



Perspective 1



Perspective 2



Perspective 3



Do Nothing Approach

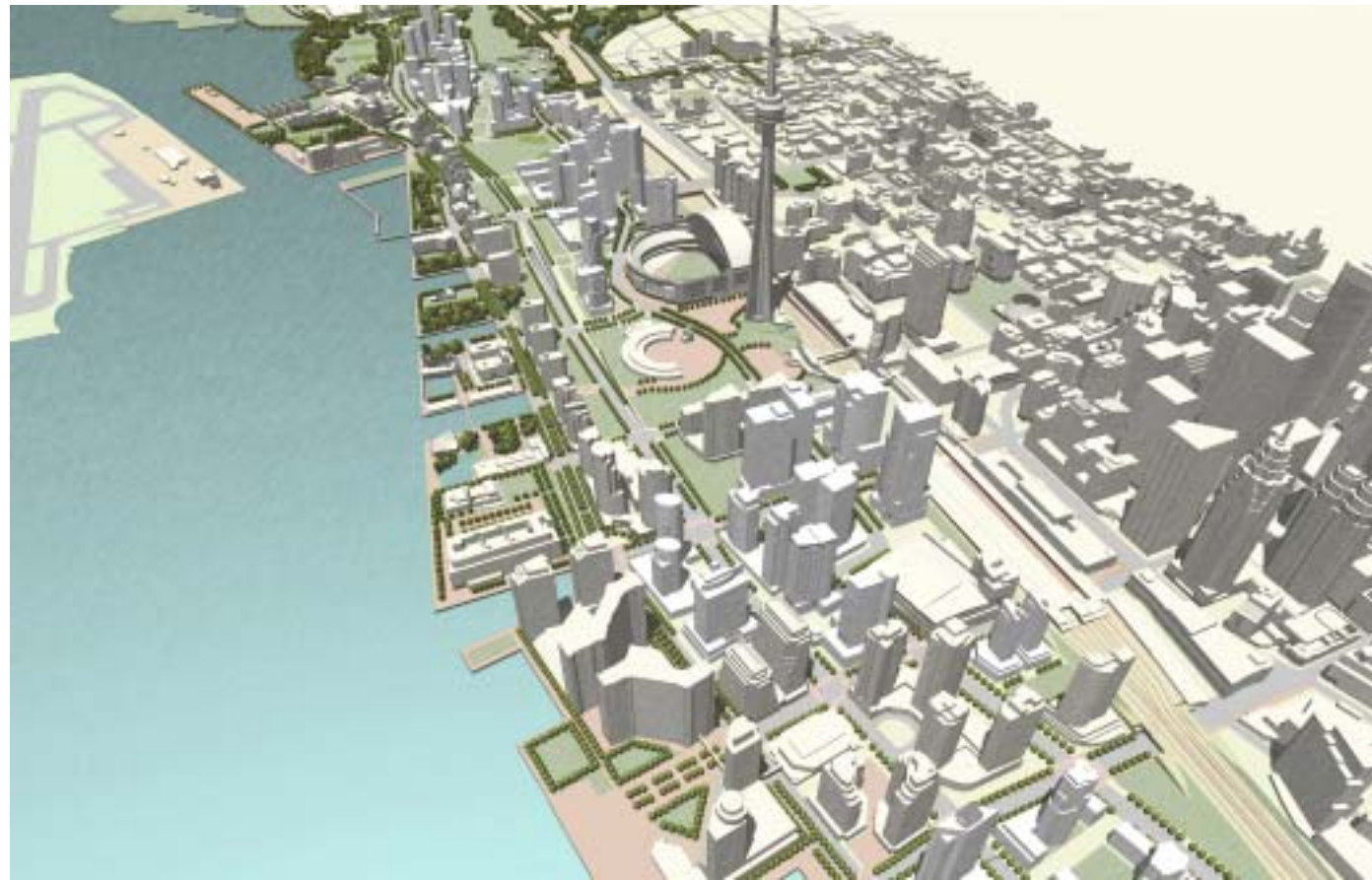
This approach maintains existing capacities and physical conditions of the Gardiner Lake Shore Corridor, and assumes an elevated highway system can be adequately accommodated within new city-building initiatives on the waterfront.



