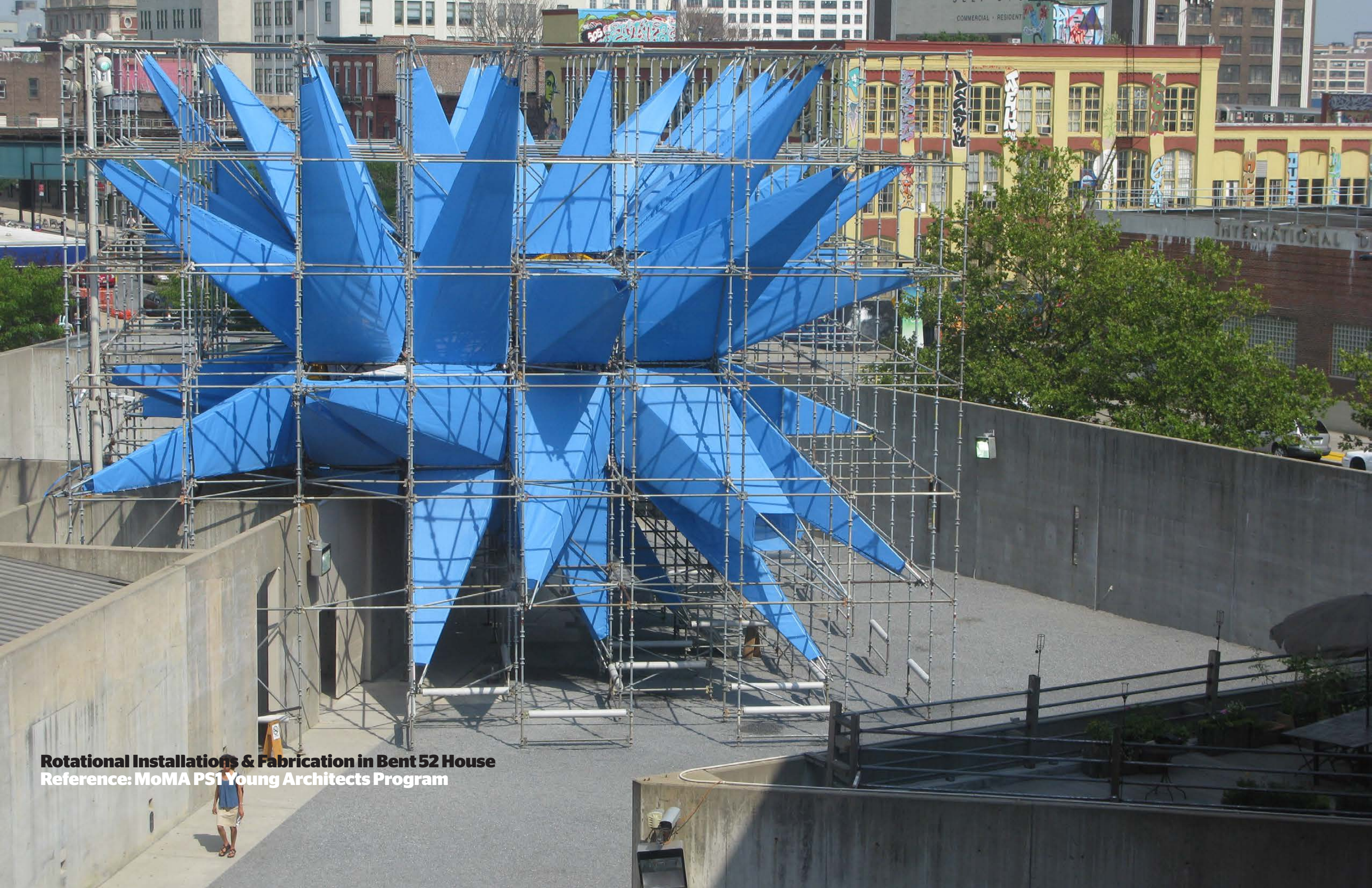
Bent 52 Rotational Installation Space



View East - Strachan Gate Terraced Pier Bent

51





Rotational Installations & Fabrication in Bent 52 House
Reference: MoMA PS1 Young Architects Program

Long Stage

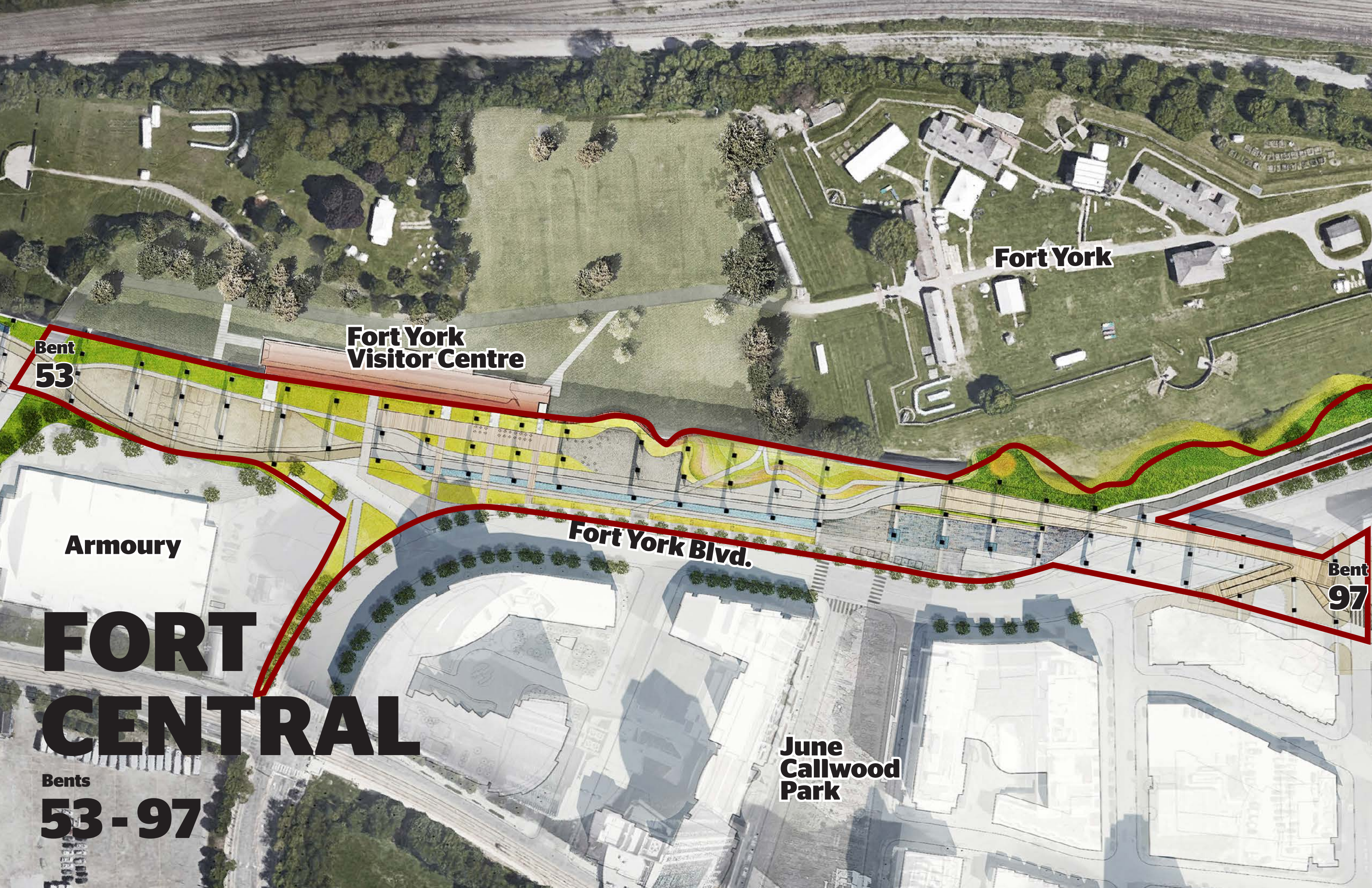
**Bleacher Seating
Flexible Performance
& Gathering**



**View West - Strachan Gate Terraced Pier - Bent 52 House
Bent**

52





Fort York

**Fort York
Visitor Centre**

**Bent
53**

Armoury

Fort York Blvd.

