

# T.O. 2036

Innovative Design Options for the Gardiner Expressway and Lake Shore Boulevard Reconfiguration Environmental Assessment

## Understanding Toronto

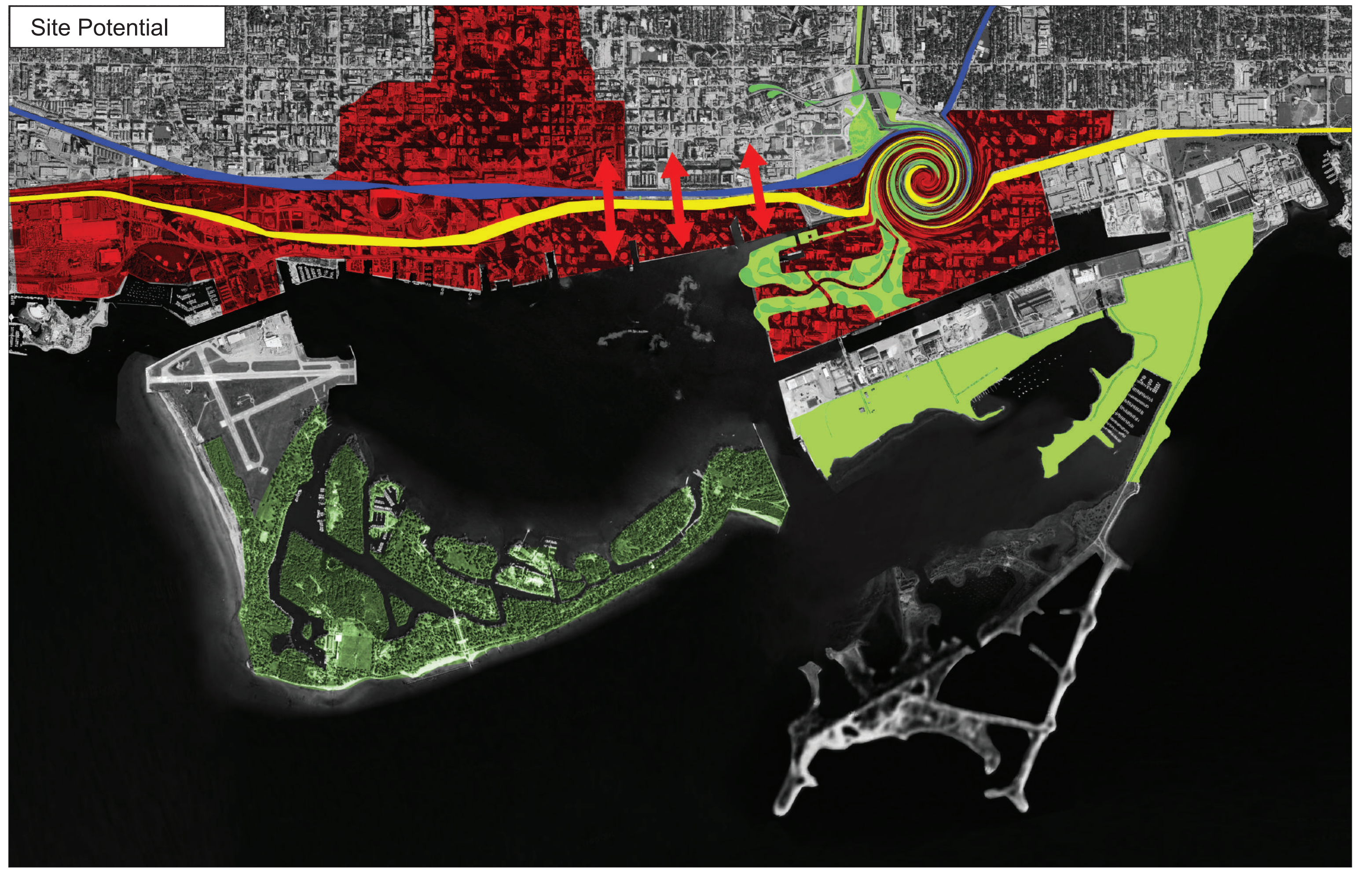
Toronto's quality of life and economic development, even post crisis, have kept pace with or outstripped its neighbors. Its economic successes are matched by its environmental successes, including the extensive green belt surrounding the city.

Like many North American cities, Toronto has grown away from its urban center and waterfront. A dense core and suburban periphery form a collection of nodes linked through a road network and to a lesser degree by subway and commuter rail. Despite its competitive mix of auto and public transport, Toronto suffers from the worst commute times in North America. At the junction of the downtown, the periphery and the waterfront, the areas to the east and west of downtown are missing links within the city's network.

Could the key to unlocking the potential of Toronto's waterfront be to create a new, more potent link between the core and the periphery? Can reducing the Gardiner's footprint simultaneously remove an impediment to the development of its surroundings and INCREASE downtown's connection its periphery?

Removing the Gardiner as an obstacle is an important first step towards reorienting Toronto's growth, but only a first step...Of the available options to lessen the Gardiner's impact, removing the upper deck offers both the best integration of the New Gardiner with its surroundings and the greatest number of opportunities for navigating across it. The resulting reduction in road capacity—a reduction that will exacerbate an already congested road network—begs the question of what can step in to fill the void.

