



Old Cabbagetown BIA Streetscape Revitalization Plan



Final Report - 05 June 2009 **Sunarts Design**

OLD CABBAGETOWN BIA STREETSCAPE REVITALIZATION PLAN

prepared by:

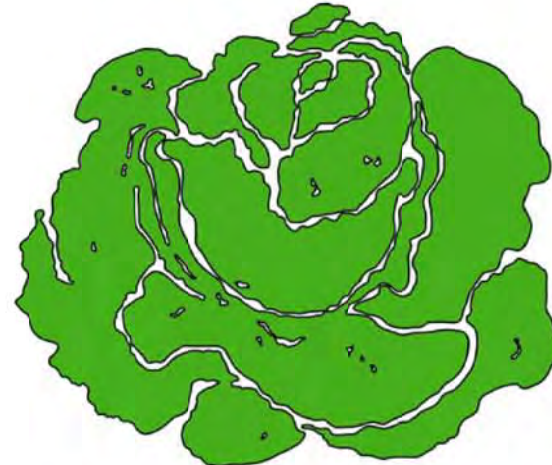
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CABBAGETOWN 2.0

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1.0 Introduction

Make no little plans; they have no magic to stir people's blood and probably themselves will not be realized. Make big plans; aim high in hope and work, remembering that a noble, logical diagram once recorded will not die, but long after we are gone be a living thing, asserting itself with ever-growing insistence.

Daniel Burnham, *Plan for Chicago*, 1910

This Streetscape Revitalization Plan was prepared by Sunarts Design for the Old Cabbagetown Business Improvement Area (BIA). It was prepared in collaboration with the citizen's group Cabbagetown 2.0 and the BIA's Board of Management. This study is financed in part by a commercial research grant from the City of Toronto. The streetscape includes all outdoor public space including the sidewalks, streets, parks, and other public lands.

Cabbagetown has a very rich cultural heritage as witnessed in its historic architecture and its place and street names. The area is home to the largest assemblage of Victorian-era residential architecture in North America. As a mixed-use neighbourhood, the area is remarkable in its diverse blend of office, retail, residential, and public spaces. Cabbagetown is host to over 50 restaurants which offer choices of fine dining, wine bars, fast food, and various cultural culinary themes. Though Cabbagetown has a very strong identity and many assets, the streetscape infrastructure is in need of revitalization. The social vitality and the economic viability of the area are dependent on this.

Physical improvements to the streetscape can enhance the identity and character of the area in addition to creating a more pleasant and comfortable environment. You can not patronize a shop in a street retail area without experiencing the streetscape. Shopping, for many, is both a social and recreational activity. If the environment is pleasant and comfortable, people are drawn to it. People animate civic space and in turn attract additional people. The presence of people on the street also enhances the safety and security of the area. All of this is good for local business, employment, and the community.

Oscar Wilde once said: "There's such a lot of beastly competition about." Everything available in Cabbagetown is also available across Toronto in other neighbourhoods. If Cabbagetown is to remain an economical and socially sustainable area it must distinguish itself as both an attraction and destination point to people near and far.

Some of the proposed improvements outlined in this report are for the short-term (1-3 year time horizon) and some are proposed for the long-term (5-10 year time horizon). The objective of burying overhead utilities, viz along Parliament Street, is perhaps an objective with even a longer time horizon.

The primary goal of the plan is to provide an overall framework to identify existing conditions and to set priorities for future improvements to the streetscape infrastructure of the Old Cabbagetown BIA to foster a sustainable and vital community. The creation of consistent and unified streetscape themes within a coherent framework will be helpful in guiding future capital upgrades so that they are carried out in a way that strengthens the identity and visual coherence of the area.

Jane Jacobs stated that "Design is people." This streetscape revitalization was initiated by Cabbagetown 2.0, a group of local citizens with an active interest in the area's public realm. The input and momentum for this project was derived from a collaboration of citizens and local business interests.

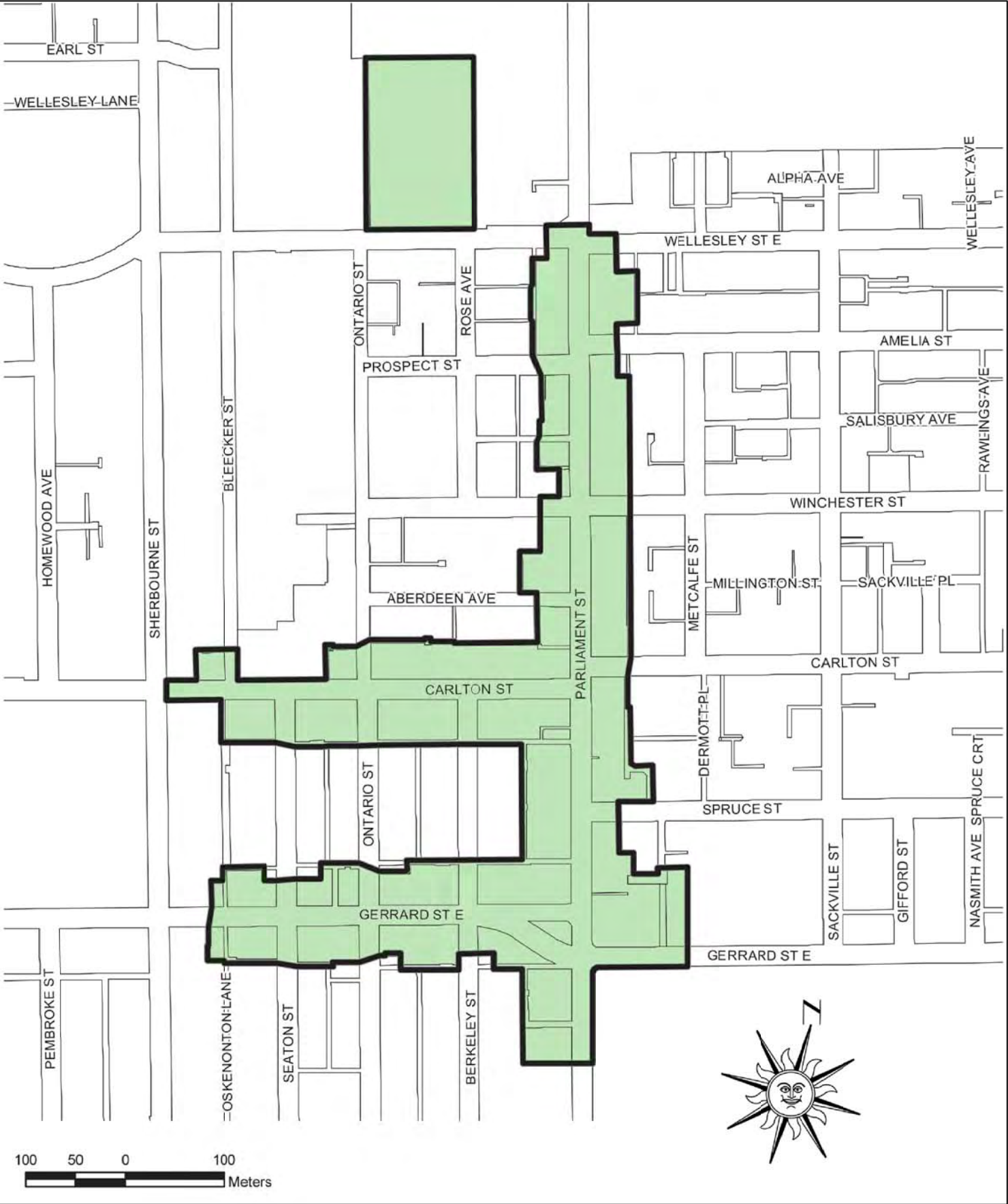
In the post-amalgamated city, Toronto's neighbourhoods are striving to maintain their unique individuality. The Cabbagetown neighbourhood with its unique and historic streetscape will have to carefully evaluate City-wide policies and street furnishings and their potential impact on the area's character and sense of place.

This Streetscape Revitalization Plan has arrived at a time when citizens are more aware and interested in local urban issues than perhaps ever before. Indeed, public open space is by definition the most democratic of urban spaces.

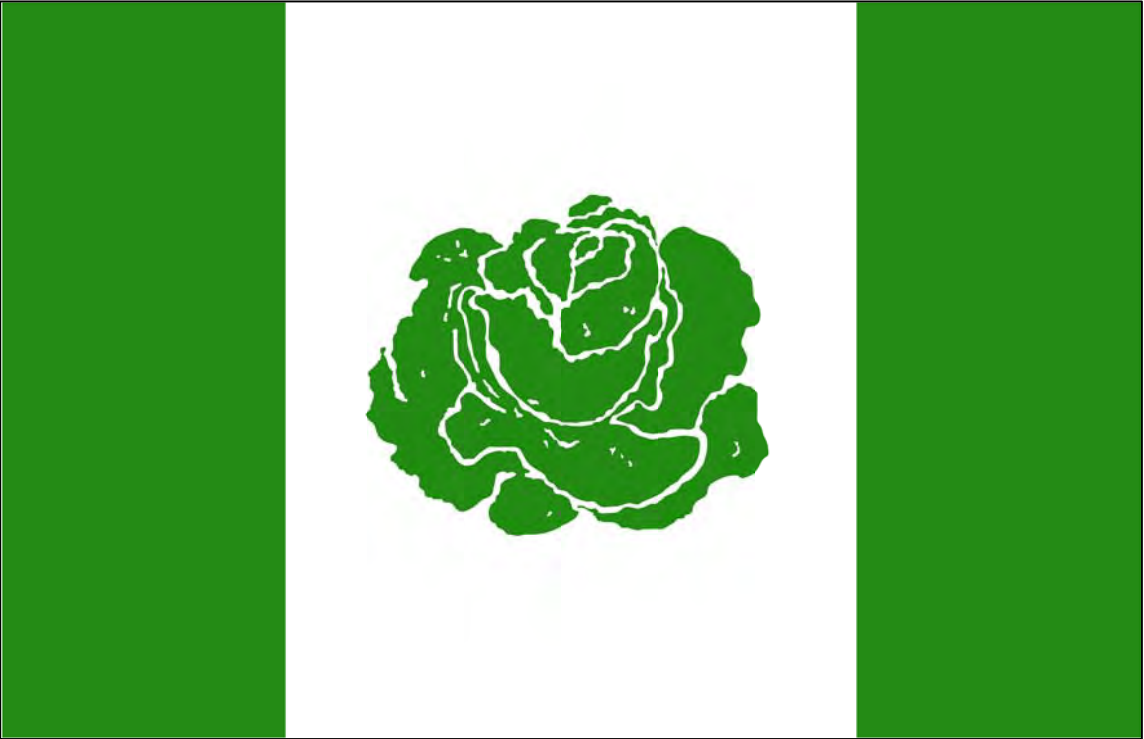
It is hoped that Cabbagetown will become a model for the New City Beautiful Movement, a movement which combines aesthetic and ecological principles to create a beautiful and sustainable city.

This Streetscape Revitalization Plan is to be read in conjunction with the City of Toronto's forthcoming Streetscape Manual.

Existing Limits of the Old Cabbagetown Business Improvement Area (BIA)



Emblems of the Old Cabbagetown Business Improvement Area (BIA)



2.0 Goals and Objectives

The following goals and objectives guided this study.

GOAL

To build on the strength and historic character of the Old Cabbagetown BIA through physical improvements which are place-appropriate and which contribute to the social, economic and ecological sustainability of the area.

OBJECTIVES

Environmental

- ✗ To highlight the Old Cabbagetown BIA as a model for the New City Beautiful Movement which combines both aesthetic and ecological principles.
- ✗ To introduce additional vegetation where feasible to provide human scale, relief from the built-form and to reduce the heat-island effect.
- ✗ To utilize Best Management Practices (BMP) for urban tree selection and care to increase tree canopy with the Old Cabbagetown BIA.
- ✗ To mitigate ground-level air and noise pollution through combined strategies of tree planting, vine/perennial planting, and transportation planning which favours bicycles and pedestrians.

Economic

- ✗ To attract and sustain retail businesses in the BIA through physical improvements.
- ✗ To identify and prioritize streetscape improvements which can be implemented by the BIA, in partnership with the City of Toronto and others over a multi-year period.
- ✗ To identify opportunities to liaise, consult and partner with other interests or agencies to achieve BIA open space objectives.
- ✗ To appreciate land values in and around the BIA.
- ✗ To co-ordinate streetscape improvement initiatives with ongoing upgrades to the area's infrastructure by the City and utility companies.
- ✗ To minimize maintenance and operational costs in the short and long-term.

Social

- ✗ To be a model of social inclusion and compassion for other Toronto neighbourhoods.
- ✗ To create gardens/gathering areas in Old Cabbagetown that serve as destination points.
- ✗ To create a streetscape environment which is interactive and didactic.

Physical

- ✗ To identify opportunities for gateways, landmarks, and nodes for area identity and wayfinding.
- ✗ To preserve and enhance the area's unique historic character.
- ✗ To create consistent and unified streetscape themes for the Old Cabbagetown BIA.
- ✗ To enhance pedestrian safety and comfort through physical improvements.
- ✗ To take advantage of favourite microclimatic conditions to extend seasonal and year-round pedestrian comfort.
- ✗ To create areas which support programmed events in all four seasons.
- ✗ To recommend sidewalk furnishings which are low maintenance, ecologically friendly, socially inclusive and which are visually appropriate to Old Cabbagetown.
- ✗ To identify opportunities for the creation of green space/plantings, seating areas, and pedestrian lighting.
- ✗ To create opportunities for artists and community members to create permanent and temporary installations in the public realm.
- ✗ To promote freedom of pedestrian movement on sidewalks by reducing clutter, widening sidewalks and by relocating or burying utilities where feasible.
- ✗ To enhance the historic identity and attractiveness of the area to make it a destination for both Torontonians and tourists.
- ✗ To make the area more pedestrian-friendly by improving pedestrian safety, linkages, and lighting.
- ✗ To provide strong pedestrian linkages between Old Cabbagetown and the Central Business District (CBD), Allan Gardens, Regent Park, St. Jamestown, and the Don Valley open space system.
- ✗ To plan for consistent and visually appropriate site improvements to strengthen the identity and visual coherence of the area.
- ✗ To increase human scale through widening of sidewalks, traffic calming measures, additional tree planting, street furnishings, and public art.
- ✗ To accommodate bicycle and parking in a safe and convenient manner which does not detract from the area's appearance and social appeal or interfere with commercial activity.
- ✗ To expand seasonal use and comfort by utilizing sun/shade and wind tunnel information and by improving snow removal/de-icing activities.
- ✗ To increase personal safety by enhancing street life both during the day and evening.
- ✗ To comply with current regulatory agency policies and design guidelines.

3.0 Nine Principles for Creating Successful Streetscapes

1. Image and Identity

The image and identity of a neighbourhood is tied to its streetscape. Creating and maintaining a streetscape/urban open space network that enhances the image and identity of a neighbourhood is a significant component of City-building.

2. Attractions and Destinations

Any great streetscape/urban open space network has different attractions and destinations that appeals to a variety of people. These can include restaurants, bohemian coffee bars, specialty shops, parks, or area for performances. These attractions don't need to be big to be successful. The important thing is that these attractions and destinations bring people together throughout the day and in all four seasons. Creating a variety of places, each with different things to do, is vital for keeping an area socially and economically sustainable.

