

# STITCHING THE CITY TO ITS

## Toronto's City Gates for North-South Connectivity

**IT IS TIME TO SHIFT THE FOCUS.** The debate about the waterfront and its connection to the city has usually centered on the most obvious barrier: the elevated structure of the Gardiner Expressway itself.

We widen that focus to include the rail corridor and – most importantly – confront the north-south connections between the lakefront and the urban hinterland as a matter of priority.

This proposal takes two of Toronto's most under-considered elements – the north-south streetscape routes and the rail berm – as the starting points for developing a series of civic gateway linkages.

By concentrating upon the spatial quality and character of the north-south routes we are able to fulfill the desire for a fully connected urban fabric to the water's edge.

With this strategy we can unfold a spectacular urban extension of the central district towards the east that is born from these connections – a series of legible north-south figures within the urban fabric. The grain of this new urban tissue will be dense and diverse, but of a smaller scale, in sharp contrast to the verticality of the skyline.

The result is the unlocking of new territories and potential to the east. Here, a new format for urban living in contact with water can be produced that is unparalleled in Toronto.

### 1 JARVIS MARKET GATE

Market Street and Lower Jarvis flank an expanded, flexible, open air temporary market space tucked under the rail berm. With the existing ground plane lowered to provide a more generous floor-ceiling height, a new public space that can host diverse events is created in the heart of the St. Lawrence District.

1

2

### Starting Points for the Replacement of the Gardiner Expressway

**One Waterfront Connected**  
The Gardiner opportunity can ensure the City maximizes its benefits from the enormous public investments on waterfront revitalization such that a reciprocal relationship between city and lake is guaranteed.

We believe it is essential to empower the shoreline of the Don River as an extension of the primary waterfront part of a coherent Downtown Waterfront.

### The Promise of Toronto's Canal District for the 21st Century

This plan for replacing infrastructure will unlock a valuable territory to produce a new and distinct urban district that finally embraces the Lake – with a scale, built form, and materiality that give it coherence and identity. It will bind together a series of dislocated land parcels to build Toronto's next great neighbourhood and vital point of urban gravity towards the east.

### Creating Development Value

What could be the building typology and parcelization strategy to develop a prototype for a sustainable city district engaged with the water in a way Toronto has always dreamt of?

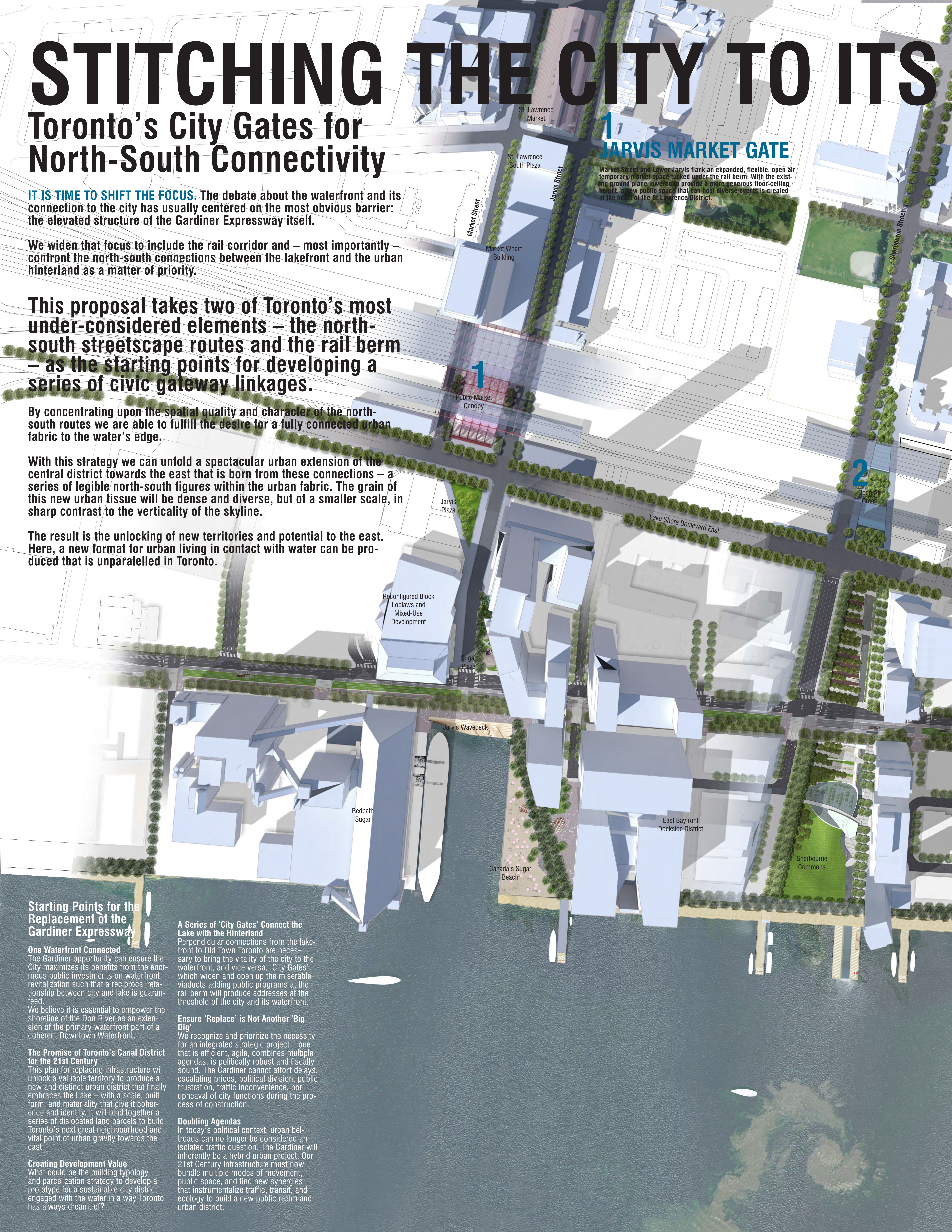
**A Series of 'City Gates' Connect the Lake with the Hinterland**  
Perpendicular connections from the lakefront to Old Town Toronto are necessary to bring the vitality of the city to the waterfront, and vice versa. 'City Gates' which widen and open up the miserable viaducts adding public programs at the rail berm will produce addresses at the threshold of the city and its waterfront.

