

# Gardiner City

Competition to develop innovative design options  
for the Gardiner Expressway and  
Lake Shore Boulevard Reconfiguration  
Environmental Assessment

Toronto, Ontario

30 June 2010





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## Introduction and Strategies

## Introduction: 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 highway 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 highway as a resident of the city rather than an interloper. Using landscape, building, public space and water as the threads, the highway 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 highway. 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 highway. To the east, a

dense mixed-use structure composed of independent bridge buildings comingles with the highway 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 evolves into the armature for greening the city.

## Strategies

Gardiner City is guided by the following principles:

### Urban Incubator

New programs extending adjacent development patterns are encouraged to occupy newfound land under the highway. Tax breaks and special zoning districts speed development.

### Green Incubator

Trees and vegetation are incubated in a new dense forest at the east end of the highway and distributed throughout the city using the rails and roads around the Gardiner.

### Expressway / Parkway

The Gardiner is transformed into a boulevard in the sky through the use of trees and greenery along its length combining the thrill of elevated high speed travel with the picturesque pleasure of the tree-lined parkway.

### Cross-Stitch

New programs line and cross the Gardiner, creating urban districts that extend into the city and bind it with the lake.

### Wheels and Feet

The pedestrian, rollerblader, cyclist, and car passengers are provided with distinct but equally compelling experiences at their respective speeds. Express and local bike lanes, and fast and slow sidewalks bring traffic engineering to the human scale.

### Fluid Zoning

The site area is divided into 4 permeable and overlapping zones, each with a different relationship to the Gardiner: 1. Incubator programs fill the space under the Gardiner from Jarvis Street to Cherry Street; 2. vertically stacked program bridges extend above the Gardiner as it turns south towards the water; 3. an aquatic residential zone extends the boardwalk and the water to the edge of Lake Shore; 4. an enmeshed landscape east of the Don River provides a linear nursery for greening Toronto.

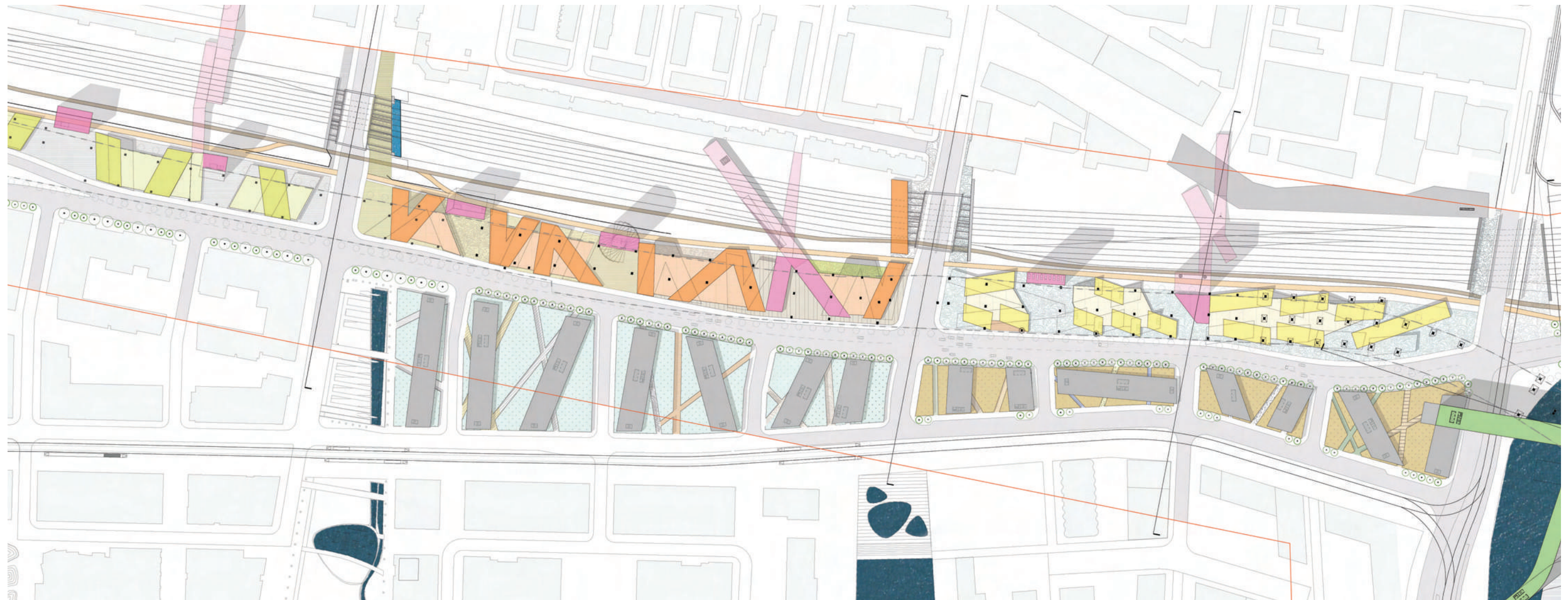
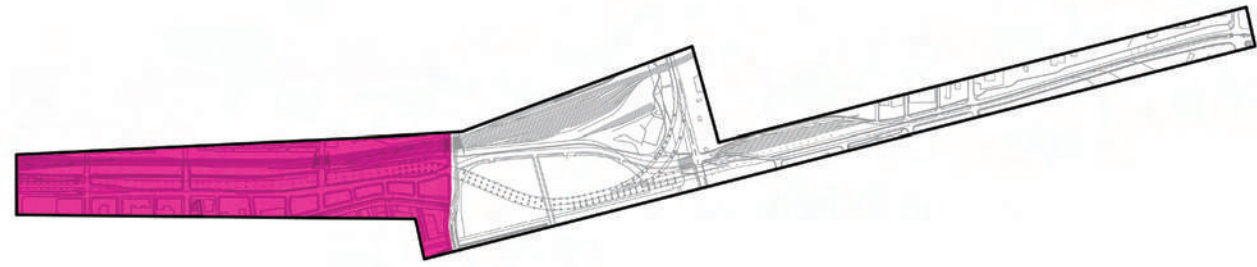






**Zone 1**

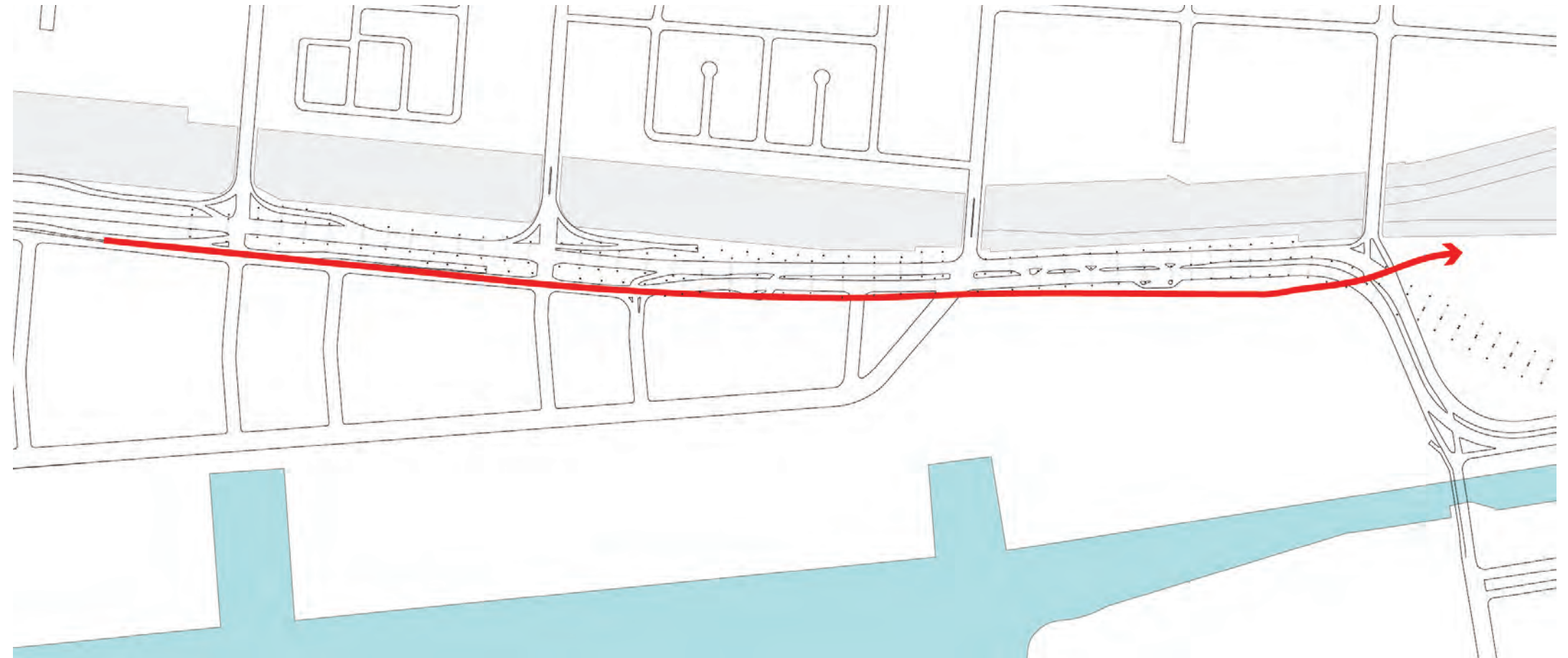
Zone 1



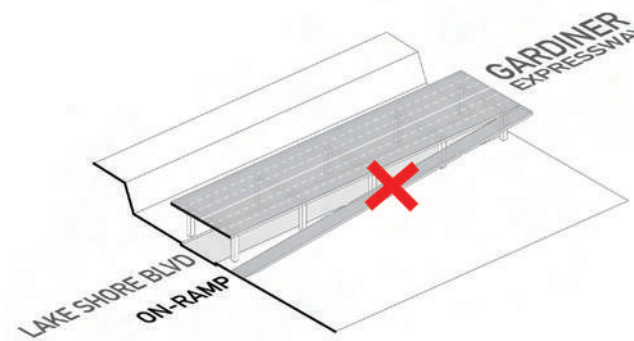
## Moving Lake Shore

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 removes it. We therefore propose to pull Lake Shore Boulevard out from beneath the Gardiner and open up the space beneath 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.

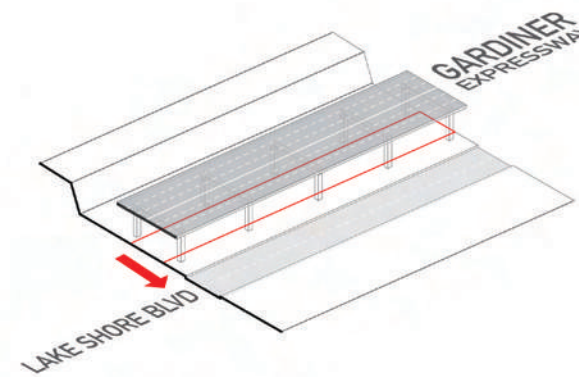
One of the most significant barriers produced by the Gardiner is not the highway itself, but the on and off ramps that slice off large swathes of streetscape from pedestrian use. Given the frequency of ramps within the current highway configuration, the eastbound on-ramp east of Jarvis Street, and the westbound off ramp east of Sherbourne Street are removed, dramatically opening up this area of the city for new north-south connections.



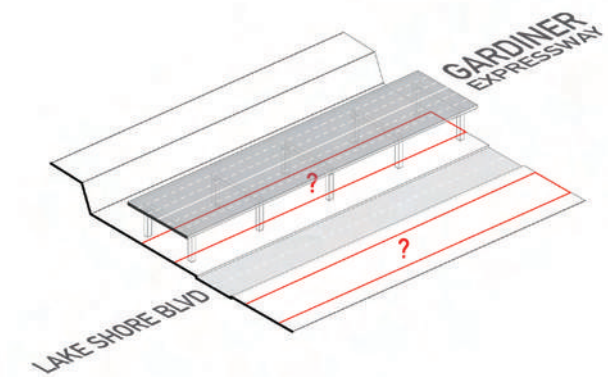
RELOCATING LAKE SHORE BOULEVARD



REMOVE RAMP



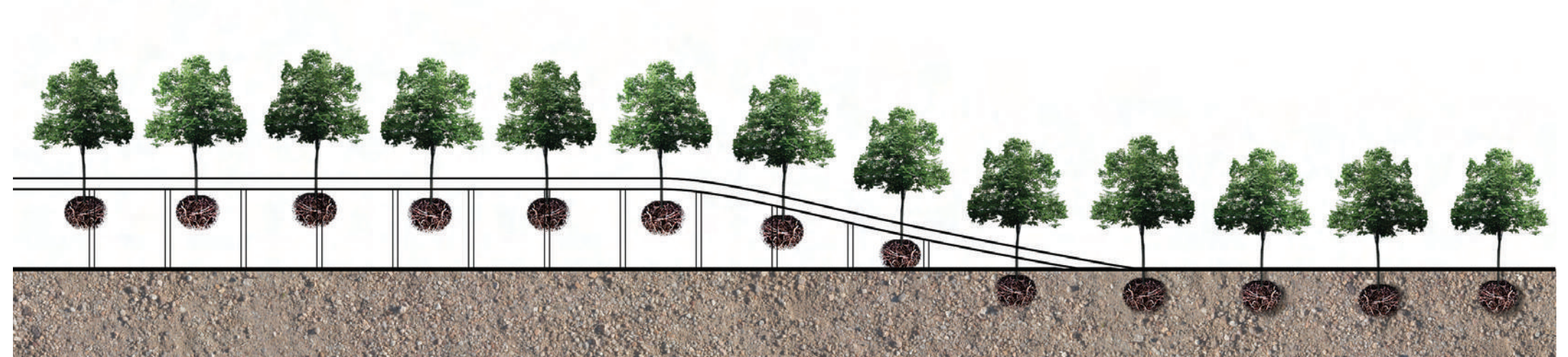
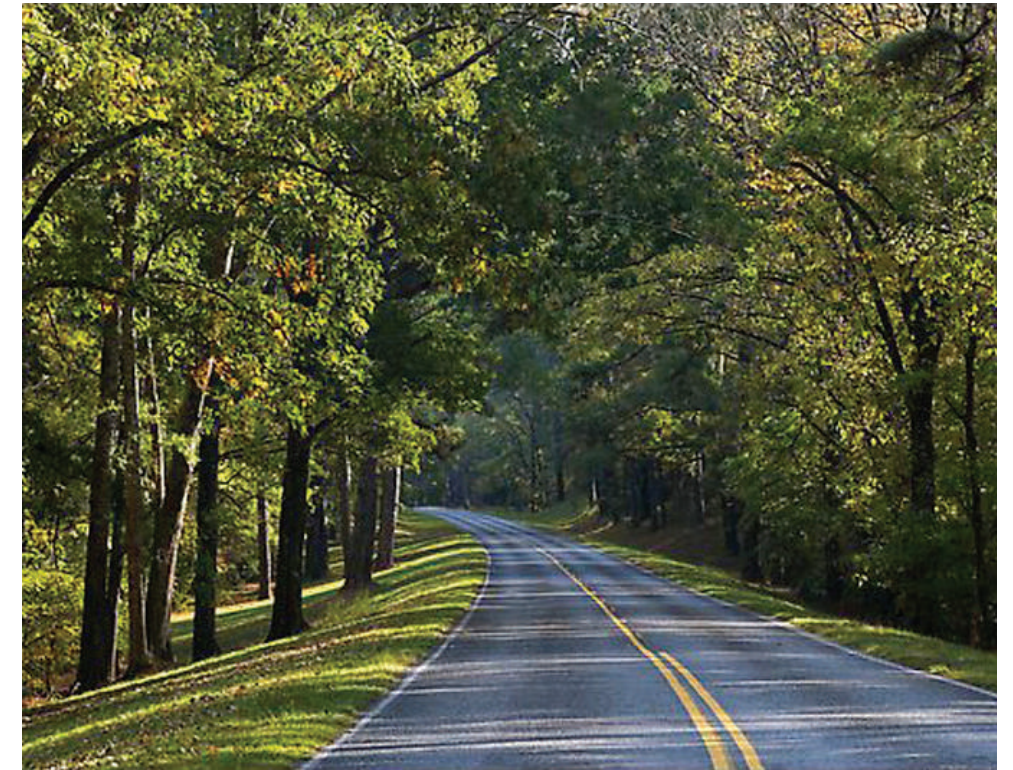
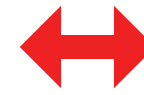
MOVE LAKE SHORE

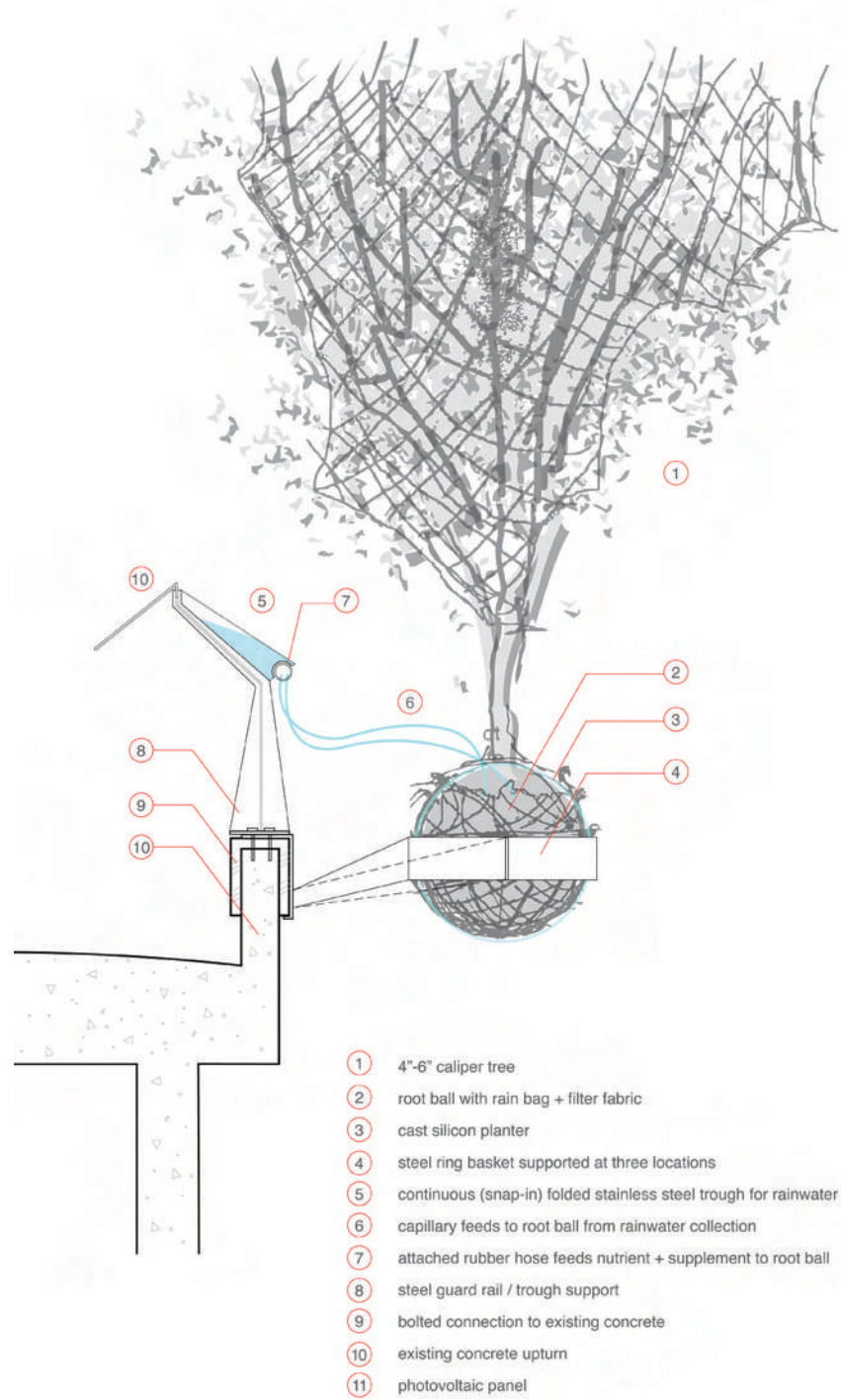


NEW STREET FRONTAGE

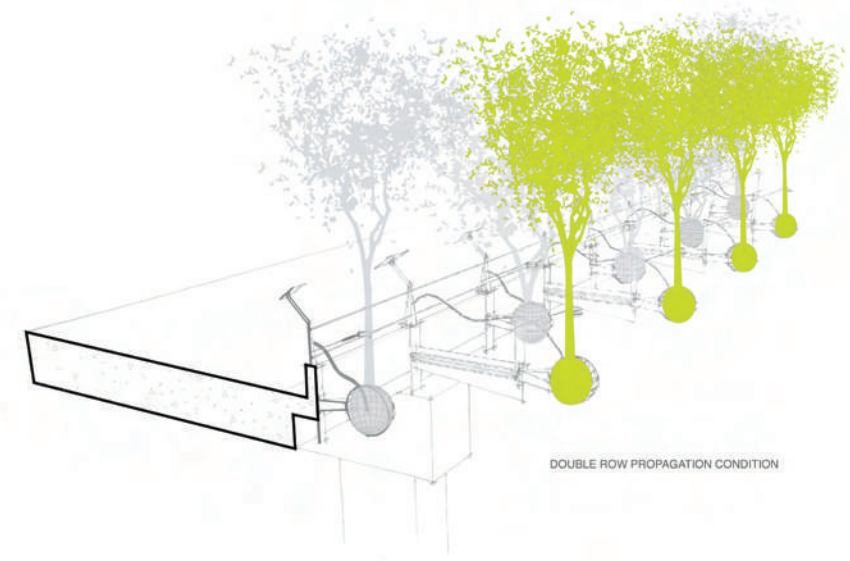
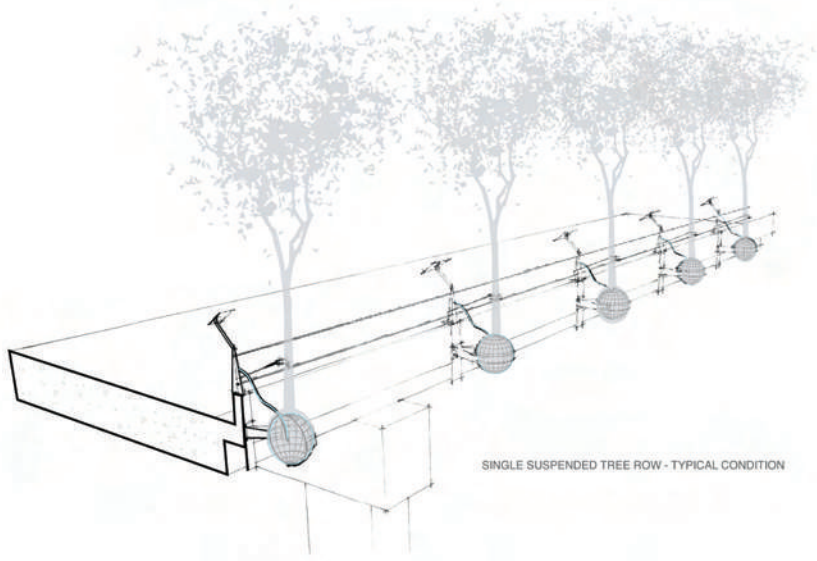
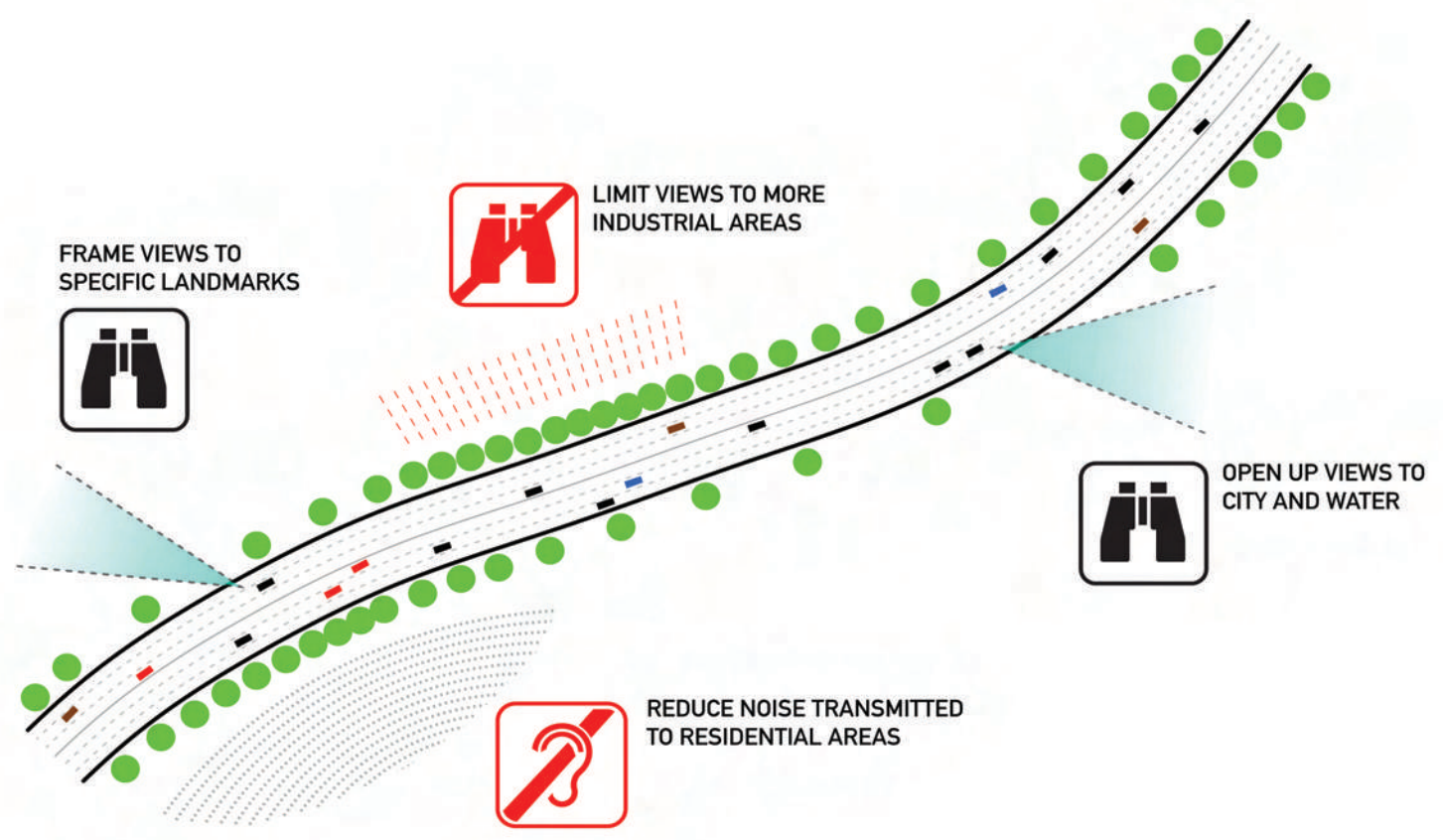
## Lifted Nature

Beyond a 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 being a source for the greening of the city. The trees are supported in place through an infrastructural armature that provides drip irrigation and drainage connection. The existing drainage of the overhead highway will be re-used, as new connections are added interstitially. When the trees mature beyond the scale of the planters, they are transplanted down onto the ground to create new green streets within the city.





