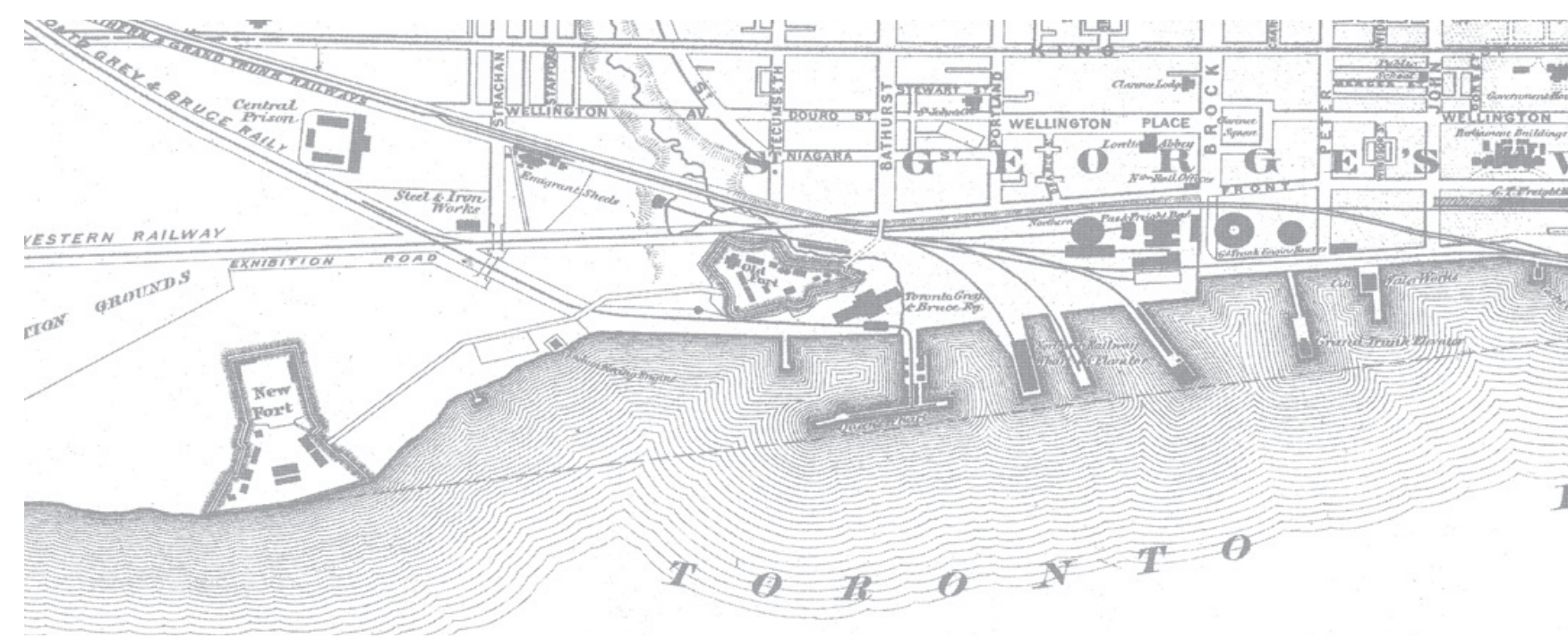


Martin Goodman Trail at Ontario Place: Area History

Timeline



1957 City Council adopted a report to the Committee on Parks and Exhibitions regarding the necessity of expanding Exhibition Park in the future. Only possible direction for expansion was to the south.

Due to progressive erosion of the shore line, and much needed maintenance to the inner sea wall, an extension of the parkland, by way of filling the lake, was suggested as a method to avoid large expenditures on rehabilitation.

1958 An arrangement was made between the City and the Metropolitan Council, to reclaim the land from Lake Ontario between the existing sea wall and breakwater. This area was credited to the Metropolitan Council against the land necessary for the Gardiner Expressway.

1958 The Toronto Harbour Commissioner agreed to donate the water lots free of charge, upon condition that they shall be used for park purposes.



It was believed that this extension of land would fail to provide any real benefit to the City, as such parkland areas already existed to the east and west of the site. Despite the opposition, development continued, with the assurance that whatever was built would improve and restore the waterfront.

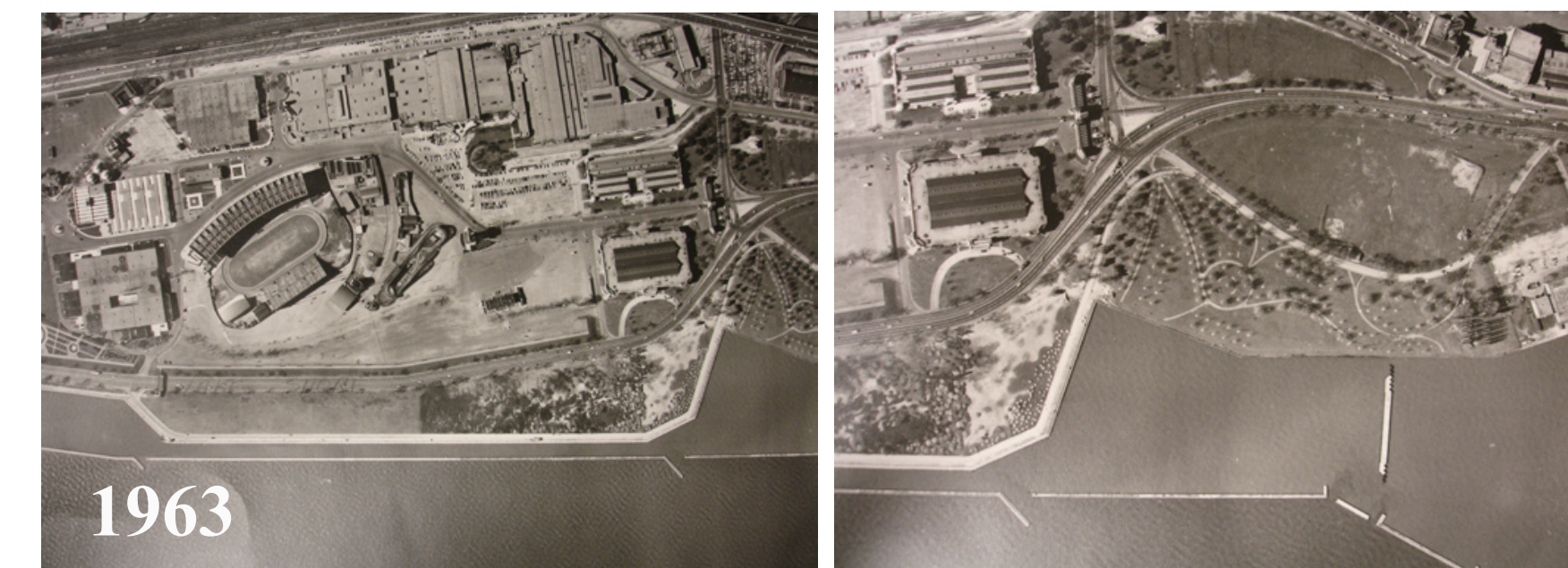


1800's The shore line was much further north.
1930's Land filling and seawall project, and the development of Coronation Park. Coronation Park was inspired by war veterans and conservationists and was created as a memorial for the many Canadian troops who fought overseas.
1939 A commemorative planting took place as part of the Royal Visit of King George VI and Queen Elizabeth. This ceremony involved planting a tree for each public and separate school in the City. The trees formed an avenue, called the "Royal Avenue of Remembrance".

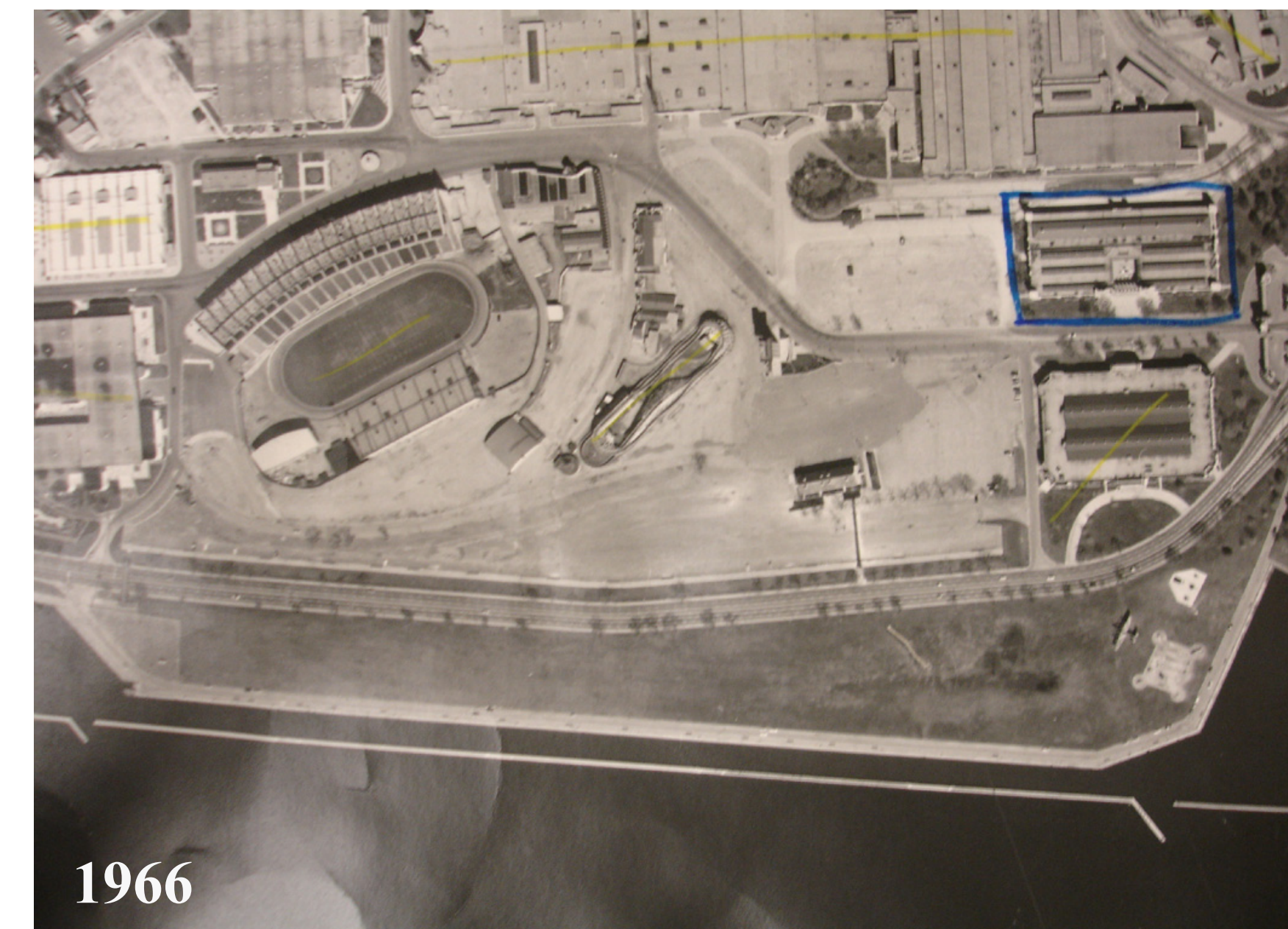


1959 Construction of the Lake fill in front of the Canadian National Exhibition began.
The area was filled with soil from the Bloor Street and University Avenue subway extensions, as well as land from other various City projects taking place.

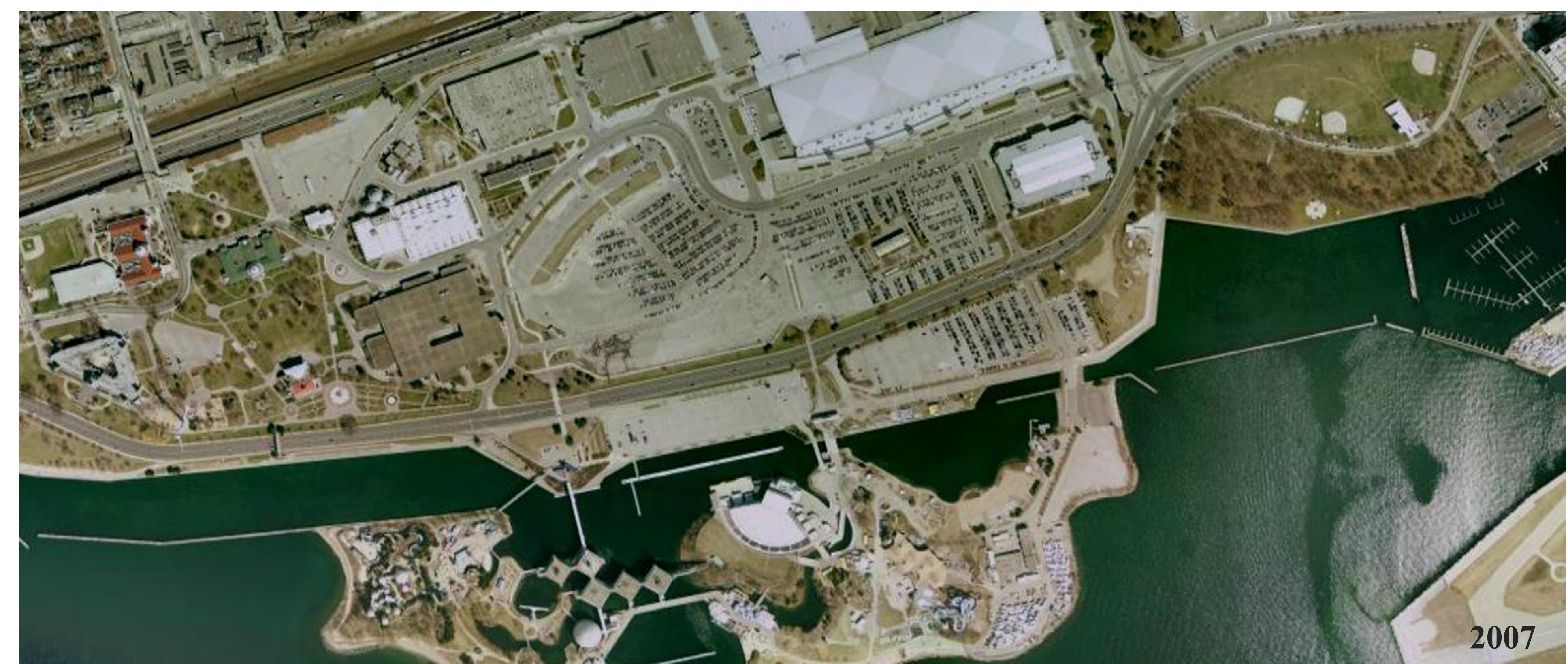
At the time development took place, no site layout had been adopted. The majority of the filled area was treated as grassed open parkland and was intended to be used for recreation.



