

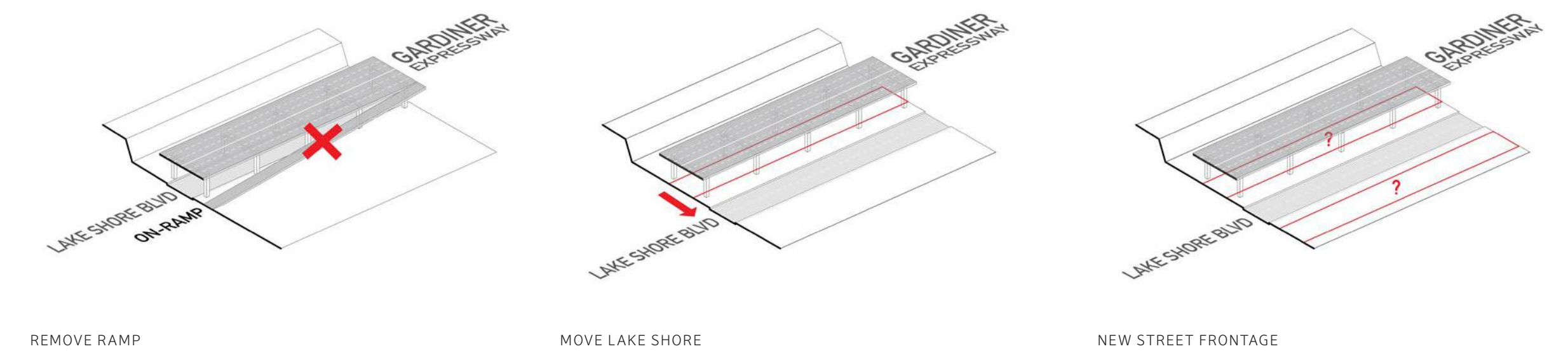


Lake Shore Boulevard reclaimed as an inhabited and vital neighborhood.

The unused territory between the Gardiner and the rail berm is transformed into a new linear park that celebrates speed. An express bike path along the south edge of the rail berm allow bike riders the same unimpeded route as drivers on the Gardiner with on and off ramps between the local and express lanes which traverse the lushly planted south slope..

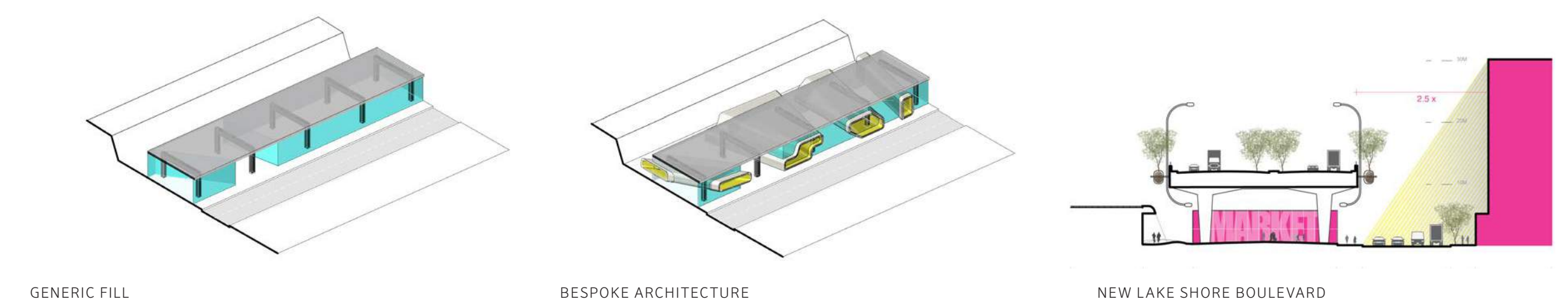
### MOVING LAKE SHORE

The Gardiner's potential lies in its ability to lift traffic up into the air, liberating the ground for pedestrians. Yet with Lake Shore directly below, the Gardiner simply duplicates traffic rather than remove it. We therefore propose to pull Lake Shore Boulevard out from beneath the Gardiner and open up the space for new uses that enrich the urban fabric of the city rather than detract from it. Lake Shore Boulevard is now able to take on the character of a community street, the central spine of a new Gardiner-Don Lands neighborhood.



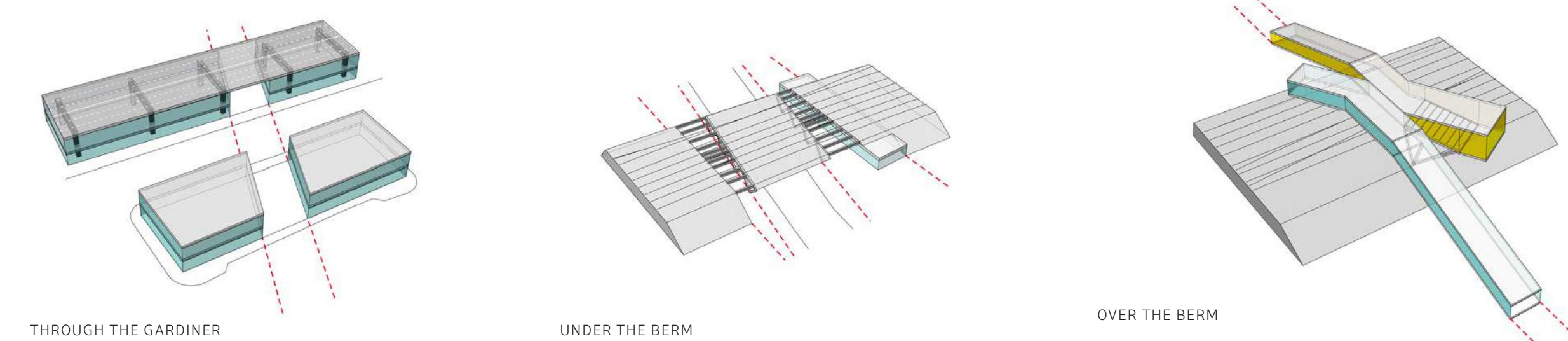
### INFILL URBANISM

The underside of the Gardiner is filled with vanguard community and cultural programs that will enrich existing and future neighborhoods and transform an inhospitable space into an enlivened interior and exterior experience.