- ① 4"-6" caliper tree
- ② root ball with rain bag + filter fabric
- ③ cast silicon planter
- ④ steel ring basket supported at three locations
- ⑤ continuous (snap-in) folded stainless steel trough for rainwater collection
- ⑥ capillary feeds to root ball from rainwater collection
- ⑦ attached rubber hose feeds nutrient + supplement to root ball
- ⑧ steel guard rail / trough support
- ⑨ bolted connection to existing concrete
- ⑩ existing concrete upturn
- ⑪ photovoltaic panel



## Lighting

The light fixtures of the Gardiner are reimaged as bi-directional, connecting above and below in a single gesture: duplicated ground, duplicated light.

Solar collectors store energy during sunny weather and light the underside of the Gardiner on cold and cloudy days.





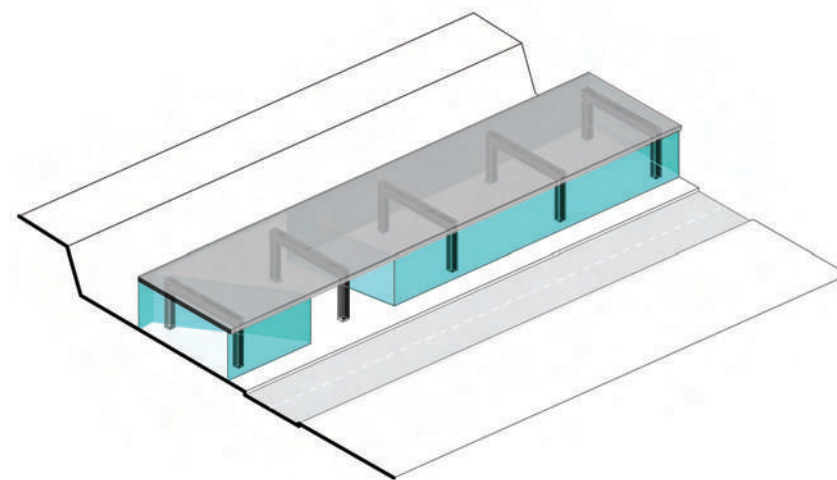
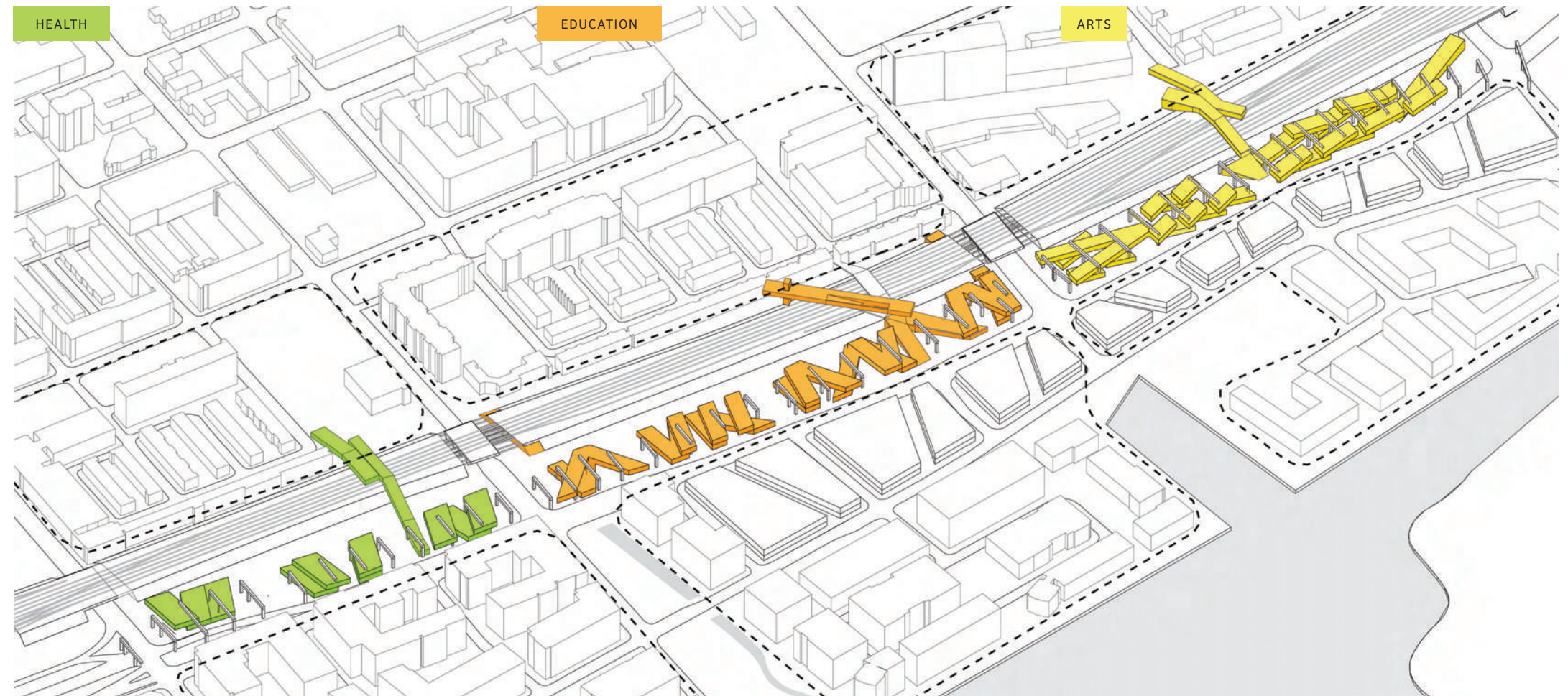
## Infill Urbanism

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. 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 visitors encounter a porous and soft architecture.

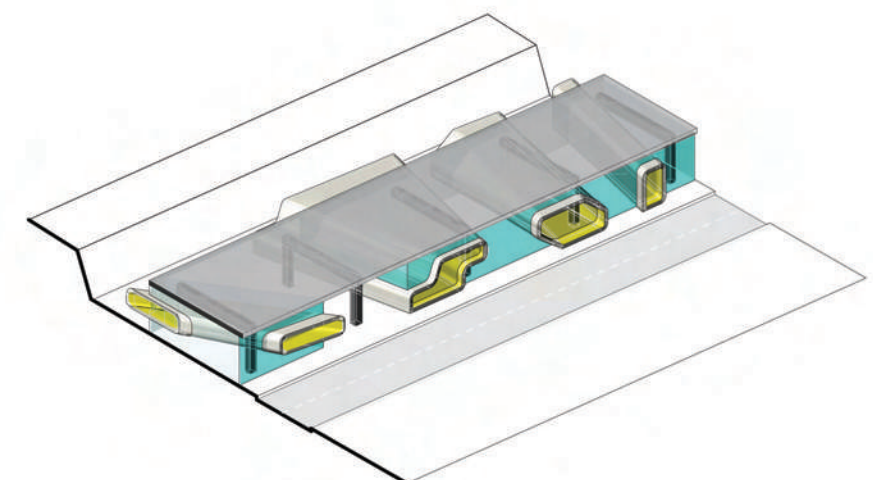
The westernmost area is flanked by St. Lawrence Market to the north, and by the new Health and Wellness Campus of George Brown College at the water's edge. Uses here include an organic farmers market and flower market, and a vertical gym with a running track that arches over the rail berm.

Immediately south of the Toronto's precedent-setting 1980s co-op housing developments, an arts academy will be established, with studios suspended from the Gardiner and shared workspaces in semi-conditioned interior courtyards. A campus green pokes out from under the Gardiner, grabbing south light and views down a new linear park.

The easternmost block of Zone 1 connects the Distillery District with new development in the block between Cherry and Parliament Streets. Artist studios, shops and galleries enliven this district, with live-work spaces above grade. A live-performance theatre occupies the Trinity Street Bridge, linking to the south with the slender "Art Tower" building – a commercial condominium housing a variety of galleries and retail art spaces. A paternoster vertical car park provides hyper-dense parking for the area and puts the car on display as a mini-landmark along the Gardiner.



GENERIC FILL



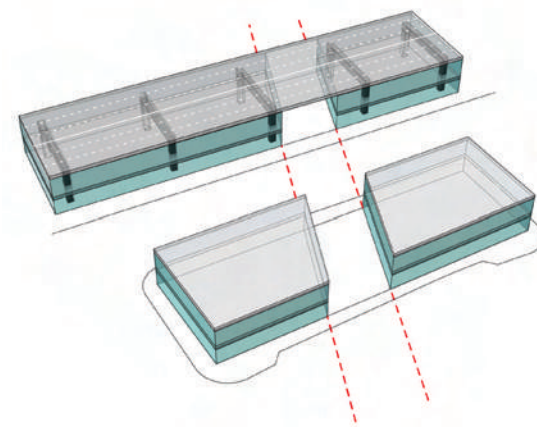
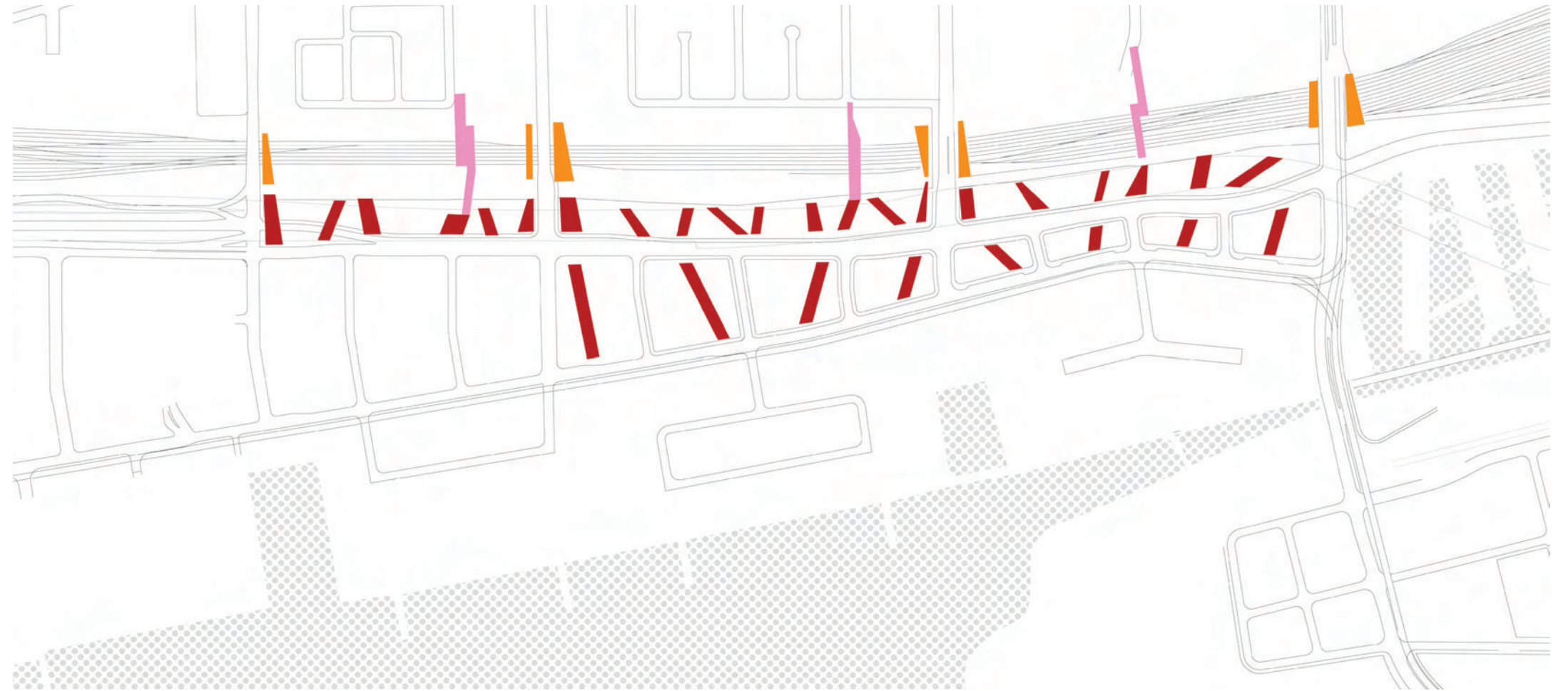
BESPOKE ARCHITECTURE



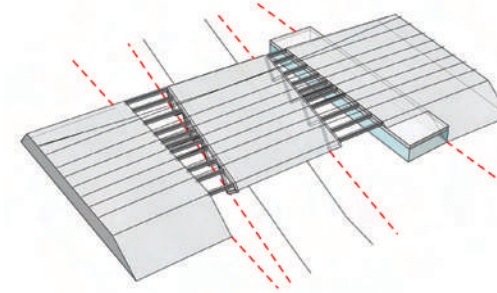


## Through/Under/Over

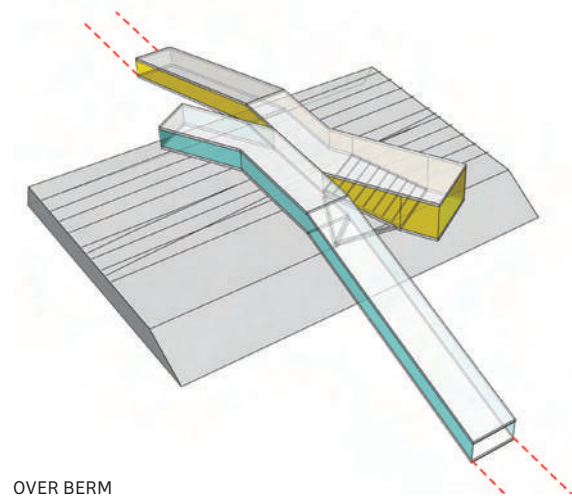
New interventions cut across the grain of the Gardiner-Lake Shore transit corridor, creating a connective tissue which draws together existing neighborhoods north of the corridor and future communities envisioned for the Don Lands. Buildings and pathways flow through, under and over the Gardiner, cross-stitching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



THROUGH GARDINER



UNDER BERM



OVER BERM

**Connections: Through**

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.



ART ACADEMY

**Connections: Under**

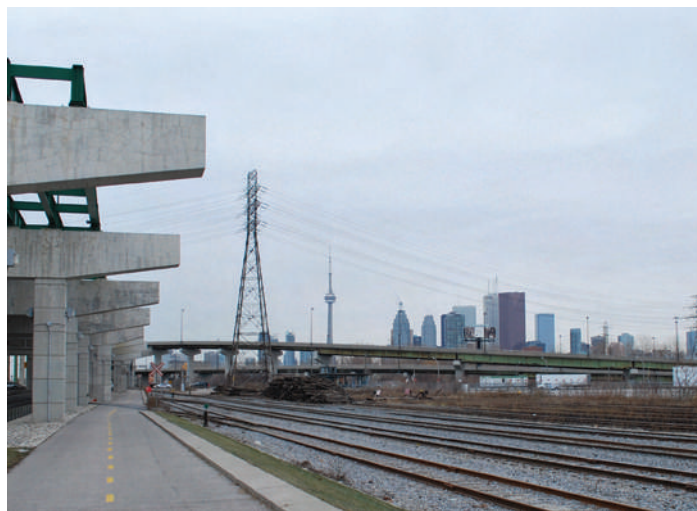
The oppressive and inhospitable tunnels through the rail berm are replaced with a generous sidewalk open to the sky and the rush of trains passing overhead. By widening the berm opening and aligning it with slips to the south, the water's edge becomes visible across the tracks. Rather than reducing these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



AQUARIUM UNDERPLASS

**Connections: Over**

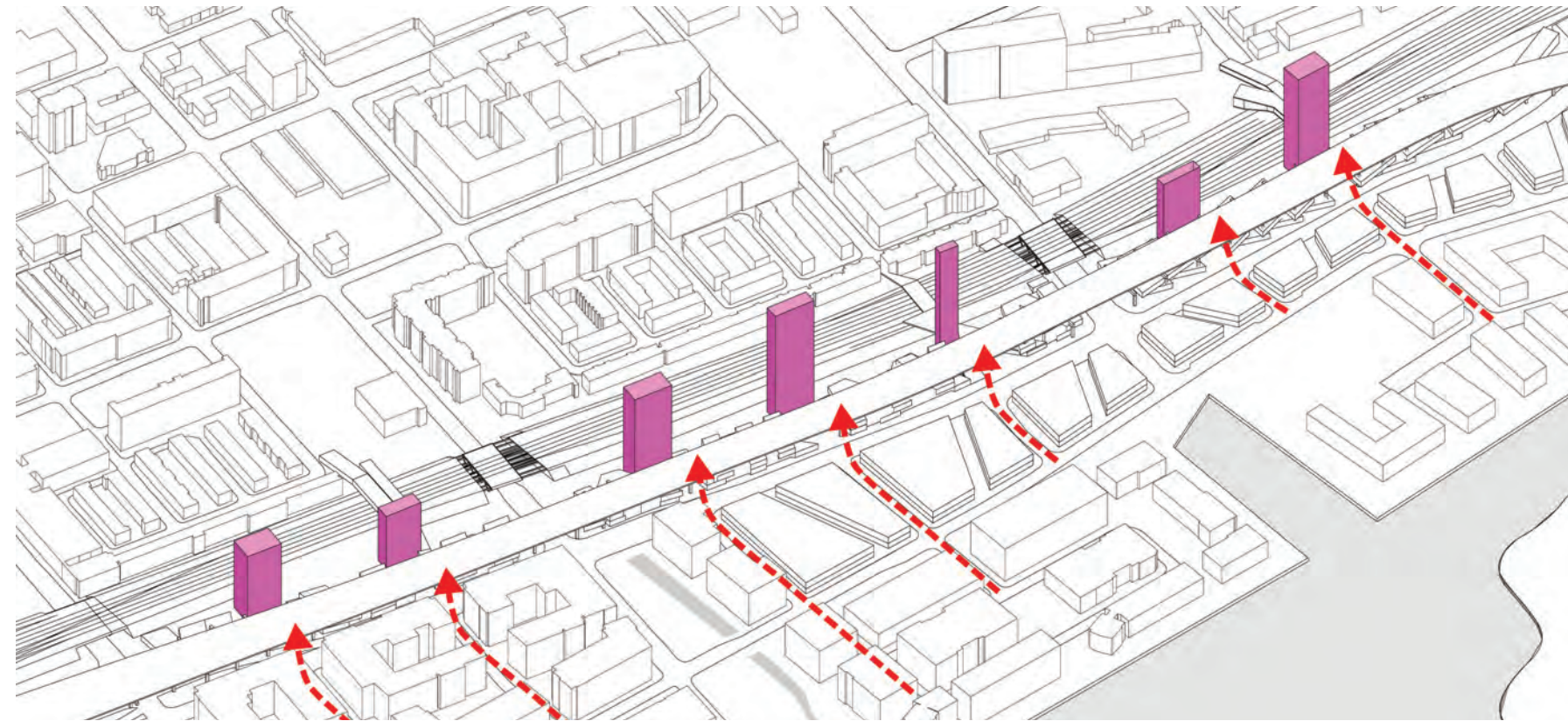
Bridge structures over the rail berm are filled with destination programs including a theatre, restaurant and running track that attract visitors from the north and south sides of the tracks.



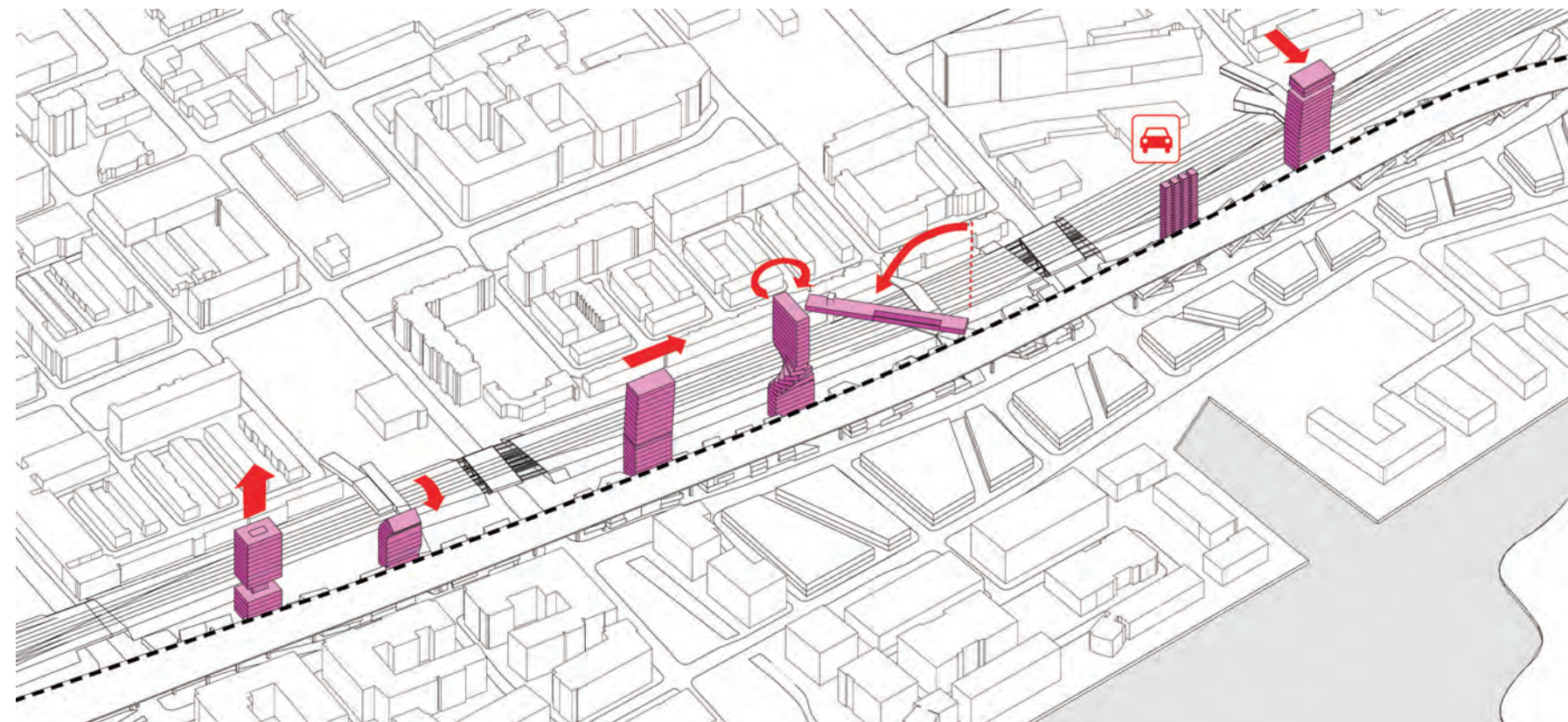
FLYOVER THEATRE LOBBY

## Sprouting

A series of towers sprout up in the crack between the Gardiner and rail berm, activating this left-over and neglected space and visually linking it with the surrounding neighborhood. The dead-end north-south roads in this area, cut off from the rest of the city horizontally by the rail berm, are instead extended vertically into the sky. Like phototropic plants seeking out light, the towers twist, turn, and open up in response to the unique attractors of their sites.