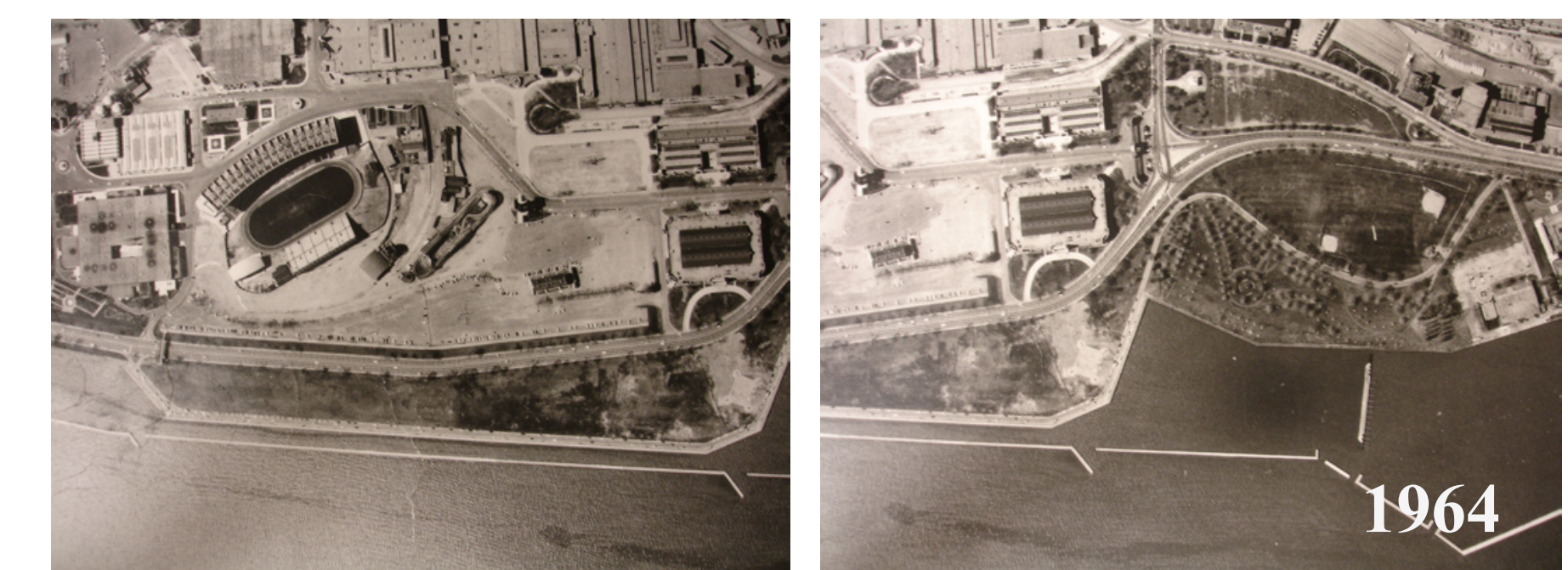
To build Ontario Place was never the original intention when filling in the land. Ontario Place was, in part, a Toronto waterfront renewal project, and was built to focus attention on the tremendous potential the waterfront had for renewal, recreation, and tourism.



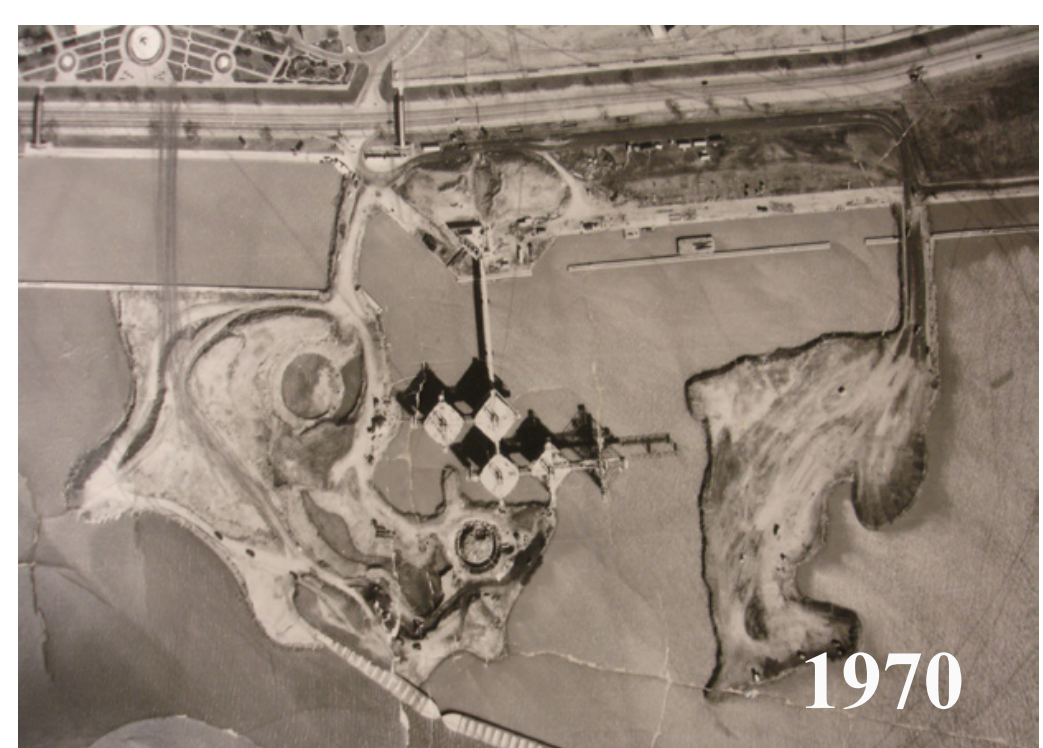
In 1971, prior to the public opening, Remembrance Drive underwent a final stage of reconstruction, to prepare for heavy traffic flow and to utilize park access.



On January 24, 1963, the Department of Parks and Recreation, recommended that the roadway in the eastern area be designated as Remembrance Drive.



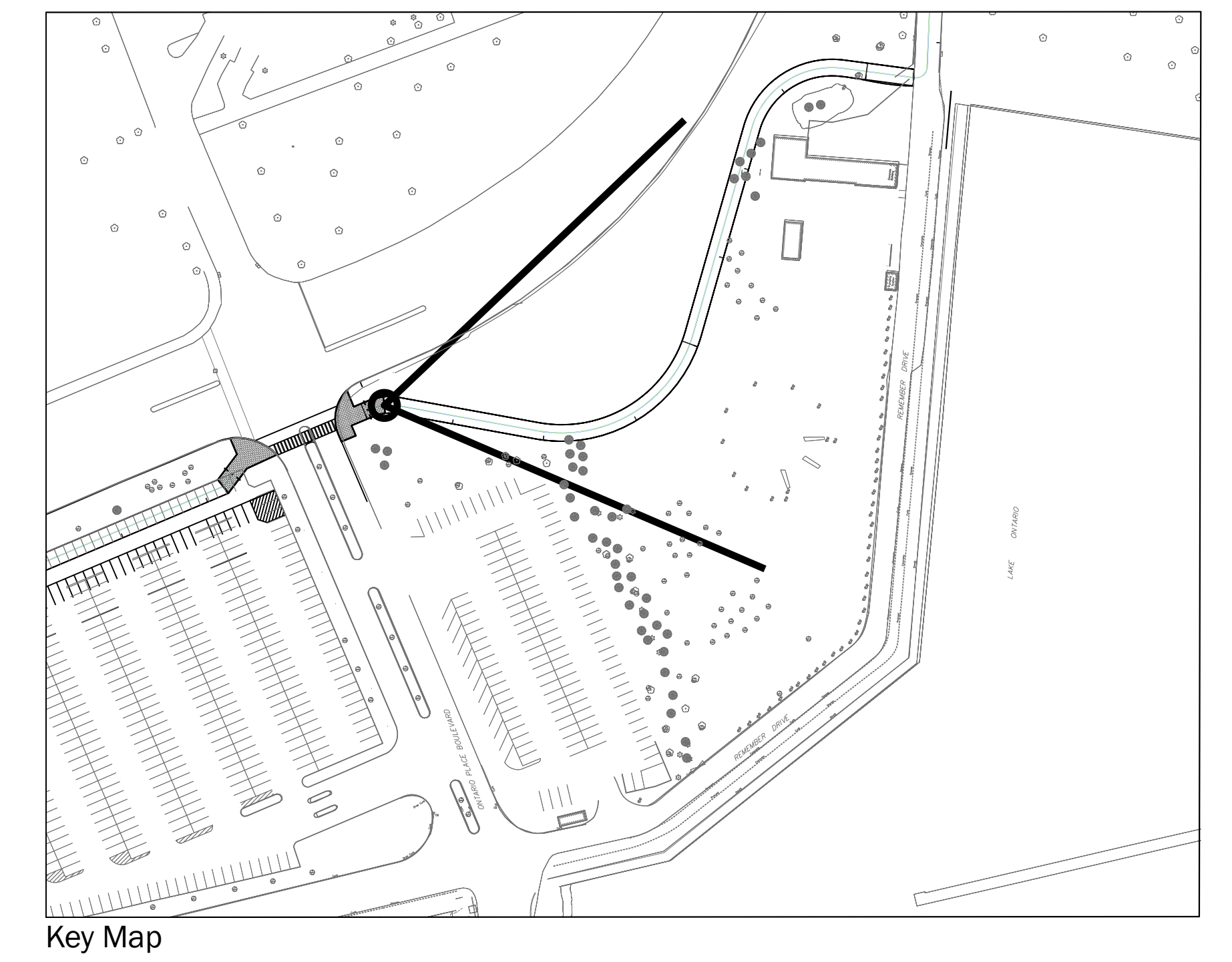
The initial landfill project for Ontario Place was completed by Christmas of 1968, and the remaining infill development began in April 1969.



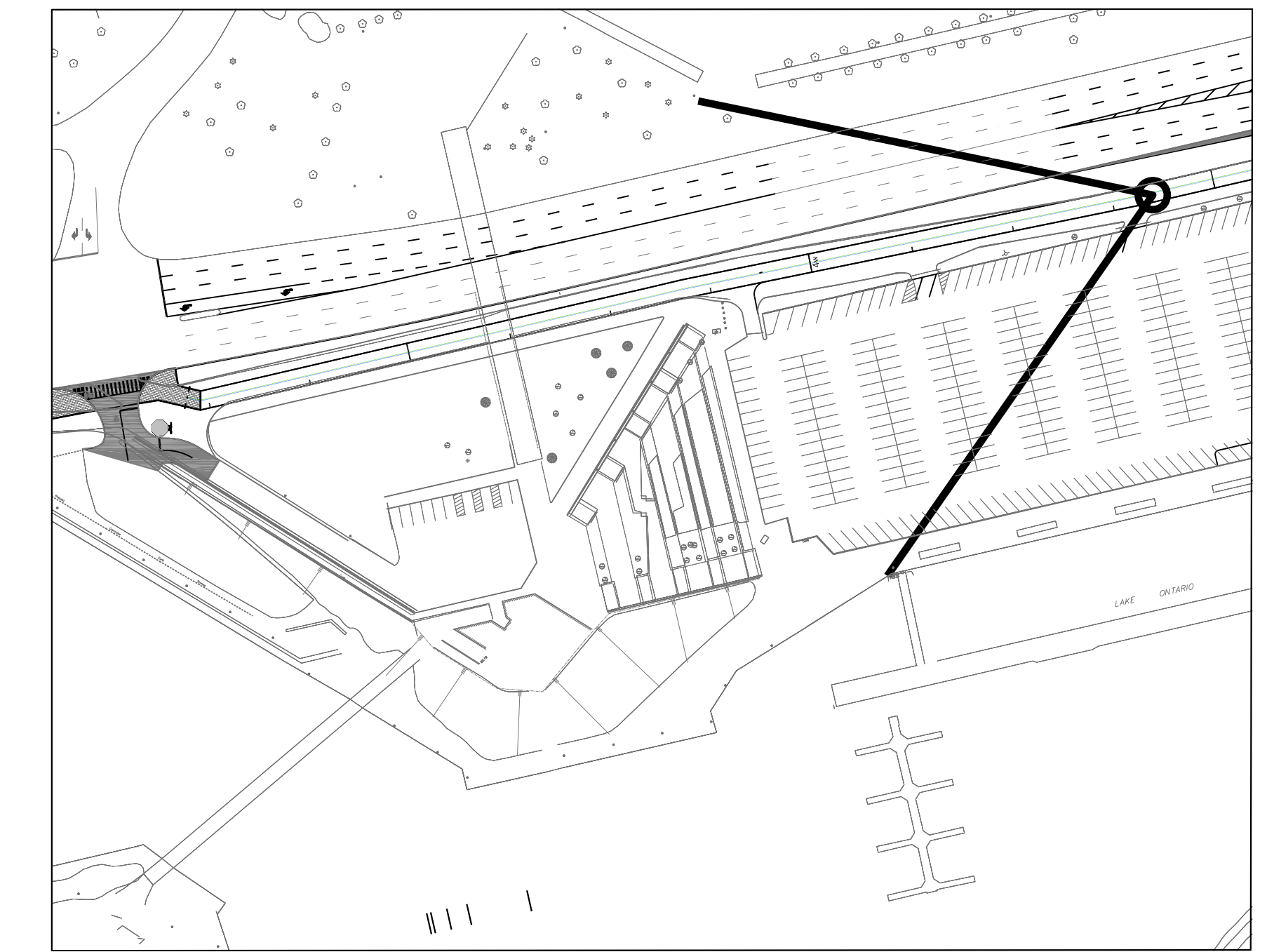
1971 The construction of Ontario Place was completed in the spring of 1971, at which time the park was opened to the public.



