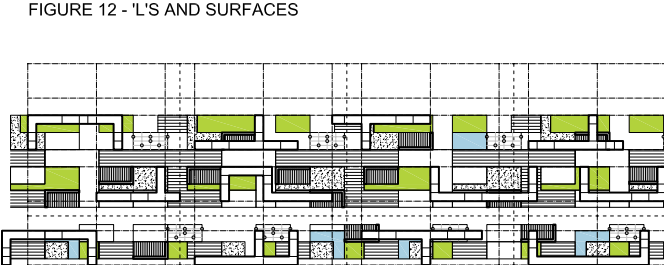
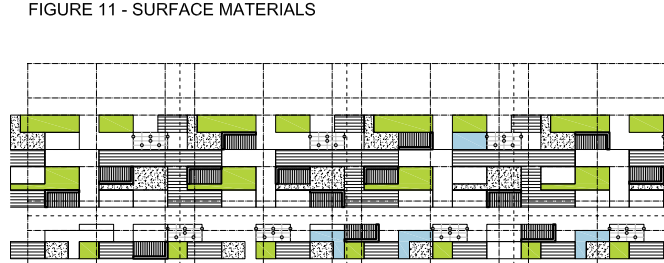
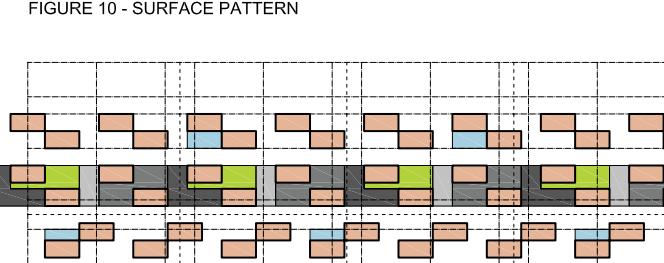
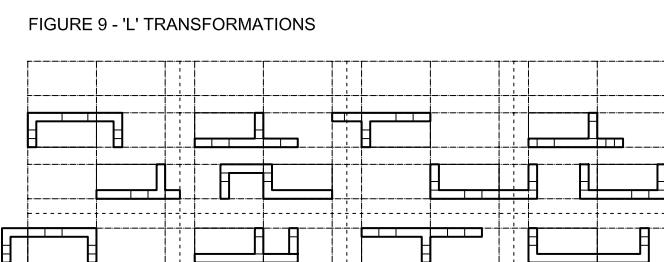
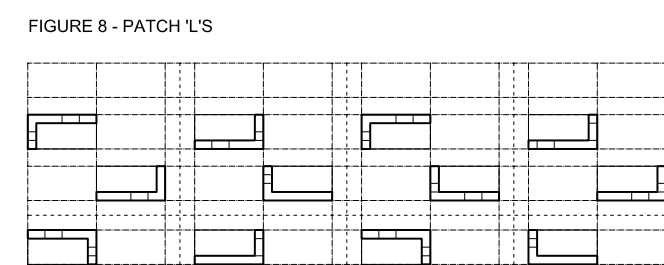
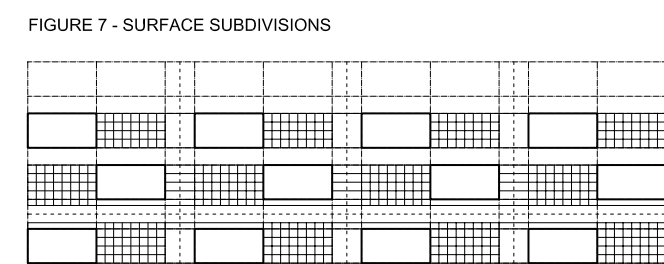
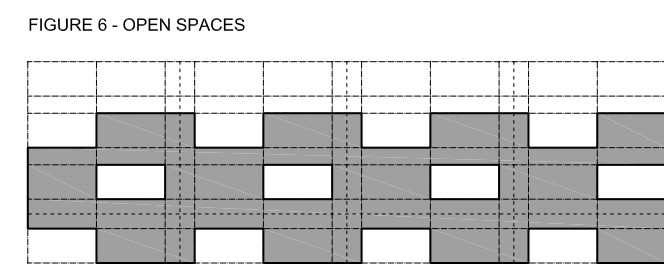
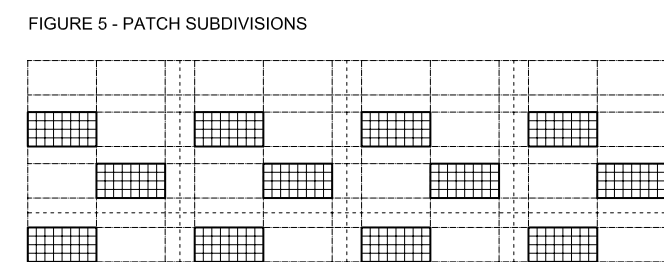
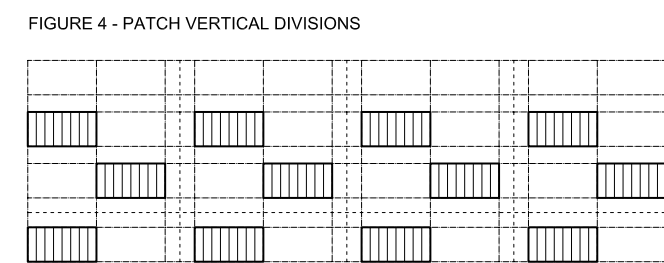
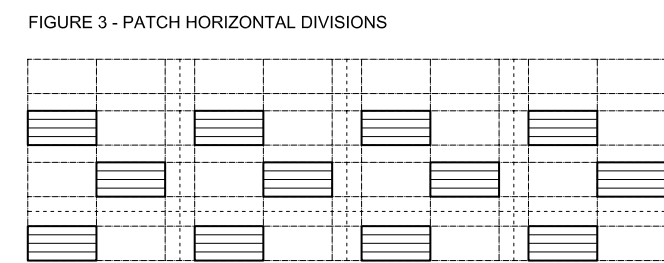
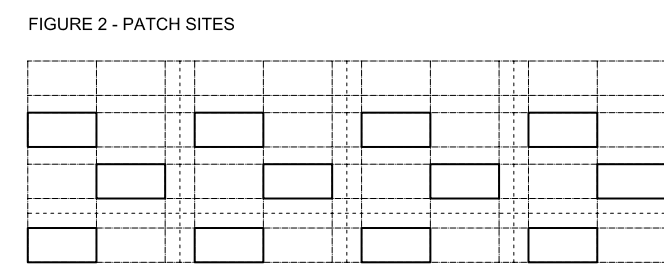
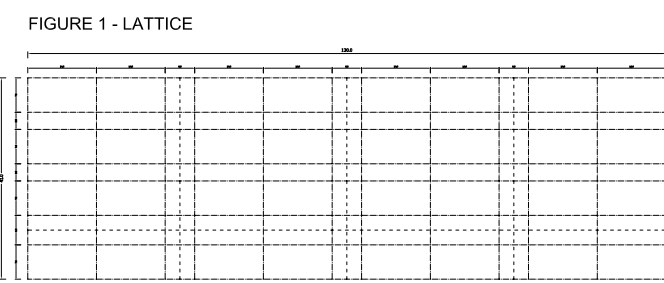