3. Amenities

The streetscape infrastructure should feature amenities that make it comfortable for people to use. A bench sheltered from the noon sun and focused on street activity can make a big difference in how people choose to visit a place. Lighting can strengthen a streetscape's identity while highlighting specific activities, entrances, or pathways. Public art can also be a great magnet for people to come together. Amenities help create a convivial setting for social interaction which is vital to the neighbourhood.

4. Flexible Design

The use of streets changes during the course of the day, week, and year. To respond to these changes, flexibility needs to be built in. Instead of a permanent stage, for example, a retractable or temporary stage could be used. Likewise, a small streetside park can be used to sell Christmas trees in the off season.

5. Seasonal Strategy

A successful streetscape can't flourish with just one season in mind. Great streetscapes take advantage of the variety offered by the changing seasons. Skating rinks, outdoor cafés, markets, horticulture displays, art and street festivals help adapt our use of the space from one season to the next.

6. Access

To be successful, a streetscape needs to be easy to get to. The best streetscape/urban space networks are always easily accessible by foot: surrounding streets are pedestrian-friendly; crosswalks are well marked; lights are timed for pedestrians, not vehicles; traffic moves slowly; and transit stops are located nearby. A neighbourhood surrounded by lanes of fast-moving traffic will be cut off from pedestrians and deprived of its most essential element: people.

7. Gateways

An important component of the streetscape is the way that streets, sidewalks and the ground floors of adjacent buildings lead into it. Like the tentacles of an octopus extending into the surrounding neighborhood, the influence of a good streetscape starts at least a block away. Vehicles slow down, walking becomes more enjoyable, and pedestrian traffic increases. The elements or symbols of the neighbourhood are visible from a distance and entices people to the area.

8. The Role of Management

The best places are ones that people return to time and time again. The only way to achieve this is through a management plan that understands and promotes ways of keeping the streetscape safe and lively. For example, good management understands existing and potential users and gears events to both. Good managers become so familiar with the patterns of how people use the neighbourhood that waste receptacles get emptied at just the right time, burnt out lights are replaced promptly, graffiti is removed promptly and the notices in the message kiosks are kept informative and up-to-date. Good management creates a feeling of comfort and safety in the neighbourhood by fixing and maintaining it so that people feel assured that the area is well cared for and that someone is in charge.

9. Diverse Funding Sources

A well-managed streetscape is generally beyond the scope of the average BIA or public works department, which is why partnerships have been established to operate in the most streetscape neighbourhoods. These partnerships seek to supplement existing funding with funding from diverse sources, including -- but not limited to -- rents from festivals; film shoots; and benefit fundraisers.

Source: Project for Public Space (www.pps.org)



4.0 Site Inventory and Analysis

4.1 General

Streetscapes are systems. Whether they are formed organically or designed - they are built and utilized. Like all systems with moving parts - the streetscape's moving parts being people - the streetscape infrastructure has a lifecycle. Redesign, upgrades and repair are part of this cycle. The freeze-thaw cycle and use of salt as a de-icer in a temperate climate and the haphazard upgrades of utilities further accelerates this lifecycle.

Old Cabbagetown is a well established area with a great many physical assets. This site inventory and analysis focuses on those aspects of the streetscape infrastructure which requires redesign, upgrade, or reconstruction.

The site analysis work for this streetscape revitalization plan has highlighted three main issues: sidewalk widths, existing utility infrastructure, and urban tree management.

4.2 Sidewalk Widths

A prominent feature of Cabbagetown is its relatively narrow sidewalks (see adjacent table). This is particularly true of Parliament Street. Many admirers of medieval European towns, squares, streets, and sidewalks find great charm and intimacy with these narrow passages. In Cabbagetown narrow sidewalks are not necessarily a negative factor, they are however an important determinant of urban design. As pedestrian comfort is a prime objective of this revitalization study, the future redesign of the BIA must facilitate pedestrian movement. While the sidewalks of Parliament Street with the most pedestrian traffic are quite narrow, the sidewalks of the adjoining East-West side streets with less pedestrian traffic are much more generous. The proposed improvements to the Cabbagetown BIA have taken into account this inverse relationship.

A prominent feature of this plan is to phase out street trees along Parliament Street where limited root zone area and above ground growing space make it unfeasible to grow trees. Street trees are only proposed for Parliament Street at bump outs such as the Bicycle Oasis. New poles with street and/or pedestrian lights, banners, and vines are proposed for Parliament Street. Additional trees are proposed for the side streets and other areas across the BIA.

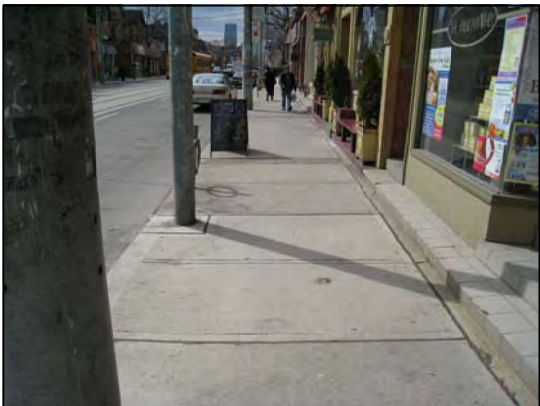
A COMPARISON OF AVERAGE SIDEWALK WIDTHS FOR A RANDOM SAMPLE OF SOME TORONTO BIAs	
Bloor West Village BIA	4.39m
Bloor by the Park BIA	4.46m
Roncesvalles Village BIA	3.21m
Bloor-Yorkville BIA	4.30m
Junction Gardens BIA	3.93m
Old Cabbagetown BIA - Parliament Street	2.96m
Old Cabbagetown BIA - East-West Streets	4.34m

OLD CABBAGETOWN BIA	
Parliament Street at Wellesley Street East - East Sidewalk	4.00m
Parliament Street at Landcaster Avenue - West Sidewalk	2.70m
Parliament Street at Winchester Street - West Sidewalk	2.90m
Parliament Street at Aberdeen Avenue - West Sidewalk	2.50m
Parliament Street at Carlton Street - East Sidewalk	3.00m
Parliament Street at Spruce Street - East Sidewalk	3.30m
Parliament Street at Spruce Street - East Sidewalk	2.80m
Parliament Street at Gerrard Street East - West Sidewalk	2.50m
Average Sidewalk Width for Parliament Street	2.96m

Winchester Street at Parliament Street - North Sidewalk	5.60m
Winchester Street at Parliament Street - South Sidewalk	4.60m
Carlton Street at Parliament Street - North Sidewalk	6.40m
Carlton Street at Berkely Street - South Sidewalk	2.80m
Carlton Street at Ontario Street - North Sidewalk	2.50m
Carlton Street at Parliament Street - North Sidewalk	6.40m
Spruce Street at Parliament Street - North Sidewalk	5.10m
Gerrard Street East at Berkeley Street - North Sidewalk	2.00m
Gerrard Street East at Ontario Street - South Sidewalk	3.70m
Average Sidewalk Width for Side Streets	4.34m



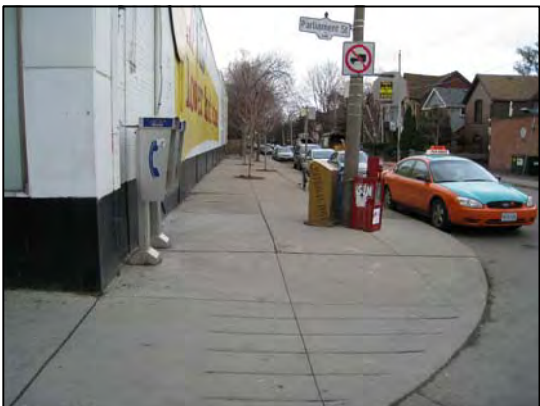
West side of Parliament Street Looking North



North side of Carlton Street Looking West



West side of Parliament Street Looking North



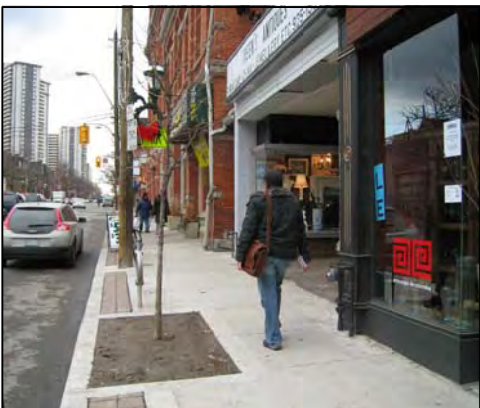
North side of Spruce Street Looking East



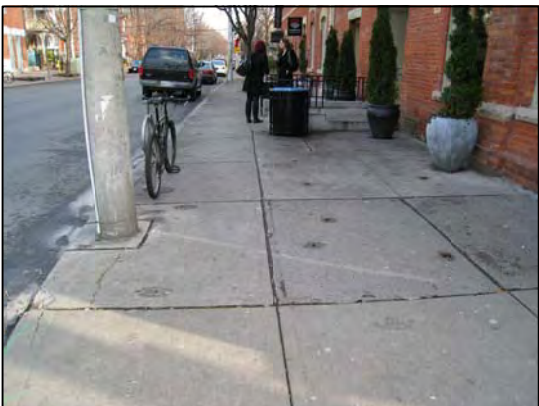
West side of Parliament Street Looking North



East side of Parliament Street Looking North



East side of Parliament Street Looking North



South side of Spruce Street Looking East

4.3 Existing Utility Infrastructure

The age and condition of the Old Cabbagetown BIA’s utility infrastructure can be seen in its wood utility poles, rusty steel poles, and unsightly network of overhead wires. This aging utility infrastructure creates an “urban blight” for the area and indicates an old, and out-of-date streetscape. The visual heaviness of the overhead infrastructure is a distraction from the ground-level features and from the storefront signage. Views from the upper storey windows of the buildings along Parliament Street are also affected by the overhead wires.



Urban Blight - unsightly wires



Urban Blight - unsightly wires



Urban Blight - unsightly wires



Old Utility Poles



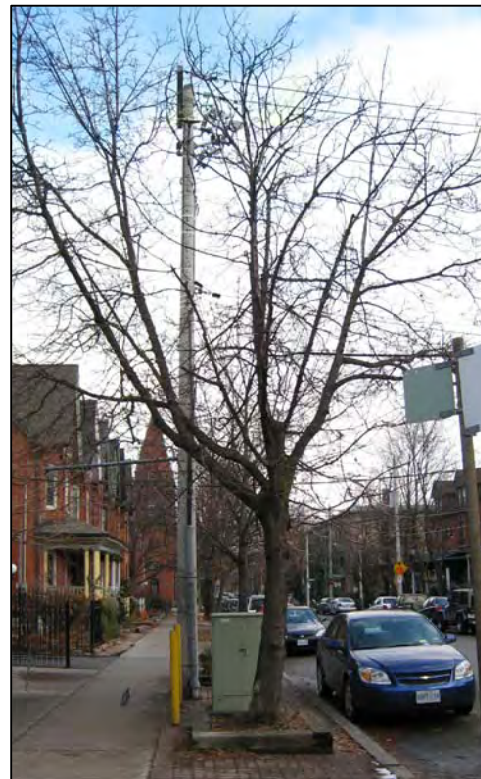
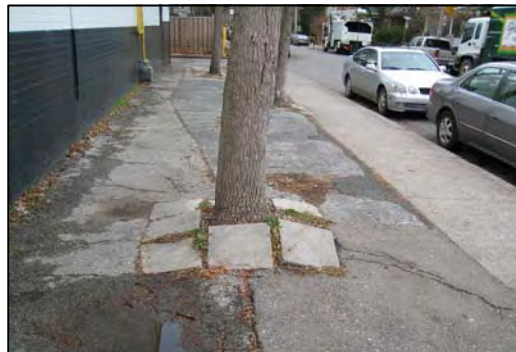
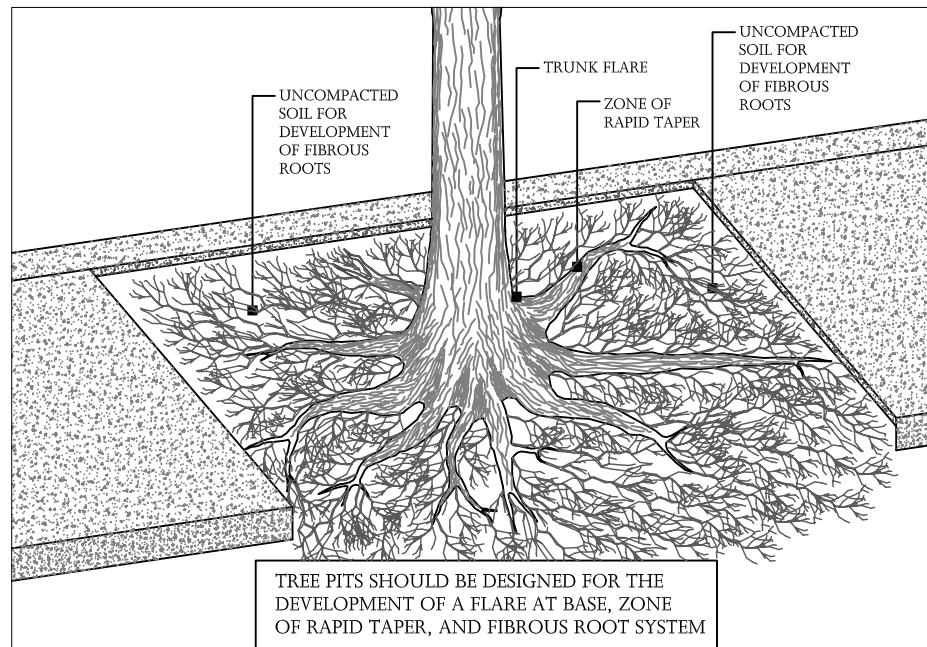
Old Utility Poles



Urban Blight - unsightly wires

4.4 Urban Tree Management

With the impacts of pollution, salt, imperious paving, compaction, lack of oxygen, and the urban heat island effect – it is a wonder that trees can survive in the urban environment. In describing the ratio of required root bio-mass to that of the above ground physiology of a tree, Urban Tree Specialist James Urban describes the spatial relationship of a wine glass placed on a dinner plate. Our previous standards for soil volumes and urban tree growth have been woefully inadequate. The City of Toronto Urban Forestry branch are now recommending 30 cubic metres of soil for each canopy tree. Tree pits must also be designed to accommodate the development of a mature trunk base flare and zone of rapid taper.



Where trees are ill-kept, dying, or diminishing, we often find a community that feels run down. Though trees are seldom recognised as either part of the cause or a symptom of community woes, the truth is clear -- trees symbolize permanence and stability. Where trees thrive a community feels good about itself.

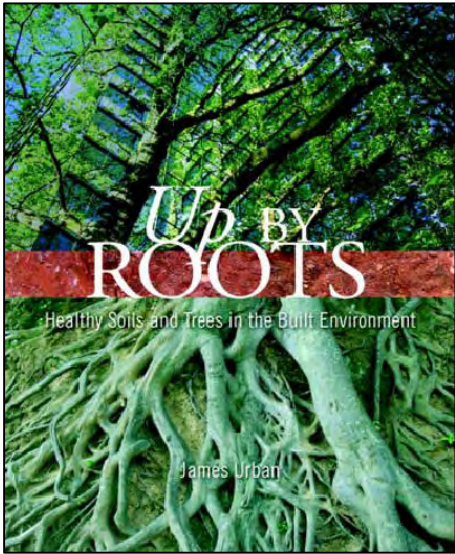
R. Neil Simpson, Shading Our Cities



Trees growing in "difficult places"

4.5 Plant Trees In Easy Places First

“Plant in the easy places first” says James Urban in his 2008 book *Up by Roots*. This book outlines current best management practices of urban tree management. While this tenet may seem overly simple and straight-forward, this practice has not been adhered to in Cabbagetown. Across Cabbagetown there are many trees that have been planted in “difficult spaces” while “easy spaces” remain tree-less. An easy space for tree planting would imply adequate soil volume and root area, an absence of conflict with underground and overhead utilities, and no conflict with driver or pedestrian sightlines. The photographs below show areas that are possible candidates for tree planting.



