

# STREETS AS PLACES

Reconnecting Toronto with its waterfront by  
rediscovering streets as social places

GARDINER  
EXPWY.  
WEST

Franka Fontijn, TU Delft  
Graduation Project Flowscapes, 2018



# STREETS AS PLACES







NYHAVN, COPENHAGEN

(douglasstebila.ca)









# LAS RAMBLAS, BARCELONA

Las Ramblas, Barcelona | Barcelona.es





HIGHWAYS, US

(shutterstock)





# COOLSINGEL, ROTTERDAM

(Funda Business)





STREET IN TORONTO

Unsplash







ROADS FOR CARS





STREETS FOR PEOPLE



# STREETS AS

MOVEMENT SPACE

SOCIAL SPACE



# THE CAR DEPENDENT CITY

*Since the Industrial Revolution, people and cities have become more dependent on cars*



pre 18th century

late 18th and 19th century

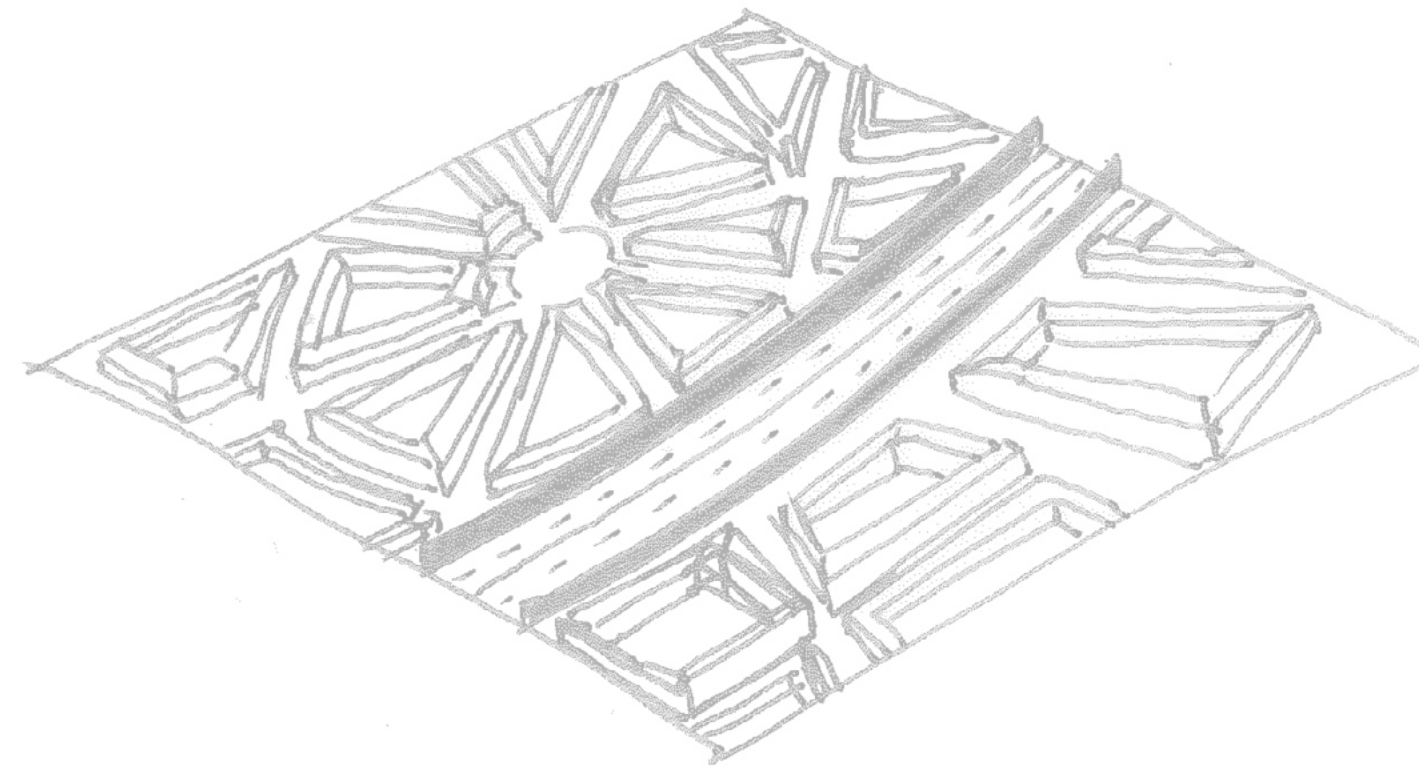
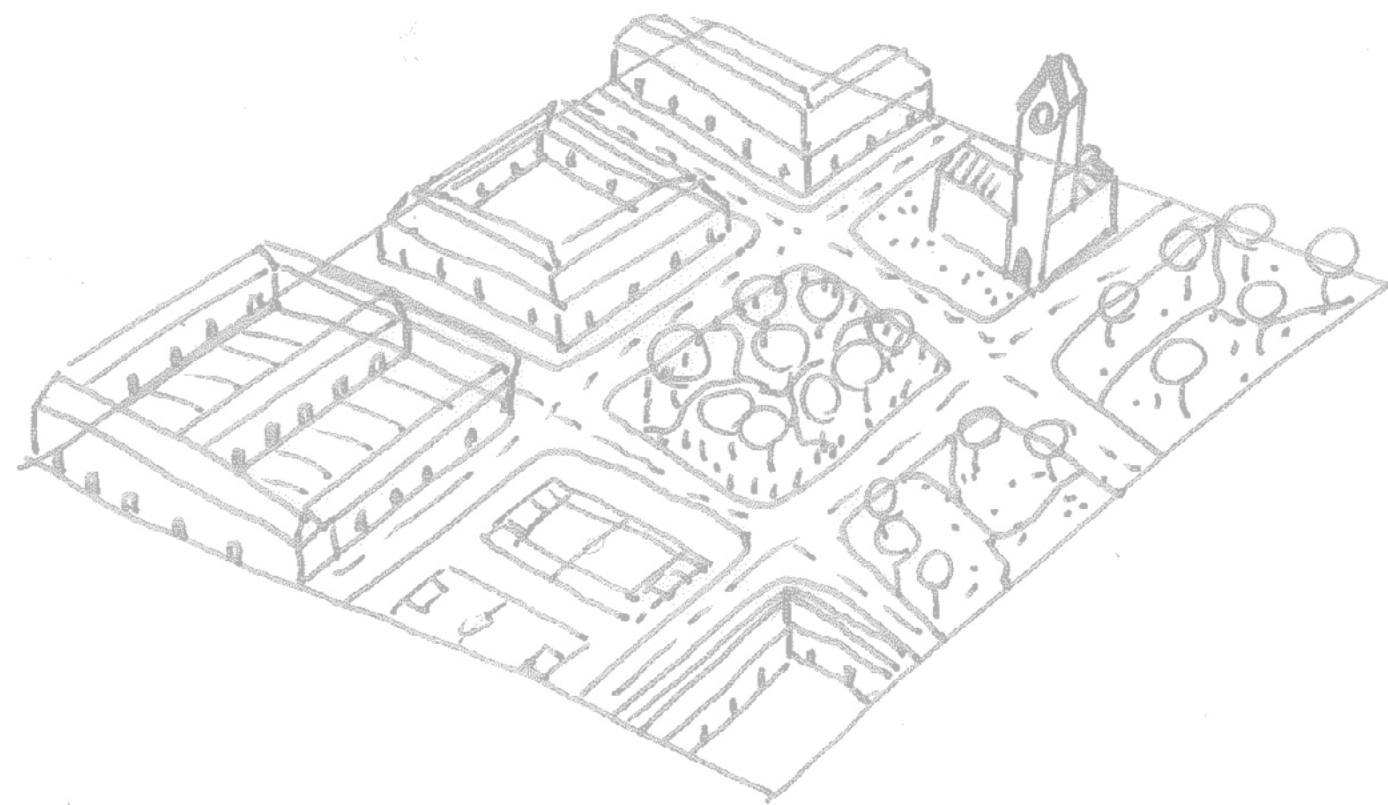
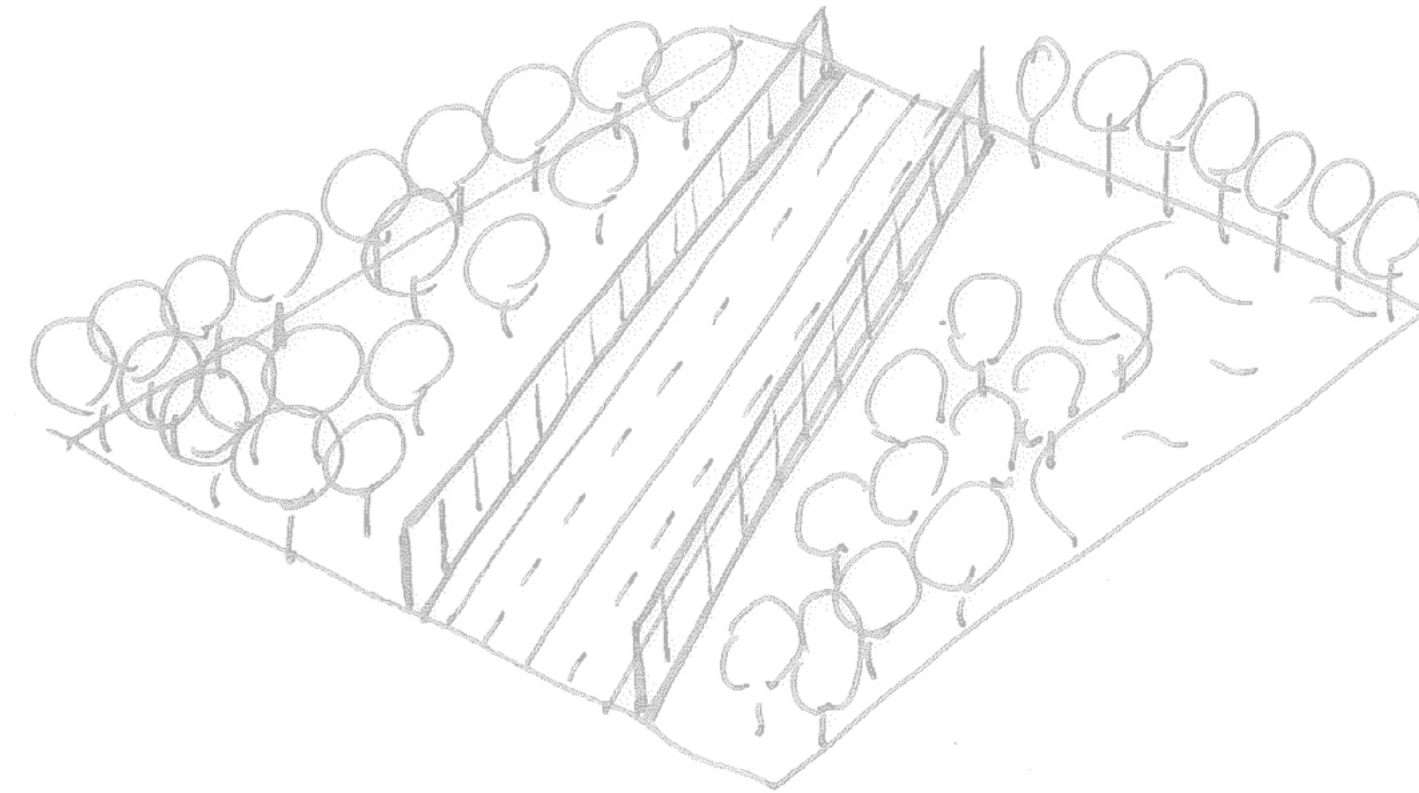
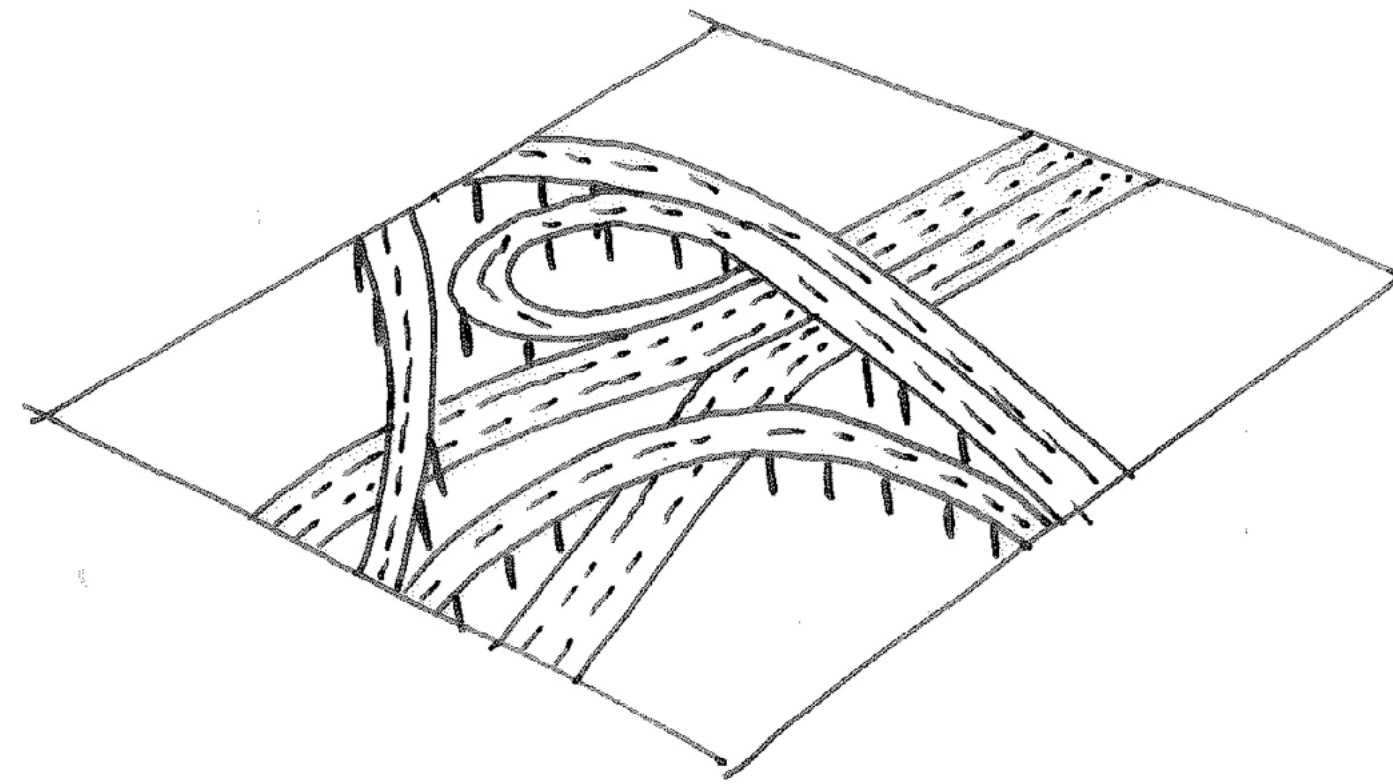
post industrial revolution.

1970s - now



# THE CAR DEPENDENT CITY

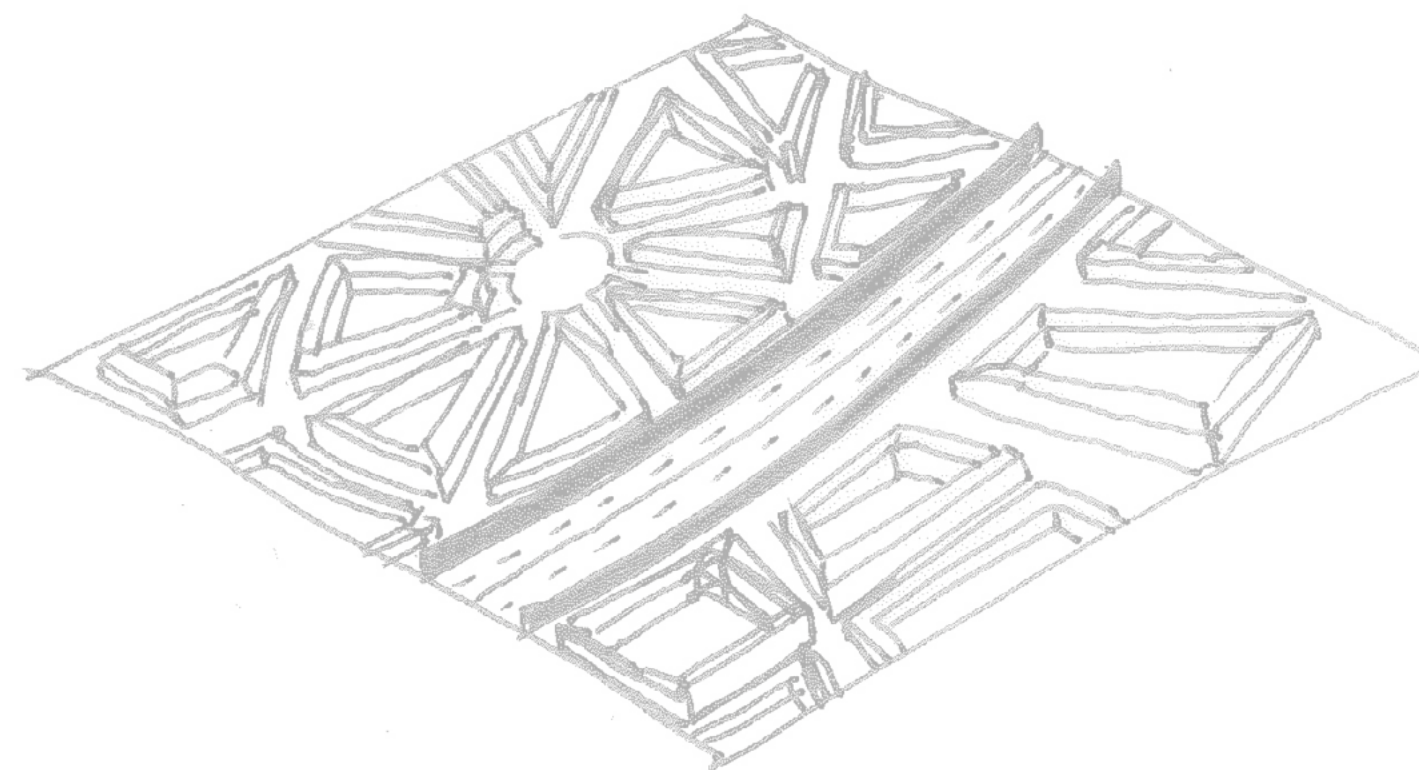
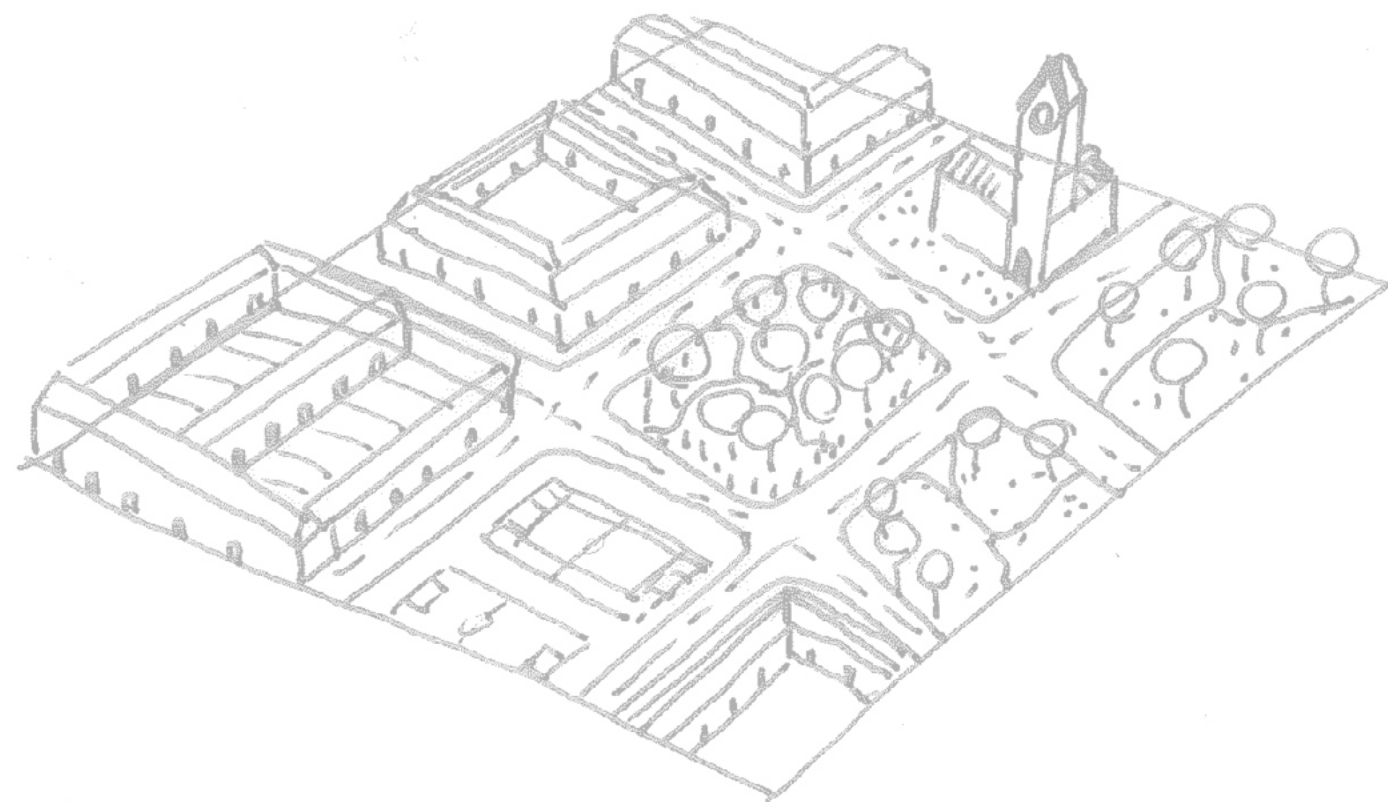
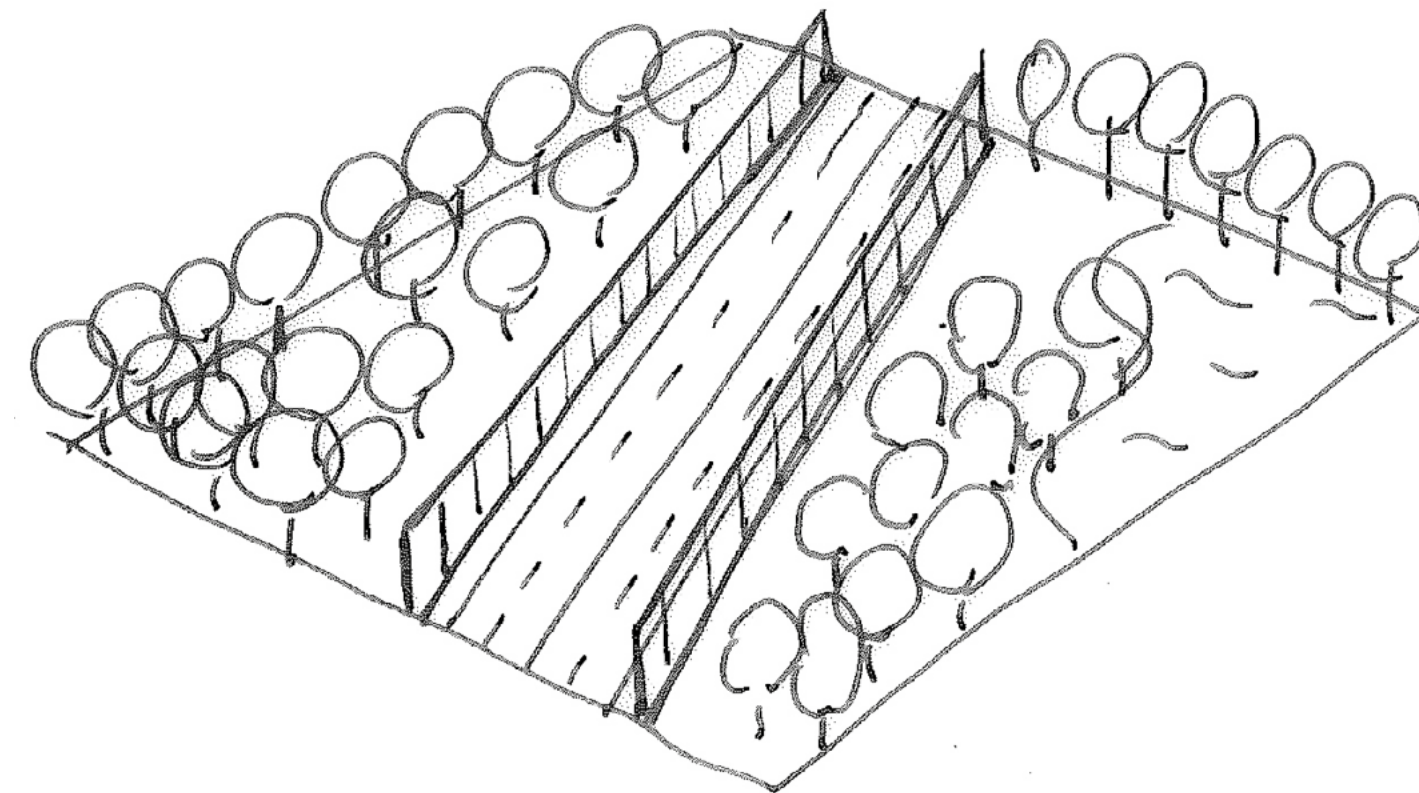
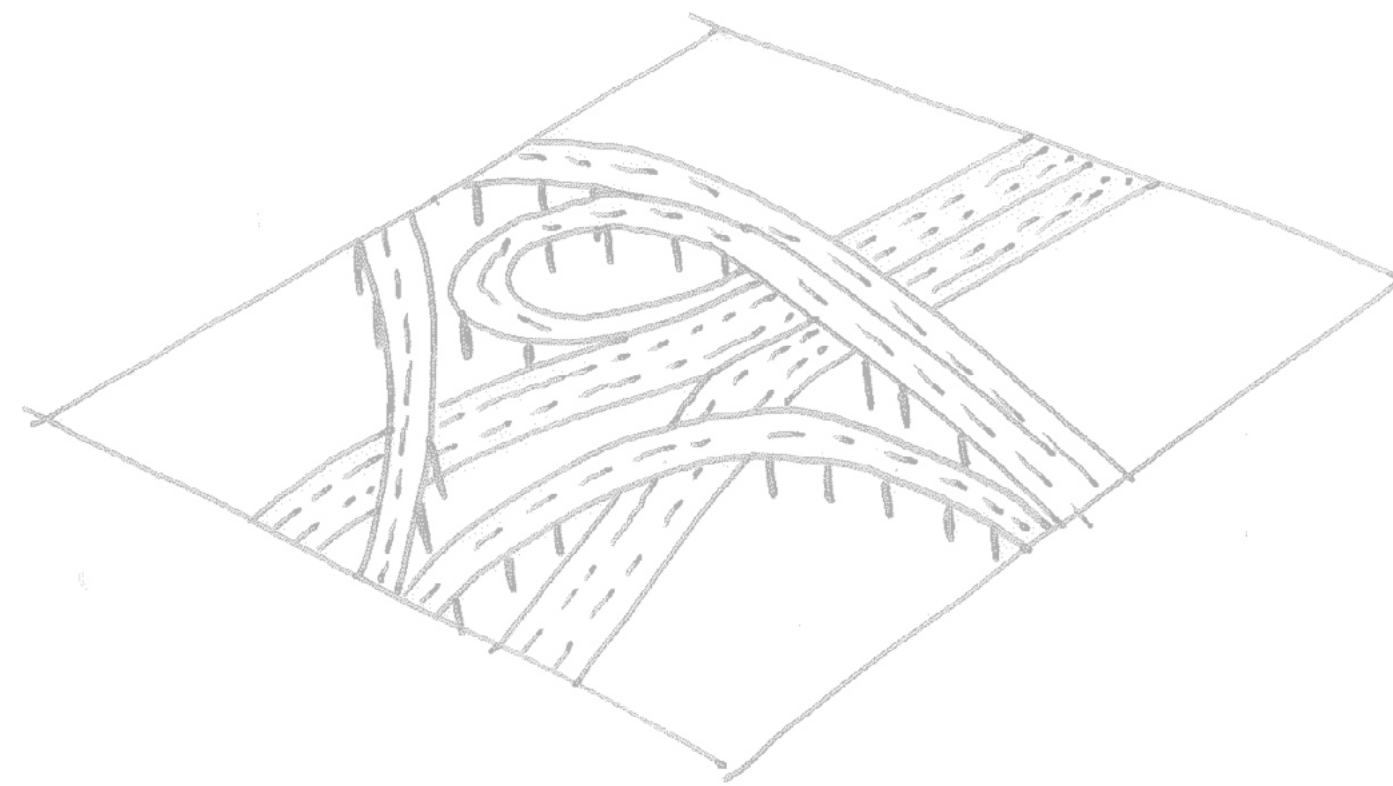
*when infrastructure is seen as traffic management*