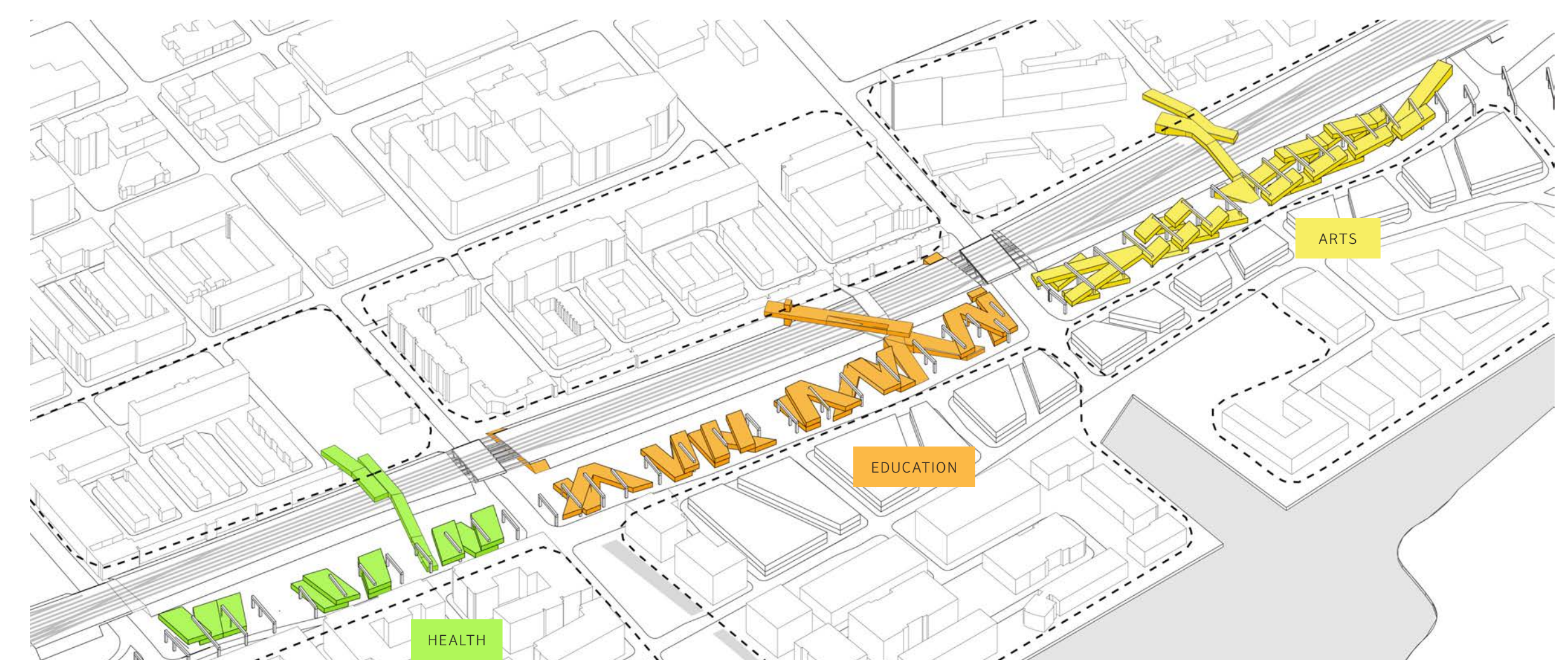


### OVER/UNDER/THROUGH: NEIGHBOURHOOD CROSS-STITCHING

**Over:** Bridge structures over the rail berm are filled with destination programs including a theatre, restaurant and running track that attract visitors from the north and south sides of the tracks.



**Under:** The oppressive and inhospitable tunnels through the rail berm are replaced with a generous sidewalk open to the sky and the rush of trains passing overhead. By widening the berm opening and aligning it with slips to the south, the water's edge becomes visible across the tracks. Rather than reducing these tunnels to pure circulation, unexpected elements such as an aquarium, media gallery and espresso bar are located along its edge.