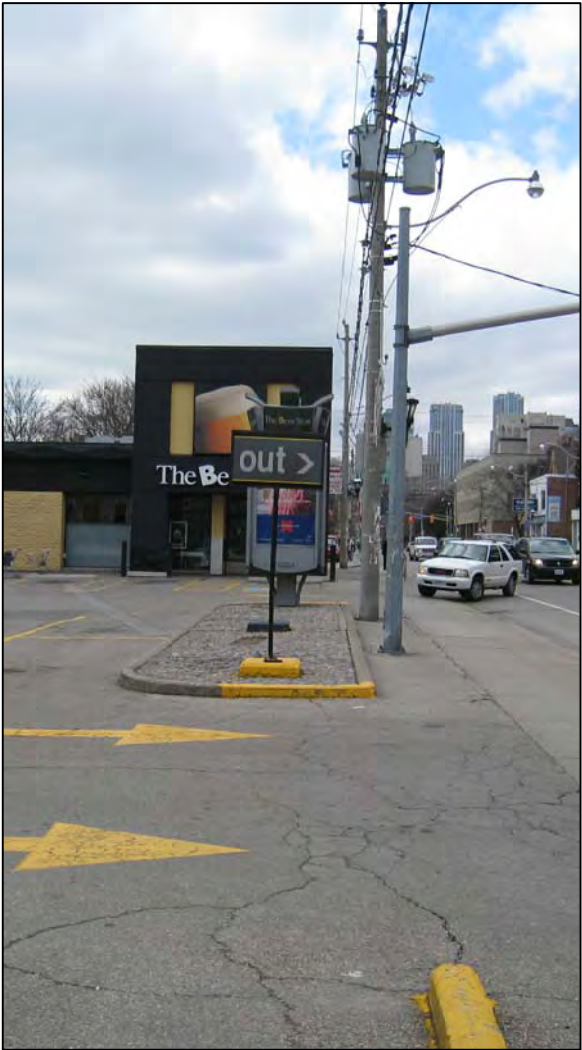
North side of Sherbourne Street looking East



North side of Sherbourne Street looking West



South side of Gerrard Street looking East



North side of Gerrard Street looking West

5.0 Greening Opportunities other than Trees

When there are spatial or other limitations for planting trees other greening opportunities can be explored. Chief among these are vines. Vines are quick growing plants that are available in many hardy species and various flower colours. Many species are also fragrant. One of their main attractions is they can be trained to grow vertically and require limited root area/soil volume. Vines planted at the base of utility and light poles can be trained to a lattice framework to remain compact and tight to the pole thereby maximizing visual impact in a relatively small space and planting footprint. During the Christmas season evergreen and holly boughs can be trained to the lattice framework for winter interest and colour.

Though not “greening” per se, the strategic addition of banners on utility and light poles can add colour, interest, human scale and greater identity to the area. The strategy of adding vines and banners is primarily intended for Parliament Street.



Virgin's Bower is a native vine with showy, fragrant white flowers which is capable of withstanding urban conditions



The *Clematis* genus is a large family of vines that have many different sized, shaped, and coloured flowers.



Virginia Creeper is a native vine with good Fall colour which is capable of withstanding urban conditions

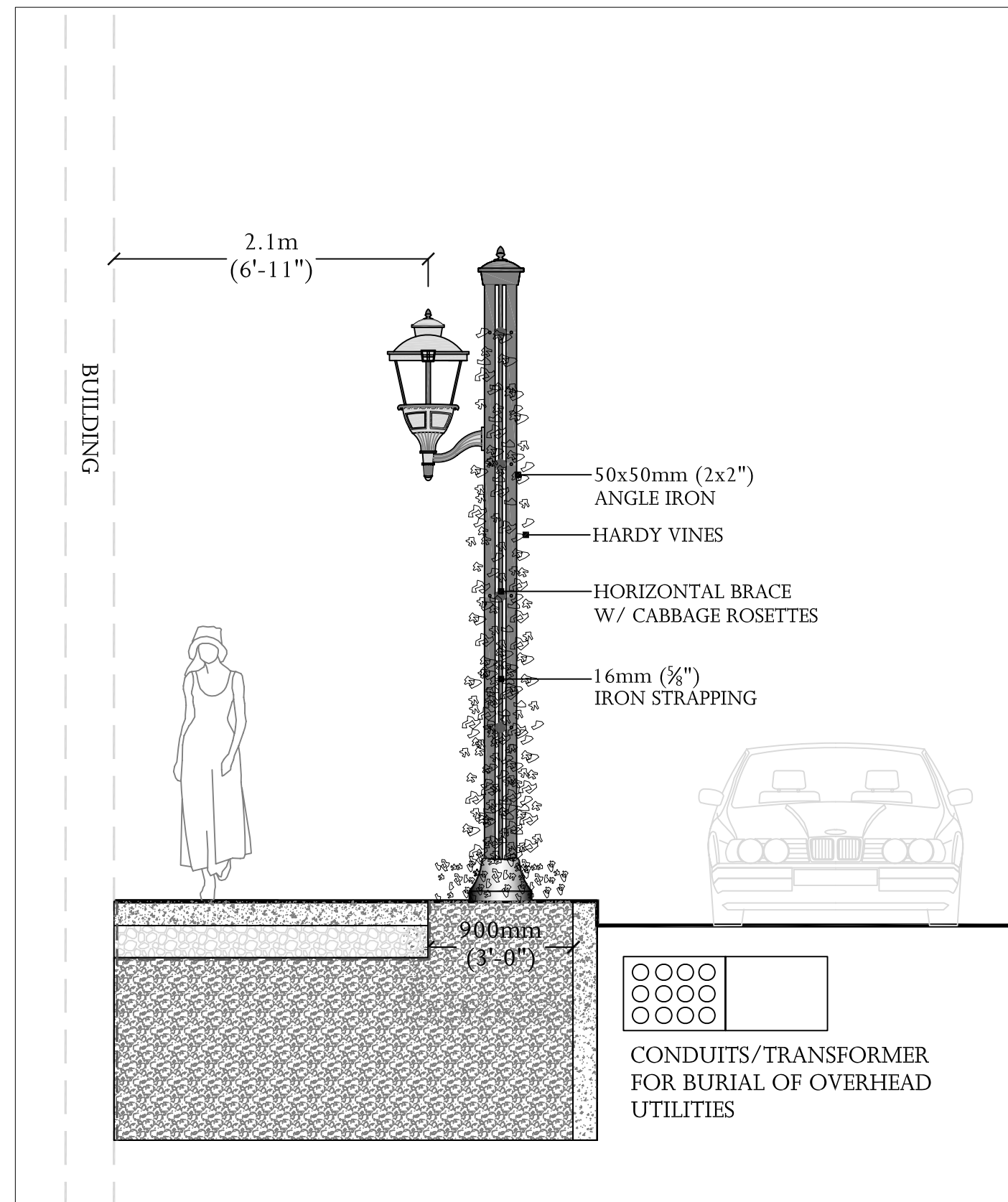


Figure 5.1 - Detail of Pedestrian Light/Planting Structure for Vines

5.0 Greening Opportunities other than Trees

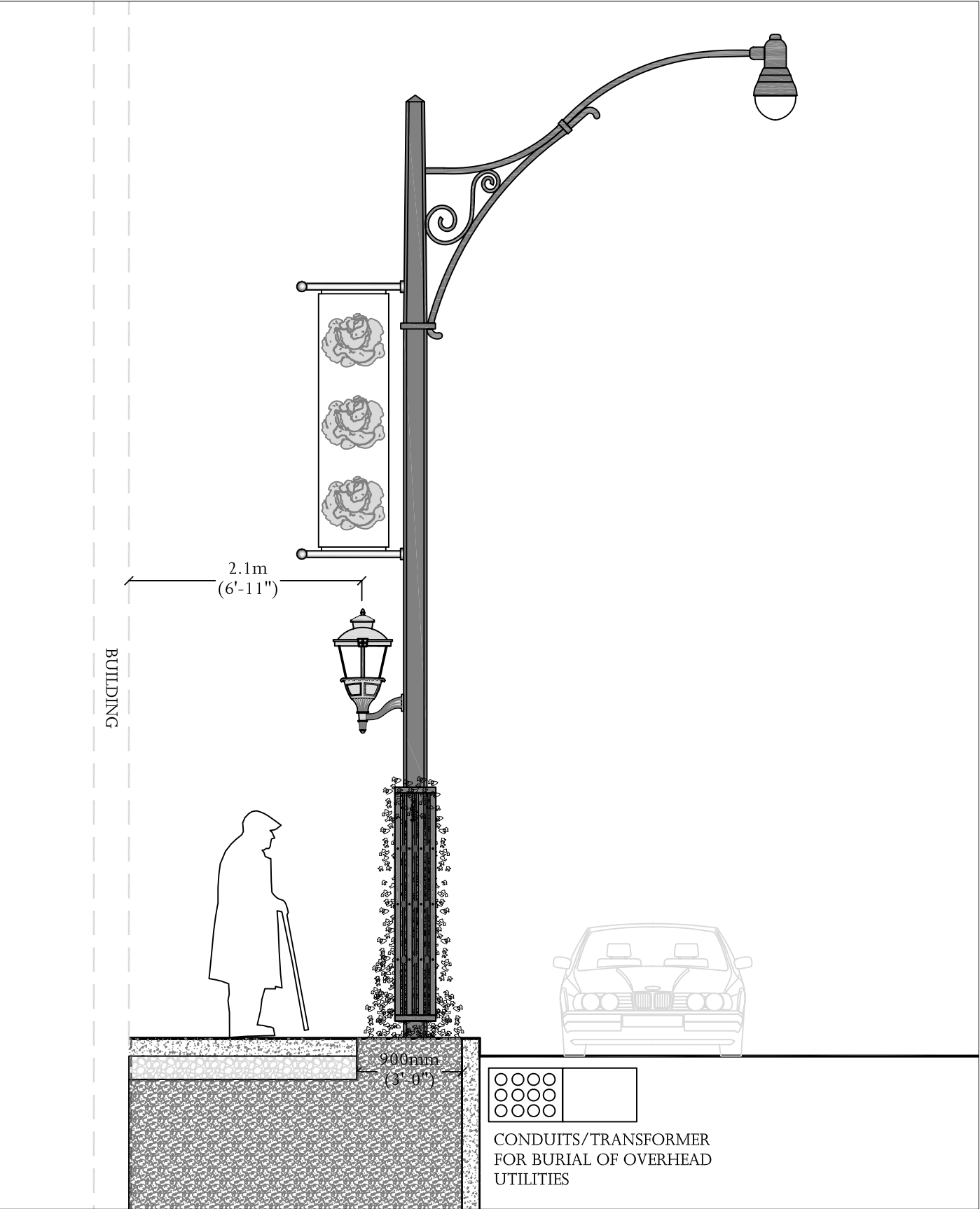


Figure 5.2 - Detail of Street and Pedestrian Lights with Banner and Vines

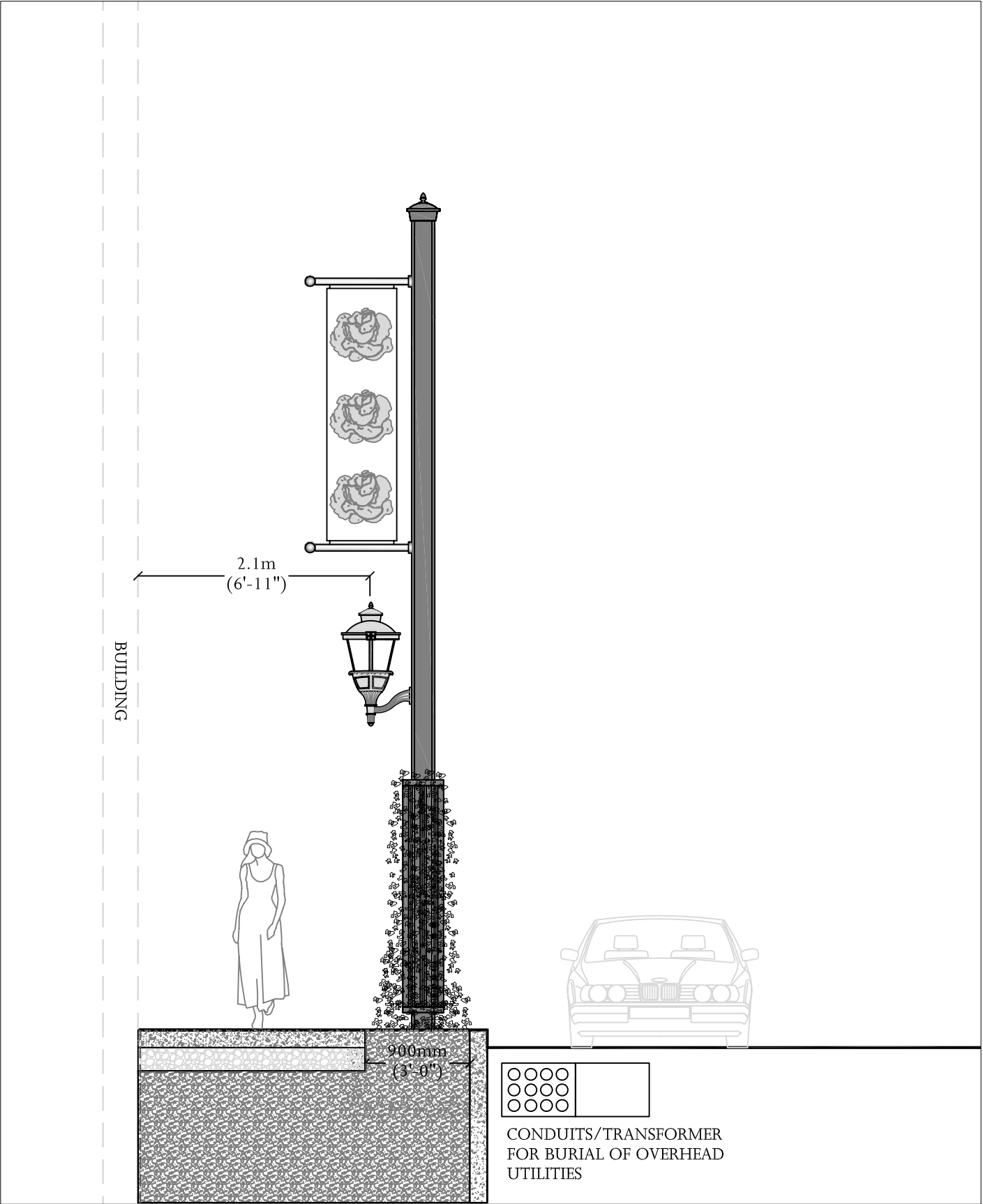


Figure 5.3 - Detail of Pedestrian Light with Banner and Vines

6.0 Creating Gateways to the Old Cabbagetown BIA

6.1 Wellesley Street East and Parliament Street

The Wellesley Street East and Parliament Street intersection is the Northern gateway to Old Cabbagetown. At present there is no visual connection/identifier with the Old Cabbagetown BIA. From an urban form perspective the intersection contains a stark contrast of built form as high rise, high-density residential meets street commercial and low-rise residential with no design elements to provide a gradual transition.