TERMINATE STREETS



FIND ORIENTATION





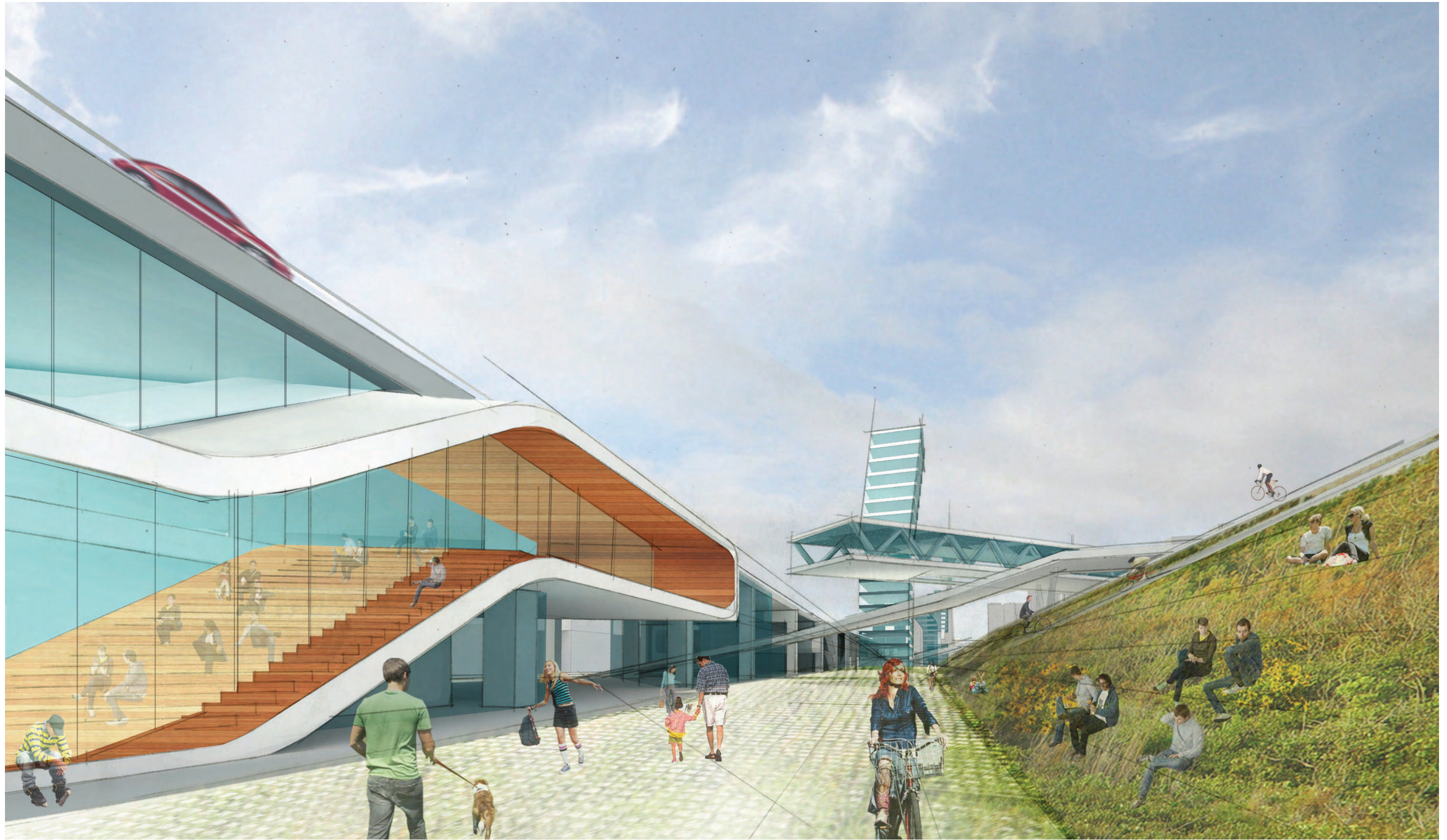
RETAIL CUT-THROUGH/HOTEL TOWER



ART TOWER







ART ACADEMY



GARDINER LOOKING WEST

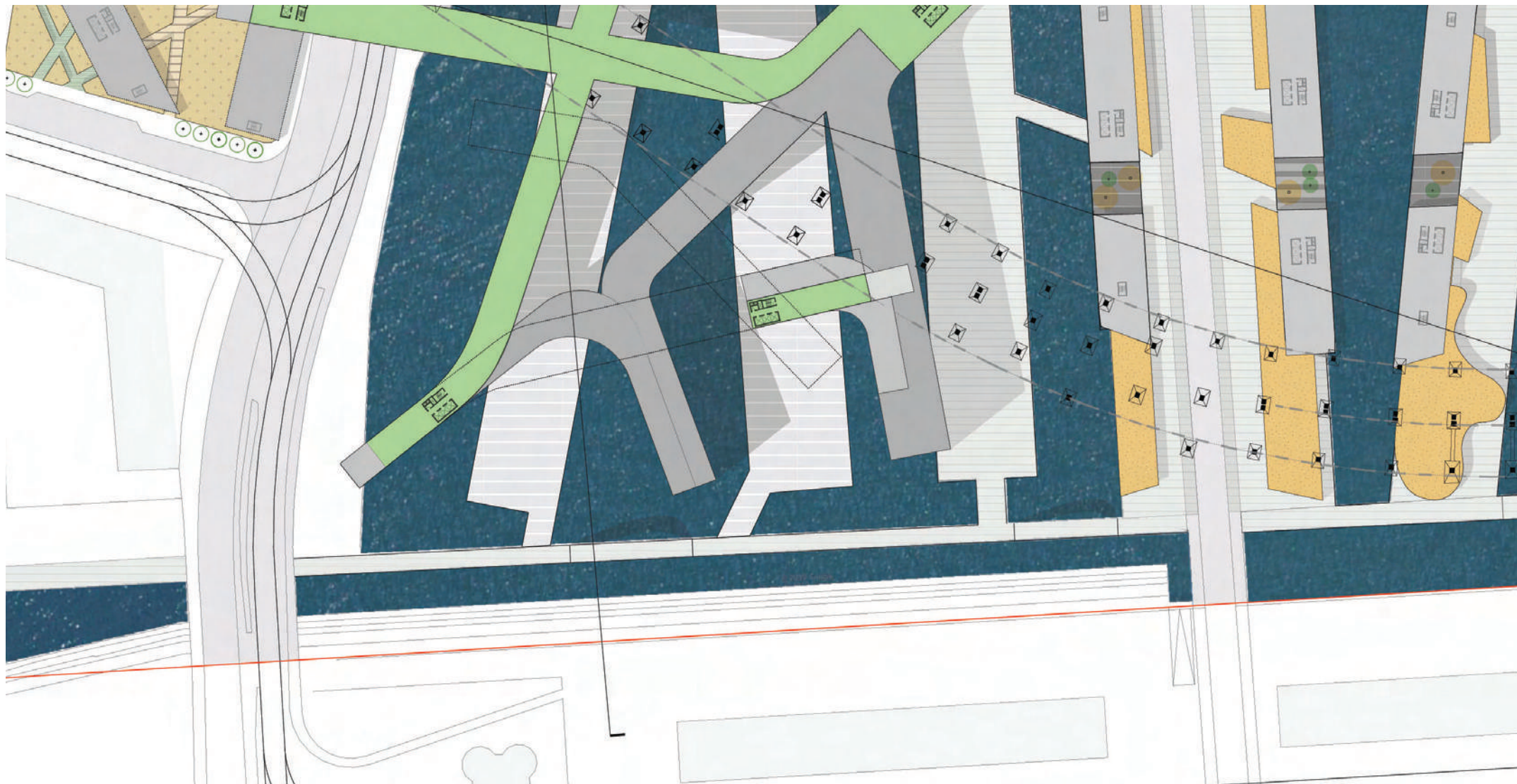
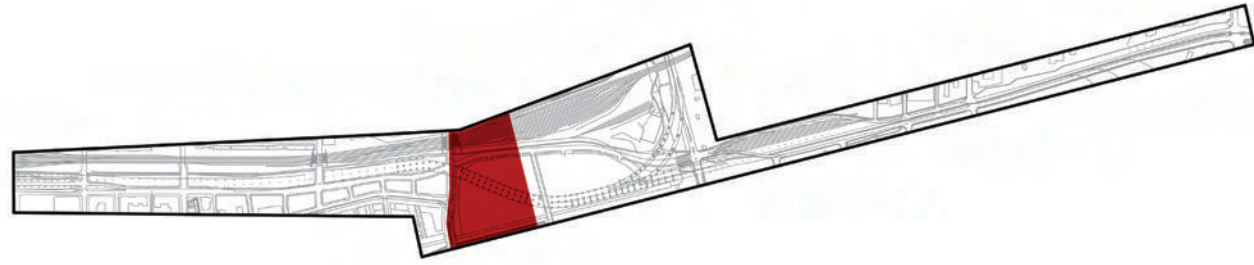


LAKE SHORE LOOKING EAST



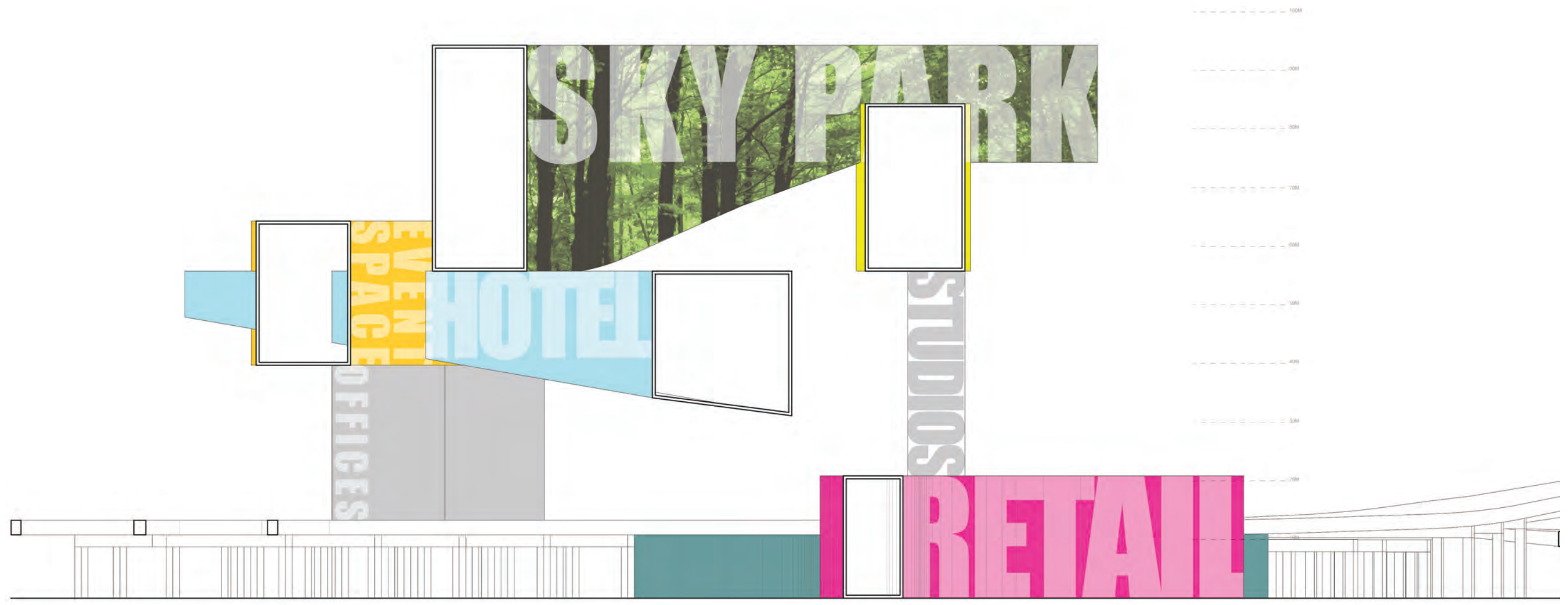
**Zone 2**

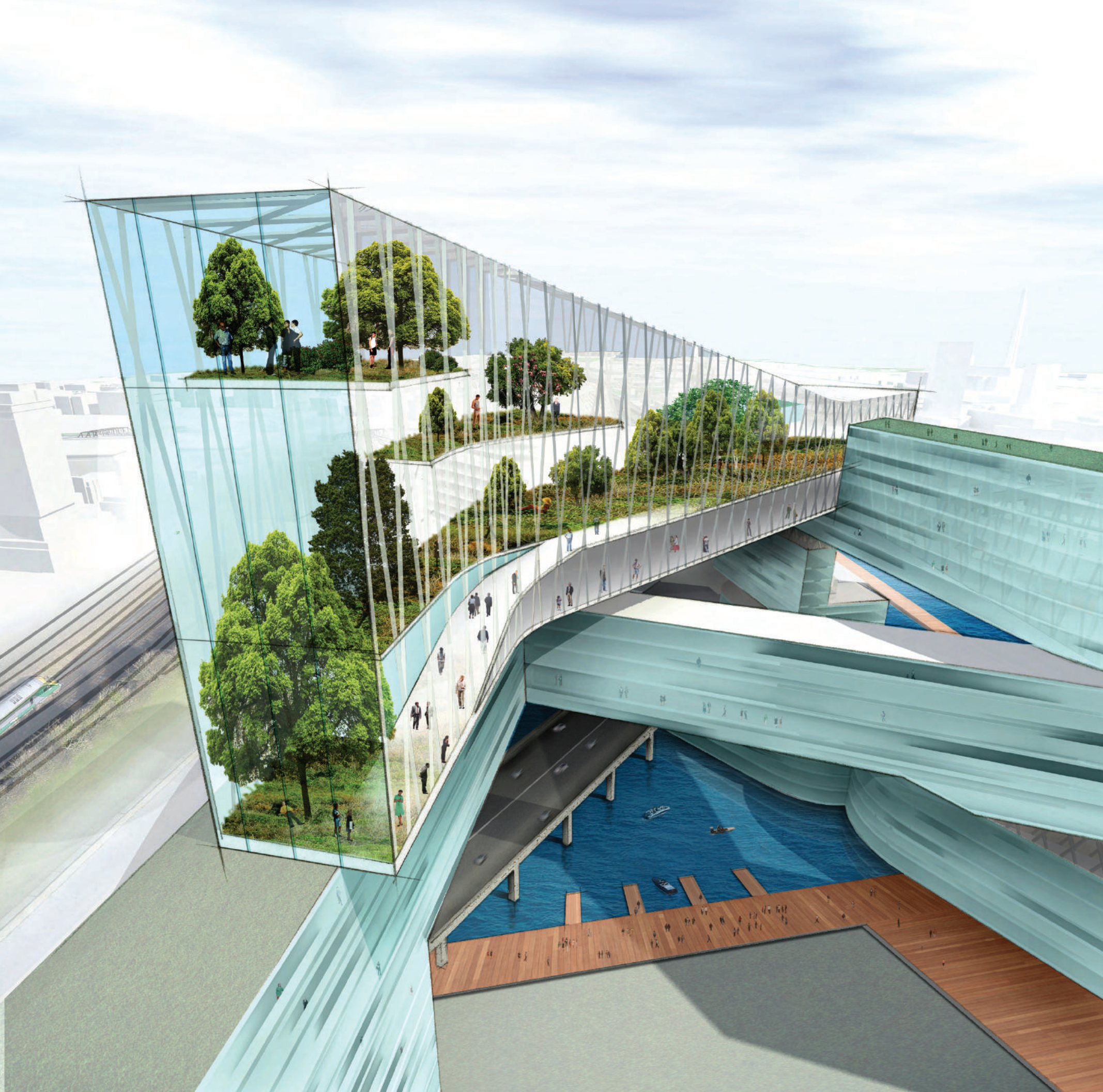
Zone 2



## Density Hub

The Density Hub is an interwoven building that comingles 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 unlike anything else in the world. 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, emerging as a green icon on the Toronto skyline and a gateway at the eastern end of the city.









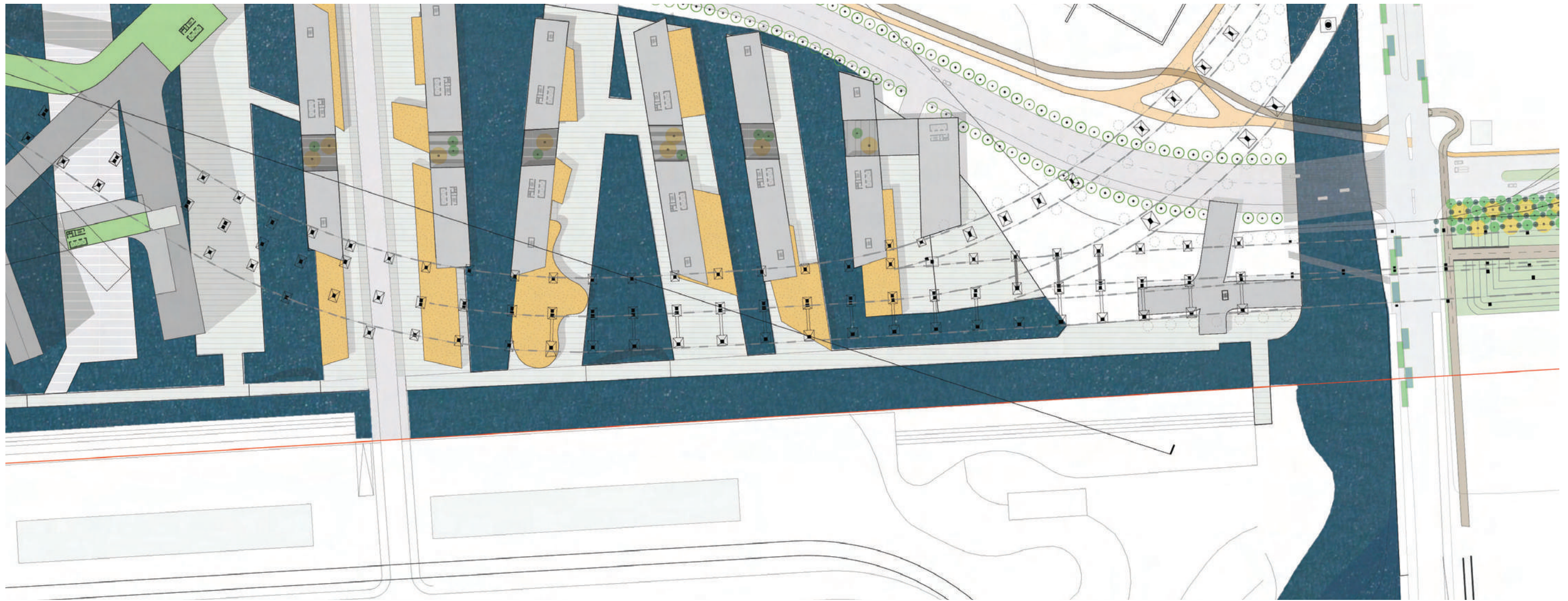
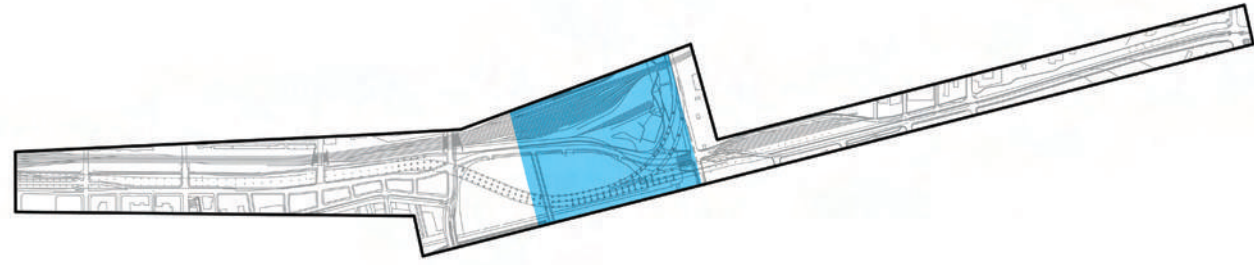






**Zone 3**

Zone 3



## Aqua-tecture

Aquatic buildings in Zone 3 create a new architectural typology for the Toronto Waterfront. These buildings restore the connection between the City and water's edge – a connection which was lost when industrial fill was used to sculpt a new shoreline for the Port Lands and divert the Don River through the Keating Channel.

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; on the south, boat moorings are tucked underneath the edge of the buildings for residents and their guests.

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.





AQUA-TECTURE RESIDENTIAL UNITS AT BOARDWALK





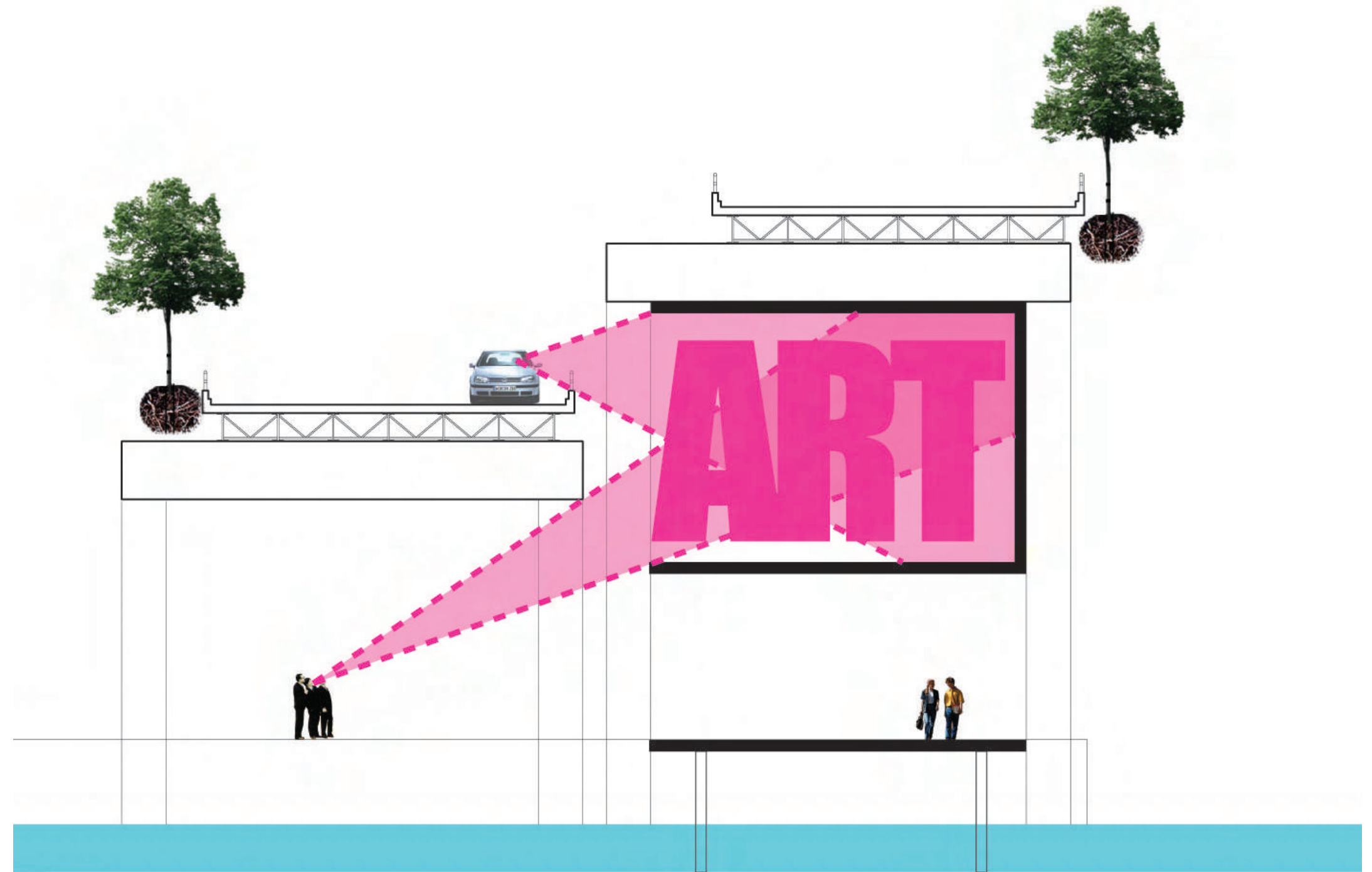
LAKE SHORE LOOKING SOUTH

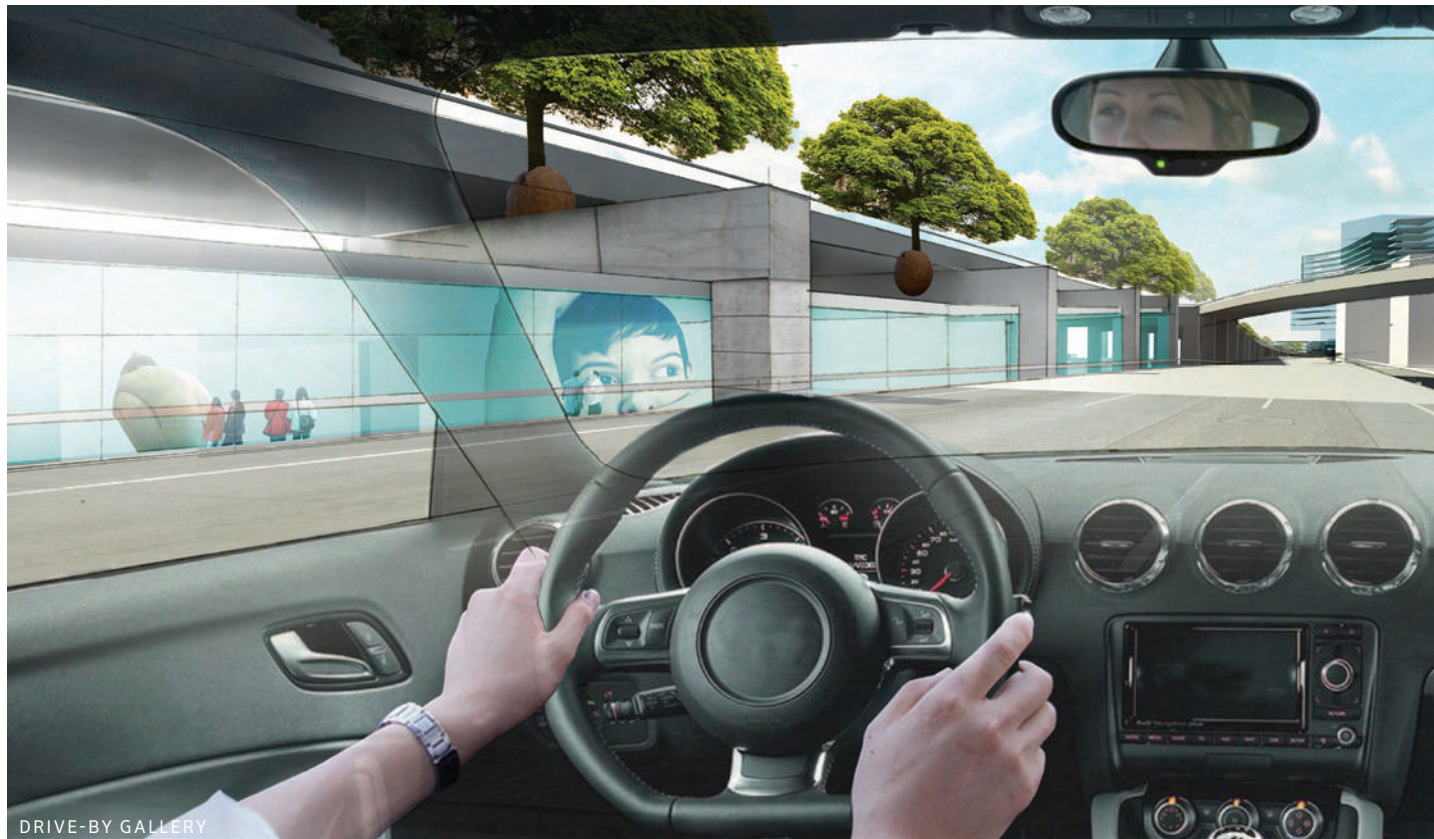


WATER COURTYARD

## Art Drive-by

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" carries seasonal commissioned mobile performances to the greater Toronto waterfront.





