STREETS AS PLACES

Reconnecting Toronto with its waterfront by rediscovering streets as social places

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STREETS AS PLACES
NYHAVN, COPENHAGEN
STREET IN TORONTO
STREETS AS

MOVEMENT SPACE

SOCIAL SPACE
Since the Industrial Revolution, people and cities have become more dependent on cars.
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
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.
PROBLEM STATEMENT

THE CAR DEPENDENT CITY

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
**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)
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.

THEORETICAL FRAMEWORK
Placemaking

Streets as movement space  Streets as social space

CONNECTIVITY

LINKING WITH OTHER MODES

FINE GRAINED LAND-USE PATTERN

ACCESS & Linkage

WALKABILITY

CONTEXT

COMFORT

Placemaking

GOAL

COMPONENTS

CONDITIONS
‘There is much more to walking than walking’

(Jan Gehl, 2010)
Central Waterfront

(Cathrae, 2008, edited)
EXTENDING WATERFRONT

Industrial Waterfront Toronto

Expanding Waterfront

Revitalised waterfront
Reconnecting Toronto with its waterfront by rediscovering streets as social places
ANALYSIS

Recreational land-use

Linking with other modes

Connectivity
SITE SELECTION
PROBLEMS

• 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

PLACEMAKING

• Non places
• East Waterfront is lacking destinations

ACCESS & LINKAGE
OPPORTUNITIES

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

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
LANDMARKS

- St Lawrence Market
- Union Station
- The Gooderham Building
- Distillery District
- Sugar Beach
- Distillery Common
TRAFFIC CALMING
2-way Bikelane
Continuous pedestrian path
Streetcar Lane
Rough paving for slowing down traffic
Flexible space square
Greenspace
Seating Space

N WATERFRONT
0 Existing Situation

1 Land Use Planning

2 Pedestrian prioritizing and Connectivity

3 Placemaking

4 Expansion of pedestrian network
Existing Situation

- The availability of landmarks and parks
Phase 1

Land use

- Intensive and diverse land use
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
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)