**Bent
97**

**FORT
CENTRAL**

**Bents
53 - 97**

**June
Callwood
Park**

Multi-Functional Active Rooms

Liquid Landscape & Events Dock

Shingle Beach Plaza

Shoreline Gardens

Pedestrian & Cycling Crossing

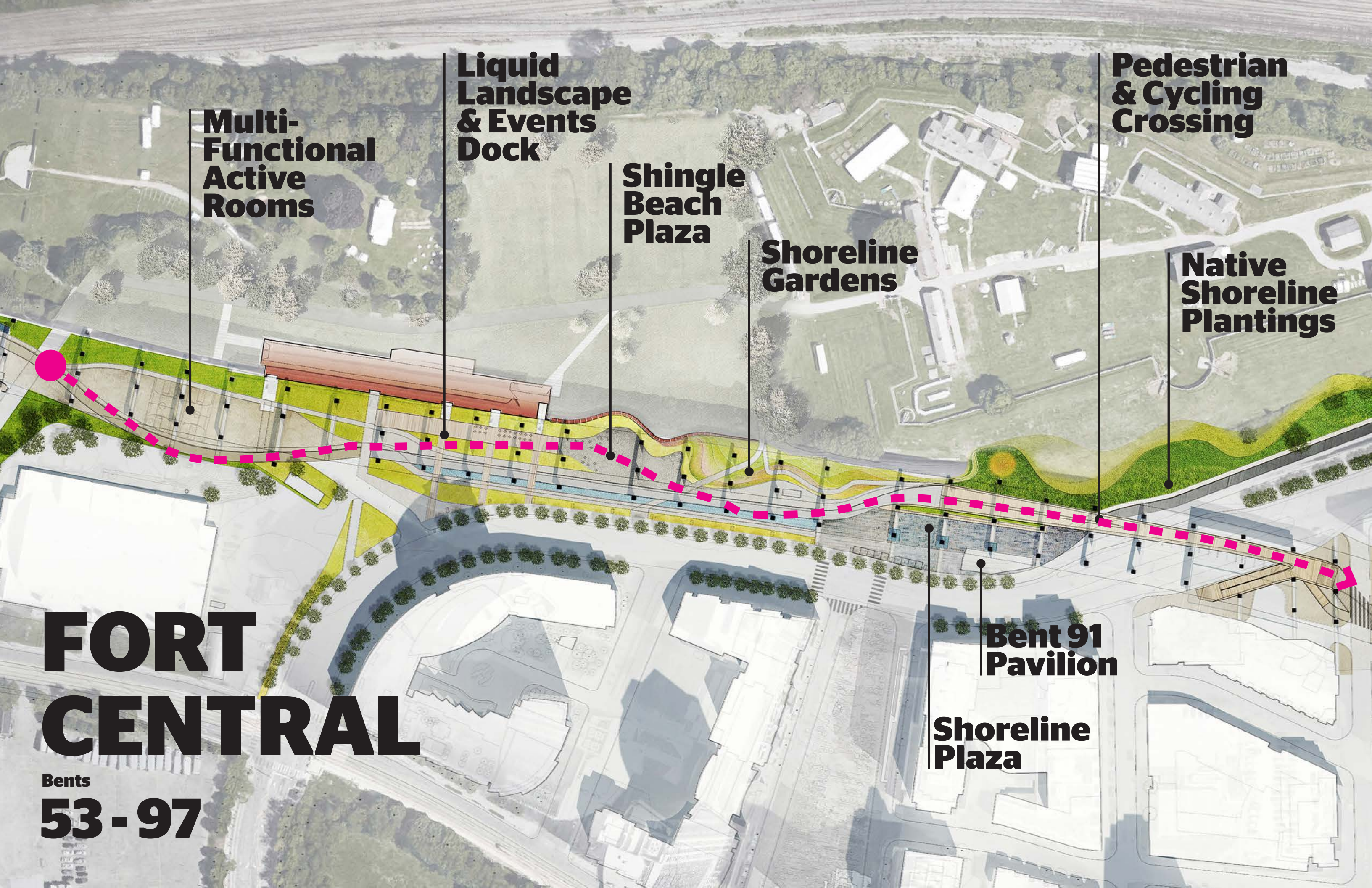
Native Shoreline Plantings

FORT CENTRAL

Bents
53 - 97

Bent 91 Pavilion

Shoreline Plaza



**Active
Multi-
Functional
Rooms**

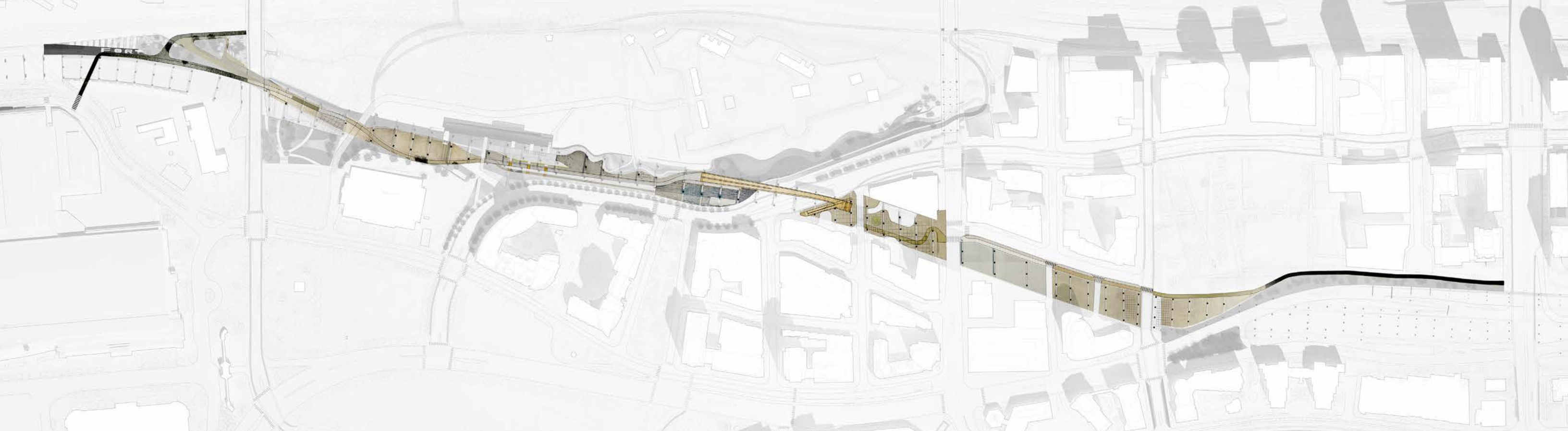
**Multi-Use
Trail**



**View East - Fort Central Active Rooms
Bent**



Textured Aggregate Floors Recycled Materials





**Active
Multi-
Function
Rooms**

**Multi-Use
Trail**

**Bent
58**



**View East - Fort Central Active Rooms
Bent**

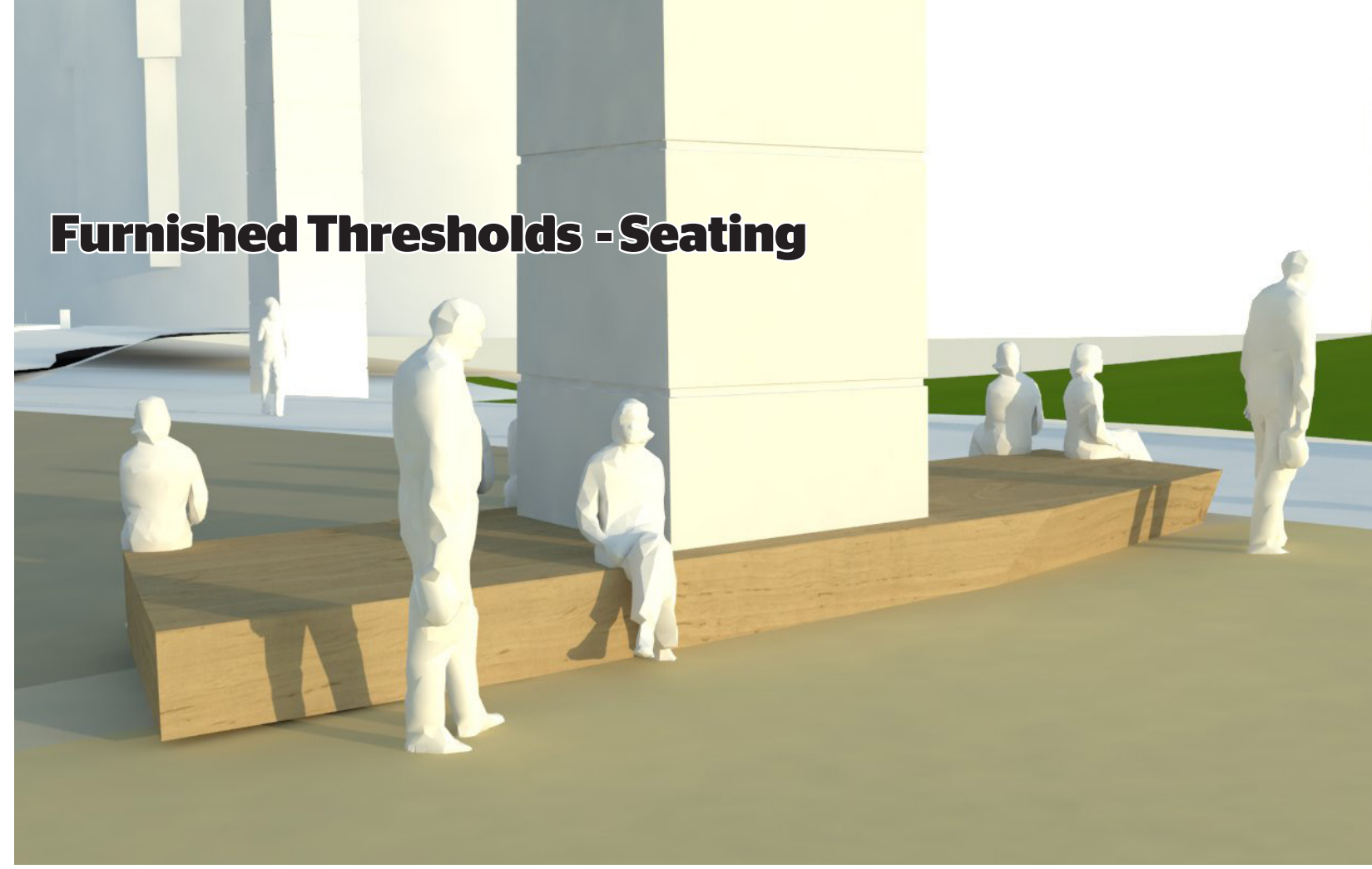
58



Fort Central Active Rooms



Furnished Thresholds - Seating



**Fort York
Liquid
Landscape**

Events Dock

**Multi-Use
Trail**



**View East - Fort York Visitor Centre 'Liquid Landscape'
Bent**

61



