

2.5.3 Opportunities

As previously stated 75 percent of the study area is unbuilt area; 16 percent of this is occupied by surface parking, offering considerable opportunities for the development and enhancement of parks and open spaces, plazas, new connections, and additional buildings and structures as may be needed. Using these spaces requires creative solutions for relocating the parking spaces and promoting/building transit to encourage less personal auto use. Other opportunities include enhancement and expansion of the existing pedestrian gateways and creating new ones where no current access is provided.

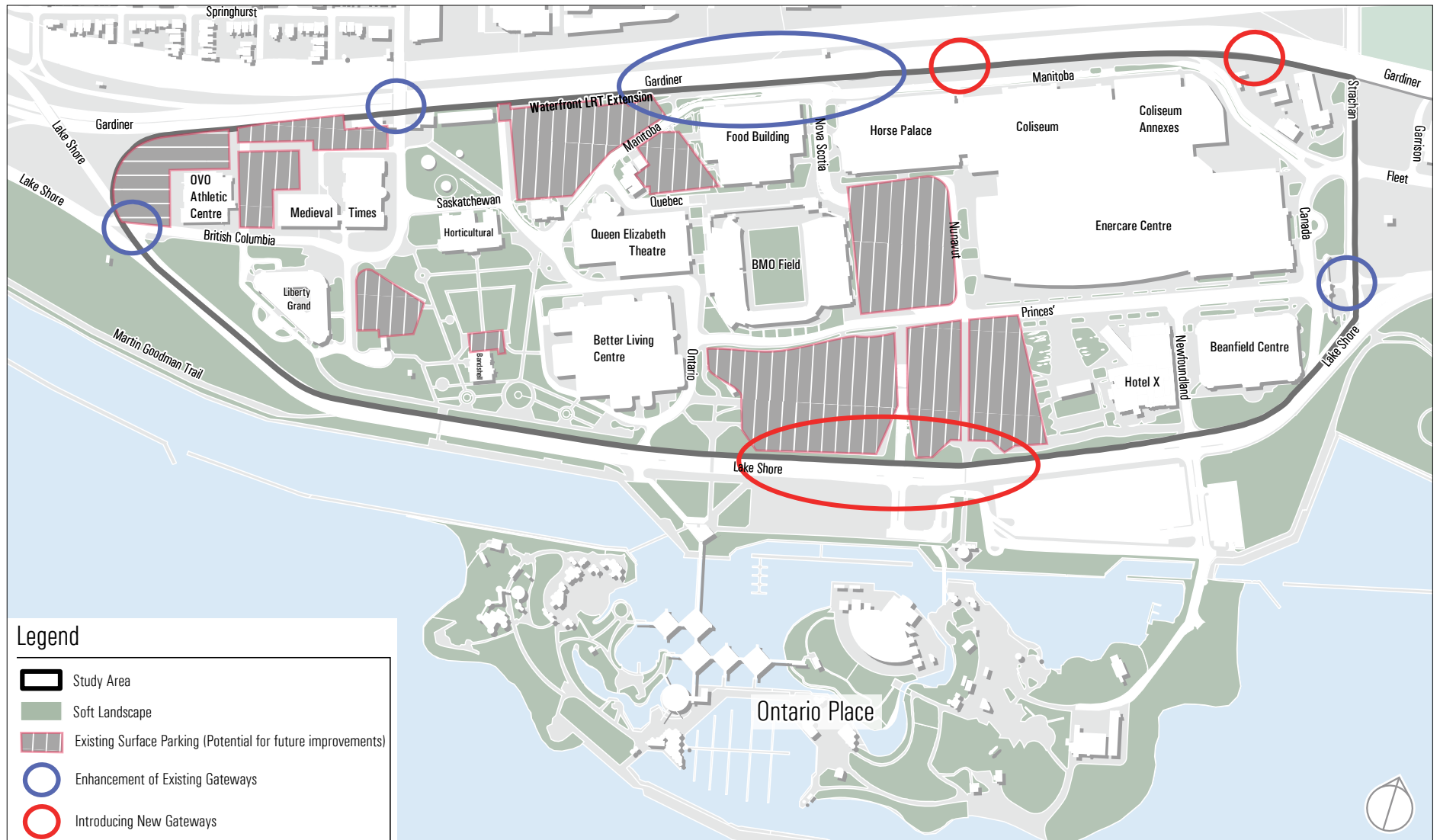
The CHLA notes that while overall, Exhibition Place retains integrity as a cultural heritage landscape, some of the site's elements, and connections between them, have been disconnected in places or their quality degraded. However these alterations are neither irreparable nor irreversible. A carefully planned management framework for the site can improve these deficiencies by applying rehabilitation treatments that seek to achieve continuity across the site and creation of strong relationships between the site's distinct internal areas and heritage attributes.



Figure 90. Existing surface parking South of Princes' Boulevard



Figure 91. Dufferin Gate



Map 43. Opportunities within the Study Area

2.5.4 Potentials

The site has some defined corridors for movement and some desire lines, both of which are important to determine important view termini and view cones. The intersection, orientation and location of these important views led to the identification of opportunities for new and enhanced meeting points. Map 44 shows the view cones in relation to important heritage buildings indicated in the CLHA, as well as view termini and views towards the lake.

Transportation improvements including new streets, streetcar extensions, higher-order transit, and pedestrian routes and cycling connections offer the potential for easier, more convenient access to the site.

The recognition and stewardship of Exhibition Place as a cultural heritage asset reinforces the potential to restore the transitions between the designed cultural heritage landscapes, and to restore the historic relationships between buildings and landscapes/open spaces. Other opportunities include developing an interpretation plan that celebrates and communicates the rich history of the site over time, and opportunities for Indigenous place making at an important waterfront site in the City of Toronto.



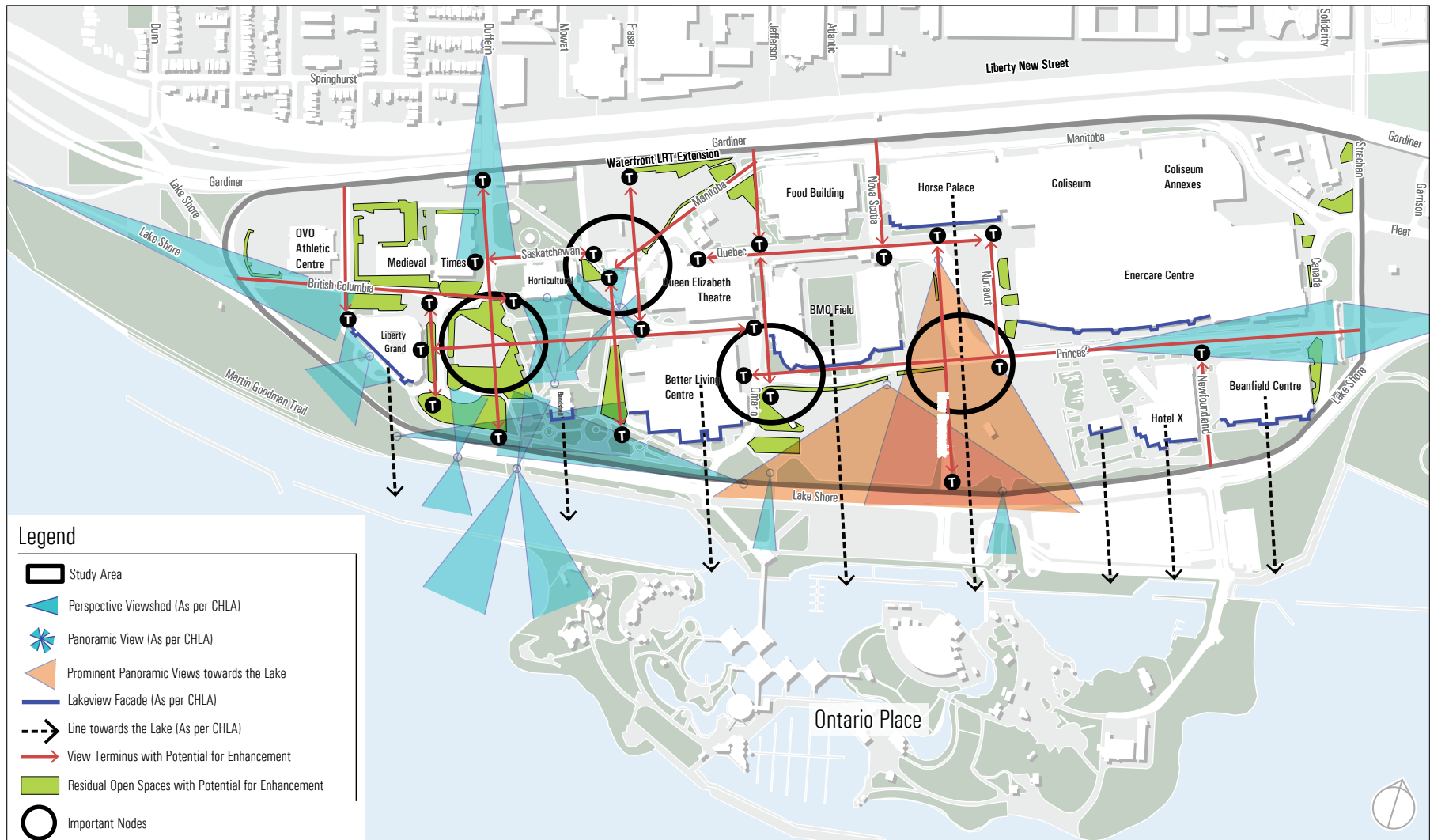
Figure 93. Princes' Blvd, looking west
(Source: Google Maps)



Figure 94. Press Building



Figure 95. View towards the Lake from the south side of Exhibition Place



Map 44. Potentials

2.6 Consultation and Community Engagement

The development of the proposed Phase 1 Master Plan Strategies was informed by a robust and wide-reaching engagement approach which included public open houses at each stage of the project; meetings with local stakeholder groups, as well as tenants and operators of the Exhibition Place grounds; presentations to the Board of Governors and advisory panels; outreach to Indigenous communities; a series of pop-up consultations at various locations throughout the city including events held at Exhibition Place; and an online survey. City staff worked with local Councillors to promote consultation opportunities through mailed postcards and social media channels. The City established a project website (toronto.ca/nextplaceplan) with frequently updated materials, and a specific email address to collect feedback. Over the course of the consultation process, City staff engaged with over 1,000 people from various constituencies.

Several common themes emerged from the public at large, with the most frequently heard comments listed below:

Green Space/Parks

- *Exhibition Place and its wide, open spaces provide an oasis centrally located in the city*
- *Provide more green spaces and walking paths*
- *Create better connections to the lake/waterfront*
- *Expanding parkland and green space can support economic development*
- *Establish a central open space/boulevard/anchor amenity*
- *Support for a land bridge crossing Lake Shore Boulevard West*



Figure 96. Public Open House #1

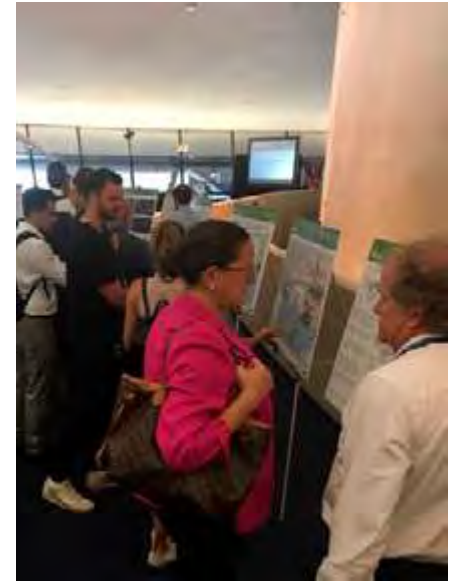


Figure 97. Public Open House #1



Figure 98. Pop-up event at Nathan Philips Square

Attractions and Events

- *Generally, there needs to be more to do on the grounds*
- *Expand year-round use of the site with seasonal activities, especially in winter to enliven the site (e.g. skating, ice festival, holiday market)*
- *Make better use of the Bandshell with more frequent concerts, music festivals and cultural events*
- *An open-air cinema would be welcomed*
- *Spaces and activities for children and youth are needed*
- *Provide more attractions or events that do not charge admission*
- *CNE and Royal Winter Fair should be maintained*

Accessibility/Mobility

- *Exhibition Place is hard to access by transit, traffic congestion is a disincentive to coming*
- *"Last mile" connections need to be improved; consider shuttle service to and within the grounds*
- *More pedestrian-only spaces are needed*
- *Provide more cycling facilities, included separated bike paths*
- *Better crowd management is needed for large events*
- *An elevated, green walkway has potential but could also cut off the site*
- *Consider accessibility needs, families with strollers*
- *The site is difficult to navigate, better wayfinding is needed*
- *CNE is disruptive to daily commuters going between the Exhibition Loop and Liberty Village/GO station*
- *Bring the UP Express to Liberty Village*
- *Consider water transportation to/from the site*
- *Coordination with the future Ontario Line and terminus station is required*
- *Discourage through traffic on the site*



Figure 99. Pop-up event at Open Streets Festival



Figure 100. Pop-up event at Mel Lastman Square

Food

- *Food options are limited within the grounds*
- *Provide restaurants and cafes and/or a food hall/market hall as a year-round attraction and amenity*

Innovation

- *Make the space convertible, flexible, adaptable*
- *Implement green infrastructure and protect biodiversity*
- *Explore alternative/sustainable energy technologies for the site*
- *Consider innovative transportation solutions such as automated shuttles*

Lack of Character

- *Too much concrete and surface parking*
- *Parking should be built underground and replaced with public open space*
- *The grounds are unwelcoming and desolate when empty*
- *Safety and security are a concern*

Concern over perceived privatization

- *The grounds feel walled-off and closed to the public*
- *Concern that long-term leases granted to private interests limit public access to the site and its buildings*
- *Decision-making for the use of the land should be more transparent*
- *Consult with and create spaces for the community*
- *Public art should remain publicly accessible*



Figure 101. Gathering information board



Figure 102. Gathering information board

Synergies with Surrounding Neighbourhoods and Ontario Place

- *Seek better physical connections with Ontario Place*
- *The planning and development of the two sites must be aligned and work together*

In consultation meetings, tenants and operators utilizing the Exhibition Place grounds added their perspectives, summarized thematically below:

Transit/Transportation Access

- *Improving transit access and frequency of service to the site must be a top priority*
- *The travel experience to the events at Exhibition Place is an important component of the visitor experience and should be as convenient as possible.*
- *Surge crowds during major events, or multiple events, put significant strain on access points to the grounds and must be addressed.*
- *Improve the passenger experience and facilities at the Exhibition GO station, TTC loop and tunnel connection.*
- *Improving the transit connectivity between Pearson International Airport and the site, including potential opportunities for connecting through Liberty Village and the future King-Liberty Smart Track station should be explored.*
- *Better connections to Billy Bishop Airport would offer Exhibition Place a competitive advantage.*



Figure 103. Gathering information board



Figure 104. Pop-up event at Open Streets Festival

Event Operations and Management

- *Each show, festival or event utilizes the grounds differently; spaces should be flexible and adaptable for staging and setup purposes.*
- *Access to the grounds should consider surge crowds, load-in and load-out requirements, truck turning movements and signal control.*
- *Existing uses and operations should be better managed first, before introducing new ideas.*
- *On-site solutions for trailer and exhibitor parking are preferable.*
- *Vehicle parking will continue to be needed for visitors, workers and exhibitors.*

Economic Development

- *Exhibition Place hosts a variety of events attracting large regional, national and international audiences and significant economic investment.*
- *The existing buildings are well used and generally programmed throughout the year.*
- *Consider new technologies such as site-wide WiFi to attract new generations of visitors*
- *Coordinate stormwater management to reduce flooding on Lake Shore Boulevard West*



Figure 105. Public Open House #2



Figure 106. Public Open House #3

On November 2, 2019, the project team presented the draft vision, guiding principles and emerging big ideas for the Exhibition Place Master Plan to the Toronto Planning Review Panel. The Panel is a group of volunteer residents from across the city appointed to provide input on city planning issues, working together to reflect the interests of all Torontonians. Generally, the panelists felt that Exhibition Place has an important role in the city as a venue for large events, festivals, conferences and sports, but that the grounds could be better utilized and enhanced to be attractive as a destination for all residents, at all times of the year. Some expressed that they found it difficult to navigate the vast area of Exhibition Place without adequate wayfinding; others suggested that expanding the availability of food-related venues on the grounds (cafes, restaurants, bars, markets) would make the site more attractive to visit and explore. There was general support for an elevated walkway or pedestrian path through Exhibition Place that would allow access to the grounds without requiring paid admission for special events.