# THE CAR DEPENDENT CITY

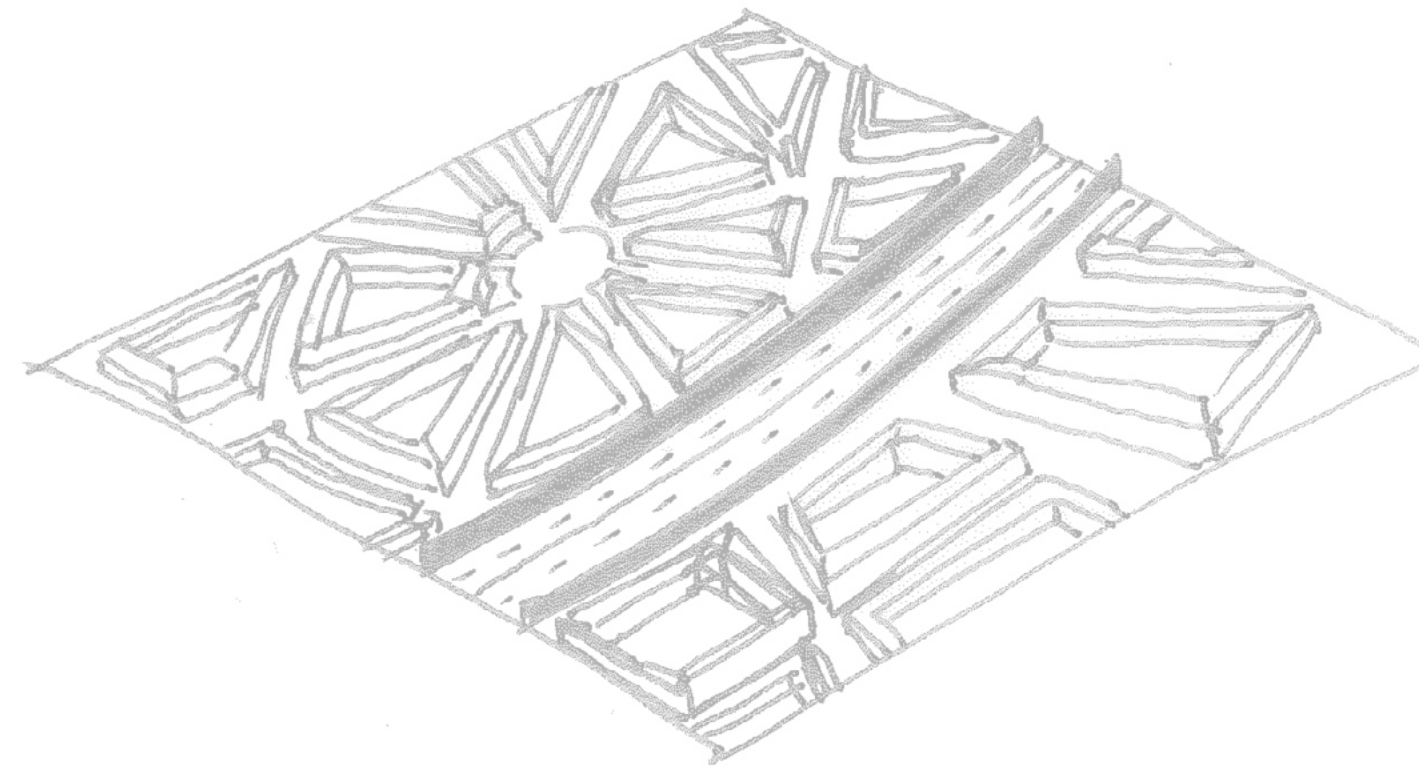
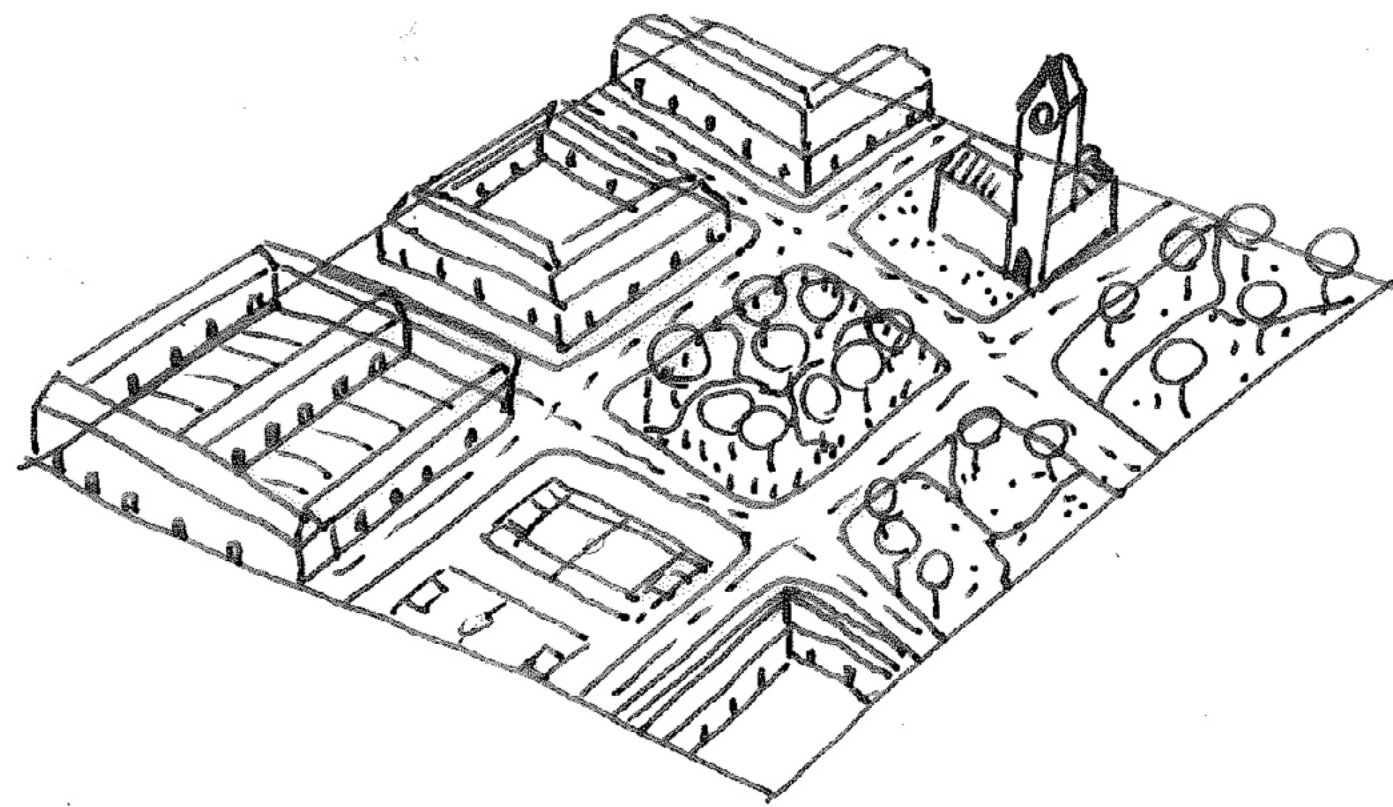
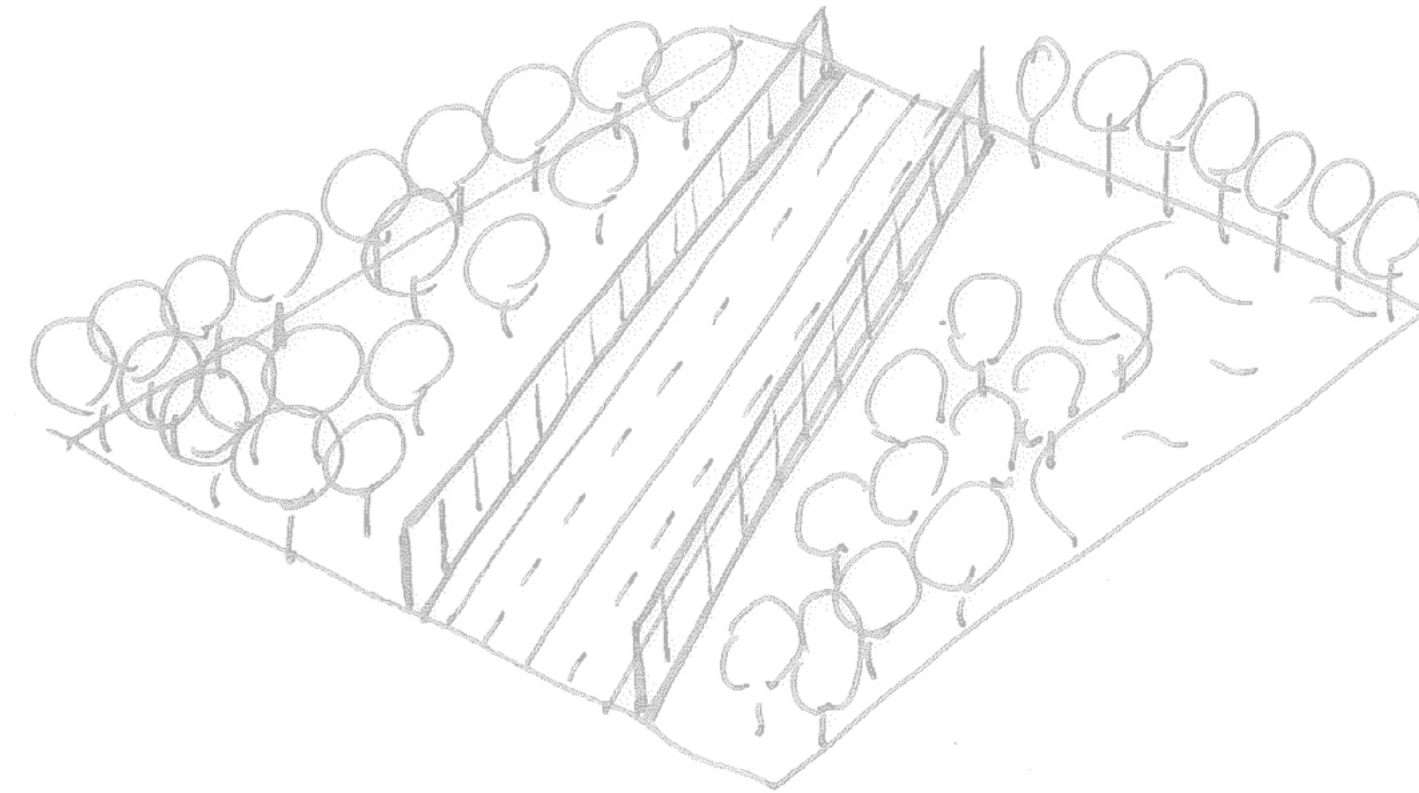
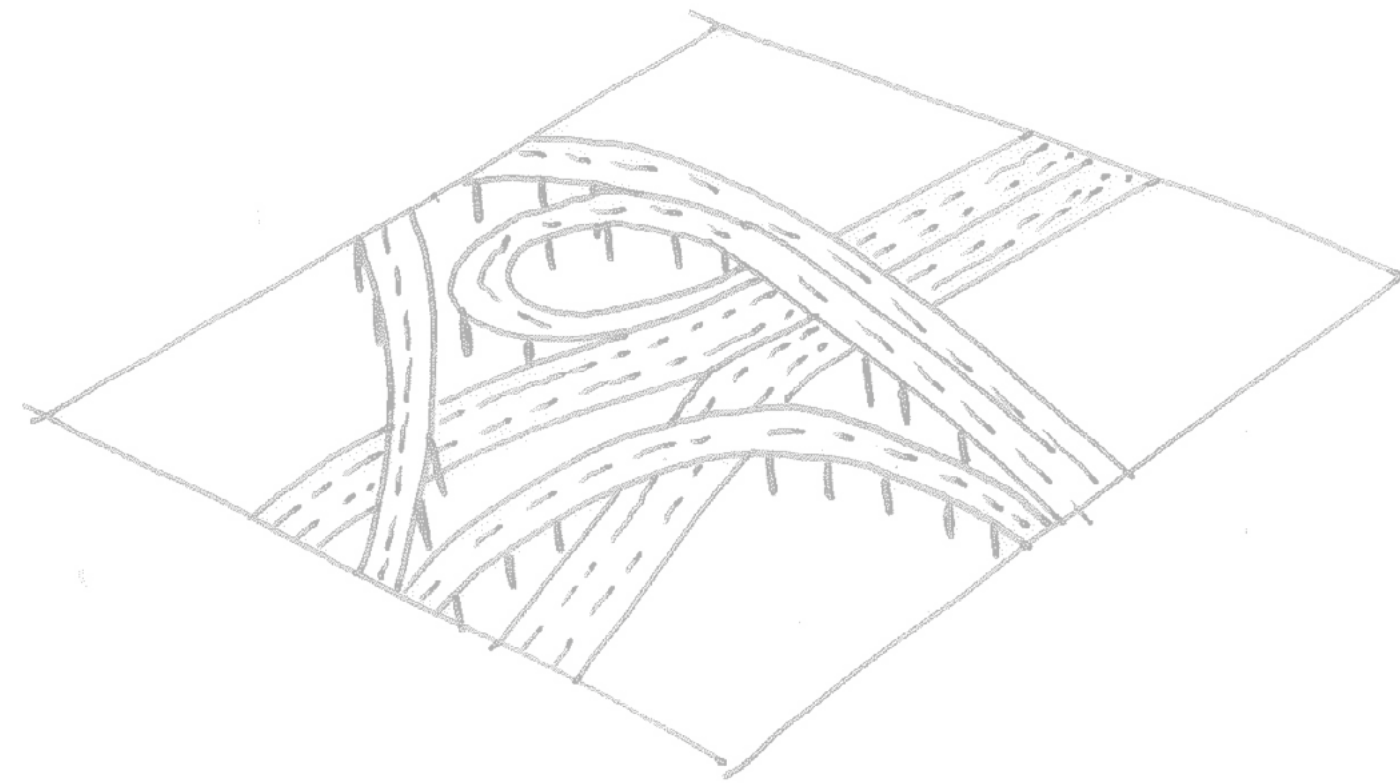
*infrastructure works as a monofunctional system*





# THE CAR DEPENDENT CITY

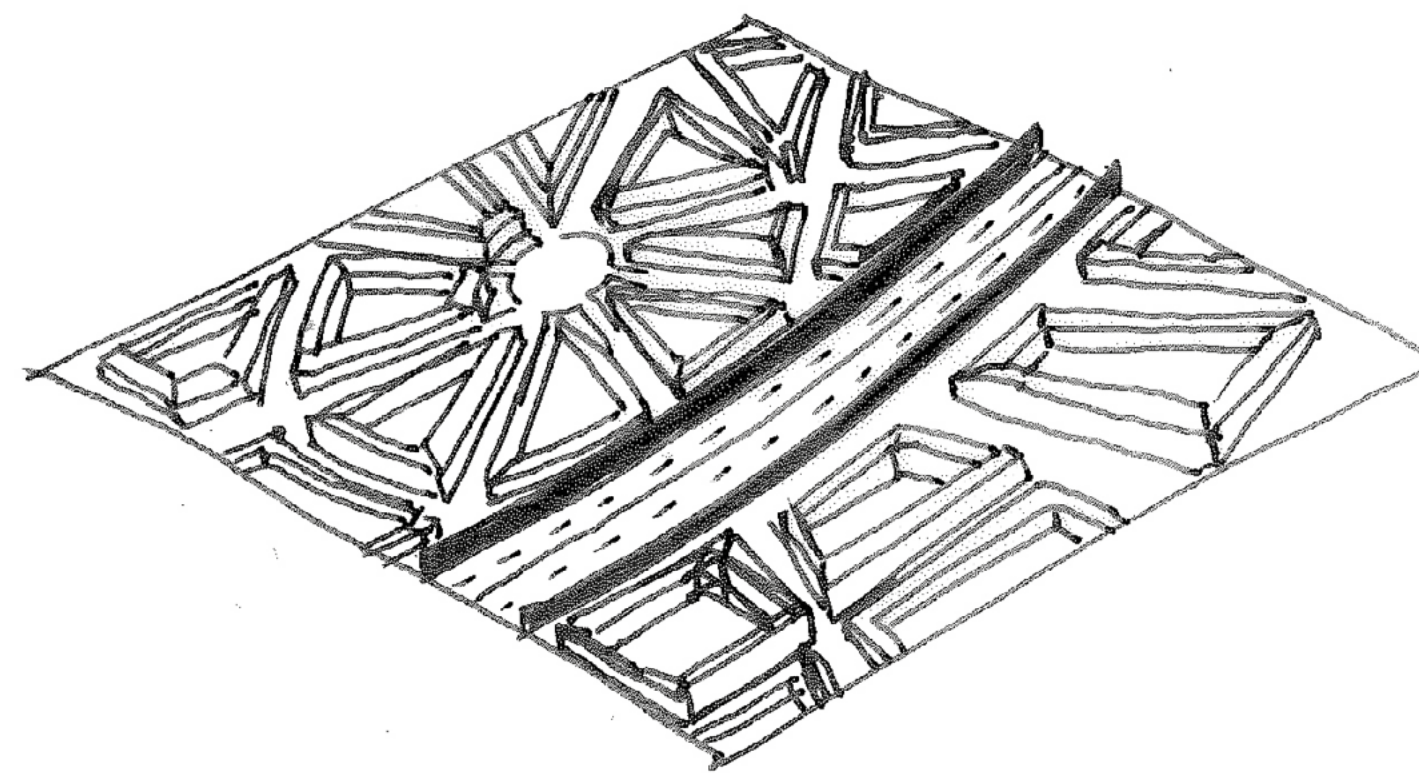
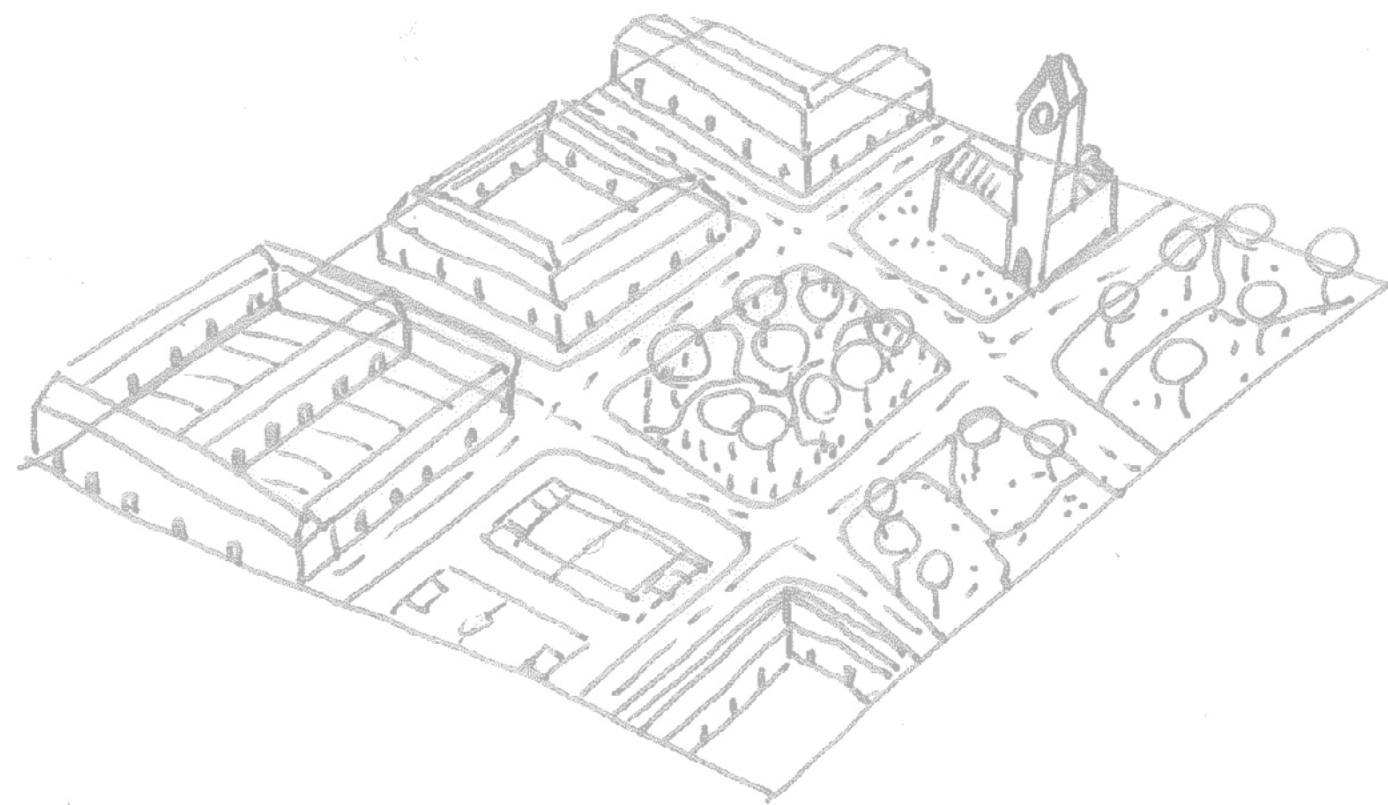
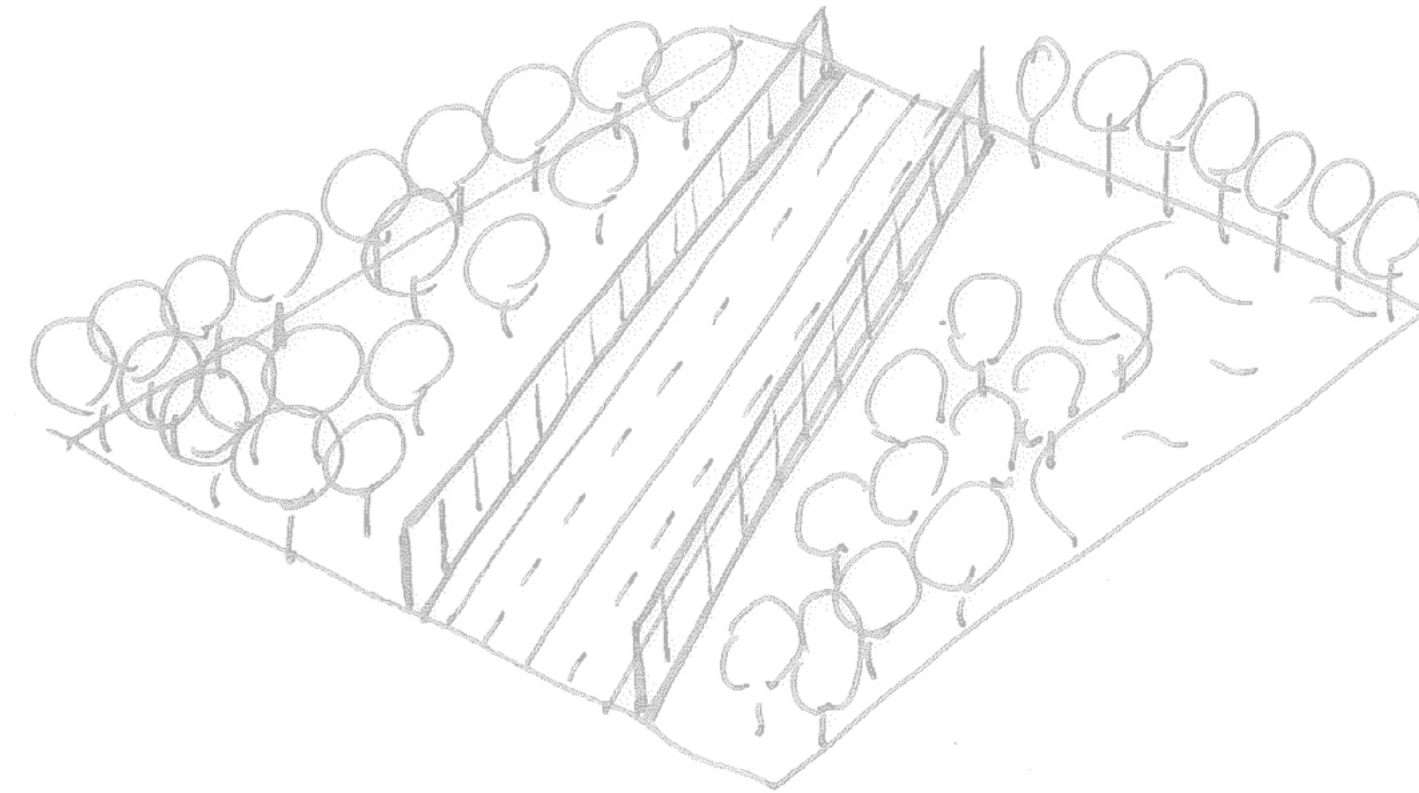
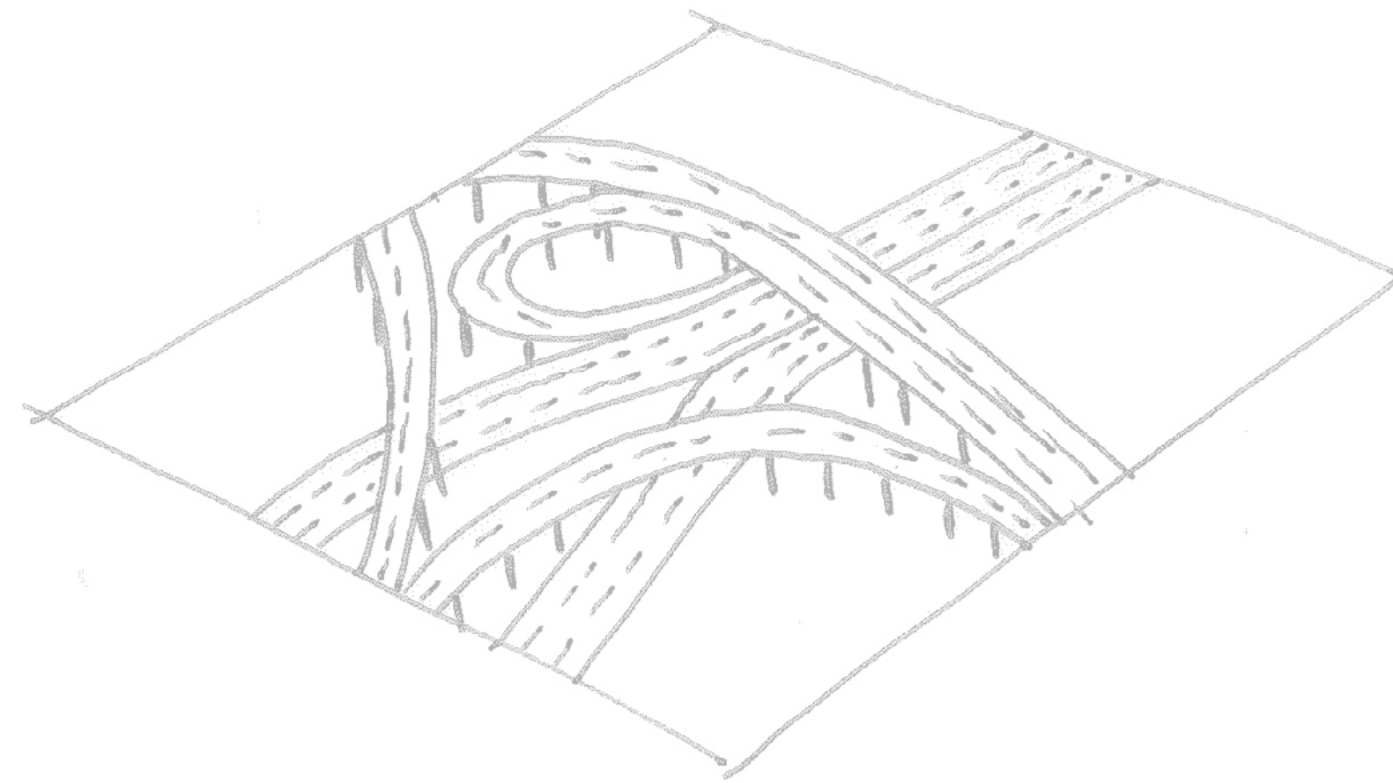
*fragmenting spaces*





# THE CAR DEPENDENT CITY

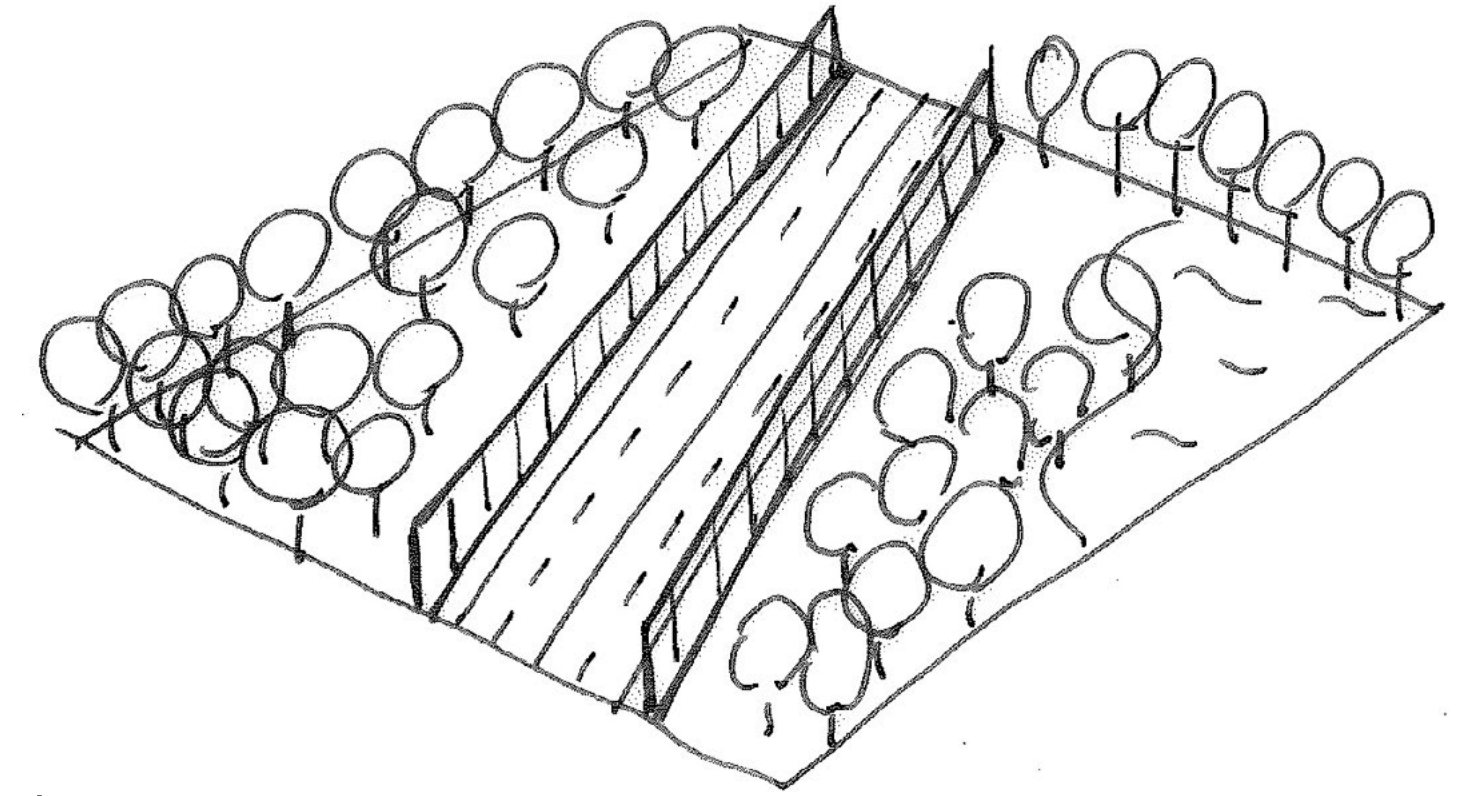
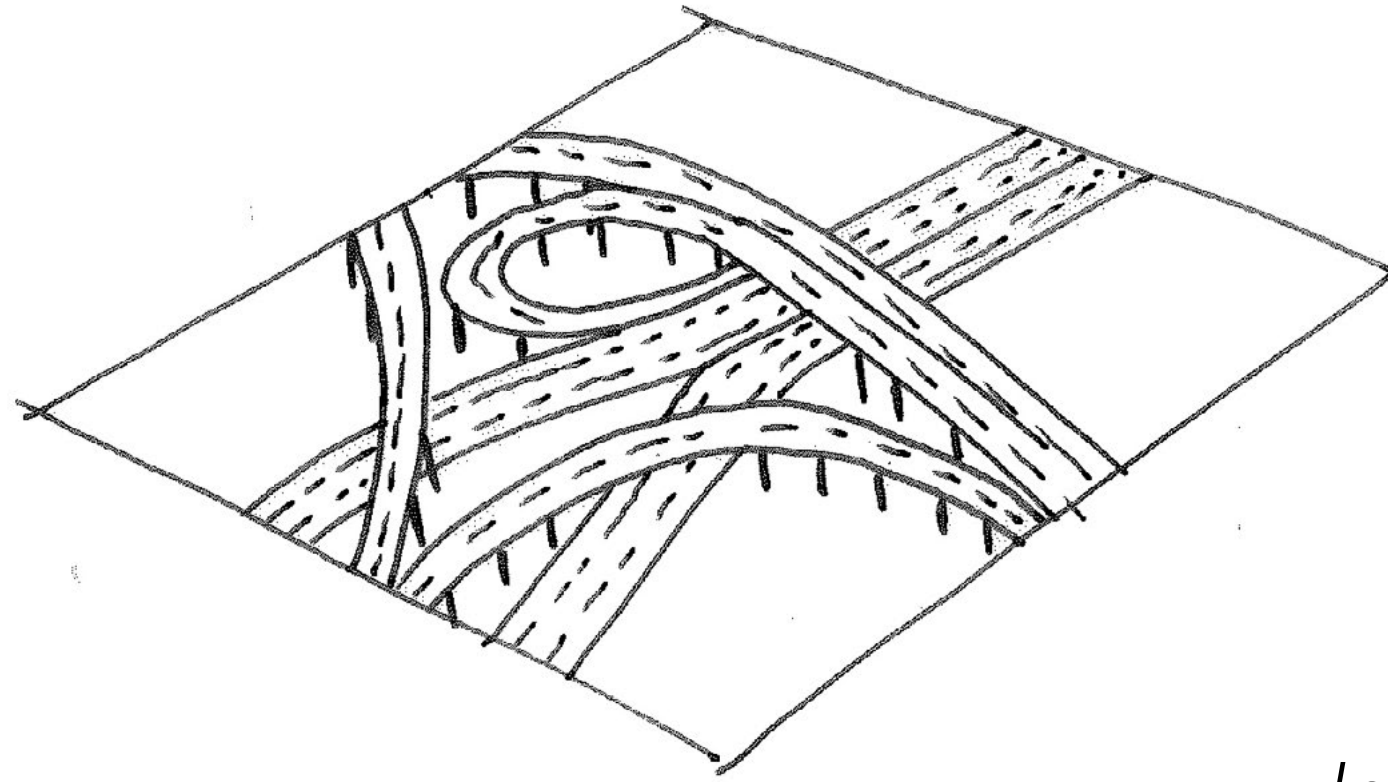
*and breaking up the pedestrian network*