**Fort York
Events Dock**

**Multi-Use
Trail**



**View East - Fort York Visitor Centre 'Events Dock'
Bent**

80



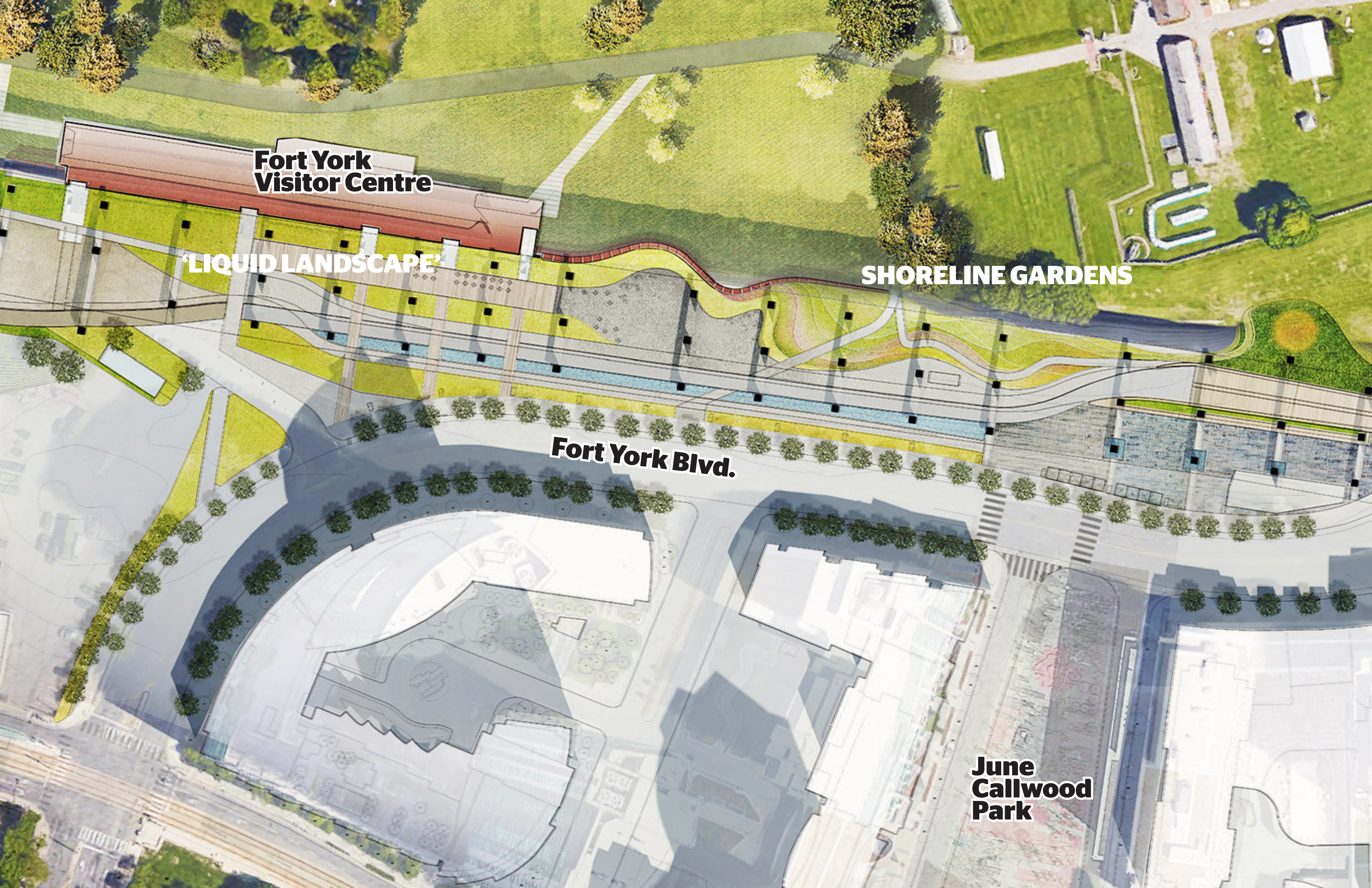
**Fort York
Visitor Centre**

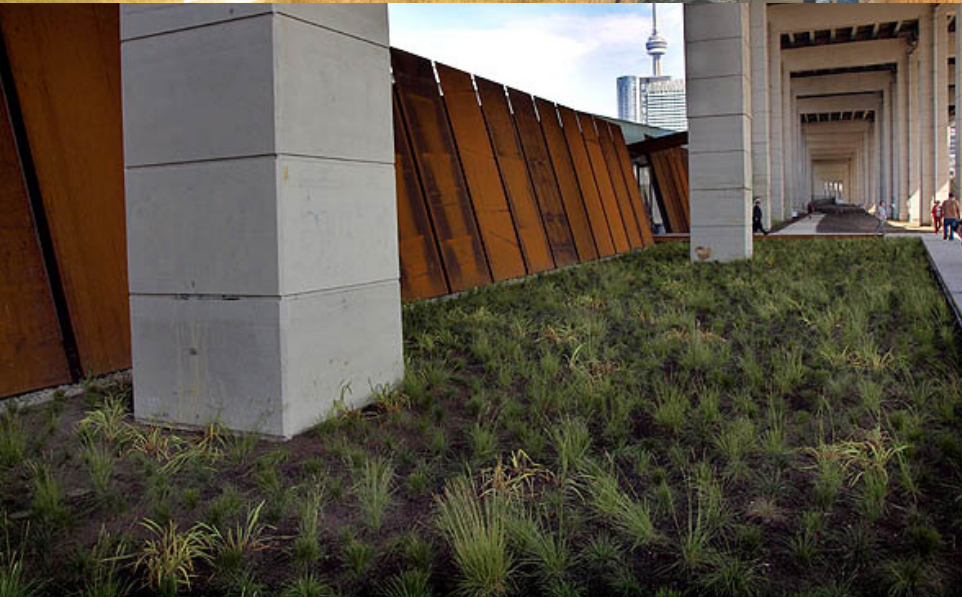
'LIQUID LANDSCAPE'

SHORELINE GARDENS

Fort York Blvd.

**June
Callwood
Park**

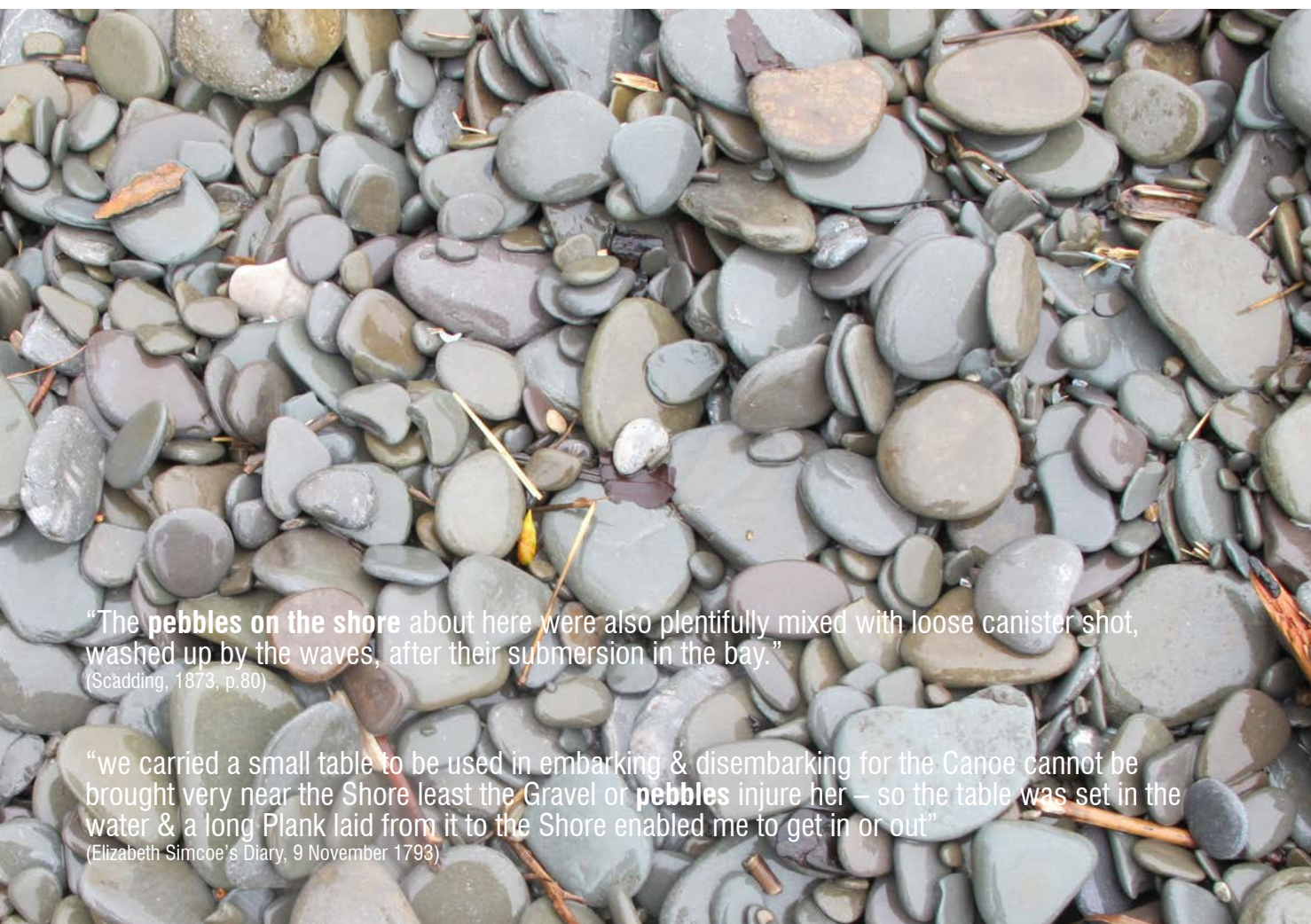




Shingle Beach Event Space



Shingle Beach Plaza

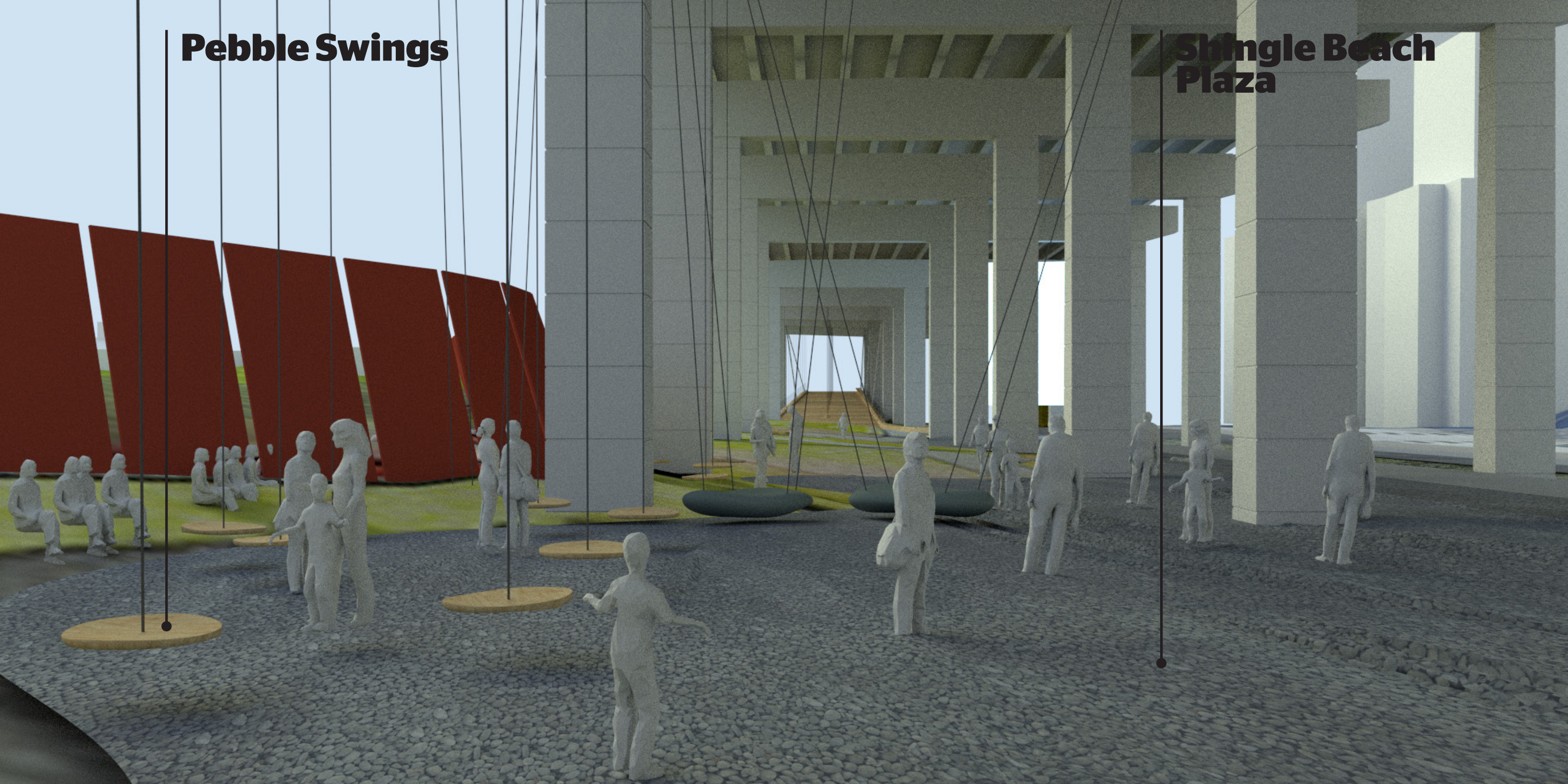


"The pebbles on the shore about here were also plentifully mixed with loose canister shot, washed up by the waves, after their submersion in the bay."
(Scadding, 1873, p.80)

"we carried a small table to be used in embarking & disembarking for the Canoe cannot be brought very near the Shore least the Gravel or pebbles injure her – so the table was set in the water & a long Plank laid from it to the Shore enabled me to get in or out"
(Elizabeth Simcoe's Diary, 9 November 1793)