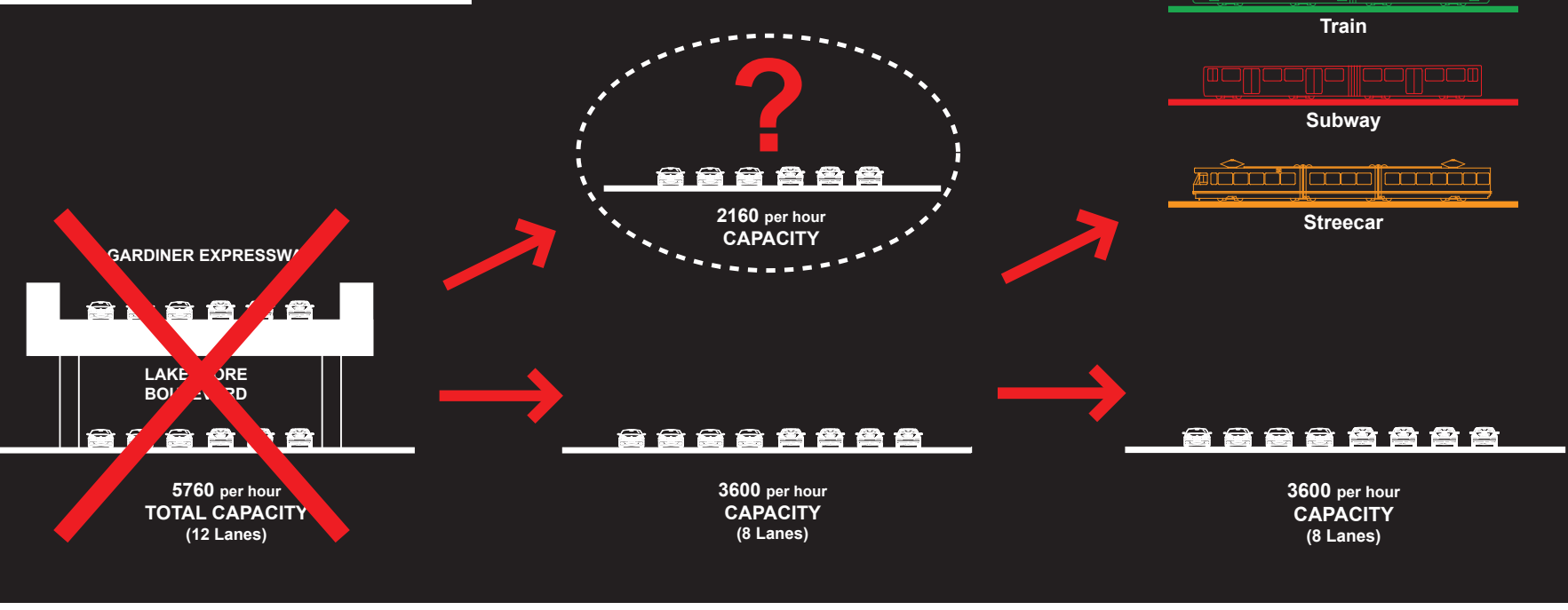
## Site Potential



## Removing the Gardiner



## How to fill the void?

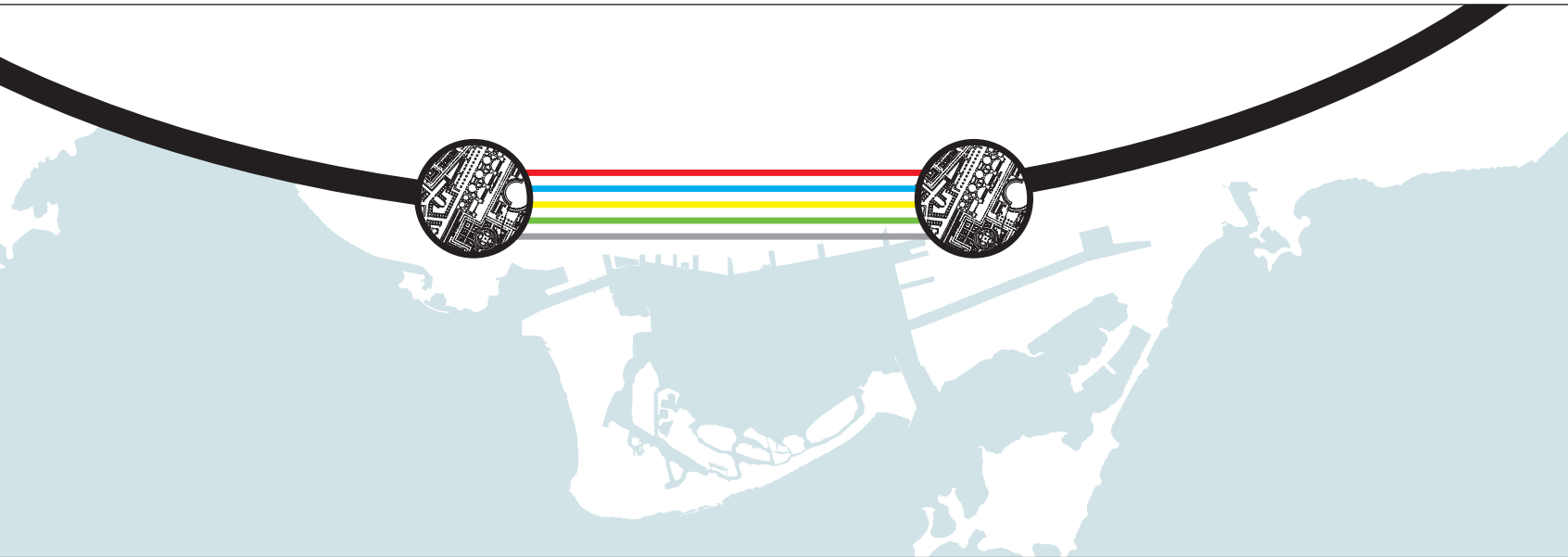


## Smart Growth

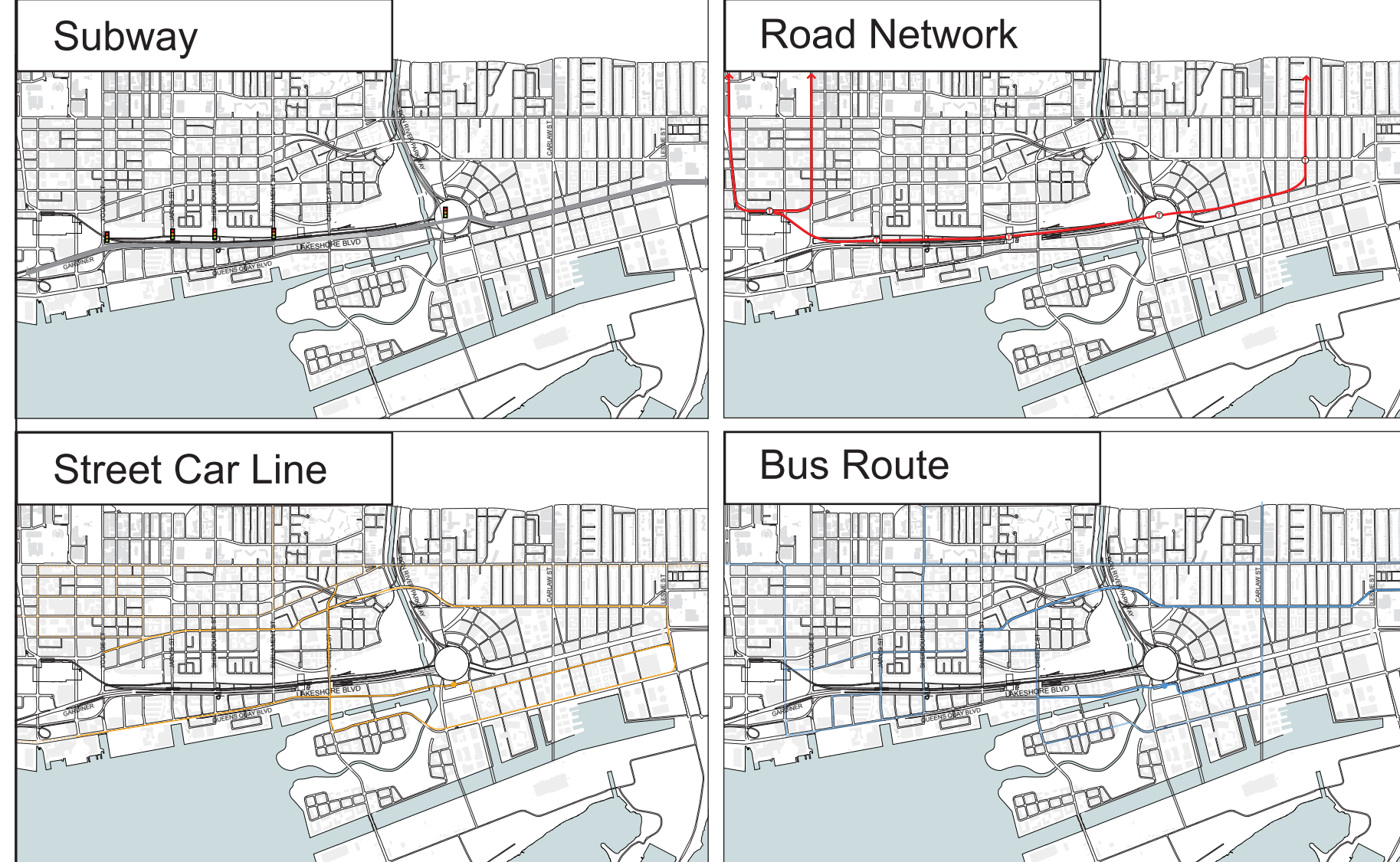
Reimagining the Gardiner creates opportunities for new north-south connections between the neighborhoods north of the highway and the waterfront, but these connections, while necessary, will not be sufficient to support the growth of the area surrounding the Gardiner. Our proposal looks not only at crossing the Gardiner, but at the potential new transit modes along it.

By harnessing the potential of new east-west links between downtown and the rest of Toronto, and providing a new intermodal link between them (the transferium), it unlocks the untapped promise of Toronto's waterfront not only as an environmental amenity but as a new ground for Toronto's future growth in an age that has learned the limits of growth through sprawl.

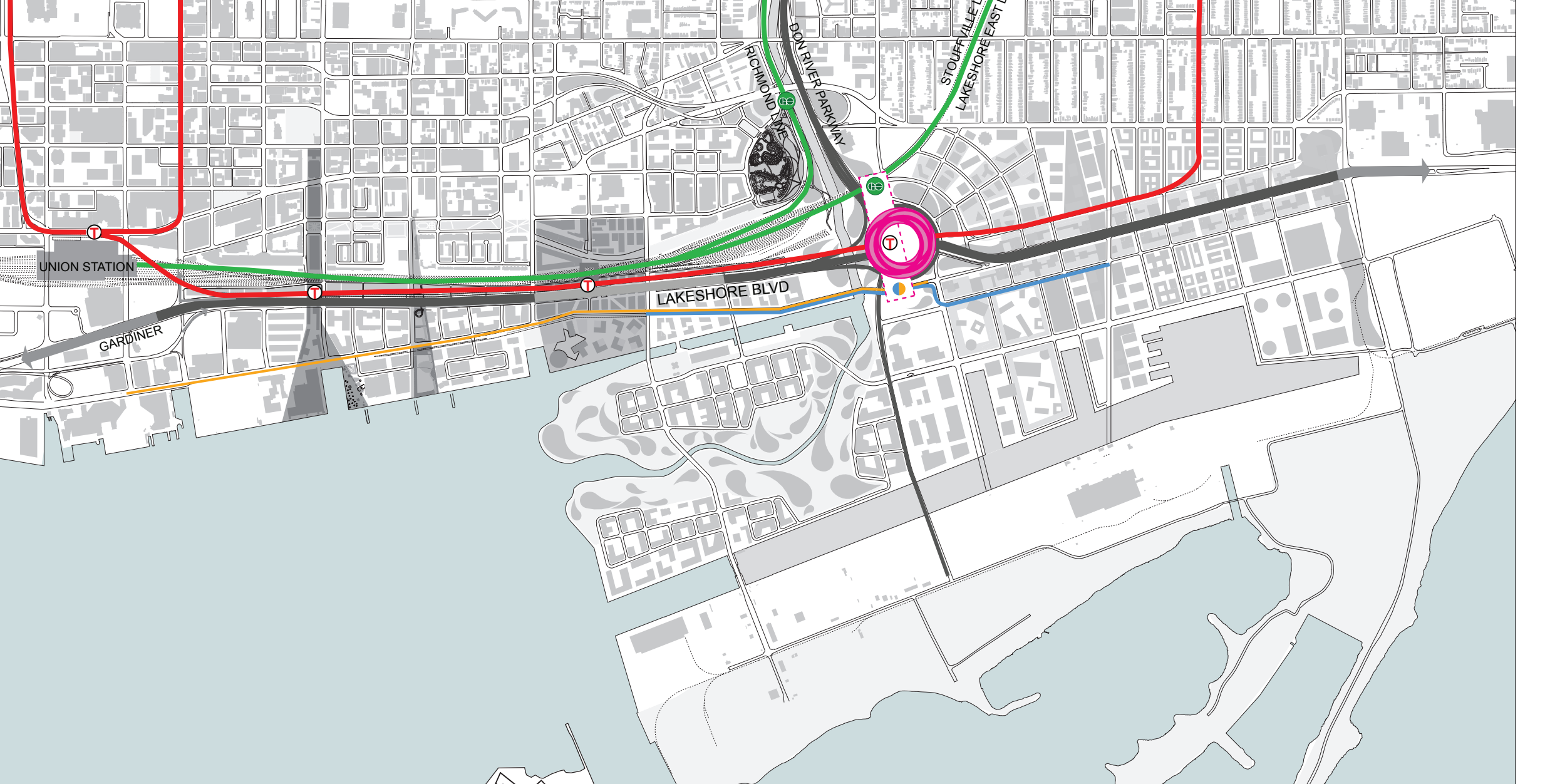
Our proposal uses the opportunity of the Gardiner's alteration to imagine a new "smart growth" strategy for the city. This strategy offers the city a new dynamic between the old and new, development and the environment, focusing development adjacent to the city's core.