RHUMBA 'ROUND MY GARDEN



Rather than starting with the image of an abused space becoming 'good enough' by adding what we can manage, let's begin by re-imagining a different future for Toronto: the Tuileries - a royal garden turned over to the public domain.

The space that would be the Greenline is currently the city's scar tissue, defined by the Frankenstein-like sutures of the railway line. It weighs tragically - a terra incognita - unredeemed by the gestures of heroic playgrounds staking their claim in brave but ultimately futile collections of swings, monkey-bars, and fences, unable to overcome the desolation marked by broken asphalt, the hydro towers one-by-one, and the struggling growth routinely mown down by maintenance crews. At its underpasses - points of total disconnection - where other cities have raised their railways to create a simultaneous co-existence of city and infrastructure, Toronto has favoured the rail, forcing streets and sidewalks to sink below, and separating neighbourhoods north from south. It is a deficit open-ness, created by the no-nonsense utilitarian infrastructure laid down with complete disregard for streets, neighbourhoods, and city.

This industrial vacuum requires a new type of open space, one that recharges itself as a newly revealed positive energy source, one that initiates a social integration and contingent self-organizing negotiation.

In this proposition, the Greenline becomes an enclosure in order to create a new open-ness, an isotropic construction able to both contract and dilate, to have both solid and intermittent edges, that begins to direct and confront its context, re-centering the tired city fabric to a new ecologically balanced territory, away from the railway tracks to the south and the hydro wires to the sky. The normal ecological characteristics are introduced through the reclamation of vegetation, water, movement, human occupancy and bird/insect habitation, while a social ecology is given equal status with supports for infinite room arrangements, night+day, slow+fast+standing still; rhumba 'round my garden.

The newly continuous body of the Greenline is made by the following elements:

- 1 Ephemeral L-shaped constructed hedges that form the larger enclosure of the full Greenline through intermittent spacing with street trees, making further partial enclosures and framing passages, creating infinite variations for small, medium, large spaces within the whole; contracting to accommodate parking, dilating to maximize space
- 2 Surface materials of asphalt, wood, fines, gardens, inviting appropriation and transformation

3 A continuous 6 meter movement network - 3.5m for cycling bordered by two 1.25m pathways - hugging the southern rail boundary to maximize the Greenline's face to streets, neighbouring parks and alleyways, while permitting co-occupancy with parking.

4 New exchange plazas and scaffold / bridges at nine underpasses: wide, safe, public stairs connecting streets to the Greenline, lower to upper; cantilevered pedestrian bridging - a key element connecting the new continuous 6.0m movement network, east to west; spanned by a scaffold, an ephemeral constructed glass framework - a large scale lamp at night, its surface a support for community involvement and notices, events, art sites and advertising potentials for artists, local groups and BIA's, its interior a passage with kiosk space for bikes. Its golden, elaborated glass skin becomes a new icon of a renewed sense of public space and amenity; exchange plazas at street level, linking the Greenline directly to the city with light, space, resting places, bike rentals, transit stops, pop-up cafes, drinking fountains and washrooms.

GREEN LINE IDEAS COMPETITION