Pebble Swings

Shingle Beach Plaza



**Shoreline
Gardens**

**Bridge
Alternative
Landing**

**Multi-Use
Trail**

**Shoreline
Plaza**

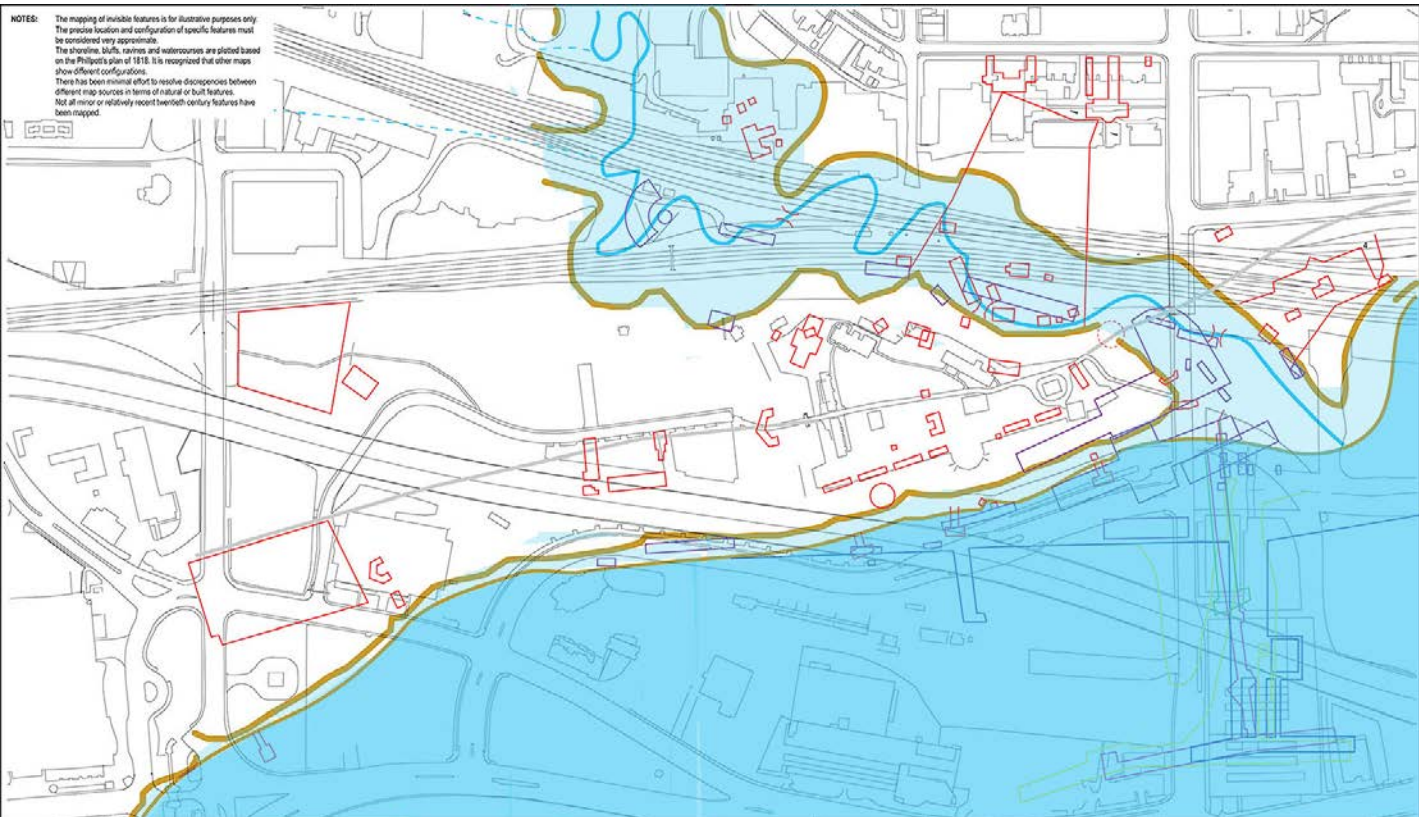


**View East - Shoreline Plaza
Bent**

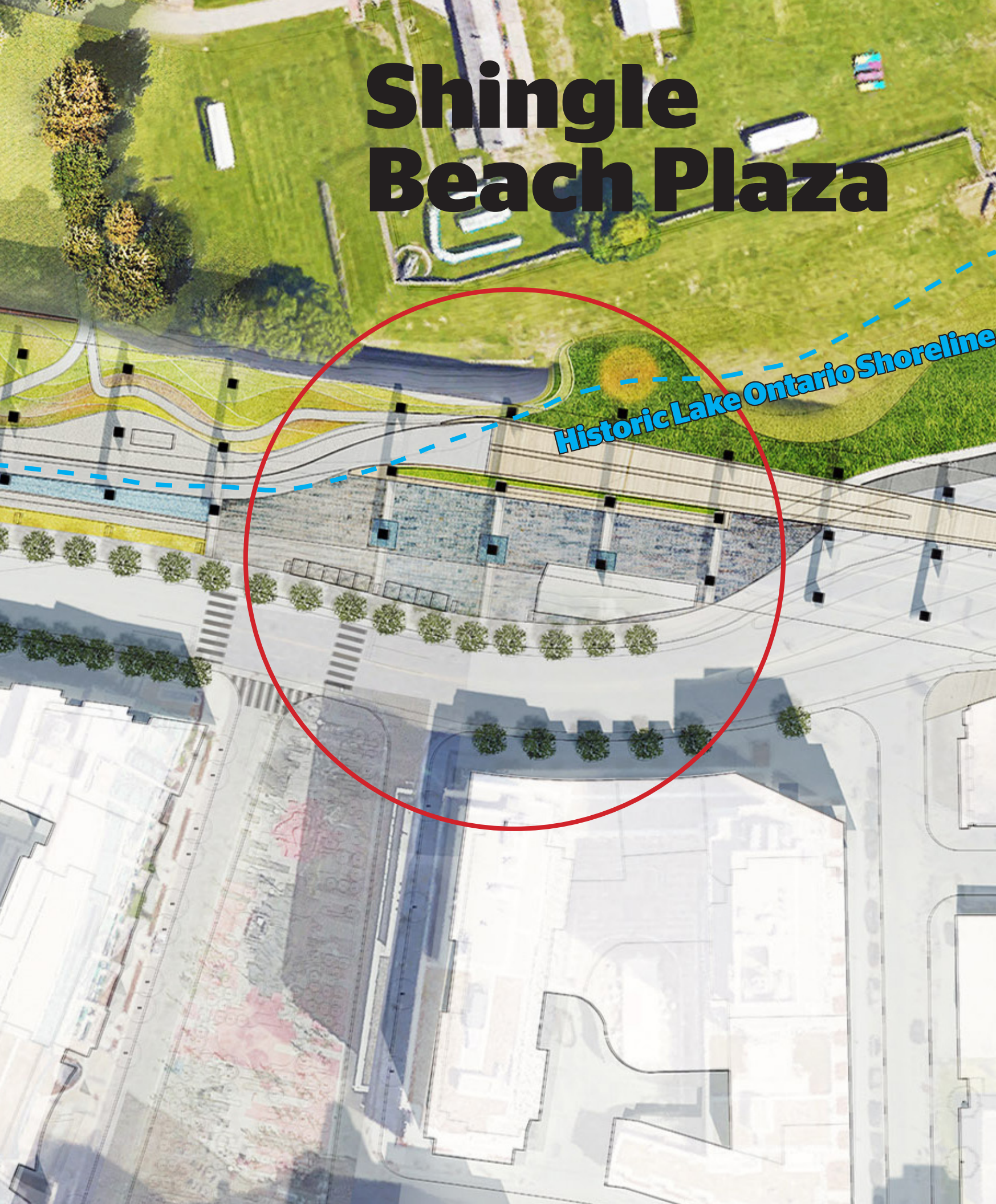
88



Shoreline Plaza Signature Gathering Place



Shingle Beach Plaza



Shoreline Plaza
Water in Multiple States



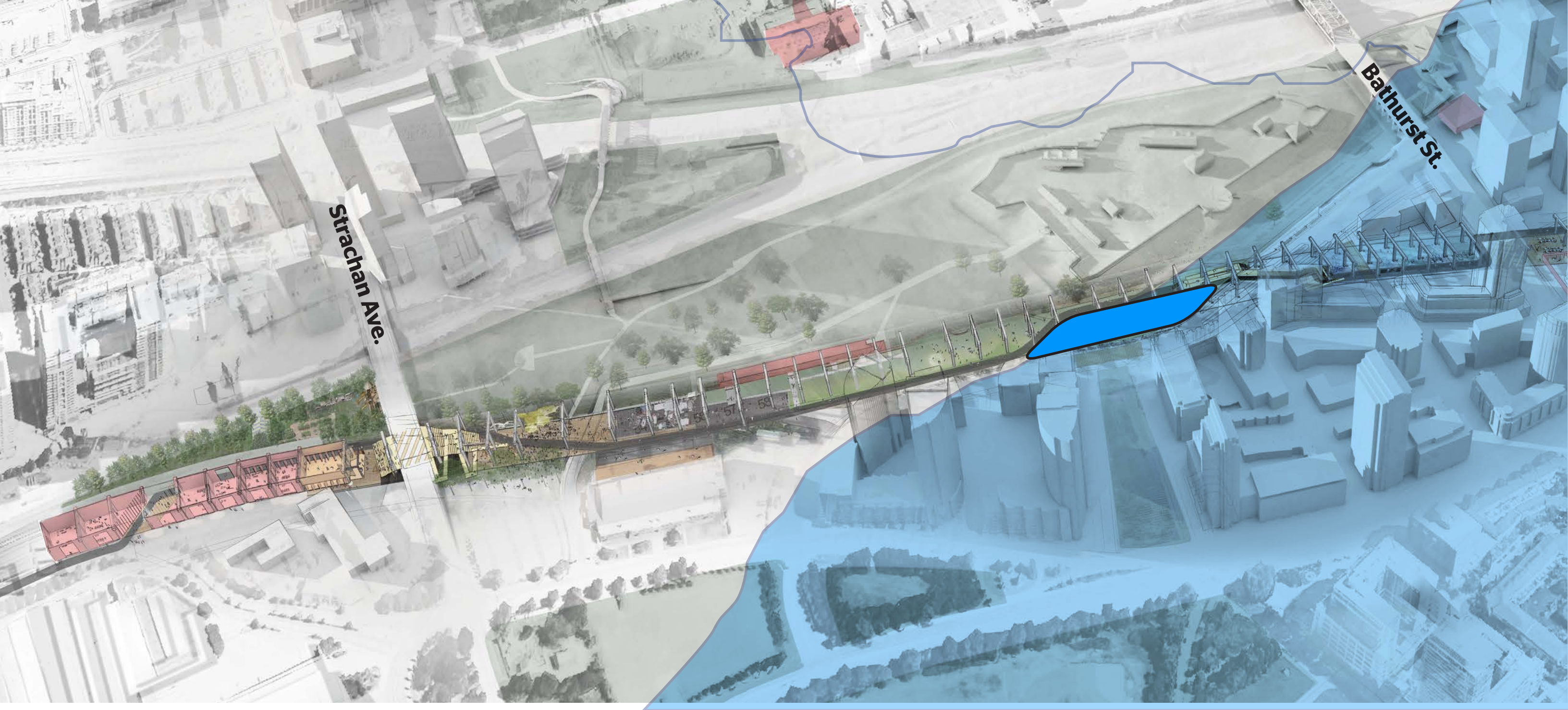
Reference: MIROIR D'EAU, BORDEAUX

Shoreline Plaza
Water in Multiple States