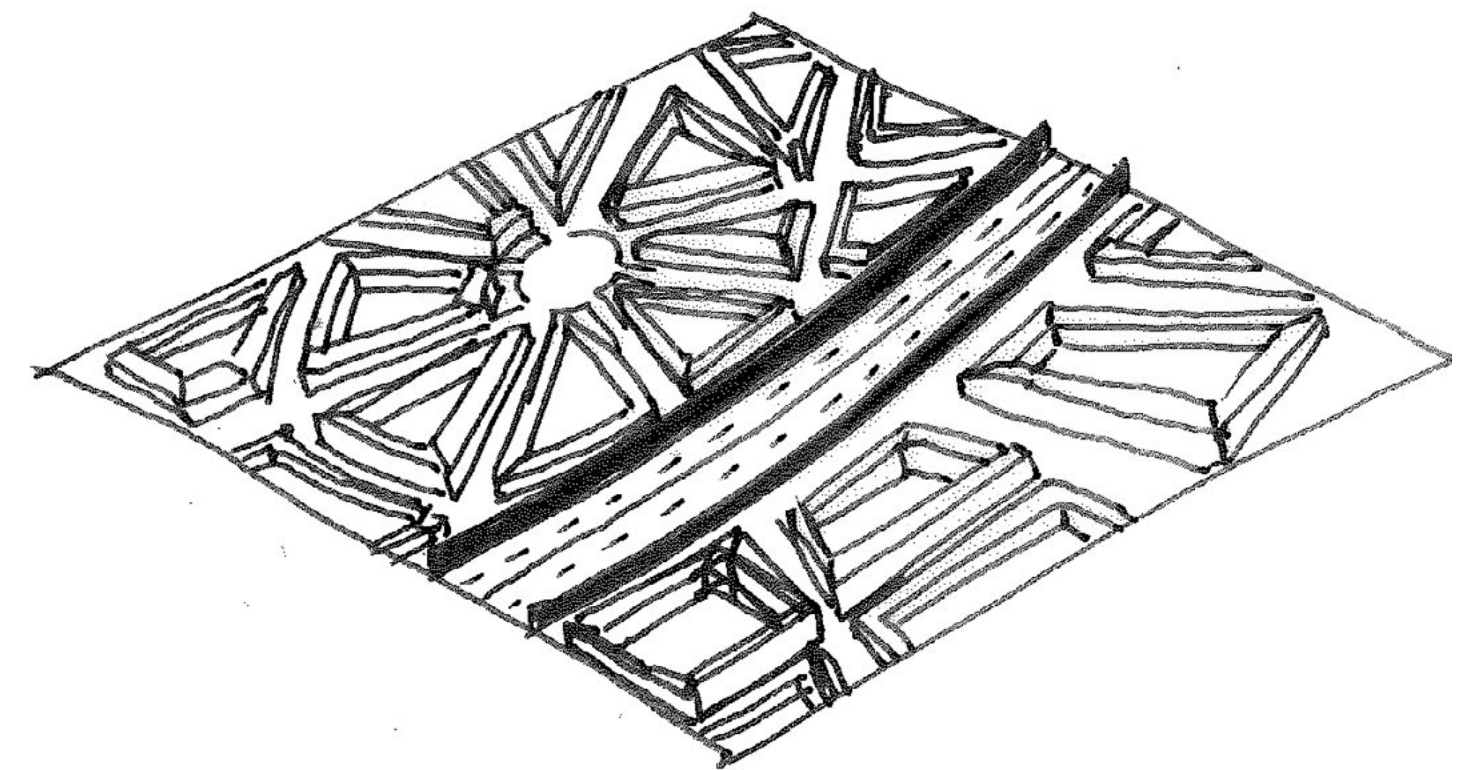
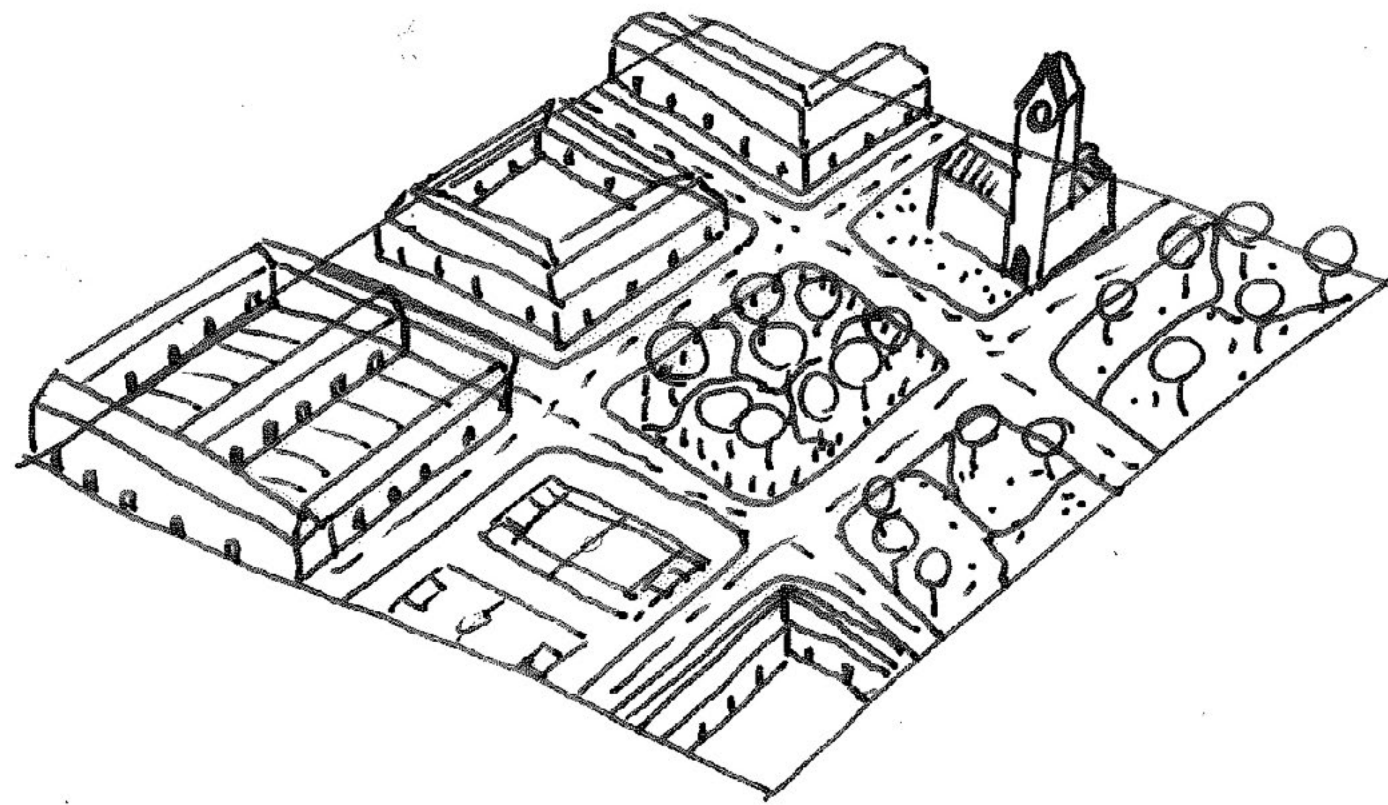


# THE CAR DEPENDENT CITY

## PROBLEM STATEMENT



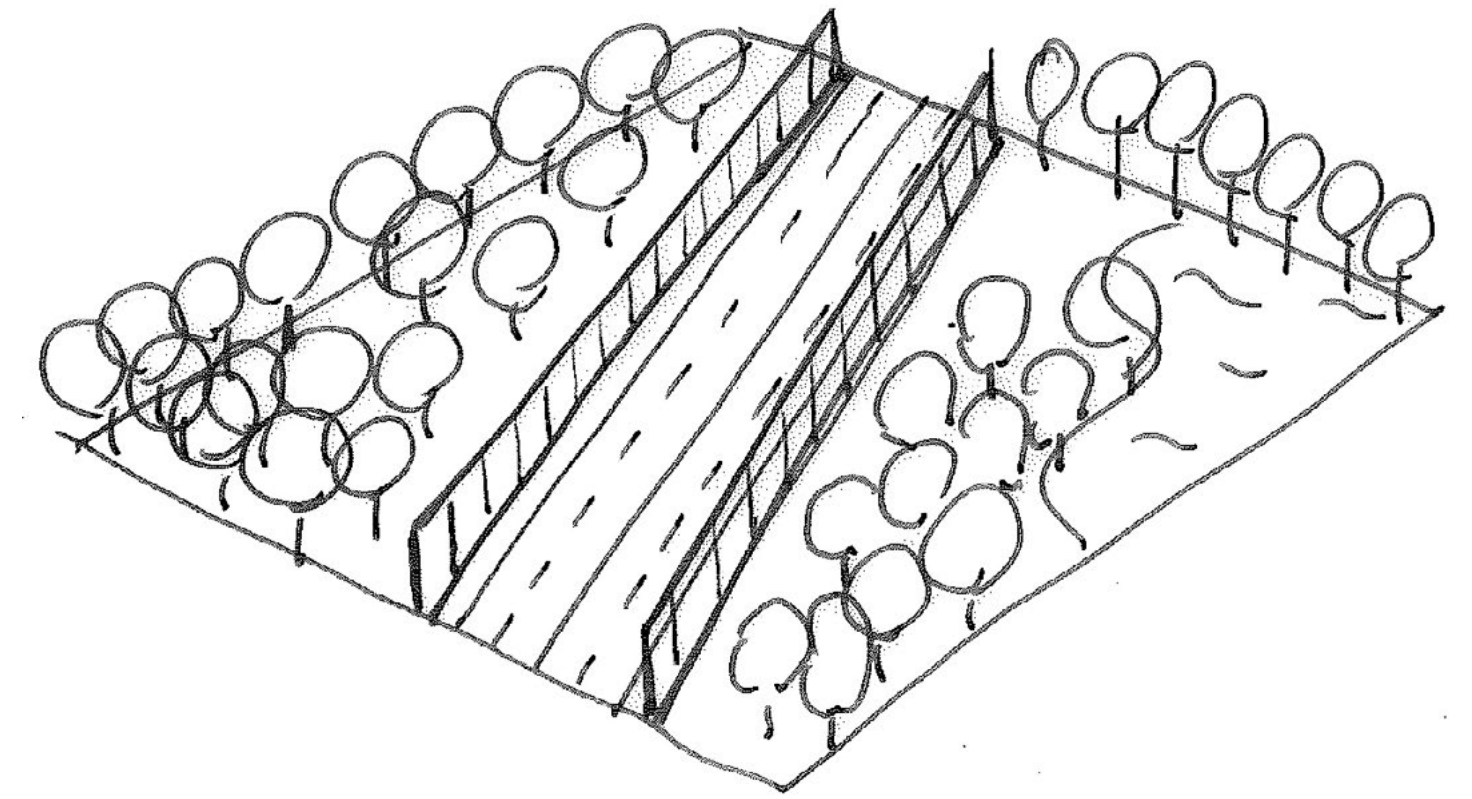
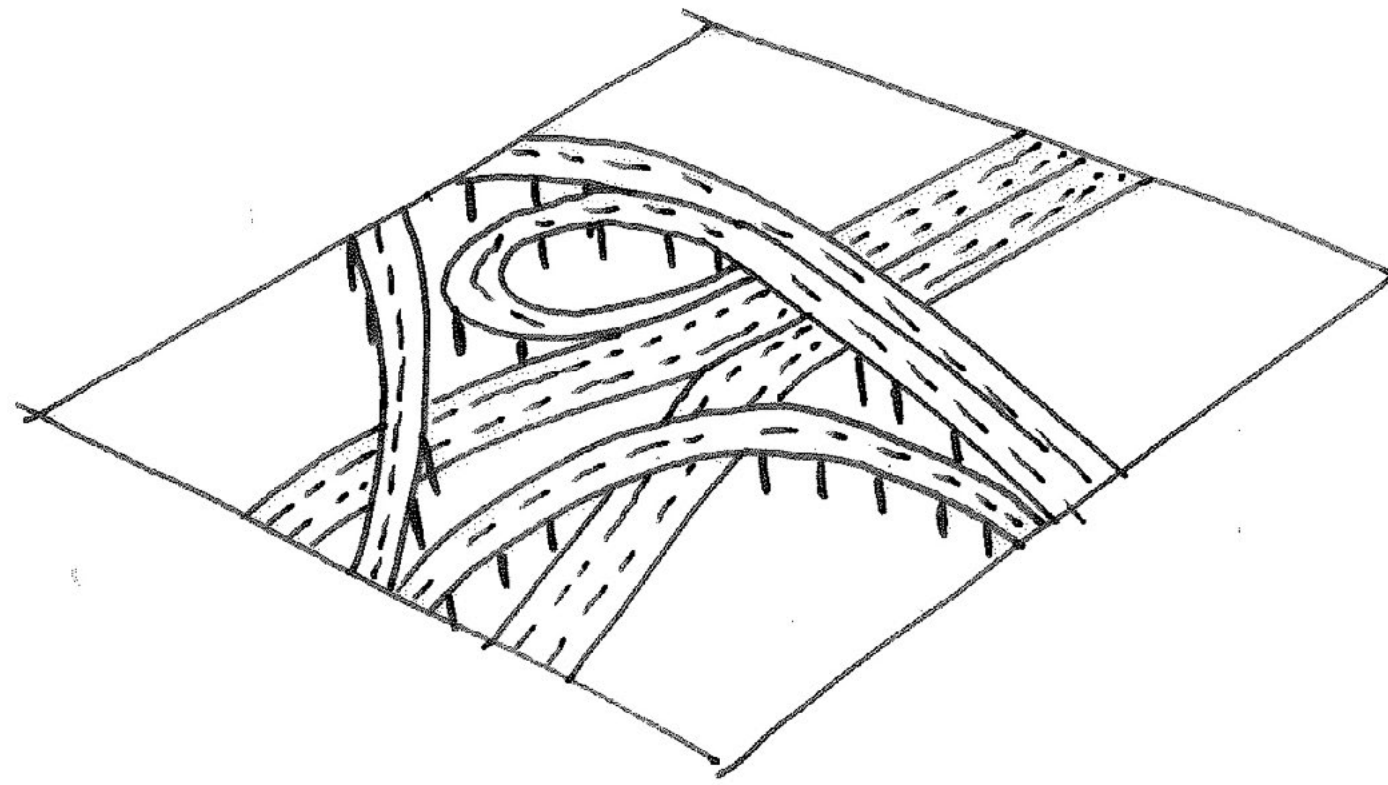
*Infrastructure is seen as a component of traffic management: a mono-functional system, disconnected from the landscape. In urban situations, it creates barriers and isolated spaces, breaking up the fine-grained pedestrian network.*



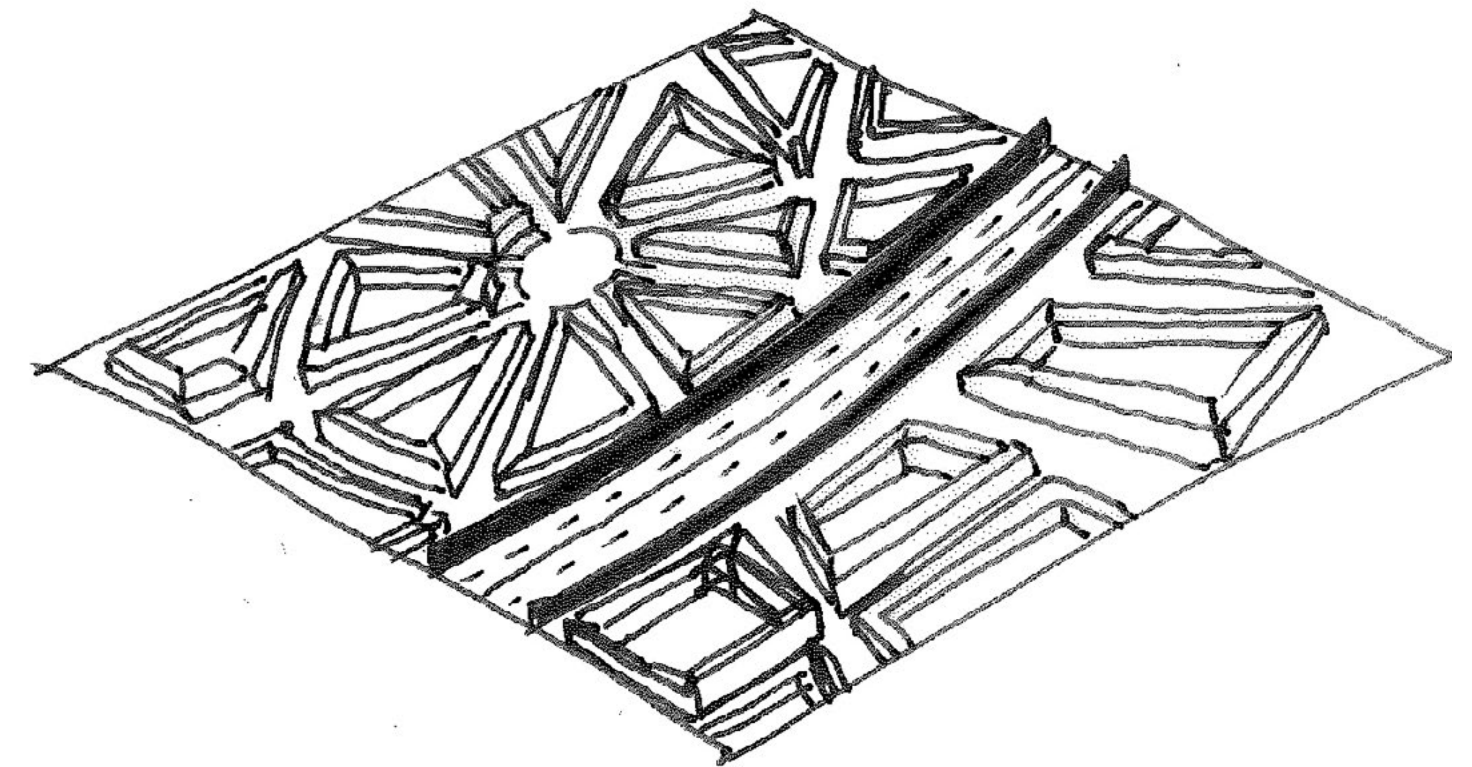
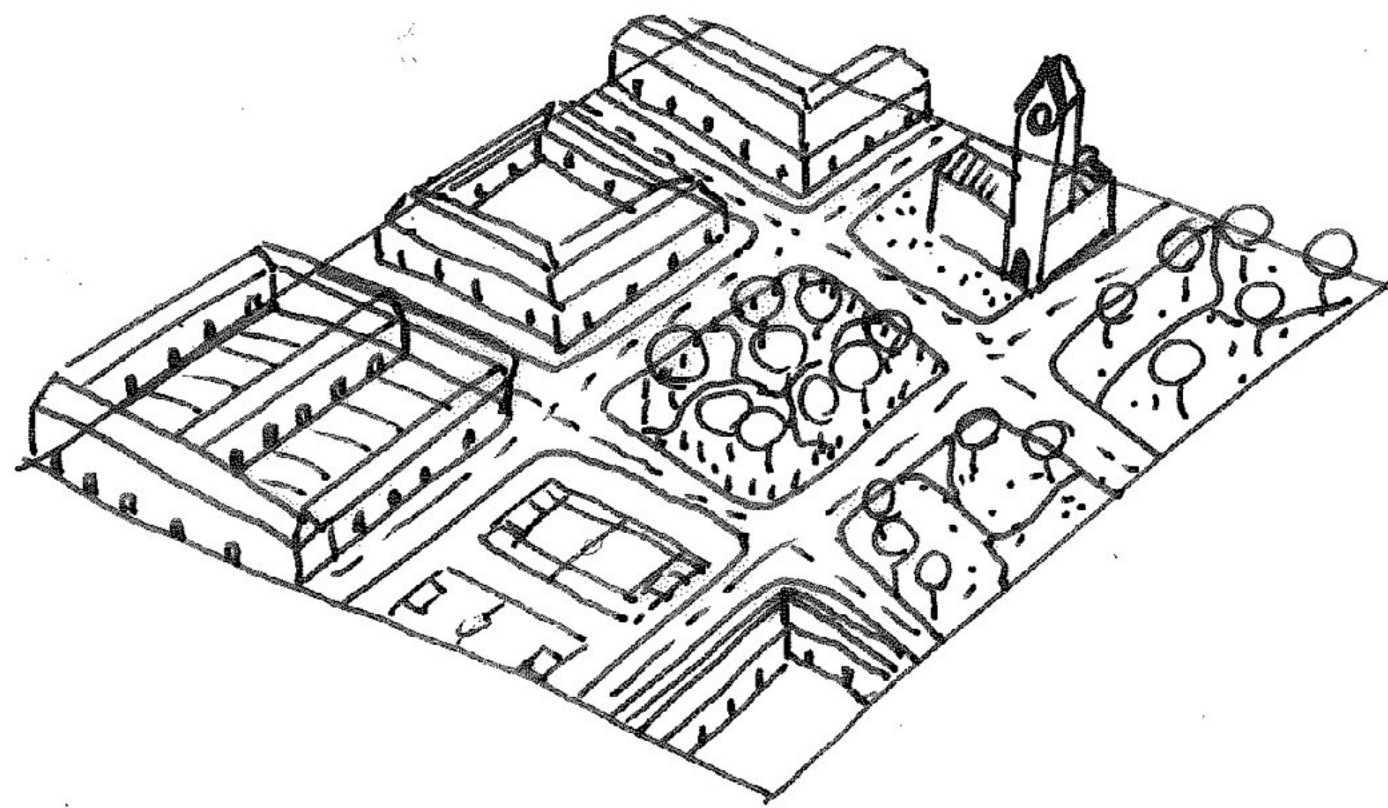


# THE CAR DEPENDENT CITY

## PROBLEM STATEMENT



*The symbiotic relationship between movement space and social space is lost*





*The symbiotic relationship between movement space and social space is lost*

*Which has negative results for the environment and the health and social connectedness of people in the city.*





THE GOAL

*TO REDISCOVER STREETS AS SOCIAL SPACE  
IN ORDER TO CREATE A PEDESTRIAN NETWORK  
THAT BENEFITS SOCIAL INTERACTION, PEOPLES  
HEALTH AND THE ENVIRONMENT.*



THE KEY

*WALKABILITY*



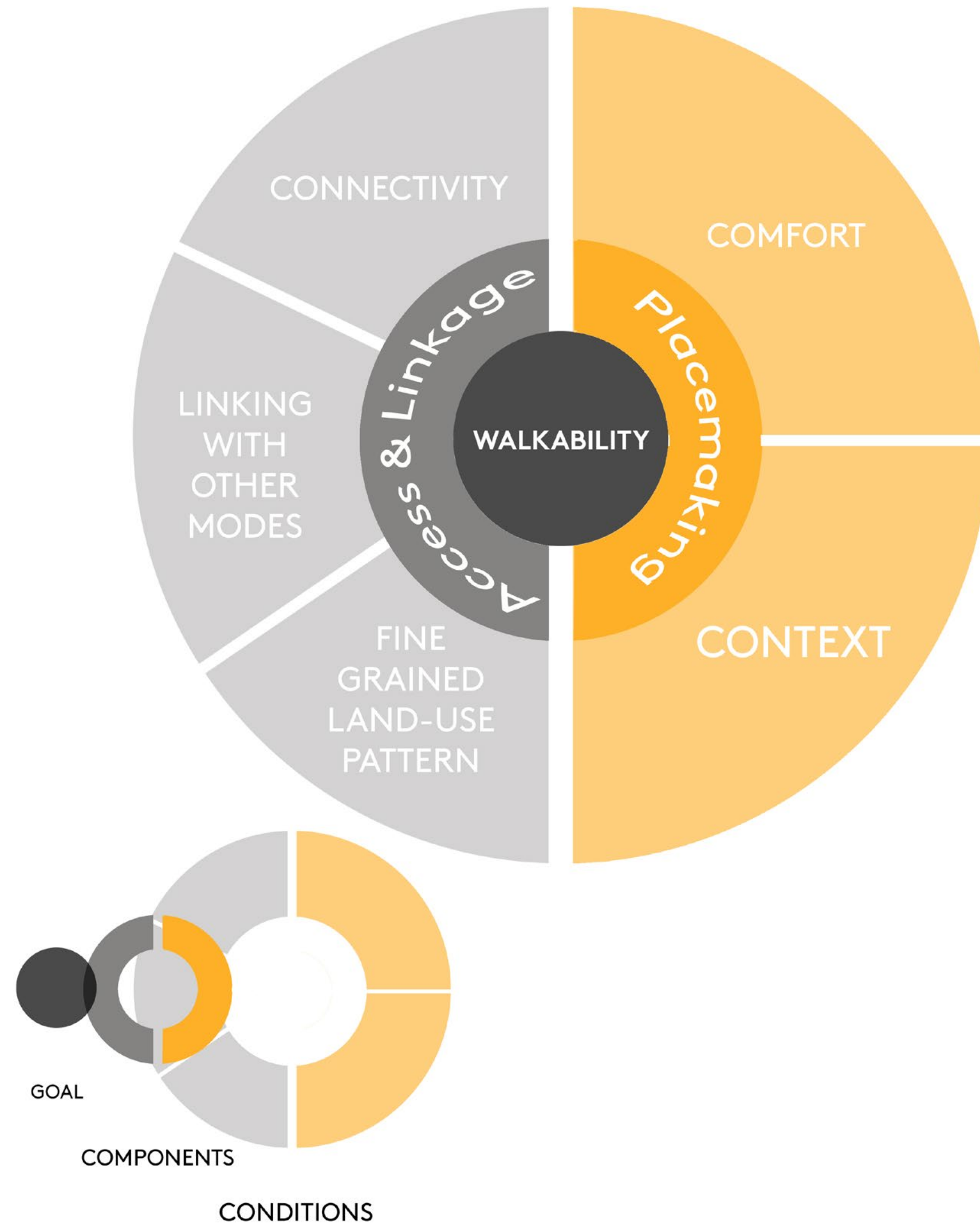


Walkability is the extent to which the built environment **supports** and **encourages** walking by providing for pedestrian comfort and safety, connecting people with varied destinations within a reasonable amount of time and effort, and offering visual interest in journeys throughout the network. (Southworth, 2005)



# THEORETICAL FRAMEWORK

Streets as movement space    Streets as social space



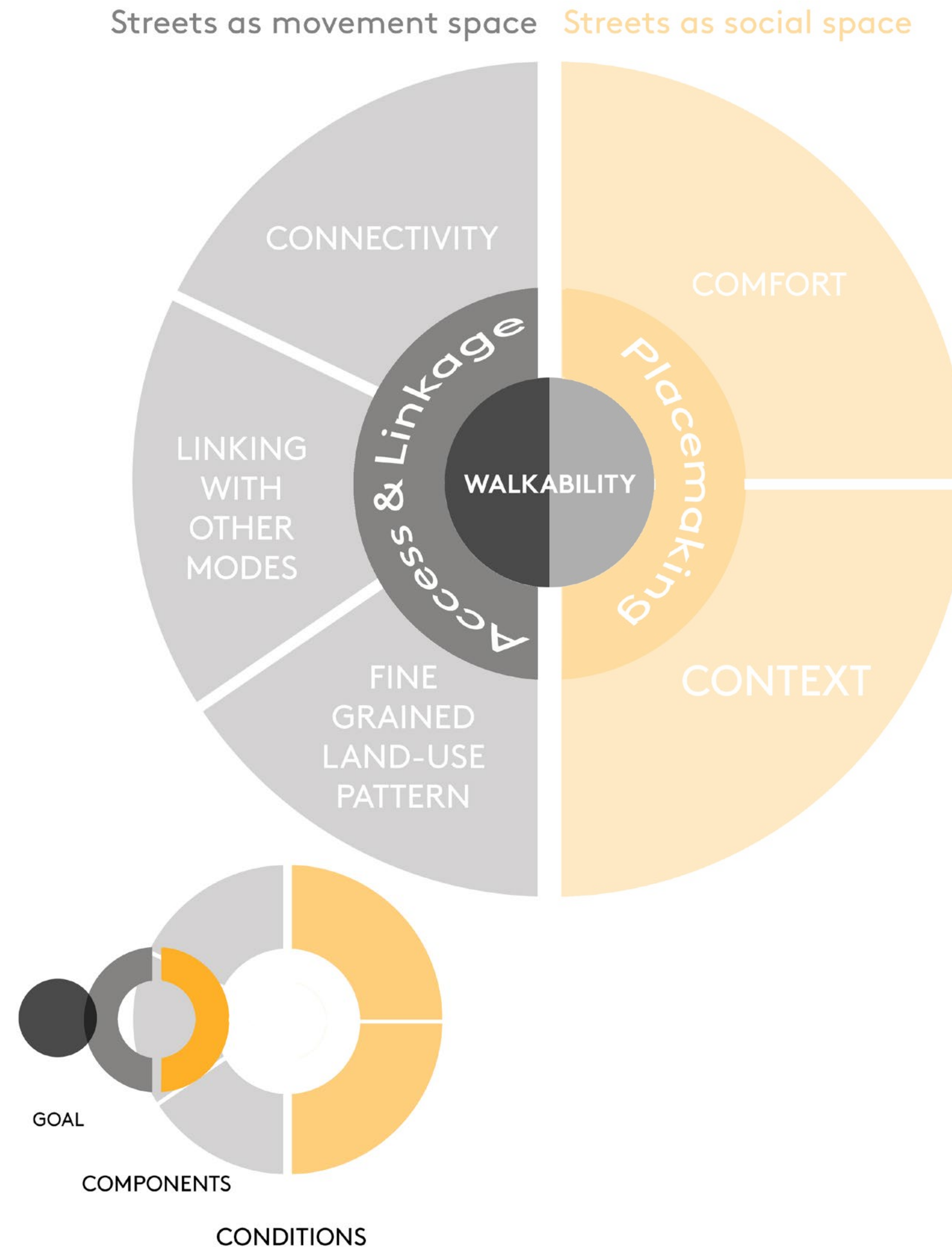


# THEORETICAL FRAMEWORK

## *Access & Linkage*

### **For a well connected pedestrian network**

1. Connectivity: For an internally well connected network
2. Linking with other modes: To connect with the larger city and region, by providing people with stations within a walkable distance (5-10 min)
3. Fine grained land-use pattern: So that daily needs are within a walkable distance (10 min)