Design: West Perspective



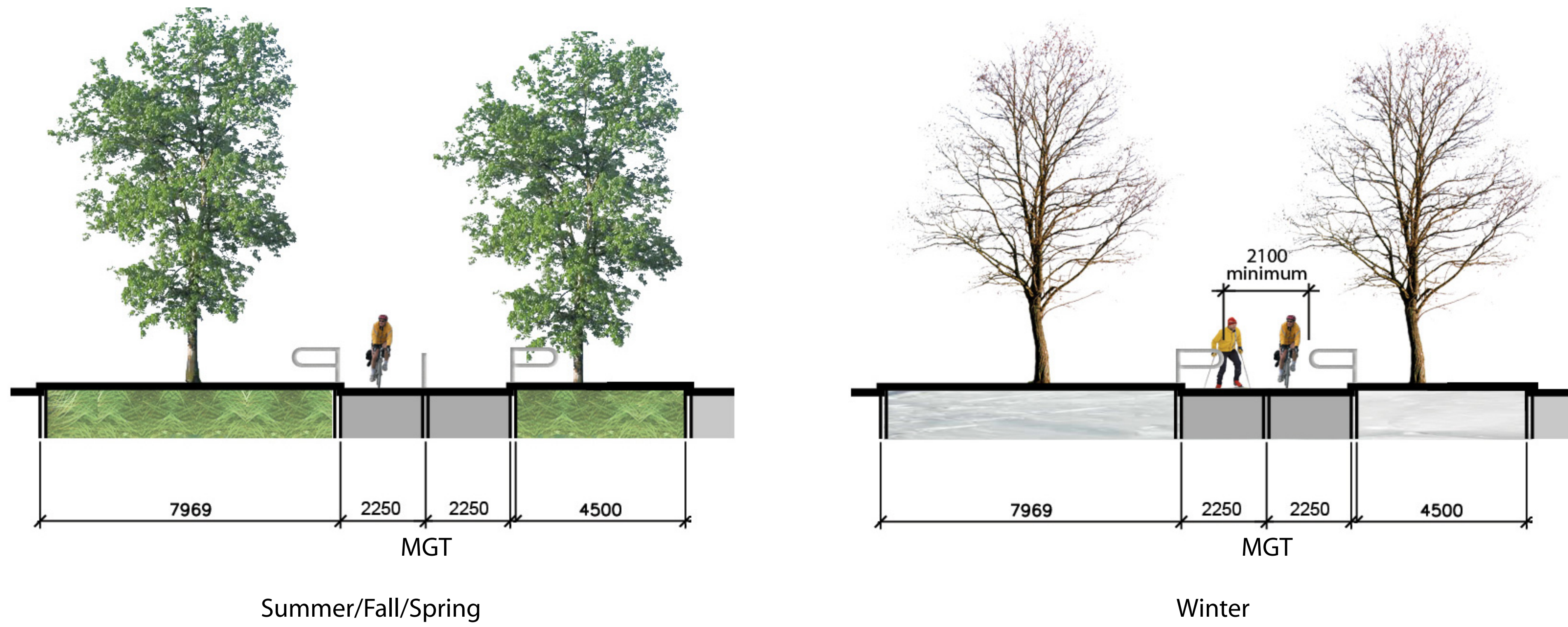
Design: West Perspective



Key Map



Design: Intersection Improvements



Bike Path: Bicycle Signals at Carlaw and Lakeshore



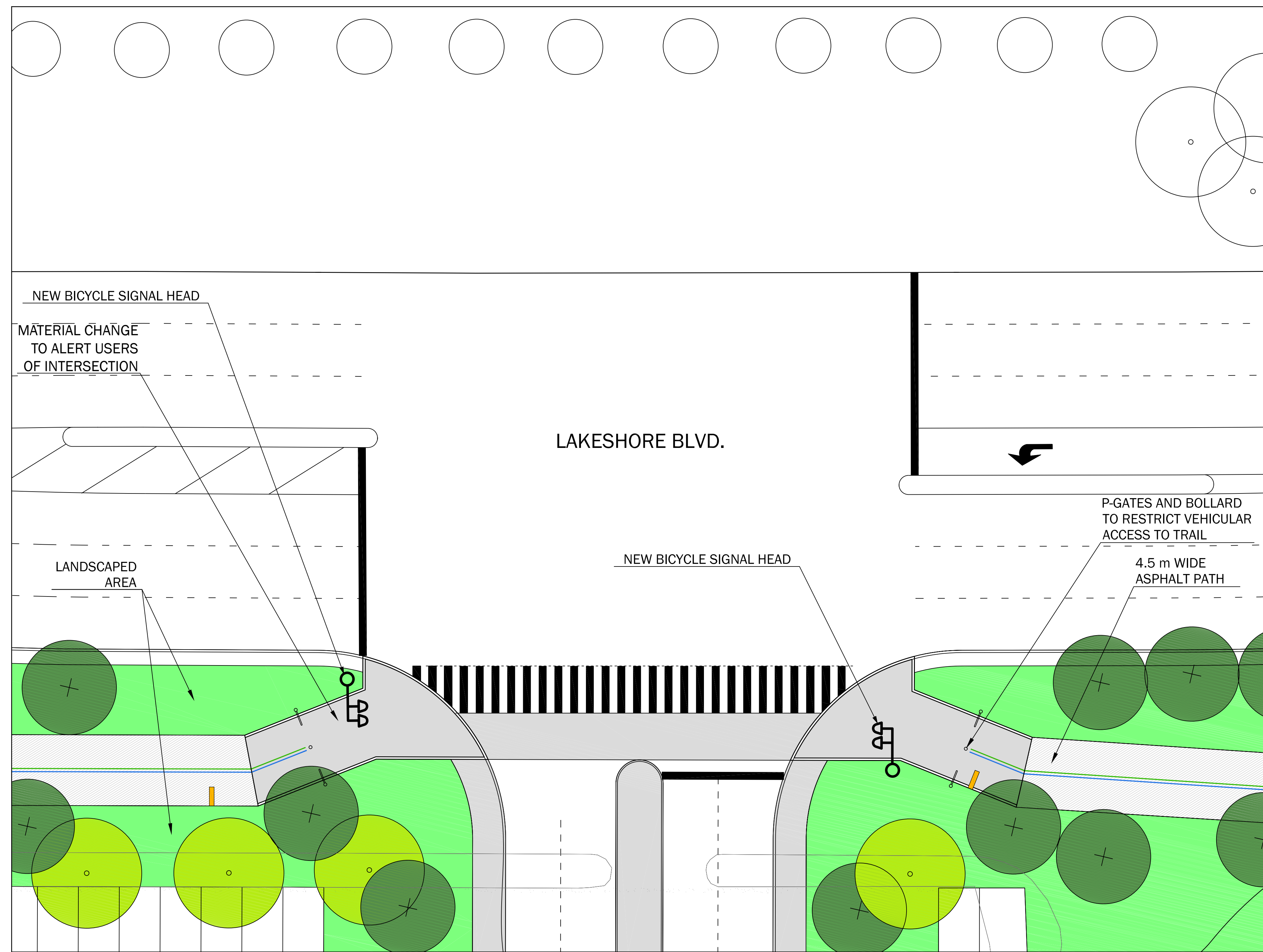
Marilyn Bell Park: Furnishings and Lighting



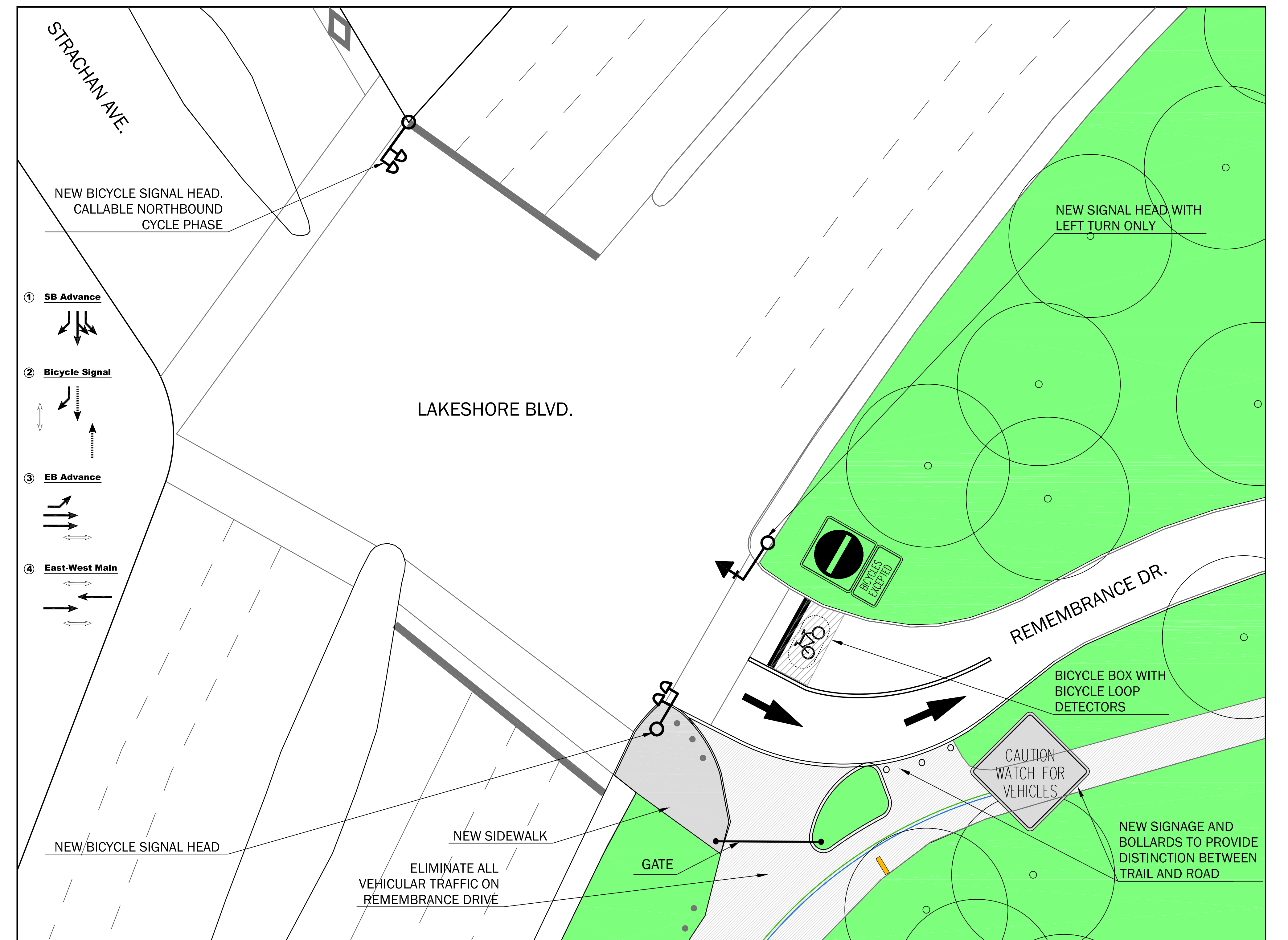
Martin Goodman Trail: Driveway Crossing at Budapest Park



Martin Goodman Trail: Change in Direction/Intersection Crossing at Leslie and Lakeshore



Typical Signalized Crossing: Change in Direction with a Material Change

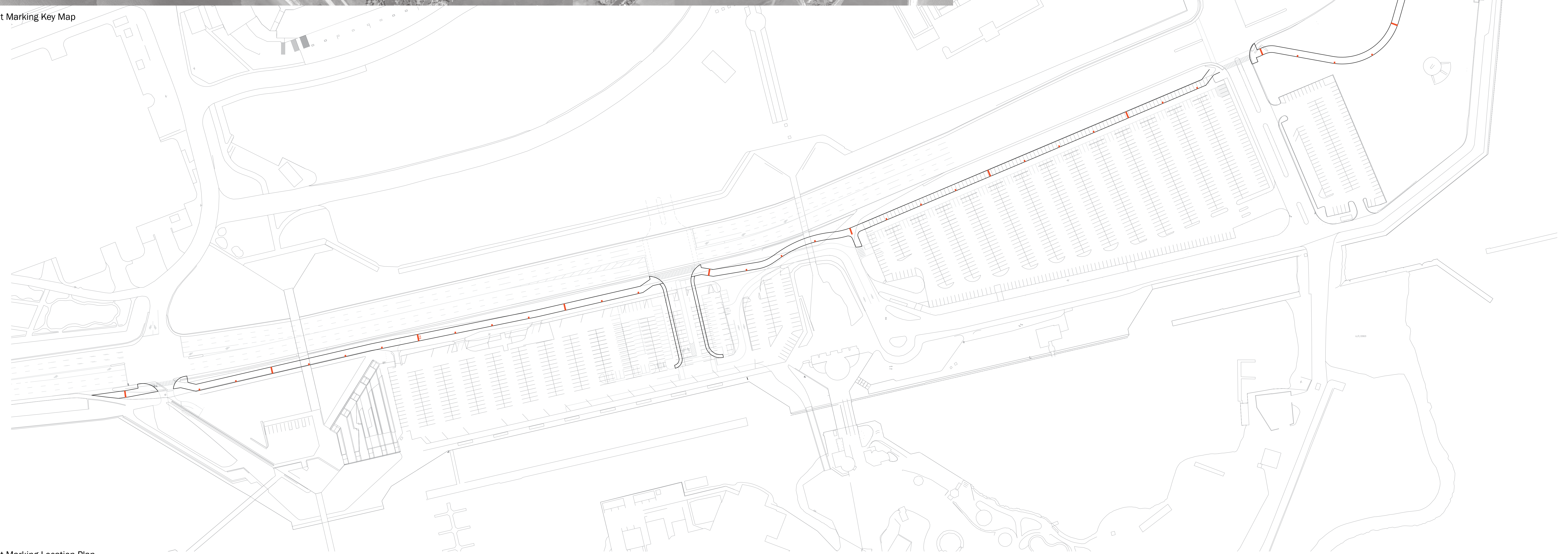


Strachan Avenue Crossing

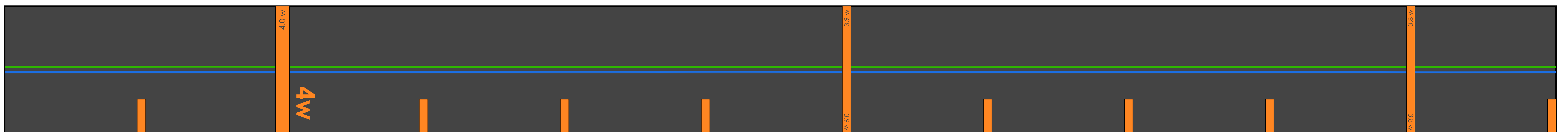
Design: Pavement Marking Strategy



Pavement Marking Key Map



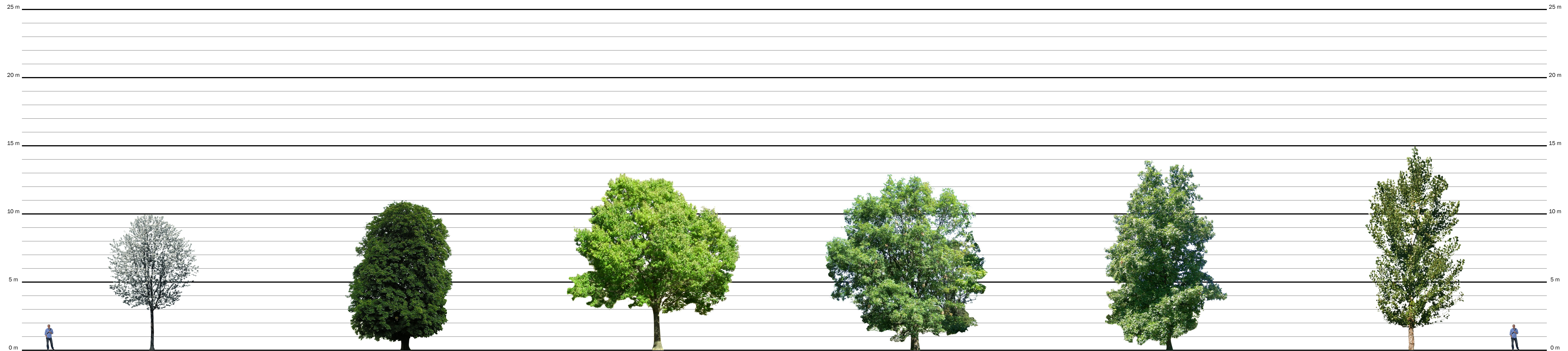
Pavement Marking Location Plan



Pavement Marking Schematic Plan

Design: Proposed Tree Planting Strategy

Height and Spread based on 30 year growth



Pear Trees
Pyrus sp.
Deciduous Shade Tree
Height: 10 m
Spread: 7 m
Non-Native, Non-invasive
Growth Rate: Moderate