Existing Conditions

- the high-rise apartment buildings of St. Jamestown are lacking in human scale and create shading and a wind tunnel effect which negatively impacts pedestrian comfort at ground level
- there is a lack of trees and many of the existing trees in the area are in decline
- the sculpture at the Northwest corner of the intersection looks tired and dated

Proposed Improvements

- decorative paving at pedestrian crosswalks with Old Cabbagetown emblem in middle of intersection
- planting of additional trees where feasible
- introducing banners and alternative greening opportunities to those of trees



St. Jamestown Looking North-West



Parliament Street Looking South-East



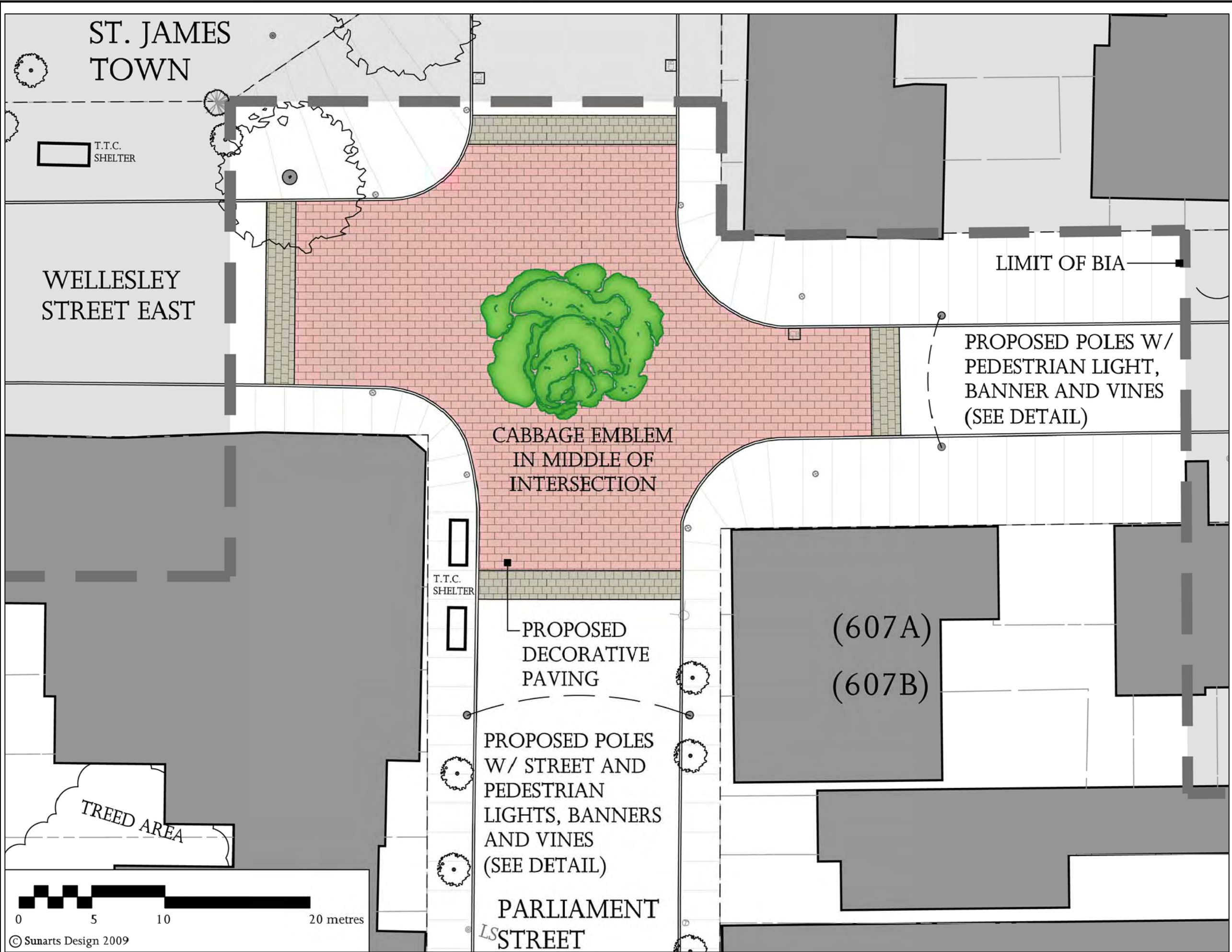
Parliament Street Looking North-West



Wellesley Street East Looking North-East



Wellesley Street East Looking East



PRELIMINARY
- NOT FOR
CONSTRUCTION

PROPOSED LIGHT
POLES TO BE
COORDINATED
WITH FUTURE
UPGRADES
-- LOCATION TO BE
DETERMINED

6	05 Jun 09	Final Report	AW	DO
5	30 Mar 09	Preliminary Report	AW	DO
4	26 Feb 09	Revised	AW	DO
3	28 Jan 09	Revised - January 26th meeting	AW	DO
2	19 Jan 09	Revised - January 12th meeting	AW	DO
1	20 Oct 08	Preliminary	AW	DO
No.	Date	Description	By	Ck.

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ISA ON-1025A

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Old Cabbagetown
BIA
Streetscape
Revitalization Plan

Title
**Wellesley Street East
and Parliament Street**

Scale	1:250	Sheet No.
Drawn	AW	
Checked	DO	
Date	Sept. 2008	
Job No	#08030	

6.0 Gateways to the Old Cabbagetown BIA

6.2 Sherbourne Street and Carlton Street

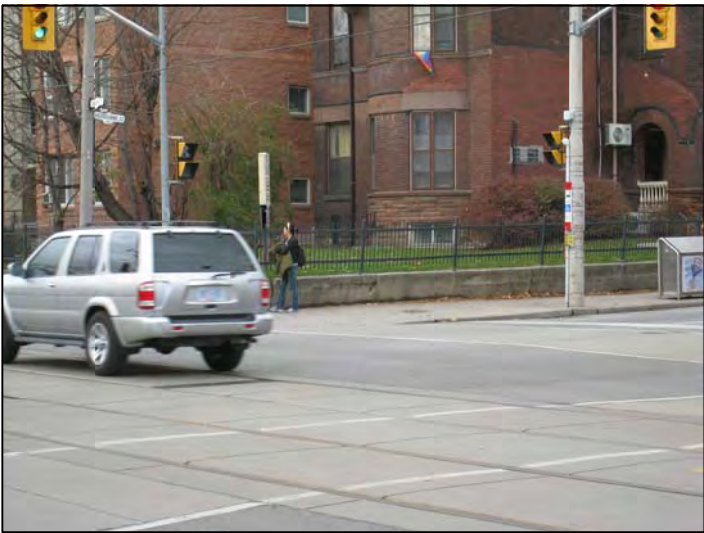
The Sherbourne Street and Carlton Street intersection is the main Western gateway to Old Cabbagetown. At present there is no clear association with the Old Cabbagetown BIA. Although Alan Gardens is not within the current BIA boundaries, it is a very important nearby public open space.

Existing Conditions

- the intersection is marked by a lack of trees/vegetation
- there no connection/association with Old Cabbagetown BIA
- due to narrow sidewalks and subsurface utilities there are limited opportunities for planting trees
- there are several places of worship located in the vicinity

Proposed Improvements/Recommendations

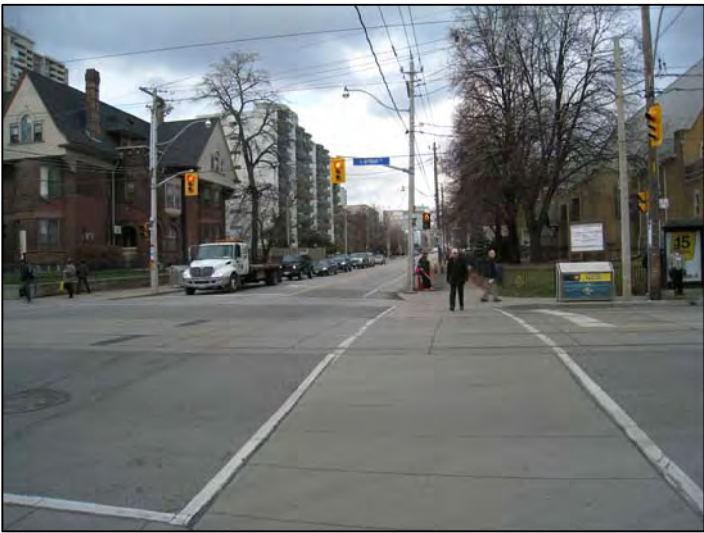
- pave intersection with decorative pavers and Cabbagetown emblem, this would require the BIA to expand West
- make Alan Gardens part of the BIA or at the very least strengthen connection to it
- introduce banners and alternate greening possibilities where feasible
- involve nearby religious organizations in BIA activities



Parliament Street Looking North-West



Carlton Street Looking West



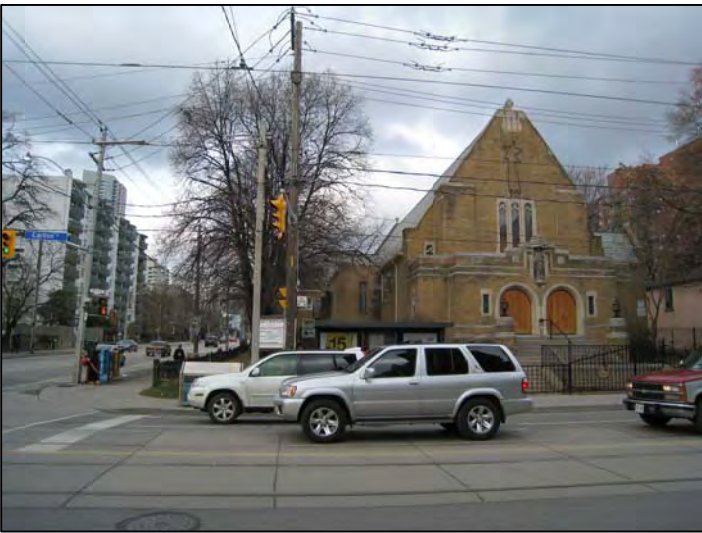
Sherbourne Street Looking North



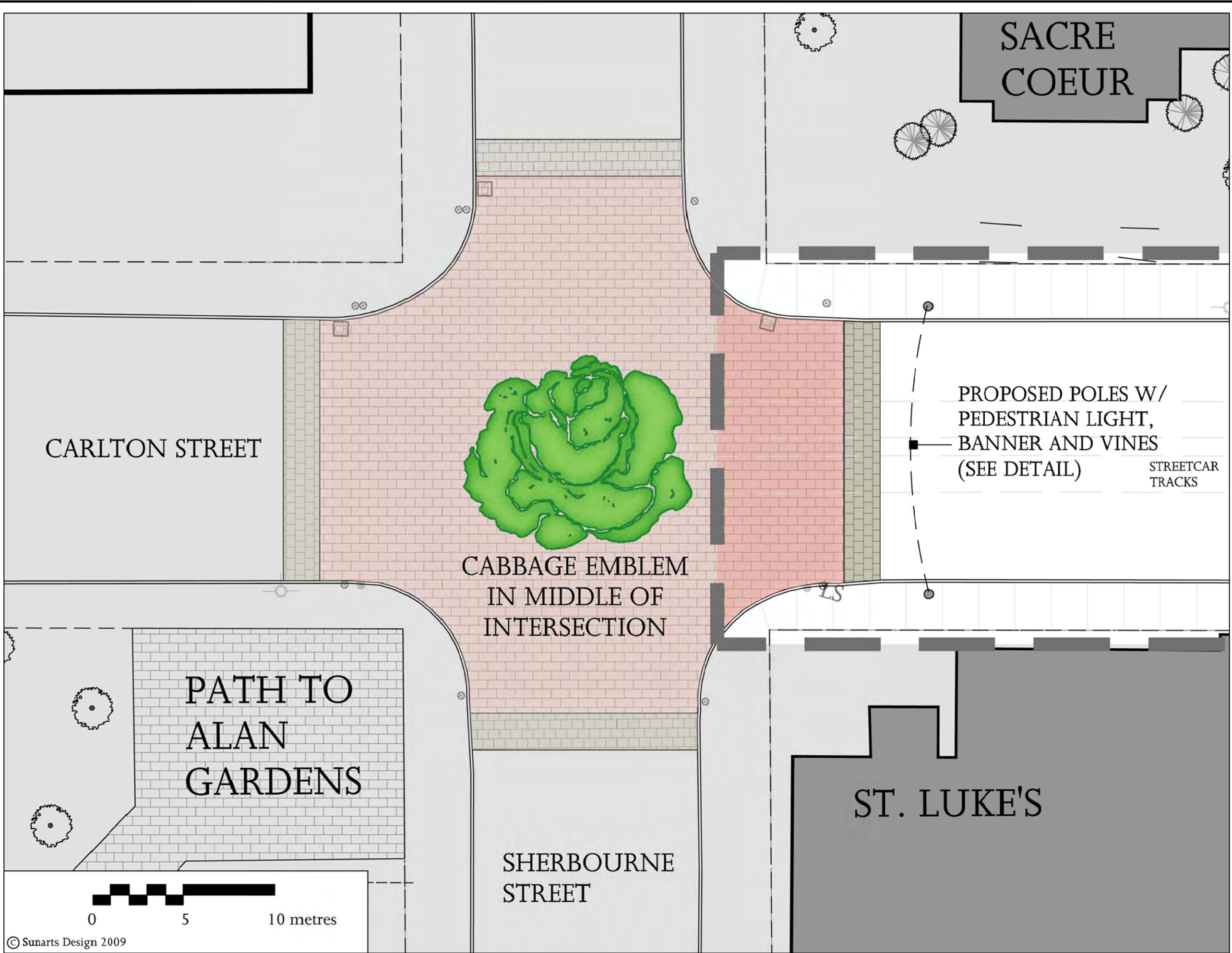
Sherbourne Street Looking North



Sherbourne Street Looking North-East
Alan Gardens



Carlton Street Looking North

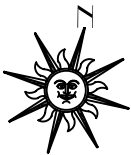


PRELIMINARY
- NOT FOR
CONSTRUCTION

PROPOSED LIGHT
POLES TO BE
COORDINATED
WITH FUTURE
UPGRADES
-- LOCATION TO BE
DETERMINED

6	05 Jun 09	Final Report	AW	DO
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Old Cabbagetown
BIA
Streetscape
Revitalization Plan

Title
**Sherbourne Street and
Carlton Street**

Scale	1:200	Sheet No.
Drawn	AW	
Checked	DO	
Date	Sept. 2008	
Job No	#08030	

6.0 Creating Gateways to Old Cabbagetown

6.3 Parliament Street and Carlton Street

The intersection of Parliament and Carlton Streets is the centre of the Cabbagetown BIA. As an important focal point for the area it is important to have a park/plaza area which takes advantage of sightlines and microclimate. The portion of Carlton Street East of Parliament is the prime location. This is particularly true of the North sidewalk area with its more favourable microclimate. With the redevelopment of 493 Parliament Street this area and the adjacent streetscape will have to be reconstructed in the near future. From a commercial point of view, the Carlton-Parliament Gateway will be an important connection/attraction to the residents from the East.