### Ensure 'Replace' is Not Another 'Big Dig'

We recognize and prioritize the necessity for an integrated strategic project – one that is efficient, agile, combines multiple agendas, is politically robust and fiscally sound. The Gardiner cannot afford delays, escalating prices, political division, public frustration, traffic inconvenience, nor upheaval of city functions during the process of construction.

### Doubling Agendas

In today's political context, urban beltroads can no longer be considered an isolated traffic question. The Gardiner will inherently be a hybrid urban project. Our 21st Century infrastructure must now bundle multiple modes of movement, public space, and find new synergies that instrumentalize traffic, transit, and ecology to build a new public realm and urban district.



# LAKEFRONT

## 2 SHERBOURNE GREEN GATE

A bicycle-friendly passage separated from vehicular traffic which draws visitors into an inner world on the way towards the Sherbourne Common and the lakefront.

## 3 PARLIAMENT GATE

Leading from a new archeological park on the site of Upper Canada's first Parliament buildings, this brick-clad gate widens the viaduct structure and provides a generous pedestrian environment. This widening invites a more seamless interface with animated streetfrontage from the Distillery District and St. Lawrence neighbourhood to flow towards Parliament Wavedeck and the lake.

## 4 TRINITY GATE

Trinity Square is framed by a public tribune which leads into a passage of ateliers under the rail berm. Here, visitors from the Distillery District move from examples of Victorian era industrial architecture into a 21st Century brick warehouse district which culminates in a cultural ensemble of buildings around the iconic Victory Soya Silos.

Toronto Heritage Museum at the Original Parliament Archeological Site? An underutilized lot at the corner of Front and Parliament Streets hides the archeological remnants of Upper Canada's first parliament building. Here, lies the promise of an archeological park and new Heritage Museum that explores the often-overlooked history of the City of Toronto.



St. Lawrence District

Toronto Heritage Museum (Original Site of Parliament Buildings Upper Canada)

Parliament Green and Archeological Park

Distillery District

Trinity Distillery Plaza

Trinity Tribune

Ateliers

Ateliers Passage

Iconic Building

Lake Shore Boulevard East

Mixed-Use Warehouse/ Atelier District

Parliament Wavedeck

Victory Green

Silo Gate

Cultural Building

East Bayfront Bayside District

Water's Edge Promenade

Parliament Pedestrian Bridge

Trinity Street Pedestrian Bridge

Cherry Street Bridge

Existing Bridge

Ped/Bicycle Bridge

Inner Harbour

Cultural Building

Esprac Gate

# 5 CHERRY RECREATION GATE

A potential recreation space below the viaduct – community facilities and skate park, plus convenience retail/supermarket built within rail embankment.