Ohio Buckeye
Aesculus Glabra
Deciduous Shade Tree
Height: 10 m
Spread: 8 m
Native to North America
Growth Rate: Moderate



Hackberry
Celtis Occidentalis
Deciduous Shade Tree
Height: 13 m
Spread: 12 m
Native to Southern Ontario
Growth Rate: Moderate



Oak Species
Quercus sp.
Deciduous Shade Tree
Height: 13 m
Spread: 12 m
Native to Southern Ontario
Growth Rate: Slow to Moderate



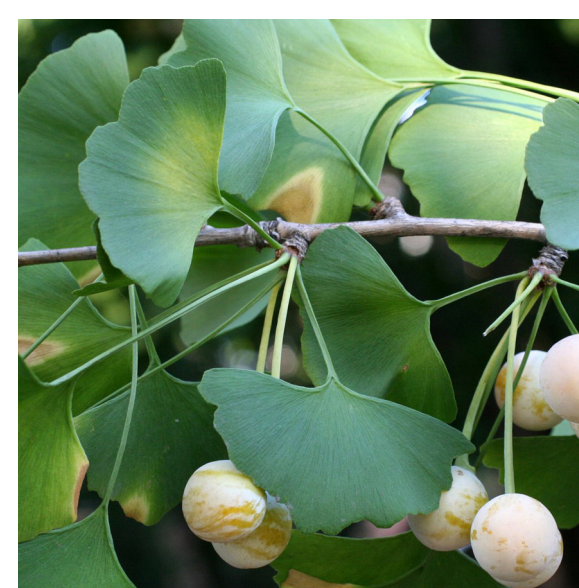
Hickory Species
Carya sp.
Deciduous Shade Tree
Height: 14 m
Spread: 9 m
Native to Southern Ontario
Growth Rate: Moderate



Poplar
Populus sp.
Deciduous Shade Tree
Height: 15 m
Spread: 9 m
Native to Southern Ontario
Growth Rate: Fast



Maidenhair Tree
Ginkgo Biloba
Deciduous Shade Tree
Height: 16 m
Spread: 13 m
Non-Native, Non-invasive
Growth Rate: Slow



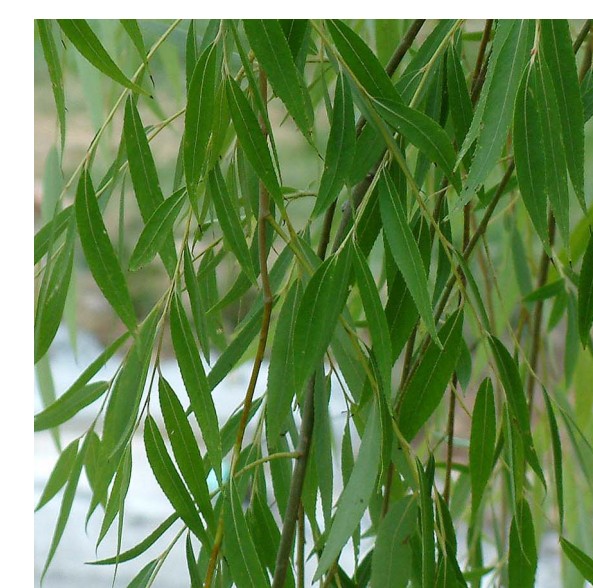
Kentucky Coffee Tree
Gymnocladus dioicus
Deciduous Shade Tree
Height: 16 m
Spread: 13 m
Native to North America
Growth Rate: Moderate



Silver Maple
Acer saccharinum
Deciduous Shade Tree
Height: 16 m
Spread: 12 m
Native to Southern Ontario
Growth Rate: Fast



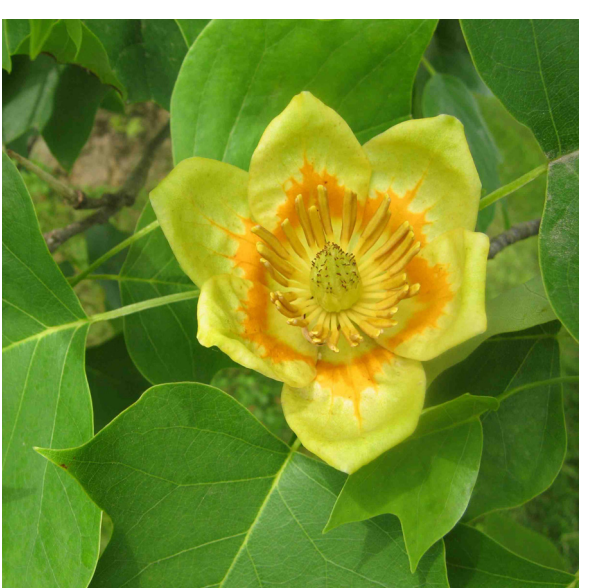
Willow Species
Salix sp.
Deciduous Shade Tree
Height: 16 m
Spread: 15 m
Non-Native, Non-Invasive
Growth Rate: Fast



American Elm
Ulmus americana
Deciduous Shade Tree
Height: 18 m
Spread: 12 m
Native to Southern Ontario
Growth Rate: Moderate to Fast



Tulip Tree
Liriodendron tulipifera
Deciduous Shade Tree
Height: 20 m
Spread: 10 m
Native to Southern Ontario
Growth Rate: Fast



introduction

Waterfront Toronto, the City of Toronto and Ontario Place have come together to commission the design of the MGT along Ontario Place, and retained Janet Rosenberg + Associates (JRA) to engage the work. JRA is supported by Office for Urbanism for planning and urban design and by BA Consulting for transportation and parking.

The Martin Goodman Trail

The transformation of the Martin Goodman Trail at Ontario Place will consist of extending the trail from Marilyn Bell Park to the existing trail within Coronation Park at Strachan Avenue. Approximately 1100m in length, the trail will run along the north edge of Ontario Place and parallel to Lakeshore Boulevard, and be defined with trees and planting. This multi-use trail will be designed to accommodate many diverse activities and become a popular amenity for a variety of bicycle users, joggers, rollerbladers and pedestrians.

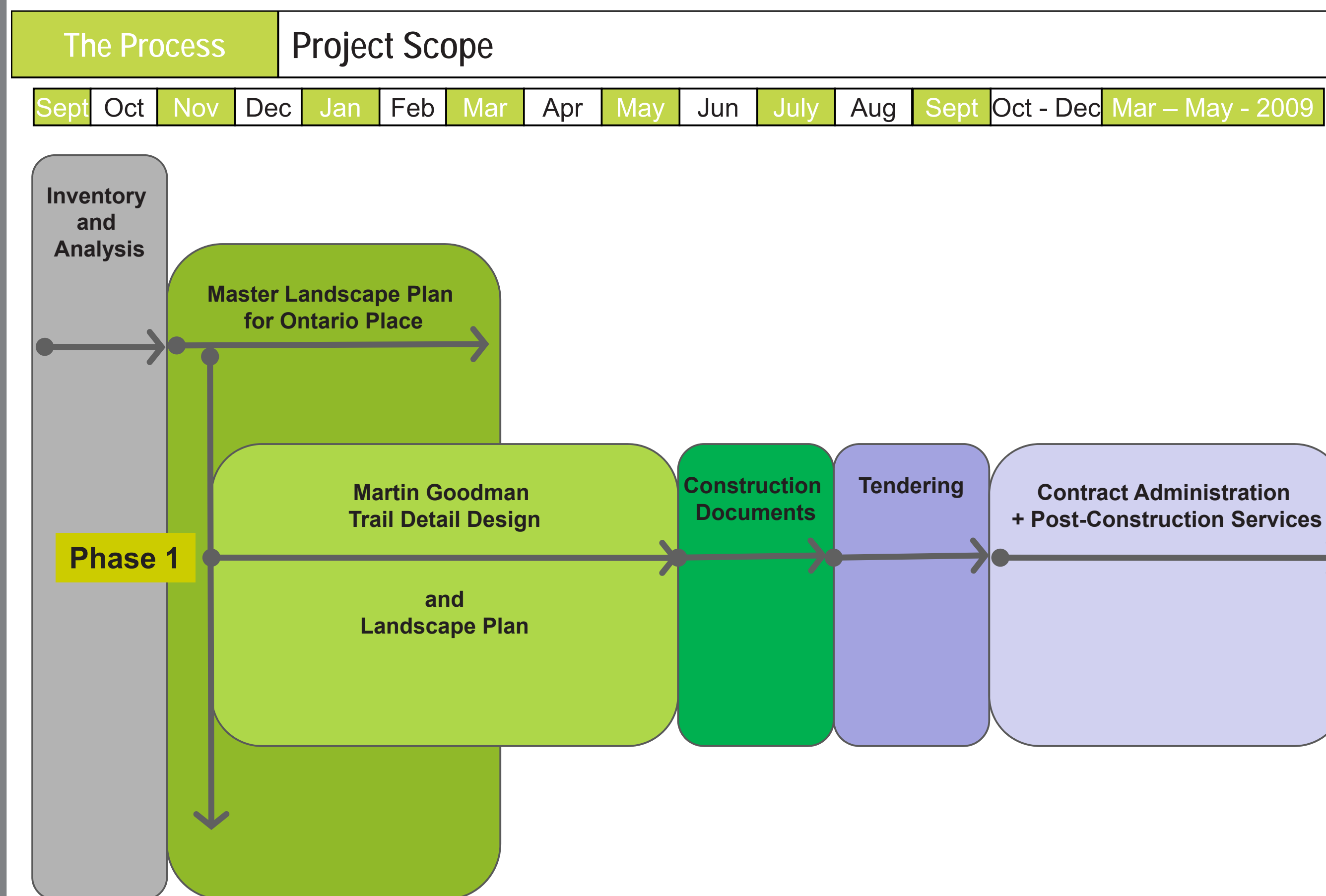
With construction anticipated to start in fall 2008 and completed by early 2009, the revitalization efforts of the Martin Goodman Trail will entail adjustments to some Ontario Place operations to identify opportunities for additional public realm space. Development will also require addressing intersections serving Ontario Place, to ensure safety is a key design component for both trail users and vehicular traffic. Consultation with various stakeholders in the trail area and technical advisors has been on-going for the past two months.

Development of the Martin Goodman Trail will include:

- A re-alignment along the north edge of Ontario Place
- New tree planting and landscaping
- Detailed design of trail features, use and materials
- Improved connections to the existing Marilyn Bell Park trail system
- Improved trail circulation and access at the Strachan Avenue intersection
- A 2008 implementation strategy



the process



Where We are in the Process

To date, the Consultant Team has undertaken an extensive review of the site and surrounding existing conditions, and in-depth examination and analysis of the site's opportunities and constraints. We have also interviewed and work-shopped with key stakeholders and City staff that have brought to the table a rich knowledge base that has helped to inform the analysis process and decisions thus far. We have undertaken the concept development for a Master Landscape Plan for Ontario Place, and concurrently, schematic design options for the Martin Goodman Trail. A preferred alignment option for the MGT has been selected, and has since been developed reflecting design options for elements such as landscaping, paving materials, and intersection control measures. We have since refined the MGT detailed trail design and have developed a landscape plan, new intersection plans, a planting strategy and a construction strategy in preparation for the construction document production phase.

current initiatives

The first step in the analysis process was to establish an understanding of the visions created for the Martin Goodman Trail east and west of Ontario Place, especially of the most recent and inspiring work implemented along Marilyn Bell Park directly west of Ontario Place and also capturing the essence of exciting and creative design proposed for the central waterfront, now in its first stages of implementation.



objectives of the Martin Goodman Trail (Ontario Place)

1. To establish a connection for the Martin Goodman Trail across Ontario Place, between Marilyn Bell Park and Coronation Park, as a multi-use recreational trail.
2. To provide a Master Landscape Plan Concept for Ontario Place that enables the future design and construction of a waterfront trail.
3. To improve safety, by reducing the points of conflict between vehicles, pedestrians, and cyclists and by improving the access and configuration of parking lots, servicing and drop-offs.
4. To engage the public and stakeholders through the stages of the design process.

Additional Opportunities + Considerations for Ontario Place

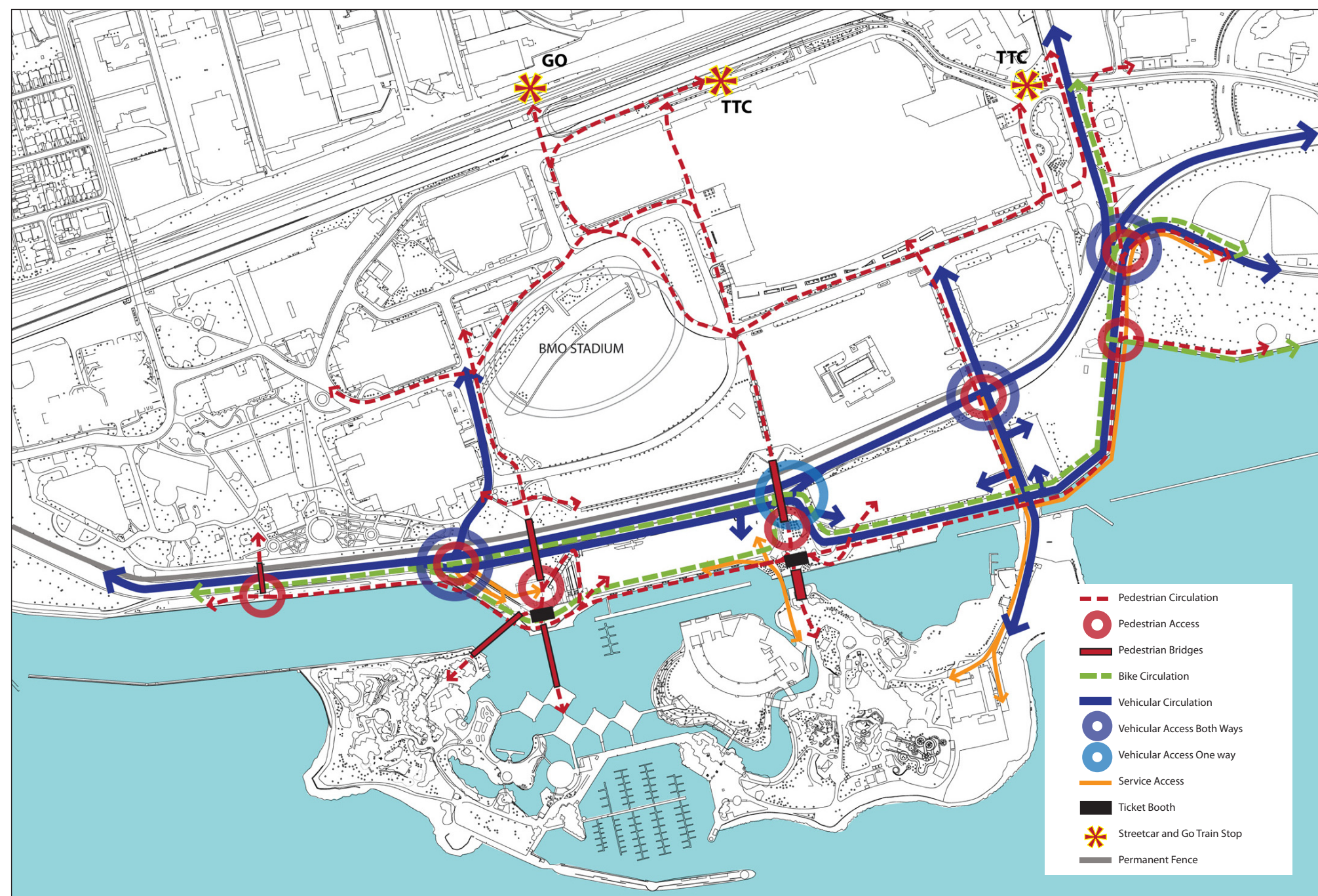
In developing the MGT and the Master Landscape Plan Concept for Ontario Place, additional opportunities were explored that set the stage for future investments in and around Ontario Place. These include:

- To use the redesign of the MGT to improve the image, identity and character of Ontario Place's mainland, by:
 - enhancing the landscape, and access (visual and physical) to the Anchor Parks (Inukshuk Park, and the Western Gateway) and to the central entrance point;
 - enhancing the Lakeshore Drive experience; and
- To improve Ontario Place's access and parking, to:
 - improve access to Ontario Place by vehicles, pedestrians, cyclists and transit;

- improve the condition and configuration of existing parking lots and drop-off; and
- consider the function of the surface parking lots to accommodate additional programming
- To increase and improve the public realm, to:
 - improve accessibility, safety and use within the site;
 - improve connectivity to the CNE, to transit and to adjacent trails and parks; and
- To maintain the site's ability to engage large scaled events, and the event-based closure of Lakeshore; by
 - considering options that provide the least intervention to the day-to-day trail and site functions while enabling the use of short term event-based activity;
 - considering opportunities for short-term spill-over parking; and
 - considering opportunities for flexible, programmable use of the parking lots.