DRIVE-BY GALLERY



BOARDWALK OVERLOOK



ART BARGE



ART BARGE ROUTE

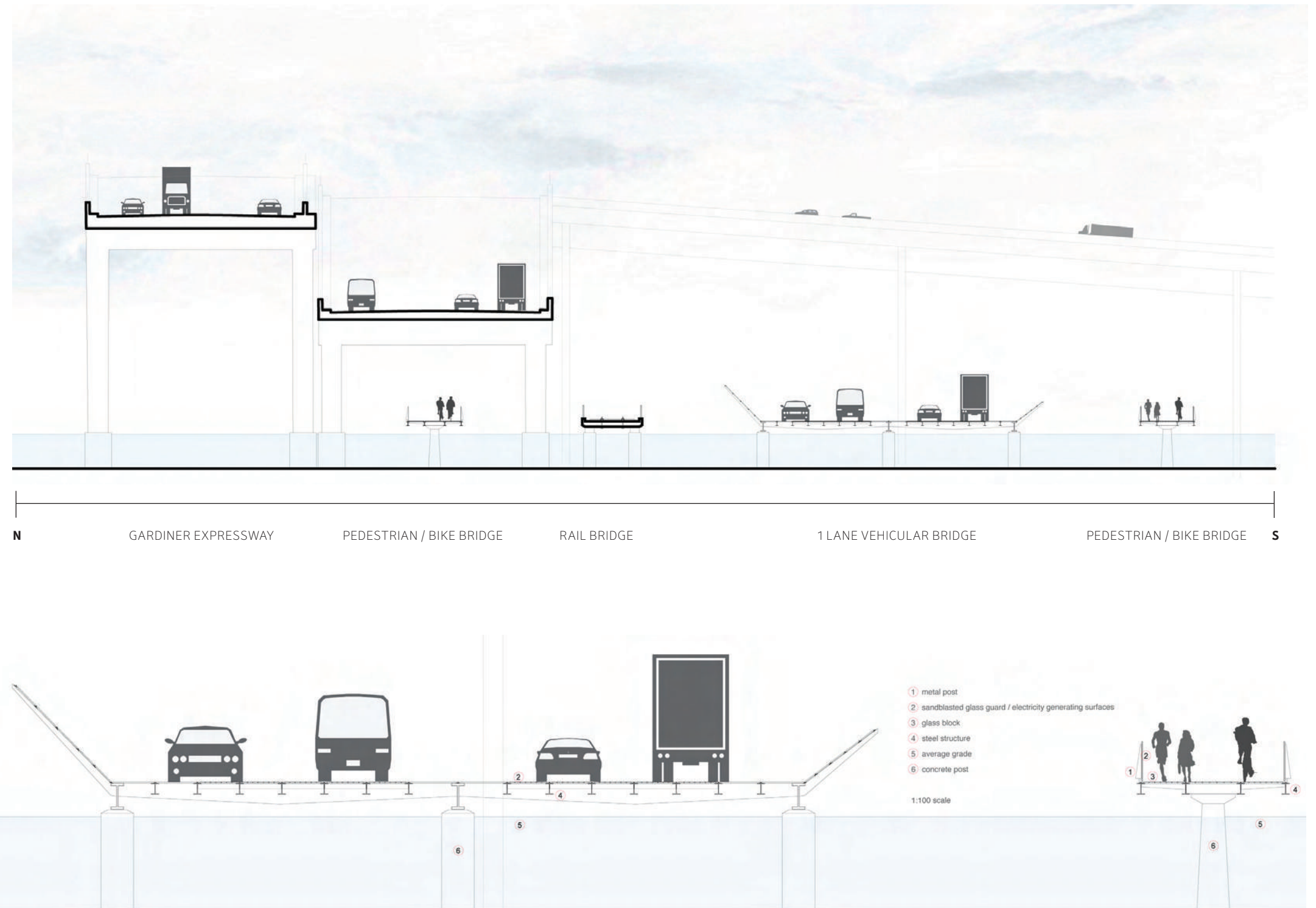
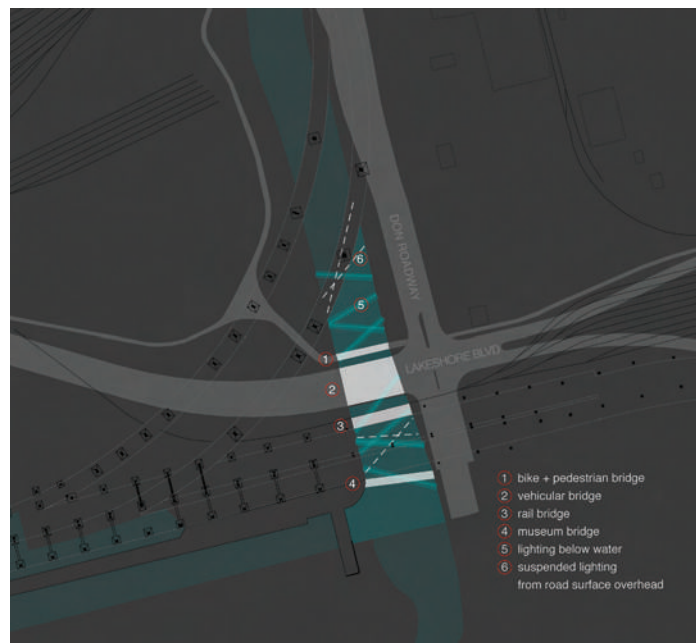
## Don River Crossing

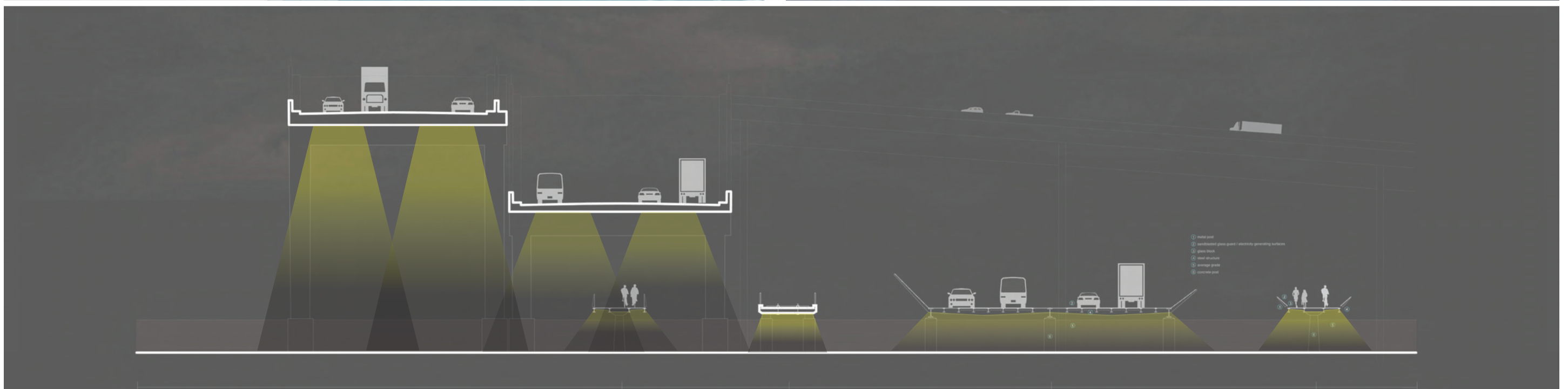
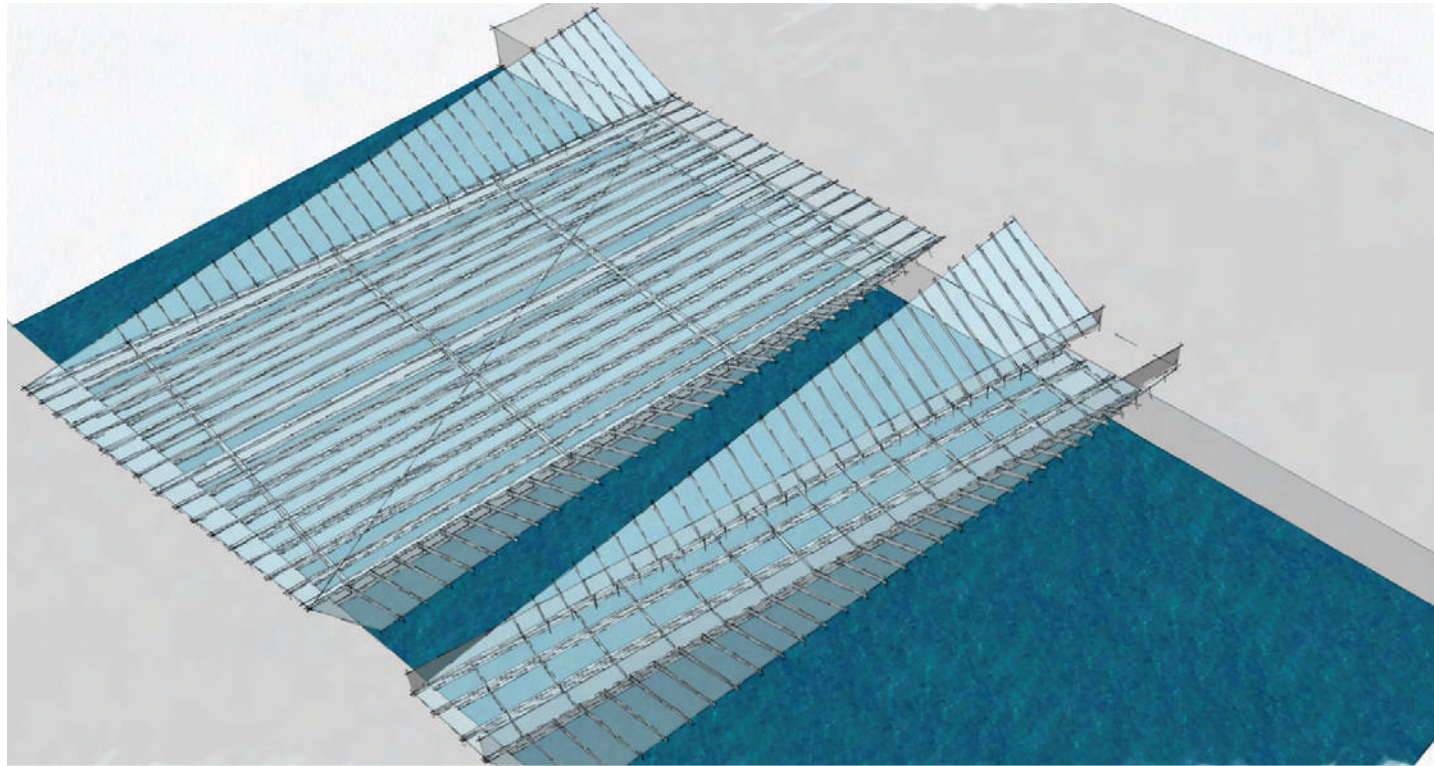
Into the cacophony of structures over the Keating Channel and the Don River, comes a moment of grace and clarity. Visitors are encouraged to consider movement from north to south; from historic occupancy to new habitation; from land to water to land again.

Rushing along the Gardiner-Lake Shore corridor, one is barely aware of the water below, or the relationship of river and land. Instead of the empty rhetorical gesture of a 'signature' bridge, a series of bridges are created that partake of the qualities of transparency and permeability.

At night these structures of cast glass, steel and concrete are illuminated by the glow of headlights and streetlights, while during the day they reflect light from the water and sky. Seemingly made of the same substance as their surroundings, they embody the moment of transition itself.

Individual bridges are dedicated to cars, bicycles or pedestrians, allowing the experience of crossing to be rapid or leisurely. Bridges stitch back and forth across the Channel, drawing together the edges of the landscape over and over again.

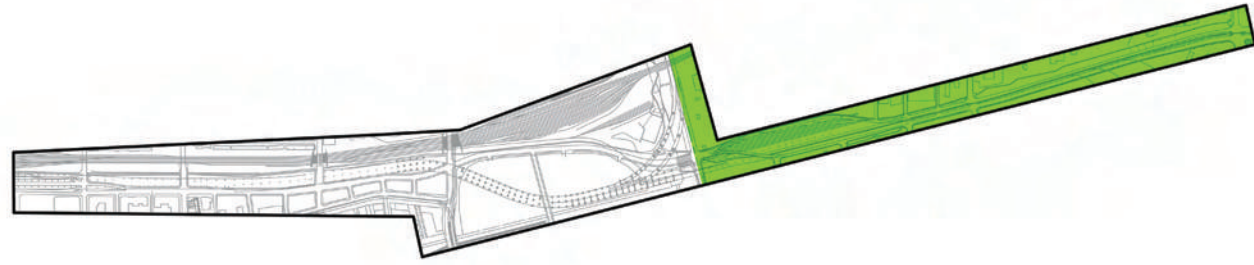






**Zone 4**

Zone 4





## Enmeshed Landscape

As the Gardiner winds east along the lake's former edge, it crosses the Don River and dives downward to grade. Here, it transforms from highway to parkway – from a column-supported roadbed to a divided ground-level artery with planted medians. 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. This verdant experience is created through a shared infrastructural armature between Expressway and parkway: the Bosque.

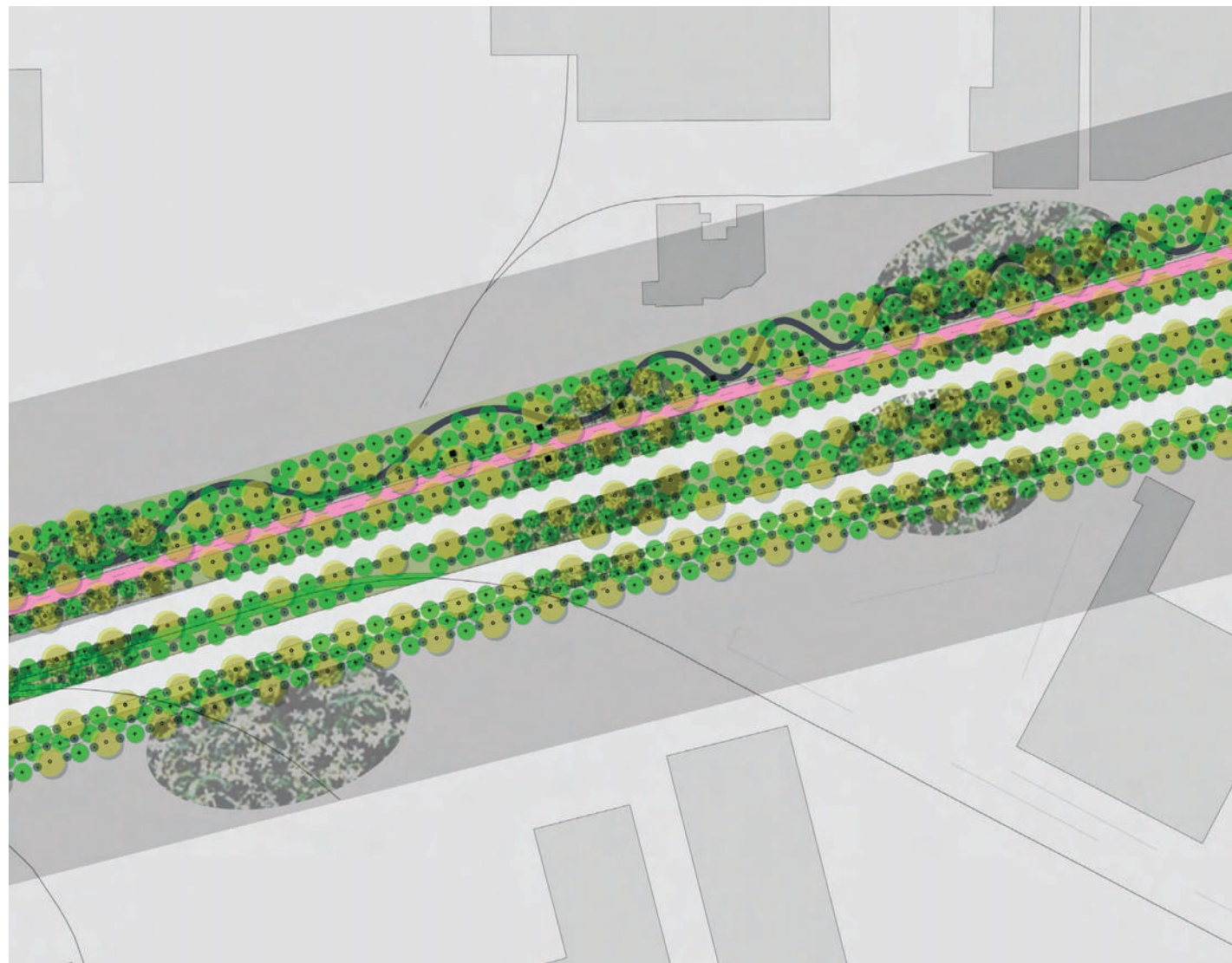
The enmeshed experience begins on the elevated Gardiner highway where trees propagate in hanging containers along the highway edge. This aerial nursery mitigates noise and pollution while greening the city. The trees are held in place through an infrastructural framework that provides drip irrigation and drainage connection. The existing drainage of the overhead highway is re-used with added interstitial connections. Along the length of the highway, trees grow between 2 and 3 years. Once mature they are transplanted to ground-level, creating green streets. The existing tracks are utilized to move the trees east to nearby cross-streets and newly reclaimed landscape adjacent to the Don River and parkway.

The landscape offers three speeds of experience. The high-speed automobile is engulfed by green with trees, groundcover and shrubs 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 rail yard used for stormwater retention 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 through the planting, allowing visitors to experience principally greenscape.

## Slow/Medium/Fast

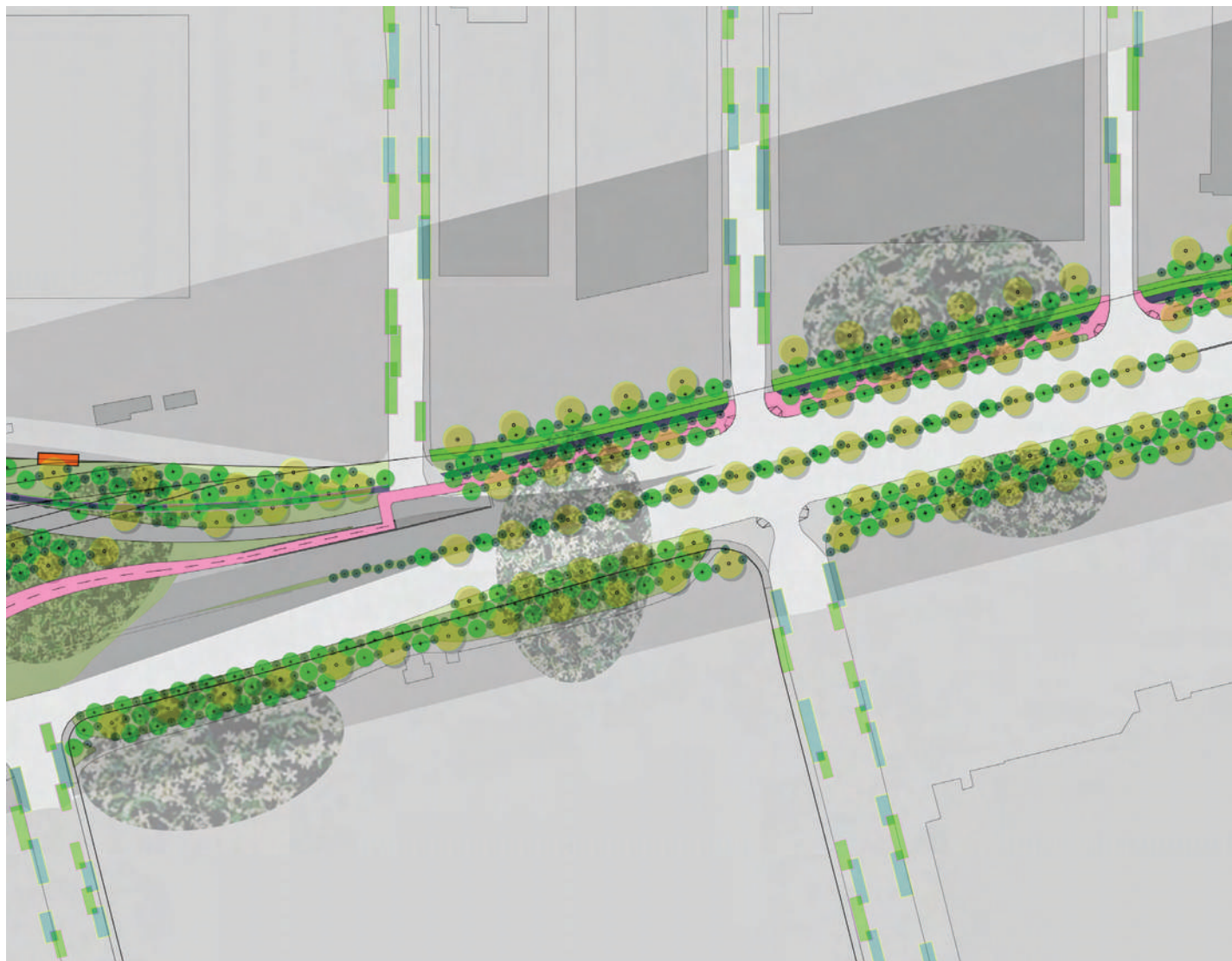
The new enmeshed Expressway experience is varied and customized according to the speed of the pedestrian, the bike, and the automobile (slow, medium, fast). The fast landscape is characterized by the experience of a vehicle's sudden transition in and out of an enmeshed landscape of varying densities; a bike path provides a medium-speed landscape as a direct path flanked on either side with vegetation, and lastly, a pedestrian has the choice to either travel along a direct path or wind through an exaggeratedly slow path, protracted by increasing bends within dense vegetation.