Location Map for perspectives and sections



Do Nothing





Perspective 1



Perspective 2

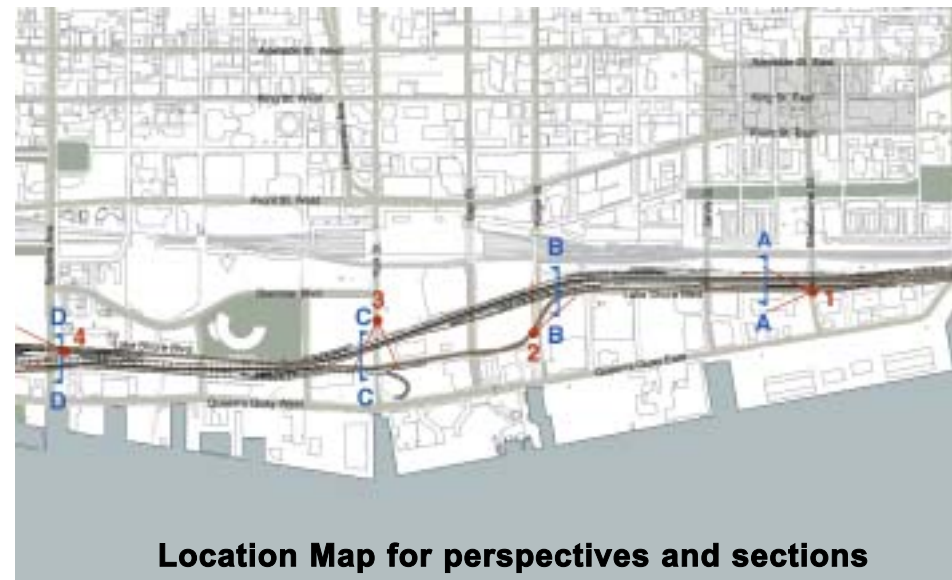


Perspective 3



Replacement Approach

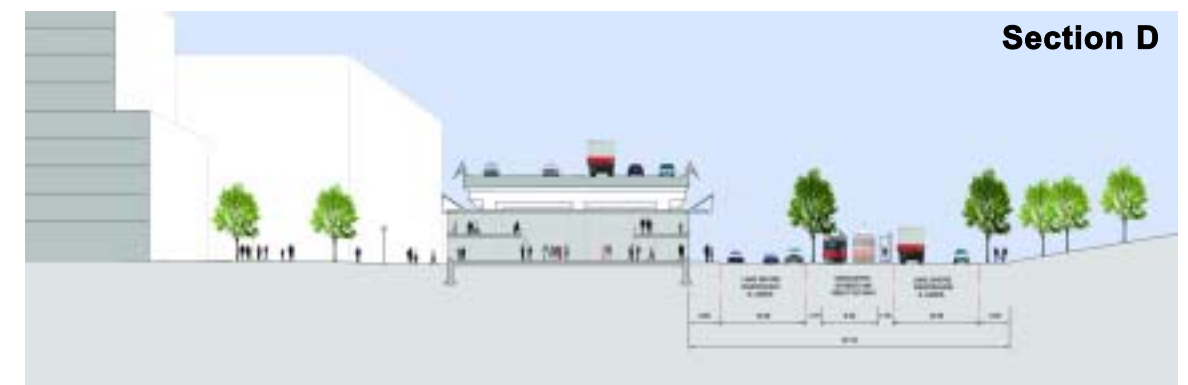
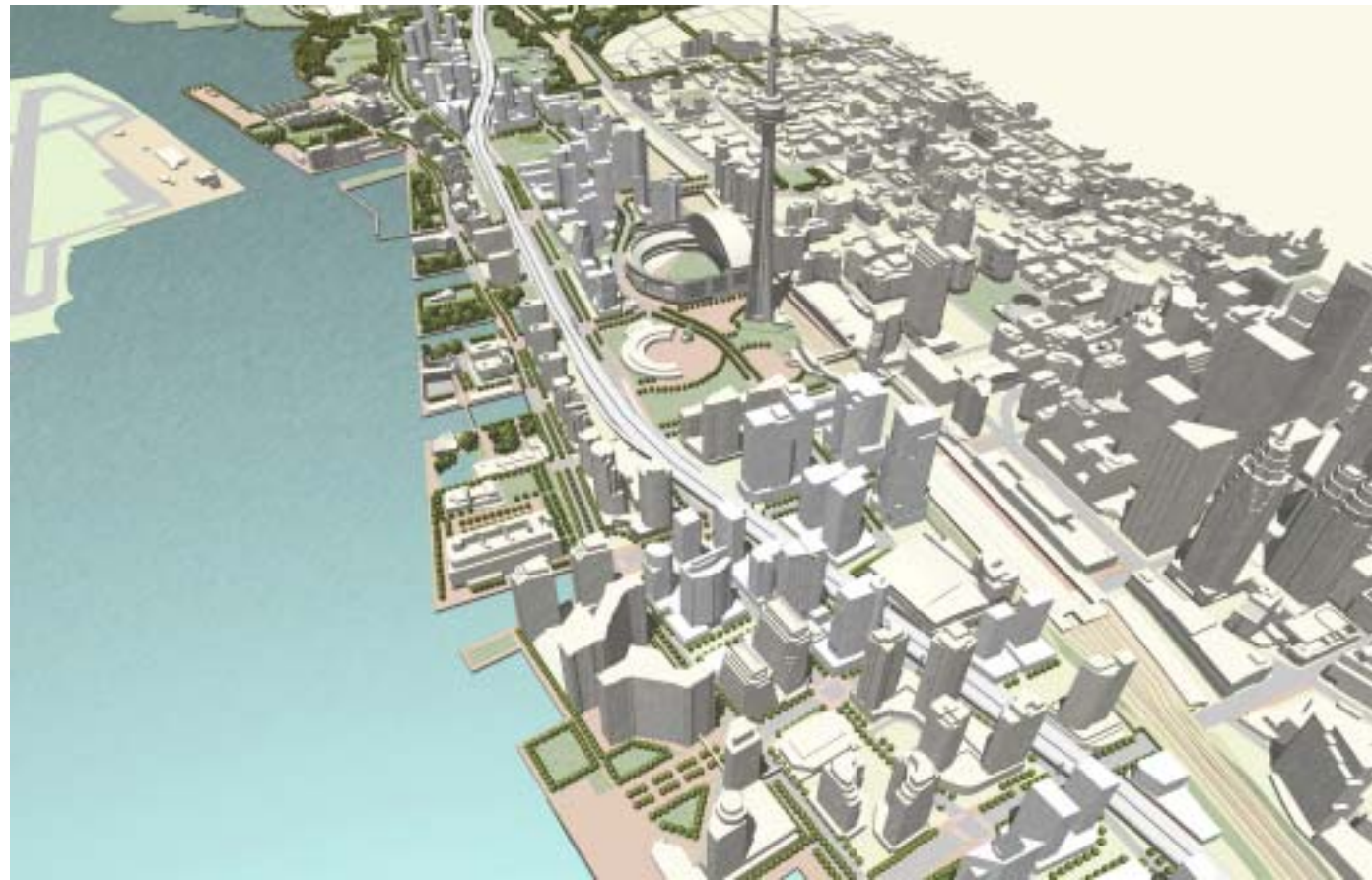
This approach is a reorganized distribution system that feeds into the downtown in progressive steps until the roads, having distributed much of their traffic, are surface arterial streets which act as the final distributors.