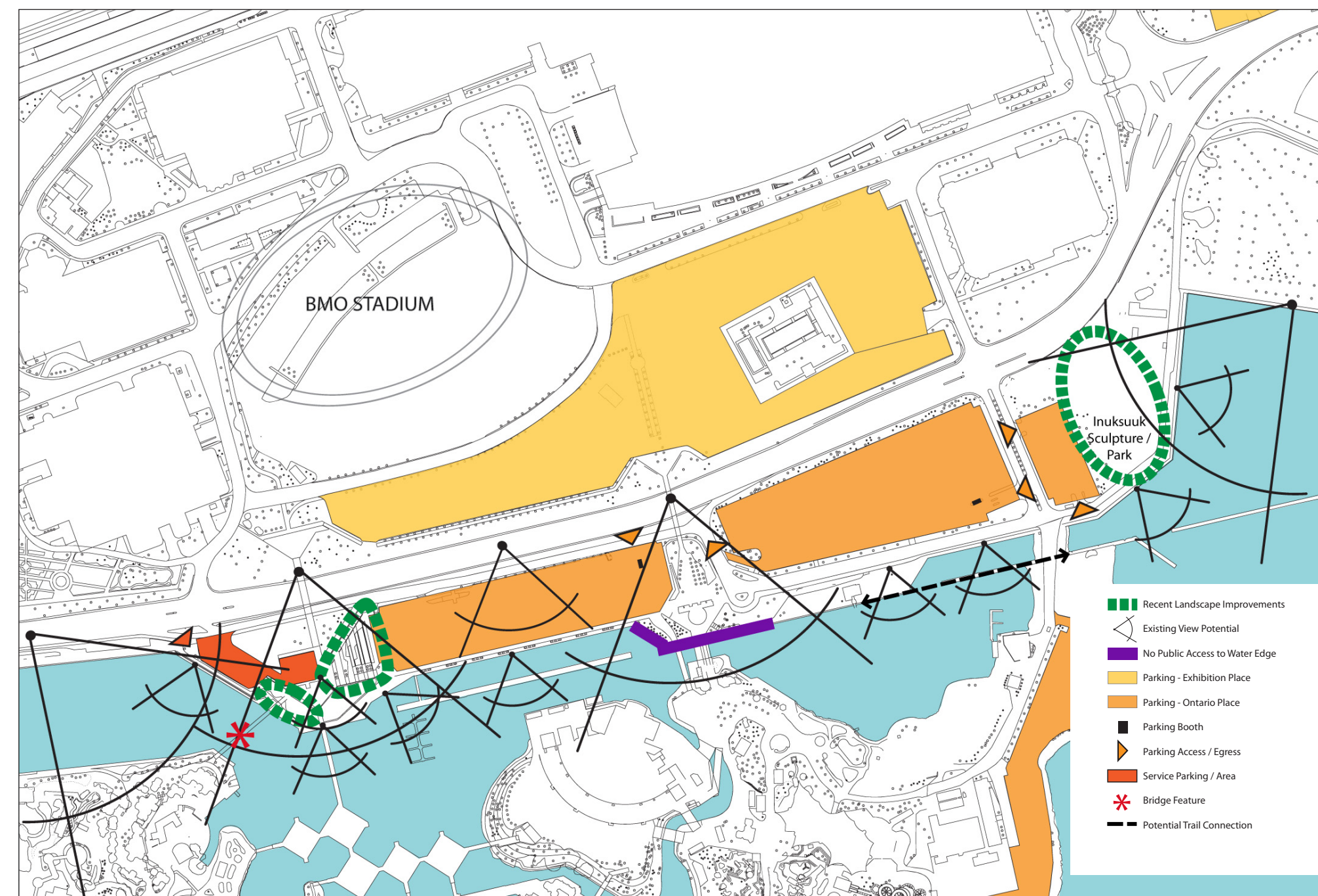
Existing Conditions: Key Observations

Access + Circulation



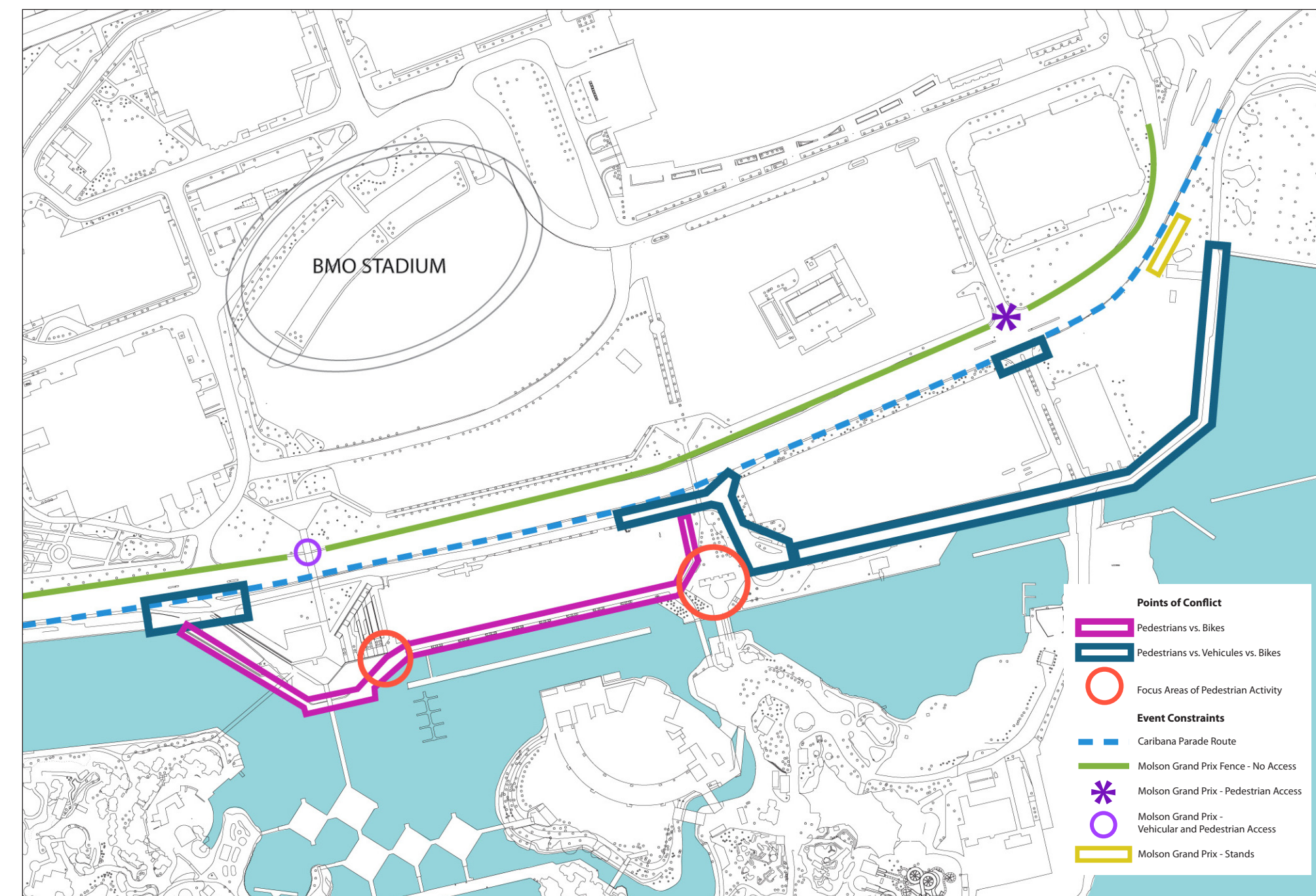
- The access and circulation within Ontario Place, and along the existing alignment of the Martin Goodman Trail includes several conflicting modes of transportation (e.g. vehicles, pedestrians, cycles, and rollerblades).
- The current alignment of the Martin Goodman Trail is unclear, convoluted and overlaps with vehicular circulation and crossings, and as a result is unsafe.
- The alignment of Remembrance Drive includes several points of vehicular/pedestrian conflicts.
- Points of entry for pedestrians and cyclists are unclear and unsafe, and access to surrounding context is unfriendly and uninviting.
- Points of entry for vehicles overlap with pedestrian circulation and result in unsafe conditions.
- Access to/from parking areas includes several points of vehicular/pedestrian conflicts.

Site Uses + Features



- There are several important gateway moments for Ontario Place that need to be defined and enhanced: 1) the eastern entrance; 2) the western entrance; and 3) the central above-grade pedestrian entrances to the site.
- There are several existing view opportunities through the site and along the water's edge.
- There have been recent landscape improvements on the site.
- The most predominant site use is parking which is filled beyond capacity during scheduled events (at Ontario Place and at Exhibition Place) for a relatively small % of the year, and also used for service and marina parking.

Points of Conflict + Events



- There are several points of conflict throughout the site, mainly at the entranceways, at the central ticket area and along the water's edge and are either pedestrian and bike related or pedestrian, vehicular and bike related.
- There are also event based activity that create physical impediments and conflict with the ease of access and movement to and through the site for trail users.
- There are two focused areas of pedestrian activity.

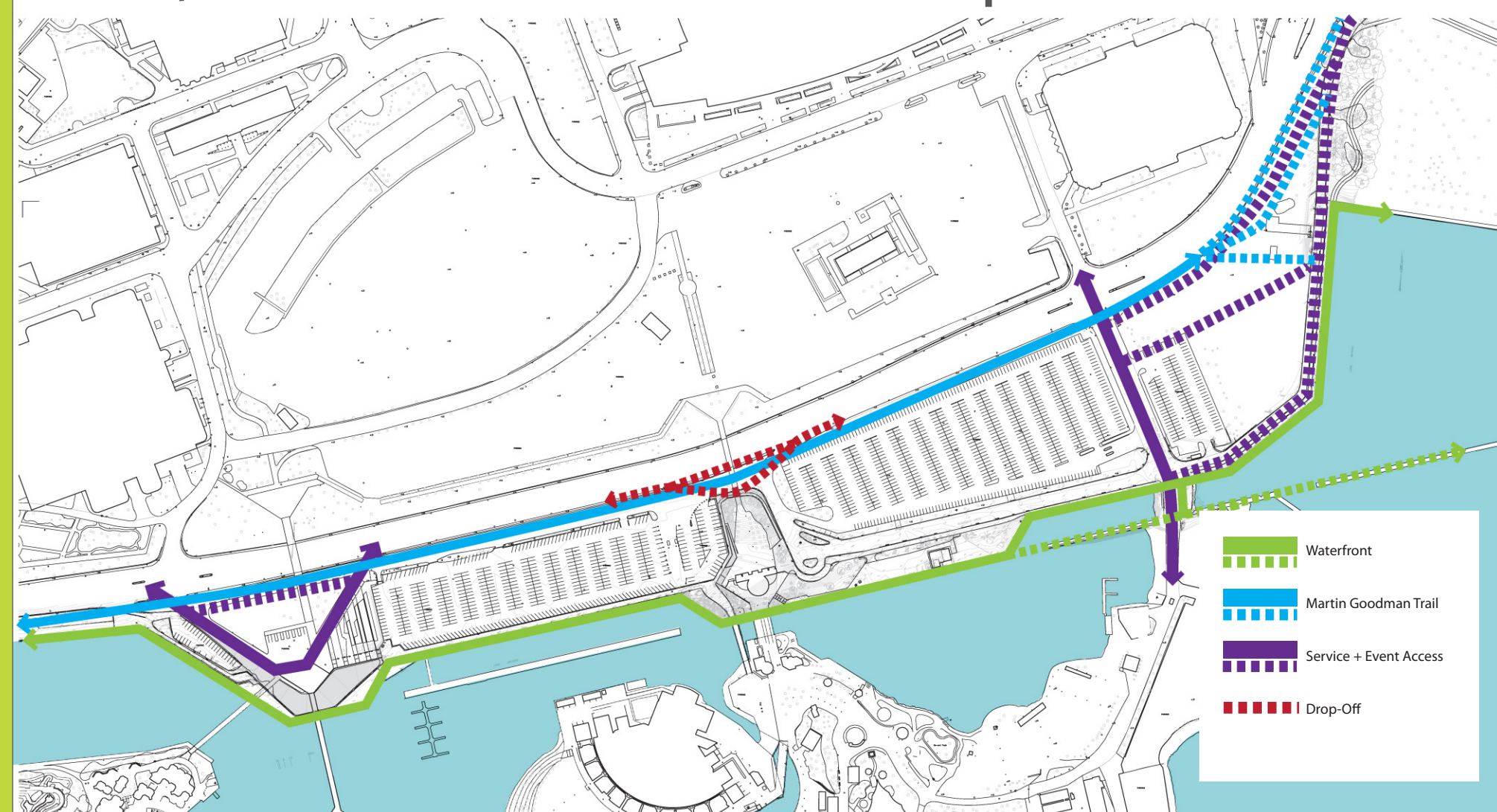
Areas of Influence



- As Ontario Place develops, there are opportunities to improve connections, circulation, views and the overall experience for all areas surrounding Ontario Place. Some of these areas include:
- Canadian National Exhibition—north/south pedestrian connections to Ontario Place with new landscaping interventions.
- There are opportunities to improve access to the TTC and GO Transit to reduce the demand on the existing parking facilities.
- Landscape improvements to the re-aligned Martin Goodman Trail will enhance the Lakeshore Drive experience.
- The new alignment will improve connections to the Martin Goodman Trails east and west.
- The implementation of the Martin Goodman Trail will function as a catalyst for future improvements to Ontario Place.