Carlton Street Looking East



Carlton Street Looking South-East

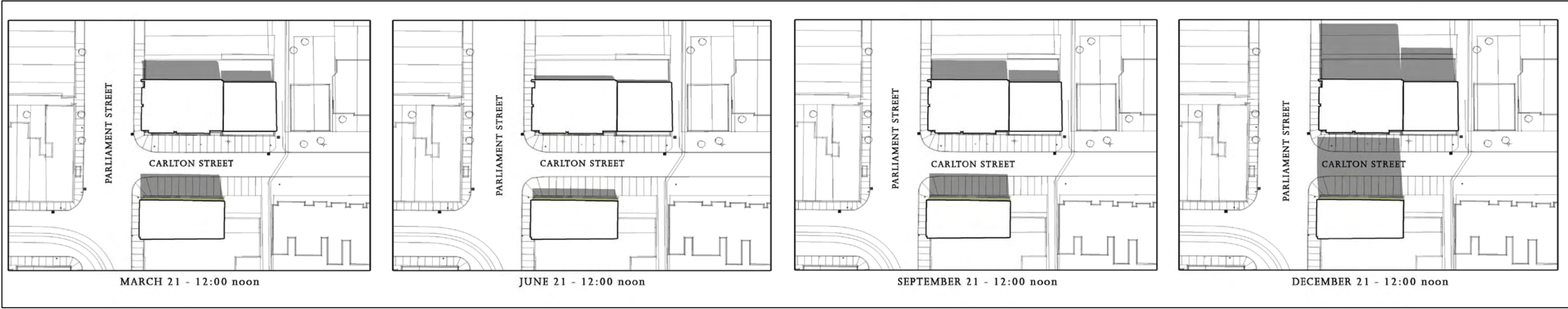


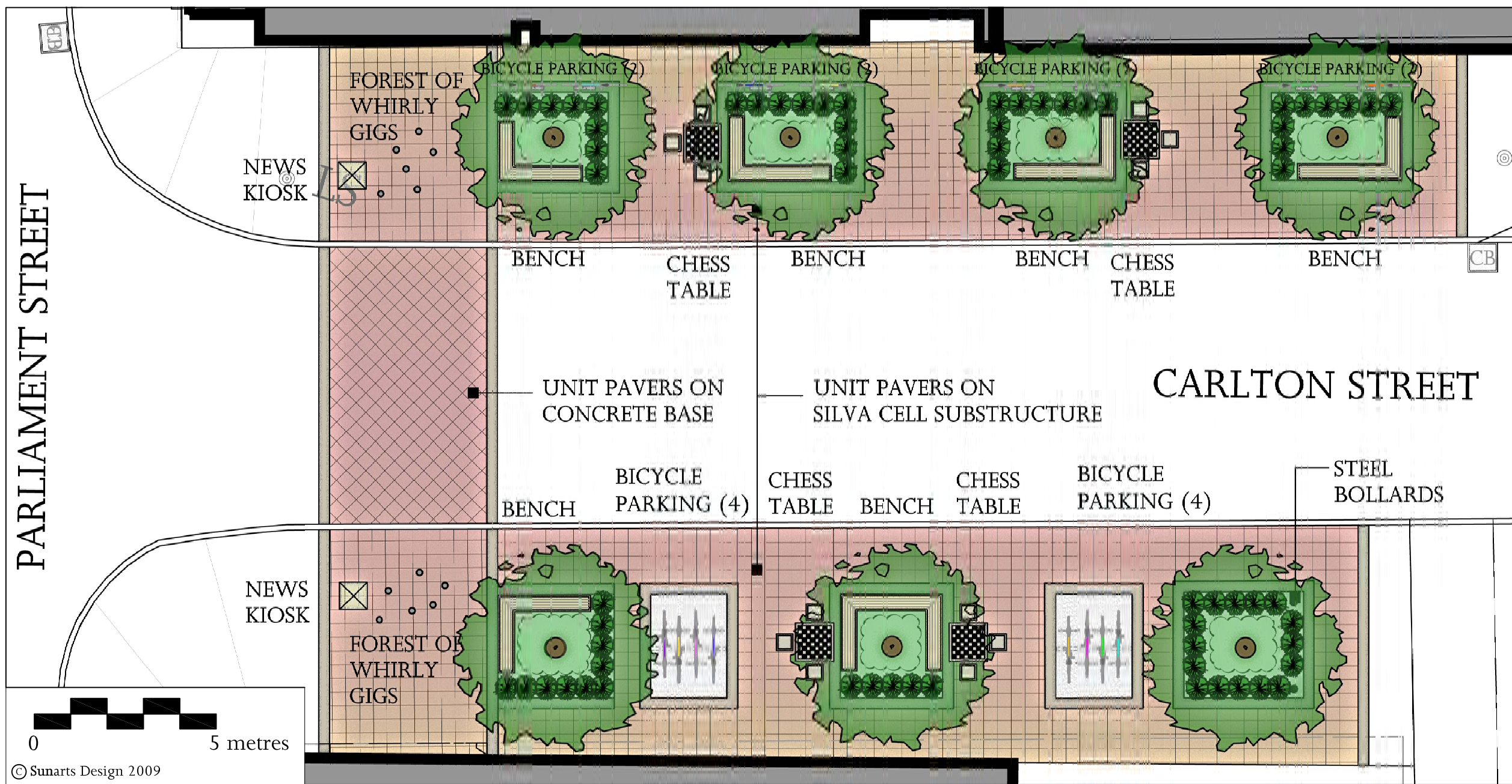
Carlton Street Looking West



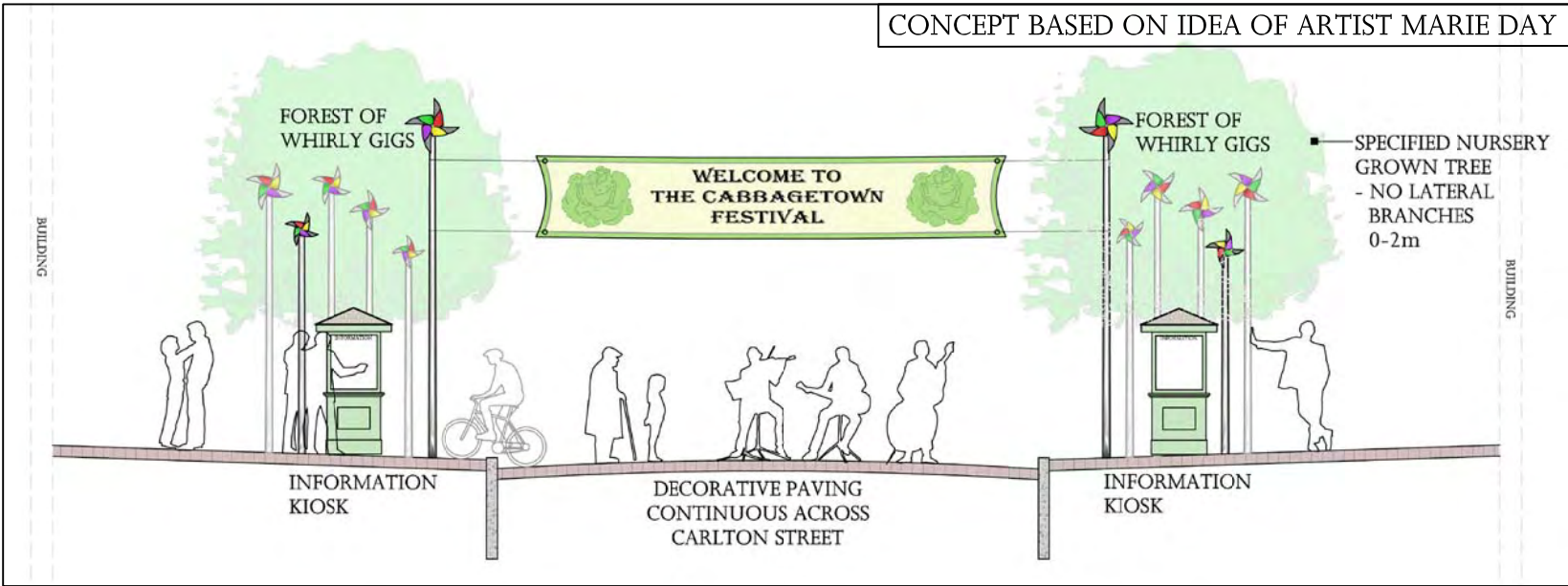
Carlton Street Looking North-East

Sun/Shade Study





WHIRLY GIGS ARE SHOWN TO ILLUSTRATE OPPORTUNITIES FOR PUBLIC ART



Section-Elevation of Carlton Street Looking East From Parliament Street

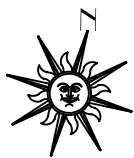
PRELIMINARY
- NOT FOR
CONSTRUCTION

ALL PROPOSED TREES ARE TO BE PLANTED IN CONTINUOUS TREE PITTS WITH GROUNDCOVER PLANTING AT BASE OF TREE

PROPOSED TREES ARE TO HAVE NO LATERAL BRANCHES FROM 0 TO 2m

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Old Cabbagetown
BIA
Streetscape
Revitalization Plan

Title
**Parliament Street and
Carlton Street**

Scale	1:125	Sheet No.
Drawn	AW	
Checked	DO	
Date	Sept. 2008	
Job No	#08030	

6.0 Creating Gateways to the Old Cabbagetown BIA

6.4 Anniversary Park - Gerrard Street East and Parliament Street

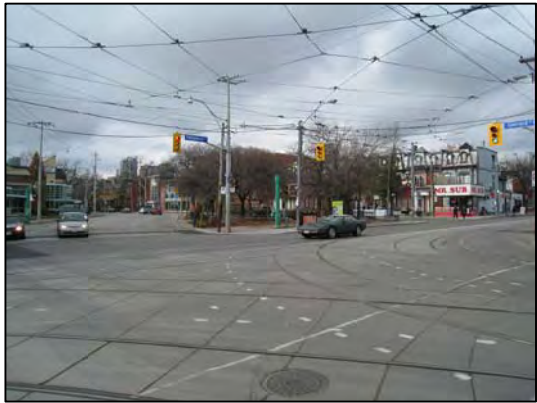
The Anniversary Park/Gerrard Street East and Parliament Street intersection is the Southern gateway to Old Cabbagetown. At present there is no clear association with the Old Cabbagetown BIA.

Existing Conditions

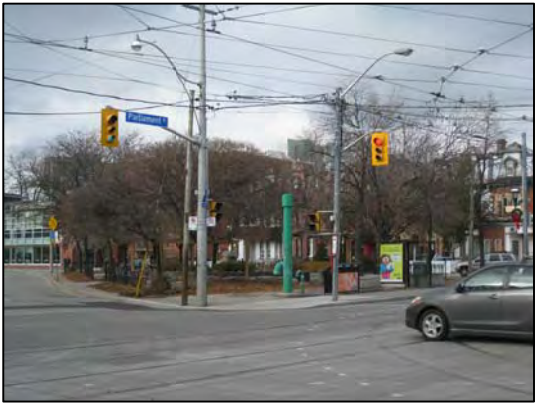
- Anniversary Park is hidden from the street due to the dense tree canopy which cuts off sightlines to the interior of the park.
- the street North of the park is wide and a redundant East-West thoroughfare
- the abundance of overhead wires are a visual distraction
- breather pipes are unsightly and should be relocated and/or redesigned
- there is no apparent connection/identification connection with the Old Cabbagetown BIA

Proposed Improvements

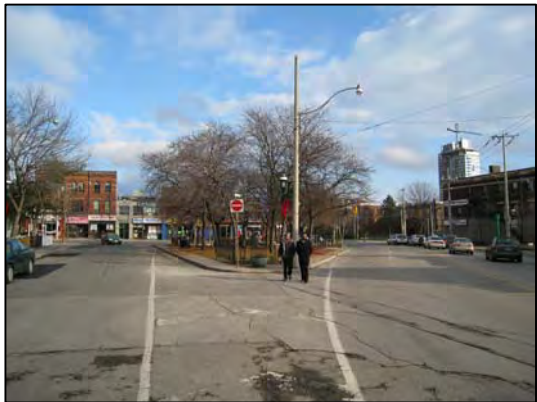
- use of decorative paving with Old Cabbagetown emblem in centre of intersection will announce the Old Cabbagetown District
- eliminate roadway North of park and make it part of the park - reconfigure westbound turn from southbound Parliament lane to allow for emergency access
- tag trees in park to create a urban arboretum
- create a strong connection between the park and the intersection -- it is hoped that this diagonal connection will extend into the revitalized Regent Park
- place a time capsule in the new redeveloped Anniversary Park to commemorate the "anniversary"
- partner with the City of Toronto, Yonge Street Mission, Regent Park Revitalization Project, Daniels Group and other interested parties for the design and fundraising for the park/intersection



Parliament Street Looking North-West



Anniversary Park Looking North-West



Anniversary Park Looking East



Anniversary Park Looking South-West



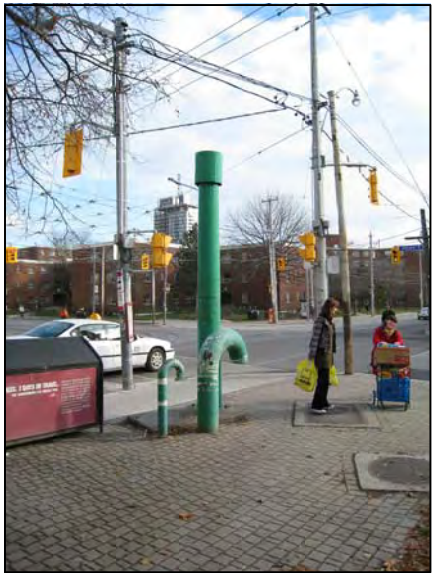
Gerrard Street East Looking West



Anniversary Park Looking South-West



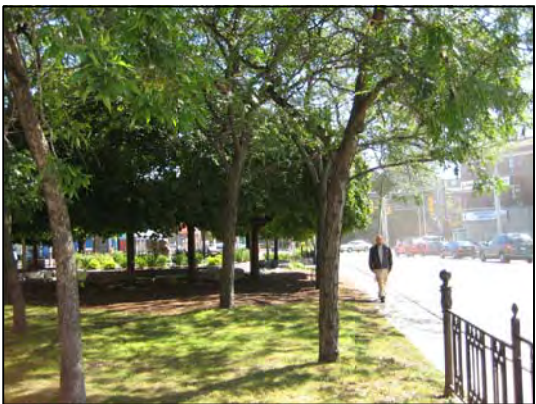
The transformation of Regent Park will itself transform Cabbagetown