On November 28, 2019, the project team presented an Emerging Master Plan Strategy to a joint meeting of the City of Toronto and Waterfront Toronto Design Review Panels. In its commentary, the Panel encouraged staff to ensure the heritage and landscape context was openly celebrated, enhanced and extended to form a connective tissue throughout the site. The Panel stressed the importance of focusing first and foremost on people, gathering and celebration, while weaving big and finer-grained moves together throughout the site to achieve a sensitively scaled and engaging environment. There was support for a clear, intuitive and universally navigable north-south pedestrian connection from Liberty Village to Ontario Place. Panelists also expressed the importance of establishing a holistic "beyond net zero" sustainability strategy to address increasingly rapid climate change over the lifespan of the Master Plan. In general, the Design Review Panel challenged the team to articulate a clear and concise vision for Exhibition Place to regain the spirit of progress and confidence on which the site was founded.



3. Emerging Master Plan Strategies

The purpose of a Master Plan is to serve as a framework to guide physical change at Exhibition Place to meet the evolving needs of its users, visitors and residents of Toronto. The final recommended Master Plan will work in concert with the Strategic Plan developed by the Board of Governors of Exhibition Place, to guide future development of the grounds over the long term, including the conservation and rehabilitation of heritage resources and landscapes.

The following strategies, informed by the information gathering, analysis and consultation conducted throughout Phase 1, are proposed to form the basis for more detailed study in the development of the final Master Plan.

Figure 107. Exhibition Place during CNE
(Source: Wikipedia)



Figure 108. INDY event at Exhibition Place
(Source: Wikipedia, Credit: George Socka, CC-BY-2.0)

3.1 Shaping the Vision

Exhibition Place continues to serve a variety of dynamic purposes for a range of users. A vision for the future of the grounds should encompass and balance this diversity of functions.

The Cultural Heritage Landscape Assessment provides a holistic account of the early history, growth and evolution of Exhibition Place. The CHLA recommendation to rehabilitate the significant cultural heritage landscape is a foundational element for evaluating future interventions on the site.

In the initial study of Exhibition Place, three distinct program areas emerged: the western area focused on relaxation and recreation ("Relax"), a central area focused on sports, festivals and entertainment ("Entertain") and an eastern area focused on innovation, inspiration and economic development ("Exhibit"). These program areas complement each other in function to serve the primary purpose of the Exhibition Place grounds as a whole.

The program areas and their functions can be bound together with a comprehensive public realm strategy that rehabilitates the cultural heritage landscape, enhances the parks and open space network and incorporates green infrastructure. Such landscape elements would integrate the various physical elements of Exhibition Place and contribute to the broader open space system of this waterfront destination.

The Vision Statement expressed in Section 3.2 below builds upon the ambitions for Exhibition Place expressed by the City, the Board of Governors, the public and stakeholders to support the fundamental objective of reinforcing Exhibition Place as the principal gathering place for Toronto. The Guiding Principles that follow set the stage for further action to realize the vision.

Exhibition Place will serve as a "Gathering Place" while protecting the facilities, cultural assets, and parklands of the City of Toronto.

- Board of Governor's Vision, Strategic Plan 2017 2019

Exhibition Place is an iconic City of Toronto landmark serving as an entertainment venue; an urban parkland enjoyed by Toronto's residents and visitors; a multi-faceted professional sports destination; and a cultural centre with significant heritage properties and public art collections.

Strategic Plan 2017 2019

Exhibition Place is a place of celebration – a gathering place and centre for festivals, celebrations, showcases and a destination for all Ontarians.

- Wording from Council Decision regarding Ontario Place/Exhibition Place Revitalization EX5.1 – May 14, 2019

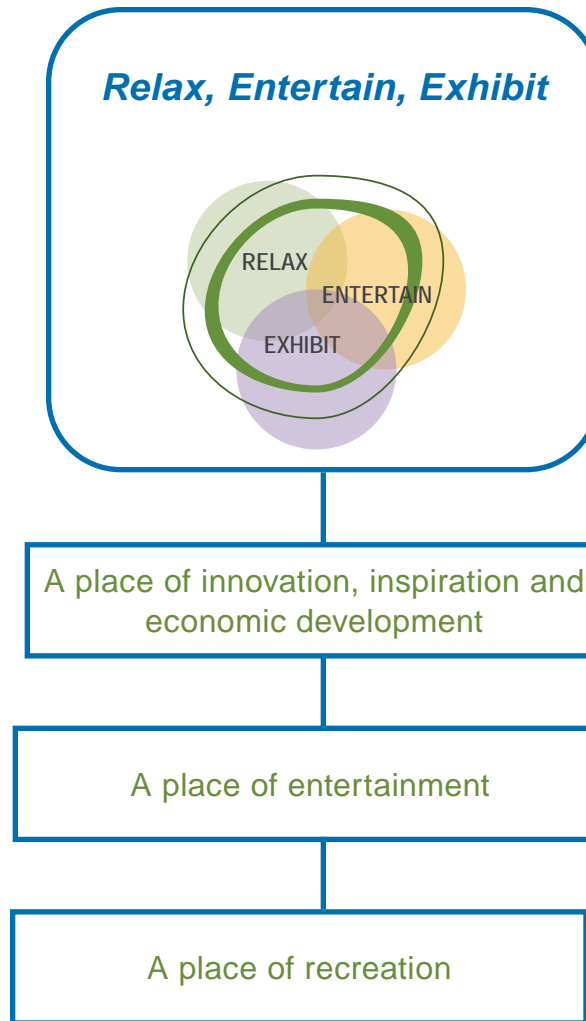
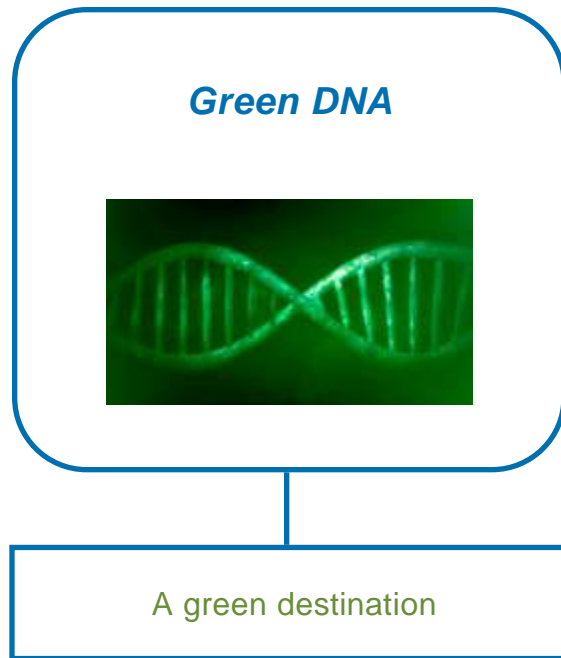


Figure 109. Shaping the Vision
(Source: Wikipedia)

Figure 110. (Image above) Extract from CHLA
(Figure 5-22) Looking west at the Gooderham
Fountain with the Toronto Event Centre in the
background, 1929 showing crowds and function
of Plaza as an open space (C.N.E. Archives)

3.2 Vision Statement

Exhibition Place is Toronto's gathering place. Its historic and landmark buildings, landscapes and features provide the foundation for signature events, festivals and activities that bring people together and inspire us. The ongoing evolution of Exhibition Place will build upon this tradition by showcasing innovation and enhancing spaces for all visitors to relax, entertain and exhibit.

In serving as a public gathering place, Exhibition Place is:

A place of innovation, inspiration and economic development

A place of innovation, inspiration and economic development - a centre for conventions, meetings, exhibitions, festivals and premier events, including sporting, cultural and public celebrations.

A green destination

A green destination – a unique place within the City that is easily accessible and provides public parkland and a green retreat, with connections to the waterfront open space network.

A historic place

A historic place – a location of extensive cultural heritage resources, including landscapes, buildings and public art, which are conserved and enhanced to celebrate the City's cultural heritage and historic character.

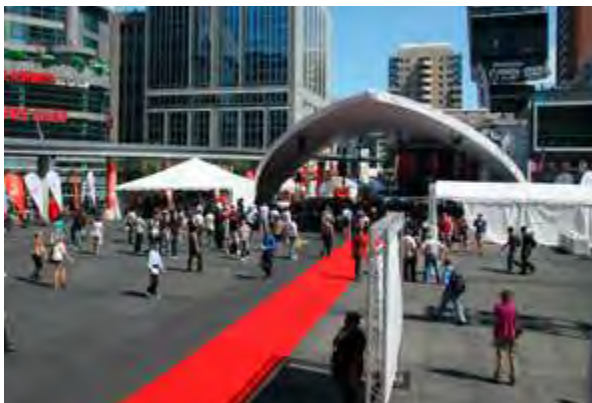


Figure 111. Dundas Square



Figure 112. Toronto Grange Park
(Credit: Brett Ryan Studios)



Figure 113. View towards Liberty Grand

A place of entertainment

A green destination – a unique place within the City that is easily accessible and provides public parkland and a green retreat, with connections to the waterfront open space network.



Figure 114. King St W closure during Toronto Film Festival

A place of recreation

A place of recreation – a multi-seasonal destination offering active and passive recreation opportunities for local residents, visitors and the surrounding communities.



Figure 115. Toronto Regent Park

3.3 Guiding Principles

Exhibition Place is a significant cultural heritage landscape that forms part of Toronto's Central Waterfront. As such, this Master Plan is informed by the Cultural Heritage Landscape Assessment and is built upon the four core principles established in the Central Waterfront Secondary Plan, applying these principles specifically to Exhibition Place. As Exhibition Place evolves, the following principles should be used to guide decision making, through public actions and in the process of evaluating development opportunities.

- *Removing Barriers/ Making Connections/ Prioritizing Transit*
- *Building a Network of Spectacular Waterfront Parks & Public Spaces*
- *Promoting a Clean & Green Environment*
- *Creating Dynamic & Diverse New Place*
- *Openness and Transparency/Responsiveness to the Broader Community and Stakeholders*



Figure 116. TTC service at Exhibition Loop

A Metrolinx advertisement featuring a woman in a blue Toronto Argonauts scarf and cap cheering with a megaphone. The text reads: "Score game tickets and GO rides to and from the game for one low price." Below the text, it says "Buy the GO and Argos combo ticket now: gotransit.com/argos" and includes the Argos and GO logos.

METROLINX

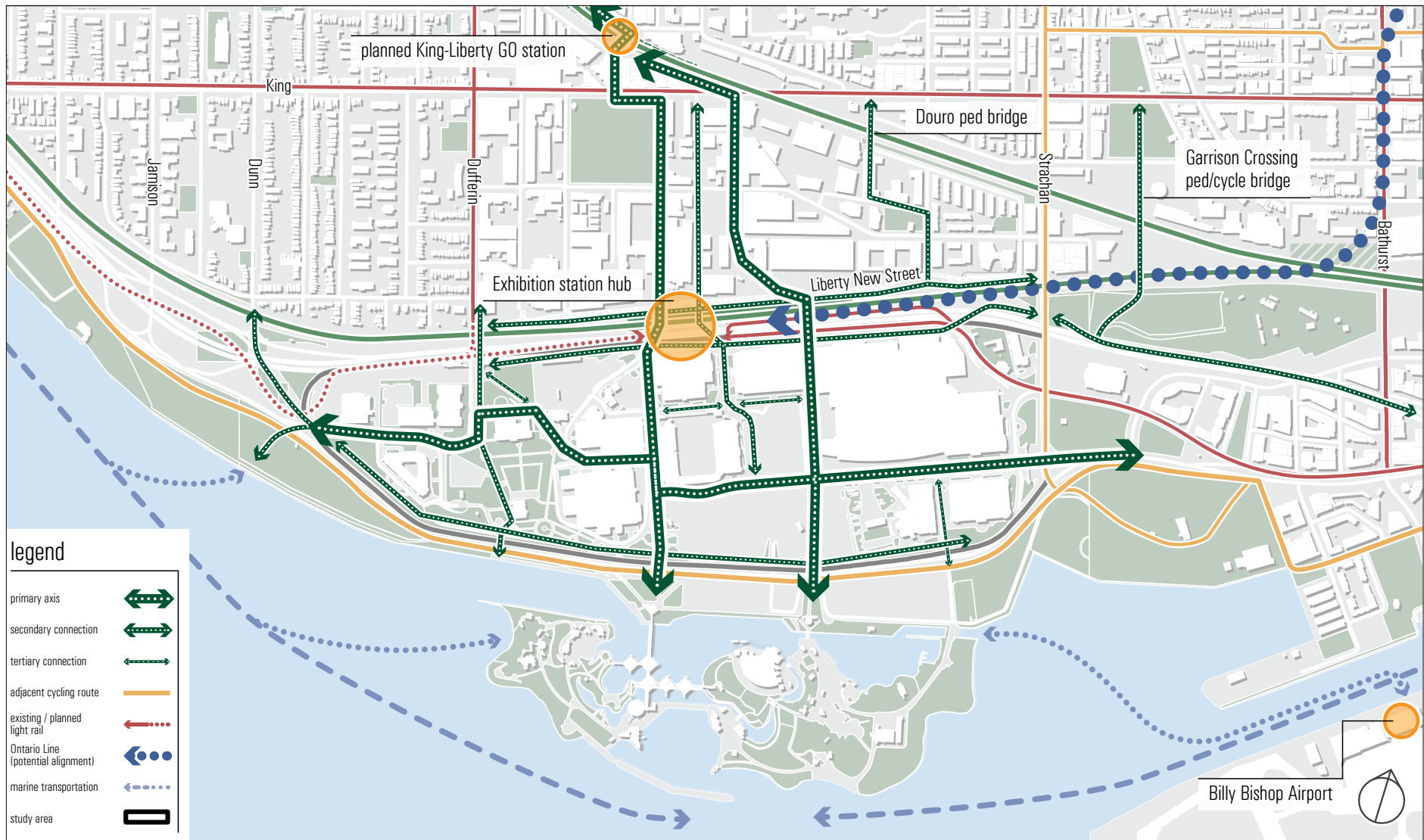
Score game tickets and GO rides to and from the game for one low price.

Buy the GO and Argos combo ticket now: gotransit.com/argos

Figure 117. Ticket and fare bundling
(Source: Metrolinx)



Figure 118. Homme de Fer LRT station, Strasbourg
(Source: Eole 99, www.wikipedia.org)



Map 45. Key transit and active transportation connections

3.3.1 Removing Barriers/ Making Connections/ Prioritizing Transit

A critical objective to the success of Exhibition Place as a gathering place is to make it convenient for large amounts of people to travel to, within, and through the site, preferably without using personal vehicles unless absolutely necessary. There is a challenge to balance needs given the extreme variation in visitors – from very large peak crowds during occasions where there are multiple major events or shows, to sitting almost empty during non-event times. The profile of visitors extends beyond the City, attracting regional, national and international visitors with a varying access to public transit. Transit investment should be geared to improving the visitor experience with respect to ease of access, frequency and reliability of service and last-mile connections to reduce personal vehicle use.

Transit is key to moving the greatest amount of people to and from the site. Walking and cycling are also vital – connections should be accessible year-round, safe, and able to accommodate frequent surge crowding from events. Emerging transport technologies and services can potentially lessen parking needs, supplement transit priorities, attract interest to the site, and help reduce vehicle infiltration to the core of the grounds. Improving linkages to surrounding communities, as well as to the waterfront, will help re-connect the site with the city as a significant public place.

Large events such as the CNE and Honda Indy periodically close large portions of the site to the general public, interrupting connections to destinations such as Ontario Place or the Martin Goodman Trail. A grade separated connection from the Exhibition Station transit hub to Ontario Place that can operate during these large events, facilitate active transportation, and connect to destinations along the way, while considering potential heritage and operational impacts, can help address this.