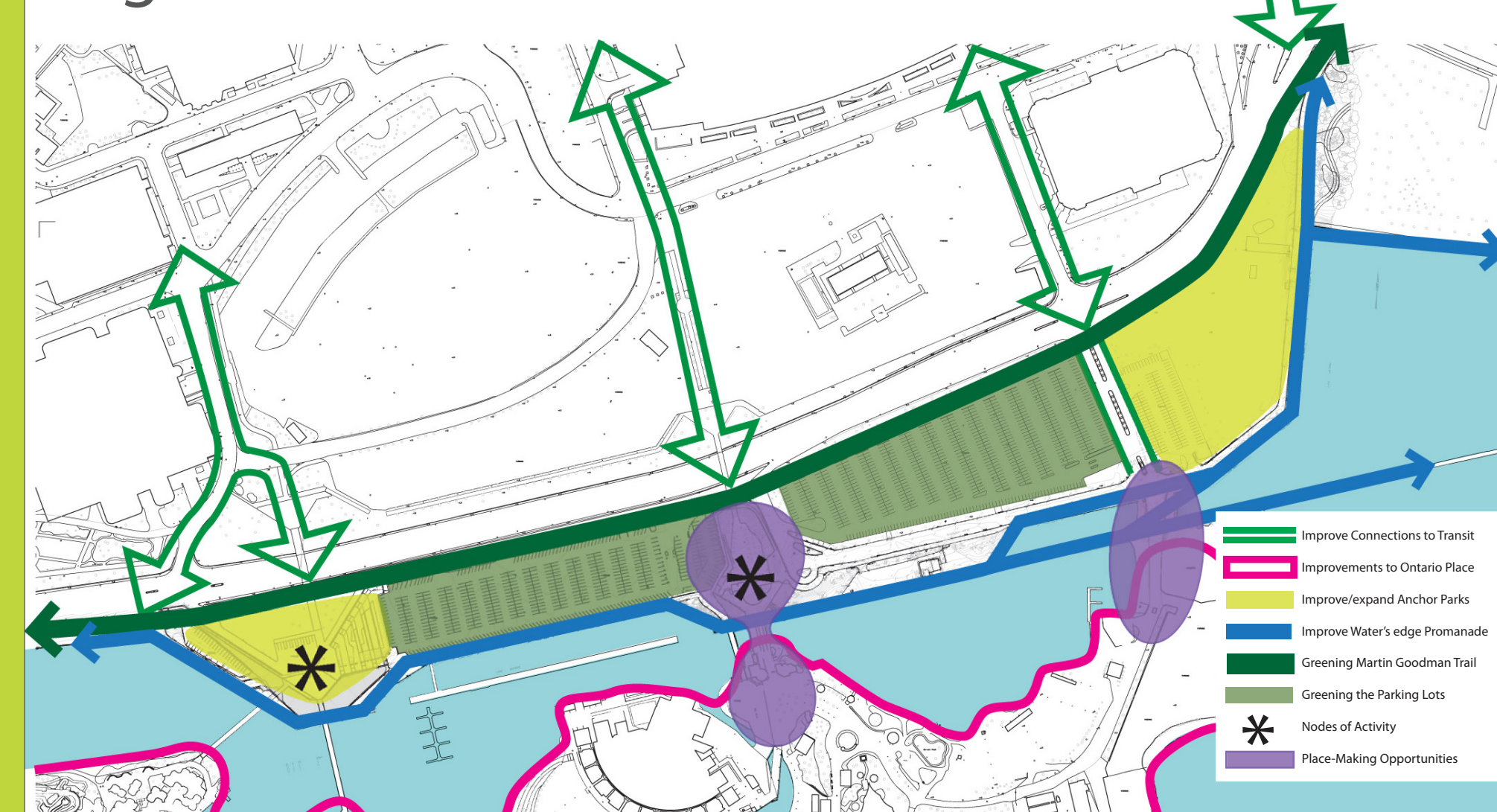
Opportunities + Constraints Analysis

Trail, Circulation and Access Options



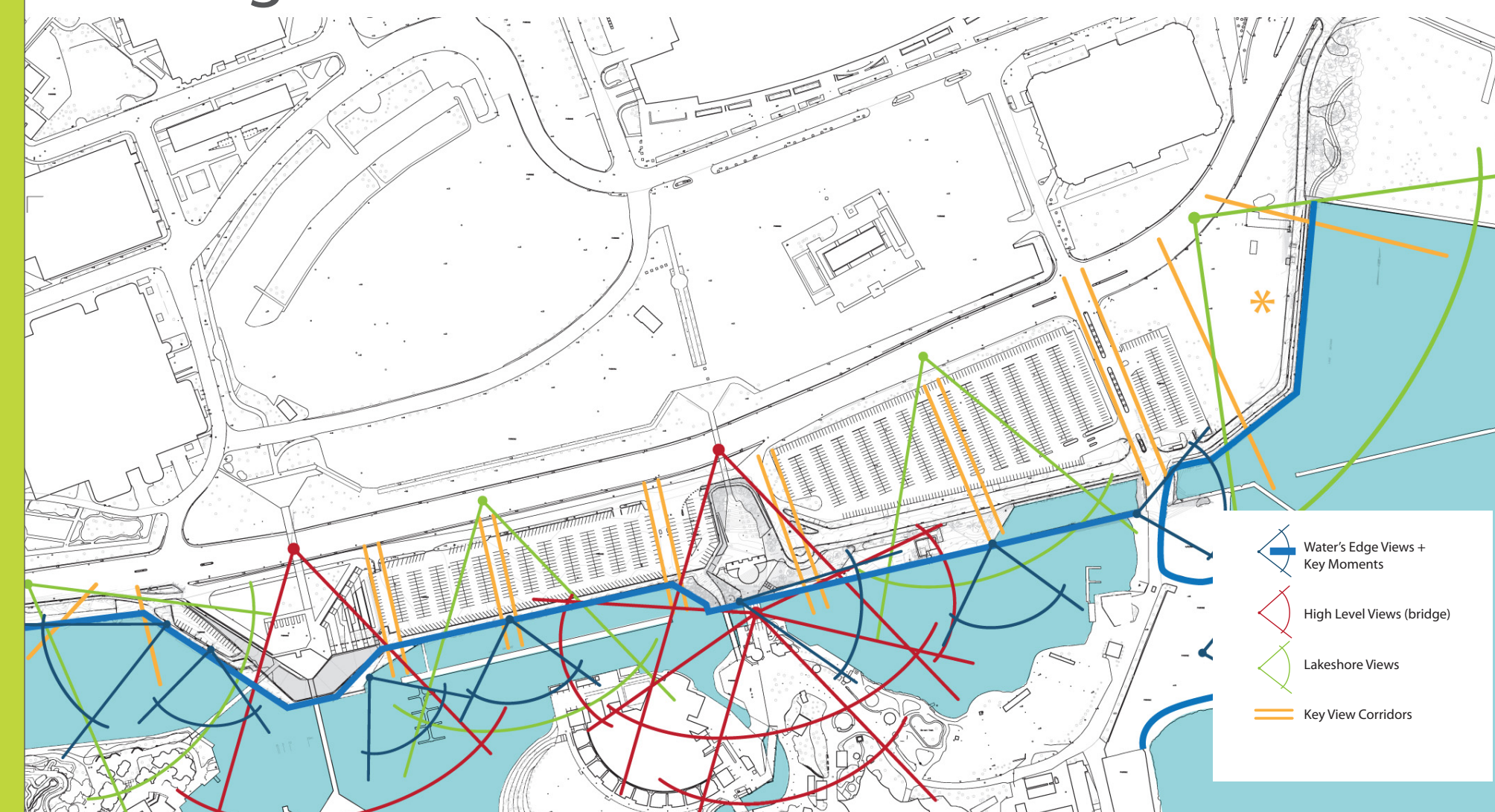
- Improve the conflicts and trail alignments.
- Improve and enhance the physical characteristics of the trails.
- Increase the trail opportunities and potential.

Big Moves



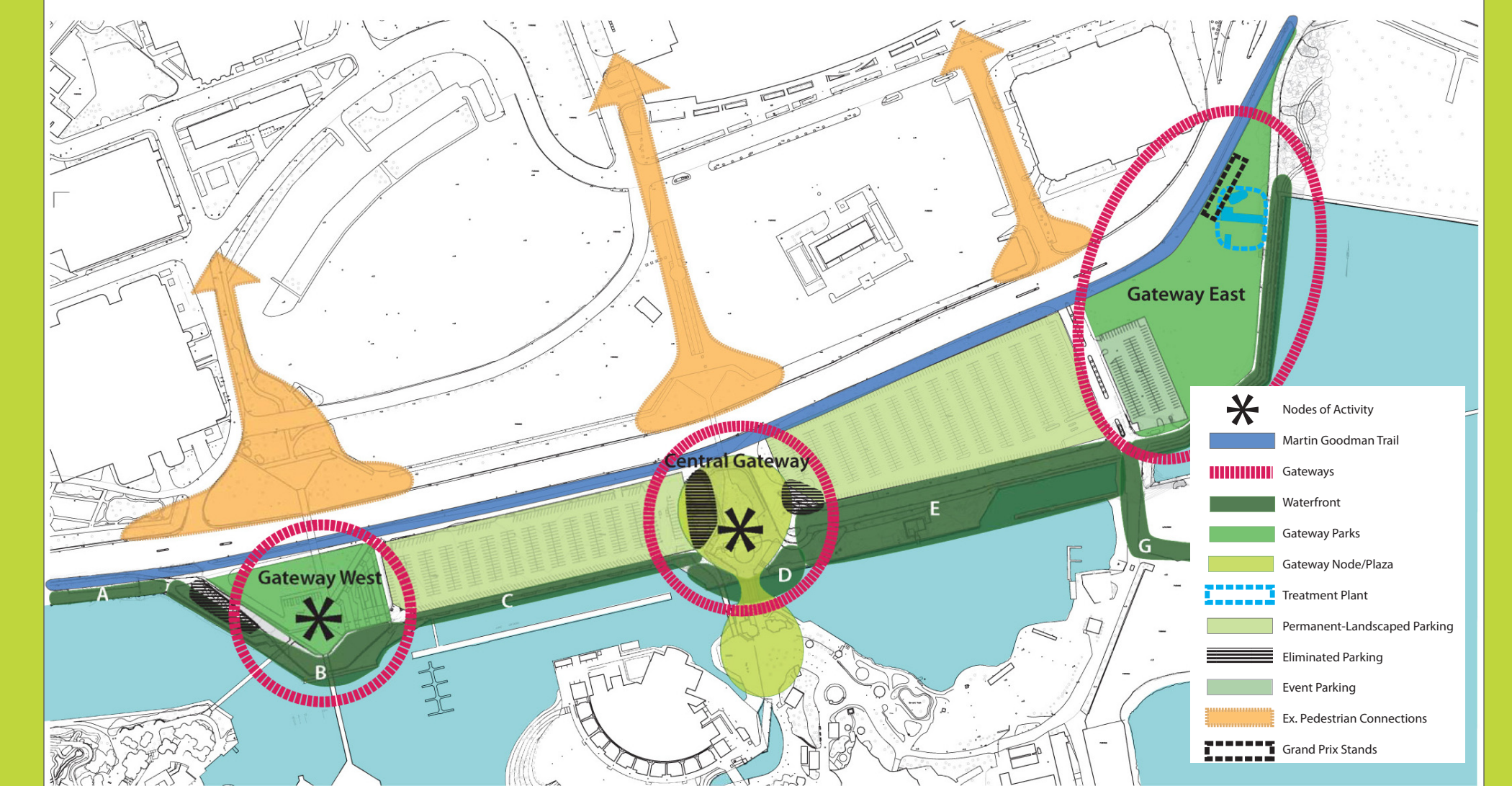
- Several key "Big Moves" were identified that support the objectives for the Martin Goodman Trail and define the future vision for Ontario Place:
- Align the Martin Goodman Trail along the northern edge of Ontario Place and enhance the Lakeshore Drive experience.
- "Green" the Martin Goodman Trail the parking lots.
- Enhance the nodes of pedestrian activity.
- Improve/expand the Gateway Anchor Parks.
- Improve the Water's Edge Promenade.
- Improve connections to transit.
- Improve Ontario Place Park.
- Expand the place making opportunities.

Strategic Views



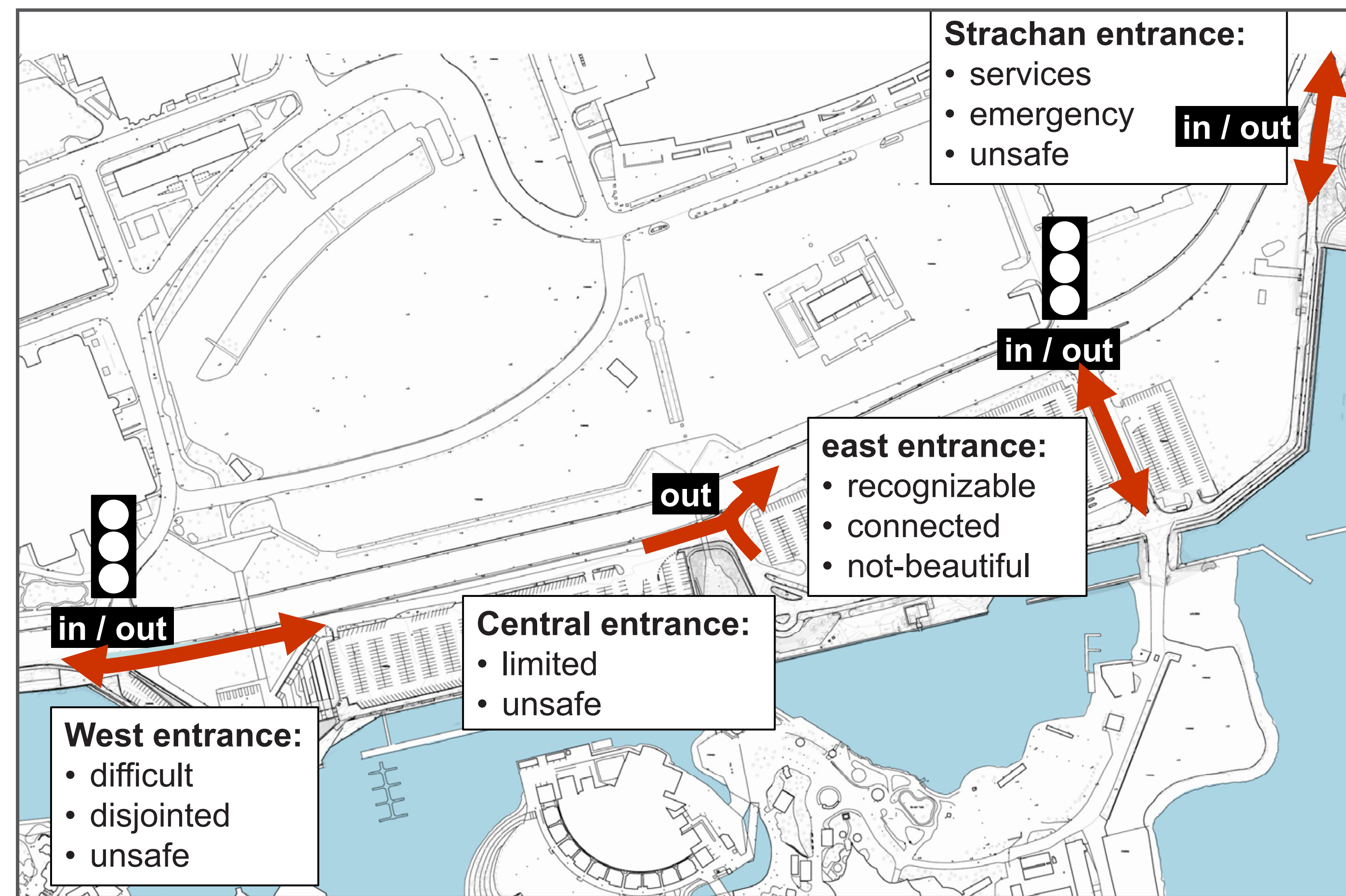
- There are key views that should be maintained and enhanced as well as additional view opportunities identified that are important to enhance the trail experience and the experience of Ontario Place from all users and modes of transportation.
- View corridors from Lakeshore Drive and the Martin Goodman trail into Ontario Place.
- Views to lake Ontario at the water's edge and Ontario Place Park.
- Gateway views upon approach to Ontario Place, both east and west.
- High level views from the bridges to Ontario Place and the water.