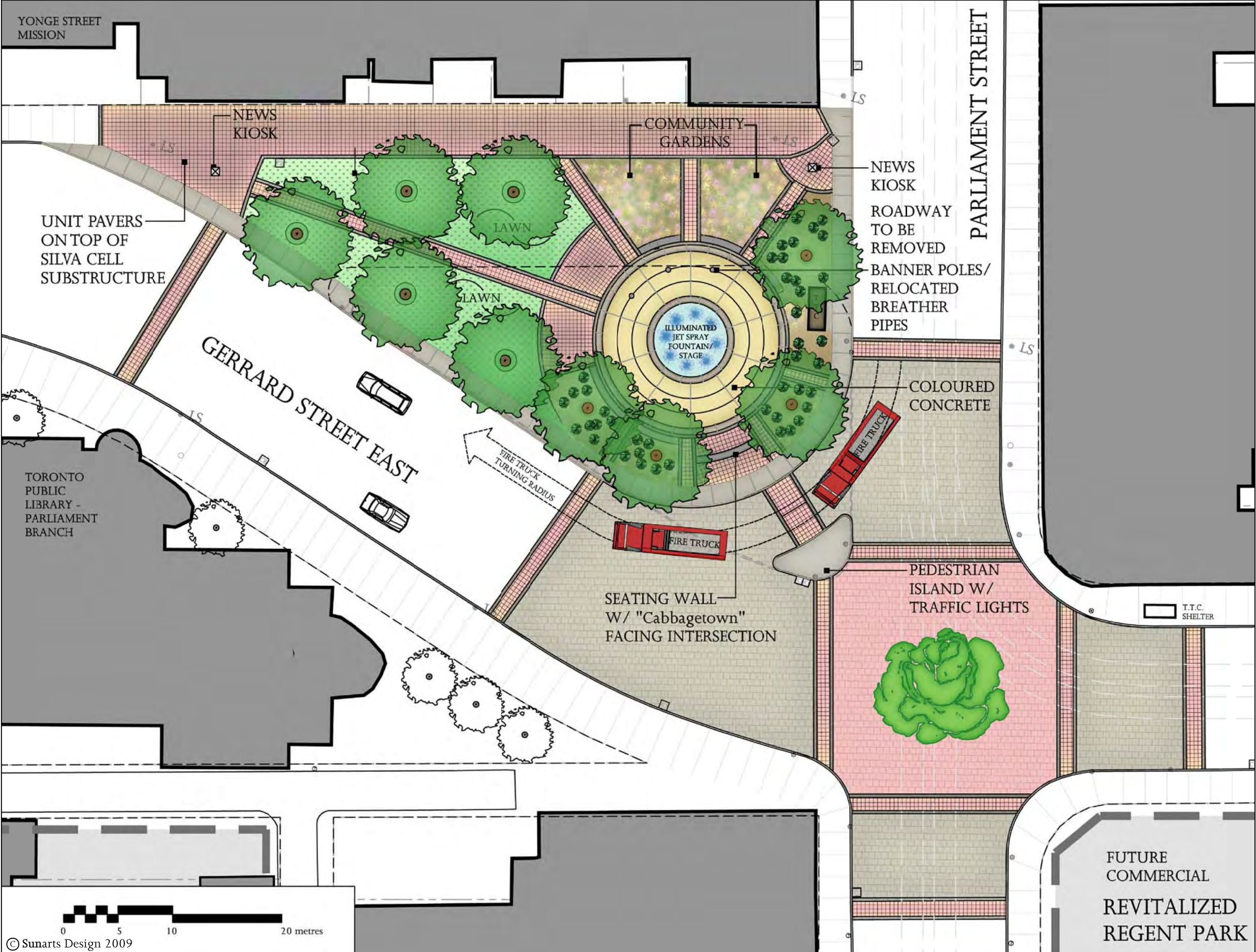
Breather pipes indicate location of buried waterways



Anniversary Park Looking West



Anniversary Park Looking East



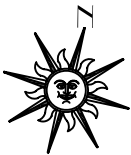
PRELIMINARY
- NOT FOR
CONSTRUCTION

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CONTINUOUS TREE PITS
WITH GROUNDCOVER
PLANTING AT BASE
OF TREE

PROPOSED TREES ARE TO
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BRANCHES FROM
0 TO 2m

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Old Cabbagetown
BIA
Streetscape
Revitalization Plan

Title
**Piazza di
Anniversario**

Scale	1:350	Sheet No.
Drawn	AW	
Checked	DO	
Date	Sept. 2008	
Job No	#08030	

7.0 Sun Pocket Parks

7.1 Winchester Street

The sidewalks on the North and South sides of Winchester Street east of Parliament Street are quite wide -- 6m (19.5ft) and 4.5m (14.5) respectively. There is ample opportunity to create green space for gathering and café areas. The sidewalk to the North side will have ideal microclimatic conditions to extend seasonal use. Due to the width of Winchester Street there is also the opportunity to expand the South sidewalk in front of the Stonegrill on Winchester to create a bump out to support a café.

Existing Conditions

- existing trees are in poor health due to a lack of soil volume and excess of imperious surfaces
- lack of vegetation
- there is a lack of bicycle parking
- the area is not pedestrian-friendly

Proposed Improvements

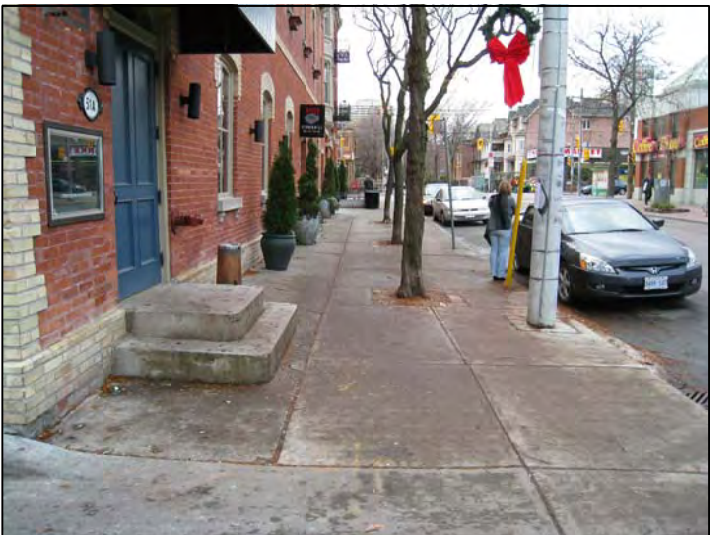
- introduce decorative paving to highlight pedestrian areas
- plant additonal trees in continuous tree pits, select a variety of disease-resistant native trees where possible
- tag trees with botanical and common names
- introduce vine planting and banners where possible
- add seating, table and street furnishing to improve pedestrian comfort
- add bicycle parking



Winchester Street Looking East



Winchester Street Looking South

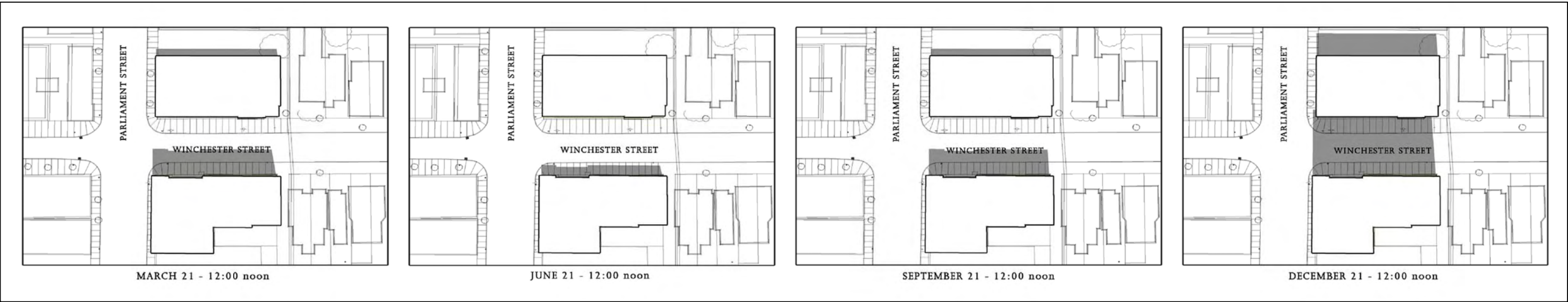


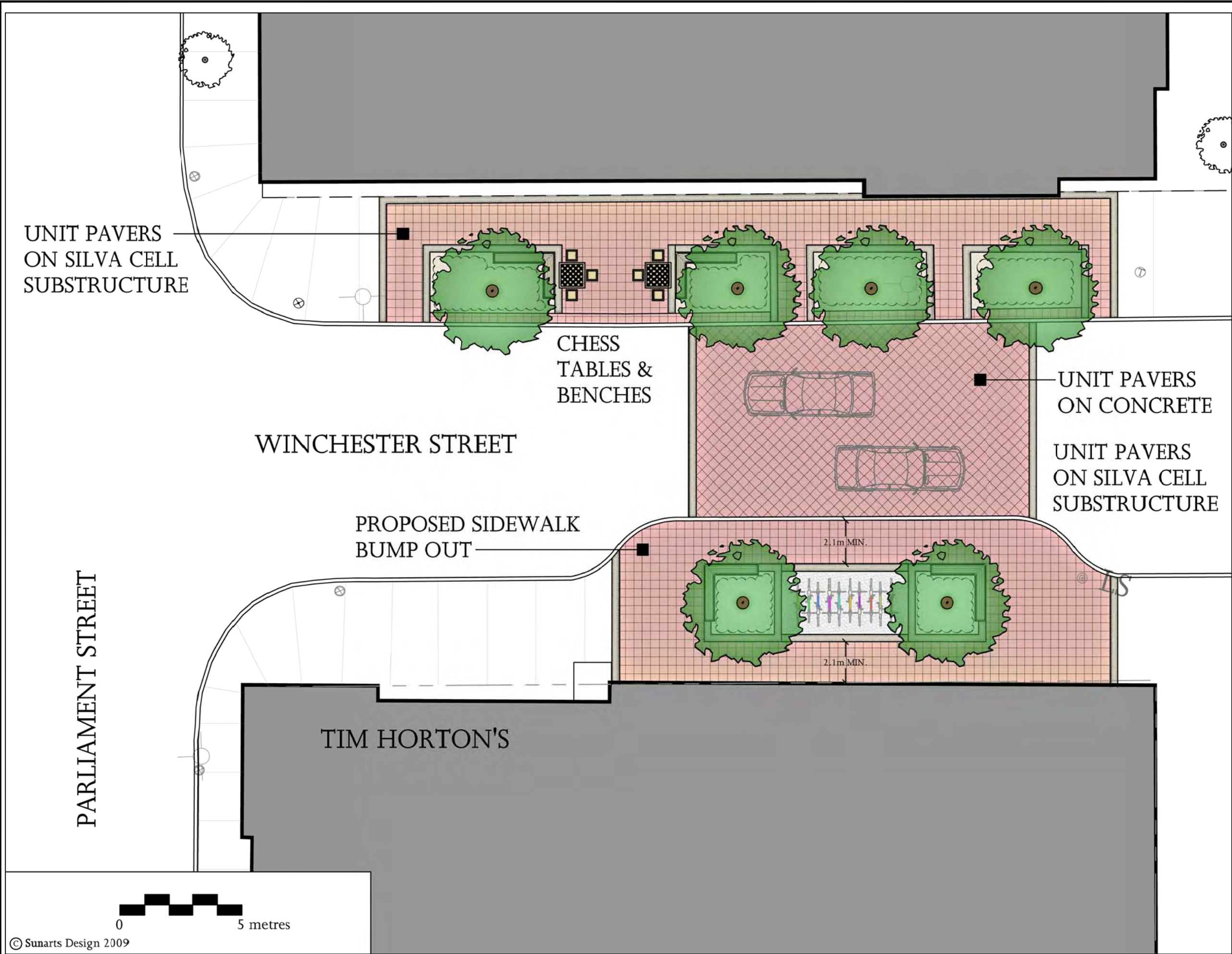
South Side of Winchester Street Looking West



North Side of Winchester Street Looking West

Sun/Shade Study





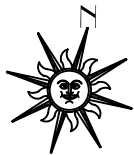
PRELIMINARY
- NOT FOR
CONSTRUCTION

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Old Cabbagetown
BIA
Streetscape
Revitalization Plan

Title
**Parliament Street and
Winchester Street**

Scale	1:150	Sheet No.
Drawn	AW	
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Date	Sept. 2008	
Job No	#08030	

7.0 Sun Pocket Parks

7.2 Spruce Street

The sidewalk on the North side of Spruce Street is quite wide -- 6m (19.5ft). There is ample opportunity to create green space for a gathering area. The sidewalk to the North side will have ideal microclimatic conditions to extend seasonal use.

Existing Conditions

- trees in poor health
- lack of vegetation
- not pedestrian-friendly

Proposed Improvements

- pave areas with decorative paving
- plant additional trees in continuous tree pits, select a variety of disease-resistant native trees where possible
- tag trees with botanical and common names
- introduce vine planting and banners where possible
- the design of this park should accomodate the sale of Christmas trees during the holiday season