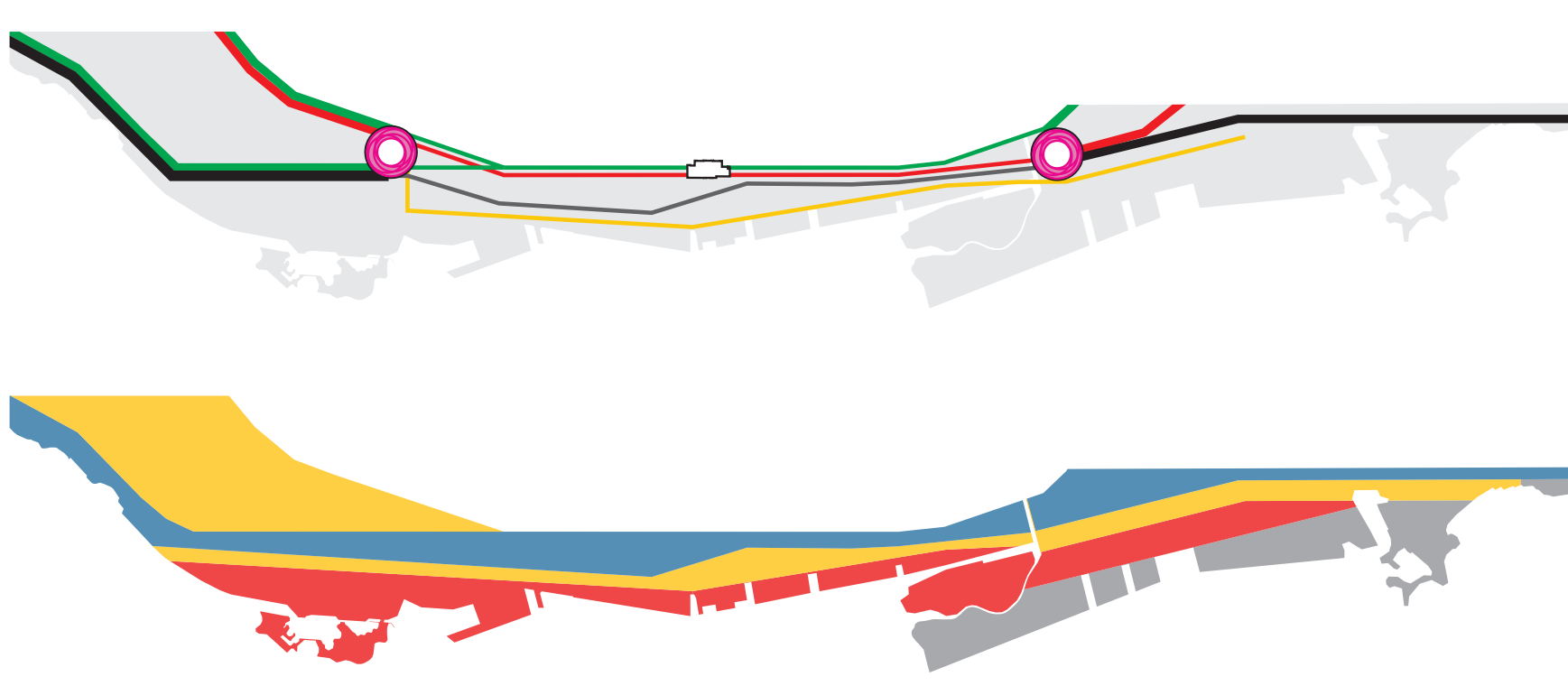
The east end of the site is a crossroads of two highways, the future relief subway line, commuter rail, etc. By creating a new transit hub at their conjunction, these various transport modes can be reorganized and amplified.