# 6 BICYCLE GATE

New Pedestrian Passage at West Donlands delivers people directly to the Canal District's Central Island and Market Square. A basic excavation bored through rail embankment to allow for pedestrian and bicycle connection between two neighbourhoods. Emphasis on creating skylights between tracks to allow for natural light into the public passage.

# 7 PARK TO RIVER GATE

New Green Connection for Pedestrians/Cyclists from Landforms to Bridge over Rail Yards and directly into the ecological landscape park of the Mouth of the Don River.

# 8 DON MOUTH GATE

The removal of divisive transportation infrastructure that has long clogged the Don River Mouth is finally free to breath again. Two signature bridges will provide a spectacular experience to mark this dramatic crossing.



Front Street

West Don Lands

Mill Street

District Energy Plant

Bicycle Trail Connection

6

Go Transit Don Yard

Pedestrian Bridge Crossing

7

Don River Park

Don River

Wilson Yard

East Donlands Warehouse District

Cultural Building

Sediment & Debris Management Area

Dredging Island Shoals

Landform to Bridge

Wetland Edge

8

Mixed-Use Canal District

Canal District Island Pedestrian Zone

Rail Bank Canal

Mixed-Use Canal District

Don Signature Ped/Bicycle Bridge

Keating Channel

Ped/Bicycle Bridge

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Munitions Street Bridge

Ped/Bicycle Bridge

Mouth of the Don

Cultural Building

Villiers Boulevard

Villiers Signature Bridge

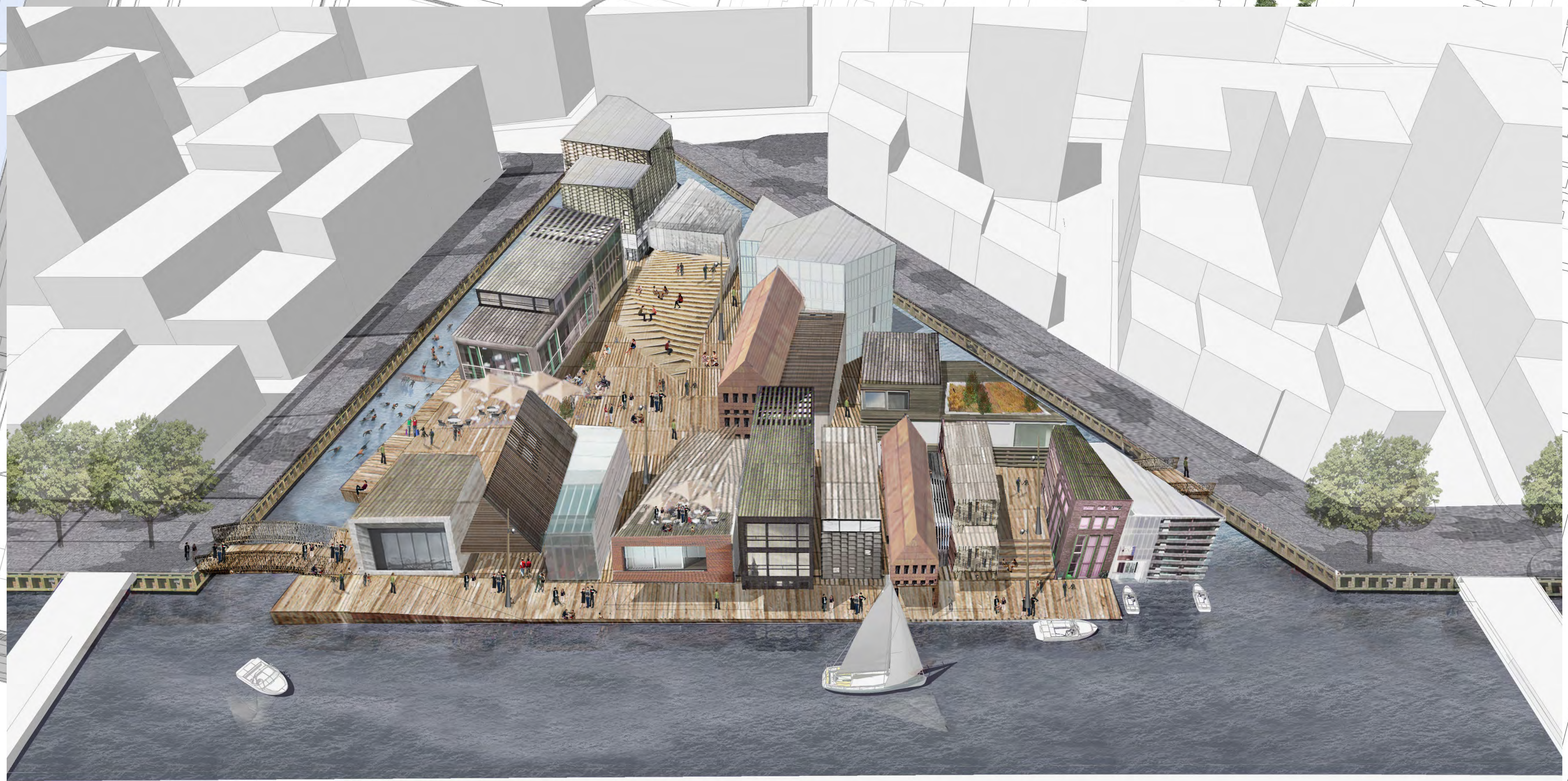
Lower Don Lands District

Queen City Foundry

Don River

# 9 BROADVIEW

The extension of Broadview from South Riverdale directly into the Lower Don-Canal District brings the energy of multiple neighbourhoods together at a spectacular point of the waterfront. Broadview South will structure a new mixed warehouse district that will support diverse creative industries in flexible living/working formats.



**Canal Wharf Island**  
A pedestrianized timber triangular island features an eclectic mix of dense, small-scaled wooden buildings inspired by the timber sheds and structures of the historic harbour wharfs. The island forms the centre of the Canal District, filled with cafes, bars, restaurants and boutiques and a market square. It is surrounded by a canal inlet, which serves as the final natural UV stage in the water-cleaning process of the stormwater management system. Here, the canal becomes a central public amenity that is fit for canoeing, skating in winter – even swimming in summer!