# THEORETICAL FRAMEWORK

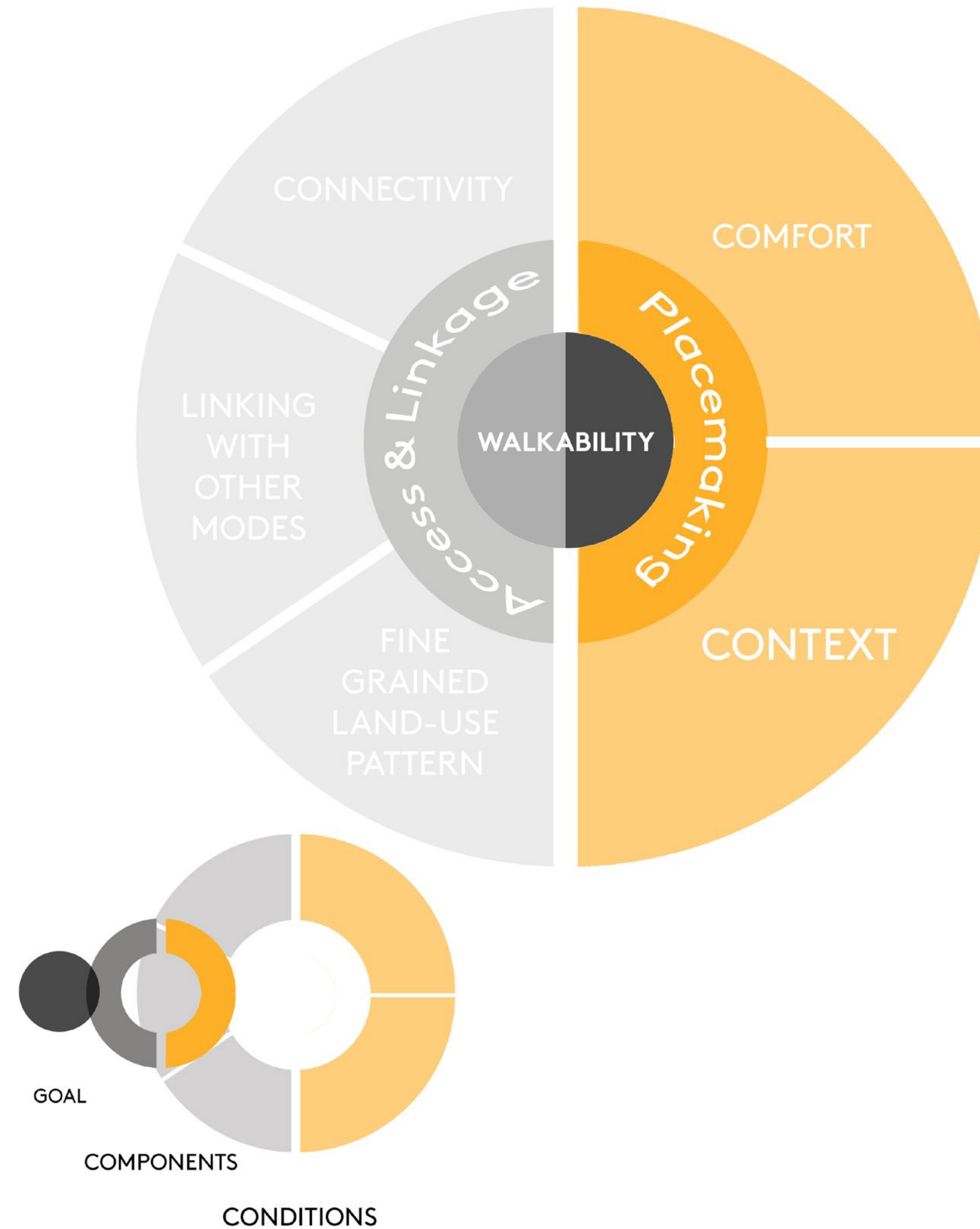
## Placemaking

### For a high quality network

1. Comfort: In order for people to feel safe and comfortable on the street

2. Context: In order to engage the pedestrians interest with a visually interesting and exciting environment.

Streets as movement space    Streets as social space





'There is much more to walking than walking'

(Jan Gehl, 2010)



Downtown Toronto





Lake Ontario





Central Waterfront













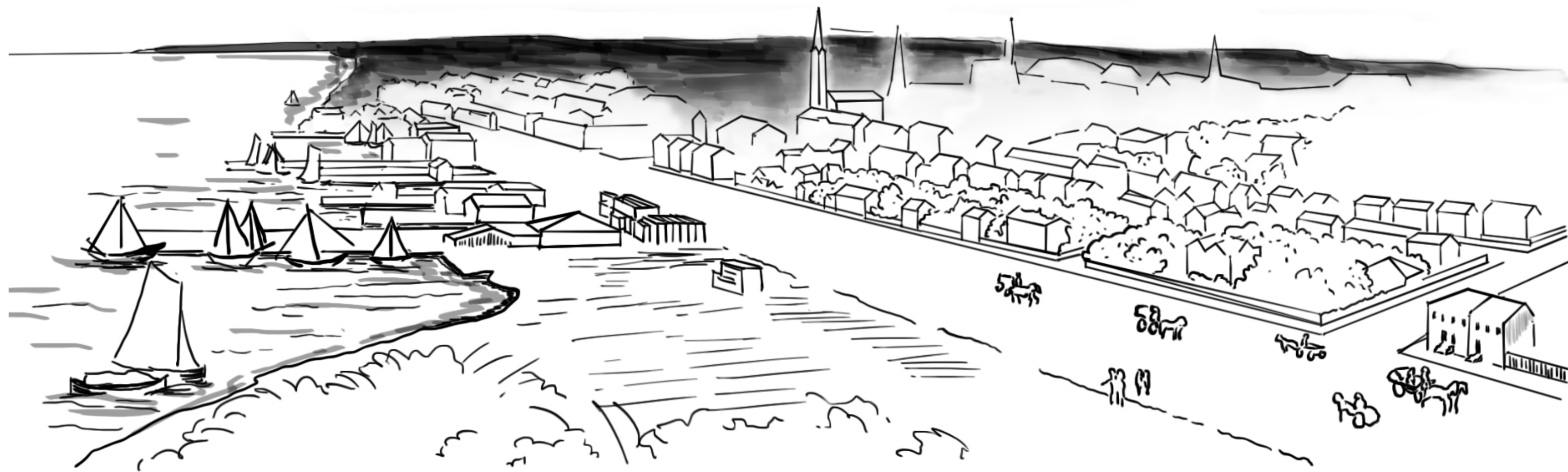










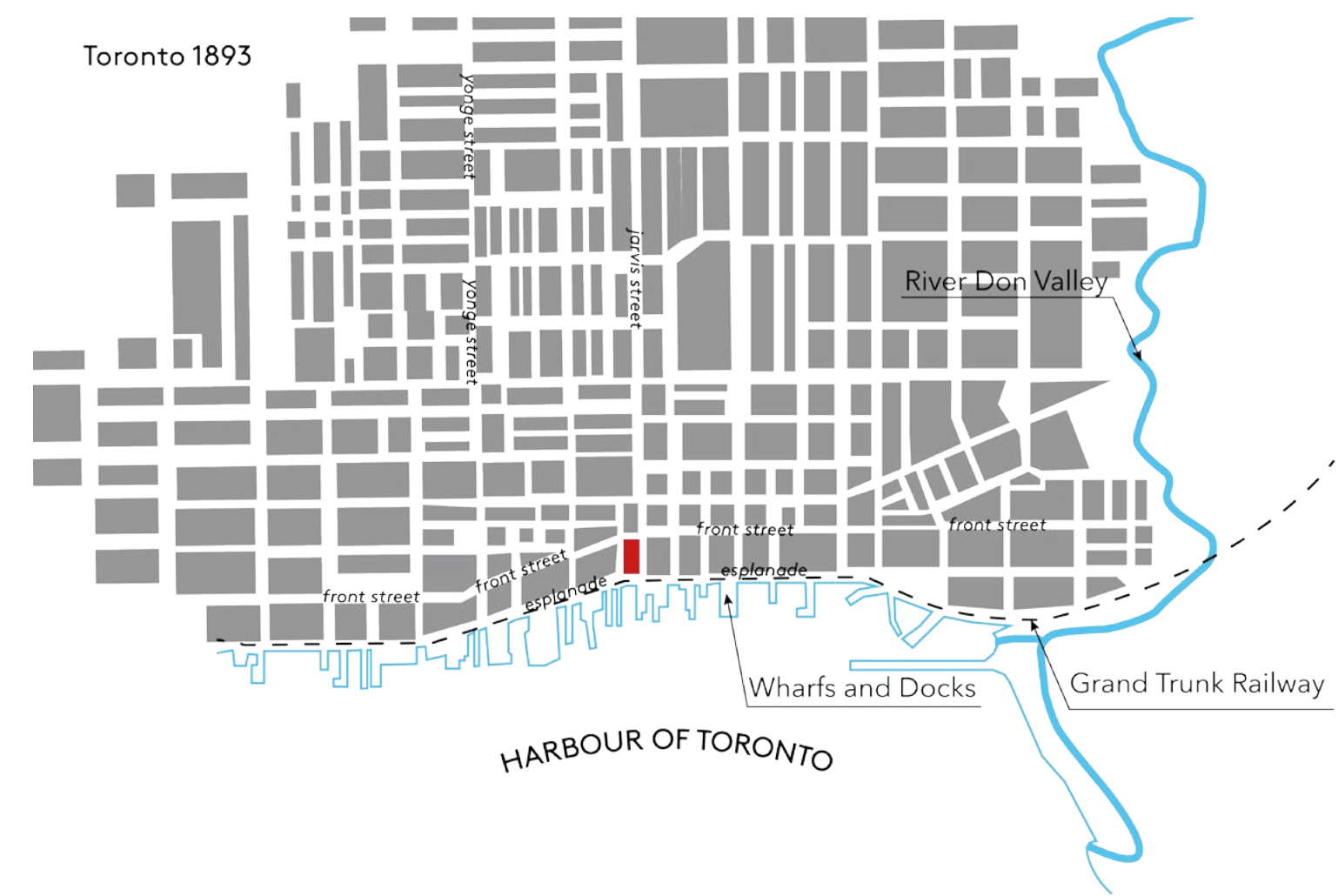




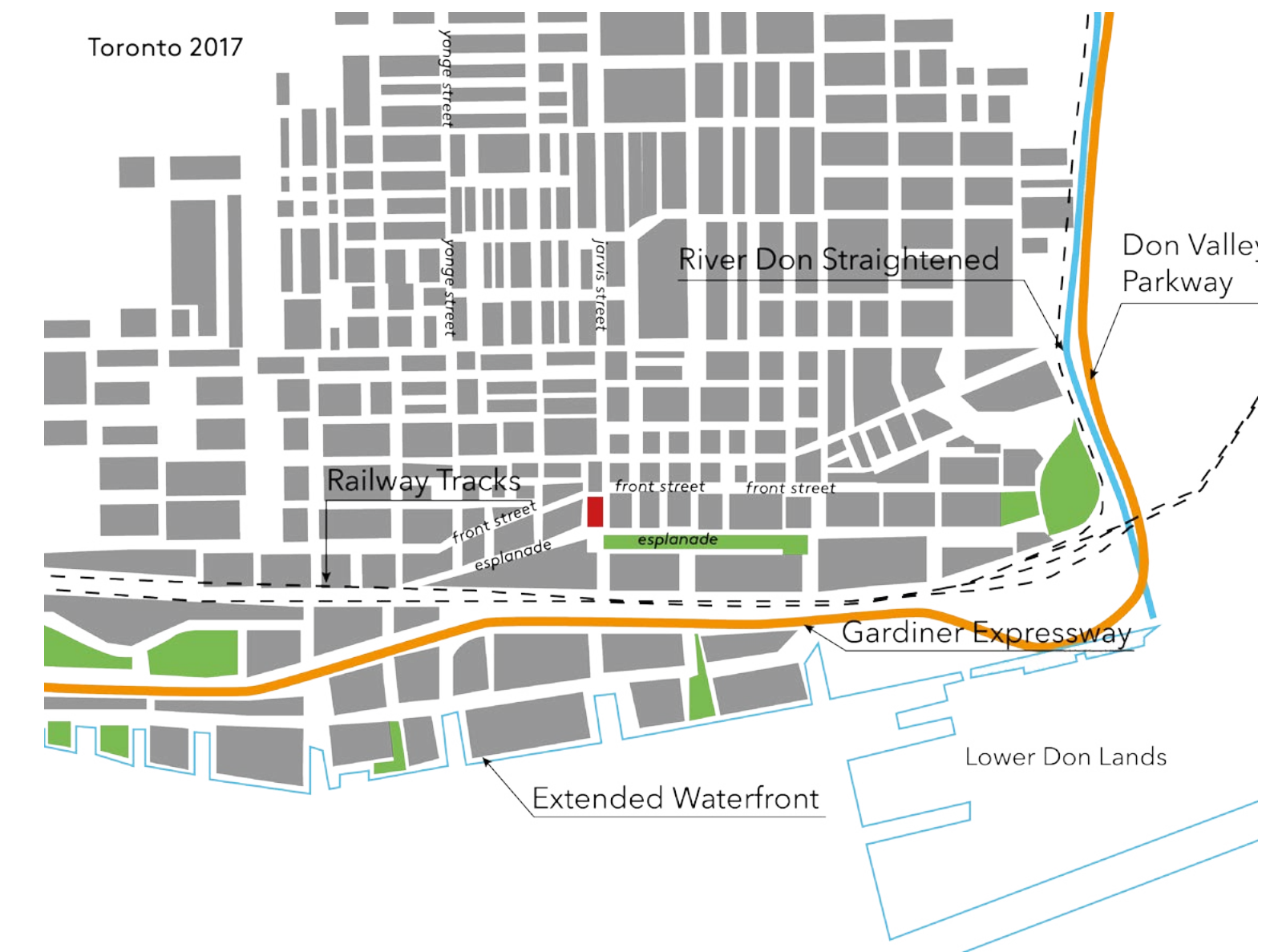
# EXTENDING WATERFRONT



Industrial Waterfront Toronto

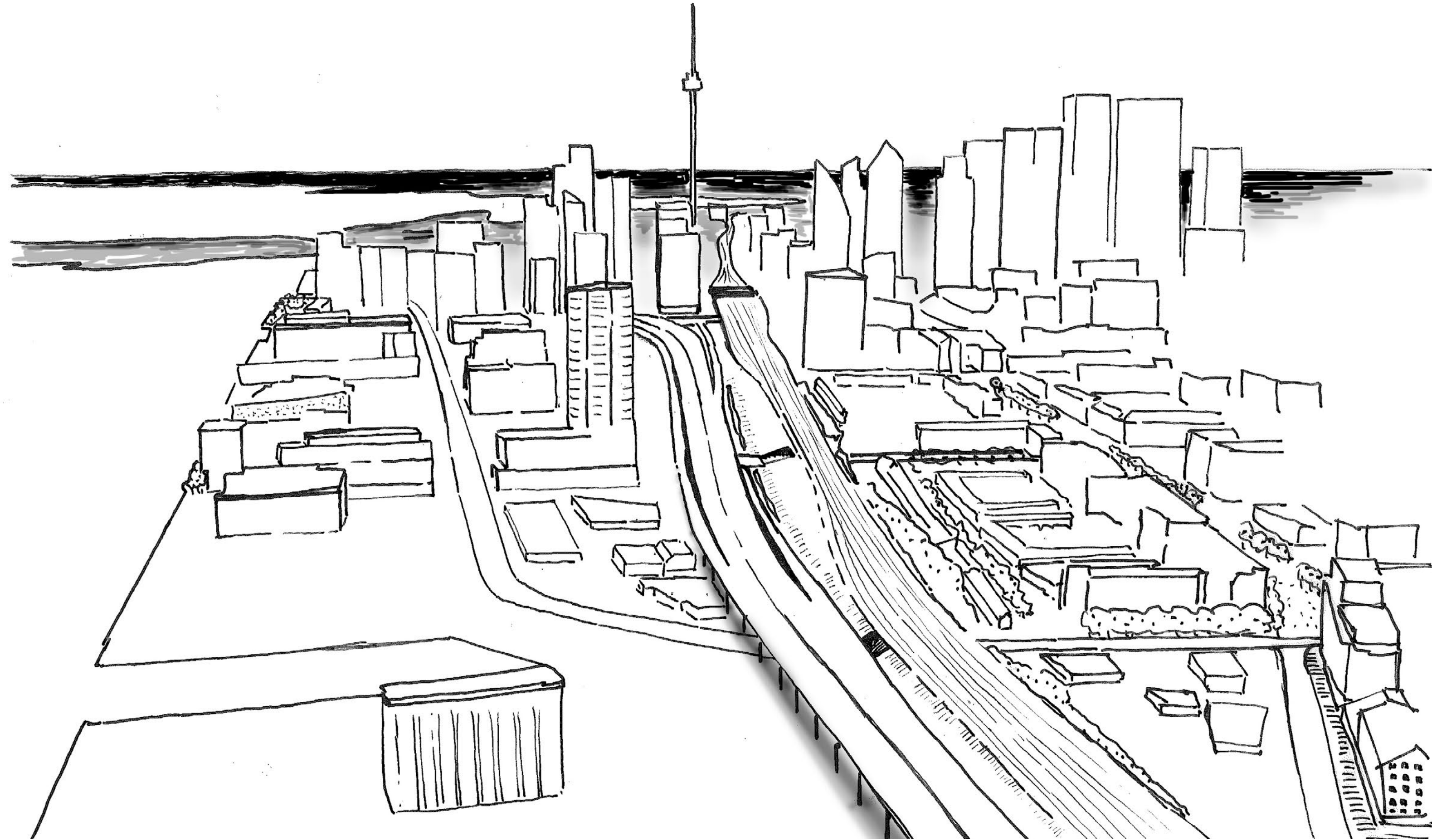


Expanding Waterfront



Revitalised waterfront









Railway tracks

Gardiner Expressway















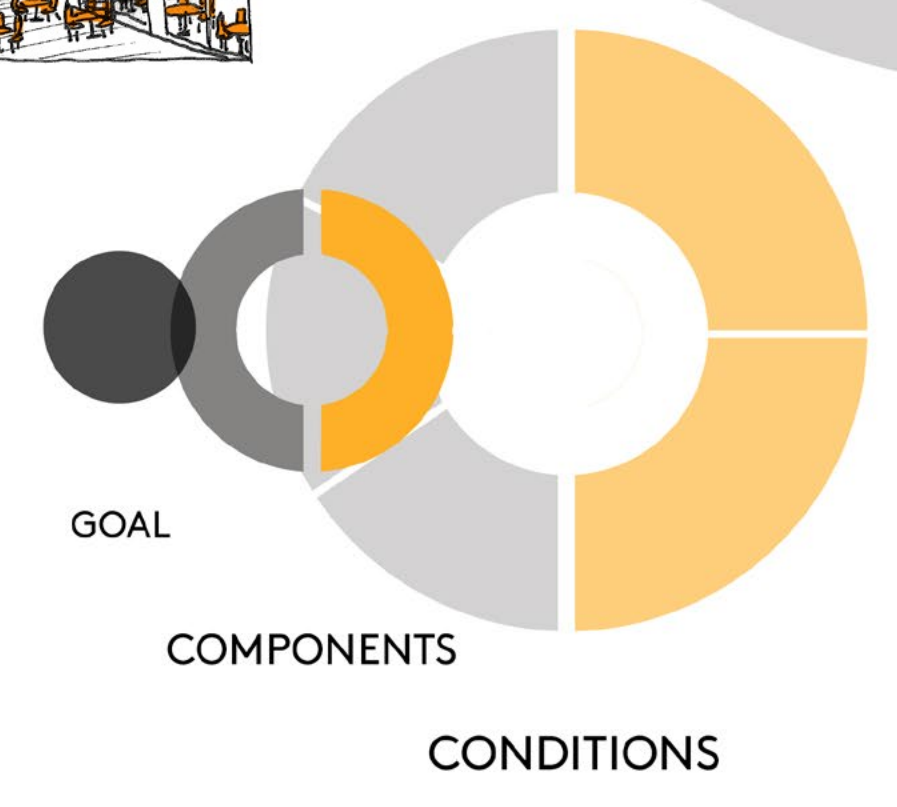
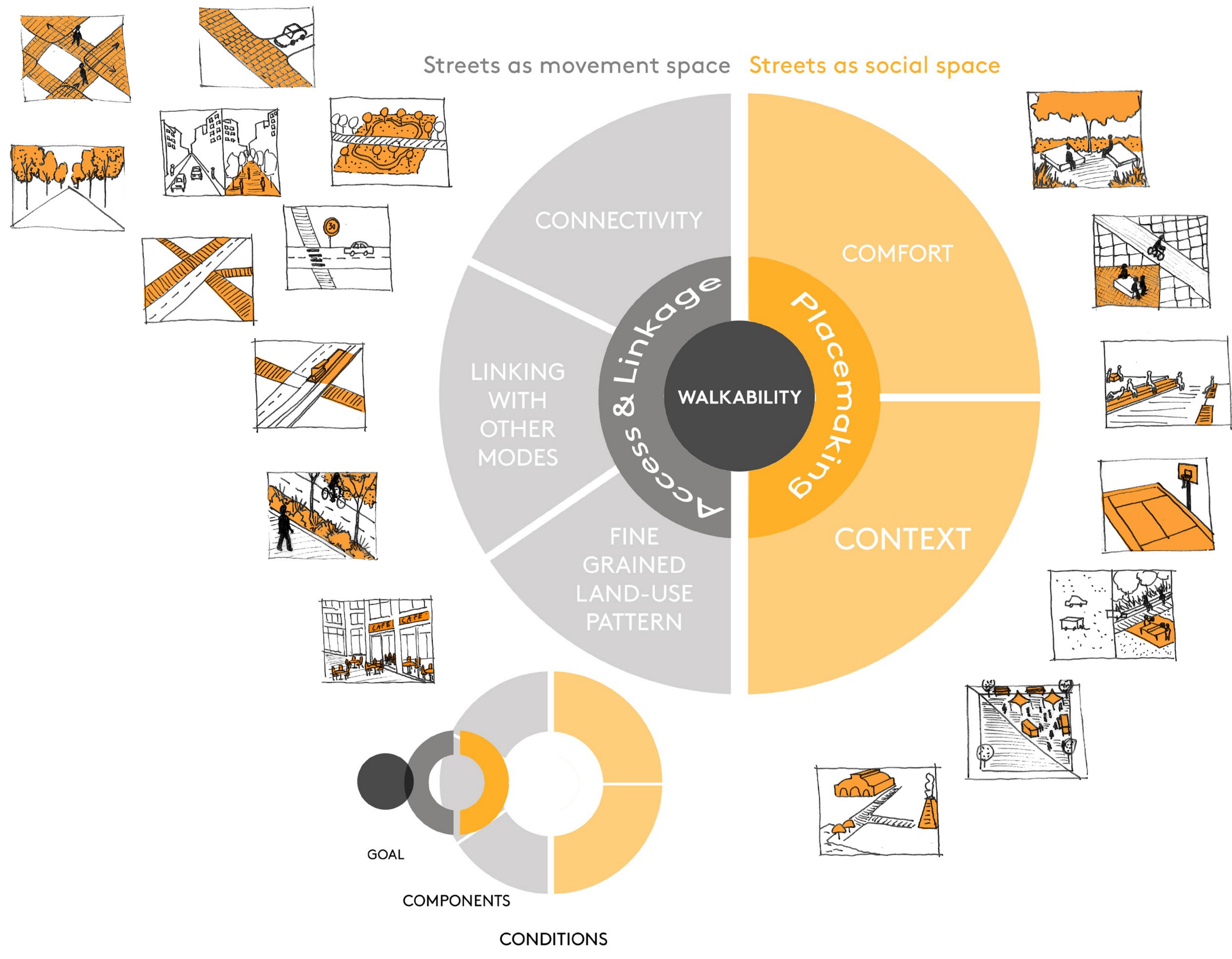




# STREETS AS PLACES

Reconnecting Toronto with its waterfront by  
rediscovering streets as social places



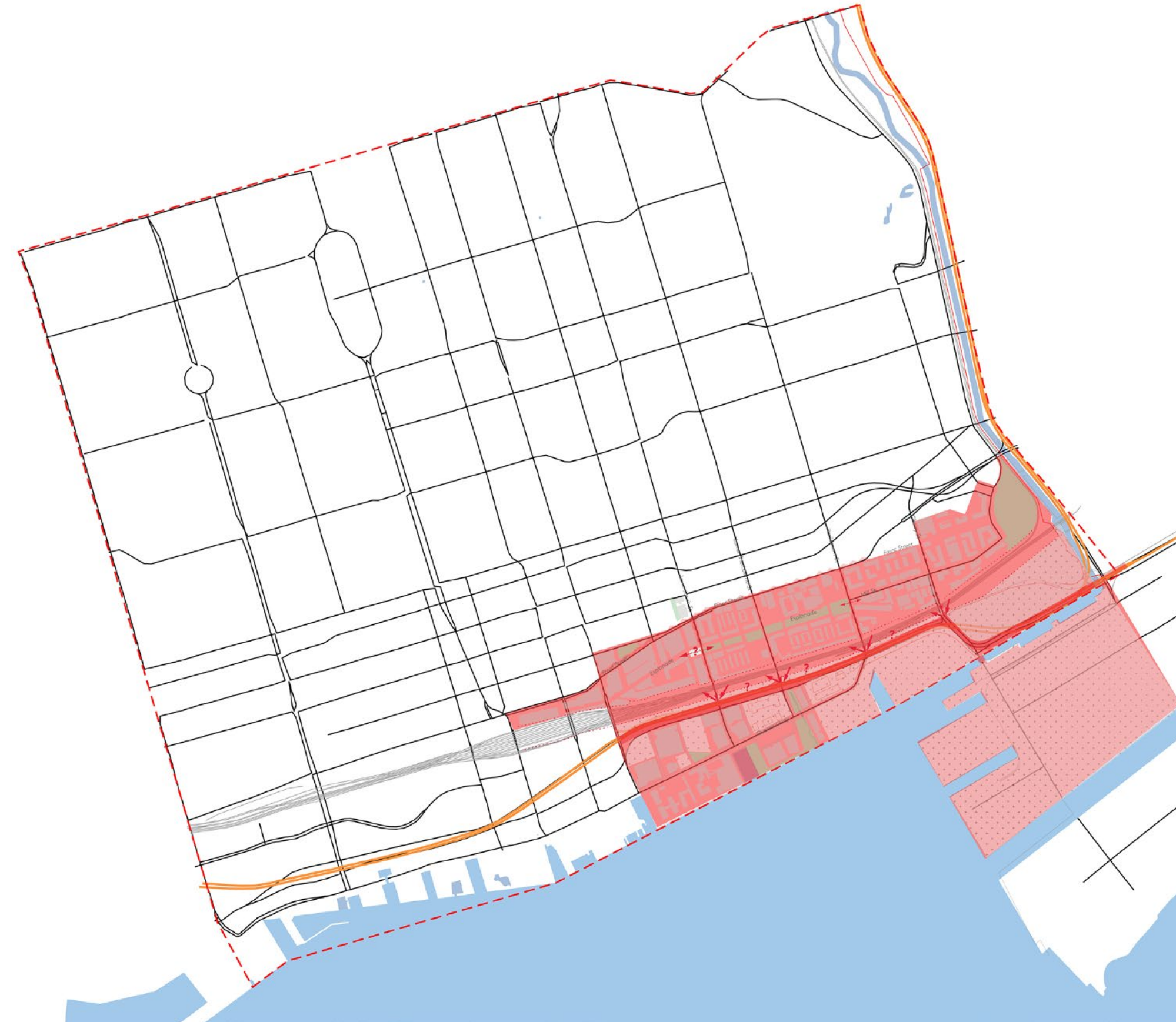








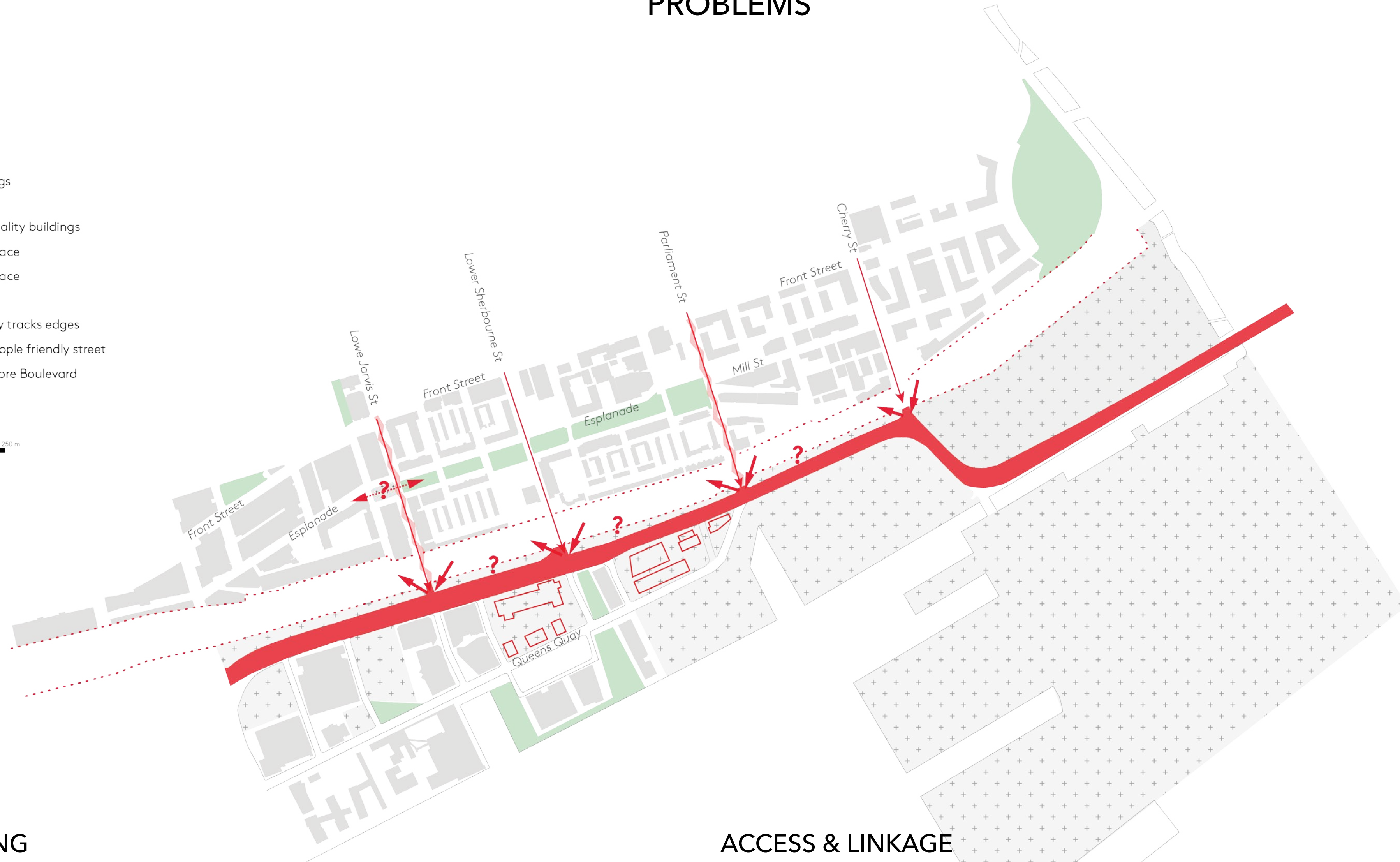
# SITE SELECTION





# PROBLEMS

-  Buildings
-  Parks
-  Low quality buildings
-  Non-place
-  Non-place
-  Barrier
-  Railway tracks edges
-  Not people friendly street
-  Lakeshore Boulevard