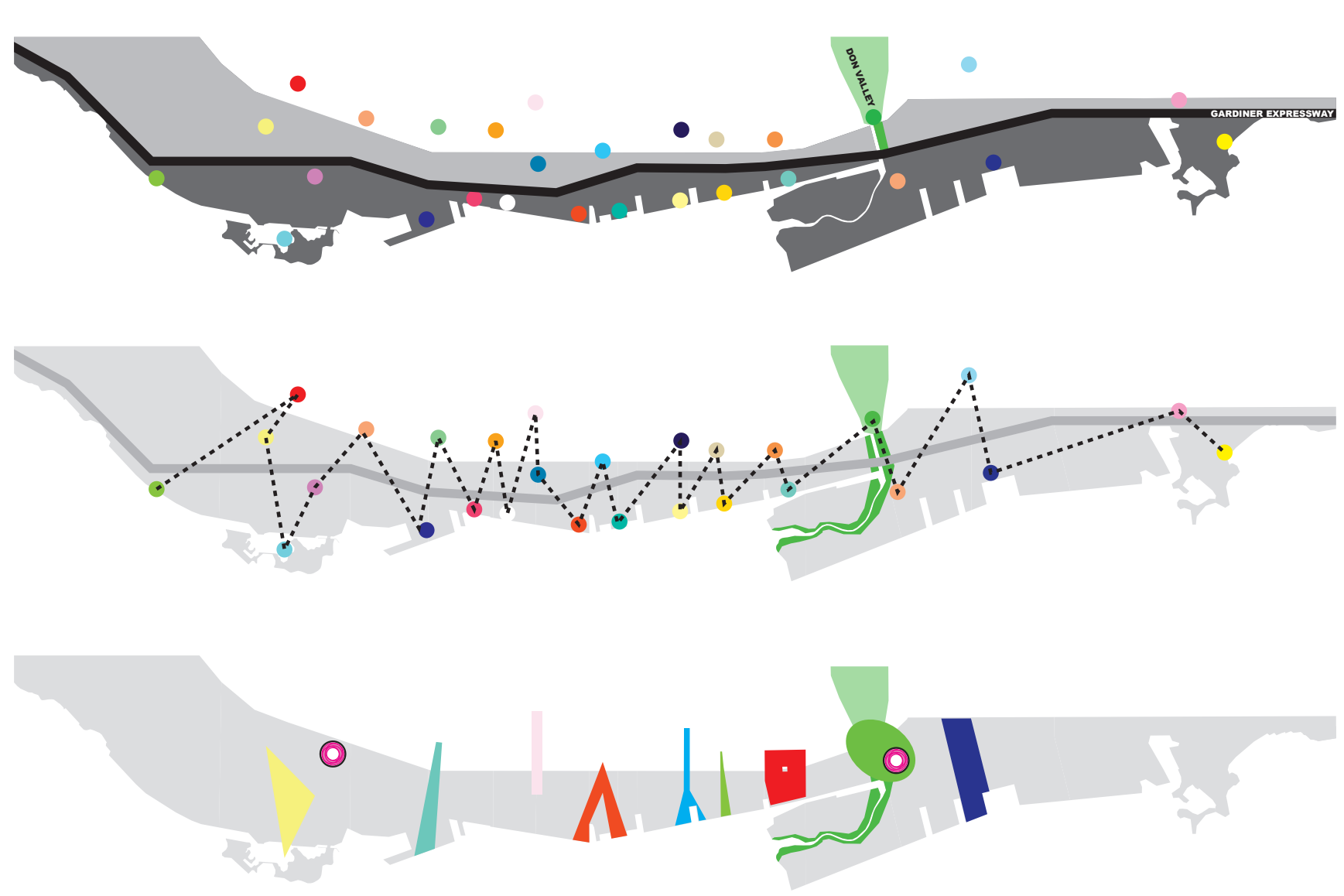
## Connection



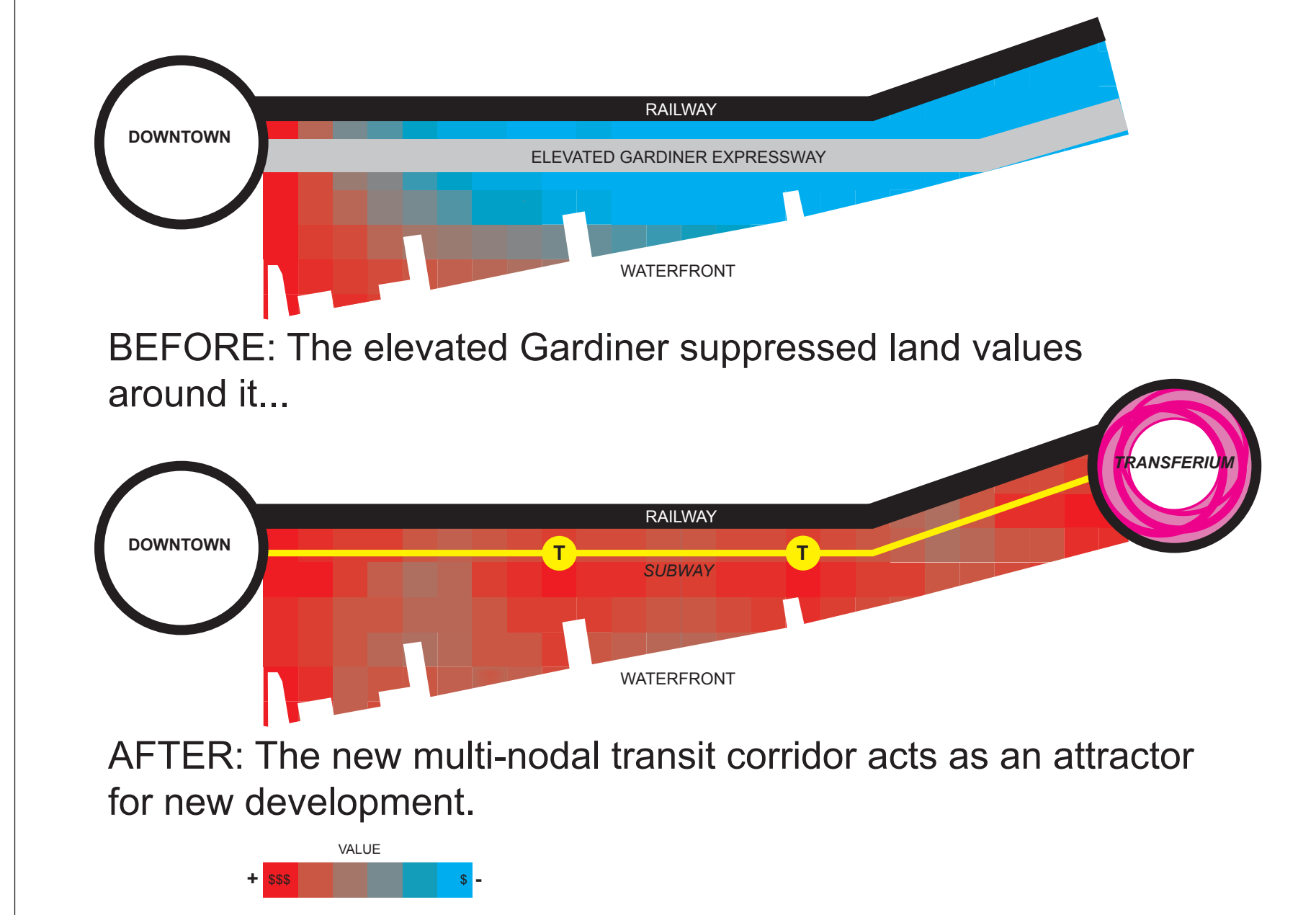
## East-West Connections



## North-South Connections



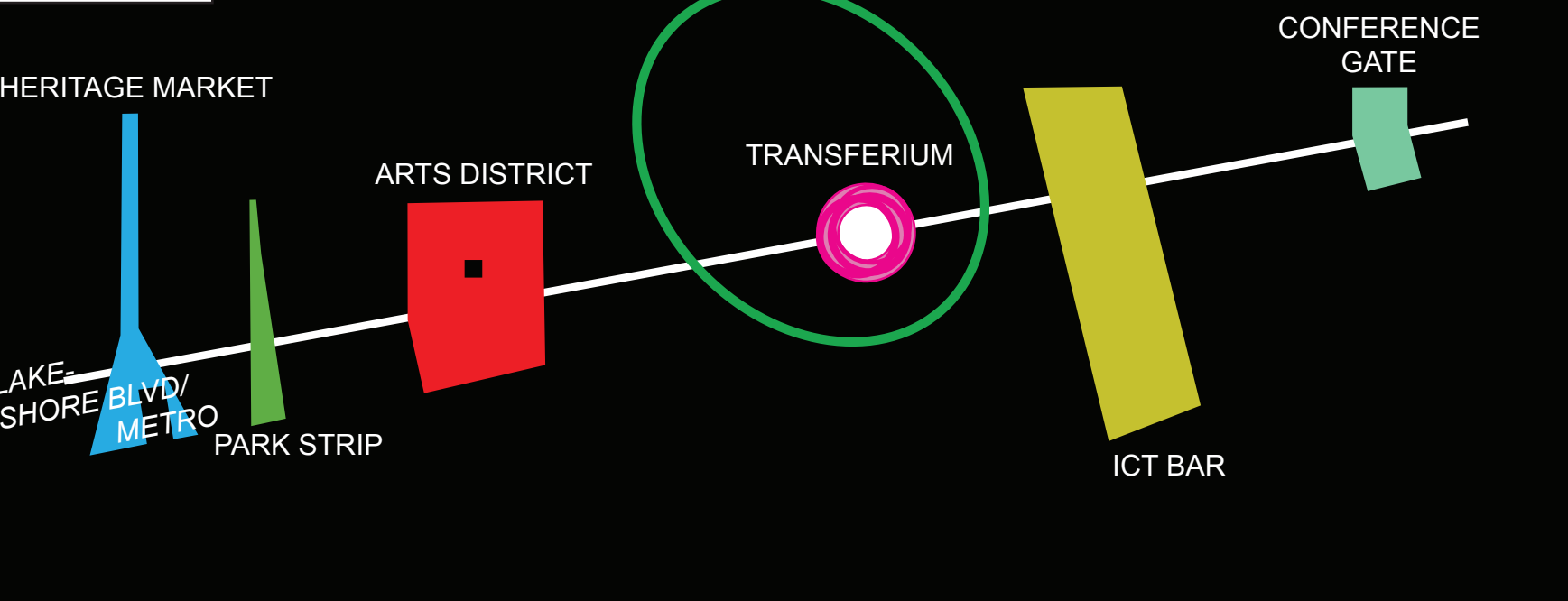
## Land Value



## Districts

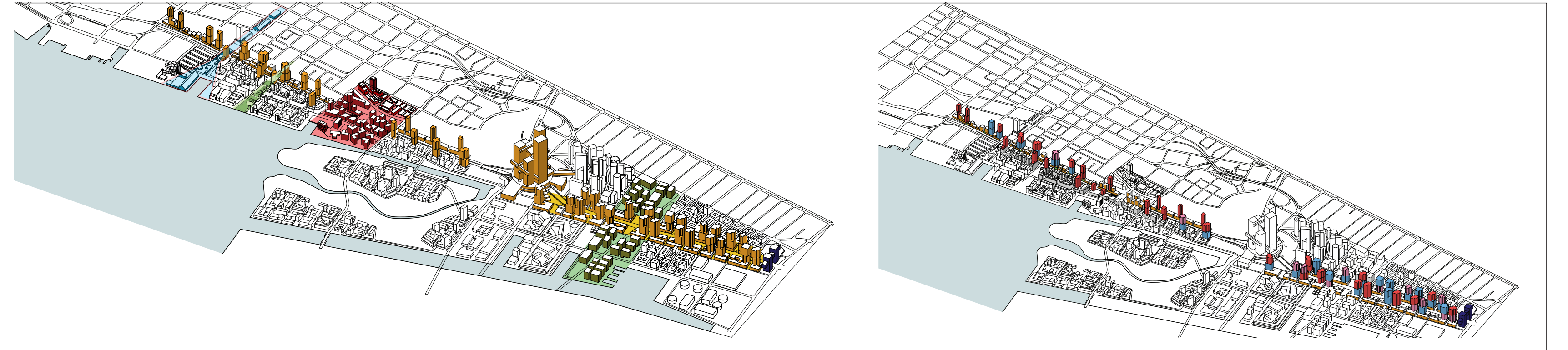


## Districts



## Lakeshore Boulevard

The removal of the Gardiner allows for the development of the space of land between rail tracks and road structure, creating a new spine that links elements of the city.