SLOW LANDSCAPE

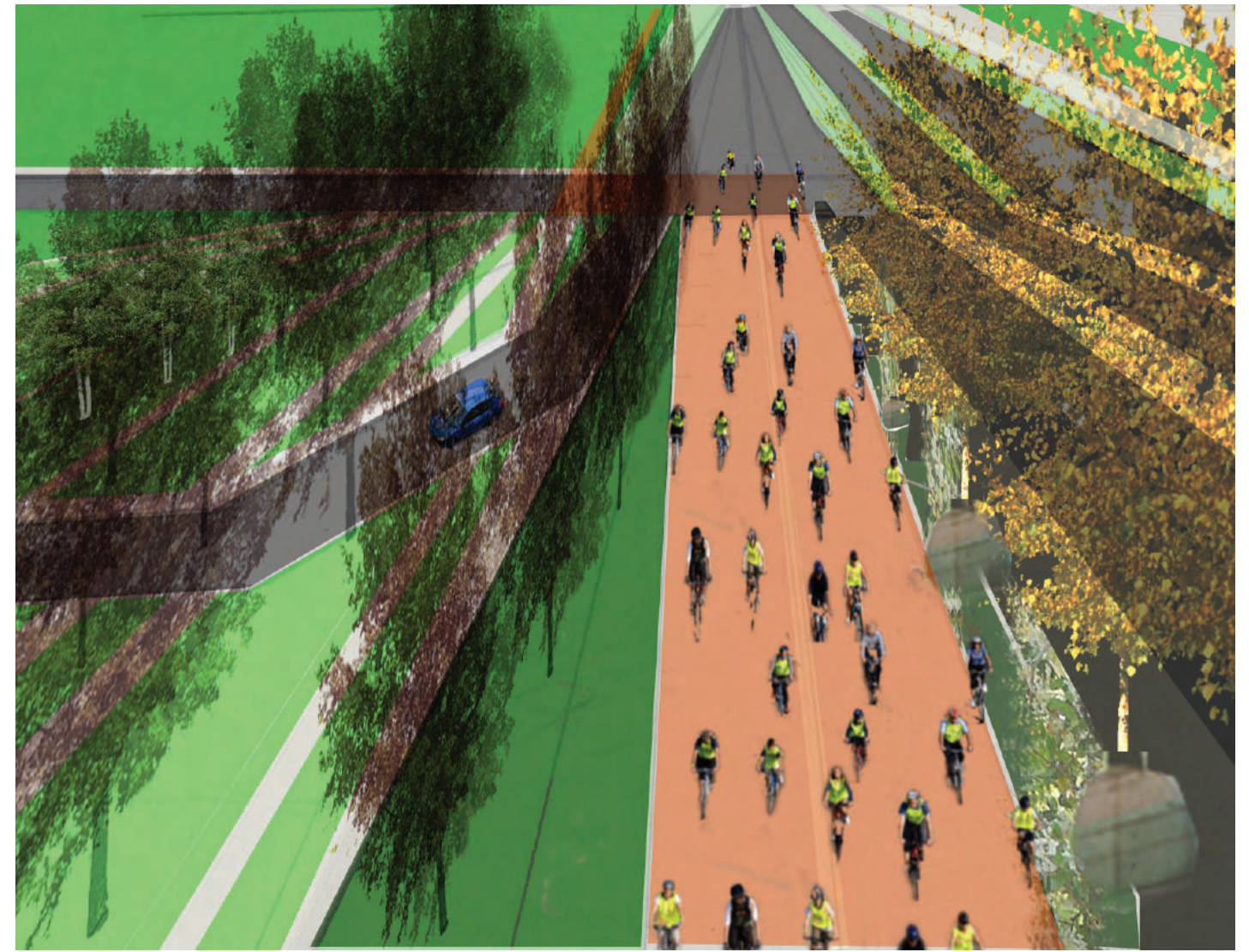






MEDIUM LANDSCAPE



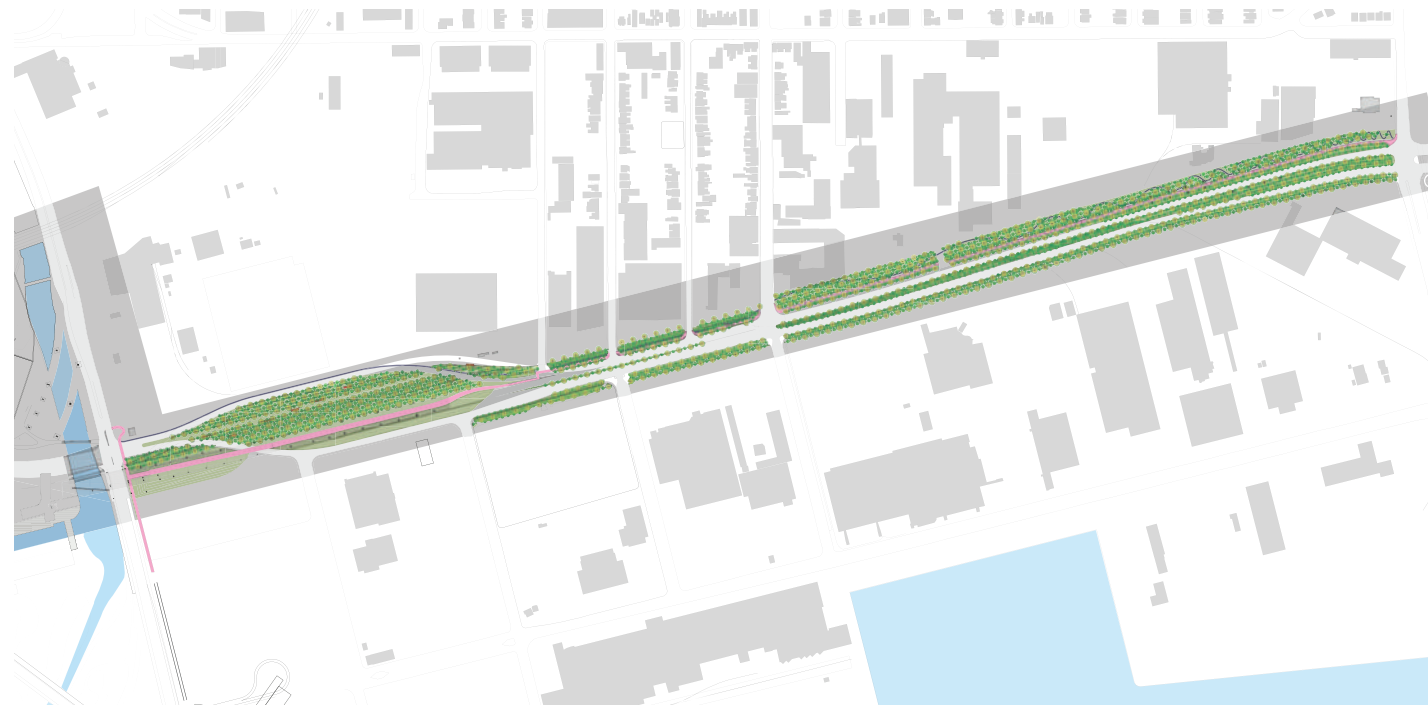


FAST LANDSCAPE

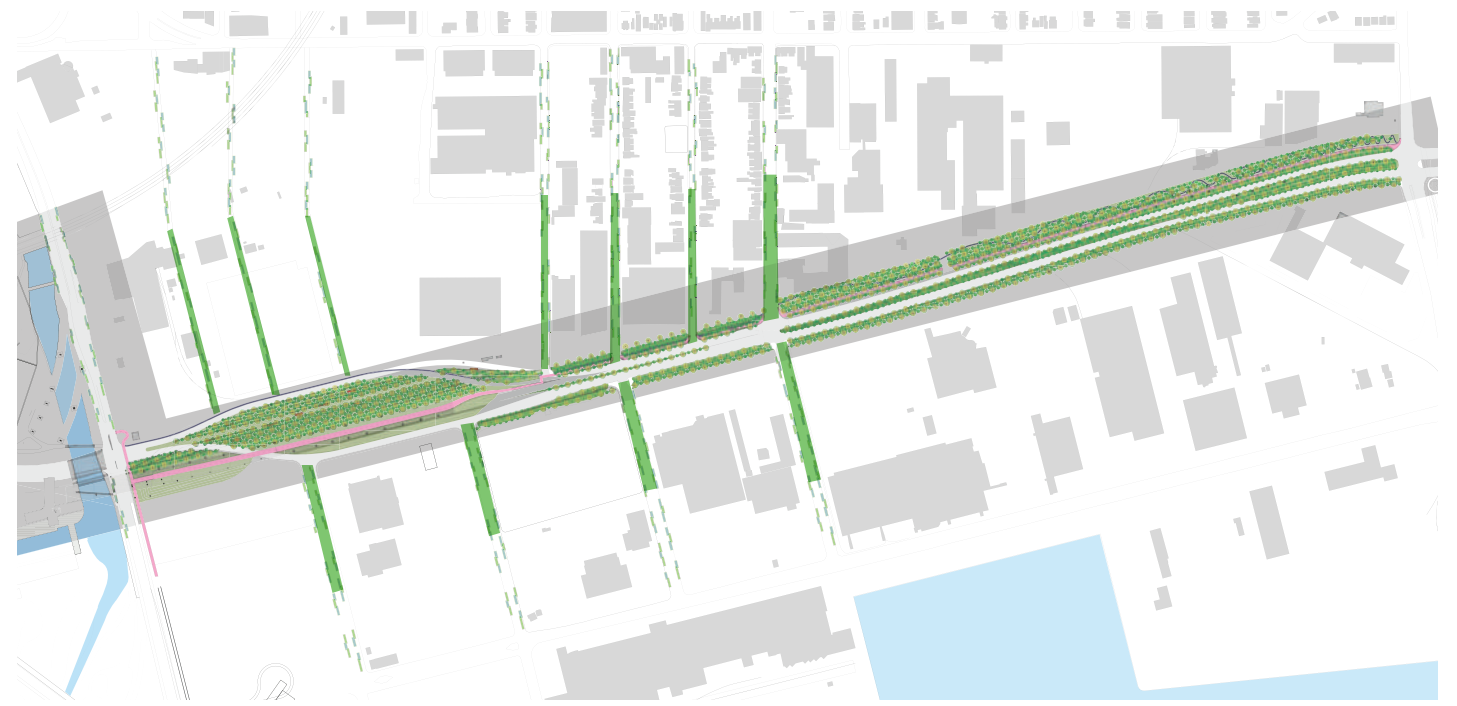


## Phasing

The enmeshed landscape at Year 0 is a densely planted parkway corridor along Lake Shore Boulevard. Over a period of 50 years, the enmeshed green is also propagated down cross-streets, in the form of bioswales and diverse tree plantings.

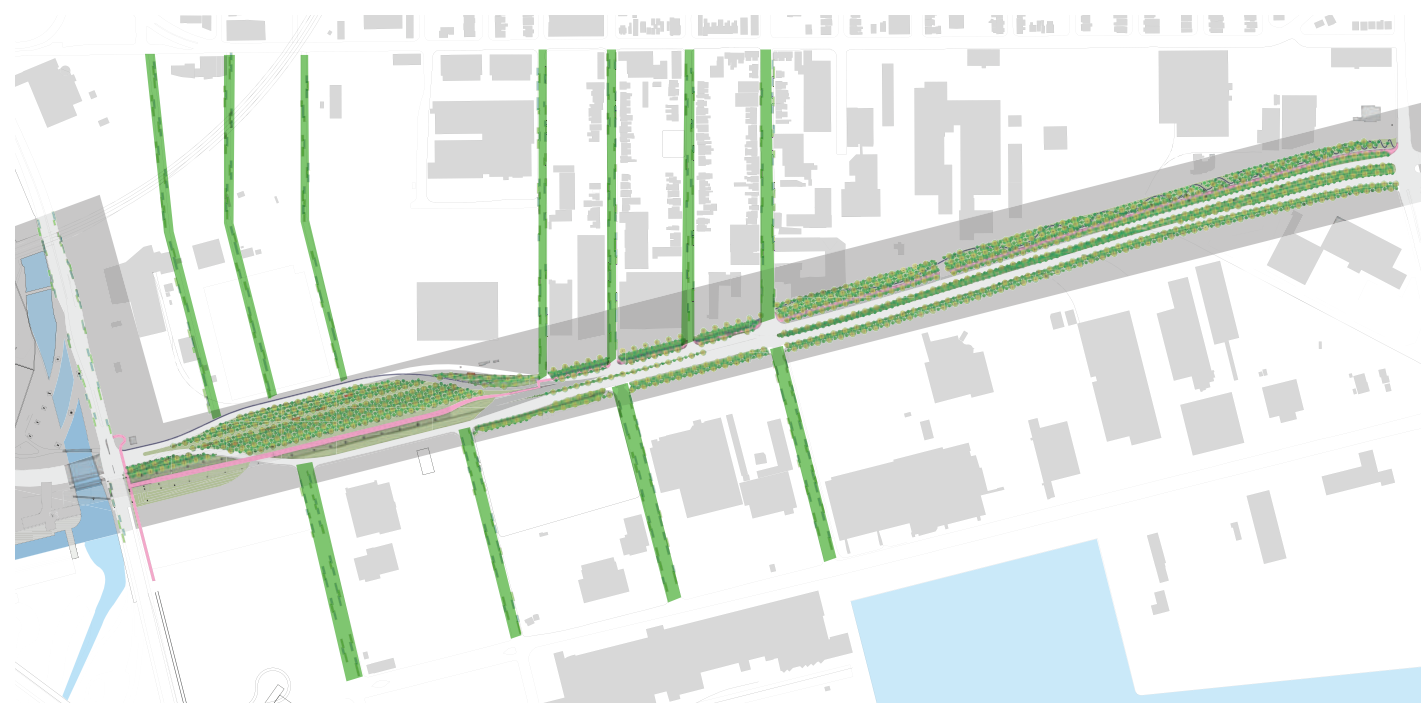


0 YEARS



25 YEARS

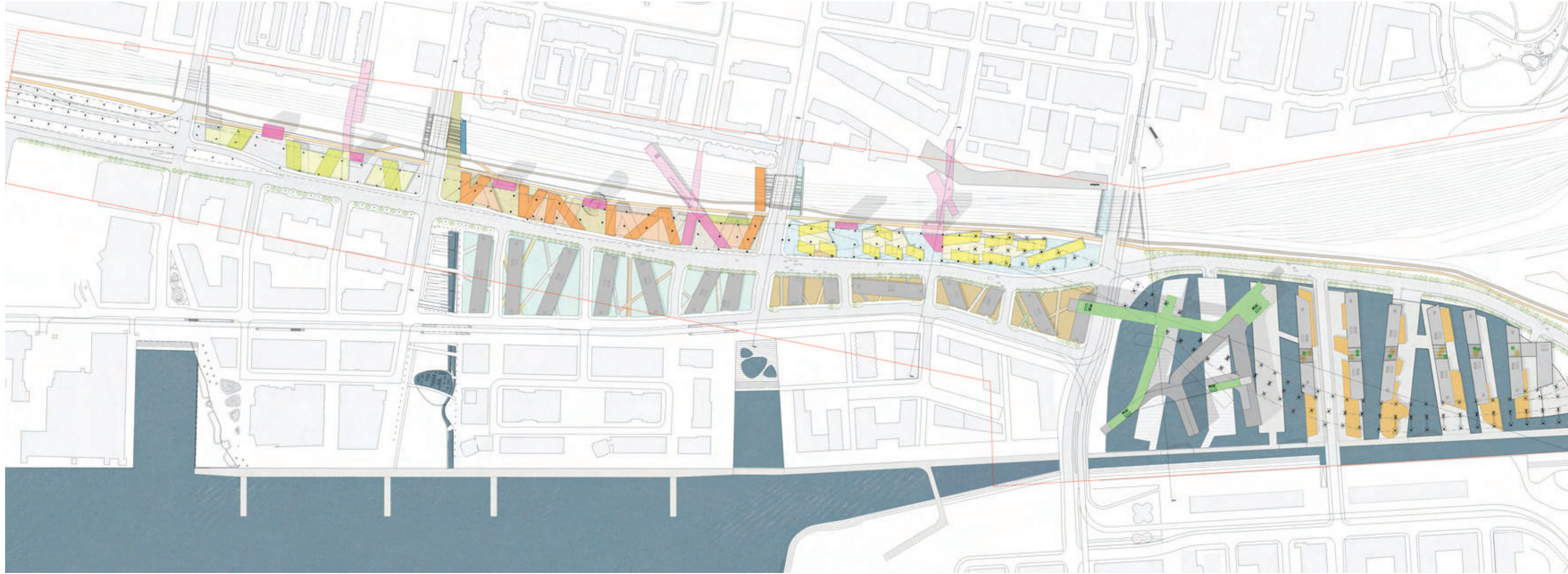




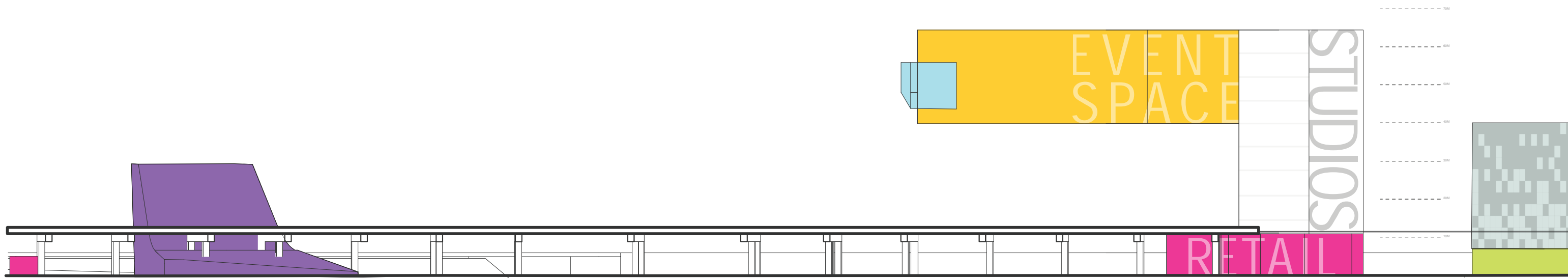
50 YEARS



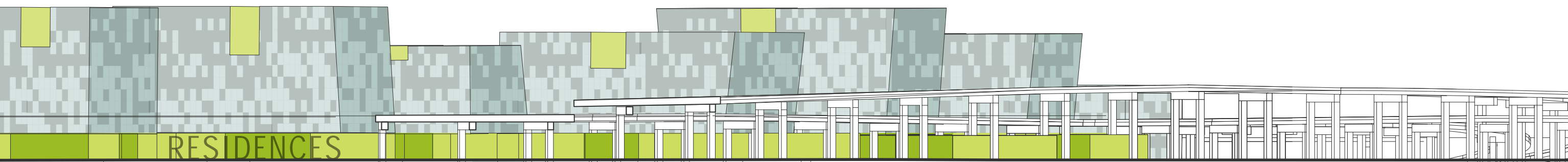
## Drawings and models

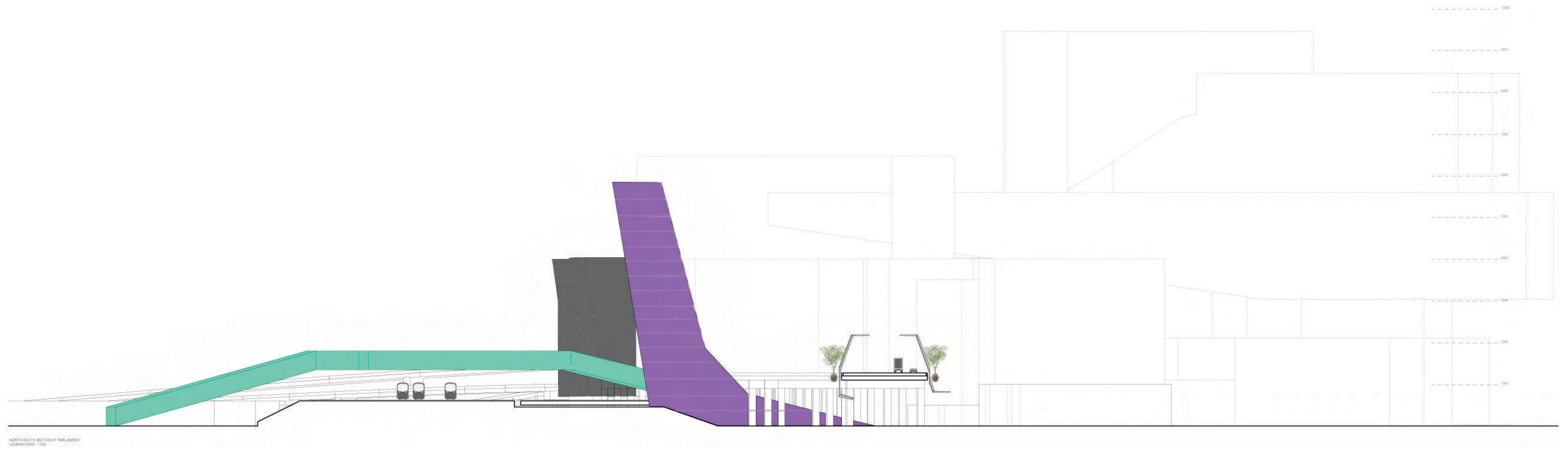




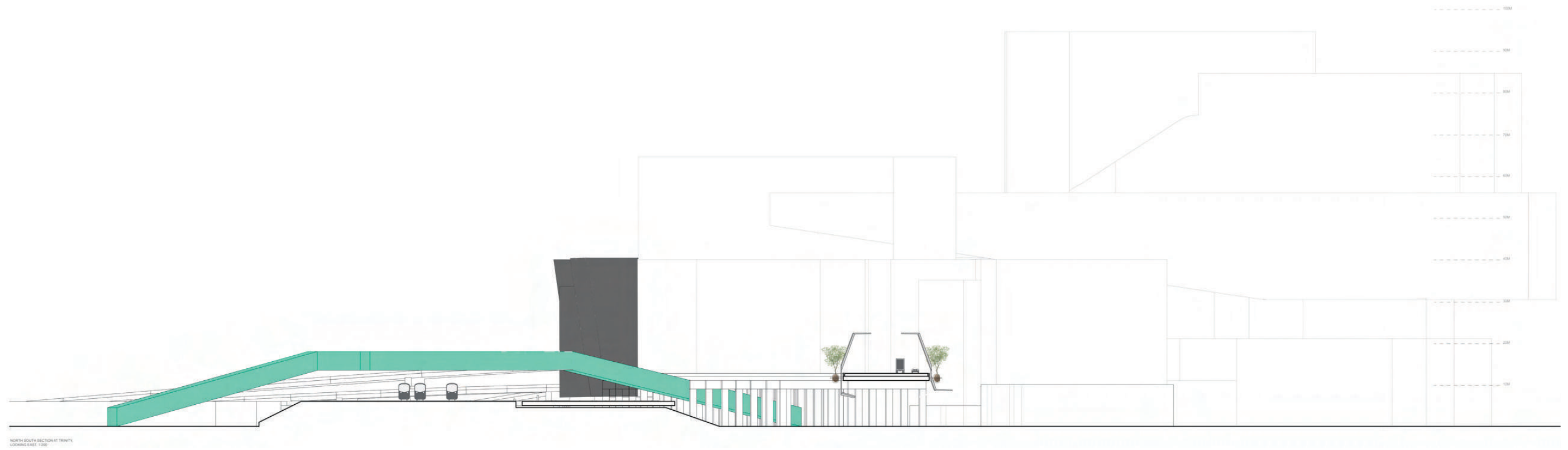


NORTH-SOUTH SECTION EAST OF CHERRY  
LOOKING EAST, 1/200



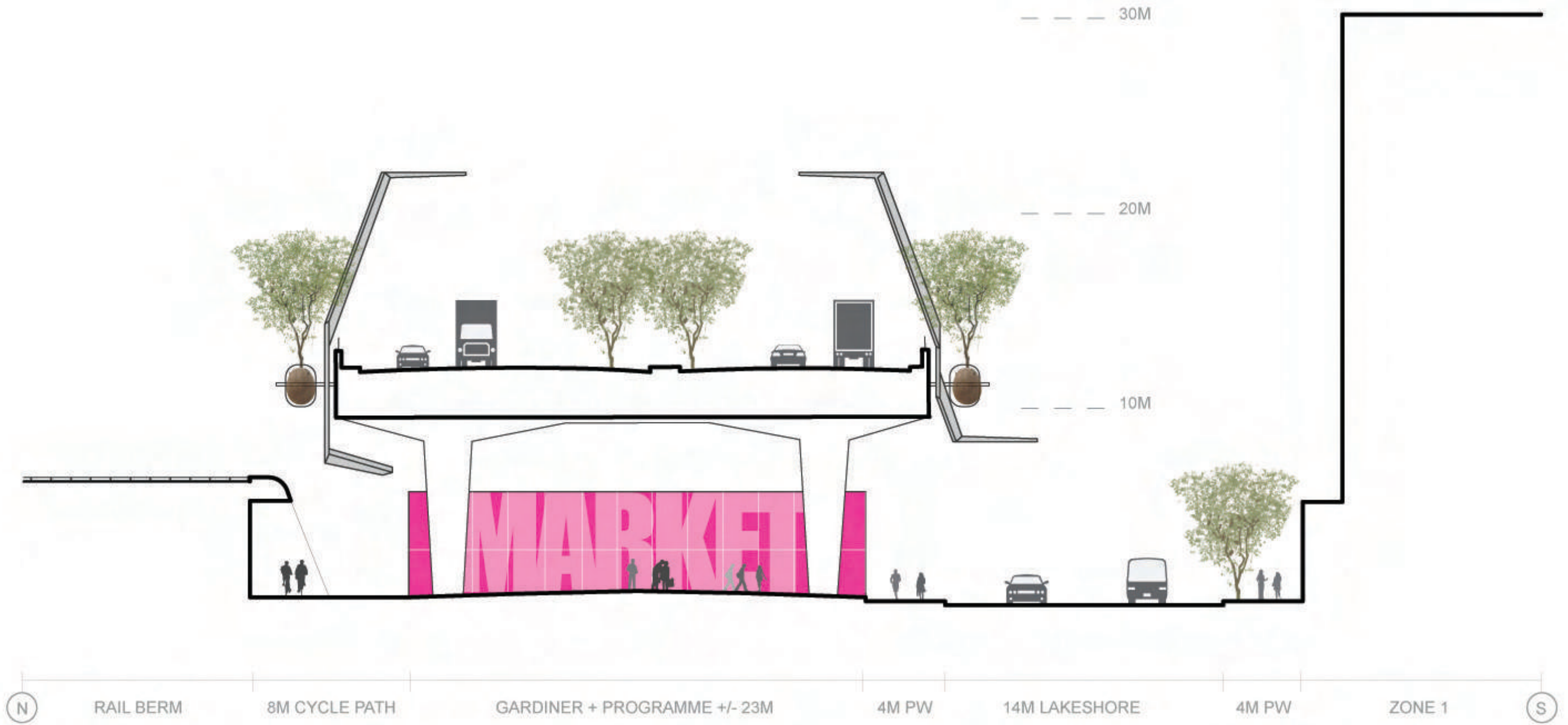


NORTH-SOUTH SECTION AT PARLAWAY  
LOOKING EAST 1:200

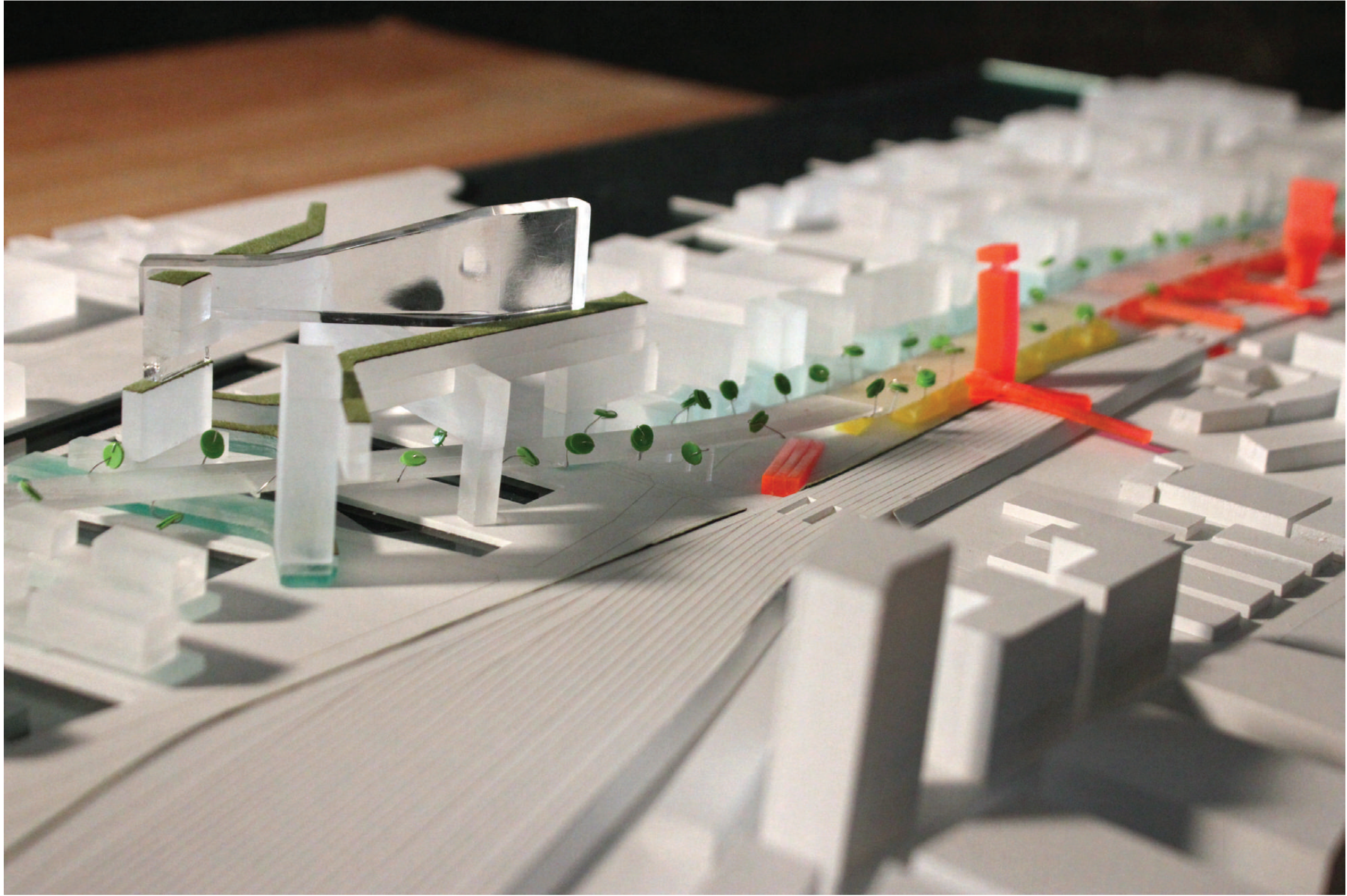


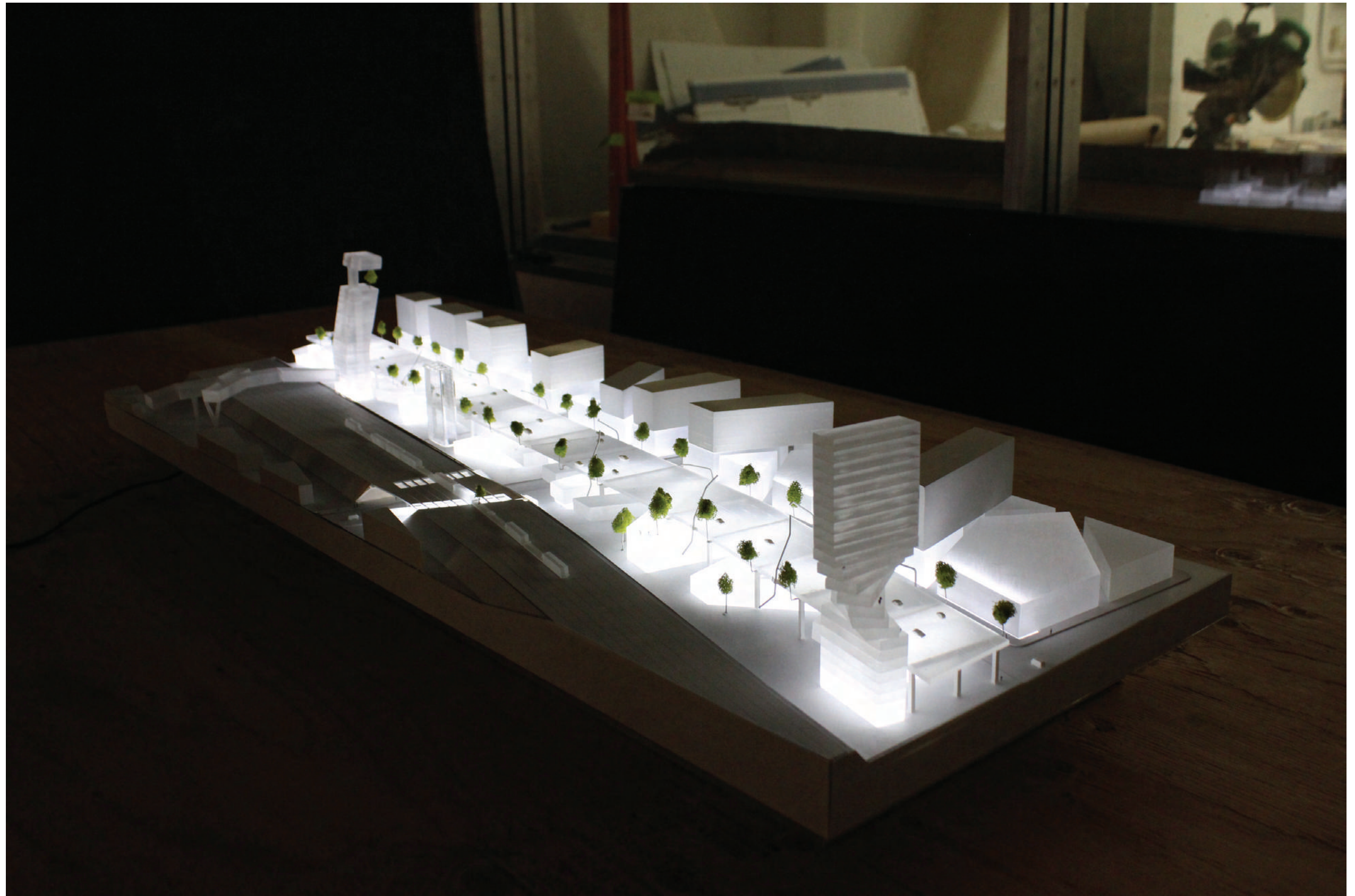
NORTH-SOUTH SECTION AT TRINITY  
LOOKING EAST 1:200





