

# Fort York Boulevard, Bathurst Street and Lakeshore Boulevard

*This project entailed the new construction of a 4-lane urban collector road with three new signalized intersections adjacent to a historical Fort York. The road will serve to raise the profile of Fort York as a historical landmark and expose the Fort to the travelling public by improving visibility, accessibility and aesthetics, providing facilities for public transit and tour buses. Also this road will provide a logical extension of Bremner Boulevard to Lakeshore Boulevard West which will relieve existing and potential traffic pressures on Fleet Street.*

The implementation of Fort York Boulevard is one of the key elements of the Fort York Business Plan and is a part of the Waterfront Revitalization Task Force objectives.

In the preliminary design phase of the project Fort York Boulevard has been designed as a multi-dimensional urban street that balances the needs of



motorists, cyclists and pedestrians. It was recommended for the proposed road to function ultimately as a high quality urban street with wide sidewalks, extensive streetscaping, bicycle lanes, parking provisions, appropriate intersection geometry, street lighting and traffic signals.

The road geometry was thoroughly developed to negotiate the Gardiner Expressway columns and to offer maximum vehicular and



## PROJECT SUMMARY

Client:  
**City of Toronto, Technical Services**

Location:  
**City of Toronto, Canada**

Services Provided:  
**Detailed Design, Consultation, Contract Preparation, Construction Inspection and Construction Administration**

Cost:  
**\$ 6 Million**

Design Completion Date:  
**July 2001**

Construction Completion Date:  
**June 2002**

pedestrian safety, including roadside safety features. All new intersections were developed with the optimum layout to facilitate traffic signals considering the traffic flows and site specific constraints. The recommended concept was presented to the affected agencies and the public, and was accepted as it met the objectives of all interest groups.

The recommended concept was carried into final design and subsequent construction.

Key design issues that needed to be addressed included, over and above the customary components of grading, storm and sanitary sewer services, paving, sidewalks and lighting, such issues as custom design retaining wall, investigation and management of contaminated soils, road and retaining wall

construction within unstable soil conditions, on and off-street bicycle lanes with the clear transition from one mode to another to ensure safety of cyclists and pedestrians under the expressway, stormwater management strategy including design of the super pipes to store 100-year flows.

A significant design effort was involved in the design of the up to 4 meter's high retaining wall on the north side of the Boulevard at Bathurst Street, which included innovative structural design, architectural features, customized railings and barrier walls. The wall was designed to be supported by caissons to overcome the instability of the existing soil.

Extensive consultation was conducted with various internal and external stakeholders including City of Toronto,

Heritage Unit, Friends of the Fort, and with adjacent owners to accommodate their property limits and ensure their continuous operation during construction. Review of existing utilities was completed in coordination with the utility companies such as Toronto Hydro, TTC, Consumers Gas, Bell and the City of Toronto municipal services to accommodate construction of a new facility adjacent to existing plants.

LEA was responsible for all aspects of the project from preliminary design to construction supervision.