## PLACEMAKING

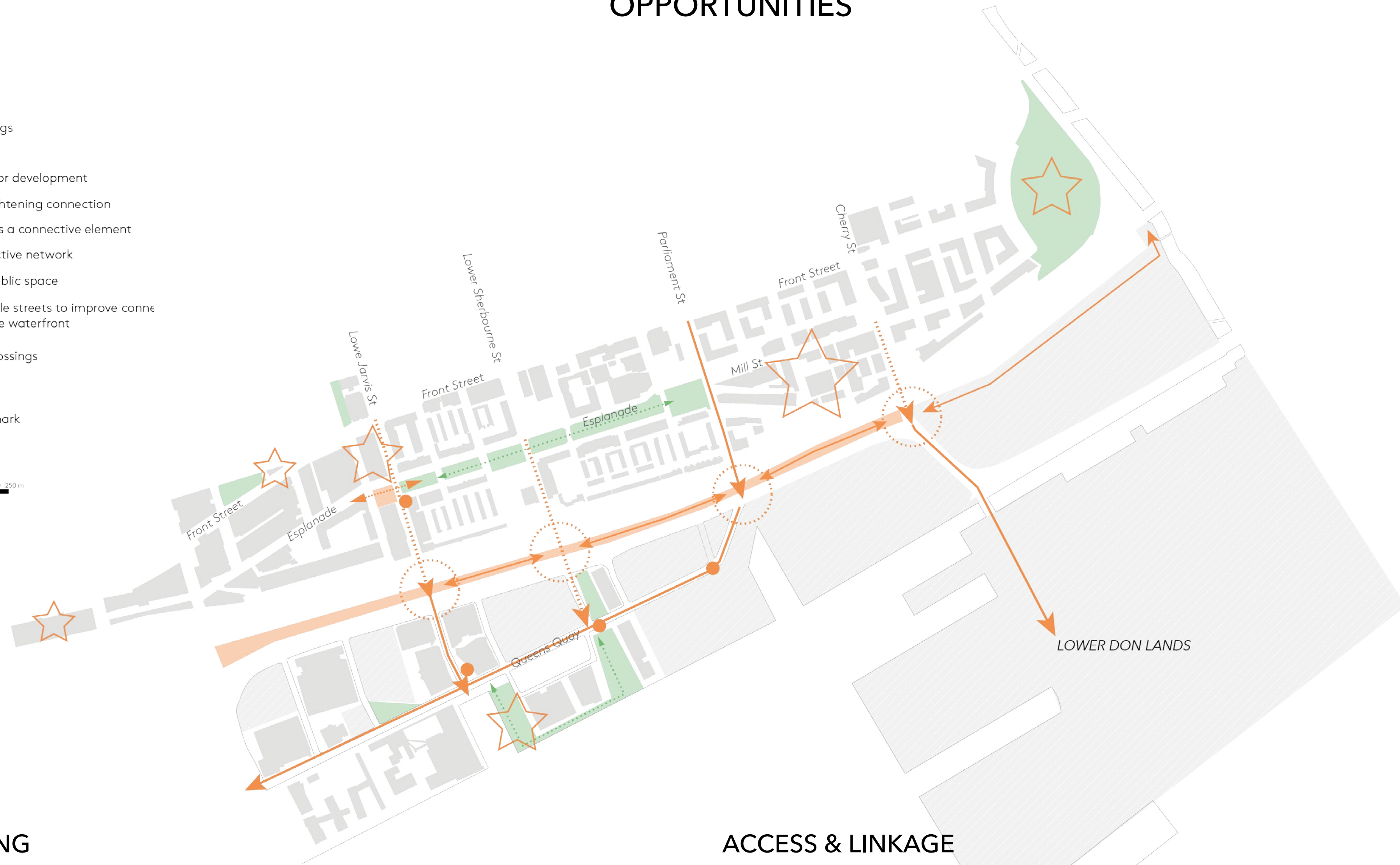
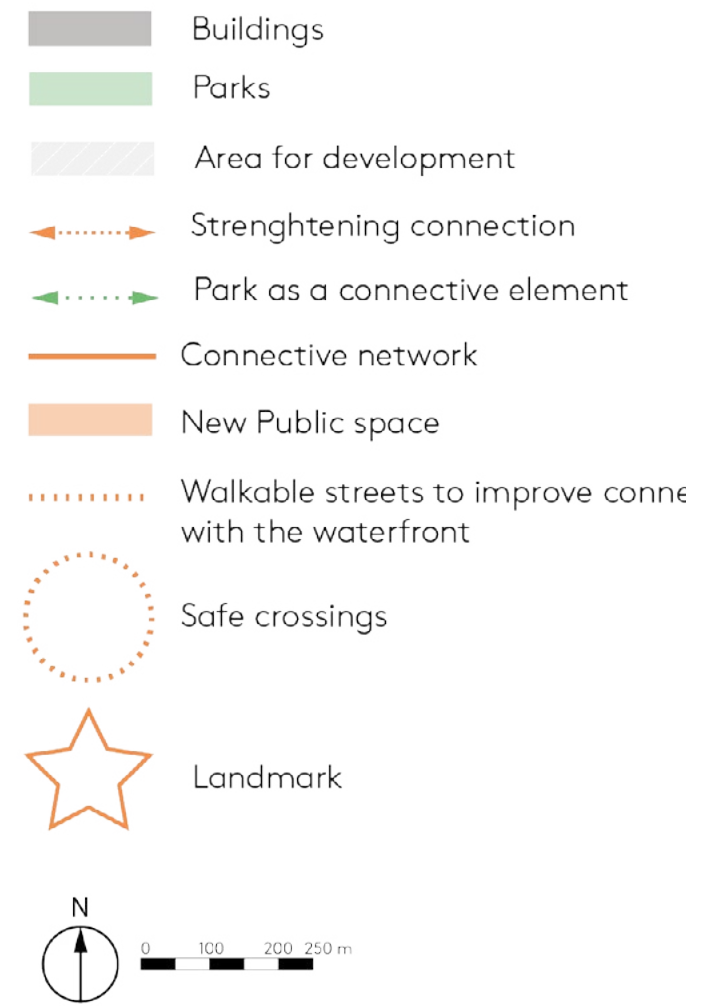
- Non places
- East Waterfront is lacking destinations

## ACCESS & LINKAGE

- Lake Shore Boulevard is a barrier for slow traffic like pedestrians and/or bikes
- Poorly connected to the streetcar network
- Not people-friendly Southbound streets



# OPPORTUNITIES



## PLACEMAKING

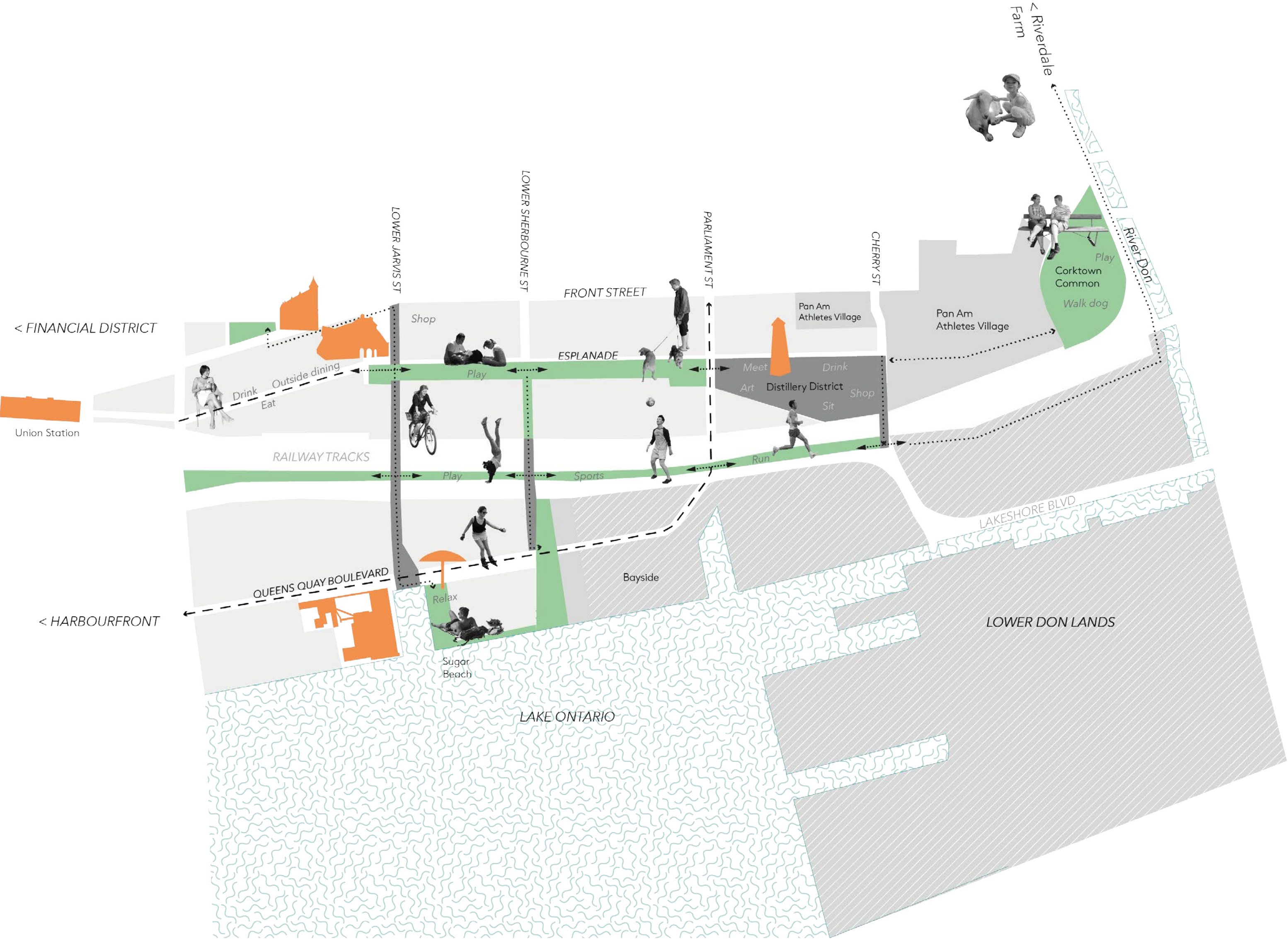
- New destinations: non-places become places
- Sites for development on the Waterfront
- Only maximum of 10 minutes walking distance between landmarks
- Parks as a possible connective element

## ACCESS & LINKAGE

- Overcoming the barrier of Lake Shore Boulevard
- A new streetcar line
- Transforming Southbound streets to walkable streets that connect to the waterfront

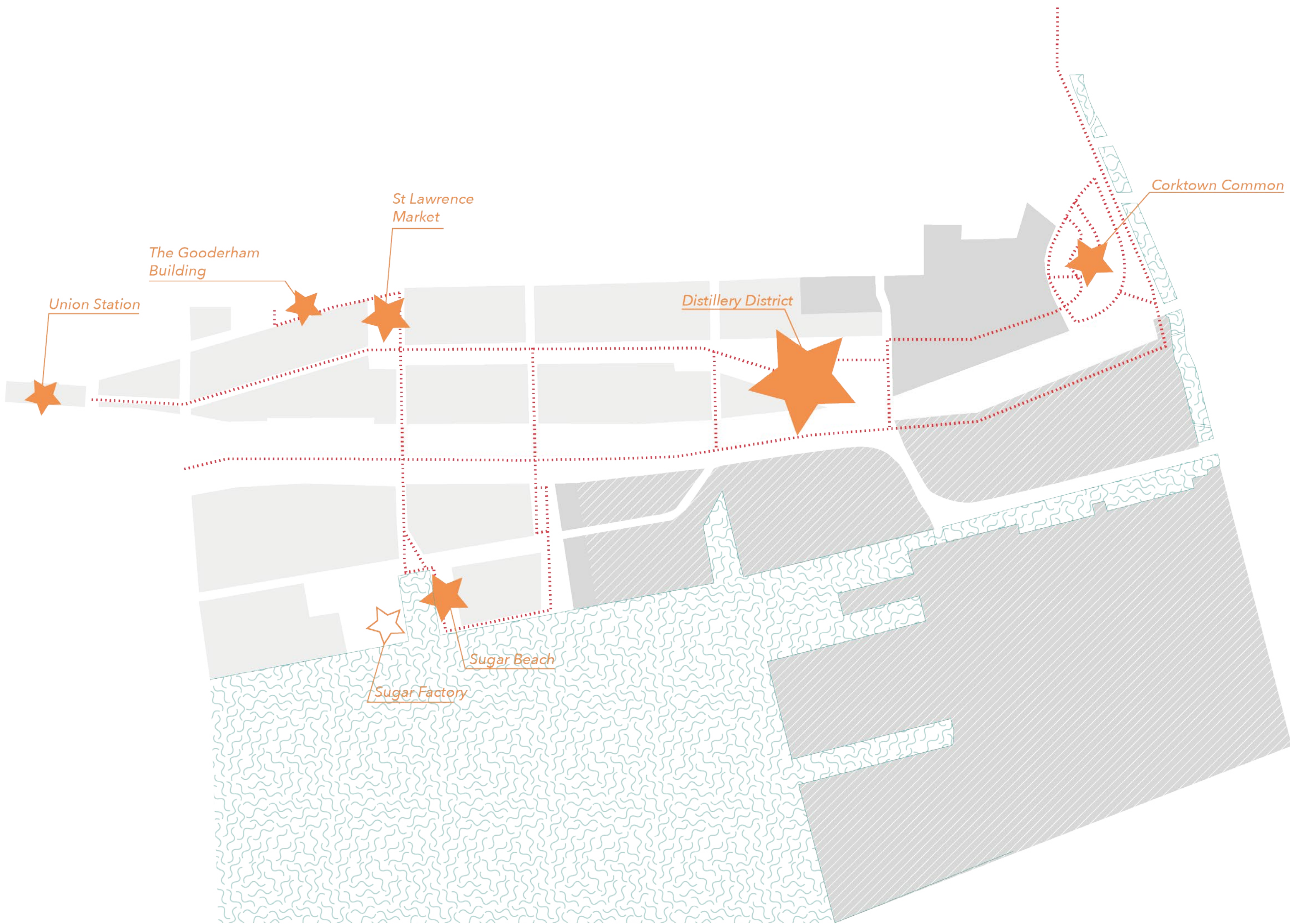
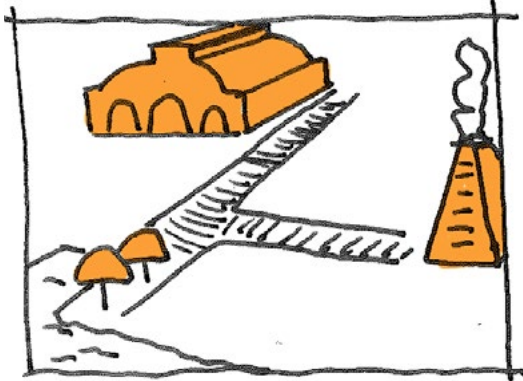


# CONCEPT: PEDESTRIAN NETWORK





# LANDMARKS



The Gooderham Building



St Lawrence Market  
(Tonic Toronto)



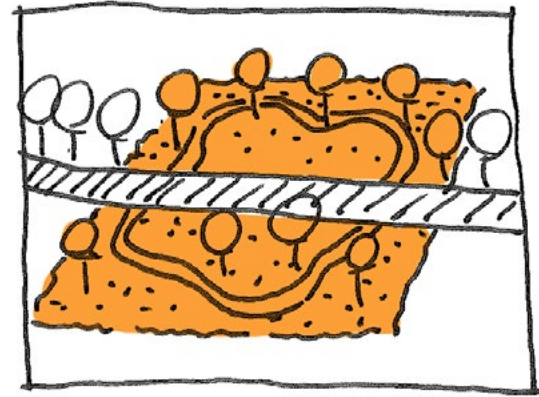
Distillery District



Union Station  
(Rosiak)



# PARKS



Sugar Beach



Sherbourne Common  
(Arch Daily, 2013)

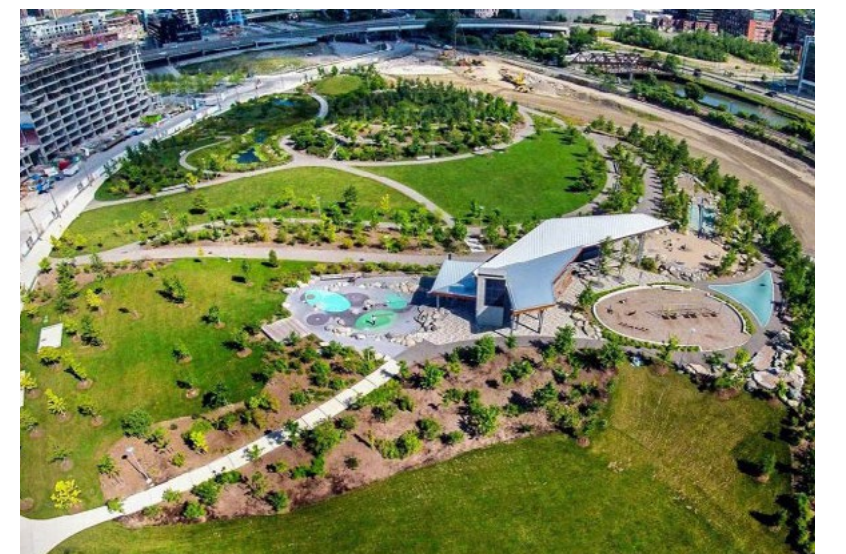


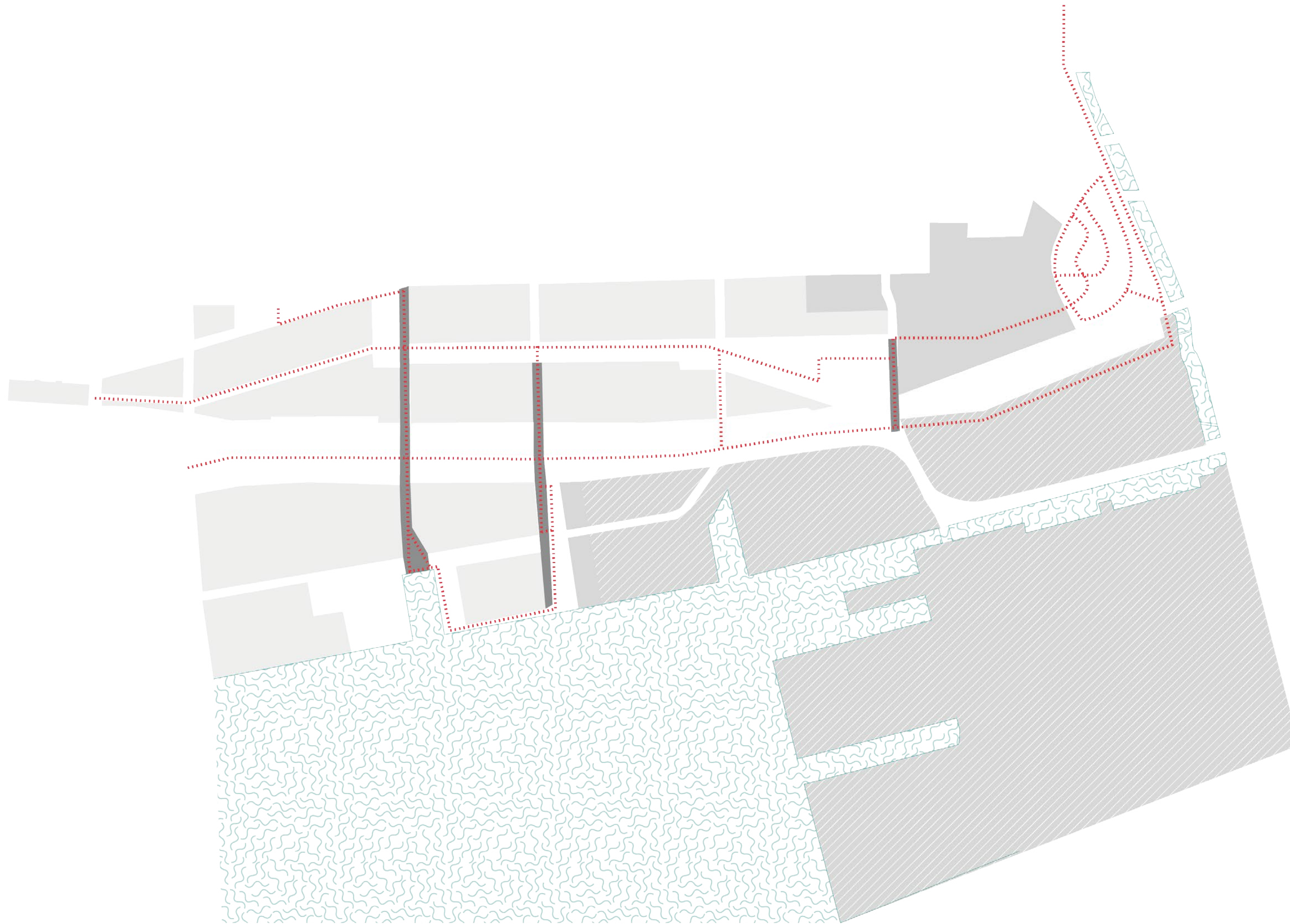
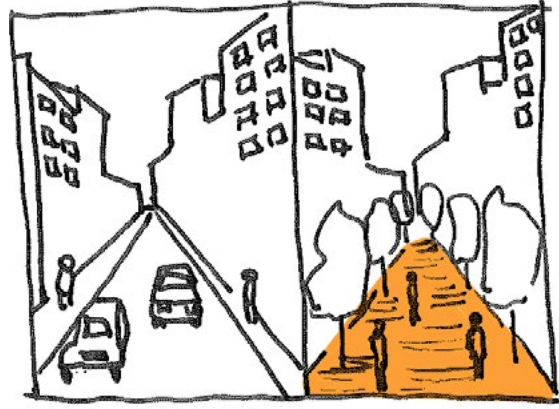
Fig 5.9: Corktown Common  
(Kapflyer)



Fig 5.11: The Esplanade  
(blogTO)

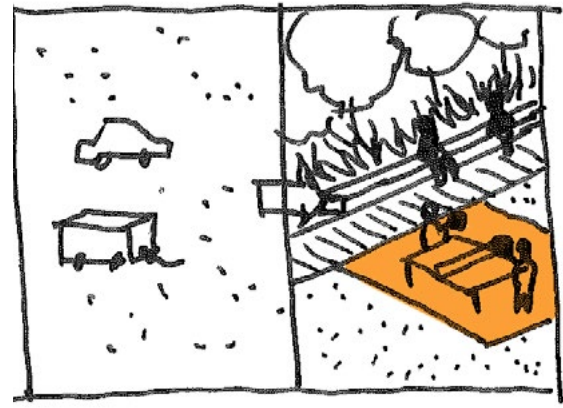


# PEDESTRIAN PRIORITISED STREETS



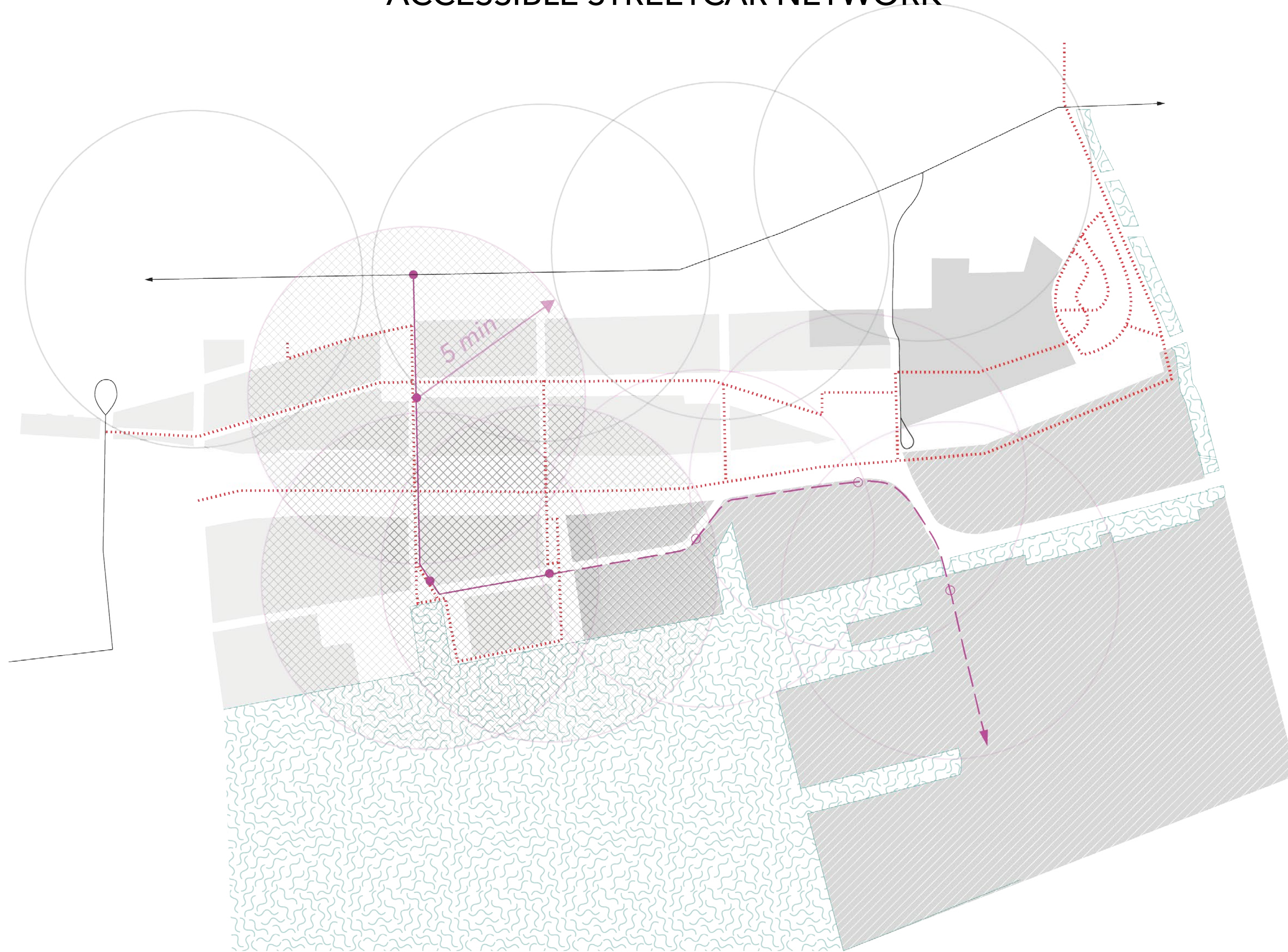
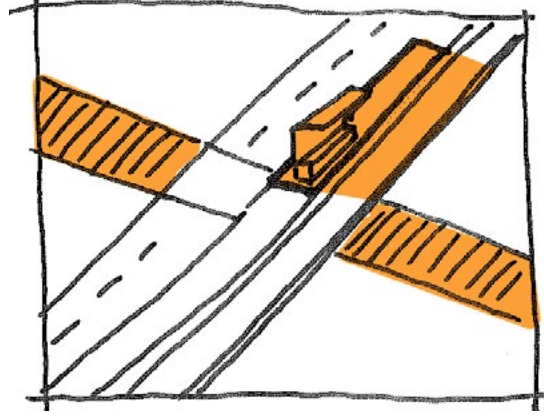