NORTH SOUTH SECTION WEST OF SHERBOURNE,  
LOOKING EAST, 1:200







**Appendix**

## City Building Lenses

### 1 Environment

The most graphic element of our Gardiner-Lake Shore transformation is the enmeshing of the Expressway in a green landscape. We propose that the planting of the "Suspended Forest" be the first phase executed, to provide a powerful symbol of the 'greening' of City infrastructure. This is no mere symbol, however; plantings beside and under the Gardiner will be part of an on-site tree farm that will generate saplings for dissemination throughout Zones 1-4 and potentially throughout the City.

Other sustainable features of our proposal include:

–"Downgrading" the Lake Shore to a local street with a planted boulevard that 'greens' an arid piece of City infrastructure, and restores consciousness of Toronto as a waterfront community

–Improving cycle infrastructure by reducing dependence on cars within the new community – a benefit that will bleed into adjacent City communities where local residents work and shop

–Bioswale 'green fingers' that reach north and south into new neighbourhoods – these are the rootstock from which future green spaces and pathways will grow to further interlace land and water

### 2 Economics

The economic, social and cultural potential of "undevelopable" parcels can be unlocked through the following strategies:

–Pulling Lake Shore Boulevard from beneath the Expressway, and transforming it into a new local street along which future development can be organized

–Creating a cultural district on the north side of the Lake Shore which stimulates development in the same way that artist-led colonization has transformed West Queen West

–Locating schools, community centres, and other low-rise, communal uses beneath the Gardiner, to capture unused lands and provide anchors for neighbourhood growth

–Reorienting waterfront industrial sites to face northward onto a pedestrianized, localized Lake Shore Boulevard

–Enhancing the value of lands in the development corridor, which will exert market pressure to develop them at greater density, for higher value uses. Development will generate the tax revenues to finance new infrastructure and raise the tax base over the long term.

### 3 Transportation and Infrastructure

For three generations, the Gardiner Expressway has been an icon that defined the visual experience and identity of the City. As a transportation corridor it is a crucial element in the economic life of the City, a principal mover of people and goods. For stressed-out office workers, it is a Dante-esque premonition of an afterlife of eternal commuting.

Our proposal for revitalization takes into account all of these experiences of the Gardiner-Lake Shore, and responds in ways that are both practical and imaginative. As we have re-imagined the transportation and infrastructure requirements for the precinct, our overarching goal is to support the economic, social and cultural health of the City; to support both environmentally and socially sustainable growth; and to propose solutions which support themselves by attracting private capital to the area, and by creating the conditions for a significantly higher tax base that funds transportation and other infrastructure development.

The Gardiner is transformed into an elevated Expressway sheathed in greenery and underpinned with community-based uses. In so doing we have embedded the Gardiner in the landscape and in the fabric of the City, ending its long separation from life at ground level. Lake Shore Boulevard is also pulled into the daylight, restoring it to its pre-1920s status as a local arterial road – a true boulevard planted with trees and edged with bicycle paths. Railway spurs, part of the site's industrial heritage, are reused as mobile planting beds on open rail cars that transport trees for planting throughout the Gardiner-Lake Shore precinct.

Across the precinct, we have proposed several repeating elements that create a dense weave of pedestrian, cycling, vehicular and maritime connections in, out and through the new precinct; these include:

–Bridges over Keating Channel and over the railway berm

–Underpasses beneath the rail line and the Expressway

–Linear paths along the Lake Shore and the Channel

–New canals around residential buildings south of the Channel

–Bioswales interlacing with residential development to capture and purify stormwater

#### 4 Urban Design

The Gardiner should be embraced as a heroic piece of City infrastructure. A varied set of urban design moves, built-form and landscape conditions, together enshrine and celebrate the Expressway:

–Realignment of Lake Shore Boulevard, to create a new east-west ‘spine’ for residential neighbourhoods, and to free up space for new uses under the Expressway

–Reorientation of south-facing industrial lands to face north onto the Boulevard and the Expressway

–Bar buildings that stand in the water and include small craft docking facilities

–Low-rise arts- and community-oriented uses under the Gardiner to create a funky, ‘downtown’ ambience like DUMBO in New York, or Toronto’s West Queen West and Junction neighbourhoods

–“Green fingers” – Bioswales that intertwine with new residential development to draw the River further up into the community

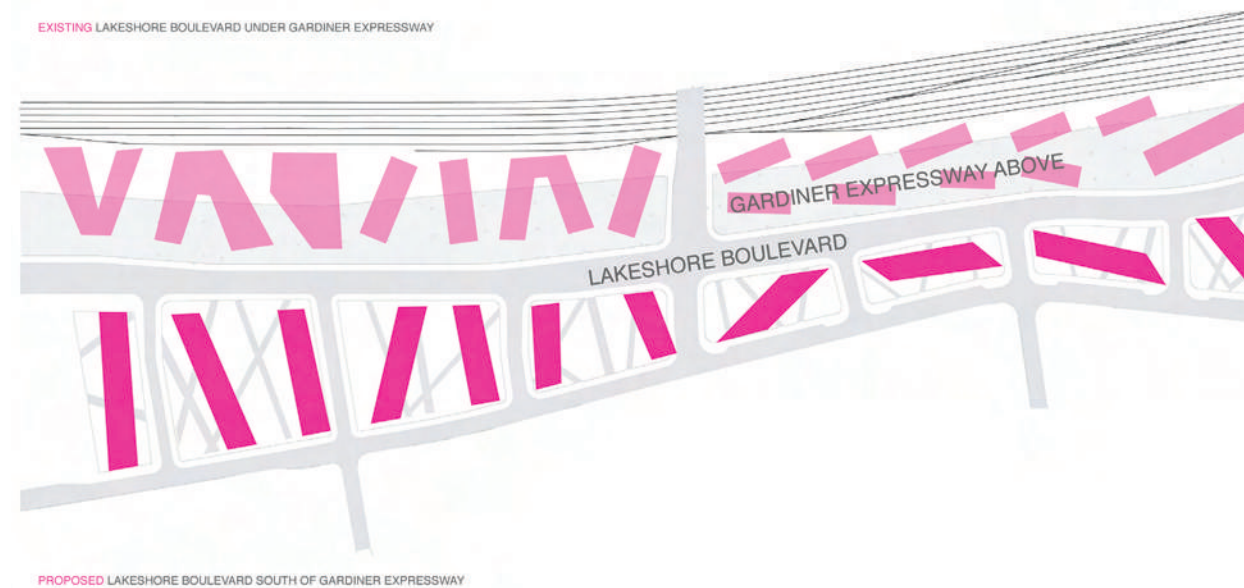
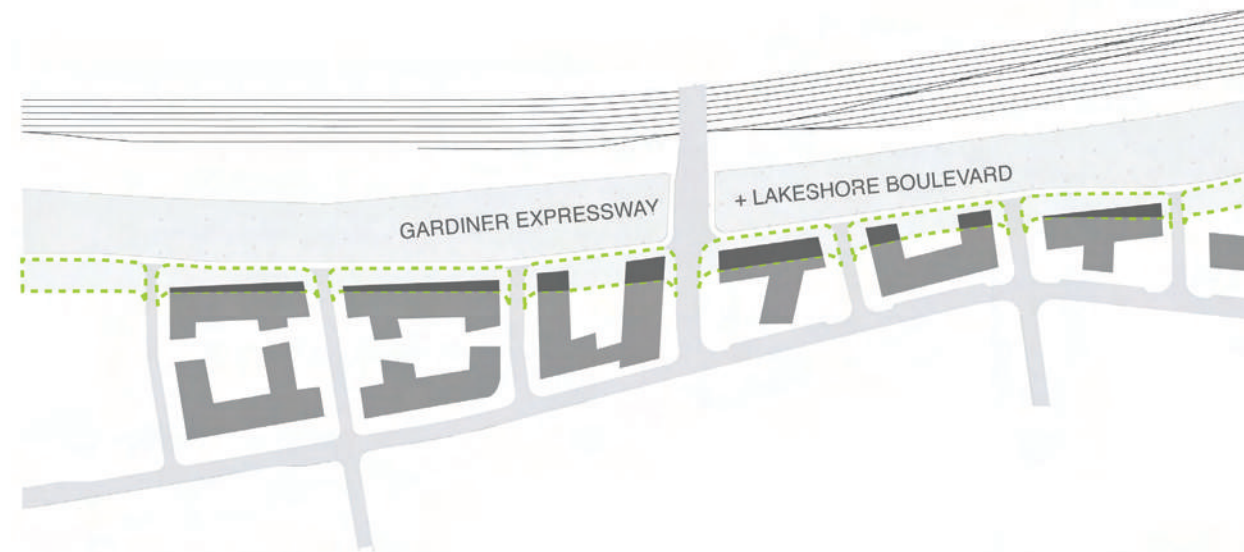
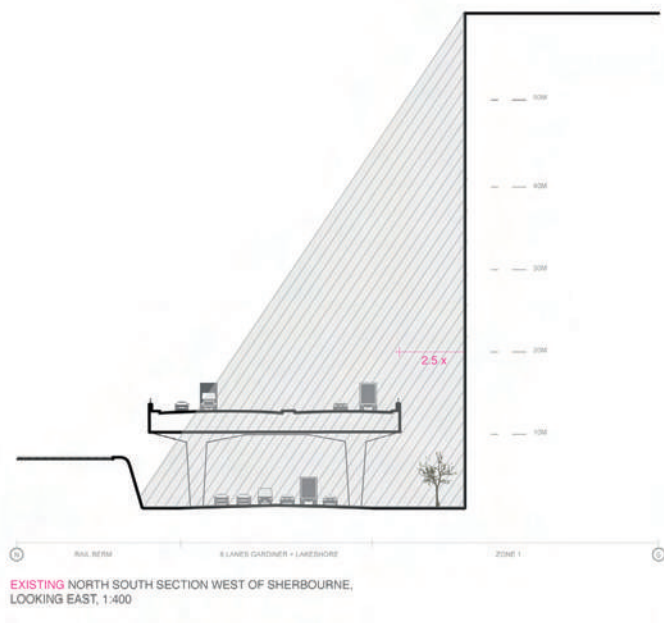
New connections over and under the Gardiner, and over the Don River are created:

–Swelled-out underpasses that attract pedestrians to the water

–Linear parks lined with bike and pedestrian pathways

–Visually significant but intimate bridges that tie the land and water together, rather than standing as singular ‘signature’ built elements

–Dense plantings under, around and beside the Expressway; and mobile tree farms that use rail spurs to move tree and plant materials around the site.



## DE-LINKING THE LAKE SHORE FROM THE GARDINER

Disarticulate Lake Shore and the Gardiner to create an animated river drive and an elevated transportation device / 'green generator'

Re-engineer the Gardiner as architecture wrapped over structure

Unlock previously unrealized development potential beneath the Gardiner and add value to adjacent real estate

Create dual-aspect residential towers south of the Lake Shore, which face both the City and the Lake

Improve street conditions at grade, and create more efficient floor plates that allow greater separation from the Expressway and increased public space around buildings

Suspend a green filter between the Gardiner and residential development to the south

Create favorable conditions for new residential development, promoting a higher tax base for the City



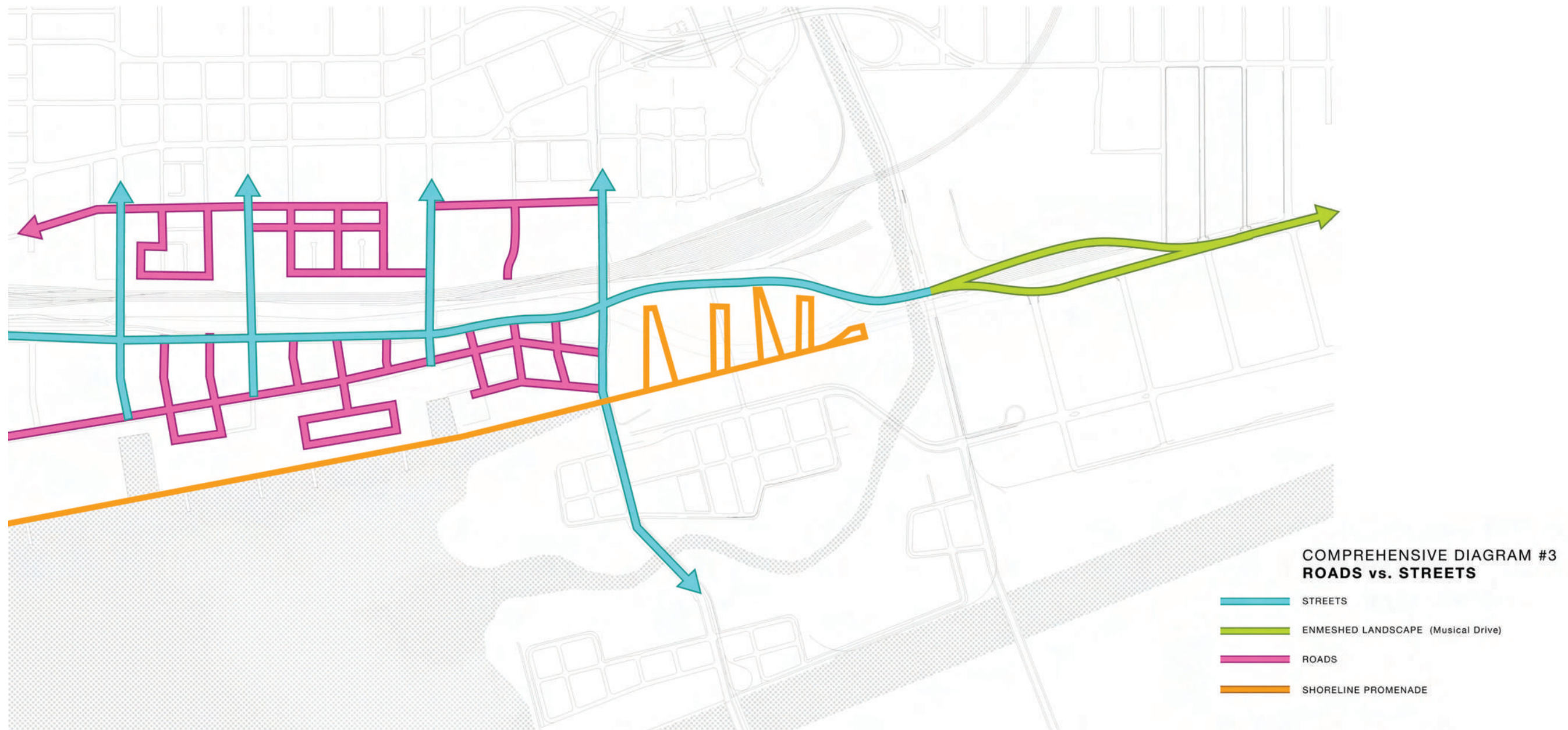


**NEW SHORELINE**

Acknowledge, respond, contribute to and participate in the historic shifting and re-engineering of the City shoreline

Interlace the Lake and land

Create a dynamic, didactic new waterfront community



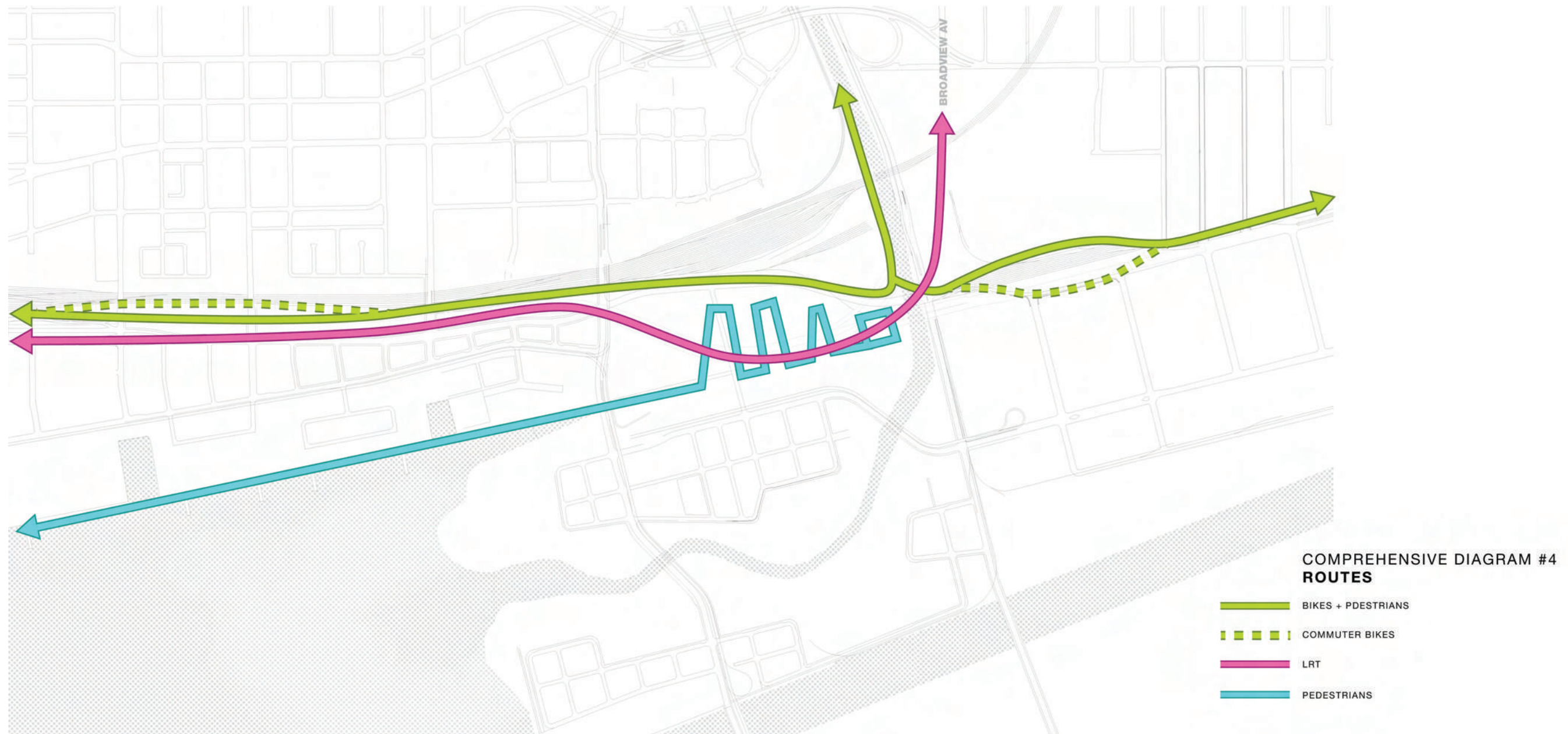
**ROADS VS. STREETS**

Return Lake Shore to a true boulevard – lush, green, active, processional

Elevate Queens Quay to the status of principle east-west transit corridor

Acknowledge Cherry Street as a future north-south transit line and propose residential and commercial density to support this infrastructure

Complement the Zone 4 'enmeshed landscape' with an accompanying soundscape, a musical drive



**ROUTES**

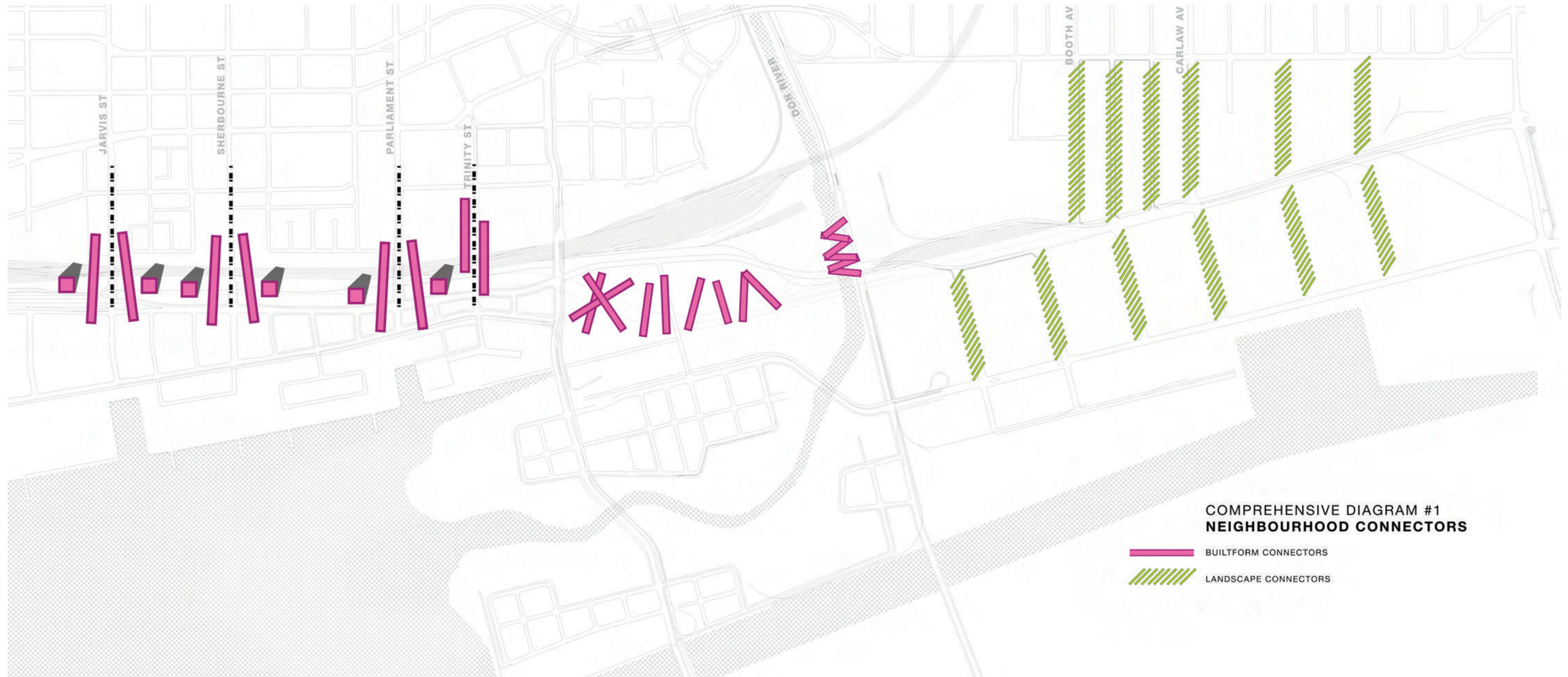
Loop the end of the Lakefront promenade back into the City

Make both recreational and commuter bike routes:

- More efficient: locate at mid-height/top of the rail bed so cyclists need not dismount to cross the street;
- More dynamic: let cycle paths conform to the topography;
- More experiential: misting, cycling under hanging gardens in Zone 4

Consider integrating LRT lines above the elevated Expressway

Integrate the LRT into the downtown relief route and connect it to Broadview Avenue