Potential Character Areas

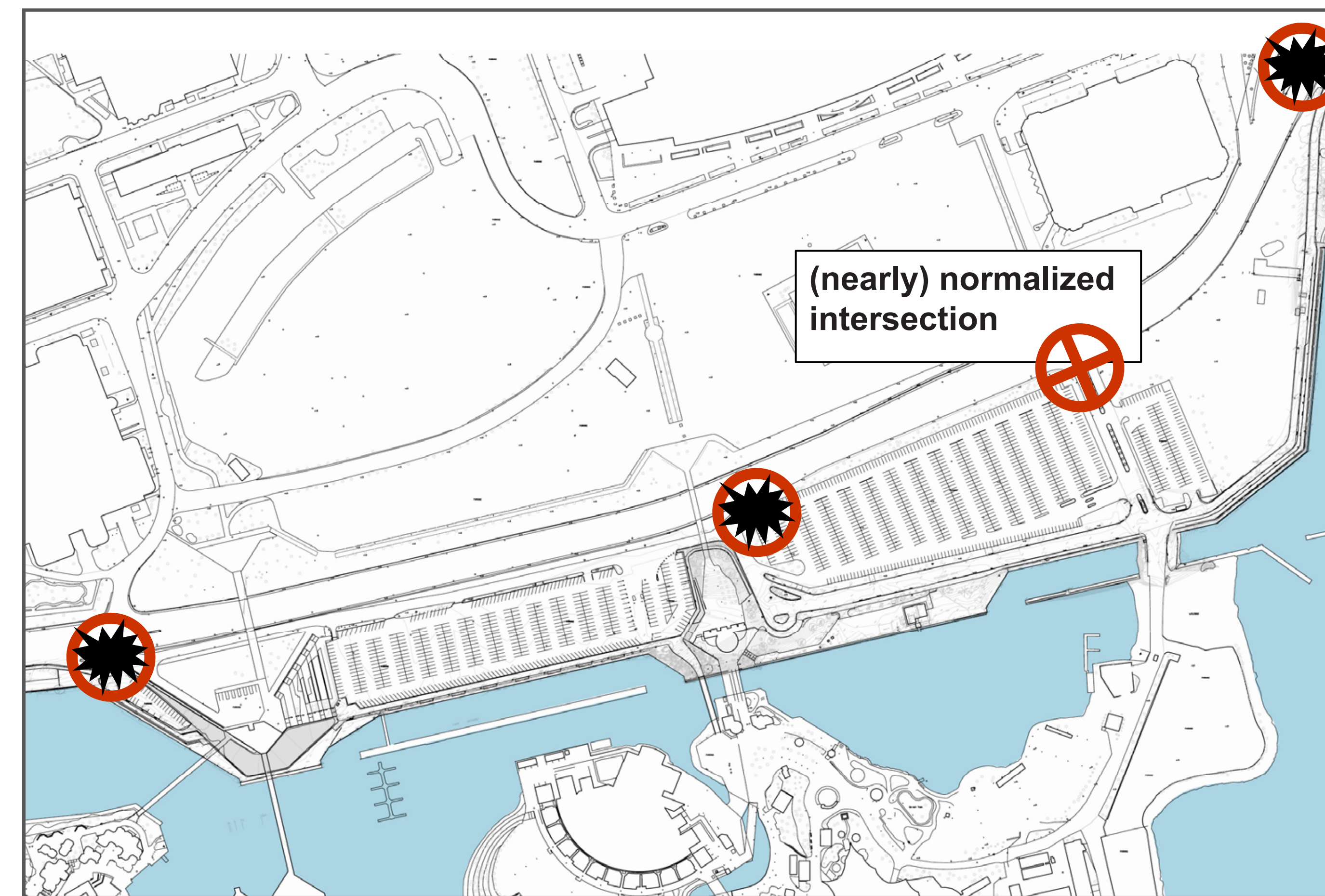


- There are several character areas that define the key elements that describe Ontario Place in terms of function and use and start to identify opportunities for site improvements, define a role for the Martin Goodman Trail, and structures a preliminary vision for Ontario Place. The character areas identify opportunities to:
- Enhance the nodes of activity.
- Locate of the Martin Goodman Trail in context with other uses.
- Establish key gateway and identity opportunities by landscape improvements of the anchor parks.
- Improve the Water's Edge Promenade, recognizing the diversity in character and use along the extent of the water's edge, by providing opportunities to create a series of unique "places" as part of the promenade experience.
- Consider the parking as flexible park space when not in use or filled to capacity.
- Establish green links to the CNE and public transit.

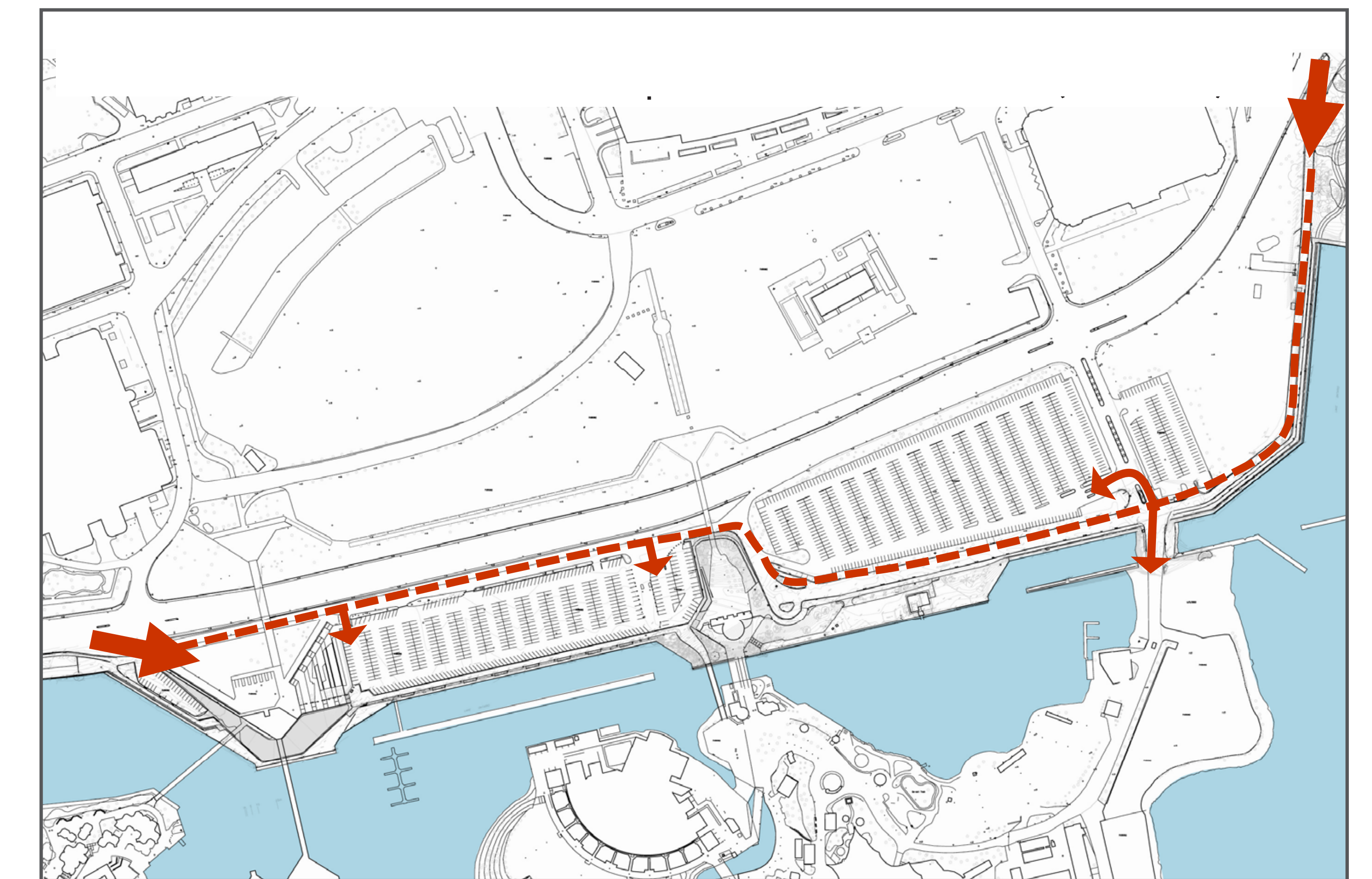
Opportunities + Constraints Analysis: Current Circulation Conditions



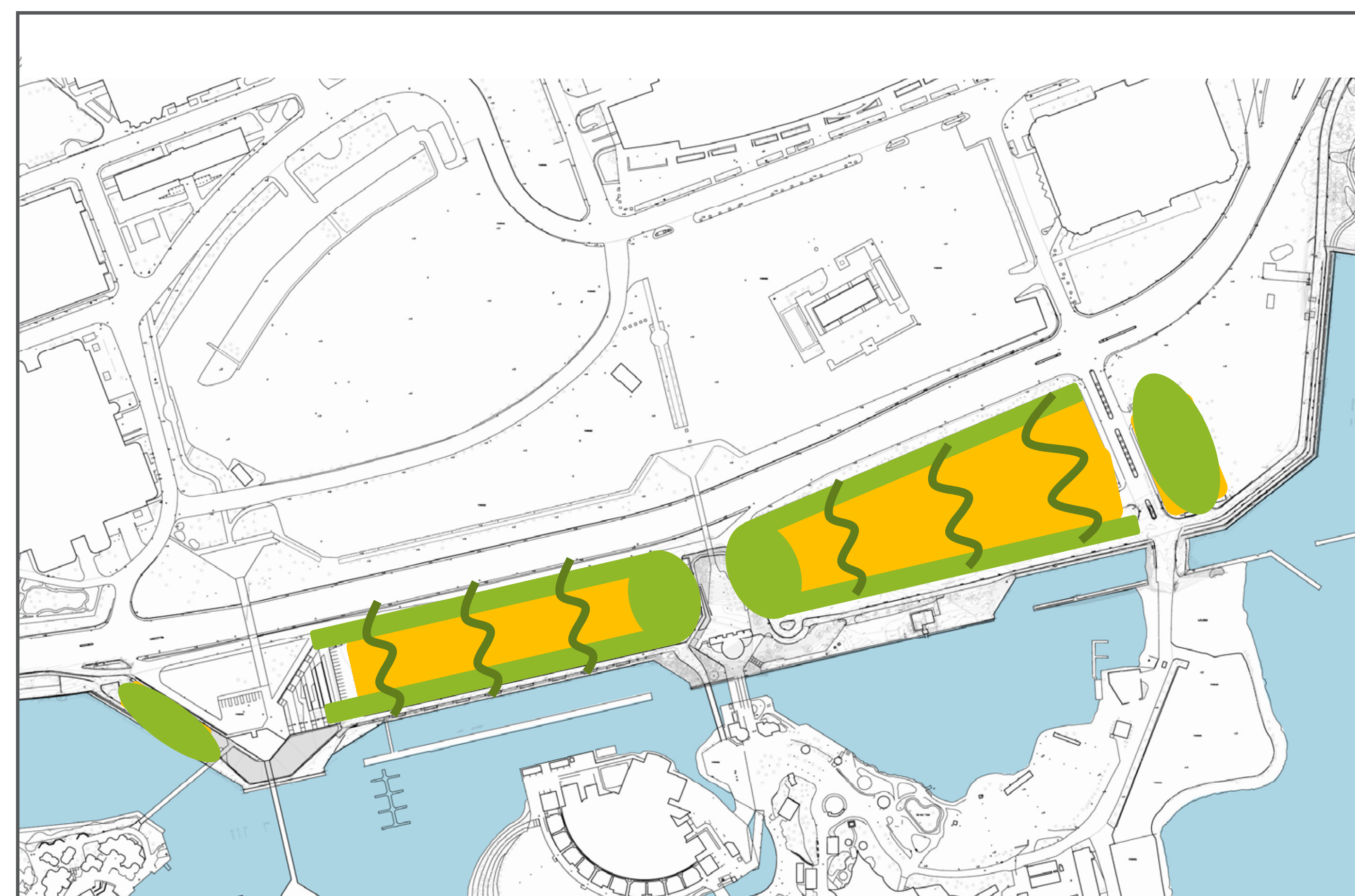
• Points of access to and from the site and an assessment of conflict, visibility and safety.



