HARBOUR CITY TORONTO

On this and the following pages we present details of Harbour City as they appeared in the presentation prepared for the Province of Ontario, Department of Trade & Commerce. The text, also contained in the presentation, is entitled "Harbour City design statement", and is reprinted verbatim. Comments at the end of the article by the Editors are based upon the presentation brochure and conversations with Eberhardt Zeidler.

The plan was conceived and developed by Craig, Zeidler & Strong, in consultation with Jane Jacobs, Hans Blumenfeld, Murray V. Jones & Associates, Woods Gordon Management Consultants, Marshall, Macklin, Monaghan and John Marson & Partners for the Province of Ontario, Department of Trade and Development, Special Projects and Planning Division.

Integration with the city

Harbour City is planned as a downtown urban residential and commercial area linked directly to Toronto's existing downtown by public transportation as well as by road. It will be within jogging distance of Bay Street. But Harbour City will be unlike any other part of Toronto. It will be a city of islands, waterways and canals in much the same sense that Amsterdam and Venice are water cities. Canals for boating, skating and scenic enjoyment will lace a typical island, in addition, major canals and waterways between islands will provide lagoons and regatta courses. A pedestrian street system bordering one side of the canals will be linked together by footbridges and will join playgrounds, schools, local parks and beaches, taking maximum advantage of an almost infinite waterfront.

Above: land use. Outer limits of Harbour City are formed by an underwater ledge, beyond which it is not economically feasible to extend land fill. The southern headland will be built to enclose new harbour. Inherent in the land fill scheme are two one-mile rowing courses—one emptying into an enclosed land lake, the other using the present western channel.
Dark green indicates existing parkland to be retained and light green indicates land to be created. Yellow indicates future site for Harbour City: Right: integrated housing and commercial areas.
of the splendid lake site. Public plazas, private yards, restaurants, shops and studios will open onto the waterside walks. It will have large and small parks for use by all of Metro.

The plan includes residences for approximately 60,000 persons, public and commercial facilities to serve this population, and also numerous facilities for Metropolitan Toronto as a whole. It will provide sites for marinas and boatyards for general city wide use, along with space for boat fitters, sailing schools and the like. It will include a resort-like hotel complex with convention facilities occupying an island near the new Ontario Place now under construction. Harbour City's studios, professional offices, entertainment facilities, workshops, small specialty shops, other retail stores and water-oriented restaurants will serve visitors as well as local residents.

Harbour City will thus function as a year-round residential and working district and at the same time will supplement and extend the recreational facilities of the Toronto islands and lakefront.

**Site development and transportation**

Harbour City will include newly made islands—the area now occupied by the flying field and a portion of the existing mainland waterfront. It will cover 735 acres, including minor canals but exclusive of waterways between islands and the new Metropolitan parkland.

Emphasis will be on providing frequent service and waiting time will be minimal. No resident will be more than five minutes walk from access to the public transportation, and nearly everyone will be within three minutes walk or less. Public water transportation can be accommodated in future at landing plazas near commercial centres.

The planning recognizes that a modern community must be designed with both the automobile and the

Opposite, top, reading clockwise. Cut and fill: yellow is landfill, green is land removed to create 'harbours'. Roads—courtyard, collector and arterial. Through traffic will flow on major arteries—there will be no sidewalks along arterial roads and pedestrian walk system is combined with parks and the courtyard-collector road system. Housing in a canal district: two vertically stacked 2-storey town houses will be typical unit with upper level public walkways. Design employs a modular system. No family need live more than two storeys above ground, and courtyard type housing will extend over collector roads. Public transit: two-way separated right-of-way loop transit system joins subway at Union Station. Access to Toronto Islands from Harbour City can be direct from transit stops or indirect. 

Opposite page: section, transit stations. Below: housing section. Public access organized at two levels, buildings vary from 2-3 storey townhouses, studios, efficiency and bedroom apartments, etc. But see editor's comments on play and parking areas.
pedestrian in mind. The highway rider will experience a visual scale quite different in its boldness and drama from the intimate scale he will experience in the pedestrian precincts and walkways.