Figure 119. Tunnel to Billy Bishop Airport, Toronto
(Source: www.wikimedia.commons.org, Credit: Hutima)



Figure 120. Elevated multi-use path, Chicago

3.3.1.1 Prioritize public transit and improve connections to transit stations as the primary means to most efficiently move the greatest number of people to and from Exhibition Place

- *Facilitate and integrate the improved light rail and bus connections between Exhibition Place, the waterfront and City, as approved through the Waterfront Transit Network Plan and other local transit initiatives;*
- *Accommodate the proposed Ontario Line and enhancements to the Exhibition GO Station and Lake Shore West Rail service, ensuring appropriate integration and sensitivity to land use, other transit facilities, and other circulation routes.*
- *Develop the Exhibition Station transit hub as a single legible, coherent, and contiguous transit facility.*
- *Further incentivize and promote transit use including, but not limited to, options to bundle transit fares with event tickets, and assisting transit operators to optimize services to and from events.*

3.3.1.2 Enhance and promote pedestrian and cycling connections to adjacent communities, within, and through the site

- *Enhance existing connections, and create safe, animated, new links to the adjacent neighbourhoods that will further emphasize a sense of public ownership and improve access to, within, and through the site;*
- *Promote shared space for different modes of transportation.*



Figure 121. Cyclists on Martin Goodman Trail, Toronto
(Source: www.blog.waterfrontoronto.ca)

3.3.1.3 Accommodate emerging mobility technologies, innovations and services to complement transit and active transportation priorities

- *Explore testing and implementation of shuttle technologies complementary to higher order transit and active transportation, which can facilitate first/last mile connections;*
- *Establish appropriate sizing and locations for ridesharing and ride hailing pick-up and drop-off facilities;*
- *Consider the site broadly as a “Transportation Innovation Zone”, building on Exhibition Place’s long-standing tradition of promoting innovation, which could help showcase and accelerate proofs of concept for various emerging mobility technologies.*

While respecting accessibility needs, focusing pick-up and drop-off activity around the periphery of the site can help to minimize traffic infiltration into the interior. The provision of internal circulation solutions (e.g. via autonomous shuttles) can help to facilitate this approach and ensure patrons enjoy sufficient last-mile access to their intended destination.

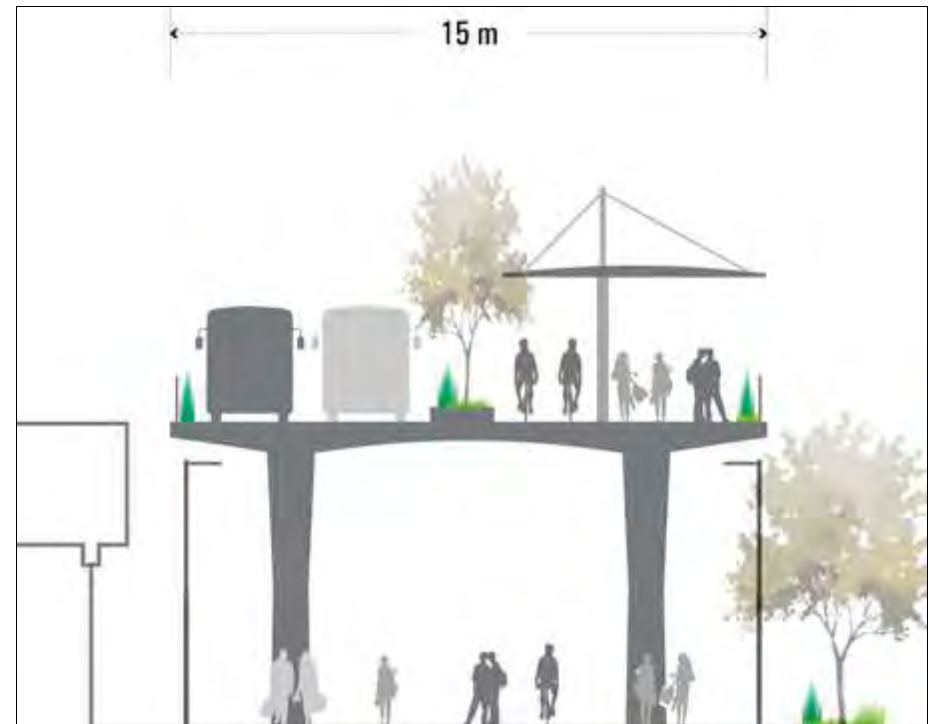
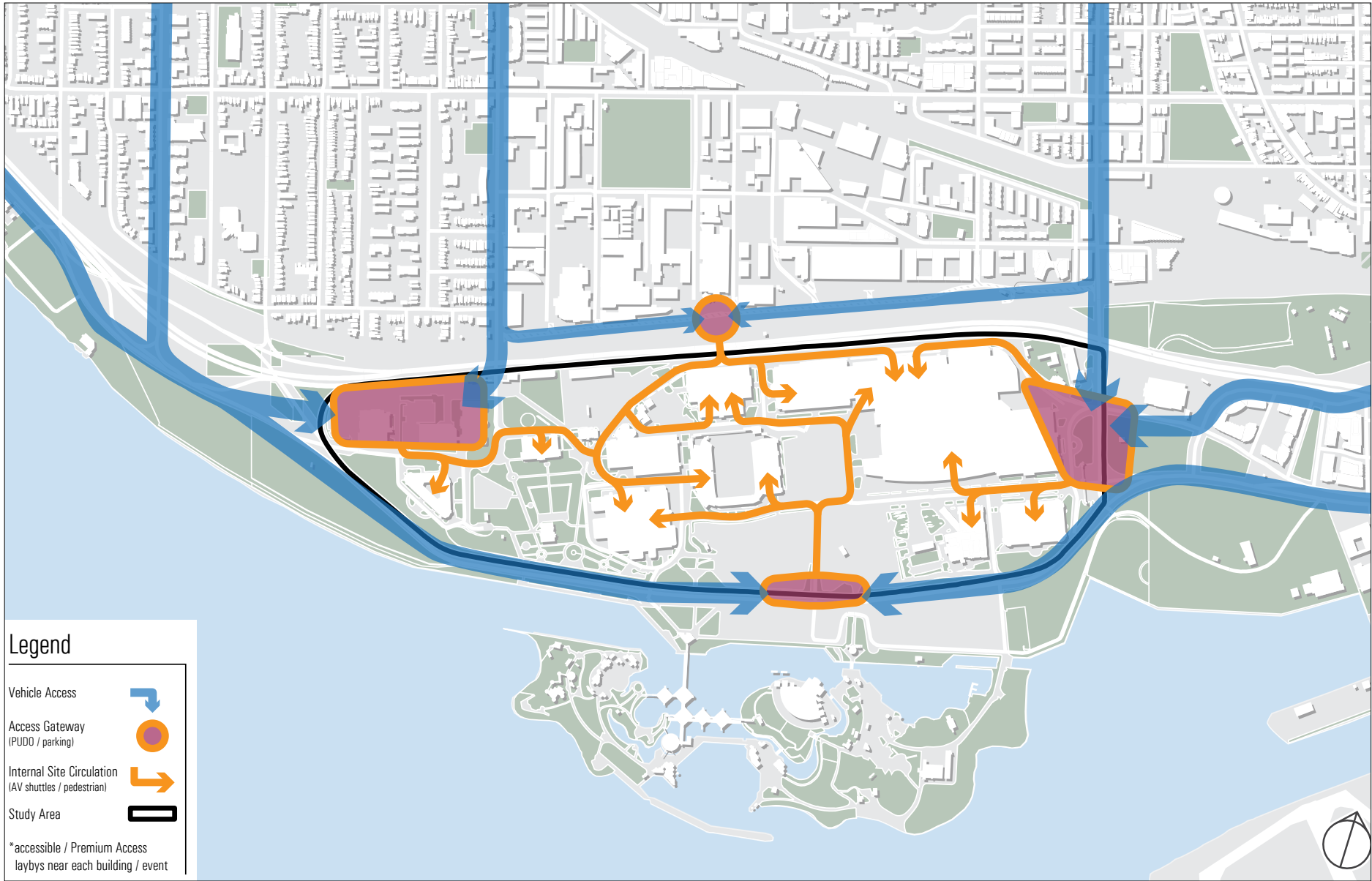


Figure 123. Conceptual elevated connection - potential section

3.3.1.4 Improve linkages to Ontario Place

- *Provide enhanced transit service and/or alternative modes of transportation to better connect the two sites over Lake Shore Boulevard West*



Map 46. Conceptual site access

3.3.2 Building a Network of Spectacular Waterfront Parks & Public Spaces

Exhibition Place holds a prominent position within the Central Waterfront area and represents a significant opportunity to enhance its parks and open space network. The CHLA (2019) recommends reinstating the multi-sided nature of buildings as well as protecting key views within the site, towards the lake, and to landmarks and open spaces. Building on this, an improved and continuous public realm presents opportunities for rehabilitating this significant cultural heritage landscape. A greener public realm serves as a “binding agent” between the old and the new, animating “in between” spaces and allowing for flexibility to support various uses, programs and seasonal activities.



Figure 124. Transit Hub
(Source: www.metrolinx.com,
www.seamlessbayarea.org)



Figure 125. Berczy Park,
Toronto, ON
(Source: Industryous Photography)



Figure 126. Pedestrian connection,
Montreal, QC



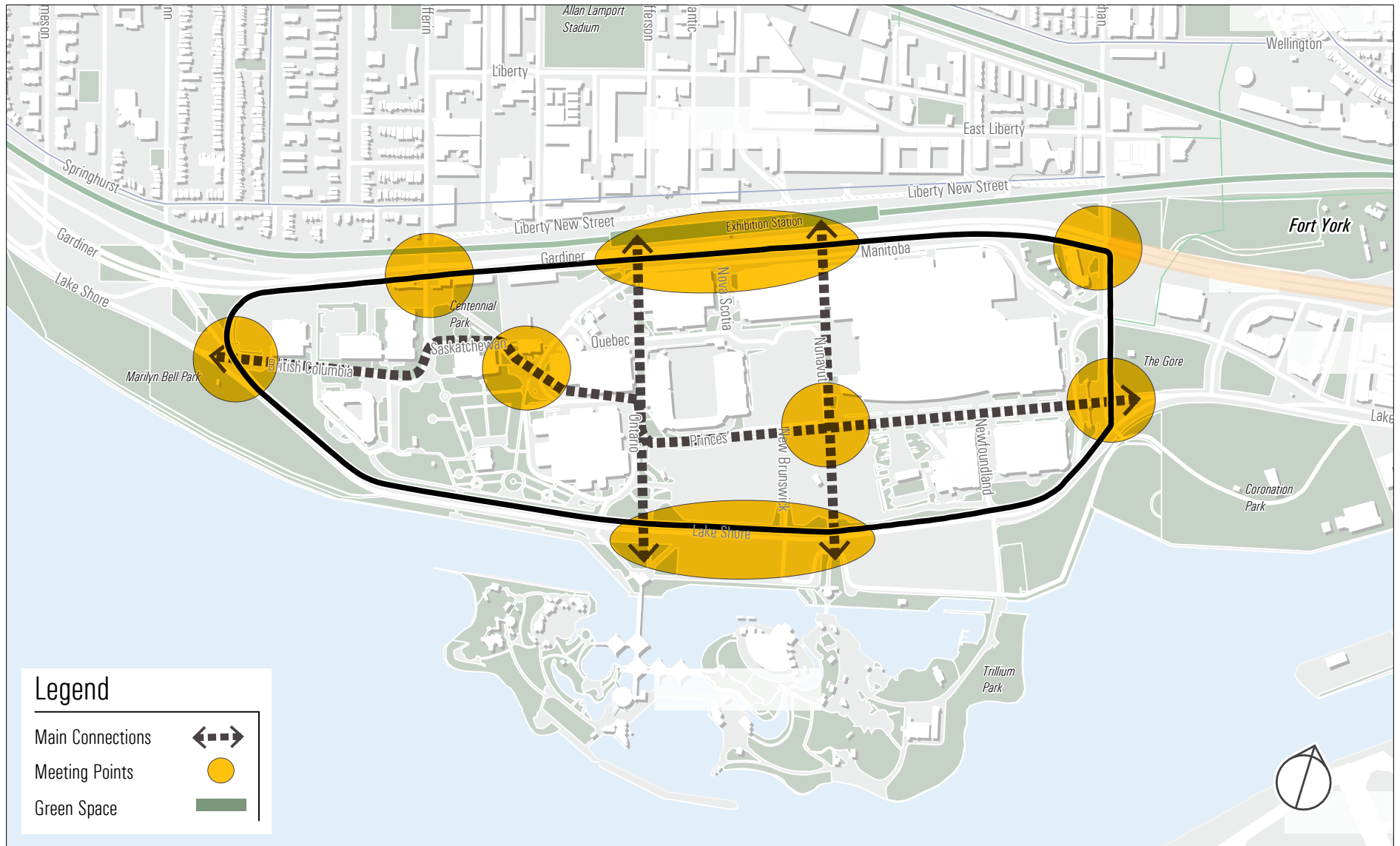
Figure 127. Philadelphia Rail Park
(Source: Flickr, Credit: airbus777 CC
BY 2.0)



Figure 128. Tropfest, Sydney
(Source: www.wikimedia.org, Credit:
Johngpolson - CC-BY-SA-3.0)



Figure 129. Example of interior
connection through a building
(Credit: James Brittan)



Map 47. Major connections and meeting places



Figure 130. Waterview Village Court, Toronto, ON
(Source: The MBTW Group)



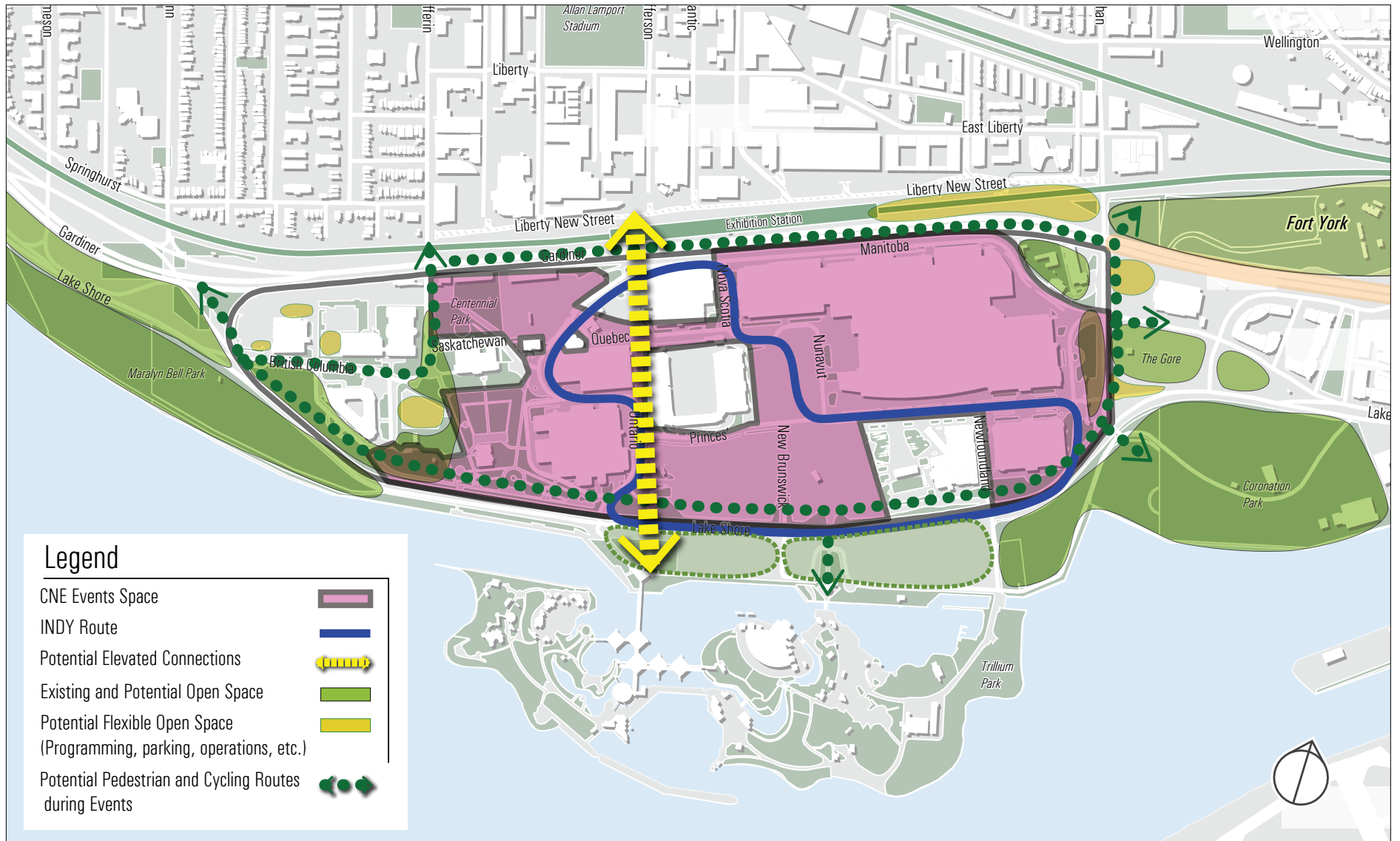
Figure 131. Chicago boardwalk



Figure 132. Honda Indy at Exhibition Place
(Source: Flickr, Credit: oaktree_brian_1976 - CC BY 2.0)