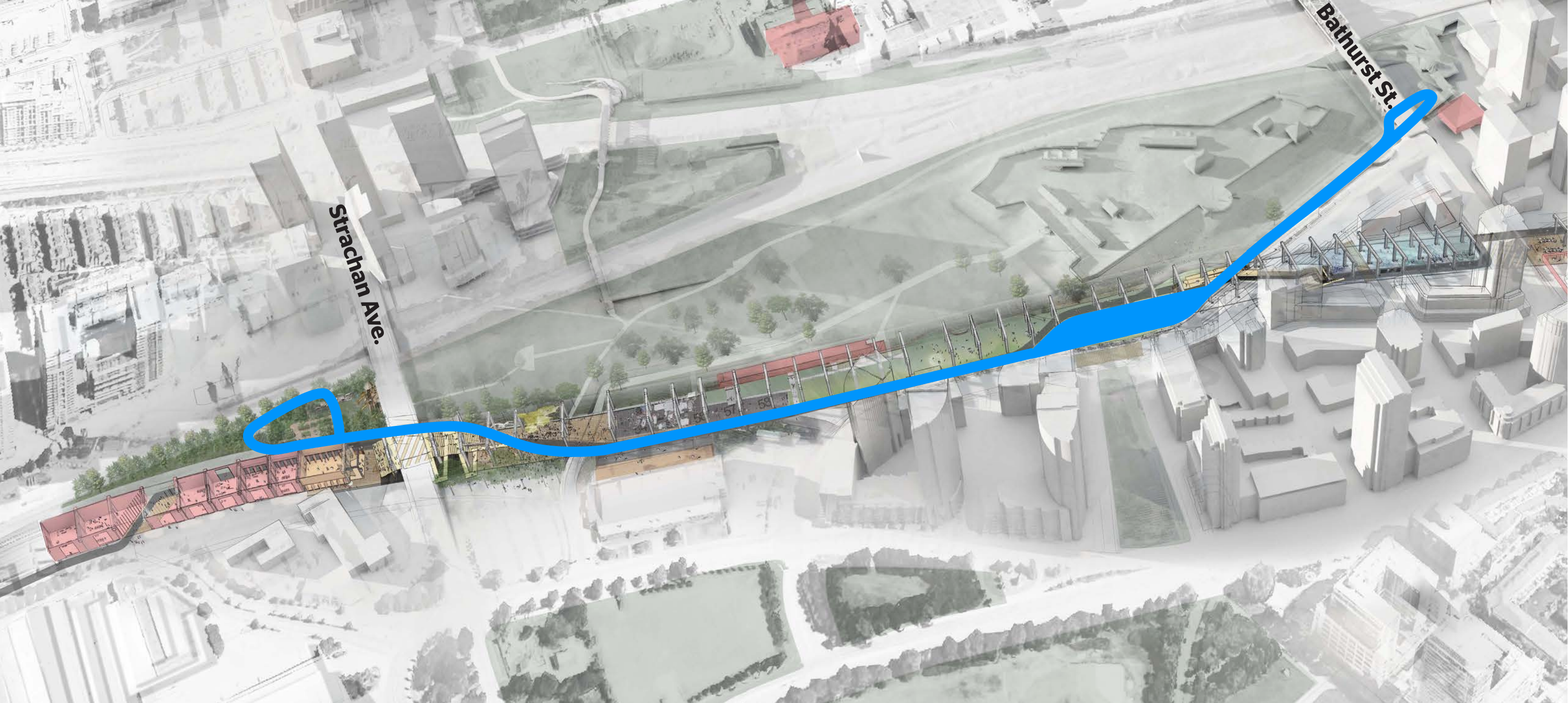
WINTER CULTURE UNDER GARDINER!



‘Skating Hub’ at Shoreline Plaza

Colonel Samuel Smith Park Trail

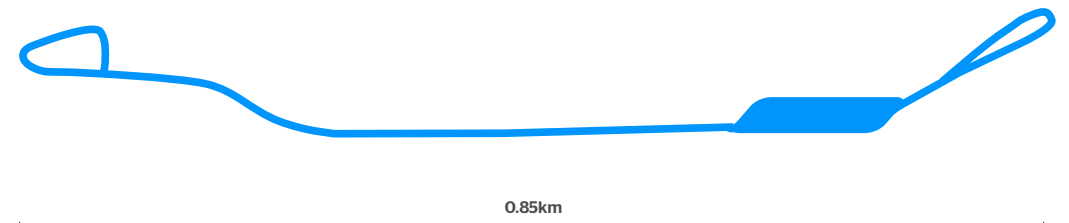




Strachan Ave.

Bathurst St.

Project Under Gardiner - 1.7km



0.85km

Colonel Samuel Smith Park, Etobicoke - 0.25km



1.7km

Skating Trail Loop

**Bridge
Alternative
Landing**

**Multi-Use
Trail**

Pavilion

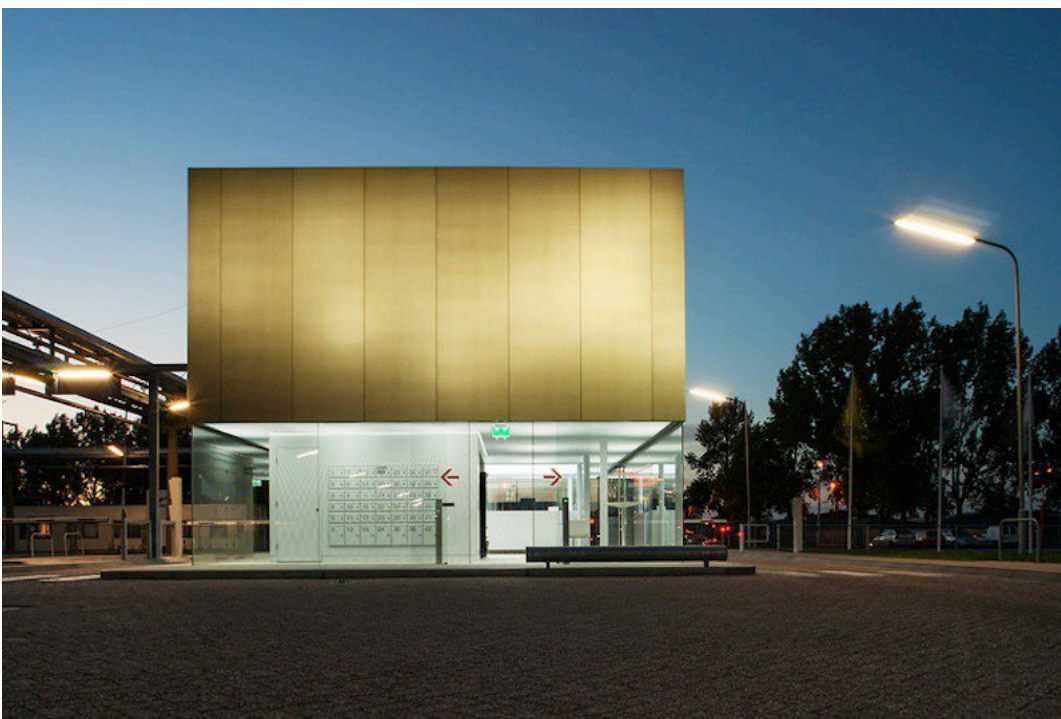
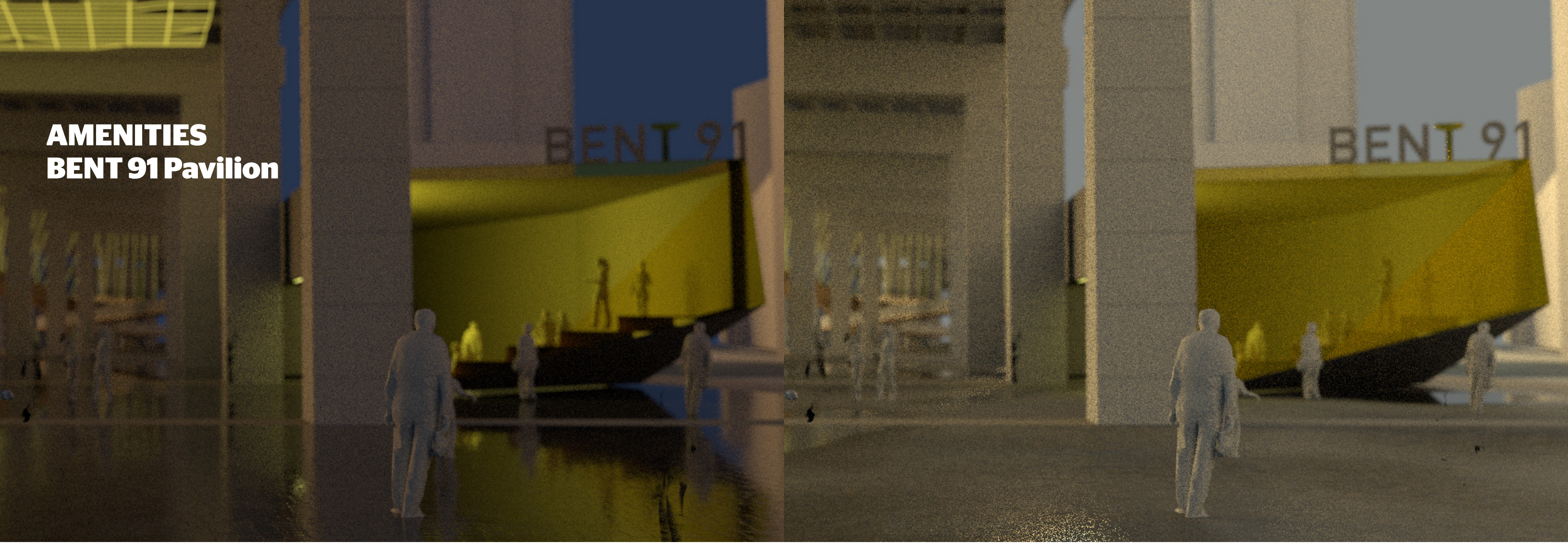