The public and private transportation systems form a separated but interlocking network with the canal and pedestrian system so that everyone has access to both the roadway and the canal-pedestrian walkways.

**Building and planning system**

The system will consist of pre-engineered structural and mechanical modules capable of almost unlimited combinations. Exterior cladding and interior arrangements can be widely varied. The system thus reduces costs without sacrifice of individual expression or differing needs. The modules combine to form single-family row houses, townhouses, apartments, boathouses with living quarters above, restaurants, retail stores, offices, small workshops, outdoor terraces and even many types of educational spaces. They can accommodate an estimated eighty percent or more of the total building needs, serving as an economical and subtly unifying mechanical and structural skeleton. They will not be higher than six or seven storeys and most buildings will be three or four storeys.

There will be no arbitrary segregation of functions nor large areas of unrelieved housing, commerce or service industries. Stores, restaurants and offices can be located wherever they are desirable and convenient, and housing need not be excluded from commercial centres. The commercial areas can grow organically over time, or can contract, because former residential spaces can be converted to other uses attractively and easily, while commercial spaces no longer needed in a specific area can readily be transformed to residential use.

The transportation system and canal and circulation pattern form a framework into which any desired combinations of public and private facilities can be planned. Owing to this planning method and the flexible construction system, it is unnecessary to make final plans for the entire community at the time the first phase is under construction. In the first phase, a wide variety of accommodations will be available, not only to provide maximum choice and a diverse community, but also to provide as broad a guidance as possible to development of subsequent phases. Views, wishes and experience of resi-

Housing and commercial structures integrated with each other and the water. "The visual presentation is not intended to be a final solution—far from it... yet a visual illustration is essential to prove that a socially motivated solution is possible and to visualize in a three-dimensional form that Harbour City does protect and bring a full life back to our city."

"Harbour City will build recreation study—but everyday living. Houses and apartments will be oriented in one direction to planning..."
three-dies for boating and skating, and in the other City, safe protected, easily supervised play spaces city,” for children.” So reads the conceptual creation study—but in their comments at the end of this article, the editors question the plan for planning of these play spaces.

Above: "Harbour City could use its splendid site to give Toronto a unique new waterfront for the enjoyment and interest of all. It could be a true 'water city' laced with canals, lagoons and waterside walks."
dents in the initial phase will be sought and used in planning the next and subsequent phases. A permanent corporation will be established to manage and supervise land use and building plans.

**Residential densities**

Subject to experience as development proceeds, the plan accommodates about 60,000 residents. The density (number of persons per acre) is close to that of Dutch cities. With an estimated density of 80 to 90, Harbour City is lower than that of the highest density high-rise projects in Toronto (250 per acre) but it is considerably higher than over-all urban densities (32 per acre for the City of Toronto).

The density planned is high enough to keep land costs per dwelling economical and to permit efficient use of the land generally. A population of this concentration and size, plus visitors to the area, can support a wide variety of urban services and create a lively and urbane atmosphere. At the same time, the density is low enough to ensure that no family with children need be more than two storeys above ground level and that every dwelling can have private outdoor space either on a garden terrace or on the ground.

High-rise apartments would provide a less desirable atmosphere for families and, due to soil conditions, they would also be more expensive. Moreover, unless they were placed uncomfortably close together, they would not accommodate significantly more residents; what was gained in height would be largely lost in the necessarily lower ground coverage.

Although the density planned is genuinely urban, the effect will be neither impersonal nor overwhelming. The small blocks instead of superblocks, the low buildings themselves, the many intimate outdoor spaces, the close-grained diversity of building uses and the variety of arrangements within blocks have all been calculated to respect and emphasize personal, human scale. They have also been calculated to strengthen a sense of community and neighbourliness.

Single family houses, apartments and duplexes can all be mingled together because this is to be a community for people of all ages, varied incomes and widely differing family sizes enjoying the same neighbourhoods rather than living in isolation from one another. Particular attention will be directed to accommodating families because of the special severity of their housing problems.

Above: aerial view from the south-west showing park-water aspects of the project in relation to the high-density, downtown core.
Right: detail of model, showing how "plan combines urban liveliness and density with the intimacy and human scale of low buildings, pedestrian walks and open spaces."