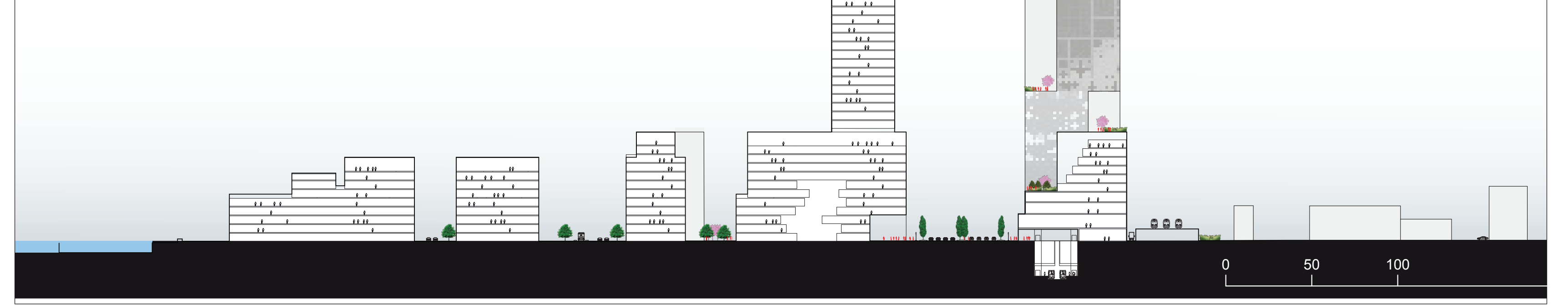
## Existing View



## Potential

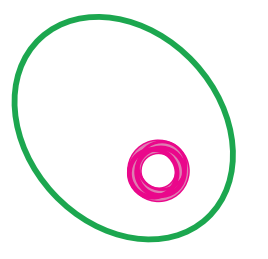


## Section through Lakeshore Boulevard

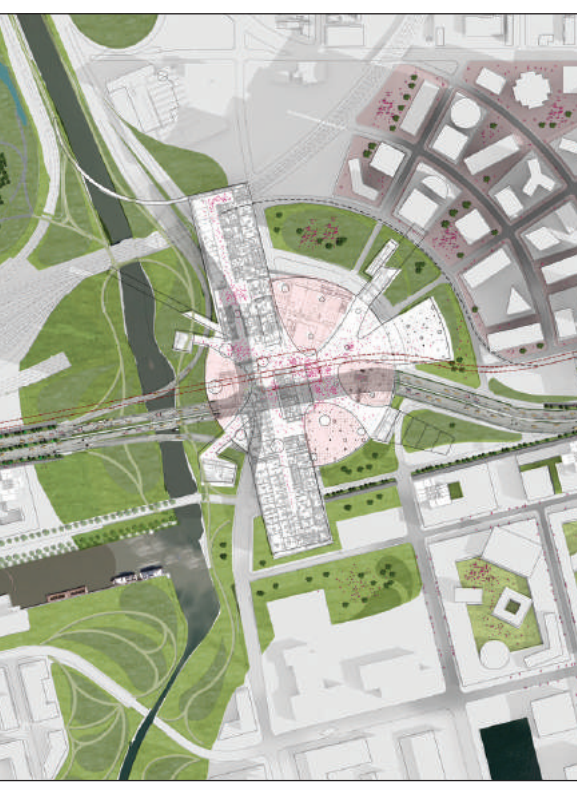




**Transferium**



The transferium clarifies the current infrastructure network, facilitating the removal of the Gardiner by increasing modal use, providing connections to Subway, GO Trains (Richmond, Stouffville and Lakeshore East lines), Street car (along Queens Quay Boulevard) as well as regular bus.



**View from the Transferium**



**ICA&E - Institute of Contemporary Arts and The Environment**

Historically, the Distillery District stands in the location of the first settlements of Toronto. A complex of different Distillers, during the 1860's it was one of the largest Whiskey distilleries in the world. Now the area has been converted into an arts district. With a mix of cultural arts, galleries and

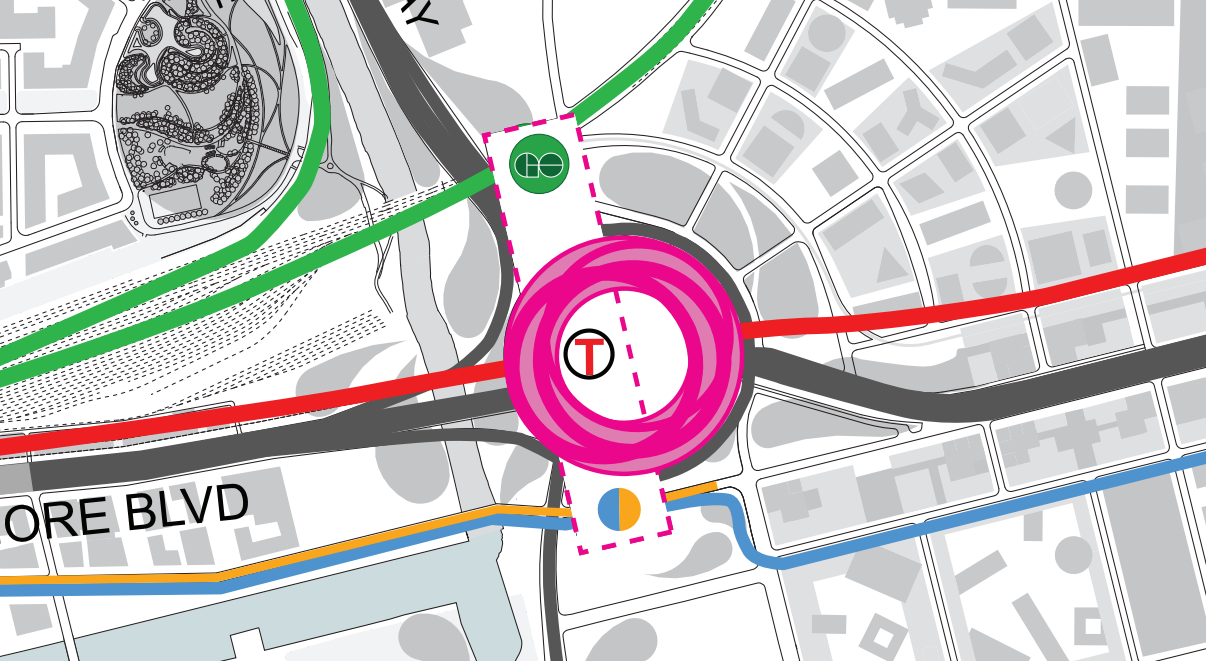


**ICA&E - Institute of Contemporary Arts and The Environment**

The ICA&E museum located on the Waterfront, provides a clear counterpoint to the Distillery District in the North of the zone. Access to these two destinations creates a series of clearly defined routes through the site.



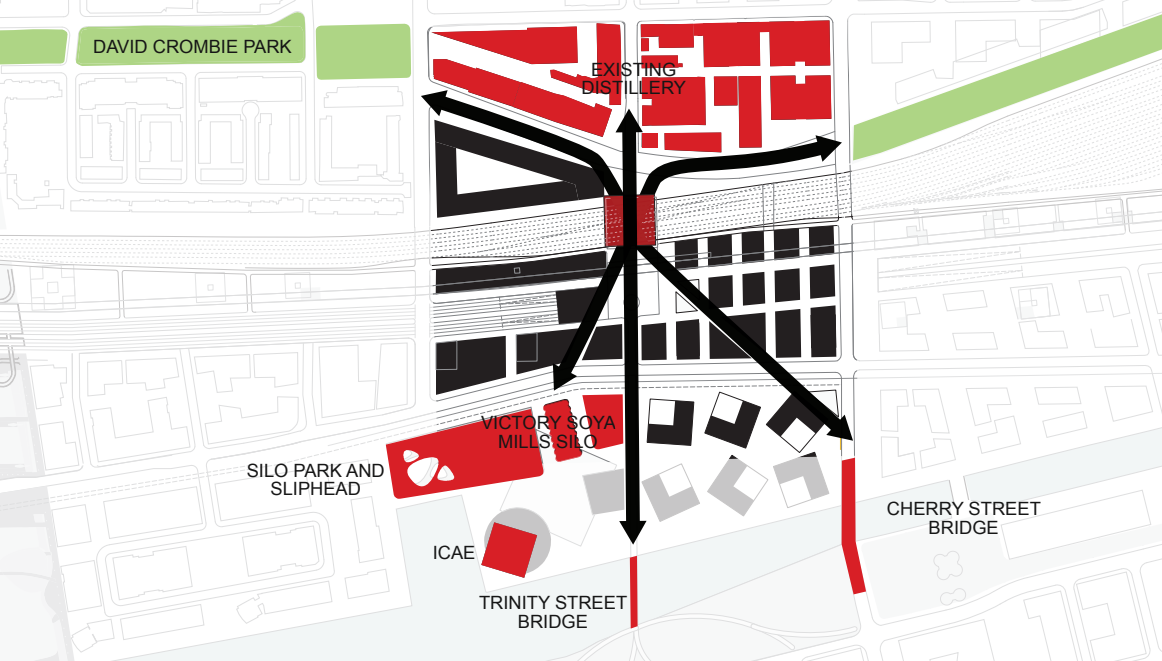
**Transportation Hub**



**View from CN Tower**



**Connective Trajectories**



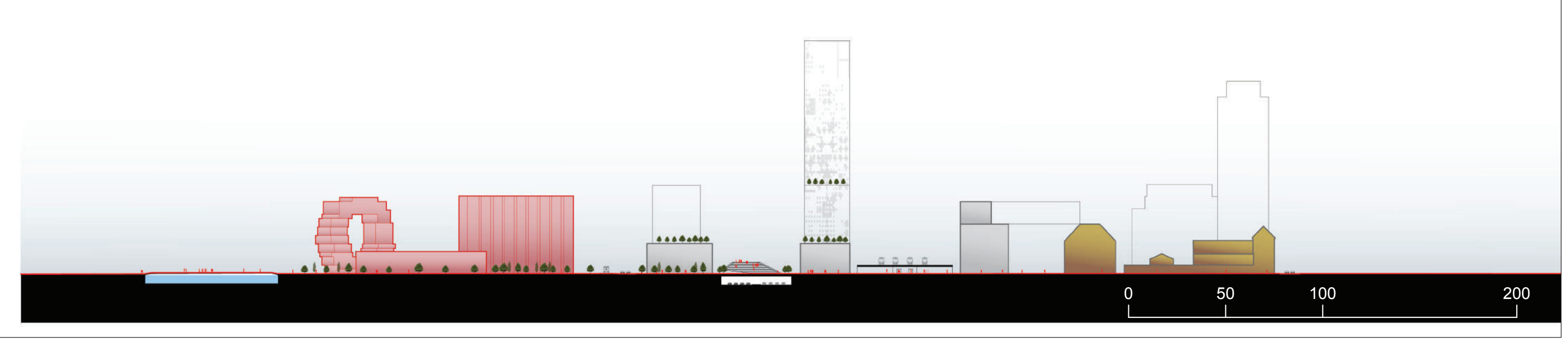
**Gathering Space Embedded within the Railway Berm**