Spruce Street Looking East



Spruce Street Looking East

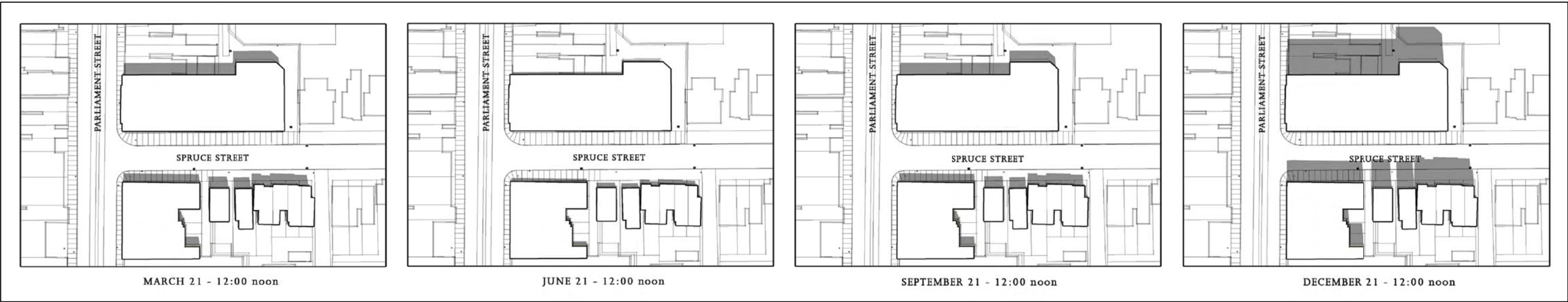


North Side of Spruce Street Looking East



No Frills Laneway Looking South

Sun/Shade Study



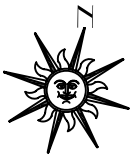
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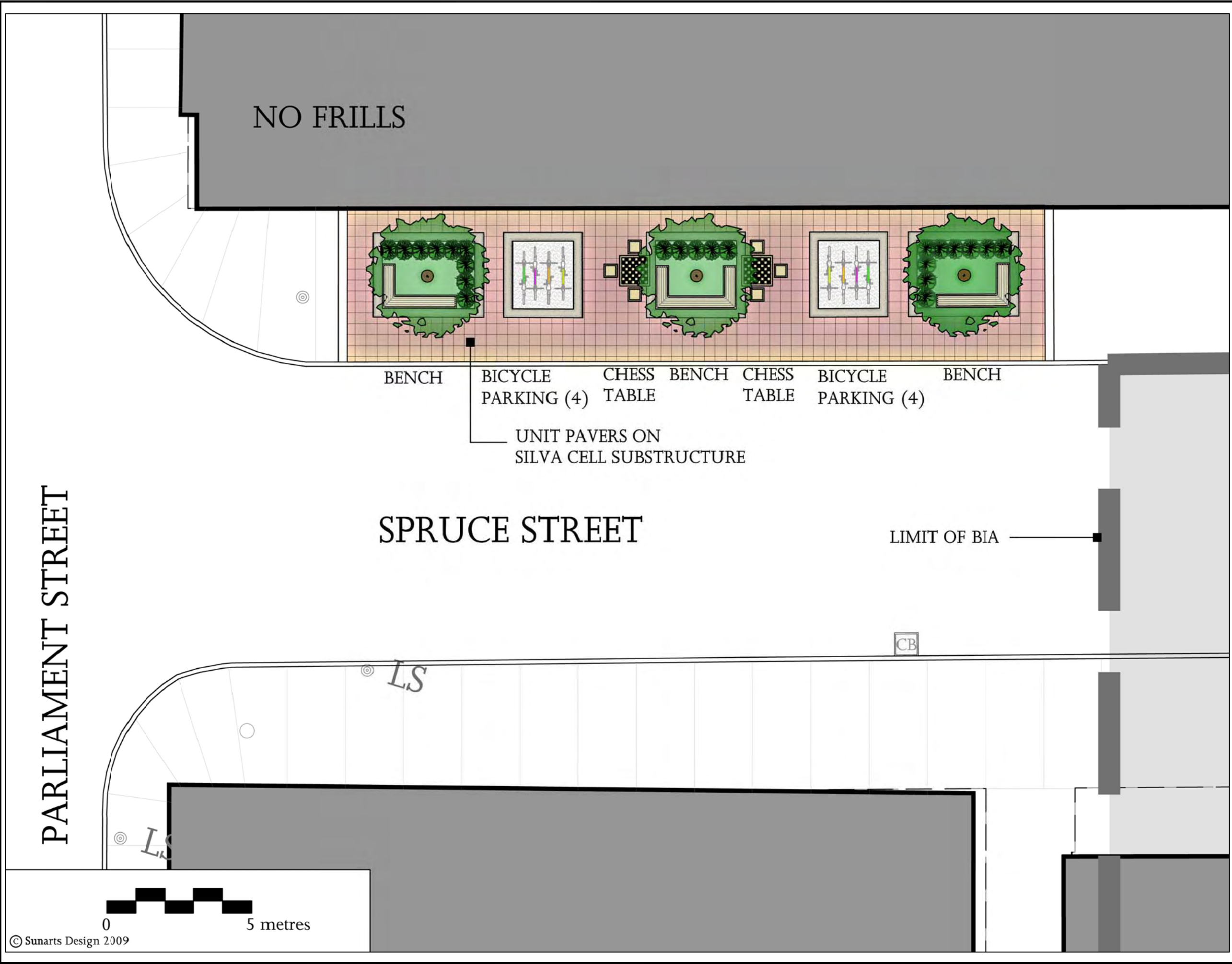
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Old Cabbagetown
BIA
Streetscape
Revitalization Plan

Title
**Parliament Street and
Spruce Street**

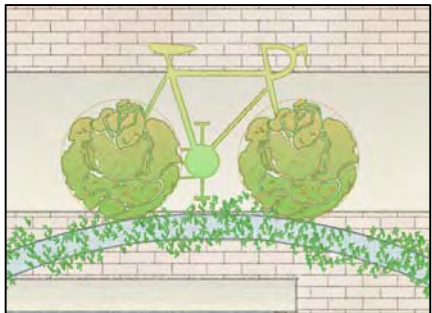
Scale	1:125	Sheet No.
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8.0 Bicycle Oasis

Across Cabbagetown there is a lack of bicycle parking. This proposed Bicycle Oasis will not only provide additional safe and convenient bicycle parking, it will mitigate stormwater loading and provide the subsurface conditions for the growth of two large deciduous trees. These trees will shade benches beneath them. These benches will provide protection for the trees.

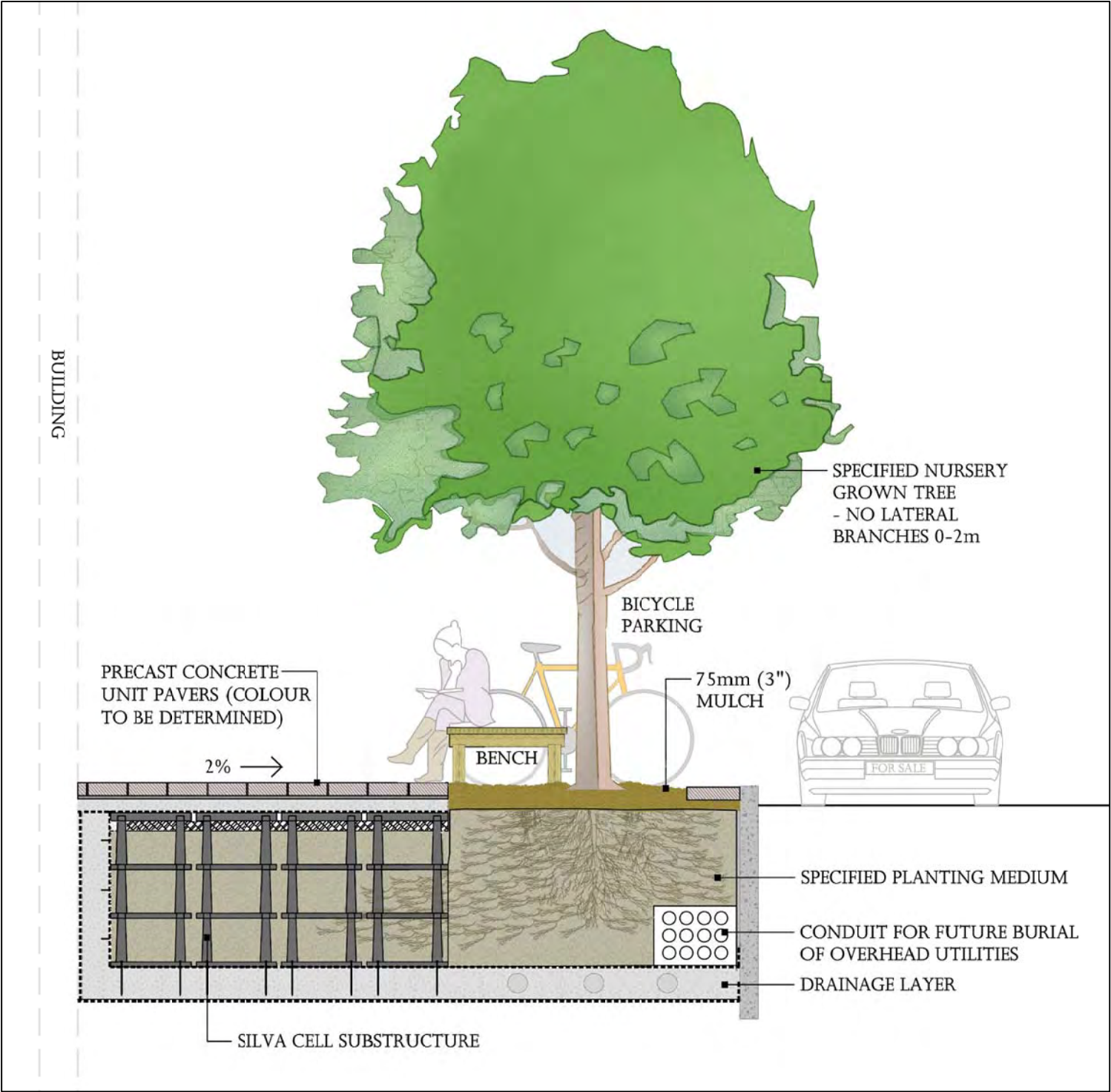
The Silva Cell system is a subsurface modular framework which provides structural support for paving while incorporating uncompacted soil. This system allows for increased soil volumes that provides two important environmental functions: growing large canopy trees and reduced stormwater loading due to the infiltration of stormwater. This infiltration of stormwater supports the development of large canopy trees without irrigation.



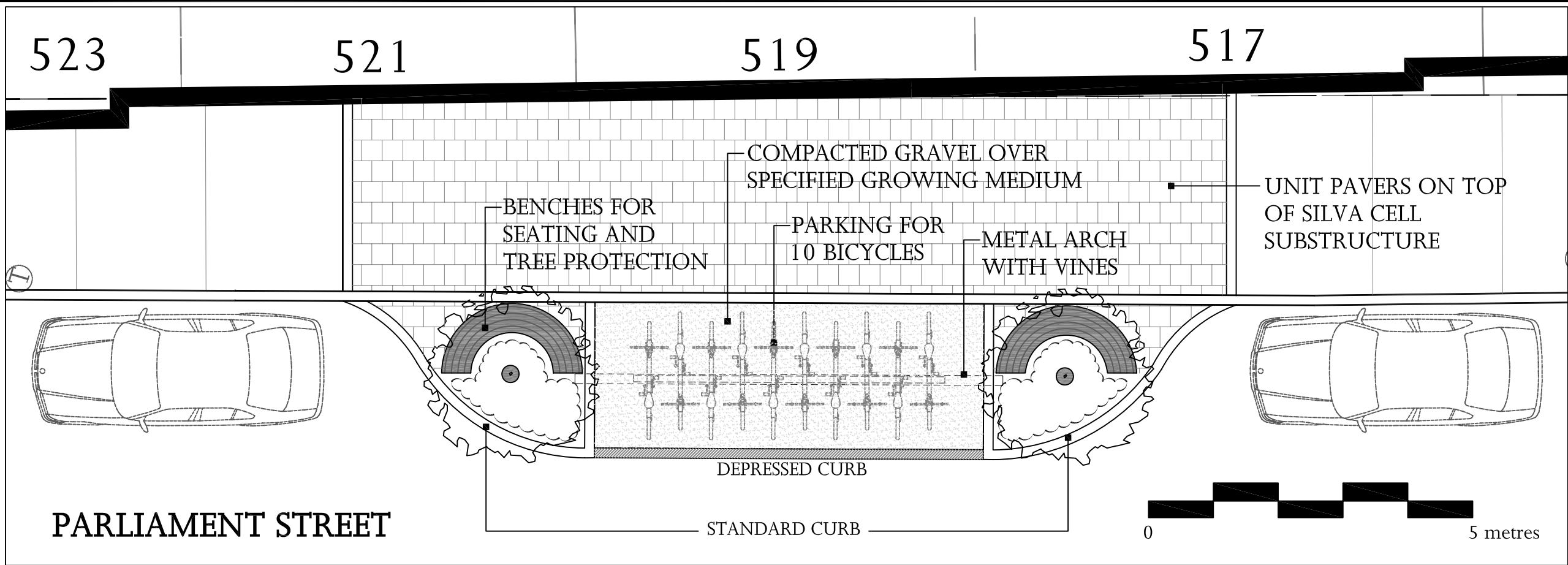
Bicycle Sculpture made from un-coated copper -- intended to turn green through oxidization



Toronto's First Bicycle Oasis?

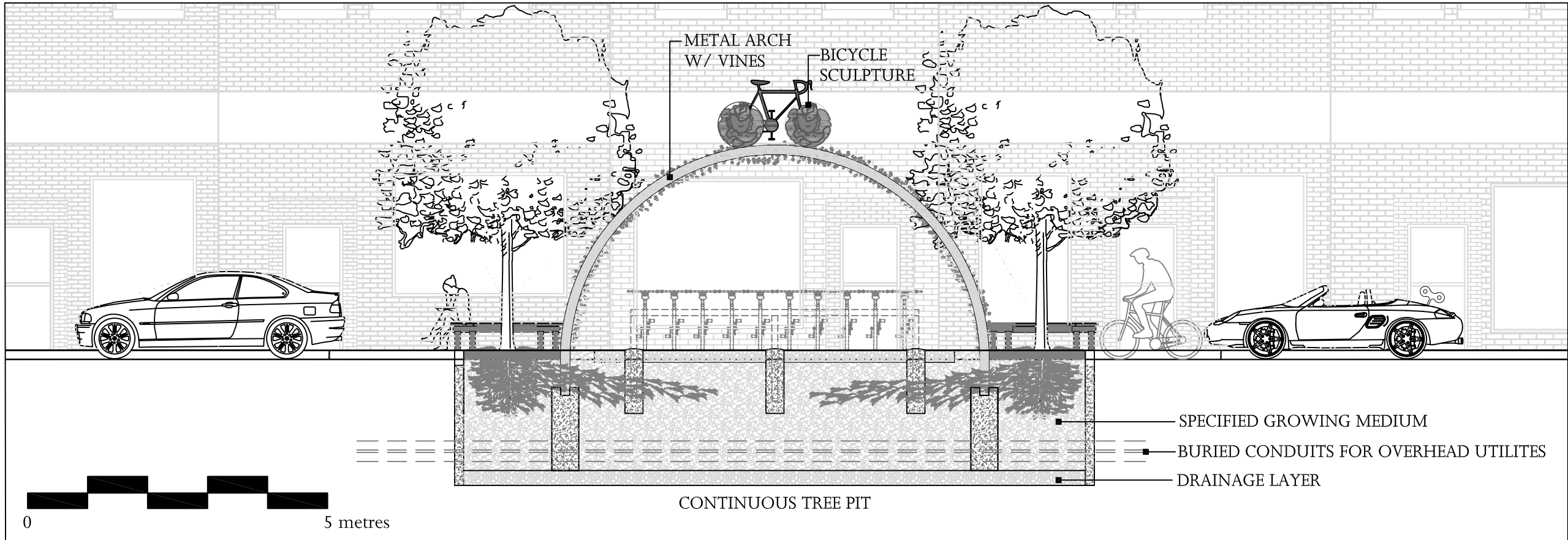


Side Profile of Bicycle Oasis



BICYCLE OASIS - PLAN VIEW

Not to Scale



BICYCLE OASIS - ELEVATION/SECTION

Not to Scale

PRELIMINARY
- NOT FOR
CONSTRUCTION

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Old Cabbagetown
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Title

Bicycle Oasis

Scale	As shown	Sheet No.
Drawn	AW	
Checked	DO	
Date	Sept. 2008	
Job No	#08030	

9.0 Laneway Greening Project

Across Cabbagetown there is a well-developed and well-used network of laneways. These laneways offer interesting views to, and passage through Cabbagetown. Within this network there is the possibility of adding considerable plant life by transforming the middle section of the laneway - that not driven on - from paving to a linear planting bed filled with low growing, drought-resistant plantings. These plantings will not only visually enhance the area, but they will also absorb stormwater run off. Due to the reduction of paving, the heat retention caused by hard surfaces will also be reduced. The modern day phenomenon of extreme high temperatures caused by excessive paving is known as the *urban heat island effect*.

Examples of existing plant life in Cabbagetown laneways



BEFORE



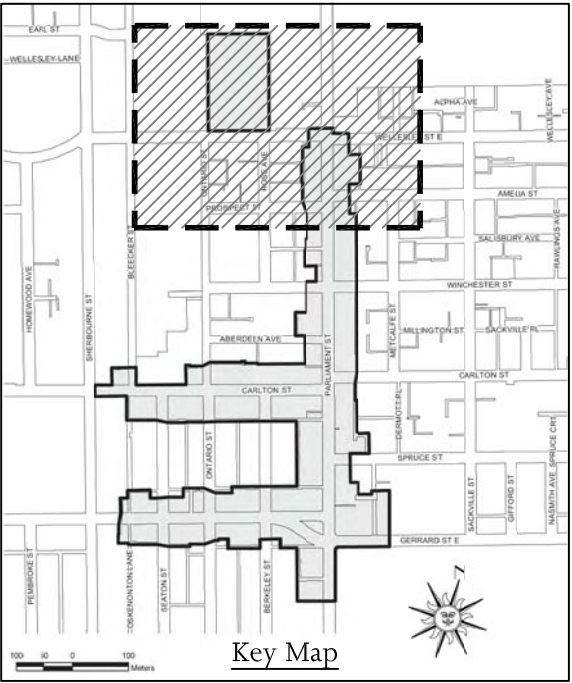
AFTER

10.0 Cabbagetown's Green Infrastructure

Across Cabbagetown there exists a network of street trees, green space, and plant life. While they may seem to appear as random and isolated patches of “green” amongst the urban built form this green infrastructure is an important feature of Cabbagetown. The livability and vitality of Cabbagetown is dependent on the maintenance and enhancement of this green infrastructure.