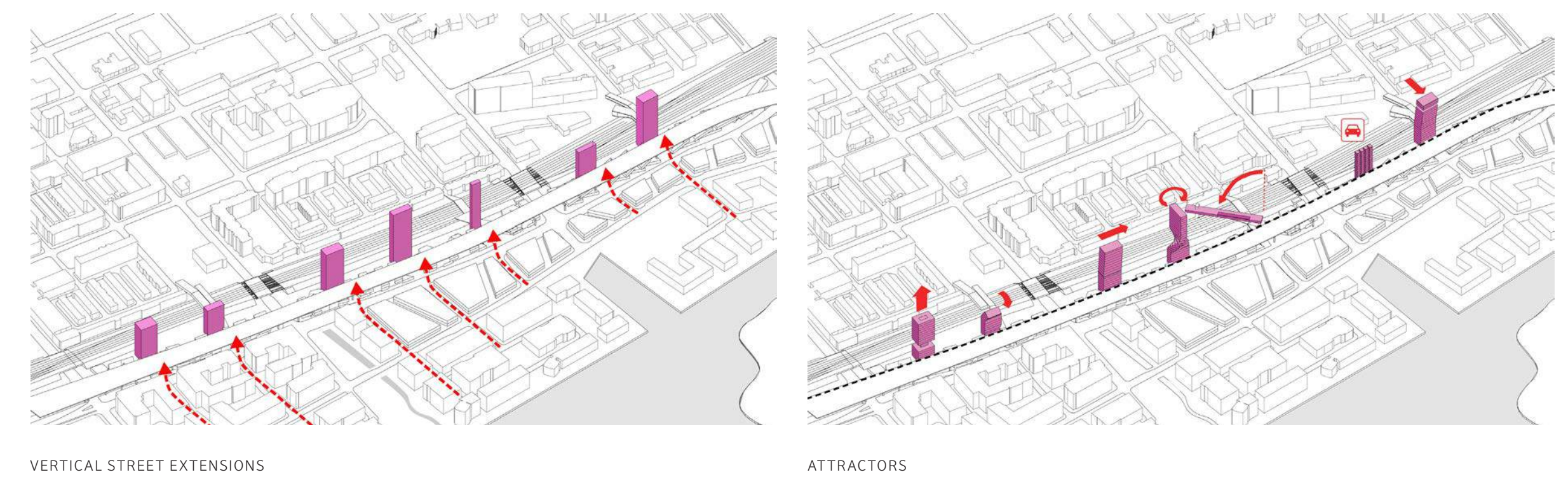
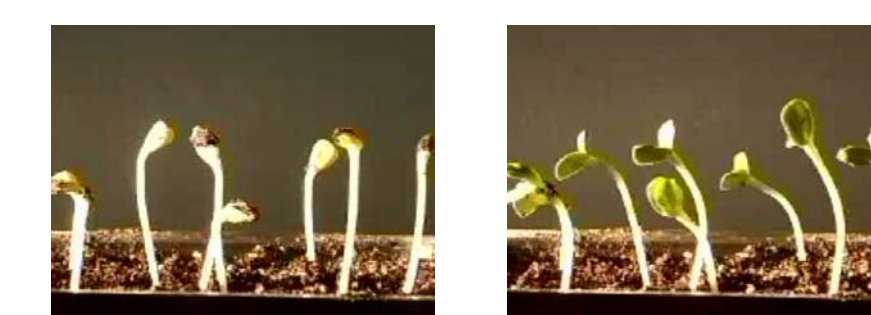


**Through:** The hard underside of the Gardiner is covered with a soft architecture that both creates spaces for commercial and public programs and facilitates pedestrian connections. Interior/exterior walkways, widened sidewalks, and green spaces permeate the building wall of the street, producing a networked urban fabric that stitches streets together at the scale of the pedestrian instead of the car.

General retail space is interspersed with specialty program elements corresponding to three loosely defined themes for each block: Health, Education and Arts. Instead of an opaque and hard infrastructure is a porous and soft architecture.