**Don River Valley**



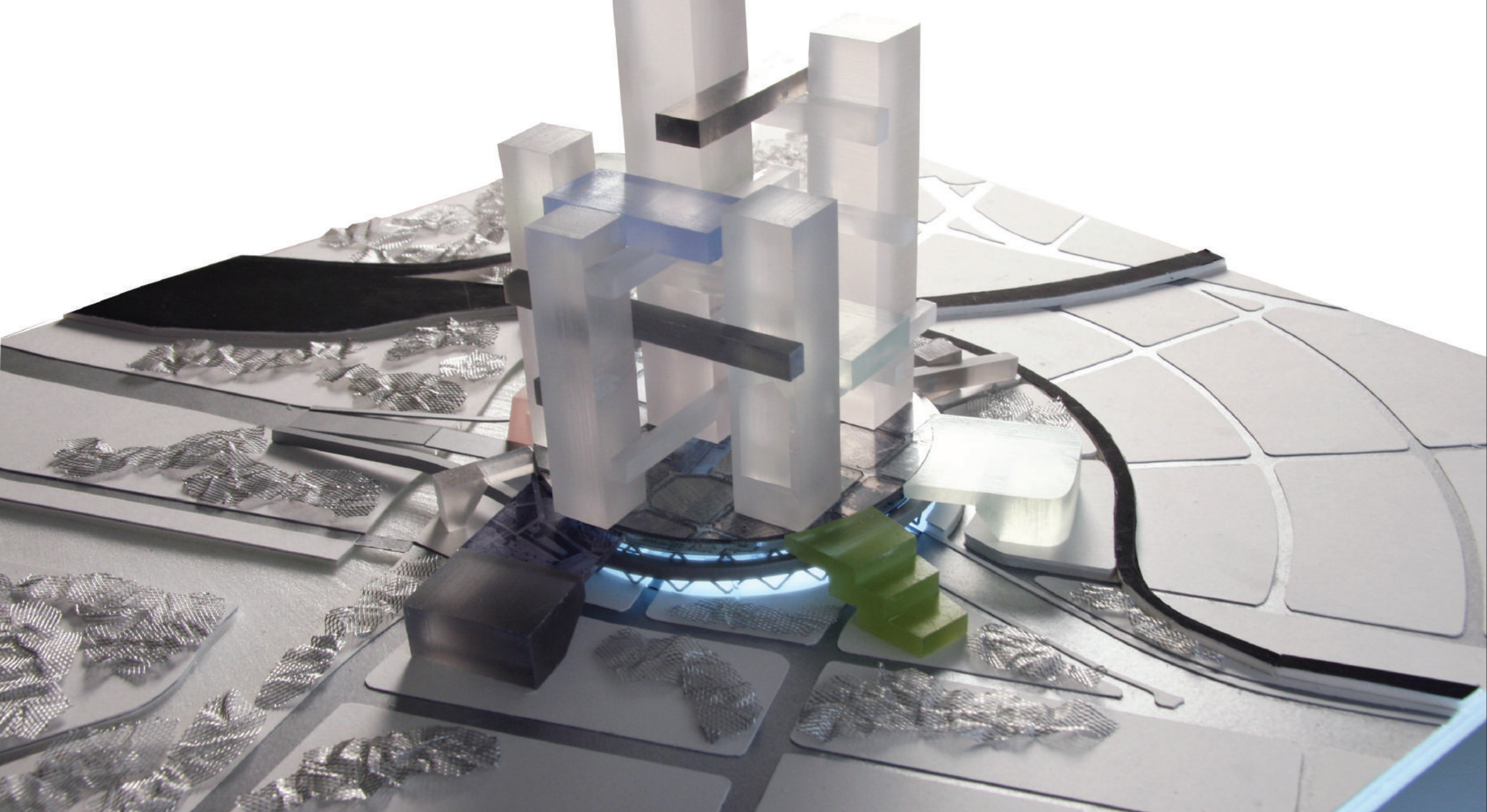
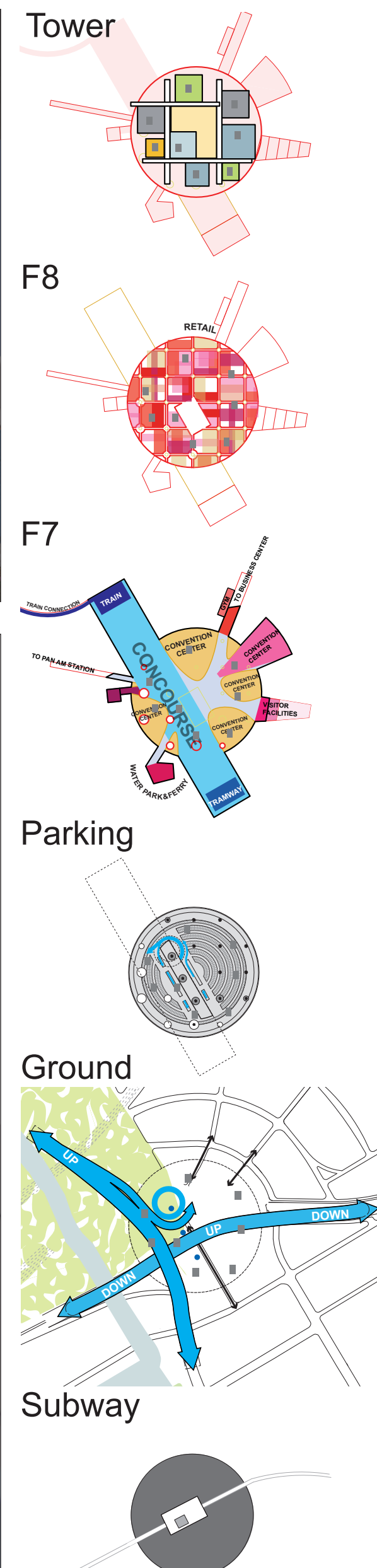
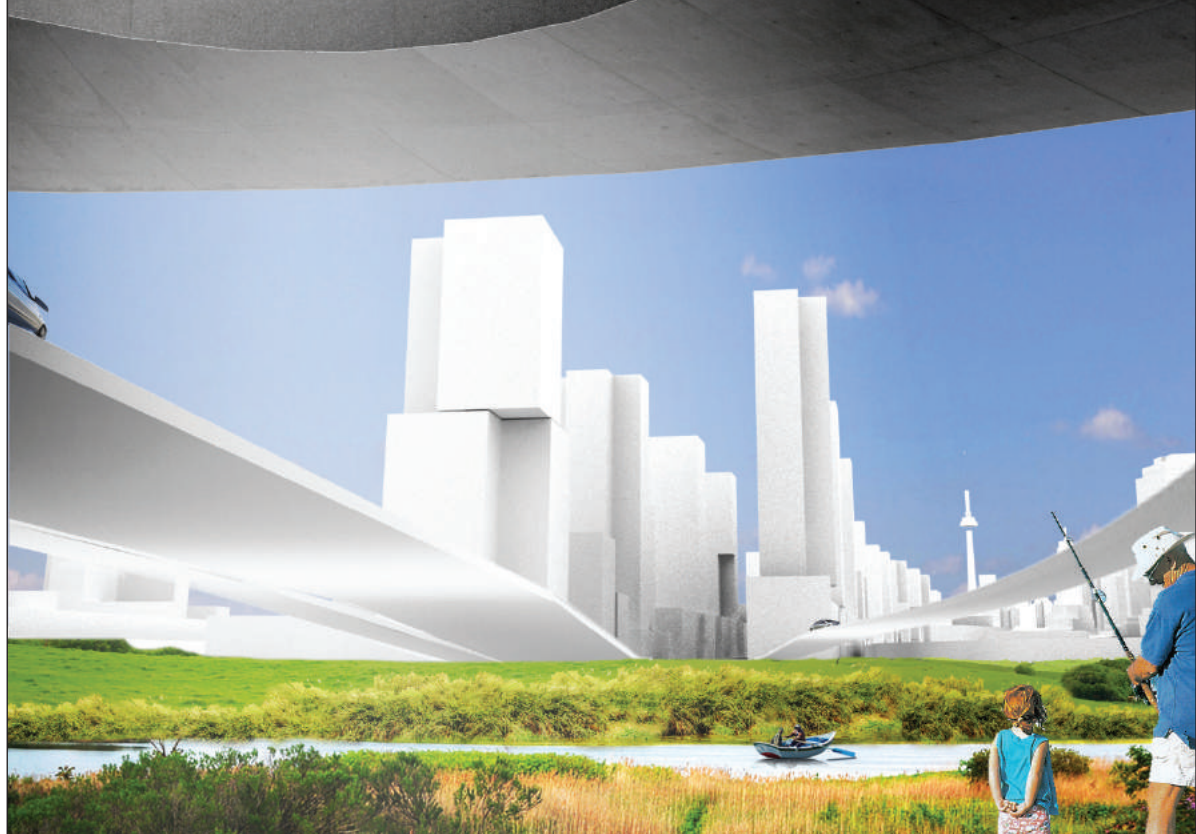
**Section through the Arts District**