Figure 133. Sky Garden, Seoul
(Source: Flickr, Credit: bryan... - CC BY-SA 2.0)



Map 48. Enhancing connections during events

3.3.2.1 Contribute to the waterfront open space network by connecting and enhancing the public realm and maximizing green open space within Exhibition Place and its surroundings, and through improved linkages to Ontario Place

- *Improve and strengthen the quality and accessibility of public open spaces with a range of parks, plazas and pedestrian zones;*
- *Define, develop and enhance key meeting places throughout the site to emphasize existing landmarks;*
- *Connect existing and future green spaces into a continuous parkland network that provides pedestrian and bicycle connections and various recreational opportunities, while also maintaining circulation during major events;*
- *Enhance the public realm network to provide safe and direct movement of large pedestrian crowds entering and exiting Exhibition Place;*
- *Improve the public realm network to create better connections between existing buildings, landmarks, and destinations while protecting key views and reinforcing the four-sided nature of buildings;*
- *Rehabilitate Exhibition Place in a manner that maintains and enhances its flexibility of year-round public uses and leverage these uses for the enhancement of the site as a whole;*



Figure 134. Sherbourne Common
(Source: www.blog.waterfrontoronto.ca/)



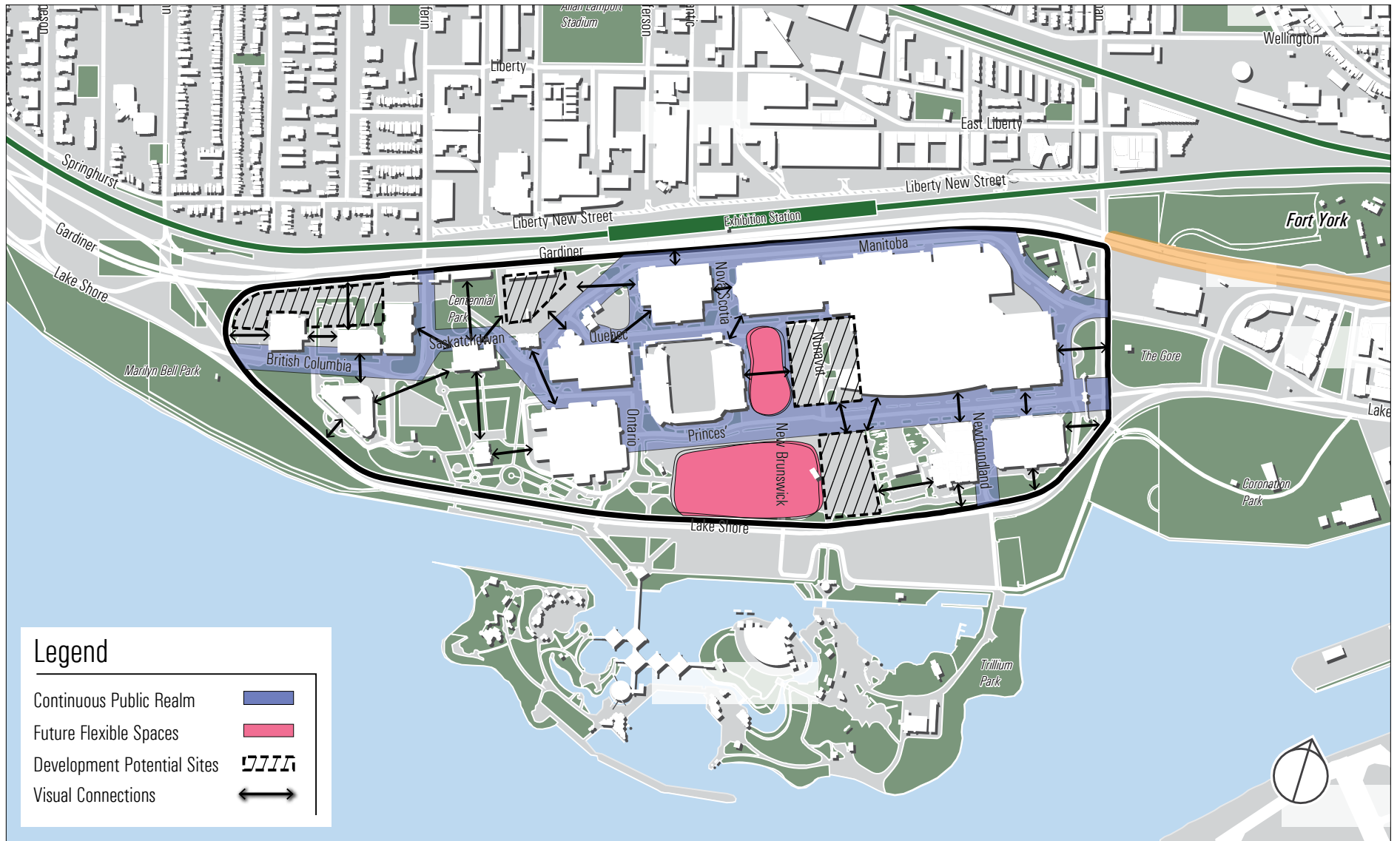
Figure 135. Breczy Park, Toronto
(Credit: Industryous Photography)



Figure 136. Quai Paquet, Levis QB



Figure 137. The Adelaide Plaza, Toronto
(Credit: Jeff McNeill)



Map 49. Public realm and view enhancement

3.3.2.2 Create a better relationship with the rest of the City

- *Enhance Exhibition Place's role in offering reprieve from city life by reinforcing its strong identity, encouraging site exploration and ease of access as a public place and waterfront asset within the City of Toronto.*



Figure 138. The Bentway



Figure 141. Connection over highway, Millenium Park, Chicago, IL
(Source: Pixabay, Credit: Mikil Narayani)



Figure 139. Queen's Quay, Toronto



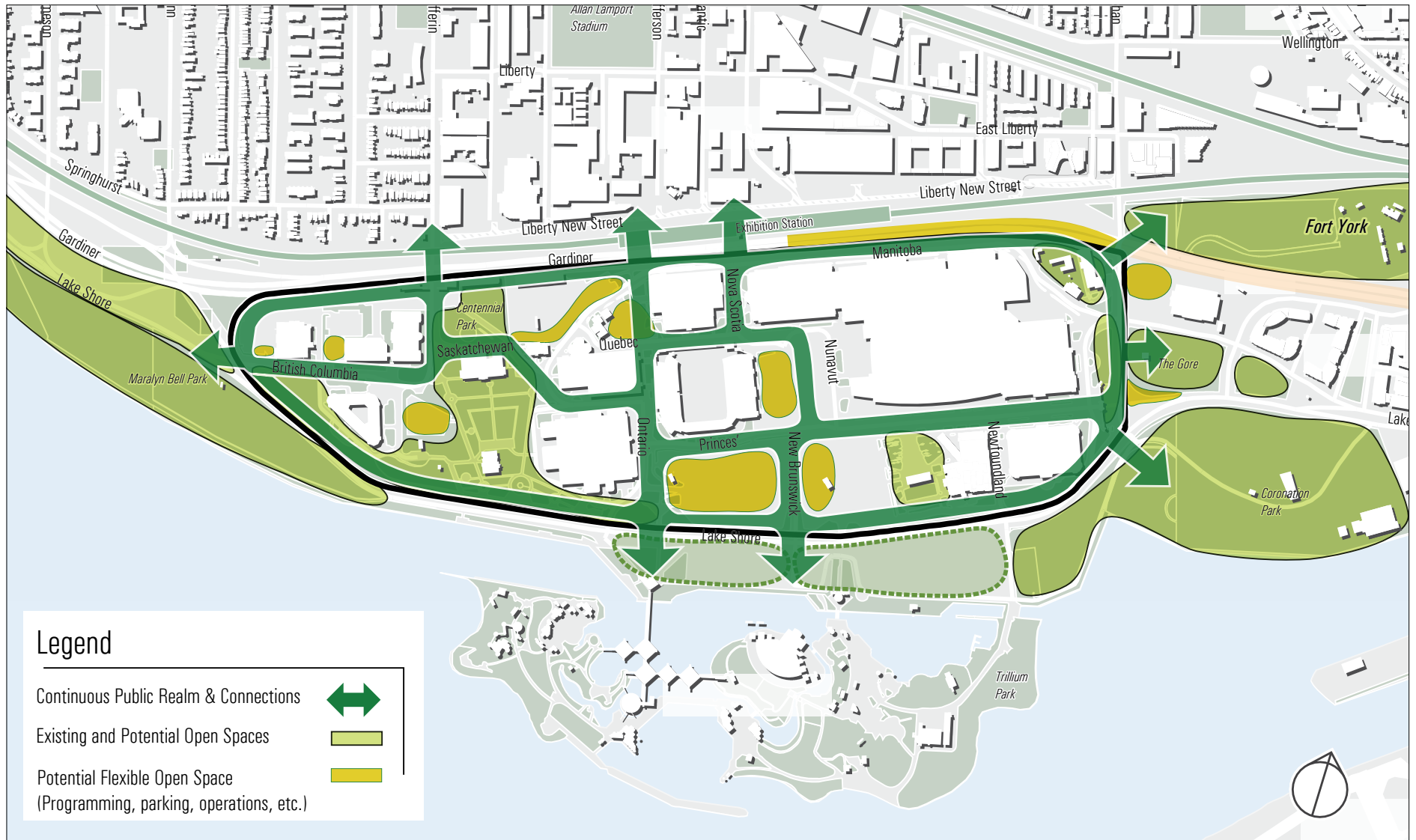
Figure 140. Proposed Rail Deck
Park, Toronto



Figure 142. Highline, NYC



Figure 143. Example of seating
arrangement in Chicago, IL



Map 50. Enhancing connections within Exhibition Place and with the context

3.3.3 Promoting a Clean & Green Environment

Exhibition Place has the opportunity to continue and expand its leadership role in innovative, sustainable development practices and environmental technologies, currently implemented through its GreenSmart program. With improved transit facilities serving the site, and a robust Transportation Demand Management program considering all opportunities to improve sustainable travel to and within the site, it may be possible to incrementally reduce the at-grade parking supply on-site, while continuing to accommodate event access and operations. Enhanced freight management and encouraging servicing functions to the periphery, where possible, can allow for more core site areas to be preserved for pedestrian use and enjoyment, enhancing their sense of place and attractiveness for visitors year-round.



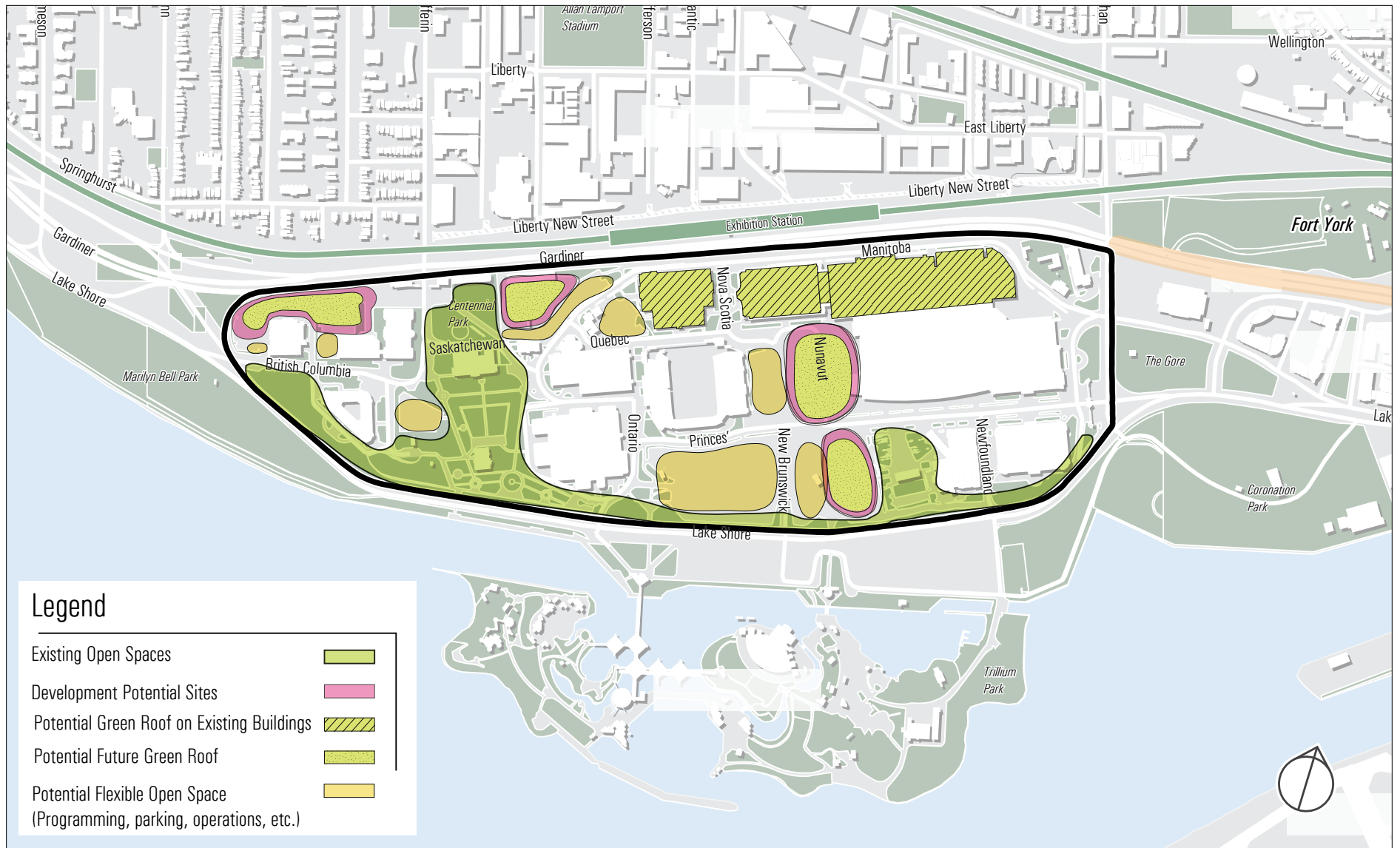
Figure 145. Rain garden in a parking lot

3.3.3.1 Build in Resilience

- *Continue to implement the Exhibition Place GreenSmart Program to reduce environmental impact and champion the use of emerging green technologies;*
- *Integrate Low Impact Development practices to improve stormwater infiltration and reduce runoff;*
- *Review surface parking periodically, exploring opportunities to consolidate, relocate and reduce surface parking as transportation demands and opportunities evolve, in conjunction with site improvement opportunities;*
- *Make more efficient use of the land by creating flexible, convertible open public spaces and multi-purpose structures to support various seasonal programming and peak event needs, as well as daily use in off-peak times;*



Figure 144. City of Toronto Green Roof



Map 51. Potential strategies for improving environmental sustainability and site resilience

3.3.3.2 Maximize Efficiency of Site Operations

- Consolidate servicing and delivery routes as well as access to buildings and events, and explore alternative freight distribution methods that may minimize space demands and improve placemaking opportunities;
- Improve current infrastructure and controlled access for trucks and other vehicles to ensure efficient set-up and tear down during events, while maximizing unobstructed use of public open spaces;
- Discourage through traffic on-site and explore opportunities for improved pedestrian conditions and safety, while maintaining servicing and operational access for large events, tenants, leaseholders and visitors



Figure 146. Delivery robot
(Source: www.commonswikimedia.org, Credit: Mbrickn)



Figure 147. Cargo cycle deliveries
(Credit: www.xyzcargo.com)



Figure 148. Carnival set-up, Calgary Stampede
(Source: www.flickr.com; Credit: Calgary Reviews)



Map 52. Conceptual service access - Consolidating and minimizing the amount of service and delivery traffic in the interior of the site, without unduly impacting tenant and leaseholder operations, can help improve the management of servicing access, allow for public realm improvements, and provide a better experience for Exhibition Place patrons and the wider public.

3.3.4 Creating Dynamic & Diverse New Places

Exhibition Place features a unique collection of distinctive built heritage resources and designed landscapes and features set in a provincially significant cultural heritage landscape. Its historic sense of place provides a foundation for creating and enhancing placemaking opportunities and provides a cohesive character throughout the site. Development and public realm improvements can contribute to the identity of Exhibition Place while promoting all-season use that allows for flexible program responses.