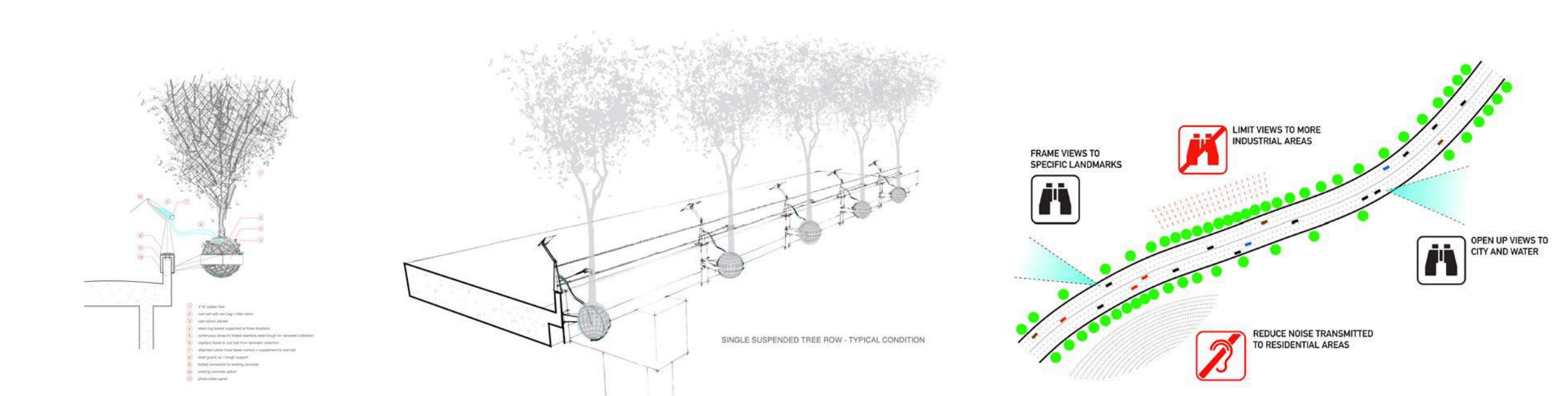
### SPROUTING

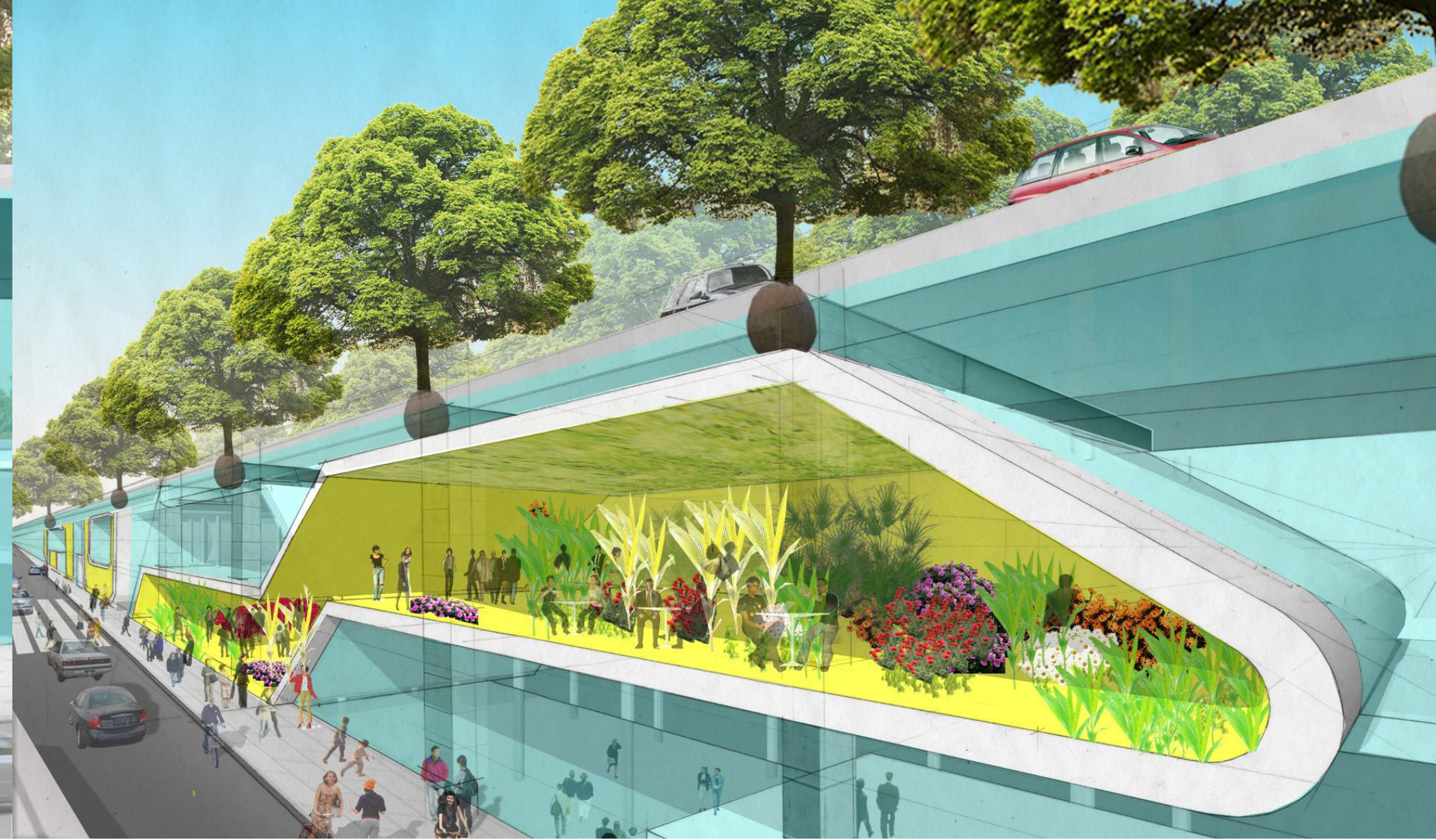
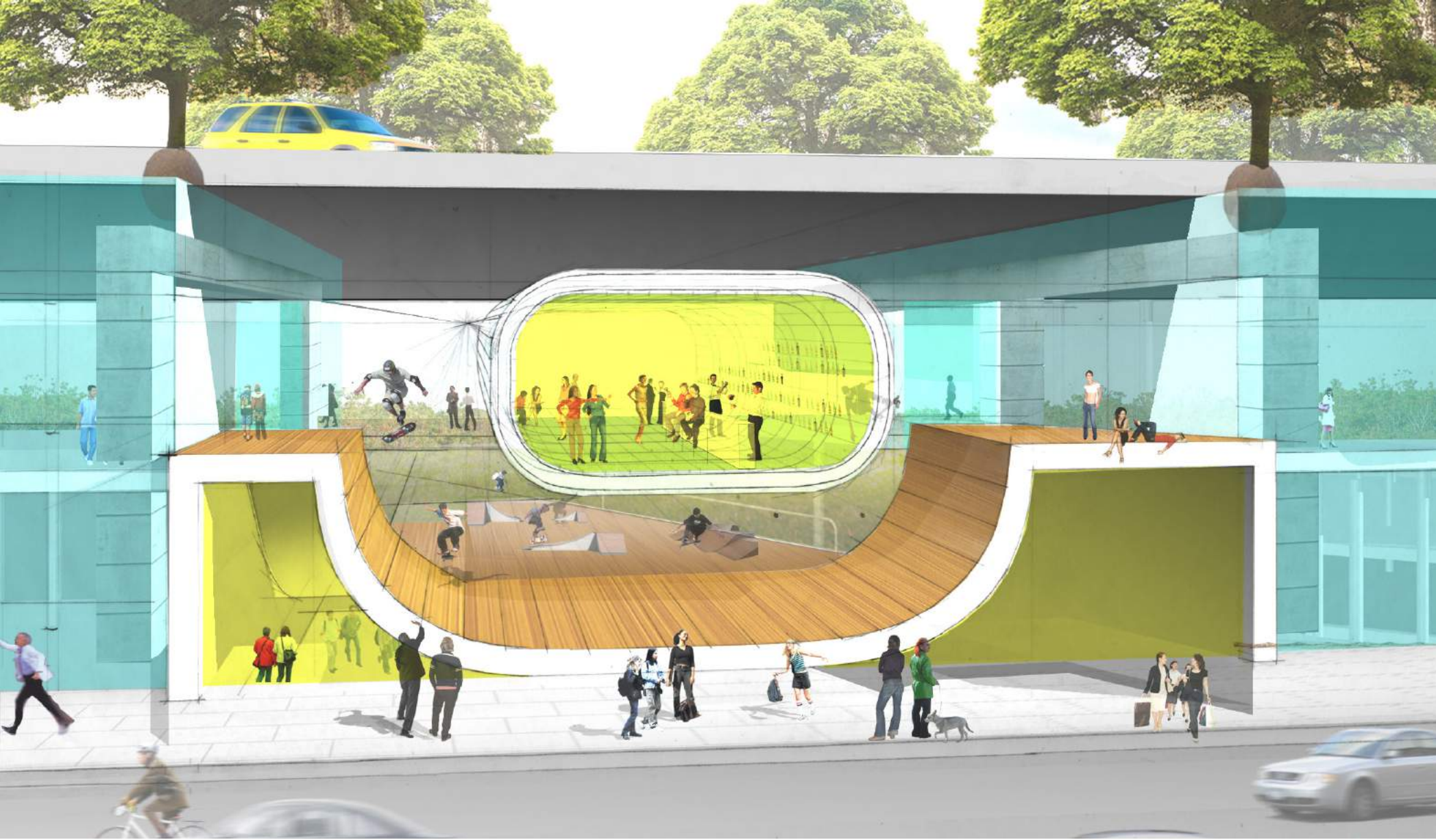
A series of towers sprout up in the crack between the Gardiner and the rail berm, activating this left-over and neglected space and visually linking it with the surrounding neighborhood. Like phototropic plants seeking out light, the towers twist, and open up in response to the unique attractors of their sites.