**View East - Shoreline Plaza
Bent**

88

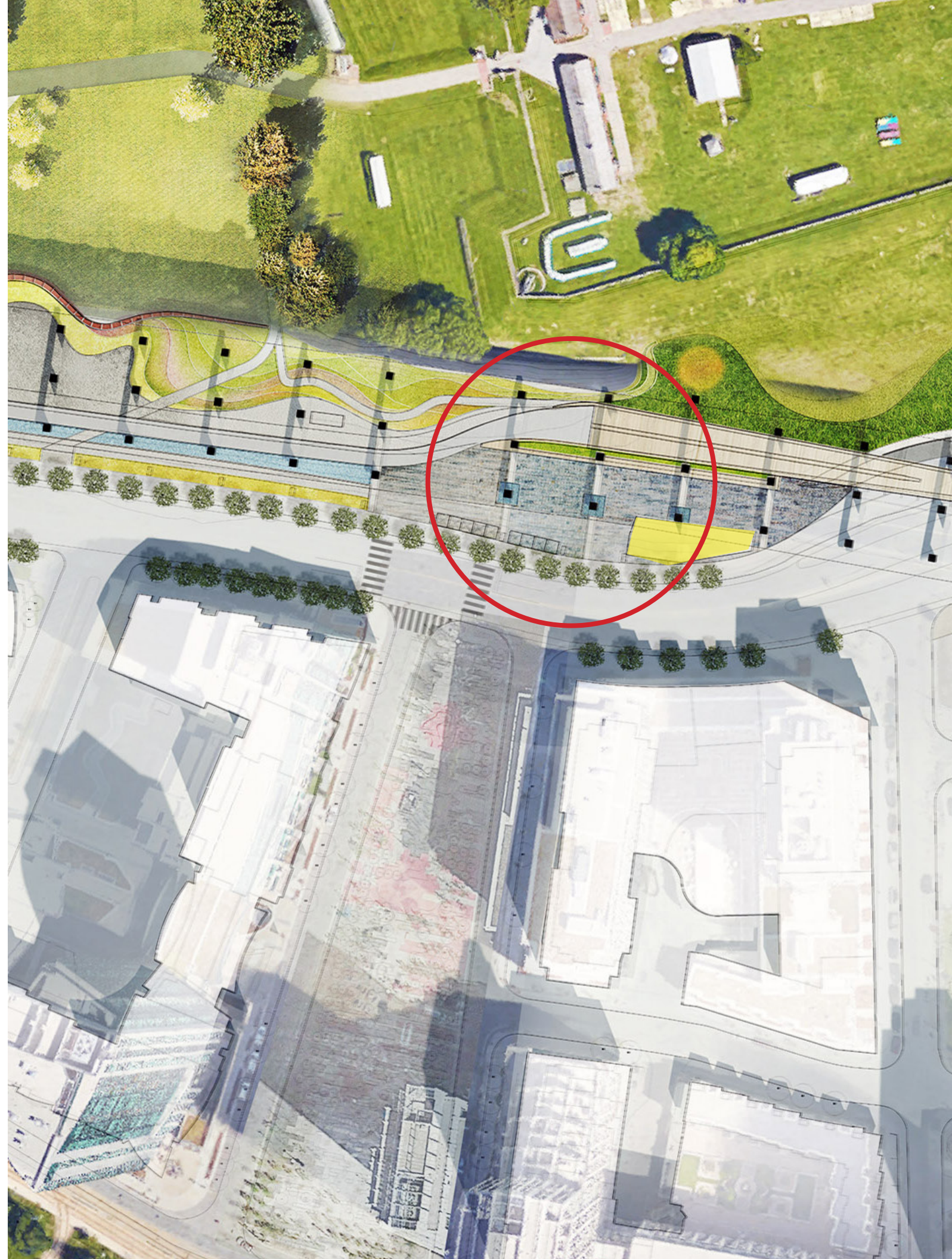


AMENITIES
BENT 91 Pavilion





Michael Jones McKean



Multi-Use Trail



View East - Fort York Blvd. Pedestrian/Bicycle Crossing - Bridge Alternative Bent

91



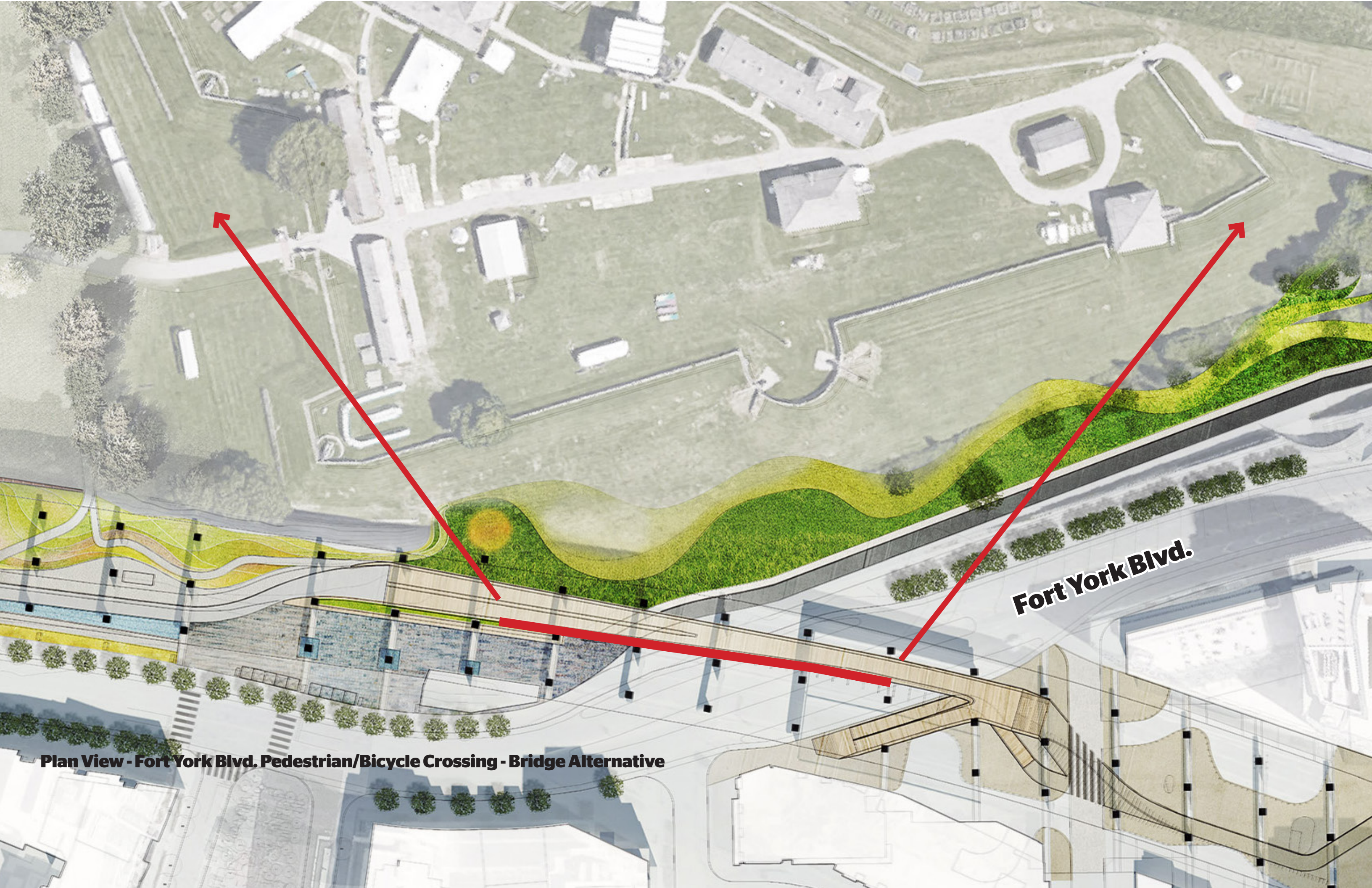
Multi-Use Trail



View East - Fort York Blvd. Pedestrian/Bicycle Crossing - Bridge Alternative Bent

94





Fort York Blvd.

Plan View - Fort York Blvd. Pedestrian/Bicycle Crossing - Bridge Alternative

Multi-Use Trail

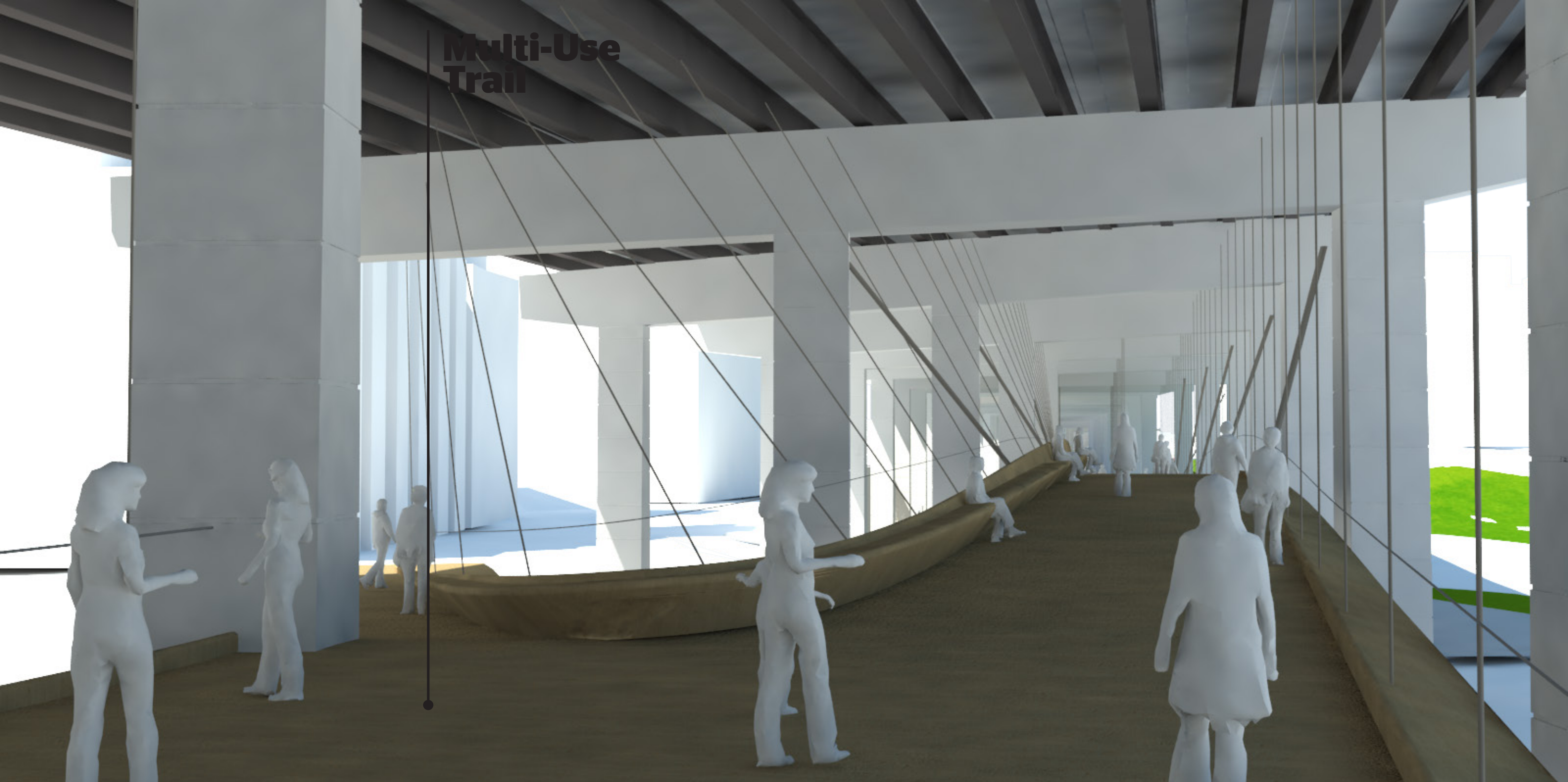


View East - Fort York Blvd. Pedestrian/Bicycle Crossing - Bridge Alternative Bent