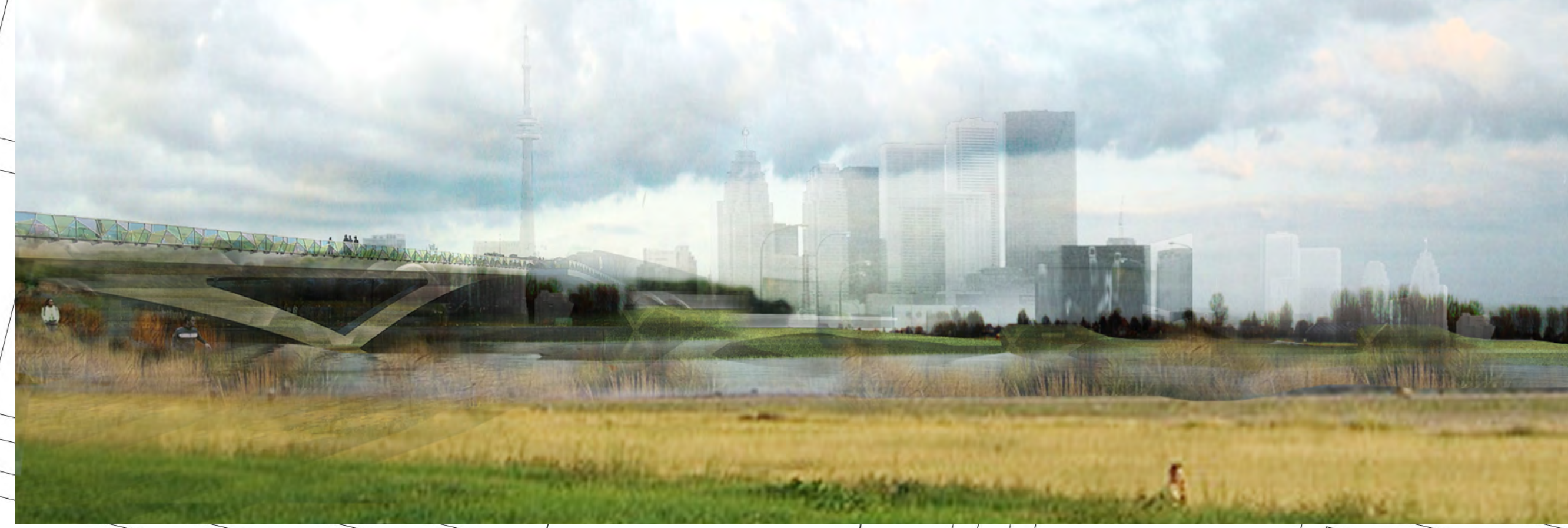
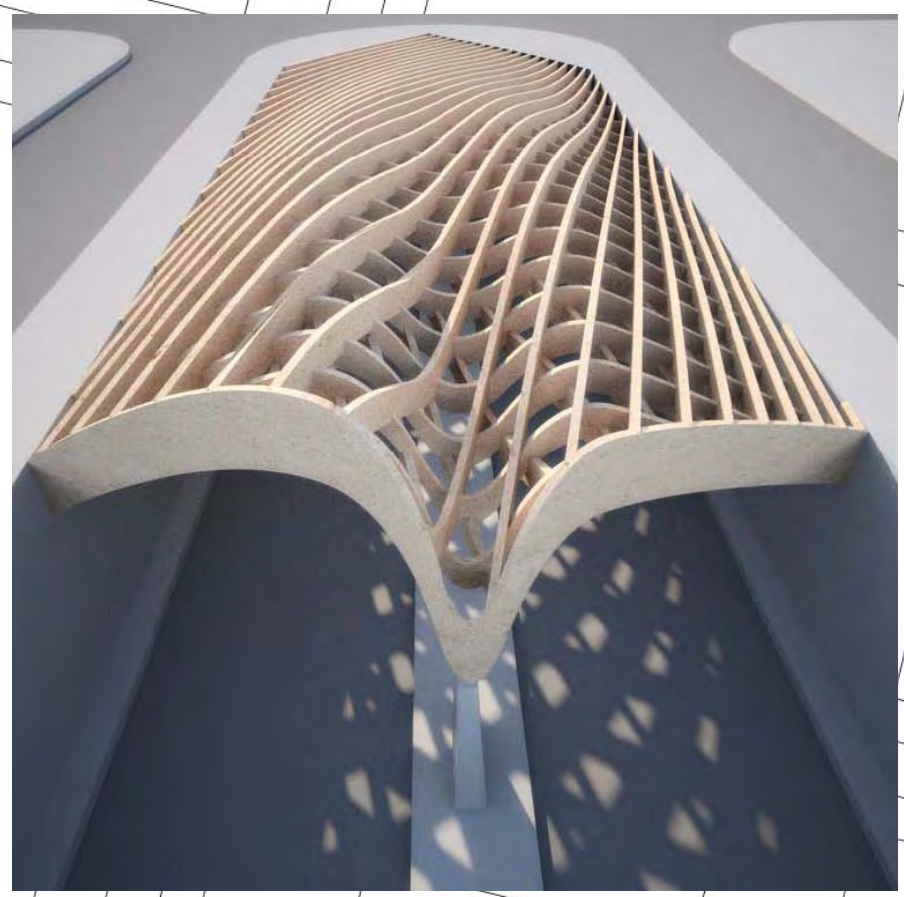