### LIFTED NATURE

Beyond mere highway, the Gardiner is transformed into a parkway in the sky, combining the thrill of speeding through dense urbanity with the picturesque pleasure of the tree-lined parkway. Trees are literally suspended in air as if uprooted by the rising of the Gardiner, held off the concrete structure within hanging containers along the expressway edge. The edge of the Gardiner becomes a nursery which serves a mitigation function as well as a source for the greening of the city.





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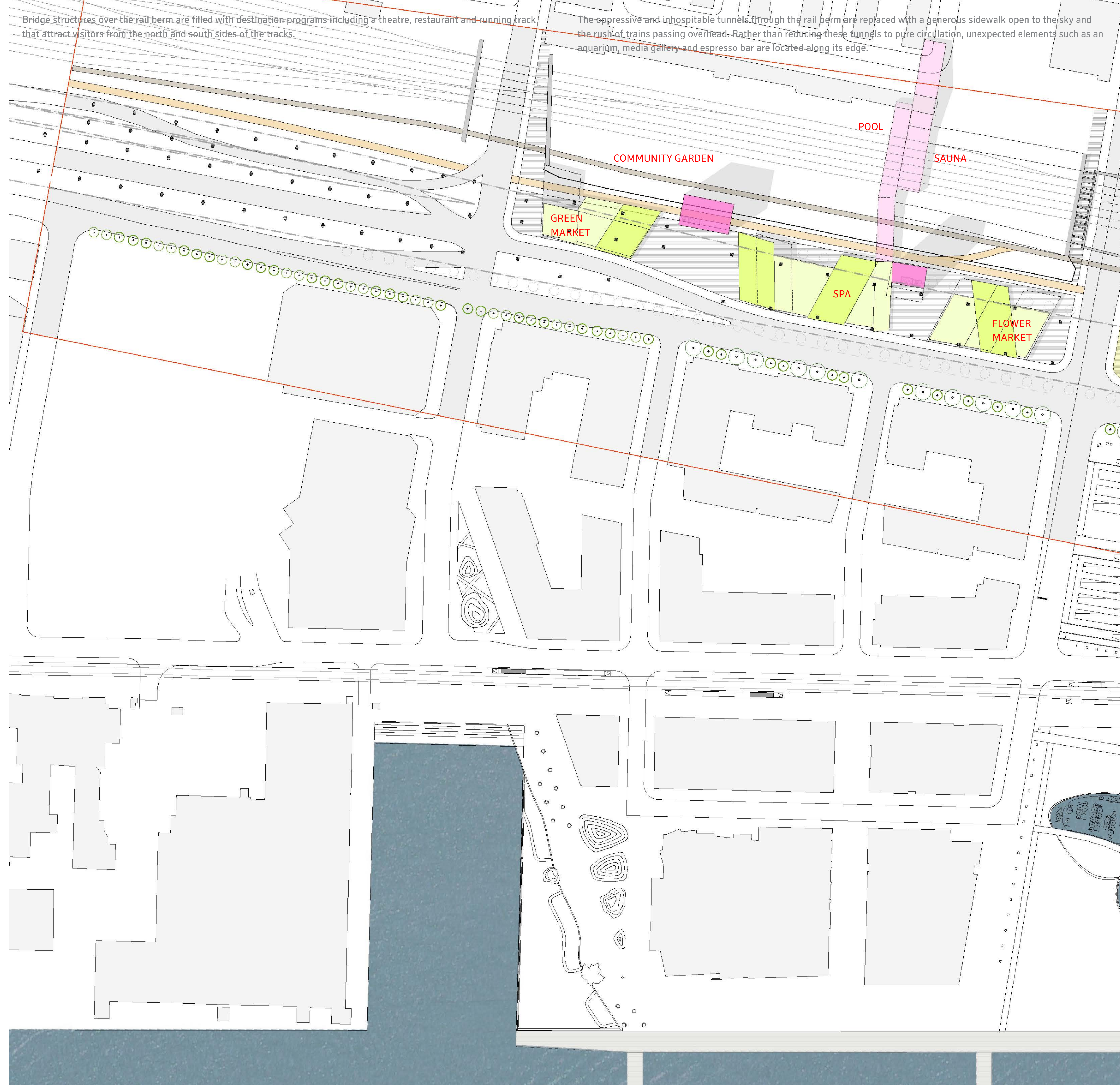
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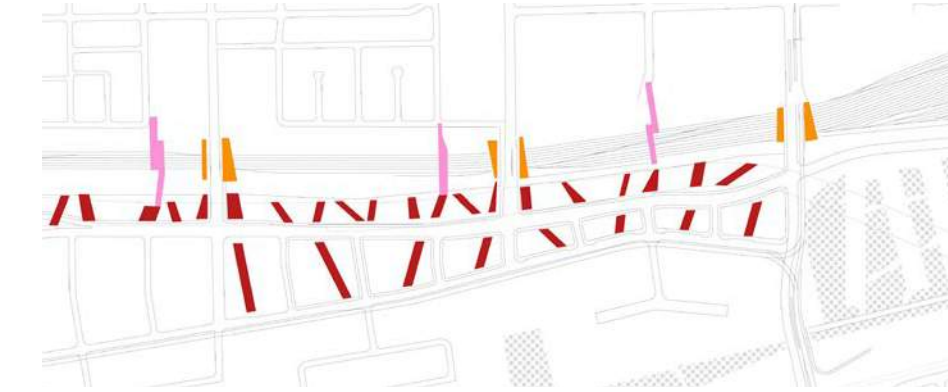
# GARDINER CITY