**COMPREHENSIVE DIAGRAM #1  
NEIGHBOURHOOD CONNECTORS**

- BUILTFORM CONNECTORS
- LANDSCAPE CONNECTORS

**NEIGHBOURHOOD CONNECTORS**

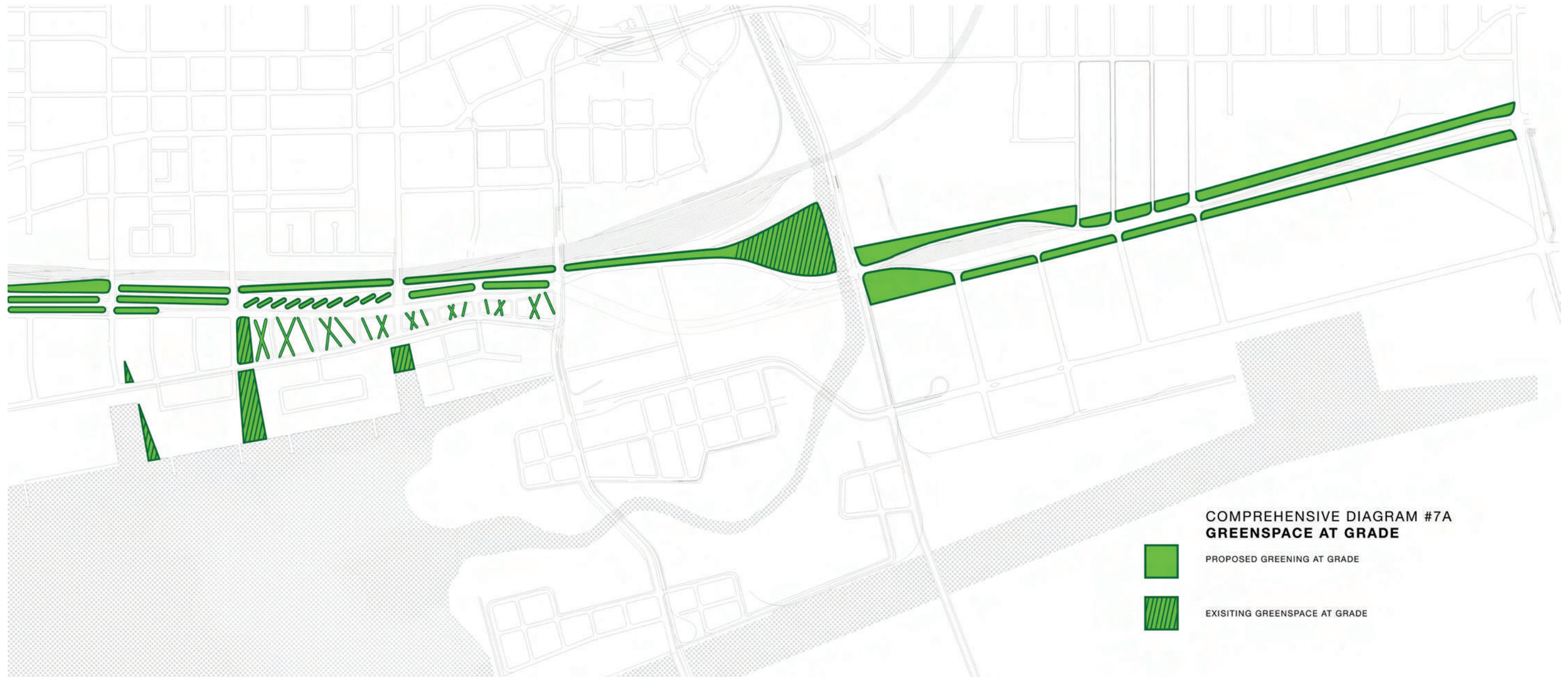
Reconfigure dark underpasses as new portals from the City to the Lake

Reinterpret these major north-south routes as axes, punctuated by tall towers that act as gateways and thresholds to the Lake at an urban scale

'Re-sleeve' dark underpasses, transforming them into wide, inviting experiential gateways for pedestrian and cyclists

Reconnect the Lakeside promenade to the City with a series of 'dovetails'

Reconceive the Don River crossing as an experiential stitching together of the east and west banks

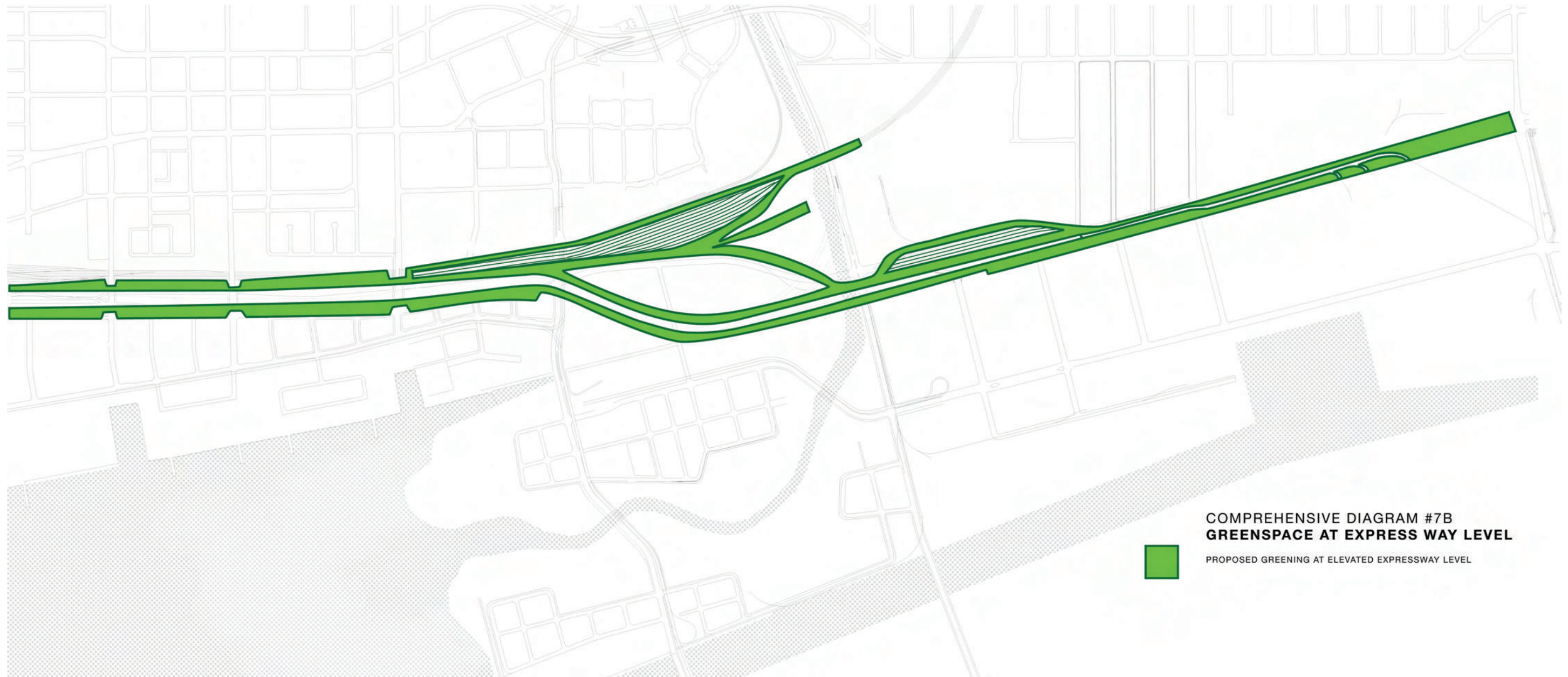


**PROPOSED GREEN SPACE AT GRADE**

Create interior and exterior green spaces under the Gardiner block

Site recreational and commuter bike paths within linear parklands

Create an immersive, enmeshed landscape zone that interprets the current area of big box retail to the east while anticipating the development of future residential neighbourhoods



**PROPOSED GREENSPACE AT EXPRESSWAY LEVEL**

Create a dense, enmeshed landscape that is peeled back to reveal the Expressway

Create an accessible plantation; a new form of 'agritecture'

Flatbed cars on rail lines hold young saplings, which grow and are raised to the Expressway level, where they are suspended until needed for landscaping in surrounding neighbourhoods

Add a productive and kinetic aspect to landscape design

Plant trees one, two or three rows deep – thinning out to reveal views or becoming more forest-like where views are less important

The enmeshed landscape works at three levels: an understory, mid-storey and large tree canopy, creating an immersive green environment for pedestrians and drivers

## PHASING

Our phasing strategy will give the Gardiner-Lake Shore project a strong initial kick off, and let the public know that something new and exciting is happening on the Waterfront. Following this robust start, our strategy will promote a high quality of development activity and provide the project with a sound economic base throughout the following phases of growth. To support the initial and ongoing phasing strategy, we have developed the following series of block 'types', which will be deployed in various configurations within each of the four Zones:

- ACTIVATOR** Animates the zone with a combination of residential and commercial uses
- GENERATOR** Injects immediate economic benefit
- INCUBATOR** Encourages the genesis of a neighbourhood in a previously vestigial area
- CONNECTOR** Acts as 'connective tissue' between existing built form
- PROPAGATOR** A landscape block planted with a variety of trees

**Phase 1** Greening the Elevated Expressway  
Plant the elevated Expressway with suspended trees on each sides of the Gardiner

**Phase 2** The Strong Kick-off  
De-link the Gardiner and Lake Shore, reorient Lake Shore between Jarvis and Booth

Connector: build the new Don River crossing

**Phase 3**  
Incubator: develop Gardiner block between Parliament and Cherry Streets

Connector: overpass at Trinity Street

Generators: ends of Gardiner blocks

Activators: two blocks south of Lake Shore east of Cherry and west of Parliament

Generators: two bars of density hub block

Activators: two residential bar buildings in Zone 3

Propagators: two blocks immediately east of the Don Roadway

Connectors: additional pedestrian and cyclist bridge crossings

### Phase 4

Activators: complete the mixed-use blocks south of Lake Shore in Zone 1

Incubators + Connectors: infill the Gardiner blocks between Parliament and Jarvis

Activators: build the remaining residential bar buildings, and additional bars of density hub

Generator: build the Museum of Toronto

Propagator: complete plantings of trees throughout Zone 4

Propagator: start building the bioswales in new residential neighbourhoods

### Phase 5

Propagator: a literal "branching out" of bioswales, tree farm propagation + planting into growing and developing neighbourhoods in Zone 4

Propagator: build final top of density hub (botanical garden etc.)

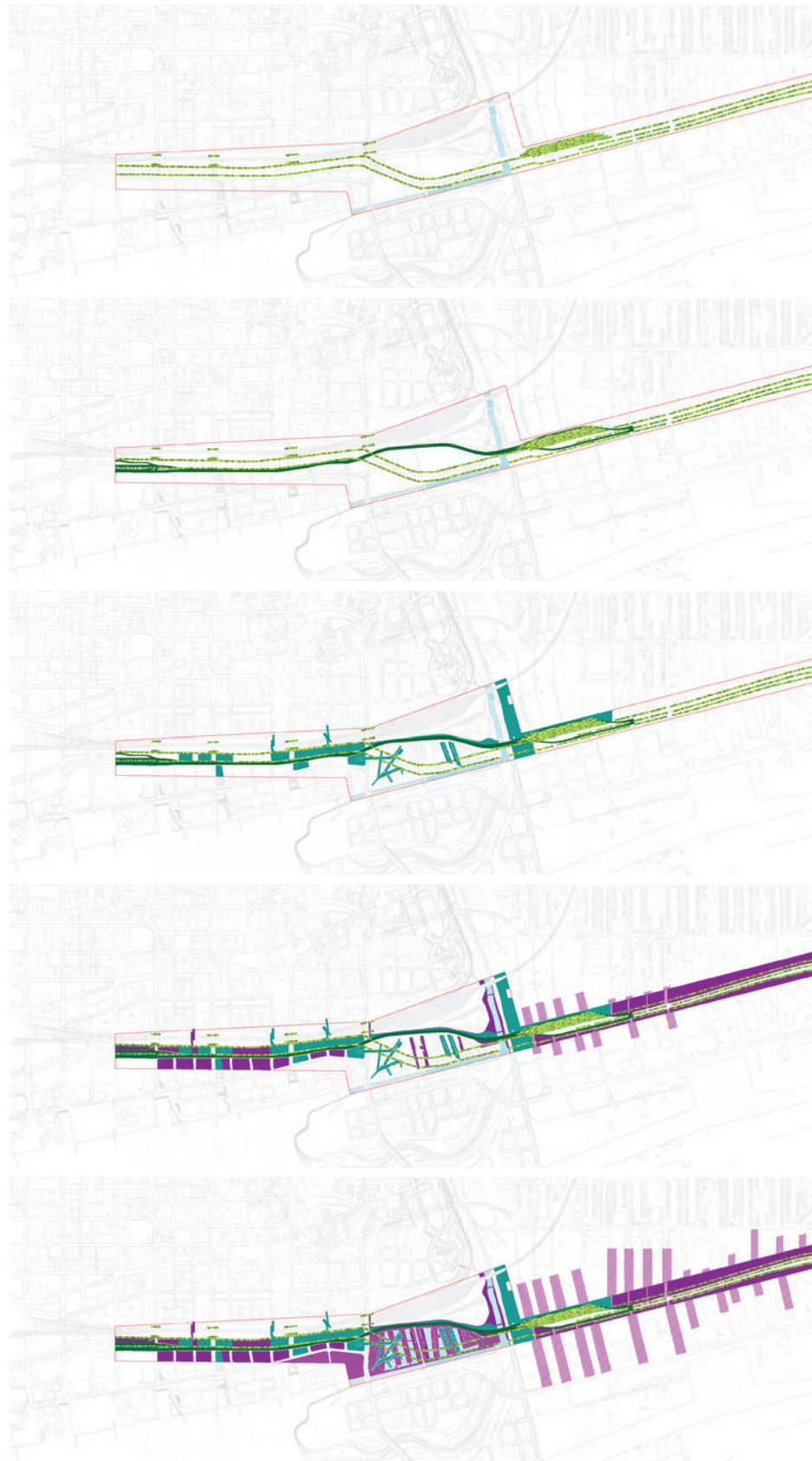
Connector: build last signature bridge to connect east river to new Zone 3 peninsula

Hold a celebratory flood zone event

### Future

Continue to green the City through the tree farm and propagation

Prepare strategies for future increase in bike commuting / decrease in car use, global climate change, warming Lake levels, etc.



PHASE 1

PHASE 2

PHASE 3

PHASE 4

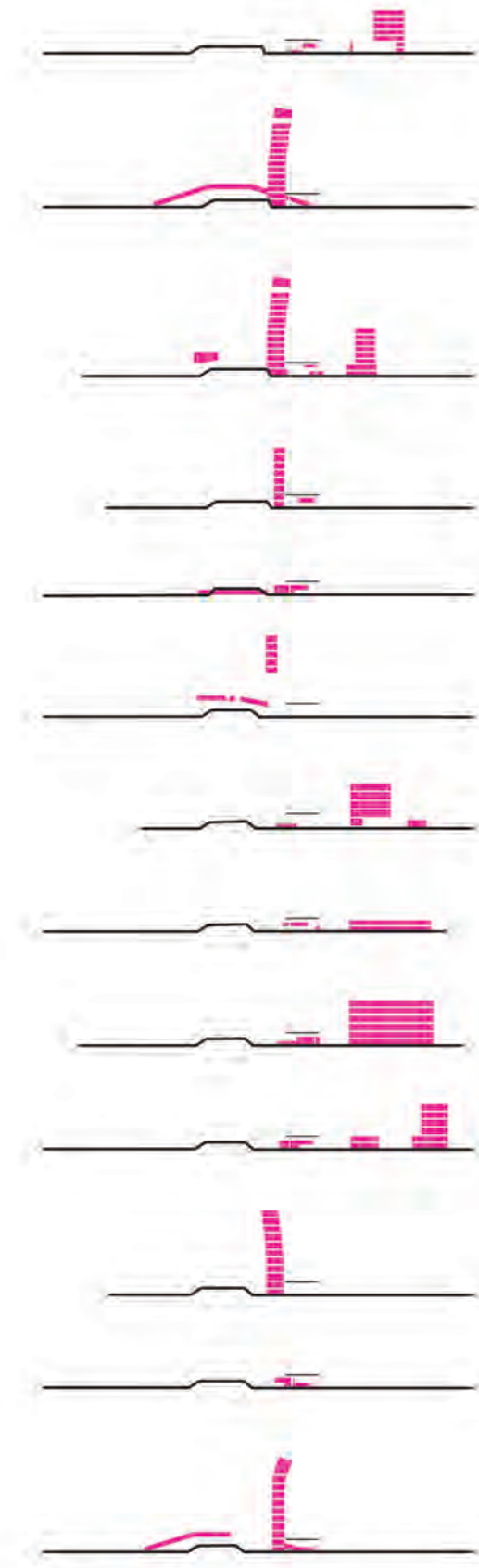
PHASE 5

## TAKING A WALK ALONG THE NEW LAKE SHORE

Create an interesting and intensely varied set of built-form and landscape conditions which embrace the Gardiner as a piece of infrastructure

Propose structures in a 'soft' language that contrasts the existing concrete Expressway

Engage fluid forms that wrap, hover, pierce, book-end, saddle up to and slide under the Gardiner



01 ARTIST STUDIOS + GALLERIES

02 THEATER | COMMERCIAL (CONDO) | ART TOWER

03 THEATER | COMMERCIAL (CONDO) | ART TOWER

04 VERTICAL CAR PARK

05 GREEN CAMPUS

06 BOUTIQUE HOTEL

07 ART ACADEMY

08 ART ACADEMY

09 ART ACADEMY | RETAIL

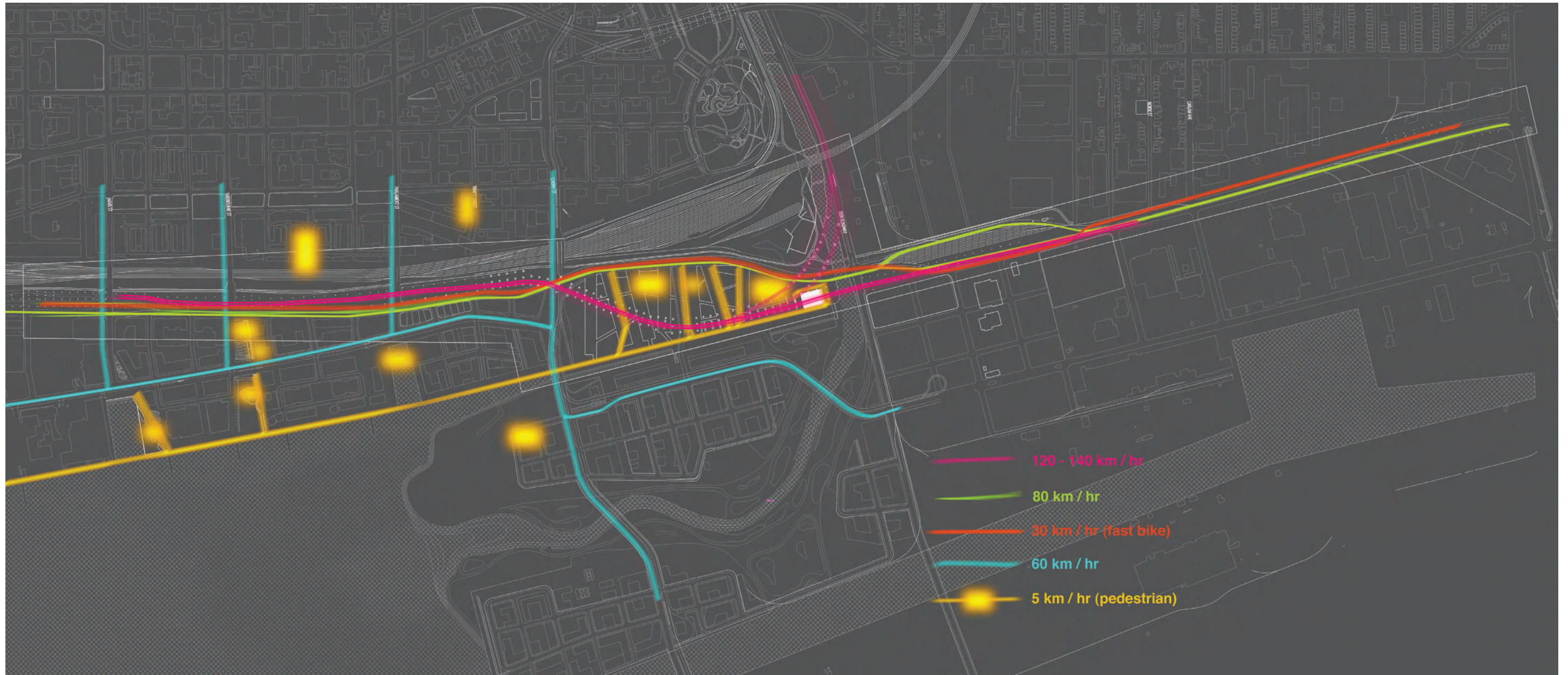
10 ART ACADEMY | RETAIL | CAFE

11 VERTICAL ART MUSEUM

12 ART MUSEUM

13 GYM | VERTICAL FITNESS CENTRE

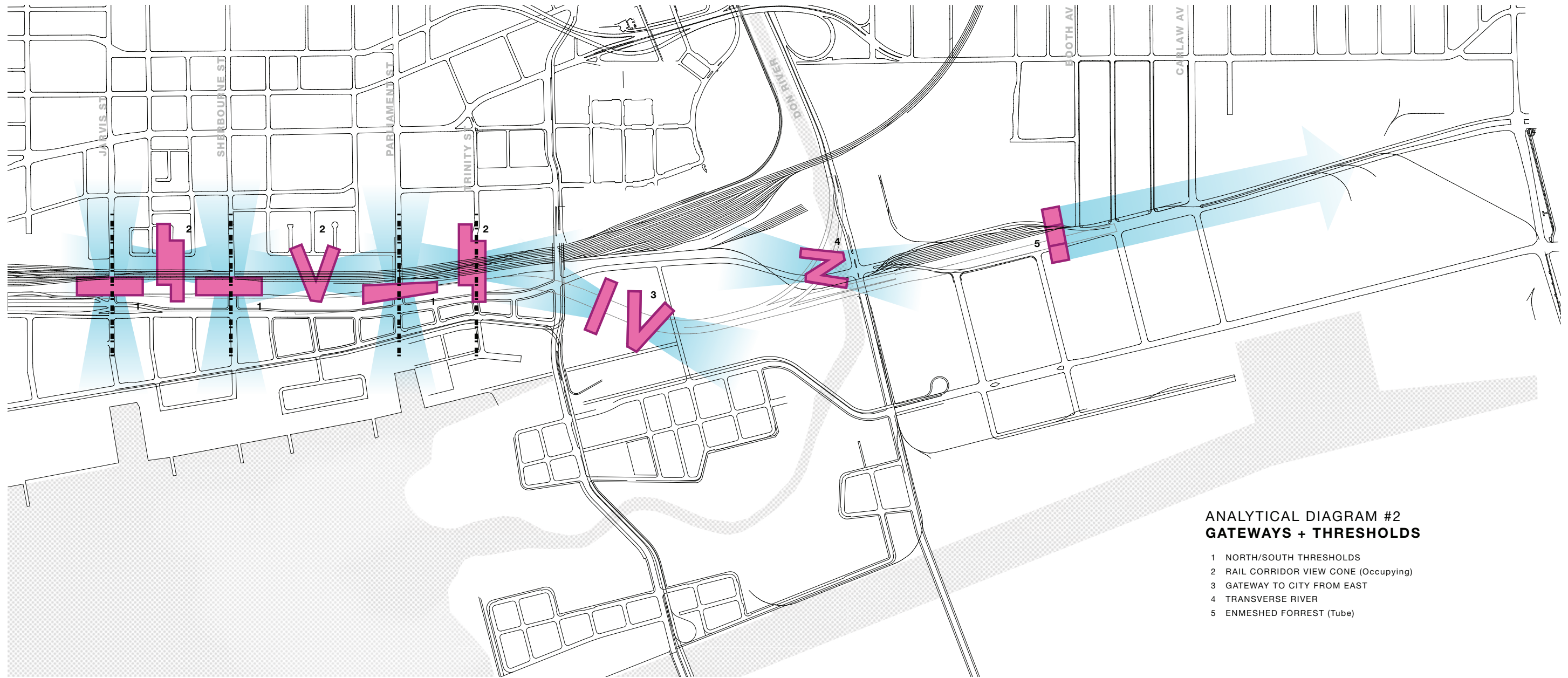




## SPEED DIAGRAM

Consider the variety of speeds at which our interventions will be viewed  
 – from car, bike or on foot

Consider building form that responds and is influenced by speed  
 (design at 100 kph / 60 mph)

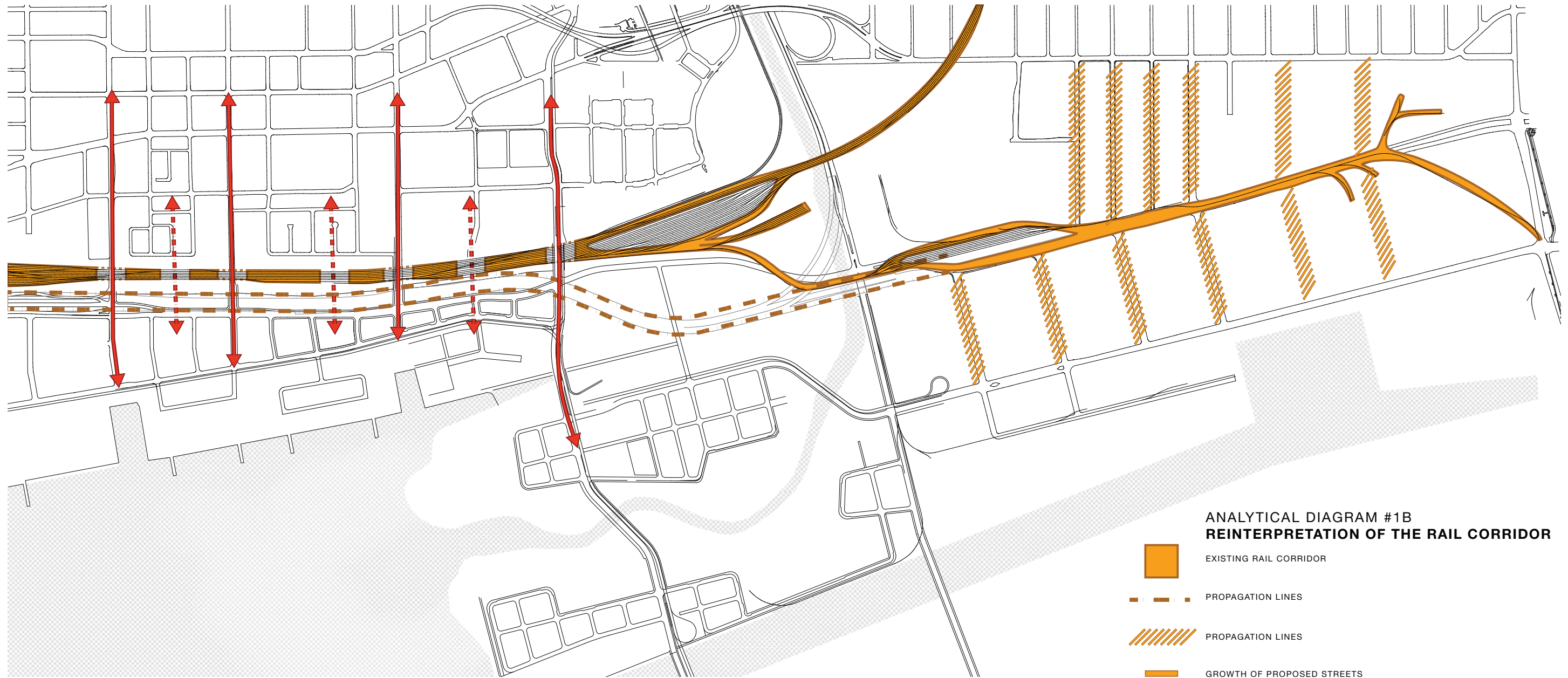


**ANALYTICAL DIAGRAM #2  
GATEWAYS + THRESHOLDS**

- 1 NORTH/SOUTH THRESHOLDS
- 2 RAIL CORRIDOR VIEW CONE (Occupying)
- 3 GATEWAY TO CITY FROM EAST
- 4 TRANSVERSE RIVER
- 5 ENMESHED FORREST (Tube)

**GATEWAYS AND THRESHOLDS**

- Create gateways and thresholds at an urban scale which:
- Punctuate major north-south routes
  - Occupy the rail corridor
  - Traverse the River
  - Absorb travelers into a new and unfamiliar landscape



**REINTERPRETATION OF THE RAIL CORRIDOR**

Reinterpret the rail corridor and de-emphasize it as a means of transportation

View the rail corridor as an elastic piece of infrastructure that is capable of perforation, inhabitation and reuse

Take possession of uninterrupted view corridors by inserting dynamic, programmed overpasses

**ANALYTICAL DIAGRAM #1B  
REINTERPRETATION OF THE RAIL CORRIDOR**

- EXISTING RAIL CORRIDOR
- PROPAGATION LINES
- PROPAGATION LINES
- PROPAGATION LINES
- GROWTH OF PROPOSED STREETS

### **Traffic Assessment**

The essence of the transportation component of the Team A Concept Plan is the realignment of Lake Shore Boulevard so that it is no longer under the elevated Expressway. At the same time, there is a reduction in the basic cross-section of Lake Shore Boulevard from three lanes in each direction to two lanes in each direction between the Expressway on/off ramps east of the Don River (near the eastern limits of the study area) and Jarvis Street (at the western limits of the study area).