# TRANSFORMING NON-PLACES



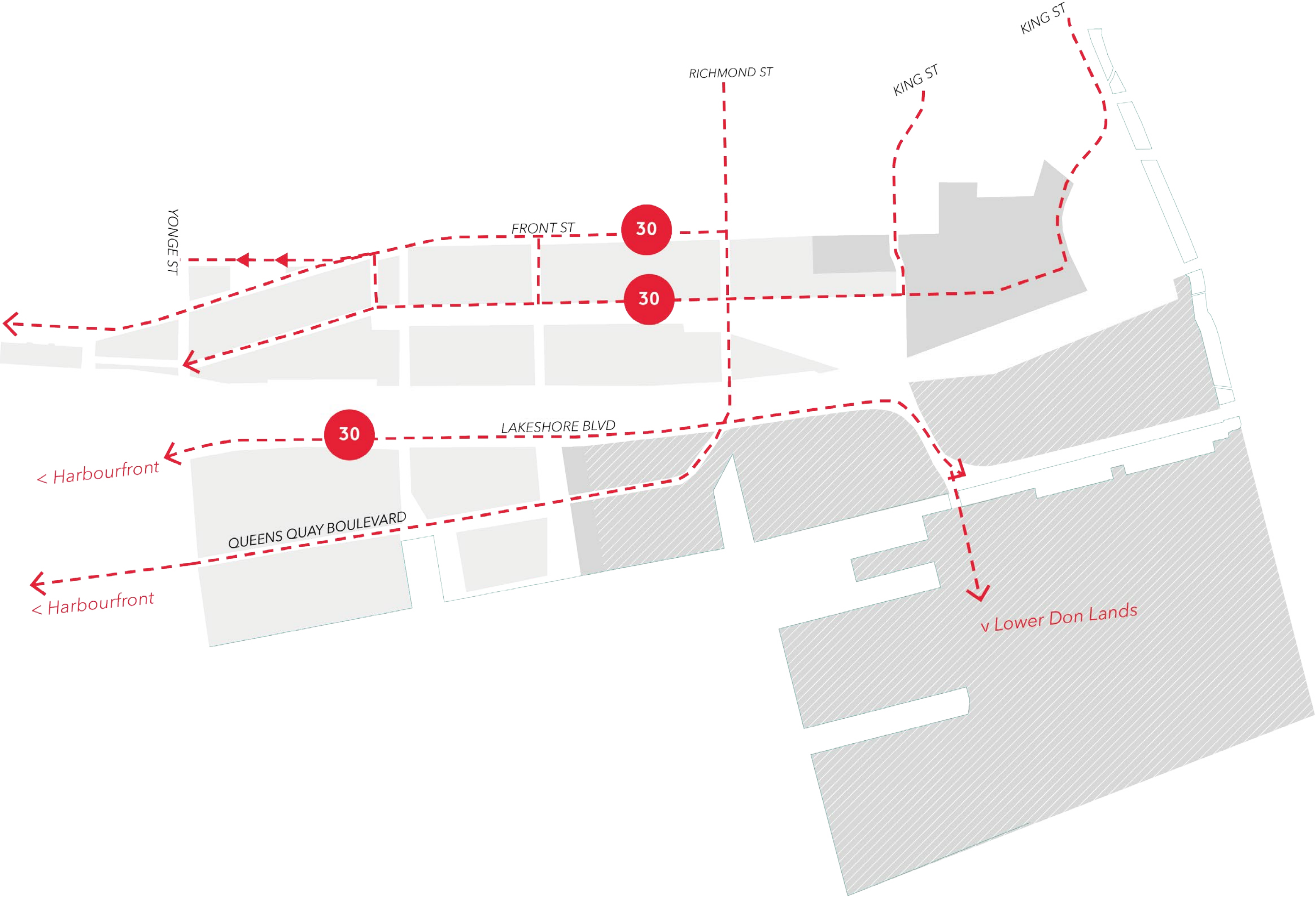
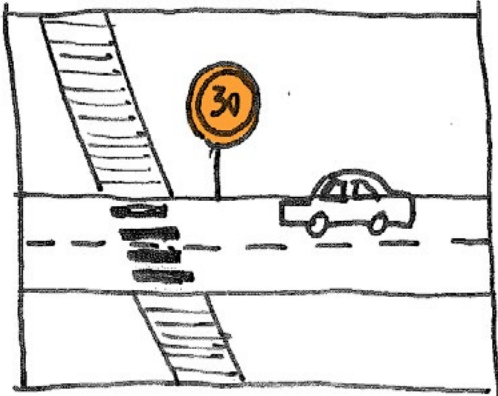


# ACCESSIBLE STREETCAR NETWORK





# TRAFFIC CALMING





# ZOOM IN





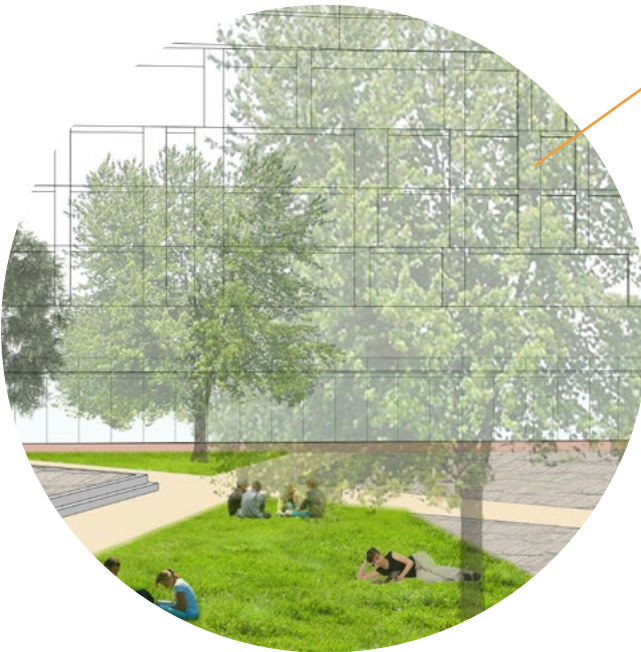
The Gooderham building



St Lawrence Market



St Lawrence Square



Lower Jarvis Street



Esplanade



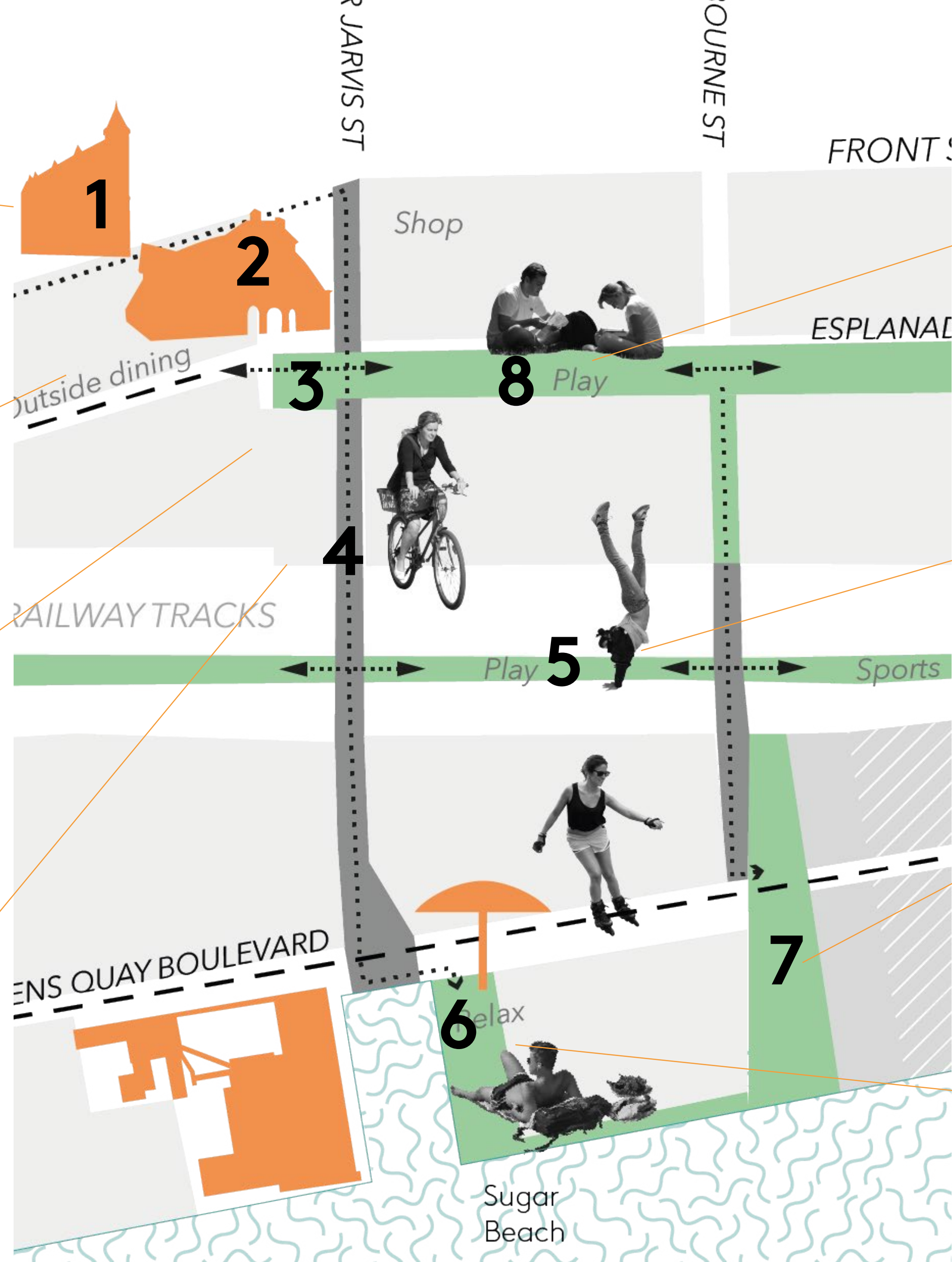
Gardiner Park



Sherbourne Common

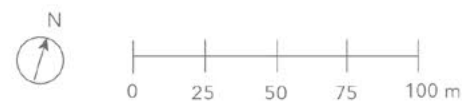


Sugar Beach





MASTERPLAN



LEGEND

- Trees
- Existing buildings
- New buildings
- Greenspace
- Seating space
- Pedestrian path
- Rough paving to slow down traffic
- Asphalt
- Sand
- Water
- Bikepath
- Streetcar track
- The raised Gardiner expressway
- Basketball Court
- Skatepark
- Beachvolleyball court
- Pingpong tables
- Outdoor gym
- Stairs/platform



MASTERPLAN

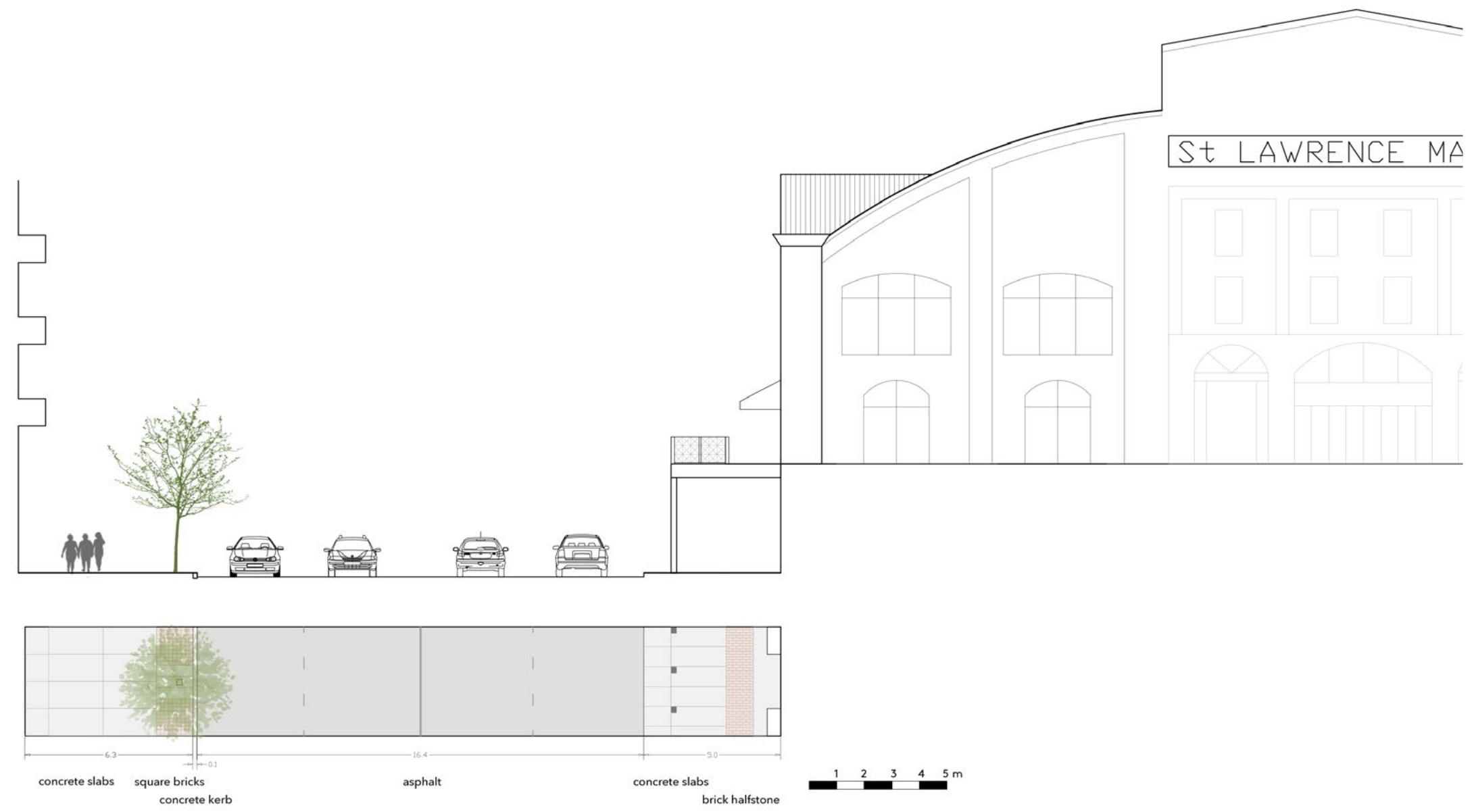








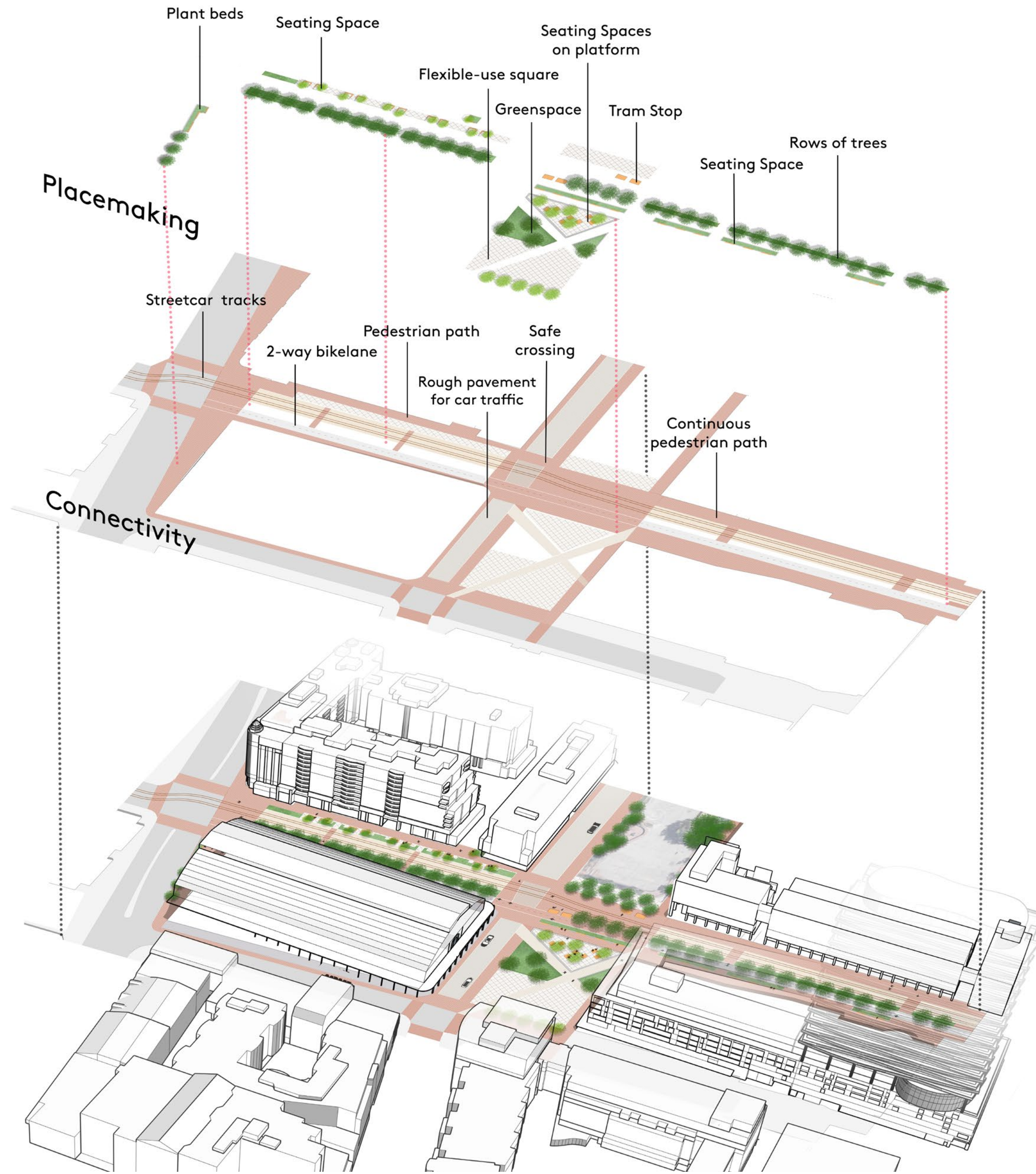
Before



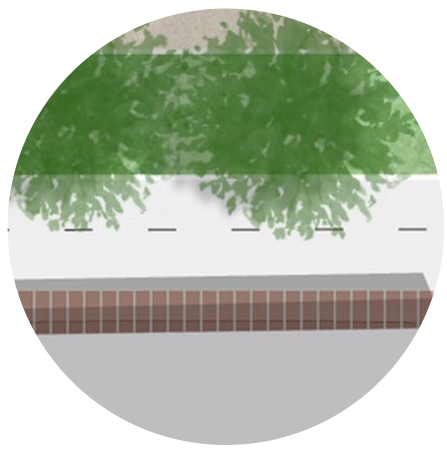
After



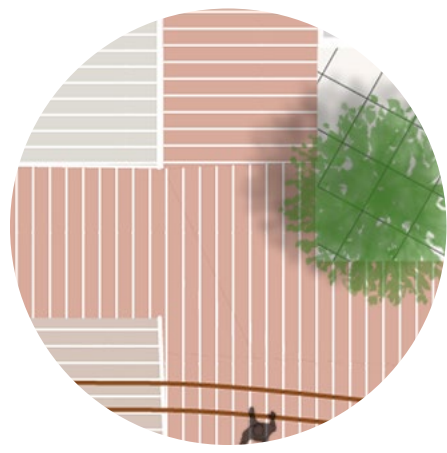




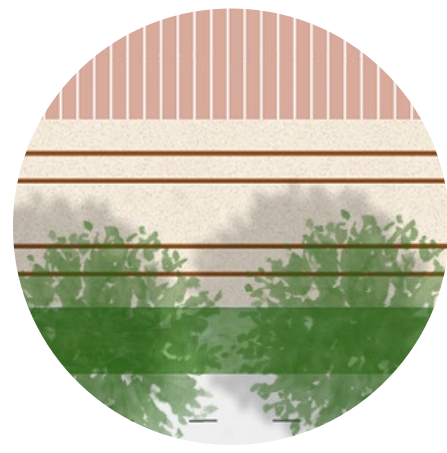




2-way Bikelane



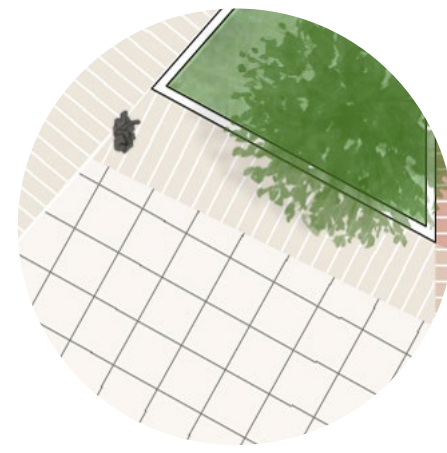
Continuous pedestrian path



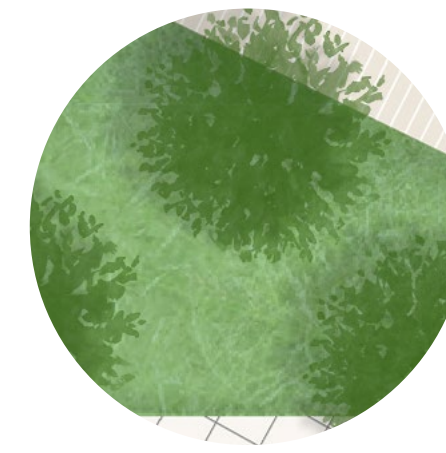
Streetcar Lane



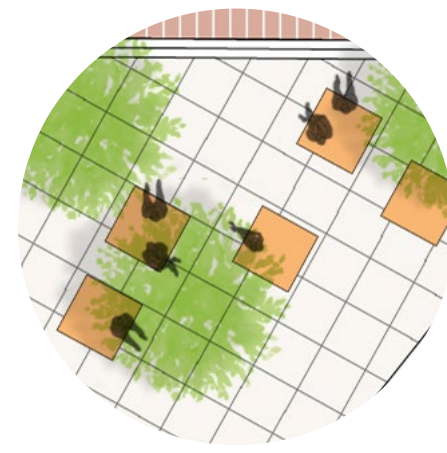
Rough paving for slowing down traffic



Flexible space square



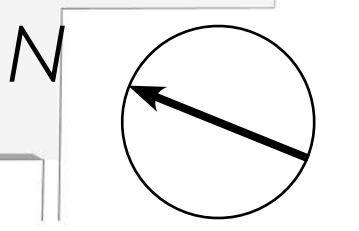
Greenspace



Seating Space



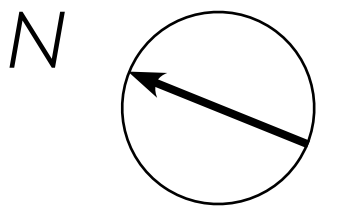
↓ WATERFRONT ↓







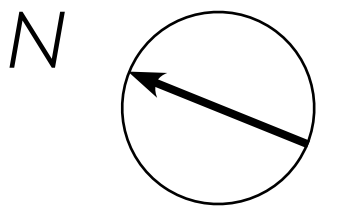




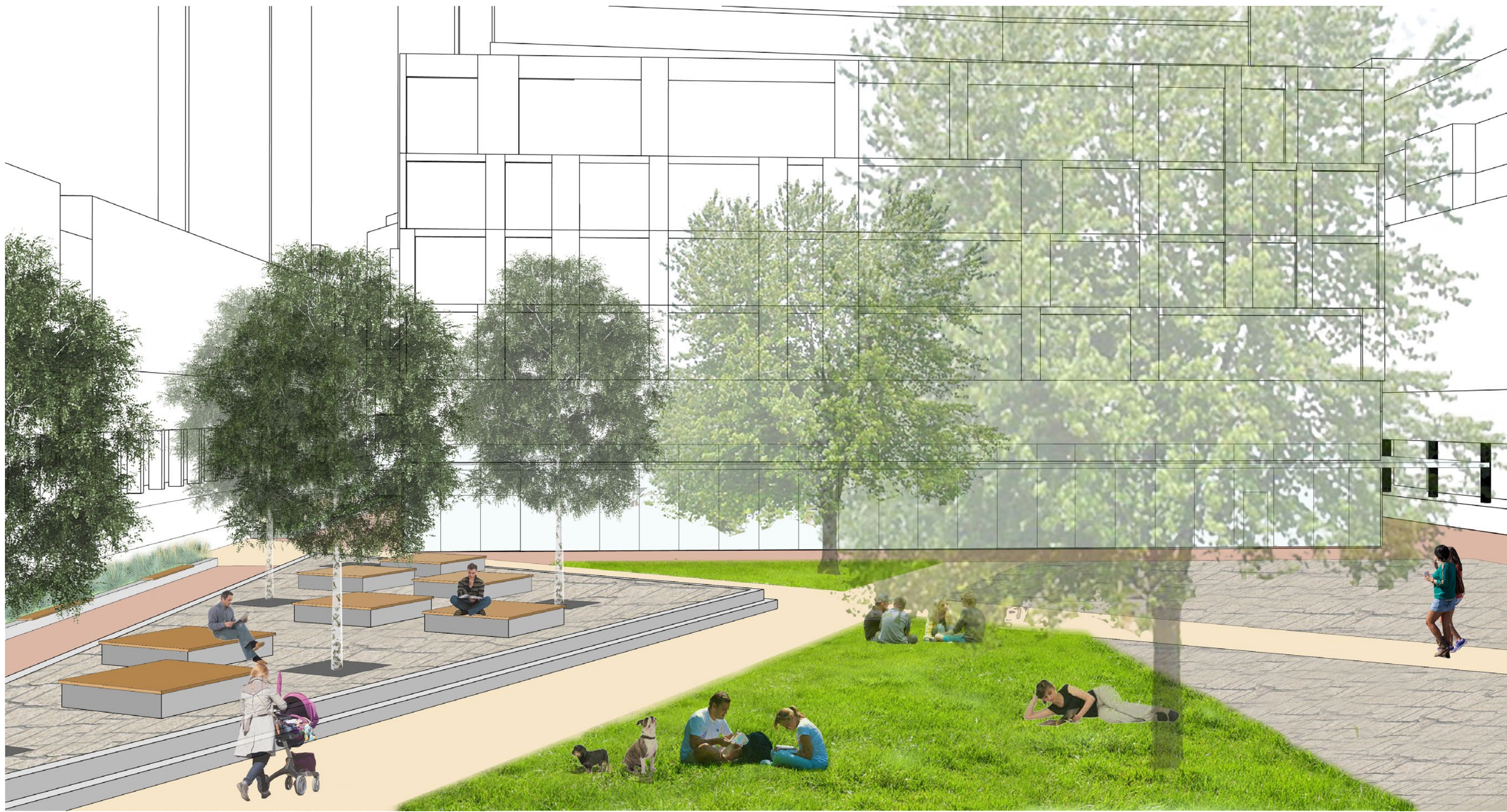




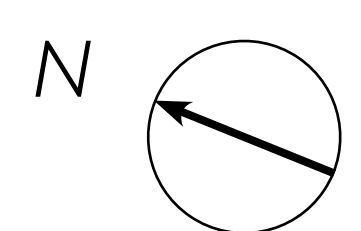
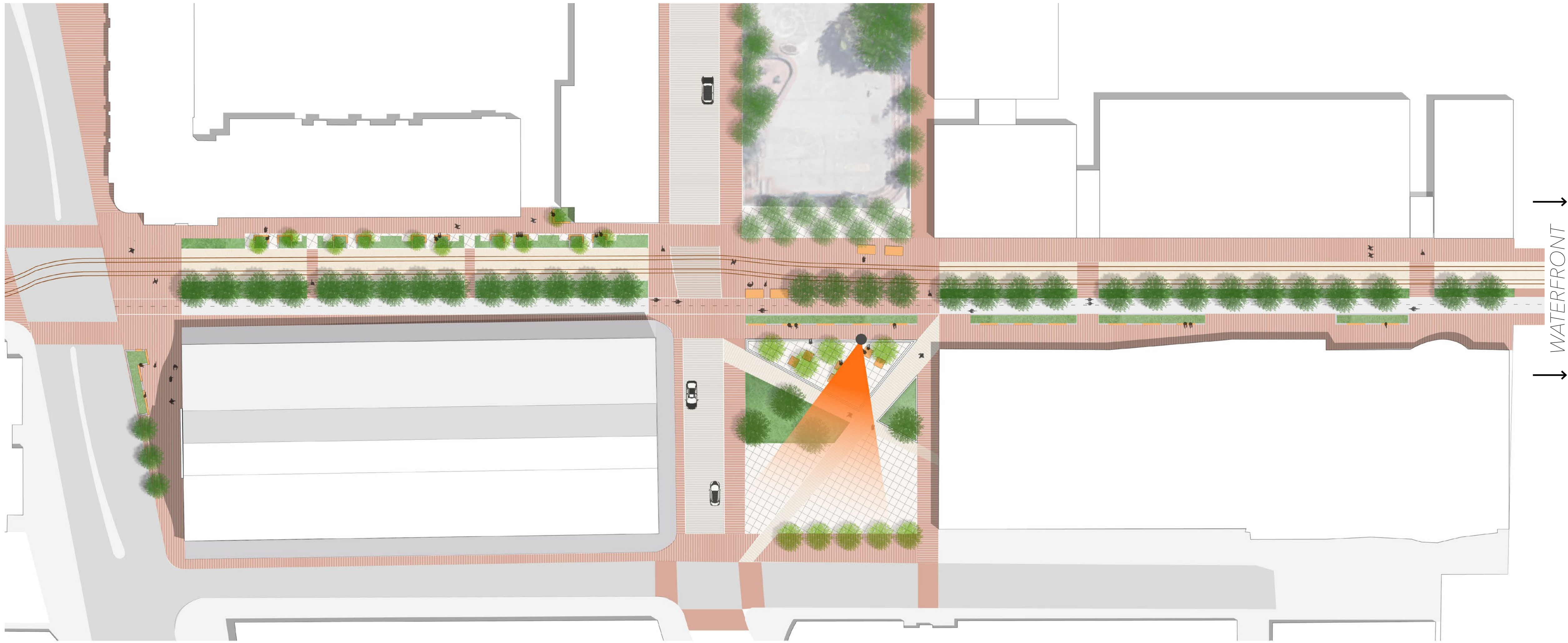