The Gardiner began as a triumph of speed and connectivity that has ironically disconnected Toronto from its waterfront. Now derided as a barrier and a blemish, the Gardiner is a necessary evil that will most likely remain in place for the immediate future. But what if its inherent qualities could provide the DNA for its reinvention? A drive on the freeway can be a breathtaking experience, embedding drivers within the matrix of downtown towers. Its broad underside can be thought of as a giant shed roof attracting future activities and future visitors.

Gardiner City seeks to remake the freeway as a resident of the city rather than an interloper. Using landscape, building, public space and water as the threads, the freeway is woven into the city in a three-dimensional web of new neighborhoods, programs and urban experience. Interventions are imagined below, above, beside and across the freeway. New buildings congregate under the protective surface of the roadbed, housing artist studios, schools, galleries, and markets while linking neighborhoods from north to south. Public and private spaces merge and blur. Existing tunnels and new pedestrian overpasses become supercharged with public programs. Dead end streets furl into slender new towers that hang over the freeway. To the east, a dense mixed-use structure composed of independent bridge buildings comes along with the freeway below, framing the east entrance to the city and emerging as a new soft icon on the skyline. Water and buildings form a new hybrid architecture with marinas, artificial weather, and gravity-less boardwalks. The landscape features that simultaneously enhance space both above and below the road incubate along the Lake Shore Boulevard east of the Don River and draw themselves out along the length of the road. Rail cars deliver trees to their new homes. The Gardiner grows into the armature for greening the city.

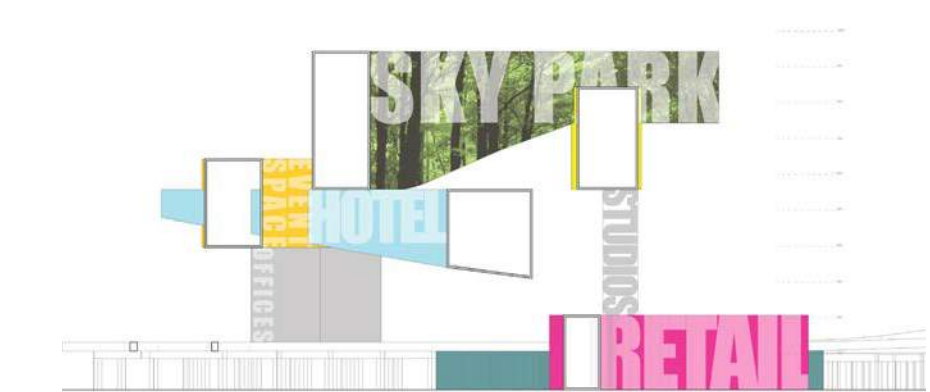


**ZONE 1: CROSS-STICH**



New interventions cut across the grain of the Gardiner-Lake Shore transit corridor, creating a connective tissue which draws together existing neighborhoods north of the corridor and future communities envisioned for the Don Lands. Buildings and pathways flow through, under and over the Gardiner cross-stitching the city.

**ZONE 2: DENSITY HUB**



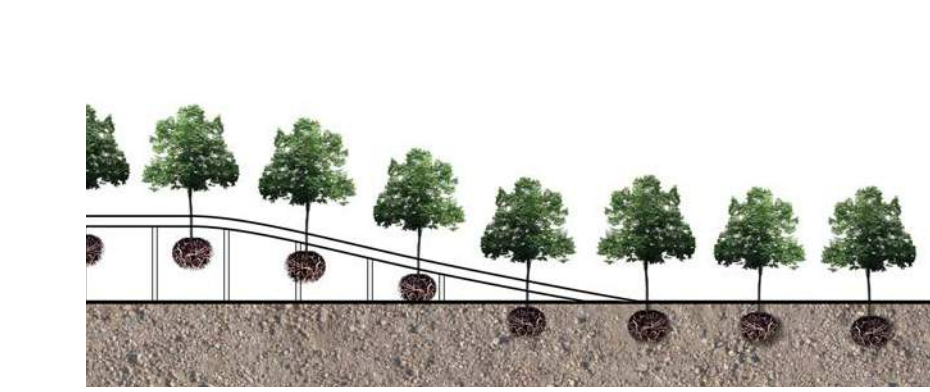
The Density Hub is an interwoven building that comes along with adjacent neighborhoods and brings the public up to the level of the skyline. Extending the vertical aspirations of the Gardiner further upwards, it stacks and stitches different program types like building blocks, producing a three dimensional urban experience. Condos overlooking the lake sit on top of the shared public amenities of a hotel which in turn rests on an office tower. At the top of the building is a semi-enclosed year round botanical garden, offering panoramic views of the city, emerging as a soft icon on the Toronto skyline and a gateway at the eastern end of the city.