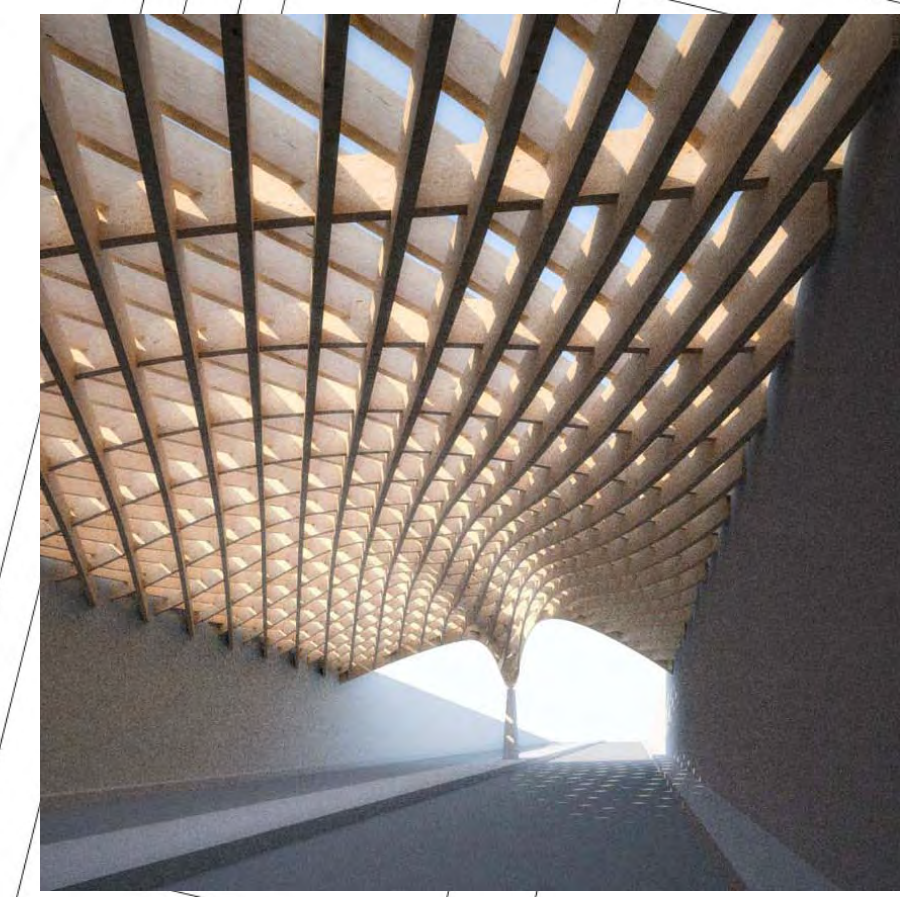