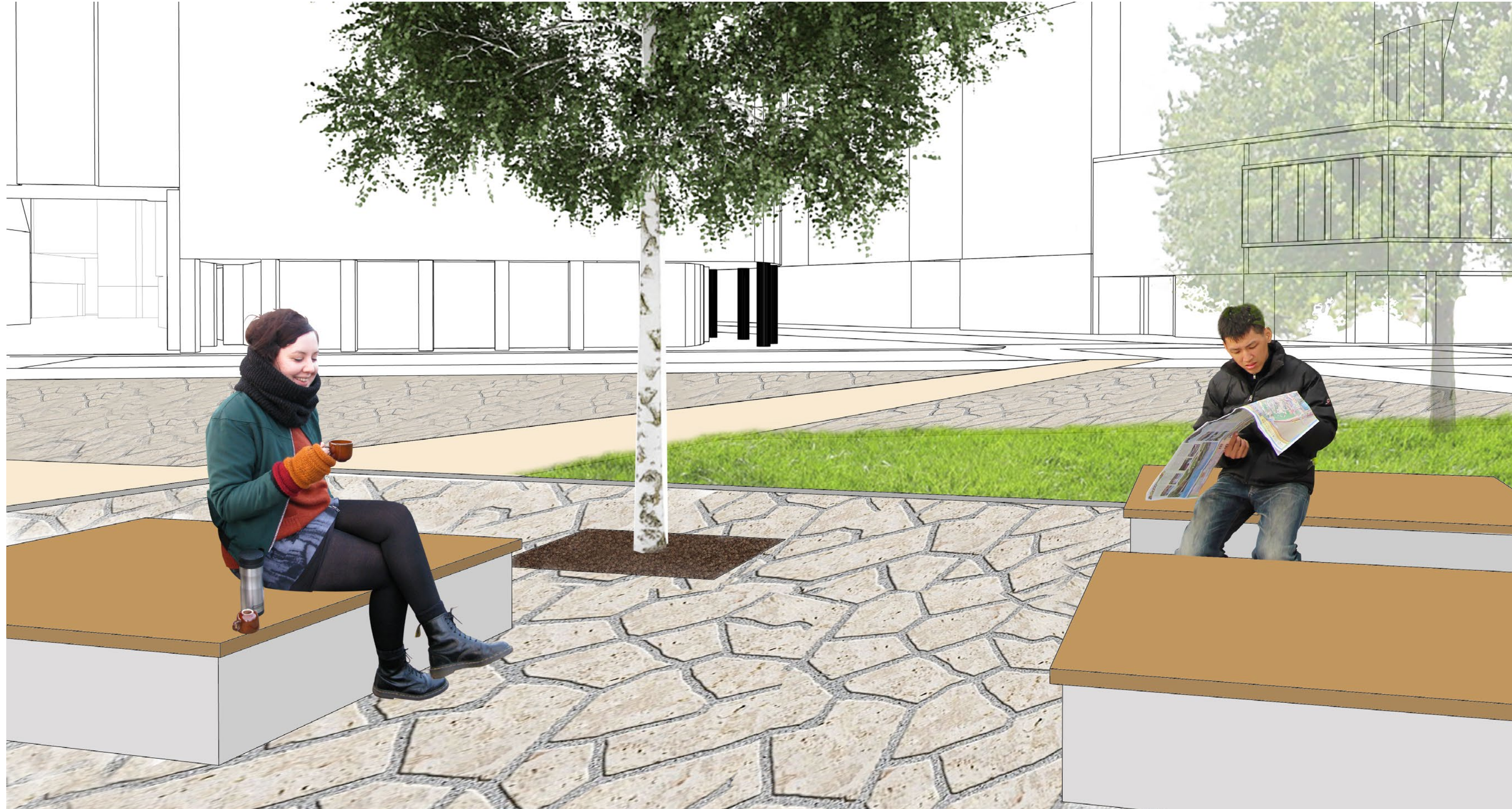


















MASTERPLAN







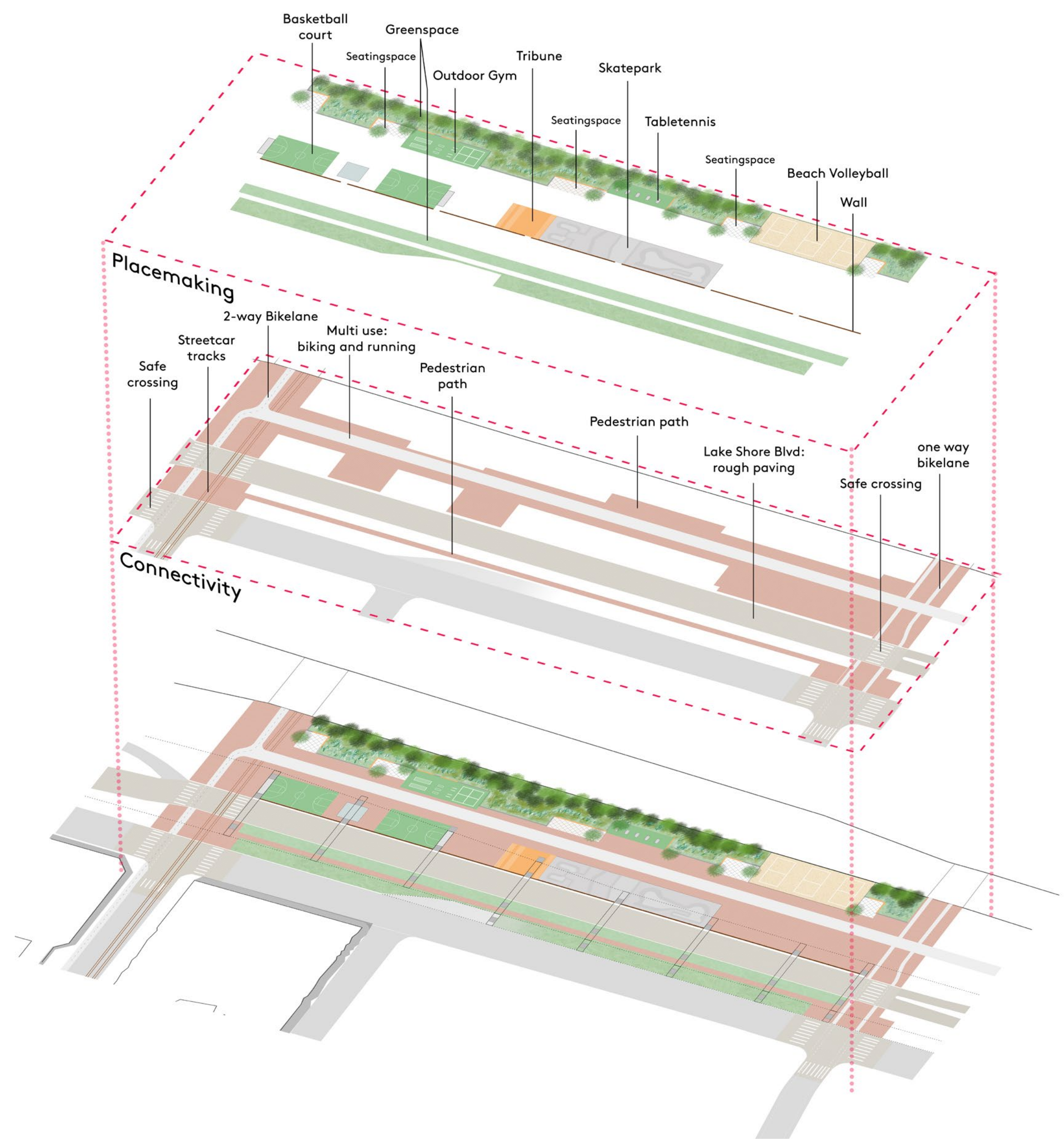














Streetcar lane and bi-

Seating space

Cafe

Outdoor gym

Basketball court

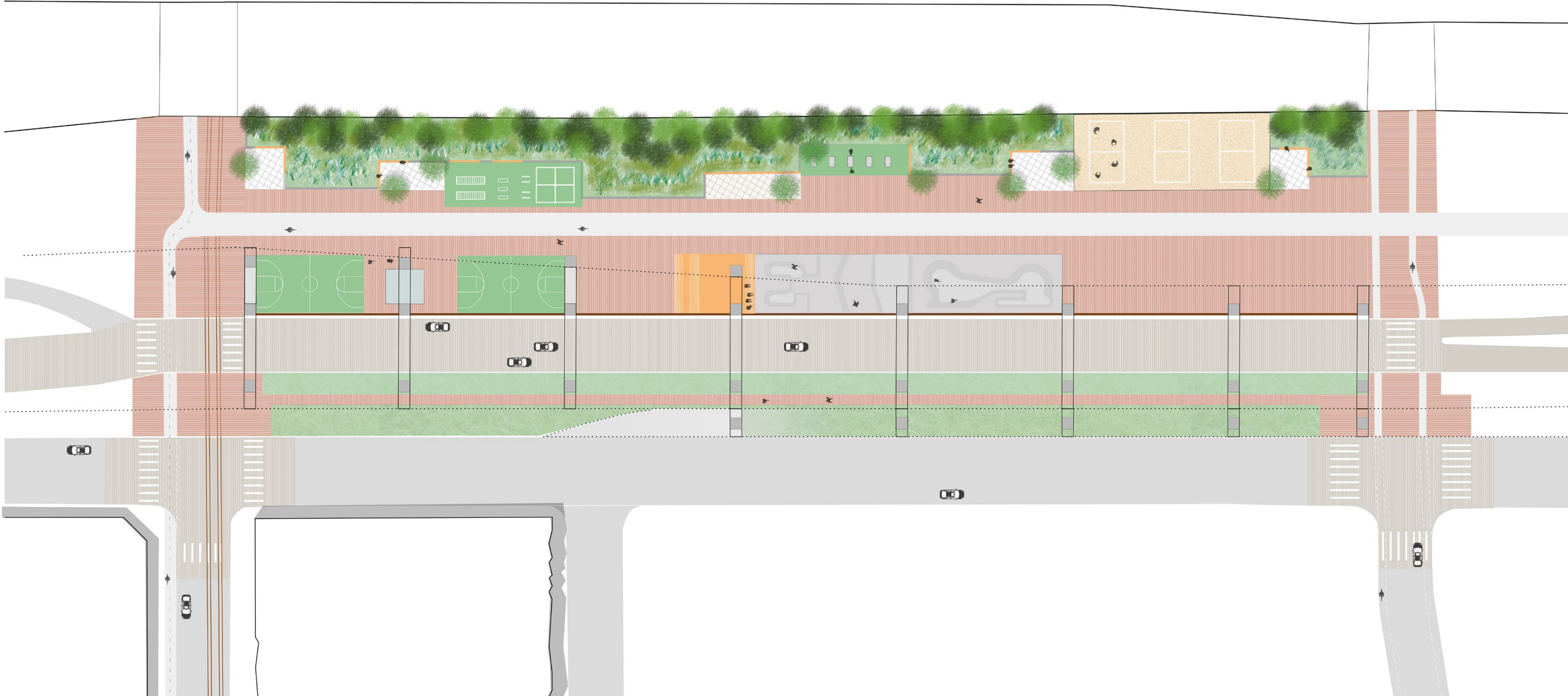
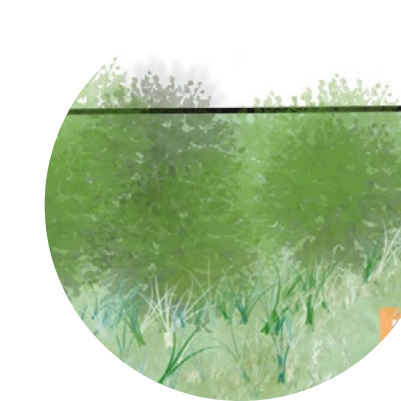
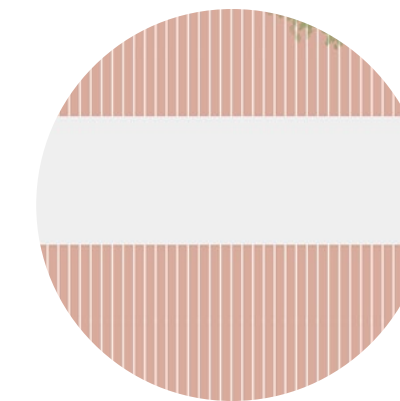
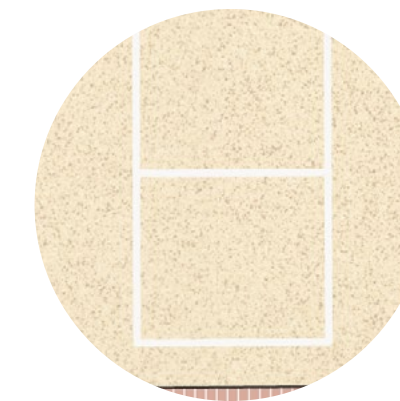
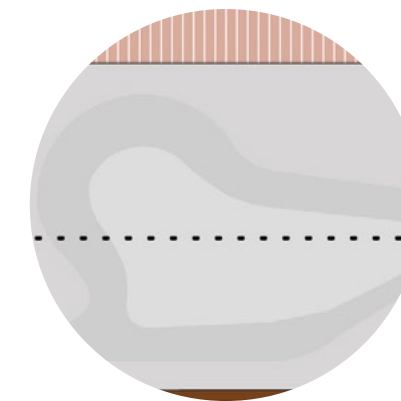
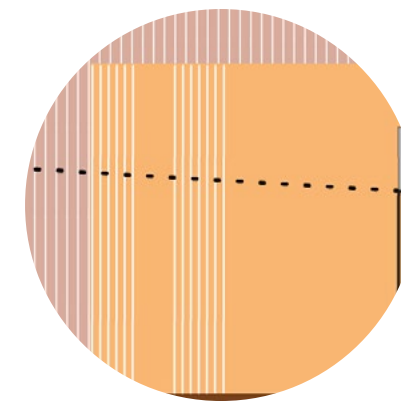
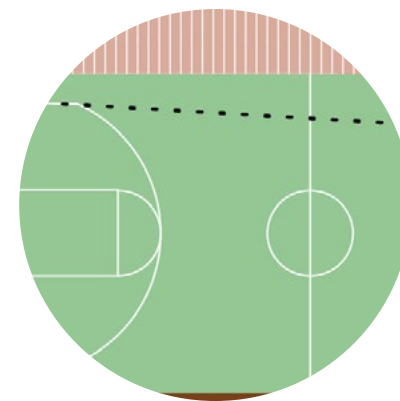
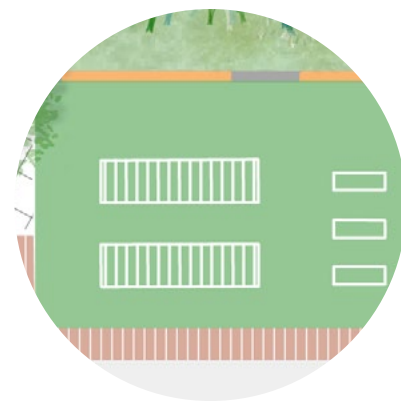
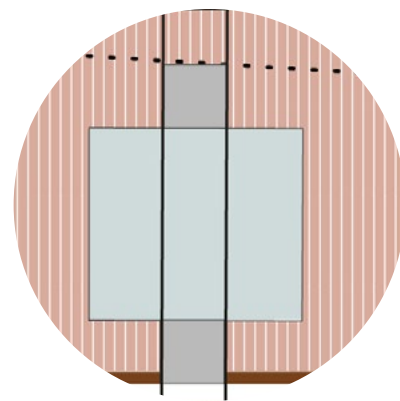
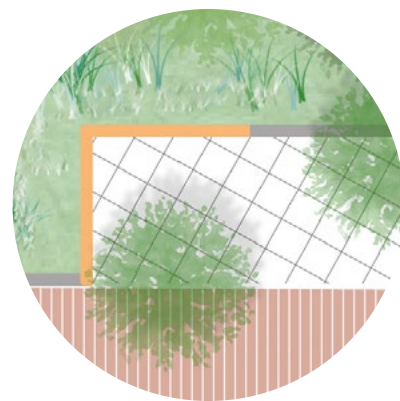
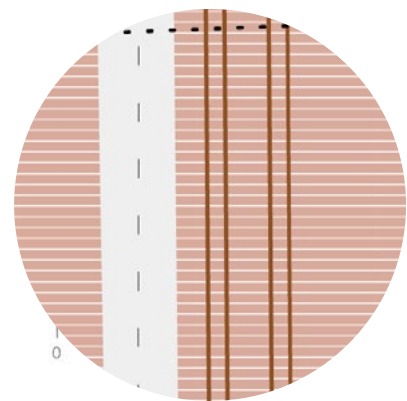
Stairs/platform