**ZONE 3: AQUA-TECTURE**



The aquatic buildings in Zone 3 create a new architectural typology for the Toronto Waterfront. North-south oriented bar buildings stand with their "feet in the water", interlaced by channels which literally and figuratively reconnect the City and the Lake. Each building has an address on the newly realigned Lake Shore to the north, while on the south, boat moorings are tucked underneath the edge of the buildings for residents and their guests.

**ZONE 4: ENMESHED LANDSCAPE**



An "Enmeshed Landscape" strengthens the transition between the elevated and ground-level experiences. Dense plantings produces an immersive condition where no overlook of the landscape exists. It is an environment of immediacy that lacks middle or background conditions. Road and pathways merge with planting, entangling the built and natural into one landscape.



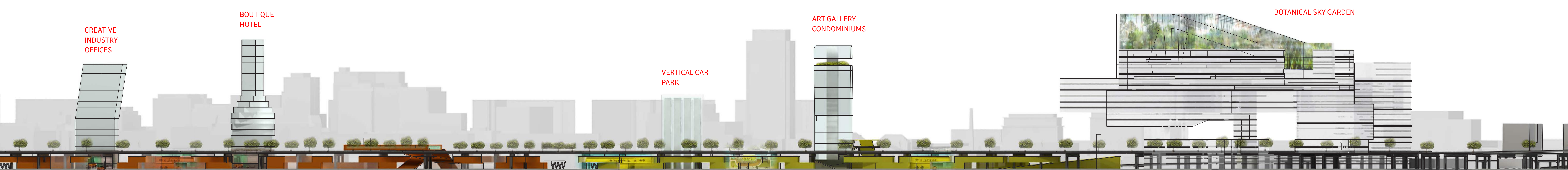
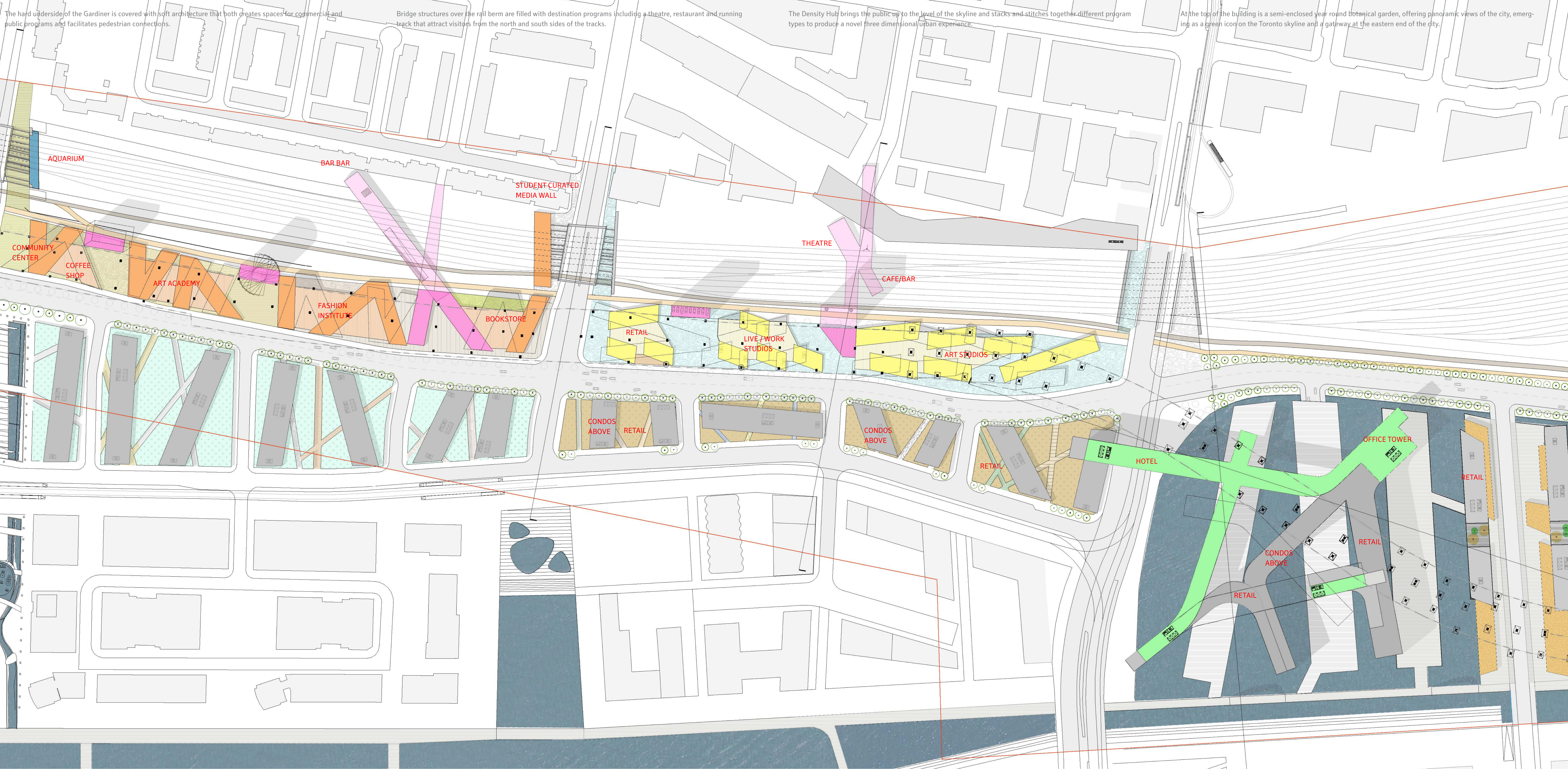