10.1 North Section

Wellesley Parliament Square is an isolated part of the BIA to the North-west. It is part of St. Jamestown, a high density, high-rise residential community. Due to the height of the apartment buildings, additional trees would help to improve human scale and provide a better transition between the high-rise apartments and the low-rise houses to the South.

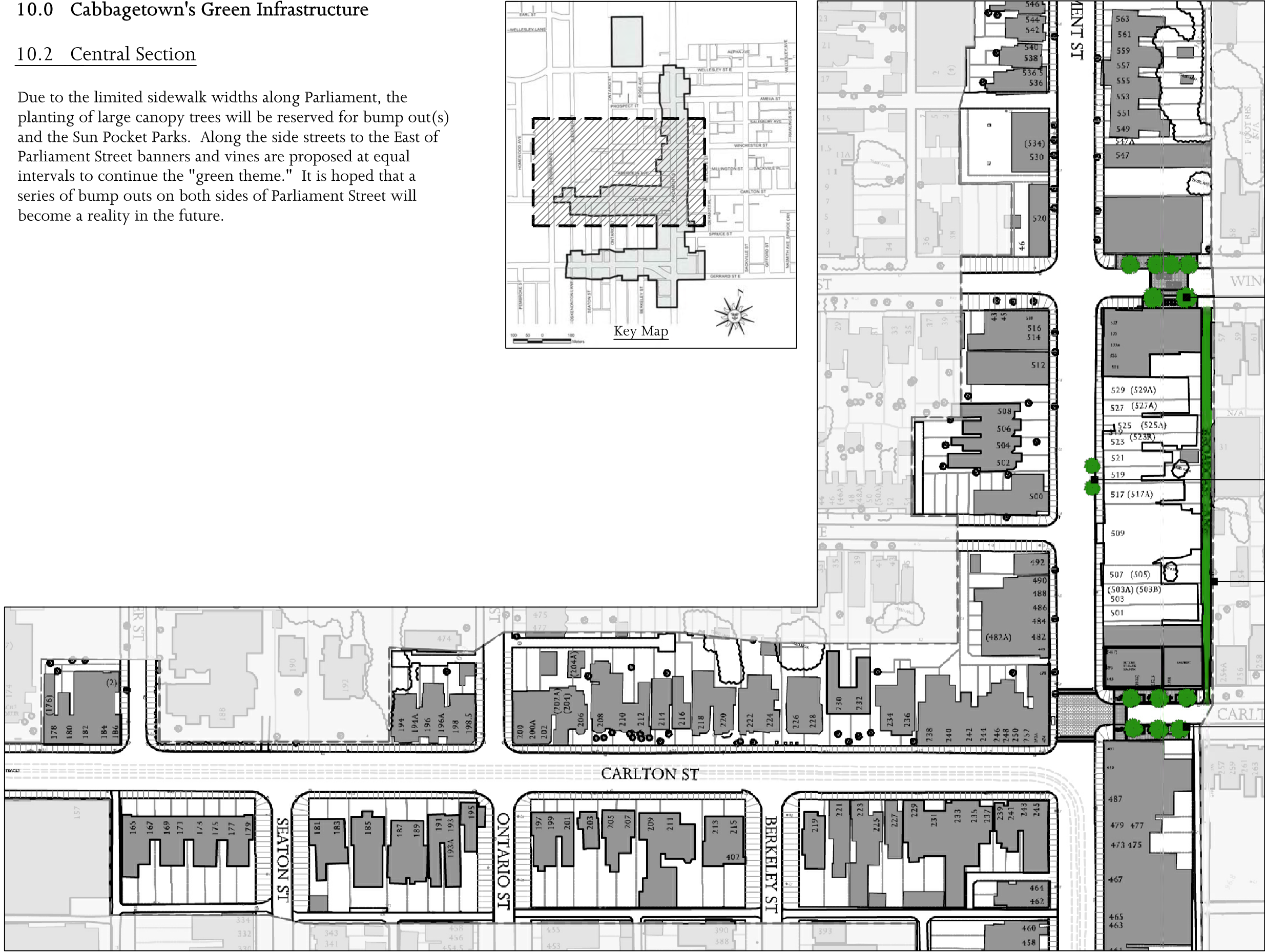
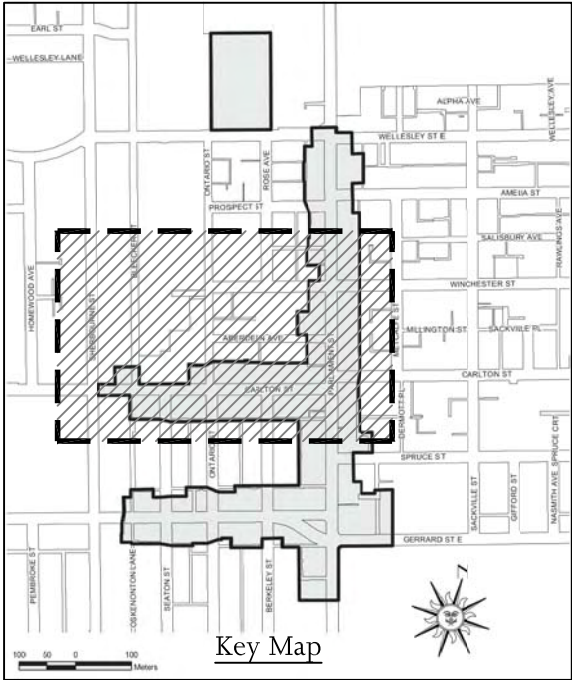


WINCHESTER
SUN POCKET PARK

10.0 Cabbagetown's Green Infrastructure

10.2 Central Section

Due to the limited sidewalk widths along Parliament, the planting of large canopy trees will be reserved for bump out(s) and the Sun Pocket Parks. Along the side streets to the East of Parliament Street banners and vines are proposed at equal intervals to continue the "green theme." It is hoped that a series of bump outs on both sides of Parliament Street will become a reality in the future.



WINCHESTER
SUN POCKET PARK

BICYCLE OASIS
BUMP OUT

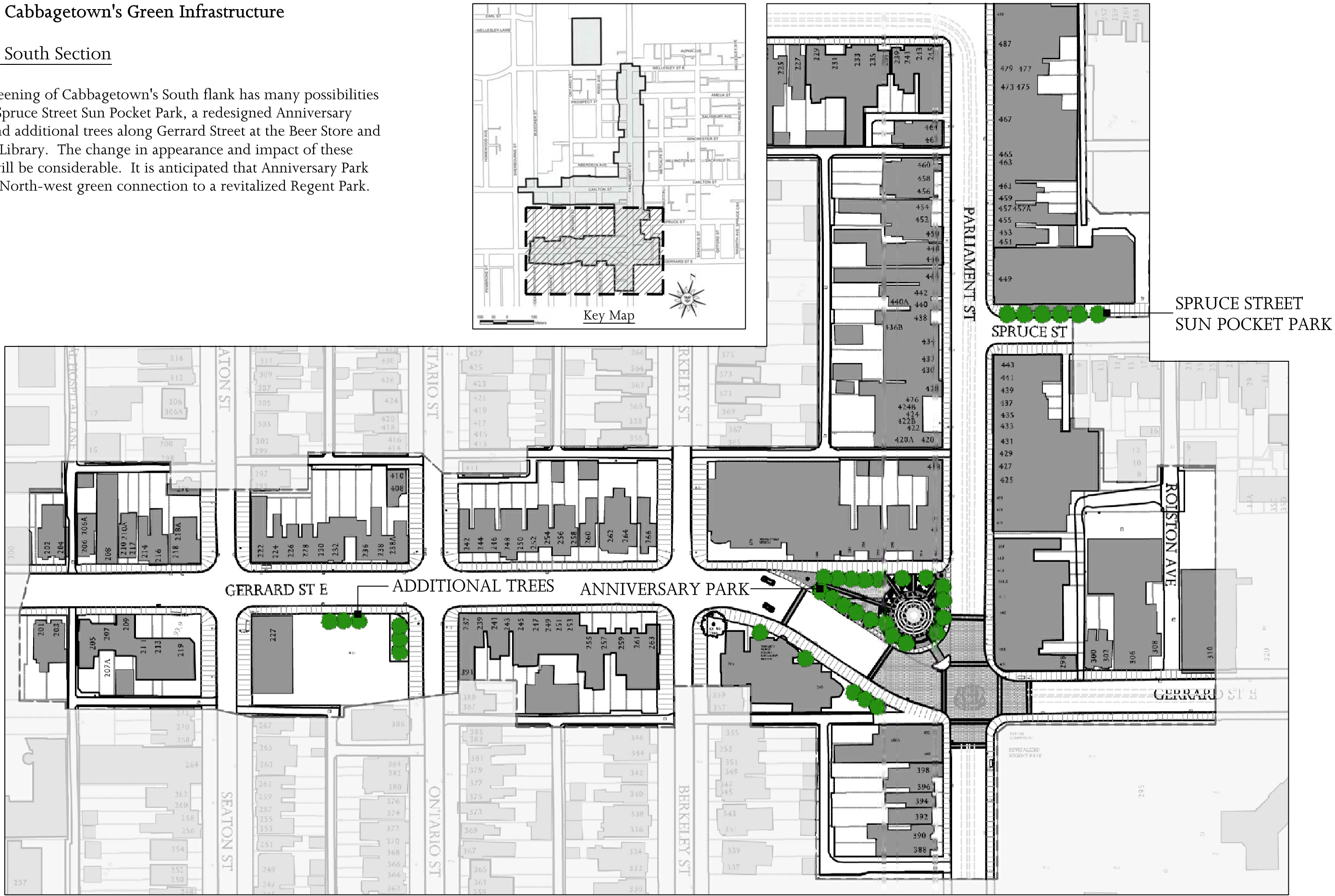
GREENING OF
BROADCAST LANE

CARLTON-PARLIAMENT
GATEWAY

10.0 Cabbagetown's Green Infrastructure

10.3 South Section

The greening of Cabbagetown's South flank has many possibilities -- the Spruce Street Sun Pocket Park, a redesigned Anniversary Park and additional trees along Gerrard Street at the Beer Store and Public Library. The change in appearance and impact of these trees will be considerable. It is anticipated that Anniversary Park be the North-west green connection to a revitalized Regent Park.



11. Proposed Implementation Timeline

OLD CABBAGETOWN BIA STREETSCAPE REVITALIZATION PLAN										
Projected Project Schedule										
INITIATIVES	2009 Winter	Spring	Summer	Fall	2010 Winter	Spring	Summer	Fall	2011	2012
1: Completion/Approval of Streetscape Revitalization Study										
2: Detailed Design/Permits										
3: Bicycle Oasis										
4: Pole Replacement/Street Banners/Vines										
5: Laneway Greening Pilot Project										
6: Selection of Street Furnishings and Locations										
7: Sun Pocket Parkettes										
8: Gateway Projects										
9: Installation of Conduit for Future Burial of Overhead Utilites										
10: Solicitation of Support/Fundraising/Permits										

12. Other Proposed Improvements/Planning Considerations

- ✧ 24-hour parking on the West side of Parliament Street and along both sides of Carlton Street from Sherbourne Street to Parliament Street is strongly recommended and is urgently needed to alleviate parking and vehicle congestion on local side streets.
- ✧ Safety concerns with eastbound TTC stop at Carlton and Parliament Streets should be investigated and recommendations made to increase pedestrian safety.
- ✧ Major crosswalks should be paved with decorative pavers to highlight these crossings. Curb cuts and ramps should be added where necessary to facilitate barrier-free movement. Enhancing mobility is particularly important with an aging population.
- ✧ Newspaper boxes and information kiosks should be consolidated to improve the appearance of the streetscape by reducing clutter. These information centres should be strategically located.
- ✧ Area Identifiers such as “Cabbagetown” etched in granite blocks, could be set into concrete sidewalks to give the area enhanced identity.

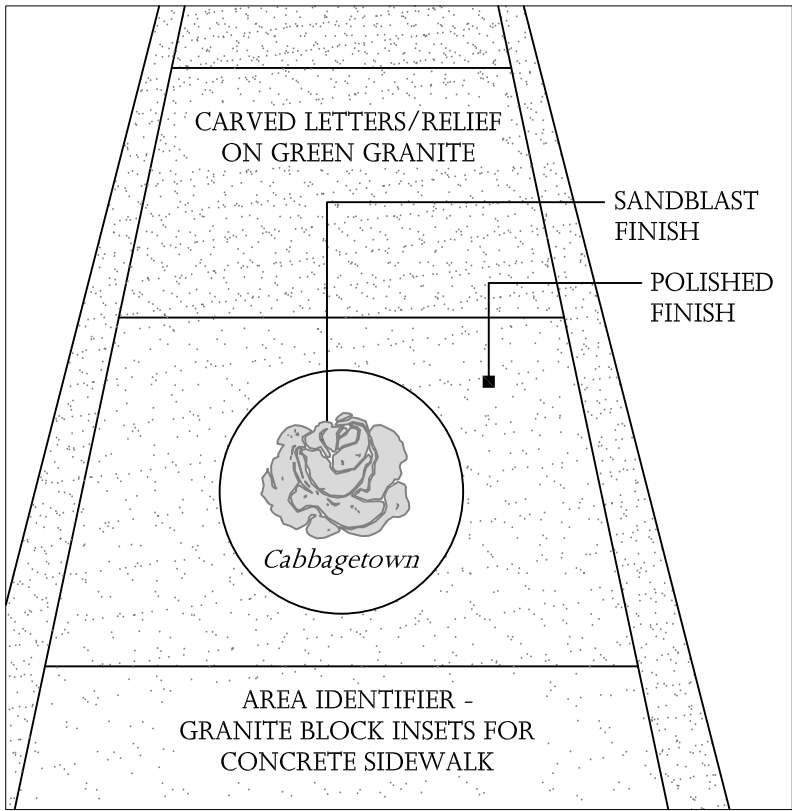
- ✧ The design and placement of street furnishings, such as garbage and recycling containers, has to be coordinated with the overall streetscape planning.
- ✧ Street furnishings should be visually-appropriate, site appropriate, non-commercial and should be constructed of ecological friendly materials, preferably no plastics.
- ✧ New TTC streetcar stops should be added at the CIBC and Epicure to enhance safety. Either bump-outs or zebra stripes are also required.

Where possible increase sidewalk width by:

- ✧ Decreasing width of parking lane and increasing width of sidewalks
- ✧ Adding bump-outs at each intersection on east side of Parliament
- ✧ Investigating locations where bump-outs will assist businesses in mid-block locations

Other specific site improvement considerations:

- ✧ Plant trees at the front of the sidewalk area at the Esso station on Parliament Street
- ✧ Add an Info kiosk at the Gerrard Street Beer Store
- ✧ Investigate the relocation of the traffic signal at Carlton and Parliament Streets
- ✧ Introduce a “scramble” pedestrian crossing at Carlton and Parliament Streets



THIS CONCEPT WAS INSPIRED BY STREETSCAPE IMPROVEMENTS TO VILLAGE OF YORKVILLE BIA



13. References

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