**Program**



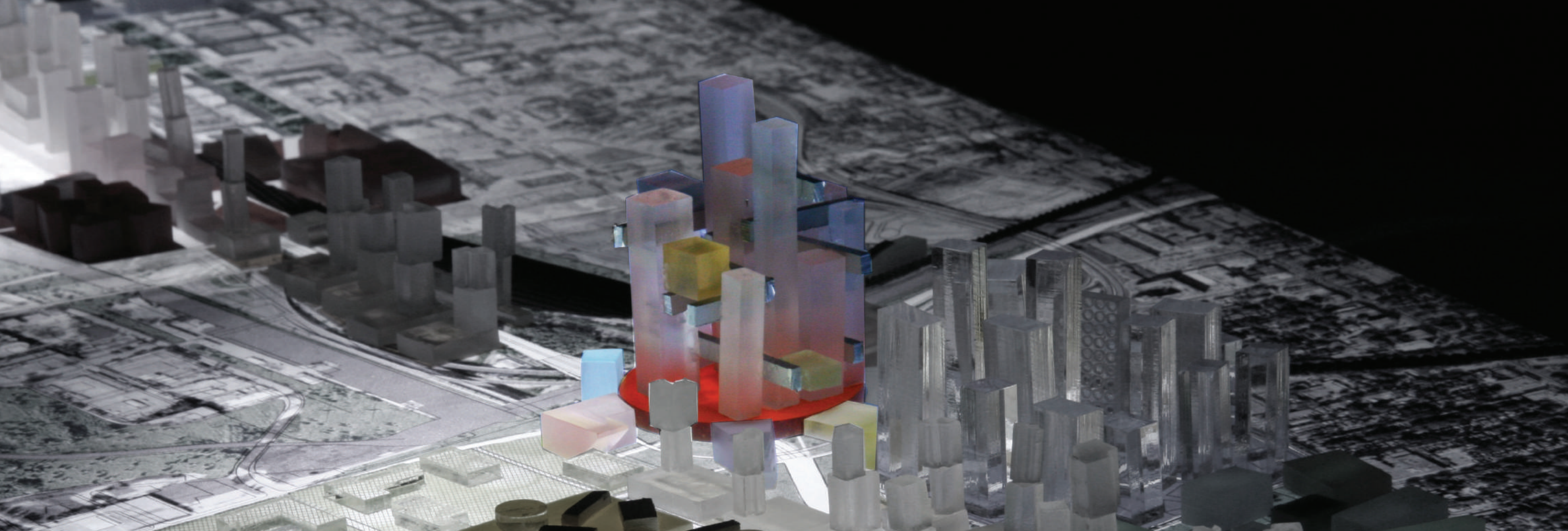
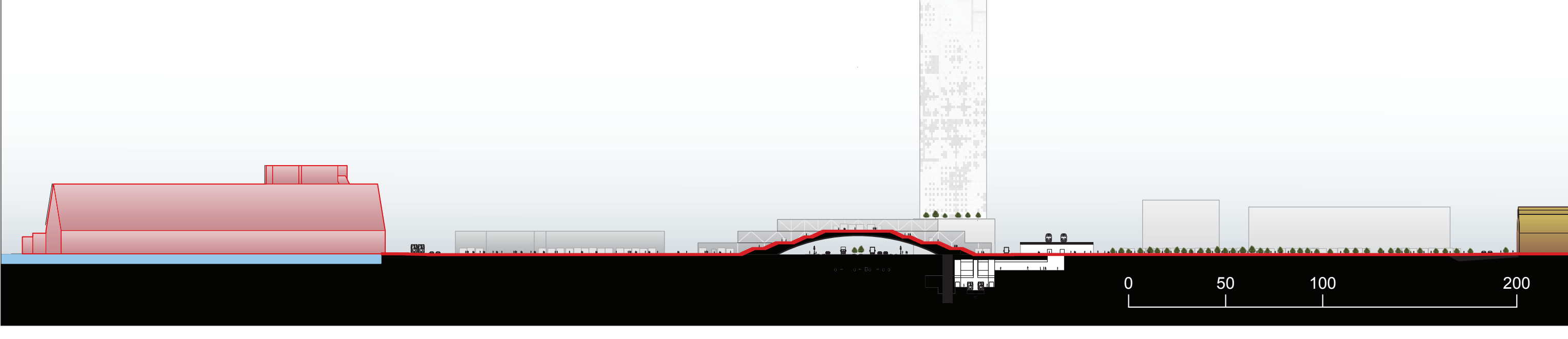
**Below the Transferium**



The Heritage Market, links two the St. Lawrence market and the Redpath Sugar Factory located on the waterfront still operates, period in Toronto's history. A series of outdoor markets, organic in their growth provide a continuous link between the two buildings.



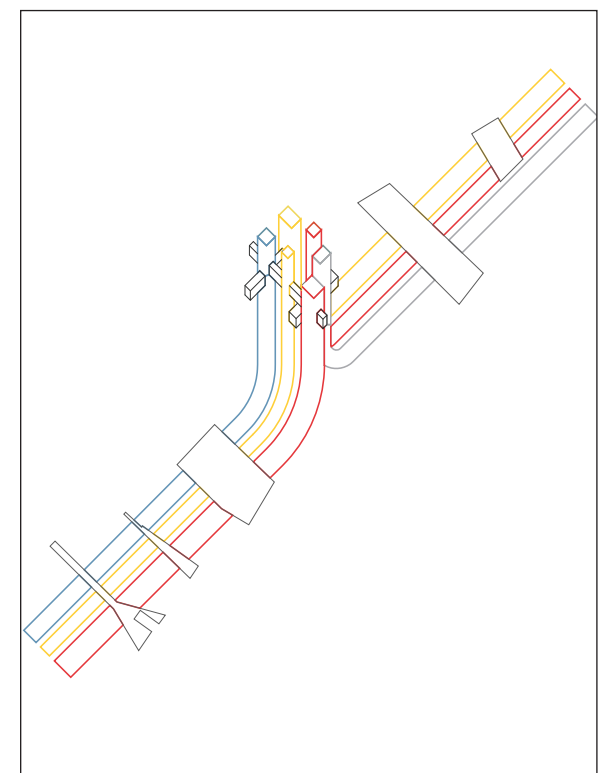
**Section through Heritage Park**



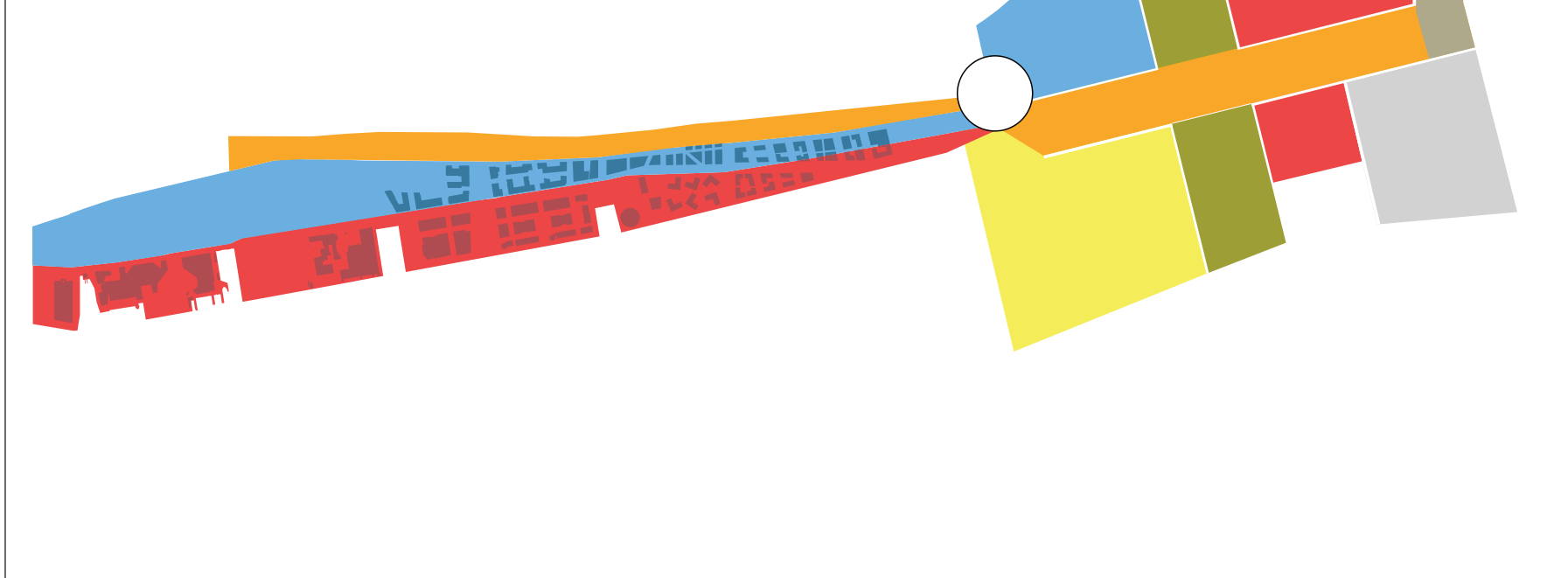
The park strip connects the David Crombie parks which run East West along Front St. to the proposed Sherbourne Park. A fragment of the Gardiner is kept, providing an elevated pedestrian platform.