96



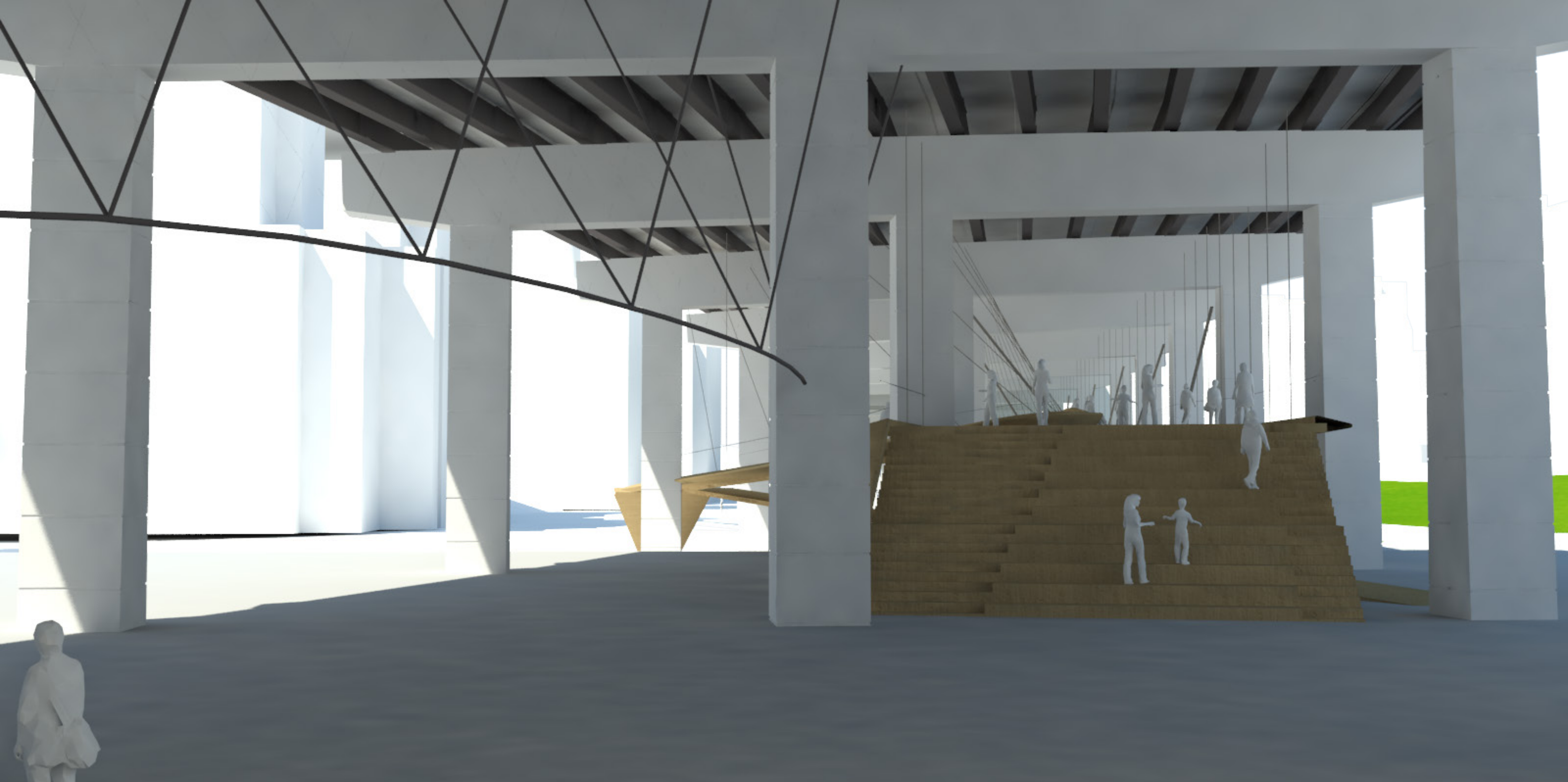
Multi-Use Trail



View West - Fort York Blvd. Pedestrian/Bicycle Crossing - Bridge Alternative Bent

97





View West - Bleacher and Stairs at Landing of Fort York Blvd. Pedestrian/Bicycle Crossing - Bridge Alternative Bent

98



Fort York Library

Dan Leckie Way

Canoe Landing Park

To Southern Linear Park

Bathurst St.

Lake Shore Blvd.

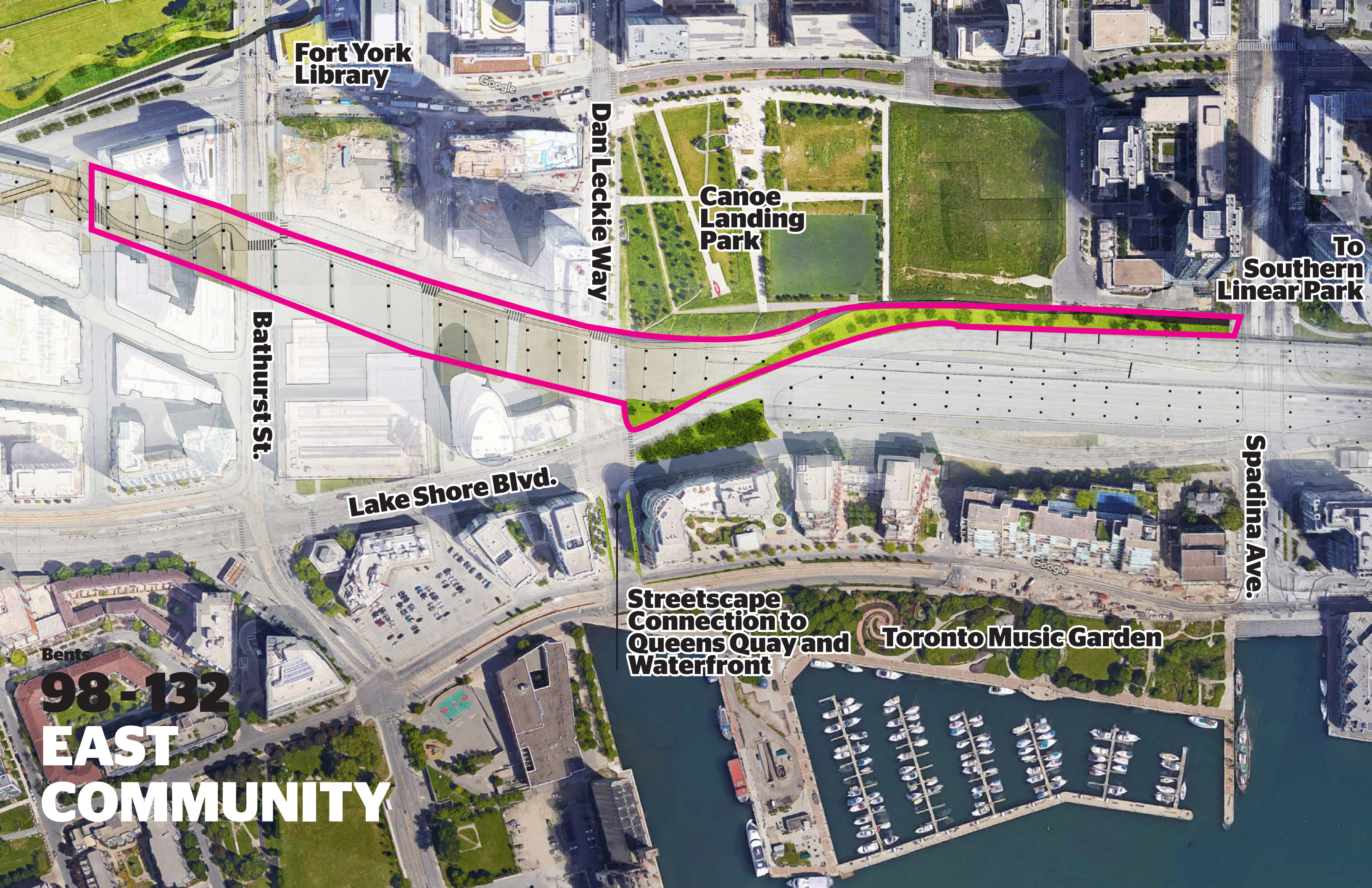
Spadina Ave.

Streetscape Connection to Queens Quay and Waterfront

Toronto Music Garden

Bents

98-132 EAST COMMUNITY



Garden of Impossible Growth

New Signalized Crossing at Bathurst

Multi-Use Trail Connection

Dog Off-Leash Area (City of Toronto)

New Schools & Community Centre

Bridge Landing Triangle Plaza

Food/Retail Hub (Wittington)

Community Rooms (Concord Adex)

Spadina Trail Head

EAST COMMUNITY

Bents
98 - 132



Garden of Impossible Growth



View East - Fort York Blvd. Pedestrian/Bicycle Crossing - Bridge Alternative Bent

97





**Multi-Use
Trail**

**Garden of
Impossible
Growth**

**View East - Community Rooms (Onni) Garden of Impossible Growth
Bent**

99



Multi-Use Trail

Garden of Impossible Growth



View West - Community Rooms (Onni) Garden of Impossible Growth Bent

100

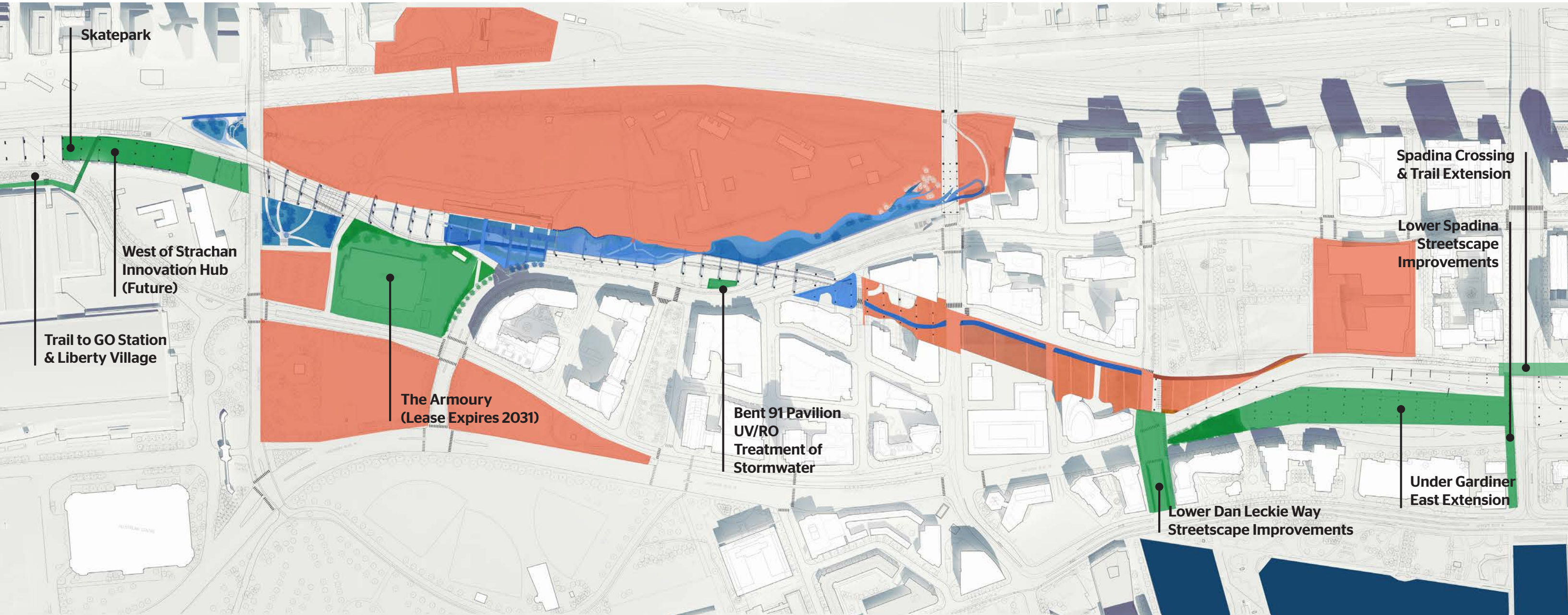


PROJECT: UNDER GARDINER



PROJECT: UNDER GARDINER

Coordination and Integration!