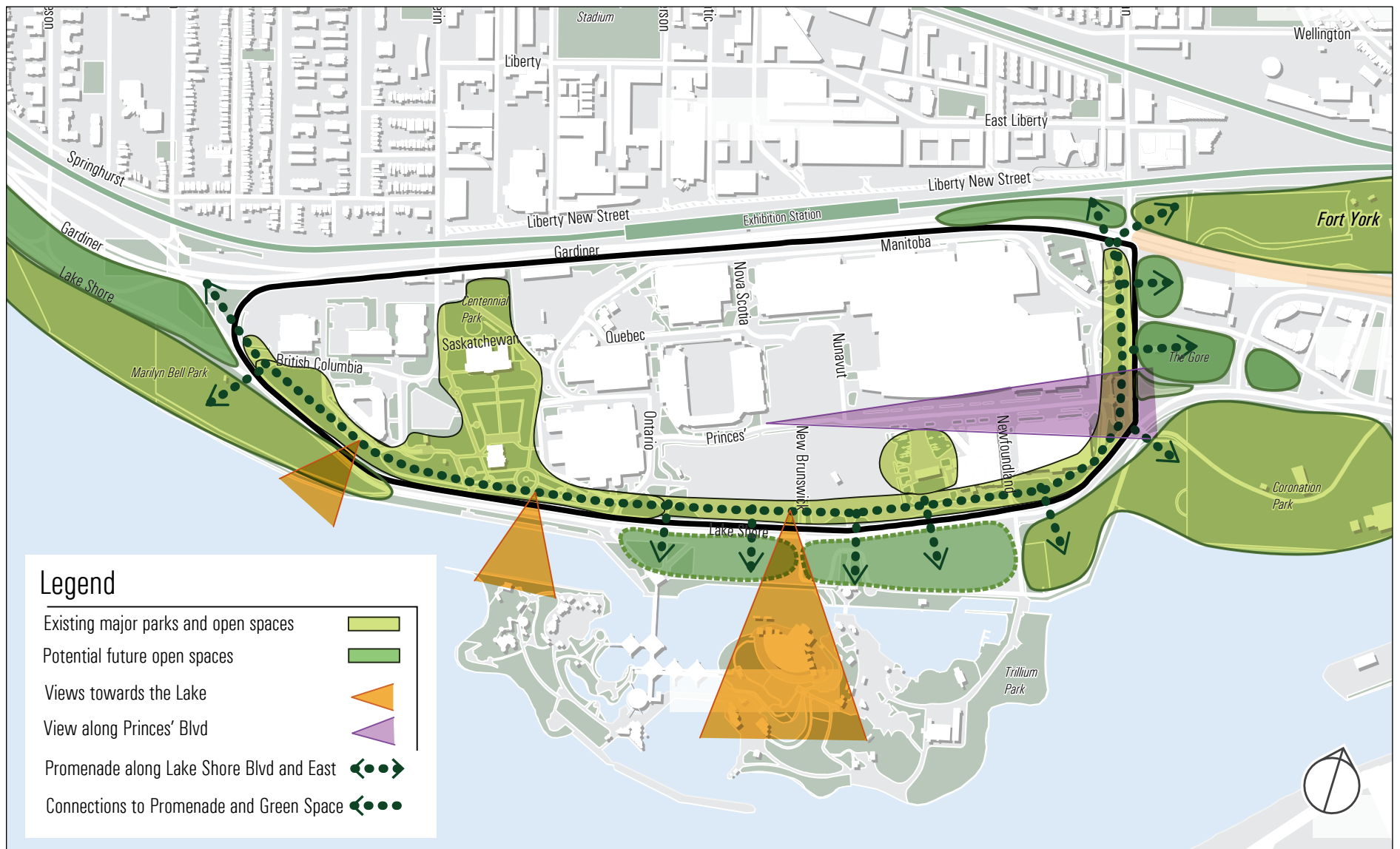
The core purpose of Exhibition Place is to exhibit and facilitate economic and business opportunities. Rehabilitating the cultural heritage landscape - by enhancing the public realm, landmarks and key view corridors, as well as restoring the historic relationships between buildings, landscape and vegetation features, and the Lake Ontario shoreline - will help to emphasize a sense of place and offer wayfinding elements for visitors from near and far.



Figure 149. View towards the Lake from Martin Goodman Trail



Figure 150. Panoramic View towards Heritage Buildings (Exhibition Place)



Map 53. Enhancement of open spaces, connections, cultural heritage value and view corridors

3.3.4.1 Celebrate and conserve the cultural heritage of Exhibition Place

- *Conserve and rehabilitate Exhibition Place's monumental landscapes to support their function as significant settings that reinforce the site's boundaries and sense of place;*
- *Enhance the exceptionally designed, large-scale agricultural and industrial exhibition architecture; and interpret the integral role of the military;*
- *Support the use, maintenance and sustainability of Exhibition Place as an accessible and multi-functional historic public asset through a culture of stewardship that prioritizes the rehabilitation of its buildings and landscapes;*
- *Enhance designed cultural heritage landscapes as recognizable, defined places and restore transitions between them. Enhance physical and visual connections to surrounding areas that contribute to the historical and contextual value of the site.*
- *Integrate Indigenous placemaking opportunities given the prominence of this waterfront site, and the traditional relationship with the waterfront.*

3.3.4.2 Complement Built Form with Programming and Open Space, reinstating the historical, balanced relationship between building and landscape

- *Ensure that proposed new buildings and structures will be compatible in scale with the monumental buildings and landscapes of the site. New architectural additions and landscape interventions will continue to promote design excellence with contextually appropriate and harmonious character, materiality and colour, encouraging active frontages and avoiding blank walls where feasible;*
- *Encourage new additions and structures to include weather protection; be fully integrated into the public realm and parkland network; and*

allow for a variety of events and programs to ensure the continuity of these uses at Exhibition Place;

- *Promote flexible and adaptable interior spaces within new and existing buildings to accommodate a wide range of events and users; and*
- *Discourage vehicular parking on soft landscaped areas, to rehabilitate the relationship of buildings with the landscape;*

3.3.4.3 Continue to develop an extensive public art collection

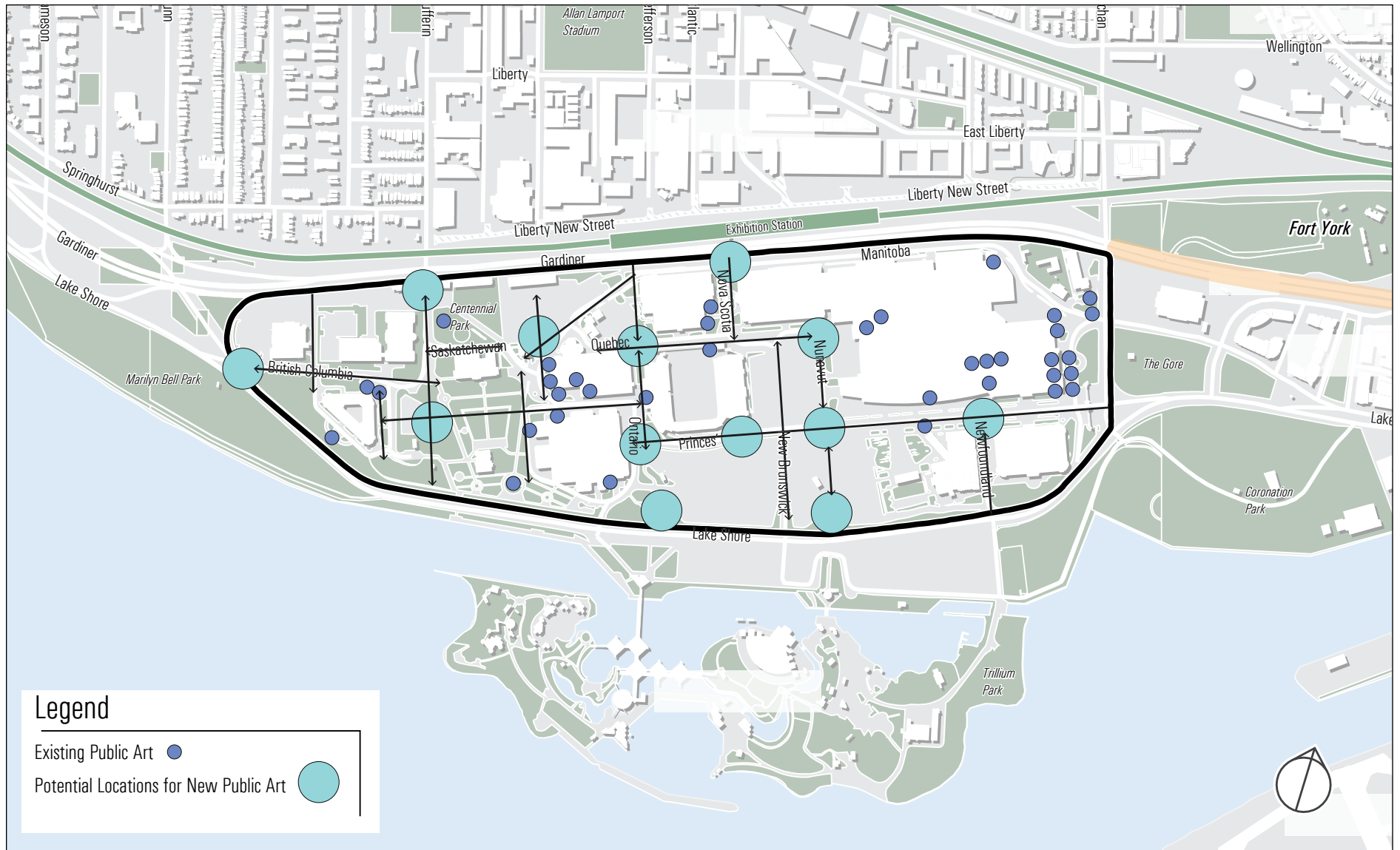
- *Ensure that all new and existing public art will be visible and accessible by the general public.*
- *Locate new public art with intention and consideration of the surrounding context, and to contemplate cultural landscape heritage of the site. New public art locations will create meeting places and moments of pause, enhance vistas and view corridors and contribute to the overall pedestrian exploratory experience.*



Figure 151. Greek God



Figure 152. Shrine Peace Memorial



Map 54. Existing and potential public art locations

3.3.5 Openness and Transparency/Responsiveness to the Broader Community and Stakeholders

The Master Plan process has been undertaken with transparency in engagement and consultation through each phase of this project. Future development, decision-making and implementation of the Master Plan should continue in the public forum.

3.3.5.1 Engage with the community and stakeholders throughout the Master Plan process and implementation

- *Make planning and implementation decisions through fully transparent and consultative public processes.*



Figure 153. Public Open House #2



Figure 154. Public Open House #1

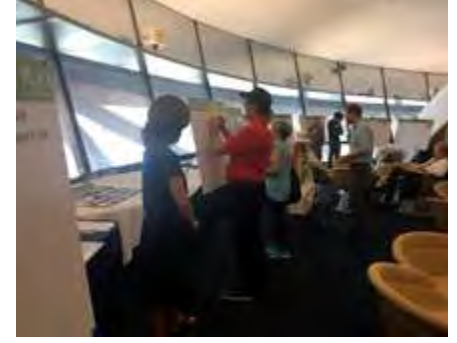


Figure 155. Public Open House #1



Figure 156. Pop-up consultation event at Mel Lastman Square

3.4 Conceptual Strategy

The site occupies a considerable land area of 192 acres, encompassing multiple functions and the many layers of its physical evolution over time. The high-level opportunities for the identified through the urban design analysis, and informed by the Vision and Guiding Principles, are compiled in Map 55. This is a schematic representation of areas to be preserved and extended into an interconnected green space system; areas with potential for new buildings or structures; important gateways and meeting places; and opportunities for flexible, multi-purpose hardscaped open spaces.

To manage future improvements and development of the area, a conceptual strategy has been developed that builds on the SWOP analysis and reinforces the character of the three overlapping program areas emerging at Exhibition Place: the Relax, Entertain and Exhibit zones.

Identifying these zones by their predominant function provides a general, overarching direction for the physical character and public realm approaches for each program area, reinforcing their underlying designed cultural heritage landscapes and attributes.

"Exhibition Place has continually functioned as an expanse of open space overlooking Lake Ontario and defined by permanent and monumental exhibition pavilions set in attractively landscaped areas."

– Exhibition Place Cultural Heritage Landscape Assessment, April 2019



Map 55. Opportunities and potentials within and adjacent to the Study Area



Map 56. Different zones within the Study Area

3.4.1 RELAX Zone

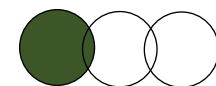
The RELAX zone is envisioned as a green space with enhanced opportunities for passive recreation and enjoyment of the landscape. Located on the western side of the site, the Relax zone encompasses the majority of the existing green open space and heritage buildings, as well as most of the existing viewsheds toward the site, significant buildings, and the lake. In particular, this zone includes the cultural landscapes associated with the Fort Rouillé site (Bandshell Park), the Gouinlock collection of buildings and the Dufferin Gate entrance plaza.

It is envisioned that this area will continue to maintain and rehabilitate the existing cultural heritage landscape; celebrate views to Lake Ontario; maximize green space, provide opportunities for passive and active recreation – both on a daily basis and during major events - and prioritize pedestrian and cycling amenities.

RELAX Zone - Proposed Public Realm Improvements

- 1 Pedestrian connection to Parkdale
- 2 Enhance Dufferin gateway/Transit stop
- 3 Flexible space
- 4 Meeting place
- 5 Increased usage of Bandshell Park
- 6 Improved pedestrian movement along Lake Shore Blvd W (Promenade)
- 7 Enhanced west gateway
- 8 Marilyn Bell Park expansion

Opposite page sources: 2. www.wikimedia.org, 3. www.needpix.com, 4. www.wikimedia.org, 5. www.wikimedia.org, 6. www.pixabay.com



Map 57. Proposed public realm improvements within the RELAX Zone

3.4.2 ENTERTAIN Zone

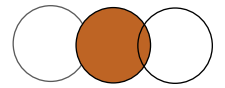
The ENTERTAIN zone would become the central focus for gathering areas and meeting places on the Exhibition Place grounds. Located in the middle of the site, this zone captures the modernist and contemporary buildings that primarily serve entertainment and gathering functions, as well as the existing Exhibition GO/TTC loop and the majority of existing surface parking areas. The major transit hub is recommended for expansion to include the proposed Ontario Line and become an iconic gateway to the Exhibition Place. Centrally located near transit, this zone is well-positioned to provide key north-south linkages between Liberty Village to the north and Ontario Place to the south. To continue uninterrupted operations of signature events, a major north-south connection would allow a direct route for all modes of mobility while preserving protected cultural heritage landscape views.

The ENTERTAIN zone has the potential to become the most flexible and resilient area on the Exhibition Place grounds. Large hardscape areas can be designed for conversion to support a variety of needs, whether it is staging, storage, parking or a testing ground for innovative technology pilot projects. In particular, Festival Plaza, envisioned for the south parking area, would be able to support large events, and day-to-day programming for spill out areas, cafes, food trucks, meeting places and outdoor seating when not in use. During major events and festivals, Festival Plaza would provide an unobstructed open space to allow for required event programming and staging. The creation of a park bridge over Lake Shore Boulevard West is an opportunity for Festival Plaza to extend south to connect with Ontario Place.

ENTERTAIN Zone - Proposed Public Realm Improvements

- 1 Transit hub with improved connections to Manitoba Dr. Transit stop
- 2 Elevated multi-use promenade
- 3 Flexible hardscaped open space
- 4 (programming, parking, operation, etc.)
- 5
- 6 Connection to Ontario Place/Meeting place
- 7 Meeting place
- 8 Flexible space with different staging options

Opposite page sources: 1: Eole 99, www.wikipedia.org, 4, 5. www.wikimedia.org, 6 Photo by WikiPedant at Wikimedia Commons - CC-BY-SA-4.0; 8.www.flickr.com; Credit: Calgary Reviews)



Map 58. Proposed public realm improvements within the ENTERTAIN Zone

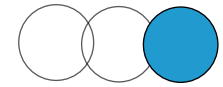
3.4.2 EXHIBIT Zone

The EXHIBIT zone reinforces the primary role of Exhibition Place in economic development and trade, focused on the most eastern area of the site. The evolution of the grounds through the 1920s and 1930s saw the establishment of the grand entrance at Princes' Gates, as well as permanent structures in classical Beaux-Arts/Art Deco styles to house the exhibition functions of the CNE and the Royal Agricultural Winter Fair. The prominent east-west axis of Princes' Boulevard, Princes' Gates and formal alignment of the built form celebrate this cultural heritage landscape and emphasize the iconic gateway. The vision for this area is to maintain the formal promenade, unobstructed focal views and complementing the existing built form. The existing plaza at Princes' Gate can be extended over Strachan Avenue and become better integrated with the adjacent Gore Park and Coronation Park.