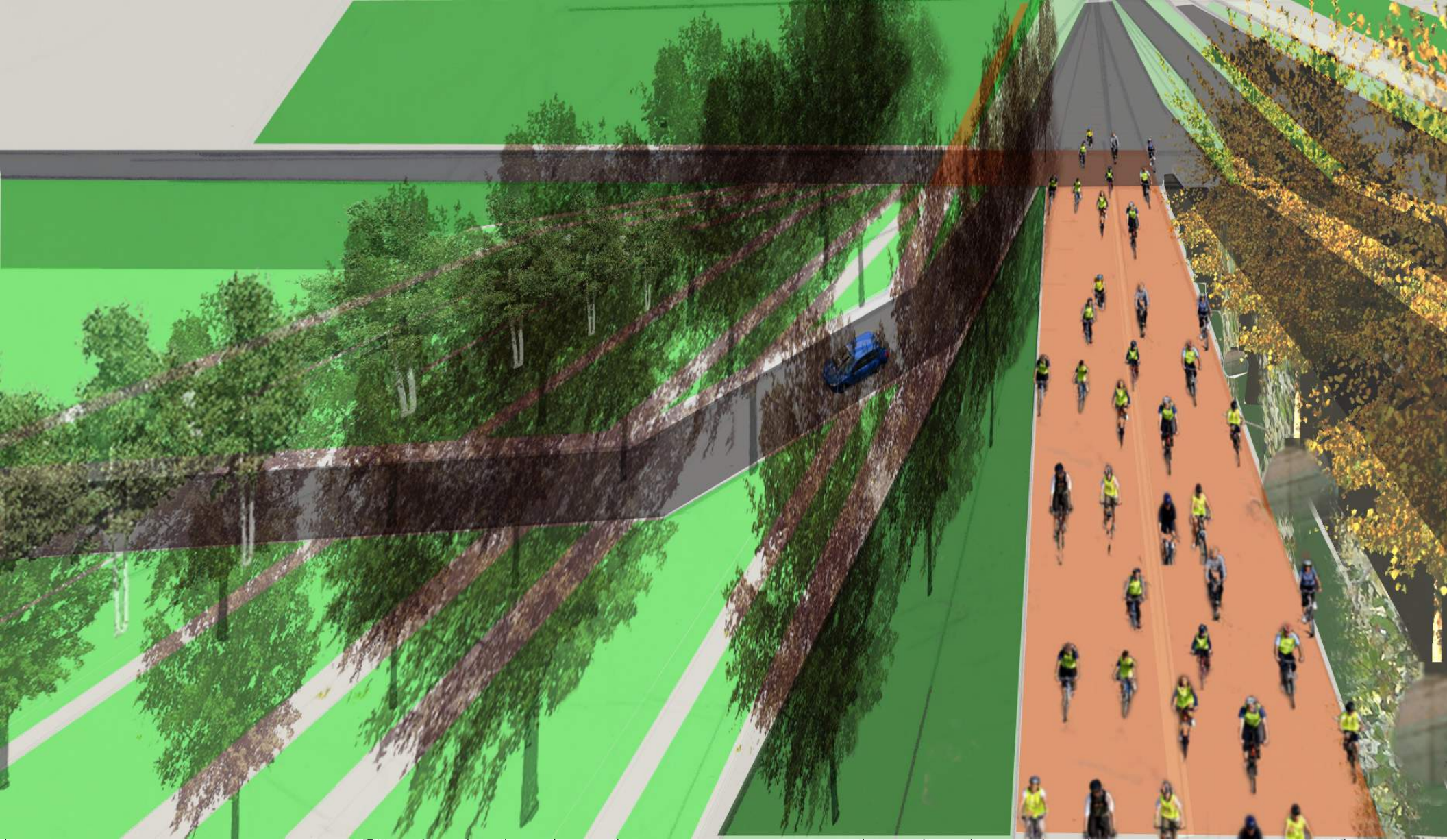
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Bridge structures over the rail berm are filled with destination programs including a theatre, restaurant and running track that attract visitors from the north and south sides of the tracks.

The Density Hub brings the public up to the level of the skyline and stacks and stitches together different program types to produce a novel three dimensional urban experience.

At the top of the building is a semi-enclosed year round botanical garden, offering panoramic views of the city, emerging as a green icon on the Toronto skyline and a gateway at the eastern end of the city.





Public space along the south base of each building extends northward under the Gardiner, to connect with an extended boardwalk on the northern edge of a newly urbanized and revitalized Keating Channel.

The high-speed automobile is engulfed by green with trees, groundcover and scrubs which densely shroud roadway edges and medians.

The medium speed of the bicycle shifts sensations. Under the highway the bike path is a sanctuary of hanging vines, spreading groundcover and overhead trees. This landscape is connected to the area used for storm detention and as a nursery for tree and shrub planting. Lighting, aeration misters and a changing topography create a dynamic entry and exit to the newly restored Don River and the grade-level roadways of the new Gardiner Expressway.

The slow path of the pedestrian weaves itself through the planting allowing visitors to principally experience greenscape.



Section through pedestrian (slow speed) area.

Section through bike (medium speed) area

FUTURE GREEN BLVDs

PEDESTRIAN AND BIKE PATH





At the end of the boardwalk, an unprecedented new art museum is suspended from the underside of the Gardiner.



Rather than turning its back to the passing cars on its northern side, the museum opens up for drive-by viewing at high speed.



Below the museum docks an "Art Barge" which carries seasonally commissioned mobile performances to the greater Toronto waterfront.



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Section through automobile (high-speed) area.