4 View South to Sites from Trinity (Distillery District)



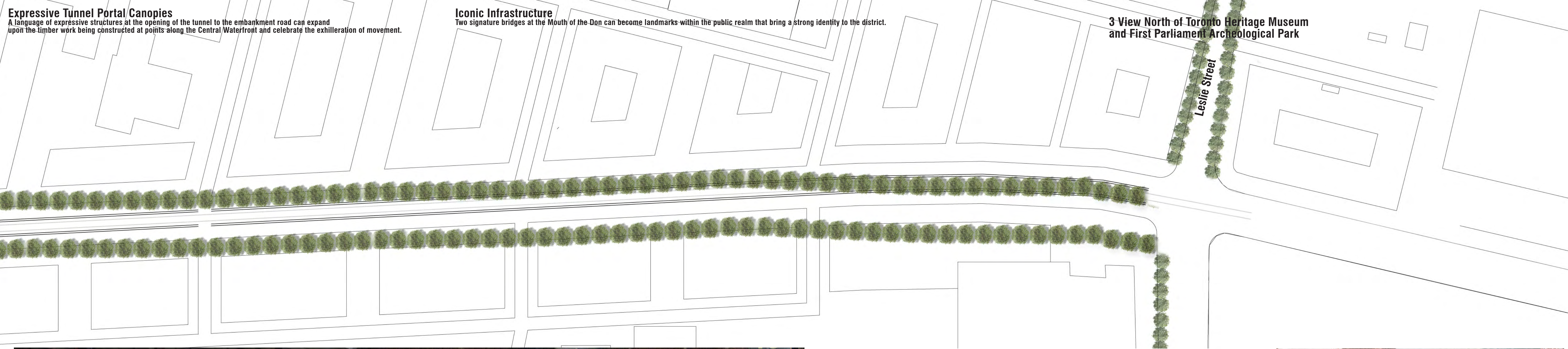
Timber Island, Intimate Scale  
Scaled for pedestrians, Timber Island will become the winter place for gathering with its intimate spaces and comfortable microclimate in all seasons.



**Expressive Tunnel Portal Canopies**  
A language of expressive structures at the opening of the tunnel to the embankment road can expand upon the timber work being constructed at points along the Central Waterfront and celebrate the exhilaration of movement.

**Iconic Infrastructure**  
Two signature bridges at the Mouth of the Don can become landmarks within the public realm that bring a strong identity to the district.

3 View North of Toronto Heritage Museum and First Parliament Archeological Park



1 Jarvis Open Market



3 View North at Parliament Gate