EXHIBIT Zone - Proposed Public Realm Improvements

- 1 Extension of the Bentway for public use and access
- 2 Accessible green roof
- 3 Internal mid-block connection
- 4 Enhanced Princes' Gate/Meeting Place
- 5 Revitalization of Gore Park
- 6 Flexible space under the Gardiner for staging

Opposite page sources: 2, 3, 4, 5 and 6. www.wikimedia.org



Map 59. Proposed public realm improvements within the EXHIBIT Zone

3.4.3 GREEN DNA

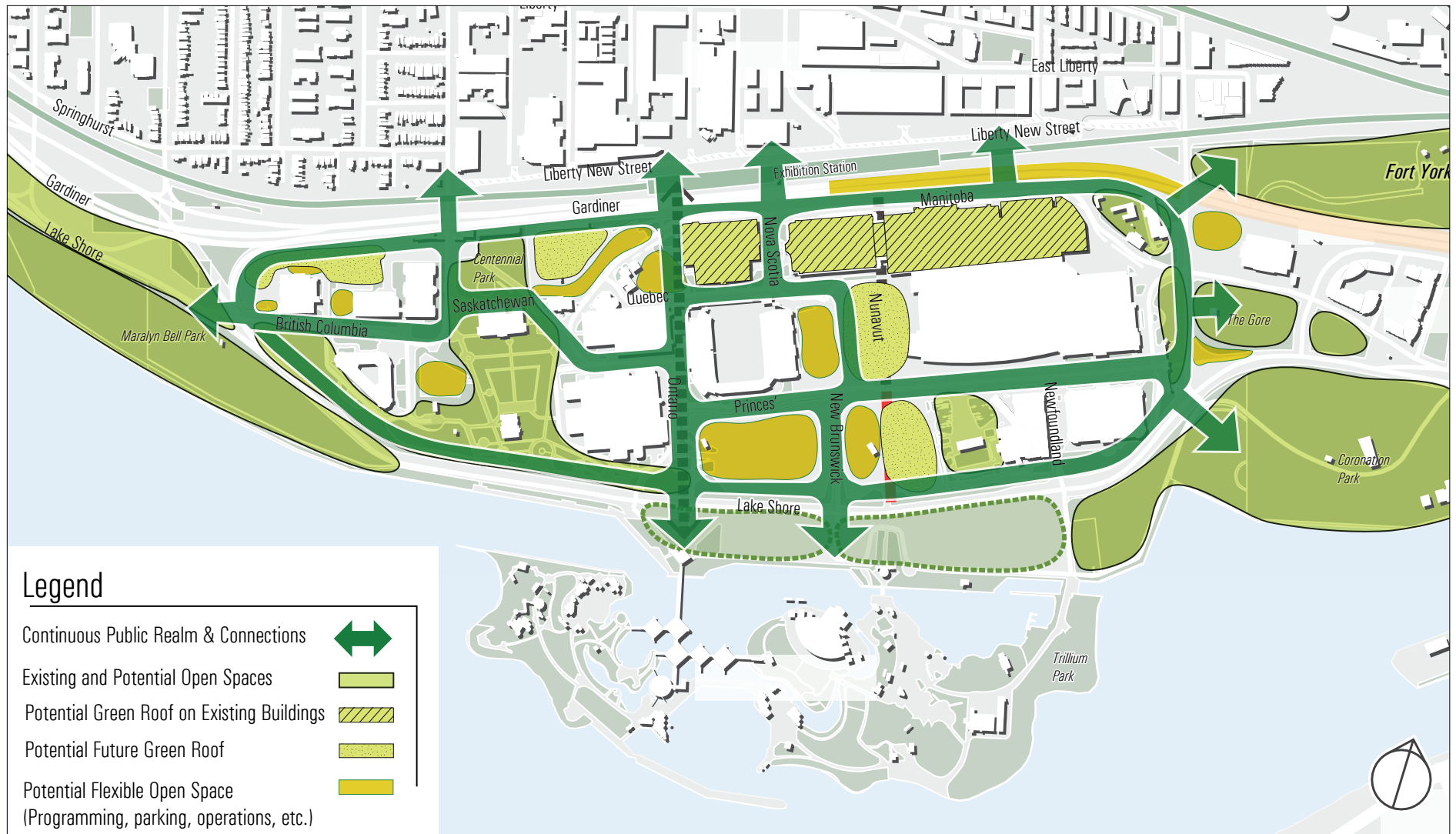
The concept of "Green DNA" is proposed as a physical "binding agent" that would integrate the three program areas of RELAX, ENTERTAIN and EXHIBIT through a comprehensive public realm strategy for the site. Renewed focus on the Green DNA of Exhibition Place would enhance its sense of place, restore transitions between designed cultural heritage landscapes and rehabilitate the historic relationships between buildings and their associated open space. These elements would also serve to connect Exhibition Place visually and physically to surrounding green parks and open space system. The CHLA outlines a series of actions to achieve these objectives, considered through the SWOP analysis and incorporated into a draft Structure Plan described in Section 3.5 below.

Building on the Exhibition Place GreenSmart program, green infrastructure can be implemented to improve environmental performance, to further promote sustainable and resilient practices, and to minimize climate change impacts, including:

- *expansion of green roofs;*
- *urban agriculture and locally grown food;*
- *stormwater management through permeable surfaces and additional soft landscaped areas;*
- *improving park and green space to create better access to a continuous green public realm; and*
- *green linkages to, from and within the site, to the broader open space system.*

"Green infrastructure means natural and human-made elements that provide ecological and hydrological functions and processes. Green infrastructure may include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs."

- Official Plan – City of Toronto



Map 60. The Green DNA

3.5 Draft Structure Plan

The Opportunities identified through the Analyze stage informed the development of a draft Structure Plan for Exhibition Place. This draft Plan builds upon the 2010 Structure Plan with an updated framework illustrating focus areas for potential improvement. It is intended that through future study phases, the key moves identified in the draft Structure Plan can be tested and refined in the development of a final recommended Master Plan for Exhibition Place. The draft Structure Plan is composed of the following elements:

3.5.1 Existing physical features

As a baseline condition, the Plan includes the buildings, structures, roads and pathways that are not expected to change.

3.5.2 Gateways/Meeting Areas

New and existing gateways, as well as more established meeting areas are identified to create visual landmarks to support wayfinding and improved accessibility to the grounds. Existing gateways identified for potential improvements include:

- *The western gateway at Lake Shore Boulevard West near the British Columbia Road entrance, to be enhanced to improve pedestrian and cycling safety and connections to south Parkdale, Marilyn Bell Park and the waterfront trail system;*
- *Dufferin Gate to the northwest, where transit improvements and the relocation of the Dufferin Gate Arch provide the opportunity to create*

an enhanced welcome plaza with ceremonial landscape features, plantings, and improved pedestrian routes through Centennial Park to the Princess Margaret Fountain; and

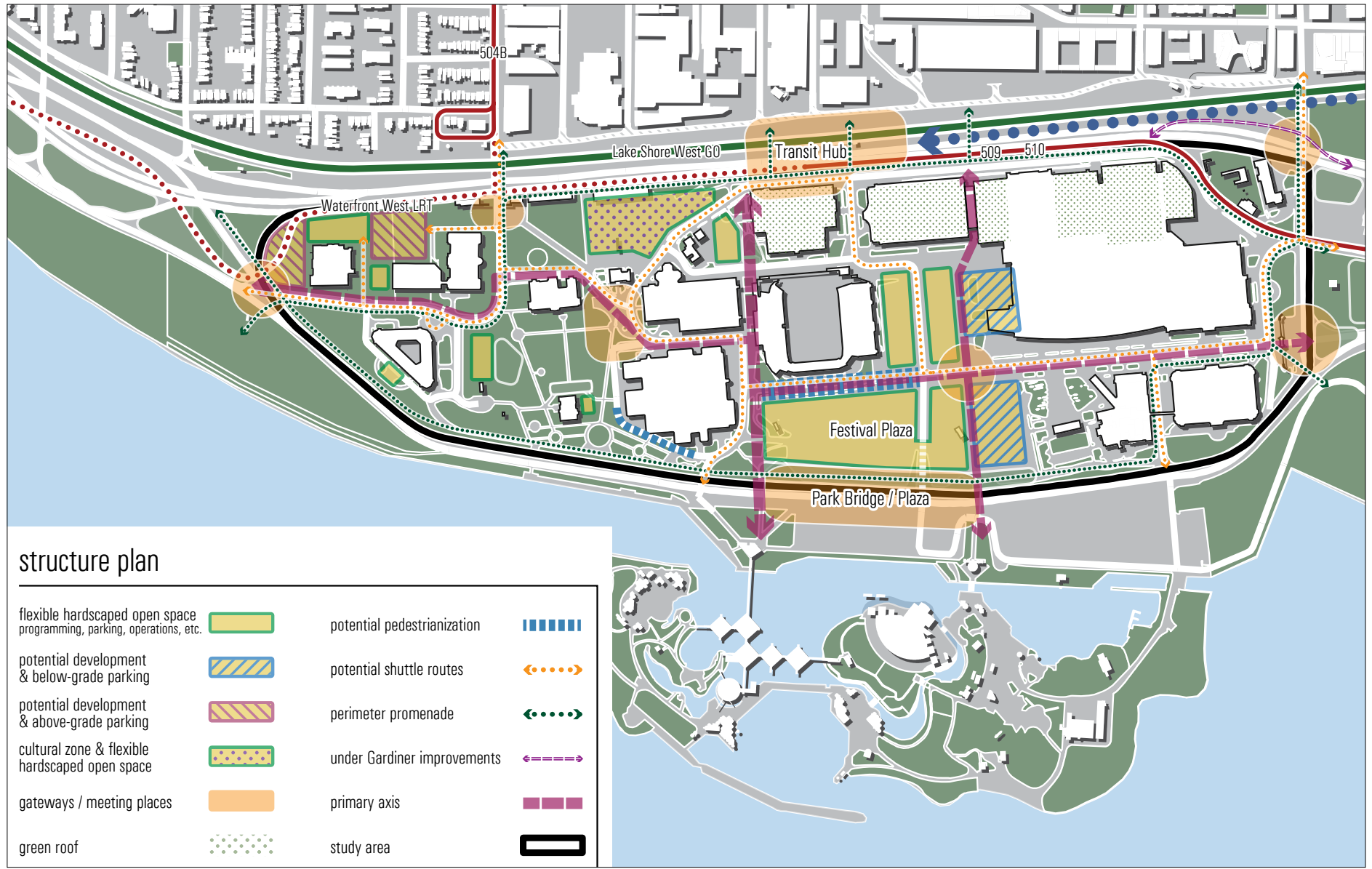
- *Princes' Gates to the east, where public realm improvements can highlight the iconic entry and axial views to the grounds, as well as connections to adjacent green open spaces at Coronation Park and The Gore Park.*

Opportunities to create new gateways that can supplement access to the grounds are as follows:

- *Leveraging transit investment to establish a significant Transit Hub at the north end of the site to make it a high-quality public meeting place that will promote transit use, including creating potential additional connections across the rail corridor;*
- *A significant land bridge spanning Lake Shore Boulevard to the south, linking Exhibition Place with Ontario Place; and*
- *a northeast connection under the Gardiner Expressway and Strachan Avenue, connecting to the Bentway and Fort York National Historic Site.*

Where prominent views identified in the CHLA and access routes converge, new meeting places can be established through special public realm treatments:

- *at the intersection of Saskatchewan Road, Princes' Boulevard and Manitoba Drive, centred on the Princess Margaret fountain; and*
- *at the intersection of Princes' Boulevard with Nova Scotia Avenue.*



Map 61. Draft Structure Plan

3.5.3 Future Opportunity Areas

Due to the high degree of usage of the grounds and the direction to rehabilitate the cultural heritage landscape of Exhibition Place, a limited number of areas emerge as potential areas where new buildings or structures can be accommodated. The Plan assumes some expansion of the Enercare Centre into the open space to the west of the building, and the potential development of a second phase of Hotel X to the west of the Stanley Barracks. The integration of new below-grade parking facilities are anticipated as part of the redevelopment of both sites.

Two sites at the northwest corner of the grounds are identified as potential opportunity areas, which are appropriate locations for future buildings or structures, and may include above-grade parking facilities where displaced parking spaces or staging areas may be relocated.

The area between Centennial Park and Manitoba Drive is identified as a potential "cultural zone" which can be designed as a flexible, landscaped open space to accommodate cultural, community or festival-related programming, or a building which can be designed to accommodate temporary event operations, functions and storage at or near the ground plane.

3.5.4 Potential Pedestrianization of Roadways

Opportunities to encourage a more walkable environment can be achieved through the strategic pedestrianization of lower-traffic routes. Two opportunities to be explored are:

- *a portion of Prince Edward Island Crescent, between Ontario Drive and the access to Bandshell Park to create an entrance plaza along the southwest edge of the Better Living Centre; and*
- *a portion of Princes' Boulevard between Ontario Drive and New Brunswick Way, to create a pedestrian plaza/extended programming space along the southern edge of BMO Field.*

3.5.5 Perimeter Promenade

Active recreation and alternative pedestrian/cycling routes to the various venues on the site can be improved with a barrier-free promenade traversing the perimeter of the site. The Draft Structure Plan shows a potential routing linking the existing walkway along the south end of the site with new paths extending east-west and north-south around the site edges, which could be designed with a common public realm treatment and signage. The promenade would allow for better access to and appreciation of the heritage buildings and landscapes around the entirety of the site, as well as linkages to the broader green space network.

3.5.6 Microtransit and Event Shuttle Routes

The implementation and regular use of on-site shuttles, potentially automated, and tailored to specific event needs, would greatly improve first and last mile connections. In particular, shuttles would benefit those with accessibility issues, transit stations, and those parking near the peripheries of the site, further from their intended destination. In addition to the development of a corresponding revenue and service model, a site shuttle system would require some supporting infrastructure to ensure seamless connectivity between buildings and multi-modal transportation facilities throughout the grounds.

3.5.7 Primary Axes

More prominent and direct routes along primary axes serve as structuring and connecting elements for the entire site, helping to establish a sense of place and assist with wayfinding. The primary axes that warrant special consideration and public realm improvements are identified as follows:

- *Princes' Boulevard, the central, grand avenue for the grounds, bookended by the Princes' Gates to the east and the Better Living Centre to the west;*
- *The westward extension of Princes' Boulevard to connect with Saskatchewan Road and British Columbia Road, which can be enhanced as a scenic route through the heritage buildings and landscapes that characterize the 'Relax' Zone;*
- *Two major north-south pedestrian links to connect people from the transit hub at the north edge, through the site and alongside key venues, to Ontario Place. One of these could feature an elevated*

promenade that allows for free movement of pedestrians, cyclists, and potentially transit vehicles and could be designed to include weather protection and above-grade access points to the various venues along the route. Clear and unimpeded movement through the site should be maintained even when major events are occupying the grounds.

3.5.8 Green Roofs

The Plan illustrates the potential installation and expansion of green roofs at the Enercare Centre and Food Building, to support sustainability objectives at Exhibition Place.

3.5.9 Transit Hub

The location of the Ontario Line station at the Exhibition GO/TTC loop would serve both Liberty Village residents and employees in addition to Exhibition Place users.



4. Next Steps

4.1 Guidelines for Master Plan Development

At its meeting of May 14, 2019, City Council adopted a study framework consisting of eight inter-related elements to guide ongoing work on the Exhibition Place Master Plan. These include:

- *Heritage and Archaeology*
- *Public Realm/Open Space*
- *Connectivity/Linkages*
- *Mobility*
- *Resilience*
- *Built Form*
- *Operations*
- *Stakeholder Engagement*

This report sets out a proposed Vision and Guiding Principles to inform decision-making regarding the physical grounds of Exhibition Place. A Conceptual Strategy and draft Structure Plan illustrate a potential approach to the way these principles could be applied to the grounds. It is not anticipated that these changes would take place all at once – rather, they provide a framework to evaluate opportunities to ensure the overarching vision for Exhibition Place can be achieved.

These proposed directions and strategies are the first step in the development of a Master Plan for Exhibition Place. As the Master Plan continues to evolve, the exploration of possible opportunities and interventions should take the following guidelines into consideration.

4.1.1 Heritage and Archeology

Implement the recommendations of the Cultural Heritage Landscape Assessment to promote heritage conservation and rehabilitation.

The recommendations of the Cultural Heritage Landscape Assessment provide a comprehensive strategy that includes policy implementation; principles for rehabilitation; and specific, individual interventions to be undertaken on the site, its buildings, structures and landscapes. These CHLA recommendations have shaped the emerging Master Plan directions and should remain a fundamental framework guiding the physical management of the Exhibition Place grounds.