Location Map for perspectives and sections



Replacement





Perspective 1



Perspective 2

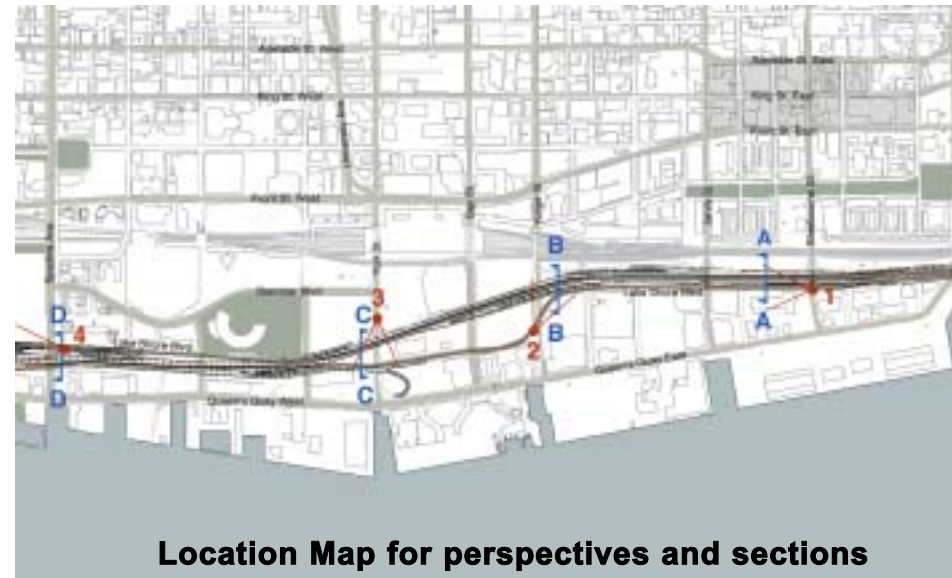


Perspective 3



The Transformation Approach

This option maintains the elevated structure in-situ and transforms physical and functional conditions to create a new corridor of public space along Toronto's revitalized waterfront.



Location Map for perspectives and sections



Transformation





Perspective 1



Perspective 2

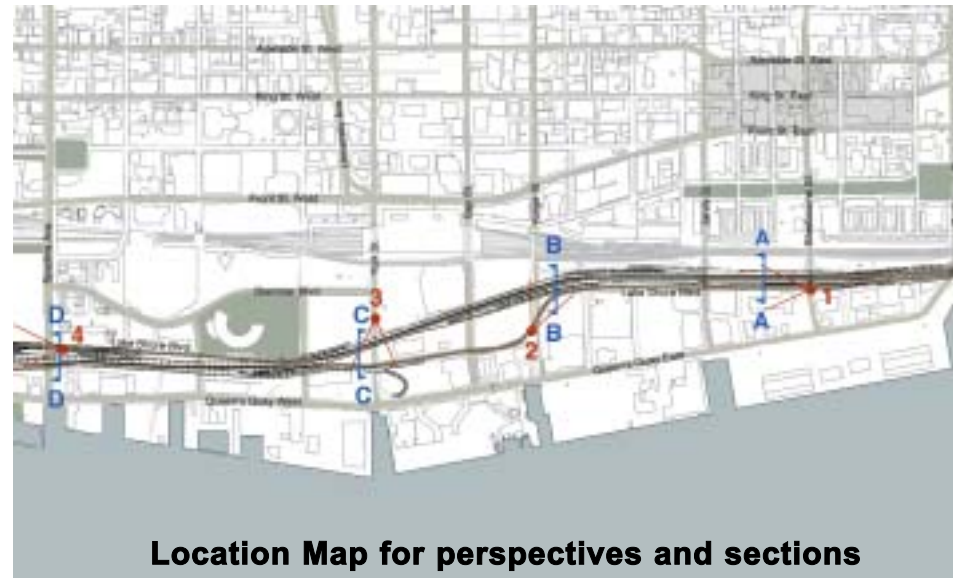


Perspective 3



The Great Street Approach

This approach places emphasis on city-building or placemaking and accepts a reduction in traffic capacity. It proposes a *Great Street*, essentially a surface boulevard, that is designed to act as the basis of a precinct plan for the central waterfront and a city-building, organizing structure. The preferred variation replaces the Gardiner west of Spadina with an underground tunnel and, east of Spadina, 10 lanes of two-way traffic on an at-grade boulevard.



Location Map for perspectives and sections



The Great Street