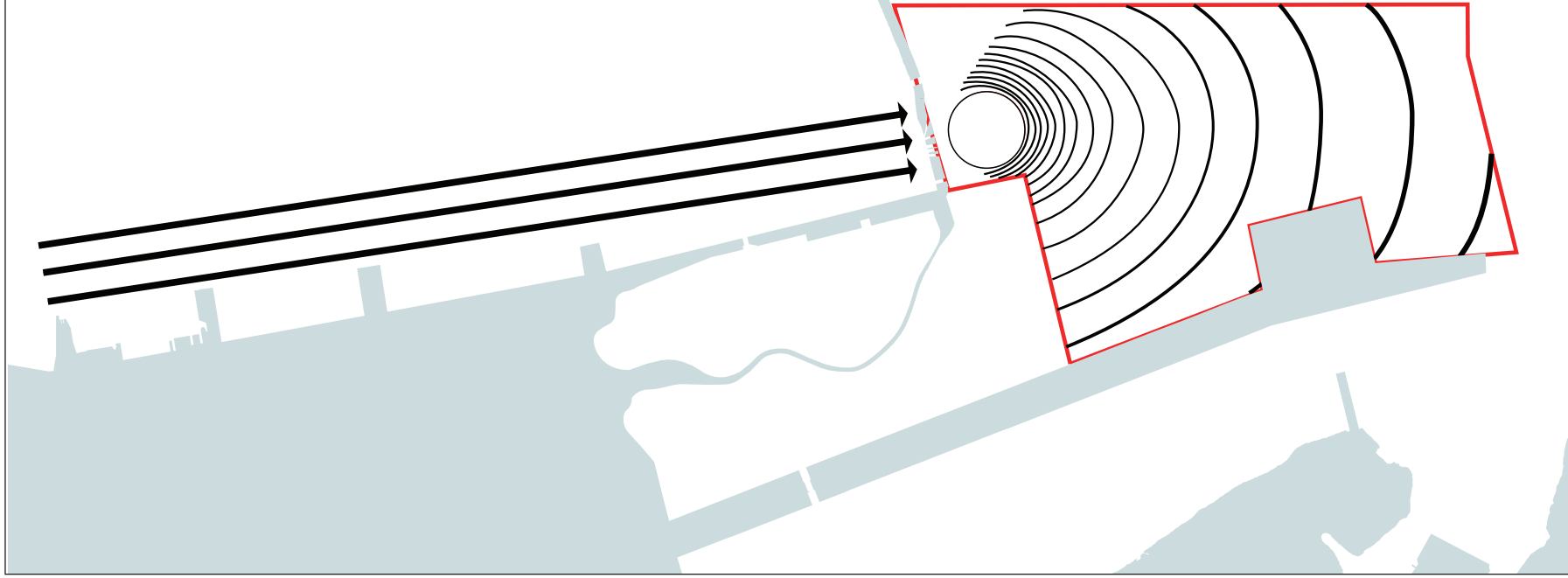
Creative city provides a link between the downtown creative city and the waterfront, while encouraging innovation in Toronto.



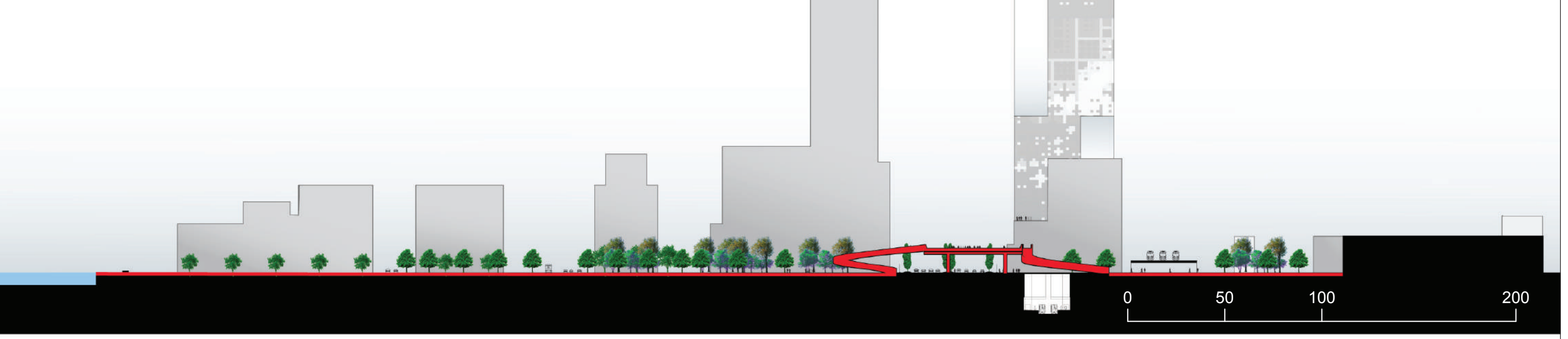
**Program Distribution**



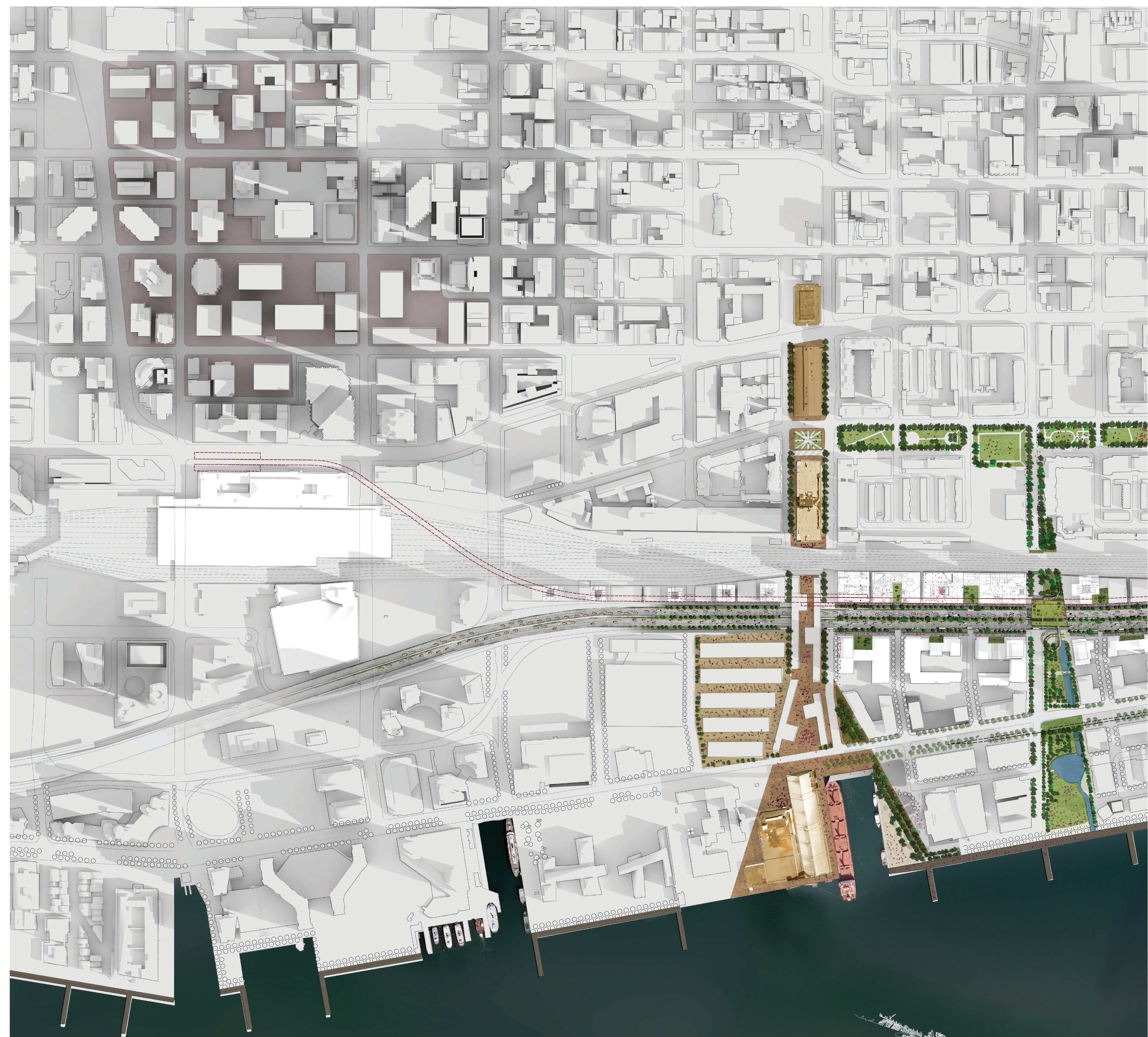
**Reorganize Infrastructure**



**Section through Sherbourne Park**







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The Gardiner has long been acknowledged as a barrier between Toronto and its waterfront, sequestering the city from one of its key ecological assets and limiting development along its path. Removing the upper deck of the Gardiner offers both the best integration of the roadway with its surroundings and the greatest number of opportunities for navigating across it.

Reimagining the Gardiner as a grade-level boulevard—Lakeshore Boulevard—we have elaborated several key connections across it. Each of these navigates the new Lakeshore Boulevard in a different way, passing over, under or across it to create links between key cultural and urban points and the waterfront.

These connections, while necessary, will not be sufficient to support the growth of the area. Our proposal looks not only at crossing the Gardiner, but at potential new transit modes along it. The east end of the site is a crossroads of the highway, the future relief subway line, and the commuter rail. By creating a new transit hub at their conjunction—a Transferium that combines 6,000 parking spaces with stations for various modes of public transit—transportation to and from downtown can be reorganized and amplified, unlocking the untapped promise of Toronto's waterfront as not only an environmental amenity but as a new ground for Toronto's future growth.

In an age that has learned the limits of growth through sprawl, our proposal uses the opportunity of the Gardiner's alteration to imagine a new "smart growth" strategy for the city. This strategy offers a new dynamic between the past and the future, development and the environment, focusing development adjacent to the city's core and linking it with the city as a whole.