4.1.2 Public Realm and Open Space

Enhance the Public Realm to improve the visitor experience and strengthen the site's identity as a gathering place.

Exhibition Place is a unique destination attracting millions of visitors to Toronto, and a primary goal of any intervention should be to improve their experience on the site to encourage new and repeat visits. Public realm enhancements should promote pedestrian movement, provide a significant open space to accommodate large public events, and offer spectacular places to be enjoyed year-round.

4.1.3 Mobility

Prioritize transit and encourage multi-modal mobility to, within and through the site.

Central to an enhanced visitor experience is to make it convenient for large amounts of people to travel to, within, and through the site without the need to use individual, single-occupancy vehicles unless absolutely necessary. While many visitors may need to drive to shows and events at Exhibition Place, the goal of improving mobility to and within the site can be achieved with significant improvements to transit connections, together with pedestrian and cycling facilities.

Transit is key to moving the greatest amount of people to and from the site, and ease of movement will make the site more attractive for visitors, residents and operators. As transit investment and other transportation demand strategies are implemented to serve the Exhibition Place grounds, future opportunities to optimize and potentially reduce surface parking may emerge.

4.1.4 Connectivity and linkages

Enhance and create new gateways linking the grounds to surrounding parks and open spaces, neighbourhoods, Ontario Place and the waterfront.

To overcome the perceived isolation of the Exhibition Place, new and existing gateways to the north, south, east and west can reconnect the grounds both visually and physically with the City and the broader parks and open space network. In particular, the Master Plan should allow for meaningful connection to Ontario Place to allow for the coordinated planning of both sites as an integrated district. The historic relationship of

Exhibition Place to Lake Ontario should also be re-established.

4.1.5 Built Form

Identify appropriate sites for potential future development.

Exhibition Place is used throughout the year for a wide range of one-time, seasonal and year-round activities, and the configuration of the grounds varies for each event. Opportunities to expand existing buildings and add new ones without having an impact on current programming must be very carefully considered. In particular, the Master Plan should assume the expansion of the Enercare Centre to accommodate increased trade show and convention capacity; and the second phase of Hotel X should the leaseholders exercise their option for development. Any opportunities for future development should have consideration for the heritage character of Exhibition Place, impacts on operations and parking supply, and opportunities for improved public realm, transit and mobility interventions.

4.1.6 Operations

Accommodate event operations and optimize parking to support the success and growth of attractions, balanced with public realm objectives.

The Canadian National Exhibition, trade shows, conferences, festivals, sporting events, venues and other programming at Exhibition Place all require specialized logistics and 'back-of-house' activities to mount a successful event. Additionally, the need for parking for operators, vendors and attendees will remain even with the implementation of transportation demand management

measures. Any potential physical changes to the site should review and mitigate potential impacts on site operations and parking provision.

4.1.7 Resilience

Build upon leadership and innovation in sustainability and resilience

As a significant public asset on Toronto's waterfront, Exhibition Place should continue and expand its role as a leader in environmental initiatives and sustainable development practices, seeking new ways to implement innovative strategies to improve stormwater management, energy efficiency and biodiversity.

4.1.8 Stakeholder Engagement

Continue robust stakeholder engagement in decision-making.

As the Master Plan develops through future phases, ongoing consultation with relevant stakeholders and the public at large will ensure that the potential impacts of proposed interventions can be identified and assessed.

4.2 Potential Areas for Further Study

This report presents a starting point articulating the strategies to be explored and tested in the development of a final Master Plan. The following areas for further study are recommended to test ideas and determine a road-map for implementation.

Studies recommended for future phases of the Master Plan development should be guided and informed by the Cultural Heritage Landscape Assessment. The strategies and principles for the conservation and rehabilitation of this provincially significant cultural heritage landscape are foundational to the master planning of the site.

4.2.1 Multi-modal Transportation Strategy

Understanding and identifying potential solutions to manage mobility to Exhibition Place will require a holistic review of current transportation demands as they affect the site, including personal vehicle use, transit, pedestrian and cycling connectivity, parking and surge crowds associated with major events. The study should review recent related studies, assess demand and examine the potential for broad changes in travel patterns as a result of transit investment, evolving consumer travel preferences, changing demographics, growth in surrounding areas, increased traffic congestion, ride hailing, emerging micro-transit technologies and options, and other mobility innovations. The study would recommend strategies to encourage ease of transit use, discourage travel by personal vehicle, and optimize parking on the grounds.

It is recommended that this analysis include a phasing strategy to identify preconditions for the consolidation and/or relocation of surface parking

areas, and potential reduction of parking spaces as demand decreases. The study should deliver a refined conceptual site transportation plan that leverages and enhances sustainable transportation modes.

4.2.2 Operations and Logistics Study

Future phases of the Master Plan development should be informed by a detailed review of the loading, operations, site circulation and logistics associated with long-term tenants and staging major events throughout the year. This study, which could be undertaken with consultant assistance, would involve ongoing consultation with tenants and operators to gain a thorough understanding of current needs and identify practical opportunities to consolidate, relocate and/or optimize site operations to create opportunities for public realm improvements.

Alternative event setup and storage options may provide opportunities to enhance the public realm and public programming opportunities on the grounds, which have the potential to also provide benefit to tenants and event operators. Opportunities to re-allocate logistics functions off-site, underground or above grade, alternative load bearing surface treatments, as well as revenue impacts to the City of such options would be included in the review.

4.2.3 Economic Impact/Opportunities Study

This study is recommended to review and confirm the economic impact of the current activities, events and attractions at Exhibition Place, and

undertake a cost/benefit analysis of implementing the heritage, parks and public realm strategies articulated in the draft Structure Plan, such as:

- *consolidating and relocating parking*
- *creating Festival Plaza, land bridge and other public gathering spaces*
- *introducing additional food service options and off-peak programming, and*
- *opportunities for new revenue-generating activities.*

Such analysis would consider the impact and opportunities for existing tenants and recommend priorities for future investment.

4.2.4 Conservation Management Plan

The Cultural Heritage Landscape Assessment recommended the development of a Conservation Management Plan to conserve the site as a significant cultural heritage landscape. The Conservation Management Plan would establish a matrix for evaluating the impact of future interventions to the site and establish governance for the review of alterations, new development, etc. and continued stewardship of CHLA. It is recommended that this study be undertaken concurrently with other ongoing Master Plan studies to coordinate public and stakeholder consultation efforts.

4.2.5 Interpretation Plan

The CHLA also recommended the development of an Interpretation Plan to communicate the site's rich, layered history and using innovative approaches for historical interpretation by residents and visitors alike.

4.2.6 Landscape Planting and Maintenance Plan

A landscape planting and maintenance plan is recommended to establish a clear approach to plant health and end of life replacements, and to provide direction on intensity of use and appropriate spacing of uses to allow recovery periods for lawns and plantings.

4.2.7 Stormwater/Wastewater Management Study

A stormwater/wastewater management study is recommended to assess existing conditions and efficiency of current water infrastructure servicing the site and recommend strategies for improving stormwater infiltration and reducing overland flow and flooding.

4.2.8 Food Building Feasibility Study

The Food Building is situated near the Exhibition GO Loop, offering an opportunity for integration within an expanded transit hub. It is recommended that a coordinated approach be undertaken with the City, Exhibition Place and stakeholders, TTC, and Metrolinx to develop and evaluate options for the re-use of the Food Building connected with transit investment.

4.3 Quick Start Initiatives

While the Master Plan would identify major transformational projects for long-term implementation, the City can undertake certain initiatives to improve the public realm and connectivity in and around Exhibition Place in the interim. Some recommended "quick start" projects include:

4.3.1 West Side of Food Building Pedestrian Path

The west side of the Food Building, as generally shown on Map 62, presents an opportunity to facilitate pedestrian movement line between the Transit Hub area and BMO Field. The existing pedestrian sidewalk along the west side of the building is narrow, indirect and generally obscured from adjacent pedestrian sightlines. There may be a short term opportunity to enhance this pedestrian route with tools such as:

- *landscape and special pavement treatment,*
- *improved visibility,*
- *lighting; and*
- *better signage and wayfinding.*

The interim enhancement of this route may help relieve crowding along Nova Scotia Drive pre and post major events as well as improve connectivity/visibility to venues and passive landscapes within the western portion of the grounds.



Map 62. Map showing the general location of the pedestrian path



Map 63. Map showing the general location of the landscape link.

4.3.2 Landscaped Link

One of the main goals of the Master Plan Strategy is to ensure that there is a strong network of pedestrian connections. Some of these connections are shared corridors that can be used by different modes of transportation, and some are dedicated rights-of-way for pedestrians. These connections were studied based on the location of existing roadways, sidewalks, desire lines, interface of existing buildings and potential future developments and their relationship to the larger network.

The outcome of the analysis identified an existing pedestrian connection, in the general location shown on Map 63, to be one of the quick starts. This walkway, which connects Princes' Boulevard to one of the Ontario Place bridges through the large surface parking area on the south side of the site, is currently defined by bollards. This opportunity can be realized in connection with the future hotel development phase or as a stand-alone capital project. Potential enhancements to this connection to be explored, with consideration for ongoing operational requirements for event staging, include:

- *Special paving treatment that is AODA compliant;*
- *Pedestrian-scale lighting and/or light bollards that are bird-friendly, safe and reflective of the history of Exhibition Place;*
- *Weather protection; and*
- *Sitting places and vegetation, if possible.*

Establishing this connection can support pedestrian connectivity by highlighting visual linkages southward to Ontario Place. This connection has the potential to be extended northward to Enercare Centre internally through an expanded facility, and eventually to Manitoba Drive. Parts of this future connection north of Princes' Boulevard can be internal and weather protected.

4.3.3 Transportation Innovation Zone

Exhibition Place has a long history of showcasing innovation in transportation. This legacy can be continued through the creation of a supportive site-specific policy and infrastructure framework to facilitate controlled trialling and feedback mechanisms on novel, emerging, or enhanced technologies and approaches that can help address transportation challenges within the City of Toronto. For example, portions of the grounds could form a testbed for passenger and goods transport technologies, smart and flexible street infrastructure, or alternative exterior hardscaped surface treatments which can also help facilitate longer term Master Plan goals.



Figure 158. Parc Hydro-Quebec

4.3.4 East Gateway (Princes' Gates)

The Princes' Gates form a very prominent entrance to Exhibition Place and a highly visible entry point into Downtown Toronto. Located at the intersection of Strachan Avenue and Lake Shore Boulevard West as shown on Map 64, the entrance were constructed to commemorate the Diamond Jubilee of Canadian Confederation as part of a plan for a grand eastern gateway with a triumphal arch leading to an immense entry plaza. The gateway was named for Prince Edward and Prince George who attended its official opening in 1927.

The front of the gateway has been enhanced with special pavement treatment, bollards and planters. However, there is a lot of potential for further improvements to create a stronger, more pedestrian friendly, visually appealing entrance with better connections to the surrounding context. The Gore, which is located to the east of the gateway is partly occupied by a large surface parking lot on its east side. The park is currently the location of a temporary Respite Shelter. Park development on this site will be undertaken as other uses are relocated. As noted above, this area forms part of 'The Core Circle', a Transformative Idea identified within the Downtown Parks and Public Realm Plan. The gateway enhancement can explore the following considerations:

- *The development of a design for The Gore that takes into account park facility needs in the area, programming opportunities (e.g. event use), interpretive opportunities and the need to better connect with the adjacent parks and public realm;*
- *Extending the special pavement treatment in front of the gateway to the east to create a visual connection and pedestrian crossing;*
- *Relocation of the westbound right turn lane from Lake Shore Boulevard West to Strachan Avenue, adding the triangle to the Gore Park boundary and extending the paving treatment to create an urban plaza and expanded park;*

- *Replacing the existing surface parking with soft landscape to expand The Gore; and*
- *Providing a walkway that connects the gateway and the pedestrian crossing to the transit stop at the northeast side of The Gore.*

4.3.5 Under Gardiner enhancements

The northern boundary of Exhibition Place faces onto the Gardiner Expressway, generally as shown on Map 65. To the east of the study area, the space under the Gardiner Expressway is the first phase of the Bentway, which is an enhanced public space offering new public amenities such as a skating trail and amphitheatre as well as an annual calendar of cultural, recreational and educational programs. While the space under the Expressway within the study area is used for storage, staging and operation during certain events, it has great potential to be enhanced as a part of the Bentway's extension. In order to ensure that no operation is interrupted and the space can be used by the public for the rest of the year, designing a flexible space can be the solution. In addition to creating a great space for daily public use, and opportunities for shared programming, this potential improvement would also act as another important gateway to Exhibition Place, connecting the grounds to the broader context and important sites including but not limited to Fort York National Historic Site.

This opportunity should be explored in coordination with the proposed Ontario Line, operational requirements, and the appropriate relocation of existing uses.

4.3.6 Other medium and long term initiatives

Through the development of the emerging Master Plan Strategies, City Planning has identified a number of other key initiatives that can be implemented in the medium term (5-10 years) or long term (10-20+ years). Other opportunities recommended for consideration include the following:

- *West gateway enhancement through the expansion of Marilyn Bell Park; special pavement treatment; safe pedestrian and cyclist crossing; connection to the Parkdale neighbourhood and improved transit;*
- *Dufferin Gateway enhancement through the creation of a transit node, special pavement treatment, relocation of Dufferin Gate Arch to achieve better connection to and from the site;*
- *South gateway/meeting place enhancement through the creation of an elevated park connecting to Ontario Place and creating a public open space over Lake Shore Boulevard West*
- *North gateway/meeting place enhancement through the creation of a major transit hub, better pedestrian connections to and from the site, special pavement treatment;*
- *Strengthening north-south connections through a multi-use elevated promenade connecting the north gateway to Ontario Place, while making it an outstanding public space;*
- *Enhancement of the main east-west connection through pavement treatment, streetscape improvement and unified street furniture; and*
- *The implementation of Festival Plaza - advance design of a flexible open space that can be used for staging and operation during events and a public open space for the rest of the year.*



Map 64. Map showing the location of Prince's Gate



Map 65. Map showing the space under Gardiner for potential enhancement.

4.4 Conclusion

Exhibition Place serves many functions for Toronto: it is a historic place with a rich layering of cultural heritage landscapes and built resources; a year-round centre for economic activity, trade, entertainment and tourism; a valuable oasis of open space in a rapidly growing city; and a long-standing fairground for celebrating innovation, agriculture, sport and community. Because of these varied roles, planning the physical site requires a careful balancing of needs and interests, as well as flexibility and efficiency to make the best use of the grounds. The establishment of a Master Plan for Exhibition Place would provide an overall vision, guiding principles and planning framework to guide physical change and evaluate future opportunities.

The Cultural Heritage Landscape Assessment lays the groundwork for rehabilitating and conserving Exhibition Place as an important waterfront asset in the heart of the City. Grounded in the CHLA recommendations, the proposed strategies explored in Phase 1 of the Master Plan study support the creation and enhancements of linkages, paths and gateways to better connect the site to surrounding areas and green spaces and improve internal movement. Investment in transit services and facilities is promoted as the key strategy for reducing vehicular traffic and parking needs, which in turn can open up opportunities for revitalizing expansive paved areas as flexible, multi-purpose open spaces. As an additional benefit, increased environmental resilience of the site will bolster the role of Exhibition Place as a leader in sustainability. Central to all of these Master Plan elements is the objective to improve the experience at Exhibition Place for visitors – whether local, regional or international – to ensure its continued success as Toronto’s gathering place into the future.

This Proposals Report outlines a preliminary Vision, Guiding Principles, emerging strategies and draft Structure Plan for further consideration through future phases of analysis and consultation in the development of the Exhibition Place Master Plan.