PROJECT: UNDER GARDINER



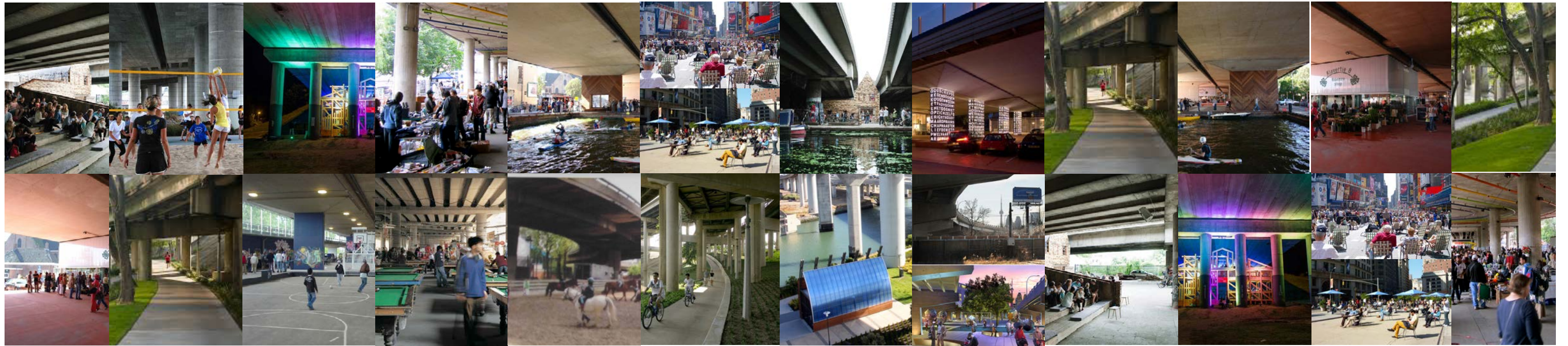
PROJECT: UNDER GARDINER

Programming

PUBLIC LIFE
Under
the Gardiner

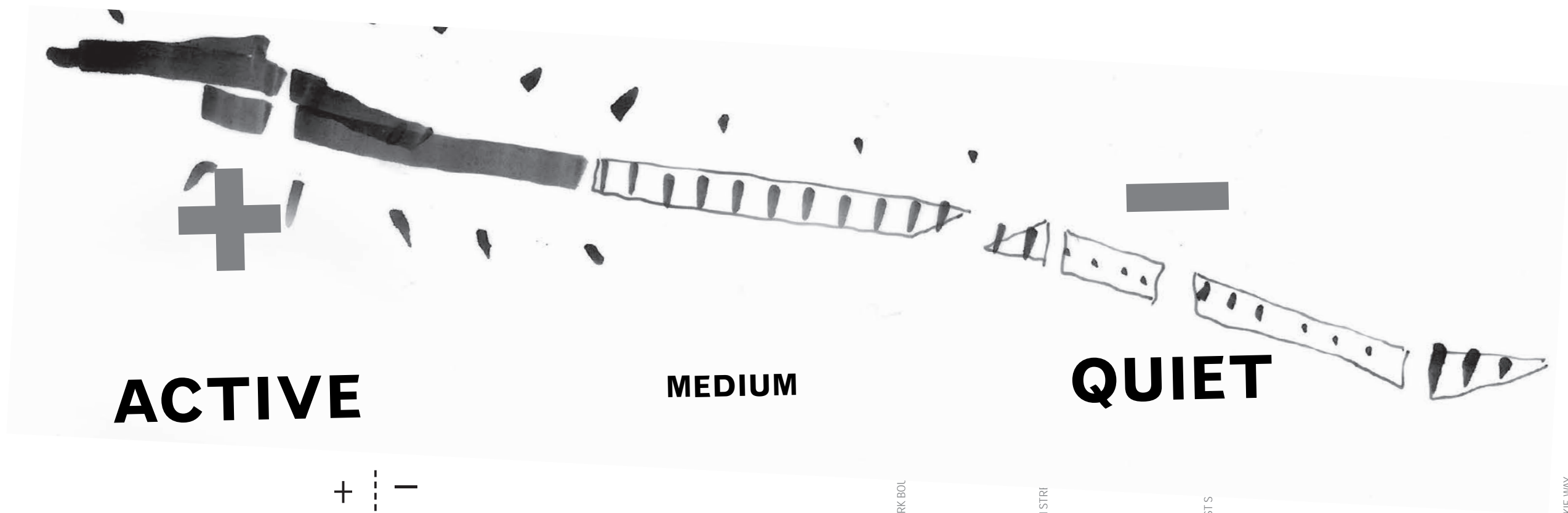
PHYSICAL
ENVIRONMENT
Under
the Gardiner

DIVERSE, MULTI-FUNCTIONAL, PERMANENTLY EVOLVING, AND ONLY IN TORONTO.



Toronto's Ultimate HYBRID PUBLIC SPACE, equipped to facilitate activity. Defined by a multiplicity of experiences in close proximity - a surprising mix of activities of all scales, including venues for programs found nowhere else in the city.

PROGRAMMING PULSE



ACTIVE

MEDIUM

QUIET



ACTIVATION



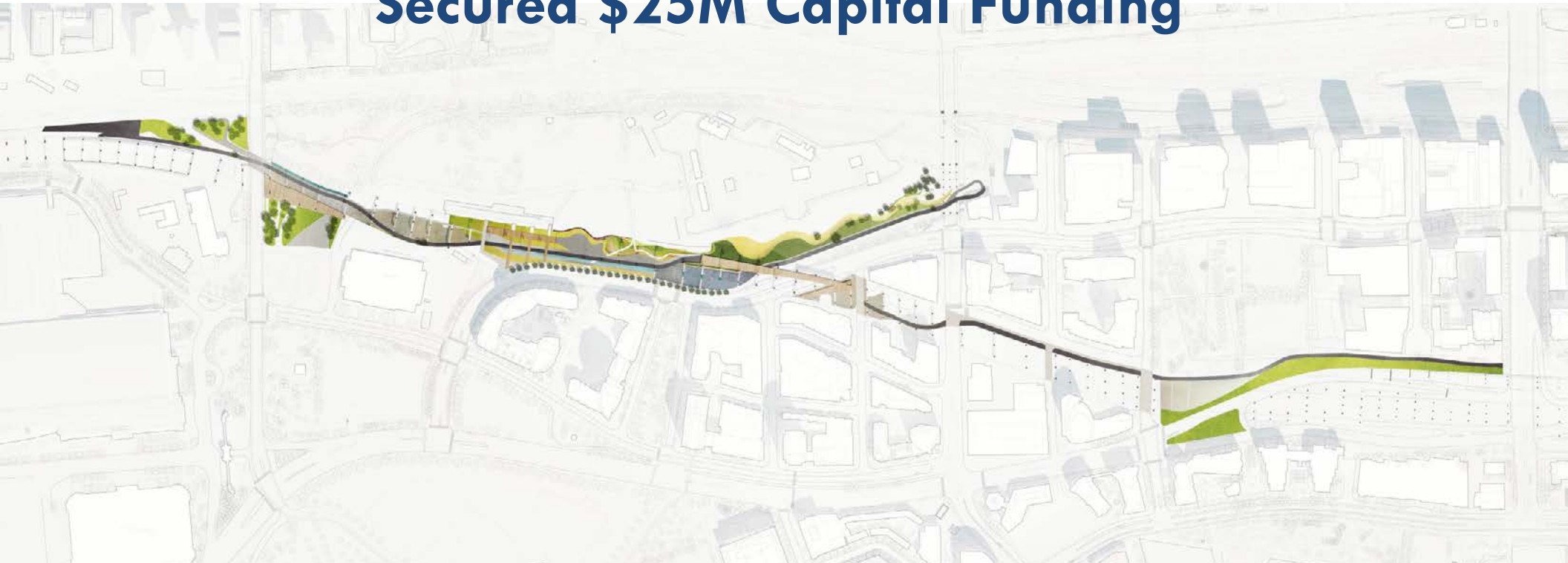


Programming, Operations & Maintenance

Christopher Glaisek
Waterfront Toronto

Project: Under Gardiner

Secured \$25M Capital Funding

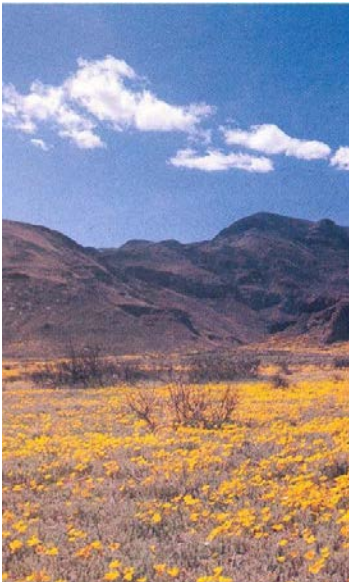


The project needs to develop a **thoughtful, innovative governance framework and funding sources** to enable high-quality ongoing operations, outside of the City's normal process for open space funding.

Operations & Maintenance Costs

Annual Costs Vary by Type of Open Space and Intensity of Use

**Urban Natural
Land**



**Neighborhood
Parks**



**Multi-Use
Regional Parks**



**Urban Linear
Parks**



**Downtown
Gems**



Low

High

Potential Funding

- **Public funding**
- **Programming that attracts revenue-generating uses:**
 - Food and beverage sales including hot chocolate and snacks; sales of equipment for the skating rink; event permits ex. outdoor theatre; space rental ex: farmer's market
- **Philanthropy**
 - Attract private philanthropy and sponsorship.

Who will manage and operate Project: Under Gardiner?

**CITY PARK
DEPARTMENT**



**BIA / SPECIAL
FUNDING DISTRICT**



**MUNICIPAL
DEVCo**



**INDEPENDENT
NOT-FOR-PROFIT**



LOCAL STEWARD



**FOUNDATION/
CONSERVANCY**



PROJECT: UNDER GARDINER

Public Information Centre #1

Harbourfront Community
Centre

Thursday, April 7, 2016

TONIGHT'S AGENDA

6:30-7pm Open House

7pm-8pm Presentations

8pm-9pm Open House