Skatepark

Beach volleyball court

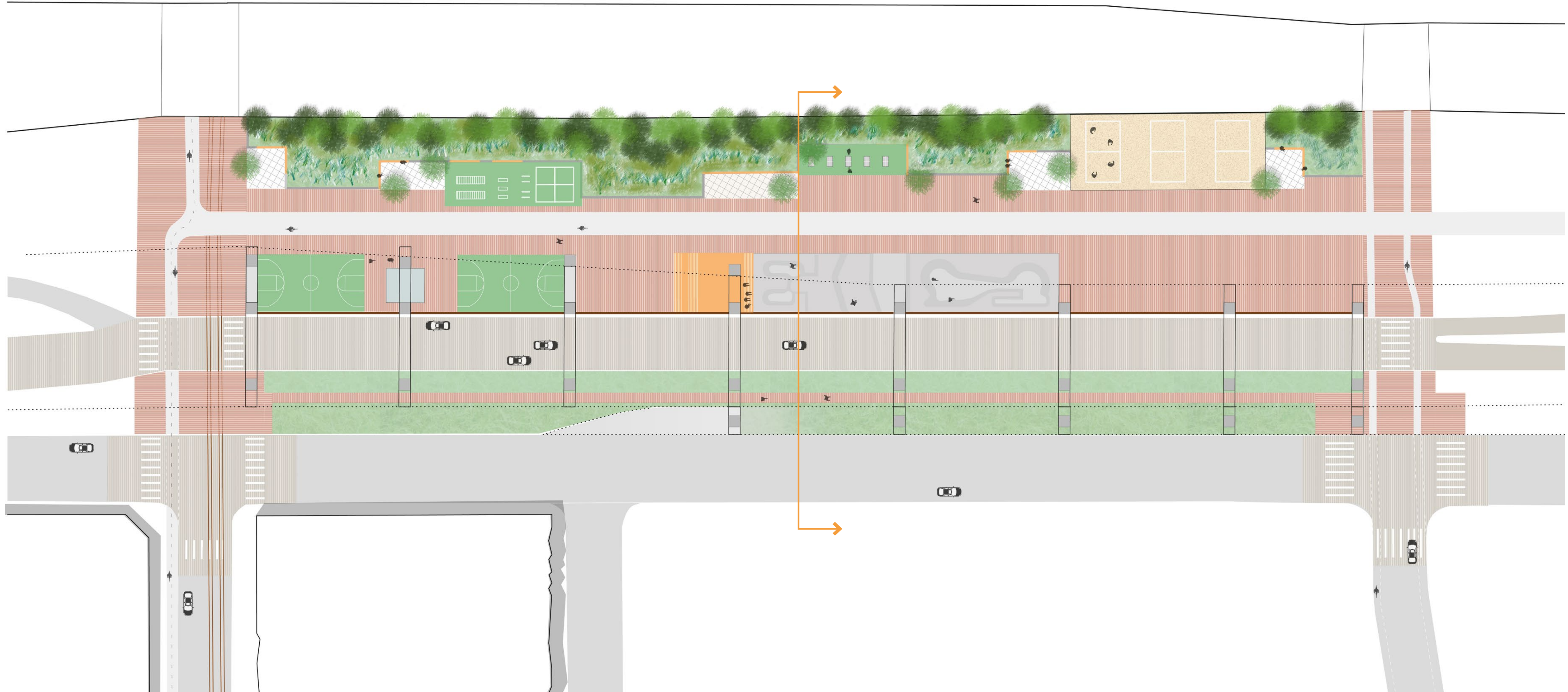
Multi-use path

Greenspace

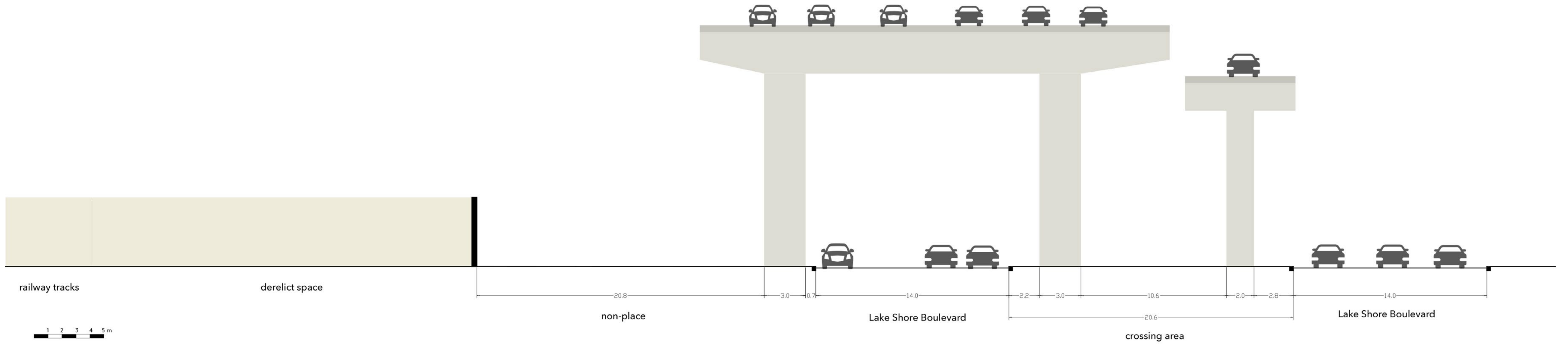




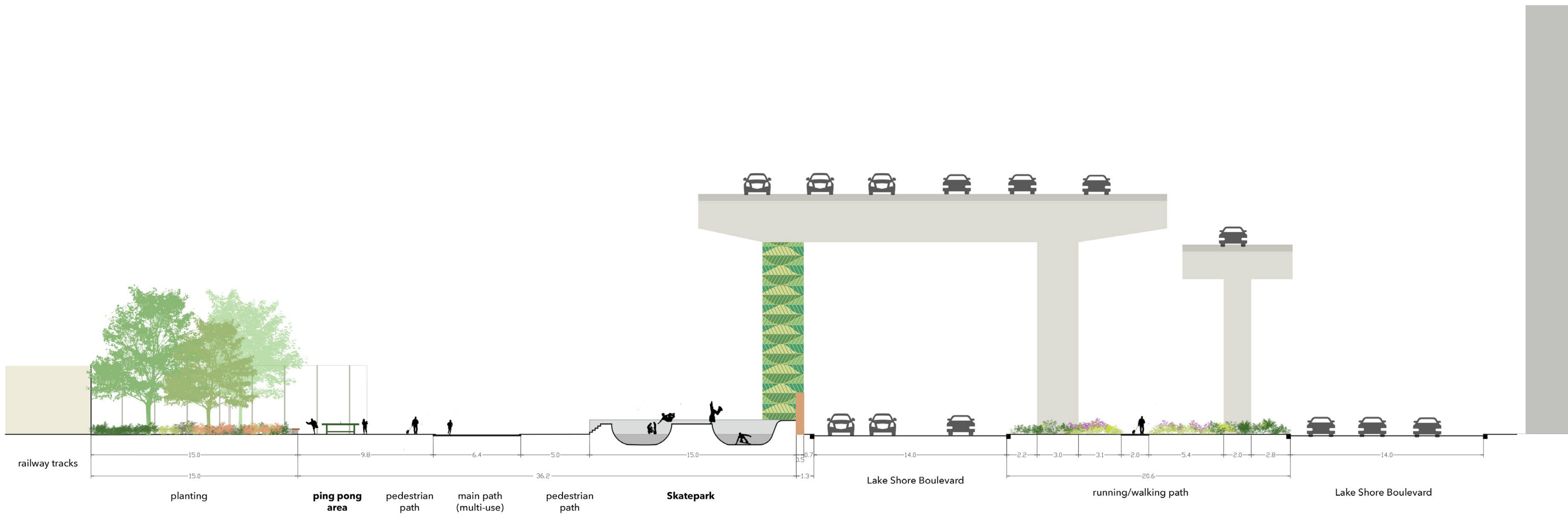
0 5 10 15 20 m











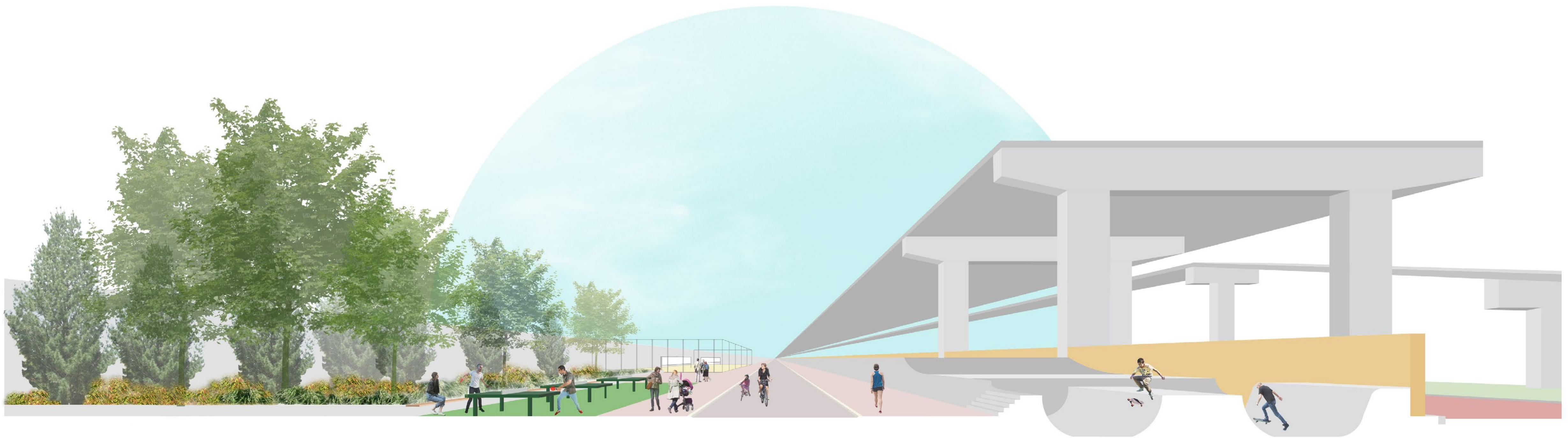






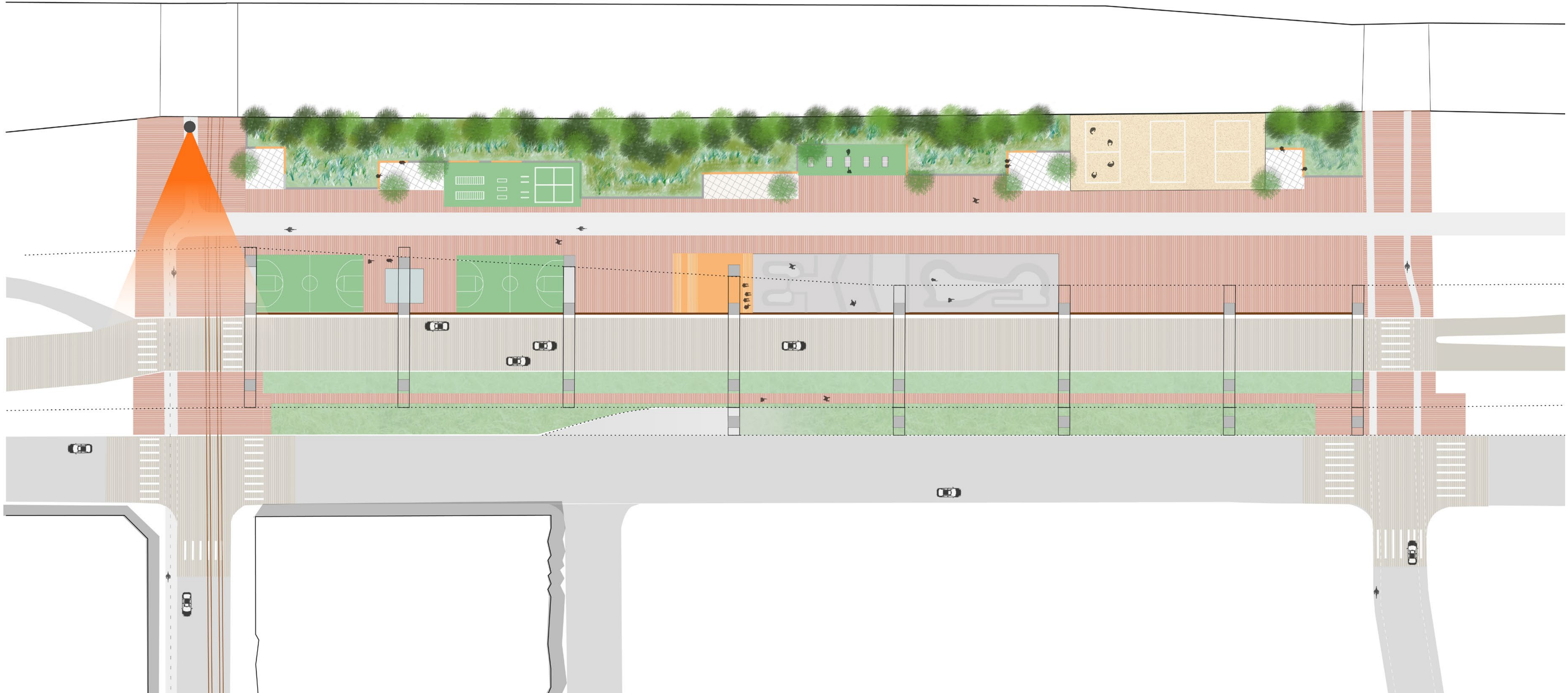








0 5 10 15 20 m

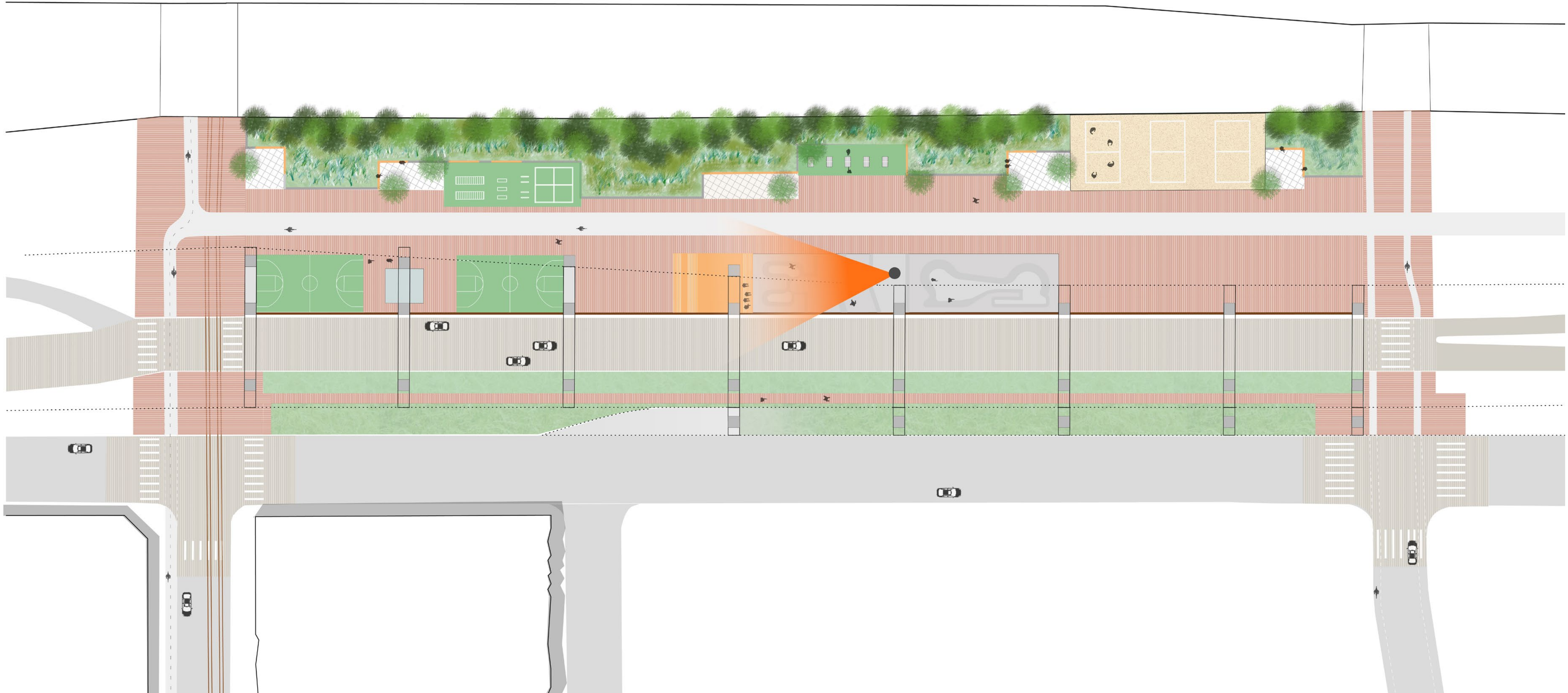








0 5 10 15 20 m

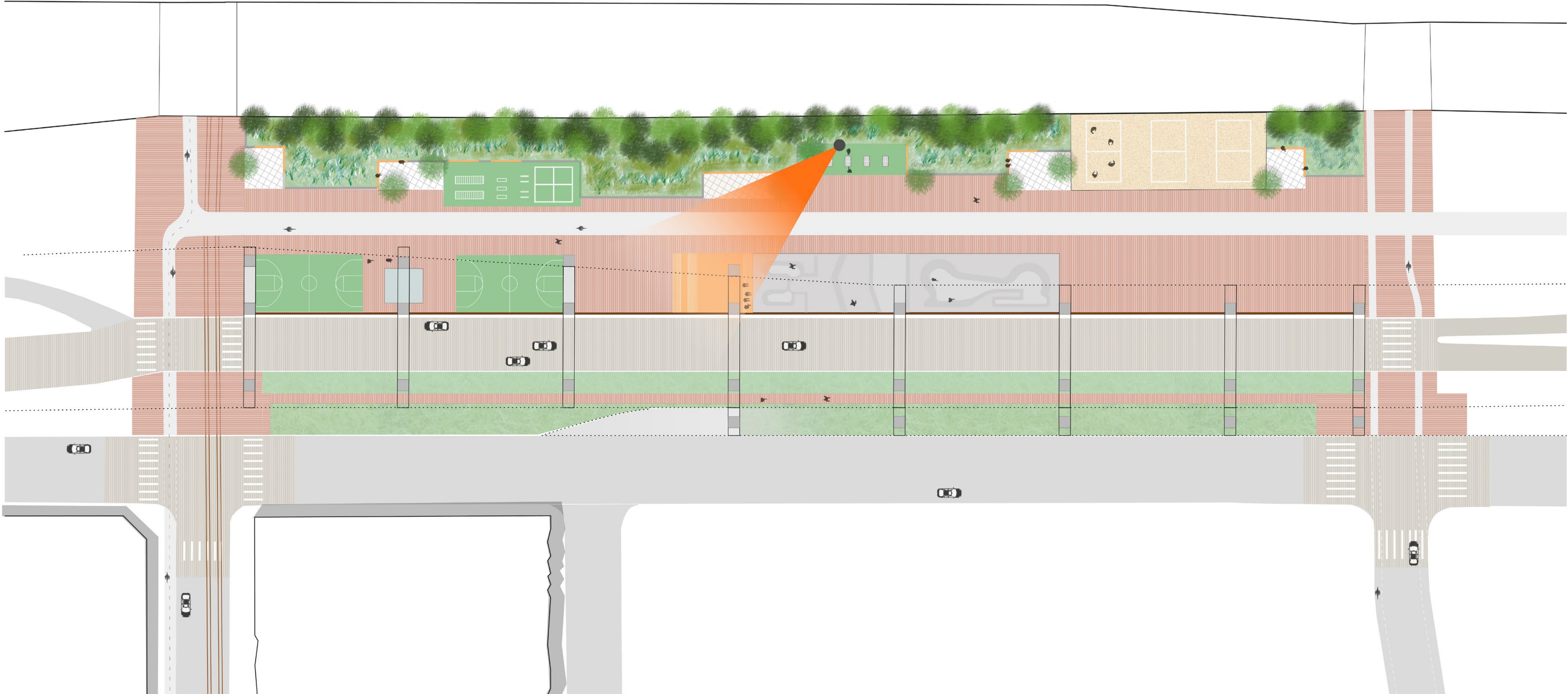








0 5 10 15 20 m





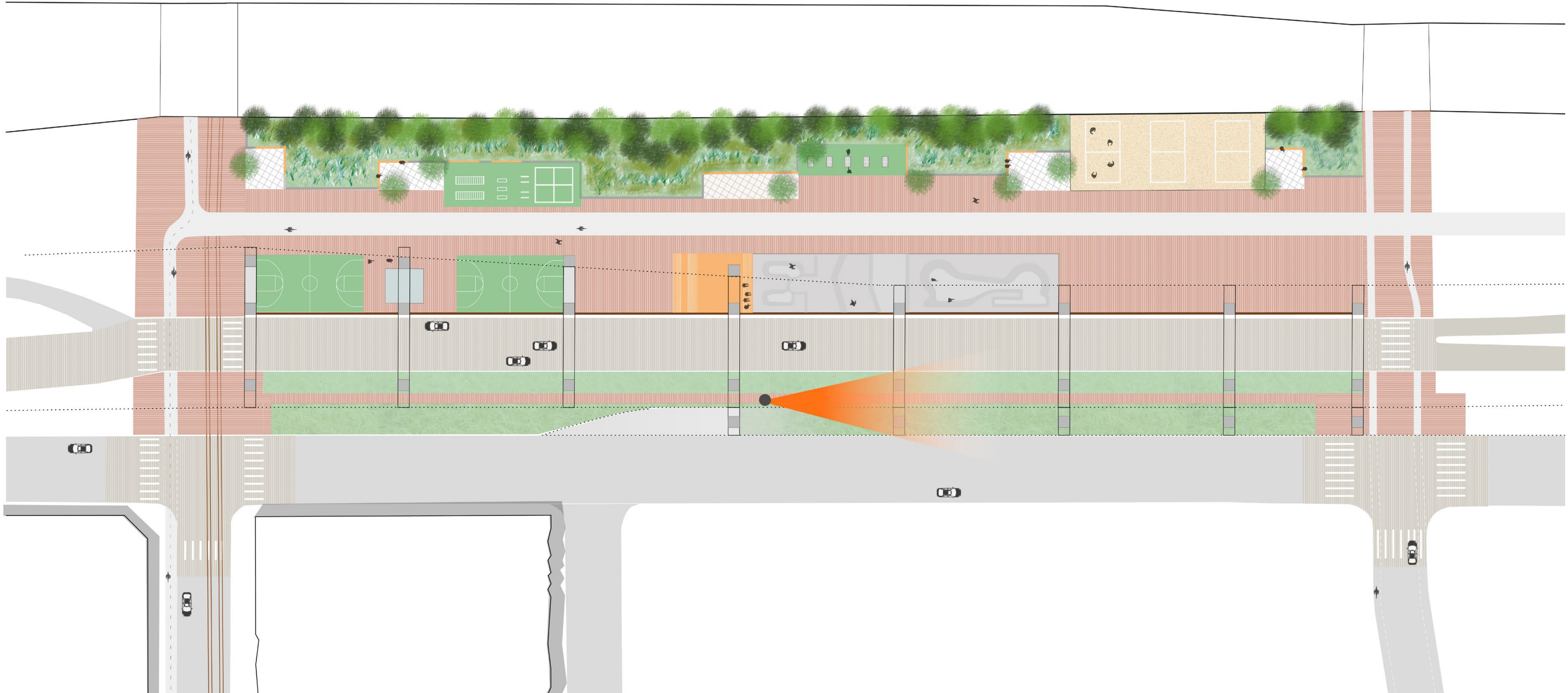








0 5 10 15 20 m

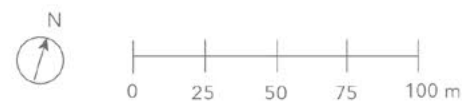








MASTERPLAN





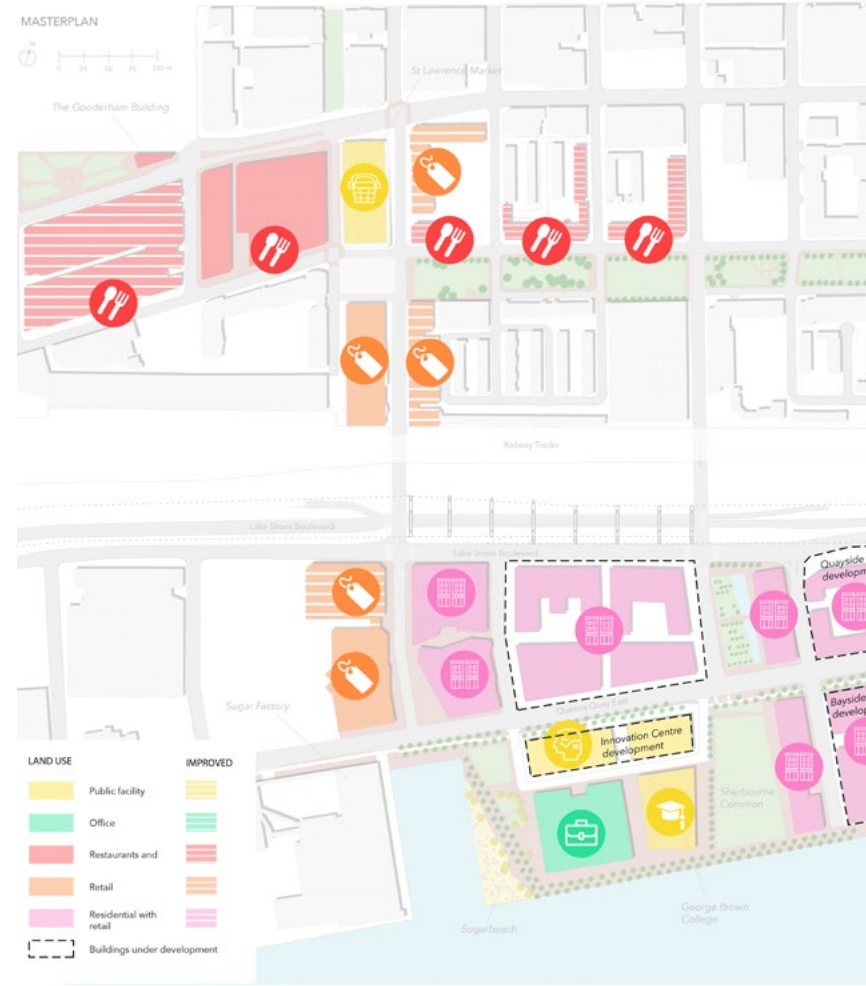
0  
Existing Situation

1  
Land Use Planning

2  
Pedestrian prioritizing  
and Connectivity

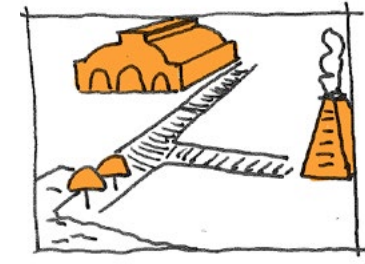
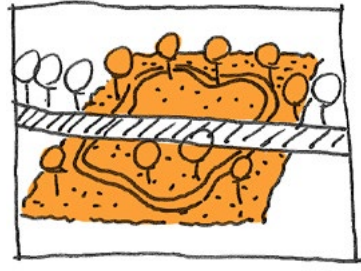
3  
Placemaking

4  
Expansion of pedestrian  
network





design principles

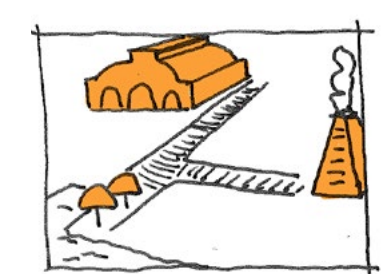
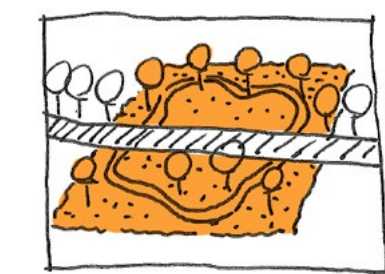


MASTERPLAN



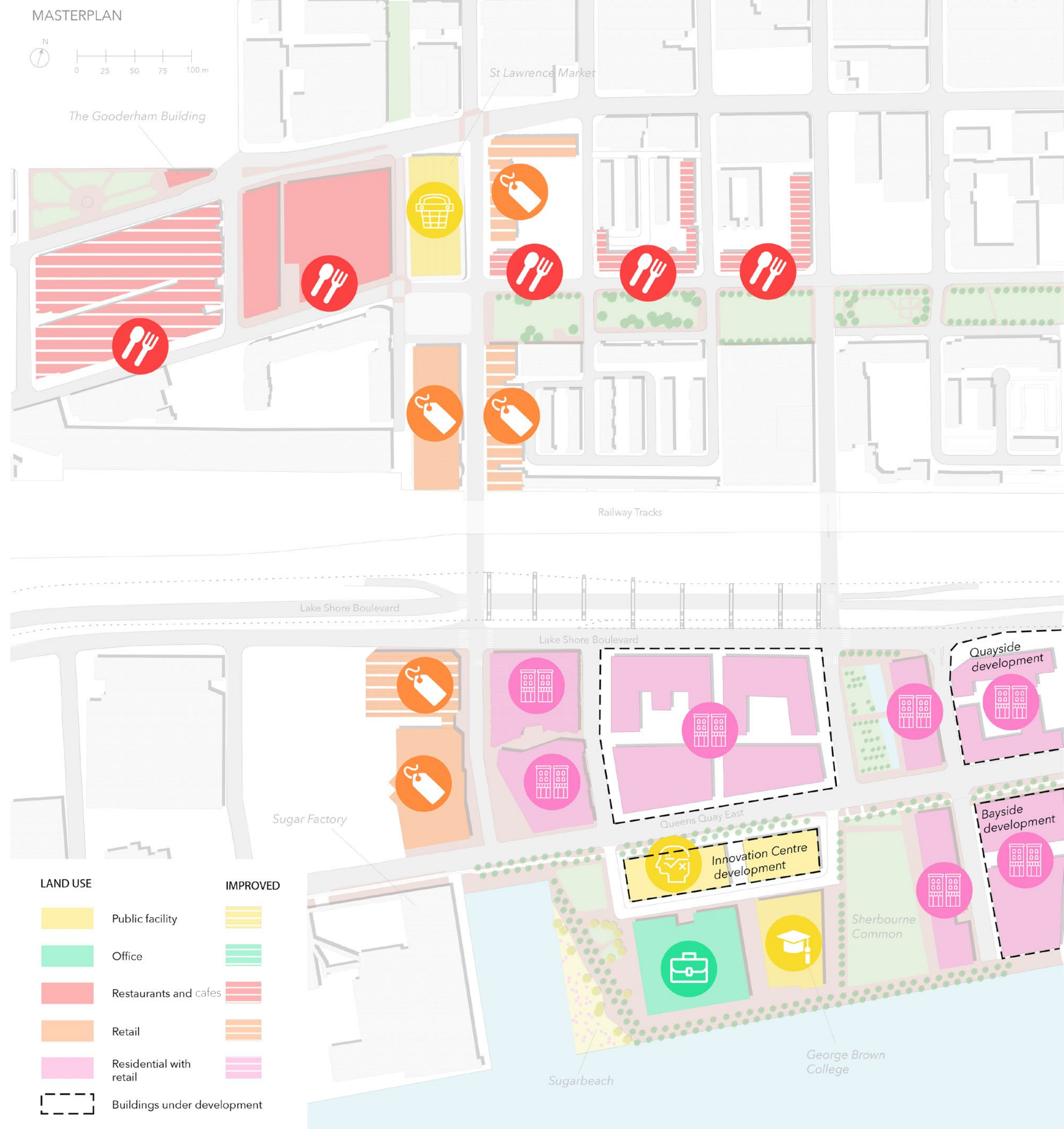
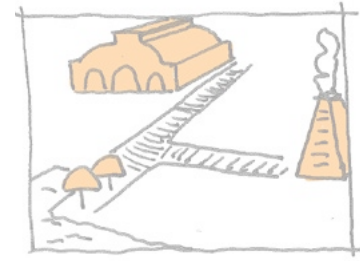
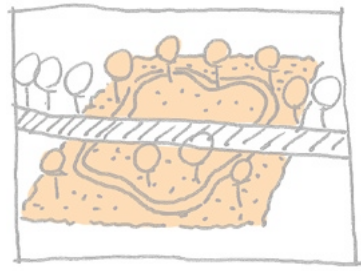
Existing Situation

- The availability of landmarks and parks





design principles



Phase 1

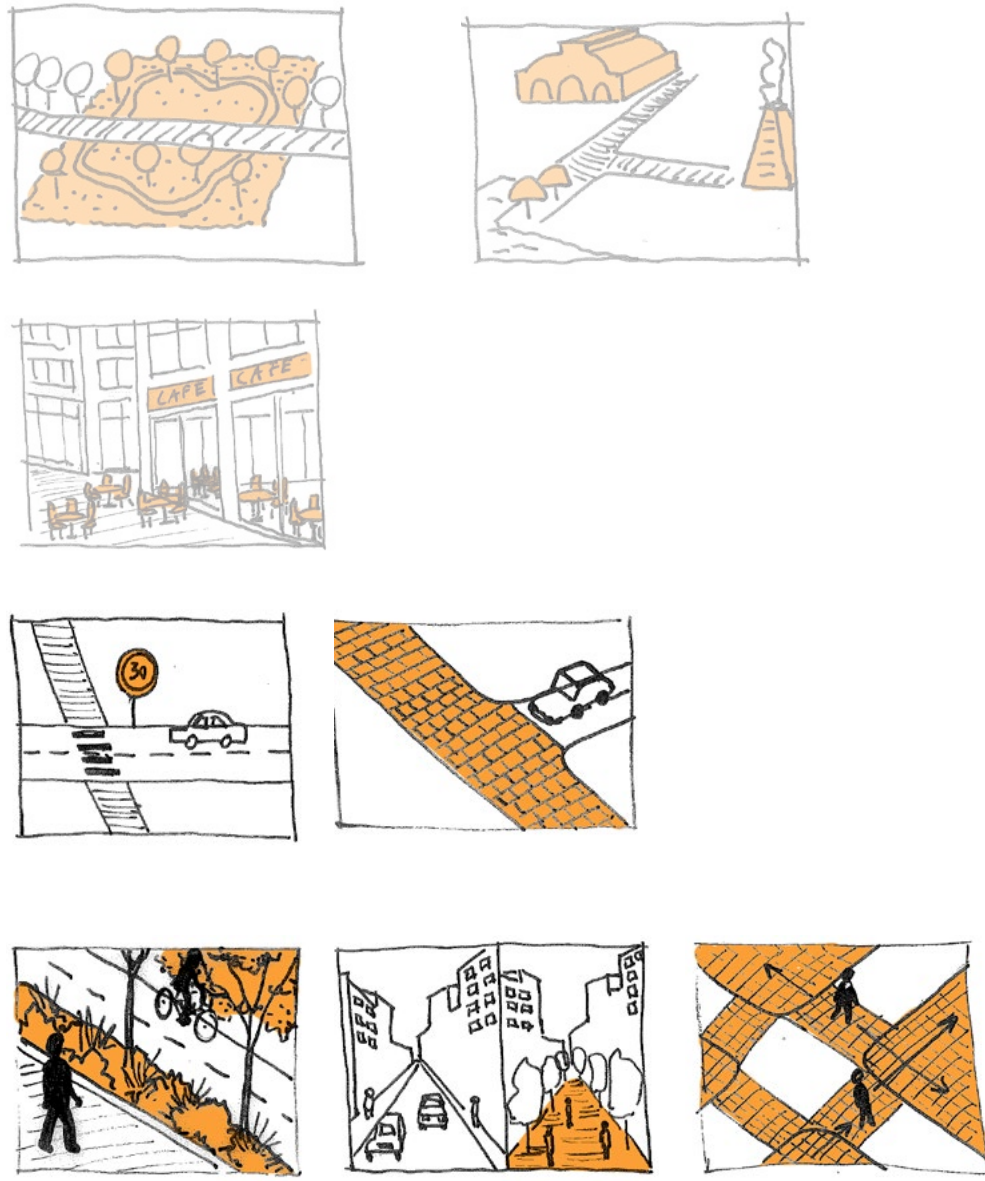
Land use

- Intensive and diverse land use





design principles



Phase 2

Connectivity and pedestrian prioritising

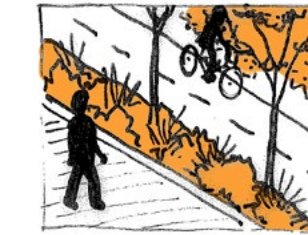
- Traffic calming by regulations



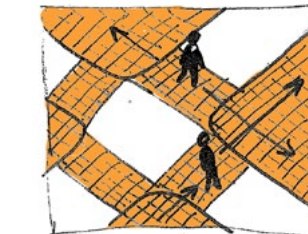
- Traffic calming by rough pavement



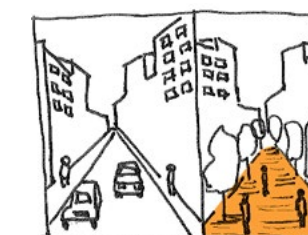
- Separating traffic flows by vegetation



- A continuous pedestrian path

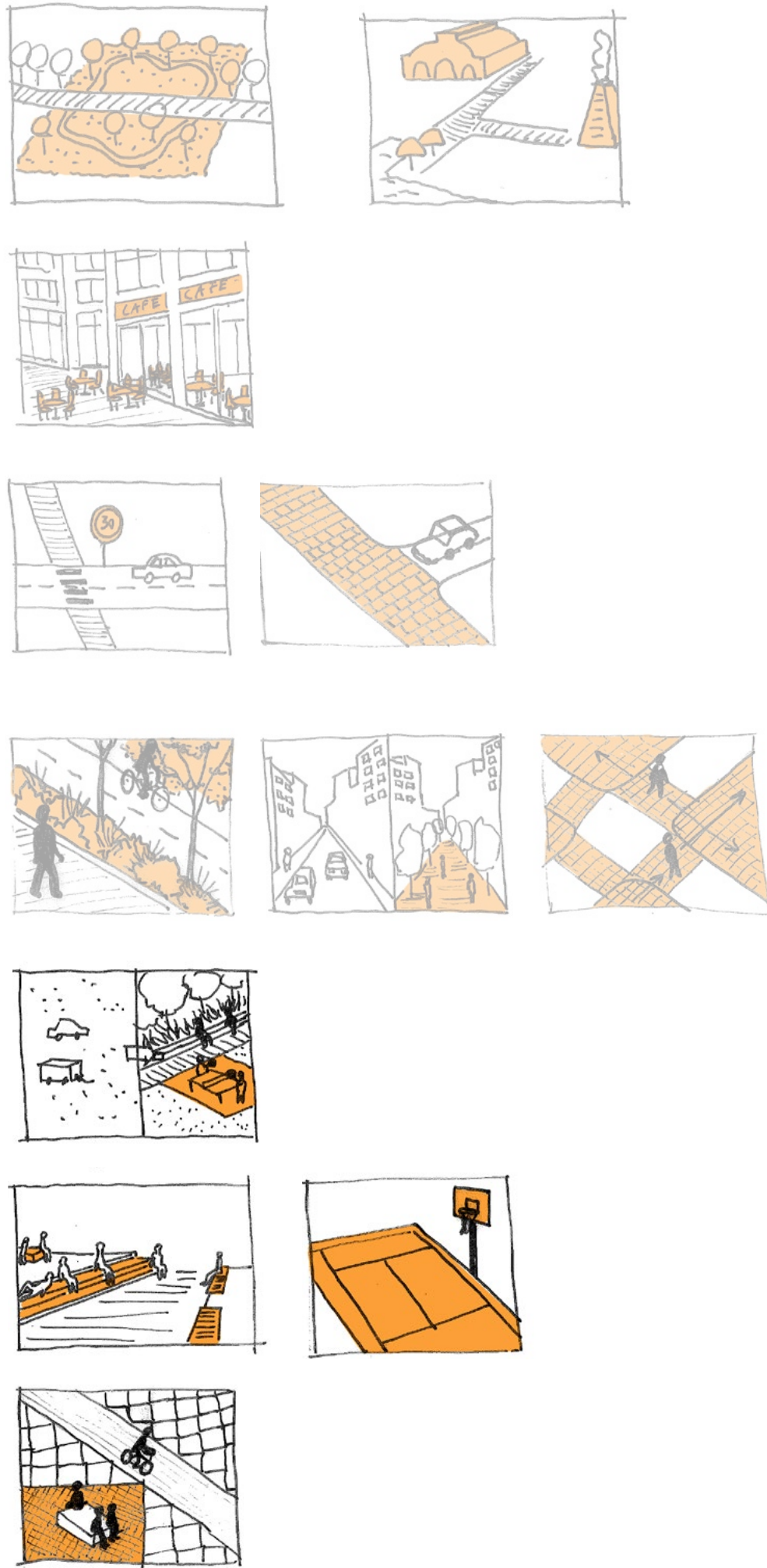


- Prioritizing pedestrians





design principles

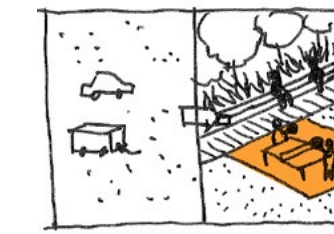


MASTERPLAN

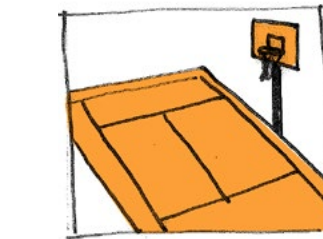


Phase 3  
Placemaking

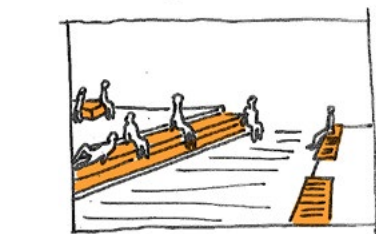
- Transforming non-places to places



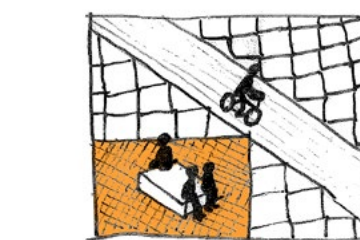
- Active sports facilities



- Passive staying facilities



- Using different pavement to distinguish spaces



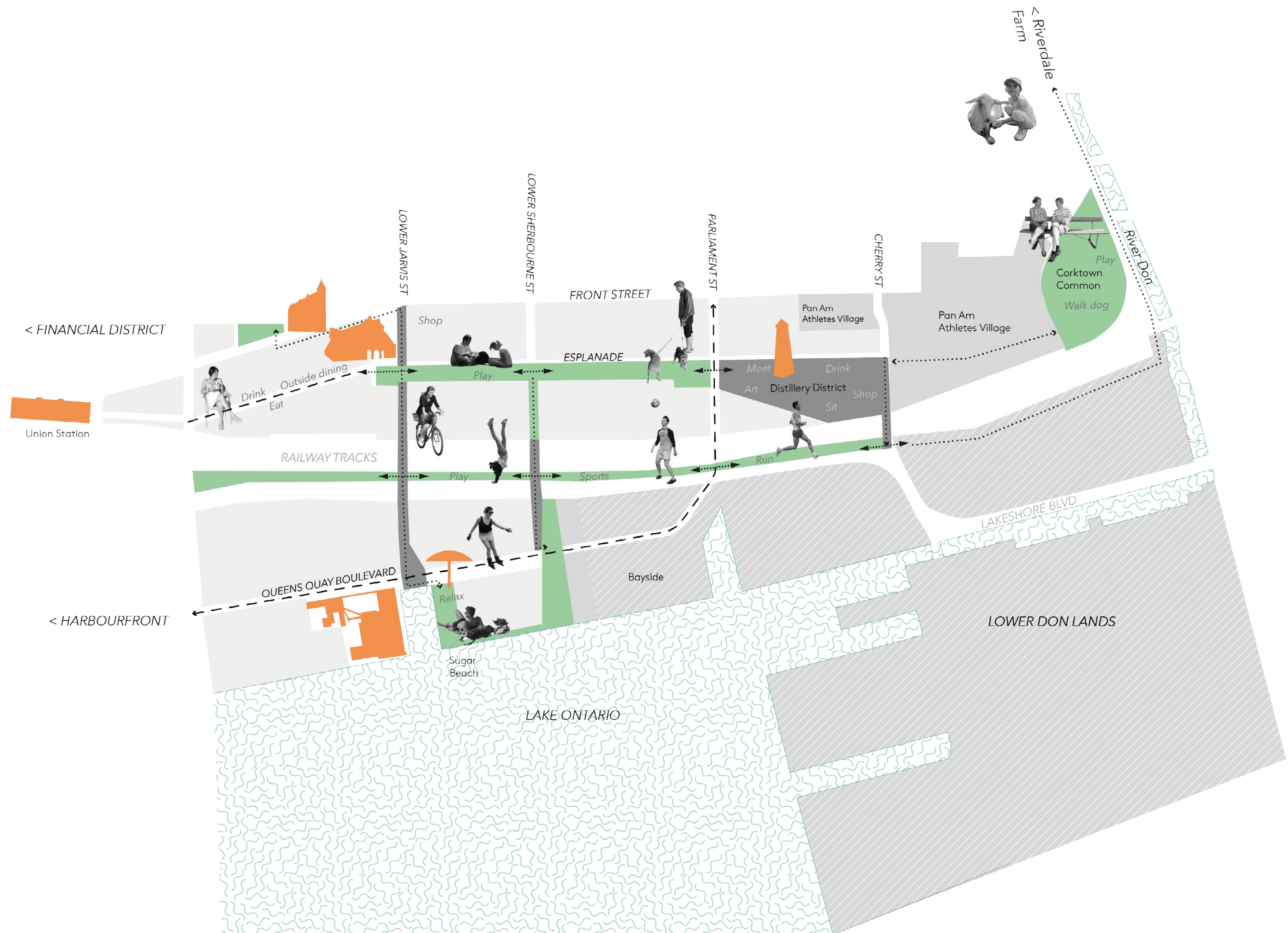




## Phase 4

- extending the pedestrian network
- new activities are triggered by the city life that is triggered by the developments







WHAT HAVE I LEARNED?





'There is much more to walking than walking'

(Jan Gehl, 2010)