Figure 159. Princes Gate at Night

(Source: www.wikimedia.org/wikipedia/commons/0/01/Princes_Gate_at_night.jpg Photo by Paul Bica)

Maps

Map 1. Study Area and existing buildings and structures [pg.17](#)

Map 2. Extract from CHLA - Map 9 in CHLA: Pre-1793 Period Diagrammatic Map [pg.19](#)

Map 3. Extract from CHLA (Map 66) Exhibition Place Designed C.H.L.s and Attributes [pg.25](#)

Map 4. Extract from CHLA (Map 43) Building and Structure Types [pg.26](#)

Map 5. Extract from CHLA (Map 44) Building Styles [pg.26](#)

Map 6. Exhibition Place Program and Development Concept (1998) [pg.27](#)

Map 7. Exhibition Place Development Concept Plan (2004) [pg.27](#)

Map 8. Streets and Transit, Program & Development Concept Plan - 1998 [pg.28](#)

Map 10. Public Open Spaces, Program & Development Concept Plan - 1998 [pg.28](#)

Map 9. Pedestrian Connections, Program & Development Concept Plan - 1998 [pg.28](#)

Map 11. Views, View Corridor & Gateways Program & Development Concept Plan - 1998 [pg.28](#)

Map 12. Development Opportunities, Exhibition Place Development Concept Plan -- 2004 [pg.29](#)

Map 14. Views, View Corridors and Gateways Exhibition Place Development Concept Plan – 2004 [pg.29](#)

Map 13. Public Open Spaces Exhibition Place Development Concept Plan – 2004 [pg.29](#)

Map 15. Exhibition Place Structure Plan (2010) [pg.30](#)

Map 16. Development Opportunities [pg.31](#)

Map 18. View Corridors and Gateways [pg.31](#)

Map 17. Public Open Spaces [pg.31](#)

Map 19. Extract from A Place to Grow (Schedule 5. Moving People - Transit) [pg.35](#)

Map 20. Extract from 2041 Regional Transportation Plan (Map 5). 2041 Frequent Rapid Transit Network [pg.37](#)

Map 21. Extract from 2041 Regional Transportation Plan (Map 9). 2041 Regional Cycling Network [pg.38](#)

Map 22. Urban Structure (Official Plan Map 2) designations overlaid on Exhibition Place and surrounding area [pg.40](#)

Map 23. Map 7B of the Official Plan - Identified Views from the Public Realm: Downtown and Waterfront Area [pg.40](#)

Map 24. Map 18 of the Official Plan - Land Use Designation [pg.41](#)

Map 25. Land Use Designation of the Study Area [pg.41](#)

Map 26. Map E of the Central Waterfront Secondary Plan - Land Use [pg.42](#)

Map 27. Map 35 of the Official Plan - Secondary Plan Key Map [pg.43](#)

Map 28. Map 13-5 of the Fort York Neighbourhood Secondary Plan - Land Use [pg.44](#)

Map 29. Extract from Downtown Parks and Public Realm Plan (2019) - The Core Circle [pg.45](#)

Map 30. Downtown Stitch, extract from the Downtown Parks and Public Realm Plan. [pg.46](#)

Map 31. Context map [pg.60](#)

Map 32. Key landmarks [pg.62](#)

Map 33. Extract from CHLA (Map 2) Heritage Register [pg.65](#)

Map 34. Extract from CHLA (Map 3). Areas of archeological potential and identified Archeological Sensitive Areas [pg.65](#)

Map 35. Different types of landscape at Exhibition Place (As per CHLA) [pg.67](#)

Map 36. TTC System Map (May 2019) [pg.70](#)

Map 37. Existing and planned transportation conditions and initiatives [pg.72](#)

Map 38. Recurring outdoor events within the Study Area [pg.78](#)

Map 39. The comparison between built spaces and open space areas (Strength) [pg.80](#)

Map 40. Different types of landscape within the Study Area (Strength) [pg.82](#)

Map 41. Relationship between different types of open spaces (Strength) [pg.83](#)

Map 42. Weaknesses and constraints [pg.85](#)

Map 43. Opportunities within the Study Area [pg.87](#)

Map 44. Potentials [pg.89](#)

Map 45. Key transit and active transportation connections [pg.103](#)

Map 46. Conceptual site access [pg.107](#)

Map 47. Major connections and meeting places [pg.109](#)

Map 48. Enhancing connections during events [pg.111](#)

Map 49. Public realm and view enhancement [pg.113](#)

Map 50. Enhancing connections within Exhibition Place and with the context [pg.115](#)

Map 51. Potential strategies for improving environmental sustainability and site resilience [pg.117](#)

Map 52. Conceptual service access - Consolidating and minimizing the amount of service and delivery traffic in the interior of the site, without unduly impacting tenant and leaseholder operations, can help improve the management of servicing access, allow for public realm improvements, and provide a better experience for Exhibition Place patrons and the wider public. [pg.119](#)

Map 53. Enhancement of open spaces, connections, cultural heritage value and view corridors [pg.121](#)

Map 54. Existing and potential public art locations [pg.123](#)

Map 55. Opportunities and potentials within and adjacent to the Study Area [pg.126](#)

Map 56. Different zones within the Study Area [pg.127](#)

Map 57. Proposed public realm improvements within the RELAX Zone [pg.129](#)

Map 58. Proposed public realm improvements within the ENTERTAIN Zone [pg.131](#)

Map 59. Proposed public realm improvements within the EXHIBIT Zone [pg.133](#)

Map 60. The Green DNA [pg.135](#)

Map 61. Draft Structure Plan [pg.137](#)

Map 62. Map showing the general location of the pedestrian path [pg.146](#)

Map 63. Map showing the general location of the landscape link. [pg.146](#)

Map 64. Map showing the location of Prince's Gate [pg.149](#)

Map 65. Map showing the space under Gardiner for potential enhancement. [pg.149](#)

Figures

Figure 1. Moccasin Identifier engraving at Toronto Trillium Park [pg.3](#)

Figure 2. (opposite page) View towards Liberty Grand [pg.9](#)

Figure 3. View of existing cultural landscape [pg.9](#)

Figure 4. Conceptual Strategy: the three zones within the Exhibition Place [pg.13](#)

Figure 5. (opposite page) Bird's eye view towards Exhibition Place [pg.15](#)

Figure 6. Medieval Times [pg.16](#)

Figure 7. Beanfield Centre [pg.16](#)

Figure 8. Coliseum Complex [pg.16](#)

Figure 9. Horse Palace [pg.16](#)

Figure 10. The Fashion Incubator [pg.16](#)

Figure 11. Liberty Grand [pg.16](#)

Figure 12. Princes' Gate [pg.16](#)

Figure 13. Scadding Cabin [pg.16](#)

Figure 14. Stanley Barracks [pg.16](#)

Figure 15. Centennial Square Park & Playground [pg.16](#)

Figure 16. Bandshell [pg.16](#)

Figure 17. Better Living Centre [pg.16](#)

Figure 18. Dufferin Gate [pg.16](#)

Figure 19. Fire Hall [pg.16](#)

Figure 20. Food Building [pg.16](#)

Figure 21. BMO Field [pg.16](#)

Figure 22. Horticultural [pg.16](#)

Figure 23. Press Building [pg.16](#)

Figure 24. Princess Margaret Fountain [pg.16](#)

Figure 25. Queen Elizabeth Building [pg.16](#)

Figure 26. Enercare Centre [pg.16](#)

Figure 27. Hotel X [pg.16](#)

Figure 28. Rose Garden [pg.16](#)

Figure 29. (opposite page) Extract from CHLA - Figure 5-19: View looking northeast through Bandshell Park to Horticulture Building, 1924 [pg.19](#)

Figure 30. Extract from CHLA - Figure 4-26: Sketch of the Ground In Advance of and Including York, Upper Canada, November 1813. [pg.19](#)

Figure 31. Extract from CHLA - FIGURE 4-48: Music Building, c. 1920s showing sidewalks [pg.20](#)

Figure 32. Extract from CHLA - FIGURE 5-19: View looking northeast through Bandshell Park to Horticulture Building, 1924 [pg.20](#)

Figure 33. Press Building [pg.21](#)

Figure 34. Extract from CHLA - FIGURE 4-46: Ontario Government Building, 1929 [pg.21](#)

Figure 35. Extract from CHLA - 4-5: Exhibition Railway Station with troops during First World War, 1915 [pg.21](#)

Figure 36. Extract from CHLA - FIGURE 3-13: Canadian National Exhibition Plan No. 2 Illustrating Ultimate Development by Chapman and Oxley, February 1921, as planned and partially built [pg.22](#)

Figure 37. Extract from CHLA - FIGURE 10-8: The monumental scale of the Liberty Grand building is balanced by its generous southwest lawn and plaza [pg.22](#)

Figure 38. Extract from CHLA - FIGURE 4-43: Princes' Gates 1927 [pg.23](#)

Figure 39. Extract from CHLA - FIGURE 4-45: Automotive Building c. 1920s [pg.23](#)

Figure 40. Extract from CHLA - FIGURE 5-66: View northwest of the Flower Garden south of the Bandshell, 1963 [pg.23](#)

Figure 41. Extract from CHLA - FIGURE 5-63: Parterre Gardens at the Shrine Peace Memorial [pg.23](#)

Figure 42. Extract from CHLA - FIGURE 4-50: Better Living Centre c. 1960s [pg.24](#)

Figure 43. Extract from CHLA - FIGURE 4-51: Queen Elizabeth Building, 1957 [pg.24](#)

Figure 44. Planning Framework [pg.32](#)

Figure 45. Provincial Policy Statement 2014 Cover [pg.34](#)

Figure 46. Metrolinx Regional Transportation Plan (2018) cover [pg.36](#)

Figure 47. City of Toronto Official Plan cover [pg.39](#)

Figure 48. Bird's eye view towards Billy Bishop Airport and Downtown Toronto [pg.48](#)

Figure 49. Exhibition Place Strategic Plan (2017-2019) cover [pg.49](#)

Figure 50. View towards Eneercare Centre [pg.51](#)

Figure 51. View towards Ontario Place pedestrian bridge [pg.51](#)

Figure 52. View towards Ontario Place [pg.51](#)

Figure 53. View towards Lake Ontario [pg.51](#)

Figure 54. View of BMO field [pg.52](#)

Figure 55. View of Hotel X [pg.52](#)

Figure 56. Festival Plaza [pg.53](#)

Figure 57. Proposed bridge at X Hotel [pg.53](#)

Figure 58. View towards OVO Athletic Centre [pg.54](#)

Figure 59. View towards Ontario Place [pg.54](#)

Figure 60. Liberty Grand [pg.56](#)

Figure 61. Timeline of the project [pg.57](#)

Figure 62. (opposite page) Staff visit at Exhibition Place - Photo taken in front of Toronto Fashion Incubator [pg.59](#)

Figure 63. Coca-Cola Coliseum at Exhibition Place [pg.61](#)

Figure 64. Eneercare Centre [pg.63](#)

Figure 65. Beanfield Centre [pg.63](#)

Figure 66. The Fort Rouille Plaque at Exhibition Place [pg.64](#)

Figure 67. Archeological site next to Stanley Barracks [pg.65](#)

Figure 68. View towards open space in front of Stanley Barracks [pg.66](#)

Figure 69. Medieval Times [pg.66](#)

Figure 70. Greek Gods Public Art - Photo from the 1990's [pg.68](#)

Figure 71. Toronto Rochester Plaque [pg.68](#)

Figure 72. Streetcar and buses eastbound at Exhibition Loop [pg.69](#)

Figure 73. Dufferin buses on Princes' Boulevard [pg.69](#)

Figure 74. Pedestrians walking on sidewalk next to the Lakeshore Boulevard West [pg.73](#)

Figure 75. Crowd walking at Exhibition Place [pg.73](#)

Figure 76. Marked bike lanes on Princes' Boulevard [pg.74](#)

Figure 77. Temporary bike racks in front of Princes' Gates during CNE [pg.74](#)

Figure 78. View of vehicles on the road at Exhibition Place [pg.75](#)

Figure 79. View of vehicles on Princes' Boulevard [pg.75](#)

Figure 80. View of Manitoba and Nova Scotia Drives [pg.75](#)

Figure 81. View of a parking lot at Exhibition Place [pg.76](#)

Figure 82. View of underground garage entrance at Exhibition Place [pg.76](#)

Figure 83. View of drop off lane at Exhibition Place on Princes' Boulevard [pg.76](#)

Figure 84. Existing surface parking [pg.81](#)

Figure 85. A segment of the streetscape along Princes' Boulevard [pg.81](#)

Figure 86. Landscape area in front of Bandshell [pg.81](#)

Figure 87. Gardiner Expressway looking from Manitoba Road [pg.84](#)

Figure 88. Entrance to Exhibition Place along Nova Scotia Road [pg.84](#)

Figure 89. Fences along Lakeshore Blvd West looking south from the open space in front of the Bandshell [pg.84](#)

Figure 90. Existing surface parking South of Princes' Boulevard [pg.86](#)

Figure 91. Dufferin Gate [pg.86](#)

Figure 93. Princes' Blvd, looking west [pg.88](#)

Figure 94. Press Building [pg.88](#)

Figure 95. View towards the Lake from the south side of Exhibition Place [pg.88](#)

Figure 96. Public Open House #1 [pg.90](#)

Figure 98. Pop-up event at Nathan Philips Square [pg.90](#)

Figure 97. Public Open House #1 [pg.90](#)

Figure 99. Pop-up event at Open Streets Festival [pg.91](#)

Figure 100. Pop-up event at Mel Lastman Square [pg.91](#)

Figure 101. Gathering information board, (City of Toronto, 2019) [pg.92](#)

Figure 102. Gathering information board [pg.92](#)

Figure 103. Gathering information board [pg.93](#)

Figure 104. Pop-up event at Open Streets Festival [pg.93](#)

Figure 105. Public Open House #2 [pg.94](#)

Figure 106. Public Open House #3 [pg.94](#)

Figure 107. Exhibition Place during CNE [pg.97](#)

Figure 108. INDY event at Exhibition Place [pg.97](#)

Figure 109. Shaping the Vision [pg.99](#)

Figure 110. (Image above) Extract from CHLA (Figure 5-22) Looking west at the Gooderham Fountain with the Toronto Event Centre in the background, 1929 showing crowds and function of Plaza as an open space (C.N.E. Archives) [pg.99](#)

Figure 111. Dundas Square [pg.100](#)

Figure 112. Toronto Grange Park [pg.100](#)

Figure 113. View towards Liberty Grand [pg.100](#)

Figure 114. King St W closure during Toronto Film Festival [pg.101](#)

Figure 115. Toronto Regent Park [pg.101](#)

Figure 116. TTC service at Exhibition Loop [pg.102](#)

Figure 117. Ticket and fare bundling [pg.102](#)

Figure 118. Homme de Fer LRT station, Strasbourg [pg.102](#)

Figure 119. Tunnel to Billy Bishop Airport, Toronto [pg.104](#)

Figure 120. Elevated multi-use path, Chicago [pg.104](#)

Figure 121. Cyclists on Martin Goodman Trail, Toronto [pg.105](#)

Figure 123. Conceptual elevated connection - potential section [pg.106](#)

Figure 124. Transit Hub [pg.108](#)

Figure 126. Pedestrian connection, Montreal, QC [pg.108](#)

Figure 128. Tropicfest, Sydney [pg.108](#)

Figure 125. Berczy Park, Toronto, ON [pg.108](#)

Figure 127. Philadelphia Rail Park [pg.108](#)

Figure 129. Example of interior connection through a building [pg.108](#)

Figure 130. Waterview Village Court, Toronto, ON [pg.110](#)

Figure 132. Honda Indy at Exhibition Place [pg.110](#)

Figure 131. Chicago boardwalk [pg.110](#)

Figure 133. Sky Garden, Seoul [pg.110](#)

Figure 134. Sherbourne Common (Source: <http://blog.waterfronttoronto.ca/>) [pg.112](#)

Figure 136. Quai Paquet, Levis QB [pg.112](#)

Figure 135. Berczy Park, Toronto (Source: Industryous Photography) [pg.112](#)

Figure 137. The Adelaide Plaza, Toronto [pg.112](#)

Figure 138. The Bentway [pg.114](#)

Figure 139. Queen's Quay, Toronto [pg.114](#)

Figure 140. Proposed Rail Deck Park, Toronto [pg.114](#)

Figure 141. Connection over highway, Millennium Park, Chicago, IL [pg.114](#)

Figure 142. Highline, NYC [pg.114](#)

Figure 143. Example of seating arrangement in Chicago, IL [pg.114](#)

Figure 145. Rain garden in a parking lot [pg.116](#)

Figure 144. City of Toronto Green Roof [pg.116](#)

Figure 146. Delivery robot [pg.118](#)

Figure 147. Cargo cycle deliveries [pg.118](#)

Figure 148. Carnival set-up, Calgary Stampede [pg.118](#)

Figure 149. View towards the Lake

from Martin Goodman Trail [pg.120](#)

Figure 150. Panoramic View towards Heritage Buildings (Exhibition Place) [pg.120](#)

Figure 151. Greek God [pg.122](#)

Figure 152. Shrine Peace Memorial [pg.122](#)

Figure 153. Public Open House #2 [pg.124](#)

Figure 154. Public Open House #1 [pg.124](#)

Figure 156. Pop-up consultation event at Mel Lastman Square [pg.124](#)

Figure 155. Public Open House #1 [pg.124](#)

Figure 157. Dufferin Gate [pg.141](#)

Figure 158. Parc Hydro-Quebec [pg.147](#)

Figure 159. Princes Gate at Night [pg.151](#)