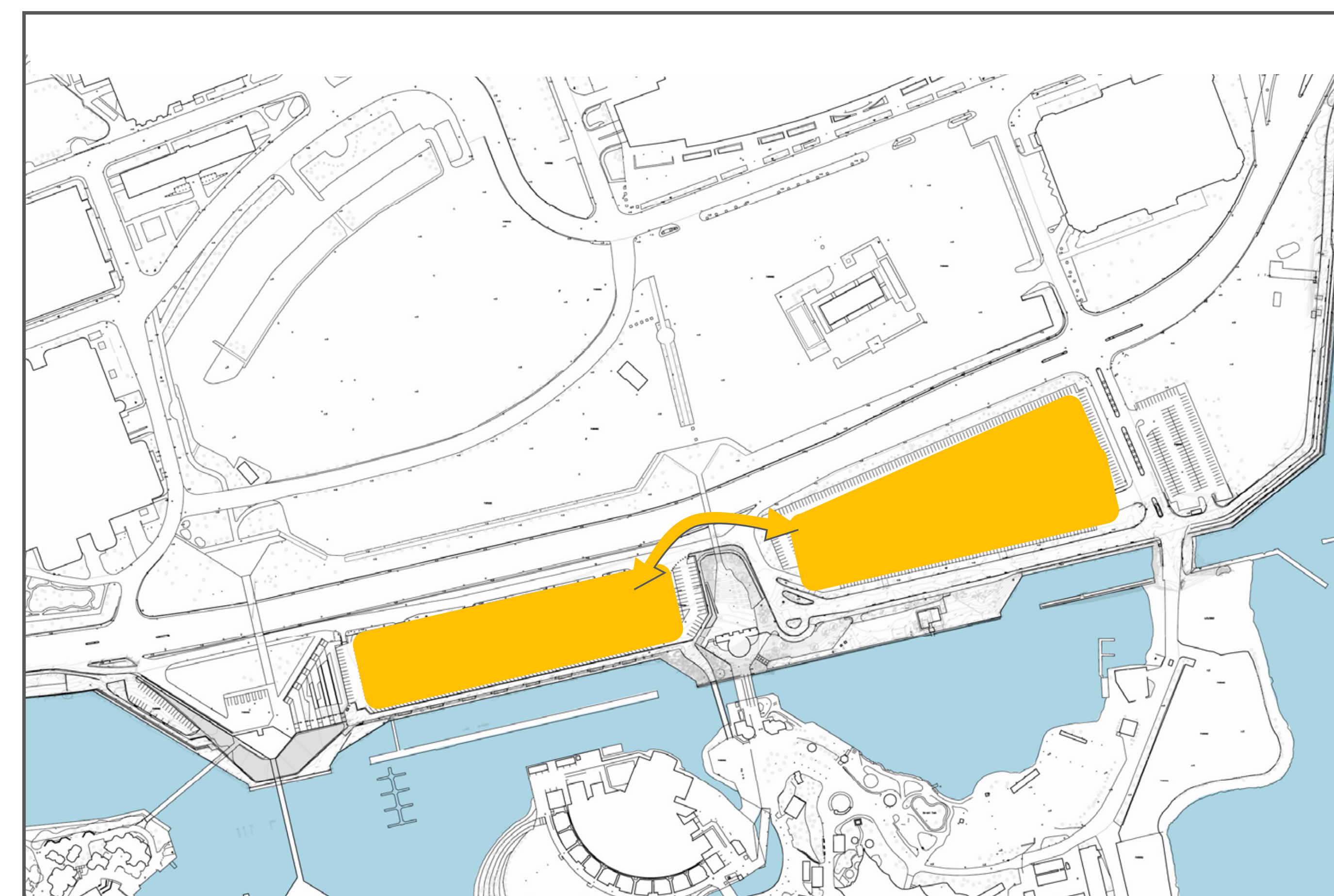
• The majority of intersections have a high degree of conflict.



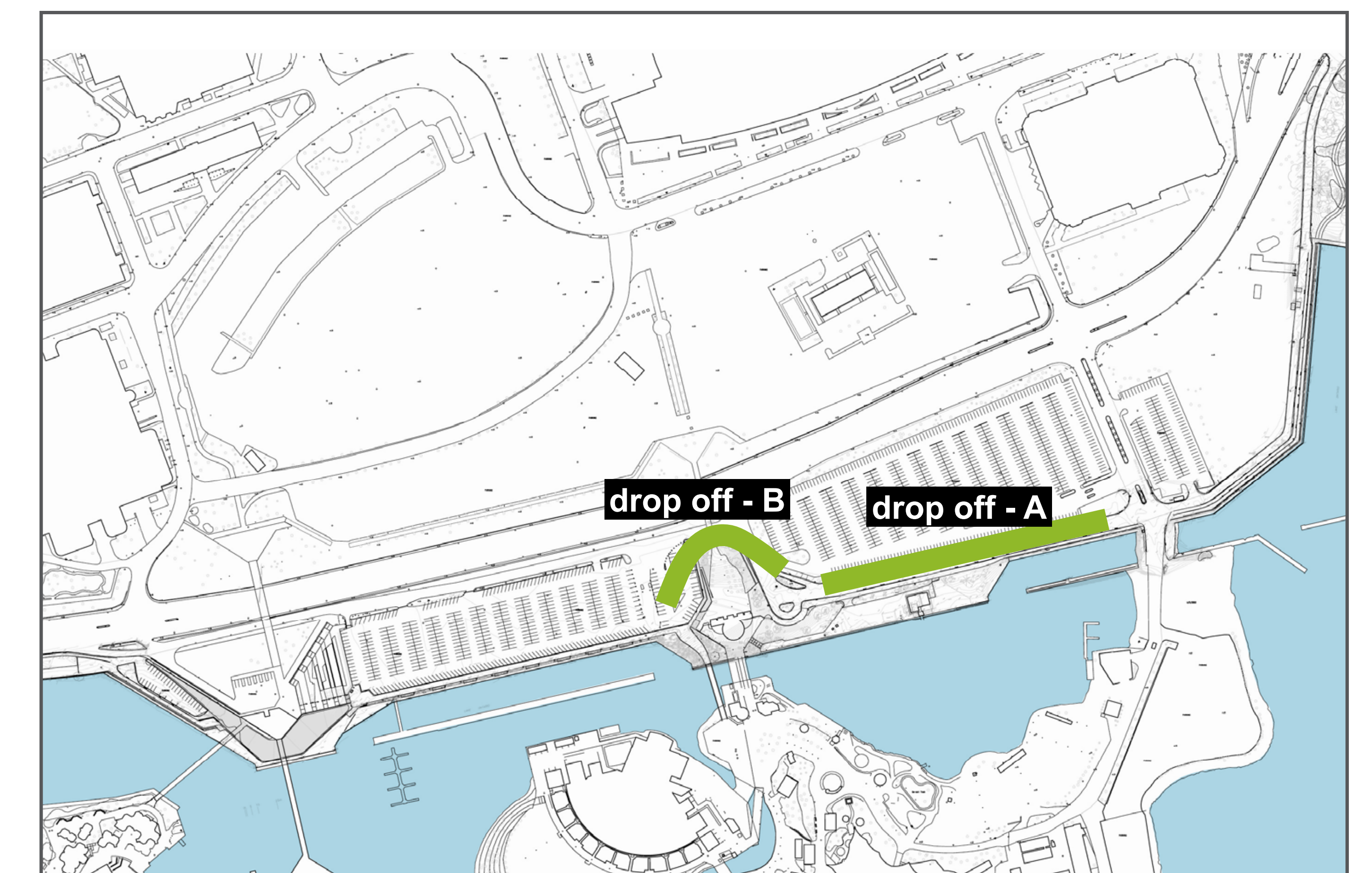
• East/west entrances required for Lakeshore Boulevard closure (Grand Prix) and the alignment of the temporary route through the site.



• Rationalizing the parking, recognizing opportunities to expand the amount of open space and to establish north/south landscaped pedestrian linkages.



• Parking lots need to be reconnected and vehicular circulation improved to reduce the amount of pedestrian related conflict.



• Two pick-up and drop-off points are being considered to improve the pedestrian and vehicular circulation and access to the main ticket centre and activity node.

site aerial

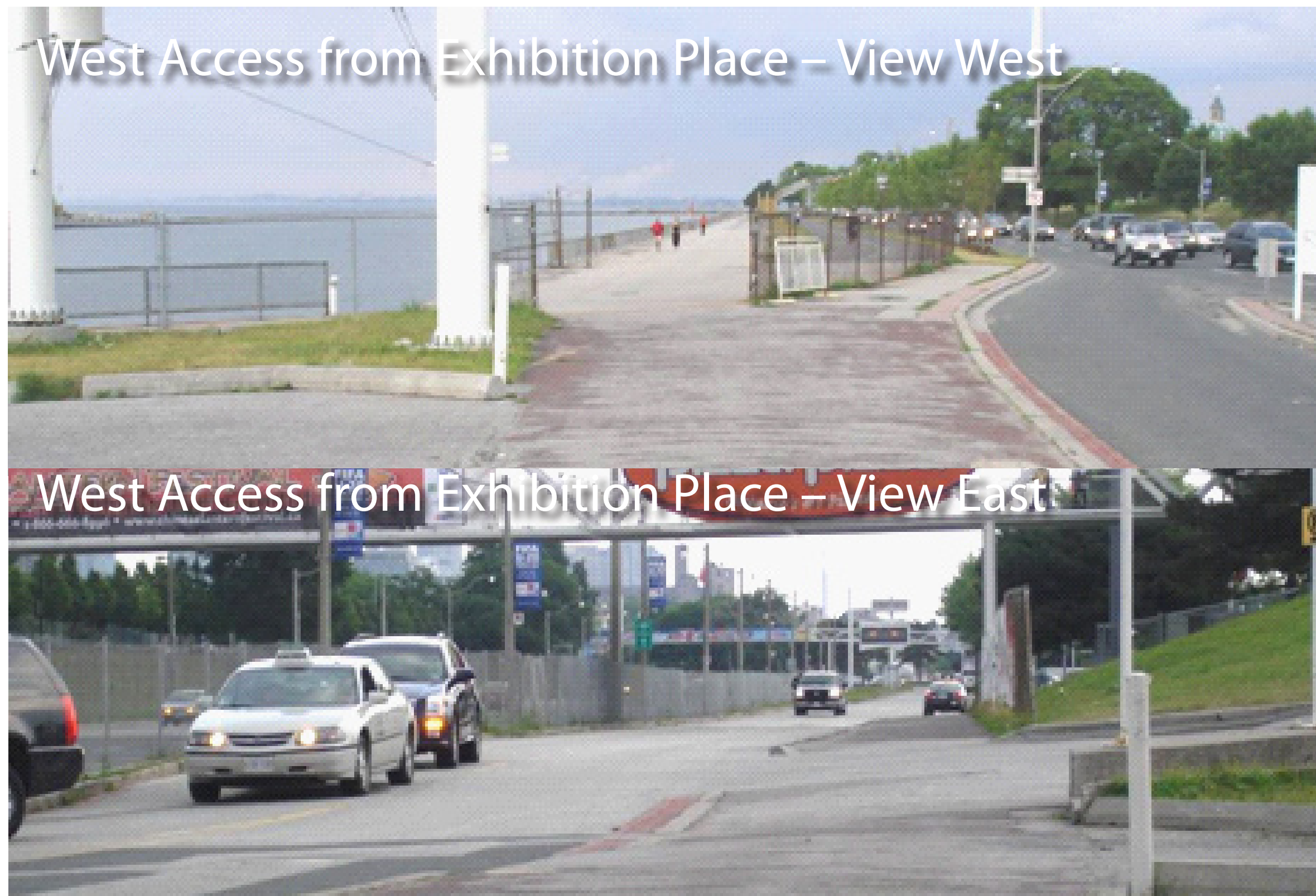


Martin Goodman Trail

Existing Alignment

Proposed Alignment

Opportunities + Constraints Analysis: Current Circulation Conditions and Points of Conflict



Trail intersection with Remembrance Drive - vehicular / pedestrian / cyclist points of conflict



Physical and infrastructure constraints along the waters edge



Safety conflicts with parking and pedestrian access to Ontario Place, Amphitheatre, & Marina



Constrained pedestrian circulation



Trail intersection conflicts with vehicular and pedestrian circulation at the Centre ticket queuing area, the parking entrances, and the exit to Lakeshore Blvd.



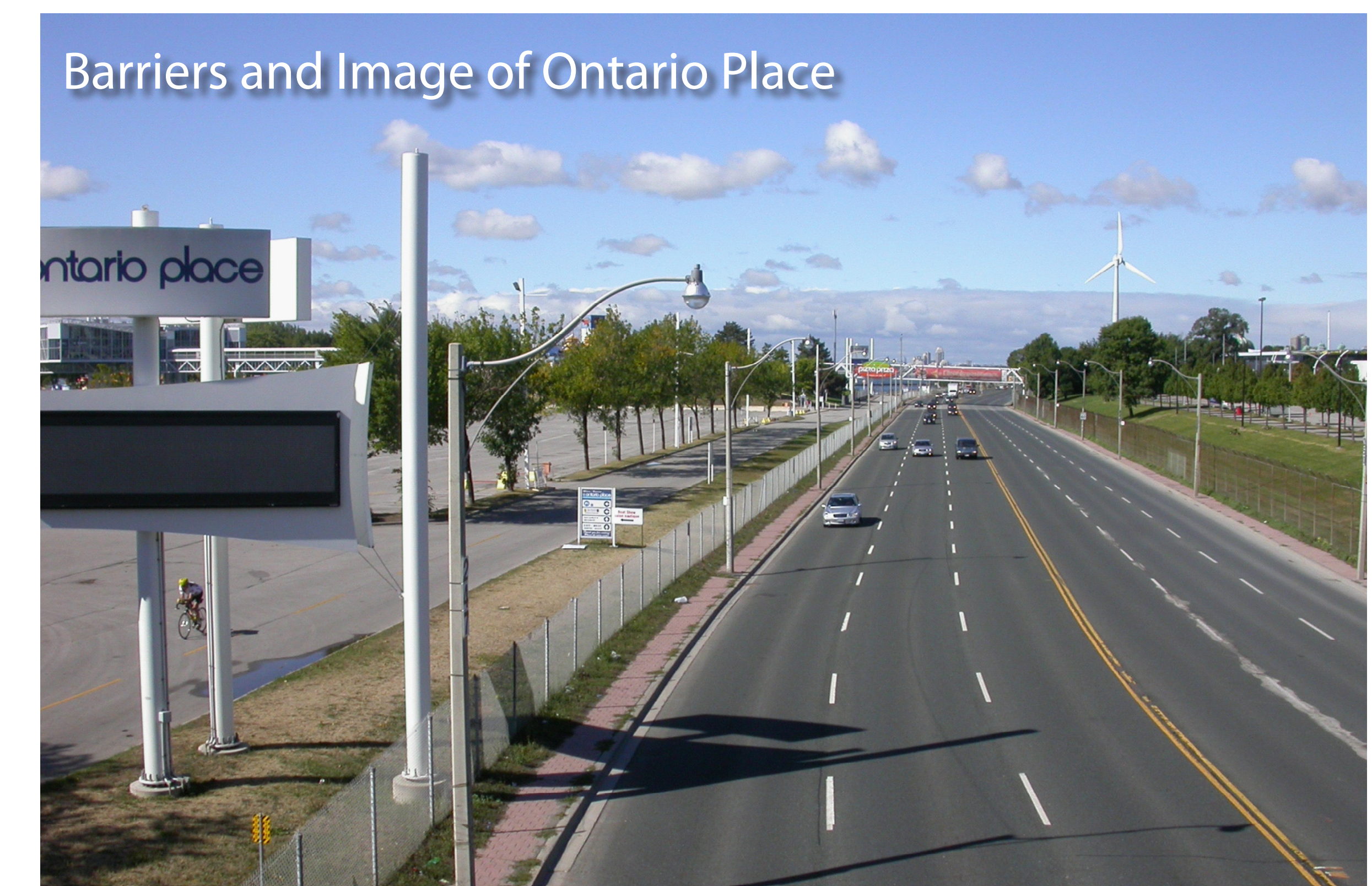
Unclear trail connections and conflicts with parking, drop-off and pedestrian access to Ontario Place



Opportunity to reconfigure parking lot for new trail alignment and landscaping



Multiple users + constrained trail = spillover into vehicular lanes



Existing Image of Ontario Place: inaccessible (fence along front), minimal and lack of quality landscaping, a parking lot

Design: Construction Phasing