Most of the existing connectivity of the network is retained. Removal of the eastbound on-ramp from Lake Shore Boulevard east of Jarvis Street and the westbound off-ramp to Lake Shore Boulevard and Sherbourne Street east of Sherbourne Street occurs to maximize development opportunities.

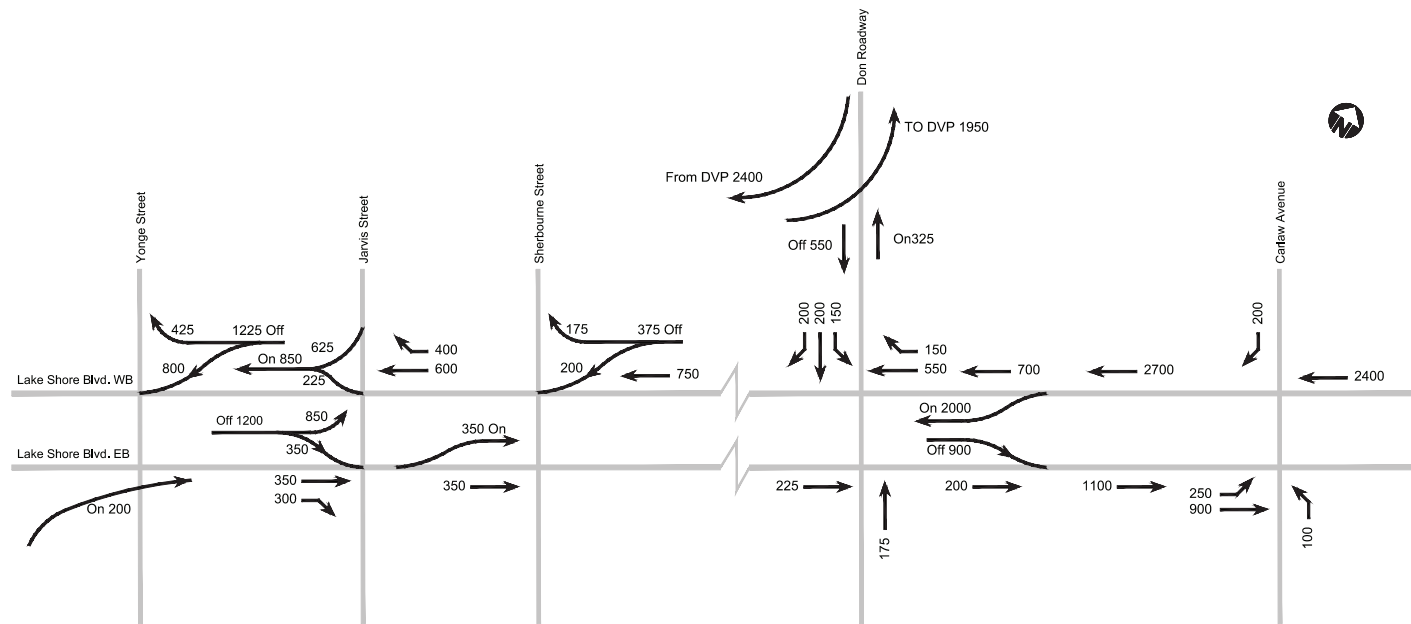
The focus of the traffic assessment undertaken in support of the Team A Concept Plan has been to confirm that the reduction in traffic lanes and elimination of the two aforementioned ramps could occur and still reasonably support the existing and baseline AM Peak Hour traffic volumes.

It is assumed that the future baseline traffic volumes in the area would generally be similar to the existing volumes and that the overall growth in travel demand would be offset by the development of the planned extensive improvements to the GO Transit, local transit, cycling and pedestrian networks elements serving the area and would utilize current and future underutilized capacity in the local road network.

The AM Peak Hour traffic volumes illustrated in Figure T1 have been assembled from the best available source being the City of Toronto Transportation Services databases. The volumes have been adjusted modestly where necessary and have been rounded upwards to the nearest 25 vehicles per hour. The traffic currently using the eastbound on-ramp from Lake Shore Boulevard east of Jarvis Street and the westbound off-ramp to Lake Shore Boulevard and Sherbourne Street east of Sherbourne Street was re-assigned to the other available routes including the on-ramp from northbound Bay Street to the eastbound

Expressway, the westbound off-ramp to Yonge Street and Lake Shore Boulevard, the southbound off-ramp from the Don Valley Parkway to Don Roadway, the northbound on-ramp from Don Roadway to the Don Valley Parkway, and the Richmond / Adelaide ramps from / to the Don Valley Parkway. The resulting AM Peak Hour volumes are illustrated in Figure T2.

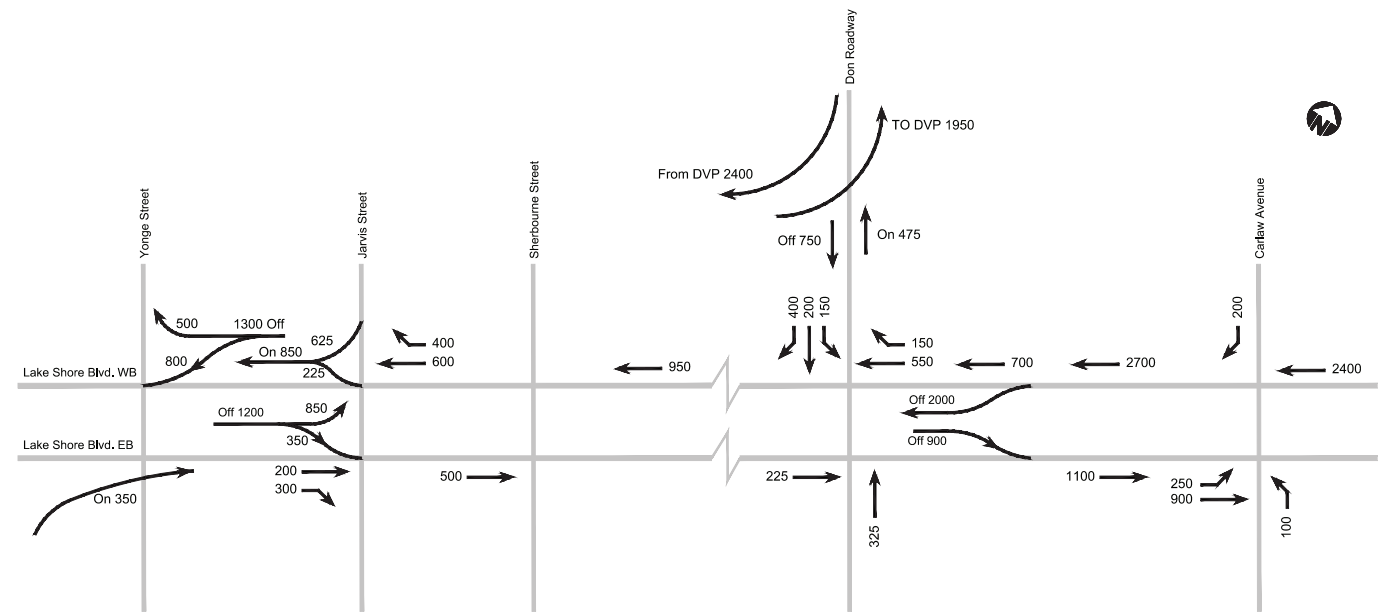
It has long been recognized that the existing configuration of the Gardiner Expressway and Lake Shore Boulevard in the section between Jarvis Street and the Don River provides more capacity than required to accommodate the prevailing traffic volume demand. Our assessment of the impact of the re-assignment is that the shifts in traffic loading arising from the Team A Concept can be readily accommodated by the network and would require no significant modification of the road network and little adjustment in travel patterns. Moreover, it is clear that the resulting AM Peak Hour volumes on Lake Shore Boulevard in the section between Jarvis Street and the Don River could be readily accommodated on a conventional City street with a basic two lane configuration in each direction supported by left-turn lanes at selected signalized interaction locations.



KEY TRAFFIC ASSIGNMENT VOLUMES  
AM PEAK HOUR  
EXISTING / BASELINE (Rounded up to nearest 25)

Schematic (Not to Scale)

Sources:  
- 2007 - F.G. Gardiner Expressway, City of Toronto - Transportation Services  
- Intersection TMCs (Most Recent) City of Toronto - Transportation Services



KEY TRAFFIC ASSIGNMENT VOLUMES  
AM PEAK HOUR  
REFLECTING CONCEPT PLAN

- Elimination of WB Off Ramp @ Sherbourne
- Elimination of EB On Ramp @ Jarvis

Schematic (Not to Scale)

Sources:  
- 2007 - F.G. Gardiner Expressway, City of Toronto - Transportation Services  
- Intersection TMCs (Most Recent) City of Toronto - Transportation Services

**Innovative Design Competition**

Master Plan Summary Table

TEAM: **A**

**Glossary for block descriptions below:**

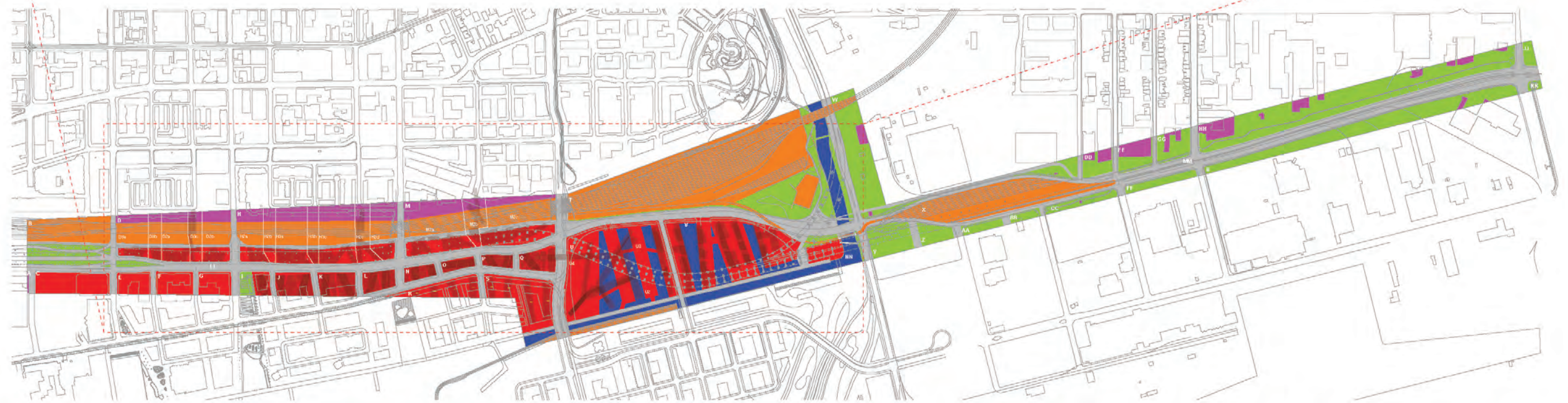
- activator:** a mixed use block that carries residential density, balanced with commercial uses
- generator:** a block that injects immediate economic benefit
- incubator:** a block that encourages the genesis of a neighbourhood (proposed in a previously vestigial area)
- connector:** a block that acts as 'connective tissue' between existing built form and new proposal
- propagator:** a landscape block; tree distribution in a variety of forms

**Legend**

- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 5

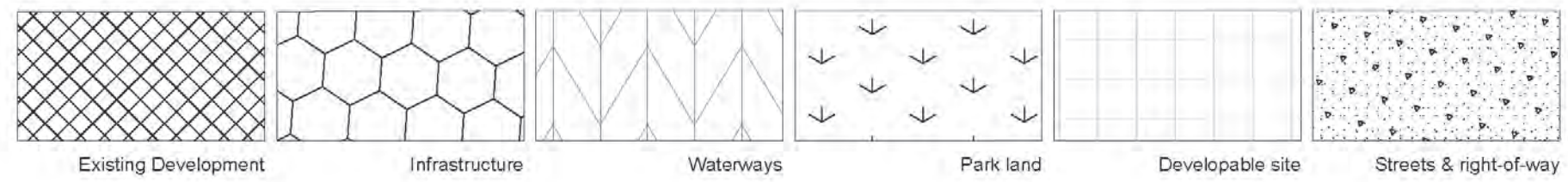
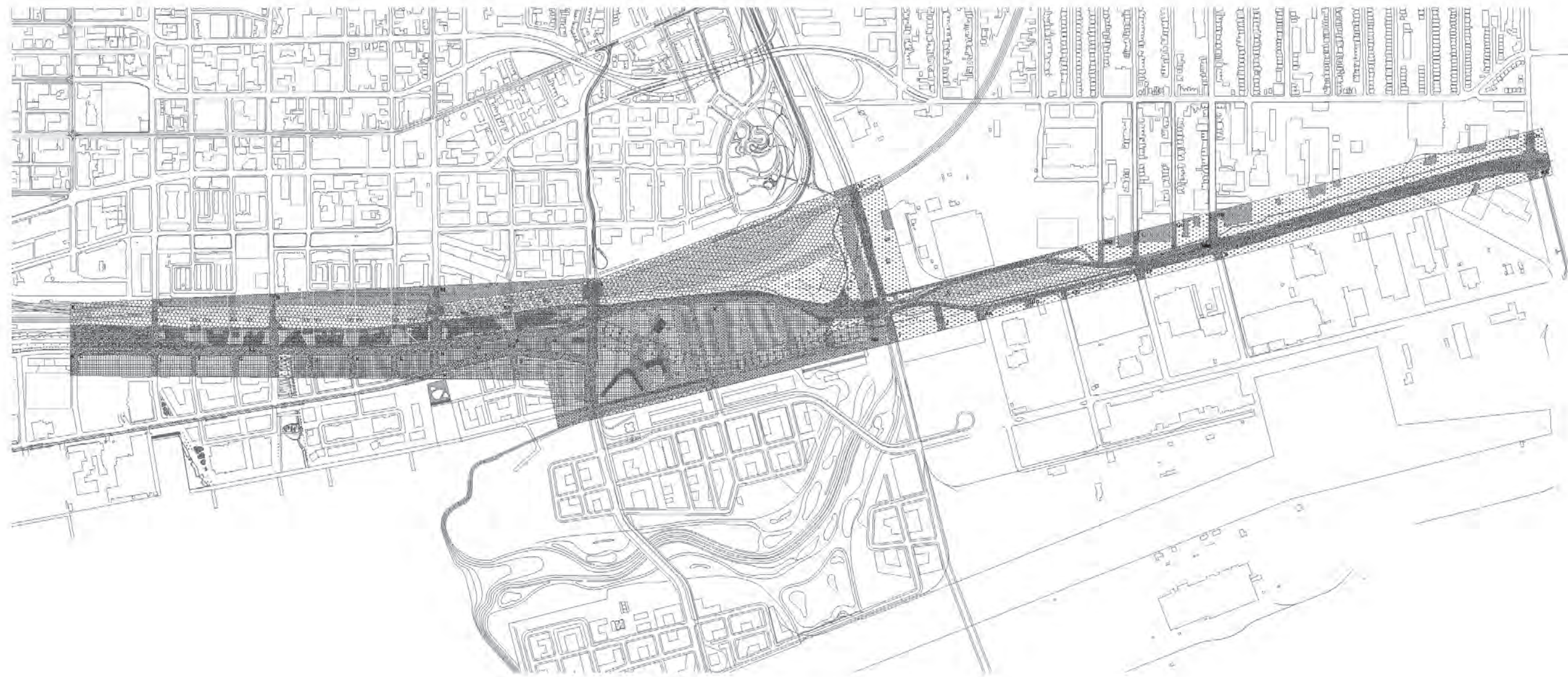
A	B	C	D	E	F	G	H	I	J	K	L	M	N			O	P	Q		
Block Number	Block Description	Block Type	Site Area (Hectares)	Maximum Block Height (m)	Average Block Height (m)	Maximum Building Storeys	Total (GFA m <sup>2</sup> )	Office %	Office (GFA m <sup>2</sup> )	Retail %	Retail (GFA m <sup>2</sup> )	Residential %	Residential (GFA m <sup>2</sup> )	Institutional %	Institutional (GFA m <sup>2</sup> )	Existing %	Existing (GFA m <sup>2</sup> )	Other %	Other (GFA m <sup>2</sup> )	Phase #
PHASE 1: greening of the elevated expressway																				
LL	lakeshore rerouting	St	8.63																	1
MM	existing roads	Is	13.09																	1
NN	existing waterways	Wa	2.49																	1
A	west of cooper	Ex	0.02																	1
B	west jarvis green belts	Pa	1.50																	1
C	east jarvis south lakeshore	Ex	0.99																	1
E	south lakeshore mixed use	Ex	0.46																	1
F	south lakeshore mixed use	Ex	0.54																	1
G	south lakeshore mixed use	Ex	0.49																	1
T	west river <i>propagator</i>	Pa	10.91																	1
X	rail yard	Is	2.97																	1
PHASE 2 TOTALS			42.09																	
D2a	fitness block commercial <i>generator</i>	Ds	0.84	9	9	2	3,570	0%	0	100%	3,570	0%	0					0%	0	2
D2b	farmer's market block community <i>generator</i>	Ds	0.89	9	9	2	3,030	0%	0	100%	3,030	0%	0					0%	0	2
H2a	community mixed use block community <i>connector</i>	Ds	0.85	9	9	2	2,862	0%	0	100%	2,862	0%	0					0%	0	2
H2b	museum tower <i>connector</i>	Ds	0.39	75	75	17	7,352	0%	0	0%	0	0%	0		7,352			0%	0	2
H2c	community mixed use block community <i>connector</i>	Ds	0.57	9	9	2	2,631	0%	0	0%	0	0%	0		2,631			0%	0	2
H2d	community mixed use block community <i>incubator</i>	Ds	0.86	9	9	2	3,186	0%	0	100%	3,186	0%	0					0%	0	2
M2a	cultural <i>incubator</i> block	Ds	1.90	53	31	17	7,618	0%	0	100%	7,618	0%	0					0%	0	2
M2b	cultural <i>incubator</i> tower	Ds	0.53	82	82	27	12,691	0%	0	18%	2,265	82%	10,426					0%	0	2
M2c	cultural <i>incubator</i> block	Ds	1.93	9	9	2	8,059	0%	0	100%	8,059	0%	0					0%	0	2
N	south lakeshore mixed use <i>activator</i>	Ds	0.27	40	25	12	14,796	14%	2,098	14%	2,098	72%	10,600					0%	0	2
Q	south lakeshore mixed use <i>activator</i>	Ds	0.50	40	25	12	24,058	8%	2,029	8%	2,029	83%	20,000					0%	0	2
U	density hub (east of new munitions street) <i>activator, generator</i>	Ds	6.24	11	11	2	14,212	0%	0	100%	14,212	0%	0					0%	0	2
V	water residential <i>activator</i>	Ds	5.93	48	41	14	47,904	6%	3,041			94%	44,863							2
PHASE 3 TOTALS			21.71				151,969		7,168		48,929		85,889		9,983		0		0	
D3a	farmer's market block community <i>generator</i>	Ds	0.78	9	9	2	2,297	0%	0	100%	2,297	0%	0					0%	0	3
D3b	green market startup tower commercial <i>generator</i>	Ds	0.37	71	71	17	6,686	89%	5,952	11%	734	0%	0					0%	0	3
D3c	fitness bridge & tower commercial <i>generator</i>	Ds	0.37	84	47	20	4,462	96%	4,275	4%	187	0%	0					0%	0	3
H3a	community mixed use block community <i>connector</i>	Ds	1.11	9	9	2	4,725	0%	0	100%	4,725	0%	0					0%	0	3
H3b	hotel mixed use block <i>generator</i>	Ds	0.36	48	48	11	3,696	0%	0	22%	816	78%	2,880					0%	0	3
H3c	art academy block <i>connector</i>	Ds	1.32	9	9	2	5,050	0%	0	100%	5,050	0%	0					0%	0	3
I	south lakeshore mixed use animator (+ sherbourne park)	Ds	0.46	10	10	2	12,652	12%	1,576	12%	1,576	75%	9,500					0%	0	3
J	south lakeshore mixed use <i>activator</i>	Ds	0.57	40	25	12	27,566	15%	4,043	15%	4,043	71%	19,480					0%	0	3
K	south lakeshore mixed use <i>activator</i>	Ds	0.59	40	25	12	31,076	15%	4,598	15%	4,598	70%	21,880					0%	0	3
L	south lakeshore mixed use <i>activator</i>	Ds	0.41	40	25	12	23,798	13%	2,979	13%	2,979	75%	17,840					0%	0	3
O	south lakeshore mixed use <i>activator</i>	Ds	0.24	40	25	12	18,758	9%	1,714	9%	1,714	82%	15,330					0%	0	3
P	south lakeshore mixed use <i>activator</i>	Ds	0.25	40	25	12	15,828	13%	2,084	13%	2,084	74%	11,660					0%	0	3
U	density hub (east of new munitions street) <i>activator, generator</i>	Ds	*	76	39	18	21,168	80%	16,872	0%	0	0%	0					20%	4,296	3
V	water residential <i>activator</i>	Ds	*	40	40	12	48,126	9%	4,566			91%	43,560							3
PHASE 4 TOTALS			6.83				225,888		48,659		30,803		142,130		0		0		4,296	

R	south lakeshore mixed use <i>activator</i>	Ds	0.79	30	30	10	25,920	0	0	100%	25,920	0	0	0	4				
S	cherry street & queen's quay <i>activator</i>	Ds	0.16	30	30	10	55,500	0	0	100%	55,500	0	0	0	4				
U	density hub (east of new munitions street) <i>activator, generator</i>	Ds	*	123	82	24	72,425			73%	52,546	11,175		12%	8,704	4			
V	water residential <i>activator</i>	Ds	*	33	28	9	40,321	8%	3,326	92%	36,995				4				
W	east river <i>propagator</i>	Pa	3.01												4				
Y	eastern bioswale <i>propagator</i>	Pa	0.81												4				
Z	eastern bioswale <i>propagator</i>	Pa	0.37												4				
AA	eastern bioswale <i>propagator</i>	Pa	0.25												4				
BB	eastern bioswale <i>propagator</i>	Pa	0.17												4				
CC	eastern bioswale <i>propagator</i>	Pa	0.38												4				
DD	eastern bioswale <i>propagator</i>	Pa	0.45												4				
EE	eastern bioswale <i>propagator</i>	Pa	0.60												4				
FF	eastern bioswale <i>propagator</i>	Pa	0.36												4				
GG	eastern bioswale <i>propagator</i>	Pa	0.59												4				
HH	eastern bioswale <i>propagator</i>	Pa	4.81												4				
II	eastern bioswale <i>propagator</i>	Pa	2.46												4				
JJ	eastern bioswale <i>propagator</i>	Pa	0.16												4				
KK	eastern bioswale <i>propagator</i>	Pa	0.08												4				
	PHASE 5 TOTALS		15.46				194,166	3,326	0%	0	364%	170,961	0	11,175	0	0	12%	8,704	16
	<b>PROJECT TOTALS</b>		<b>86.08</b>				<b>490,603</b>	<b>59,153</b>		<b>79,732</b>		<b>398,980</b>	<b>21,158</b>	<b>0</b>				<b>13,000</b>	



**TEAM A MASTER PLAN SUMMARY MAP**  
for Appendix 2





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for Appendix 2

